

# Wrangell St. Elias News

*"Eternal vigilance is the price of liberty"*

Vol. Nine Issue Four

July & August 2000

Two Dollars

## Who is studying who?



**B**ears and people—put them in the same place at the same time and the inevitable result is conflict. The National Park Service is launching a two year study to see how those conflicts might be alleviated to some degree. To find out how they plan to attack the problem, and how you can take part, read the story on page 16.

The photo above was taken in mid-June in our front yard, next to the garden. The bear "made the rounds" in the neighborhood for about a week, then left for greener pastures.

*Airplanes in the Wrangells—Reeve*

## *A note from the publisher*

BY BONNIE KENYON

**A**nother issue of WSEN is nearly ready to go to the printer (that's Rick!). It occurred to me that this is our 8<sup>th</sup> year of publishing the *News*. The July/August 1992 WSEN was the first issue. Yesterday Rene Welty came over and gave me a hand at inventorying all our back issues. If you are interested in filling in those missing issues, please let us know which ones you need. We are running low on certain issues so now is the time to contact us with your requests.

Summer finally arrived this last week. Our highest temperature so far this year was 80 degrees; it seemed like 100 to me!

The reason I can do a bit of comparing is because during the second week of June I had the privilege of traveling to Minnesota. Getting off the airplane in Minneapolis, my friends and I were greeted with 90 plus degrees! When I returned to McCarthy it actually felt

cool but then this last week our Alaskan summer showed up in style. I thought I was back in Minnesota.

While I was gone, McCarthy was experiencing its own heat wave. When we record high 70's or low 80's, it seems like the 90's of the lower 48. I must admit feeling somewhat guilty when emailing our folks in Florida that we can't work in our garden at 78 degrees. They would love to have their temperatures *cool down* to 78!

Rick and I apologize for being so late in getting this issue out to you. I was gone during what is usually a very busy time for us in writing and finalizing the July/August issue. Rick was swamped with more chores than usual. I trust you find this WSEN well worth waiting for!

We are getting ready to add a couple pieces of equipment to the publishing arm of Kenyon Services. One is a floor model 15 bin collator, the other an

electric paper cutter. Both items are used but still have plenty of good service left in them to aid us in our bimonthly WSEN and the yearly visitor's guide. Up until now we have hand-collated each publication, which is quite labor-intensive!

I must tell you that I saved the best news until last. Rick and I are now grandparents for the 4<sup>th</sup> time!! Caleb Matthew Kenyon was born to our son Rick Jr. and daughter-in-law Maria of Donalsonville, GA. on June 23. He weighed 7 lb. 1 oz. I'll be sure to share a picture of Caleb in the next issue of WSEN.

*Wrangell St. Elias News* welcomes aboard the following subscribers: James Sill, AK; Pat & Blaine Holton, SC; Mary & Linwood Tyler, ME; Julie Hardy, AK; Larry Turnbull, AK; Kerstin Ohlander, NC.; Ken & Rebecca Laving, WA.; John & Madeleine Mercier, UT; Sam & Craig Anderson, AK.



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## Items of Interest

BY BONNIE KENYON

**Art, Ann, Mary, Nelson, Sarah and Ben Ward:** As soon as I am ready to start this column each issue, I begin looking for my first item of interest. It is always fascinating to see who calls or better yet, who arrives on my doorstep! This time it was a very pleasant surprise.

Art, Ann and little Ben came visiting from their cabin at the base of Fireweed Mountain. Their mode of transportation was their Super Cub airplane. Although we aren't that far away as the crow flies, the rough terrain between us makes flying a real comfortable option.

It's probably been a year since we've seen Art and Ann even though we've had a few telephone conversations. In my opinion they don't look a day older, but I was shocked to discover their oldest daughter, Mary, is now 16, going on 17! She and sister Sarah, 7, especially enjoy their 2 horses which Ann trailered down here from their home in Salcha.

Nelson, 14, is becoming quite a handyman around the homestead, says his dad. He is already relieving Art from many of the daily chores of living in the bush of Alaska.

This was my first time to see Ben, 9 months, who has definitely tackled the art of crawling and deserves an A+. It won't be long now and he'll be Nelson's right-hand man!



WSEN staff photo

ANN, BEN AND ART WARD

As the Wards were leaving, they informed us Mary, Nelson and Sarah were in for a real treat. Neighbor Mark Vail was on his way to their cabin to do a Science project with the kids – soap making with choke cherry blossoms.

Thanks for taking the time to visit us, Art and Ann, and for being my first item of interest!

**Doran, Roni, Adam and**

**Bekah Ward:**

Art's brother, Doran, and his family are also visiting at the family property.

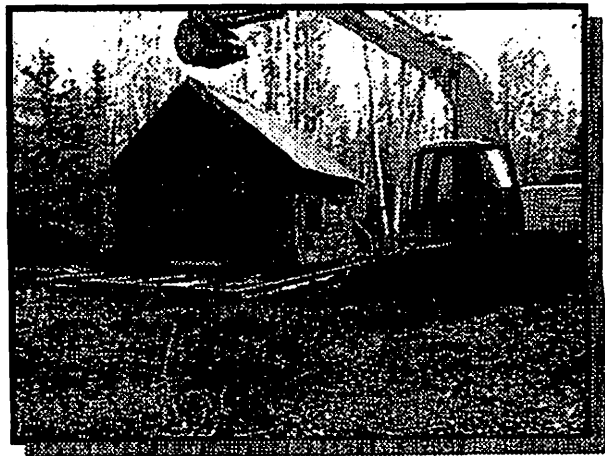
Doran and Roni are building a larger cabin so I'm sure they are making much of the long summer days. Son Adam and daughter

Bekah are giving their folks a hand. I trust having the added space will enable the Ward family to spend more time in the area.

**Ken and Nancy Rowland:** Ken and son Keith teamed up to do some renovation on a house located on Ken's westside property. The "house" is left over from the early days when the Kennecott mines were in operation. In order to put in a new foundation, Keith brought in equipment

to move the house off the old, crumbling timbers. With a solid footing underneath, the historical building is sure to stand for many more years to come. The Rowlands's property has a longstanding history.

In 1919 the 120-acres was homesteaded by a Norwegian farmer Olav Holtet who worked at the Bonanza Mine for the Kennecott Copper Corp. From



WSEN staff photo

ROWLANDS' HOUSE MOVING PROJECT

1919 until the close of the copper mines in 1938, Mr. Holtet's farm supplied hay, potatoes and vegetables to Kennecott and other mines in the McCarthy area.

Later Mr. Holtet began another trade—that of a blacksmith. Even today, the homestead is referred to as “the blacksmith's place.”

When Mr. Holtet died on January 7, 1986, the property passed on to his special friend William Hermann, who, has since passed away. Ken and Nancy recently purchased the old homestead and its few standing buildings. They greatly appreciate the history surrounding their property and plan on enjoying the use of it in the years to come.

Congratulations, Ken and Nancy, for a job well done!

**Harold and Carol Michal:** On June 3 while Rick and I were visiting with Ken Rowland who had stopped by to say hello, the phone rang and the caller on the other end with Carol. She and Harold were visiting their place at Fireweed Subdivision. Carol asked if she could place a special “thank you” in our paper to a pair of very “kind men.” Of course, I said yes, and when she said the names – Ken and Keith Rowland – I had to laugh. I told her one of those men was presently sitting in our living room.

On May 31<sup>st</sup>, she was driving the McCarthy Road in her truck. The road had been freshly graded and, as the case often is, old railroad spikes surface and flat tires are the result. Carol experienced just that. A flat tire and, unfortunately, her spare tire was up underneath her truck. She was trying to decide what to do when the Rowlands

drove up.

Carol said she couldn't thank them enough for retrieving the spare and replacing it for her. She made it home safe and sound, she says, thanks to “those two very kind and helpful men!”

Carol, please know I thanked Ken in person and Keith will be sure to read this as he and his wife Laurie are WSEN subscribers.

**Katy Steger:** While I am passing on thanksgivings, Katy has a few of her own I would like to share. When she stopped by the other day, she says she is so grateful to Tyee Lohse and Don Welty for the “beautiful job they did on her cabin-building project.” Also a huge thank you to Sam and Craig Anderson (Sam is Jeanne Miller's sister) for storing her cabin windows at their place in Palmer. Although this next “thank you” is not really related (unless for the defense of Katy's cabin), Katy said she is grateful for the “shotgun training” she received from her neighbor Lynn Welty.

Katy is really looking forward to this fall. She has a new winter job lined up at McMurdo Station in the Antarctic as General Assistant in odd jobs at the station. Prior to this, however, she plans on visiting her family in New York. She says she can hardly wait to see her one year old niece, Sofia.

A trip to Wales is a “hope” for the future, too. Katy is one busy and adventuresome young lady!

**Don, Lynn, Sarah and Rene Welty:** Sarah and Rene are counting down the days until they leave on their trip south to visit both sets of grandparents. In the meantime, they are finding things to fill those long

days. Sarah told me she and 5 young people from the local area went ice climbing with Bob Jacobs of St. Elias Alpine Guides. She reports that they had a great time and no accidents occurred.

Rene went on a camping trip but unfortunately she did have a slight accident! She cut her foot but was very thankful to have her mom on the trip with her. Rene is recovering quickly and more than ready to embark on her and Sarah's adventure south.

Don is busy flying for Wrangell Mountain Air and Ultima Thule. Lynn has a job with the park service this summer.

Be sure to read Sarah and Rene's article in this issue of WSEN entitled, “The Artist-in-Schools Field Trip.”

**Kenny Smith:** Kenny has lots of summer projects when he arrives each spring. A priority on his “list” is his mile-long water line. Once that was up and running, he had to repair his earth-moving equipment from last year's projects. He told me he finally finished the road work on his property as well. And so goes the Alaskan “bush” lifestyle! Lists of projects and repair work, etc.

Marking off those projects will, hopefully, give Kenny time to relax with his family who are going to visit him over the 4<sup>th</sup>.

**Jim and Peggy Guntis:** It is always good to have our summer neighbors, Jim and Peggy, arrive from their home in Tucson. Daughter Kim (Northrup) is working in Anchorage but she plans on visiting on weekends. Jim is busy getting their electrical system in place (which is his field of expertise). He and Rick did manage to squeak in a couple games of chess the other



WSEN staff photo

JEAN AND CAL WARD

night and I've made my first summer visit to Peg's for our customary tea party and time of catching up. Welcome back, Jim and Peg!

**Cal and Jean Ward:** Our heartfelt congratulations to Cal and Jean who were married April 15<sup>th</sup> in Oregon. Rick and I had the pleasure of meeting Jean when she and Cal paid us a visit recently. Cal has been living in Grant's Pass while taking care of his mother. Jean, a nearby neighbor and a close acquaintance of Cal's mom, enjoyed meeting Cal's family and friends on her trip to the McCarthy area.

Cal and Jean were married by Jean's son Terry Isabell at Hugo Community Church where Terry is pastor.

The Wards will reside in Grant's Pass but hope to revisit Alaska as often as possible.

**Ralph Lohse and family:** Cell phones are an amazing invention and one that I, personally, am grateful for. When Ralph called the other day, he said he was walking across the Kennicott River bridge on an errand and thought he'd say hello! After being gone

for awhile, the Lohse family had returned to Long Lake to discover a mishap had taken place inside their cabin.

According to Ralph's description of the incident, it appears a Wild Golden Eye duck flew down their chimney, managed to push open the unlatched stove door and make havoc of the downstairs.

Ralph said the duck was most likely searching for a nest.

Ralph offered me some good advice: "Keep your stove door closed!" I believe I'll adhere to that wise counsel.

**Denise Jantz:** Another neighbor who has moved up into the cell phone technology, is Denise. I gave her a call the other day and she picked it up on the first ring. I asked her where she was and she answered that she was busy fixing a customer a breakfast burrito! Now that "The Potatohead" has moved into downtown McCarthy (on Shushanna Ave.), I don't see her as often as I used to. However, she is doing very well in her new location, she says, and has a fresh new look to her food establishment. A covered porch now gives Denise's "fine customers a place to stand out of the rain." Denise is thankful to her good friend Ron Shannon of Homer who did the carpentry work.

Her Swift Creek Cabins are off to a great start for their first season. Al and Mona, Denise's parents, came up early to give her a much-needed hand at opening the cabins. They should return in August to spend the

remainder of the summer.

Congratulations, Denise, on all the improvements to the famous "Potatohead."

**Jim and Audrey Edwards:** Summer is always a busy time of year for Jim and Audrey. When I called her the other day I was in-between loads of wash. Come to find out, so was she!

Audrey and Jim are glad to have their friend Max Cott from Germany visiting for the summer. Max is a familiar face to the McCarthy area and is giving them an extra hand with their summer projects.

Speaking of extra hands, Jim certainly needs one these days. He is recuperating from surgery on his right arm. This last winter he slipped and fell on the ice and, although he didn't break his arm, the outcome was still painful and in need of repair. He and Audrey are doing the prescribed therapy at home and trust it won't be long now before things will be back to normal.

The Edwards are preparing for the arrival of Ursel and Walter Mueller of Switzerland. Those of us who have gotten to know the Muellers are eagerly awaiting their visit in July, too.

**Chris and Jan Epton:** Chris and his mom, Jan, are in for their summer operation of the Glacier View Campground. It's always great seeing their smiling faces and catching up on their winter travels and adventures.

Rick and I stopped by a few days ago to sample Jan's delicious barbecue pork sandwiches. It was one of those hot Alaskan days and we found a perfect table in the shade on their deck.

Welcome back, Chris and Jan, and have a great summer season.

# Airplanes in the Wrangells

*"Reeve"*

BY KENNY SMITH

**H**arold Gillam, then Merritt Kirkpatrick "Kirk" were respectively and unquestionably the first and second notable aviators to work the Wrangell Mountains but who should be next in line? As author of this series my first inclination was to choose my father, Merle "Mudhole" Smith, leaving Bob Reeve as number four. Besides, it would serve Bob Reeve right for nicknaming Dad "Mudhole." However, after boning up on Reeve's involvement in the Wrangells, I can't in good conscience ignore the fact that Reeve deserves the distinction of being number three.

Bob Reeve was 30 years old when he arrived in Alaska. Like Kirkpatrick he had extensive aviation experience as a pilot and certificated mechanic before he came. At the time he arrived in Valdez most of Bob's aviation experience had come from very high altitude flying throughout the Andes Mountains in South America. During his three years in South America Bob had met a fellow by the name of Eddie Craig in Chile. Eddie was general manager of Anaconda Copper in Santiago but when younger he had been a mining engineer at Kennecott. He told Bob stories of the mineral wealth in the Wrangells, which led Bob to book passage on Alaska Steamship Company to Valdez in the spring of 1932.

Bob was raised in Wisconsin and like Gillam, Bob had run away from his home just before World War I when he was only 15. He joined the army and

became a sergeant in the infantry. After leaving the service he became a seaman and sailed the world on merchant ships. By 1922 he was back home finishing his high school education. His twin brother Richard had also completed a stint in the army and had entered college. Bob decided to enroll at the University of Wisconsin with him. Bob lasted two and a half years before he had his fill of education. He loved to say he learned two things in college: "I learned to make gin and not bet into a one-card draw."

Bob had been yearning to fly for some time and out of college he began looking for ways to do that. The country was prosperous, as the roaring 20s were at their peak, when Bob found a way to learn to fly. In Texas he went to work for a flying circus and in exchange for wages received flight instruction. In 1926 he qualified for an air transport license and an aircraft mechanic license. By that time Bob's twin brother, Richard, had graduated from West Point and was in the Army Air Corps. Bob joined up too but soon tired of the Army. Having medical troubles with army blood pressure standards gave him the opportunity to quit and begin to learn to fly heavy transports, like the Ford trimotors. With that experience he was able to find employment in South America.

Almost immediately after getting off the boat in Valdez a broke Bob Reeve visited Owen Meals, the local Ford dealer. He had heard that Meals owned an

Eaglerock biplane that had been damaged. A few years earlier Meals had made the first flight from Valdez to Fairbanks. But after a particularly severe accident he decided to not pursue a full-time aviation career. Instead he flew for pleasure and leased the Eaglerock to other pilots. It was one of those pilots who had wrecked the Eaglerock at the Valdez Airport. Reeve made a deal with Meals to rebuild the airplane. Bob would then lease it from Owen at the regular rate.

Bob's first commercial flight in Alaska took place a day after he had completed rebuilding the Eaglerock. I am very familiar with Prince William Sound area since I flew commercially on it for years, so just hearing the story of that first flight makes me tense. A couple of miners saw Reeve test fly the airplane the day he completed it. That night they convinced Bob to take them out to Middleton Island. The miners had heard that gold was in the beach sands out there. Middleton is almost 140 miles south of Valdez and about 70 miles out in the Gulf of Alaska from the nearest point of land. When I flew for Cordova Airlines they always took twin engine equipment out there. At times, crab fishermen would charter us to fly in that direction with our single engine airplanes looking for lost crab pots. We would get so far out over the ocean we couldn't see land and during those trips my nerves would really be on edge. But, we weren't even close to getting off shore as far as Middleton.

Bob took off from Valdez for Middleton with the miners. They reached Middleton and Bob landed but the beach gravel was very loose and the Eaglerock nosed over bending the prop, among other things. The airplane was also stuck below the high water mark. Bob found a block and tackle buried in the beach driftwood and managed to get the airplane higher up the beach just before the tide reached it. He pounded the prop back into reasonable alignment, found the miners and got out of there. By that time Valdez had fogged in, so he turned west and flew another 100 miles managing to land in the Seward area, out of gas. In his book, "Glacier Pilot," Bob says, "it didn't hurt to be a little crazy" if you wanted to fly up here. I believe him. He took the Eaglerock on a charter, immediately after coming out of the shop from a major rebuild, flew almost 400 miles, most of it over open ocean, and cracked it up once again in the middle of the trip. Bob did say later on: "That was my first and last flight to Middleton Island."

It isn't clear which of two business opportunities actually brought Bob to Alaska. Was he going to be an aviation entrepreneur, or was he going to gold mine? Bob was very interested in mining and early on he became involved in a number of claims. Most of Bob's mining interests were in the Wrangells around Chisana and Nebesna. But he seemed to always return to commercial flying. Later, Bob would maintain that his involvement in mining was only meant to stimulate industry and enhance the local economic climate so that aviation would thrive.

Bob leased the Eaglerock for

a while then purchased a Fairchild 51 monoplane. There were quite a few small gold claims in the mountains surrounding Valdez in those days. It took a tremendous effort for the miners to negotiate the glaciers and ice fields to reach these sites. Movement of supplies and equipment had to take place during the winter using horses when the terrain was frozen solid and there was less danger of falling into crevasses. As a consequence, mining operations were small. Most miners believed the big pay day awaited once they could operate year around and expand their operations. Pilot Reeve was the answer to all of this. At great risk he began landing on the ice fields and glaciers. The first pilot to ever conduct commercial operations of this type.

Reeve pioneered quite a few different techniques and tricks in order to accomplish this. At first, most of his operations involved taking off in Valdez on snow with his ski-equipped Fairchild but once summer arrived the snow would melt and his operations had to discontinue. It didn't take Reeve long to come up with another solution which allowed summer operations on skis. He began taking off from the slick muddy tidal flats at the head of Valdez Arm, (immediately east of the present townsite of Valdez). The operation was successful but a horrible mess. Bob had to prop the tail of the Fairchild up on a gasoline barrel so the incoming tide didn't get into the aircraft's tubing. Everything, including Bob, was always covered with salty mud.

It wasn't only on the ice fields above Valdez that Reeve made his reputation as the "Glacier Pilot." In 1937, in a

particularly harrowing experience, he began transporting the Bradford Washburn party from McCarthy onto Walsh Glacier in an attempt to scale Mount Lucania in the St. Elias Range. In March, Bob had made three trips with the supplies but the climbers didn't arrive until mid June. The landings on Walsh Glacier broke the world record at that time, by 1800 feet, for the highest landing on skis. By June the weather was so warm that Reeve got stuck on Walsh Glacier on the first landing and almost had to leave his Fairchild there. As it was he spent four days digging the airplane out and when he finally took off he barely got off the Glacier and wasn't able to make a return trip with the remaining two members of the party. However, Bob did place Bob Bates and Washburn on the Glacier and they made the first conquest of Lucania. Snow conditions were so terrible Bob couldn't fly them off the mountain either so the two men had to walk out to the east, a 125 mile journey. On the way they climbed Mt. Steele and almost lost their lives in the high and treacherous Donjek River.

It's hard to believe, but even back then competition was fierce in the flying business. Kirkpatrick in Cordova, Harold Gillam out of Copper Center and Art Woodley out of Anchorage (Woodley later founded Pacific Northern Airlines (PNA)), were Reeve's foremost competition. Reeve did become a close friend of Gillam. Even though Gillam said such things about Reeve as: "When he first came to Alaska I thought he was 10% crazy and 90% guts. Now I think he is 90% crazy and 10% guts." Imagine that statement, from Gillam,



perhaps the most notorious weather pusher of all time. About Reeve's mud flats flying, Gillam said: "Reeve can have it." And Reeve loved to dish it out too. He exhibited mock displeasure over competitors using his tools and equipment when they were having mechanical trouble at Valdez. So he put up a huge sign on the front of his tool shack, that said: "Opportunity makes damned rascals out of all of us. But opportunity is not knocking here; HANDS OFF OUR TOOLS and spare parts, extra special notice to Kirkpatrick and Woodley Airways."

Likewise, Reeve could also take it, and throughout his life Reeve had no problem making fun of himself. For instance, he put this large sign on his building at the Valdez Airport: "Always use Reeve Airways, slow, unreliable, unfair, crooked, scared, unlicensed and nuts".

Reeve seemed to always get along good with most of his competitors. My father, Merle K. "Mudhole" Smith (nickname courtesy of Reeve from the days they competed for the upper Bremner River mining business) along with Gillam, were friends of his. In the 1950s and 60s both Cordova Airlines and Reeve Aleutian Airways were based in Anchorage. Many was the time when Reeve bailed Cordova Airline out by letting us have access to his well-stocked parts room. (Cordova Airline was founded by my father after he purchased Cordova Air Service.)

I don't believe that Bob was so fond of Kirkpatrick though. Kirkpatrick worked for Gillam at Cordova and later started Cordova Air Service. With Reeve in Valdez, Kirkpatrick must have been Reeve's toughest competitor. One cold winter Reeve had a

forced landing on the Nebesna River and hired Owen Meals and Kirkpatrick to help him change engines. That's about the only reference Reeve ever made of Kirk. Maybe they had a problem on that trip. In the early 1950s Reeve commissioned an artist by the name of Goodale to paint portraits of all the early Alaska bush pilots. Reeve displayed the paintings in the first terminal at Anchorage International Airport. Later he gave them to the University of Alaska at Fairbanks where they were subsequently destroyed in a fire. The only early pilot Reeve left out was Kirkpatrick. Goodale refused to paint the pictures again. However, my father was able to talk Goodale into painting three more shortly before Goodale passed away. Those portraits still hang in the family home in Cordova. They are of my father, Harold Gillam and Kirkpatrick.

Reeve was tall, lanky and tough. Before he met and married Miss Janice Morissette (Tillie) he had no problem with spending time down at the Pinzon bar with the boys or even duking it out on occasion over some minor disagreement or the other. But after Tillie came along Bob became a little more domesticated and they began expanding by producing a fine family, three sons and two daughters.

Throughout his life Bob always seemed able to rise through adversity by letting unfortunate circumstances make him wiser and stronger. Before he came to Valdez he had been stricken with some ailment that left one of his legs weak. This bothered Bob since he knew he might have a difficult time walking out if ever forced down in a real remote area. Nevertheless, at a time when

flying had slowed, he decided to join a Pinzon friend in search for a lost gold mine on the side of Mount Sanford. It was a grueling endeavor and they had to walk over 150 miles. Early on Reeve couldn't keep up with the rest of the party but after three weeks his leg strengthened and he began to hold his own. They never found the mine but Reeve got something out of the endeavor worth a lot more, his health. Later in life a physician told him the bad leg probably had been caused by a touch of polio when he was sick.

Bob was an ardent hunter and after the Sanford adventure he had no problem keeping up with his companions. In 1957, when I was a kid in Cordova High School, I stayed with Noel and Ida Wien during a school festival in Fairbanks. It just so happened that Bob also stayed with them that night. He would have been 55 then, and he was on his way to join a polar bear hunt.

In the late 1930s the government decided to put an end to the cut throat air service that was prevalent all over the United States. The Civil Aeronautics Act was passed and the Civil Aeronautics Board (CAB) was created. The objective of this economic regulation was to issue grandfather certificates in air commerce to those scheduled air carrier operators already established and to limit entry after that. Unfortunately, Bob, among other things, was out of airplanes due to a hangar fire during the critical period the board focused on. So Bob didn't get a certificate at Valdez. He did receive a certificate to fly the Copper River but by then the Kennecott Mines were closed down. This was a very low point in Bob's career and he was



devastated. He moved his operation and family to Fairbanks. He was almost 40 years old, nearly broke and had to start all over again. He did begin again, in Fairbanks, as a non-scheduled charter operator.

Years later, he used the lessons learned from the early Federal regulatory disappointment to his advantage when he founded Reeve Aleutian Airways. Of all the early intra Alaska Air Carriers that held CAB certificates of public convenience and necessity, (Wien Alaska Airways, Alaska Coastal Airlines, Ellis Air Service, Northern Consolidated Airline, Alaska Airlines, Cordova Airlines, Pacific Northern Airlines and Reeve Aleutian Airways) only Reeve and Alaska Airlines survive today. With the possible exception of Ray Peterson from Northern Consolidated Airlines, Reeve was probably the smartest of all the Alaska operators. Reeve secured a niche in the air transport market by holding a very solid route structure throughout the Alaskan Aleutian Chain, an area that was extremely difficult for competitors to penetrate. He was able to maintain some of the highest per mile tariffs in the world and was the only carrier (except for PNA after they received their Seattle authority) ever able to cease dependents on CAB subsidy. As a consequence, being subsidy free, Reeve didn't have to put up with all the government economic intervention in his daily operations and was able to lower operating costs even more.

After moving to Fairbanks, Reeve began contract

operations but it wasn't long before he became engaged in a huge effort, World War II. The U.S. was about to enter into the "Lend-Lease Program" with Russia that involved delivering valuable military aircraft to Siberia. The army's Air Transport Command (ATC) was responsible for ferrying aircraft into Siberia. The route began at Great Falls, Montana. The only airport between Whitehorse and Nome was at Fairbanks. Additional airports on the desolate and rough terrain in Alaska were badly needed.

Probably in anticipation of war, early in 1941, the U.S. Civil Aeronautics Authority contracted with Morrison-Knudsen Company (M-K) to build new airports around Alaska. Bob Reeve was hired by the army as Chief Pilot for M-K, to manage what eventually became a large fleet of company aircraft.

Bob Reeve began the effort to build the airport at Northway, approximately half way between Whitehorse and Fairbanks. That project was one of the army's



Photo courtesy the author

THE "YELLOW PERIL," GOVERNMENT REGISTRATION NUMBER NC224M, ON MARCH 21, 1943, AT MERRILL FIELD IN ANCHORAGE. (NOTE THE EXPOSED STEEL-TUBE TRUSSES REEVE HAD INSTALLED TO STRENGTHEN THE FUSELAGE AFTER HE HAD THE RIGHT SIDE OF THE CABIN CUT OUT TO ACCOMMODATE A 10' BY 6' CARGO DOOR.) MERLE K. "MUDHOLE" SMITH HAD TAKEN OVER WHERE REEVE LEFT OFF BY FLYING THE "YELLOW PERIL" INTO NORTHWAY AND OTHER WAR AIRPORTS BEING BUILT BY THE ARMY WHEN HE LOST AN ENGINE AND ENDED UP CRASHING INTO THE WOODLEY AIRWAYS HANGAR. THE BOEING 80-A'S ARE BIPLANES BUT IN THIS PICTURE THE LOWER LEFT WING IS BADLY DAMAGED SINCE SMITH DESTROYED TWO OF WOODLEY'S PLANES BEFORE HE HIT HIS HANGAR. SMITH COMPLAINED TO REEVE ABOUT THE POOR BRAKES AND REEVE RESPONDED WITH ONE OF HIS FAMOUS VOCALIZATIONS. 24M IS NOW RESTORED AND THE CENTER ATTRACTION AT THE MUSEUM OF FLIGHT AT SEATTLE'S BOEING FIELD.

top priorities for Alaska. Reeve had an airport with two long runways made on the Nebesna River in order to supply the construction efforts at Northway. The airport was named Reeve Field.

Bob traveled to the lower 48 and purchased a huge Boeing trimotor 80-A for M-K to use in the supply effort. He had them install a large cargo door in the aircraft and had external cantilever tubing installed to give the fuselage more strength. The airplane was designed to only carry a few thousand pounds but at one point Bob transported a 11,000 pound boiler in that airplane from Nebesna to Northway.

Bob and his family lived in the camp near Reeve Field at Nebesna for almost a year. Then Reeve moved to Anchorage to work for the Army in the

Aleutians. Gillam took over as chief pilot for M-K and my father inherited the job of flying the 80-A into the Northway site. Shortly after Dad took the job he lost an engine at Anchorage's Merrill Field during takeoff with the 80-A, which Reeve had dubbed "The Yellow Peril." Attempting to stop the aircraft, the brakes failed and Dad plowed through two Travelair 6000s owned by Woodley Air Ways. He finally stopped when the nose of the Yellow Peril smashed through the Woodley Air Ways hangar. Dad complained to Reeve about the bad brakes. Reeve said: "H\_\_\_, you start yelling for brakes, and everybody will be asking for them!"

When I was a kid and would run into Reeve he would always ask me if I knew my old man was a "Triple Chinese Ace." I had no

idea what he was talking about. But in later years I realized that he was referring to the Merrill Field accident. In Reeve's day a "Chinese Ace" was a pilot who crashed an aircraft with out ever getting into the air. Reeve figured Dad was a triple since he wrecked three airplanes at one time without taking off.

It would take forever to recount all of Bob Reeve's adventures in life and his many thousands of hours in the air. Unlike so many other pilot friends of Bob's he did live to a ripe old age. He left quite a legacy too. If one has any doubts just take a trip on Reeve Aleutian Airways today. An outstanding airline still operated efficiently by Bob's children. And all this from a man who the army said had blood pressure too high to fly their airplanes.

## Chitina Sanitation News

CHITINA, AK

The Chitina Traditional Indian Village chose ASCG Inc. to complete a sanitation plan for Chitina. ASCG, Incorporated, an Alaska Native owned engineering and architectural consulting firm from Anchorage, will work together with the Traditional Indian Village, the Community Improvement Association of Chitina, the Village Safe Water Engineer Tom Wolf (from CH2MHill) and the Community to identify water, sewer and landfill options.

This project includes extensive research, analysis and coordination. The project team will interview area residents and visit agency staff to learn of concerns. They will also examine the impacts of seasonal visitors

on the potential water/sewer system and landfill. There will be three public meetings. The first public meeting will be held at the Chitina Village Hall on Thursday, July 6<sup>th</sup> from 7:00pm to 9:00 pm.

The project manager from ASCG is Steve Eng who designed the water systems at the fire house and the Village Hall. He will be joined by Nicole McCullough, an ASCG planner, formerly with the Department of Transportation in Fairbanks. They will be in Chitina, along with Mr. Wolf, for the first public meeting to introduce the community to the project and listen to preliminary comments.

The unique conditions for Chitina identified to date include the following:

- influx of seasonal visitors to the area,
- the multitude and diversity of stakeholders,
- developing an affordable system,
- limited size of townsite lots,
- discontinuous permafrost,
- seasonality of wells and more.

After gathering data, the consultants will return with a list of options and a matrix that compares the alternatives. The final phase will include completed applications to make the proposed system a reality.

For more information about the plan call the ASCG project manager, Steve Eng, or planner Nicole McCullough toll free at 1-800-478-4153.

# NPS—snowmachines not welcome in parks

*Editor's note: Although the Wrangell-St. Elias National Park is currently exempted from these latest regulations prohibiting snowmachine and off-road vehicle use, we think this is an important issue that will eventually affect us here in the Wrangells. In addition, many will remember Mr. Barry from his visit to McCarthy several years ago.*

(WASHINGTON, D.C.)—

Interior Assistant Secretary for Fish and Wildlife and Parks, Donald J. Barry, in late May announced a renewed commitment by the National Park Service (NPS) to immediately begin enforcing existing NPS national regulations regarding snowmobile use in the National Park System. The net effect of this renewed enforcement effort will be the significant reduction of recreational snowmobiling in most units of the System.

the Bluewater petition, NPS first sent a questionnaire survey to the 42 units of the Park System that currently allow recreational snowmobiling. The surveys were designed to assess the extent to which affected units of the system had complied with existing Park Service regulations and past Executive Orders regulating snowmobile use.

"Quite frankly, we were surprised and disturbed by the results of the snowmobile survey," said Park Service Deputy Director Denis Galvin.

snowmobiling are to be allowed in a national park. Executive Orders No. 11644 (Feb. 8, 1972) and No. 11989 (May 24, 1977) close all public lands to off-road vehicles including snowmobiles except where specifically authorized. Moreover, these Orders require agencies that allow off-road vehicle use such as snowmobiling to actively monitor the effects of these uses on the lands under their jurisdiction, and to immediately prohibit such uses whenever it is determined that further off-road vehicle use will cause, or is causing, considerable adverse effects on soil, vegetation, wildlife, wildlife habitat or cultural or historic resources.

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**"The time has come for the National Park System to pull in its welcome mat for recreational snowmobiling," said Assistant Secretary Barry.**

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"The time has come for the National Park System to pull in its welcome mat for recreational snowmobiling," said Assistant Secretary Barry. "Snowmobiles are noisy, antiquated machines that are no longer welcome in our national parks. The snowmobile industry has had many years to clean up their act and they haven't."

The renewed enforcement effort on snowmobiling was prompted by a rulemaking petition that the Department of the Interior received last year from the Bluewater Network and over 60 other environmental organizations in the United States. The rulemaking petition requested that the NPS ban snowmobiling in all units of the Park System. In responding to

"The surveys graphically demonstrated that years of inattention to our own regulatory standards on snowmobiles generated the problem we have before us today. In almost every instance, our administrative records were incomplete or inadequate to allow snowmobiling in parks to continue. Let me reaffirm for the American public that our national parks will be managed in full compliance with our environmental laws."

A wide range of Executive Orders, National Park System legislation and NPS regulations establish high environmental management standards that must be satisfied before recreational activities such as

The NPS Organic Act and General Authorities Act impose additional protective standards by requiring that the Service "shall promote and regulate the use of Federal areas known as national parks, monuments and reservations, to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

Long-standing NPS national regulations (36 CFR 2.18) prohibit snowmobile use within units of the Park System except where designated, and only when their use is consistent with the park's natural, cultural, scenic and aesthetic values, safety considerations, park's manage-

ment objectives and will not disturb wildlife or damage park resources.

The questionnaire surveys completed by those park units allowing snowmobiling revealed that virtually no monitoring of environmental effects had taken place despite this requirement under Executive Order No. 11644 (Feb. 8, 1972). The surveys also demonstrated minimal environmental information or analysis regarding possible adverse environmental effects upon park resources and values.

Deputy Director Galvin said, "there has been a growing concern within the Park Service recently regarding the appropriateness of recreational snowmobiling as a winter use in national parks. This concern has

general recreational purposes will be prohibited throughout the Park System, with a limited number of narrow exceptions. These exceptions would apply to units of the Park System in Alaska and Voyageurs National Park, due to provisions in their enabling legislation regarding snowmobile use, and Yellowstone & Grand Teton National Parks due to the current on-going Winter Use EIS planning process. On-going planning efforts in these units would delineate the extent to which, and under what conditions, recreational snowmobiling would be allowed. In addition to park units in Alaska and Voyageurs NP, another limited set of exceptions would apply where snowmobile use was deemed necessary or essential to provide

at parks that previously allowed snowmobiling would now be expected to rigorously apply existing Executive Orders and NPS national regulatory standards and to assess whether past snowmobile activity would be consistent with any of the narrow exceptions identified by the Service. Unless the standards can be met and exception is found to apply, such activity will be terminated in the particular park.

The NPS has completed a study of the effect snowmobiles have on air quality, "Air Quality Concerns related to Snowmobile Usage in National Parks" (February 2000). The study indicated that air quality in national parks is negatively impacted by snowmobile use. Air quality degradation,

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**Under the new regulatory enforcement effort, superintendents at parks that previously allowed snowmobiling would now be expected to rigorously apply existing Executive Orders and NPS national regulatory standards and to assess whether past snowmobile activity would be consistent with any of the narrow exceptions identified by the Service. Unless the standards can be met and exception is found to apply, such activity will be terminated in the particular park.**

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been triggered in part by the on-going winter use planning effort currently underway for Yellowstone and Grand Teton National Parks, which has focused on the significant adverse environmental effects generated by heavy snowmobile activity in those parks."

Under the Service's new snowmobile enforcement program, snowmobiling for

access to adjacent private lands or to inholdings within a park. The last category of exceptions involve situations where snowmobiles would be allowed to transit across a small amount of park land in order to go from one area of public or private land to another, where snowmobile use was permitted.

Under the new regulatory enforcement effort, superinten-

videotape evidence of negative impacts on the soundscape, wildlife and air resources of Yellowstone National Park, and the compilation of public comments about the Draft winter use plan for Yellowstone NP, are all factors in the decision to uniformly enforce existing rules and to consistently apply the current standards regarding snowmobile use.

**"History teaches us that men and nations behave wisely once they have exhausted all other alternatives." —Abba Eban**

# Snowmobilers challenge Park Service ban

FROM A NEWS RELEASE DISTRIBUTED BY THE INTERNATIONAL SNOWMOBILE MANUFACTURER'S ASSOCIATION (ISMA)

**S**nowmobile manufacturers will join other recreational groups to fight the ban announced by the National Park Service that prohibits snowmobiling in national parks, according to an industry group. "Today, it's snowmobiling; tomorrow it will be campers, hikers, mountain bikers and equestrians, who will no longer be welcome in our national parks," said Ed Klim, president of the International Snowmobile Manufacturers Association (ISMA). "It's important that anyone who enjoys the right to use our nation's parks realize what's happening," Klim said. "The Clinton Administration wants the people out of the parks. It has authorized an enormous land grab that will turn our parks into cloistered preserves where the public is not invited."

parks where it is practiced, noted Klim, contrary to claims by Barry. Klim conceded that such action is not surprising considering that Barry is the former vice president of the World Wildlife Fund with a clear bias against motorized recreation. Last week, U.S. senators from the states surrounding Yellowstone condemned the National Park Service's snowmobiling ban there, saying the NPS relied on bad data and was unconcerned for the area's residents and economy. The announcement comes at a time when the snowmobile industry was eagerly awaiting the results of a government-sponsored study on snowmobile emissions, results of which, according to ISMA, will demonstrate that critics of snowmobiling have been using highly inaccurate data to tar the industry. In fact, the

Arctic Cat introduced a four-stroke concept vehicle that addresses the parks concerns related 10 emissions and noise. Klim said ISMA and other manufacturing groups will use all means available to challenge the nationwide ban. "The Department of Interior claims that if the use of a certain type of vehicle has not been specifically approved by the Department of Interior, then such use is illegal. If that's the case, then there aren't too many things that will be allowed in our national parks," said Klim. "We question whether the Department of Interior, even with the backing of Clinton and Gore, has the legal authority to reinterpret rules that have been in place for nearly 30 years." Moreover, snowmobile and other recreational product manufacturers were encouraged that the National Park Service signed a Memorandum of Understanding (MOU) with Tread Lightly!, the nation's foremost advocate of responsible use of off-highway trails, at the group's annual meeting last month. The MOU was executed to establish a framework for a cooperative relationship under which the National Park Service and Tread Lightly!, Incorporated would cooperate with one another in areas of mutual concern related to use of Federal lands where motorized and mechanized recreation is permitted. Snowmobile manufacturers are now ready to believe that the ban isn't about pollution and emissions at all, but about politics and access. "What we're dealing with here is a presidential administration that claims it

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**Snowmobile manufacturers are now ready to believe that the ban isn't about pollution and emissions at all, but about politics and access.**

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Assistant Interior Secretary Donald Barry said that the Park Service will impose a broad and immediate ban on the recreational use of snowmobiles at nearly all of the country's national parks, monuments and recreational areas.

The decision will directly affect more than two dozen park units where snowmobiling now takes place. Presently, snowmobiling is not practiced in most of the 28 parks where it's allowed. Moreover, snowmobile use is highly regulated in the

Department of Interior's proposed ban partly relied on flawed data from the Environmental Protection Agency (EPA) that overstated snowmobile engine emissions by as much as 90 percent. ISMA points to a record of voluntary proactive efforts by members Arctic Cat, Bombardier, Polaris and Yamaha to develop cleaner fuel-burning and quieter engine designs in addition to the use of bio-based fuels and biodegradable lubricants. This season,

wants to be known for preserving our nations parks. Instead, it will be known for taking them away,"

said Klim. "Such drastic measures need not be taken to ensure the future of our parks

for generations to come. How can such action remotely qualify as democratic?"

## Ban Gets Icy Reception From Sen. Grams

WASHINGTON, DC—

U.S. Senator Rod Grams expressed his strong opposition to the National Park Service's decision to ban snowmobiles from most National Parks in a speech on the floor of the United States Senate.

"I was stunned to read of the seventy of the Park Service's ban and the rhetoric used by Assistant Secretary Donald J. Barry in announcing the ban. In the announcement, Assistant Secretary Barry said, 'The time has come for the National Park Service to pull in its welcome mat for recreational snowmobiling.' He went on to say that snowmobiles were, 'machine's that are no longer welcome in our national parks.' These are not the words of someone who is approaching a sensitive issue in a thoughtful way. These are the words of a bureaucrat whose agenda has been handwritten for him by those opposed to snowmobiling," said Grams.

Grams took the opportunity not only to speak out against the severity of the Park Services decision, but to highlight the importance of snowmobiling in a state like Minnesota. "When I think of snowmobiling in Minnesota, I think of families and friends, I think of people who come together on their free time to enjoy the wonders of Minnesota in a way no other form of transportation allows them. I also think of the fact that in many instances snowmobiles in Minnesota are used

for much more than just recreation. For some, they're a mode of transportation when snow blankets our state. For others, snowmobiles provide a mode of search and rescue activity. Whatever the reason, snowmobiles are an extremely important aspect of commerce, travel, recreation, and safety in my home state," said Grams.

Grams rejected the closed-door approach the Park Service used in reaching this decision.

The last time I checked, Congress should be determining who is and is not welcome on our federal lands."

"And the last time I checked, the American people own our public-lands—not the Clinton Administration and certainly not Donald J. Barry."

If we were dealing with federal land managers who considered the intent of Congress, who worked with local officials, or who listened to the concerns of those most

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**"And the last time I checked, the American people own our public-lands — not the Clinton Administration and certainly not Donald J Barry."**

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"This quick, overreaching action by the Park Service was unwarranted," said Grams. "It did not allow time for federal, state, or local officials to work together on the issue. It didn't bring snowmobile users to the table to discuss the impact of the decision. This decision stands as a dramatic example of how not to conduct policy formulation and is an affront to the consideration American citizens deserve from their government."

Grams also made clear his opposition to the manner in which congress has been bypassed in this and other closures by stating, "The last time I checked, Congress is supposed to be setting the agenda of the federal agencies.

impacted by federal land-use decisions, we might be more inclined to consider their efforts. But when this Administration, time and again, thumbs its nose at Congress and acts repeatedly against the will of local officials and American citizens, it is little wonder that some in Congress might not want to turn over more private land to this Administration.

"I can't begin to count the rules, regulations, and executive orders this Administration has undertaken without even the most minimal consideration for Congress or local officials. It has happened in state after state, to Democrats and Republicans, and with little or no regard for the rule or the intent of law.

"I want to quote Interior Secretary Bruce Babbitt from an

article in the National Journal, dated May 22, 1999. In the article, Secretary Babbitt was quoted as saying: "When I got to town, what I didn't know was that we didn't need more legislation. But we looked around and saw we had authority to regulate grazing policies. It took 18 months to draft new grazing regulations. On mining, we have also found that we already had authority over, well, probably two-thirds of the issues

in contention. We've switched the rules of the game. We're not trying to do anything legislatively."

"Clearly, Secretary Babbitt and his staff felt the rules that they've created allow them to 'pull the welcome mat for recreational users' to our national parks."

"Well, Mr. President. I for one am getting a little sick and tired of watching this Adminis-

tration force park users out of their parks, steal land from our states and counties, impose costly new regulations on farmers and businesses without scientific justification, and force Congress to become a spectator on many of the most controversial and important issues before the American people."

—From a news release distributed by the office of Senator Rod Grams.

## Notice —Friends of Kennicott

KENNICOTT, AK—

Friends is looking for qualified local people to become board members to work on projects that the Friends board takes on. Requirements are that you have e-mail, or access to e-mail, be willing to commit your time and expertise to establish and work toward Friends' goals. We are especially interested in someone with accounting/bookkeeping skills to fill a seat recently vacated by Linda Shaw.

If you are interested, please

contact one of the following people:

Kelly Bay

[Flywma@aol.com](mailto:Flywma@aol.com)

554-4411

Thea Agnew

[Mouzer1228@aol.com](mailto:Mouzer1228@aol.com)

554-4481

Jim Miller

[Xenamxy@aol.com](mailto:Xenamxy@aol.com)

554-4455

Chris Richards

[Crkmwq@aol.com](mailto:Crkmwq@aol.com)

554-4434

Current projects:

Response to NPS EA (Environmental Assessment).

Working with NPS on the restoration of the Rec Hall.

Membership Drive.

Fund-raising efforts.

Friends will also be looking for folks with an interest in Kennicott National Historic Landmark to become members. If you are interested please contact one of the persons above for more information.

## Review of the Kennecott Interim Management Plan

On May 28<sup>th</sup> and June 8<sup>th</sup>, an informal group of interested parties met in Kennicott to discuss the recently released National Park Service Kennecott Interim Management Plan, Draft Environmental Assessment. The intent of the meeting was to determine how the proposed plan might impact the lifestyles and businesses within Kennicott and McCarthy. A variety of issues were discussed that the group felt were important to supporting current community

values.

The group suggested that language be added to the Interim Management Plan to address the following points:

1. How the Park Service and the community will work together, including resolving potential conflicts.
2. How supporting the community and community lifestyles could be of value to the Park Service.
3. How much is enough in terms of pace and scale of

development.

4. How the Park Service and landowners will work together to review covenant issues.

The comment period for the Kennecott Interim Management Plan ends on July 10, 2000. The group hopes to continue meeting between now and that date to pursue the concerns listed above. The public is invited to upcoming meetings. For information on meeting times please contact Rick Jurick at 554-1118.

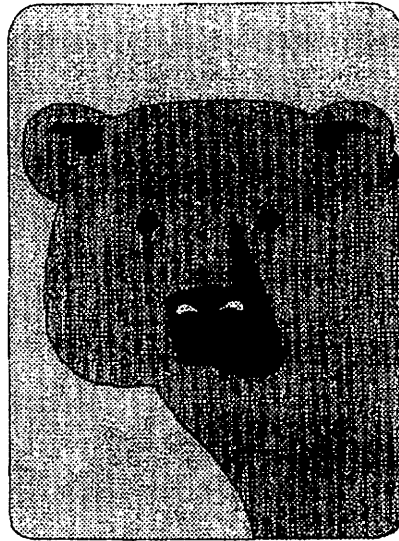


## Bear Study

BY TOM BETTS

The National Park Service will be conducting a bear study in the McCarthy valley over the next two years. The project will be conducted by Jim Wilder. He will be assisted by David Christianson, a volunteer from Montana. The basic objectives of this study are to determine the number of bears in the valley and to record the types of bear-human conflicts which occur in the valley with both residents and visitors. From this data, they will examine ways to reduce the number of bear conflicts.

The population census will be based on non-invasive sampling methods developed in Canada and Glacier National Park. Hair-trap stations will be set up. These stations consist of a scent lure in the middle of a barbed wire enclosure. When bears investigate the scent



stations, they will receive no food reward, but will leave behind hair samples which will be sent to the University of Idaho for DNA analysis. From these hair samples it will be possible to determine the species, sex and individual bears which investigate the scent stations. The study will also utilize bear "rub trees" and "rub

cabins" as much as possible to collect hair samples.

To document the distribution of bears in the valley throughout the season, we will be relying on resident and visitor sightings of bears. Bear sightings forms will be available at the NPS kiosk, in the Jurick building, and at participating businesses in the valley. In order for this study to be successful, Wilder will be depending on the collective bear knowledge of valley residents and their observations. They will also use the bear observations of visitors to the McCarthy area. Any information that local residents can provide on bear habits, seasonal distribution, denning sites, rub trees, bear trails, etc. will be helpful. It is a mighty big valley for two guys to cover, but they say they are looking forward to the next two seasons.

## Fire Season Begins—Burning Permits Required

GLENNALLEN, AK—

The official fire season is here. Permits for burning brush, grass and yard debris, have been required starting May 1<sup>st</sup>. To obtain a burning permit or information about fire prevention and defensible space on your property, contact the Glennallen Division of Forestry Office at (907)822-5534. Permit applications can be found in the May & June 2000

issue of *Wrangell St. Elias News*.

Remember, burning permits are free. They may help you prevent a costly or tragic mistake! Before burning, notify the Division of Forestry to inform them of the location of your controlled burn. This avoids fire response to your controlled burn.

If firefighters are dispatched to a fire and no one is in

attendance of the fire, the fire will be extinguished and you will be charged with the cost of the response. In addition, there are criminal penalties for negligence and carelessness associated with open burning. Please be safe!

If you need to report a forest fire, call 911, or the Glennallen Area Fire Dispatch at (907)822-5533.

**"We may say of angling, as Dr. Boteler said of strawberries, 'Doubtless God could have made a better berry, but doubtless God never did'; and so, if I might be judge, God never did make a more calm, quiet, innocent recreation than angling." —Izaak Walton**

# Post wars continue

BY RICK KENYON

Now you see it, now you don't. That has been the story of the posts at the ends of the Kennicott River footbridge. Since our last issue of *Wrangell St. Elias News*, a new post (post number two) on the west side of the bridge was installed by the Department of Transportation and Public Facilities (DOT&PF). It lasted a few weeks, then disappeared.

Local residents came up with a replacement post. The new post was removable, an apparent attempt to compromise. (Post number three.)

The attempt failed. On June 27, DOT&PF workers removed the "compromise post" and replaced it with a "no-compromise" post. (Post

number four.) The new post is a piece of culvert filled with concrete and has two railroad rails sticking out of the top. They also set a large boulder at the east side of the bridge.

We phoned DOT&PF District Manager George Lavasser in Valdez and asked him why the state replaced the post. He declined to comment other than to say he was ordered to replace the post, and

referred us to the new Regional Director, Ralph Swarthout in Fairbanks. Mr. Swarthout was not available for comment.

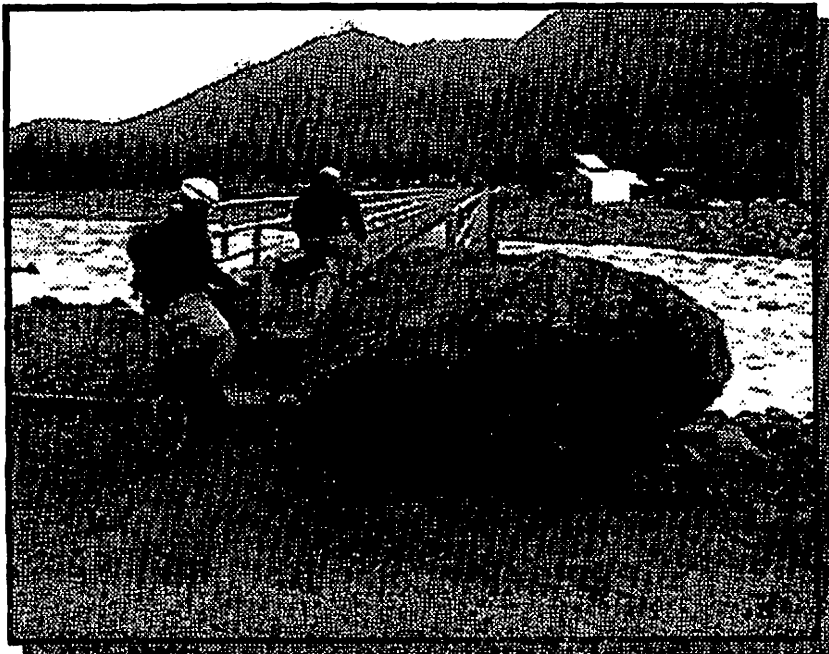
On June 30, post number four was removed, apparently by local residents. The boulder on the east side of the bridge was chipped away to allow passage of 4-wheelers. The inscription "KGB," and "FREEDOM" was spray-painted on the boulder. By July 6, a group of 15-20 community members had moved the boulder aside.

We asked the new Wrangell-St. Elias National Park superintendent Gary Candelaria about the situation at the bridge. His reply was, "That's a DOT problem to solve."



WSEN staff photo

HORSE SEEMS UNSURE ABOUT POST NUMBER FOUR.



WSEN staff photo

VISITORS INSPECT BOULDER THAT WAS BLOCKING HALF OF THE EAST ENTRANCE TO THE BRIDGE.

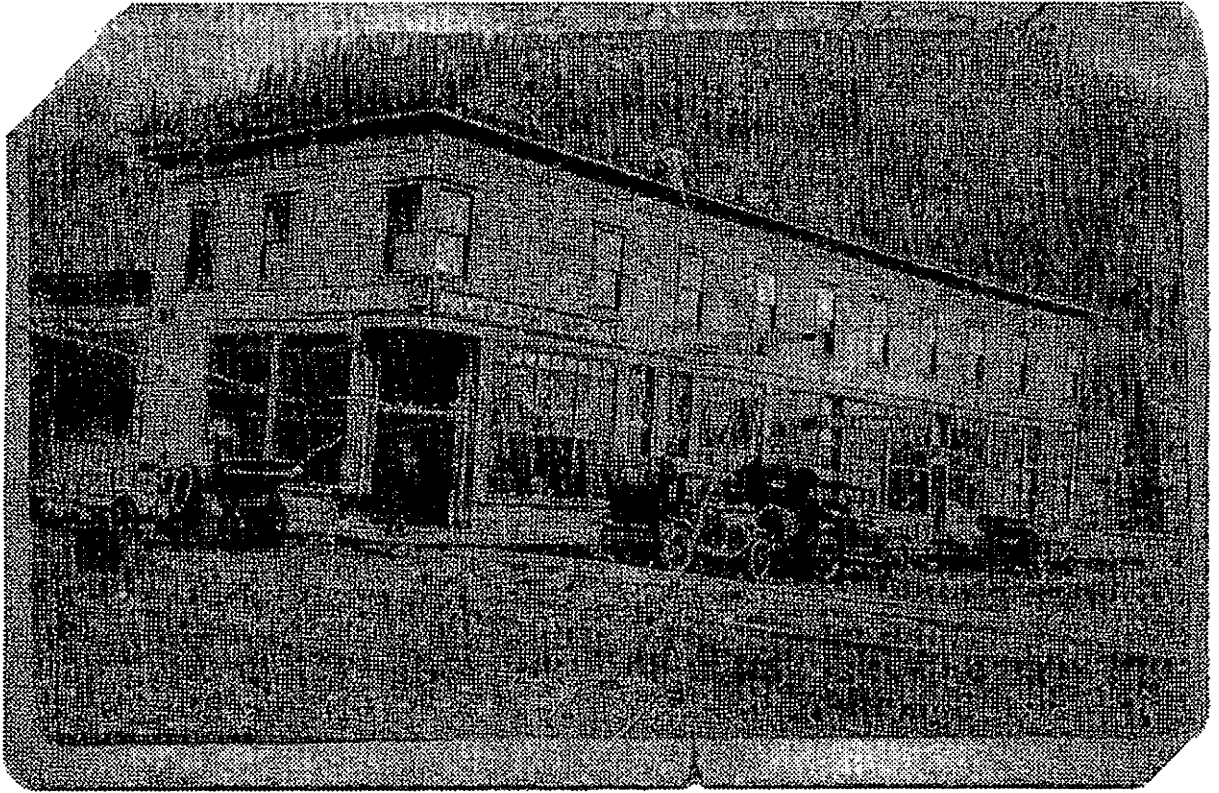


photo circa 1915, courtesy of Lisa Yoshimoto

## Hotel Chitina

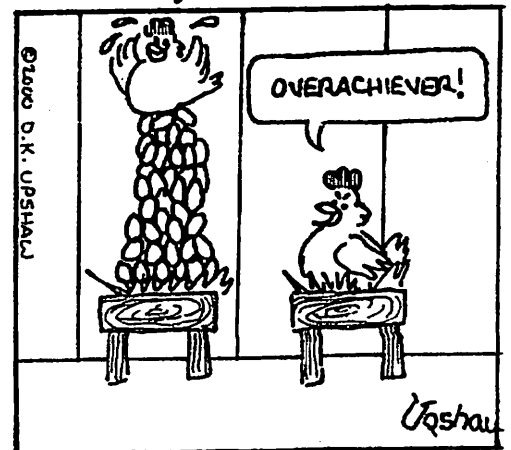
BY RON SIMPSON

Oscar Breedman's Hotel Chitina was built in 1910 as one of the original Chitina structures, predating even the railroad station. It was advertised as a first class hotel, featuring steam heat, electric lights and private baths.

Breedman also purchased the Fagerburg Roadhouse in Blackburn, and he operated the MacCormac Hotel in Cordova.

Although the investment in Blackburn ultimately proved a failure due to the decision of the CR & NW Railway not to place the railroad terminal there, the Hotel Chitina became part of an established tourist route, and this building was expanded to meet the demand about 1917.

The hotel was located just north of the Chitina depot—the ground which has become the new wayside—and to the east of the present Park Service visitor center. With the abandonment of the railroad in 1938, Chitina, along with Kennecott, McCarthy and the entire railroad route except for Cordova became overnight ghost towns. The hotel was dismantled and moved to Kodiak.



# Kennecott Kids Korner

## Kennecott Kid returns

BY BONNIE KENYON

**K**ennecott Kid Nels Konnerup just can't seem to stay away! The first week in July Nels paid another visit to his old home town of Kennicott. This time he brought his two daughters Madeleine and Valerie, and Madeleine's husband John Mercier. If I'm not mistaken this was Nels' fourth visit since he left Kennecott in 1937.

Rick and I are glad that Nels chose our B & B as his base camp this time. Last year he and his son Christopher stopped by for a great time of reminiscing.

A highlight of this year's trip was their hike up to Bonanza Mine. Nels, 84, kept up with the rest of the family members and was thrilled to show them around his old stomping grounds. Needless to say, John, who is a geologist, found the area a wealth of interest.

Shortly after graduating from high school, Nels took a job for Kennecott Copper Corporation working with Frank Morris's dad, Jack, on the aerial tramway. In the early 1920's while Nels attended grade school in Kennicott, his father, Nels Martinus Konnerup, worked as a storekeeper and purchasing agent of dry goods.

Nels promises to write his memories for WSEN and our readers! Thank you for such a fine visit with such a fine family!

Nels resides in Camino Island, Washington. John and



WSEN staff photo

JOHN, MADELEINE, NELS AND VALERIE

Madeleine Mercier live in Price, Utah. Valerie Konnerup calls Yakima, Washington, home.

**I was born in Kennicott...**

BY MRS. MOLLY (MARY) O'NEILL HUCKINS

**I** was born in Kennicott April 10, 1922, and brought home to McCarthy a few weeks later. My parents were Geraldine Dalton O'Neill and John B. O'Neill. My older sister is Geraldine "Deanie" O'Neill.

I left Alaska with my family when I was 8 years old—going to California and later, Seattle, Washington.

I so enjoyed being at the 1998 Kennecott Reunion and it was wonderful to visit McCarthy again - after all these years!

**A remembrance for the Kennecott Kids Korner**

BY JIM BUSEY (AS TOLD AT THE "STORY NIGHT" AT KENNICOTT GLACIER LODGE DURING THE 1998 REUNION)

**S**ome of the things we did at the school included printing the newspaper and pulling each other around on sleds through tunnels we had dug in the deep snow. I recall how Mrs. O'Neill

had to come come up from McCarthy to teach me how to teach her boy Tommy to read.

The pupils during that last year were: Frank, Bruce and Lyle Morris, Johnny Pytel, Ronald Brososky, Billy Humphries, Tommy O'Neill. During my 34 years of teaching, I never had better pupils than those at the

Blackburn School in Kennicott and none were better behaved, gave me less trouble, or were more interested in their school work.

*Jim Busey was the last teacher in Kennecott at the Blackburn School. He and his wife Marian live in Manitou Springs, Colorado.*

**Otto Seiz**

December 1, 1934 to June 2, 2000

On June 2, 2000, Otto Seiz, 65, of Thal Switzerland passed away. Otto's father, Joseph Otto Seiz, worked at Kennicott in the mines and the mill in the early 1930's .

Otto and his wife Wilma made several trips to the Kennicott area visiting the place Otto's father talked so much about.

Otto is greatly missed by his wife, Wilma; three sons, Otto, Jurgen and Ralph; two daughters, Gaby and Heidi, all of Switzerland.

Wrangell St. Elias News extends our deepest sympathy to the entire Seiz family.

# OUR TOWN

July 1925 August

## MAN MISSING TRAGEDY FEARED

A mystery was unearthed this week when John Newman, who had been doing assessment work for Mrs. Underwood at her claims above Dan Creek, was found to be missing from his cabin and blood stains on the pillow and blankets of his bed and on the floor of the cabin.

Geo. Marhoffer first discovered that something was amiss when he arrived at his cabin Monday June 29<sup>th</sup> on his mining property above Dan Creek. Jno. Newman had been occupying this cabin while working on the adjoining claims but when George arrived he found the bed and floor to be covered with blood and no sign of Mr. Newman. Mr. Price of the Dan Creek Hydraulic Mining Co. was notified and he immediately sent out a search party to hunt for him but an all evening search failed to find any trace of the missing man. No further trace has been found.

## LAUNDRY BURNS TO GROUND

On Tuesday evening the building occupied by the McCarthy Laundry was totally destroyed by fire which started in one of the upper rooms used as a bedroom and when noticed had had such a start that all hope of saving the building was abandoned.

The origin of the fire is unknown and was first noticed by the children who observed flames and smoke coming from the window on the side facing the street. The alarm was immediately given out and the whole town turned out to lend assistance. It was soon seen that it was useless to attempt to save the building and attention was turned to saving nearby buildings. Bucket brigades kept water pouring on the roof of the hoosegaw, R. L. H. Marshall's store and L. H. Woodman's house and prevented sparks from getting started into flame. It appeared at one time that the jail was doomed but persistent effort saved it.

The laundry building was owned by Chas. Veach of the Bonanza Mine, Kennecott and was partly covered by insurance.

The sympathy of the community is extended to John Fujitani and Kay Wada, proprietors of the laundry, who lost all their personal effects in the fire as well as having their business destroyed.

July 4

## I SEE BY THE PAPER THAT:

Lawrence Barrett arrived in town Saturday from Seattle where he has been attending high school. He is at present working at the Green Butte.

McCarthy blossoms

forth as a point of interest for tourists. Some twenty people came up on the special excursion train today.

## TWO MOUNT LOGAN MEN RETURN TODAY

Henry S. Hall and Mr. Morgan of the Mount Logan Expedition returned today having left the remainder of the party at the 1800 ft. camp on Mount Logan. They report the greatest difficulties encountered. Delayed by storms and severe cold weather which dropped at times to 30 and 40 below they are waiting for an opportunity to make the dash for the peak. Frozen feet compelled the return of Mr. Morgan.

July 11

## I SEE BY THE PAPER THAT:

E. P. Nelson, who with W. E. James discovered the Shushanna gold fields, arrived in town Tuesday. He has been residing in Seattle for several years.

J. H. Murie and Lou Anderton came in today from Dan Creek, where they have been searching for John Newman. They made a most thorough search but failed to find any trace of the missing man.

July 18

## JNO. NEWMAN'S BODY FOUND

Word came in from Dan Creek Friday evening that the body of John Newman,

who has been missing for three weeks, has been found.

The body was discovered by John Walls near the Penstock on Dan Creek and was in a small prospect hole. After being hurt he had started for help and apparently fell into the hole and was in such a weakened condition that he was unable to get out.

No further details have come in but Jim Murie has been sent to bring in the body. He is accompanied by Marshall Reynolds.

## NIZINA WATER RISING

Since the middle of the week the waters of the Nizina have been rising rapidly due to excessively warm weather the fore part of the week. One of the lakes near the Chitistone is also reported to have broken loose and Mr. Truitt of the Road Commission has been forced to put men on the new bridge to look out for the driftwood which is endangering the piling.

July 25

## I SEE BY THE PAPER THAT:

Harry Boyden and Bill Berry also got in from the Shushanna country with a large pack train Saturday and report a very hard trip owing to the swollen rivers. They were forced to raft the outfit and swim the horses in several places.

### ASK BRIDGE FOR CLEARWATER STREAM

A petition was circulated this week about town to enlist government aid to bridge the Clearwater stream between Young Creek and Dan Creek on the main route to the Shushanna country. The former bridge, a private structure, was washed away in the recent high water.

It is hoped that early action may be obtained.

Aug. 1

### I SEE BY THE PAPER THAT:

Charles T. O'Neill has arrived from San Diego to take a position with J. B.

Aug. 8

### I SEE BY THE PAPER THAT:

Messrs. Bateman, Richelson and McGavock started Thursday morning on a trip to the head of the Chitistone to look over some mining property of Mr. McGavock's there.

### FINE WORK BY LOCAL ARTIST

A fine display of small landscape scenes is on view at the Alaska Soda Fountain, the work of Mr. Frank Harrow, of this town.

Mr. Harrow has the barber chair in the Fountain and spends all his spare time creating these canvases. While you wait Mr. Harrow will transform any spare piece of cardboard into a beautiful Alaska scene with a few deft strokes of the brush and the astonishing part is the amount of detail he can put into a picture in the space of a few minutes.

Aug. 15

### I SEE BY THE PAPER THAT:

Ben Jackson took a fishing trip to the Baltoff lake Sunday returning with over sixty nice Grayling.

Mrs. Eckstrom and children of Cordova, are visiting with Mrs. Nels Tjosevig at their camp.

Mrs. McClinton has opened a ladies hair dressing and beauty parlor in the Panhandle Bldg. on Second Ave.

### SERIOUS ACCIDENT TO A. L. POWELL

While working on his mining claim on Rex Creek, Art Powell was struck on the forehead by a rock and knocked unconscious Monday afternoon. Dr. Gillespie was summoned from Kennecott and arrived on the scene about three o'clock Tuesday morning and found that the injured man had his skull fractured in two places. Nothing could be done until he could be moved to Kennecott hospital for an operation which necessitated carrying him by stretcher from the claim to Sourdough cabin a distance of some twelve miles. From there he was brought in by truck and got to the hospital about seven o'clock Tuesday evening during which time he had not regained consciousness.

Dr. Gillespie operated the same evening and removed the pressure from the brain and reports Wednesday morning were that his chances of recovery were about even.

### PAINTING EPIDEMIC HITS MCCARTHY

When J. B. O'Neill started adding a coat of paint to his store he started something for the whole

town seemed to get the 'bug' and as a result many buildings are now resplendent in a brand new coat of paint.

The two garages, the Pastime, the Club are all re-adorned and even the News boast a new sign.

### DINNER PARTY FOR MISS DALTON

Mrs. J. P. Gaskill, of Green Butte, was hostess at a pretty dinner party last Saturday evening in honor of Miss M. Dalton who is visiting with her sister, Mrs. J. B. O'Neill.

The house was beautifully decorated with Japanese lanterns and adorned with wildflowers.

Guests included Miss Dalton, Mrs. J. B. O'Neill, Miss Lockwood, Miss Dennis, Miss Crabb, Mr. J. B. O'Neill, Mr. Olson, Mr. Buckle, Mr. Johnson, Mr. Metzger.

### CIVIC PRIDE AND CIVIC UPBUILDING

McCarthy is in the midst of a good sized building boom.

Two or three new buildings have been erected while a dozen or more have altered or enlarged.

This boom has been the direct result of a little civic pride and unselfish thoughtfulness in the putting on the market of a considerable quantity of good lumber at a price that does not make one throw up his hands in holy horror, and the buildings stand as a permanent and useful monument to this thoughtfulness.

McCarthy might well take heed of this little object lesson. Civic pride has long been noticeable by its absence and it is high

time that we spared a little thought from our own pleasures and well being to consider the town collectively with a view to its betterment and future prosperity - perhaps to its future existence.

This can only be accomplished by submerging selfish interests in the interest of the common good.

Aug. 22

### I SEE BY THE PAPER THAT:

J. B. O'Neill and family motored to the Nizina and spent a couple of days this week testing the excellent swimming in Baltoff Lake and teasing the fish.

### A. L. POWELL PASSES AWAY AT HOSPITAL

The sad death occurred at Kennecott hospital early Sunday morning of Arthur L. Powell, well known and deeply respected old-timer of McCarthy and district.

Mr. Powell suffered from a double fracture of the skull when he was hit on the head by a falling rock at his mining claim on Rex Creek on Tuesday of last week.

Mr. Powell was so well known in the community as to be a landmark and his genial disposition had marked him as a friend to all. He was typically an Alaskan and has been in most of the stampedes throughout the country and his excessively energetic disposition has done much to developing the north country.

The sympathy of the community far and wide goes out to the widow and infant child who survive him.

Aug. 29

# Reports of oil's death greatly exaggerated

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.*

In 1874, the chief geologist for the state of Pennsylvania had some bad news. He said that if people insisted on using oil lamps to light their houses, U.S. oil fields would run dry by 1878. A century later, U.S. oil fields have produced more than 150 billion barrels of crude oil. We didn't run out of oil in 1878, or in 1978. Does anybody know when we will run out?

In a report by the International Energy Agency in Paris, geologists estimated there are 1.5 trillion barrels of oil left on Earth. John Edwards, a researcher at the University of Colorado at Boulder, reckoned that 2 trillion barrels of oil exist in known and undiscovered deposits.

Either estimate would provide enough oil to last through the next century, but as the Pennsylvania geologist found out in 1874, it's not easy to predict what we can't see.

"All we're doing is guessing," said Wes Wallace, a professor of geology at the Geophysical Institute. "As we learn more, the guesses get better, but they're never going to be precise. There's lots of oil, but getting it out at an affordable price is the major controlling factor."

The type of crude oil that in large part fuels Alaska's economy is made up of the remains of prehistoric creatures and plants. The critters and algae that are now crude oil lived millions to hundreds of millions of years ago. After they died and their remains were subjected to pressure from the rocks above and heat from the inner earth, the mess cooked for a few million years or so and became crude oil.

Because it takes so long for crude oil to develop, it's a non-renewable resource. Once oil is gone, it's gone. Analysts for the American Petroleum Institute projected that the world's oil supply will allow production to continue at today's rates at least to the year 2050.

New technology is the major reason the oil deadline keeps getting pushed back. Wallace said that during the past 10 years, dramatic improvements in technology—such as 3-D seismic surveys, horizontal drilling, and drilling in deeper water—have made it possible both to produce more oil from known fields and to discover and produce new fields.

The need for new oil is fueled by the world's dependence on the substance for everything

from gasoline to the clingy plastic that wraps our sandwiches. The U.S. Energy Information Administration reports that the United States used 18.6 million barrels each day in 1997. A barrel equals 42 gallons, so Americans used 781 million gallons of crude oil per day in 1997. The EIA also calculated that in 1997 Americans used 25 barrels of oil per person per year. That means every man, woman and child used more than 1,000 gallons of crude oil that year, the rough equivalent of eighteen 55-gallon drums of crude oil for each person.

Where's all that oil coming from? According to the Oil & Gas Journal and the U.S. Geological Survey, the Middle East has by far the largest oil reserves, at about 666 billion barrels. North America is thought to have about 106 billion barrels, and Eastern Europe, including Russia, has about 104 billion barrels that are now thought to be recoverable. North America and the Middle East also are the areas that analysts think have the largest undiscovered reserves, estimated at 121 billion and 122 billion barrels, respectively.

**"Humor, a good sense of it, is to Americans what manhood is to Spaniards and we will go to great lengths to prove it. Experiments with laboratory rats have shown that, if one psychologist in the room laughs at something a rat does, all of the other psychologists in the room will laugh equally. Nobody wants to be left holding the joke." —Garrison Keillor**



## Exercise TARTAN HUSKY coming to McCarthy

DUNDEE, SCOTLAND—

**T**ayforth Universities Officers Training Corps is mounting an exercise in July and August 2000 to Wrangell-St Elias National Park and Preserve.

Tayforth Universities Officers Training Corps is a British Territorial Army Unit, similar to the ROTC, based in Dundee in Scotland, which incorporates students from the universities of Abertay, Dundee, St Andrews and Stirling. The unit aims to introduce these students to the British Army and develop their leadership potential. About 30% of the students continue into the army after graduating and of the remainder, many will continue with the Territorial Army after graduating, while at the same time going into a civilian job. Despite being an army unit, Tayforth's training directive states that 40% of its training must be of a non-military nature. One of the key non-military activities is adventurous training.

Exercise TARTAN HUSKY is a combined adventurous

training and community aid exercise which marks the culmination of the training year and is considered to be its highlight. The aims of the exercise are to improve the leadership skills of the participants while at the same time teaching mountaineering and survival skills in a remote, mountainous location. The group will consist of 18 students, called Officer Cadets, and five other staff. Four of the staff are qualified Army mountaineering instructors and will be instructing the cadets during the mountainous phases of the exercise. The last member of the team will deal with the administration for the group during the exercise. The group will also be joined for part of the exercise by Lieutenant Colonel CM Lavender MBE RGBW, the Commanding Officer of Tayforth.

During their time in the Park and Preserve, the participants will be split into 3 groups and will rotate round three activities. The first activity will be a mountaineering

phase with the aim of climbing Mt. Bona. Paul Claus will fly the groups to Mt. Bona where they will spend a week practicing mountaineering skills, culminating in the ascent. The second activity will be a trekking phase to take place along the route of the McCarthy Creek, crossing Bonanza Ridge and following the line of the Kennicott Glacier back to McCarthy. The third phase will be conducted in McCarthy and it is hoped that the groups will be able to help the Kennecott and McCarthy Chamber of Commerce in their projects in the McCarthy area. The groups will also help the National Park Service with one of their projects in the Wrangell-St Elias Park and Preserve.

The expedition Leader and the Administration Officer have already visited McCarthy in January to gain information about the town and the park. The members of the team are all greatly looking forward to the exercise and the opportunity to meet local residents in the McCarthy area.

## Remote airstrips to be improved

BY RICK KENYON

**T**he Experimental Aircraft Association (EAA) chapter in Anchorage is organizing a work party to do some airstrip maintenance in the Wrangells. They are expecting about a dozen volunteers of all ages to arrive at the May Creek airstrip on the weekend of June 24th. From there, they will spread out to other remote airstrips such as

Jakes Bar, Peavine and Glacier Creek.

The group hopes to accomplish such tasks as setting out tie downs for aircraft, improving the runway surface by pitching rocks off the landing areas, and building rock cairns at the half-way points.

Will Tipton, who is the Maintenance Director for the park, will be coordinating the groups efforts.

"This promises to be a fun and energetic exchange between this group and the park service. They proposed to 'adopt an airstrip,' and we are calling it that," said Tipton. "I hope it is the beginning of a long standing relationship as they are a group that is constructively interested in park airstrips and willing to make the effort to insure their longevity."

# That's the way it was in 1925!

*(Reprinted from The McCarthy Weekly News, August 1925)*

## Lofty Mount Logan conquered by climbers—Entire continent jubilant over feat of daring mountaineers

Since the first operations were commenced last February to scale the big American peak the whole North American continent has been reading of the venture and wondering whether or not the time had come when man would look downward from Mt. Logan's lofty dome which rears its head to a height of 19,850 feet and since the main party of climbers under Capt. A. H. McCarthy got under way last May the wonder grew. Now it is no longer an uncertainty, for the party of intrepid climbers braving almost unbelievable hardship has returned; victor over the giant mountain.

The first news, since the packers returned leaving the party to its big adventure, came in Saturday noon when Mr. Hall and Mr. Morgan came in having been forced to return after Mr. Morgan had frozen his feet in the extreme cold of the high altitude. They had left the party at the 16,000 altitude waiting for favorable weather to make

the dash for the peak. They reported having encountered stormy and cloudy weather which made it impossible for them to move and the temperature at times went down to thirty three degrees below zero.

Then early Monday morning came the great news. Andy Taylor accompanied by Mr. Reid and Mr. Lambart came in with the news of victory. Two days after the departure of Hall and Morgan they had made the final lap and stood on the snow covered peak.

It was necessary for Mr. Lambert to report immediately to Kennecott hospital for treatment to his feet which had been badly frozen and it will be some time before he will be able to get around again and it is believed that he will lose two or three toes. Every member of the party in fact, except Taylor and Reid, shows signs of frost bitten fingers and toes.

Capt. McCarthy, Col. Foster and Mr. Carpe did not arrive for two days following, they having

had trouble in negotiating the Chitina River on a raft which capsized soon after starting, forcing them to walk in a distance of over sixty miles. When the raft tipped, the movie camera with nearly all the pictures of the trip was thrown into the water and it is believed that they are entirely spoiled.

Except for frost bites the party looks little the worse for its trip. All are a little thinner but tanned and hardened to a fine point and all make a point of making light of the hardships and dangers encountered. But there is no denying the perils and hardships which can be seen by 'reading between the lines,' as it were.

Since their return they have been the recipients of congratulatory messages from all parts of the continent but they treat it all as a huge holiday and only part of the day's work. McCarthy from its personal contact with the venture takes a great pride in the exploit.

## TRAAK Reveals New Website

JUNEAU—

In celebration of National Transportation Week (May 14-20), members of the TRAAK Citizens Advisory Board are announcing a new website. The newly revamped website has a new name, a shorter URL, and useful information for trail users and visitors.

Known as TrailNet, the website offers more links to parks, outdoor recreation and

trails information. Information about the state's Trails and Recreational Access for Alaskans (TRAAK) program and the TRAAK Citizens Advisory Board is also available.

"It's like a one-stop-shop for Alaska trails and outdoor recreation information on the internet," said Helen Nienhueser, TRAAK Citizens Advisory Board Chair. "You can learn all about the TRAAK

program, how federal transportation funds are being used in Alaska to increase access to outdoor recreation, and reserve a state park cabin all at once."

The address for the new TRAAK website is [www.dot.state.ak.us/traak](http://www.dot.state.ak.us/traak). Additional non-commercial trail or outdoor recreation links may be submitted to the website manager at e-mail address

# The Artist-in-Schools Field Trip

BY SARAH (15) AND RENE (12) WELTY

One of our most favorite things about the Chugach Extension School is the many opportunities we are given to learn hands-on. This year was no exception. The famous Alaskan oil painter David Rosenthal did two artist-in-school field trips for us. The first trip was held in Tatitlek, a small native village on the coast. The second was held here in McCarthy at the Kennicott River Lodge and Hostel. Eleven home-schoolers from all over the Prince William Sound came to join in the fun.

Our classes usually started with a short drawing exercise. Then we would hike out onto the glacier or head up to Kennicott where we would draw a certain landscape. When we returned to the hostel we transferred our drawings onto water color paper and added some color and detail trying to make it as realistic as possible. David is an amazing painter and not only did we learn some very helpful tips on drawing and painting, but we also saw a great improvement in our work after only five days.

We didn't just paint, however; we also did a short creative writing project. We all had to write a short story with a problem and a solution to the problem. The story could be of the past, present or future of the Kennicott/McCarthy area. Much research was involved and we all worked very hard to make our stories as realistic as possible. At the end of the five days we read our stories to each other. All the stories were funny, exciting and well-written.

We all had sooo much fun and were sorry to see it end.

## Fire!

BY SARAH WELTY

Our small Kennecott cottage was located above the tracks across from the power plant, which supplied power to most of the buildings that made up our small copper mining community. I had called it my home for 15 years.

My best friend Fiona, who lived in the cottage beside us, sat with me in the back yard, facing the barren slopes of the hill behind. On this particular day the wind blew slightly, tousling our hair and the sun floated in and out from behind the clouds. Fiona and I were looking through a care package my Grandfather from Cordova had sent me. Its contents included a doll, a few patches of colorful fabric, and two carefully wrapped oranges. Things we unconsciously took for granted. In fact, I took a lot of things for granted. I had wonderful loving parents, two very sweet little sisters, the best friend a girl could ask for, a warm house, a cozy room, and plenty of entertainment. Of course, I didn't realize that until a few days later.

Fiona and I were just finishing a picnic lunch up on the hill. We had a perfect view of our houses, the power plant and the leaching plant. I bit into a juicy orange and heard a crack.

"What was that?" Fiona looked up the hill.

"It was probably your brother Thomas pretending we can't hear him sneaking and spying on us," I sat up with a sly smile on my face. I pointed to a small clump of weeds. "And where might he be hiding?" I sneaked up to the bushes and pushing them apart, suddenly, I

peeked through the opening letting out a short growl. Thomas jumped back and squealed.

"How did you know I was back here?" The five year old's eyes were wide with confusion. Fiona laughed.

"Why didn't you just sound the trumpets to notify your presence, your littleness." She bent down and tousled his sandy hair. "It wouldn't have been less obvious."

"Hey," Thomas pointed to our picnic basket. "Is that food?" Fiona and I giggled as we watched him search the remains of our lunch, when we heard three loud cracks. It was obviously not one of us. It was too loud and echoing.

"Cassie, do you smell that?"

Sure enough, a slight smokey haze had enveloped us. Four blasts were sounded on the camp whistle. Fear shot through us. With horror we turned to see the south side of the power house in flames!

"Cassie, Fiona!" My mother's urgent and trembling voice called up the hill. Her fear was evident. We ran leaving our picnic and Thomas behind with orders not to move as we ran to assist my mother. She was in a tizzy. The men had told her to evacuate and to head up the hill.

Fiona ran to her house and my sisters and I grabbed a few important belongings and left. Fiona and her mother along with the other women and children from other cottages along the way frantically headed out of the range of fire. The smoke was intense and hot. Our eyes watered unmercifully and we held our aprons in front of our faces.

Not only was the fire unfortunate but it was putting the very existence of our lives here and the mine on the edge. If the fire got even slightly out of control the entire mill could have a chance of burning down. Plus, even if just slight damage was done, the houses heated by the plant would have no source of heat or electricity for several days. My biggest fear of all, however, was for the men fighting the fire, especially my dad.

As the smoke became more thin we stopped and turned to

see the entire power plant and the Lommel's house in flames. It was a frightening scene to watch. Many of the women had tears in their eyes. Not because of the smoke; they were crying and I also felt a tear streak down my dirty face.

Fiona's father came to make sure all were safe. He said there were two oil tankers on the tracks in grave danger of exploding. A new fear arose. Would I lose my home, possessions? I then realized how blessed I was and how much I had to lose. Still I silently prayed

for my father's safety.

I don't know how long we sat there and waited. It seemed like years. Gradually, the towering pillar of smoke became light and scattered. All that was left of the power plant was the frame and the charred remains of the equipment. The Lommel's house was in ruins. Ours was smokey, but whole, and I was grateful for even the least. It took some cleaning up and we didn't have heat or electricity for a while. I was just grateful the fire had stopped where it did.

## The Jay and the Bread

A fable

BY TYEE LOHSE (13)

One day in the dead of winter a jay found a crumb of bread. As he began to eat the bread a starving chickadee staggered up. "Please, friend Jay," he begged, "may I have a bite of your bread?"

"No," the Jay replied, "find your own bread."

The poor starving chickadee staggered away. The next day the Jay was caught and killed by a prowling marten. That very same day the starving chickadee found one of the Jay's hoarded food stores. He threw a party and shared the food with all.

The moral of the story: He who saves for himself loses all.

## Ode to my Hiking Shoes

BY TYEE LOHSE

They're lean, they're mean, they're green.

They keep you very clean.

If your feet are like ice

they're very nice.

They will warm them up in a trice.

They keep you dry,

until you step in too high.

They're gortex too,

quite some shoe!

If you get wet feet

they will keep you warm.

Unless the mosquitoes start to swarm.

I warn you, you will like them too.

## Princess Lodge coming to Copper Center

BY BONNIE KENYON

Copper Center is Princess Tours' next destination. A new "Princess" lodge, the fifth for Alaska, is expected to have a lounge, restaurant and up to 100 rooms.

The 200-acre property, located at the confluence of the Copper and Klutina rivers and only four miles from the future visitors center for the Wrangell-St. Elias National Park, was purchased from the University of Alaska for \$800,000. Construction is expected to begin this summer with an estimated cost of \$10 million

dollars.

Princess Tours is based out of Los Angeles. It is one of the two major tourism companies to serve Alaska. Kenai, Mount McKinley, Denali and Fairbanks have all been recipients of the Princess lodges. They are also well-known for their fleet of cruise ships, gift shops, restaurants, train cars, hotels and buses.

The company projects the need for about 100 people to fill job openings. It is also anticipated that the Copper River Basin will flourish due to

the increase in visitors to the area and beyond.

It is unsure whether Princess will venture into Kennicott, one of the major attractions within the Wrangell-St. Elias National Park. In an interview with the Anchorage Daily News, President Dean Brown was quoted as saying they have no immediate plans to bus their guests into the park, mostly due to the poor condition of the road.

Opening is planned for the summer of 2002.

## Kenny Lake Fair in its 28<sup>th</sup> year

BY KENNY LAKE FAIR COMMITTEE AND KENNY LAKE COMMUNITY LEAGUE

The Kenny Lake Fair has been the showplace for the greater Copper Basin for the past 27 years. This year's Fair will open on Friday evening, August 18<sup>th</sup>, with a BBQ and dance at the fairgrounds at Mile 7.5 of the Edgerton Highway. On Saturday, August 19<sup>th</sup> there will be a full day of exhibits, booths,

demonstrations, food, games and music. Over 750 people attended last year's fair.

The Kenny Lake Community League sponsors the Fair, and all proceeds are dedicated to our scholarship fund. We are asking businesses and organizations to help support this year's fair by donating items and gift

certificates for exhibit and door prizes. We can provide a written gift certificate if you request. All sponsors and donators are listed on the Fair brochure, which is passed out to all entrants. Your donation will also be announced during the presenting of the awards; the local community appreciates these donations.

To support the Kenny Lake Fair 2000, please contact Anna Mae Peschang by August 1<sup>st</sup> at HC 60 Box 282, Copper Center, AK 99573 or phone 822-5471 (evenings) or 822-3633 (days) or email at [apeschang@netscape.net](mailto:apeschang@netscape.net).

As the League is registered as a 501.(c) 3 non-profit organization, all donations are tax deductible. We will furnish a receipt.

Thank you for supporting the Kenny Lake Fair in its 28<sup>th</sup> year!



WSEN staff photo

MAMA AND BABY IN WSEN MEADOW. (JULY 8)



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# Wrangell St. Elias News

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## Attention Homeowners!

Does your home need carpenter and repair work? Energy-efficient improvements? The kitchen remodeled? A new bathroom? A new furnace?

Did you ever start a home improvement project and run short of funds? Do you know there is a loan program that could help?

The Alaska Housing Finance Corporation is hosting a Rural Small Building Material Loan Program Seminar in McCarthy on Thursday, July 20, 6 pm to 10 pm at the Blackburn Community Center. You must preregister for the seminar

If you would like more information or to register for the upcoming meeting, please call 330-8437 or 1-800-478-2432 or email [gfesler@ahfc.state.ak.us](mailto:gfesler@ahfc.state.ak.us). You are encouraged to visit their website at [www.ahfc.state.ak.us](http://www.ahfc.state.ak.us) for a complete listing of other seminars.

## **BORN IN KENNECOTT**

Memories of a Kennecott Kid



Sissy Lommel Klueh

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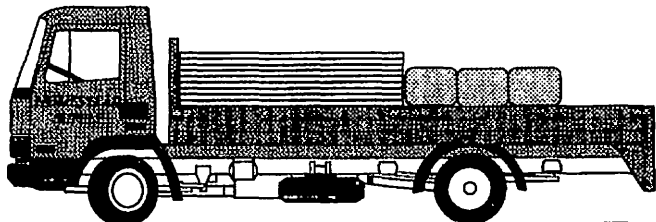
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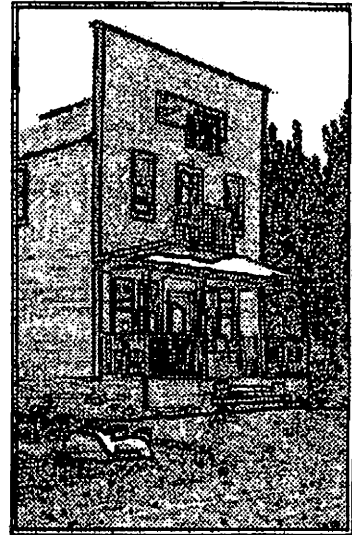


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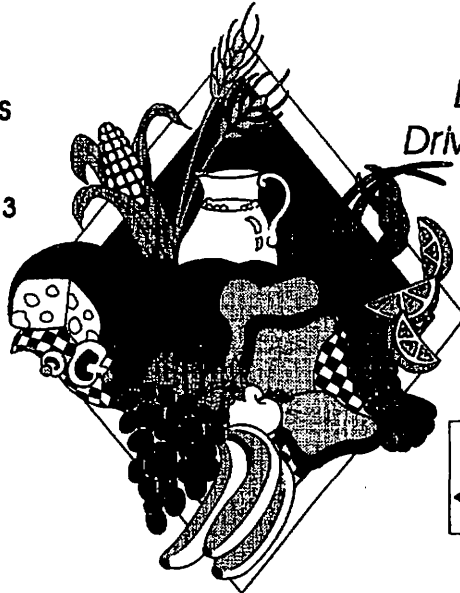
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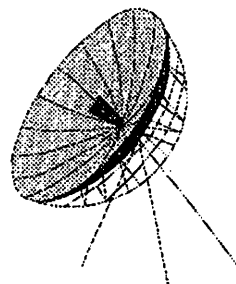
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# Cooking with Carly

BY CARLY KRITCHEN

Since it's finally officially summer I've decided to write about some of my favorite picnic recipes this month. These are good dishes to pack up and take with you—ones I like to make when we get the chance to have folks over for a party on our deck, or a day at the beach, or something else fun in the sun!

Since I'm going fishing this summer, this will be my last column for some time to come. Thanks to all of you who have let me know that you've used some of the recipes—I'm glad you enjoyed them!

*This is a good chicken recipe—it's a nice change from regular barbeque sauce. I like to precook the chicken if carrying it on a backpacking trip - then just baste it and cook it over the campfire until hot.*

## Honey-Dijon Barbequed Chicken

2 ½ to 3 pounds fryer chicken  
1/3 cup honey  
2 Tablespoons Dijon mustard  
1 teaspoon grated fresh ginger  
2 cloves garlic, minced  
1 teaspoon Worcestershire sauce  
salt and pepper to taste

Rinse chicken and dry.

Place chicken pieces on the parts of the barbeque grill that are not directly over the briquets. Cover and cook for about 20 minutes. Combine remaining ingredients in a small

bowl. Brush generously over chicken pieces. Cover and cook for another 5 minutes. Then turn pieces, and baste again with honey mixture. Cover and cook until meat is no longer pink at the bone, usually about 5 or 10 minutes longer. Serves about 6.

*This is my all-time favorite potato salad - it's different than the old mayonnaise-dressing-and-pickle type of salad!*

4 links pre-cooked sausage  
(kielbasa, apple sausage, hot links, etc.)

2 ½ pounds red potatoes  
½ cup red or yellow onions,  
finely chopped

1/4 cup parsley, finely chopped

Dressing:

6 Tablespoons olive oil  
½ cup onion, finely chopped  
3/4 cup dark beer  
3 Tablespoons cider vinegar  
½ teaspoon sugar  
1 Tablespoon Dijon mustard  
salt and pepper to taste

Cook sausage in a large skillet for 5 minutes. Set aside. Cook the potatoes in boiling salted water, about 20 minutes. Remove and slice into ½ inch pieces. While potatoes are still warm, mix them with the sausage, onions, parsley, and beer dressing. Taste for salt and pepper. Serve warm or at room temperature.

**Dressing:** Heat 2 Tablespoons of the olive oil in a small frying pan. Add the onions and cook until just soft, about 5

minutes. Add the beer, vinegar, and sugar and boil for 5 minutes. Add the rest of the olive oil, and salt and pepper to taste. Serves about 8

*This makes a beautiful pie! My friend Karen talked me into trying this recipe - she said everyone that had ever tried it had liked it, and, while it sounded a little wierd, I tried it and it's really good. It's an old recipe from a "Crisco" can.*

## Rosy Apple Pie

Your favorite pie crust

3/4 cup sugar

½ cup water

1/4 cup red cinnamon candies  
(red hots)

5 medium apples (about 5 cups)

1 Tablespoon flour

1 teaspoon lemon juice

1 Tablespoon butter

Make pie crust for two crust pie. In a medium saucepan combine sugar, water and red hots; cook until candies dissolve. Pare, core and slice apples; add to sugar mixture; simmer until apples are red. Drain, but save syrup. Blend flour into the cooled syrup and add lemon juice. Spread apples into a pastry-lined pie plate; pour syrup over apples. Dot with butter. Cover with top crust; seal and flute edges. Cut slits into the top. Bake at 400 degrees for about 30 minutes, or until desired brownness. Serves about 8.

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**Seen on the Internet: Only in America...do we use the word "politics" to describe the process so well: "Poli" in Latin meaning "many" and "tics" meaning "bloodsucking creatures."**



# A LOOK AT THE WEATHER

BY GEORGE CEBULA

As in the past, April saw the end of a long winter and the last of the snow cover disappear. April 2000 was about average compared to the rather warm winter of '97-'98. The high temperature for the month was 56 on the 27<sup>th</sup> (59 on Apr. 17, '99 and 55 on Apr. 24, '98). The low was 8 on the 10<sup>th</sup> (-4 on Apr. 8, '99 and 14 on Apr. 9, '98). The average temperature for April was 34.6 compared to 34.1 in '99 and 36.7 in '98.

*Silver Lake had a high of 55 on 28<sup>th</sup> (61 on Apr. 18, '99 and 56 on Apr. 25, '98) and a low of 10 on the 10<sup>th</sup> (0 on Apr. 8, '99 and 9 on Apr. 1, '98). The April average temperature at Silver Lake was 34.3 (32.8 in '99 and 34.8 in '98).*

The precipitation for April was about average with 0.56 inches of liquid (0.42 in '99 and 0.21 in '98). Snow was observed on 8 days with a total of 3.6 inches, this compares with 2.7 inches of snow in '99. *Silver Lake had only 0.20 inches of liquid (0.11 in '99 and a trace in '98) and only a trace of snow.*

McCarthy started the month with 11 inches of snow on the ground and was clear of snow by the 30<sup>th</sup>. *Silver Lake was rid of its snow by the 11<sup>th</sup>, after starting April with 2 inches.*

The temperature stayed rather cool most of May with highs in the 50's and lows in the 20's. The high temperature for May was under 70, with 67 on the 30<sup>th</sup> (69 on May 14, '99 and 79 on May 29, '98). The low temperature was 20 on the 11<sup>th</sup> (19 on May 19, '99 and 17 on May 12, '98). The May average temperature was 42.7, this compares with 42.6 in '99 and 45.6 in '98. There were only 6 days with a high of 60 or above. *Silver Lake had a high of 65 on the 29<sup>th</sup> (70 on May 15, '99 and 78 on May 30, '98), a low of 24 on the 8<sup>th</sup> (23 on May 12, '99 and 21 on May 12, '98) and an average temperature of 43.3 (42.7 in '99 and 44.8 in '98).*

The May precipitation at McCarthy was below normal with .34 inches of liquid. This compares with 1.29 inches in '99 and .73 inches in '98. A trace of snow was recorded on the 5<sup>th</sup>. The ground was covered with small hail the afternoon of the 26<sup>th</sup>. *Silver Lake recorded .91 inches of liquid (1.29 inches in '99 and 1.10 inches in '98). 1.3 inches of snow was observed at Silver Lake on the 5<sup>th</sup>. May 1<sup>st</sup> saw the end of the ice crossing on the West Fork of the Kennicott River as the ice began to break apart and water was moving over the top. The river*

was clear of moving ice by May 15<sup>th</sup> and all the shore ice was gone by the 20<sup>th</sup>. *The ice on Silver Lake was too soft for travel in late April and it was completely gone the morning of May 12<sup>th</sup>.*

The first week of June was sunny and warm with highs in the mid 70's, and 80 was recorded on the 7<sup>th</sup>. The lows were occasionally dipping below freezing, with a low of 28 recorded on 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup>. Summer should be in full swing by late June. June and July are the warmest months with the highs usually in the low 80's. The temperature begins to cool in August with highs only getting into the low 70's. The all time high recorded at McCarthy was 87 on June 21, 1991. Freezing temperatures should be back by the end of August, although they can be observed at any time. Average monthly rainfall is about 2 inches (June-August). Hidden Lake should empty the latter part of July, with a rapid rise of the water level in the Kennicott River and some possible flooding. The first snow usually arrives sometime in late September.

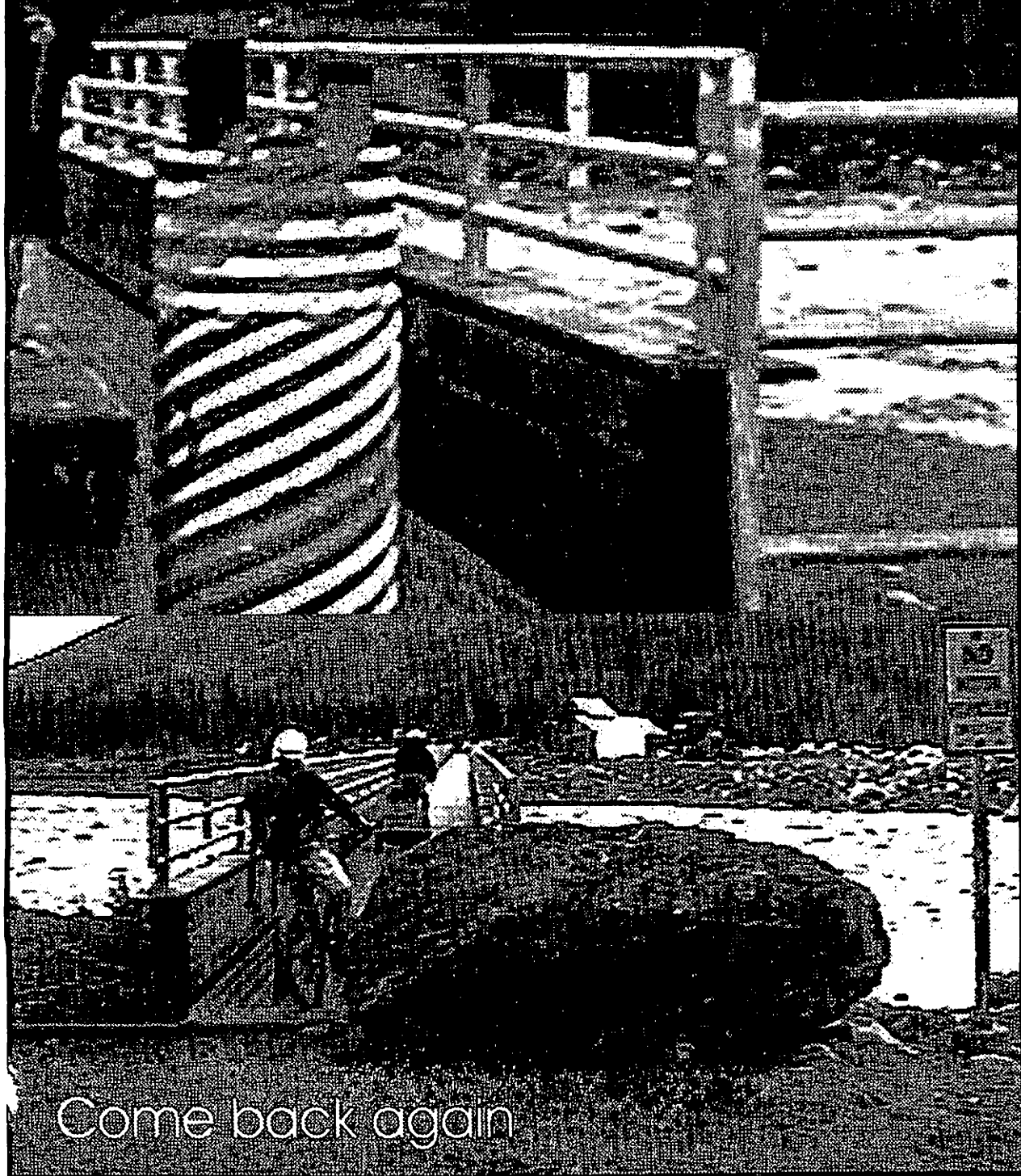
ENJOY THE SUMMER  
WHATEVER THE WEATHER!

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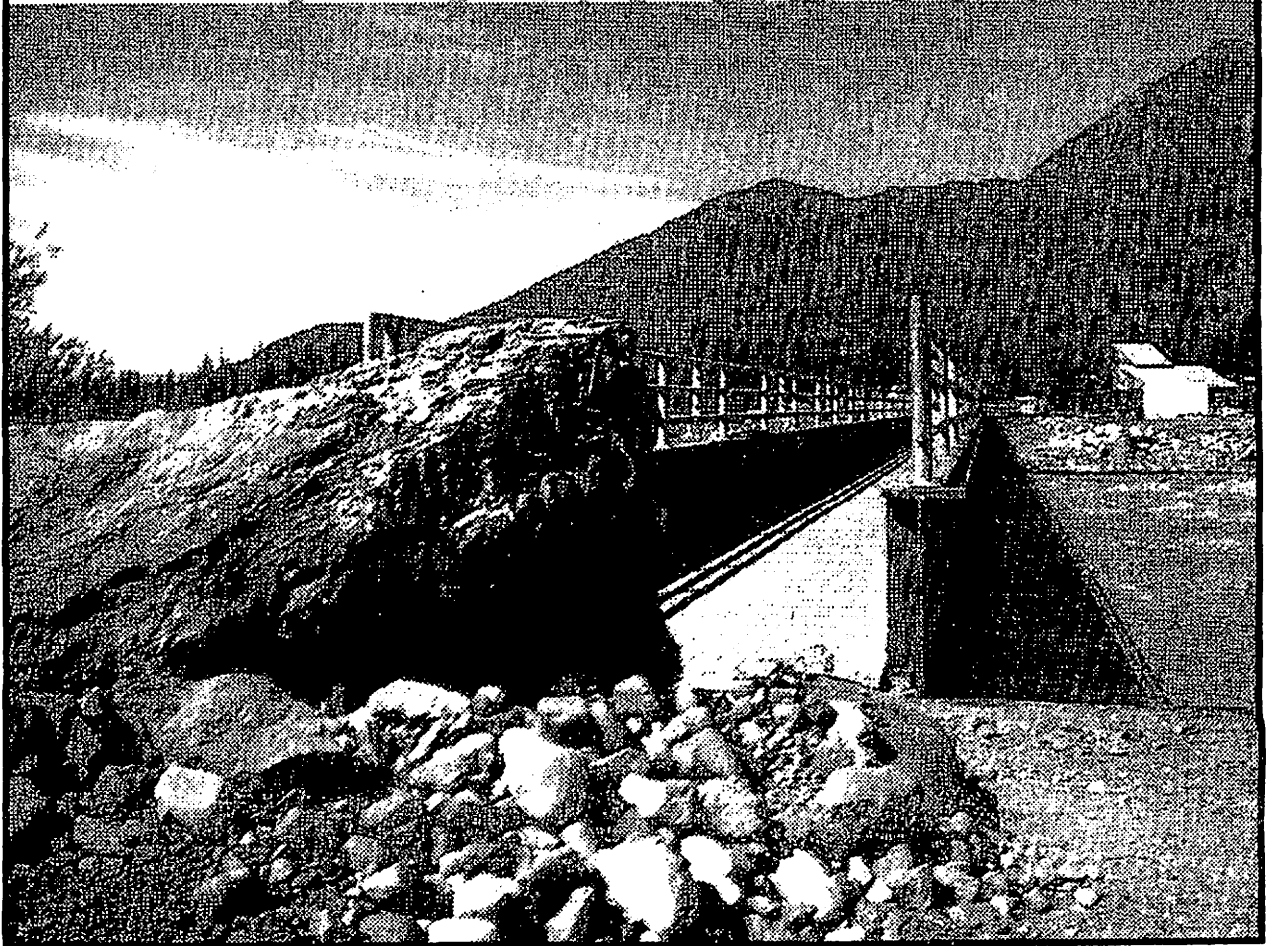
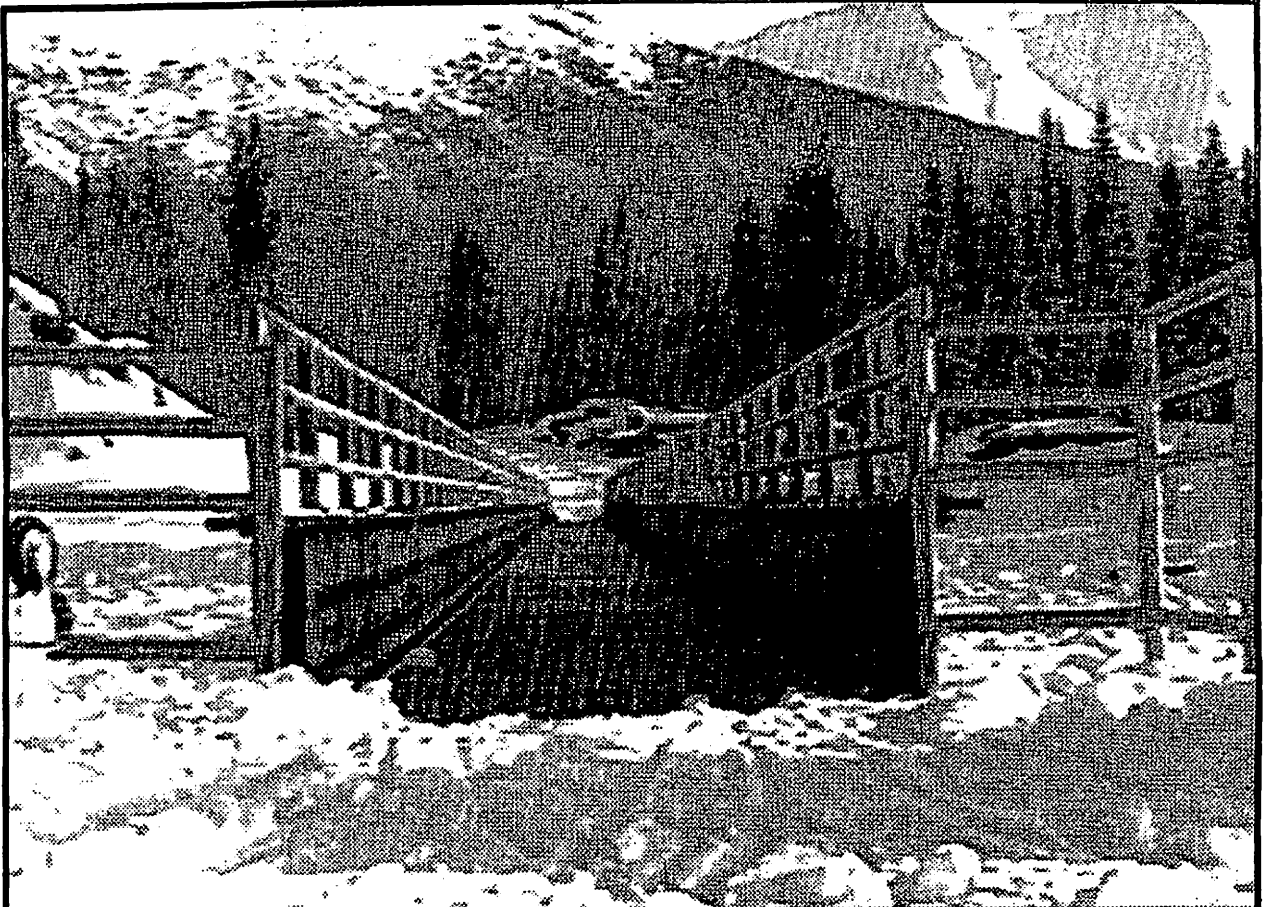
**"If you will think about what you ought to do for other people, your character will take care of itself. Character is a by-product, and any man who devotes himself to its cultivation in his own case will become a selfish prig." —Woodrow Wilson**

# FOR YOUR CONSIDERATION

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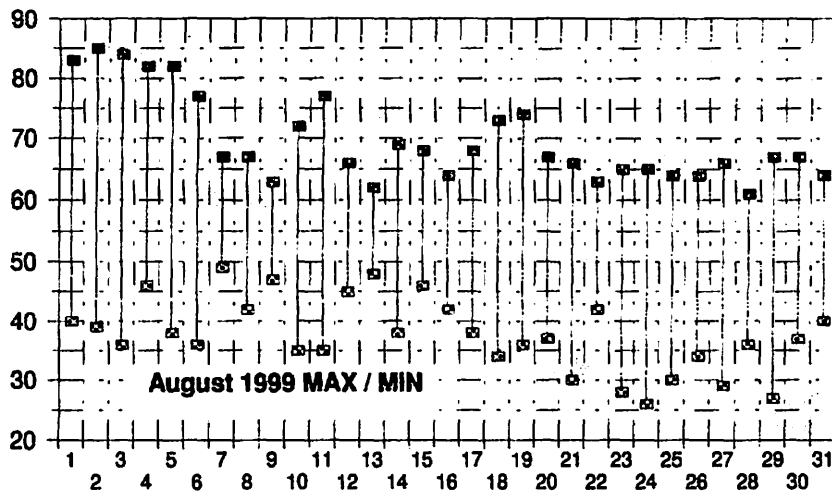
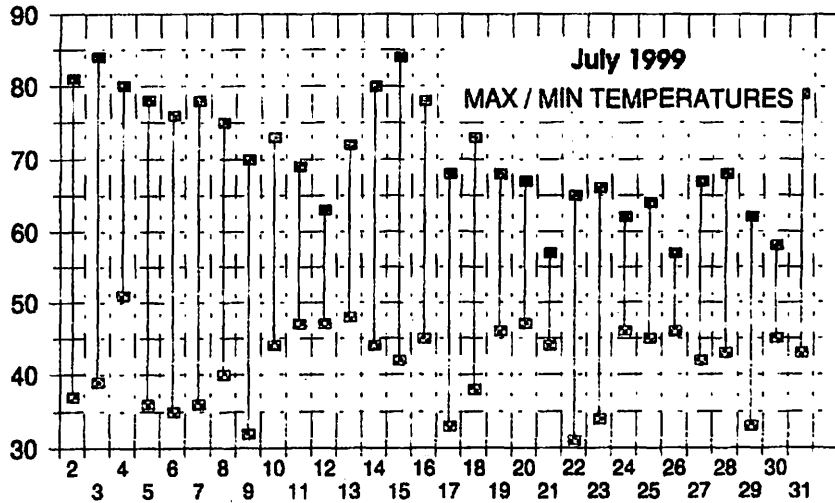


Come back again

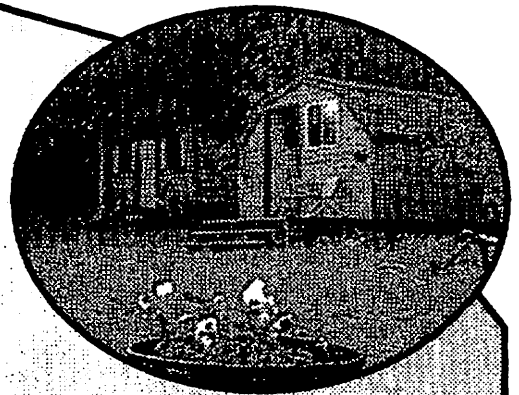


*Weather - What can we expect?*

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