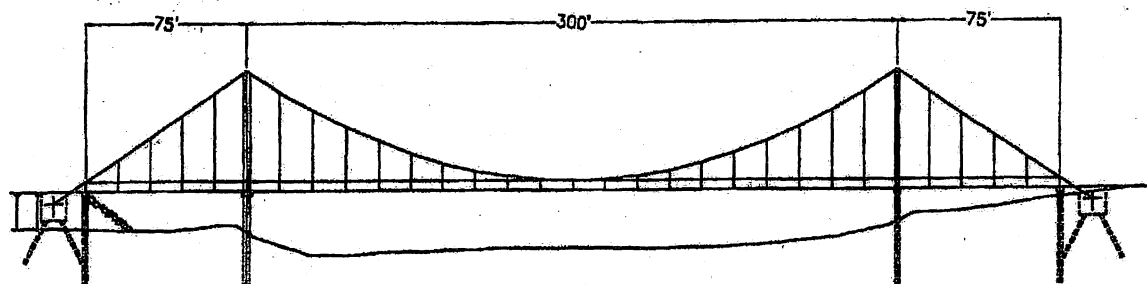
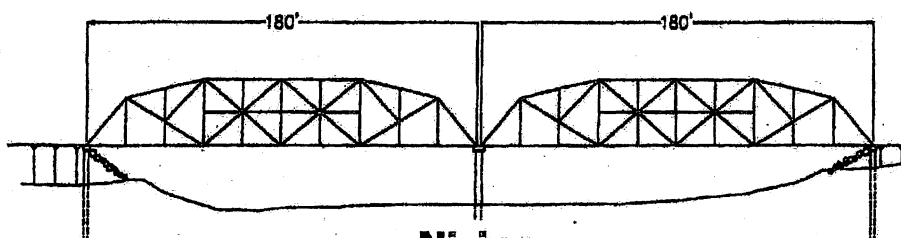


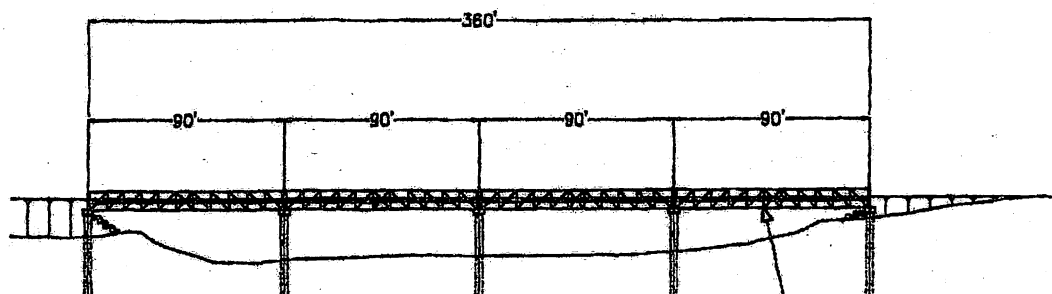
Kennicott River - which bridge?



Suspension




Nizina



Truss

TRUSS BRIDGE RAIL

In This Issue	<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>Historic First for McCarthy & Kennicott!</p> </div>  </div>	<h3>King Floyd</h3> <p>Part eleven The Baron Vs Wings Hauser</p>	<h3>Copper Discovery 1897- 1898</h3>
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A note from the publisher

by Bonnie Kenyon

I just reread last issue's *A note from the publisher* and couldn't help but reflect "warmly" on those 70 and 80 degree temperatures I wrote you about. Things are changing drastically. There is now snow on the ground--about an inch--and temperatures are dropping into the low 20's. It's time to put the summer clothes away and dig out the boots, sweaters and ear muffs.

Shortly after our September/October issue came out, Rick and I took a break from the small town atmosphere of McCarthy and headed out to the big city of Anchorage. Our friend--and now neighbor--George Cebula was here and kindly filled in for us and did our weather observations while we were gone.

We enjoyed the change of pace as well as meeting with old friends and making some new ones. For instance, Dennis Fradley, who is an editor of the Anchorage Times and who has contributed to our own WSEN editorial page, took time out of his busy schedule to take Rick and I to lunch. Although we have corresponded with Dennis and even talked with him on the phone, we had never met in person. Needless to say, we can't thank Dennis enough for letting us ply him with questions which he patiently answered. Perhaps we'll see him out this way one of these days. It won't be his first but maybe this time we can treat him to lunch!

While we were in Dennis' office, he made a phone call to the Governor's Anchorage office and talked to Governor Hickel's Special

Assistant, John F. Hendrickson. Both men were presently in Anchorage. Dennis got us an appointment to meet Mr. Hendrickson but there was not much hope we would be able to meet the Governor. Rick and I did not solicit this meeting and I must admit my stomach was doing flip-flops when we walked into the Governor's office.

We were directed to Mr. Hendrickson's office where we had an opportunity to talk with him, exchange a few addresses and introduce him to Wrangell St. Elias News. While we were leaving the office, I opened the door and nearly ran into the Governor himself. Of course I recognized him but, wouldn't you know, I totally forgot his name and mine. So...all I could muster was, "Governor!" He was most gracious giving Rick and I time to recover and remember who we were and where we were from.

next door to the Kenny Lake Mercantile and Laundry. On our way to Anchorage, I stopped by to meet B.J.(and sample her delicious donuts). We hope *Kenny Lake Round-up* will be a regular occurrence in WSEN. Thanks, B.J., for taking time to inform our readers what the news is in your neck of the woods.

As you will see, subscriber Charlie Ricci, has come through again. This time with *The story of copper discovery in Alaska*. He and Inger know the author's daughter, Helen H. Nicholson, who gave permission for us to use her mother's story. Thanks, Charlie and Inger, for your devotion to keeping our readers up on the history of this area.

Our subscribers' list has now reached 317. Wrangell St. Elias News welcomes the following new subscribers: Nancy Hollingsworth,



John Hendrickson ushered us into the Governor's office and took our picture with Governor Hickel--John promising to send us the pictures. As you can see, he did.

I want to take this opportunity to call your attention to a new contributor. Her name is B.J. Dragseth from Kenny Lake. She operates the Nugget Cafe which is

AK; Danny Whatley, AK; Steven Jochens, AK; Mrs. Martha Robitaille, MA; Richard Levine, AK; Clarence Catledge, AK; Mike Pollock, AK; Baugh Construction & Engineering, AK; Richard Gerondale, AK; Cliff Wright, AK; Randy Nabb, AK; Winston Darkow, AK; Tim Danahy, OR; Joe Princko, FL.

Items of Interest

BY BONNIE KENYON

Mike McCarthy: Mike is back from fishing and busy on another project—putting in foundations for a sauna. Mike's son, McKensie P., is in Homer going to school. "A promising kindergartner," says dad. There's a big possibility that McKensie will be out this winter and join Kristen Janssen's one-room school in Kennicott.

George Cebula: George has really been busy the past few weeks trying to get his cabin ready to live in. His brother, Ted, was visiting from Milwaukee and spent his time helping George build a storage shed and getting the electrical system installed as per code. He even found



time to get the propane working. A few days after Ted's departure, George arrived back at McCarthy with a long time coworker and fellow retiree, Joe Princko, from Leesburg, Florida. Joe was busy with the mud and getting the walls inside the cabin ready to paint. As this issue goes to press, George and Joe are strewing plenty of paint around—mostly on themselves!

Patrick and Phyllis Sperry: September 25 was no ordinary day for Phyllis. It was her birthday and Patrick did his best to throw her a surprise party. A few local neighbors and family members were

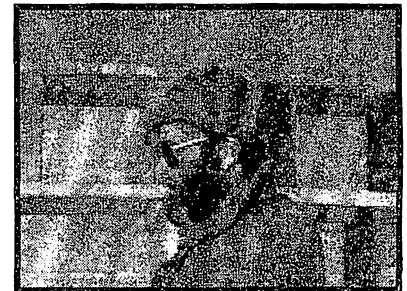
invited. Patrick had his hands full, however. Right before everyone arrived, Phyllis decided to bake a dessert for herself—even though mother-in-law, Pat Edwards, had a cake on its way to the cabin. Patrick went into high gear and helped Phyllis throw ingredients together. At the same time, doing supper dishes and trying to straighten up the kitchen before the guests arrived. He tried to get Phyllis to eat her dinner in the bedroom so everyone could gather in the kitchen and surprise the entering birthday girl. However, Phyllis didn't take the cue and got somewhat frustrated that Patrick would want her to eat dinner in the back room—on her birthday, of all days! So when we all arrived, Phyllis was sitting at the table *trying* to eat, Patrick was throwing the unneeded dessert in the oven and the Sperry girls were doing their best to keep a secret. It was obvious Phyllis was surprised and Patrick was relieved the cat was out of the bag.

Rebekah and Sarah Sperry: Speaking of cats...the Sperry girls have their hands full these days. Would you believe with 3 kittens? Their names are Kapoo, Buster and Kushka. While the girls were in Anchorage recently, grandparents, Jim and Pat Edwards, had more than their share of kittensitting. The kittens missed the girls so much they made pests of themselves. I don't know who was happier when Rebekah and Sarah got home—the kittens or the grandparents!

Susanne Gebel and Stephan Klanck: If you paid a visit to Jim and Pat Edwards this last month, you should have seen several new

faces. Two of those faces belong to Susanne and Stephan—both from Hamburg, Germany. They've been doing a bit of touring in the USA and liked our area so much they decided to stay around for awhile. Much to Jim's delight, Stephan is an aeronautical engineer, and I hear kept Jim busier than he really wanted to be! Susanne was a big help to Pat as well and did a fine job cleaning out the garden and greenhouse. They have since left the area to tour the east coast but, if all goes as planned, they will return in January and see what winter is like in the Wrangells.

Werner Stuckler: Another new face at Swift Creek is 47 year old



Werner who is staying at Jim and Pat Edwards' homestead this winter. Although Werner is German, he is an Australian resident and an enthusiastic cyclist. Because he is recovering from a knee operation, he decided to take a break from his cycling adventure and visit the Edwards who he met through an organization call Servas. Jim and Pat are hosts who welcome other Servas members. According to Werner, his original trade is a compositor (typesetter). At one time he worked for a newspaper in Hamburg. He was quite interested when we told him about WSEN. I think we'll see

a lot of Werner this winter! Welcome to McCarthy, Werner.

Walter and Ursel Mueller:

While I'm still at the Edwards' homestead, I cannot leave out our friends, Walter and Ursel from Switzerland. They were back in the area for a couple of months but flew back to Zurich on September 30. While here this time, Ursel surprised us with a sample of her beautiful handpainted silk scarves and paintings. It was a hard decision, but I finally managed to decide which scarf I wanted. We miss you, Walter and Ursel. Come back soon!

Jim and Pat Edwards: At the request of Jim and Pat Edwards, Father Chris Terry of Holy Family Cathedral traveled to McCarthy to say Mass. On Sunday September 18, Jim and Pat opened their home to others who also wished to join them. Nearly 15 attended this special celebration. As of press time, Jim and Pat are in Newberg, Ore-

gon where they are visiting Beth Edwards, Jim's mother-in-law.

Thom, Cate, Frances and Maggie Bursch: We are sorry to say the Bursches will not be spending the winter at their Fireweed home. McCarthy's loss but Homer's gain. Cate says they are adjusting to "life in town." Frances and Maggie caught their share of colds but, hopefully, will stay healthy for awhile now. As for the raft trip that Cate and 6 other gals went on in August, Cate said she would love to write a piece for WSEN about it, but at this time she is super busy. She's taking 2 classes—nutrition (a nursing pre-requisite) and watercolor. We wish the Bursch family a wonderful, successful winter.

Bonnie Morris: Bonnie continues her civil engineering studies at University of Wyoming, doing CAD graphics and technical writing for her work and study. She spent the summer in Laramie going to summer school, sewing, knitting

and swimming. Bonnie says she also attended a workshop identifying wild medicinal plants in the Snowy Range. She enjoyed an exhibit at the University Museum of Crow Indian work, went to a rodeo in Pinedale, rode horses, helped put up hay on a cattle ranch and barbecued King Salmon at Freemont Lake (650 ft. deep, 12 miles long) in the Wind River Range. (Goodness! I'm worn out just relating all the activities Bonnie has gotten involved in during her studies.) Bonnie hopes to graduate in December '95. Your friends are rooting for you, Bonnie!

Ken and Carly Kritchén:

Well, the Kritchens are still building. This time on a 24' x 12' combination shop and woodshed. Soon Ken's tools can move out of Carly's bathroom and the old-fashioned tub can move in. Sounds great, doesn't it, Carly?

Nancy Cook and George

Pinney: Nancy and George spent a large part of August and September in the Brooks Range. They made it just in time for the caribou migration and a 100 year flood. To top it off, it snowed—with all the firewood on the other side of the swollen creek! Nancy describes it as a "harsh, but good trip!" George might be back this way during the winter, but Nancy plans on going out to look for work this fall.

Randy "Radar" Nabb: Radar's off on another adventure. This time its elk, deer and bear guiding in Montana. He says he'll be driving down and then plans on spending Christmas in Iowa where his 99 year old grandmother lives. When I asked him if he was coming back he said, "I'd love to." Somehow I expect we'll see him yet this winter. Have a safe trip, Radar.

Wrangell St. Elias News

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Kennicott River bridge project

The following is a letter from Steve Jochens, the District Engineering Manager for the Alaska Department of Transportation and Public Facilities (DOT/PF) concerning the project to build a footbridge over the Kennicott River. The drawings mentioned are reproduced (in part) on our cover.

September 26, 1994

Dear Project Participant:

This letter's purpose is to describe the McCarthy/Kennicott River Footbridge Project: its progress, schedule, what you can expect to see and how you can participate during project development.

The purpose of this project is to provide access into the town of McCarthy across the Kennicott River and replace the existing tramway. A public meeting was held in McCarthy in May 1994. During this informal, well attended and lively meeting there were numerous subjects discussed such as alternatives, project issues and views of local people. Prior to this meeting a suspension bridge that could span the entire west channel of the Kennicott River was an obvious alternative. Since a reasonable number of alternatives is required to be considered by federal regulations, a more conventional bridge with typical piers and girders was also being considered. Also discussed was the possibility of limited vehicle access across the bridge. After the meeting a new idea for an alternate was presented to the Department. This idea is to salvage the steel truss bridges at the Nizina River, approximately 11 miles from McCarthy, and move them to the proposed Kennicott River bridge site.

Since that time our bridge engineers have been working on

conceptual designs for the footbridge alternates. Also, during this time the Department has received numerous letters and phone calls concerning the project. Almost every letter on file has expressed opposition to a vehicular bridge. Most conversations with people have been similar in nature.

During the first public meeting it was stated that there would be other meetings prior to final selection of the preferred alternate. The final public meeting is held after the draft of the environmental document is complete. Since the project

directly to me. If you prefer to make verbal comment attend a public meeting. The meetings will be advertised in the news media for 30 days. I expect this will be by November of this year. In the meantime, talk to other people you know that may have interest in the project and share this information so that they can also express their views. In your written correspondence make sure you state if you wish to be put on our mailing list and, if so, write your return address clearly.

Attached with this letter you will find four preliminary plan

"The original project schedule called for construction in 1995. Because of the widespread public interest in this project, the construction of the project has been rescheduled for 1996."

alternatives are required prior to writing the environmental document, the second and last public meeting is not possible now until early or midwinter at the earliest. I have, therefore, written this letter so that people have the earliest possible access to project information prior to winter.

The original project schedule called for construction in 1995. Because of the widespread public interest in this project, the construction of the project has been rescheduled for 1996. Public participation is an important part of a project such as this. Your comments and views are most welcome and this is how they can be most effective. Look over the enclosed preliminary plans and then wait for the draft environmental document to be made public.

Reread this document thoroughly and make written comment

sheets. These plan sheets depict the visual conception of the bridge crossing of the west channel only, considered the main channel, although there exists an active east channel of the Kennicott. This preliminary information is considered adequate for alternate selection since addition of an east channel crossing will not change the relative merits of the alternatives.

The first plan sheet shows the site plan with contour relief and a general profile of the proposed bridge, approach embankment and river channel. This site plan will be augmented in the future by further survey due to a flood in August that eroded part of the bank of the west channel and to add information on the east channel. No decision has been made on the need for a bridge span over the east channel which is dry most of the time

experiences high flows during periodic flooding.

Plan sheet no. 2 depicts the general geometry of salvaging and re-installing two out of three of the existing Nizina River bridge spans. If the need for a bridge over the east channel is determined, the third existing span could accommodate

designed to give the appearance of an historic structure.

Plan sheet no. 4 consists of the suspension bridge option. This alternate has the longest span opening which is a desirable feature but also could exhibit less desirable traits, such as sway and vertical deflection.

three feet (one way). Note that there is no alternate that would support motorized vehicle traffic.

Economically, the conventional bridge appears cheapest, the Nizina River truss option slightly more expensive, and the suspension bridge most expensive by a significant margin.

"Economically, the conventional bridge appears cheapest, the Nizina River truss option slightly more expensive, and the suspension bridge most expensive by a significant margin."

the installation. This is possibly the most historically fitting option since it utilizes truly historic turn of the century structures.

Plan sheet no. 3 shows views of a conventional bridge which could be reinforced concrete girders (shown), steel or treated wood girders. This option features a truss railing system which would be

Notice that all options include a five-foot wide walkway that is required for two-way wheel chair access under the American with Disabilities Act. Also be aware that the approaches to the bridge are still in preliminary stages of consideration, could entail earth embankment or some type of structure, and could involve width restrictions of

In closing, I must say that this project has been a rewarding and eye opening experience for me, and I appreciate your input to this and other projects that may enhance our Alaskan transportation needs.

Sincerely,

Steven L. Jochens, P.E.
District Engineering Manager
Southcentral District



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DOT maintenance building—ready for occupancy

BY BONNIE KENYON

When Mike Pollock, General Manager for Underwater Construction & Associates, needed a man he could count on to finish a job, he knew who to call—long-time friend and former employee, Harvey Lathrop.

Harvey worked for the Anchorage based company from 1975-1988, but since then had moved to Bend, Oregon with his wife, Cindy, and two boys, Kody and Chris. It didn't take Mike long to convince Harvey to head north and supervise the construction project. Harvey says McCarthy was "one place he has always wanted to visit."

Tim Danahy, a friend of Harvey's, joined him on the trip and came on board as a crew member

on the project. The two men arrived in McCarthy on August 21. According to Harvey, the other fellows are glad Tim came along. "He's turned out to be quite a cook," comments Harvey.

The 50' x 50' "Kennicott red" frame building is located on the north end of the McCarthy airstrip and is storing equipment for the Department of Transportation (DOT) for future runway upkeep. According to Harvey, two oil-fired heaters will provide heat for the graders and will be used only when the heavy equipment is needed.

Several local people found work on the project. Harvey commends John Adams as an "excellent carpenter" who, along with Howard Mozen, has been on the job "from the beginning." Others such as

Andy Shidner, Kristen Janssen, Patrick Sperry, Richard Villa and Dan Myers worked as part-time help during the course of the summer.

Harvey describes his boss, Gary Baugh, as very "community minded." Local residents have seen evidence of this already. For example, when the new mail building needed blocking up, Harvey was there on the scene with the company fork lift. When it was made known the mail building needed plywood for the floor, who came forward offering the extra materials—Harvey and his crew.

This seems as good a place as any to say a warm "thank you" to Underwater Construction for being sensitive to the needs of our community—in more ways than one!

Former McCarthy Airport Project Engineer survives accident

BY BONNIE KENYON

Mark E. Robitaille, a Copper Center resident and former Department of Transportation's Project Engineer on the McCarthy Airport upgrade project, is recovering from serious injuries in Providence Hospital following an accident which occurred September 24. His vehicle left the Richardson Highway near Mile 23 in the Thompson Pass area dropping 400'.

Although the accident occurred Saturday p.m., Robitaille was not found until Sunday a.m. Suffering from head and back injuries, he was medivaced to the Anchorage hospital. As of press time, Robitaille is still in Providence Hospital undergoing therapy.

Robitaille left the McCarthy area shortly after turning over his position to Clarence Catledge, also of Copper Center. He was scheduled to take over a project in Cordova and was on his way to Valdez. The accident reportedly occurred during one of Thompson Passes' infamous snowstorms.

In a recent letter to the residents of McCarthy and Kennicott—dated September 21—Robitaille wrote: *I want to inform you that I must leave the McCarthy Airport Project to start a new project on the Copper River Highway in Cordova. Clarence Catledge will assume the duties of Project Engineer on the McCarthy Airport. Clarence is a long time resident of the Copper River Basin with over thirty years of*

experience in local construction and survey projects. I am confident you will find him competent and sensitive to the community's desires. I will continue to follow the project progress and assist in (any) way that may be necessary. I appreciate the cooperation and positive input from the community I received during the project start up. It has been a rewarding experience to work in this community and I look forward to returning for a visit.

Mr. Robitaille, those of us in the McCarthy/Kennicott area wish you a speedy recovery. Many thanks to you, Clarence, Nancy and Bill for listening to our concerns and doing your best to accommodate our community.

NPS news

BY BONNIE KENYON

Jon Jarvis, the new superintendent of the Wrangell-St. Elias National Park/Preserve, comes to Alaska from Craters of the Moon National Monument in Idaho where he was superintendent for 3 years. According to Acting Superintendent Russ Lesko, Jarvis has a "diverse background." He's worked as a ranger and he's worked in natural resource management. Jon's family consists of Paula, his wife, and two children—a 9 year old girl and a boy 12 years old. He'll be in the area to start work in his new position around December 5 but made an earlier trip to the Glennallen area to look for housing. His background consists of the following: District Ranger in Guadeloupe Mountains National Park, Crater Lake National Park and Cascade National Park. "His strength is resource management," says Lesko. He was Chief of Natural Resources in Cascade. "He has a steep learning curve, as we like to say," comments Lesko.

Bob Barbee, Alaska's new Regional Director, replaces Jack Morehead who retired. Barbee was superintendent of Yellowstone National Park for 17 years.

Resident zone boundary: When asked if former Regional Director, Jack Morehead, had done anything with the resident zone boundary proposal, Lesko replied, "It's still on the table. The reason nothing has happened is that the park service decided, partly as a result of the presentation that occurred back in May 16 to Jack Morehead about the Subsistence Resource Commission's (SRC) proposal, they should pull together a working group to address some of the issues. It's not just the Wrangells that would be affected. It's

many of the parks in Alaska. So now they've got a working group together. Jay Wells is representing us (WRST) on that group."

The group is headed up by Steve Martin who is superintendent at Gates of the Arctic National Park and Preserve. There are several other very knowledgeable subsistence people on it, and they are putting together what essentially will become regional policy. "It's something, I believe, should have happened sometime ago but for many reasons it didn't," explains Lesko. "I'll be looking at a review of it next week in Fairbanks."

How will that affect the proposal already made? "We will not respond to the SRC's proposal until that policy has been accepted. I think resident zones are going to stay here; they aren't going to go away," states Lesko. "There may be an option to do a roster system but that would take a regulation change. The boundaries may not be as large as probably most people would like to see, but we're trying to come up with a compromise." Although there are some people who contend that the regulations don't require boundary zones, Lesko says he doesn't read it that way. He feels the zones are required.

NPS land acquisition: Chris and Rita Hatch of Chitina are "willing sellers" of 2 lots near the Chitina Ranger Station. According to Jim Hummel, the land will be purchased from a fund made available for administrative property. It will be used basically as a facility to store and work on equipment.

NPS also reports a possible acquisition of approximately 140 acres at Chokosna (near mile 27 of McCarthy Road) belonging to Walter Wood of Valdez which

includes the Chokosna airstrip that runs parallel and on both sides of the McCarthy Road. The fund used to acquire this property would be classified "hardship money," says Hummel. "When somebody approaches us and has some type of hardship—usually it's death or they are about to have a death in the family—they could sell their land to have additional assets to deal with the struggles that they have personally." Hardship money cannot be used to purchase property outside park boundary. An independent contractor will appraise the land, then an offer will be made to Wood. By law NPS can only pay appraised market value so an independent appraiser is used.

Hummel says he was approached by Wood—who is suffering from failing health—last winter. The property also includes 2 red buildings that date back to the Kennicott mining era. Hummel says if NPS does get the buildings, they would want to "preserve and maintain them." At this time NPS has no definite plans for the use of the Chokosna property.

Kennicott River footbridge: Does the NPS have an official preference to the type of footbridge DOT will provide over the west channel of the Kennicott River? Says Russ Lesko, "I don't think we have a formal policy statement type thing. No, we don't have a preference. I have a preference. I like the one that uses the Nizina spans but we (NPS) don't have a part in that." Lesko did express his own personal dislike for the aesthetics of the suspension bridge option.

Russ Lesko, Acting Superintendent for Wrangell-St. Elias National Park/Preserve says when the new superintendent comes on board, he will return to his Management

Assistant position which he previously held for 3 years. "A major part of that position over the past few years has been the Concessions program," explains Lesko. "Getting that program basically started was a major time-consuming effort. It took a lot of talking to a lot of people, but two things have changed now. Number one is that the program is getting underway, the start-up time is not needed, and number two, we've been able to hire a Concession Management Specialist. Her name is Hala Bates. She's a local from Glennallen and has been on our staff for a couple of years, in different positions in the administrative division. Hala will come on duty in her new position on Oct. 31." According to Lesko, he will be breaking Hala into her new job. "I will probably always be involved with it (the Concessions program) but not in the day-to-day level."

One of the bills pending right now in Congress is rewriting the **National Park Service Concessions Act**. It would consistently raise concession fees for concessionaires. What appears will come out of it is that outfitters—including hunting concessionaires and guides—will not come under that change. They're looking to charge 20% or 22%.

"We authorize commercial activities in a park basically two ways," explains Lesko. "One is a concession permit and one is what we call a commercial use license. The fundamental difference is a land-based operation. If there is an exclusive land assignment, like with the hunting guides, we say this is your area, you can hunt there but other guides can't. That is a concession permit. If they had a structure that included their commercial business, that would be a concession permit. But the guides that do horseback rides,

the guys that do river running or backpacking, that's just a commercial use license." Lodges located on private land would never become concessions because they are private. The Act wouldn't apply.

Air taxis could come under concessions because they are landing in the park—on federal land. Just flightseeing doesn't need a license to do that. They do not need anything from NPS, says Lesko. "If they don't land, it's air space. Right now the air taxis are landing in the park. If, for park management reasons, there's an advantage to placing a certain type of business under a concession permit, NPS has the option to do that. Places like Katmai has about 90 air taxis. We don't want that to happen here," comments Lesko. "I don't think it will, but I do think there is a potential for a growing number. We don't have the ability to limit the number of licenses. If 40 people came to us tomorrow and said we want to operate an air taxi in the park, we can't say that is too many. So the reason we were thinking of putting air taxis under concession permits is then we could take a look at the park and say—we have about 16 to 18 operating now—we think about 25 could be accommodated. We would then put out a prospectus. By law it has to be competitive so anybody can compete."

"What we'd like to see is the folks who have done a good job, have the experience and a good safety record, working in the park. They would get a permit and, perhaps, a few other people would get one as well. Hopefully, they would be competitive. That way we could limit the number of air taxis. Now there's one thing that could change and that goes back to the Act in Congress," further explains Lesko. "I think what's going to happen is

Congress is going to give us (NPS) the authority to limit the number of licenses for a given operation. Right now we don't have that authority. The main reason we would put air taxis under concession is to keep the numbers a reasonable number. That would give us another tool, save us a huge amount of paperwork on our part and the air taxis part. We would still be trying to cap the number."

Kennicott Special Resource Study: Congress refused to fund the study for 1995. Since George Frampton, Assistant Secretary of the Interior for Parks, Wildlife and Fish, visited the McCarthy/Kennicott area in July, there might be a higher priority put on the McCarthy area and the Special Resource Study, says Lesko.

National Park Service land: NPS denies any plans to develop their land which is located about a mile from the end of the McCarthy Road.

Glennallen Visitors Center: NPS signed a binding agreement with the University of Alaska for the land to build their visitors center on. A public meeting was held in Glennallen on Oct. 5 to inform the public. Longtime design plans are for 1997 and 1998.

NPS housing: Phase 1 is about finished. This includes 6 units for seasonal quarters. Phase 2 which included 10 more units for permanent in transition was not funded for 1995. NPS hopes this phase will be reinstated.

Wrangell St. Elias News thanks Jim Hummel, Chitina District Ranger, and Russ Lesko, Acting Superintendent of the Wrangell-St. Elias National Park/Preserve, for taking the time to visit them and providing the above information.

A church building—historic first for McCarthy and Kennicott

BY BONNIE KENYON

McCarthy—Although the 7 to 20 people who regularly meet for Sunday worship at Rick and Bonnie Kenyon's log cabin near McCarthy make up the "church" of the McCarthy area, a church building is an historic first for the former copper mining community of 30 to 40 residents.

The McCarthy-Kennicott Community Church, Inc. is now an official nonprofit corporation. Article III reads: "The purpose for which the corporation is organized is to establish and maintain a Christian church and to provide a place of prayer and public worship in the communities of McCarthy and Kennicott, Alaska; to establish, maintain, and conduct a school for religious instruction of children and

adults; to acquire, hold, and dispose of real and personal church property; and to foster religious and charitable work in the communities of McCarthy and Kennicott, Alaska."

In August the Kenyons received a letter from Andrew Linton who owns property on what is known as the "island"—the land that is located between the west channel and the east channel of the Kennicott River. The property in question is road frontage. Paralleling the east side of the property is a recently built airstrip which will provide air access.

Mr. Linton, of Anchorage, wrote that he and his wife Heidi had been thinking of possible uses for their island property. In the course of the letter, Mr. Linton stated he would be happy to donate

two lots (approximately two acres) to a church and requested the Kenyons to take the leadership in the project.

Even though the Kenyons have been using their 18' x 30' cabin for Bible study since approximately 1983, this summer the number of visitors and locals attending the informal Sunday gathering has grown. Those involved in the group believe it is time to provide a more central place to meet as well as extra room for the increasing number of visitors to the local area.

At the present time, the Board of Directors are being chosen, by-laws written and paperwork being done on the transfer of the new church property. The size and structure of the building is also being discussed and planned. It

is the desire of those involved with the newly-organized church to be a blessing to the McCarthy/Kennicott community and to those who visit our area.

The Kenyons wish to thank the following people who have stepped forward to make this a truly historical moment: Andrew and Heidi Linton, Doug and Mary Schrage and Alvin and Claris Syren. Thanks to Randy Elliott for his work on the island airstrip and to Greg Windsor of Alaska Concrete Services for his donation of 50 bags of cement.

Anyone wishing to contact the church may do so at the following address: McCarthy-Kennicott Community Church, Inc., McCarthy, P.O. Box MXY, Glennallen, AK 99588.

Senator Ted Stevens is honored for support of free enterprise

Washington—Alaska U.S. Senator Ted Stevens has been named "Guardian of Small Business" by the nation's largest small-business advocacy organization, the National Federation of Independent Business.

NFIB, which represents more than 600,000 small and independent firms in all 50 states including more than 5,000 in Alaska, honors U.S. lawmakers who provide

consistent support for free enterprise by voting favorably on key small-business issues a majority of the time during a two-year session of Congress.

Senator Steven's small-business voting record during the 103rd Congress, based on 16 recorded votes, was 80 percent.

Among crucial issues for entrepreneurs this session were legislative proposals dealing with

balancing the federal budget, reducing government regulation, protecting small businesses from unfair bankruptcy laws,

limiting taxes and restricting government intervention in small-business operations.



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Construction at Kennicott & McCarthy

BY RANDY ELLIOTT

The casual visitor to McCarthy-Kennicott must have marveled at the Brobdingnan nature of the traffic this last summer. By the middle of September, there were six loaders, four bulldozers, five earthmovers, two graders, two tractor trailers, three cement mixers and enough late model pickups with those cool yellow roof-mounted lights to stretch from the mine to the McCarthy Lodge plying the road from the winter crossing to Kennicott. Late in the day the pickups would collect around the McCarthy Bar like a school of hungry barracuda as the drivers and their riders had a beer after work. What was that work?

In addition to the perennial stabilization work by Jim Miller's crew, the Kennicott Corporation hired three contractors to help with environmental abatement projects at the mill site in preparation for the proposed trade for Utah property currently owned by the federal government. Regardless of the dubious future of that transaction, you must admit the effort by Kennicott was sincere.

Under the supervision of Emcon Corporation's Alaskan office, Mr. Simon Kay, Technic Services Inc. of Anchorage, was hired to remove or bury asbestos from the mill site in areas deemed public and accessible. This work commenced in the fall of '93 and was completed at the end of August this year when the last of twenty six enormous crates of asbestos were sent to Anchorage for disposal. Technic employed several local men as well as their own crew from town, and they stayed on site in the schoolhouse.

The scope of work included removing asbestos and filling the leachate plant several feet deep with

tailings to stabilize the asbestos insulated tanks against further deterioration. Some of the powerplant equipment was also stabilized when it was determined impossible to remove the linings of the derelict boilers. Most of the asbestos was wet and punky and posed no real threat unless ingested from clothing after it was dried—the sort of thing which might happen to the unwary trespassing tourist on the way back to Chitina.

Simon was very busy and quite visible this September when Emcon hired two other firms to complete the cleanup. First was Greg Windsor and Alaska Concrete Services who was hired to pump 65 cubic yards of concrete over the old metal slag dump behind the machine shop. This was done to seal it from rain and playing children due to a low lead hazard known to exist in the slag. According to Simon you would have to eat the slag (no recipe was given) to be in danger, and then probably only after several pounds had been consumed, but the company wanted to take no chances with the water downstream.

Greg and crew did the initial phase on Labor Day and prompted a visit from one local who offered to cut the OSHA mandated backup alarm on the rubber tired loader who's 90db beeping was driving them all crazy as far away as Millers down the hill a mile. Fortunately that wasn't necessary, and the next phase was quieter, involving two cement trucks from Harris Sand and Gravel of Valdez and a specially imported concrete pumper from Anchorage. The new cap was coated with tailings to blend in with the surroundings and so convincing was the camouflage that one of the other contractors actually took six steps into the wet goo before

realizing his error. He left in a huff, cleaning his cuff, as three grinning workmen fixed up the scuff.

The poor man was actually one of Carl Luchsinger's crew from Alaska Pollution Control to whom fell the dubious honor of cleaning thirty thousand gallons of Bunker C crude (belonging to Mike Monroe) from a storage tank hard by the powerplant on the uphill side of the tracks.

Bunker C has the consistency of syrup on a cold day (and this was a might old), so Carl used a steam cleaner and diesel to thin it so it could be pumped. It was a fortunate thing not to have spilled long ago as the first eight thousand gallons taken from the bottom through an old brass valve were pure water. Had the valve burst in the sometimes cool winter weather hereabouts, the entire load would have made the road and floor of Rich Kirkwood's house next to the powerplant virtually dust proof for some time to come.

Carl brought a specially designed four wheel drive pumper truck which proved invaluable in the flood-destroyed Kennicott River crossing, and he lost only a brake can the entire project—which took these workaholics only ten days, start to finish. Whew!

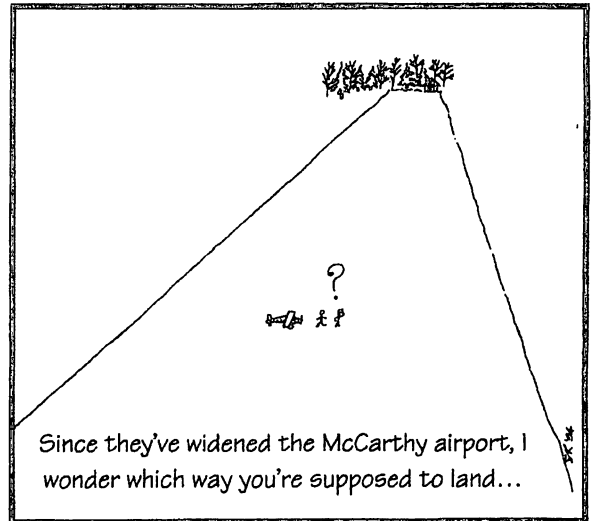
They found one anomaly in the bottom of the ammonia plant which they had thought could be pumped out as well. Pure crystals of unknown composition have formed in the bottom of two tanks. Samples are being assayed now to determine what, if anything, should be done with them and Carl says, "It ain't salt." Off on a cruise the next day Carl's pumpers and trucks finished the Kennicott activity for the foreseeable future.

Meanwhile, back in town, the Underwater Construction boys were firing up for the new runway to be built on top of the current strip which suffers from "shoebox" and "hump" syndrome. Living up to their name, they mobilized on the first day of August and crossed the Kennicott during hot weather. Water ran through the cabins of the loaders and dozers at times, but thankfully, no damage to men or machine occurred.

Capitalizing on the fair start, the project supervisor, Rich Gerondale of Underwater Construction in Anchorage, worked his crew seven days a week and managed to complete the project in less than ninety days. Snow fell as they left the valley October 18 in a picture perfect finish to a much needed capitol improvement.

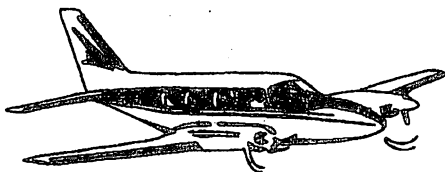
Motorheads will be pleased to note that the D-9 purchased for the project will be here until next spring when Underwater contemplates bidding on the improvement of the Long Lake section of the McCarthy Road or the new bridge. I, for one, hope these guys get the work and complete it as efficiently as they did the airport project. You may view this lovely beast near the new grader house at the end of the enormous parking ramp at McCarthy International Airport just to the left of runway 19.

And so the summer of diesel dinosaur drivers has drawn to a close, and the big yellow beasts are as scarce as the originals again. Or are they? It seems a pair of loaders and the FAA grader are still around to strike terror in the hearts of wilderness purist and access police alike. More next summer; see you there.



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A close look at September & October

BY RICK KENYON

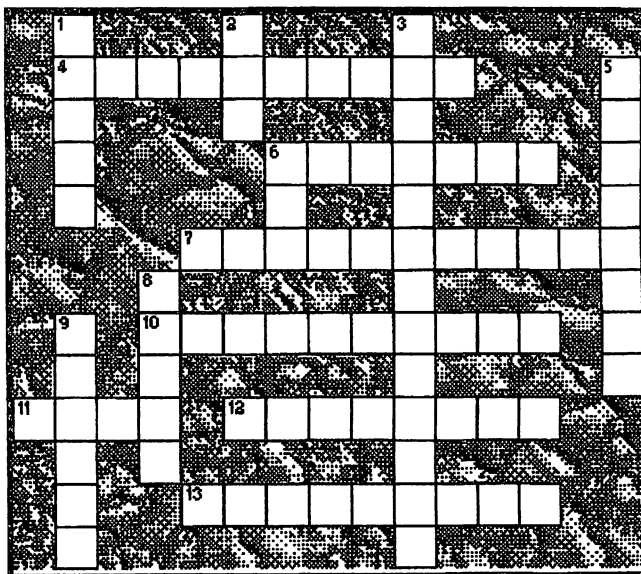
You will need to take a close look at the September/October issue of WSEN to find the answers to this issue's puzzle!

Across

- 4 The company doing the McCarthy Airport upgrade project.
 6 The company doing the long distance link for McCarthy phones.
 7 C.W. _____, photographer, was in McCarthy October 1919.
 10 NPS geologist for Wrangell-St. Elias National Park.
 11 _____ Karnes was Alaska Commissioner of Education in 1937.
 12 WSEN had an exclusive interview with this top official.
 13 Bill Eubank is the _____ inspector for DOT/PF.

Down

- 1 Taught at Blackburn School in 1937.
 2 Stage company whose headquarters was in Valdez.
 3 Steve Estes and John Rogers serviced this equipment in July.



- 5 According to Carly, this makes good relish, burgers, lasagna and muffins!
 6 Group who visited McCarthy and Kennicott July 20.
 8 Barbara _____ has a commemorative quilt.
 9 Our own weatherman.

Retirement—as seen from a child's point of view

After a Christmas break, a teacher asked her young pupils how they spent their holidays. One small boy wrote the following:

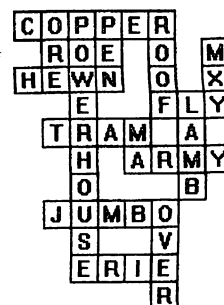
"We always used to spend Christmas with Grandpa and Grandma. They used to live here in a big brick home but Grandpa got retarded and they moved to Florida. Now they live in a place with a lot of other retarded people. They all live in little tin boxes. They ride on big three-wheel tricycles and they all wear the same tags because they don't know who they are. They go to a big building called a wrecked hall, but if it was wrecked, they got it all fixed, because its all right now. They play games and do exercises there, but they don't do them very good.

There is a swimming pool there. They go into it and just stand there with their hats on. I guess they don't know how to swim.

As you go into their park there is a doll house with a little man sitting in it. He watches them all day so they can't get out without him seeing them. When they sneak out they go to the beach and pick up shells.

My Grandma used to bake cookies and stuff, but I guess she forgot how. Nobody cooks, they just eat out. They eat the same thing every night, early birds. Some of the people are so retarded that they don't know how to cook at all, so my Grandma and Grandpa bring food into the wrecked hall and they call it "pot luck."

My Grandma says Grandpa worked all his life and earned his retardment. I wish they would move back up here, but I guess the little man in the doll house won't let them out.



Answers to last issue's puzzle.

The story of copper discovery in Alaska by two Alaska pioneers

BY BERTHA H. HUBBARD

Editor's note: The following article was submitted by Charlie Ricci and is a copied true account of Charles G. Hubbard's experiences and hardships, along with other men, up the side of the Copper River from Eyak, near the present town of Cordova, to the Copper River Valley, in late 1897 and 1898. The original was written on a tablet in pencil by Hubbard himself. Many thanks to Charlie Ricci and Helen H. Nicholson, Bertha Hubbard's daughter, for their help in making this story available to our readers!

This is a remarkable story of adventure and the finding of vast mineral wealth in east mainland Alaska. It was on October 12, 1897, that the little schooner "W.W. Phelps" finally sailed from San Francisco for the Copper River, Alaska, after her first failure a month before, when she sprang a leak and came near floundering, having to slowly return to home port for repairs.

Nearly every man refused to continue on such a boat even after repairs were made, but one young man, Charles G. Hubbard, only twenty-eight years old, then employed by the "San Francisco Call Newspaper," and son of the late pioneer Supreme Court Judge, vowed he could continue on and not return until he had discovered something of value; for when the Klondyke gold excitement broke out, Hubbard got the fever, and noticing the little advertisement in a newspaper, that Captain Handy of the so-called "Copper River and Yukon Transportation Company" agreed to take miners and prospectors to Eyak, close to the present town of Cordova near Orca, for

\$200, he thought it would be a fine chance to go.

The "Phelps" was manned by Captain Ross and two able-bodied seamen, and Prince William Sound was her destination. Hubbard had studied mining and done considerable prospecting and always felt he would some day strike it rich. His young wife, whom he married in San Diego a few years before, shared in his mineral enthusiasm and belief in his ultimate success, yet it was a sad hour for her to see him sail away, as they had not lived in San Francisco long and knew only a half dozen people. When they divided their last half dollar and he sailed away to a wild, desolate and almost a totally unknown region with only provisions for a two-year stay, the young wife was as heroic as her husband, as she went to work with a will, the first time in her life, for her own living.

Winter was already threatening when the "Phelps" reached Eyak, Alaska. The men got together and built a log cabin for winter quarters near Eyak to await the worst part of winter.

When Captain Handy left, the men got to work settling themselves in the cabin quarters for at least a part of the winter or until such time as the various rivers and streams had frozen over to allow traveling. It was the latter part of October, and they could hardly get underway before the first of January. There were many things to do and learn before they could call themselves "Sourdoughs."

They had brought a full outfit—clothing, food and tools, but not a man on board had thought it necessary to take sleds; so they all had to get to work building sleds

with which to transport their food into the interior. Few of them were carpenters, as could be judged by the finished work—a sled manufactured in the "states" for such purposes weighs approximately fifteen pounds, is well put together, braced with iron and capable of withstanding very severe usage. But the sleds those men made weighed from 25 to 57 pounds, indeed a handicap to begin with.

They managed to put in time until the holidays in building sleds, arranging provisions into suitable packages for easy handling and getting camp outfits into shape for use. For pleasure, their evenings were spent either in story telling or dancing with the native women. The native women along the coast were fine dancers but very poor conversationalists. They would gather themselves together at one end of the hall, snickering and giggling until the next dance, when some sturdy "seeker-after-gold" would reach into the bunch and grab at haphazard a companion for the next dizzy whirl. So the weeks and months drifted away in a little pleasure and a great preparation for the coming year of hardships and trials. They were young, full of life and looking into the future with hope and gladness, planning what they would do with the gold that would surely be theirs—those whom destiny had not marked out to make their last pilgrimage.

On the first day of the new year of 1898, Old Eyak had bid farewell to the last of the mushers as they pulled out into the great terra incognita, each man's outfit consisting of provisions, tools, tent, besides his clothing, guns, ammunition and a wonderful amount of various

implements. They were informed the Indians were hostile, so went fully prepared. No one had less than a thousand pounds, and many as much as three thousand pounds to transfer. They had no dogs, horses or beasts of burden, but this outfit had to be taken 150 miles or more by menial strength. This meant a load of 250 pounds per sled, hitching yourself into the harness and pulling it anywhere from seven to ten miles to cache it, doing this each day until the entire outfit had been moved, when they would begin another relay.

Shortly before the early spring of 1898, they had gone as far as the mouth of the Bremner River, a tributary of the Copper River. At that point it was about one hundred miles from Eyak on the coast. Snow left them there, and the ice went out of the rivers. At the mouth of the Bremner River two large cabins were built, and on the opposite side where they found splendid timber, they began the construction of boats, in which to continue their way to the interior. The last of July found most of the men on the move again, this time in boats. Each boat was built large enough to carry a ton or two. At the end of October or the middle of November, goods and provisions, tools, clothing, tents and boats were scattered along the Copper River from the mouth of the Bremner for fifty miles, at intervals of five to seven miles apart. They

were adrift in a desolate, trackless, unknown country with the thermometer sixty below zero, and many wild animals to avoid, with no help or assistance. Hubbard killed a young yak one day. A very few were then in the interior, but none are to be found there now. Even in the short Arctic summer they had a lonely existence, grubbing away at the hard mountain sides over a hundred miles from the only town of Valdez, northeast of Eyak, and a few thousand miles from the great world outside with no means of communication, swallowed up in the solitude of the primeval north.

Charles G. Hubbard and Harry Curtis Elliott, of Chicago, met for the first time on the trail in, and formed a partnership that endured for many years. Of the thousands who flocked into the Copper River region, Hubbard and Elliott are believed to be the only ones who stuck it out for several years and reaped a reward, returning to their claims for long periods, hiring other men to help work them. Harry Elliott's father helped to finance their early development.

Caught in the Arctic snows once more, far from the base of supplies, their party was forced to make a camp, and when their vegetable-food gave out, that dread disease, scurvy, made its appearance. Of eighteen men in one party, eight victims fell to the plague. In this

one camp four died; the rest were dragged by almost superhuman efforts on sleds back to the coast where a diet of potatoes, onions and canned tomatoes brought them back to health, and they made tracks for home as soon as they could get out. There were other camps and groups of men where the scurvy was raging, and many died. The dead were buried in the wilderness where they fell, and an evergreen tree was usually planted over the graves with a simple headboard to tell the tale of death. In one case a corpse was placed upon a great rock in the middle of the river and protected with a small cabin covered with stones to keep the wild beasts away. It was a gruesome experience.

Hubbard, in relating his experiences to a friend, said: "Two of the men, just before they died, requested that they be given a Christian burial. I hadn't done much praying for a good many years, but the boys asked me to act as chaplain. My wife had put a small Bible in my pack, and for some reason I always carried it with me. I doubt if the world has seen many such burial services as occurred on the Copper River trail that winter morning in 1898. The thermometer was between 40 and 50 degrees below zero, but the air was deadly still. I read the fourteenth chapter of St. John at the first funeral at which I officiated, and I have always believed since, that right then and

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there the survivors of our expedition were imbued with the courage that resulted in the long sled journey to the coast, for succor of the plague victims that were saved."

At that time there were no steamers or cable for telegrams, but the Orca Fish Cannery on the coast had a small schooner leaving for San Francisco just once a year, so brought the "news" of many men who died of scurvy in the Copper River region. All the San Francisco newspapers had big headlines and long columns about it in their papers. Naturally, the young wife thought her husband must be one of the dead, yet tried to be hopeful. Finally a long welcomed letter arrived, a year after he had first left for the north. The letter was sent out by an Indian to the coast where a boat carried it to Seattle, and then to San Francisco.

As Hubbard and Elliott traveled to the interior they made friends with the Indians and learned to speak their "Stick-Siwash" language. In later years the Court in Valdez employed Hubbard as an interpreter where natives were involved.

Thirty-five miles below the cabin on Bremner are the Copper River rapids, and a rougher, more dangerous stretch of water does not exist. At this point the river narrows down from a width of six miles across to a very narrow gorge. Here at the rapids, if one is not very careful in a boat, the great suction will draw one down into the cataracts below before one can realize their danger. The rapids are three and one-half miles in length and at the lower end of the second cataract, they flow directly under Miles Glacier. Those who make that crossing always take their life in their hands, for the long odds are always against a successful issue of the venture. However, to go down by boat, one must take the chance as there is no way of getting around. They were

the first to tackle it. It looked hard but they had been up against many bad propositions before, so they went at it. It is not only the extreme swiftness and roughness of the water there, that creates the danger, but the fact that at this time of the year, at intervals of two minutes or two and a half, the face of Miles Glacier breaks off in some places as large as five acres in extent, toppling the ice into the river which flows beneath it, creating icebergs, causing great tidal waves to be sent up stream against the rapidly moving current, bearing with it the large fragments of broken ice. The hardships and sufferings that these men went through never can be half told, with the plague of scurvy attacking the men, sickness and death all about them and nothing to eat but rice and bread or biscuits and, sometimes beans.

One man went insane from his sufferings, and would sit in the snow nude at 45 degrees below zero, but when strapped and taken inside, he soon died. One of the party brought out a gruesome story of finding a New York jeweler named Smith, who had perished sometime before on the Childs Glacier near Miles Glacier, every exposed portion of the body had been eaten by ravens. The remains were identified by the clothing and effects. A purse containing \$250 was among his effects. One man

ventured out hunting and was never seen again. Many had close calls on the glacier, including one man who fell into a crevice in the glacier and would have perished but for his pack on his back which caught and saved him until others rescued him. Another fatality, later reported by the ship "Excelssior's" passengers, was the freezing to death of Peter Benson of Madison, Wisconsin. Benson had started out from the interior to Valdez over what was known as the summer trail. In crossing a small creek, the ice broke and he was wet from head to foot. Before he could get to a fire he was frozen stiff. It was reported by Dr. Townsend that there were twenty scurvy patients at Copper Center. The weather during the winter was very severe. Not finding anything of any value on that side of the mountain range, the men decided to turn back and take a new course into the Copper River Valley.

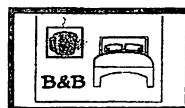
McCarthy Trail Rides Bed and Breakfast

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

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

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

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



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

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

John Adams P.O. Box MXY
Glennallen, AK 99588
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After their gruesome experiences, Hubbard and Elliott made a fresh start, taking a different route. Their search was soon turned from gold to copper. Among the natives of the Copper River Valley they found a number of implements made of copper given them much earlier by the Russians, and the men were told of marvelous rich deposits on some of the small tributaries of the river. The Indians said they had learned the use of copper from the Russians, who the men learned later, had carried on mining operations in that country over fifty years before, and the natives were able to show the men some of the remains of an old Russian Mill.

They found life on the Copper River in the valley surrounded by mountains, that summer was almost as unendurable as in winter; the heat was at times very oppressive, with swarms of fierce mosquitoes making life a torture. After two years of hard experiences and wanderings, they came to a tributary of the Kotsina River which flowed into the Copper River, afterward naming the tributary "Elliott Creek," on which they found precious deposits of rich copper.

They had traveled over a hundred miles up the Copper River and about twenty miles along the Kotsina, where they located and staked twenty-two claims along the mountainside that year. The ore consisted of boronite, black oxide, glance, gray copper and native copper, assaying to a high degree. On one of their claims stands a long boulder or ledge, showing a vein of "pure" copper ore ten feet long and five feet wide. It protrudes three feet above the ground and no one knows how far down. They knew then that the veins exceeded in magnitude and richness anything that had yet been discovered.

They worked hard all summer to do the required assessment work, and each summer staked more and

more claims for the next few years until they finally had scattered, over six miles of rich copper claims. Mr. James Lenox McPherson of Seattle, one of the best surveyors in the west, did the surveying of the claims in the early days. Many of these claims Hubbard and Elliott later had patented when they formed the "Hubbard-Elliott Copper Company."

In the fall they went to Valdez, where Hubbard took passage out to Seattle after being in the northern wilds for a few years. He soon procured employment in Seattle and sent for his wife. This was in 1900. She was in San Diego then, visiting her mother. She left by steamer for San Francisco, there transferring to another steamer. The trip to Seattle took over eight days. They rented an unfurnished cottage on Seventh Avenue near Denny Park, for only twelve dollars a month. Rents then were one twenty-fifth of what they are now. Purchasing furniture, they set up house-keeping. Two doors north of them was the fine big house of then famous "Swift Water" Bill Gates and his mother's family, the Anloffs. One of the Anloff boys became a real estate broker in Los Angeles later.

Harry Elliott remained in the north for four years, and a few years later, after it was known he and Hubbard had made rich discoveries which would likely be worth millions in the future, his

divorced wife, Katherine May Elliott, of Chicago, started a suit in the Court of Valdez, asking for half of all he had discovered, stating she had given him a grubstake of five hundred dollars before he went north. It was a bitter fight and, of course, involved the Hubbard-Elliott Company properties. She went to Valdez to the trial taking two or three brilliant lawyers from Chicago and New York. The trial lasted some time, but Judge Wickersham decided in favor of the defendants so Katherine May lost her case. In later years Harry Elliott was married to a Miss Grace Van Wermer of New York. They had one son.

Both Charles Hubbard and Harry Elliott had to spend seven months of each year for many years in the development work, investigation and exploration of their properties on Elliott Creek in the famous

(cont. pg. 24)



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OUR TOWN

November



1919



December

BURIED TREASURE DISCOVERED NEAR McCARTHY \$6,000 WORTH OF WHISKEY FOUND

It was a nice sunshiny morning last Tuesday, so Deputy Marshall Kavanaugh and Commissioner Graber took a stroll up the Mother Lode Road. Acting on a powerful "hunch" they stopped a few miles from town and began a little prospecting on their own account. They soon succeeded in striking the pay which was a cleverly devised cache of four fifty gallon barrels containing over one hundred and fifty gallons of that beverage known as hooch." The entrance to the cache was a gopher hole quite a distance away and artfully concealed. The artistic sense of the officials was not so great for they destroyed the works" excepting an axe and some other tools which the Marshal brought back to town. The owner can have these by applying at the Marshal's office.

MANTLES,
CHIMNEYS, ETC. FOR
ALLADIN LAMPS AT
POST OFFICE STORE

ALASKA TO BE SCREENED

BIG PLANS BY McCARTHY RESIDENT

The growing demand in the movies is for nature pictures, especially of those which are not seen by the average traveler. The old "Love and Intrigue" pictures pall on the movie fans. Thousands of people are clamoring to see such pictures as a hunting trip to the White River and the big game to be seen on such a trip. Such pictures as these are to be produced by a prominent McCarthy resident.

Captain J.P. Hubrick will spend next year in photographing wild life as seen by Alaskans. The captain is a veteran hunter and guide, having spent twenty two years in Alaska and the Yukon. He knows the habits and habitat of the big game animals and should get results.

Captain Hubrick will use the latest Edison moving picture machine, operated by an expert, and a crew of six men and a dozen horses. He says there will be no shooting done unless some cantankerous bear refuses to pose before the camera.

The pictures are to be taken in the White River country. Interspersing the animal pictures will be glacier scenes, pack trains swimming rivers and traveling on dangerous trails, boats shooting the rapids in the upper canyon, and last, but not

least, the big caribou drive in the fall. He also expects to get some splendid pictures of our own town, including a reel of the Boiling Pot Hole in front of McCarthy, which is one of the seven great wonders of Alaska.

Nov. 1

CORDOVA TO HAVE SEA PLANE MAIL SERVICE

San Francisco

Special to the News - Plans for seaplane mail service for southeastern and southwestern Alaska are being prepared for submission to the War Department. The Western Department Air Service official said that stops at Ketchikan, Juneau, Sitka and Cordova are proposed, and that negotiations are to be made with the Chamber of Commerce at these points to provide landing fields. Landing fields are not planned to reach Fairbanks or Nome.

PAST PRESENT AND FUTURE

The McCarthy Weekly News starts upon the third year of its publication with this issue, and takes this opportunity to thank its subscribers and advertisers for their support and encouragement through the past year. The columns of a country newspaper give a record of

the progress and happenings of the district it represents, and glancing through our files for the last twelve months we find that McCarthy has met many reverses and suffered some hard hits in that time, but is still in the game and well to the front. The high cost of living has put the prospector out of business for the present, but he has by no means quit. Most of them have accepted positions and are putting aside a grubstake against the time when prices adjust themselves to the pocket book. The closing of the Mother Lode camps last summer affected McCarthy considerably, but now that under the Mother Lode Coalition Mines Co. the mines are running to fullest capacity, that condition is righted. Many hunters have visited us from all parts of the states this season, and have returned to tell others of the wonderful hunting this country has to offer. Also of another discovery they made that they could outfit right here just as completely & reasonably as anywhere in the states. As for ourselves, we have installed a new press and other machinery, have secured a regular telegraphic service from the states, and altogether are in the best shape to give service. The printers strike hasn't bothered this office; the arrears in wages we expect to make up and with interest when McCarthy gets its share of the new era of prosperity which is coming. Then, too, McCarthy and its district will

realize those dreams of better trail and bridges, easier transportation and the opening up of valuable territory now inaccessible. That these all come soon we earnestly wish and continually work for.

Nov. 8

AERIAL MAIL

San Francisco

Special to the News - Nine army aviators will leave in the near future in two seaplanes to select the aerial route to Alaska. Stops will be made at Juneau, Sitka, Cordova, and Ketchikan.

Nov. 15

The proprietors of the Golden have arranged a Handicap Pool Tournament, which will begin this evening. This will keenly interest all pool players. Prizes of value are offered. \$20.00 first prize, \$10.00 second. The entrance fee will be \$1.00. C. Parker Smith and Lee Yancy will lead off in the first contest this evening.

Nov. 22

KENNECOTT NEWS

John Kellerman, Ben McDavitt and Walter Danielson, Kennecott mill experts, severed their connection with the company and left on Thursday's train for the outside. Danielson will spend a few weeks at the springs en route. He will go into the Kuskokwim country next spring and develop his valuable holdings on a big scale next season. Mr. and Mrs. Colwill, who have spent several years at Kennecott, left Thursday to winter in the States.

Nov. 29

FIRST TEAM

The first dog team from Chisana drove into town at three thirty this afternoon.

Joe McClellan was the driver and carried mail. He reports an unusually mild winter and the trail almost bare with all the rivers wide open.

MCCARTHY MAN SURPRISED

(Valdez Miner Nov. 22nd)

When Al Doze, the big genial rancher of McCarthy who is attending court in town, went to his room at the Albemarle last night, he was somewhat surprised to find his bed occupied by a handsome lady in stylish night garments.

Mr. Doze approached his fair visitor with some trepidation and in a low voice suggested that she occupy some other room in the establishment.

No reply being made, he again remonstrated with his guest upon her impropriety, but received no answer. Grasping his visitor by the shoulder, he discovered it was "Lizzie," the blonde dummy of the Valdez Mercantile Co., which had been smuggled to his room by his Cordova friends. Al will take his boot to the next lady visitor found occupying his quarters.

Dec. 6

POOL TOURNAMENT

Dec. 9. Gercken 85 Vs Fry 55. The surprise of the week happened in the first game, Fry defeating his opponent 55 to 46. The second game, however, was very interesting. Gercken claimed 12 balls in the first frame. At the end of the sixth the score was Fry 32 Gercken 52. In the 7th Fry claimed 11 balls but lost 4 on scratches. The game went to Fry in the 10th, 55 to 81. Dec. 11 Kavanaugh and

Gwin played off their tie, and the deciding game went to the scratch man. Gwin has handled much cord wood in the past week and complained of the cue being too light. The new lineup is coming soon.

Dec. 13

HOLIDAY FESTIVITIES

Our city is taking on a festive appearance as the holidays draw near, and Xmas decorations are gracing homes and business places. Large stocks of holiday goods are being displayed by the merchants and the buyer is finding it hard to decide from so many good things.

Excursions are being made to the woods to bring in trees worthy of the occasion. The children are wearing an air of expectation and their phenomenal good behavior is noticeable.

SCHOOL NEWS

Honor Roll for December:

Elizabeth Murie, Marion Wills, Joan Woodin, Margaret Woodin, Laura May Fry, Laurence Barrett, Victor Marshall, Arthur McDonnel, Walter McDonnel, Frank Johnson, Fred Seltenreich, Ted Seltenreich. At present, there are nine boys and ten girls belonging. The boys are still ahead in attendance, having had one half-day's absence during the month. One boy caused two cases of tardiness and three girls were

tardy, a record we hope to improve next month. One parent visited school this month. The Christmas tree and entertainment will be held on Christmas Eve at 8 o'clock in the A.B. Hall.

Dec. 20

HOLIDAY FESTIVITIES

A week of the mildest weather, with sunshiny days and clear evenings, added a great deal to the pleasantness of this Christmas. Every room in town was occupied on Christmas night, and the restaurants reported fine business for the week. Each home in the vicinity had as guest one or more homeless bachelors, and many hostesses dispensed Christmas cheer. Ed Bassett arrived in town on Monday to spend the holidays. Carl Anderson is in town from Rex Creek for Xmas. He and Al Jackson arrived Monday. Geo. Maxwell is a visitor to town this week from Jumbo. Lou Anderson came in on Thursday's train from Long Lake to spend Christmas in our city & returned home this morning. Gus Johnson and Billy Woodin arrived in town Tuesday to spend Christmas. Oscar Anderson was a McCarthy visitor this week for the festivities. Ken Cole spent Xmas in town returning to Kennecott yesterday. Fred Lubbe was down from the Jumbo. Sid Johnson was in town also.

Dec. 27

DIRECTORY

BANKS First Bank of Cordova, Bank of Alaska
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DRUG STORE O.W. Brehmer
BILLIARDS The Alaskan, The Golden
TRANSFER Chas. Lubbe.

King Floyd

THE TALE OF A SMALL TIME DICTATOR

Part eleven — The Baron of Distraction Vs Wings Hauser

BY RANDY ELLIOTT

Resplendent in new Carharts, the king shifted uneasily against the plush cushioned chairs of the courtroom. He jostled Maureen's needles and she gave him a sharp look. Around the two regents, other citizens huddled in knots. Two jackbooted gorillas waited by the side doors of the room. There was little talking and a palpable sense of doom in the air.

Floyd studied the room carefully as Maureen's knitting needles clicked and whirled. The room was low-ceilinged, yet it had a vast feeling to it due to the recessed lighting. The walls and doors were oak paneling which had been heavily carved by some master craftsman. Floyd scrutinized the paneling motif with mounting interest. The walls were covered with tiny numbers in bas relief. Each one seemed to refer to some federal regulation, but they were in seemingly random patterns. Then Floyd let his eyes focus beyond the wall surface and a giant panorama suddenly appeared. It was an optical trick, for now he could clearly see in three dimensions a thundering herd of kangaroos on some desert plateau.

Floyd turned to Maureen to point this out but a side door opened just as he did so. The scrawny bailiff stood and intoned.

"All rise for his lordship Hardlee Fair." The little man with trifocals scurried from the door and assumed his place on the dais.

"This court is in session. First case, bailiff."

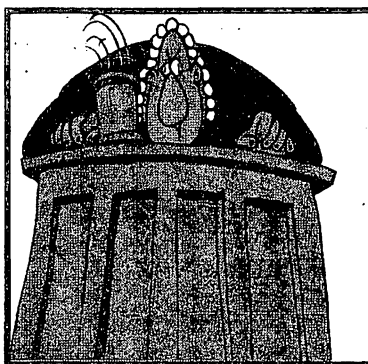
"Your honor, the court will hear case number 50367—the Federated Government Vs Tiny Pawn."

A small man stood up at the defendant's table.

"The charge is unlawfully grazing ungulates on Fedgov resources without a permit."

"How do you plead, Mr. Pawn?" the judge asked sharply.

"Your honor, when we let the moose into our cabin yard we had no idea the baron owned our grass. And the moose was starving after the hard winter we had."



"How do you plead, Mr. Pawn?" the judge asked with some irritation.

"Not guilty," Pawn said stoutly.

"Ninety days and five hundred dollars," the judge said instantly and slapped the gavel on his block.

"But... but what for?" the man cried.

"You admitted to grazing the ungulates and then pled innocent. I was willing to dismiss the charge, but I am forced to impose the sentence for perjury. Next."

The jackbooted gorillas led the struggling man away.

"The court will hear 60987—the Baron of Distraction Vs Wings Hauser."

Floyd jumped and Maureen missed a purl. Floyd looked for Wings in the room but no one stood at the table.

"Where is the defendant, Earl?" asked the equally confused judge.

"He is refusing to appear in a kangaroo court, your honor."

Wings must have been in the courtroom and saw the walls before, Floyd mused. The judge went livid.

"Refuses to appear, does he? Get me a volunteer."

The bailiff quickly canvassed the crowd, offering free tickets to Acapulco for a volunteer. In no time a man held up his hand. Then Floyd felt Maureen lifting his arm, and the astonished king heard a voice as though from far away.

"You—there, in the Carharts. Come on down, and be a criminal for a day."

The crowd cheered as the king made his way to the table.

"So, how do you wish to plead, contestant one?"

"What are the charges?" Floyd asked. The judge gave him an odd look.

"Bailiff, read the charges."

"The defendant is charged with violating the Baron's perception of quiet without a class two permit."

"Now, smart mouth, how do you plead?"

"Not guilty," Floyd said. How could he send his friend to jail?

"Not guilty? Why not?" queried the judge.

"We glided all the way to Moorington, your honor."

"You were in the plane?" the judge said incredulously.

"Er, yes, I was."

"And you glided into town?"

"Yes, your honor."

"HMMMNNNN." The judge opened a large black book and began to peruse the pages. He finally stopped on one page, and the court squirmed while he studied it. Floyd held his breath.

"It seems here that the perception of quiet is not clearly defined as yet. Since I am required to find you guilty only if there is no reasonable doubt and that would be difficult without a clearly defined offense, I am forced to suspend judgment until the Fedgov commission determines what natural quiet is. I will release the pilot on his own recognizance until that occurs."

"What about his airplane?"

"I'll release it with the engine removed."

"What good is it without an engine?" Floyd asked, perplexed.

"That's not my concern. We can't allow him to leave with the ability to commit the same offense again."

"But he didn't commit any offense."

"We can't determine that now, and I would be forced to dismiss before I could restore his complete airplane."

"Oh," said the disappointed king.

"Bailiff—you may escort the defendant to the cell and release him on his own recognizance."

"Er, you mean the accused, or the defendant?"

"Yes, exactly." The judge nodded to himself, and the perplexed bailiff escorted the bemused king from the court followed by the queen.

Wings, fresh from the hoosegow, seemed no worse for wear. He charged from the cell and gave the startled king a bear hug that nearly resulted in fatalities. The quick thinking queen grabbed the mighty peacemaker from the king's hand before he could shoot. The two men separated and eyed each other as the guards tidied the cell.

"Well, aren't you a sight for sore eyes," Wings exclaimed. As he

recovered his belt and shoelaces from the jail keeper, the king filled him in on the court action.

The queen sighed as the two jawed on and on. Wings winced, wearily wishing winsome women would wait without whining, when well-intentioned workmen wrought wily worded writs wherein Wing's wrecked winged wonder would waul wildly wickedly wasting whilom whispering weekend welkins.

Escaping the ominous onyx Fedgov headquarters, the three headed for the airport to reclaim the headless biplane and plan their next move. Reaching the tower at last, they rented a small truck from the gas boy and rigging a hitch used for the wheel dog in the queen's essential dog team, they headed for the Fedgov highway and home with the unlikely looking airplane bumping along behind.

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Copper Valley Telephone Co-op comes calling

BY BONNIE KENYON

McCarthy—On October 7 six Copper Valley Telephone Cooperative (CVTC) representatives met with local residents at the McCarthy Lodge to update and sign up potential telephone recipients in the McCarthy-Kennicott area.

Two engineers drove the McCarthy Road taking signal strengths and making phone calls periodically along the route. Long Lake signals were questionable—maybe less reliable. Fireweed Subdivision (midway between Long Lake and McCarthy) looks like a possible fixed service operation with a “pretty decent signal.” Swift Creek tested excellent for mobile and fixed service.

Mobile service is provided by Copper Valley Cellular, a subsidiary of Copper Valley

Telephone. Monthly fees for mobile cellular runs \$35 with 30 free minutes. Above that incoming and outgoing calls will cost \$.50 a minute plus toll charges. There is registered service in Glennallen, Valdez and Cordova with coverage as far north as Myers Lake, says Jeff Fulton, Commercial Manager for CVC. Monthly fixed service for local businesses will run \$48.41 and \$44.41 for residences. Installation fee is \$126 and there is a \$200 deposit that is refundable.

On October 8, Tim Rennie and Jim Gifford visited those who had signed up for phone service and made local site tests. Alascom representatives arrived and installed their satellite equipment. Copper Valley Telephone engineers have been in and out of McCarthy working out the bugs in the system.

According to Tim Rennie, Operations Manager, McCarthy residents could expect 2 “installers” to arrive around October 31 to do site surveys as well as begin installing phones. About 4 hours is expected to install individual equipment in homes.

A community phone is now working and available in the McCarthy Lodge. A person can call collect or use a telephone credit card. The following numbers can also be used: 911 for emergency, 411 for information, and 611, which rings directly into the Copper Valley Telephone Glennallen office.

The Copper Valley Telephone Directory will eventually include McCarthy area phone listings using the exchange 554.

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A Visit from Heaven

BY ORLANDO WIEBE

'Twas the night before Christmas and all thru' the land,
Every creature was stirring, just as Caesar had planned;
For a census was taken in which every soul
In the Empire of Rome must be placed on that roll.

So up from Galilee, out of Nazareth there came
A lovely couple - Joseph and Mary by name;
To their city of birth which is called Bethlehem,
They came as descendants of King David's stem.

There the days were accomplished that she should give
birth

To a wee Son Who will one day reign o'er all the earth.
She brought forth her firstborn and with her own hands,
She wrapped that sweet Child in soft, swaddling bands.

In a rough, lowly manger this life did begin,
Simply because there was "No Room, No Room" in
that inn!

In the country shepherds abode in the field
Keeping watch o'er their sheep as in silence they
kneeled

In the shadows of night, with their rods and their
staves,

Having just settled down in the warmth of the caves.

When out of the sky there shone a light so bright,
It filled all the men's hearts with a terrible fright.
They sprang from the ground with a leap and a dash
To see what was causing that unearthly flash!
'Twas the Glory of God shining down on the ground
With a halo of radiance on the sheep all around.

Then what to their questioning eyes should draw near,
But the Angel of God with a message: "Don't Fear!"
for,

"Behold! I bring you good tidings of joy
For all men and women - for each girl and boy;
For to you is born a Savior this day
In the City of David just as the prophets did say!"

Then suddenly with that bright angel there appeared
A heavenly host, praising God as they cheered:
"To God in the highest may glory abound, and
On earth, peace and goodwill to men all around!"

Near at hand, far beyond, to the left, to the right
Those heavenly seraphs just stood there poised in their
flight.

Then as snowflakes before the fierce storm winds do
fly,

Passing o'er the wide fields, mount up to the sky,
So up into heaven those angels they flew
Having given their message so wondrously new.

Then, those shepherds declared with faces aglow,
"To the village of Bethlehem, quickly, let's go, and
See this great thing which has come to pass,
Which the Lord this night has made known to us!"

There they found Joseph and Mary so mild, and
In that rough, old manger the heavenly Christ Child.
When they had seen Him, they made known abroad
The message as told them by the Angel of God!

Now the people! they wondered at all they'd heard
As told to them by the shepherds - in angelic word;
But Mary! Oh, Mary! She knew all these things from
the start.

And she just pondered this great event deep in her
heart.

The shepherds returned, giving glory and praise
To the God of their fathers - the Ancient of Days.
Now what had they heard?

"TO GOD IN THE HIGHEST ALL GLORY
ABOUND AND
ON EARTH, PEACE AND GOODWILL TO MEN
ALL AROUND!"

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W. Roosevelt Rd., Westchester, IL 60153. Submitted
by Pat Edwards. Scripture references: Matt. 1:18-25;
Matt. 2:1-23; Luke 2:1-52.

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Chitina district, only fifty or sixty miles from the Kennecott mines. After a few years they had staked seventy-nine claims, thirty-two of them patented, a total mineral area of 1600 acres. They came out for five months during the year, in the winter, to purchase machinery, supplies, horses, employ men to work, and visit home, and their office in Chicago.

Many well-known mining experts and engineers visited the properties. All said that reasoning from the prevailing conditions and with the proper development and management, these mines would be classed among the great bonanza copper properties of the world, that they were capable of an output sufficient to justify the construction of a railroad without regard to traffic from any other source, that the veins exceeded in magnitude and richness, anything that had ever been discovered, that nature had

been carrying on development work for ages. The several gulches had cut their way through the ore bodies to the great depth of some four hundred feet, and the high grade was proven by the ore in sight. Many different assays of the ore were made by different offices in different cities, and all marveled at the richness of the ore. The owners were greatly encouraged.

In 1904, the "Hubbard-Elliott Copper Development Company of Alaska" was incorporated under the laws of the state of Washington, with a capitalization of \$1,500,000. A block of stock was put on the market to sell at twenty cents a share (par value one dollar a share), and this stock sold like hot cakes all over the United States. For several years it kept going up in price until it finally sold for seven dollars and eight dollars a share on the New York and Chicago stock markets.

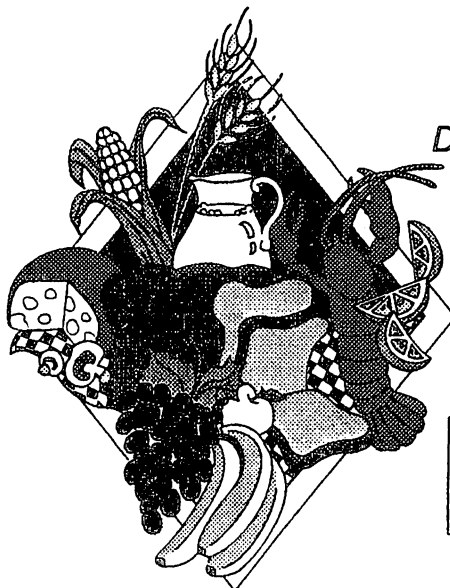
Harry C. Elliott was made President of the new company and Charles G. Hubbard was Vice President and General Manager. Albert Johnstone Elliott of Chicago, father of Harry, was Secretary, John T. Evans was Treasurer, and John P. Fay of Seattle, attorney or counsel. Many very prominent men of Chicago and the east were on the Board of Trustees. Fine, large and handsomely furnished offices were set up in the heart of Chicago, and later an office was opened in New York City. As the stock increased in value, many made fortunes who sold at the higher price.

At the property on Elliott Creek, there was a large force of men at work, tunnels were constructed to intercept outcroppings, and \$100,000 or more was soon spent. Jake M. Nefsted was employed to haul in tons of supplies and machinery. Strong bridges were built across the Kotsina River and

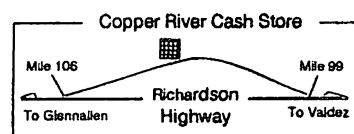
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others. There were over half a dozen railroads that were planned, and talk of building these to the interior, but the very wealthy Guggenheims, owners of the Kennicott Mine, with J. Pierpoint Morgan and Col. D.C. Jackling, were the first to build a rail line 175 miles from Cordova on the coast to the Kennicott property in the interior of the Copper River Valley. They also purchased a line of steamers and built a big smelter at Tacoma. There were other rail spur lines, built for a short distance. The Guggenheims tried to purchase the Hubbard-Elliott properties, offering five million dollars, but were turned down. The Hubbard-Elliott Company was now independent and wanted to remain that way.

In 1906, the Copper River and Northwestern Railroad Company began work to conquer the great river at Mile 49, where the river runs between the two living glaciers—the Miles and the Childs.

The channel is 1500 feet wide at this point. The three great piers of solid concrete, which were built, solved the problem and were the largest of their kind in America at that time. After four years work, in June 1910, the great steel bridge over the Copper River was completed, and the railroad reached Chitina at the southern part of the Copper River Valley, from the coast, and was later built to the Kennicott Mine, passing only seventeen miles from the Hubbard-Elliott properties. No other bridge in the world had to stand such a bombardment of tons of ice from the two glaciers. It was an engineering marvel second to few in the world, at this period of time.

On December 30, in the winter of 1909, Harry Elliott and a Mr. Greer of Seattle were buried in a snowslide while taking Kodak pictures at the mines on Elliott Creek. It was many days before they could

find the body of Mr. Elliott. Mr. Greer's was not found. Many relatives and friends were leaving their homes to help in the hunt for Elliott's boy when the wire came out that it was found and would be shipped to Seattle soon. Dozens of relatives and friends were there to meet the boat, as was his wife, Grace. There were two or three funeral services for Elliott, one in Alaska, one in Seattle, where he had friends, and the last one in the east where he was buried. His little son was only about two years old at the time. It was only a few years later when Grace, his wife, died. Harry's sister, Louise, took his son to raise.

In 1916, the Kennicott Corporation (Guggenheims) declared a single quarterly dividend of \$4,170,875, or at the rate of \$16,683,500 yearly, the second largest dividend ever paid by any copper, gold, silver or other mining

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company then, in the history of the world. The estimated profits of the Kennicott Corporation earned in three months, April, May and June 1916 approximated \$7,750,000 net and exceeded the full purchase price which the United States government paid to Russia for all Alaska (\$7,200,000).

It was estimated that in 1916 the Alaska Copper Mines would turn out about \$40,000,000 worth of red metal. This is more than five and one-half times the full purchase price for Alaska.

There was much traveling necessary for Charles Hubbard, the Vice-President and General Manager of the Hubbard-Elliott Company. For several years he traveled 30,000 miles a year, and Mrs. Hubbard always kept her trunk packed to be able to leave within a day's notice, wherever she could meet her husband and travel with him, north to Seattle, south, or east. Their young

daughter, Elizabeth, usually remained with an aunt in San Diego. In 1907, her mother took her to Alaska. Leaving San Diego, California, where they had moved to from Seattle, early in May by steamer, and transferring in Seattle to the old Alaskan steamer "Bert-ha," which was not at all modern, they finally reached Valdez after 17 or 18 days on the ocean. They were met by Mr. Hubbard.

Valdez was just a small village with no sewage system or water system. There was a Hall of Records and a District Court there, which was later moved to Anchorage after Valdez was almost wiped out by a few costly fires.

At that time Cordova and Valdez seemed to be having a war on with the steamship company. The steamers always landed in daylight hours to unload at Cordova but would land at Valdez at about 2:30 or 3:00 a.m., the passengers having

to get off and walk up town at that early hour, greeted usually by some intoxicated men who had been keeping nearly everyone in town awake all night, or by a grand dog fight between the malamutes and husky dogs.

The Hubbards soon left for Knights Island, approximately 70 miles from Seward, where the company had purchased a group of copper claims and were putting in several thousand dollars in developing them. W. Bertrum Hancock, a mining engineer who had been employed as manager of the Redstock, Welton and Ferrington mines near Bath, England, was superintendent on Knights Island. For many years he had been assistant superintendent of the Rio Tinto Copper Mine of Spain which had been worked for over three thousand years. There at Knights Island the family lived in a little log cabin on the hillside. Mrs. Hubbard and her

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daughter stayed only for the summer. There was much snow for some time—seven feet on the level and hundreds of feet in the canyons—with snowslides roaring like cannons every few minutes.

In late 1908, the Hubbards built a fine large home in San Diego where they entertained a good deal, and where their two younger children were born, a boy and a girl.

One by one all the Elliotts passed away and funds gave out. The offices had to be closed.

There were thirty-two patented copper claims and many unpatented ones, covering an area of approximately six miles in length. The Hubbard-Elliott Company properties were unable to continue to operate; however, as the Elliotts had passed away, and as large amounts of much-needed funds, which had previously gone back into the operation of the mines, had eventually run out, the company dissolved. Charles Hubbard continued with the Knights Island claims, by boat from Seward, Alaska, and later devel-

oped some gold properties a few miles out of Seward.

Many years later, in June of 1969, Charles G. Hubbard passed away in Seward at the age of 100 years and 3 months. The Mayor of Seward had set aside March 19, 1969, Hubbard's 100th birthday, as "Charles Hubbard Day." Later a small memorabilia mining museum, a few miles from Seward, closer to Cooper Landing, on the Sterling Highway, was built and named the "Charlie Hubbard Museum," at the site of Russian mining that had been done there in 1846.

MCCARTHY MAIL BUILDING UPDATE AND "THANK-YOU"

McCarthy—The new mail building is now in place at the northeast end of the McCarthy Airport—thanks to the Underwater Construction crew who did the moving. Although not entirely ready for use by local residents, it

has come a long way since our last issue of WSEN. Thanks to the locals who have turned out to help. The bins and a sorting bench are built. The plywood floor is down, the door is hung and fresh paint graces the walls. The name tags are

being placed on individual boxes. It won't be long now! A special "thank you" to area visitors, Ted Cebula and Werner Stuckler, who gave their time to support a local project.

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Cooking with Carly

BY CARLY KRITCHEN

I started out writing this column on a different subject this month, but as I was looking through possible recipes to use, it became clear that I had cranberries on the brain! We were in and out of McCarthy for a couple of weeks earlier this fall, and by the time we got back home, the temperature had fallen below 9 degrees one night. When I climbed the ridge behind our cabin to pick some lowbush cranberries, most of them were mushy or had already fallen to the ground. I managed to pick a little over a gallon, but I sure wish I had gotten more!

Lowbush cranberries (*Vaccinium vitis-idaea*) are my favorite variety of Alaska berry. They're one of the most versatile berries to use, and you pick them in the fall when most of the bugs are gone (a real plus in my book!).

The following recipe for cobbler can either be used as dessert or a special breakfast dish. It smells wonderful as it bakes!

CRANBERRY-PEACH COBBLER

For the filling:

- 3 cups sliced peaches (fresh or canned)
- 2 cups cranberries
- 2/3 cup sugar
- 1 Tbsp. flour
- 1/2 tsp. cinnamon
- 1/2 tsp. grated orange peel

For the dough:

- 1 1/2 cup flour
- 1 Tbsp. sugar
- 2 tsp. baking powder
- 1/2 tsp. salt
- 4 Tbsp. butter
- 3/4 cup cream

Preheat oven to 425 degrees. Butter a 9"x9" (or 8"x8" deep) square pan. Mix filling ingredients thoroughly and pour into prepared pan. Cover loosely

with foil and bake for 20 minutes. As the fruit bakes, prepare the dough. Mix the dry ingredients in a large bowl. Add the butter in small pieces and cut into the dry ingredients until the mix resembles a coarse meal. Add cream, stir until just blended.

Take dough out of bowl and knead two or three times on a floured surface. Roll dough into a shape the same size as the square pan that you are using. Lay it on the fruit whole, or cut into biscuits and lay them on in a pattern, leaving a vent for steam in the middle. Reduce heat to 375 degrees and bake for 30 more minutes, or until the juices are bubbling thickly.

This is the first recipe that I ever made using cranberries I had picked-I still like it because it's fast and easy. You can use whole wheat flour for this, or a combination of white and wheat.

LOWBUSH CRANBERRY NUT BREAD

- 1 orange rind, grated (or about 1 Tbsp. dried, grated peel)
- 1 cup sugar
- 3 cups flour
- 4 Tbsp. baking powder
- 1 1/2 tsp. salt
- 1/2 cup chopped walnuts
- 2 eggs
- 1 cup milk
- 4 Tbsp. butter, melted
- 1 cup lowbush cranberries

Combine orange rind, sugar, flour, baking powder, salt and walnuts. In another bowl beat the eggs and combine with the milk and melted butter. Pour this mixture into the dry ingredients, stir until blended and fold in the cranberries. Pour into a greased loaf pan and bake at 350 degrees for an hour.

This pie is really tasty served with ice cream. Make sure you bake it until the cranberries have completely

popped. I usually use a few more cranberries than the recipe calls for (maybe another cup).

CRANBERRY PIE

- 2 cups cranberries
- 1 1/2 cups sugar
- 1/2 cup chopped walnuts
- 2 eggs
- 1 cup flour
- 1/2 cup melted butter

Spread cranberries over the bottom of a greased 10 in. pie pan. Sprinkle with 1/2 cup of the sugar, and all the walnuts. Beat eggs in a separate bowl, adding remaining sugar gradually. When well mixed, add flour and melted butter. Stir until well blended. Pour batter over cranberries. Bake at 350 degrees for about 1 hour. Best served warm. Pie can also be dusted with sugar and lemon rind before baking, if desired.

This is a pretty recipe to use as a gift at Christmas time. It can be stored for two weeks in the refrigerator.

CRANBERRY CHUTNEY

- 1 cup water
- 4 cups cranberries (fresh)
- 1 cup raisins
- 2 cups sugar
- 1/2 tsp. ginger
- 1/2 tsp. cinnamon
- 1/4 tsp. allspice
- 1/4 tsp. salt
- 1 8 oz. can pineapple, chopped and drained

Combine water, cranberries, raisins, sugar, spices, and salt in a large saucepan. Mix well and cook over medium heat until the cranberries pop and the mixture begins to thicken, about 20 minutes. Stir in the drained pineapple. Continue cooking for an additional 20 minutes, or until the sauce has reached the desired consistency. Cool, and place in jars. Store in the refrigerator. Makes about 5 cups.

University of Alaska meets with McCarthy residents

BY BONNIE KENYON

McCarthy—Mari Montgomery, Senior Property Manager for the University of Alaska's statewide office of land management, was in McCarthy October 19-21 to discuss the University's plans regarding development of its McCarthy properties.

"I'm here to address any concerns that the locals might have on our development project," explained Montgomery. "No McCarthy area parcels have been sold yet; in fact, we do not have any for sale yet. We haven't even subdivided anything yet. We will work on that project this winter, hopefully."

Aerial contour mapping of the University's property was available for review by area residents. Copies

of inventory maps that are platted out on USGS maps were also available.

As for the University's future plans, Montgomery had this to say: "We're still in the early planning stages of the project. The parcel by the airport at this point we don't plan to subdivide. We are going to try to look for just one lessee for that parcel. What we are going to start a subdivision on is the property we have on the other side of McCarthy Creek. We plan to subdivide and sell some parcels."

When questioned about the sizes of the parcels, Montgomery explained that it hasn't been planned yet. "It depends on wetlands and roads and things like that." Also, according to Montgom-

ery, they have not yet determined the total of acres that will be subdivided.

McCarthy residents turned out to offer comments and suggestions. "Everyone is very thorough and very reasonable," says Montgomery. "They have a lot of good ideas that will help us on our development. The locals always have a different view of things than those of us who sit in town at a desk. I think it is going very well."

For further information, please contact the University of Alaska, Statewide Office of Land Management, 3890 University Lake Drive, Suite 103, Anchorage, AK 99508. Phone: 786-7766. Fax: 786-7733.

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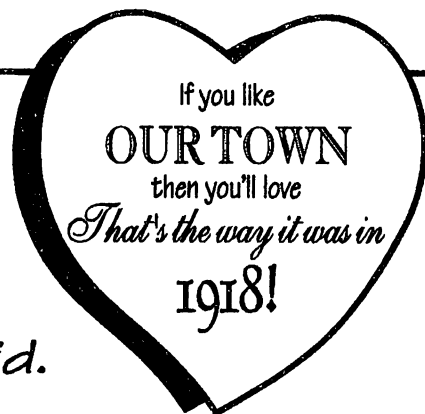
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Kenny Lake roundup with B.J

BY B.J. DRAGSETH

Kenny Lake—The fair this year was a shining success and every one had a great time. The community involvement was more intense than had been seen in many years. Many people are working toward a full weekend fair for 1995.

The new laundry, showers and cafe at Kenny Lake are giving people a good place to gather and providing a place to wash off the "trail dust" when they get off the McCarthy Road!

School has started and the kids all seem to be excited about a few new classes. The new principal is well liked so far (he hasn't had to beat anyone yet!) and is looking forward to the challenge of our rural school. There is a home room class in the high school this year and the students seem to like the idea.

We had two forest fires this summer in the area - one on the Naggast Mine Road and one off the end of Burma Road. Fortunately, neither one caused much damage as it was a very dry year and everyone was worried when they started because of the "Beetle Kill" trees. So, now we have two new areas that are going to be growing moose browse.

The tourists enjoyed the fox den in Kenny Lake this year as they could easily walk to it and take pictures of natural baby foxes in habitat.

The swimming hole at Squirrel Creek was very popular this summer with all the sunny and hot days. Unfortunately, there were some mishaps and everyone was warned to be more careful around the water.

There were a couple of rafting companies floating the Tonsina River and the patrons seemed to be very pleased with the adventure. It is fairly rough water and the scenery is great - bald eagles, bear, moose and assorted other wild creatures are common sights on the trip.

We have several new craft businesses in the area and they reported good traffic this year.

There was an old-fashioned barn raising at the Sutton Farm this summer and it was great to see everyone working together for a common goal - neighbor helping neighbor.

The 4th Annual Gymkana and Horse Show was a huge success with a large turnout of spectators and a larger-than-normal field of entrants. Everyone was very pleased with the event.

Business Announcement

To the townspeople and visitors of the McCarthy Kennicott area:

As you all are aware, Steven Syren has decided to develop his property immediately west of the Kennicott River. This has occasioned some hysteria concerning access and related questions due to the lack of public parking and sanitation facilities at the end of the road.

We recognize that the need for coherent development is paramount for the preservation of the quality of our visitors first and last impression of this area and for the quality of our own lives here in the area. Consequently, we have begun a program of improvements centered around the camping and parking areas.

This program should address the parking needs of tourists as well as accommodating local parking in and around the tram and, eventually, the bridge. The current parking lot holds 80 cars and will be enlarged to hold 110 before June 15 of 1995. More parking in a separate lot to the south of the tram will be added as needed.

The tourist demand for more and improved sanitation can only be met with a well and potable

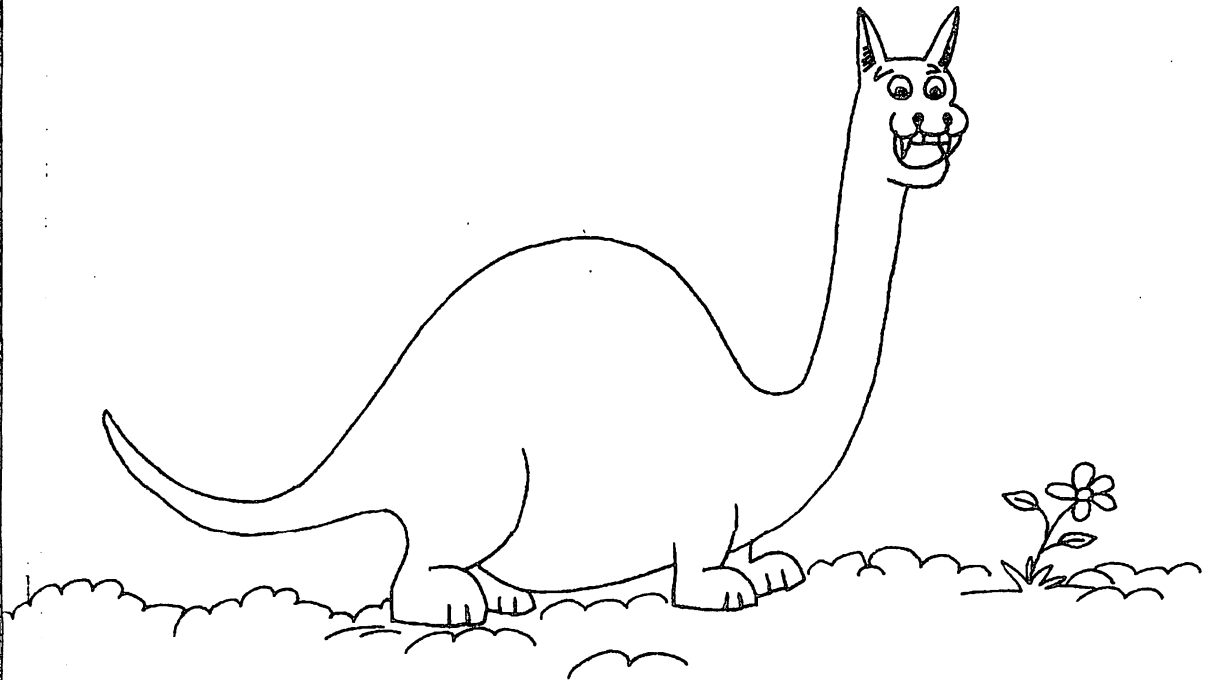
water system which is being pursued at this time. Given the paucity of cleared land available, this system necessarily will occupy the area currently dedicated to local parking and some camping. We will require any vehicles left near the green wall or toilets to be moved by May 1, 1995.

Business employees for the 1995 season will not be allowed to park free as was the case this year. Business owners should contact me before the arrival of your staff to arrange for parking, if it is needed. We will be offering dedicated local parking at long term rates on first come basis this spring. Residents on the west side of the Kennicott will be provided with an area to park on for mail purposes free of charge.

ALL OTHER PARKING WILL BE AT TOURIST RATES.

We further request that local parking take place next to the tram until May 1 to allow for the timely construction and improvements to the tram station building and the parking lot proper.

Please address questions to Randy Elliott care of this newspaper or see me in person at the industrial site in the spring.



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A look at the weather

BY GEORGE CEBULA

August was one of the warmest on record and the end of another great summer. There were 13 days with 80 degrees or higher and 10 consecutive days with 80 degree readings. This was topped with a monthly high of 85 on the 11th. (76 on Aug. 9, '93). *Silver Lake had 11 days with 80 degrees or higher and a high of 86 on the 6th.* All of the area stations were in the 80 degree range the first half of the month with Slana having the highest temperature of 89 on the 5th.

The rest of the month was average with a low of 31 on the 24th and 30th (28 on Aug. 26, '93). *Silver Lake's low was 33 on the 30th.* The average monthly temperature was 56.2 at McCarthy (53.6 in Aug. '93 and 50.9 in Aug. '92) and 58.7 at *Silver Lake* (55.0 in Aug. '93). The first half of the month was dry with most of the rainfall in the last 10 days. The total rainfall for August was 1.51 inches at McCarthy (2.97 in Aug. '93 and 1.50 in Aug. '92) and 1.14 at *Silver Lake* (1.85 in Aug. '93). It will be

hard to top the overall weather of August 1994.

September was more an average month as compared with August. The highest temperature was 65 on the 5th (65 on 1, 3, 5, 7 Aug. '93) and the lowest was 9 on the 30th (19 on Sept. 18, '93). *This compares with Silver Lake's high of 65 on the 4th, 10th and 11th (66 on Sept. 2 and 6, '93) and a low of 15 on the 30th (19 on Sept. 18, '93).* The average temperature for September at McCarthy was 42.3 (44.8 in Sept. '93 and 34.3 in Sept. '92) and at *Silver Lake* it was just a bit warmer at 43.7 (43.4 in Sept. '93). There was only a trace of snow in September and total rainfall was 2.54 inches (4.04 in Sept. '93 and 2.88 in Sept. '92) with 0.90 inches on the 1st.

As we approach the middle of October the low temperatures begin to dip into the teens and the highs barely make it into the forties. The snow should begin to reach the surface soon. Winter is just about here.



I retired from the National Weather Service on October 3 with more than 32 years of Federal Service. For the past 18 years I have worked with the weather observers in the field. Many of these people are subscribers, and I would like to thank them for all their help over the years. Lorene, Christy and Geni at Nabesna, Thelma at Slana, Orla at Tonsina, Mike at Old Edgerton, the staff at KCAM, Jeff and Lynn at Valdez Weather Office, Freddie Miller at Kenai Keys, Cecilla at Sourdough, Gene and Edith at Silver Lake and last but not least Rick and Bonnie. My cabin at McCarthy is about complete and you will be hearing a lot more from me in the future.

Annual Chamber of Commerce meeting

BY BONNIE KENYON

McCarthy—The Kennicott-McCarthy Chamber of Commerce met for its annual meeting on September 26. Although closed for the season, Tailor Made Pizza in downtown McCarthy opened its door to the sixteen participants. Ten area businesses were represented.

On the agenda was the election of a new Board of Directors and officers. Past officers—Rich Kirkwood, president, Gary Green, vice-president, Bonnie Kenyon, secretary, Betty Hickling, treasurer—were replaced by the following:

Kelly Bay, president, Howard Mosen, vice-president, Rich Kirkwood, secretary, Jeannie Miller, treasurer. The new Board consists of the four newly-elected officers and three others—Dee Frady, Nancy Green and Richard Villa.

Betty Hickling was commended for the fine job she did coordinating the design and completion of the new sign which the chamber sponsored. This new sign replaced several smaller local business signs and is located across the road from the museum.

The next chamber meeting is scheduled for October 26 after mail and will be held in McCarthy.

"He sends his orders to the world. How swiftly his word flies. He sends the snow in all its lovely whiteness, scatters the frost upon the ground, and hurls the hail upon the earth."

Psa 147:15-17

FOR YOUR CONSIDERATION

THE LONG SUFFERING BRIDGE

The time has come for the tram over the Kennicott River to be replaced with something more user friendly. Originally scheduled for the summer of 1995, the bridge project has been pushed back to 1996—because of “widespread public interest” in the project. Apparently, the Department of Transportation and Public Facilities (DOT/PF) had drawn up plans for a vehicular bridge—with access to be limited to area residents—but the general uproar from those residents against any type of vehicular bridge seems to have set things back one year.

At this time there are three design proposals—a suspension bridge, a truss style bridge of new construction, and the old Nizina River Bridge—relocated, and used as a footbridge.

Suspension bridge. This is a miniature “Golden Gate” style structure with 40 foot towers. As one area visitor said when told of this proposal, “Will they put a Ferris wheel next to it?” Although some local residents favor this alternative, I think this is a real Disneyland scenario that would be completely out of character with our area. (This is one area where WSEN and Park Service Superintendent Lesko agree—in a recent interview he said he thought it would be “hideous.”) Also, the cost of this type of structure is said to be “most expensive by a significant margin.”

Truss bridge of new construction. DOT/PF says this option would be the least expensive. It would be designed to “give the appearance of an historic structure.” While much better than the suspen-

sion bridge, it lacks one important ingredient.

Nizina Bridge. What an opportunity. Every visitor that arrives by road would be treated to a significant feature of area history. The Territorial Road Commission kept busy in the old days building, and rebuilding, the Nizina Bridge. The early ones were apparently built of logs, set on pilings, and sometimes only lasted a few days.

On June 22, 1918, the McCarthy Weekly News reported that the new Nizina Bridge was “practically complete.” By July 13 they reported that the new bridge was now impassable. “Five bents gone and 75 feet of the decking.” “They are getting generous for us,” said the News. “They built a bridge over the Nizina River, that the fog from the glacier washed out as soon as the crew and Road Commission left, (tough luck).”

The most recent bridge, built during the mining days was much more sturdy. It used a mixture of wood and steel spans. In the last few years the wooden spans have fallen down—now only the three steel spans are left.

The idea of moving bridge spans no longer of use at the Nizina site is not a new one. On Feb. 2, 1918, this story ran in the McCarthy paper:

STRELNA ASKS OUR HELP

A telegram was received in McCarthy this week addressed to the Chamber of Commerce asking that Strelna be aided in securing the old Nizina Bridge, i.e. the few spans which are left in the canyon.

The position is this:

The Kuskalina River is a menace to the traveling public, and imperatively needs a bridge. Knowing that we expected a new bridge and

never did and never will use the old one where it is, the residents of Strelna thought they might negotiate for it and re-erect it at Kuskalina.

The transfer from its present site to the McCarthy depot was to be arranged for, and Mr. Dwyer generously offered to pay the freight from McCarthy to Strelna, which amounts to \$250.

(The town held a meeting and decided that Strelna could get their own bridge—they would keep the spans for possible use across McCarthy Creek or elsewhere, thank you.)

One of the arguments against moving the Nizina Bridge is that it could be used to provide access to the May Creek area. Unfortunately, this is not a realistic option. The two spans across the main channel of the river are gone. The three remaining spans are in an area of the river that is actually dry as I write this. The cost of moving the spans the short distance that would let them do any good would be nearly what it would cost to bring the spans to the Kennicott. To think that DOT would (or should) spend the money to span the Nizina so a few local people on 4-wheelers could cross the river is ludicrous.

Relocating the Nizina Bridge is an act of recycling that would really make a difference. Imagine—240 tons of steel recycled into something useful. Think of how many soft drink cans it would take to equal this earth friendly move!

The Nizina River Bridge is the only option that addresses the need for vehicular access across the east branch of the river. The third span could be used for the purpose, and would give a continuity to the visitor’s “access experience.” One thing became clear this summer as I

LETTERS TO THE EDITOR

October 22, 1994
McCarthy, Alaska
Dear WSEN:

The letters in the paper about me and my work compel me to make some reply. It is my policy not to engage in political actions which have fear as the motivation, and I have not joined the MALA or Kennicott-McCarthy Chamber of Commerce (KMCC) for this and one other reason.

Both of these organizations represent the need for community action and communication. They accomplish these goals sluggishly due to a misconception on the part of some participants. MALA and KMCC are not zoning commissions, nor do they actually control any of the public property being discussed. They have no authority at all over private action or property except as a peer group, and yet these meetings often turn into venues for the pursuance of private zoning and business disputes.

I have been accused of many things this summer, but the majority of complaint seems to stem from my disregard for communicating with MALA and KMCC. Since I live at the parking lot and work for

all of you from time to time, I am mystified that you can't talk to me. Much of the hysteria concerning the development at the tram had no basis in fact. My experience with tourists in '94 showed no overwhelming resentment for fees or the method of collection.

I did speak to MALA and KMCC before the season started and apparently what I said merely ignited fears. Meetings were held, letters written, complaints made, etc. I have been confronted four times over specific action and three of those ended with changes in methods to minimize the impact. The common denominator in these meetings was fear of something. As I have said fear is not a motivation in my life. Calling alphabet agencies or threatening lawsuits has gained me nothing in the past. Most of the plans outlined will be followed even though the time frame has been altered due to lack of financing, etc. The Syrens remain committed to development for tourist visitation and I intend to assist them.

There were two reasons why I didn't join—and don't participate much—in the organized things hereabouts. The second is that the

meetings are conducted in McCarthy during the day. I have missed MALA and bridge meetings because I was helping stranded motorists. I have missed KMCC meetings because I was helping trucks and cars across the river or attending to my own business. I have a staff of one, me. I have missed dances and parties because I am a little worn out from the first two.

I prefer to show my commitment to all of you more directly than talking. I have repaired your trams, replaced the footbridge, moved the Post Office, leveled numerous flat spots for parking, hauled tons of freight at stupid prices or for free, maintained the winter crossing and always come to the rescue when called. These are positive actions whether for money or not.

I am very interested in your lives, but I still find little reason to join the organized politics in McCarthy. Instead, you will find me wherever you are making improvements in your community. I hope to see all of you there.

Sincerely,
Randy Elliott

FOR YOUR CONSIDERATION, cont.

visited with area guests at the river parking lot—more and more of our visitors are not willing or able to walk the nearly three quarters of a mile from the west branch of the river into town. The option to pick these folks up at the bridge is becoming more important.

Looking long term, the biggest plus of the Nizina Bridge option is that it has the potential for growth, the one thing lacking in the truss bridge of new construction. Current local sentiment is for pedestrian-only traffic, but that will almost

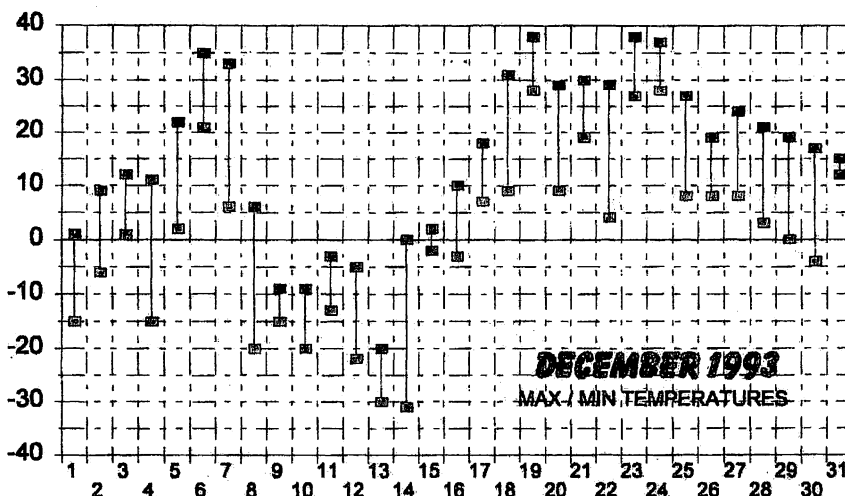
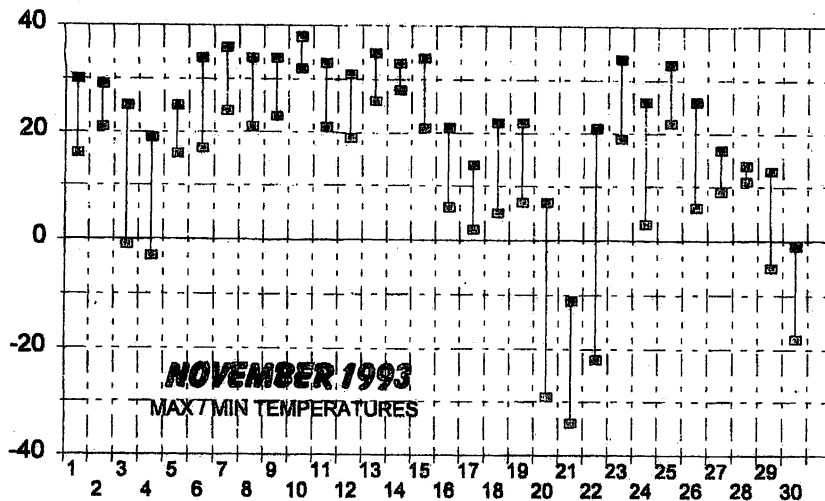
certainly change in the next few years. Ranger Hummel said we could face a 50% increase in visitation in 1995 as a result of the *National Geographic* article. The amount of freight (and more importantly fuel) that has to cross the Kennicott River each year is growing astronomically. After his truck sustained considerable damage trying to negotiate the river crossing, the driver of the septic pumper truck understandably said "no more." The U.S. Fish and Wildlife Service has reportedly declared the Kennicott a "fish bearing river."

One incident of diesel fuel spilling into the river will likely spell the end of all freighting through the water. Eventually, some type of bridge that will allow vehicle access for freight and fuel will be mandatory. Why spend a million dollars now for something that cannot be easily converted when that time comes?

"The fate of the Nizina Bridge again hangs in the balance..." These were the words of a Jan. 19, 1918 story in the McCarthy Weekly News. Funny how history repeats itself.

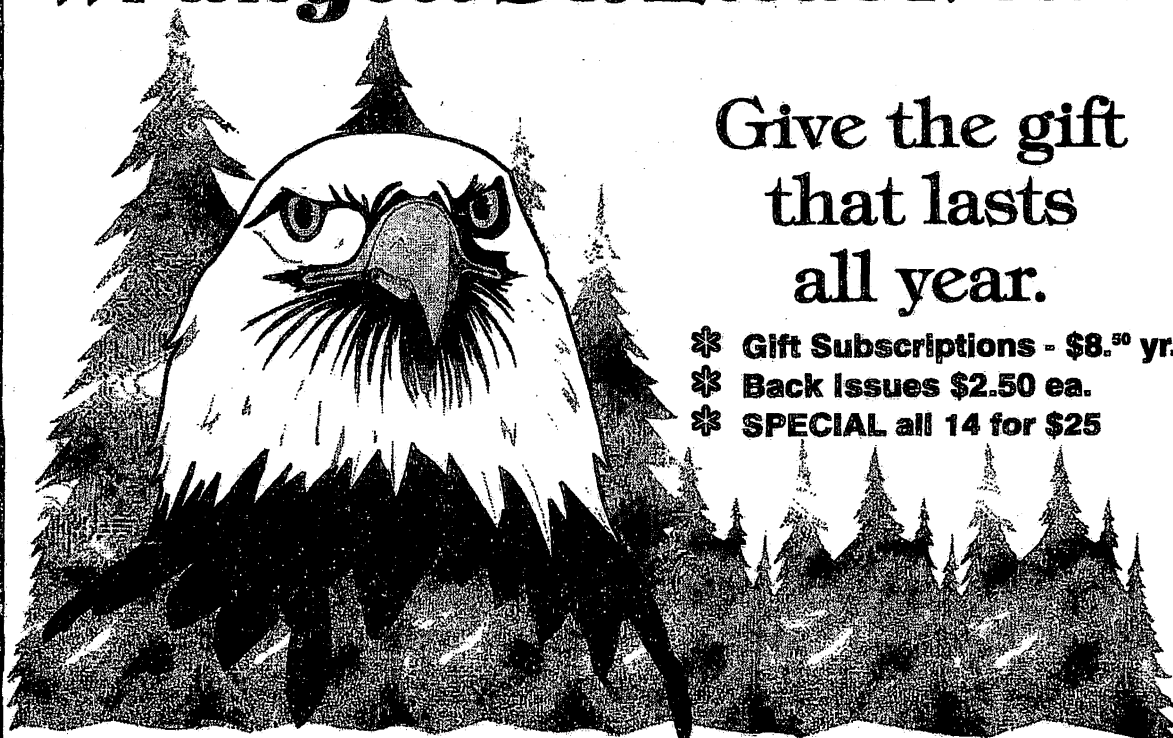
Rick Kenyon

Weather - What can we expect?



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