



Wrangell St. Elias News™



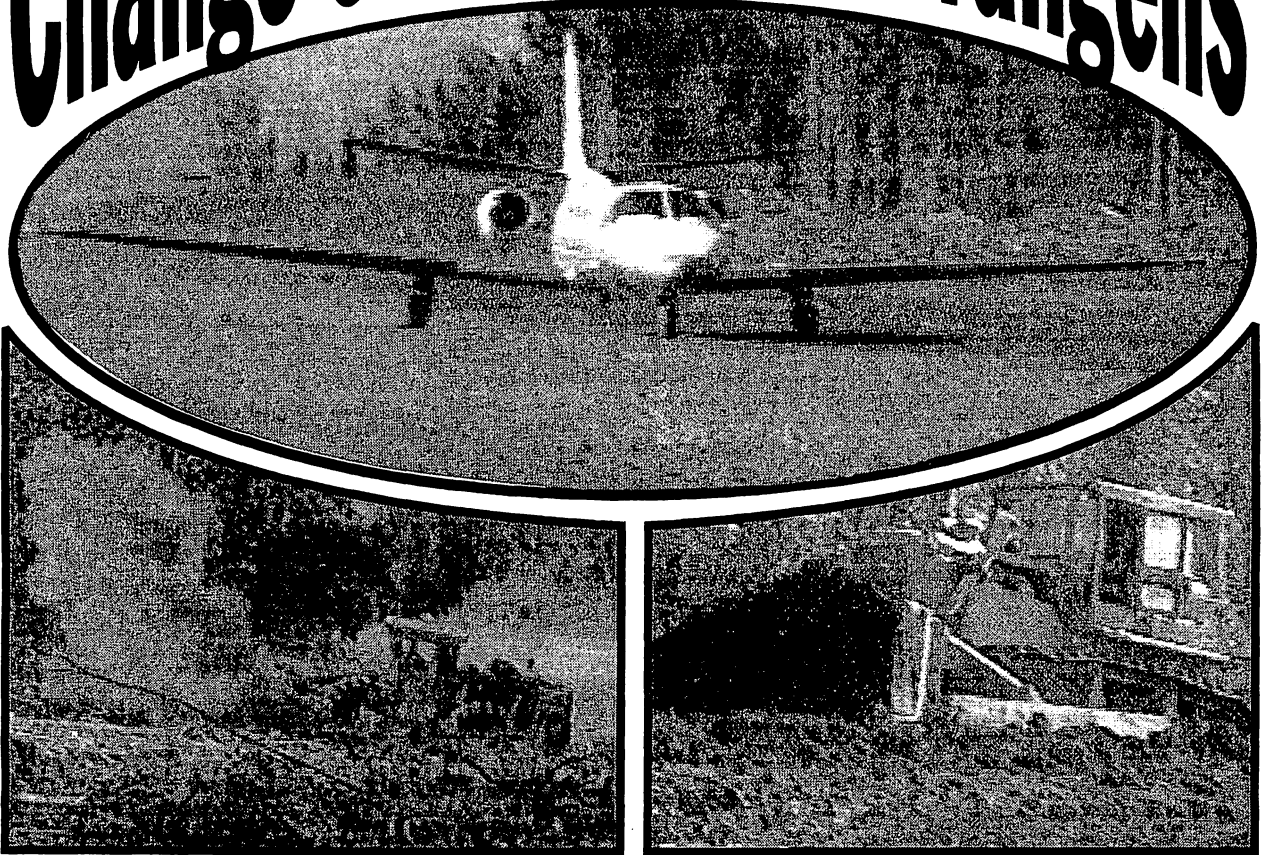
"Eternal vigilance is the price of liberty" - Thomas Jefferson

VOL. THREE ISSUE FIVE

SEPTEMBER & OCTOBER 1994

ONE DOLLAR

Change comes to the Wrangells



Top: Alascom company jet lands at McCarthy to check equipment status for new cellular phone installation. Most recent word is that McCarthy and Kennicott should have a working system sometime before winter.

Left: "Hydro-axe" clears trees for McCarthy Airport upgrade project. As we go to press, about 30 acres have been cleared. Additional clearing is on hold, pending word from the Federal Aviation Administration.

Right: Underwater Construction company bulldozer moves dirt to make way for 50'X50' DOT/PF maintenance building at the airport. Several local folks are working on the project. Company officials say they will work "until the snow flies."

In This Issue

**Journey
to
Alaska
1898**

King Floyd
Part ten
The quest for a form

OUR TOWN
September
&
October **1919**

A note from the publisher

BY BONNIE KENYON

One thing is certain; summer definitely arrived in style this year bringing with it plenty of 70 and 80 degree days for those of us in the McCarthy/Kennicott area. Shorts were the "norm"—especially during the first 3 weeks in August. Our folks in Daytona Beach always get a good laugh when Rick and I tell them it's just too hot to work in the garden or bake bread. I mean 80 degrees to "Floridians" is cool.

As I sit at the computer today and look out my office window, I cannot help but notice the change in scenery. It is August 25 and the leaves are quickly turning yellow and starting to make their way to the ground. I'm glad I can say "we had a summer."

It's always a pleasure to have old friends visit as well as those new acquaintances who quickly become old friends. That was the case in July when John and Susan Bury (old friends) ventured out the McCarthy Road in their camper van to pay us a visit. Jim and Lila Inman (new friends) from Palmer followed suit in their mini motorhome. The Burys's son-in-law brought his camper/truck along as well. With all the extra hands around, Rick thought it would be an excellent time to take down one of our ham radio antennas (which found a new home at John's Anchorage-based ham station) and replace it with our CB antenna. That makes one less antenna on our "antenna farm." One sad note on the exchange—a male Hairy Woodpecker who loved that old dead spruce pole that originally held the CB antenna—seemed somewhat dismayed at finding it gone. He seemed to be making a point as he "drummed" on my cabin window instead before

checking out the CB antenna's new home!

While I write this note, Rick is downstairs putting the finishing touches on a new addition for this September/October issue. A crossword puzzle. Recently he purchased a computer program that enables him to create his own crosswords. *McCarthy - Kennicott Trivia* is his first attempt. Another new feature for this issue is the use of a video capture board. This enables him to capture a picture on our video camera tape, send it to the computer and have the laser printer print it out. The tricky thing will be to get the Gestetner CopyPrinter to reproduce it so you, the reader, can tell what or who it is!

The Wrangells are certainly experiencing change as you'll see in this issue. A flood, a fire, an airplane crash, airport reconstruction, and visiting dignitaries. All happening in the two months since our last issue.

Rick and I greatly appreciate those who have contributed stories, news and history items for this issue. Charlie Ricci (Inger's husband) is searching out and sharing with us various historical articles that he feels would benefit us all. One of those—*Journey to Alaska*—is

included this issue. Thanks, Charlie, and Mr. Poppe! Jim Busey, former Kennecott teacher, surprised us with a 1938 picture of his class, and his reflections as the last school-teacher of the Blackburn school.

It has come to our attention that a few of our subscribers did not receive their July/August issue or, for some, the paper arrived late. Rick and I apologize for this inconvenience. We do not know why this occurred, but if you did not receive your copy and you are a subscriber to WSEN, please notify us and we'll see you get your issue.

Our subscribers' list has now reached 311. Wrangell St. Elias News welcomes the following new subscribers: Eric and Joan Wasserman, AK; George Powell, AK; John Cingel, AK; Phyllis Crist, MI; Silvia Renosto, Italy; Gene Brooks, AK; William Nebesky, IO; David Crouch, UT; David Luck, AK; Georgia Amundson, MT; Ethan & Audrey Jones, AK; Mr. & Mrs. James Inman, AK; Mark McIntyre, GA; Mary Haines, AK; Bill Marten, AK; Jamie West, AK; Jolene Reinert, ID; Lee Adler, AK; Jane Gilbertson, FL; Juanita Starr, AK; Helen Womack, AK; Donna Jones, AK; Matt & Anneke Myers, MI; Jonnie Gunther, HI, Elaine Base, AK.

Wrangell St. Elias News

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Items of Interest

BY BONNIE KENYON

Welcome back! Just a note to welcome **Lilly Goodman, Tracy Ross and Matt Hambrick** back to the McCarthy area. Lilly spent part of the summer with the Bursches at their fish camp near Pilot Point. Although Lilly says she is glad to be back in town, she enjoyed seeing a different part of Alaska. Because of the near proximity of Katmai National Park Lilly decided to take in some "bear" viewing before returning to McCarthy. A nice way to round out the summer--I guess!

Speaking of Pilot Point...**Matt** just returned from there where he was a crew member for Thom and Catie Bursch, too. He says he's glad to be home but certainly feels he learned a lot working for the Bursches. Since he's been back he has sheet rocked and painted the inside of his cabin. He is seriously considering returning to school back in North Carolina. Matt only has 3 more semesters to go, so we may have to say goodbye to him again.

Tracy surprised most of her McCarthy/Kennicott friends by returning from the lower 48 where she recently underwent knee surgery. She's getting around town just fine and is in good spirits. We wish you a speedy recovery, Tracy!

Stacie Miller: While we are saying hello to a few returning young people, we are also preparing our goodbyes to Stacie. She is packing up to head for the University of Alaska in Anchorage any day now. It is hard for me to see her go, but it must be harder on the entire Miller family. Why, it seems like just yesterday she was still in grade school. Carly Kritch-en, Lisa Olsen and a few others

decided to give her a surprise going away party. And a surprise it was! When Stacie walked into Tailor Made Pizza (her family's local business) on the evening of August 23, the surprise was evident on her



face. Carly had put together a drift wood "money tree", a poster and a book for friends to write something special in. A "Good Luck, Stacie" banner greeted Stacie as she entered the room. Cakes and all kinds of goodies were present and, of course, freshly made pizza by the Miller clan. We love you, Stacie; we will miss you.

Shanna Wasserman: Shanna is another of our McCarthy kids grown up and flying the coop.

Shanna's family own a cabin near the Kenyons on the west side of the Kennicott. Even though they moved into Anchorage some time ago, they come back to visit. This summer they made it in over the July 4th weekend and had an enjoyable time at the cabin. Joan, Shanna's mom, says Shanna graduated from high school in June and will be attending Colorado State University in Fort Collins. I guess time flies when you're having a good time, but, Joan, wasn't it just this last winter that we walked to mail pulling Shanna behind us on her orange plastic sled???

Kristen Janssen has returned from a 2 week trip outside to visit family. She's getting back into the swing of things at Copper Oar--much to Howard's relief, I'm sure. When she left it was still summertime; now she has returned to a quieter and cooler season. However, there's still plenty of "river-rafting days" before the snow flies, Kristen.

Malcolm Vance is back home from his summer fishing season. Although fishing wasn't the greatest this year, Malcolm says he did O.K. and the bills are paid! Welcome home, Malcolm.

Tram Station crew: Something new to greet the visitors this year is the Tram Station General Store which is located at the end of the McCarthy Road in the parking lot area. The "crew" is made up of The Brooks' family: Gene, Patty, Kimberly, Rian and Jennifer. Kimberly's boyfriend, Ryan, is also on board. Kimberly and Ryan are in charge of the store and are doing a great job assisting visitors with information and directions. The Brooks' are not newcomers to Alaska.



photo courtesy Doreen Sullivan-Garcia

Front row: Evan Wasserman, Tony Zak, Joan Wasserman. Back: Eric and Shanna Wasserman.

Kimberly says she and her family moved to this state in 1971. Her father, Gene, has been in construction work for 20 years and was a surveyor on the pipeline. They presently reside in Anchorage.

Gaia Thurston-Shaine: Gaia is finally back home in Kennicott with her family, Ben, Marci and Ardea. She arrived in McCarthy in style on August 19 from Anchorage on Security Aviation. It only took her a little over an hour, she says. Gaia says she's glad to be home, but really enjoyed her trip to France.

Doreen Sullivan-Garcia: What a surprise it was to see Doreen get off the mail plane on August 17. Accompanying Doreen was her mother Pat. Doreen and her husband, Jim, of Anchorage own one of the Kennicott cottages on Silk Stocking Row. They, along with a crew of about 12, were in Kennicott in early July and got most of the foundation work done and a new roof on. Doreen and Pat left on Friday the 19th but not till they had polished the cottage floor. Silk Stocking Row is definitely getting a face lift these days.

Rans Kennicott: Speaking about Silk Stocking Row...Rans just arrived (Aug. 25) with a van load of materials for he and Chris's cottage. He plans on being here for a couple of days to unload and transport his supplies up the hill.

**Can you help?
J.B. O'Neill Store**

Gene Brooks, the new owner of the former J.B. O'Neill store in McCarthy, plans to do a "restoration" on the building. Gene would like any information, photos on its history and use of the log structure at the rear of the building. You may write Gene at the following address:

Gene Brooks,
PO Box 112042
Anchorage, AK 99511.

Randy "Radar" Nabb: A new face to McCarthy this summer is Randy or better known as Radar. He's been giving Randy Elliott a hand on occasion and also did some brushing and clearing on the airport project for Cruz Land Clearing. He must be pretty taken with the area because he says he hopes to spend the winter here.

Jim and Pat Edwards: The Edwards' homestead was bursting at the seams this summer. As most of



WSEN staff photo

Now here's an item of interest! (Amy, we're even now — Bonnie)

our readers know, Pat has 9 children--4 sons and 5 daughters. According to daughter Amy, there were 31 family members that converged on the scene. Besides Pat's kids, there were 15 grandchildren and 3 daughters-in-law. The youngest son, Joel, was married on July 31 at the homestead. It wasn't unusual to find the group gathered around an inviting campfire with plenty of good ole' family conversation to entertain even an outsider.

Ed LaChapelle and Meg

Hunt: Summer vacation is about over for Meg. She is planning on leaving here shortly after Labor Day to visit her folks in Columbus, Indiana. Then she heads back to Washington and her teaching job. Meg and I like to talk "greenhouse and garden talk" when we see each other. Yesterday was no exception. Ed and Meg stopped by for their annual propane supply. It didn't take long for me to get Meg talking

about her favorite greenhouse project this summer--growing eggplant. And grow it she did; in fact, she shared a few with me. Knowing what she went through to get those precious fruit, Rick and I will savor each bite! Her success she feels is due to the extra heat obtained from the two kerosene lamps she lit each night during the month of June. Says Meg, "They helped immensely to set the fruit."

Diane Malik and Mike Brewster: Diane and Mike are working in Dutch Harbor this summer but before leaving Kennicott, they managed to get moved in to their new log cabin they built. The word is Diane is driving a fork lift on her job and really enjoying it! Now that's certainly an item of interest.

Thom and Catie Bursch: Catie is back home--at least temporarily. She and about 6 other ladies plan a rafting trip to Cordova, leaving McCarthy Sunday morning, August 28. According to Liz, Catie's sister, who is one of the upcoming rafters, they will be taking 2 rafts. I'm hoping Catie will have time to share the adventure with our readers in the next issue of WSEN. Thom is on his own adventure in the big city--babysitting Frances and Maggie. (Maybe he'll have his own story to write about!)

All faiths welcome

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

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

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

McCarthy Airport Improvements

BY BONNIE KENYON

If you are flying into the McCarthy airstrip these days, be forewarned; the old gravel strip isn't what it used to be. The existing runway is getting a face lift, and a new taxiway and apron are under construction. A 50'x50' building will be built to store state equipment for future runway upkeep. According to Bill Eubank, Materials Inspector, the public can also expect to see one pit toilet provided as well as airplane tie downs.

The Resident Engineer for this project is Steven Jochens, who can be reached in Valdez at 835-2360. The Project Engineer is Mark Robitaille and can be reached at the project field office located at the McCarthy airport in what many may know as the Hegland Estate house. Bill Eubank and Nancy Hollingsworth will be performing inspection at the airport under Mark's supervision.

Cruz Land Clearing of Anchorage started mechanical clearing and

Anchorage based firm, was awarded the contract in the amount of \$1,462,010.50 on July 15, 1994. The project completion date is October 31, 1995.

The project consists of reconstruction of the existing runway and construction of a new apron, taxiway, airport access road and an equipment storage shelter. The mail depository building will be relocated to the new apron and a toilet facility will be installed.

As of this date, preliminary construction surveying and clearing for the embankment and excavation operations is complete. Excavation for the new apron area is now underway.

The impact on air operations is planned to be minimal. A 50 x 500 foot temporary runway surface will be maintained at all times and no total closures are planned at this time. There will be no total closure of the runway between 7:00 AM to 9:00 PM daily. The contractor will issue a Notice To Airmen (NOTAM) to FAA Flight Service a minimum of 48 hours in advance of any changes to the Air Operations Safety Area. All pilots using the airport are advised to make a "fly by" to observe construction activity and the active runway layout before making their final approach. Both the State and contractor's supervisory personnel monitor the air traffic radio frequency 122.9 and CB channel 5 in our vehicles. A copy of the contractor's Airport Operational Safety Plan is available for inspection at the State project office.

The State project office is being set up at the airport in the house located on the former Hegland estate. Mobilization of equipment and supplies was delayed by high water that hampered river crossings so we

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On July 29, 1994, a preconstruction meeting was held in Anchorage with Underwater Construction and DOT&PF personnel from the Northern Region (Fairbanks) and Southcentral District (Valdez) design and construction offices. "Although the Northern Region designed this project, Southcentral District took over construction management as of August 1, 1994. Any further correspondence may be directed to their field office at the McCarthy airport," says Urbach.

throughout this design process.

The following letter was written by Mark E. Robitaille, Project Engineer, on August 20 and submitted to WSEN for publication:
Editor:

Please consider publishing this letter to inform your readers and residents of the McCarthy area about the status of the McCarthy Airport.

Construction activity is now underway on the McCarthy Airport Improvements Project. Underwater Construction & Associates, Inc., an

are still in the process of setting up. General office hours are 7:00 AM to 5:30 PM and all are welcome to come by to discuss the project. The State staff will be Mark E. Robitaille, Project Engineer, with Nancy Hollingsworth and Bill Eubank, Inspectors.

Richard Gerondale is the Project Superintendent for Underwater Construction & Associates, Inc. Their base of operations is next to

the State office. UC&AI is a reputable firm well experienced in construction of airports and related facilities. Their subcontractors and suppliers are predominantly Alaskan firms. All of the contractors have an extensive resume of successful projects in Alaska.

This project will have an unavoidable impact on the community with increased activity on the roads and tram. The State and UC&AI

have a mutual goal to minimize the impact to this beautiful community by applying water to the road for dust control, scheduling shift times and keeping a clean worksite. I ask the community residents, visitors and airport users to bear with us and invite public input to help us to keep construction related impacts minimal.

Sincerely,
Mark E. Robitaille

Airplane goes down at McCarthy

BY BONNIE KENYON

McCarthy - CB channel 5 came alive the morning of July 18 with the news that there had been a plane crash on the McCarthy airstrip. Local residents and businesses offered support and comfort to the 7 passengers and pilot of the downed Piper Navajo.

The plane is owned by Gulkana Air Service and was piloted by Dr. Ross Van Camp of Glennallen. The German passengers were an Alaska World Tour group which had been guests of the Kennicott Glacier Lodge the evening prior to the accident. Van Camp, a part-time pilot for Gulkana Air, had flown in that morning to pick up the group. The plane was taking off to the south at the time of the crash. Although the twin engine aircraft had lifted off the ground, it didn't stay airborne and crashed into the brush off the southend of the airstrip.

The tour guide received serious back injuries. Several others were

injured as well. Local air taxis were called into service. The injured guide was placed on a stretcher. He, his wife and Dr. Van Camp were flown to Gulkana by Gary Green of McCarthy Air, where they were met by an ambulance from nearby Cross Road Medical Center.

Kelly Bay of Wrangell Mountain Air flew the remainder of the passengers to Gulkana. Backcountry Connection, a Glennallen based van service, took the groups' excess luggage back to Glennallen.

Within days the damaged aircraft was disassembled and has been returned to Glennallen.



WSEN staff photo

Much thanks and appreciation goes to those who helped during this emergency.

"When one door closes another door opens, but we often look so long and so regretfully upon the closed door that we do not see the ones which open for us."

—Alexander Graham Bell

Top official visits McCarthy and Kennicott

BY BONNIE KENYON

McCarthy—George Frampton, Assistant Secretary of the Interior for Parks, Wildlife and Fish, left his Washington, D.C. office for a first-time visit to the Wrangells. Frampton was accompanied by his assistant, Molly Ross, his 14 year old son, Adam, and Acting Superintendent of the Wrangell-St. Elias National Park/Preserve, Russ Lesko. Their two day venture into the McCarthy/Kennicott area began July 22 with a drive in on the McCarthy Road.

Besides taking a tour and hiking around Kennicott, Frampton took the time to informally discuss local issues with various individual residents. On the morning of the 23rd, Ross, Frampton and Lesko were given an over flight of the park by NPS pilot, Will Tipton.

Shortly after arriving in McCarthy Friday afternoon, Wrangell St. Elias News was given the opportunity to ask Mr. Frampton a few questions. WSEN would like to thank Russ Lesko for setting up the interview and Mr. Frampton for taking time out of his busy schedule to give our readers the following information.

WSEN: Could you tell us briefly the purpose of your visit?

Frampton: Well, I've never been to the Wrangells. I wanted to come, spend a little time here and learn something about some of the principal challenges that are facing the park. One of the principal ones is, obviously, the issues that surround the road and the development of the road. Because there is, I think, a real hope the Park Service and the state—the Dept. of Transportation—will work together to both make the road safer and, at the same time, plan for a quality of

experience for the long run that is going to be the right presentation of park values to visitors. And, at the same time, recognize that there is going to be increasing tourism, increasing demand, increasing number of vehicles on the road. How can we accommodate that, but accommodate it in a way that maintains the peculiar historical and wilderness values of the park. Most people who come here will come



here for the unique wilderness and historical type of experience—and will come here for a park experience—and will assume it is part of the park when, in fact, obviously, there is a lot of private land at the end of the road and the road itself is a state right-of-way. So the only way we can do this right is to have a real cooperative relationship between common landowners, the state and the Park Service. Try to see first hand how to do that and what we should be aiming at.

WSEN: Did you enjoy the drive in?

Frampton: Yes, very much. I had the chance to read some of the submissions that the McCarthy Area Landowners Association have submitted about their vision of trying to keep this road very much the

way it is. And wanting a bridge across the—that is a footbridge—that doesn't sort of open the way to traffic. Frankly, I think that's a vision that's much like the Park Service's vision, too. And my sense is that at least in the career levels of the management levels of the Alaska Department of Transportation that there's a lot of support and sympathy for that same point of view. Maybe not in every detail but there's a real chance here for a lot of consensus between the landowners and the Park Service and the state. And I think to really have a future that will accommodate and attract more tourists but captures the essential qualities of this place and preserves it and preserves the peculiar wilderness historical experience it is going to take a partnership between the state and the Park Service and the landowners and the native corporations. And I think a lot more work together in terms of planning and looking at creative ways to do conservation. Creative ways to make this an attractive destination and still not having it overrun. To keep the quality that's here now that I don't think you want to lose.

WSEN: So I take it then you aren't in agreement with then Commissioner Campbell. He pretty much said we've studied it for 5 years, spent a lot of money and nothing's getting done and it's just not safe.

Frampton: Well, I met with him months ago and expressed the thought (which continues to be the Park Service's view) that before we make major changes in this road we certainly have to study this in the context of the whole future of this area. That doesn't necessarily mean that before some kind of improvements are made that we have to do 5 to 7 years of Park Service

planning, but I think that to think from what happens to the road in isolation from what happens to McCarthy and the future of the park is just unrealistic. Of course, Mr. Campbell is gone now. There's a new commissioner, new person at the head of the department who was formerly the Regional Forester, Mike Barton, and with whom I've worked over the last year on the Exxon Valdez trustee's council and I'm hoping he will be, you know, as a former federal land manager, sympathetic to the need to protect the resources of the park to make the visitor experience within the park—overall park boundary—something that we all think maintains those values. So I haven't had a chance to talk to him about this issue, but I'm hoping he will be somewhat sympathetic to the point of view that I think we share.

WSEN: Are you then opposed to the 24' road to start next year?

Frampton: I am here basically to look at a lot of issues. I've had the chance to drive the road and I'm here to talk to people. Ultimately everybody's got a stake in this. The best way to do this would be if everybody could participate in some way. Would feel that they have representatives who are participating in the planning process. The Park Service is very experienced at doing these planning processes. The Park Service planning process involves a lot of public input. Customarily from people who are interested, but I'm thinking something a little broader that's not just a Park Service process but something which formerly the state and the native corporation and the landowners and the town here are involved. And try to arrive at some common vision about this.

WSEN: It's been a park for 14 years. Why didn't the planning start years ago?

Frampton: Well, the answer to that is that the Park Service doesn't

have and the park doesn't have anywhere near the money just to take care of what its got. I mean you've got probably 1 hundredth of the resources per acre of land here than some state parks and maybe a few other parks in the lower 48 have so the idea that this park is struggling to create itself as a park it's not surprising that there hasn't been a lot of money invested in the facilities planning and development planning for the road and this area here in McCarthy; particularly since so much of it is privately owned. Realistically, the Park Service has not had the money to do that.

WSEN: Do they have it now?

Frampton: Yes, one of the reasons that I've gotten into this is the hope that because in this administration there's a very high premium placed on federal agencies working together. That the Federal Highway Administration and the DOT which now has money under the highway legislation for different kinds of transportation—not just building more roads, but for public transportation. But we have the ability now to draw their interest in helping the parks not just building highways across parks. So the idea that there may be some federal highway money to help and that if we approach the state in a partnership fashion which the federal government hasn't always done here and vice versa certainly. Between highway administration money in the state and in the Park Service and some real cooperation from people who live here and have property here that we might be able to put together a plan that draws a lot of people in. None of that has been true before this last year, so I think there is the hope that we can get something going and together we can—through different sources, draw together the money and do some planning over the next couple years. And I realize that something that's going to take 4 or 5 years is a

long time but that's not necessarily what I had in mind this spring. I've had in mind something that might be done a little faster than that.

WSEN: I think the consensus is that something needs to be done next year.

(Russ Lesko commented that he thought the state had plans to do something next year but that George was looking longer term—more comprehensive.)

WSEN: Is the state's plan something that goes against what you have in mind?

Frampton: I don't know what the state has in mind.

WSEN: If the state has in mind something like Campbell suggested?

Frampton: I'm not sure what Campbell had in mind. When I met him he was talking about building a railroad out here and I asked him whether that had been studied. What the cost feasibility of that was and what kind of preparation they had done for that. This was back in February and he said, I just thought this up last week. That's the kind of stuff we've been getting from the state over the last 6 months.

WSEN: I thought his letter to you was a fairly clear, concise plan. He said the railroad's a neat idea but we can't afford it. We can afford a 24' road with less blind curves than this one has.

Frampton: Well, he proposed a number of significant areas for realignment and a 24' road, some brush clearing. Now a number of people from this area have said what they would like to see is a close version of that which is somewhat—a little bit less development on the road—that they're prepared to see some rehab work go ahead right away which changes the alignment only back near the Kotsina Bluffs and that is built to a 20' gravel grade and a footbridge here. They would be prepared to see that

go ahead right away and then try to participate in a planning process that looked at this area in a long term for the road.

WSEN: Is the future of the road tied into Kennicott?

Frampton: No, not necessarily. I know there's a great desire to do a study here for the future of this area which seems to me to be a wonderful idea. Whether we'll be able to get the money or not...

Lesko: Ben (Shaine) went for a foundation grant but he did not get that. The Park Service has independently put in for planning money for this next fiscal year. We do not know if we will get it but it is a very high priority for this region. If the Park Service does get it, then the decision is who will do the study. Ben's a possibility. The Denver Service Center is a possibility. That decision is yet to be made.

Frampton: Even if the Park Service is not able to get all the money, it's conceivable we might be able to supplement it from a foundation or a private source to add to the study.

WSEN: How do you personally view the purchase of Kennicott by the National Park Service? We've heard it referred to as "the Black Hole."

Frampton: I haven't been up there yet so I don't know. From what I've read and what I've learned so far in talking to people there is a great opportunity here to preserve this area's historical values and use it as an educational — a real educational opportunity, but the reality is that the Park Service, the federal government is not appropriating a lot of money for land acquisition these days, number one. As a result there are a lot of other

priorities. Alaska's congressional delegation traditionally has been the most opposed to these kinds of federal dollars being spent for this kind of thing. That doesn't mean they won't be very supportive of this project, but it's the opposition of the Alaska's delegation that has prevented the Park Service from doing projects like this elsewhere. Just because we decided it was a good idea doesn't mean we'd be able to get the money to do it. I don't have any idea what the economics are for this.

WSEN: Some people say it is hypocritical for the Park Service on the one hand to actively stop mining in the park and on the other hand to sort of glorify the mining that went on 75 years ago. How do you feel about that?

Frampton: I see no contradiction with that. You know the Park Service doesn't stop all mining in the parks. Where there's valid mining claims. The Park Service is trying to protect park resources by regulating mining. The issue here is not whether this mine is going to reopen. The issue is whether this is an important historical cultural area to be used as an educational site for people, a tourist destination, something that people can come to learn about Alaska, learn about the harm that mining has done — as well as the good that it has done in the past — and about how to do mining right and how to take care of it. These are all great opportunities in the middle of a park like this.

WSEN: When Karen Wade was here she told the Congress that she felt that inholders were a threat to park resources. What do you think?

Frampton: I think that anytime you have private land inside of a park you have greater challenges to

protecting the park and managing the park. That's a given. The question of whether inholdings are a threat or a potential benefit to the park depends a lot on where they are and who owns them and what's going on there. Here in this park you have an enormous amount of private land and state right-of-way and state land that, realistically, is going to set much of which is going to stay in private, state and probably native hands for a long period of time. I think that the park can benefit the private landowners tremendously. I think the private landowners can benefit the park tremendously. It's going to take working together to do that.

WSEN: How can the park benefit the landowners?

Frampton: Because this land can become some of the most valuable land in North America. If there's attractive planning and development done in conjunction with the park. Look at Jackson, Wyoming. Or Aspen, Co. or Rocky Mountain National Park. Now there's some people probably in McCarthy that would say that is the last thing in the world we would want to become, but the fact of the matter is that increasingly land that's located in places like this is going to, because of the tremendous value of the land around, it's going to be protected for a long time and the potential — compared to most every place else in Alaska — for economic development through tourism and education programs this is potentially very valuable land. If it's done right. But if it gets screwed up then it's not going to be valuable land. But if it's done right it's going to be very valuable land. Plus it's going to be a wonderful — continue to be — a wonderful place to live. Again if it's done right.

"The time to relax is when you don't have time for it."

—Sydney J. Harris

Journey to Alaska - 1898

(Colorless Gold)

BY WALTER H. POPPE

Editor's Note: The following article by Walter H. Poppe of Seattle, Wash. was submitted by Charlie Ricci who personally obtained permission for Mr. Poppe's article to be published in WSEN.

He was an adventurous man, that Norwegian grandfather of mine, Frederick Wilhelm August Poppe.

Born in Kragero, Norway in 1851 he came to this country at the age of 18. In 1890, he became the 11th licensed pharmacist in South Dakota, owning drug stores in Milbank and Aberdeen.

In December of 1897, Grandpa Poppe organized an expedition bound for the Gold Fields of Alaska in the Copper River country. He objected to the exorbitant rates being charged for transportation fares to the placer mines in Alaska by the two existing commercial companies. The sole object of his organization was to make the venture feasible for men of small means. Members of the expedition could make the trip for about \$350.00 from Milbank to Valdez. This cost was broken down as follows:

Fare to Pacific Coast	\$ 40.00
Extra clothing, tools & one year's provisions.	\$100.00
Fare from Seattle to point of embarkation, including transportation of grub stake.	\$200.00
Incidentals	\$10.00
Total	\$350.00

The Poppe party was mostly made up of 34 men from the Grant and Roberts Counties. They left Revillo, South Dakota bound for

Seattle at 8:40 a.m. on Monday, February 28, 1898. Poppe had left a week earlier to make arrangements for embarkation from Seattle. He also had devoted some time to introducing a testing drill, which he had patented. With this instrument one could drill through frozen ground at a rapid rate and secure samples of the soil through which the drill was forced.

On March 6, 1898, the 253 foot long steamer Valencia set sail from Seattle on her maiden voyage to Valdez, Alaska. Captain Lord was at the helm. It carried 590 passengers along with 23 horses, 2 oxen and 28 dogs. This ship had been purchased in New York by the Pacific Whaling Company.

Shortly after leaving Seattle, a severe storm was encountered that drew the ship off course for 24 hours. After the storm had let up the Captain and his crew managed to straighten the ship back on course.

Another storm hit on Saturday night, which was even more severe than the first one. This second storm, with its 50 foot waves, made the ship roll badly causing the livestock to collide with one another. Legs snapped like branches on a falling tree and wooden pens broke like match sticks. At this point the passengers and crew felt that the situation was getting dangerous. However, they were not alone in their feelings. In an effort to save the ship, the Captain had already decided to throw all the animals overboard along with the pens and hay.

The men were so frightened of the storm that many sat on their bunks with guns in hand, ready to shoot themselves in the event of the vessel going down. They preferred dying in a warm bunk rather than in the icy waters of the Pacific Ocean.

Ninety-five percent of the passengers became seasick. Poppe was not one of them as his Norwegian days at sea had hardened him against this malady. Fortunately for the sick he was able to do a good job tending to them. This storm lasted until midnight on Sunday.

A storm of a different nature arose aboard the ship when the passengers became disgruntled over the food. At this point the men elected Poppe to act as their spokesman and demanded better provisions. He told Captain Lord that if things didn't improve, the passengers would take over the ship's galley and do their own cooking. The Captain countered that if this was attempted there would be some dead bodies lying around on the deck, and to prove that he meant business his crew all carried loaded guns. Captain Lord also ordered his crew to hook up hoses to the scalding hot steam lines as an added precaution. He then challenged the passengers to go ahead and try to take over the galley. Actually they never came to blows, as the Captain promised to furnish better food. He did so even though it caused a shortage before the end of the voyage.

After these storms of weather and people were over, it was smooth sailing. Wednesday, March 16th, they left Orca Inlet, where they lay for 36 hours waiting for the tide to rise.

The spiteful Captain anchored near an island in Prince William Sound, some six miles from Valdez. This action would have cost the men \$10.00 apiece or \$6,000 total to hire their belongings taken ashore in small boats. The passengers refused to land as their passage was from Seattle to the Port of Valdez. It was two days before they won out and the Captain agreed to

take them to Valdez. On March 17th, they arrived at Valdez, but could not unload their baggage as they were detained by an island of floating ice. They finally reached Port Valdez on Saturday, March 19th.

It is of interest to note that the sailing of the Valencia was front page news in the March 20, 1898 issue of the Seattle Post-Intelligencer. A 5 1/2" x 4 1/2" picture of the steamer was included in the article. Its caption read: "Steamer Valencia which on her first trip, carried the largest number of passengers that ever left on a single steamer for the Copper River. Between Mutiny among her passengers and severe storms, she had a most exciting trip."

The passengers were held up once again while waiting for lighters (small flat bottom boats) to come from below as there was no dock at Valdez. It took two days to land their goods.

The men set up camp at the landing, which was called Tent City. There were only four frame buildings in the whole area, but the woods were full of tents. Appetites returned quickly after eating several meals at Valdez's first restaurant which was located in a tent.

Formerly Valdez was known as Hangtown as those caught looting another's property were promptly hung following a speedy trial.

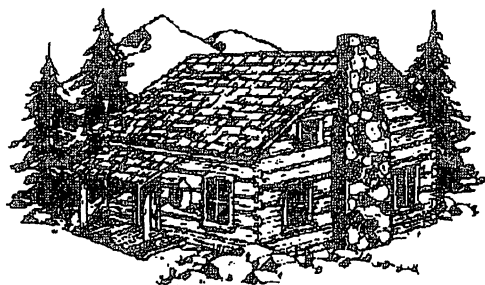
A day or two after landing, the prospectors began preparation to head over the glacier to the Copper River area to look for gold.

Each member of the party had to move his 1400 lbs. of belongings up narrow trails and over a series of benches. Their 7' x 24" steel runner sleighs had been designed for this task. These benches were long, elevated, horizontal flat surfaces of ice. Blocks and lines were used to move their sleighs over the benches. This was very hard work. The third bench, in the hardest part

of the pass, was about nine miles from the base of the glacier. Poppe and some of the others bought a horse for \$500.00 and proceeded to pull their sleighs over the pass. After reviewing the problems ahead, some of the men gave up and returned to Valdez to await passage for home. Others went on foot without the aid of horse or mule. Even with the horse pulling the sleighs, it took at least 12 trips, therefore traveling 12 miles to get their goods one mile. Three weeks later they reached the timber line on the other side of the glacier, which was at least 35 miles on the way to Lake Margaret. Considering this distance traveled by the party, it was not surprising that it took the men almost 30 days to cross this dangerous glacier.

When they reached Lake Margaret, they had to build their own boats to take them down the Klutina River. This trip was 30 miles long of which 20 miles were over rapids.

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Many prospectors lost all of their outfits, and some even lost their lives going over these rapids.

Upon reaching the Copper River safely Poppe and his group built caches to store most of their provisions. These caches were built of logs on stilt supported platforms, six to eight feet above ground. This was done to protect their goods from marauding animals. Any person caught stealing another's provisions was shot on the spot. No questions asked.

They then started up the Copper River some 175 miles in search of gold. Even with Poppe's patented drill no particular discoveries of gold had been made. So the men decided to store all but about two months supply of food and left on a prospecting tour to the Tunana River. When they returned to the Copper River area, they learned that no one had found gold, but "colors" were reported in many places.

The scenery throughout the country had been sublimely grand and life there during the summer months could have been comparatively comfortable were it not for the pests of mosquitoes and gnats. They made life a burden and their bites were extremely irritating. To combat these pests the men fanned themselves with small leafy branches.

The streams were abound with the finest fish ever eaten. Salmon and trout were in seemingly inexhaustible quantities, along with

whitefish, cod and halibut. Game was also plentiful. Besides the grandeur of the mountains—of which there are active volcanoes—the countryside was dotted with the most beautiful lakes, forests and marshes. The mountain sides were covered with a profusion of flowers, berries and currants of innumerable varieties.

During the winter months the temperatures ranged from 40 to 60 degrees below zero most of the time. When the scurvy commenced to work havoc among the prospectors, a large number died from this disease and a general exodus took place, many selling their provisions, supplies and guns for anything they could get and fleeing the country. So that of the thousands, who last year went into the Copper River District, scarcely any now remained. The climatic difficulties and overflow of water and swollen conditions of the rivers and streams in the summertime made prospecting discouraging and hazardous.

After a little over a year in the search of gold in the Copper River country, Poppe and other members of his party became discouraged and started their journey back to Valdez.

On crossing the glacier again they encountered a freezing Arctic storm which required the utmost of one's endurance.

At one point members of the party were compelled to burrow caverns in the snow. There they

remained for three days and nights not daring to sleep while weathering the storm. Poppe had kept himself in good condition by continued exercise and exposure and was thus able to withstand the terrible draft upon his vital energies. His hands became somewhat frozen, resulting in the blacking of his fingernails. Six members of the Poppe party gave up their lives and were entombed in ice. Some lost their hands, feet or other parts of their bodies.

On the whole, the expedition experienced very rough going throughout the interior. Crossing the Valdez Glacier twice was indeed HELL ON ICE.

Claims of gold in the Copper River country turned out to be a cruel hoax perpetrated by the steamship companies. As their trade from the Klondike Gold Rush of 1896-1897 began to taper off, a new source of revenue was needed so they started placing false stories of fabulous strikes of gold in the Copper River country in the newspapers.

Although Grandpa did not find any gold to speak of, he did bring back a seal skin, several bear hides including one of a Cinnamon bear and many exciting stories to tell. These were his "colors." After all, Grandpa didn't go to Alaska for gold, he went for adventure. ✧

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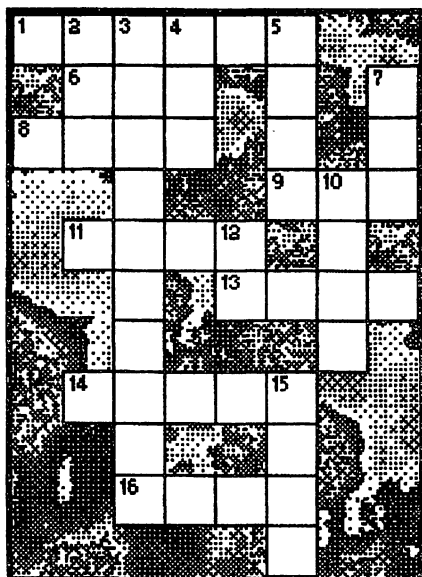
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McCarthy - Kennicott trivia

With this issue of WSEN we are initiating a new feature for you crossword puzzle fans. If you have suggestions for future puzzles please send them in. Word lists, clues or completed puzzles are all welcome!



Across

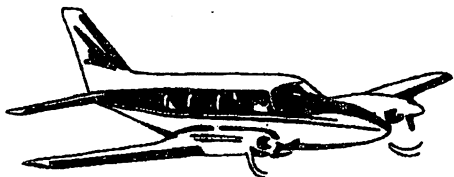
- 1 The reason Kennicott and McCarthy are.
 6 Fish eggs.
 8 Hand ____ log cabins take a long time to build.
 9 What our mail carrier does to bring the mail to McCarthy.
 11 It used to carry the ore to the mill.
 13 Lots of the McCarthy boys joined up in 1918
 14 The "big" mine.
 16 The "cliff-hanging" mine.

Down

- 2 The CR&NW hauled tons of it.
 3 Now the home of St. Elias Alpine Guides.
 4 Where the Millers want the pigs to stay.
 5 Friends of Kennicott helped put a new one on the mill building.
 7 Mail designator for McCarthy.
 10 A sheep starts out as one.
 12 ____ Johnson had a hotel.
 15 The tram allows you to get ____ the Kennicott River.

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

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



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Rates:

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

* Ask about special round-trip rates
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Gene and Edith Coppedge invite you to experience trophy rainbow trout fishing, or just relax on the shores of beautiful Silver Lake

Only 11 miles from Chitina, on the McCarthy Road

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

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

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

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



NPS news

BY BONNIE KENYON

Jim Hummel returned to his position as Chitina District Ranger in the Wrangell-St. Elias National Park/Preserve on July 18. He says he enjoyed his temporary position as Chief Ranger for the Northwest Alaska Parks in Kotzebue. Welcome back, Jim!

Margie Steigerwald, Interpretive Specialist for WRST, **Diane Jung**, Chief of Interpretation, and **Brent Little** of Kluane National Park, all visited the McCarthy area July 22. The three NPS employees were studying the potential wayside sites and themes along the McCarthy Road.

Rebecca Nelson of Kenny Lake has been manning the Chitina Ranger Station Thursdays through

Mondays from 9:30 a.m. to 6:00 p.m.. According to Karen Stoll, NPS Administrative Officer, the Chitina station is closed Tuesdays and Wednesdays. Rebecca, who has lived in the Kenny Lake area for about 13 years, was hired to run it for the summer.

NPS headquarters at **May Creek** receives a new well and septic system. According to Acting Superintendent Russ Lesko, the well is 6" in diameter, 32' deep and produces in excess of 20 gallons per minute. The contractor was Hefty Drilling out of Anchorage. Curt Hefty designed and built a special drill rig that could be carried in a Sky Van. The septic tank and leach field was installed in June by Al Gagnon and park maintenance workers. They used "infiltration"

leaching chambers - a plastic half round shell with slotted sides that has advantages in remote areas. A well house and shower room will be constructed at a later date.

Trash collection and Pumping of Toilets at the end of the McCarthy Road is a joint venture between NPS and DOT/PF. Both agencies contribute \$2125 yearly for a total of \$4250 for trash collection. Each pumping for the vault toilets runs about \$475 and, according to Russ Lesko, it's usually done twice each year. DOT/PF makes the arrangements; NPS splits the cost with them. Total spent each year for the above facilities and services are approximately \$5,200. This cost is split evenly between ADOT/PF and NPS.

Local petitions solicit signatures

BY BONNIE KENYON

McCarthy/Kennicott —

Local concern was raised over a letter written by former Department of Transportation Commissioner Bruce Campbell to Assistant Secretary for Fish and Wildlife and Parks, George Frampton, dated June 1, 1994. The letter in question covered Campbell's analysis of the future and design of the McCarthy Road as well as a proposed restricted vehicular bridge over the Kennicott River.

At one point of his letter Campbell writes: "Construct a bridge across the Kennicott River. The bridge should be capable of carrying full truck loads but would have restrictive devices to prevent any use except pedestrian without a special key. The cost difference is negligible between a pedestrian and a

standard road bridge, and the environmental impact is essentially the same. Since the Kennicott Mines are being restored and hawked as a tourist attraction by the NPS and others, construction materials will be needed as that portion of the area is restored and developed. Hence, a functional bridge is needed. Suitable controls are easy to install to prevent use by vehicles except those specifically authorized."

Up to this point, a majority of the community had been negotiating for a footbridge — specifically, a suspension-type bridge giving access to pedestrians only. Many local residents and businesses considered this proposal an "abrupt turn." According to McCarthy landowner, Ed LaChapelle, "A campaign was organized to petition Governor Hickel to suspend permanently any plans for a vehicle bridge."

Petitions were drawn up that read as follows: *Petition against construction of a Kennicott River vehicle bridge. To Governor Walter J. Hickel: We, the undersigned, visitors to the McCarthy - Kennicott area of the Wrangell-St. Elias National Park, respectfully request that you permanently withdraw plans to construct a vehicle bridge in any form across the Kennicott River.*

The petitions were first placed at local points of visitor contact on the fourth of July weekend and are still available for signatures. According to LaChapelle, "Both visitors and outside businesses have responded with strong support. As of mid-August, about 2,500 signatures had been collected. The campaign will continue through Labor Day, after which the accumulated petitions will be forwarded to the Governor."

Historic Chitina Ranger Station Expands Service

BY MARGIE STEIGERWALD

The Chitina Visitor Contact Station for Wrangell-St. Elias National Park and Preserve began regular hours of operation in July. An interpretive ranger is available to provide information about the park and the McCarthy road Thursday through Monday from 9:30 a.m. to 6:00 p.m. A 10-minute slide show about the Chitina Valley is shown upon request. The station is closed on Tuesdays and Wednesdays.

The log cabin station is decorated with historic photographs featuring the town of Chitina as a transportation hub "where the rails meet the trails". Trains, stage coaches, dog sleds, and steamboats all passed through Chitina on

their way to the mining and commerce centers of Alaska during Chitina's boom years 1910-1938.

The heyday of Chitina was directly tied to the operation of the Kennecott mines and the Copper River and Northwest Railroad. The railroad was built to haul copper ore from the rich Kennecott mines to the port of Cordova. Chitina provided an intermediate stop for the trains and their passengers.

The 1910 log cabin, now the ranger station, was one of many built in the town of Chitina more than eighty years ago. It was constructed for J.C. Martin, the local manager of the Ed. S. Orr Stage company. The initials "J.M." are still clearly scrawled on the wooden

ceiling. The home was praised in the local newspaper as "one of the neatest and most substantial log cabin cottages in Alaska". A local crew of craftsmen, working for the National Park Service, rehabilitated the cabin in 1991-92 to make it so again.

The Orr stage company had its headquarters in Valdez and offered transportation to Fairbanks over the Valdez-Fairbanks stage route. When the railroad came to Chitina, Orr expanded service to that area to connect train passengers with destinations in the interior of Alaska, shortening the trip to Fairbanks to seven days.

The community of Chitina is located at the end of the paved Edgerton Highway and the beginning of the gravel McCarthy Road, one of only two roads into Wrangell-St. Elias National Park and Preserve. The 60-mile McCarthy Road is built on the bed of the historic copper river and Northwestern Railroad. Chitina's present-day role as the end of one road and the start of another echoes its role around 1910, when the Ed. S. Orr Stage Company extended its Valdez-Fairbanks Stage route to meet with the railroad at Chitina.

McCarthy - Kennecott Museum news

BY LOY GREEN

A number of noteworthy developments have taken place at the museum this summer. Upon entering the museum, the most noticeable are the freshly painted walls and ceiling which help to amplify the light on the photo display. The replacement of glass in a number of the display cabinets is almost complete. The project that will be the biggest in our history and, one that has already begun, is the creation of the McCarthy

Room. This room will be exclusively McCarthy photos, history and a model of the McCarthy town site to be created by Sue Heuer. She has identified 36 buildings. This model is scheduled to be ready for display by Memorial Day 1995.

The museum board is extending an invitation to their neighbors to attend a gathering at the museum on Labor Day. Coffeecake will be served. The time will be posted at the McCarthy mail shack.

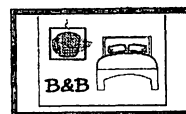
McCarthy Trail Rides Bed and Breakfast

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 MXV
Glennallen, AK 99588
(907) 822-5292 or 1-800-478-5292 (in AK)

AVA Wrangell-St. Elias field trip

BY BONNIE KENYON

McCarthy/Kennicott - On July 20 McCarthy Lodge hosted a luncheon and provided a meeting place for participants of the Alaska Visitors Association field trip. The particular focus of the group this year was scoping out the McCarthy/Kennicott area as a tourist destination.

Betty Hickling began the meeting by introducing local business and community leaders--several of which are AVA members. She then invited the outside guests to each identify which agency or business they represented. Quite an impressive list followed: Commissioner Mike Barton, Dept. of Transportation; Dean Brown, Princess Tours; Karen Cowart, Executive Director of AVA; Tom Honan, Holland America Line-Westours; Margey Johnson, Reluctant Fisherman Inn;

John Kelsh, The Kelsh Co.; Janet McCabe and Russ Lesko, NPS; Justin Ripley, Denali Park Resorts; Steve Sisk, Regional Director DOT; Dick Lafevre, Dept. Natural Resources; Tim Worthen, Regency Cruises.

McCarthy and Kennicott businesses were encouraged by the above AVA group to voice their opinions and/or "put their thoughts in writing" concerning what they think about the future of tourism to their area and issues such as the road and access across the Kennicott River. The AVA's annual meeting will be held in Whitehorse on Sept. 28-Oct. 1. and comments could be shared with the convention delegation.

Various questions were directed to local representatives. Such as: How many available rooms in the

area? The availability of emergency treatment? How does the area plan to deal with future influx of tourists once the road is upgraded? What kind of educational opportunities are open to the public on the process of copper mining and the history of the area?

Rich Kirkwood, President of the Kennicott/McCarthy Chamber of Commerce, and Mark Vail, Chairman of McCarthy Area Landowners Asso, were both on hand to answer questions as well as explain the positions of each organization.

Betty Hickling closed out the meeting with a request that as the AVA field trip participants walked through Kennicott and McCarthy, they would consider that this area was "not just a tourist destination but a community."

USGS visits the Wrangells

BY BONNIE KENYON

On two different occasions employees of the United States Geological Survey team were in the local area. The first occasion was during July 10-14 when John Rogers (USGS Anchorage) and Steve Estes (University of AK) were here to service seismographic monitoring

equipment. According to Estes, Project Engineer, there are 7 sites in this general area. In the past, USGS has funded and serviced the sites, but the University is now taking over the Alaska networks as contract work. The USGS will continue to fund the project.

During the first week of August, the USGS was once again on the scene. This time the project was to map the area for minerals — all the way to the Canadian border. Their base camp was out of Ultima Thule. Trans-Alaska Helicopters of Anchorage were chartered by USGS. Ken Butters, pilot, and Phil Waters, mechanic, enjoyed visiting the local area. Says Butters, "The Wrangells are my favorite spot in Alaska!"



Fire burns near McCarthy

BY RICK KENYON

A forest fire burned near McCarthy the week of August 16. Apparently started by campers, the fire started near the 3,000 foot level on Fireweed mountain, about 4 miles west of town.

The Park Service, as well as local pilots, monitored the fire. According to Ranger Jim Hummel it was not in a "full suppression zone," so it was not extinguished. It burned down to about the 2,400 foot level before rains on August 20 put it out.

OUR TOWN

September



1919



October

PERSONAL

Fred Cope left on Wednesday's train on a prospecting trip to the Brehmer. J.W. Nickell, Fred Overlander accompanied him. Mrs. Tim Eckstrom and little Tim, McCarthyites who are now located in Cordova, are spending a vacation in this district, and visited McCarthy friends yesterday. She is now the guest of Mrs. Victor Olson at Kennecott.

OF PUBLIC INTEREST

Oscar Hansen, Carl Anderson and Lon Anderson are spending a few days in town, resting after their successful seasons mining.

They were unable to work longer on account of shortage of water and labor. They have a lease on the Rex Alaska Property.

They are very well pleased with their seasons work, and will take an outfit and prospect on the Chittistone where they have some copper property.

Mr. Fred Hotchkiss spent a couple of days in town from Nizina on business connected with the Andrus Company which he represents.

Reports from Chisana state that the shortage of water is causing many of the operators to shorten their season.

N.P. Nelson has had a most successful season, and is expected to leave Chisana

some time this month for McCarthy

Ten ton of barley and oats is the result of H. Esterbrooks farming this season.

Al Doze is getting 15 acres of land cleared, intending to double his product of hay next year.

The Muncasters are likely to visit here this month in order to procure winter supplies. They are now located some distance the other side of Chisana.

Charlie Labelle is greeting his old friends this week. He has taken a new lease of life on his trip.

Mrs. Amber returned this week and will spend some time here.

SCHOOL NEWS

The school term began on Tuesday last, with a roll of 14 and the attendance for the week has been perfect, none absent and none tardy. There are several other pupils who will attend later, who are now out on the ranches helping their parents and will doubtless report next week.

In order to get the best results from the school term it is most necessary that the parents send their children to school regularly.

The McCarthy school building compares favorably with any school anywhere. We have the best teacher procurable, new books and supplies have been received, and all that is necessary for the children of this town to be able to hold their own with

any others, even though so far from large centers, is their application for the next 9 months.

Sept. 6

FLAGS

Some of the national flags displayed round town are really not much of a credit to their owners. Those over the Marshal's and Commissioner's are most noticeable. They look as though they had borne for many years the battle and the breeze.

Sept. 13

PERSONAL

A.E. Trim arrived in McCarthy from Chisana on Tuesday evening. He intends to locate here and will send for his family who are now in Vancouver B.C.

Mrs. Eckstrom and Timmie are spending a few days in town and will spend next week with Mr. and Mrs. Frank Iverson at the ranch.

NEWS FROM THE CAMPS

Several sharp frosts have occurred at Nizina this week, but there is still plenty of water & mining continues as usual. The work outlined for the season will be accomplished in the next few weeks and the camp will probably close down by October 15th.

The season is practically over in the interior as far as

sluicing is concerned. Everyone reports a good season, but on Gold Run more water was needed for them to finish.

Ed Briggen had a remarkably good season.

Harriet Laurie lost her Kiddie Kar. Finder please return.

Sept. 20

GOSSIP

They say some people left town this week by special request. Further gossip says more invitations may be issued.

Sept. 27

BODY OF JOHN TRINKO FOUND

The body of John Trinko, the trapper who was missing for so many months, and for whom a search party hunted without success a year ago, was found by Bill Lang at the head of the Chitina River early this summer. Lang was on a prospecting trip and found the body in a deserted cabin on the other side of the Chitina.

He reported this to the Commissioner at McCarthy and on receiving instructions, returned and buried the remains. John Pitcher has been appointed to investigate the affairs of the deceased and to ascertain if he had any relatives, as he was little acquainted in this section of this country.

ARTISTIC PHOTOGRAPHY

I am at the McCarthy Hotel for a few days in order to make Photographs, anything you need in my line, portrait groups, views, interiors.

C.W.

**Scarborough,
Photographer**

Oct. 4

DAN CREEK NEWS

Martin Harris is in charge of the winter camp at Dan Creek. Tama presides over the kitchen.

Martin Radovan is prospecting higher up the creek on the benches. He expects Mrs. Radovan to arrive from Seattle in a few weeks, and they will spend some time in the hills.

Messrs. Sutherland and Kay, of Kennecott have taken a lease for three years on the Cayouette property at Dan Creek, and are now preparing for a big winter's work.

DEATH OF A MINER

George Plech, the young man who was injured on September 30th, at the Mother Lode Mine died from the effects of his injuries at Kennecott hospital on the 7th.

Oct. 11

TOWN TALK

A great procession of hunters, sourdoughs and packers returned to town Sunday after having been storm bound on the Chisana trail. Everybody was in fine health and spirits, and had suffered no ill effects from

their adventures. The hunters secured plenty of game, which came in mighty [handy] during the enforced encampment. Those returning were: Mr. and Mrs. O'Neill, Mr. and Mrs. Woodman, Mrs. N.P. Nelson, Mr. Richards, Young Behrman, who had been reported missing last summer, Con Miller, Andy Taylor, Fred Lubbe, Joe McClennan, A. Mayer, and J.H. Murie and Pet Brenwick with Pack train.

Dr. Evans, of Eagle Pass, Texas, who left with Morley Bones as guide on a hunting trip last August to the White River, has had some very bad luck. They had secured many fine trophies and were poling down the river when the boat struck a snag & was wrecked on Sand Pete Bar. The trophies and guns were all lost. Baxter's outfit picked them up and they reached Whitehorse safely. Mike Knowles, who was the Evans party, brought the news.

E.L. French and Lysle Brown arrived from Chisana today.

Mr. Lester D. Henderson, Territorial School Commissioner with headquarters at Juneau, spent Wednesday in McCarthy on a school inspection visit. On Thursday he visited Kennecott. That he is well pleased with school, teacher and scholars is evidenced by the following which we are proud to publish:

"The public school is the biggest and most important institution in any community. We as a people, have within the past two years, had impressed upon us the truth of the statement, 'The schools make the nation.'"

It is encouraging to observe the interest which the members of the school board and residents of McCarthy generally manifest in the school. This interest and the harmony which prevails in the community mean much in

the future development and advancement of the school.

I find conditions in the school above the average of the one room school of the Territory. The building is attractive both as to exterior and interior. The teacher, Mrs. Refior is one of Alaska's superior teachers, and should not be permitted to leave the Territory, if a "thrift" salary and appreciation of her work on the part of those among whom she labors will suffice to retain her.

The pupils are studious and much interested in their work. In my remarks to them on Wednesday, I make the statement that I had not yet, on my present itinerary through the Territory, visited a school in which the pupils as a whole were so industrious or their recitation work so good as in the McCarthy school. I am pleased to make this same statement to the public."

Lester D. Henderson

Oct. 18

NEWS ABOUT PEOPLE

The proprietors of the McCarthy garage, Anderson and Snyder, are live wires in the automobile service, and starting today will run a daily service to Kennecott. They have purchased the Mother Lode car, so will have three cars. They have the support of the business people and should receive liberal patronage at both places.

TELEGRAPHIC PROHIBITION ENFORCEMENT ACT

Washington, Oct. 24. Special to the News. - The war time prohibition enforcement act was today sent to the President for signature.

(Starting with this issue we have arranged for telegraphic news to be sent by special correspondent for the benefit of our readers. In the "News" you will read "outside" news every Saturday especially that of interest to Alaskans.)

MANY WOMEN PLAN VISIT TO ALASKA

The Alaska "sourdough" the old timer of the North understands a stampede. He can tell you everything about it from "discovery creek" to the retreating army of disappointed hopes. But there is a new form of stampede that has him guessing, bewildered and helpless. It is not a quest for gold by grimy, upstanding men; it is a stampede of women northward.

Girls from every state in the union recently, have flooded the Alaska Bureau of the Seattle Chamber of Commerce and Commercial Club with inquiries about Alaska. They write that they intend to go north to try their luck. They want to know all about the opportunities for employment and general conditions. They will arrive next spring in the volume of a stampede.

Are the tremendous resources of the empire to the north responsible for this awakened interest? Or can it be that a recent article in a leading magazine, explaining the shortage of wives in Alaska, had something to do with it? (Seattle P.I.)

McCarthy has also received inquiries as to conditions for women here. Two young ladies of Washington D.C. have written to the postmaster this mail asking for information concerning this district, and what chances are there here for women who have to make their own way.

Oct. 25

King Floyd

THE TALE OF A SMALL TIME DICTATOR

Part ten — The quest for a form

BY RANDY ELLIOTT

Dazzling diaphanous dawn dew droplets daintily drenched downy dog dragged dandelions detailing deadwood detours defining dace drowning dirndl dragging desuetudinous duck dams. Floyd carefully led the way across the last dam just as the light broke on the treetops above the runway. Maureen plumped along behind enjoying the fine fall morning as Floyd eased his pack from his aching shoulders.

"I guess we're a bit early," he mused, listening for the unmistakable sound of Wings' trusty chug-naught. Patience has its reward, and the royal couple soon felt—rather than heard—the approach of the intrepid cloud chaser. Straining their eyes they could just see a speck high above the tiny field in the middle of the trackless Essential Lands. The dot rapidly transformed itself into a nose-diving, cloth-covered, smoke-trailing biplane.

Maureen drew back in alarm as the machine grew in size and seemed to be aimed right for them. At the last moment Wings pulled up from his Stuka reenactment, and rolling inverted did a silent flyby with a military turn to the numbers. The silent plane rolled to a stop only feet from the startled duo as Wing's cheerful whistling filled the morning.

"Hello everybody," he called cheerily. Floyd edged closer to the silent plane, looking for missing parts in the engine section. Everything seemed normal, but there was an enormous silver, shark-shaped device attached to the top of the wing above Wing's head.

"Uh, are you O.K.?" Floyd queried.

"Yes, fine," Wings said grandly.

"So what's wrong with the engine?"

"Not a thing, your Highness, not a thing," said Wings. Seeing their confusion he continued, "Oh, you mean why the silent approach?" Dual nods. "Well, Fedgov has begun some new studies about noise and so forth and, consequently, we have some new flying rules to try out."

"What rules?" Maureen asked suspiciously.

"In order to reduce avian noise stress syndrome the general aviation community has been asked to make all departures and arrivals as silently as possible."

"Oh," she said.

"So, what's the attachment on the wing, Wings?" Floyd asked suspiciously.

"That is my new 700 horsepower, turbo induced, low bypass, jet assisted takeoff unit."

"Gee," Floyd exclaimed.

"No, G.E.," Wings said grandly. "This General Electric motor allows me to climb to the necessary gliding altitude for silent approaches here in the Essential Lands."

"How high is that?" Maureen inquired politely.

"It depends on how far you're going. I just look it up here in the Fedgov Distance Manual," he explained, showing a book the size of the New York telephone directory. He pointed to an entry on page 476.

"See, to get from here to Mooringtown we just climb up to, hmmm... up to 38,000 feet, and we can glide there with 20 minutes extra time should we need to deviate for weather. That requires a special permit, the deviation, but it is available from the Mooringtown Office of Deviates."

"That's where we need to go, too," Maureen exclaimed, and clapped her hands in joy. Wings broke into a grin and Floyd smiled in delight, and the three friends were soon strapped into the little cloth covered, moth-eaten cockpit.

"It takes your breath away at first, but you'll soon get used to it," Wings shouted above the growing howl of the jet motor. The howl turned into a high pitched scream, and the biplane lunged down the runway and into the warming air. On full after-burner Wings pulled the nose straight up, and they rocketed for the wispy cirrus clouds high above. In no time they were at 38,000 feet, and Wings cut the fuel to both the jet and the propeller. Silently, they began a gentle descent over the Essential Mountains towards the grimy pool of smog above Mooringtown. No one spoke.

Finally, Wings managed to crack the ice on his lips enough to whisper, "Th..The heater isn't w.. wo.. working b..bu...but I..I..I'm getting it f..f..f..fix... fixed." The king and queen nodded between shivers as they slipped gracefully towards the warmer air below. Finally they reached the thawing point and both of his passengers quit the pathetic moaning they had begun as their feet warmed.

"Isn't it glorious," Wings shouted above the wind crying in the wire-braced wings.

"Glorious," muttered the queen, and Floyd gave her a sharp look lest she offend Wings' sensitivity about his plane. The pain of frostbite receding they took an interest in the farms and fields beneath them as the little fliver reached the outskirts of Mooringtown itself. Wings deftly skirted the federal barrage balloons and communication towers to bring them to a perfect three point landing on the Fedgov asphalt field downtown. Coming to a halt the royalty waited expectantly for Wings to start the engine and taxi to the tower. Suddenly the air was rent by a distorted megaphone blast.

"Stay where you are. Be calm. Do not attempt to leave the aircraft until instructed to do so by a properly dressed Fedgov employee." Cottony silence followed this announcement and Wings began to screw the dial on his radio looking for the tower frequency. Finally he got it right and the radio talk spilled over them in the canvas seats.

"What in the name of moral turpitude is going on here?" Wings demanded.

"You have violated part 96.34 slash b3 paragraph a2. Please wait for an arraigning officer to approach your aircraft, and CLEAR THIS FREQUENCY!" Wings looked aghast at his aghast passengers. He plunged into his book locker under the dash and soon produced "The Airmen's Guide to Fedgov Rulemaking, 68th Edition, Condensed and Revised." Turning pages furiously he found the aforementioned rule. He perused it silently while Floyd squirmed uncomfortably. Before Wings could say anything a Fedgov car tore up the runway, siren wailing, and slid to a halt inches from the silent prop. Leaping from the auto, a blue-suited Fedgov agent leveled a cannon sized pistol at Wings.

"Out with your hands up," he commanded in a loud voice. Wings complied. The agent frisked him and led him to the squad car putting him in the back seat. Floyd and Maureen watched shocked.

They could just see the hapless aviator inside the wire caged sound-proofed rear seat as the Fed agent locked the door. Floyd sprang out of the plane.

"Hold on there a minute," Floyd said. The agent paused and gave him a winning smile. "What are you going to do with him?"

"That'll be up to the magistrate."

"Where are you taking him?"

"The Center for Deviations downtown."

"But what did he do?" wailed the queen.

"Airspace violation," was the terse reply.

"What violation?" pressed the king.

"Probably a 94.6 with extenuations."

"And what is that?" said the still mystified regent.

"Disruption of the quiet."

"But we descended without the motor."

"Doesn't matter. You probably disturbed the Baron's perception of quiet. Have a nice day," and he tore off again. The two astonished pilgrims watched as the aviator's mustachioed visage faded from view.

"What is the perception of quiet?" Maureen asked Floyd. He gave her a sharp look and started the long walk to the terminal.

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Kennecott Kids say 'thanks'

BY BONNIE KENYON

In our last issue (July/August) of WSEN, Inger Jensen Ricci wrote an article on the 1994 Kennecott Kids reunion held on June 10-13 in Kennicott, Alaska. Since then, a few of our "Kid" subscribers submitted the following highlights and thanks to those who made their reunion a special occasion.

Jim McGavock
Ogden, Utah

The second Kennecott "Kids" Reunion was even bigger and better than the first one. Twenty-five Kids attended, fifteen of these did not attend the first reunion. I enjoyed meeting these new Kids. Highlights of the second reunion included: A visit to the two-room schoolhouse. It was always locked on previous visits. I contacted Pete Cherenzia, the foreman of the A-Team. He kindly let Jean and I tour the schoolhouse. (The A-Team was quartered there.) A visit to the west bunkhouse and meat market and storage building and a walk down to the Kennecott Cemetery. And an hour flightseeing tour with Wrangell Mountain Air.

Jeanne Moore Elliott
Knoxville, TN

I wanted to thank the folks there in McCarthy for the lovely BBQ they put on for the "Kennicott Kids" down by the McCarthy River. It was so delicious and the company and the scenery just could "not be beat." It was so very special to visit the Museum and see all the nice things they had in there — I even spotted a newspaper article about my Dad — (seems he'd quit smoking for a while) and I truly think I remember that pretty china cabinet that had the glass sides on it — if that was the one that came out

of the old Snyder house then my memory is still pretty good. We were so thrilled to find that the house that my brother, Jim, was born in is still standing and is now your Pizza place.

The reunion was MORE than I could have ever dreamed. I cannot tell you how it felt to see all the folks again after 57 years, it's kinda like we were all resurrected and taken back to the same place at the same time!! You know, they say that the little magical town of Kennicott was like a town waiting for its people to show up again — beds stayed made up for oh so many years, 1938 calendars hung on the walls for over 20 - 30 years — a loaf of bread was on a table undisturbed for about 20 years — tools lay around all that time, hardly rusted at all — things were still in the company store — it was like Kennicott kept waiting and waiting for us to come back and thanks to Rich and Jody Kirkwood and many, many other kind and generous folks the "Kennicott Kids" did return. You know that little magical town came alive once more, if only for a few moments, as WE visited our old home places, remembered funny things we used to do, walked by the schoolhouse, walked inside the recreation building, hiked the beautiful countryside, viewed gorgeous mountains, laughed and talked with one another. For a very special moment WE did not see the windows broken out; the roofs giving way to the years; the trees and weeds so grown up and over; the hospital in tumbled down condition; WE could all see beyond that — back through the years, to a time when our little town was alive, and WE were part of it. I have truly come to realize that I was a part of something very special and how happy and excited I am that

Kennicott is now available for the rest of the world to see and learn about. Even if one never visits the area, the pictures and articles that have been published about Kennicott are really wonderful and so interesting. The newspaper here in Knoxville is going to do a story on our trip and I will send you a copy soon.

Nan Henderson
Knoxville, TN

The reunion was the highlight of my life! Imagine going back to the town you were born in 57 years later -- and seeing the kids you used to play with all grown up. We had changed but Kennicott had stayed the same! I loved seeing everyone again. Rich and Jody were great hosts. Our pictures turned out wonderfully well! Once again -- the reunion was just the greatest!

Mike Sullivan
Seattle, WA

I would like to say a big thank you to all involved in the '94 "Kids Reunion!" Especially, Jody and Rich Kirkwood for the stay at the lodge. I was pleasantly surprised with the accommodations and great food there. We (my wife Evonne & I) had one of the most memorial weekends of our lives. I was too young to remember anybody or where I lived. It was so nice to talk to people who could direct me to my old house. What really took me was seeing my photos in other people's albums. All of the "Kids" were so helpful. Especially Inger who put the effort in this reunion. It was sad to leave on Monday, but we have '98 to look forward to. I hope. Finally, I don't live in McCarthy but I hope at the next reunion we still have the tram to cross the river. Again many thanks to all.

Jean McGavock Lamb Littleton, CO

I'm sure that we all came home on such a high that nothing else could happen this summer, or this year, for that matter, to compare with it. Our airfare war tickets mandated our departing Anchorage by June 15th, leaving us wondering if any of this adventure really happened!

For those of us who live too far away to make frequent returns to what we remember as Kennecott, there is a powerful and seductive beckoning when one flies around the corner of Fireweed Mountain or approaches the tram on wheels to see that magnificent panorama of the Bonanza Ridge, the Stairway Icefall and Mount Blackburn. And this particular stunning homecoming was truly enhanced by a remarkable gathering of Kennicott Kids, some of whom I had not seen since 1937. Inger (Jensen) Ricci deserves a lot of credit for rounding up people who were not with us for the 1990 reunion. For 60 some odd years I have had baby pictures of Bill Douglass, Jr. in the family photo album, yet, I had never met him. And now I have a living breathing soul to connect with that picture. So I would say the major highlight was reuniting with old friends and meeting new ones.

Another high point was our trip up the hill to our house on what is now

called Silk Stocking Row. We, my brother Jim McGavock and I, lived at #19. In the five times we have returned to visit the house, we have never found anyone in residence, much to our regret. So we have window peeked at the old oak table and the captain's chairs and the empty living room, remembering all the while the sounds and sights of our living there. It was good to see life going on up there with the renovations of #'s 11, 12 and 13.

For the first time since June of 1937 Jim and I were able to gain access to our school house! We've been taking pictures of each other on the front steps all these years, but this time the resident asbestos cleanup crew graciously tidied up so we could take a brief tour of our old school room where Jim studied for seven years and I for three. We were truly grateful to them for allowing us to disturb their living quarters.

Yet another adventure I shall never forget was our flightseeing trip with Wrangell Mountain Air. This exhilarating experience was made possible by opportunity and great flying weather all of which gave us a rare chance to revisit (by over-flight) old haunts of our youth as we flew over what remains of the Nizina River Bridge. My father, James McGavock, had a 1924 Buick touring car that we used in the

summertime to travel over to the bridge and across it if the wooden spans were intact, to fish at Baultoff Lakes or drive on to May Creek to visit the Muries at their roadhouse there. But this flight of my dreams carried us on up the Nizina to the Peavine Bar where my father had a cabin in his prospecting days. I think it was his bit of heaven in the Wrangells. As we flew on up the Chitistone Gorge and by the Falls, I truly thought I had died and gone to heaven, just to see this country where Dad had trekked and prospected in his younger days. In places the mountains were like chocolate torte with whipped cream and the glaciers undulating rivers of marble and moraine. Our flight brought us over the headwaters of McCarthy Creek on one side and Mount Regal on the other, leading on to the Bonanza Ridge and the Stairway Icefall, the Root and Kennicott Glaciers, Donaho Peak, a flyby of the Erie Mine and Kennecott itself before

our landing at the McCarthy strip.

Before I'm done citing highlights, I can't forget all the great local residents who helped make it all a success, even though I can't remember them all: Rich and Jody Kirkwood and all their staff at the Kennicott Glacier Lodge; Chris Richards who was such a good listener to us all on the KGL deck; Jim Miller whose thoughtful and neighborly assistance made it possible for me to get all the way across the Kennicott River; our Wrangell Mountain Air pilot, whose name I never got down (but I have a gorgeous picture of him!); Bob Jacobs and Wrangell Mountain Air who hosted the barbecue; and Natalie Bay who hauled us to and fro. Thanks to you all. One of the gratifying ... and.... exciting things about being an early day Kennicott Kid is seeing that life in McCarthy and Kennicott goes on...that you are still alive, a viable community. And I can hardly wait to come back! +

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Blackburn schoolteacher reflects

BY JIM BUSEY

The news stories in the last two Jews about the return of the "Kennecott Kids" remind me that as the last teacher at the old Blackburn school (1937-1938), I should offer some reminiscences.

Early this year, Jeanne Moore Elliott very kindly sent me a copy of the picture taken on the school steps, apparently in spring of 1937, before my arrival the following fall. Enclosed is a picture of pupils and myself in front of the same school, taken in the spring of 1938, at the end of the school year, only a few months before everything at Kennecott was to shut down for good. The last I knew, Gary and Betty Hickling also had the same photo posted in the McCarthy Lodge restaurant.

Four of the kids in Jeanne Moore's picture (in WSEN's March/April issue), are also in the one taken that next and last spring. These are Bruce Morris, Lyle Morris, Billie Humpheries and Ronald Brososky. In the 1938 picture, the people are from left to right, (1) Johnny Pytel, 3rd grade; (2) Frank Morris, 10th; (3) Lyle Morris, 6th; (4) myself; (5) Ronald Brososky, 12th; (6) Billie Humpheries, 4th; (7) Tommy O'Neill, 1st; (8) Bruce Morris, 9th.

At the time I served as their one-year teacher, I'm not sure I did a very good job of it. This was my first teaching job, I had only finished two years of college at the Puget Sound (now University) of Tacoma, had never had a single course in how to teach; and was only 21 years old, which is a pretty immature age to be trying to teach anybody anything. I was only about five years older and not quite as tall as Frank Morris. I was hired by the Territory of Alaska, not the mine, though the mine paid

my last month of salary. Maybe the Alaska Commissioner of Education, John Karnes, figured that since this was the last year of the mine and therefore the school, it wouldn't make much difference whom they hired.

Teaching reading was the worst problem, and Mrs. (J.B.?) O'Neill, Tommy's bright and lovely mother, very kindly came up to the school from McCarthy on several occasions, to help me teach her boy how to do it. Had this not occurred, the poor kid might have got off to a bad start in life.

on the standard subjects beyond reading, such as geography, mathematics, history, English, and the like. Anybody with a half a brain who can keep ahead of them in the books should know how to do that.

Because their teacher had already had two years of college Spanish, and was getting pretty interested in it, Frank and Bruce Morris got some doses of that, and I wonder if either of them maintained an interest in it. After my stint at Blackburn, my interest in the language and its people continued; so after finishing college and teaching



There may have been some positive sides for the pupils of the last Blackburn school year. As a school project, we got out some issues of the Kennecott Star on a big old job press loaned to us by Mr. O'Neill in McCarthy, and which I think had been used earlier to print the old McCarthy Weekly News. Most of the kids got in on writing things for it; and some learned something about the mysteries of printing from hand-set type, making up forms, and getting messed up with black ink. I think we did O.K.

at another one-room school at Independence Mine (1938-1940) and the first of two years at the Valdez High School (1940-1942), I got to the University of Mexico during the summer of 1941 and really got into the thick of Hispanic things; and, in addition, met Marian Snow in Mexico City. During the summer of 1942 we wrapped that up in Fairbanks; and in June, 1992, celebrated our 50th, also in Fairbanks — an event which also brought us back to Kennecott-McCarthy.

Both Marian and I very much regret and apologize for not having been with you and the Kennecott Kids during this summer. After two returns to Alaska, in 1992 and 1993, we decided our budget and time-pressures just couldn't take another return — which with us has to consume about two months to get back to all our old haunts.

When we were in the school during the first few days of June, 1992, the old standard manual typewriter was still there. Maybe the kids remember hearing me bang away on it.

Also, as I remember, there was a wall that faced the front door. One or more of the kids might remember that during a few days at a certain season — I think spring — the sun would shine through the keyhole of the closed door and project its image along with some scenery, inverted as in a keyhole camera on the wall. We made quite a bit of that, and learned something about astronomy and optics. Whoever checks up on the school might like to try the experiment during winter-spring of 1994-1995.

I have pleasant memories of the school, the kids, and things we did, and hope that despite my lack of training or experience at that time, the school year did them some good.

This brings me to the matter of different kinds of schools, and I wonder if any of the Kennecott kids, whether of 1937-38 or even earlier years, would want to testify on this: Is it not possible that small schools and therefore small classes are better for the education of children than are the immense conglomerations of young people, teachers, custodians and administrators that we have today? The small schools may have very little equipment or laboratories in physical sciences or languages; but my impression is that the personal contact, the sense of belonging and caring which goes both ways, is a valuable experience with educational and individual merit for both pupils and teachers. I spent some of my elementary and secondary years in Seldovia and Seward, all in small classes where pupils and teachers knew each other as human beings;

and graduated with a few other fellow students from the Seward High School in 1934, when everybody knew everybody and every person was thought of as a human being worthy of consideration and attention, not just as a moving and talking automaton. This, I think, was good for everybody concerned, and probably didn't cost as much per capita as so-called mass "education" does today.

This has been quite a long letter; but for some time I have been concerned that with all these "Kennecott Kids" running around your neck of the woods, there should be some word from the last Kennecott teacher.

Thank you for your consideration; and best wishes for the success of your fine and thoughtful Wrangell St. Elias News!

James L. (Jim) Busey
Professor Emeritus
Political Science
University of Colorado

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Cooking with Carly

BY CARLY KRITCHEN

It's that time of year again when everyone who has planted a garden is swamped with zucchini! My dad used to love to plant lots of squash plants because they were so easy to take care of and grew so fast, and although they're not quite as easy to grow in Alaska, I'm afraid I also get carried away with the number of plants that I start.

I had such a great response to the column on zucchini last year that I've got a whole new collection of recipes. The only problem has been picking out the best ones! I try to feature recipes in this column that are easily made from ingredients that most folks already have on hand and in their kitchen, so if you gave me your favorite recipe and it had some fairly exotic ingredients in it, that's why I haven't used it here!

ZUCCHINI RELISH

I just made my first batch of this relish. It would be great on a hamburger, hot dog or a grilled sausage.

- 5 cups grated zucchini
- 2 cups grated onions
- 6 1/2 tsp. salt
- 1 1/4 cups white vinegar
- 2 1/4 cups sugar
- 2 tsp. nutmeg
- 2 tsp. dry mustard
- 1 1/2 tsp. turmeric
- 1 1/2 tsp. cornstarch
- 1/4 tsp. black pepper
- 1 tsp. celery salt
- 1 cup diced green pepper
- 1 cup diced red pepper

Place the zucchini, onions, and salt in a large bowl. Mix the ingredients well and cover. Refrigerate overnight. The next day, place mixture in a sieve and drain well. Rinse under cold water and drain again for 1 hour.

Place the drained mixture in a large pot with remaining ingredients. Bring to a boil; simmer, stirring occasionally for 30 minutes. Fill canning jars with hot zucchini mixture and place in a boiling water bath. Process for 20 minutes. Makes about 4 pints.

ZUCCHINI BURGERS

These are easy and pretty good! The recipe, one that my sister gave me from "Sunset" magazine, suggests serving these on bagels with tarter sauce, but they were good on whole wheat with catsup, too! A pita pocket would probably even be better.

- 1 1/2 lbs. coarsely shredded zucchini
- 2 Tbsp. butter
- 1 large finely chopped onion
- 1/4 cup fine dry bread crumbs
- 2 large eggs
- 1/4 cup grated parmesan cheese

Drain zucchini in a colander for 30 minutes; squeeze to remove moisture. Meanwhile, in a small frying pan, stir 2 tsp. butter with onion often until onion is lightly browned, about 15 minutes. In a bowl, mix the onion, zucchini, crumbs, eggs and cheese.

In frying pan, melt the remaining butter. Ladle 3 mounds zucchini mixture, each about 1/4 cup size, spreading to make 3 inch wide cakes. Cook until bottoms are lightly browned, about 3 minutes. Flip with a spatula, and brown for about 3 minutes. Repeat to cook remaining zucchini. Serves about 6.

ZUCCHINI LASAGNA

This recipe would be good for a "company" dish. I think that you could probably delete the burger if

you increased the cottage cheese and zucchini a bit.

- 1 lb. lean ground beef
- 1/4 cup chopped onion
- 15 oz. tomato sauce
- 1/2 tsp. salt
- 1/2 tsp. dried oregano
- 1/2 tsp. dried basil
- 1/4 tsp. pepper
- 4 medium zucchini
- 1 cup cottage cheese
- 1 egg, beaten
- 3 Tbsp. flour
- 1 cup shredded mozzarella cheese (I doubled this)

Brown the beef and onion over medium heat in a large skillet; drain fat. Add tomato sauce and seasonings. Bring to a boil and simmer for 5 minutes. Slice zucchini crosswise into 1/4 in slices. In small bowl, combine cottage cheese and egg. In a greased 12" x 18" baking pan, place half the zucchini and sprinkle with half the flour. Top with cottage cheese mixture and half the meat mixture. Repeat layer of zucchini and flour. Sprinkle with mozzarella cheese and remaining meat mixture. Bake at 375 degrees for about 45 minutes. Remove from oven and sprinkle with additional cheese. Let stand before serving. Serves about 6-8.

ZUCCHINI MUFFIN WITH LEMON

A friend in Seattle gave me the recipe for these low-fat muffins with only 149 calories apiece! (And they actually taste good, too!) The batter for these is really thin, but bakes up nicely.

- 1 cup whole wheat flour
- 1 cup all-purpose flour
- 1 Tbsp. baking powder

1/2 tsp. baking soda
 1/4 tsp. salt
 1/4 tsp. nutmeg
 1 large egg
 3 Tbsp. vegetable oil
 1/3 cup honey
 1/2 cup low-fat milk
 1/2 cup plain yogurt

1 cup firmly packed shredded zucchini
 1 Tbsp. grated lemon peel
 Heat oven to 375 degrees.
 Grease 12 muffin cups. In a large bowl mix flours, baking powder, baking soda, salt and nutmeg. In a smaller bowl beat the egg, oil, honey, milk and yogurt until blended.

Stir in zucchini and lemon peel. Add zucchini mixture to flour mixture and stir just until moist. Spoon into prepared muffin cups. Bake 25 to 30 minutes or until golden. Let cool 5 minutes before removing from pan. Makes 12 muffins. &

The Hidden Lake Flood

BY ED LACHAPELLE

The Hidden Lake flood, an annual feature of the McCarthy landscape, put on a good performance this year. Hidden Creek Lake, situated on the west margin of the Kennicott Glacier several miles above the tram, is an ice-dammed lake that accumulates runoff from snowmelt and rain until a breakthrough under the ice allows it to drain. The amount of stored water and size of the drain hole varies from year to year, leading to an unpredictable time and size of the flood. Any time from early July to early August has been typical in the last couple of decades, while the size varies from a modest rise in river level to major flooding of the environs around McCarthy. Big floods in 1977 and 1988 first damaged and then destroyed the last remnants of the old car bridge, forcing local residents to use trams (the present one was completed in 1983) for access across the river. Recently the flood has been occurring early, around the Fourth of July weekend, and with moderate volume, leading some observers to conclude that Hidden Lake was declining as a flood threat. The 1994 flood, which waited until July 29th and a lake filled higher than seen in recent years, proved that this flood had not lost its potency.

Owing to an active interest in studying such glacier outburst floods by the National Park Service and the U.S. Geological Survey, the 1994 flood was unusually well documented. Ron Rickman from the Surveys Water Resources Division and Danny Rosenkrans, Park geologist, have been the leading investigators. A recording stream gauge near the tram (it's the little metal silo in the parking lot) was in operation for the third year to provide a record of water level in the river. Additional staffs and flood stage indicators have been placed in both channels of the Kennicott River and in McCarthy Creek. Early in July a glaciological team from the USGS visited Hidden Lake, made some depth soundings and installed a time lapse camera to record changes in lake level. On July 28th, Rosenkrans visited Hidden Lake to service the camera and noticed that the lake level was starting to drop slightly in spite of a strong inflow from Hidden Creek. Seeing this as a precursor to the flood, he alerted interested observers, who were ready on the 29th as the flood picked up volume. By late afternoon the flood waters were pouring out of the glacier, pushing water levels higher than seen in recent years and culminating in a flood peak late that evening. Aerial surveys on the 29th confirmed the rapid drop in lake level and noted severe calving of the lake ice face as the water

drained out. Extensive cracking of the ice surface around the glacier margins occurred and these cracks drained many surface and subsurface ponds of meltwater, adding to the flood volume. Such cracks, not always seen in connection with the annual flood, are attributed to a brief acceleration of glacier flow triggered by subglacial passage of the flood waters.

Because much of the East Channel flow now goes around the island to join the west channel, its flood level was confined to the channel banks and did not spill into Clear Creek, although it did get deep enough to push the steel girder of the East Channel footbridge from its footings. This flow diversion around the island also means that the West Channel now gets more flood water than it used to. Considerable fresh erosion of the West Channel banks occurred as well as substantial rearrangement of the river bed. Some flood water spilled into the lower parts of the parking lot, but vehicles had already been removed from low-lying areas. As more flow gradually shifts to the west in future years, even more West Channel erosion can be expected.

Floods like this serve to remind us of a practical bit of wisdom: Never trust a glacier-fed river. &

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In September, 1983, two parcels of land totaling 10,250 acres were opened by the BLM to settlement in an area called Slana. Located 250 miles northeast of Anchorage, Slana had a small population already living near the settlement areas.

Even so, there was no local government, school, police or fire protection, nor were there nearby medical or commercial facilities. BLM did not guarantee overland access to settlement claims. Winter conditions could be extreme, with minus 50° temperatures, and 74 inches of snow per season considered average. Much of the land was boggy, covered by ridges and valleys.

Still, they came. Settlers seeking 5-acre homesites, headquarters sites, and 80-acre trade and manufacturing sites flocked to Slana for the next three years until 1986, when the repeal of the federal settlement laws went into effect and the area was closed to new settlers.

Some quickly staked claim boundaries on easily accessible parcels. Others navigated rivers or hiked for miles to find a desirable spot. All had to follow the legal requirements specific to their type of claim, including periods of residency and/or use of the land.

There were those who met the requirements, received title, and departed, never to return. Others invested varying amounts of time and effort, yet were unable to fulfill all the necessary requirements. And there were those few who made Slana a permanent home.

BLM records indicate over 800 filings were received, with just over a hundred claimants receiving patents to a cumulative total of approximately 600 acres of land. A few dozen claims still await final adjudication.

Quilt celebrates Slana settlers' journey home

BY KJ MUSHOVIC

Do you want to hear the romantic version?" teased Barbara Crane, when asked about the history of her land claim in Slana.

"I came up from where I was living in Colorado in June of 1986 to visit my sister, who was working on a fire crew. I got off the plane, looked around and just said "wow!"

Robert Crane was a member of that same fire crew. He and Barbara hit it off, and were married only weeks later at the Talkeetna Bluegrass Festival. "We just knew," explained Barbara.

Although they spent their honeymoon in a tent, by late fall the couple set up housekeeping in Slana, where Robert had staked a claim for a 5-acre homesite and built a cozy little cabin. Barbara also filed a claim for a headquarters site, in order to start Birch Nole Forestry Services. The company has constructed trails, drilled wells, milled logs, and even had a U.S. Forest Service contract to improve moose browse habitat.

Lately, Barbara's Midnight Mountain Herb and Tea Company has become the more active venture, utilizing the chamomile, coltsfoot and fireweed that grow abundantly in the area. Barbara grows other herbs in a greenhouse, where she dries the herbs and flowers, then prepares them for packaging.

The enterprises and improvements the Cranes made to their claims resulted in the issuance of patents from the BLM. Robert received title to his homesite in

May of 1989, and Barbara received title to her headquarters site in April of 1993.

To mark the achievements, Barbara hit on the idea of making a quilt with individual squares commemorating the events and people that were part of their efforts.

"I asked everyone, no matter how small a part they played, to draw something on a quilt square for me," she said.

She sent quilt squares to Alaska State Office and law examiner Lori FitzSimons and Glennallen District Office realty specialist David Mushovic. Mushovic, who performed the field examinations of both Crane claims, drew a BLM triangle logo. FitzSimons, who adjudicated the claims, came up with a picture of a BLM casefile, complete with Barbara's original serial number.

"AA-60547," FitzSimons recalled. "When I've worked with one for so long, it just stays in my head."

Barbara can tell a story about each and every panel. Her eyes light up as she pulls out a square. "My husband drew this one. It's five sandhill cranes—one each for him, me, Cody, Amanda and Wrangle. We're five Cranes!"

There are still many projects waiting up at Slana. A second greenhouse someday, maybe a barn, more houses for the mosquito-munching bats and swallows the family tries to encourage as neighbors ... there's always work to do.

From BLM-Alaska Frontiers June 1994

"Those who expect to reap the blessings of freedom must undergo the fatigue of supporting it."

— Thomas Paine

McCarthy guide wins suit with NPS

BY RICK KENYON

A Federal judge in Alaska agreed with McCarthy area guide Bob Jacobs that the National Park Service failed to comply with the law when issuing a recent Denali National Park concession contract and must start the process anew.

Jacobs runs St. Elias Alpine Guides, a mountain and glacier climbing guide service which is based at the old Powerhouse in McCarthy. When a concession permit became available to guide on Mt. McKinley several years ago, Bob applied for it, along with 9 other companies. Last year the Park Service chose Alpine Ascents International (AAI), a Woodinville, Washington company owned by Tod Burleson to receive the permit. Jacobs was not happy. "If they had chosen any of the other applicants, I would have been satisfied," Jacobs told me last summer. But Bob felt that the award to AAI was not justified and decided to fight it.

Bob chose Neil O'Donnell and his wife Margaret Stock, attorneys with Atkinson, Conway & Gagnon, to represent him in court. Neil is a fellow mountain climber, and a frequent visitor to the McCarthy area. Neil and Margaret recently purchased land near the Kennicott River and have started clearing a spot for their new cabin.) They didn't ask the court to award the permit to Jacobs, only that the award be overturned and a new selection made. On June 16, 1994, United States District Judge John Sedwick made his ruling; "...the decision by the Park Service is based in part upon actions which were arbitrary, capricious or in violation of law." He ordered that NPS either "make a fresh evaluation of the original applications based upon a lawful and rational application of the selection factors announced in the original

solicitation," or make a new solicitation.

One of the things that bothered the judge was the fact that Denali Park Superintendent Russel Berry described AAI's willingness to hire at least one foreign guide as a "key element" which "weighed heavily" in the selection process. Jacob's suit attacked the concept of awarding points based upon the employment of foreign guides as irrational and violative of federal immigration laws and regulations. But Judge Sedwick said that "a more fundamental concern has captured the courts attention: What has happened here is that an agency of the United States has awarded a concession to an American employer for work to be done within the United States in significant part because the concession winner promises to base at least some of its employment decisions on national origin. This raises serious questions under Title VII of the Civil Rights Act of 1964 as amended." In a footnote, the judge said "In addition, the awarding of points upon the promise to hire on the basis of national origin may implicate a constitutional violation. The Equal Protection component of the Fifth Amendment Due Process clause places the same limits on the exercise of federal power that the Fourteenth Amendment Equal Protection clause places on states."

In addition, Judge Sedwick said the NPS was somehow overlooking questions about AAI's activities — including accusations of illegal guiding — raised by the American Mountain Guides Association. Court records show that the Park Service largely ignored the accusations.

"Information in Park Service files suggested AAI had solicited clients for illegal climbs on Mount

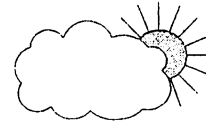
McKinley," Sedwick wrote. "The record strongly suggests AAI actually did guide an illegal expedition. Mount McKinley climbing registration documents show that Tod Burleson and Johnathon Lee climbed Mount McKinley via the West Buttress route in June 1992. The record strongly suggests that Mr. Lee was a client on that climb."

AAI had actually advertised for a climb on Mt. McKinley in *Outside* magazine for several years. NPS Mountaineering Ranger Bob Seibert sent a letter to AAI in 1990 advising them that "The trip you are advertising is in violation of these existing regulations." AAI's response: They were merely acting as a "booking agent" for Genet Expeditions, and not actually intending to lead any expeditions itself. (Court documents show that AAI kept running these advertisements in 1992 and 1993 — after Genet had been shut down by NPS.)

Attorney Neil O'Donnell, a past president of the Mountaineering Club of Alaska, was in McCarthy when word of the judgment came (via "Caribou Clatter!"). He said it was not clear whether Burleson had gotten special treatment by the Park Service or whether NPS simply botched the permit process.

Jacobs was somewhat more direct concerning NPS. He was quoted in the Anchorage Daily News as saying "The best-case scenario is they are complete morons. The worst case is they just wanted Alpine Assents all along." He also was concerned about the lack of experience in the team that did the evaluating of applicants. "They don't care about the resource," Jacobs said, "they care about the bureaucracy. They keep transferring people, so they don't become too attached to that resource or get to understand it."

A look at the weather



BY GEORGE CEBULA

It has been another great summer in the McCarthy area. This June and July have been a repeat of 1993, only a bit cooler. The high temperature for June was 82 on the 15th (79 on June 4, 93). The low was 28 on the 4th and 8th (27 on June 8 and 12, 93). The June average temperature was 52.6, just 0.1 degree cooler than the 52.7 in 1992 and 93. The precipitation was 1.44 inches compared to 2.06 inches in June 93 and 3.92 inches in June 92. *Silver Lake had a high of 86 on the 16th and a low of 30 on the 1st. The average June temperature at Silver Lake was 53.9 and precipitation was only 0.70 inches. The highest June temperature*

reported in the area was 86 at Silver Lake and KCAM Glennallen on the 16th.

July was a little cooler than last July, but still warm and dry. The high temperature for July was 79 on the 13th and 26th (87 on July 15, 93). The low temperature for July was 32 on the 10th, 22nd and 23rd (35 on July 2, 9, 17, 18 and 28, 93). The average July temperature at McCarthy was 55.8, more than a degree cooler than the 57.1 in July 93 and about the same as the 56.1 in 92. The total precipitation for July was 0.98 inches. This compares to 1.27 inches in July 93 and 4.03 inches in July 92. *Silver Lake recorded a high of 79 on the 2nd and a low on 33 on the 12th. The*

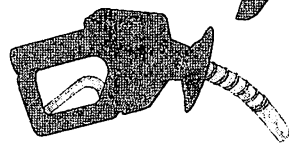
average temperature at Silver Lake was 56.2 and precipitation was 1.11 inches.

The warmest temperature so far this summer is still the 86 at Silver Lake and KCAM on June 16.

The warm weather has continued into the first half of August with readings of 80 plus at most area stations.

Mid August should start to show signs of cool night temperatures and early morning frost. Freezing temperatures will begin to appear in early September and the first snow by the end of September. Summer is just about over and winter around the next corner.

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FOR YOUR CONSIDERATION

Are people a flaw in God's great plan?

BY DENNIS FRADLEY

My dentist shared a personal observation the other day that I think deserves retelling.

He was in a small aircraft en route to a community in the Interior, flying over miles and miles of rugged Alaska wilderness. As he gazed upon mountains and trees in all directions for as far as his eyes could see, he thought to himself: This, according to the environmentalists, is what it's all supposed to be.

No roads, no power lines, no buildings or cabins, no mining... no sign of human life, anywhere. This, then, my dentist thought, is the ultimate goal for which the organized interest groups fight so hard: A world without people.

He thought further: They must believe, therefore, that God — despite His infinite wisdom — erred. The Creator must have made a mistake by placing humans on earth. "Perhaps He should have rested sooner on the sixth day," my dentist surmised, referring to the biblical account of the creation of the world.

If you think about it, his observation is right on the mark. The debate of development vs. environment that has preoccupied so much of our generation really comes down to a belief by a good number of folks that people don't belong here. The abundant resources of earth should stay right where they are, not be exploited by human beings.

Don't dig in the ground to unearth minerals, you might pollute fish streams. Don't cut down trees for lumber to build houses, the birds need the branches for their nests. Don't use chemicals to grow abundant food to feed people, the water may become polluted. Don't burn anything, smoke pollutes the air.

Don't build a road to Cordova, people will drive on it. Don't build a electric power line to Glennallen, it will attract industry. Don't give the

airport more land to expand, we'll end up with more people living here.

Don't do anything for people's sake. The earth must come first, they say.

Granted, over the last few decades this generation has done wonderful things to safeguard components of our fragile environment to make sure something is here for those who follow. But the environmental movement has a difficult time knowing when to stop or how to permit the equation to be balanced with people in the picture.

Instead, according to the more extreme conservation arguments of the day, everything that exists on earth must be preserved as is. Every species and subspecies of animal, plant and insect must be guarded against possible extinction. Rain forests and wetlands are to be revered. Streams and rivers must flow unimpeded. Wild animals, predatory or not, must be allowed to roam freely — and certainly not hunted.

Only humans must be restricted.

The preservation movement, from Vice President Al Gore on down through the government ranks and across the thousands of "non-profit" environmental advocacy groups, recites the same litany. Save the earth from human beings.

According to the nature fanatics, the Supreme Being, God, did fine when creating the air, water, plants and other animal life of this planet, but He must have goofed when He came up with the human race to share the living space.

Just the other day, I couldn't help but contrast the idiocy of the preservationists' arguments. In Southeast Alaska, in the Tongass National Forest, the forest service was unveiling a new management plan to protect the supposedly threatened goshawk.

At the behest of the environmental lobby, the forest service announced a no-tree-harvest zone of a 3-mile radius around each tree holding the nest of a goshawk.

At the same time, the Big Guy was dispatching fragments of a comet or asteroid to crash into Jupiter, resulting in a demonstration of destructive power greater than all the nuclear bombs stored on earth.

Think about it. Here on earth, we're building sanctuaries to idolize a bird, while the supernatural intelligence who designed the whole thing is reminding us He can barbecue every bird, animal, plant and insect on this planet if He so desires.

That fact of life doesn't deter the fanatics, though. You can point out that life on the planet never has been static, that it evolves and changes. Dinosaurs and dodo birds disappeared and life goes on. No matter, they say.

Try to tell them that it is silly vanity for mere humans to try to make the world stay as it is, but they simply ignore you or allege that you must work for an oil company, or something.

So what if the whole planet was once covered by ice, or by ash, or by saltwater, or whatever... or that life on earth has come and gone over the eons. So what that the collective might of humanity cannot match the destructive power of a glacier, hurricane, tidal wave, earthquake or asteroid falling from the sky. There are global warmings, dioxides and one-part-per-billion air pollution to worry about.

So sound the alarm. Stir up a public frenzy and goad Congress into writing more and more environmental protection laws so the bureaucracy can continue to expand its power to strangle individual rights, states rights and property rights.

What does God know about all this important stuff, anyway?

"Funny thing," my dentist remarked, "for being smarter than God, the environmentalists haven't created anything yet that I know of."

"I wonder how long it is before the general public begins to figure that out, too."

This article appeared in the *Anchorage Daily News*, *Voice of the Times*, Aug. 10, 1994. Submitted by a subscriber. Dennis Fradley is an editor of the *Anchorage Times*.

LETTERS TO THE EDITOR

McCarthy, AK

Dear Rick and Bonnie,

I consider your publications a valued contribution to this community but your last edition was a shock to me. The guest editorial "FOR YOUR CONSIDERATION" and your article "*Tram area under goes change*" may have been meant to inform but I feel strongly that they misrepresented our town.

The guest editorial was written by someone who was totally uninformed. Cheryl's plea for our town to work together is completely unfounded. We have two community organizations here. One, The McCarthy Area Landowners Assoc., and the other is our local Chamber of Commerce. Both organizations are working hard to improve and preserve the character of this community.

MALA is working to collect signatures to prevent the driving bridge into McCarthy and is participating in the state planning process for the road upgrades. As well, they are supporting the installation of telephone service to this area.

Our Chamber of Commerce has funded a community sign to be placed at the museum to consolidate the signs now there. We also are putting flowers at the sign on the other side of the river to enhance that area and are working on a survey to help us better serve the visitors that come to our area. Long term we are working on projects such as what to do with trash and how to protect our drinking water.

Last winter many of the area residents took an emergency medical training course. Those participants and summer employees with training have put their names on a list that was passed out to the businesses to be posted in case help is needed. This hardly sounds like a community not cooperating.

At the fourth of July planning meeting each business volunteered to sponsor one of the games and donate the prize for that game. When the prizes for the kids' games were discussed attending locals all chipped in \$5.00

from their own pockets to help purchase prizes. Our 4th of July celebration is always a great success but apparently few wonder how it all comes together. Hardly selfish.

Cheryl took issue with the open discussion of the new parking lot but I believe that as Americans we still have the right to healthy political debate, not necessarily dirty laundry. To someone who has visited this area before she should well realize that she could be sharing a seat next to a local and, as in all small towns, the local gathering places tend to become the public forum. The parking issue is a sensitive topic, one that perhaps would better be discussed at a Chamber of Commerce meeting but Mr. Elliott has not, and has said he will not, join our Chamber.

In the article you wrote regarding the tram changes, you mentioned that the Chamber had written a letter to Mr. Elliott. You choose a few select lines from that letter and did not represent what it contained accurately. At the meeting we unanimously agreed that no one wanted to take Mr. Syren's land and that we totally supported his desire to develop a much-needed camp ground. We are concerned that it be done in a tasteful manner as to help set the tone of the community. The parking and camping area will be the first impression visitors will experience in our community.

Through an error of good intention, in 1983 the trams were built on Mr. Syren's property. Mr. Elliott and Mr. Syren currently seem to want to work with the locals regarding the parking issue but there is no guarantee that they or their heirs will continue to do so. The trams are currently the only summertime access to the towns of McCarthy and Kennicott and concerns over ones right to access their homes hardly seems unimportant. Parking, paid or otherwise, is not the entire issue.

To one visitor we may have appeared overly alarmed over a current issue but as she trammed herself did she wonder who keeps the trams working. As a whole we do care about one another and how we present ourselves

to the visiting public. I hope that you choose to run this letter in your next issue as I feel our community has been slighted.

Betty Hickling

August 10

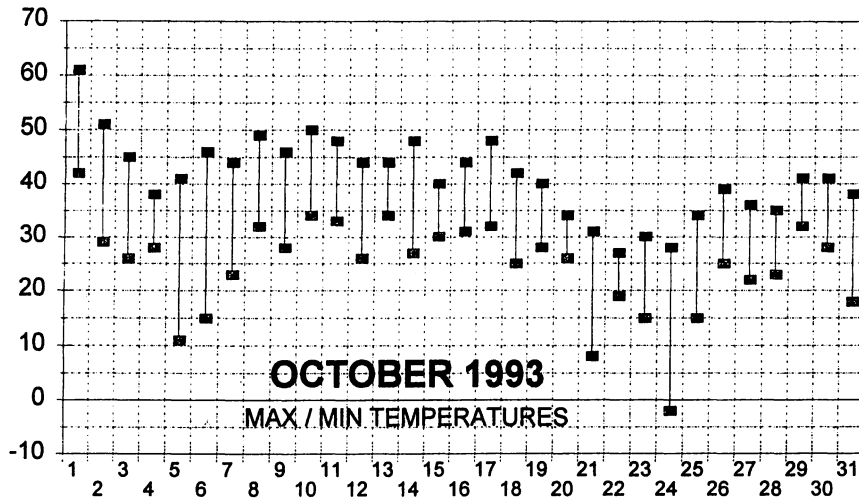
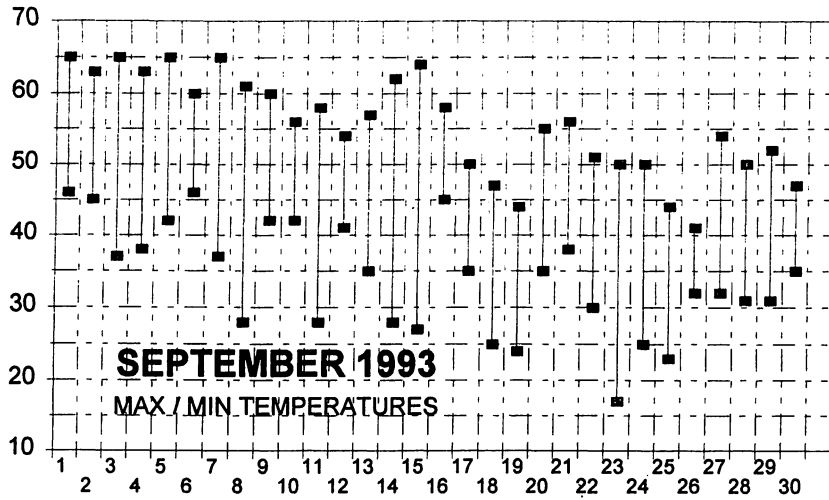
Eagle River, AK

Dear McCarthyites,

Congratulations!!! By now you should have heard from Gail Niebrugge that DOT has gone back to designing a footbridge for the Kennicott River. After talking to Gail, I contacted Stephen Sisk, DOT Northern Region Director, who made the ultimate decision to switch back to the footbridge. Mr. Sisk confirmed that the footbridge is now under active design and indicated that a new location study was in the works. He said that construction of the bridge could optimistically begin as early as next fall (low water), Mr. Sisk favors a wooden railroad bridge similar to the one that is in the middle of the Nizina River, but many designs are under consideration. In general, he would like to see a bridge that is aesthetically pleasing and that fits the railroad theme of the existing right-of-way. He is skeptical about the structural integrity of a suspension bridge. I think that the total community effort can be credited with winning this one. The turning point appears to have been the AVA visit which was attended by Commissioner Mike Barton and Stephen Sisk. Mr. Sisk acknowledged that a vehicular bridge had the potential of changing the two communities and chose to honor the desires of the community to restrict access to a footbridge. It would be a good stroke for the community to express its appreciation to Governor Hickel, Commissioner Barton and Mr. Sisk for making this important decision. I passed this information along to Janet McCabe and indicated that we would probably not be requesting a resolution from AVA, since it now appears to be a mote issue.

Best Wishes,
Eric Yould

Weather - What can we expect?

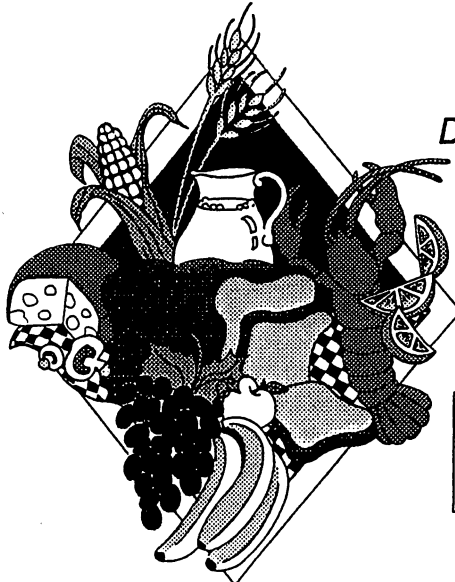


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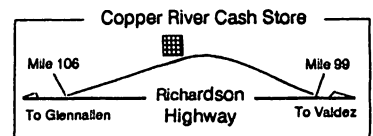
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