

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Volume Twenty Issue Four

July & August 2011

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Copper Spike driven 100 years ago—celebrating this monumental feat!

Cordova Now in Close Touch With Famous Bonanza Mine at Kennicott, a Big Producer of Fabulously Rich Ore

BY WILL A. STEEL

The goal has been reached. 3:30 p.m., Wednesday, March 29, 1911.

At a cost of over twenty million dollars.

The Copper River & Northwestern Railway, from Cordova to Kennecott, 196 miles.

Photo courtesy: Ron Simpson



Wednesday afternoon will ever remain a memorable occasion in Alaska. It records an event that will have important significance throughout the United States.

At the time recorded the last rail was driven into place by a

copper spike, that marked the completion of track laying on the new railway that runs from the sea port terminus of Cordova to Kennicott, the end of the line as at present projected.

At the interior terminus is located the renowned Bonanza

(continued on page 13)

Editor's note: It has been 100 years since the Copper Spike was driven, signifying the completion of the CR&NW Railway from Cordova to Kennicott. On April 1, 1911, Will A. Steel, editor of The Chitina Leader, wrote and published this cover story. The headlines read: RAILROAD COMPLETED TO THE COPPER BELT and COPPER SPIKE IS DRIVEN AT MINE. WSEN first printed this story in two installments in the March/April and May/June issues in 2003. This July/August 2011 printing has been edited to include the most important news but fit in one issue.

A note from the publisher

BY BONNIE KENYON

Rick graciously filled in for me last issue because I was busy packing for a trip to Daytona Beach to visit my mom, Neta Schafer. Mom was recuperating from a serious bout with low sodium. I was pleased to be able to fly down and spend two wonderful weeks with her. Mom is a “young” 90 years old—in spite of the setback. I am happy to report she is doing much better now.

On the night prior to Mothers Day, mom’s phone rang and it was Rick Jr. He informed me that he had driven down from Donalsonville, GA to spend Mothers Day with me (and mom). What a surprise! He outfitted mom and I with corsages (I can’t recall the last time I had one of those). Along with Carl Kenyon, my father-in-law, we four went to church together and enjoyed a wonderful family time. This picture was taken in front of mom (and Dad’s) church on Mothers Day—a beautiful memory, Rick Jr. Thank you, son! Be sure to read Rick’s part 3 of “Alaska grown” on page 9.

Rick and I want to thank Ron Simpson of Copper Rail Depot in Copper Center for his contribution to the cover of this special historical issue. Thanks, Ron, for permission to use the outstanding photo of the Copper Spike driven 100 years ago. A perfect picture for this issue of WSEN as we join in on the CR&NW Centennial Celebration. Be sure to read the list of events occurring July 8-10 in McCarthy and Ken-

nicott. The Park Service and our own McCarthy-Kennicott Historical Museum are partnering together to provide a grand occasion.

Lee Ann Kreig outdid herself on her article (page 19), “100th Anniversary of the Mother Lode Road.” Another event worth remembering and celebrating. Thanks, Lee Ann!

Wrangell St. Elias News welcomes aboard the following subscribers: Donnie & Toby Northrup, AZ; Troy Garrett, ID; Colleen Reeves, PA; Kathie Josephs, AZ; Lance and Tammy Wells, AK;



Carl Kenyon, Bonnie Kenyon, Neta Schafer and Rick Kenyon, Jr. Celebrating Mothers Day, Sunday, May 8th in front of Port Orange Baptist Church. Thanks, Pastor Mark (Malcolm) for taking our picture on that special day!

Laura Brooks, AK; Dave and Gay Wellman, AK.

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Items of Interest

BY BONNIE KENYON

John, Barbara and Clark Rice and Marcheta Long: The Rices and their long-time friend, Marcheta, arrived on May 9th and soon settled in for the summer season. John and Barbara picked up Marcheta at her home in Battle Creek, Nebraska. Dog Clark wasn't sure if he wanted to share the back seat with Marcheta, but he soon got used to the idea.

John and Barbara are volunteering at the Museum. In his spare time (whatever that is!), John and Clark put their heads together and came up with a great idea—a dog box for Clark that fits on the back of John's 4-wheeler. "It's time he became an official Alaskan dog," says John. "After all, he's 11 years old."

Clark is really taking to the idea, too. He and Master John showed up at mail call today. Clark looked like he was thoroughly enjoying all the attention from the young ladies and their dogs. He even made his grand entry into the mail shack while the mail sorters looked on. John decided we didn't need Clark's assistance and so, back to the box he went.

Welcome back, John, Barbara, and Clark, and great to see you again, Marcheta!

Larry, Lindee and Kobuk Satterfield: Speaking (or writing) about dog boxes, made me think of the original "dog gone box" that the Satterfields built for dog Kobuk. It sits on the back of Lindee's 4-wheeler. (That's what gave John Rice the idea to build one for Clark.) Kobuk thoroughly enjoys his traveling "quarters" and often rides along with Lindee when she comes to mail.

Rick and I stopped by the other day to say hello and to sit for a spell under their outdoor canopy. It certainly is nice to get a show-and-tell tour of Larry and Lindee's summer projects in the works.

The Satterfields are enjoying the summer season. Several friends from town have already paid them a visit with more expected.

Welcome home, Larry, Lindee and Kobuk!

Tom and Mary Kaye Golden: The Golden's are back at their cabin on the Nizina. They barely got settled in before both Tom and Mary Kaye went to work for Neil at the McCarthy Lodge—

Mary Kaye as bookkeeper and Tom is helping out at the grocery store.

Tom answered their phone when I called for an "item" and he said he had just finished up his generator shed and he and Mary Kaye were enjoying their first salad from their new greenhouse. Sixteen tomato plants are sure to bring them a bountiful harvest in the near future.

Another warm welcome to the Golden's!

Jim and Peggy Guntis: The Guntis' arrived at their McCarthy area summer home the end of May. After Jim hooked up their water line and fine-tuned things, they welcomed their first guests of the season—daughter Kim, husband Richard and their two children.

Five days of family relaxation and fun followed which included two trips to mail and an excursion to the store for ice cream. The kids especially enjoyed watching the mail plane come and go. Throwing rocks into the town pond was another highlight for the youngsters.

Installing new cabinet doors for Peggy's overhead kitchen cupboards was first on the list of Jim

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and Richard's projects. Upgrading Jim's solar system was another "to-do."

More family visitors are expected this summer. Kim is returning in July—this time bringing her brother, Donnie, and his wife, Toby, from Tucson, AZ. They are planning plenty of family fun and relaxation for the two weeks of their get-together here and in Homer.

Another "welcome back," Jim and Peggy!

Carol Michal: While Rick and I were visiting Jim and Peggy the other day, my cell phone rang and what a surprise to hear Carol's voice on the other end. Peggy and I were thrilled to get Carol's news that she was settled in to her new home in Eugene, Oregon. We will certainly miss our "gatherings" at mail and ice cream cones at the store, Carol!

The good news, says Carol, is that she and her belongings from her previous home in Alaska, are finally on site. She is pleased with her small yard which includes 15 rose bushes and "a lot of flowers." Of course she is still quite busy "unloading boxes" and arranging her furniture to fit in her mobile home.

Carol wishes to pass on her regards and love to her McCarthy neighbors and friends. Here is Carol's new contact information: Carol Michals, 4800 Barger Dr., Space 62, Eugene, OR. 97402. Her phone number is: 541-688-5286.

Bob and Sunny Cook: When I called Bob and Sunny the other day, they they were at a South Side potluck gathering. As many as 12 to 15 folks eat together weekly in the neighborhood on the South Side of McCarthy Creek.

Since their arrival from Spokane in mid-May, the Cooks have both been very busy at the McCarthy-Kennicott Historic Museum. Thanks to a MAC grant, Bob purchased and carried solar panels, batteries and the like from the lower 48. Together Bob and John Rice erected the panels atop the box car. Using various electrical materials donated by Bill Seltenreich, Jim Guntis should have the old CRNW ticket agent's office in the Depot, the store room and the box car electrified in the very near future. It may be the first electricity in the old depot built in 1924, but we can't state that with historic certainty. Meantime, Sunny has been working diligently inside the depot getting ready for the CR&NW Railway Centennial Celebration scheduled for July 8-10 in McCarthy and Kennecott. See their ad and emerging schedule for that gala weekend on page 32 of this *WSEN* issue.

Sunny is not alone! Lars Mortenson, Museum Caretaker for the summer, brings years of experience to the essentially-volunteer position. With his able assistance, the depot has been put into great shape to greet the next century of visitors from around the state, nation and the world. Lars and a host of willing volunteers keep the museum doors open daily. Be sure to step inside and look around, renew your membership and purchase a Centennial Decal designed by Scott Clendaniel and a copy of the newly-released McCarthy Walking Tour. It is chock full of interesting historic tidbits about our century-old community, a winter-long work of love on the part of Patt Garrett and Ann Du-re.

Jim and Audrey Edwards: Staying up with the Edwards' activities these days is not easy. They are enjoying their visit with Andrew Mackie. "We met him at a campground in South Island, New Zealand," says Jim, "where he was doing maintenance. I took a short hike with him there, up a pretty stream, and enjoyed his company. Now, ten years later, he found a slot of opportunity to come spend six weeks with us here. We are finding him both very helpful, and fun to do things with. We are trying to find things he can like so much that he will come back!"

Andrew has been living mostly in Christchurch, New Zealand, helping folks repair the damages from the recent earthquakes. He managed to finish up most of his jobs so he could make the trip to Alaska.

"We also have Margot Higgins staying in another one of our cabins. Margot is working on her PhD. She lives in California but has spent considerable time in the McCarthy area mostly connected with Wrangell Mountain Center activities," says Jim.

Recently Jim, Audrey, Andrew and Margot took a ferry trip to Cordova. They visited the Childs Glacier watching it crack, boom and drop pieces of ice. They also hiked a short way out the road beyond the Million Dollar bridge.

The Edwards' are expecting their Dutch friends from Holland— Hans, Monique and their two boys— to make a return visit to McCarthy sometime during July.

Somewhere in-between their active social life this summer, Audrey tends her garden and Jim, firewood detail.

Larry Hoare: It's been years since Rick and I had the opportunity to visit with Larry. He and his family used to live in Kennicott, but eventually moved to Homer to pursue further work options. When he stopped by the other day to pick up a tank of propane, we were pleased to renew our acquaintance. Larry is spending the summer working for St. Elias Alpine Guides as one of their Mill Tour guides. He says he's enjoying the change and thrilled to be back in the area.

The next time you visit Terry and Dee Frady's gift shop (Fireweed Mountain Arts & Crafts) in Kennicott, be sure to ask for Larry's Alaskan Jade jewelry. Larry says they still carry his line of jewelry.

He learned to set stones in silver from Vancouver B.C. artist, Chang Sun. In 1974 he started making jewelry in a friend's woodshed in Girdwood. In 1978 he moved to Kennecott where he taught himself to cut and polish the local copper ore. For most of the 80's and 90's he spent winters in Homer and now maintains residences in both places.

Welcome back, Larry! Hope to see you again soon.

Sonny Asbury: Sonny and dog Mac are back home now from wintering in Texas with family. Not too much grass is growing under Sonny's feet these days. He is driving van for Wrangell Mountain Shuttle this summer and working on an addition to his cabin. He just returned from a quick trip to Anchorage for a supply run and several windows for the building project.

Mac stays plenty busy himself—chasing squirrels. Sonny may not think much of the activity but Mac thinks it's grand fun!

Fred, Ann and Will Dure: The Dure family have arrived at their place on the Nizina River. Son, Will, is now 10 years old, says Ann, and enjoys riding his bike and the ATV around the property. The Museum is making great use of Ann's computer skills these days, but she does manage to find time to notice her surroundings. There is a black bear sow with her three cubs that have taken a liking to the Nizina Homestead grass airstrip nearby. The Dures have had several sightings of the bears. "I think our neighbors who live on the strip (the Youlds and Philipp Sturm) have an ongoing bear show from their porches. The sow has been a good bear, and, of course, the cubs stay very close to her. They are so amazing and fun to watch. I've been trying to get a good photo, but not yet!"

There is also a grizzly bear and a lone black bear in the neighborhood. "This is turning out to be the bear year," commented Ann. (Hope you can get that photo, Ann!)

Neil Darish and the McCarthy Lodge: Neil is expecting a great summer. The signs are pointing in the right direction, he says. "This summer we are seeing a noticeable uptick in reservations!"

The grocery store received some new equipment, including a 12' produce case. "This is an important upgrade for the store as it allows us to add prepared foods to our offerings. It will also allow us to expand our produce section." The addition of a large freezer will make it possible to extend the store's frozen food section dramatically.

Kennicott Wilderness Guides changes hands: Just after the May/June issue was finalized, I received the following item of

interest. I decided the news wasn't too late to share with all of you.

"We are writing you to share the news that Jared Stayeart, John "Monte" Montepare, and Betsy Bradbury are officially the new owners of Kennicott Wilderness Guides. As seasoned guides for KWG we are pleased and honored by the opportunity to be fellow business owners. In many ways the company will be the same: we are operating from our office in Kennicott, the vast majority of our amazing guides are returning, and we still offer a wide range of group and custom trips. We are committed to carry on the traditions of KWG and are equally excited about the changes we are making. This year we have a full-time employee running our office, housing for our guides (in Kennicott but not camping behind our office), and soon we will have a new logo and website! In addition we are continuing to develop our outdoor education program and have formed a partnership with Carpe Diem (www.carpediemadventures.com). And for those of you who know about Sam Gregory's group of boys he brings to us from Brooklyn each summer, expect to see a girls group this year too!

Our goals for this summer are to run Kennicott Wilderness Guides with new energy and efficiency. We want to bring an excellent and enjoyable service to our clients and any clients we may have in common with you. Please help us by sharing with us any questions, concerns or hopes that you may have about working and communicating with us. We are looking forward to this summer and looking forward to working with you, Jared, Monte, and Betsy.

the Languid Lady

Wildflowers of the Wrangells—Part 5: "The Orchid Family"

BY DEE FRADY

It is mid June and so far I would have to say this has not been the best of seasons for wildflowers. Many varieties have been less prolific than the past two years and most are a week or two later than usual. The ground temperature has remained cool and even some ice from winter glacier activity has yet to melt. However many flowers are now blooming and it is finally green. Our short summer has arrived!

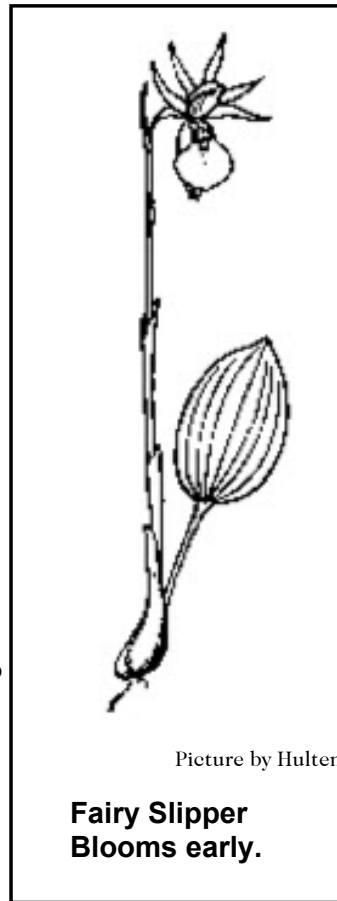
One of my favorite plant families is the orchid (Orchidaceae). Orchids are more commonly associated with tropical forests or hothouses but do grow wild in Alaska producing some twenty to thirty native species. Some of our orchids are showy, such as lady's slippers, and are easy to identify with the enlarged lower lips. Others such as twayblades and bog orchis with small greenish or whitish flowers require a much closer look to reveal the detail of their structure.

Alaska's species of orchids all have codependent relationships with fungi. In other words, they need each other to survive. The soil contains delicate threads of fungi that penetrates orchid roots to provide water and nutrients for plant growth. In turn,

the orchid then feeds carbohydrates made through photosynthesis back to the fungi.

To further complicate matters each orchid species needs a certain insect for proper pollination and, in some cases, must be quite exact. Orchids specifically shaped, colored and scented attract a single species of insect. For instance, the lower petal or lip forms a landing place and often a lure for the insects. Usually orchids having small whitish or greenish flowers and emitting only a faint perfume are pollinated by the male mosquito. Orchids that are white and emit a heavy perfume are typically moth pollinated.

Orchid seeds are also extremely small and dust-like; a single ovary may contain up to three million seeds. Most plant seeds have food reserves stored for a good start. Due to their tiny size, orchid seeds do not have any reserves and to germinate seeds



Picture by Hulten

**Fairy Slipper
Blooms early.**

must immediately set up a relationship with a particular species of fungus in the soil to sprout and survive.

For these reasons orchids are difficult to transplant and cultivate. Avoid collecting most of the time, as these plants rarely survive; try to leave them in their natural habitat.

I'll briefly touch on a few of the orchids found in our area. This is merely a brief overview; the best way to

positively identify orchids is with a good flower book. Keep in mind almost all of our wild orchids grow in wet or moist soil. Although covered in a previous issue I'll begin with a review of my favorite native orchid.

FAIRY SLIPPER/CALYPSO ORCHID (Calypso bulbosa) Orchid Family

In my opinion this fragrant flower may be the most beautiful in this family. It produces a sin-

gle rose-pink "slipper" (sac-like lower flower) on a slender, 3 to 8 inch tall stem. The single, rounded, deeply veined leaf at the base is evergreen and remains so through the winter. The soon withering leaf dies when the flower blooms and a new leaf appears in August.

NORTHERN WHITE or SPARROW'S EGG LADY'S SLIPPER (*Cypripedium passerinum*) Orchid Family

The lady's slippers are perhaps our best known and most striking native orchids distinguished by their large slipper-like lips. Preferring woods and bogs and blooming in June to July this perennial grows from a creeping, stout rootstock. The fragrant, single flower grows on 10 to 16 inch stems and usually has 2 to 4 hairy leaves. The overall flower appears greenish in hue; greenish sepals, white petals and a lower pouch splotted with pink to rosy-purple spots within the "slipper" make up the blossom. This plant is difficult to transplant and virtually impossible to grow from seed.

FLY-SPECKED ORCHID (*Amerorchis rotundifolia*) Orchid Family

Also known as round-leaf orchid or rhizome orchis this aptly named plant is a perfect and charming miniature of its larger family members. Loving damp, wet woods and boggy areas these plants often grow near lady's slippers. Blooming in June to July this perennial has one rounded leaf at its base, hence one common name. The leafless flower stem averaging 5 to 8 inches tall

has tiny ¼ to ¾ inch flowers in small racemes. Racemes are individual flowers that have stalks attached to the stem and bloom from the base upward, as in fireweed. The sepals and upper petals are rose-pink and white. The lower lip is white with pink and maroons to purplish spots or speckles, thus another common name of fly-specked.

NORTHERN BOG ORCHIS (*Platanthera hyperborea*) Orchid Family

The green-flowered orchis (another common name) a perennial flower that likes wet places, ponds and stream edges from sea level to tree line, blooms from mid June to early August. The stems are heavy and fleshy, attaining heights of 6 to 14 inches and have long, narrow, green leaves. The yellow-green, sweet scented flowers cover most

of the stem in a dense spike. The flower lips are flat and project downward at the base in a "spur" (hollow-tube). They are very yellowish under poor growing conditions or after pollination. These orchis can hybridize with bog candle.

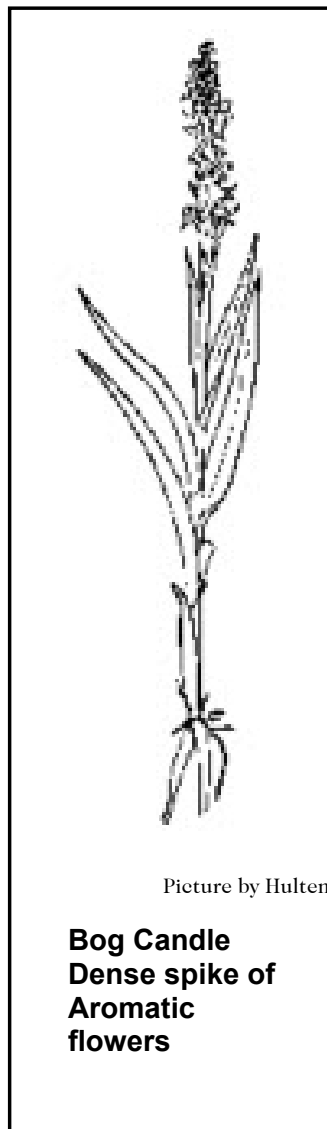
BOG CANDLE/BOG ORCHIS (*Platanthera dilatata*) Orchid Family

Favoring margins of lakes and wet meadows in late June to early August this tall, white orchis

bears a number of long, narrow, pointed leaves on the stem. The heavy stalk of 10 to 18 inches has aromatic (sweet scented) more open flowers. According to Richard Baldwin transplanting is possible and they may do well in a wet garden.

SMALL BOG ORCHIS (*Platanthera obtusata*) Orchid Family

The one-leaved rein orchid (another common name) is much shorter at 5 to 8 inches tall and only has one (rarely two) leaf at the base. It only produces a few greenish flowers, usually three to six.



Picture by Hulten

**Bog Candle
Dense spike of
Aromatic
flowers**

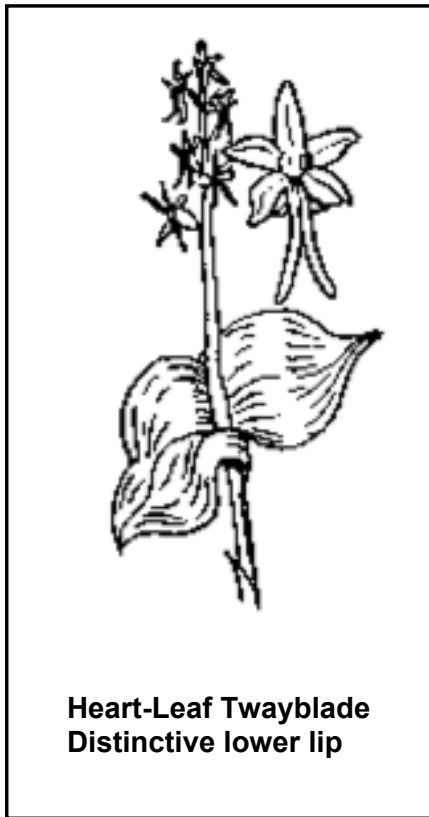
HOODED LADIES' TRESSES/ALASKA BOG ORCHID (*Spiranthes Romanzoffiana*) Orchid Family

Also favoring lake edges and wet areas these plants can be found in alpine areas up to 3,000 feet and appear in late June

through July. The 8 to 18 inch plant has a fragrant spike of white to creamy flowers in three spiraling rows around the stalk. The flowers scarcely more than 1/4 inches long have hoods with flat lips. A few grass-like leaves occur at the base along with some small stem leaves.

HEART-LEAF TWAYBLADE (Listera cordata) Orchid Family

This insignificant orchid likes moist, mossy woods in July and early August. The common name, twayblade, means "two leaves" that are heart-shaped ("cordate") and opposing. The small, greenish flowers sometimes a dark purple, are on a slender stalk to 7 inches. The lower lip is distinctive as it divides into two spreading prongs that come to a point. This flower is circumboreal and grows all around the northern hemisphere.



**Heart-Leaf Twayblade
Distinctive lower lip**

NORTHERN TWAYBLADE (Listera borealis) Orchid Family

Northern twayblade blooms in moist woods in July and early August. It produces green-yellow flowers and has two oval-shaped leaves.

FROG ORCHID (Coeloglossum viride) Orchid Family

Another orchid that grows mostly in mountain meadows is the frog orchid. It has many, small, green flowers and pointed leaves close to its base on a thick stem 5 to 14 inches tall.

NORTHERN CORAL ROOT (Corallorrhiza trifida) Orchid Family

The coral root is a flowering plant that lacks green color as it has no green leaves or chlorophyll. It is parasitic and utterly dependent on its fungus. The roots are not roots at all but an underground stem or rhizome, much branched that resembles coral. The yellowish, fleshy stem of 4 to 14 inches does have two to three clasping bracts. The spike-like racemes have tiny, yellowish-green flowers in late May to early June. They mature to drooping seed pods. These plants prefer boggy woods but also grow in open woods of deciduous trees and since they have no



**Northern Coral Root
Flowers mature to seed pods**

chlorophyll can do well in very shady places.

LESSER RATTLESNAKE PLANTAIN (Goodyera repens) Orchid Family

Arising from a creeping rootstock this plant bears a basal rosette of lustrous evergreen leaves that are commonly marked with a network of white lines. The yellowish to creamy white tubular flowers, on one side of a spike-like raceme, 4 to 10 inches tall have sac-like lips.

I have identified many of these orchids on our property and in the immediate area. However, there are many other species growing in our state. Among them are beauties such as the pink lady's slipper, yellow moccasin

flower and the rose-purple orchis to name a few. If you are traveling about you are likely to spot these and several more.

Editors note: This story originally ran in our July & August 1999 WSEN. Thanks to Dee for permission to reprint.

Alaska grown part 3—

BY RICK KENYON JR.

Now that we had finally arrived in Alaska, where should we go? After all, it was such a large State (2 ½ times larger than Texas) and there were so many places to explore! My parents had a map of Alaska that we consulted frequently on the trip up there, and one place “jumped off the page:” Homer. Having no reason not to, we drove through Glennallen to Anchorage and south to Homer. What an interesting, yet small community south of Kenai and a good drive from Anchorage. We realized we were literally at the “end of the road” but it just didn't feel like home.

Being the weekend and with most businesses closed, we decided to attend a small church on Sunday morning. After the sermon, we introduced ourselves to the pastor and he asked Dad what he did for a living. “Airplane mechanic” came up in the conversation and the pastor called over a church member who shared the same trade. He and Dad visited and he mentioned a new job he was to take in another town, fixing airplanes. It seemed that he decided not to take it and to commercial fish for salmon that summer instead. Were we interested? We would let him know the next morning.

The next day, Dad contacted the mechanic who put us in

touch with the owner of Kennedy Air Service and an interview in Anchorage was scheduled shortly thereafter. We turned around and retraced our way back to Anchorage where Dad met the owner of the air taxi and accepted the job. We were going to Valdez to live!

The drive to Valdez was beautiful indeed as we drove along the Richardson Highway. There

was a pipeline over 800 miles long and four foot in diameter.

Our camper trailer would become our home that fall and winter. Dad's boss had a hanger at the airport and owned some lots directly across the street. We parked the trailer on a lot and prepared to settle in for the winter. The locals mentioned high winds that Valdez was sub-

ject to and showed us how to use cables to tie the trailer down. Dad built a lean-to, enclosed porch onto the camper that was called a “Wanigan” by the locals. Dad built a small wood stove using the metal from a 55-gallon drum to supplement heat during cold days.

I attended a one-room private school that year (second grade). We had one teacher for K-12 and about 20-some students. I made friends with several boys my age. In those days, Valdez had contractors and construction workers galore and the price of commodities was steep. I recall Mom going

to the local grocery store and nearly passing out when she saw the price of milk at \$4 and bread half that. We soon realized that though wages were higher in Alaska, so was the cost of living!

My grandparents from Englewood, Florida, drove up in their motorhome about a month after we arrived. (They travelled every summer that I could remember all over the Lower 48. “Grampa” and “Grammy” as I knew them



WSEN staff photo

Rick Jr. and “Grammy” survey nice mess of fish.

was Thompson Pass to drive over, beautiful glaciers to behold, and stunning waterfalls that cascaded off the mountains. It looked more and more inviting as we neared our new destination. At long last, Valdez came into view as a cozy community at the foot of a mountain range that hugged the coastline. The Alaska Pipeline was nearing completion in 1976 that year. Large oil tankers would sail across the

drove through Montana on their way up to visit us and purchased some property in a small town called Hamilton.) It was good to see family!

Valdez had a neat harbor with rows of salmon fishing boats. Dad enjoyed fishing, and we would take some fishing rods down to the harbor and catch Flounder. I loved to look at the different boats and read the names on the sterns. They usually had female names, after a girlfriend or wife. It wasn't long before we had an opportunity to go fishing ourselves. Dad's boss had a son (Gary Kennedy) who worked for the highway department, and offered to take us out on his personal boat. Gary had a nice boat and went fishing often. My folks, grandparents and I went fishing in the Prince William Sound with Gary one Saturday. Grammy

loved to fish and knew how to catch them! We caught Silver Salmon, Halibut and Red Snapper that trip. The "Silvers" were fun to catch and really put on a



WSEN staff photo
Rick Sr. holds up Rock Fish (red snapper) while Mom (Grammy) tries for another!

show. When one person hooked one, the rest of us pulled in our fishing lines to prevent getting

tangled. Grammy was ecstatic and I never saw her smiling so much until that day. Later that evening, we spread out our catch at the harbor to clean. Several folks stopped by to admire and ask questions. I never forgot that fishing trip.

Winter was closing in on us and my grandparents had to get back to their new home in Montana. We tearfully bid farewell and they left before snow fell. Since Valdez was at the base of mountains, the moist air from the Sound released much rain during the summer. I learned to wear rubber boots and a raincoat to go outside and play. Most folks in Valdez were used to the weather and prepared for it. What a contrast to the sunny, hot weather we knew in Florida!

(to be continued)

McCarthy 4th of July festivities

July 1—Alaska Brewing Company is pairing up with McCarthy Lodge Chef Joshua Slaughter, providing a tasting menu at the Lodge at 7 pm. Limited seating available. Reservations necessary.

July 2—Block party with the band Bay Riders.

July 3—Evangelist Teresa Larson from Acupuleo will be speaking at the McCarthy-Kennicott Community Church at

11am. Special music by Mark Willhite from California. Everyone welcome!

July 3—McCarthy Lodge Tasting Menu, reservations needed, time announced with reservation.

July 3—Glacier View Campground is doing their fireworks beginning at midnight on July 3, starting off their July 4th celebration. Cold-cut sandwiches will be available after the fireworks.

July 4—Parade starts at noon. Games and Barbecue all day. Live music. Downtown McCarthy.

July 5—McCarthy Lodge Tasting Menu, reservations needed, time announced with reservation.

You may contact McCarthy Lodge at 907 554-4402; Glacier View Campground at 554-4490.

"Learn to say no. It will be of more use to you than to be able to read Latin." —Baptist preacher Charles Haddon Spurgeon (1834-1892)

National Park Service tries to make amends for events, arrests in Eagle

BY TIM MOWRY

FAIRBANKS — The chief of the National Park Service in Alaska attended a meeting in the eastern Interior village of Eagle last week and apologized for the aggressive actions of two rangers on the Yukon River last summer.

But it was not the highly publicized arrest and trial of Jim Wilde, a 71-year-old Central man, who Alaska park service director Sue Masica was talking about. Rather, she was apologizing about a run-in the same two rangers had a month earlier involving another man: Tim Henry of Eagle.

The rangers handcuffed and detained Henry for about two hours for allegedly refusing to identify himself but did not arrest him.

“It was wrong. It shouldn’t have happened,” Masica told about 35 residents who attended the meeting in the gym at the Eagle school on June 2.

“It hurt this community, and we do apologize and we need to extend an apology to him personally.”

Her words drew a round of applause from the crowd, but it remains to be seen whether her visit to Eagle will be the first stitch in mending strained relations between the park service and some of the 125 residents in the eclectic village that borders the Yukon Charley Rivers National Preserve.

Masica went on to say the park service is committed to re-

pairing relations with residents in the remote community at the end of the Taylor Highway, many of whom use the preserve for subsistence. The park service director said that mistakes were made last summer and that neither of the two rangers involved in the incidents will be back in the preserve.

“We know we’ve got relationships that need rebuilding,” Masica said by phone this week. “Things are pretty frayed over what happened last year. Our relationships with the community and the people who use and live in the area of the preserve are important to us and we need to rebuild them. This was an attempt to do that.”

Residents in the village near the Canada border said Masica’s appearance and apology were a start.

“We’re skeptically optimistic,” said local subsistence hunter and fisherman Don Woodruff, summing the local sentiment. “We’re moving in a positive direction, but change with the government is pretty slow.”

Relations between the park service and Eagle residents have been strained the last few years by what some in the community claim is heavy-handed treatment by rangers working in the preserve.

The situation came to a head last summer after rangers detained Henry in August and arrested Wilde a month later in a dramatic confrontation on the Yukon River in which rangers

pointed guns at Wilde and his two passengers after Wilde refused to stop his boat for a safety inspection while traveling through the preserve. Wilde claims he was heading for the riverbank when one of the rangers pointed a gun at him.

The latter incident galvanized Alaskans who dispute the park service’s authority to enforce laws on state waterways such as the Yukon River.

It caught the attention of Sen. Lisa Murkowski and Rep. Don Young, both of whom criticized the park service for Wilde’s arrest. Young has threatened to use his political clout to cut off funding for the preserve.

Wilde, meanwhile, ended up in federal court in April to fight three of the four misdemeanor charges against him. The four-day trial ended April 8, and a federal judge is still deliberating the case. A decision is expected any day.

A week after the Wilde trial, Yukon-Charley preserve superintendent Greg Dudgeon held a meeting in Eagle in which he said the park service will continue to conduct boat checks on the portion of the Yukon River that flows through the preserve but that rangers will do the inspections on shore, not in the river. The park service also agreed to the creation of a working group consisting of local residents to improve communications between the community and the agency.

Last week's three-hour meeting was "a continuation of that dialogue," Masica said. There was no discussion of the Wilde incident during the meeting, which was moderated by ranger Seth McMillan, who will be overseeing the Park Service's ranger patrols in Eagle this summer.

Several residents expressed opinions during the meeting but people were respectful, and Masica said their passion for the subsistence lifestyles they lead was obvious.

"We understand that people are part of the landscape here and preserving that lifestyle for generations to come is what the (Park Service) is all about," she said after the meeting.

Subsistence fisherman Andy Bassich was skeptical.

"Our lifestyle is going away because of regulations made by the entity supposedly set up to protect it," Bassich told Masica.

Woodruff, the subsistence hunter and fisherman, pointed out that several subsistence cabins in the preserve are falling apart.

"That flies in the face of preserving this lifestyle for generations to come," said Woodruff, who rebuilt one of the cabins on the Kandik River last summer on his own.

As far as law enforcement, McMillan said rangers will use a "low profile" and "common sense" approach in dealing with hunters and boaters in the preserve this summer.

Longtime Eagle resident John Borg said it will be interesting to see what happens.

"Their response always was they are interested in doing what they can to make amends and see that that type of behavior does not exhibit itself in the future," he said of the park service mantra repeated at the meeting. "We'll have to wait and see."

Louise Freeman Toole, who attended the meeting in Eagle, contributed quotes and other information for this story. Contact staff writer Tim Mowry at 459-7587.

Editor's note: Reprinted from the Fairbanks Daily News-Miner Jun 09, 2011. Used with permission.

McCarthy phone system upgrade in progress

BY RICK KENYON

Work has begun on the 5 sites between McCarthy and Chitina where new equipment will be installed to implement a changeover from satellite communication to microwave. The microwave will interface with the existing fiber-optic system at Chitina.

According to Chris Mishmash at Copper Valley Telecom (CVT), work is underway to prepare the various sites that will make up the new system.

Crews will be installing additional equipment at existing locations at the McCarthy townsite and on Sourdough Ridge.

New locations include the Lakina Terrace and Gilahina Butte, as well as at Chitina.

Helicopters will be used to access most of the sites. Staging areas will be at Chokosna, Long Lake and the McCarthy airstrip.

New Horizons Telecom will be the main contractor on the job, along with CVT staff.

Power generation at the sites will be propane and solar. The solar system is expected to provide much of the power in the summer. During the winter months propane-powered generators are expected to run daily.

Existing phone units will still work with the new system, but

data speeds will increase. This includes both fixed-unit phones and "smart-phones." Data speed is expected to be in the range of .8MB to 1.2MB.

One of the benefits of the new system will be greatly increased cell phone coverage along the McCarthy Road. Currently most users only have a signal from McCarthy to the Lakina River, then only occasional spotty signal strength until they arrive in Chitina.

Residents near Silver Lake and Chokosna will also be able to have phone service when the new system is completed.

"There is good news from Washington today. The Congress is deadlocked and can't act." --American humorist Will Rogers (1879-1935)

Cordova Now in Close Touch With Famous Bonanza Mine at Kennicott, a Big Producer of Fabulously Rich Ore

(continued from the Cover)

copper mine; 800 feet beyond the big concentrator and ore bins, on the mountain side opposite one of the largest glaciers in the northland, with a beautiful perspective of snow-covered mountain peaks, frozen rivers and timbered valleys, the modest ceremonies were witnessed that records the accomplishment of one of the most gigantic and daring enterprises known to the commercial world.

The day was most propitious. The sun shone brightly and the crisp, invigorating air, with the thermometer registering 38 degrees above zero, had an inspiring effect on the interested spectators. A tense and anxious feeling was evidenced until the last act was performed that declared the practical completion of the building of the railroad to the end of the line. And it was the obliterating of frontierism from a hitherto remote section, bringing rapid communication and making available all the comforts of civilization, in the development of that vast domain tributary to the Copper, Chitina, Nizina and other unnavigable rivers.

All present realized the full import of the advent of steel rails in the awakening of a new empire of hidden wealth that is destined to soon woo thousands of adventurous prospectors and operators, who will produce mineral values in such quantity as will startle the world.

Driving of the Copper Spike

On Monday Chief Engineer and General Manager E. C. Hawkins left Cordova for the front, in Supt. Van Cleve's private dining, sleeping and observation car. Accompanying him were J. R. Van Cleve, superintendent, and R. J. Barry, general freight and passenger agent of the new railroad; E. A. Hegg, photographer; and Will A. Steel, editor of the *Cordova Daily Alaskan* and the *Chitina Leader*. At Chitina the party was joined by J. C. Martin, manager of the Orr Stage Line.

This was the first through train that had gone over the entire trackage of the new railroad. After spending the night at camp 146 the train went on to Kennicott arriving Tuesday afternoon within a quarter of a mile of the end of the line. Shortly beyond a trestle of 256 feet was being put in, which delayed track laying until the following morning. However, the trestle was completed and trackage laid to the ore bins and concentrator of the Bonanza mine before noon Wednesday. After lunch the additional 800 feet of steel was laid and the final ceremonies occurred at 3:30 Wednesday afternoon.

When all was in readiness the golden, or, in this instance, the more appropriate copper spike, was placed in position by Mr. Barry. It was then driven in turn by chief Engineer Hawkins and General Superintendent Samuel

Murchison. Faithful old engine No. 50, puffing and whistling, stood on the track a few feet in the rear, with a large portrait of the late M. J. Heney over the headlight. The spectacle was witnessed by a couple of hundred workmen, officials and a few other interested spectators.

Prior to the act of driving the spike, in response to a suggestion by Mr. Hawkins, the assemblage stood with bowed and uncovered heads in memory of the late and much beloved contractor, Mr. Heney. Afterwards Mr. Hawkins made a short address, in which he expressed the appreciation of himself and the Katalla Company for the splendid organization built up by Mr. Heney and so ably perpetuated by Mr. Murchison, and for the effective and harmonious work performed by the contracting department.

Afterwards there was general congratulations and Mr. Murchison took occasion to extend his grateful appreciation to Mr. Hawkins and the Katalla Company for the many courtesies extended and the able assistance rendered his people. The several engines then blew their whistles and the workmen and all others present gave way to much rejoicing.

The telephone wires had kept pace with the railroad construction and General Manager Hawkins telephoned a message to Cordova, to be cabled to Seattle and there telegraphed to New

York, informing the owners of the railroad that the copper spike had been driven. The following morning several replies were received at Chitina, expressing the sincerest congratulations for the splendid work so expeditiously performed by Mr. Hawkins and the contracting company.

Shortly after the important finish the special train left and passed over the new and unbalanced track for fifty miles at the rate of 20 miles an hour. The night was spent at Mr. Murchison's headquarters, camp 146. Thursday morning the run was made to Chitina, where Mr. Hawkins left the train, expecting to remain several days between that point and Kennicott. With the rest of the party Superintendent Van Cleve took his car down to mile 54, where he and Mr. Barry rendered valuable assistance in cleaning the snow slides.

A Glorious Accomplishment

The completion of the Copper River & Northwestern Railway marks an important epoch in Alaska's history. While equally as daring railroad accomplishments may have been undertaken in other parts of the world, it is doubtful if there has ever been another project that has been so successfully carried on under more adverse and trying conditions.

For nearly three and a half years past, men numbering into the thousands, from the highest officials to the laborer who shoveled mud or snow gave of the best that was in them. At times over 6,000 men were employed, while at the end the number had decreased to about 500. During

the period of construction such adverse conditions were encountered and surmounted as are very seldom met with in other parts of the world.

Much of the work on the several steel bridges was done when the thermometer was from 35 to 50 degrees below zero, or when raging torrents or huge icebergs carried by swift currents, made foundation work almost impossible. In constructing understanding, scientific knowledge, broad intellect, physical force, and even unto their heart's blood, to a work that shall forever redound to their credit, to the glory of the capitalists who made it possible, and to the benefit of the thousands who will make of the new section a land of rich development.

Route of the New Railroad

The tide water terminus is at the land-locked town of Cordova, on an inlet of Prince William Sound. Then, as Mr. Swergal describes it, the road effects a sea level passage of one of the coast spurs of the Chugach range at the junction of Eyak Lake and Eyak River, some six miles from Cordova, the only point of easy penetration to the interior from the southern Alaska coast. After leaving this mountain pass the road is laid on a tangent of thirteen miles, passes the old Russian trading post at Alaganik, crossing the rioting delta of the Copper River by means of modern steel bridges at what are known as Flag Point, Round Island and Hot Cake channels. Fifty miles from Cordova occurred one of the greatest engineering feats of modern times; the second crossing of the main channel of the Copper by the erection

of the Miles Glacier cantilever bridge, embattled on either side by the mighty Childs and Miles Glaciers, both presenting a defiant wall of ice 300 feet above and 100 feet below the river and three to five miles in length. Here, in summer, thousands of tons of ice fall into the river in single masses almost hourly, accompanied by thundering roars. These masses of ice throw monster waves across the river, leaving the salmon high on the banks to be gathered by prowling bears and passing prospectors and Indians.

From the glaciers the line extends in a general northeasterly direction along the Copper, over the Baird Glacier Moraine (a field of earth hidden ice), and on through the panoramic Wood Canyon, surpassing the grandeur of the Alps, and on to Chitina, the coming copper city of the North. This is also the point of connection between the railroad and the Orr stage line for carrying passengers and the U. S. mail to and from Fairbanks and other interior sections. Leaving Chitina through a solid rock tunnel, the railway makes the third crossing of the main channel of the Copper immediately above the mouth of the Chitina River, and there climbs to the bench lands skirting the Kotsina. One hundred and forty-nine miles from Cordova, the crossing of the Kuskulana River is made by means of a modern steel bridge 238 feet above the ice bound floor of the gorge, thence, on through the valley of the Chitina to the famous Bonanza copper mine at Kennecott, 196 miles from Cordova. This is in the heart of one of the world's great-

est copper regions, and it also promises great wealth in gold.

Magnificent Steel Bridges

Everyone connected with the railroad is proud of the fine steel bridges that were erected under most trying climatic conditions, at a cost of over \$2,500,000. From the very start it was generally known that the problem of bridging the Copper River from the foot of Glacier Lake and the edge of Child's Glacier, was one of the most perplexing problems and hazardous feats that the management had to contend with. Two abutments and three piers were decided on to support the necessary 1,550 feet of steel. With the current rushing past at a reckless rate of speed and carrying the immense icebergs, which find their way out of the lake, the problem of bridging the river proved a most difficult one.

Work was started on the first caisson in April, 1909. In building it a railroad track was laid over the ice, and a monster pile driver, resting on the ice, drove the piles necessary to support the wave of the caisson. In early May when the caisson was ready to slip into place the ice began to break and it was necessary to carry on the work by means of an aerial tramway. In placing the other caissons in the middle of the stream by the aid of compressed air, huge icebergs were continually careening and bumping the sides of the caissons.

But this work was finished and the piers completed that summer, followed by the placing of the false work, which permitted the setting on and riveting of the steel pieces so soon as they were received in the spring of 1910. The work of putting the

spans in place went on satisfactorily until toward the finish of the third span in May. The ice had been running for a week past, moving two or three inches each day, and had at various times seriously interfered with the false work or trestling from which the men were working. Had the ice carried away this piling and frame work it would have been impossible to have completed the bridge that season. But fortune favored the brave efforts of a heroic class of steel workers and when the break came two days later the time of danger had passed. The last span was built over a portion of the river that is distant from the main channel and was not affected by the floating ice. It was completed in June, 1910.

The total cost of the bridge was about \$1,500,000. In the construction of the two abutments and three caissons about 18,000 cubic yards of concrete were used, while in the bridge there are 5,000,000 pounds of steel.

The work of crossing the Kuskulana gorge, 238 feet high, was staged October 23, 1910, and completed the following Christmas day. This bridge consists of three half-camel back spans and is 500 feet long being three spans of 150, 200 and 150 feet. The construction of this bridge presented difficulties not heretofore encountered in the other steel bridges of the road. The extraordinary height of the structure, together with the swiftness of the water in the chasm that it spans, rendered the erection of false work infeasible. These conditions necessitated constructing the bridge by the cantilever trick. That is, the

central span, which actually crosses the gorge is suspended from the first span by cantilever rigging attached thereto. When the gorge or central span was completed, the wedges in the cantilever rigging were slacked off, permitting the span to settle in place at its union with the third span on the other side of the gorge. Engineer O'Neel was compelled to work his men much of the time with the thermometer 20 to 45 degrees below zero.

The Flag Point bridge at mile 27 is 1,300 feet in length. It was completed in August, 1909. Almost a continuation of this bridge is the Round Island structure at mile 28. It is 560 feet in length and was completed in May, 1909. These two bridges were built at a cost of \$560,000. The Hot Cake bridge at mile 34 is 525 feet long. It was finished in November, 1909. The steel in the five bridges weighs over 20,000,000 pounds.

The construction of the steel bridges was done directly by the Katalla Company, while the wooden bridges and trestles were built by Contractor Heney.

Wooden Bridges, Trestles and Snow Sheds

Between Cordova and Chitina there are 129 bridges, with a length of 42,988 feet, or 8.15 miles, which were built at a cost of \$590,000. The longest bridge is across the Copper River just beyond Chitina, at mile 132. It is 2,790 feet long, or a little more than a half mile. The Gilahina bridge is 890 feet long, from eighty to ninety feet high and was built in eight days.

The superintendent of bridges is P. J. O'Brien and he made

many notable records in the construction of wooden bridges and trestles. With the thermometer always down to zero and as far below as 50 degrees, Mr. O'Brien completed 6,700 feet in thirty-five days, after the 7th of January last, working on an average of forty-eight men.

In order to protect the tracks from snow slides and drifting snow 3,030 feet of substantial sheds were built. These sheds were built at a cost of \$101,000.

Equipment of Railroad

Everything is of the most modern and substantial character and includes 15 locomotives, eight coaches, 256 cars, four steam shovels, two rotary ploughs, one wrecking crane, track driver, two spreaders, one dozer, all of which were purchased at a cost of \$750,000. This motive power runs over a standard gauge railroad with 70-pound rails to Chitina, and 60-pound rails on the Chitina branch to Kennecott. Native ties have been used throughout, while all of the track fittings, sidings, frogs, switches and other standards.

The motive power was built by the American Locomotive Works and includes several consolidation engines of most modern type, equipped with electric headlights and used exclusively in the hauling of passenger and mail trains. Two snow rotaries are in constant readiness to give battle to the snow and prevent blockades. The rolling stock is of the latest approved pattern, the freight cars ranging from sixty to one hundred thousand pounds capacity, with a large complement of auxiliary cars for construction and maintenance purposes. A table d'hote dining car service is maintained on all passenger trains between Cordova

and Chitina, the service of which is unexcelled on the standard railroads in the states, insuring appetizing meals in comfort at all hours.

Alaska Syndicate.

The men who have financed the Copper River & Northwestern Railway are M. Guggenheim Sons and J. Pierpont Morgan, with their friends. They formed a combination for working purposes, known as the Alaska Syndicate. The first purchase for \$3,000,000 of mining claims, including the Bonanza mine at Kennecott, 196 miles into the interior, made necessary the building of a railroad to reach this property. After having experts examine the many mining claims that were then located by various individuals and companies in what is known as the Copper River district, a conclusion was reached that sufficient tonnage would be available soon after the completion of a railroad to warrant the construction of a standard gauge, high-class railroad.

Several million dollars were spent in the effort to establish the proper sea coast terminal. Finally Cordova was decided upon as the most desirable and feasible point to reach the coal and copper fields.

Preliminary Work on C. R. & N. W. Railroad

Engineer M. K. Rogers decided that the cheapest route was north from Valdez, and in the spring of 1905 he secured rights and started to build from Valdez. The difficulties of getting through the canyon and the high grades necessary in climbing the mountains brought discouragement.

In the fall of 1905 the valuable coal deposits of the Katalla fields began to be generally discussed and the Alaska Syndicate was impressed with the necessity of tak-

ing the coal question into consideration in the construction of a railroad. Work was suspended at Valdez and Mr. Rogers directed his attention to Katalla and the Copper River country. It was then decided to build from Katalla, in preference to Valdez or Cordova, active work starting in the early spring of 1907. Efforts to construct a breakwater and secure a suitable harbor at Katalla soon met with unsatisfactory results, after trestles had been built, ten miles of grading done and eight miles of track laid.

In June, 1907, the Syndicate secured the services of E. C. Hawkins, formerly chief engineer of the White Pass & Yukon railroad. He came north on July first to study the whole situation. For over three months he tramped over the various suggested routes for reaching the Bonanza mines. He held in mind the necessity for starting at tide water at a common point to tap both the copper belt and the coal fields, with the lightest possible grade. He also desired an open harbor the year round, with deep water and secure anchorage, where a large fleet of vessels might be safely sheltered.

Mr. Hawkins satisfied himself that Cordova offered more advantages than any other point, even though the cost of constructing from there would be greater than from some other port. He went to New York and at a meeting of the Syndicate in October, reported in favor of discontinuing work at other points and starting from Cordova. The meeting decided on the line from Cordova.

On November 15, 1907, Mr. Hawkins was made chief engineer and general manager of the Katalla Company, organized for the purpose of constructing the railroad, and which positions he continues to hold. He was placed in

absolute charge of the engineering and construction work.

The first contract was for rebuilding the old part of the Copper River Railroad five miles out from Cordova and new construction to Abercrombie or mile 54. Track was laid to this point by October 30, 1908, with the exception of the bridge crossing the river at mile 49. The next contract was to Tiekel, or mile 101, which was completed on December 1, 1909. The road was completed to Chitina, or mile 131, on September 12, 1910. Track was laid to Kuskulana, mile 149, October 23, and the steel bridge across the river was completed December 25. The trestle 880 feet long and from eighty to ninety feet high was built across the Gilahina River, mile 160, in eight days, and trains were running over it January 28. For the rest of the distance the actual track laying in the dead of winter and over ice and snow progressed at the rate of nearly a mile per day not including the building of trestle, until the end of the line was reached on the afternoon of March 28, 1911.

The Katalla Company and Railway

This company was formed for the purpose of constructing the railroad. Certain contracts were awarded to M. J. Heney on a percentage basis, while the construction of the steel bridges and certain other work after the contractor had turned over a completed division, was performed by the Katalla Company. Of this company S. W. Eccles, of New York is president, while E. C. Hawkins is vice-president and general manager.

To Mr. Hawkins was given practically absolute authority on matters of construction, that involved the expenditures of many millions of dollars. To Mr. Hawkins, more than anyone man, is due

the credit for the accomplishment of one of the greatest engineering feats and best pieces of pioneer construction ever attempted in the United States.

In the operation of the Copper River & Northwestern Railway the resident officials are E. C. Hawkins, chief engineer; J. R. Van Cleve, division superintendent and master mechanic; R. J. Barry, general freight and passenger agent; W. J. Ford, auditor; I. W. Young, storekeeper; L. Wernicke, division engineer.

M. J. Heney, Contractor

The contract for the grading, track laying and trestle work of the railroad was awarded to M. J. Heney, who had been the contractor for the White Pass & Yukon railroad. Mr. Heney at once proceeded to effect an organization that was characteristic for its loyalty, strength and efficiency. He surrounded himself, as heads of the different departments, with men of experience and exceptional ability, who soon justified his wisdom by proving themselves able and faithful, remaining loyal unto the end.

Mr. Heney was in the wreck of the steamer Ohio in August, 1909, but later proceeded to Cordova and directed and labored with his old-time energy, until he left for the states on December 6, 1909. He proceeded to New York, but soon returned to California, where his weakened condition developed into pneumonia and heart trouble, from which he died October 11, 1910. The thousands of men who were in his employ grieved and mourned over his death with such deep feeling and sincerity as is seldom witnessed in this generation. But to all M. J. Heney was a friend, and not a taskmaster. He was loved and respected by all his men and the public generally.

As during his previous contract Mr. Heney had as his first lieutenant Samuel Murchison. He has much of the same force and many of the characteristics of his chief. When the absence and illness of Mr. Heney required that he assume full responsibility, Mr. Murchison never faltered, but took hold and labored with a fidelity and energy that endeared him to his chief and won him the favor of all the employees. Since the death of Mr. Heney the work has been under the absolute direction of Mr. Murchison, and he has made for himself such a record as will forever establish him as one of the foremost and successful railroad builders of the country.

The Bonanza Mine

The direct reason for the construction of the Copper River & Northwestern Railway was to reach the mining property of the Kennecott Mines Company, which had been acquired by the Alaska Syndicate for a consideration of \$3,000,000. This property now consists of thirty-two lode claims and eighteen placer claims, embracing a total acreage of 3,240 acres. Practically the only development was on the Bonanza group, which had \$6,000,000 of rich copper ore in sight. But it was apparent from the start that the Syndicate would not be justified in building a standardized modern railway to carry the tonnage of their own property. They realized the prospective development of many greater producers on claims close to the railroad and so decided to build a substantial and permanent road, in the belief that development would give ample tonnage.

The Bonanza mine is located upon a high ridge between Kennecott glacier and McCarthy creek. It is six miles above the foot of the glacier and three miles from

the town of Kennecott, where the concentrator and ore bins are located. The mine is 1,500 feet above the timber line, at an elevation of about 4,500 feet, with a good trail leading to it. The ore is practically pure chalcocite or copper glance, and is stained upon the surface by copper carbonates. Comparatively little work has as yet been done in the development of the mine. There are about 1,000 feet of tunneling and 150 feet of raise. Possibly 2,000 tons of ore has been taken out, most of which will run 65 per cent, and some higher, in copper.

The ore is conveyed by a three mile tram to the concentrator and ore bins. Ore is now being sacked, preparatory to shipment over the railroad to Cordova, from whence it will be taken to the Tacoma smelter. It is expected that the ore will run over \$200 per ton and that 1,500 tons will net \$300,000. When the smelter return is announced within two or three weeks, it is believed that the high value of the ore, and in much great quantities, will startle the mining world. And it certainly will prove a stimulus to prospectors and those who are at present interested in the Kotsina-Chitina copper belt to exert greater effort in the discovery of valuable properties and the development of those already acquired.

Last year the Kennecott Mines Company took in over the trail the machinery for a sawmill. After that was established sufficient lumber was cut to supply the 200,000 feet necessary for the erection of a large concentrator building 44 feet wide of six stories of benches ranging from 16 to 22 feet. Other construction consists of tram terminals, transfer bunkers, ore chutes and 375 feet of snow sheds between the mine and ore bins.

The sawmill also furnished the lumber for a two-story addition to the main office or headquarters, a new cottage, another bunkhouse, with sleeping, reading, sitting and bathrooms for twenty men, and a warehouse. In addition to the erection of buildings around the Bonanza property, a dam is being constructed across National creek near the end of the tramway for the purpose of furnishing a sufficient head of water to operate the machinery for the crushers and concentrators, as well as furnishing power for the electric and steam plants to be installed.

The general manager of the Kennecott Mining Company is Stephen Birch. The superintendent is E. B. Emory, who formerly worked for the Guggenheims in Mexico.

Some Interesting Facts

About fifteen per cent of the railroad is composed of bridges and trestles.

The railroad is on a water grade from Cordova to Chitina. On the Chitina branch to the end of the line except two pusher grades, the maximum is 1.15 per 100 feet.

Joe Redmond, chief blacksmith for the contractor, fashioned the copper spike that was driven at the end of the road by General Manager Hawkins, of the Katalla Company, and General Superintendent Samuel Murchison., of the contracting company. It was cut from a solid piece of native copper, taken from the bed of Chittitu creek, a stream near the Bonanza mine. The spike was afterward drawn and will be properly inscribed and sent by Mr. Hawkins to the head office in New York, as the first return received from an investment of over forty million dollars. Mr. Redmond also presented Mr. Hawkins as a personal memento, a copper horse-shoe with nails projecting to be

used for penholders, and a pick and shovel acting as a backholder.

One of the hardest worked and most conscientious officials in the service of the Copper River & Northwestern Railway is J. R. Van Cleve, superintendent and master mechanic. His ability and energy are towers of strength in the operating of the new railroad.

A half million tons of steel rails have been laid since January 7.

When the Katella branch line is constructed from mile 39, the distance from the coal mines to Cordova will be 93 miles.

Any timber cut by the railroad up to mile 89 had to be paid for, as it was within the government reserve. Practically the only available timber in the entire reserve is near mile 13, where there is fine native spruce, which was largely used for ties and piling. With this exception a selected quality of Puget Sound Douglas fir was used for all timber work. Three and one-third cents for each tie cut was paid to the government.

When the railroad reached mile 54 a steamboat landing was established and until the end of last season three steamers, the Tonsina, Chitina and Nizina, were used to transport freight and supplies for the railroad up the river. The cost was \$1.07 per ton per mile. The cost of building these steamers was \$215,000.

During the summer of 1909 the ferryboat Gulkana was used to transfer supplies from the railroad at camp 49 across the Copper River to connect with the rails. Until the Miles Glacier bridge was completed last summer, the supplies were taken across on scows drawn by cables and donkey engines.

100th Anniversary of the Mother Lode Road

BY LEE ANN KREIG

The Mother Lode Road, known today as the McCarthy Creek-Green Butte Road, the historic access to the Marvelous Millsite and Mother Lode Mine lower camp, celebrates its 100th anniversary this year. First described in a 1901 USGS publication as a trail which, "from Kennecott River...leads up McCarthy Creek, which stream it crosses several times below the mouth of Nikolai creek, coming in from the east," and marked as a trail on early topographical maps, it was completed as a wagon road in July 1911.

John E. Barrett staked his homestead and mining claims on McCarthy Creek in 1906. The following year, he built his cabin, and in 1908 continued to develop his mining claims, called the Green Group (Green Butte today). USGS Maps surveyed in 1907 and published in 1908 clearly show trails and encampments at Mother Lode and Green Butte.

In the winter of 1907, construction of the Copper River & Northwestern Railroad (CR&NWRR) began to connect the port of Cordova to Kennecott. On March 29, 1911, the last railroad spike, of copper, was driven and the first train arrived in Cordova on April 8, 1911.

With the completion of the railroad from McCarthy to tide-water, the Mother Lode Copper Mining Company of Alaska assured prospective investors that the Copper River & Northwestern Railroad would one day construct a connecting spur line. "The branch line up McCarthy Creek to the point at which ore

"This spur will be constructed as soon as sufficient tonnage is exposed. In the meantime a wagon road has been constructed from the railroad junction at the crossing of McCarthy Creek up to the Mother Lode Camp."

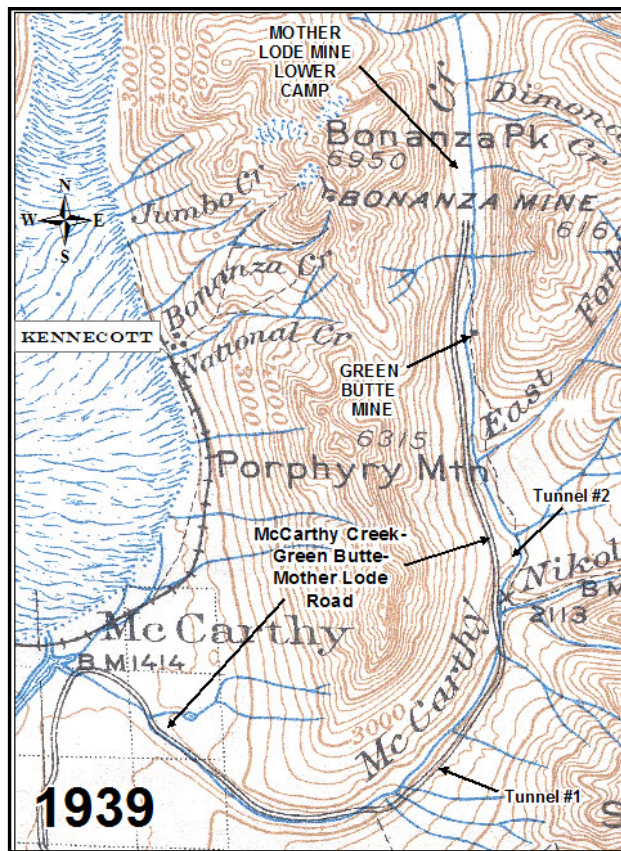
The road is known to have had 19 bridges and 2 tunnels in 1926. It can be assumed that these tunnels were built during the original road construction with the anticipation that they would be needed for the railroad spur. They allowed the route to be near level and reduced creek impingements. Mother Lode crews were certainly well supplied with dynamite and tunneling expertise.

With the July 1911 completion of the Mother Lode Road to McCarthy, development of the Mother Lode property could begin in earnest!

At the time the wagon road was completed, *The Chitina Leader* reported, "On the Mother Lode the ore is growing richer every day, and the extent of the ore now in sight justifies the prediction that this is going to

be one of the best properties in the district and a producer of the red metal second only to the Bonanza."

In 1913, George E. Baldwin reported, "A tram 6,600 feet long, which was manufactured in St. Louis and shipped to the claims, has been delivered on the



1939 USGS topographic map showing the Mother Lode Road.

bins will be constructed is approximately thirteen miles and the branch line can be put in on a one percentage grade. The ore, as mined, can then be dumped directly into the top of the ore bins where it will fall by gravity into the cars.

ground, along with 60,000 feet of Washington fir and the crew of ten men are now working to install the tram that the ore from the upper tunnels may be sent to the creek and later freighted to the railroad at the mouth of the creek.

"The engineers who have examined the property claim that more than 8,000 tons of high grade ore has been blocked out by the work done and that the success of the mine has been assured.

"The company will be on a shipping basis early this fall and will continue shipments to Tacoma all winter. The ore is of the same grade as that shipped from the Bonanza, and the claims join the Guggenheim property."

The tram, the most modern in design, including an automatic loader, was completed that September.

James J. Godfrey, president of the Mother Lode Copper Mines Co. said that "it works like a charm." "Work is now being directed toward improving the road from the end of the tram to McCarthy creek. This will complete the easy transportation of ore from the mine to the railroad. Two years ago a good wagon road was built about 12 miles along McCarthy creek to the town of McCarthy. It is expected to ship out 500 tons of high grade copper ore this winter."

In January 1914, the first shipment of ore, about six hundred tons sacked, was hauled from the foot of the Mother Lode tramway to the railroad at McCarthy where it would be taken to Cordova then shipped to the smelter in Tacoma.

In 1914, digging at the Mother Lode began in earnest, including driving a 3,400 foot cross-cut tunnel. Even though CR&NWRR officials assured Godfrey that a spur line to the Mother Lode would be built not later than the summer of 1915, plans were made to improve the Mother Lode Road in order to place into operation, "two of the most powerful auto trucks made, of a capacity to haul 10 tons of ore per trip, and make two trips a day, thus insuring the transportation of 40 tons of ore daily from the Mother Lode, beginning July 15th."

These plans do not appear to have materialized since in January 1915, the *Chitina Leader* reported that a 250-ton shipment of ore from the Mother Lode copper mines is only the third in three seasons by this company and brings the total up to a little more than 640 tons.

Godfrey, who was at the property, stated that he hoped to ship out an additional 1,000 tons before the winter is over. The difficulty is not in taking out the ore from the mine but to transport it over a wagon road from the end of the tram to the railroad at McCarthy. "That is slow and tedious work, but President Godfrey and his efficient force are working with their accustomed energy to secure the best possible results while the ground is frozen."

In March, the *Chitina Leader* further reports, "During the past winter considerable high grade copper ore has been shipped to the Tacoma smelter. But the breaking up of the trails has prevented any further shipments until next winter, as the ore has

to be hauled by teams for 12 miles from the tramway to the railway at McCarthy. The break-up came three weeks earlier this year than heretofore, the last shipment being a car-load that was sent south on the last steamer. Mr. Godfrey left 30 men at work at the mines and they will be engaged in clocking out and getting ore ready for shipment next winter. They have uncovered large bodies of the high-grade ore that it is expected will place the Mother Lode on a par with the Bonanza and other great copper mines."

The CR&NWRR did not build the spur line by July 1915 and the Mother Lode Copper Mines Company continued freighting ore on the Mother Lode Road by bob sled in the winter of 1916.

The plans to improve the road for automotive transport were finally realized. In the summer of 1918, "Mr. Nels Tjosevig entertained a party of guests last Sunday, conveying them to the Mother Lode horse camp in automobiles, where a dinner was served in Jack Ericson's best style, with chickens from the farm and everything in keeping. After a very pleasant visit the party motored back to town in time for the show."

In the summer of 1919, a five ton truck made regular trips daily to the Lower Mother Lode Camp, bringing in full loads of ore sacks. Work was also beginning to pick up at the other site along the road, the Green Butte. *The McCarthy Weekly News* reported in every issue, "A Fifteen mile run by automobile brings you to the Mother Lode mines, an extensive property now employing upwards of 50 men, and

with untold wealth of ore in sight. The power plant and warehouse of the Mother Lode are located in McCarthy. The Green Group, which is 5 miles nearer town, is steadily forging ahead as a big producer."

In May 1919, ownership and management of the Mother Lode Mines was sold to the Mother Lode Coalition Mines Company. Horse teams were sold and men laid off as a tunnel connecting the Mother Lode mines to the Kennecott side would make it possible for all work to be done from the Kennecott end. The tunnel connecting the two mines was completed in July 1919.

The road, however, was still very much in use. In 1919, after a dance at the Merchant's Café in McCarthy, "some of the guests were entertained by Jimmy Hussey in an automobile ride. Jimmy is one chauffeur. He made the Mother Lode boulevard a speedway." In 1920, a perhaps more sedate party of Kennecott ladies was reported to have enjoyed an auto ride several miles up the Mother Lode road in 1920.

Nature took its toll. In May 1921, John Barrett was road making and clearing slides on the Mother Lode Road. In June, McCarthy Creek ran the highest in several years due to the bursting of an underground lake at the head of the glacier. "The water raised six feet in a very short time and continued for several hours.



Green Butte Copper being delivered to McCarthy Depot

Photo courtesy of Dick Anderson and Eleanor Tjosevig.

Horse drawn sleds hauling Green Butte copper ore down the Mother Lode Road to the CR&NW Railroad at the McCarthy depot (c. 1925).

Returning from the Green Group by automobile, J. E. Barrett was exercised in his mind as to the safety of the bridges against the heavy logs and trees which were being carried down and at Mile 6 Bridge found a heavy jam. Oscar Bachman who was also in the party, volunteered to go down and chop out the debris, which he did, after first being fortified with a sling of ropes. He moved the logs and roots, and was almost swept away before he could be pulled up. The filling from the piers of two bridges had been washed out, and from the abutments of three more. Three of the bridges are settling." A crew of men and a team were put to work to make repairs.

In May 1922 John Barrett is again found repairing the road from the camp to town as it was in bad shape. Meanwhile, construction was progressing rapidly at the Green Butte. Tents were erected for cook and bunk houses at both the upper and lower camps. Several teams were hauling lumber and supplies from McCarthy to the camp by wagon.

Car hire was available as evidenced by this 1922 ad in the *McCarthy Weekly News*:

**NOTICE RATES
FOR CAR HIRE**
McCarthy to Kennecott \$5.00
McCarthy to Nicolai \$7.50
McCarthy to Green Butte \$10.00
McCarthy to Mother Lode \$15.00
 Waiting Time
 Per Hour \$1.50

In June 1923, the Green Butte shipped a carload of ore but found transportation a problem. Starting in late July,

forest fires threatened to destroy the bridges on the Mother Lode route. A month later, fires were still raging along the trail in spite of efforts to subdue them.

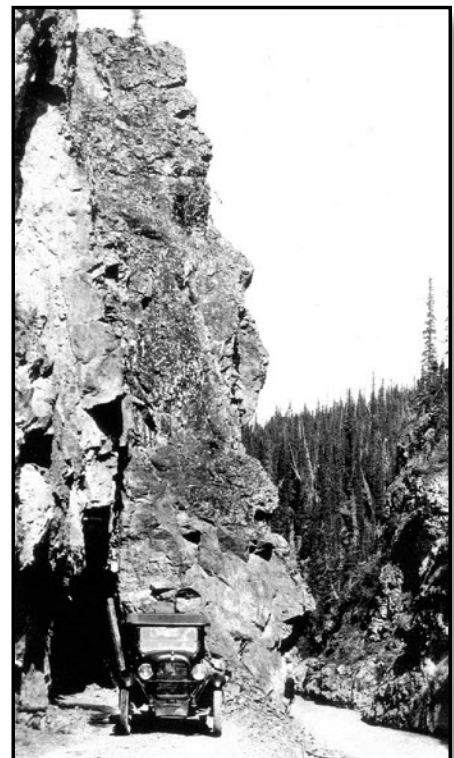


Photo courtesy of Dick Anderson and Eleanor Tjosevig.

Tjosevig Model T emerging from the south end of Tunnel #2 on the Mother Lode Road (c. 1925-1928).

By November 1923, the road was in good working order and well used by the Green Butte which was completing construction of an office and both the dormitory on the hill and quarters at the lower camp for housing 50 men.

Hopes for a railroad spur line up McCarthy Creek still remained high. Mr. James Gaskill, manager of the Green Butte mine reported, "The mine is being rapidly developed to the point where it will begin paying dividends in spite of the fact the company has a long wagon haul on top of the rail and water charges. Without a doubt there will be a spur put up McCarthy creek in a short time if present indications of the mine develop properly."

In the mid-1920s, travel over the road by automobile appears to be pretty much year round as the gossip McCarthy publication, *Our Town*, reports of friends overnighing at the Green Butte and having an enjoyable trip, or tells of the comings and goings of the Nels Tjosevig family, who have a claim just beyond the Green Butte, as they visit friends or take a holiday.

The Alaska Road Commission (ARC) began maintaining the road in 1929. Its 1929 annual report shows that it spent \$1,804.55 on the route. ARC states: "This route extends from McCarthy up the McCarthy creek valley to the Green Butte mine. It was built by the mining company and maintained by them previous to last year. A flood in the fall of 1927

greatly damaged the road and its repair was undertaken by the commission. The road is passable for motor traffic." The ARC spent \$373.87 on the road in 1931 and \$1141.26 in 1933.

The Great Depression of 1928-30 caused a rapid decline in the demand for copper. Copper prices fell from 13.3 cents per pound to 5 cents. Production was cut back, miners were laid off, and exploration for new ore bodies was stopped. A major railroad bridge was washed away in a severe storm in the fall of 1932, suspending rail shipments for two years. The mines reopened in 1935 with a greatly reduced crew.

Populist Alaskan politicians had long encouraged a climate of hostility to the Morgan-Guggenheim Alaska Syndicate that had developed the CR&NRR and the

November 11, 1938, the last train left Kennecott for Cordova.

However, that is not the end of the story of the Mother Lode Road.

A 1938 USGS Bulletin states, "In the Nizina district, a road . . . 13 Miles long follows McCarthy creek to the old Mother Lode camp. This road was constructed privately but is now controlled by the Alaska road commission

In 1966, Walter Wigger purchased the Mother Lode mine from the State of Alaska. Neil MacKinnon reported in 2003 that in June 1970, "the upper part of the road was easily passable for vehicles...No brush or alders in the center or sides for that matter. The only problem points came where the creek had meandered to cut into the road and one had to either cross to the other side or

wade the creek...On two other occasions in July of 1970 I traveled up the McCarthy Creek road. One trip was in the lodge jeep and a second time in an old military ambulance. Both had four wheel drive and we had to at times drive through and across the creek. Other than at

those points it was a good road and easily passable."

1973 photos of Wigger's D-5 Cat, trailer, and pickups at the Mother Lode property also show that vehicles and equipment had been driven up the McCarthy Creek-Green Butte Road. The well-known truck that is found along the road today was driven within two miles of Green Butte in



WSEN staff photo

McCarthy residents caravan up the McCarthy-Green Butte road, April 11, 2003, in protest of NPS closure notices. NPS Rangers were in town, but no citations were given.

copper mines. Many believed the Syndicate had concluded its investments were not welcome in Alaska. Kennecott had acquired copper mines in Chile, Arizona and Utah that were easier and cheaper to operate, and in 1937, it was decided to close its Alaskan operations the following year. On

1973. Photos from a trip made by Eleanor Tjosevig, Charlie and Inger Ricci, and Mr. Anderson in 1974 document bridges which were still in place or girder bridges installed by Wigger. In September 1980, a "100-year flood" wiped out twin beam bridges and abutments along the McCarthy-Green Butte Road.

On December 1, 1978, Alaskans were shocked when a Presidential proclamation created Wrangell-St Elias and nine other National Monuments. After two years of turmoil in Alaska, on December 2, 1980, the Alaska National Interest Lands Conservation Act (ANILCA) was signed into law and the Wrangell-St Elias National Park and Preserve was created. The ANILCA compromise guaranteed access to all mines and properties in the new parks.

In April 2002, the Hale family purchased the Mother Lode mine from Walter Wigger. Equipment (ORV's, bulldozers, trailers, etc.) that had been used in transporting building and other bulky sup-

plies from McCarthy over the road by Wigger and others continued to be used on the road. The Hales drove a Bombardier ORV track machine over the road to town in the summer of 2002 with no objection by the Park Service. The road was passable without any clearing and only alders brushing against the vehicle were trimmed back. After a fire burned down their home in the winter of 2002, the family took the bulldozer to town to haul back building and construction supplies.

Despite open access to private property being enshrined in ANILCA — the long-term use of the Mother Lode Road since 1911, and its being originally constructed 92 years earlier to serve the Hale's Mother Lode property — on April 11, 2003, the National Park Service closed the road, declaring in a notice that "the route created by the bulldozer is not a park road or designated route." The NPS allowed the false implication that the Hales had bulldozed a new road through a pristine national park to propagate throughout the

national, and even international, media. This was particularly ludicrous considering the near 100-year history of use (most of it by heavy industry), including the presence of two intended railroad tunnels.

The reality that the family's access was being shut off upset many in the community. Furthermore, the precedent for extinguishing a key provision in ANILCA's promise of access to properties throughout the state was immediately recognized. In protest, locals took vehicles, including a bulldozer, and went up the disputed trail.

Fortunately, wiser management on the part of NPS seems now to be taking place. ANILCA access provisions are currently being worked out by the NPS on dozens of access roads throughout Alaskan parks. Hopefully one day soon the public will again be able to use and enjoy the McCarthy Creek - Green Butte - Mother Lode Road as it begins its second century of service!

Alaska's delegation says "No More Wilderness!"

WASHINGTON, D.C. —

Alaska's congressional delegation sent a letter to Interior Secretary Ken Salazar reminding him of his promise not to designate new wilderness areas in Alaska without the support of the state's elected representatives.

Sen. Lisa Murkowski, R-Alaska: "I want to be unequivocally clear, there is no support from the Alaska delegation or the state of Alaska for any new legislative or administrative wilderness designations."

Sen. Mark Begich, D-Alaska: "The Alaska delegation is in solid agreement that there's no need for additional wilderness designations. Any attempt to tinker with the 'no more' policy will inevitably run into serious opposition from Alaskans."

Rep. Don Young, R-Alaska: "I will work with the delegation to do everything in our power to stop the designation of new wilderness areas in Alaska. Doing so would completely disregard the compromises designed in ANILCA, and we will fight it tooth and nail."

Salazar recently assured members of the delegation that the administration had no plans to violate the "no more" clause of the Alaska National Interest Lands Conservation Act and designate new wilderness or place similar restrictions on the use of public land in Alaska without congressional support. But in press coverage of a speech Salazar delivered last week to the Wilderness Society, the secretary was quoted as saying the administration looked forward to "additional administrative action on Bristol Bay."

Kennecott Operations Plan in draft mode

The National Park Service (NPS) is proposing to revise the 2001 Interim Operations Plan for the Kennecott Mines National Historic Landmark (NHL). The Interim Operations Plan was written to develop management strategies for the NPS at the Kennecott National Historic Landmark in the Wrangell-St. Elias National Park and Preserve. Such a plan became necessary when the NPS acquired the privately owned site in June 1998. The Kennecott site, mined for its copper in the early 1900s, is in the center of the park, approximately 5 miles from where the McCarthy Road ends at the Kennicott River. The NPS acquired 2,839 acres, including much of the historic mill town, the sub-surface rights to the mine, and the surrounding natural area.

The 2001 Interim Operations Plan was intended to provide guidance for management of the NHL for a five-year period. A revision is needed to document the work that has been accomplished at the site in the last 10 years and to address new issues. A revised plan will describe NPS goals for management of the site and will present the NPS vision and specific recommendations for structural stabilization, circulation and access, vegetation management, interpretation, and partnerships. Included under structural stabilization will be the proposal to stabilize and

repair the two most iconic buildings in the Kennecott Mines National Historic Landmark: the 14-story Concentration Mill and the 23,000 square foot Leach Plant. The NPS also plans to abate known hazardous asbestos; install fire protection; and replace a deficient potable water system.

The revision of the Interim Operation Plan will be accompanied by an Environmental Assessment (EA). The EA will consider the environmental effects of a range of alternative actions proposed within the revision.

The draft for the Proposed Action for Management of Kennecott Mines National Historic Landmark is now available for community review. This document is the result of the NPS work and public comments so far on the possible actions to be included in the Kennecott Management Plan. The McCarthy-Kennicott community is encouraged to review this document over the summer and submit their comments or opinions to NPS. Several meetings will be held this season to discuss the proposed actions and help formulate revisions to the proposed plan or come up with alternative actions. These alternatives will be included in an Environmental Assessment (EA) this fall.

Elizabeth Schafer is the local NPS liaison and is available to answer any questions or take comments from the community.

At the May 26th McCarthy Area Council meeting, Bruce Rogers, NPS Planner, encouraged the community to take an active role in leading the review process. The comment period ends August 31st, 2011.

If you need a copy, Electronic versions of this proposed action package are available at the following locations:

The National Park Service Planning, Environmental and Public Comment (PEPC) website at:

<http://parkplanning.nps.gov/wrst>.

The Wrangell-St. Elias National Park and Preserve website at:

<http://www.nps.gov/wrst/parkmgmt/planning.htm>

The Friends of Kennicott website at:

<http://www.friendsofkennicott.org>.

Or if you need a hard copy, call or email Bruce Rogers at 822-7276, or Bruce_Rogers@nps.gov.

Local community contact is Elizabeth Schafer at 907-960-1014, or Elizabeth_Schafer@nps.gov.

Comments on this proposed action package may be submitted to the park in writing at: Bruce Rogers, Wrangell-St. Elias National Park and Preserve, PO Box 439, Copper Center, Alaska, 99573. Comments may be emailed to Bruce or Elizabeth at above emails. Comments may also be submitted electronically on the PEPC site.

Gilahina Fire

BY BONNIE KENYON

On the early evening of May 31st, the McCarthy area experienced a rather sudden change of scenery. Along with an increase of southerly winds, a strong smell of smoke and extreme smoky conditions filled our valley. Visibility was cut dramatically.

The telephone rang at 5:45 pm. My neighbor, Audrey Edwards, stated her concern with the possibility the smoke we were experiencing was not from the distant fires of Delta and Fairbanks, but a fire nearby. We decided to contact Stephens Harper, local park service ranger.

Stephens confirmed Audrey's assessment. This was a recent fire, discovered by local pilot Jason Lobo, at 11:00 pm the night of May 30th while he was out flying. At the time of discovery it was considered a "small fire and smouldering." Due to continued hot and dry temperatures, the fire grew to 400 acres by 3 pm on May 31st.

The location was described as 20 miles west of McCarthy and 6 ½ miles north of the Gilahina trestle, near Mile 30 of the McCarthy Road, within the Wrangell-St. Elias National Park and Preserve, mostly in a wilderness area. The Park Service assessed the cause of the fire as "Natural—lightning caused." Prior to the fire's discovery, neighbors living near Mile 35 recalled hearing sounds of thunder.

The State of Alaska Division of Forestry and the National Park Service managed the fire cooperatively. Firefighters worked to stop the fire from moving into the full management option. Aviation dropped two loads of water and at the end of the day, good progress was made.

Mark Keogh, NPS public information officer, from park headquarters in Copper Center began Emailing regular fire updates to many in the McCarthy/Kennicott area. On June 3rd he reported that "the Gilahina Fire had burned approximately 1,438 acres. (Improved mapping later showed the fire burned over 1,200 acres). Cooler temperatures, higher humidity and subsiding winds slowed the fire behavior to smouldering and creeping with isolated areas of torching on the northeast perimeter. The fire remains north of the Gilahina River."

The Gannite Glacier, Noorvik Type 2 and Heltak crews were on the fire, secured the southwest flank, and closely monitored fire activity. It was reported that the fire was burning in a limited management option where, according to the park service, "fire occurrence is essential to the long-term ecological health of the land."

Although gusty winds hit the Copper River Basin the next day, the cooler, humid weather continued to restrict fire growth. The Gannite Glacier Type 2 initial attack crew was released on

June 4th. A Remote Access Weather Station (RAWS) was set up on the Gilahina fire in a burned area. The station provided current data about weather conditions on the fire. Another RAWS was installed in the Lakin drainage.

On Sunday morning, the 5th of June, The Whiskeytown (California) Fire Use Module arrived to assume responsibility for monitoring the fire. The specially trained 8-person crew also developed long-range plans for possible fire scenarios. The Noorvik #1 crew was flown off the fireline and reassigned to work on the Hastings Fire, 15 miles northwest of Fairbanks.

On Monday the fire continued to burn, but with little increase in visible smoke and no increase in acreage.

The Whiskeytown crew also assessed the fuels around the Gilahina Trestle which is considered an historic structure. The crew began cutting some of the overgrown vegetation around the trestle, making it less likely a fire would reach it.

The firefighters were released from the fire on June 13th after completing their assignments. Aerial observers are regularly flying the fire to watch for changes in activity.

The McCarthy Road remained open and McCarthy and Kennecott were not threatened by the Gilahina Fire. There were no park closures or restrictions related to the fire.

Fire is a natural part of the boreal forest ecosystem

BY NED ROZELL

With their mushroom clouds topped with cauliflower crowns, plumes from wildfire smoke are again a common sight in Interior Alaska, which — with barely a sprinkle of rain — just experienced one of the driest Mays in the 100-year written record.

Though it's a normal human reaction to think of wildfire as a bad thing, fire's occurrence on the landscape predates the arrival of people to the boreal forest by a long shot. The forest doesn't function well without it. In researching the topic, I came across a previous interview with Tom Paragi, a wildlife biologist with the Alaska Department of Fish and Game in Fairbanks.

Paragi's specialty is the ecology of disturbances to the boreal forest, among them logging and the effects of wildland fires. The following is from a column I wrote in 2006 with him on the subject of wildfires.

I told Tom that the word "ravaged" came to mind when I walked through a burned spruce forest and saw the charred bones of red squirrels. He countered by saying that red squirrels have the unfortunate tendency to seek shelter in spruce trees when something threatens them. Other small mammals, such as voles on the forest floor, might survive a fire because the soil

around them is wet enough not to burn. Larger animals move fast enough to escape slow-moving wildfires typical of the boreal forest, he said.

"I've seen pictures of deer and elk being caught in fires down south, but I've never heard of anyone seeing a moose getting killed by fire," he said. "In most cases, wildlife has a chance to move on."

Even if voles and red squirrels die in a large hot fire, their surviving relatives fill the empty niche in the months following. The greenery that pops up after a fire is often a better home for small animals than spruce trees over moss over permafrost, Paragi said.

"The net effect of fire (on most animal numbers) is a positive," Paragi said.

The reported areas of Alaska fires can be misleading, too, Paragi said. When the Alaska Fire Service reports the maximum perimeter of a large fire, about two-thirds of the area inside that perimeter usually burns, he said.

A pilot, Paragi has flown over parts of Alaska after fires and has seen a patchwork of muskeg, mature forest, and neon bright greens sprouting from blackened areas.

"You have this tremendous mosaic out there," he said.

Paragi said the large acreage burned recently in Alaska has partly been the result of over-

zealous firefighting in the past combined with recent warm and dry conditions. Until the late 1980s, Alaska policy was "immediate suppression of all wildfires," according to the Alaska Interagency Wildland Fire Management Plan. That strategy preserved black spruce, the final stage of the boreal forest in many areas of the Interior. Black spruce waits out other tree species, pops up in the understory, grows slowly, and stays anchored in cool soil unless the forest burns, is cut down, gets chewed up by river ice or meets some other fate. The resilient black spruce is the most flammable tree in the boreal forest; one fire official called it "gasoline on a stick."

"If you keep putting out all the fires, there's no breaking up of these large expanses of spruce," Paragi said. "Fires can get dangerously big really fast."

Biologists like Paragi team with state fire managers to stage controlled burns to break up large patches of spruce and to stimulate new growth favored by moose, grouse, and other animals.

"Generally, fire is a positive thing for the nutrient cycling of the boreal forest," he said.

"After a June fire, I've seen waist-high willow sprouts by fall. We've also burned aspen in May and had sprouts well over my head by hunting season."

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.

"Guard with jealous attention the public liberty. Suspect every one who approaches that jewel. Unfortunately, nothing will preserve it but downright force. Whenever you give up that force, you are inevitably ruined." --Patrick Henry

Review: Fourth John Denver Tribute

BY: TERRY C. BLOSSER

An enthusiastic capacity crowd filled the Recreation Hall in Kennecott, Alaska for the community's Fourth John Denver Tribute on June 17. The evening included a potluck social, movie clip showing, and over two hours of Denver's music performed by a dozen local musicians and artists.

In 1975 Denver was in McCarthy/Kennecott filming a documentary movie project with ABC Television telecast in 1977 as, "Alaska: America's Child." The Tribute audience was treated to a clip of the movie showing Denver with local residents at the McCarthy Lodge and a comic chase sequence in the historic Kennecott Mill.

Denver died in the crash of his experimental aircraft near Monterey, California in 1975. In a speech of tribute, Master of Ceremonies Terry C. Blosser noted, "Denver's melodies and lyrics touched the human heartstrings. The clarity of his soaring tenor voice assured us we could live in harmony with nature and each other."

A strong line-up of local musicians entertained the audience with broad range of Denver's music. There were several performances of songs from Denver's album of railroad songs in com-

memoration of this year's 100th anniversary of the completion of the Kennecott to Cordova railroad.

In a new twist to the tribute concert, a Valdez family presented multi-media interpretations of Denver's tunes Grandma's Feather Bed and Sunshine on My Shoulders. Kelly, Kathryn, and Trevor Hawkins digitally-pro-

duced, visually appealing programs were warmly received by the audience.

Popular local favorites Rebecca Boniek and Gaia Thurston-Shaine outdid themselves in duet and with other musicians. Boniek's Wild Montana Skies brought the audience to its feet. Thurston-Shaine's strong vocals

led the concert sing-a-long finale of Denver's Wrangell Mountain Song, his tribute to the 1975 visit here.

Other musicians contributing their talents to the concert were Ben Quattlebaum and Scott Mitchell noted for their bluegrass versions of popular Denver tunes. Joe McDonald once again impressed the audience with his bluesy version of Leaving on a Jet Plane.

The Kennecott John Denver Tributes were created and are presented annually by McCarthy resident Dave Hollis and Wrangell Mountain Air shuttle driver Terry C. Blosser, assisted by the generous contributions of many community volunteers.

The grass-roots event is part of the Arts and Lectures Series of the Wrangell Mountains Center and the National Park Service, and is traditionally presented the Friday before Summer Solstice.



Photo courtesy Dave Hollis

Veteran Kennecott John Denver Tribute performer Paul Hanis mesmerized the crowd with his electronic piano performance of My Sweet Lady.

duced, visually appealing programs were warmly received by the audience.

Tribute veteran Paul Hanis returned to the Kennecott stage with an electronic piano instead of his guitar. He thrilled the audience with emotionally-touching performances of Song for the Life, Eagle and Hawk, and My Sweet Lady.

Kennecott Glacier Lodge's Merry Minstrels led by Chef Phil Gleichman sang, danced, and pantomimed three lively songs including Denver's nostalgic railroad ballad, Jenny Dreamed of

Letter from WRST Superintendent Meg Jensen

Dear Members of the Kennecott/McCarthy Community;

Wrangell St Elias National Park and Preserve is gearing up for the 2011 season. Looks like it is going to be busy and I have heard from several of our tourism partners that visitation to the area will significantly increase this year.

Our operations in Kennecott will reflect what is happening on the national level with the federal budget. The 2011 budget looks okay, but there is a lot of uncertainty for 2012 and future years. The park reduced summer hires by 25% this year. 74% of our summer seasonals are rehires who worked for the park last year, including sixteen maintenance staff in Kennecott. We are anticipating a 1.5% budget cut for the 2011 fiscal year, which began October 1, 2010. This means that we will have to reduce our budget expenditures for the summer season 3% from what they were during the summer of 2010. As a result, the park has refocused our priorities, and continues to make enhancements on our operations which maximize our effectiveness with the dollars that Congress appropriates to us. The park has maintained its commitment to local hire in the permanent workforce; two of five positions filled this year were from our local communities.

Many of you already know that Jim Baker, our Kennecott Maintenance Supervisor, received the National Park Service's Appleman-Judd-Lewis

Award for Cultural Resource Stewardship through Maintenance. During the ceremony back east, Jim said: "Seeing the results of this ongoing preservation work is a highlight of my career. I would not have received this award without the moral and technical support of staff at the Alaska Regional Office, my Kennecott crews, and the staff at Wrangell-St. Elias National Park and Preserve." We are very excited that he received this significant national recognition on behalf of all the work our crews have been doing in Kennecott over the past ten years.

The park has several projects in the queue for the 2011 season in the National Historic Landmark (NHL). The Dairy Barn, Leach Plant and Transformer building will see continued stabilization work including foundations, walls and roof assemblies. The crew will use riprap to reinforce the bank of National Creek adjacent to the footbridge where it was damaged in the 2006 flood event. Siding will be installed on the East bunkhouse. Our Crew will start foundation stabilization of the West Bunkhouse. This may involve a contract to lift the structure while NPS employees construct foundation walls. There will be some touch up painting performed on the Company Store, Machine Shop and General Manager's Office. Kennecott Cottage 32-8, which is open for self-guided tours, will receive a new rolled roof. Access to the building may be temporarily restricted during this work if

we determine there is a safety hazard to our visitors. The park will also contract out the removal of bunker C oil in the piping and utilidors associated with the Power Plant. The park is hosting a public meeting May 19, 2011 at 11:30 am at the Tony Zak Community Center in McCarthy to review and discuss all our projects for the 2011 season. We encourage you to attend.

The park will begin work this year on the NHL's icon structure, the fourteen story mill building. It is not too soon – level three had another cribbing blowout this winter. Our major stabilization project will begin in fiscal year 2012 for this building, and is scheduled to be completed in fiscal year 2016. This year, we are completing some initial work to test an anchoring method for the structure in a small portion of the building. This is critical because the building sits on a very unstable, steep scree slope and as foundation members fail, the overall building is less stable. The park has let a contract to Twin Peaks Construction to develop the drilling and anchoring method to stabilize soils and cribbing in the building. The work will take place on the street level and level three of the mill. The contract will be initiated in May and we anticipate completion by the end of June. We are looking at how to complete this work while minimizing the impact to St Elias Alpine Guide's Mill Building tours and protecting the safety of park visitors and guides on those tours. We will be meet-

ing with St. Elias Alpine Guides as soon as we have information regarding how the work will be done.

In May, we will be moving the staff support washhouse and the cabanas behind the store down to the Dairy Barn area. You'll also see some road and trail maintenance in the NHL this year.

The Ranger Staff has a new member. Stephens Harper finally has an Area Ranger on board to help him – this position has been vacant since 2008. Please help us welcome Luke Hodgson to the community! The park will be installing communications and power at the rangers' airport office. Meghan Seifert and Matt Smith will be returning in their previous capacity as Backcountry Rangers. Richard Millsap returns again this summer, in his 37th season as a seasonal National Park Service Ranger! As a result of our budget situation, the protection staff will be smaller, and the work season shorter, but last year's priorities remain this year's: emergency medical response, search and rescue, and bear/human conflict management. Enforcement of the park's food storage and proper human waste disposal requirements remain high on our list of priorities. The park will sponsor a CPR/AED training class in early June which will be open to community members, if you are interested in participating please contact Stephens Harper at stephens_harper@nps.gov, or 554-1144. If you are interested in signing up as a volunteer emergency first responder, please contact Meghan Seifert at meghan_seifert@nps.gov, 960-

1013 or Luke Hodgson at luke_hodgson@nps.gov, 960-1023. Training will be available to those who are interested and sign up.

Because of budget constraints, the park has had to reduce the Interpretive staff by five positions and we are refocusing our interpretive offerings to better match the needs of visitors. We will offer opportunities to explore the NHL through programs, increased presence of roving rangers, and we have maintained our commitment to keep the Kennecott Visitor Center open seven days a week. Returning seasonal Earl Sanders will be stationed in Chitina and contacting park visitors at the ranger station and along the McCarthy road. Interpretive staff will be working with the community on an interpretive exhibit planning at a workshop in early June, establishing a lease agreement with Wrangell Mountain Center for the Recreation Hall to maintain and enhance community use of the building, supporting youth programming, hosting the Far North Conservation Film Festival, and assisting with the Kennecott and McCarthy Museum for the Copper River Northwestern Railroad Centennial in early July. Willa Mullen has replaced Mona Jones as the Alaska Geographic Manager, and will be managing the bookstore in our visitor center.

The draft Kennecott Management Plan will be distributed for public comment this summer. The park has hired Elizabeth Schafer to work part-time assisting the park with the public involvement on the plan. She will be available to meet with people, explain the draft plan content

and collect community member's comments. Bruce Rogers and I are setting up a meeting with the MAC subgroup in the next couple weeks to discuss the plan.

Cultural resources personnel will be developing GIS-based documentation of all the cultural-resource and stabilization work that has occurred in the Kennecott NHL in the past. This effort will enhance future planning efforts, as well as providing for a more comprehensive record of compliance work completed to date. The Kennecott Cemetery was recently determined eligible as a contributing landscape component of the NHL, and the park is beginning a treatment plan for it. Seasonal Archeologist Lee Reininghaus will be returning this summer, and will be assisted by Cultural Resources Management Specialist Greg Biddle, Compliance Archeologist Patrick Mullen, and two Student Conservation Corps interns.

The park will be installing road signs within the Department Of Transportation Right Of Way along the McCarthy Road this summer. We received permission from the DOT late last summer for the signs. You'll see a few signs in the McCarthy-Kennecott Area and kiosks at the west foot bridge, Museum and Airport Mail Shack. These signs will show land status and point out facilities along the road.

The Copper Valley Wireless project has been approved and they will be constructing new communication site facilities at Gilahina and Lakina this summer and upgrading the Sourdough communication site.

These operations will include the use of a helicopter. We anticipate that operations will commence in May and may continue until August and/or September. Contact CVW for details.

NPS staff will be continuing the abandoned mine lands program this summer. We anticipate helicopter operations in the McCarthy, Nizina, Chitistone, Kuskulana and Kotsina Drainages during the June 23-29 and July 14-20 periods. Contact Danny Rosenkrans for details on these projects.

The seasonal invasive plants crew will be spending time out in Kennecott evaluating, controlling, and monitoring invasive weeds. This year we will begin to

collect more native seed for Kennecott re-vegetation efforts after stabilization efforts are completed. There will be a SAGA crew in the area the week of Aug 1. They will be assisting with invasive weed work as well as some native seed collection and planting of some screening plants around the generator building.

Fire staff will be working with the community to identify areas that would benefit from hazard fuel reduction work. The area that is tentatively being considered at this time is NPS lands near the University subdivision in McCarthy. Discussion has been underway in recent months with University subdivision landowners.

Lastly, as many of you have heard, I will be retiring from the NPS and federal service on June 3, 2011. I have appreciated our collaborative work together over the past four and a half years, and it has been an honor to serve as the park's Superintendent. Recruitment for my replacement is underway. I know the relationship between the park and community will continue to grow and develop in the years ahead. Here's looking forward to a great summer!

Sincerely;
Meg Jensen
Superintendent

Cross Road Medical Center comes calling

Davanea Bush, Mobile Health Program Coordinator, writes to the McCarthy and Kennicott Community the following announcement.

"Cross Medical Center is pleased to announce that this summer we will once again be holding mobile clinics in McCarthy. We will be in McCarthy on the following Fridays: June 17th, July 15th, and August 19th. The clinics will be held at the McCarthy-Kennicott Community

Church from 9:30 am to 12:00 Noon and 1:30 pm to 3:30 pm. Appointments can be made by calling Cross Road Medical Center at 822-3203. Walk in patients are welcome also but appointments will have first priority.

The clinics will be able to provide the following health services: sick visits and check ups, adult physicals, sport/school physicals, ICC physicals, well child checks with immunizations and adult immunizations. We are

also able to draw blood for some labs and have it tested at Cross Road Medical Center. It is preferable that people make appointments but we see people who walk-in. Appointments are encouraged for immunizations and any blood work. A social worker will be available to assist in a variety of areas some of which include Medicare, Medicaid, WIC, Behavioral Health and Prescription Assistant Program. Any questions may be directed to Davanea Bush at 822-3203."

Copper Valley Telephone Annual Customer Appreciation Picnics

Come have CVTC staff serve you hamburgers, hot dogs, chips, cookies and drinks between 12 noon to 1 pm at the following locations!

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Friday, July 8th—McCarthy Community Center

Thursday, July 14th—Mentasta Baseball Field

Friday, July 15th—Chistochina Community Center

Friday, July 29th—Cordova, location to be announced

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Can you solve a Mystery?

Does anyone know anything about a Rail Road Speeder removed (by permission) from the Long Lake area a number of years ago?

Any information will be appreciated. Please call Dave at (907) 274-9046 or 440-2982. Thanks.

Twin Lakes Campground to close for improvements

COPPER CENTER, AK —

Wrangell-St. Elias National Park and Preserve has closed the Twin Lakes Camp Ground at mile 27 on the Nabesna Road for repairs. A contractor will be working in the campground to improve access and develop campsites. Due to this work, the

campground must be closed for safety purposes. Work has begun and is schedule to be completed by October 1, 2011. If the work is completed earlier than expected, the campground will be re-opened at that time. There are other camping options along the Nabesna Road. Please contact the Slana Ranger Station for fur-

ther information. The Slana Ranger station is open 7 days a week from 8:00am to 5:00pm. The phone number is 907-822-7401.

To view the plan for the campground, visit our website at <http://www.nps.gov/wrst/parkmgmt/planning.htm>

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July 8, Friday

- TBA *Ahtna Heritage* Elders and Dancers at the Museum in McCarthy.
- 4pm *Wrangell Mountains Center* presents Jim Edwards, Hardware Store, McCarthy.

July 9, Saturday

- 8-11am *Pancake Breakfast*, Hardware Store. \$10 donation.
- 2pm *CR&NW Presentation* by NPS historian Geoff Bleakley, Recreation Hall, Kennecott.
- 3:30pm *Pounding of the Copper Spike Re-enactment*, Kennecott
Light refreshments, Kennicott Glacier Lodge.
The conversation continues, Recreation Hall, Kennecott
- 8pm *Ghost Town of McCarthy Comes Alive*. Period-dress block party, The McCarthy Lodge.

July 10, Sunday

- 2pm *"Martin & Augusta Radovan" Presentation* by NPS historian Katie Ringsmuth, Museum in McCarthy.

A railroad speeder, an auto-railer bus, 20+ vintage and classic cars -- all will be in and around McCarthy & Kennecott for visitors to enjoy all weekend!

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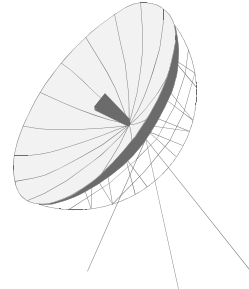
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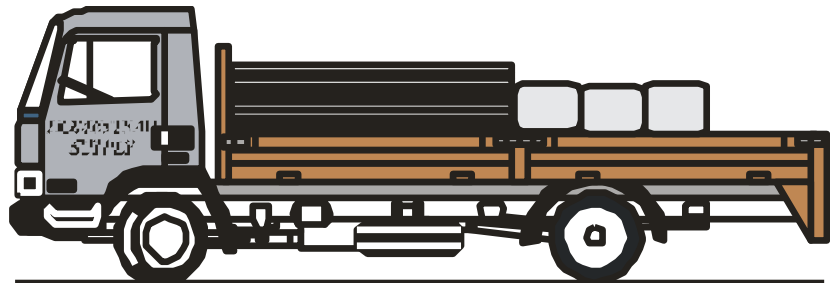
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~ Commonly (but wrongly) attributed to Ben Franklin, 1755; apparent first use: LA Times, 1992!

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Cooking with Peggy

BY PEGGY GUNTIS

Happy Summer everyone; I'm writing this in May as we pack and get ready to head north. This winter has been so busy that I can hardly wait to sit in my chair in McCarthy and read a great mystery while sipping a cup of coffee. Doesn't that sound like something to look forward to!

About this time of year I try to give you a few recipes using vegetables since some of us grow our own and some of us are able to find some good stuff in the grocery stores. I'm discovering each summer that I'm liking squash better and better. Here's a really easy one for acorn squash.

MAPLE-GLAZED ROASTED ACORN SQUASH

1 medium Acorn Squash (about 2 lbs.)
2 tablespoons Maple Syrup (I use the Lite)
2 teaspoons butter
1/8 teaspoon ground nutmeg
1/8 teaspoon salt

And I also add a little cinnamon since it is so good for you.

1. Preheat the oven to 425 degrees.

2. Cut squash horizontally into 4 slices about 1/2" thick. Discard the seeds, membranes. If there is any usable squash left over, I use it and adjust the recipe accordingly. (Just can't bring myself to throw things away and I have no chickens or anything to feed it to.)

Place squash on a jelly-roll pan lined with foil.

3. Combine syrup and next 3 ingredients in a small saucepan over medium heat, and cook until butter melts. Brush 1 side of each slice of the squash with syrup mixture. Bake at 425 degrees for 15 minutes. Turn squash over, and brush with remaining glaze. Bake an additional 15 minutes or until tender. 4 servings (1 slice each)

Have any of you ever been on Weight Watchers? Would you believe I went on their program for the first time back in the late '60's after my second baby. Well, I'm back on it, am doing well, and LOVE their new program because we can pretty much eat as many fresh fruits and vegetables as we want to for free. If any of you are invited to a group picnic this summer, here is a great salad to take. It will serve 26. I adjust it down, of course, for my family and have to adjust the sugar for WW but.....it is wonderful.

FRUIT SALAD WITH APRICOT DRESSING

1 cup sugar
1 tablespoon cornstarch
2 cans (5 1/2 oz. each) Apricot Nectar
1 teaspoon vanilla extract
6 large red apples, coarsely chopped
8 medium firm bananas, sliced
1 medium fresh pineapple, peeled, cored and cut into chunks (about 5 cups)
1 quart fresh strawberries, quartered
2 cups green grapes

In a microwave-safe bowl, stir the sugar, cornstarch and apricot nectar until smooth. Microwave, uncovered, on high for 6-8 minutes or until slightly thick-

ened, stirring every 2 minutes. Stir in the vanilla. Refrigerate in a large bowl. Combine the fruit. Drizzle with dressing and toss to coat. Cover and refrigerate until serving. This makes 26 1-cup servings. I found the recipe quite some time ago in one of my *Taste of Home Cookbooks*, I think, and took it to a church gathering. Everyone loved it.

Last month my sister's best friend Colleen came to visit her from Davidsville, PA and brought pages and pages of her favorite recipes with her. I have room to share one or two this time but I promise I'll give you more in later issues. This first one was missing the title so let's just call it

ZUCCHINI PIE

10" pie plate
2 cups chopped zucchini
1 cup chopped tomatoes
1/2 cup chopped onion
1/3 cup Parmesan cheese
Salt and pepper
Mix and put in the lightly sprayed pie plate.
1 1/2 cup milk
3/4 cup Bisquick
3 eggs

Pour over the mixture in the pie plate and bake it at 400 degrees for about 40+ minutes. This serves about 4 people.

Another one she gave me that sounds both good and easy is

HONEY MUSTARD CHICKEN

Lay four pieces of chicken in a 8 x 8 baking dish sprayed with Pam. Put a can of green beans (drained) or about the same amount of cooked fresh ones on top of the chicken. On top of

that pour the sauce which is made up of:

- 3 tablespoons honey
- ¼ teaspoon pepper
- 1/3 cup Dijon mustard
- 1 tablespoon water

Cover the pan and bake it at 400 degrees for about 40 minutes.

During the summer when it's hot you often don't feel like making a heavy meat for picnics or even dinner. I looked at my list and I honestly don't think I've given you one of my favorite recipes for

CHICKEN WINGS

This recipe is for about 18 wings.

- 1 teaspoon kosher salt
- 1 teaspoon garlic powder
- ½ teaspoon sugar
- ½ teaspoon paprika
- ½ teaspoon black pepper
- ¼ teaspoon cayenne
- Cooking spray

Sauce

- 1 cup barbeque sauce, preferably Hickory Smoke Flavor
- ½ cup honey
- 2 tablespoon ketchup
- 2 tablespoons hot sauce
- 4 tablespoons butter
- ½ teaspoon garlic powder

Wash, dry, and season the wings with the first 6 ingredients. Preheat oven to 375 degrees.

Spray cookie sheet generously.

Place wings in a single layer and put in the oven (about 38 per large pan)

Cook for 35-40 minutes depending on size of wings, turning once.

While they are baking make the sauce by slowly simmering the sauce ingredients over the lowest heat.

When the wings are done baking, carefully dip in the sauce and place them back in the oven for another 5 minutes or until sauce is bubbling.

Note: One bag from our grocery store here in Tucson had about 45 wings. I multiplied the seasonings by 2 ½ and found that it stretches. I doubled the sauce but one would probably do.

Note #2! Since wings are basically nothing but fat I don't think I could eat very many on my WW plan and continue to lose and I don't want to eat just 2 or 3, I want to eat all 45 so.....I'm going to promise myself that for my next birthday in April of 2012, I'm

going to make a whole batch for myself!

Now, I probably have room to share my WW Strawberry Pie with you and it is really good!

WW STRAWBERRY PIE

- 24 oz. strawberries
- 1 small box sugar-free vanilla pudding mix (cook and serve kind)
- 1 large box sugar-free strawberry jello
- 2 cup water
- 1 tablespoons cornstarch

Arrange fruit evenly in the bottom of a pie pan. Combine pudding, jello, and water in a sauce pan and cook until boiling. Add cornstarch, stir until smooth. Pour over fruit and refrigerate until firm. Use with fat-free cool whip.

Hint: Take a small amount of the liquid and add the cornstarch and stir — then add it to the larger amount of liquid.

Guess I better get back to packing. We will leave Tucson in a couple of weeks. With gas prices the way they are maybe we'll have to walk and push the car part way! I'll write to you from McCarthy next time and bring you a few recipes from the folks there.

A LOOK AT THE WEATHER

BY GEORGE CEBULA

April 2011 saw average temperatures and below average precipitation. The high temperature for the month was 57 on the 23th (62 on Apr. 28, '10, 64 on Apr. 30, '09 and 59 on Apr. 27, '08). The low was 9 on the 11th (5 on Apr. 10, '10, 0 on Apr. 1, '09 and 0 on Apr. 18 '08). The average temperature for April was 34.6, compared to 34.8 in '10, 34.0 in '09, 34.1 in '08, 34.4 in '07, 33.1

in '06 and 37.4 in '05. The lowest average temperatures for April were 22.4 in 1972 and 24.7 in 1986.

The precipitation for April was below average with only a trace of liquid (0.11 in '10, 0.20 in '09, 0.50 in '08, 0.01 in '07, 1.14 in '06, 0.08 in '05 and 0.77 in '04). There was 0.3 inches of snow (1.6 in '10, 2.9 in '09, 7.0 in '08, trace in '07, 10.2 in '06, no snow in '05 and 8.7 in '04).

The total snowfall at McCarthy for '10-'11 was 66.8 inches (74.9 in '09-'10, 121.3 in '08-'09, 73.4 in '07-'08, 44.7 in '06-'07, 84.0 in '05-'06, 79.4 in '04-'05, 110.6 in '03-'04, 46.0 in '02-'03, 74.2 in '01-'02, 85.2 in '00-'01, 65.8 in '99-00 and 38.9 in '98-99). Kennicott total is not available (85.2 in '09-10, 127.3 in '08-'09, 79.7 in '07-'08, 60.0 in '06-'07 and 96.9 in '05-'06).

McCarthy started April with 22 inches of snow on the ground

and ended the month with 3 inches on the ground.

The temperatures were about average for May. The high temperature for May was 81 on the 29th and 31th (82 on May 28, '10, 78 on May 26, '09 and 70 on May 28, '08). The low temperature was 20 on the 16th (20 on May 16, '10, 23 on May 18, '09 and 22 on May 19, '08). The May average temperature was 45.7 this compares with 47.6 in '10, 47.2 in '09, 44.8 in '08, 45.5 in '07, 45.0 in '06, 48.8 in '05, 49.3 in '04 and 44.4 in '03. There were 3 days with a high of 80 or above and 8 days with the low of 25 or lower. Kennicott had a high of 78 on 28th, a low of 25 on the 10th and 16th. The May average temperature was 47.1

The precipitation for May 2011 was about average with

0.68 inches of liquid. This compares with 0.25 inches in '10, 0.86 inches in '09, 0.12 inches in '08, 2.50 inches in '07, 0.47 inches in '06, 1.64 inches in '05 and 1.05 inches in '04. There was 0.2 inches of snow on May 7th. Kennicott had 0.30 inches of liquid.

The ice on the West Fork of the Kennicott River began to break apart around May 8th and water was moving over the top. The river was clear of moving ice by May 11th and all the shore ice was gone by May 16th.

The first week of June was a bit cooler from the end of May, with highs in the 60's and low 70's. The lows were mostly in the upper 30's. There was just over a trace of rain.

Summer should be in full swing by late June. June and July are the warmest months with the highs usually in the low 80s. The temperature begins to cool in August with highs only getting into the low 70s. 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 sometime in 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!

Aspen Meadows



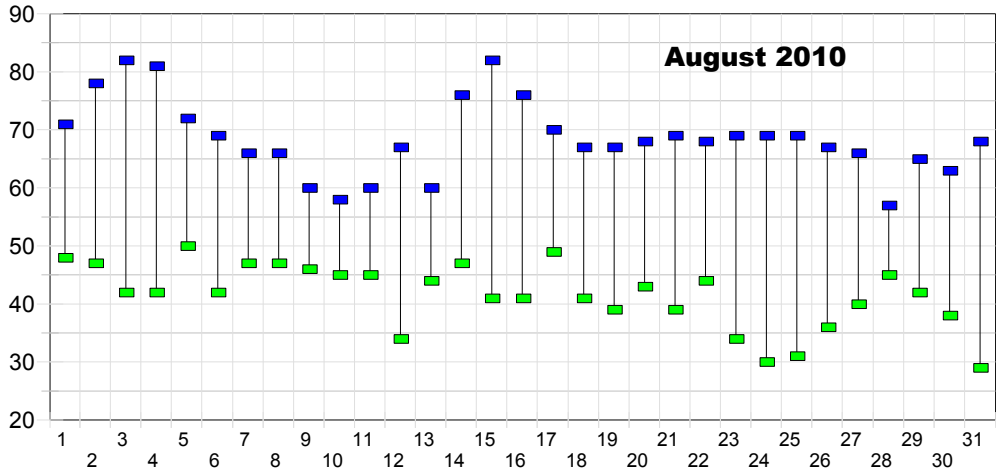
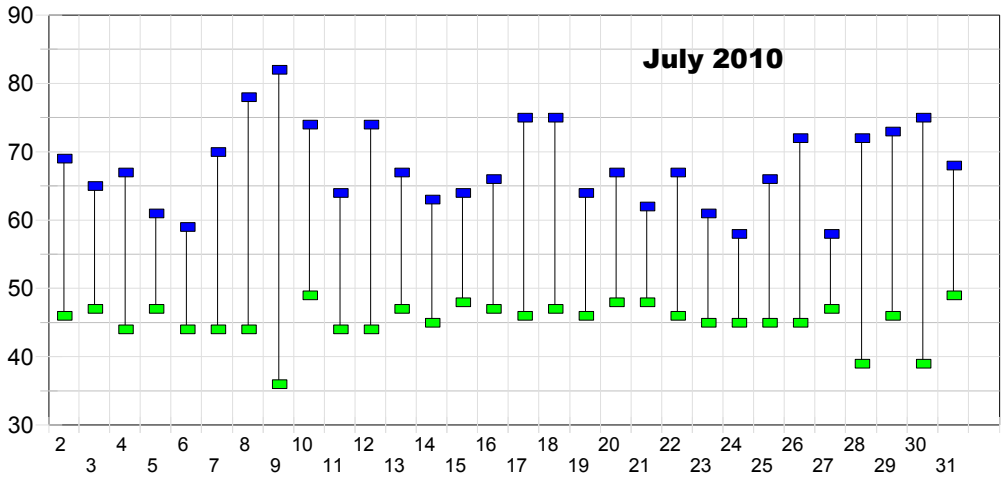
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