

<http://mccarthy-kennicott.com>

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Vol. Eleven Issue Five

September & October 2002

Two Dollars

NPS Director Fran Mainella visits McCarthy



WSEN staff photo

The new Director of the National Park Service paid a visit to the nation's largest national park in July and Bonnie and I were privileged to meet and interview this interesting lady. Fran Mainella is the first woman to be appointed as Director. She came to Washington from Florida, where she had been the Director of the Division of Recreation and Parks for the Florida Department of Environmental Protection since 1989.

Read what she had to say about the Wrangell-St. Elias National Park on page 6.

A note from the publisher

BY RICK KENYON

How can the summer be nearing its end already? It seems just yesterday that we were waiting for the snow to melt so we could plant the garden. But already the potato plants have been frosted, the leaves are turning on the aspen trees and the mountain peaks are turning white.

As we are assembling the material for this issue of *Wrangell St. Elias News*, I couldn't help but be struck by the amount of material about the National Park Service. We were very fortunate

to have been granted 15 minutes with the new Director from Washington, Fran Mainella. What a sharp lady, and what an honor.

We are happy to report on the Kennicott restoration and stabilization project, a positive thing, but unfortunately, much of the subject matter in this issue is not flattering to the NPS.

Two unsolicited *Letters to the Editor* are pretty strong in their criticism of the agency. One letter was written by the owner of the first business that most people come in contact with when they arrive at the end of the road, the other by one of the largest landowners in the park.

The story about trail closures in the Nabesna area is also disturbing, and we think the NPS actions are not in keeping with Ms. Mainella's policy of forming partnerships with the people.

We had hoped to welcome Director Mainella with glowing reports of NPS community interaction, but instead were forced to talk about failed community/NPS relations. Sadly, most recent policy decisions seem to favor less access to the park, where a visitor "views the majestic Wrangells from afar," rather than actually setting foot in the park.

To make matters worse, the state seems to have run amuck as well. With arguably the most critical year financially for our little community since 1995, in the wake of 9/11, the Department of Transportation and Public Facilities decides to help the governor balance the budget by laying off a few grader operators. After closing the Chitina Maintenance Station, which has done an excellent job of keeping our little gravel road

at least passable these many years, Northern Region Director Ralph Swarthout decides to spend nearly a quarter million dollars on the Kennicott River Footbridge, of all things. And a fair portion of that money is being used to make the bridge less usable, not more. That this is being done at the prompting of the NPS is no excuse.

The good news is that we see more community members pulling together. Many residents are attempting to work out long-standing differences. Church attendance is up. Downtown McCarthy is getting a new lease on life with major renovations and new construction.

A new addition to this issue is the inclusion of *The Chitina Leader* in the place of *The McCarthy Weekly News* and more recently, *The Kennecott Star*. Sometime ago, WSEN acquired microfilm of both *The McCarthy Weekly News* and *The Chitina Leader* from our state library. Since then we have transcribed news items and formatted them into each issue of the WSEN. The history is rich and we love making them available to you. We decided to pick up on the first issue of *The Chitina Leader* which was originally published September 10, 1910 and continue with the *Leader* in future issues of WSEN.

WSEN welcomes aboard the following: Neil Hannan, AK; Anchorage Daily News, AK; Ryan Hannan, AK; Bob & Laura McGonigle, NC; Philip & Guylia Bunge, IN; Roger & Tammy Rowland, AK; Rob Arnberger, AK; Mike & Carol Sheehan, AZ; Kevin Smith & Dorothy Adler, AK; Fran Mainella, Wash. DC.

Wrangell St. Elias News

VOL. Eleven, Issue Five,
September & October 2002.
Published every two months at
McCarthy, Alaska. McCarthy,
PO Box MXY, Glennallen, AK
99588-8998. Phone (907) 554-
4454. FAX (907) 554-4494
(note this is a new number).

NOTE NEW E-mail:

WSEN@starband.net

"Copyright © 2002 by
Wrangell St. Elias News. No
part of this publication may be
reproduced by any means
without the express permission
of the publishers."

Contributors to this issue:
George Cebula, Ned Rozell,
Karen Collins-Strahan, Ron
Simpson and Doug Vollman.

Subscription price is \$10 for
one year in the USA. Canada
\$12.50. Other countries \$20.
Advertising rates upon request.
Deadline for publication in next
issue is October 15.

PERIODICALS POSTAGE
PAID AT GLENNALLEN,
AK. 99588.

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

Items of Interest

BY BONNIE KENYON

Dave Hollis: It's hard to imagine we are entering the third week in August. The summer season is disappearing much too quickly for my taste—and I think for Hollis, as well. Dave doesn't seem to mind that we locals refer to him not by his first name but by his last. In today's local mail delivery, I received an "item" from Hollis with insight as to how his summer is progressing as well as his upcoming winter plans.

"I'll be wintering at May Creek in Fran and Al Gagnon's guest cabin. I'm looking forward to peace and quiet there.

My parents, Ruth and Ron Hollis, will celebrate their 50th wedding anniversary on August 23rd in Michigan.

This is my seventh season driving shuttle vans for Wrangell Mountain Air. By mid-September I'll have over 3,000 trips up to and back from Kennicott to McCarthy without ever getting a flat tire or hittin' a chicken!"

Congratulations, Hollis. I was wondering if part of your van training was dodging the Miller's flock? If so, you must have passed with flying colors.

The Welty family: This must be the year for 50th wedding anniversaries! Lynn, Sarah and Rene just returned from a trip to Xenia, Ohio, to help Lynn's folks, John and Nancy Burtch, celebrate their 50th. Lynn tells me they had a wonderful time visiting many family members. Two weeks just didn't seem long enough.

On her way into Anchorage, Lynn stopped at Victory Bible Camp and picked up Sarah and

Rene. The girls had a great time at camp.

The ladies were greeted with a temperature of 100 degrees as they stepped off the plane. Lynn said she searched for even a small amount of shade as they walked to their car, but none was to be found. Thankfully, cooler temperatures rolled in and plenty of activities were planned such as a picnic at a nearby swimming hole. Lynn said the water was warmer than the outside



WSEN staff photo

ROBERT "EMMET" GREGORY. BORN JULY 30 AT 8:30 P.M. IN ANCHORAGE. EMMET WEIGHED 8 LB. 13 OZ AND WAS 21 INCHES LONG.

temperature—nothing like our McCarthy swimming hole. A trip to an amusement park where Sarah and Rene sampled all the rides, was on the list of fun things to do. Catfish fishing (Sarah caught the one and only fish) and dinner and a play ("Annie") were high points of their trip.

The major focus of the trip, however, was when over 200 friends and family of John and Nancy gathered after Sunday service to honor the Burtches.

Don's dad, Don Sr. and wife Margie Welty, drove up from their home in New Smyrna, Florida, to give their best wishes to the couple. Many family group pictures were taken, says Lynn, that will help seal all the good memories of family and friends.

Welcome back, Lynn, Sarah and Rene. Other than misplacing the family dog Shadow one day, Don appears to have survived just fine!

Sam, Kris and Robert Emmet Gregory: Sam and Kris are back at their Kennicott property after a stretch in Anchorage awaiting the arrival of baby Robert Emmet, who has been dubbed Emmet after Sam's brother. What a doll! I was SO glad to get my hands on him.

Many new dads are intimidated with such a tiny fragile-looking bundle, but not Sam! He is totally comfortable with his new son and determined to introduce Emmet to all manner of life adventures.

Kris says they are "so happy" and thoroughly relishing the time they have here together before returning to New York. Sam's mom and family are eager to see Emmet for the first time and can hardly wait for his appearance.

Congratulations, Sam and Kris, and a big WELCOME to our world, dear Emmet.

Kathleen "Nelson" Corcoran and Patrick Gainey: I am always pleased to hear from Nelson. In a recent phone call, Nelson relayed a most exciting item of interest that I can hardly wait to pass on to you with her blessing. Nelson says she has met "the love of her life" in Patrick Gainey of Bond, Colorado.

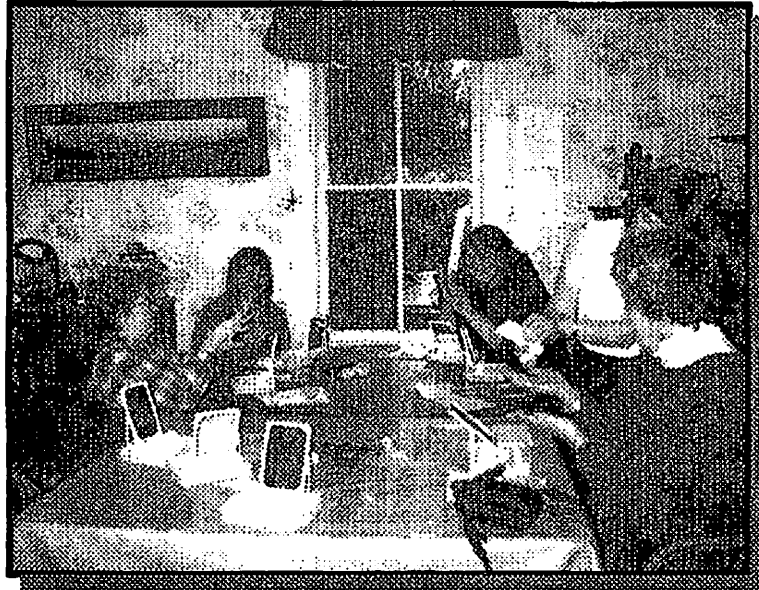
Nelson and Patrick are being married on Saturday, September 7, 2002, at the Lazy J Ranch in Wolcott, Colorado. The marriage celebration will take place at 3:30 p.m. Nelson's Maid of Honor will be our own Emily (Morrison) Bass who plans on traveling to the wedding from McCarthy.

The couple plans on visiting McCarthy soon afterwards. This will be Patrick's first trip to McCarthy. We are eager to see Nelson again and meet Patrick. Our heartfelt wishes go out to the happy couple and their future together.

Kevin Smith and Dorothy Adler: Although Kevin and Dorothy are not new to our town, they are fairly new to my neck of the woods. They purchased property and are in the process of building a cabin. We are pleased to announce that Kevin and Dorothy exchanged wedding vows on Friday, August 16th with approximately 77 close friends and family members attending. Later in the evening a reception/potluck was held on Kevin and Dorothy's west side property. Dorothy estimates that 150 turned out to celebrate with them.

Family members totaled 30 with most of them traveling here from the lower 48 states of Arizona, Massachusetts, California and New Jersey.

Kevin and Dorothy are presently planning a "fly-out



WSEN staff photo

NETA SCHAFFER, BETTY ADAMS, LAURIE ROWLAND, TAMMY ROWLAND AND PEGGY GUNTIS.

honeymoon mountaineering trip" this next week.

Congratulations, Kevin and Dorothy! We look forward to having you as neighbors this winter.

Tim Mischel: Tim, who has called McCarthy/Kennicott home for 25 years, has recently purchased a "summer home." No, not in Mexico or Florida, but right here in my neighborhood. He is now a west side landowner.

Although Tim still calls the Angle Station above Kennicott



WSEN staff photo

NEWLYWEDS DOROTHY & KEVIN.

"home," he is pleased to have a home away from home more closely connected to the road system, he says. So, when the winds are howling on the mountain and the snow a bit too deep for his comfort, Tim will simply travel south and spend a little time in his new vacation spot.

Tim, welcome to the neighborhood!

Troy Hvass: Another new close-by "neighbor" to us is Troy. He also just purchased a piece of property. In between his cooking job at the McCarthy Lodge, Troy is clearing brush for an upcoming cabin site which he hopes to work on this winter. In the meantime, he has constructed a tent platform and is quite pleased with the progress that is being made on his new land. Another welcome, Troy!

McCarthy's first Mary Kay party: I believe I can safely report that downtown McCarthy has experienced its first ladies' Mary Kay party. Tammy Rowland, while visiting here with her husband Roger and family, invited the ladies of McCarthy area to sample her skin care products. The party was held at Ken and Nancy Rowland's town house on August 12th with six ladies in attendance. All ladies were familiar with many of the products, and I was the only woman who had never participated in one of these specific get-togethers.

Three of us ladies came from the west side and were met at the bridge by our chauffeur, Ken Rowland, in his vintage jeep. That night the weather was more than adverse for such an occasion. It had been raining all day and the wind was blowing. Ken made sure he was on hand to escort us ladies back to the bridge. We can attest that in spite of wind and rain, the Mary Kay products stood fast and Tammy acquired a few new customers!

Howard and Chris Haley: Best wishes and congratulations are in store for Howard and Chris who were married on July 3rd right here in McCarthy. Over 50 people, consisting of McCarthy area locals, family and friends from Washington, British Columbia, Valdez and the Copper River Valley, gathered at the



Photo courtesy Chris Haley

NEWLYWEDS CHRIS AND HOWARD HALEY.

McCarthy Kennicott Community Church to hear Chris and Howard exchange their vows. John Adams presided as marriage commissioner. After the ceremony, a reception was held

at Chris's cabin with lots of good food to go around.

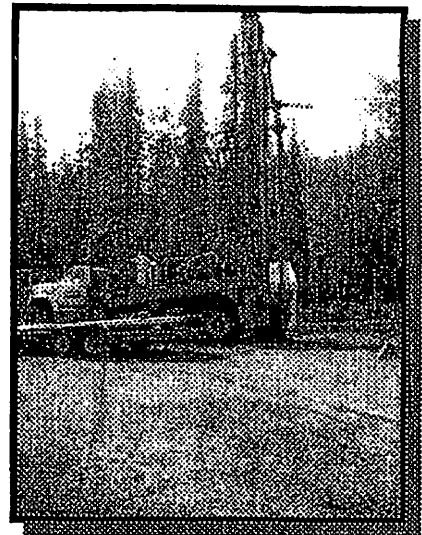
Chris lives and works in Valdez when she is not in McCarthy working on her cabin.

Howard grew up in Kenny Lake and is currently working at the Alyeska Pipeline Terminal as union Teamster. We expect to see much more of Chris and Howard. Both look forward to their visits to our area and may, in the near future, call this "home."

Sourdough Drilling hits water: Kirk and Linda Shively have made a couple of productive trips to our area this summer. We are happy to report that several local people on the west side of the Kennicott have obtained good wells due to the expertise of Kirk and crew. Kirk says more prospects continue to sign up for future wells. So far the depths of the wells have ranged from 28' to 74'.

Our congratulations to Howard and Chris (Harris) Haley, Jim and Audrey Edwards, Chad Reymiller, Carmen Russo and the others who now have their own water source. And a big thanks to Sourdough Drilling for jobs well done!

Attention McCarthy & Kennicott residents: Can you help? Fred Rains, grandson of Aubrey Pratt, who lived in the area approximately 1917-1918, is seeking a Victrola with the Sears & Roebuck label. The name Pratt is carved into the bottom or back by a child. One of the records on it or used frequently by Mrs. Pratt was her favorite song entitled, "When the Roll is Called Up Yonder." This record may or may not be with the Victrola. Prior to the Pratts' departure, the Victrola was sold to someone in the area. The remaining family is interested in finding this



WSEN staff photo

SOURDOUGH DRILLING IS AT IT AGAIN. "WEST SIDE" WELLS RUNNING FROM 28' TO 74' SO FAR.

family relic. If you can help, please call at 520-979-1326 or write Fred Rains, 4675 S. Harrison Rd. #134, Tucson, AZ. 85730.

Break-in at the museum: I am sorry to report that someone broke into the cash box which is used for donations at the McCarthy-Kennicott Museum on August 10th. According to Meg Hunt, the cash box had been pried open. Fifteen dollars in change was left behind but it is estimated that approximately \$100 in bills could have been stolen.

Welcome home! We want to extend a big WELCOME HOME to Audrey Edwards who recently returned from a trip to Anchorage to undergo surgery. She is extremely happy to be in her own home and is recuperating daily. Be sure to pass the word when you are up for a cup of tea, Audrey.

NPS Director visits McCarthy, Kennicott

BY RICK KENYON

It's not often that the director of the National Park Service comes all the way from Washington, D.C. to visit the bush communities of McCarthy and Kennicott—in fact it has never happened before!

But it did happen. On August 5th Fran Mainella—accompanied by the Alaska Director Rob Arnberger—spent two days in our humble towns.

Ms. Mainella, who likes to be called Fran, made history long before she came to our town. She is the first woman to ever be appointed as Director of the National Park Service.

Bonnie and I felt a kinship to this special lady, since she moved to Florida about the time that we left Florida and moved to Alaska. "My folks lived down in Bonita Springs," said Fran. "I've been in Florida since 1977 but I served on both the municipal level and private sector. I served as executive director of a non-profit called the Florida Recreational Park Association, and then I moved into being director of the Florida Park Service. I came in under Governor Martinez and then served under Governor Chiles and recently under Governor Bush."

We talked with Fran about relations between the community and the Park Service. The Director said she wants to concentrate on the concept of partnership. "Everything needs to focus off of partnerships and we want to make everything a win, win," said Mainella. "It can't be that the NPS just wins or the partner just wins; it needs to be a win, win on all sides which



MAINELLA: "THE FOCUS IS ON PARTNERSHIPS."

means it takes time and energy to work on those relationships." Fran said she would like the NPS staff to spend more time working with the community. The local park recently got funding for increased staffing, and Mainella hopes it will help. "I don't think we've given Gary and his staff here all the tools, and we still don't have all the staffing we need, but we certainly, I think, are making a step forward."

Mainella told us she wants to make sure that the park staff has a broad spectrum of partners sitting at the table when they have meetings. "If we aren't doing that we need to make sure we are," said Fran. "As I go across this nation I talk about partnerships—why I've succeeded, why we got voted the best state park system in the country in Florida is because of our ability to make sure that we had a wide variety of folks at the table. We spent a lot time on the front

side before decisions were made to bring people together," she continued. Talking about groups that had disagreed with her decisions, she said they still supported her confirmation as NPS director. "Fran always had us at the table and we were respected," they would say. "Now we didn't always get the resolution that we were looking for, but we always felt respected, and we felt we were at the table."

Fran talked about several other subjects. She used the expression "environmentally friendly access" to describe her goal for access to the nation's parks. "We've been very successful recently in some cases around our national park systems working on those access questions," said Mainella.

The Director had just come from dedicating the new NPS Visitor Center in Copper Center, and was clearly excited about the new facility. She sees it as a place where visitors can get information on the area, perhaps watch a video, then be directed into the park itself.

About the McCarthy Road: "Again, the state is a partner, and the state has the right-of-way and we plan to work with them."

About the Kennicott River bridge: "If it becomes the desire of the community in this area to make a change in the state then we'll be glad to work along and see how we can adjust if the desires that they want are different access than just a walking access."

About Kennecott: "We're really doing an awful lot of, it's not development, but improve-

ment in that it is bringing things back to as we call it "adaptive management"—taking facilities, improving them."

"I was so impressed with the facilities that I've seen over there and the opportunities that are going to be available. Not only the great natural resources, but these cultural resources we have here and that's part of what the mill is—it's part of the history of this country."

"I saw when I was over there so many groups going through tours, and then others that were walking up on the glaciers and that kind of thing—all this diversity, so you're reaching a lot of needs and I believe our staff is ready and willing to reach out to [different] groups."

"We still have our national needs that we have to meet, but we are very reflective of what the



WSEN staff photo

BONNIE KENYON, NPS DIRECTOR FRAN MAINELLA, RICK KENYON AND WRST SUPERINTENDENT GARY CANDELERIA AT VISITOR KIOSK NEAR MCCARTHY.

community is looking for, so if we're not getting the right read, maybe you all can help us with that."

We here at *Wrangell St. Elias News* and the residents of Kennecott and McCarthy wish you all the best, Fran, and look forward to working with you.

Locals take part in Kennecott stabilization

BY DOUG VOLLMAN

This summer over 20 locally hired seasonal employees are taking part in the stabilization and renovation project at the Kennecott mill site. About \$407,000 will be spent this year on the project that is funded by a variety of sources, including NPS money specifically earmarked for historic property stabilization, matching funds from the Friends of Kennecott, 'fee demonstration' (a program funded by fees collected by the park service and distributed to parks like Wrangell St. Elias that do not collect fees), Federal Lands Highway Program, and park base funds, according to NPS maintenance supervisor Will Tipton.

The goal is to stabilize structures and landscape features to prevent their accelerated rate of



deterioration. The large buildings like the mill building, leaching plant and machine shop will be stabilized and treated like exhibits. The company store, recreation hall, depot, and possibly

the school and west bunkhouse will see more complete restoration and be adaptively re-used for public presentations and according to Tipton. "Our challenges are to develop utilities including

fire protection, and conduct stabilization in ways that are not obtrusive in the cultural landscape."

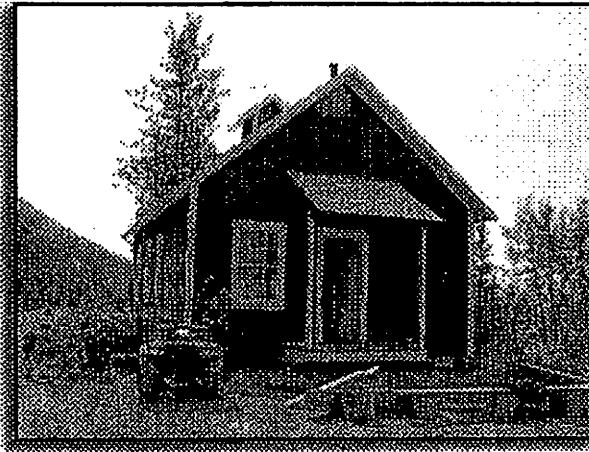
This year's work includes the Old School, Recreation Hall, Machine Shop, Depot, General Manager's Office, Leaching Plant, and Mill building. Work is limited to a May through September construction season. And since the work must occur during the visitor season the Park Service is scaling their efforts down to coexist with visitation without undue conflict, according to Tipton.

Stabilization of the mines, which were also

acquired by the park in 1998, is in its 4th year, according to Tipton. Other maintenance projects in the park include restoring two historic cabins that would have decayed to ruin in the near future. They are the

Amphitheater Creek and Fredricka Creek cabins that were built by the Alaska Road Commission as line shacks along the pack trail that connected McCarthy to Chisana.

Wrangell-St. Elias National Park also partnered with the Experimental Aircraft Association in Anchorage to do some airstrip maintenance at Chisana airport. This is the third year this group has volunteered its services in a program similar to the state highways "adopt a road." "This year we brushed a clearing for tie-downs, set tie-down anchors, and placed runway markers," said Tipton.



Nabesna ATV trails closed

NPS accused of pandering, harassment

BY RICK KENYON

Slana, Alaska—When over 70 people show for a public meeting, you know something important is being discussed. After all, Slana's population numbers only about two dozen.

Actually, people from Tok, Slana, Glennallen, Chistochina, Copper Center, Gakona, Mentasta, Dot Lake, and Eagle River gathered in this tiny Alaskan community to talk with representatives of the National Park Service (NPS) about a subject that is very important to them—access.

The NPS had announced that several ATV trails in the area were causing ecological damage to the parklands, and they were considering closing these trails. Trail users said the trails had been used for years, long before the area became a national park, so instead of closing them, how about we just fix them up a bit?

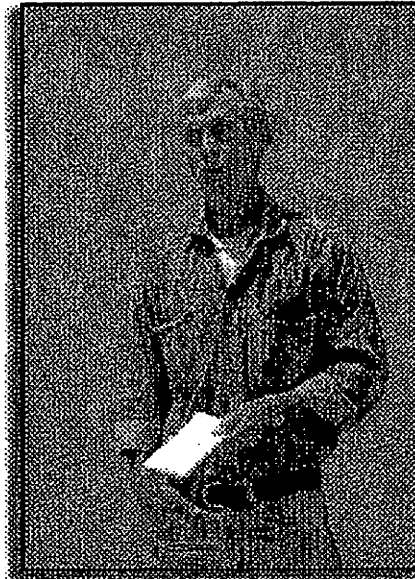


Photo courtesy Doug Vollman

DOUG FREDERICK, OWNER OF THE SPORTSMEN'S PARADISE. HAS HE BEEN TARGETED BY NPS?

Some, including former State Legislator Dick Shultz, saw the trail closures as a direct attack on local resident and busi-

nessman Doug Frederick. In a letter to Representative Don Young, Shultz wrote, "During my ten years in the Alaska Legislature, I encountered many frustrating and belligerent actions by both State and the Federal Administrators, but none can compare to the recent actions by the National Park Service in eliminating a longstanding business on the Nabesna Road in Wrangell St. Elias Park."

Shultz was talking about the Sportsman's Paradise Lodge, built in the late 1960's by Doug's parents, Dick and Lucille Frederick. Although the lodge access is by the Nabesna Road, they also have property at Copper Lake, where, for decades, they have been taking fishermen.

Originally the Fredericks used a small Super Cub airstrip, until the NPS disallowed maintenance on the strip. With that closure, came a need for increased traffic on the traditional

overland route by ATV. Now, the NPS has not only closed that route, the only access to the Frederick property, but has expanded the closed zone to 1,000 feet either side of the trail, effectively eliminating access to the lodge property.

"I have a caretaker over there and need to get supplies to him," said Frederick. "They told me if I tried to use the trail they would cite me."

Shultz pulled no punches in his letter to Young. "I have lived in this area long before Park Status...I have watched promise after promise be broken to the local users of fish and wildlife, and now this absolutely high-handed, devastating news to the Fredericks," he wrote.

"All of you in our Congressional delegation know the frustrations of dealing with ever-changing policies and managers who could care less about the impacts to rural Alaskans and their livelihoods. Their ultimate mission is elimination of all traditional uses including subsistence," Shultz continued. "In this particular case I have per-

sonally flown over the trail in question. I can assure you the impact to the environment is far less than that of a herd of caribou such as the Mulchatna."

Besides Shultz, Frederick has been talking to Senator Frank Murkowski. Murkowski has a history of helping small businesses in the park when the NPS gets heavy-handed with them. Several years ago, he came to the aid of McCarthy's two private campground owners when the NPS opened a free campground across the road from one of the fee units. Right after the senator's aide paid a visit, the NPS discovered their campground had a "bear route" through it, and would need to be closed—coincidentally during the dates the commercial campgrounds were open.

Although many people at the Slana meeting testified against the trail closures, and no one spoke in favor of them, it seemed to have little effect on the outcome. According to those present, anger and dismay grew more evident as the evening progressed. Most people called for

increased access into the Park, not less, lamenting that in the 13 million acre park there is very little road access. Many accused the NPS of pandering to outside interests instead of listening to the local subsistence users.

Frederick and Shultz tried to partnership with the NPS. They proposed that the NPS provide materials to stabilize some of the trails, and that locals would volunteer their time for the improvements. Sorry, said Chief Ranger Hunter Sharp, no money in the budget for that sort of thing.

Last week, Frederick received an email message from some friends who had come to visit him, but found he was not at home. "We were stopped by 2 rangers in bullet proof vests and assault guns, and harassed for a long time," said the friends. "They were pretty rude. I wish there was something we could do about this."

We tried to contact Ranger Sharp, but our request for information has gone unanswered for two weeks now.

Starband "rain hood"

BY RICK KENYON

After using the Starband satellite Internet service for a year now, we can only say, "hurrah." Starband has had some financial problems, and is currently operating under Chapter 11, but we trust they will successfully reorganize and keep the high-speed service operating.

The main complaint we have had is that the equipment seemed to be especially sensitive to precipitation. We learned that a tiny amount of snow, or even raindrops, sitting on the feedhorn would render the service inoperable. Usually, a quick

swipe with a soft towel and the signal would come back up to full strength—unless the rain or snow was very heavy, then the buildup on the feedhorn was too rapid to keep cleared.

Since we had an unusually long stretch of rain this past week, I decided to do something about it. Bonnie had some orange juice in plastic containers that appeared just about the right size for a "rain hood" for the feedhorn. After drinking the juice, I cut both ends from the container, slit it



up the middle, and fit it over the feedhorn. A plastic tie-wrap holds it in place.

What an immediate difference! No more wiping dry. We now just keep cruisin' the net—rain or shine!

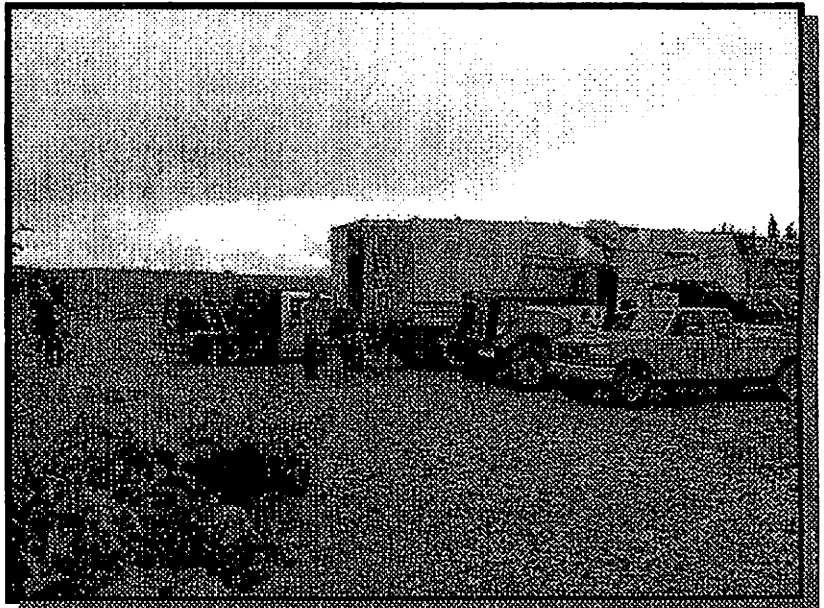
DOT: \$230,000 to strengthen, block bridges

BY RICK KENYON

In mid-July, traffic into McCarthy had begun to increase. The lodges and restaurants were filling up, hoping to salvage a season that began very slowly—due in part to the September 11 tragedy, and further depressed by reports that the McCarthy Road was in poor shape, and the news that the road maintenance station in Chitina was being closed. The week before, the *Anchorage Daily News*, in an article entitled *Road Wrangle*, painted a sad picture.

“More than 80 percent of the vehicles that start down the McCarthy Road turn around before they reach Mile 10. Veterans of the drive tell tales of splintered axles, broken shocks and plenty of flat tires,” declared the story. “Now it appears that the road, already reputed to be one of the worst in Alaska, is going to get worse.”

On July 27, groans went up



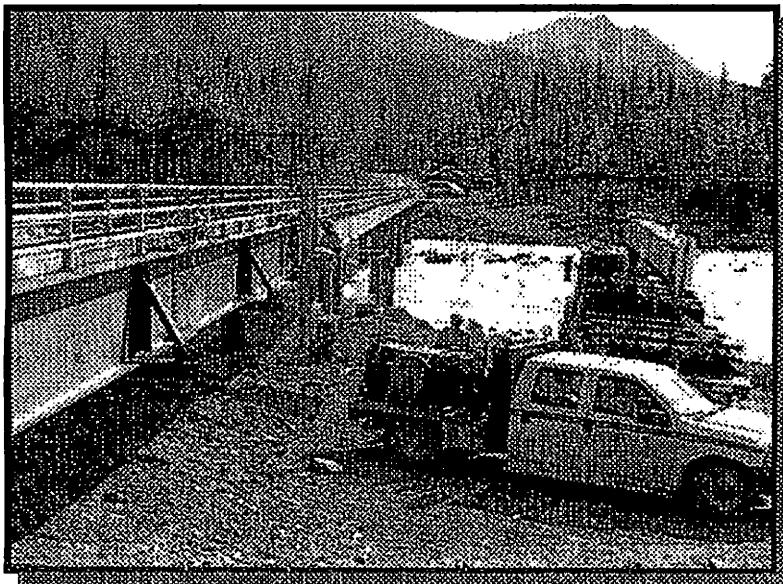
WSEN staff photo

DOT&PF BRIDGE CREW CUTTING STEEL WITH TORCH IN THE RIGHT-OF-WAY NEXT TO KENNICOTT RIVER BRIDGE ON JULY 27.

from a small crowd assembled near the Kennicott River as several large Department of Transportation & Public Facility (DOT&PF) trucks rolled to a stop

in the right-of-way near the bridge, set up their equipment and the sparks began to fly from cutting torches and arc-welders. “Why are they doing this in the peak of our season?” lamented one business owner.

McCarthy area residents had gotten a hint of things to come back in March, when they received an Email from Sally Gibert, who owns property in McCarthy and works in Governor Knowle’s administration. “Apparently, the DOT folks in charge of bridge design have just discovered a deficiency in the original design of the existing footbridge—it’s apparently not stout enough for a pedestrian bridge,” said Sally. “The deficiency was discovered while they were evaluating the existing structure for suitability for a suspended pipeline,” she continued. Not many gave the information much credence as



WSEN staff photo

INSTALLING BRACES EVERY 25 FOOT ALONG BEAMS.

the bridge seemed to be actually overbuilt for foot traffic, and in fact had been used all summer by ATVs and even small vehicles after the bollards had again been removed by local residents.

Correspondence with DOT&PF's Northern Region Director Ralph Swarthout later revealed that "additional lateral bracing will be installed in several locations," although he stated that "I do not know of any design flaw in the bridges." (Later, bridge engineer Drew Seilbach said this had indeed been a "design oversight.") Swarthout also made an announcement not revealed in the Gibert message: "Motorized vehicle access to the main bridge will be restricted on both ends by the installation of new bollards, and both bridges will be narrowed in width at spot locations." He also said that the estimated project cost was \$230,000, including approximately \$30,000 to narrow the bridges and prevent motorized vehicle access.

Speculation was rampant. Some people felt that the whole project was merely a ploy to use federal maintenance funds to restrict the bridge, while others thought it might be a pretense to prepare the



WSEN staff photo

SOON SMALL CROWDS HAD GATHERED AND HEATED ARGUMENTS ENSUED.

bridge for a suspended fuel pipeline—something that has been advocated by Gibert and others since the footbridge only restriction on the Kennicott River Bridge makes hauling fuel and sewage across the river a difficult and costly proposition. Still others thought the DOT might actually be strengthening the bridge to handle vehicle traffic.

Soon small crowds had gathered and heated arguments ensued. Although the majority of townspeople had originally favored restricting the new bridge to foot traffic only, with freight being pulled across by

hand with small carts, momentum has shifted in recent years as the difficulties of supplying a mercantile town like McCarthy without the use of vehicles or other motorized equipment has become painfully evident. Deep pocket operations, such as the National Park Service, have been able to fly in fuel in huge transport aircraft at an additional dollar or so per gallon, compared to delivery by road. Others were forced

to haul 55 gallon barrels over the bridge by hand, or by fording the river at great risk with tank trucks. Occasionally conditions allow safe passage over the ice in the winter, but even those efforts have sometimes ended in disaster. Over the past two years, something like 14 bollards, designed to prevent ATV or small vehicle use, have been installed by either DOT&PF or by Rich Kirkwood, the owner of the Kennicott Glacier Lodge, and all 14 have been removed by local residents. Tempers on both sides have flared.

Some people just lamented the fact that the state was spending

nearly a quarter of a million dollars on such a questionable project after closing the Chitina Maintenance Station as a "cost-cutting" measure. The bridge across the Lakina River had almost washed out last summer,



WSEN staff photo

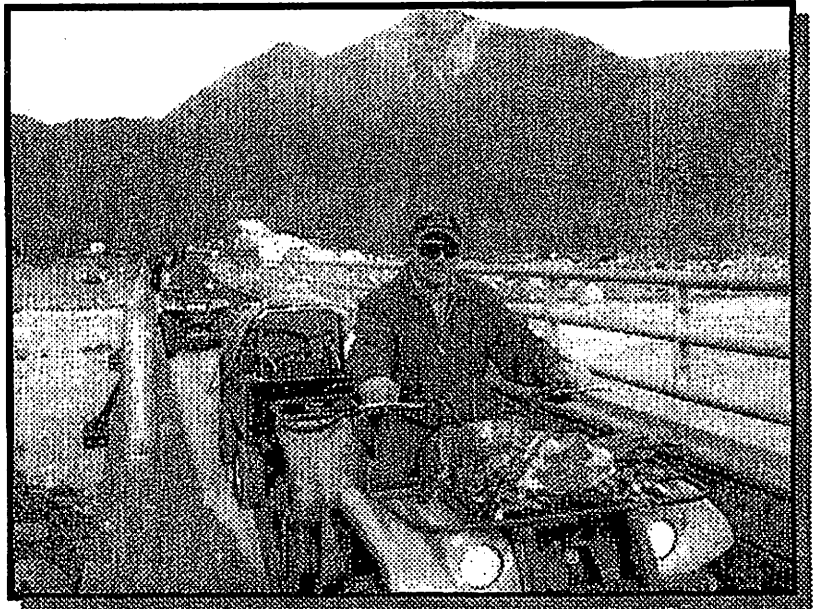
NEARLY \$1 00,000 WAS SPENT TO ADD BRACES TO THE EAST CHANNEL BRIDGE—A BRIDGE THAT TRAVERSES A DRY WASH.

and only quick action by the Chitina personnel saved it. District area manager George LaVasseur in Valdez had pleaded for \$100,000 to reinforce the bridge approaches with large rock to prevent further damage, but never got it. Last summer's effort was only a stop-gap measure, and water has been slowly seeping under the road bed ever since. According to Clarence Catledge of the Taslina DOT&PF office, their request for a permit from the National Park Service to blast rock near Long Lake and haul the material to the Lakina has not been approved.

Still others complained that such a large project should have been bid out with one of our local contractors having an opportunity to do the work during the winter months, when traffic over the bridge is nil.

Steve Syren, who owns and operates the parking lot at the Kennicott River is also the underlying property owner where the road and bridge traverse his property. He had requested that Swarthout delay the project until after the busy tourist season, and also requested that no bollards or other impediments to travel be placed on his property. Swarthout turned the request over to Jim Little, who is the Operations and Maintenance Director for DOT&PF in Fairbanks. Little responded, "Our current schedule shows we will be working in the shoulder months on this project." When the trucks rolled in right at the peak of Syren's season, he was not happy. This time Swarthout responded, "The shoulder months for our bridge workers is different than the shoulder months for your season."

Bridge crew foreman Jay Bottom told us the project would



WSBN staff photo

DOT&PF WORKERS HAUL THEIR MATERIALS ACROSS THE BRIDGE. "THEY TOLD US TO PUT THE BOLLARDS IN FIRST—IF WE DID THAT, WE COULDN'T DO THE REST OF THE WORK—THERE'S NO OTHER WAY ACROSS THE RIVER."

run for 8 weeks. He explained that his crew works seven days on, then seven off and they had 4 weeks of work to do. They would be installing braces every 25 feet which bolt on to the huge beams that constitute the bridge structure. At the end of the project, they would be installing restrictions at three locations along the bridge, bringing the opening down to 52". Just before they leave the area, he said, they would be installing two bollards at each end of the west channel bridge, further restricting the opening to 36".

Earl Ratliff, acting foreman for the job, said, "They told me to put the bollards in the first thing—before we did the bracing. I told them, 'OK, but in that case there won't be any bracing. Once we put the bollards in we have no way to get across the river.'"

And how is the crew getting across the river? The same way locals and town merchants have

been all summer—on 4-wheelers!

Faced with the hypocrisy of this action, Swarthout passed the buck. "I will pass this on to Jim Little for a response on what specific authorizations we have to allow motorized equipment use while performing maintenance on the facilities under our care," said Swarthout. "I do know that we use motorized equipment elsewhere, such as sweepers and plows on our bike paths and sidewalks, where motorized use is not allowed for users of the facility." No response from Little has been forthcoming.

A number of McCarthy Area Council and Coalition for Access to McCarthy people have been working together to try and come to some compromise position before DOT&PF actually installs the bollards.

McCarthy Draft EIS meeting

BY BONNIE KENYON

Officials and area residents met at the Zak House in McCarthy on August 21 for an open house meeting concerning the McCarthy Road Environmental Impact Statement (EIS).

Representatives of the Alaska Department of Transportation (ADOT), National Park Service, CH2M Hill, Land Design North and Federal Highways Right-of-Way were in charge of answering the many questions that began soon after the meeting commenced.

"Is there any assurance this EIS will lead to anything?" came the first question from the local attendees.

"This is for real, but there is no assurance," answered DOT Project Manager Janet Brown.

I thought I detected a moan from the midst of the nearly 30 participants.

"Ten years is not a satisfactory time frame for a McCarthy Road upgrade," commented Betty Adams. "How do I speed things up?"

Ms. Brown responded with, "Talk to your legislature about increased maintenance. There is no way to speed up the process."

"Why wasn't this study done earlier?" asked Rick Kenyon.

Janet answered, "It was not a

high enough priority."

Various studies such as the Scenic Corridor Plan (SCP) and, the more recently finished, McCarthy Road/Chitina Valley Roundtable Project were referred to and several wondered where these "studies" fit into the scheme of yet another study.

Referred to as "a stand-alone document," the SCP was jointly funded by the National Park Service and Federal Highways in 1997. But according to Brown, it is a "reference document only and didn't follow the ADOT EIS process." Vicki Snitzler, Planner for the Wrangell-St. Elias National Park/Preserve, feels it will help DOT with the present EIS that is underway. Comments and further questions brought out that since DOT was a cooperating agency on the SCP why wasn't it up to DOT's standards? According to Snitzler, the SCP is usually done on "Park Roads" but the McCarthy Road is state owned and, therefore, has different standards.

Confusion reigned. A question was asked by summer resident, Peggy Guntis, "Why didn't all agencies work together?"

"We did," commented Vicki, "but the law requires a wide

range of alternatives."

At the beginning of the meeting, a well documented booklet was distributed that contained final recommendations prepared by Land Design North (LDN) for ADOT concerning the McCarthy Road. Each booklet was produced at a cost of \$10.32 per copy. Sara Wilson Doyle, Land Use Planner, for LDN was on hand to answer questions on the Roundtable Project. She reminded the group that this study produced guidelines for improving the McCarthy Road, "to find some common ground for DOT." This study was also DOT sponsored.

Long-time landowner Kenny Smith expressed the sentiment of the majority in the room: "Roundtable Study, Scenic Corridor Plan and now another study. We've been studying this road for 61 years now. When will the studies end?"

Ben Shaine commented, "I first came here in 1971—to testify at a McCarthy Road Draft EIS meeting!"

After the meeting adjourned, we asked Ms. Doyle, "What did you hear the people say tonight?" Doyle responded, "It's time to stop studying and start moving dirt!"

McCarthy Kennicott Half Marathon – First Time Ever!

BY BONNIE KENYON

Saturday, August 31st proved to be a beneficial day for locals, statewide and even out-of-state champions of the American Diabetes Association.

Approximately 26 adults from the ages of 21 to 59 registered with JoAnne Woolever at the marathon's starting point – the Glacier View Campground, located at Mile 59 of the McCarthy Road.

McCarthy resident, Dan Myers, Race Organizer, eagerly greeted visitors and entrants alike. Proudly donning the Marathon's T-shirt that depicted the bottom line of the ADA's vision—Cure, Care and

Commitment—Dan shared his dream, “I hope this will become an annual event.”

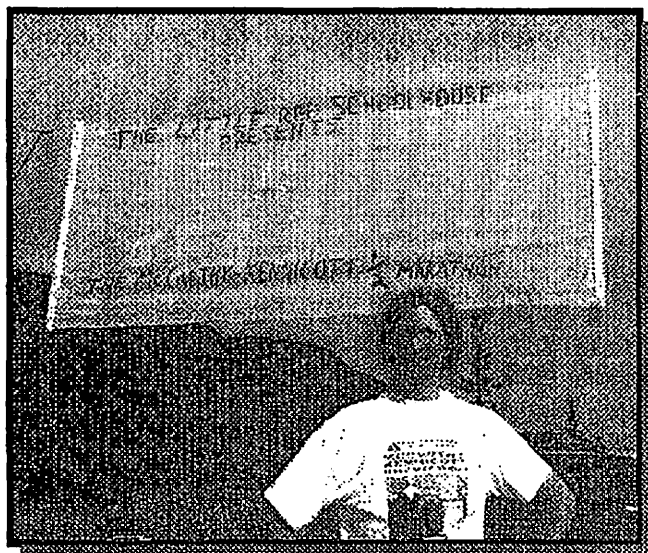
The primary sponsor was Bud Bird of The Little Red Schoolhouse, a Day Care Center in Anchorage. Local businesses in the McCarthy/Kennicott area also provided backing for this special event.

Phoebe O’Connell, District Director of ADA, serving Alaska and based out of Anchorage, was on hand to provide encouragement and information on the purpose of the race and ADA. “Events like this really raise awareness and give a message of promoting a healthy lifestyle. We provide free information, education and referral services to anyone with diabetes. There are 37,000 Alaskans who are diabetic. Our purpose is to improve the life of a diabetic and find a cure.”

Events such as the McCarthy Kennicott Half Marathon not only raise money for research – 20 cents of every dollar – says O’Connell, but they provide a network of education for health aides in the bush and produce summer camp programs for children. Every six months new information, new medications and insulin become available.

Local participants were: Sam Gregory, Mike Loso, Shannon Jacob, Dave Gutterez, Cynthia Shidner, Stephanie Williams, Mike Murphy, Galen Reid, Betsy Bradbury and Karen Bemben.

Overall Winners were: First Place, Mike Murphy (Kennicott Wilderness Guides); Second



DAN MYERS, RACE ORGANIZER.

Place, Dan Bross (KCHU); Galen Reid (Wrangell Mountain Air).

Women’s Class: First Place, Pam Richter, Anchorage; Second Place, Cynthia Shidner, McCarthy.

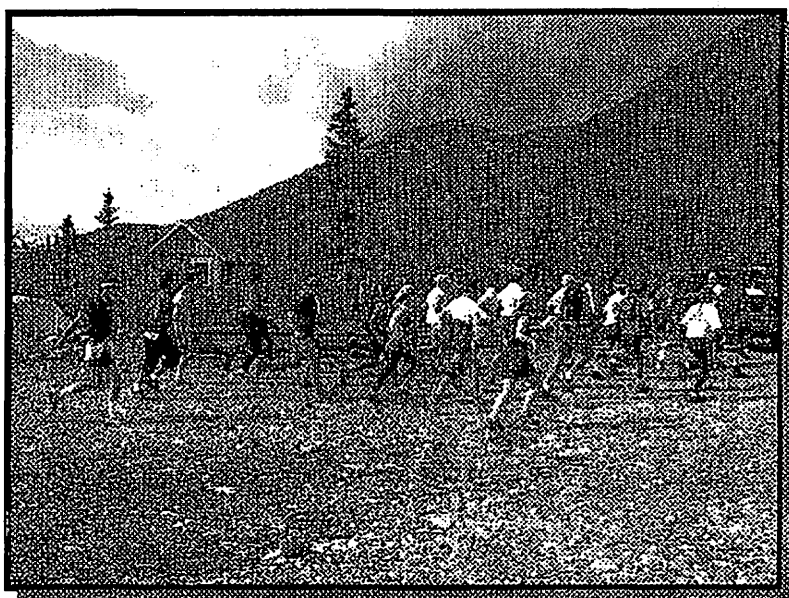
Men’s Class: First Place, Mike Murphy; Second Place, Dan Bross.

Time for first finisher Mike Murphy was 1 hour 29 minutes 31 seconds.

The race started at noon with the last finisher coming in just under 3 hours. The course was 13.1 miles, a gradual climb over gravel road and trails, across Kennicott River and through Kennicott and finishing at downtown McCarthy. Prizes were donated by local businesses.

According to Dan, a net profit of \$2500 was raised and nobody was hurt throughout the entire event.

Congratulations to each winner, special thanks to all who participated, to Birdie of Kennicott, for introducing me to various entrants, and to Chris Epton, co-owner of Glacier View Campground for allowing the use of his place of business. As the racers pushed forward from the starting point, Chris was heard to say, “I’ve never seen this many people leaving my campground at the same time!” Yes, Chris, but, thankfully, for a good cause.



Long Lake fire claims buildings, lives spared

BY KAREN COLLINS-STRAHAN

LONG LAKE—Cliff and Jewel Collins had planned to go on a two-week cruise of the Panama Canal this winter. The cruise plans have been shelved; instead, the Collins' are building a new shed. The old shed, built in 1964, of 16-foot railroad stringers from the Lakina River bridge, burned to the ground on July 16th.

The fire started in the power shed, home to two generators and the freezer. Great-grandson Joshua was fueling one of the two generators, when gas splashed over the side. Seconds later, the fumes ignited and 14-year-old Josh was engulfed in a fireball. Emerging from the flames unscathed, Josh yelled for help and ran to the garden for the gas-powered water pump. Cliff had already been on his way to the shed to get something when he heard Josh yell. He dropped his diamond-willow cane and ran.

"I didn't know he could move that fast," Josh said.

Even small sparks don't mix with weathered bridge stringers and railroad ties, and within ten minutes the surrounding outbuildings were engulfed in flames. Early in the blaze, Cliff suffered a second-degree burn to one hand, hoping to save one of the generators. Phil Bungee, vacationing at Long Lake from Indiana, convinced him to leave it and get back out of the way.

Cliff later told grandson Mike that moments after he stepped out of the way, the copper tubing to the propane tanks melted and the propane burned in a blast of blue flame.

"It was like a jet engine right behind me," Cliff said.

Realizing the buildings couldn't be saved, parties present set to watering down the surrounding area to keep the fire contained. Extreme dry conditions in the area made forest fire a serious concern.

Josh couldn't remember many details.

"I was afraid the whole hillside was going to go up," Josh said. That thought in his mind, Josh raced to turn off propane tanks at the cabin.

Jewel said Josh didn't stop running for hours.

"He ran and got the pump and hose and got it to the dock and running. He was everywhere at once," Jewel said.

Faced with a daunting cleanup ahead, Cliff obtained a burn permit on the spot from the Chitina Fire Dept. Ultimately, the tool shed, power shed, smokehouse, and outhouse were consumed. Late into the night, Josh sat with Phil Bungee, watching the flames burn down.

Days later, Cliff's burn is healing nicely and little things that aren't really all that

important come to mind. The huge, white enamel coffeepot, so familiar at the fireplace on the annual Memorial Day's fly-in breakfast, is gone; Mike laments the loss of the Long Lake sign from the railroad days, posted under the ridge-beam of the shed.

"I wish we could have saved the sign," Mike said.

Josh misses the hand truck he used to move propane tanks.

"I just used it the morning of the fire. I wish I hadn't put it back," Josh said.

Cliff sat in his cabin on a dreary, cool morning in early August, slowly sanding on a blackened wrench.

Asked what he was doing, he answered, "Trying to see if this is a Craftsman. I found about twenty of them. You know, they have a lifetime guarantee." Gradually, the familiar logo appeared. It's a small victory, but a victory all the same.

On the spot where the familiar, weathered grey shed once stood is a bright, new foundation. The smell of fresh lumber is in the air. Rebuilding is planned for the end of August. Plans are drawn up and a construction party of family and friends is expected. A shiny, new hand truck sits near the woodpile, waiting for a home.

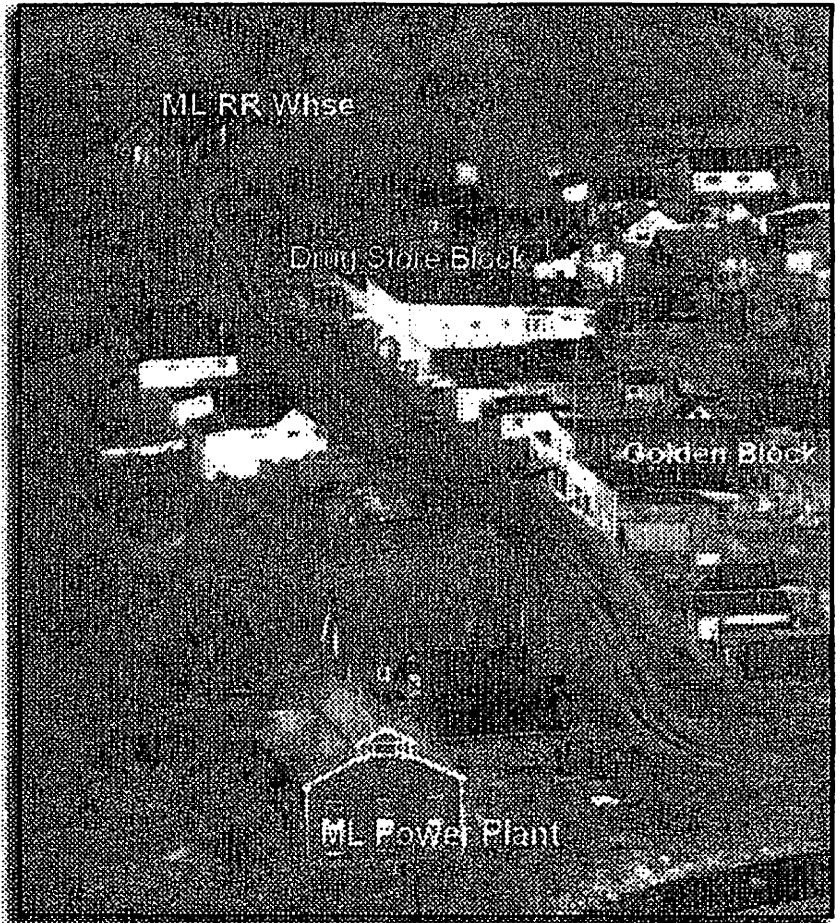
"I think people who believe in a Creator can never take themselves too seriously. I feel that faith allows me to have a kind of optimism about the future. You look around you and you see an awful lot of pain and suffering and things that are going wrong. It could be oppressive. ...I really do believe that God will never let you fall too far. ...When you are in a community of faithful, it makes a very big difference not only in how people treat each other but in how they treat the task at hand."—Condoleezza Rice

McCarthy model under construction

BY RON SIMPSON

Greetings, historic model railroad fans! Many of you have not been able to visit my historic project at Copper Center for sometime, so I am taking this opportunity to give all of you an update.

This season Johnny Galauska returned to help with ongoing construction on the outdoor garden railway and with the models themselves. Johnny has been a part of the project from the very beginning—dating back to 1995 when he painted the first model built for this project—the center section of the curved, wooden, Gilahina River trestle. Since then he has been involved principally in painting and detailing of the models as well as painting of the buildings and structures which house and support the roughly 300 feet of 1:24 scale track. This year, after completing an extensive catwalk which allows close viewing of the entire outdoor model and adding nearly 100 feet of protective covering to the tracks and outdoor model structures, we have begun building new historic model structures for the first time since



Bradford Washburn photo, University of Alaska-Fairbanks

1998 when we completed the Bonanza barrack, 1923 Kennecott power plant, and the Kennecott machine shop.

With the completion of wind and rain-protection fiberglass

walls and roofing, we are now able to turn our full attention to the long-anticipated McCarthy section of the model railway. On July 5th, Mr. Galauska and I, with the kind assistance of Richard Villa, measured the dimensions for the existing Mother Lode power plant now used by the St. Elias Guides at McCarthy. This model, in the usual 1:24 scale, is now nearing completion and will be placed in the railroad model by the time you read this article.

We have also begun the cutting of boards for several structures within the long-gone drugstore block, which will include the Laurie Brothers and Alaskan Billiards building, the Owl Restaurant, and Mecca Billiards Hall, and the massive McCarthy Drug Store itself. All

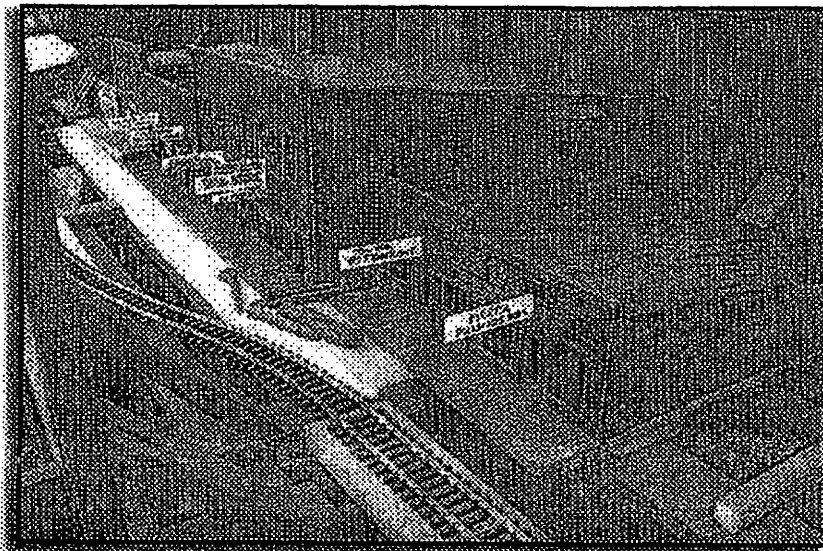
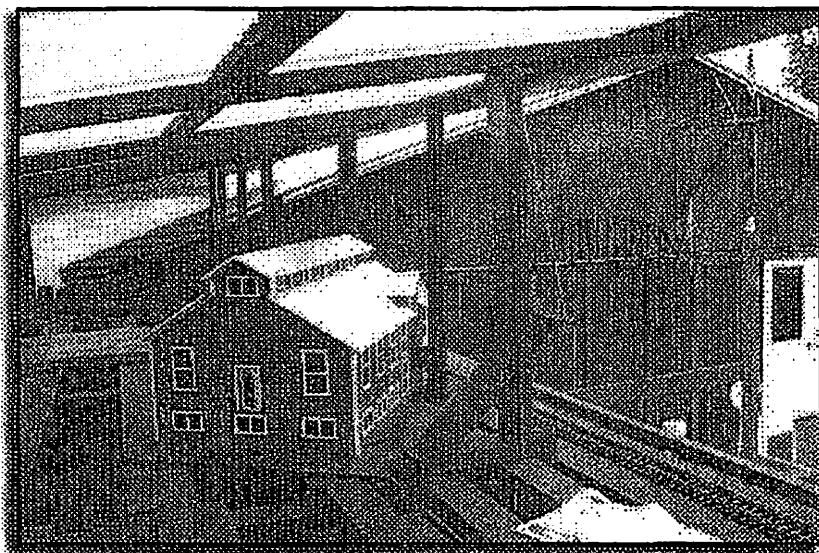


Photo courtesy Ron Simpson



these structures were destroyed by fire in 1941. Three of these locations—the Mecca, the Alaskan Billiards Hall, and the McCarthy Drug Store—are used as scenes in my historic novel, *Legacy of the Chief*.

Other scenes in that same book use the Golden Bar and Hotel. Because of the prominence of this historic business, we will be reproducing this block as well, which also includes O'Neil's Hardware Store and two other businesses.

All of the buildings being reproduced existed along Shushanna Avenue. The last of these to

be built will be a railroad warehouse which I believe to be a part of the early Mother Lode Copper Company properties. We will also be reproducing the two-bay locomotive repair barn at Shushanna Junction immediately north of the turntable, and one of the line shacks.

Finally, as a fitting final touch, since I already have a model of a Victorian-style house which closely resembles Norman Bates' mother's deteriorating mansion from the Alfred Hitchcock movie "Psycho," I went ahead and drew up plans for the

adjacent wood-framed, yellow-colored motel building, along with the large sign which stood in front of this famous movie set. Johnny built and painted the motel model for me, and that piece, along with the mansion and sign now grace the center of the McCarthy model.

It may not be historically accurate, but somehow, it fits.

One final note. For those of you who have read my novel, the narrator character Johnny Gakona Nicolai Gadanski, is closely based on Johnny Galauska, who really is a Native "half-breed" painter and framer. That book will probably be available in paperback for a price of \$35.00 by the time this article appears. The book is still 800 pages, but includes about a dozen added photographs. Of all the Alaskan novels you will ever read—including the famous *Alaska*, by James Michener, this is the one you need to place at the top of your reading list. You will gain a rare Native perspective of one of the greatest historic events to hit Alaska in the last century, and you will find historic mining and railroad detail that exists no where else.

Attacks on park rangers up 950% in 2001

Attacks upon and threats against National Park Service rangers, special agents and other law enforcement officers who patrol the nation's parks, preserves and monuments are rising dramatically, according to new figures released today by Public Employees for Environmental Responsibility (PEER).

Some area residents of McCarthy, Kennicott and other communities in the park have been disturbed by the increasing "military image" of local park

rangers. It seems that more rangers are wearing bullet proof vests and are never seen unless armed, with handguns prominently displayed. Recent reports of AR-15 assault rifles being installed in park ranger trucks are not very comforting.

One possible reason is that rangers may have been reading the latest reports by PEER. The number of threats, harassment and violence towards National Park Service (NPS) law enforcement employees rose a startling 940 percent in 2001, according

to agency incident reports obtained by PEER under the Freedom of Information Act. This represents a nine-fold increase from 10 incidents in 2000, to 104 in 2001.

Most of these incidents seem to be drug related, as often the NPS assists the U.S. Border Patrol in their efforts to stem the drug flow, and to track fugitives. NPS Ranger Kris Eggle was shot to death August 9 in Organ Pipe Cactus National Monument in one such incident.

(continued on page 23)

THE CHITINA LEADER

September 24, 1910

DO NOT WASTE YOUR TIME IN FIGURING WHY A BLACK HEN LAYS A WHITE EGG - BUT GET BUSY AND GET AFTER THE EGG.

THE CHITINA LEADER VOL. 1 CHITINA, ALASKA, SATURDAY, SEPTEMBER 24, 1910. NO. 1

Chitina the Gateway To Rich Mineral Belt

To strangers arriving in any of the ports of southern Alaska, one of the first things that strikes them is the new town of Chitina, on the Copper River & Northwestern Railroad, and which, in the opinion of many, promises to be the most important inland commercial centers of the richest mining country in the world.

The townsite is situated on the south bank of the Copper River, near the junction of the Copper, Kotsina and Chitina rivers, and is located in a valley which slopes gradually towards the north. On the east it is separated from the Copper River by a low range of hills. On the south and fronting the town is one of the prettiest lakes in Alaska, which teems with the gamey trout, greyling and other lake fish.

The famous Copper River & Northwestern Railway runs past the town, almost due east, turns north again, and crosses the Copper River about one mile above the town where a bridge is to be constructed second only to the already famous and completed steel bridge which crosses the river between Miles and Childs glaciers.

Commercially speaking, Chitina is one of the best located towns in Alaska, as it will be the distributing center for the renowned Copper River copper

belt.

The trail, or road from Chitina, which is being constructed to connect with the Valdez-Fairbanks trail at Willow Creek, will be another most important factor in aid of transportation, and within the next few years tens of thousands of tons of copper ore will be mined within a radius of one hundred miles of Chitina.

The Copper River Copper Region

The Copper River is joined about 133 miles from its mouth by its large eastern branch, the Chitina River, the general course of which is nearly west, northwest, and the main branch of the Copper River first bears to the northwest, then swings northeast and finally southeast. Thus the two branches of the Copper, Chitina and upper Copper rivers, nearly surround the Wrangell Mountains. The area included between these two streams, and the leads of the White, Chisana or Shusana, together with the Nebesna rivers, is generally called the Copper River Copper Region.

Chitina Valley

The Chitina Valley is a lake dotted expanse of flat land, with an average width of ten miles, the surface being broken here and there by low, round-topped hills and deep canyons of the streams which cross it.

The Chitina River in its lower 60 miles has cut a deep

channel in the valley, the greatest width being approximately one mile, the banks having an average height of about two hundred feet, and over this gravel floor the river flows in numerous branching sub-channels. The valley is well timbered and furnishes a supply of wood suitable for all requirements. The greater part of the timber is spruce, but cottonwood is abundant on many of the river banks and deltas, and though of little value for lumber, it is nevertheless useful as fuel.

Scenic Beauty

Mountain scenery which surpasses anything in the world can be viewed from near the townsite of Chitina. To the northward are the Wrangell Mountains which run toward the southeast, and merge into the Skoli Mountains. Peaks in these ranges vary in altitude from 8,600 to 16,000 feet, Mt. Blackburn being 16,400 feet and Mt. Wrangell 14,000 feet in height. The lofty summits of these peaks showing up above the mountain ranges with their lee-covered ridges, form a sight that is never to be forgotten by one who has been so favored by the gods ever to have viewed them once. Would the American tourist who spends his money on going to Switzerland to view the renowned Alps only come to Alaska and view the

magnificent mountains and the Copper River region, he would undoubtedly on his return home tell his friends what a marvelous country this great northland is, and we would have within a few years, thousands of people here, living and working one of the fairest lands that the Master Hand of nature has ever produced.

Natives Knew of Copper

Long ever before the white man entered this great copper belt, native copper was used by the Indians for their spear and arrow heads, perfect specimens having been found in the sluice boxes on the Chititu and Dan Creeks. Even today ceremonial knives of native copper are used by the Indians for cutting their first salmon caught at the beginning of the season's run. Lieutenant Allen tells in his work on the Copper River country, how Chief Nikolai showed him specimens of bornite and told him of native copper to be found on Chititu Creek. He also showed him bullets of native copper obtained from the Indians over the mountains, most probably at the head of White River.

Now a Region of Great Future

This region promises to be the greatest copper producing center of the world. Until the building of the Copper River & Northwestern Railway, the Copper River copper regions

were reached during the summer by the government trail from Valdez to Eagle, or by lining boats up the Copper River and in the winter months by the first named route, or by the Tasnuna and Copper rivers. The mineral resources of this region have remained undeveloped for years, for the want of reliable and economical means of transportation.

But with the building of the railroad, and the mines now being so developed as to place them on the productive stage, this region promises to be the greatest copper producing center of the world. A town so fortunately situated as Chitina with all the natural wealth and resources within its very doors, is destined to grow into a large and flourishing city within the next few years.

So many blasts on the vast amount of construction work in and around Chitina, causes but little comment, but now and then an unusually heavy shot, causes the inmates of tents and temporary roofs to rush outside and gaze anxiously skyward. Last week a flying rock crashed through the top of the saloon deck of the steamer Chitina, just missing the head of the steward, who was carrying a platter to the table, taking part of the platter with it to the deck, while the stupefied steward gazed in helpless wonder at part of the dish, which he retained in his hand.

Frank Ackles, the well known teamster, has two teams in Chitina, and he is kept busy hauling from morning 'till night with baggage transfers, and hauling of all kinds.

TOWN RAPIDLY FILLING UP WITH FAMILIES

A lonely bachelor who arrived in Chitina last week,

having an eye for the beautiful, and has a warm spot in his heart for the dear sex, remarked that he could see only one drawback to this town, which was that he had seen and knew of but two or three ladies in the community. It may be of interest to the gentleman, as well as many other gallants in Chitina, to know that there are at least fifteen or twenty ladies already here, the names of some of whom we print below: Miss Clara Krueger, Miss Dixon, Mesdames Stringer, Reeder, Dixon, Tibbs, Sherman, Cloninger, Burkhart, Sehaupp, Healey, Carey, Myers, Hull, Gage, Newhouse and King. There may be others, of whom we did not learn, and before October 1st there will no doubt be double the number already here, for several of the business and married men will have their wives join them as soon as comfortable quarters can be provided.

The hale old follower of all frontier camps, James Hartney, is located in Chitina. He has a good team of horses and is doing contracting and hauling, having just finished a contract for hauling timbers for the Kuskalina Bridge.

RIVER STEAMERS ARE DISMANTLED

With the exception of the river steamer Chitina, which will be kept in readiness for commission, in case of necessity next season, all the river steamers which have plied the great Copper River the past two summers, and have been such important factors in getting supplies and construction material to the front, are now skeletons in the boneyard on the south bank of the Copper River near Mile 133. The engines and machinery were taken out of the Tonsina and Nizina this week,

and loaded on cars ready for shipment to the coast. Most of the equipment has been put on sale at greatly reduced prices and finds a ready sale among the newcomers at Chitina and to prospectors and miners, who can replenish or secure nearly an entire outfit at prices far below what the goods could be purchased for in the states. Nothing but the steamers' hulls will be left, and they will be used as bunkhouses for the steel workers and bridge men, when work begins on the second largest bridge in Alaska.

The Chitina Leader CHITINA, ALASKA

**Cordova Office; Daily
Alaskan**

**Published every
Saturday by**

**WILL A. STEEL HARRY
G. STEEL**

**Editors, Managers and
Proprietors**

**O. E. Bennett, City
Editor**

ADVERTISING RATES:

**Made known upon
application. They will be
found reasonable for the
service given.**

**CHITINA, SATURDAY,
SEPT. 24, 1910**

**LET US MINE OUR
OWN COAL**

THE CHITINA LEADER

Realizing the many advantages possessed by Chitina to make it one of the leading and substantial camps of interior Alaska, and that others appreciate and are taking advantage of this fact, a newspaper was the natural sequence, hence the existence of The Chitina Leader, which greets you today.

The publishers have contemplated this move for

several months past and its realization only awaited the completion of the Copper River & Northwestern Railway to this place and the operation of through passenger trains. This having been accomplished the influx of miners, prospectors and investors to the two hundred miles of copper bearing country that surrounds our new town, as well as the tributary placer and quartz mines, is not far distant, and the Leader is here to welcome these people to one of the greatest mineral bearing belts to be found in all of Alaska.

The policy of the Leader will be along conservation lines, taking an optimistic view of the future of this section and having little or no patience with the pessimist. If we can't boost the country we certainly will not knock it. Our best efforts will at all times be directed towards the upbuilding of Chitina, believing that its resources will justify that end.

The usual disappointments incident to the starting of a new paper have been encountered and while we have no apology to offer for today's issue we hope to improve it from time to time and make the Leader a welcome visitor each week at every business house and cabin in the Copper River valley. With your assistance and co-operation the venture is bound to be a success and the newspaper a power for good in the community.

Everyone in Chitina is naturally interested about the Heney headquarters moving here, and it is problematical that they may do so. We should offer them every inducement. Let us hope.

Sights and smells of the fall equinox

BY NED ROZELL

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

A little girl pulls on her rubber boots and rushes outside into the crisp fall air on September 23. She knows the days are getting shorter, but she doesn't realize this is the autumnal equinox. On the equinox, the sun appears to sit over Earth's equator, causing days and nights to each last about 12 hours everywhere in the world. The girl hears the ground crunching under her feet. The temperature dropped to 27 degrees Fahrenheit the night before, killing many of the plants in her mother's garden. The plants didn't die on earlier nights when the temperature dipped to 32 because sugars within their sap depress the freezing point. She walks to her favorite place, the frog pond, down a forest path. She is surrounded by the gold leaves of birch and willow trees. The trees are responding

to cooler temperatures and a longer night by destroying chlorophyll. Packed within leaf cells, chlorophyll enables plants to convert the sun's energy to sugars. The trees' shift to dormancy allows other pigments within the leaves to express themselves. It's a brief show of color, lasting until the tree forms abscission layers at the base of leaves, at which time the leaves fall to the ground. Beneath the girl's boots, burrowed a few inches into the forest floor, are wood frogs, the only amphibians in northern Alaska. During the weeks ahead, a blanket of snow will protect frogs and other hibernators, such as yellow-jackets and snow mosquitoes, from the cold air. Even close to the warmth of the earth, the frogs will freeze like little green ice cubes—a process that doesn't kill them because their blood contains high levels of glucose. They will thaw and hop away the next spring.

Honks in the air draw the girl's attention to the sky, which is clear and blue because air molecules in the atmosphere scatter blue light. Autumn skies in Alaska are a deeper blue than spring skies for two reasons.

Snow covering the ground in springtime reflects about 90 percent of the light that hits it. Air molecules scatter the reflected sunlight again, washing away a bit of the blue. Fall skies are also free of arctic haze, a wave of pollution from Eastern Europe and Asia.

The particles that make up arctic haze, which shows up in spring, don't scatter blue light as easily as the pure air of autumn. The little girl watches as Canada geese fly in a V formation, leaving the rich breeding grounds of the Arctic for warmer places. Scientists who study flying geese found that a flock of 25 birds in a V can fly 70 percent farther than a single bird using the same amount of energy. In a well-formed V, even the bird at the front receives a benefit from its neighbors. As the girl turns to walk home, she catches the musky smell of fall coming from highbush cranberries. The scent may be intended to lure a creature to eat the tart berries, but the girl wrinkles her nose and walks past the bushes, back up the path to her house. She will not be a seed carrier for the highbush cranberry; it's a task she leaves for the birds.

Major Stock awarded Army Commendation Medal

BY RICK KENYON

It's always nice to hear from our "part-time neighbors"—folks who enjoy spending time here at McCarthy, but are normally found in other parts of the state or country—busy making the world a better place for us all.

Wrangell St. Elias News

readers may remember seeing the photo of the well drilling rig in our last issue, in *Items of Interest*. Bonnie reported on Neil O'Donnell and daughter Catherine's visit and successful water well. Neil's wife, Margaret Stock, couldn't make the trip as she was busy in New York—

teaching law at the United States Military Academy at West Point! (USMA)

Now we learn that our dear friend Margaret, otherwise known as Major Margaret Stock, received the Army Commendation Medal on August 9, 2002, "for her proactive work

organizing, coordinating, and teaching the first ever Combined Arms and Services Staff School (CAS3) course taught at USMA.”

The CAS3 resident course is designed to provide officers with the skills necessary to serve as key staff officers with the Army in the field, and consists of intensive small group instruction in military problem solving and staff communications.

Normally, the course takes six weeks, but Major Stock was successfully able to complete the same course with her students over eight intensive weekends and one two-week final session.

Margaret is a member of the



MAJOR MARGARET STOCK RECEIVING ARMY COMMENDATION MEDAL.

Military Police Corps, United States Army Reserve (and Department of Law civilian Assistant Professor in her weekday job). Says Margaret, “I’m a ‘civilian professor’ Monday

through Friday (wearing regular lawyer clothes and getting called ‘Professor Stock’), but on weekends I magically transform into ‘Major Stock’ and wear a set of crossed pistols on my collar (the symbol of the Military Police Corps) and the rest of that impressive uniform. This is highly confusing to enemies of our great nation, as well as to USMA cadets.”

We congratulate you, Major Stock, but hope that the next time you are in McCarthy we can still call you Margaret!

Guns on the homestead

The packin' pistol

BY RICK KENYON

One of the big problems with guns in bush Alaska is having one at hand when it is needed. When you are out cutting firewood and Mr. Big Bruin pops up behind a bush ten feet away and decides that you are either a threat or lunch, most of us would agree that we would prefer a 12 gauge shotgun or large, powerful rifle. Problem is, it just is not very convenient to go about our daily business in the backwoods encumbered by a “big gun.” Hence the popularity of the .44 magnum, and more recently the .454 Casull type revolvers. These are usually regarded as minimum stopping power for large beasts with sharp claws and teeth at close range.

Note we are not talking

hunting here, but rather everyday carry for either defense against animals or for use on small game or predators. In past years, I had settled on the ruggedly built Ruger Blackhawk in .45 Colt caliber, using heavy bullets. With the proper loads, the old Colt caliber can match the .44 magnum in stopping power, and the Blackhawk .45 weighs 39 ounces compared to the Super Blackhawk’s 45 ounces. While not a great difference, that six ounce saving is welcome after a long day afield. When Smith & Wesson and Taurus started using titanium in their revolvers, I had hoped that Ruger would follow suit in their Blackhawk line. Perhaps they will some day, but for now 39 ounces is the best we can do without extensive work by

one of the sixgun gunsmiths (like Hamilton Bowen) who specialize in custom work on the single actions.

Enter the Taurus Tracker in .41 magnum. At twenty-four ounces with a 4" barrel and adjustable sights, this gun is just too good to pass up for those of us who “carry lots, and shoot little.” While the .41 magnum may be a bit smaller than ideal, believe me when I say that you would not enjoy shooting a gun of this size and weight in a heavier caliber. (The Tracker is also available in .45 Colt, but not yet in titanium. I almost went with the aluminum frame gun in this caliber, but I was concerned that the alloy frame would not hold up to heavy loads.)

With 250 grain bullets at 1200 feet per second, the .41 magnum is no slouch. I normally carry a 325 grain bullet in my Ruger at around 1100 fps, so the .41 isn't giving up too much in the way of power. When you consider that the Taurus weighs 28.5 ounces fully loaded, compared to the Ruger's 48 ounces, (the Taurus carries 5 rounds, the Ruger 6) two things become immediately apparent: The Taurus is a lot more comfortable to carry, if somewhat less comfortable to shoot!

Actually, the recoil of the Tracker is not as bad as you would think. Taurus has done a wonderful job of taming recoil by using a combination of porting, to take much of the upward barrel "flip" out of the equation, and a unique grip called the "Ribber." The Ribber grip's backstrap is molded from a soft-textured elastomer rubber and is thickly cushioned around the reduced-dimension inner titanium grip frame. The front and sides of the grip are formed by wraparound, closely spaced small elastomer "ribs." These soft, flexible ribs deform and squeeze together when grasped, and actually form finger grooves that conform to the size and shape of your hand. When released, they return to their natural shape. These Ribber grips are considered state-of-the-art in revolver grip design, and they really work at reducing the "bite" of the magnum caliber.

I found that with 210-220 grain bullets, the gun is not uncomfortable to shoot, even when fired rapidly in double-action mode. Federal markets a 250 grain lead bullet "hunting load" that definitely has a bite to it,

but is in no way uncontrollable. When facing the big beasties, a heavier bullet is to be preferred in most cases.

Being a handloader, naturally I started perusing the catalogs for a similar bullet to the one that Federal uses. It had been a few years since I had owned and reloaded for the .41 magnum, so I had to get reacquainted with the round. After being somewhat spoiled by the number of components on the market for the .44 magnum and the .45 Colt, I was at first a bit disappointed at the lack of bullets on the market for the .41. But a bit of research turned up an almost identical match to the Federal bullets in the famous Cabella's catalog. A company called LBT makes a "heat treated solid" bullet that almost perfectly matches the bullet used by Federal in their excellent hunting load. In fact, I wouldn't be surprised if it is the same bullet. For the .41 magnum, they have two offerings. Both are solid lead with gas checks and have a wide metplat, or bullet face. One weighs 250 grains, the other 265. I ordered a box of both. Cabella's being Cabella's, a box arrived in short order. Both bullets are nicely cast, but it was soon apparent that the heavier, 265



Model 425 Tracker
.41 Magnum 5-Shots
Total Titanium

grain version is made for revolvers with longer cylinders than the Taurus. I think they can be made to work, but it will take some experimentation with seating depths below the crimp groove and carefully working up a load for the compressed charge. I set them on the shelf for the time being. The bullets come with load data, which I followed closely, and came up with 1180 fps on the chronograph. Group size at 25 yards ran 2" to 2.5", shooting over a rest from a bench.

Other than light weight, the proper holster is one of the most critical factors in carrying a packin' pistol. Oh, sure, for trips to the outhouse they carry fine in a jean's pocket. But for every day use, I like a holster that sits high enough that the barrel doesn't drag on the truck seat, and with enough security that the gun is always where it should be. I enjoy leather work, and often make my own holsters, but I ran across an item by El Paso Saddlery that looked too good to pass up. Their Tortilla model rides high on the belt and has a thumb-break style retaining strap. It's listed on their website for \$50, complete with soft leather lining.

The Taurus Total Titanium Tracker in .41 magnum lists for \$690. Give Hook, Line and Sinker in Valdez a call, ask for Dave, and see if he can save you nearly \$150 like he did for me!

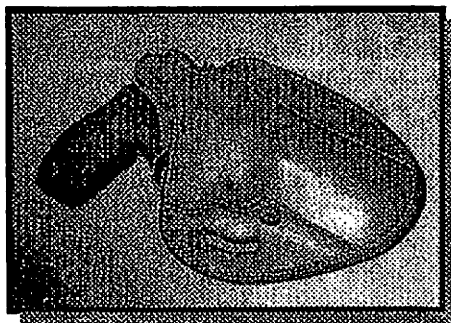


Figure 2

WSEN staff photo

TORTILLA HOLSTER BY EL PASO
SADDLERY.

Book Review – Secrets of the Aurora Borealis

Author Syun-Ichi Akasofu, director of the International Arctic Research Center in Fairbanks, Alaska, is a world-renowned aurora expert and has studied the northern lights since 1958. In *Secrets of the Aurora Borealis*, Dr. Akasofu investigates the science and history behind the light of the aurora, offering a comprehensive look into one of nature's most spectacular phenomena.

This book also presents

indigenous peoples' fearful and poetic reactions to the lights and early northern explorers' awe-inspired descriptions.

Photographs of the most magnificent and intriguing occurrences of the northern lights are captured for the reader. Explanatory diagrams, charts, and satellite photographs interpret the complex physics behind the dazzling curtains of light. A pictorial guide to the different types of auroras reveals how each type of display is

formed.

Secrets of the Aurora Borealis is a crucial guide book for dedicated aurora-watchers and casual sky-gazers alike.

The 112 page book measures 11" x 8 1/2" and comes in softbound, selling for \$23.95. The publisher is Alaska Geographic. For information on purchasing this book you may call 1-888-255-6697 or visit their web site at www.akgeo.com.

ATTENTION McCARTHY & KENNICOTT!

Arctic Chamber Orchestra is scheduled to perform in McCarthy on Saturday evening, September 21st. Time and place is yet to be decided. For further updates, please contact Neil Darish at (907) 554-4402.

Attacks on park rangers up

(continued from page 17)

At times, though, federal employees were targets of people who objected to the government's policies regarding the public lands in their areas.

Park rangers tend to be assaulted more frequently per capita than any other federal law enforcement officials. According to the NPS 2001 annual report, park rangers were assaulted 65 times, and park police were assaulted 39 times. Only some of these incidents were summarized in the NPS' "Morning Report." These accounts, which represent a fraction of total assaults, offer

details about incidents in which NPS rangers and other law enforcement officers have been shot, run over and beaten.

The U.S. Park Rangers Lodge of the Fraternal Order of Police has asked Interior Secretary Gale Norton to commission an FBI study on why so many workers have been attacked.

Despite rising numbers of attacks, NPS—unlike other federal land management agencies—lacks any mechanism for tracking threats or acts of violence against any of the nearly

20,000 full-time permanent non-law enforcement NPS employees. According to an official in its Ranger Activities Division, NPS claims it lacks funds to track incidents at all of the national parks and that such a system may be several years off.

"The Park Service keeps better track of popcorn sales from its concessionaires than it does monitoring hazards to its own work force," said Eric Wingerter, PEER's National Field Director.

"Change has a considerable psychological impact on the human mind. To the fearful, it is threatening because it means that things may get worse. To the hopeful it is encouraging because things may get better. To the confident, it is inspiring because the challenge exists to make things better."—King Whitney Jr.

In The Spirit Of The Copper River and Great Northwestern Railway

The much-anticipated second edition of the historic novel, "Legacy of the Chief" is now out. The soft-cover book contains even more photos than the original limited edition, and is on sale for only \$34.95!

This is the unique and fascinating story of historic Kennecott Copper and its Copper River & Northwestern Railway, during the hey-day of its operation, as seen through the eyes of two of the grandsons of Chief Nicolai—the man who really started it all—as told by one of the descendants of the great chief himself—Ron Simpson.

The book will be available in bookstores throughout the Copper River valley, or through the website of the author, Ron Simpson. For more information, go to: www.legacyofthechief.com/ or copper-railway.com/. Mail orders can be sent to: Ron Simpson / P.O. Box 265 / Copper Center AK 99573 in the amount of \$34.95, plus \$7.50 S & H, or \$10.00 S & H for two copies.

*Ron's grandmother, Helen Nicolai, was a daughter of Skotac Nicolai.

shop Online

Need a new lipstick? Want quick gift ideas?
You'll find it all at my Web site. It's fast. Easy. And
you can shop online any time that's convenient
for you. 24 hours a day. 7 days a week.

MARY KAY®

TAMMY ROWLAND
INDEPENDENT BEAUTY CONSULTANT
WWW.MARYKAY.COM/TROWLAND1
(907) 581-5881

ROWCON SERVICES

GENERAL CONTRACTOR
McCarthy, Alaska 554-4498

Keith Rowland, Owner
Lifetime Alaskan

Excavation & Gravel Products
DEC-approved septic

♪ Over the river and
through the woods,
a-freighting we will go. ♪

Lowboy & Heavy Freight Service



Your gateway to adventure...



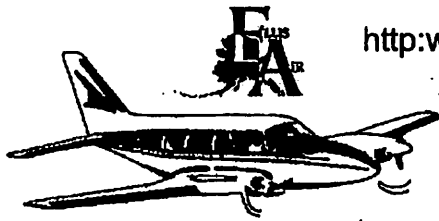
McCarthy Lodge • Ma Johnson's Hotel

Explore the possibilities at www.mccarthylodge.com

1-907-554-4402

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.



<http://www.ellisair.com>

Gulkana/McCarthy	\$80
McCarthy/Gulkana	\$80
Gulkana/May Creek	\$85
May Creek/Gulkana	\$85
Anchorage/Gulkana	\$160
Gulkana/Anchorage	\$160

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

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

Ellis Air Taxi, Inc.

Phone 822-3368

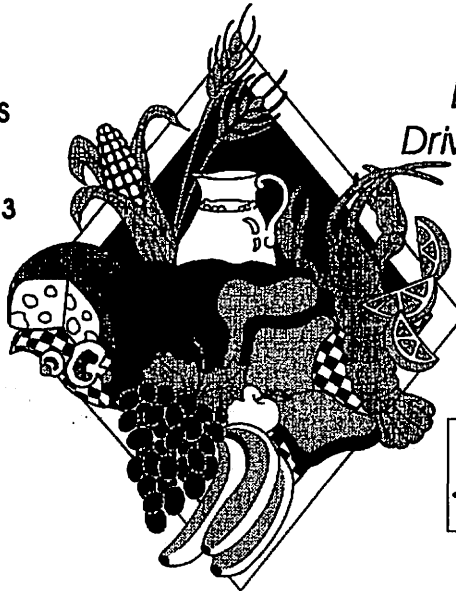
800-478-3368

Gulkana Airfield Box 106, Glennallen, AK 99588

Copper River Cash Store

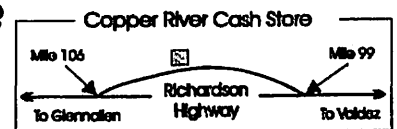
We handle BUSH ORDERS
with SPECIAL CARE!
PO Box E
Copper Center, AK 99573

We take VISA
Master Charge
Alaska Option
FAX 822-3443



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

Stop by and Check
for the Weekly
IN-STORE SPECIALS

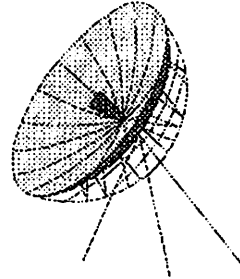


Downtown Copper Center 822-3266
Store Hours 9 am to 7 pm, Monday - Saturday

The New

Caribou Hotel

*Getting tired?
Stop at the Caribou Hotel!
The coffee pot's always on!*



**Warm atmosphere — Hot Tubs — Satellite TV
Full Menu Restaurant**

Mile 187 Glenn Hwy 822-3302 Glennallen, AK



Service Oil & Gas

RESIDENTIAL ● COMMERCIAL

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

*Service sometimes
means going more than
the extra mile.
"We appreciate all our
BUSH CUSTOMERS"*

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



Chevron

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

**Web Site Design
& Hosting
from \$100/page!**

**Kenyon Services
WSEN@starband.net
(907)554-4454**



**Valdez
Realty**

"The Dirt Merchant"

WALTER M. WOOD
BROKER
(907)835-2408
fax (907)835-5462

Cor. EGAN & HAZLET
P.O. BOX 868
VALDEZ, AK 99686
vidzrty@alaska.net

Chokosna River Tracts, Mi. 27 McCarthy Hwy.
Recreation lots from 1-1/4 acre up

Kenny Lake Mercantile

**RV Park—Water & Sewer Dump for Campers—Hotel
*Laundry and Showers — Cafe***

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

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

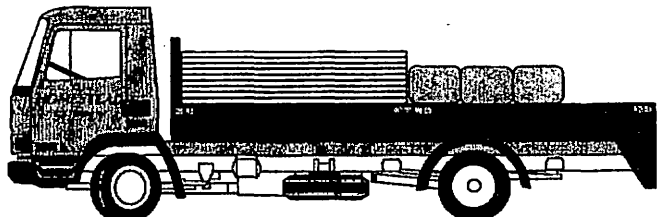
HOMESTEAD SUPPLY

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

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

NEW! Greenhouse and potting supplies!

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



Mile 115.5 Richardson Highway (Box 49) Glennallen

SECURITY AVIATION

CESSNA CITATION * CONQUEST * NAVAJO * CESSNA 310

Direct Air Service to/from
Anchorage, McCarthy/Kennicott

*For your Added Safety —
All Twin Engine Aircraft*

3600 W. International Airport Rd.
Anchorage, AK 99515
(907) 248-2677

Serving Alaska, Canada, & Lower 48

KENNICOTT RIVER Lodge and Hostel

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

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

Accommodations include:

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

You will need to bring:

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

<http://www.ptialaska.net/~grosswlr>
Kennicott River Lodge and Hostel
PO Box 83225, Fairbanks, Alaska 99708
(907)479-6822 Winter (907)554-4441 Summer

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



*Copper Valley
Cellular
welcomes
visitors to the*

McCarthy-Kennicott area.

*We're proud to serve your
communication needs in this remote
& spectacular corner of the world.*

*Copper Valley Cellular—from the
wilderness to the world!*

1-800-235-5414

Cooking with friend, neighbor and Kennecott Kid

BY BONNIE KENYON

I am pleased to introduce (friend) Ted Cebula, (neighbor) Meg Hunt and (Kennecott Kid) Irma Padgett Haaland to you this issue. Each one submitted one favorite recipe so I decided to put them together and create one *Cooking* column.

Rick and I have known Ted for many years. As many of you will recall, he is George Cebula's brother. Ted and his family live in Milwaukee, Wisconsin, but Ted makes (almost) yearly visits to the McCarthy area. George is already preparing for this year's visit and Rick and I always look forward to Ted's regular coffee breaks with us. Ted writes:

For a long time my wife Ginny and friends have been trying to come up with a pot roast recipe that does leave the meat tender and still has flavor. To our liking this crock pot recipe does just that – no knife is needed to cut the meat. To my friends in McCarthy...this might mean running the generator for 8 hours. A good test for the "genny!"

Ted and Ginny's Tender Pot Roast

1 frozen pot roast
4-5 potatoes, cubed
3-4 carrots, peeled and cut
1 onion, chopped
1/4-1/2 teaspoon garlic powder
1 teaspoon salt
1/2 teaspoon pepper
1 can of cream of mushroom soup or celery soup
1-2 Tablespoons powdered brown gravy mix

Cavender's Greek seasoning

Sprinkle the frozen pot roast with the Greek seasoning. (We find this seasoning at Pic 'N Save. In the spice section by the Accent section. It has a yellow background with red and black print.)

Mix all ingredients together in the crock pot and place the frozen, seasoned roast on top. Cover and cook 8 hours on High. You can add celery or any other vegetables you like.

Although Meg lives across the Kennicott River from me, I consider her my neighbor. She and Ed attend nearly every community potluck in our town. Meg's homemade crackers are always appreciated. After sampling them at last year's Christmas program, I was glad her recipe was not a family heirloom that needed to be kept under lock and key! Thanks, Meg, for sharing. Meg writes:

I think this recipe must have come off a Post Toasties box. I got it from a friend. I have modified it slightly, but I can't claim credit for it.

Meg's Cheddar Cheese Crackers

1/2 pound sharp cheddar cheese, grated or mashed
1 stick (4 oz.) Margarine
1 1/4 cups flour
cayenne pepper to taste
2 1/2 cups corn flakes

Mash together cheddar and margarine until smooth. Add flour and cayenne and mix well. Knead in corn flakes. Roll dough

into marble-size balls (or slightly larger); flatten or mash with a fork onto a cookie sheet (no need to grease the cookie sheet). Bake at 350 degrees. If your oven is at all fast, try 325. Bake for 20 minutes, turning as necessary. The wafers should be crisp but not brown. Let cool on absorbent paper. I put down a few layers of newspaper with a paper towel on top.

Irma, a Kennecott Kid, lives in Roseville, CA., but returns to her former home whenever possible. She writes:

I've been in Kennicott each reunion over the last twelve years, the last two with my "Kennecott Grandkids" – Ryan and this year Colin. Here is a surprise recipe for apple pie, when you are out of apples, from a Kennecott Kid!

Surprise Apple Pie

2 cups water
1 1/2 cups sugar
1 1/2 teaspoon cream of tartar

Bring the above ingredients to a boil.

Add 25 whole Ritz Crackers. Boil 2 minutes. DO NOT STIR!

Pour into an unbaked pie shell. Add a few pieces of butter. Sprinkle with plenty of cinnamon and nutmeg. Place top crust on pie. Bake 350 degrees for 45 minutes.

Note to Irma: Irma, I believe our readers would love to have your green tomato pie and green tomato mincemeat recipes. Thanks for offering to share them with us.

A LOOK AT THE WEATHER

BY GEORGE CEBULA

So far the summer of 2002 has been a good summer weather-wise, with June and July temperatures just about average and precipitation a little above average. The high temperature for June was 81 on the 17th (81 on June 28, '01 and 80 on June 9, '00). The low was 29 on June 7th (31 on June 9, '01 and 28 on June 19, '00). The average temperature for June was 54.1. This compares to 55.2 in June 2001 and 53.3 in June 2000. There were only 2 days with a high of 80 or above and 2 days with a low of 32 or lower. The total precipitation was 2.18 inches (0.95 inches in June 2001 and 1.35 in June 2000). *Silver Lake had a high of 80 on June 17th (81 on June 24, '01 and 77 on June 6, '00) and a low of 32 on June 7th and 8th (35 on June 9, '01 and 34 on June 11, '00). The average June temperature at Silver Lake was 53.1 (56.0 in 2001 and 54.3 in 2000) and the total precipitation was 0.98 inches (0.38 inches in 2001 and 0.37 inches in 2000).*

July was a bit warmer and dryer than last year. The high for July was 82 on the 8th (81 on July 19, '01 and 80 on July 4, '00). The low was 34 on July 10th and 30th (34 on July 16, '01 and 32 on July 23, '00). The July average temperature was 56.8, compared to 54.2 in 2001 and 56.2 in 2000. There was 1 day with a high of 80 or above and 6 days with a low of 35 or lower. The total July precipitation was 2.77 inches (3.29 inches in 2001 and 1.10 inches in 2000). *Silver Lake recorded a high of 80 on the 17th (77 on July 18, '01 and 79 on July 8, '00) and a low of 36 on the 31st (40 on July 16, '01 and 36 on July 8, '00). The average July temperature at Silver Lake was 56.5, compared to 55.7 in 2001 and 56.3 in 2000. The total precipitation recorded at Silver Lake for July was 1.63 inches (2.64 inches in 2001 and 1.97 inches in 2000).*

Hidden Creek Lake was late this year releasing its water on August 2nd (July 2, '01 and July 26, '00). The water in the Kennicott River began to rise

during the early morning of August 3rd and crested at 9 pm that evening. The increase was 4.35 feet in 27 hours. The crest was about the same as the last 3 years and there was no flooding. The river was back to its normal level by the morning of August 6th.

The first half of August saw a high of 81 on the 4th and a low of 28 on the 15th. Rainfall for the same period was heavy with 2.90 inches recorded from the 6th thru 14th. Both McCarthy Creek and National Creek came up rapidly and the footbridge over McCarthy Creek washed away on the evening of the 12th. It's about time to think about covering the plants in the garden. The first frost usually occurs in early August and lows below 32 are not far behind.

Freezing temperatures will begin to appear by early September and the first snow should arrive by the end of September. Summer is just about over and winter around the next corner.

(LETTERS TO THE EDITOR continued from page 35)

Senator Fank Murkowski
August 10, 2002
(this was CC'd to us at WSEN)
Dear Senator Murkowski:

I am writing to complain about the lack of responsiveness of the National Park Service, and specifically the Alaska District Regional Director and the Wrangell St. Elias NPS branch, to a specific request I made that the NPS review a decision which appeared to conflict with a stated policy of not competing

with private business.

Neither the local WRST office, nor the director's office at Anchorage, headed by Robert Arnberger, has seen fit to respond to my letter either in writing, by phone or by personal contact.

I have two requests. The first is that the park service be reminded that we as citizens have a right to a written response to specific questions on matters that directly affect us. I believe that being ignored by a federal bureaucracy in this

manner is contrary to good relations with us the citizens.

I would also like my original request reviewed and would like a written response sent to me so that I know if I need to make further requests or take other actions.

I thank you for your attention to this matter.
Ronald N. Simpson,
Copper Rail Histories, Inc.

FOR YOUR CONSIDERATION

Tea, Coal, Busses and Bollards

In 1773, a special interest group—Britain's East India Company—was sitting on large stocks of tea that it could not sell in England. It was on the verge of bankruptcy. Being well connected politically, they were able to get the government to pass the Tea Act of 1773, which gave the company the right to export its merchandise directly to the colonies without paying any of the regular taxes that were imposed on the colonial merchants, who had traditionally served as the middlemen in such transactions. With these privileges, the company could undersell American merchants and monopolize the colonial tea trade.

Various colonies made plans to prevent the East India Company from landing its cargoes in colonial ports. In ports other than Boston, agents of the company were "persuaded" to resign, and new shipments of tea were either returned to England or warehoused. In Boston, the agents refused to resign and, with the support of the royal governor, preparations were made to land incoming cargoes regardless of opposition. After failing to turn back the three ships in the harbor, local patriots led by Samuel Adams staged a spectacular drama. On the evening of December 16, 1773, three companies of fifty men each, masquerading as Mohawk Indians, passed through a tremendous crowd of spectators, went aboard the three ships, broke open the tea chests, and heaved them into the harbor. As

the electrifying news of the Boston "tea party" spread, other seaports followed the example and staged similar acts of resistance of their own.

On May 4, 1911, the citizens of Cordova had their own party, but this time it was tons of coal rather than tea that was dumped into the harbor. The Cordova Coal Party was carefully planned by local businessmen to protest special interest groups in Washington who had been successful in closing down the Bering River coal fields, requiring coal to be imported from Canada. Several hundred local residents had secreted shovels in a dockside warehouse and arranged for all federal law enforcement officials to be called away from town on business.

While the ban on Bering River coal was not lifted, this action did focus nationwide attention on the Prince William Sound community and on the dilemma that closure of the coal fields was causing in Alaska. Sentiment in Congress began to swing toward giving Alaskans more voice in the governing of their country.

When Rosa Parks refused to give up her seat to a white man on December 1, 1955, she was tired and weary from a long day of work.

At least that's how the event has been retold countless times and recorded in our history books. But, there's a misconception here that does not do justice to the woman whose act of courage began turning the wheels of the civil rights movement on that fateful day.

Rosa Parks was physically tired, but no more than you or me after a long day's work. In fact, under other circumstances, she would have probably given up her seat willingly to a child or elderly person. But this time Parks was tired of the treatment she and other African Americans received every day of their lives, what with the racism, segregation, and Jim Crow laws of the time.

"Our mistreatment was just not right, and I was tired of it," writes Parks in her recent book, *Quiet Strength*. "I kept thinking about my mother and my grandparents, and how strong they were. I knew there was a possibility of being mistreated, but an opportunity was being given to me to do what I had asked of others."

The rest of Parks' story is American history . . . her arrest and trial, a 381-day Montgomery bus boycott, and, finally, the Supreme Court's ruling in 1956 that segregation on transportation is unconstitutional.

Two years ago, a local McCarthy resident needed to get across the Kennicott River but the way had been blocked by "bollards," installed by the state at the request of a special interest group. Like the tea in 1773, and the coal in 1911, the bollards were dumped into the river. The state replaced the bollards a number of times, and each time a growing number of citizens joined forces to remove them. Currently the total stands at something like 14 bollards installed and removed. While public sentiment may have

indicated a preference for limited access in years gone by, that is no longer true. A clear majority of residents have shown their preference to keep the bridge open to ATV and snow-machine traffic, as evidenced by

the results of the "Issues and Options" questionnaire sent out by the state when seeking solutions to the parking problem at both ends of the bridge, as well as several petitions sent to

the Department of Transportation's Regional Director Ralph Swarthout. Mr. Swarthout likes to call the bollard removers vandals. Some call them patriots. It depends on your viewpoint.

LETTERS TO THE EDITOR

Friends,

I wanted to take this opportunity to offer a sincere and heartfelt "thank you" to everyone who responded with help and support during the fire at Long Lake on July 16th. What could have ended in tragedy for the entire Chitina Valley resulted in only a loss of things, rather than life or limb. If we were to start listing names we would surely leave someone out, but suffice it to say, we feel extremely blessed to be able to call you all friends and neighbors.

On behalf of all of the entire Collins family,
Karen Collins-Strahan

Dear Bonnie and Rick,

I just love getting the *Wrangell St. Elias News*! I read it from cover to cover. I get to know those living in the area and what's going on. I surely enjoyed the writings from the children.

I love thinking how it would be, living up there once more.

We were appalled when we read that the Chitina Highway Maintenance Station was being closed. Also, we enjoyed *For Your Consideration* as it hit the nail on the head. Many ridiculous things are happening everywhere and we wonder who is in charge.

However, we know who is and will just have to be patient. Things will be taken care of "in good time."

Thanks for your informative and entertaining paper.

We also thank our good Lord for you and Rick and may He keep

you in His loving care.

With Love,
Inger

NOTICE TO THE PUBLIC

FROM KELLY SYREN
WEST MCCARTHY WAYSIDE PARK—THE END OF THE MCCARTHY ROAD.

The colors of Autumn are here but there is a feeling of something not being complete.

I want to ask every community member to please help me in our efforts to stop the bollards from going back in at the bridge over the Kennicott River.

Please, did we not learn how asserting ownership was a huge mistake on September 11? I hate to see this town remain divided into pieces of separate communities.

I am a proud American who loves this beautiful park, and the people who live here. I'm sure if we stop and look at the past history of all the bollards being put in, then being cut down, we can see the need to compromise. Let's neck the bridge down in width, but leave the bollards out so that 4-wheelers and snow-machines can use the bridge. We need the access open for normal use, and for emergencies.

I am very disappointed with the National Park Service for being such a bad community member. You have over 11 million acres of land already—will you never stop from taking more? We really need to work with you, not against you. But you have ignored us for years. You use the public process and the

Roundtable meetings to go around and over the top of us. This has to stop.

I am a mother of four beautiful children and a loving wife who has had to sacrifice 7 of the last 9 years of anniversaries to help pay lawyer's bills. Our snowmachine and 4-wheeler are gone now, sold to try and hold on to our property. Yes, there is an easement through the property, but it is to let people come and go. The rest of the property is used for camping and parking.

I hope the experience of 9/11/01 will remind us that asserting ownership does not work. Compromise is the key to hold everything together. I want only proud American people to help in my cause.

Thank you for your time,
Kelly Syren

(Several of the following were edited for length)

Neighbor Rick,
Would you please publish this Letter to the Editor entitled The Wake Up Call?

I tried to phone in to the KCHU radio station to talk about the important concerns over crossing the bridge into our McCarthy Town. I couldn't get through, we called and called, while the boys did open heart surgery on the old FM radio, doing their best to listen in. If anyone happened to tape the program that day we would very much like to listen.

We really love and appreciate the courage of all the folks of McCarthy, and I would say that

we can see everybody's deep plight concerning the road and the bridge. Although it may not touch my family as close as most, as we are sort of "bent" towards the joy that extreme hardship brings, we in every way share in our hearts with you the needs and frustrations that are upon us all.

We also have been faced with challenges by Park Service threats of road, bridge and mine closures. It seems they would as soon be rid of us permanently so they could have their own way.

It really looks as if they are trying to divide the peoples of McCarthy. The bridge is a good example—and the remarks are literally absurd that Ranger Hunter Sharp has made:

1. Not recognizing any access right-of-way, wanting to deny all access.
 2. Public statements that the NPS wants no local businesses in the park.
 3. Even saying he will fence the park in if he has to.
 4. Wanting no inholders in the park.
 5. Apparently persuading the Department of Transportation to not maintain McCarthy Road access while at the same time wanting to spend \$230,000 to restrict our only bridge or access to only "foot-traffic"—causing extreme hardship on persons living in McCarthy and across the river.
- All aimed at harassing and dividing the local towns' people.

At a quick glance all of this makes no sense, knowing that it is the aim and intent of this Wrangell-St. Elias National Park to encourage visitation to the nation's largest national park. Don't they want us? Need us? Aren't we the people that represent the park and its history. Is it not the devotion of the bush pilots, hotel and lodge keepers, the miners, the families that carved out a living 200 miles from town, that form that personal and

living touch that visitors come to see here in Historic Alaska?!

I DO NOT consider the park service as a person, but rather a ruthless, relentless and uncaring political system of deceptive and harmful motives. They should be our servants, to help us do the things that we know will work for a true Alaska.

But, their goal seems to be to eliminate—and their answer is expressed in their actions to rid the park of all "in-dwellers," doing away with local private business, closing roads and access to private holdings illegally, causing division among the peoples of Kennicott and McCarthy by deception and falsehood.

But the inholders are the real people of the Alaskan bush. After those few months of serving the park's visitors, they alone are left, as the cold winter wind is blowing, and the snow reaches the bridle of a horse. They find the joy of the silent northern lights running wild. A hot cup of coffee at the lodge to help out along the winter trail home. Where, then, are the park officials? The Department of Transportation bridge builders?

They will think of us again when winter turns to spring and break-up roars off the rivers.

They will make their secret plans to clean house in a big sweep, through harassment, fraud and deceit, as they strive for total power and control.

Once they get rid of us, then the roads will open up and become paved, bridges will be built, and fancy parking lots and motor home parks, where you'll get arrested if you leave the designated walkway or park at the wrong angle with your car.

Yes, even though I am new to all of this, it's easy to see down the trail a little ways.

They simply want it all, and you and I are not important. They will install signs that say "don't touch, just look!"

The future? Who are we? Can we survive this onslaught of evil?

"A house divided against itself will fall."

This truth is the *key*. Each one of us has needs and attitudes, and they are none alike, but in our diversity is our power—the power of an unseen resource we know as LOVE. If, when the line is drawn, and the peoples are gathered, the difference will be more than obvious.

When greed of power looks across the great chasm before it, and sees the forces of love, great things will soon transpire.

God is love. What power is there that can prevail against it?

But wait a moment here!

What if we start by realizing that love does no harm to its neighbor. This is the unity and the power that must unify the peoples of McCarthy and Kennicott.

It's very obvious that the park service cares nothing for the people that live in the park. Their outreached hand has a club in it—but in the end it will fail!

Love, in which we can believe and trust, when put into action among ourselves will become unity and foundation that cares for one another, and makes us strong together.

We all need a bridge. Some need it more than others and I need to look at that—what my neighbor needs for his daily subsistence. This should be important to me. Caring is contagious. If you stop and think about those who care for you, it gives you a wonderful feeling. If everybody cared for one another, what a powerful little town McCarthy would be.

But, on the other hand, the park personnel would leap with glee if they could cause us to bite and devour one another. It is supposed to be "Government by the people, for the people," not "Government by the government, against the people."

To sum it up. Yes, the NPS could destroy generations here in McCarthy, Kennicott, Slana and

Nabesna by spreading the deadly disease of greed and power through terrorism, harassment and lies.

But we need to see the light and realize where the battle really is—IT IS INSIDE US!

The challenge is great, but we know that "what we sow, we will reap." Where bitter seeds are planted, hearts will harden, but a helping hand will make the harvest sweet.

The National Park Service has betrayed Alaska. This cannot be good.

But you are my neighbor—thank God you're there—let's get together and look at us, you and me. Let's care about you, and then turn together to face the real danger. We could say, "Remember the Alamo," or even better, "What must I do Lord to be saved?" I do know love is real. It works and never fails. Our survival as a community is challenged, and we love you.

Are we naive, outdated, out of tune, out of step, unrealistic and outrageous? I, my wife and 16 children say, "Yes, love is real and it works." Your challenge is our challenge. We all have the same goal and hope—true preservation.

In Jesus,
The Pilgrims

(this was CC'd to us at WSEN)
August 29, 2002

Commissioner Joe Perkins
Alaska state Department of
Transportation and Public
Facilities
2301 Peger Road
Fairbanks, Alaska 99701-5399
Commissioner Perkins,

We have received a copy of a letter sent to you by Gary Candelaria of the National Park Service dated July 15, 2002. I would very much like to clarify some facts that Mr. Candelaria has chosen not to fully disclose.

During the summer season the footbridge is the only access point for all goods and services to enter the McCarthy-Kennicott

area. As area business people, we spend much of our seasonal budget supporting local services and thus purchase our propane and fuel from the north side of the Kennicott River. The last bollard placed in the bridge forced us to unload our ATV trailer of propane tanks, turn our ATV on its side and our trailers to pass through the bollard, reload trailers, and go purchase our propane. Only to go through the whole process again to get by the obstacle on the return trip.

All our fuel oil in 50 gal. barrels must pass over this access. So far this year starting in April we have had to pass across the bridge 5,000 gal. We are working toward 15,000 gal. DEC approved storage but it still costs us 30% more to hire third parties to cross the river from the north side to our side. This cost is because of DOTs' enforced vision of what this community should be.

Over 98% of our dry goods and groceries are freighted across the bridge in the summer.

Mr. Candelaria speaks of "the introduction of these vehicles is negatively impacting visitors' experience at this site," but he does not correctly inform you that well over 95% of these vehicles are of local origin. That the Park has increased its' ATV and truck presence, that several new offices of Guide Services have opened within the Kennicott site. That a great deal of construction is going on within the site. That many people (year around and summer residents of Kennicott) have simply brought their vehicles to the McCarthy-Kennicott side in order to have easy access to their property. Many seasonal workers at Kennicott bring their vehicles to easily access goods and services in McCarthy. There are now two shuttle services operating from the footbridge, McCarthy and Kennicott with a total of 7 vehicles and hourly schedules.

It seems ridiculous that the Park Service is using less than 5% of the vehicular traffic to justify an argument in support of closure.

We hope you will not be fooled into taking a position that deletes facts, and subjugates the communities' obvious needs to the park services's wishes.

Do not lock down this community, stymie natural growth of services to the largest Park in the United States. Kennicott was an industrial site and cannot be seen as some pristine wilderness. We here in the town of McCarthy, where the bulk of the service businesses are growing know this. We are not the wilderness, we are surrounded by it and that 13 million acres is what people come to see. Our community extends 30 miles around us and the DOT should not be in the business of denying rightful access to its' citizens and the free flow of goods and services to its' citizens.

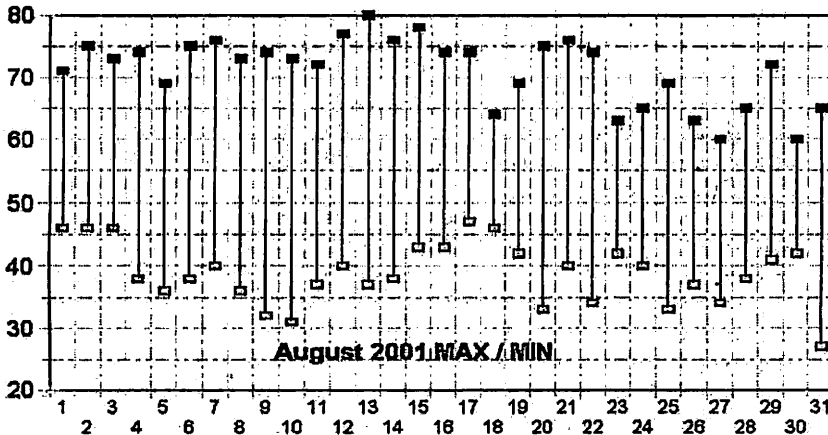
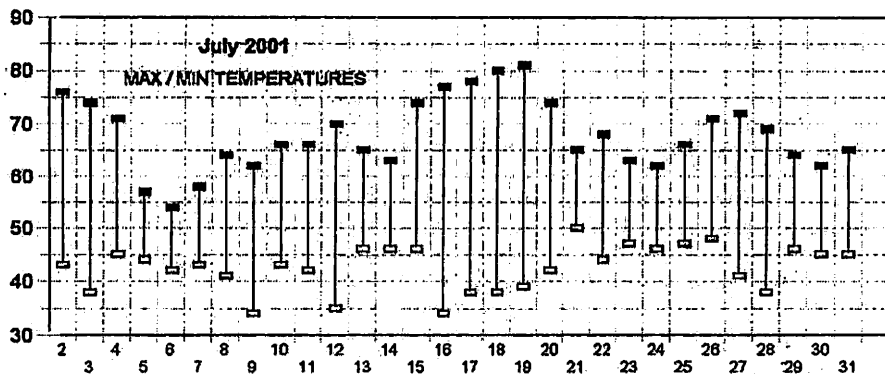
While it is true there are more vehicles in the McCarthy/Kennicott corridor than ever before it is a direct result of the [foot] bridge that this has occurred. Residents have been forced to bring multiple vehicles to the south side simply to continue access to our properties.

McCarthy Ventures, LLC believes the DOT should be addressing the increased growth in population and services in the McCarthy area and take a proactive stance in the development of this community into a delightful tourist experience as well as a growing mercantile and service-entrance into the Wrangell - St. Elias National Park. By blocking our ability to grow naturally into this role DOT will be trapped in the elitist role of creating a gated community that only few will be able to afford to live within.

We solicit you not to allow this to occur, please do not reinstall any more barriers on these bridges until McCarthy has some freight access.

Sincerely,
Douglas Miller
Managing Partner
Neil DarishPartner
(cont. on page 31)

Weather - What can we expect?



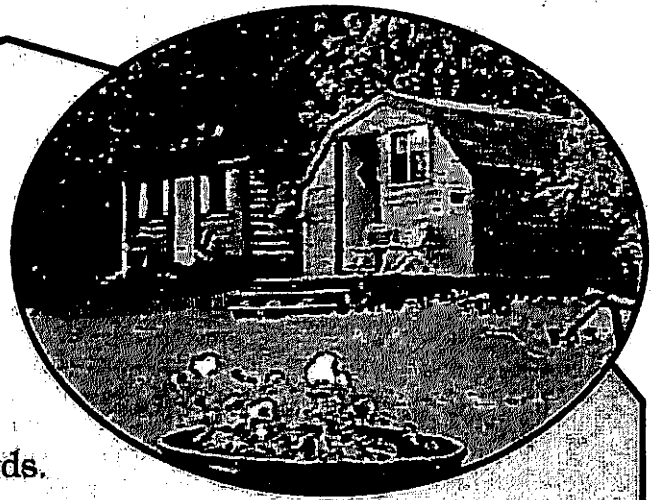
Wrangell St. Elias News
McCarthy
PO Box MXY
Glennallen, AK 99588

Ray
201 Barrow #1
Anchorage

Kraig
AK 99501-2429

5003

Wrangell B St. Elias & News B



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

Phone (907) 554-4454 or email WSEN@starband.net

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

Your hosts, long-time residents Rick & Bonnie Kenyon