

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

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McCarthy celebrates independence

JULY 4, 2013

As the floats were staging next to the McCarthy Museum, crowds lined the main street of the town, awaiting the opening of festivities commemorating the birth of our nation.

Sticking with tradition, the Kennecott Avenue Marching Band was at the forefront of the parade. They stopped in front of the crowd and played a spirited rendition of the National Anthem.



All photos WSEN staff

What is a parade without children? The appropriately small "McCarthy Kiddos" float was sandwiched among much larger fire trucks and logging vehicles. The fun level of this group was anything but small, though!

A note from the publisher

BY BONNIE KENYON

Today is July 12th and McCarthy folks are experiencing another of those hot, summer days. The high temperature today peaked at 80 degrees. We are seeing record temperatures this summer. On June 25th the thermometer “finally” stopped at 90 degrees. After a long, cold winter and very little spring weather, McCarthy leaped into summer for all its worth! McCarthy Center, our local grocery store, is pumping out the ice cream cones.

As you can see, we are late in getting this issue to the printing stage. If you are reading this, you know we made it. Our B & B is doing very well this summer bringing many wonderful guests our way. The “busyness,” however, has put the *WSEN* on the back shelf. Most of our readership is very patient with our tardiness, except for subscriber Carol Michal who usually calls and reminds us she is waiting for her next issue. She misses her McCarthy area friends and loves reading about them.

Another subscriber, David Adams, surprised me, along with many other McCarthy ladies, by giving us “sun and bug bonnets.” These are no ordinary bonnets. Each hat was especially tailored to each lady. The hats came with colorful netting that could be let down to cover the face for protection against the pesky mosquitoes that invaded our little town this summer. Thank you so much, David and daughter Denali for your kindness and special touch to bring a smile to the ladies of McCarthy. (By the way,

McCarthy Center has a selection for sale, if you want one!)

Our Alaska guests tell us the mosquitoes are just as bad in their neck-of-the-woods. I am thankful to report that they have lessened in the last week. Maybe our reprieve is on the way!

Rick and I enjoy the notes our subscribers write. I had hoped to print some of them but we ran out of room. Irma Haaland is a Kennicott Kid. She is now 93 and still reading the *WSEN*. “Those childhood memories in Kennicott including Fourth of July’s in McCarthy, are more vivid the older I get.” Interestingly, Irma celebrated her 90th birthday riding the Costa Rica Zip Line! Irma, I thought you might want to know that McCarthy now has its own Zip Line owned and operated by Fred and Ann Dure. You might want to consider cele-

brating your 94th doing Alaska’s Boreal Canopy Adventures.

Another subscriber, Charlie Branch, sent a newspaper clipping from his hometown paper in Coeur d’Alene, Idaho. Jamie Esler (brother of Jason Esler) and his wife Mandy are well-known in McCarthy. He was named the Coeur d’Alene School District’s Teacher of the Year. He will represent the school district in the Idaho Teacher of the Year contest this fall. We wish you well, Jamie, and thanks Charlie for the news.

WSEN welcomes aboard the following subscribers: J.C. and Katherine Scott, OK; Julie Nyholm, AK; Sharon Lain, AK; and Mike Murphy, AK.

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Items of Interest

BY BONNIE KENYON

Nik and Gina Merlino and family: The summer season is well on its way for the Merlino's. In fact, I don't usually see Nik except when I pass him on the road, or when he comes for propane. He and Gina are nearby neighbors but once their rafting business—McCarthy River Tours & Outfitters—begins, they are on the go, usually hurtling down the Kennicott River.

Nik made a quick stop at our place this week to have a propane tank filled. That gave me a good opportunity to see what news was taking place in his neck-of-the-woods.

The first item he shared was he and Gina's wedding in January—naturally, while on a raft trip! "Gina is the brains of the operation!" said Nik. They have two guides and one more expected to help fill out this season's business venture. The Merlino's specialize in ½ day, full day and multi day river expeditions in the Wrangell-St. Elias National Park.

Gina's daughter, Cassidy, 11, wants to be a river guide and a dog whisperer, says Nik. She loves to sketch dogs and has started her own business venture—a dog sitter and walker.

Cassidy's brother, Dylan, is 9 and he, too, is in business for himself. He is offering to do yard work.

My ears perked up at this one. We no longer have a dog, but we do have a yard that needs quite a lot of attention these days.

Congratulations, Nik and Gina, on your marriage and welcome to the neighborhood, Cassidy and Dylan!

Patti Pollizzo: Writing about a busy summer season, made me think of Patti. After spending her first winter in McCarthy, she has begun her second year working for McCarthy Lodge. She is the manager for Ma Johnson's Hotel which keeps her slate quite full. However, when she isn't at the lobby's front counter, you probably will find her at the lodge's greenhouse.

"Whew! After thinking the snow would never melt, we got the greenhouse planted and all the flower beds, too. Of course, now with the heat, we are watering two or three times a day. It's worth it though! Our chef loves having the fresh herbs and edible flowers for his dishes, and the rest of us all love the color and beauty the flowers bring on McCarthy's main street."

I'm sure the visitors enjoy your handiwork, Patti, but so do we locals! Keep up the good work, but don't forget to take the time to smell those flowers you planted.

John and Barbara Rice and Marcheta Long: Marcheta and Bar-

bara, and dog Clark, drove the Rice's camper van to McCarthy this year, arriving the second week of May in a snow storm! John got the better deal, I think. He flew up the week before, arriving in McCarthy on the mail plane.

When he arrived, he found his house already occupied. Sonny Asbury and Dian Cook, with their three dogs, had made the long drive north from their winter quarters in Texas. Due to a late spring break-up this year, Sonny and Dian couldn't get to their home on the other side of McCarthy Creek until right before Barbara and Marcheta arrived.

Once the snow melted everyone got into their summer routines. Barbara is working part-time at McCarthy Center store, gardening and planting her favorite flowers around their summer home. She also takes great pleasure in cooking up delicious meals for John and the Sunday luncheons at the McCarthy Community Church.

John is working on the house and cutting firewood for next year. In his spare time, he works at the McCarthy-Kennicott Historical Museum, upgrading the museum's technology. With the help of a grant from the Rasmuson Foundation, the Museum has been able to purchase a new computer and software. John says this will enable

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them to digitize their inventory lists and eventually scan and store images of all their pictures and manuscripts. In addition, he says the Museum has purchased a TV and DVD player, a small camera and a video camera to enable them to present historical entertainment and, hopefully, capture interviews and presentations as the occasion arises. Thanks for all your volunteer work, John. It is greatly appreciated!

Marcheta has assumed the position of manager of the Mountain Arts Gift Shop in downtown McCarthy and spends much of her off time walking to and from work. She loves to walk (unless she meets a bear or an inquisitive moose!). On Sundays, Marcheta assists me with the music at church, playing keyboard.

The Rices are presently hosting their friends, Bea and Dom from Belgium. Many years ago, Bea was a foreign exchange student, living with John and Barbara. They have maintained a friendship ever since. I'm sure the Rices will show Bea and Dom the many sights of McCarthy and Kennicott.

Sonny Asbury and Dian Cook: Sonny and Dian finally got home to their cabin on the far side of McCarthy Creek. It didn't take them long to settle in for the summer season. Out came the paint brushes for Dian and Sonny got busy tuning up their 4 wheelers. Of course, all this didn't happen until the winter snow was melted and the warm, summer weather rolled in.

The outside and inside of their cabin is taking on a new look. A lettuce garden is producing salad makings, says Dian. The major hurdle this year is the battle with the mosquitoes. Keeping them off her paint brush is a challenge, but she refuses to give up.

Sonny's job as a shuttle driver between McCarthy and Kennicott began in early June. Dian enjoys

reading during her quiet hours. Now that she has received proper training on a 4 wheeler, she is able to venture out by herself and join Sonny for lunch and even meet up with a few of the ladies for an ice cream cone at the store.

Welcome back, Sonny and Dian!

McCarthy-Kennicott Museum news: Since John Rice broached the subject of the museum, here are a few updates from Sunny Cook, the museum president. "Things are going very well at the museum. The new Caretaker, Shannon Robel, is working out wonderfully, working together with John Rice to get all of our technology equipment up and running. We have actually entered the 21st century with the help of the Rasmuson Foundation. We are looking forward to a presentation by Katie Ringsmuth on Saturday, July 27th, 'How Two Failed Bremner Miners Helped Build an Aviation Empire.' Katie packed the house last year with her presentation on the Radovans.

"We also plan a more casual-than-usual John Denver event at the museum, a reading or two from the Ted Lambert book, and a book reading by Tom Kizzia's 'Pilgrim's Wilderness.'" Tom's reading will be held at the Kennecott Recreation Hall in Kennecott on August 16th. We have ordered a good number of autographed copies to be sold at the museum.

"Everyone watch the local bulletin boards, email for more specific information or, by all means, please come by the museum for further details on our summer events."

Jim and Peggy Guntis: Other summer arrivals were the Guntis' from Tucson, Arizona. They are always glad to escape the heat of the desert. However, this year they walked right into record-breaking temperatures in McCarthy! One day

our high was 90 degrees. Peggy thought she was back in Tucson.

Jim and Peggy arrived May 13th. Daughter Kim, husband, Richard, and their son Robbie came out from Homer, just in time to celebrate Kim's birthday on May 27th. The Frosts stayed for 8 days.

While they were here Kim, Peggy and Robbie relaxed, went to mail and sampled ice cream at the store while visiting neighbors. Kim was able to see old friends she hadn't seen in some time. On mail days Robbie had the time of his life watching the airplanes land and take off at the McCarthy airstrip. This year the mail pilot let Robbie sit inside the plane, and, for the first time, he was able to get in line with everyone else to help carry packages from the plane to the little mail building. "I watched the pilot and he always looked to see if Robbie was coming for 'his' package. He made sure an appropriately-sized parcel was waiting for his little helper," says Peggy.

While the ladies and Robbie played, visited and relaxed, the guys, Jim and Richard, busily worked on their new pet project that Jim calls the "quad barn." Peggy describes it as a "roofed structure about 12' x 30' that has a breathtaking view where Jim can park the quads (4 wheelers to some) or have his outdoor workshop. Who knows, one of these days he may start asking me to bring his meals out there!"

Jim's outdoor projects are making him vulnerable to the hoards of mosquitoes McCarthy area folks are experiencing this year. Peggy stays ready to use the good ole' bug zapper when Jim comes inside the house. Not on Jim—just the mosquitoes that come in with him.

The Guntis' are planning a trip to Homer this summer to help Kim babysit Robbie, assist Richard on some solar projects and go halibut fishing. In the meantime, when she

isn't cooking Jim one of his favorite dishes, she can be found reading a good book or working her sudoku puzzles.

Bob and Sunny Cook: The Cooks are back in the neighborhood at their summer cabin on the far side of McCarthy Creek. "Bob and I have already been in town more than a month, busily working away on the inside of our cabin, finishing the new sun room off the south side of the house," says Sunny. "It's finished enough that we can fully enjoy sitting in it—perhaps one day we will even be able to think on summer time in Alaska as a vacation? But, I'm not holding my breath! Next comes the outside deck so the step into the sunroom is not quite so steep."

Bob continues to drive a shuttle van a couple days a week for McCarthy-Kennicott Shuttle, and Sunny continues to hold forth at the museum one day a week and on the telephone and email.

Daughter Nancy and granddaughter Izi are on their way to McCarthy as I write. Sunny says she is hoping the mosquitoes will be gone by then. I couldn't agree more, Sunny!

Stacie Miller and Peter Machado: Pete has visited us several times for propane since mid-June when Tailor Made Pizza 2 opened for the season. Talk about two busy folks! Thankfully, Karen Clark, a friend of Stacie's, has jumped aboard the pizza bus to give Stacie and Pete a helping hand.

We mail sorters are missing Stacie's assistance on mail days, but with the bus open from 7 am to 7 pm, seven days a week, there isn't much spare time for Stacie to leave her Kennicott post for McCarthy's mail shack.

I'm hearing all kinds of good reports from folks who have sampled the variety of pizzas, wraps, and Espresso drinks. The pastries

and desserts that Stacie is putting out this year is an added bonus.

Congratulations, Stacie, Pete and Karen on a job well done!

Mark Vail: Mark is back from a trip back east to memorialize his aunt's passing. He was excited to see some family members he hadn't seen for 40 years. It was a fine gathering, he said. His aunt had a horticultural degree who worked diligently in commercial blueberry propagation. No wonder Mark has a green thumb! Besides sharing his transplants (I gleaned celery and parsley this year) with many of us McCarthyites, he helps Wrangell Mountain Center plant and oversee their yearly garden. His home grown lettuce can often be found on a Glacier Burger at Glacier View Campground/Grill and on a burger at The Potato.

This year his own garden area has grown to include what used to be Carol Michals' garden plot. When I called him a couple weeks ago, his first comment was, "I wish it would rain!" His water line that he uses to irrigate the new plot, needs tweaking. The source is a nearby swamp. Normally, that isn't a problem, but this year the mosquitoes are fierce. Mark is not looking forward to the project.

His neighborhood is a quiet area with very few visitors—unless you discover the sighting of a rare bird. Recently Mark identified a Cape May Warbler near his property, posted it on Facebook, and, well, you can only guess what occurred. By the time I called, Mark had already hosted 5 "Birders." Some traveled 700 miles round trip to spend 1 ½ hours viewing this special warbler. I won't go into any more details in this item since Mark has written an account of this event. Be sure to read it on page 7.

Mail Shack Update: This is to let users of McCarthy's mail shack know that you may notice several changes occurring this summer.

Many mail boxes are receiving new labels and the wall display containing updated names/boxes has taken on a new look. We hope this helps the mail sorters locate people's boxes quicker and with less missorts.

If your mail box label is not correct, please feel free to make a note of correction or addition on the provided sheet below the wall list. There is also a list with a few available mail boxes. If you need one, please choose a number on the list and call Bonnie Kenyon at 554-1194. Trig Trigiano is making dividers for a few of the larger boxes where the present owners are graciously willing to share their space. This will provide several more available mail boxes.

We certainly appreciate all the past work done by folks such as Audrey Edwards, Neil Darish and George Cebula. Their labors are making it much easier to make the present upgrades!

Volunteer medical/fire response update: This year there is a 24-hour phone number to call for Emergency Medical and Fire response—554-1240. The phone will be answered all hours, ready to dispatch the appropriate emergency response.

There is a need for community members to volunteer with the McCarthy EMS. Taking shifts with the EMS phone, driving the ambulance, etc. You do not need medical training to help! If you would like to help the local EMS in some way, contact Jacob Shultz at 503-860-3040.

The McCarthy EMS is having general training days this summer to help people become familiar with the equipment, etc. The training will happen on the evenings of July 22nd, August 12th and August 26th at locations to be announced.

Alaska Grown-1980 continued

BY RICK KENYON JR.

It wasn't long before Mom, Grampa, Grammy and I packed the Monaco motorhome and headed south towards Mableton, Georgia. Uncle Ron's wedding was to take place in a few days and we arrived in plenty of time. Mom stayed with Grandma Neta while Grampa, Grammy and I continued south to Venice. We stayed there a few days then drove back north to Michigan. This time we spent a few days in Mt. Morris at Uncle Jim and Aunt Alice's home. It was a nice family reunion with aunts and uncles and cousins. (Aunt Alice was Grampa Carl's sister.) Grammy's family lived close by in Holly and there was time to visit her two sisters and their families as well.

After three or four days, we continued our journey northward to Perch Lake, in the Upper Peninsula of Michigan. We arrived to find the cabin just as we left it several weeks previously. The summer days were warm and hot. Grammy had plenty of "projects" for Grampa and me to work on! One project was an outdoor fireplace with rocks and concrete. Another was a small garden with a fence to keep small critters out. One day we saw a black bear meandering through the back yard by the clothes line. Grammy was not impressed to say the least!

Several times we drove down the county roads in search of mushrooms that grew on trees. Grammy would pry them off the trunks and draw pictures on the white part of the mushroom. Grampa and I would keep a sharp eye out for bears and poison ivy.



One day I decided that learning to swim would be a good thing for a twelve-year old to know. After talking it over with Grampa, he agreed to teach me how. We drove to a pond nearby and he showed me how to do the "dog paddle." Within a short while, I was swimming! (Years before, I had taken swimming lessons, but was afraid of drowning and never learned how to swim.) This was a real breakthrough for me and came at a good time in my life.

Dad's surveying job was over and he and Sam made it back to McCarthy. (They had used a portable building at Fidalgo Bay and Harley King was able to secure it and have it brought to our place. It was erected in the back yard to replace the old army hut that Dad used to work on the Kings' Super Cub plane. This new "hut" had a bright blue cover and was larger and more insulated.) Our

cabin was in good shape and all was well at the homestead.

Dad drove to Anchorage and left Sam at a kennel before flying down to Daytona Beach to join Mom at Grandma Neta's home. After a week or so there, Dad and Mom boarded a bus headed for Michigan. Grampa, Grammy and I met them at the bus station in a nearby town a few miles from the cabin at Perch Lake. We were dismayed to discover the luggage was not on the bus when they arrived and it would take a few days to get it. I was happy to see the folks after a summer's break.

Grampa Carl gave us the 1968 red Chevy pickup to drive back to Alaska. Dad bought a camper that fit in the truck's bed. Some work was done on the springs to allow for the extra weight of the camper before we set off for home. After we bid farewell to Grampa and Grammy, the three of us left Michigan and drove through Wisconsin towards

Canada. I remember seeing the sun flower fields along the highway in Wisconsin. We even stopped at a road-side vegetable stand and bought a few items, including local-made cheese. It was delicious.

The trip through Canada was long but uneventful. For the second time, we drove the Alcan Highway all the way to Tok, Alaska. Once inside Alaska, we headed to Anchorage. There we picked up Sam who was overjoyed to see us again! Supplies

were purchased and the little red truck headed to its new home in McCarthy. We stopped in Glennallen to pick up my school books and supplies.

It was good to pull up in our yard at the cabin after being gone most of the summer. The grass in our yard was knee high. Fall was on the way and soon the familiar signs of it were apparent. I was happy to be sleeping in my own bed and Sam was thrilled to be back in his "kingdom." We unloaded the camper off the

truck and put it down by the shop. Dad got busy again on the Super Cub project and built a "jig" to rebuild the fuselage. Now with the new building to work in, there was more room to work on a wing and fuselage at the same time. It was a slow, tedious process yet rewarding to see the plane come to shape.

We had a wonderful summer and a lot was accomplished. Now it was time to get back to bush living and to prepare for another long winter.

Budworms and Warblers

BY MARK VAIL

June 7th I was in the garden planting starts when I heard a new birdsong. I looked up to see a small bird singing from a dead snag. I went for the binoculars on the bench outside the greenhouse and got them focused on the bird just as it departed for parts unknown. I saw a few key markers to look up in my bird book when I got home. It was bright yellow underneath with dark streaking across the breast and flanks, and it had a dark eye line and I saw a flash of orange as he flew off.

At home the bird I presumed it to be showed completely different in the field guide. Now I was perplexed. With just the short viewing opportunity and an unfamiliar song to guide me, I thought I would never know who the foreign visitor was.

The next day I relocated the bird not far away, again by the unfamiliar song. This time, though, I couldn't spot him in the tall spruce trees where he repeatedly sang "seet, seet, seet, seet, seet" in rapid succession. Just then a neighbor that is also a birder arrived in the area and I told him of the unidentified singer.

Over the next few days we both tried to locate and identify the bird. His size told me he was likely a warbler. The field guide gave me a few options but without a better look it was going to be

hard to define. My neighbor got a good look the same day that I brought my guides over to go through and try to define this bird by elimination. I also brought my camera in hopes of



Photo courtesy the author



Photo courtesy Shirley Hannah
Spruce budworm

slowing him down in digital format so I could get a long look at him even if he flew off to another singing post in a distant spruce. My friend declared that he thought it was a Cape May Warbler (*Setophaga tigrina*). He'd seen the russet cheek patch that showed as orange when I'd seen him that first time. So I flipped to that page in the guide and found his picture. Yes, he was bright yellow, had breast streaking and the orange cheek patch. I agreed that must be it, but the book gave his range as only reaching Saskatchewan on the lower border of the Northwest Territories. That is a long way out of range.

My other birder friends would question my veracity if I just said

I'd seen this exotic visitor. I needed photographic proof. So off I went with my eye to the sky and my ears tuned for his distinct call. Oh, but not before I read the description in the guide, where further info was piling up in favor of the Cape May Warbler.

It seems this denizen of the boreal forest of central and eastern Canada had a close connection with the Spruce Bud Worm. There is an ongoing outbreak of Budworms this summer in parts of the spruce forest.

I had first noted the Spruce Budworm (*Choristoneura Orae*), one of many bud worm species, about six years ago when I was hiking into the Nizina River Gorge below my home here at Fireweed Mountain.

Hiking down the bluff I passed through a forest of ancient spruce trees that were festooned with inch-long reddish worms hanging from silken threads. I'd never seen them before that time and when I got home I looked them up in a field guide of insects.

The worm is the larval stage of a small moth. It is one of the

most destructive insects to the spruce and fir forests of eastern and central Canada. Hmm, that matches the bird's known range. Further reading led to information that weather played a part in these outbreaks. Our warmer, drier springs are allowing outbreaks to occur further west and north over the past few decades inflicting its spruce stunting eating habits on the spruce forests of Alaska. There have been outbreaks in the Yukon and Tanana River drainages.

They are known to have a forty year recurrence in eastern forests exploding to huge numbers with devastating harm killing large numbers of trees before dying back to their background numbers and having little effect on the forest for another forty years. The forest records show their presence going back hundreds if not thousands of years in the east.

It wasn't long after I first saw budworms that I recorded my first Tennessee Warbler, another known predator to the bud worm. That year observers saw three or more times the numbers of Tennessee warblers across the

affected areas of the spruce forests. So now we have a second champion of the spruce forest to our aid—the visiting Cape May Warbler. A bird surveyor along the McCarthy Road also spotted a Cape May Warbler but it was thirty miles further down the road. He also noted three Tennessee warblers in his survey.

After almost an hour of flashing through the forest and singing from hidden perches, the bird appeared just above head level right in front of me at ten yards, quiet now and preening his feathers. I was able to get a definitive photo. When I posted the picture to my Facebook account, I was immediately queried if it was still there. For it seems in the world of birding that my back yard find was only about the twelfth time this bird was seen in the state. Since then I have hosted a number of serious birders that drove great distances to see this seldom visitor and add him to their list. Now I am watching to see if he has a mate and if they are nesting which would be a first for the state. I'm off now to watch my new worm-eating neighbor.

Kennecott Recreation Hall lease enables continued community use

BY SALLY GIBERT
THE WRANGELL MOUNTAINS CENTER

After three years of talks to overcome a succession of administrative challenges, the Wrangell Mountains Center (WMC) is happy to announce the June 20 signature of a 5-year lease of the Kennecott Recreation Hall from the National Park Service.

The WMC pursued the lease specifically to facilitate on-going use of the Recreation Hall consistent with historic use, long-standing contemporary community interest, and the original partnership model underlying NPS acquisition of Kennecott.

The lease also relieves the public from having to seek one

or more NPS permits for individual events.

The historic Kennecott Recreation Hall has long been locally used for a variety of activities and, more recently, also for conferences, weddings, educational programs, community events, exhibits, concerts, children's programs, and receptions. It offers 1,800 square feet of well-lit

space for up to 200 people, overlooking the Kennicott Glacier and within the Kennecott Mines National Historic Landmark.

In the 1990s, the non-profit group Friends of Kennicott and the NPS worked together to restore the deteriorated building. After restoration, community uses were initially managed by the Friends group under a simple cooperative agreement. Because it has staff to handle scheduling and administration, that management is now in the hands of the WMC.

To continue with marketing and revenue-generation to off-set administrative costs, the NPS required the WMC to secure a

lease. The annual, seasonal lease runs May 15 through September 15.

The new Recreation Hall lease includes a number of requirements including liability insurance, rent, payment of utilities, and daily up-keep. Hence the long-term success of the leasing arrangement is dependent on attracting enough use to eventually cover our direct costs.

To help subsidize lower cost community uses like classes, community potlucks, and local performance art, we will be actively marketing the Recreation Hall for weddings, corporate retreats, etc., which we hope will

bring in additional “outside” revenue.

Our fee schedule will be re-evaluated periodically as we gain experience with operating costs. Our dual goals are to increase volume of use so we can lower per-event prices.

To reserve the Recreation Hall or find out more about event options, pricing, or availability of other services, contact <rec_hall@wrangells.org>. We are now able to take reservations well in advance, which is essential for many types of events.

Please help get the word out about this unique and valued facility.

McCarthy celebrates Independence Day (continued from cover)



WSEN staff photo

Perhaps one of the largest entries in the parade was David Rowland's. David was driving a beautiful Kenworth truck with his new sawmill busily making lumber on the bed.

Blackburn Logging and Milling is the name of David's enterprise.



WSEN staff photo

Undoubtedly the smallest entry this year was Kaylin Moffit's radio-controlled off-road vehicle, called a Traxxas Summit.

Kaylin is another of the McCarthy area's young entrepreneurs. His new company is called -60RC. If you are interested in RC modeling, give him a call!

July 4th is always one of the most heavily-visited days for our little town. This year was no exception, although it did seem the number of visitors may have been slightly less than last year.

The parade leads off the festivities, followed by the traditional games and other activities. This year we were blessed with exceptional weather for the holiday. The McCarthy Center grocery store reported selling somewhere in the neighborhood of 250 ice cream cones during the afternoon. Food was available on the boardwalk bordering the main street.

How the conservationist “Saved” Alaska Does History Really Repeat itself?

BY RON SIMPSON

What is presented here is a condensed version of the events in early Alaska by which the conservationists, who were also the great “trust-busters,” successfully closed down an entire industry to conserve resources and prevent a monopoly. Yet a monopoly is exactly what they got—for only the single richest mines could survive the high cost of freighting in Alaska—and that meant the Alaska Syndicate who were to become the Kennecott Corporation. Lesser companies, lacking the vast financial resources would never have a chance. Is this really all that different from what is happening today in the name of environmentalism?

Each of the political muck-rakers in this story: Gifford Pinchot, James Wickersham, Louis Glavis and Louis Brandeis all had their own personal agendas and the banner of conservation (environmentalism) and anti-monopoly (anti-big business) provided a handy forum for selling themselves as heroes protecting the public interests. Like the modern day environmentalists, these men were early advancers of a form of socialism that gave maximum control of the lands to the federal government.

I am not defending the Alaska Syndicate, for they were certainly capable of underhanded deeds, and were, of course, operating in their own exclusive best interests. Yet without them, the

development which did occur, and the rich historic legacy they have left us, could not have happened. The Alaska Syndicate were indeed the boogeymen of the day. For they were bigger than life and so highly visible as to be easy targets. May God save us all from those self-appointed protectors of the public good—the political inheritors of the conservationists of old.

The early history of anti-development forces and radical environmentalism in Alaska may correspond with the discovery of the Bonanza copper ore deposit from which developed the Kennecott Copper Corporation and Alaska’s second largest privately financed construction project—the Kennecott mines and the Copper River & Northwestern Railway.

At the height of the Klondike gold rush in 1898 the U.S. Army became engaged in attempts to find a route into the interior of Alaska which would provide an “all-American” route to the Yukon River and the Klondike gold fields.

Captain W.R. Abercrombie headed a military reconnaissance party known as the Copper River Exploring Expedition based in Valdez. One of the civilian guides attached to the party was Stephen Birch who would later become president of the Kennecott Corporation.

Birch was assigned to Lieutenant P.G. Lowe’s expedition which successfully worked out a

route over the Valdez and Klutina glaciers to the Klutina River, eventually reaching Copper Center in July 1898. This tent town became a jumping off point for prospectors heading to places ranging from the Klondike to the Nizina River. This glacier route had been abandoned by area Natives years before as too difficult and would soon be replaced by a military road over Thompson Pass. But it was through this early trail that the McClellan group would enter the Copper valley—and among these were the locators of the Bonanza claims.

The McClellan group and another party led by B.F. Millard sought out Chief Nicolai at Taral, across the Copper River from present day Chitina. They were seeking the source of copper bullets that Chief Nicolai had shown to Lieutenant Allen in an earlier expedition. This led to the acquisition of the Nicolai Mine, which in itself, though somewhat spectacular, was to prove economically insignificant—but which would lead to the discovery by Clarence Warner and Jack Smith, of the McClellan group, of the Bonanza copper outcropping. Chittyna Exploration Company, which was formed to develop the Nicolai Mine, would later claim that it had grubstaked Smith and Warner, bringing on one of many lawsuits which would plague the Kennecott developers.

The McClellan group lacked capital to develop the Bonanza and other nearby claims, includ-

ing the Jumbo. Knowing that Stephen Birch, recently of the Abercrombie expedition, was still in Valdez and that he was associated with monied interests who were seeking mineral investments, Jack Smith contacted him seeking money for development.

Those potential investors were Henry Havemeyer and James Ralph. The Havemeyer family had used connections to get Birch assigned to the Abercrombie expedition, but Birch was also sent to seek investment opportunities. Birch had enough confidence in the McClellan group reports to begin negotiating with the prospectors before even investigating the claims. One of the eleven claimants, Dan Kain, contacted Birch to sell him half of his part of the interest immediately. Kain would later locate gold placer claims for Stephen Birch on a tributary of the Nizina River which would then be named Dan Creek in his honor. Dan Kain also assisted Birch in his negotiations with the other members of the group. The investors formed the Alaska Copper Company with Birch as its head in 1901 to pursue and purchase the 45 claims and to assess the mining potential in the upper Chitina and Nizina River areas for both gold and copper.

The Chittyna Exploration Company filed suit against Alaska Copper Company in 1903 for an interest in the claims. This slowed development, especially of the railroad which would be absolutely necessary for access to the mines. Judge James Wickersham of Alaska's third judicial district ultimately decided the case in favor of Alaska Copper,

thus gaining favor with Stephen Birch. Birch had already become a power in his own right and was able to influence the reappointment of Wickersham to the judgeship in 1904 despite significant U.S. Senate opposition.

Now it became necessary to determine a route and line up financial support for a tidewater to interior railway. Believing that the Childs and Miles glaciers blocked access to the Copper River, Birch chose the port of Valdez in the summer of 1904 as the start of the proposed line.

There were four applications for authority to build railroads using Valdez as the tidewater. These had nothing to do with the mines, but were proposals into the interior. The following railroad companies filed for construction permits from the port of Valdez under the Act of May 14, 1898 prior to the Copper River & Northwestern Railway: Akron, Sterling and Northern Railroad Company, to build from the head of Valdez Bay via Marshall Pass to Eagle City (1900); the Valdez, Marshall Pass & Northern Railroad Company, to Eagle City (1904); and the Valdez-Yukon Railroad Company, also to Eagle City (1906). All of these routes had to be relinquished before the Copper River & Northwestern Railway could gain access to the Keystone Canyon right-of-way. It was the last of these, the Valdez-Yukon RR which had brought in the 4-6-0 Rogers locomotive which was later sold to Michael Heney, the builder of the CR&NW from Cordova to Kennecott, to become engine number 50—the oldest engine on the line and the one

shown in the famous photo of the driving of the copper spike.

The Copper River & Northwestern Railway filed for two construction permits in 1906. The first, known as the Tonsina route, basically followed the government trail from Valdez. This route had the most difficult grades, crossing Thompson Pass and then Ernestine divide, then on to the Tonsina River, finally on down to the Copper River. The second and chosen route followed Lowe River to its head, crossed Marshall Pass and followed the Tasnuna River to the Copper.

In lining up the financial support, Stephen Birch succeeded in combining the financial and railroad interests of the J.P. Morgans with the mining and smelting interests of the Guggenheims into a mega-partnership known as the Alaska Syndicate. The Syndicate began with an agreement to invest ten million dollars, and with this capital obtained the Kennecott mines, the CR & NW Railway, the Alaska Steamship Company and other interests which eventually included the only other significant copper mine in Alaska, the Beatson on LaTouche Island in Prince William Sound.

The Alaska Syndicate had barely begun development of its Valdez line when its attention turned to a small fishing village on Controller Bay named Katala. In 1905 a coal rush of sorts had occurred as a result of a new coal law designed for Alaska which enabled individual claims of 160 acres and combinations of claims to 640 acres. Although this legal limitation was far too small, many illegal claim combi-

nation agreements developed, including the Cunningham claims. The lure of nearby coal for railroad and copper mine developers was obvious. The Syndicate abandoned its rockwork in Keystone Canyon, leaving deputy Marshall Edward Hasey in charge of protecting the right-of-way should it be needed in the future.

Valdez was left abandoned without a railroad and was ripe for the likes of the con artist H.D. Reynolds who encouraged the town people to place their own savings and credit into an ill-conceived Alaska Home Railroad. Reynolds actually raised \$106,000 locally. The first railroad equipment for the proposed narrow gauge arrived in September 1907, and crews began working toward Keystone Canyon where CR & NW men still occupied the right-of-way. Reynolds thought he could deal with the Syndicate, believing they would pay him a substantial sum to halt work rather than face lengthy legal proceedings. The Syndicate was already involved in the Katalla operation and refused to deal with Reynolds.

When Reynolds sent his men into the canyon in a desperate attempt to force the issue, the “battle of Keystone Canyon” became inevitable. In a mob rush of the Keystone Canyon barricades placed there by the CR & NW workers, several were injured and one was killed in the shootings which followed. Ill feelings against the Syndicate resulted, and this would only be the beginning. It did not help matters that the Alaska Home Railway failed, leaving the workers owed some \$30,000, the local mer-

chants another \$20,000 and liabilities in Seattle at \$75,000. In addition, a bank brought in and headed by Reynolds also failed leaving large liabilities. Reynolds eventually was caught and convicted of using the mail to defraud, but much of the ill will would be reserved for the Alaska Syndicate.

In 1906 President Theodore Roosevelt withdrew all Alaska coal fields that had not been legally filed upon by executive order. The withdrawal was justified as a means to conserve natural resources and prevent monopolies. The question was: “Why just coal lands?” Was this the result of Eastern coal trusts trying to hold on to their west coast markets by prevailing on the President to withdraw potential coal fields thus maintaining their own monopolies?

The withdrawal limited coal mining to those claims filed in the preceding two years, which included the twenty seven Cunningham claims. The Syndicate took an option on those claims as the means for coal access—half interest in the claims for \$250,000. The commissioner of the Central land Office, Richard A. Ballinger, was prepared to approve the Cunningham patents but an idealistic investigator, Louis Glavis, objected that the claims should not be approved.

The conservation policies of the Theodore Roosevelt administration were largely conceived by Roosevelt’s chief forester, Gifford Pinchot. He proved to be a natural propagandist who believed that the end justified the means. He believed in a policy of holding as many public lands as

possible from development. He especially wanted to close down all the Bering River coal claims and place the area under his newly formed Forest Service. He was, to this end, able to convince Roosevelt into creating the Chugach National Forest in 1907 with boundaries which included virtually all the coal lands.

Pinchot especially disliked Richard Ballinger, who as head of the Central land Office had tried to get many of the coal claims to patent. When Howard Taft succeeded Theodore Roosevelt as President, he appointed Ballinger to the post of Secretary of Interior. Pinchot saw Ballinger as far too pro-development and was determined to discredit Ballinger. Then Louis Glavis, who had become a dupe of the conservation forces, handed Gifford Pinchot the ammunition he needed when Glavis found evidence of the secret agreement behind the Cunningham claims—which combined more than four claims, contrary to the 1904 coal law. Pinchot claimed that Ballinger had knowledge of the agreement, that the agreement was fraudulent, and that Ballinger had tried to get the claims to patent without proper investigation—probably in collusion with the Guggenheims. He brought his “evidence” first to President Taft and later to the public through articles in Collier’s Magazine. Even though subsequent investigations cleared Ballinger of the various accusations, the effect of the controversy was to freeze any Congressional or Presidential actions regarding Alaska coal.

There was already a natural fear among many Alaskans of any

large monopoly, and the Alaska Syndicate certainly seemed to fit the bill. With the Keystone Canyon “massacre,” Judge Wickersham found his own cause. The good judge had offered his services to the Syndicate as legal counsel, and much to their ultimate regret, he was turned down. He then ran for Alaska delegate to Congress as an anti-monopoly and particularly an anti-Syndicate politician. The Syndicate countered on election day of 1908, rather foolishly, by loading flat cars with railroaders, bringing them in to Cordova to vote, and coaching them to vote against Wickersham. The Cordova voters rejected the tactics and helped assure Wickersham’s victory. Now the Syndicate had an outspoken antagonist with a national pulpit.

The Syndicate already controlled Alaska Steamship, the CR & NW Railroad, the Kennecott mines, Alaska’s second largest fish packing association and much of the mercantile business on the Seward Peninsula centering on Nome. Now Wickersham would claim that the Syndicate was attempting to monopolize the Bering coal fields through the Cunningham claims, and that the Syndicate had controlling interests of all the railroads going into Alaska’s interior, which also included the Alaska Central Railroad at Seward and the White Pass and Yukon at Skagway. None of this was true, but little did the truth matter. Like the great trust-buster and radical conservationist Gifford Pinchot, yellow press ally James Wickersham was not concerned

about the truth as long as he could discredit the Syndicate.

It is true that the Syndicate had made some regrettable moves, especially in regard to the Cordova voting incident, but there was never any intention to dominate Alaska’s resources or politics. The Guggenheims were only interested in developing very large mines. The Bonanza proved to be just such a prospect, and this required the building of a vertical monopoly, as there was no existing infrastructure to deliver the copper to market. There was no railroad—or indeed any form of overland transportation available until the Syndicate stepped forward with the capital to build it. Then it was necessary to assure uninterrupted delivery of the ore from Cordova to the states.

The acquisition of the Northwestern Steamship Company, forerunner to the Alaska Steamship Company guaranteed this vital link. While the CR & NW Railway was only profitable for a few years when the rich ores were being shipped, the Alaska Steamship was always profitable while owned by the mining concerns. The line controlled 15 steamers totaling 28,160 tons, making it the largest fleet of its kind operating exclusively in Alaska. The new company operated four routes that made it highly visible in Alaska: Seattle to Skagway, Seattle to Seward, Seattle to Nome and the mail run from Seward to Unalaska.

The Guggenheims already had a lock on the smelter business, and had acquired one at Tacoma which was built in 1890 to process lead, gold and silver and modified in 1905 for copper

reduction. Alternate plans called for constructing a smelter along the Copper River at CRNW mile 40, which would also serve as the branch line to Katalla and the Bering River coal fields. The assumed availability of Alaska coal combined with a nearby smelter would greatly reduce the costs of copper production and would also make possible the mining of lower grade ores. It has been estimated that the use of the Bering River coals might have made possible up to 5,000 jobs in the Chitina and Copper River valleys as railroad freight costs would have been significantly reduced. Combined with access to the proposed smelter, many marginal mining operations would have been made possible.

Meanwhile in Washington D.C. opposing forces were at work. That young, idealistic investigator for the Central land Office, Louis Glavis, had become a willing accomplice of the great conservationist agitator Gifford Pinchot. It was Glavis at the direction of Pinchot who sought to undermine the Secretary of the Interior Ballinger with a very one-sided report to President Taft. After consulting with his Attorney General, Taft concluded that Glavis had an exaggerated notion of his own importance and was advancing a personal agenda (as was certainly the case with Pinchot) by embracing “only shreds of suspicions without any substantial evidence to sustain his attack.”

Investigator Glavis was fired for “unjustly impeaching the official integrity of his superior officers” while Ballinger was exonerated. But it did not end there. When Gifford Pinchot had

Glavis rehash his accusations in *Colliers*, he pursued the theme that perhaps the Guggenheims were actually running the Interior Department. Interior Secretary Ballinger threatened to sue *Colliers* for libel, and the magazine hired a flamboyant attorney named Louis Brandeis to defend Glavis's articles. Brandeis proved himself the master of the ultimate red herring, and was able to spread so many accusations that Ballinger finally gave up and resigned his post.

He even defied his boss, Howard Taft, and contacted members of Congress directly without clearing the information. For this the chief forester was finally fired. Pinchot, who was a dedicated Teddy Roosevelt conservationist, contacted his former boss, who was on safari in Africa, to let him know that Taft was violating the conservationist and anti-monopolist principles Roosevelt stood for, and that he should return to once again run for President.

When a terrific storm in the fall of 1907 reduced the breakwater and docks at Katalla to complete destruction, a million dollars of rock work was gone, and so were the hopes of making Katalla the railroad port. The Syndicate had already purchased work started by Michael Heney, the builder of that other "impossible" project, the White Pass and Yukon Railway. The same financial backers of that earlier successful railroad, the Close Brothers of London, also had backed Heney in Orca, (which he renamed Cordova) knowing that eventually the Syndicate would have to purchase the rights for access up the Copper River.

Even with this development, the possibility was held open for using Alaskan coal. The branch line at CRNW mile 40 was surveyed. Other surveys included extensions to Chena, (at that time the Tanana River terminal for the Tanana Valley Railroad) with the branch line to Fairbanks, an extension to other developing coal fields in the Matanuska Valley. Several other lesser spur lines would later be contemplated. One line would follow the Kuskulana at least as far as the North Midas mine, and another would extend up McCarthy Creek to the promising Motherlode mine. In the end, all of these would become historical curiosities of undeveloped dreams, for there would be no coal.

The rich coal lands of the Bering River would become forever buried under the bureaucracy of the Forest Service as it remains today. Although some oil fields were developed near Katalla, production was low, and a refinery fire in 1934 spelled the end for what little remained of Katalla. Along the Bering River rests an ancient saddletank locomotive and a couple of open freight cars on track remaining from the last railroad there—the Alaska Anthracite Railroad. With 22 miles of completed track, it was the only railroad to actually reach the coal fields. It was a victim of the Forest Service system of leasing brought on by Gifford Pinchot—too little tonnage and thus economically unfeasible.

One of the frequently heard complaints along the CR & NW Railway line, especially at McCarthy, was of the high cost of ship-

ping over the railroad. There were no realistic alternatives, and, by comparison, tariff rates for passengers were 12.5 cents per mile compared to about 2 to 4 cents per mile in the states. Freight rates per ton/mile were 3.5 to 14.5 cents compared to about one cent stateside. Of course, imported coal cost \$15.00 and up, whereas local coal should have cost about \$3.00 a ton. In addition, the presence of the large coal fields so close to the CR & NW would have naturally meant that a ready market would have been available in Fairbanks and elsewhere to the north with the extension of the railroad, thus bringing overall costs down. An extension to Chena/Fairbanks was estimated to cost \$15 to \$20 million. Considering that the whole cost of the original 195 miles from Cordova to Kenecott was \$23,500,000, the extra cost was relatively economical, for the extreme cost of crossing the coast range and the glaciers had already been expended. The surveyed grade into the north presented no unusual difficulties. Permits to Eagle City and to Chena/Fairbanks were applied for by the CR & NW in 1905 and 1906. Knowing all this, one can begin to imagine the tremendous loss to commerce that the withdrawal of the Bering River coal fields represented for all of the territory of Alaska.

With the completion of the CR & NW Railway in 1911, the company shifted to locomotives run by bunker "C" oil. Some of the older locomotives were left as coal burners because the heavy bunker oil did not do well in extreme cold, but the basic

line was now an oil system. Originally, the coal came from British Columbia, but a Cordova “tea party” put an end to that, and Utah coal, which was far more expensive to ship had to be used. The bunker oil came from California refineries, and for purposes of running the existing railway, was the most economical choice.

So in the zealous effort to “conserve” coal resources—at least this is what the proponents claimed—and to prevent monopolistic practices, the coal industry of the Bering River never materialized, the smelter was not built, no branch lines or extensions on the CR & NW were constructed, and many marginal mines died a quick death. The

lack of access to coal could not stop development of the great Kennecott mines, for the ore was simply too rich and there was too much of it. But the members of the Syndicate learned that doing business in Alaska was not nearly as desirable as operating in foreign countries such as Chile. In fact, the huge profits made in Alaska at both Kennecott and LaTouche Island were used to develop the great Braden Mine in Chile and to buy low grade copper mines in the states.

Kennecott abandoned the worked out Beatson and Girdwood mines on LaTouche Island in 1930. By 1938 they had worked out and abandoned the Kennecott site, leaving behind

also 195 miles of track and bridges, now written off. The right-of-way to this line was passed on to the territorial government, and in 1942 the U.S. Army began tearing up the tracks. Kennecott had become a ghost town over night, and McCarthy soon followed, especially when the entire downtown core burned up in 1940. Only the still profitable Alaska Steamship as the last remnant of Syndicate activities still operating business section remained behind in Alaska. In 1944, the Kennecott Corporation sold off their interest in the line, and the last legacy of the Alaska Syndicate—the phantom monster which threatened to completely dominate Alaska—was now history.

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The McCarthy Weekly News

1922 July & August editions

TELEGRAPHIC

AMUNDSEN IN THE ARCTIC

Nome, Alaska. June 30th. Amundsen and party sailed on the Maud yesterday afternoon for the Pole. He and Elmer Fullerton, of the Canadian Royal Air Forces will attempt a nonstop flight for Point Barrow and Feitsberger in about three weeks.

PERSONAL

Bill Berry and Ben Jackson who left April 1st on a trip to the interior, returned to McCarthy on Thursday. They traveled over the trail from McCarthy to Chisana by dog team where they built a boat and went down the Tanana landing at McCarty on the Fairbanks trail, where they took an automobile to Chitina and then traveled by train from Chitina to McCarthy.

Lawrence Barrett is expected to arrive here in time to spend the Fourth with his parents.

Jack O'Neill had a marvelous escape last Wednesday evening from what might have been a serious accident. Driving the red car from the warehouse up 2nd St. the machine skidded at the culvert and overturned, pinning him under the car. Fortunately Billy Urlass was close at hand & ran to his assistance so Jack was able to crawl out with a bad cut on the head and a severe jolting. A box of dynamite was in the car and many sticks were smashed.

JULY THE FOURTH

Even though it is several days before the Fourth, quite a number of visitors have already arrived in town and it is expected that there will be more people in our city on that day than there have been for several years.

The Green Butte Copper Corporation will close down on the 3rd until the 5th. The men of this camp are determined to carry off most of the prizes. Anyway the drilling contest and the tug of war.

Kennecott and the mines will close down all day on the 4th &

practically the entire camp has signified its intention of celebrating in McCarthy.

Cars for hire

To GREEN BUTTE,
KENNECOTT, NICOLAI,
MOTHER LODE, NICOLAI for
GOOD FISHING — TENTS
FURNISHED

Day and Night Service. Service
Guaranteed

SEE OLSEN

McCarthy Garage

July 1

PERSONAL

Miss Bernice M. Hamilton, an enthusiastic member of the Mountaineers Club Spokane, Wash. is finding many mountains worthy of climbing during her stay here. This week she and Mrs. John E. Barrett made the ascent of Nicolai Peak, finding a view unsurpassed in any country, then visited the Green Butte. Trips to Mount Regal and other peaks are also planned. Miss Hamilton is at present the house guest of Mrs. Barrett.

July 15

OF GENERAL INTEREST

Paddy Devlin and his partner shot a bear the other evening not very far from town.

The McCarthy Mercantile Co. has been taken over by J. B. O'Neill, he having purchased the holdings of the other stockholders. From now on the business will be conducted under the name of J. B. O'Neill.

An impromptu dance was held at the Pioneer Hall last Saturday evening and greatly enjoyed by those present. The same young folks have arranged a dance for this evening, every one is invited and a good time promised. Only one stipulation—be there at 9 o'clock sharp.

Walter Quon Eng left on today's train to join the Beach hunting party

en route to the Mt. McKinley district Mr. Beach having insisted on this chef & no other. Wm. Slimpert will be guide for the party; he left a week ago.

Deanie O'Neill attained the dignity of eight years of age today and entertained her little friends at a party at her home. Games were played and delicious ice cream and cake were served at a prettily decorated table, where eight lighted candles on a big frosted cake formed the centerpiece.

With seemingly a plague of field mice, gardeners round here are having their troubles this year. Mrs. A. V. Doze tried heroic measures and set traps, to find next morning that the mice had taken trap and all. But the crowning tragedy was when she found a rabbit feeding in the cabbage patch.

PERSONAL

Messrs. W. M. Briggs Jr, and Douglass Parschall of California who are visiting at the Green Butte, left yesterday on a sight-seeing trip to the head of the Lakina on saddle horses. King Oscar went along as guide and packer. This is their first acquaintance with glaciers. Mr. Parschall who is a scenic painter of merit, has taken his artist's equipment and will make sketches of the scenery.

Gus C. Johnson, who has been out in the Chitina River country for several weeks on a prospecting trip, has returned and left yesterday to resume his work at the Green Butte.

Jack Schultze returned last week from the Chitina where he did the assessment work on the copper property in which he and Cap Hubrick and others are interested.

George Marhoffer has been doing assessment work on his mining property at Dan Creek for the past sixty days and returned to town yesterday.

According to word received by a friend from N. P. Nelson, formerly of Chisana, who left here nearly a year

ago and spent last winter prospecting in the Iditarod, Mr. and Mrs. Nelson are now in Seattle and are planning on locating there.

Lawrence Barrett is assisting E. Lottsfeldt in survey work at the Green Butte.

July 22

Miss Beulah Jarnagin entertained a number of ladies very delightfully at a sewing party at her home last week.

Mrs. Barrett and Miss Hamilton with Ben Jackson as guide took a hiking trip to Mt. Regal this week, climbing to the topmost peak.

Twelve men came in from the Palmer camp on Chititu yesterday.

A train will arrive tomorrow bringing mail and freight from the Admiral Watson.

Mrs. Johnson has gone on a three weeks visit to Pete's ranch.

Con Miller and D. McGilvra are leaving on the next train for Chitina where they will take horses and supplies for a sixty day prospecting trip to Robinson Creek.

Yesterday W. Lubbe was fined \$50 and costs by U. S. Commissioner Copernoll for driving stock off the public range. Complaint was laid by G. C. Gwin.

PERSONAL

Wm. Neece arrived on last Wednesday's train from Chitina for medical attention having sustained an injury to his shoulder while employed as axeman for the A. R. C. at Ernestine on the Valdez trail. Dr. Gillespie found the shoulder fractured and dislocated, and the patient will remain some weeks in his care.

July 29

NEW GENERAL MANAGER of Alaska Steamship Co. and C. R. & N. W. VISITS.

The new general manager of our steamship and railroad companies, Mr. F. H. Knickerbocker, his wife and daughter made the round trip to Kennecott today, spending about an hour there. They will leave the train at Chitina and motor through to Fairbanks, returning to the coast by way of the government railroad

to Anchorage. General Passenger agent Bunch of Seattle and his wife also of the party.

Mr. Hubrick returned from his picture taking trip on Sunday, he secured some splendid panoramic views of the glaciers and mountains. These will be on display next week at the drug store, which he has taken over. A full line of picture molding and glass for framing has also arrived.

Miss Hamilton, who states she will never forget the hospitality accorded her in McCarthy entertained a number of ladies at an ice cream party at the Alaskan Soda Fountain last Thursday before leaving for Kennecott to be the guest of Mrs. Ralph Rothe. She leaves soon for her home in Spokane.

Mr. and Mrs. Anderton have taken over the Alaska Cafe and Hotel. They have been at Kennecott for over a year and are well acquainted and should be very successful in their new venture.

PERSONAL

Charles Veach is spending a vacation in town and on Tuesday entertained all the children at an automobile party to the Mother Lode, where a fine feast was served. It took two cars to hold the crowd, who had the time of their lives, and Charlie was the biggest kid of all.

ALASKA HAS OVER ONE THOUSAND AUTOMOBILES

There are 340 automobiles operated within the confines of the Tongass forest reserve in Alaska and the total number of auto cars in Alaska will run over one thousand. The list shows that Juneau has 185 autos, Ketchikan has 88 cars, Cordova 16, Valdez 52, Seward 30, Petersburg 12, Hyder 6, Wrangell 4, Anchorage has probably 50 cars. McCarthy holds her own with seven pleasure cars and four trucks. 133 of Juneau's cars are pleasure cars, 52 are trucks owned by business houses and industries.

Ketchikan has 41 pleasure cars and 47 trucks, Seward 24 pleasure cars

and 12 trucks, Cordova 4 pleasure cars and 12 trucks.

August 5

A trio of mules, buckboards, double-enders and a large and varied assortment of army gear was purchased by George Anderson from Liscum Post recently and reached McCarthy this week.

August 12

LOCAL AND GENERAL

Mr. Asa C. Baldwin, who has been surveying at the Mt. Regal property, and also was in charge of the assessment work, returned to town last week and reported an important strike, a fissure rich in azurite and glance was uncovered. It appears to be of considerable extent. Mr. J. P. Gaskill and Mr. Baldwin made a trip to the Regal on Monday. Urgent matters called Mr. Baldwin to Seattle and he left on Wednesday's train.

A fine white car was received today by the new firm which includes Henry Olsen and George Anderson, automobile experts.

August 19

TRAIN NEWS

The unusual heavy rain this week caused temporary inconvenience on the railroad between Chitina and Cordova. On Tuesday the last five hundred feet of track was washed out at mile 62, but the emergency crews put the line in order in a very short space of time and yesterday trains ran as usual.

A train left Cordova this morning bringing passengers and mail from the steamers Admiral Watson and Northwestern. This train will not stop overnight in Chitina but come right through, and should arrive here about 9 p.m.

Miss Edna Thawley of Chitina is relieving depot agent here this week.

Mr. C. E. Burroughs left on Tuesday's train for Cordova, there to meet his bride, who was a passenger on the Northwestern from the states. They are expected to arrive on this evening's train, when congratulations will be in order.

August 26

Looking back in time at the world's oceans

ALASKA SCIENCE FORUM

A time capsule of satellite imagery of the earth will become available to scientists this month.

On June 28, digital imagery from more than three decades ago will be released by the Alaska Satellite Facility at the University of Alaska Fairbanks Geophysical Institute, NASA's processor and distributor for this type of data. The images reveal an unprecedented view of sea ice, waves, forests, glaciers and more.

"It was awesome because I was resurrecting data that nobody has seen in 35 years, pictures of the earth from when I was a child," said Tom Logan, the software engineer who processed the data.

The NASA Seasat satellite was launched in June 1978 as proof of concept for using satellites to monitor ocean features—like temperatures, wind and waves. Four months later, a major power failure killed the mission. For 35 years much of the imagery was stowed away in filing cabinets.

Now the data has been processed into several thousand unique gray-scale images of the earth's surface, each displaying 100-square-kilometer sections in high resolution.

Data was collected over all of North America and much of northern Europe, so there is imagery of the Arctic Ocean, Bering Sea, and other surrounding waters. You can detect whether

lakes are frozen or thawed, the pattern of waves, and even boats.

"It's a little boat with a big V visible from the ship's wake," Logan said.

This mission was NASA's debut of synthetic aperture radar (or SAR) in space. SAR bounces a little pulse of energy off the surface of the earth and listens for the echo with an antenna. It's "synthetic" because it collects the echoes from many radar pulses and processes them into a single radar image.

"It's like combining 1,500 looks at the ground into one look," Logan said.

This information can be used by a wide range of scientists. A biologist studying the impact of climate change on the boreal forest can now rewind to see the land cover back in 1978. A geophysicist studying receding sea ice has even older baseline data to compare rates of melting and other qualities.

"You can determine the age of the sea ice, whether it's multi-year or new ice. And you can watch the ice move so you can see fracture patterns and see how the ice floes work," Logan said.

Radar can see through darkness and clouds, unlike other monitoring tools. This can be handy for researchers looking at glaciers or volcanoes in the middle of nowhere, far from GPS stations or cameras.

"That's really the niche that SAR data fills, the ability to provide data about some geographic feature that scientists can't get

in any other fashion," said Gwen Bryson, a data quality engineer on the project.

If the satellite had circled the earth more times, you could even clock the movement of glaciers and watch the inflation and deflation of volcanoes.

The release was partly spurred by growing demand for the data by the science community. Plus there are no other SAR "birds" in space right now.

"There's nothing new coming in, so let's go back and mine what has previously been taken," Bryson said.

It's also more accessible than ever. Using 1980s technology, it would have taken a week to process five scenes, Logan said.

"Now we process a scene every 5 minutes."

Yet it didn't happen at the click of a mouse. First he had to clean some "bit rot" off of data that had been sitting on aging tapes for decades. Then he filtered the data six times to make sure the metadata (time, coordinates) for the imagery was correct. After developing software to decode telemetry and sort the data, he configured the files so they could be synthesized into single images.

"I don't think anybody has dealt with SAR data this old," Logan said. "It took a lot of creative problem solving to figure out the best way to get the raw data to be correct."

The images will be available at the Alaska Satellite website at: <http://www.asf.alaska.edu/>

USDA announces rural grower subsidies

PALMER, ALASKA, JULY 1, 2013 —

Danny Consenstein, Executive Director of USDA's Farm Service Agency in Alaska, announced that Alaskan growers, farmers and ranchers who experience high transportation costs are now receiving payments through funding authorized through the Food, Conservation and Energy Act of 2008 (Farm Bill). USDA remains focused on carrying out its mission, despite a time of significant budget uncertainty. Today's announcement is one part of the Department's efforts to strengthen the rural economy.

The Reimbursement Transportation Cost Payment Program for Geographically Disadvantaged Farmers and Ranchers (RTCP) assists farmers and ranchers in Alaska, Hawaii, and other outlying areas.

"Alaska farmers make a big contribution to the economy, the health and the security of our communities. They provide

jobs and healthy, local food for Alaskans. But our farmers face unique challenges. In addition to our northern climate, they experience high costs of fuel, equipment, materials, and fertilizer because of our location. The RTCP program helps level the playing field for our producers and provide more local food at competitive prices," said Consenstein.

"In 2009, when Agriculture Secretary Tom Vilsack visited Palmer, Bethel and Hooper Bay, he saw first-hand the challenges faced by Alaska producers. USDA is committed to developing new programs like this that fit the needs of Alaska producers. I also want to thank our congressional delegation for all of their work to support this program in Congress," noted Consenstein.

173 Alaskan agricultural producers will soon be receiving \$390,766 to help offset the high cost of farming in Alaska. Payments to individual producers range from \$70 to \$6,130.

Producers across the state are receiving payments. Farmers, ranchers and growers from Craig, to Bethel, to Kodiak, and Manley Hot Springs are participating in the RTCP program. Some of the agricultural products they are producing include hay, vegetables, oysters, dairy products, grain, livestock and peonies. These payments are for expenses incurred in 2012.

For more information about this program, please visit your FSA county offices. In Palmer, contact Donna Kramer at: (907) 761-7753 or donna.kramer@ak.usda.gov.

In Delta, contact Lloyd Wilhelm at: (907) 895-4242, Ext. 102, or lloyd.wilhelm@ak.usda.gov, or <http://www.fsa.usda.gov/ak>.

Applications and further information will be available online, or can be mailed or emailed to interested agricultural producers.

Open Fire Ban Lifted

COPPER CENTER, ALASKA—
JULY 8, 2013

Effective immediately, open fires may be built as allowed by park regulations on all Wrangell-St. Elias National Park and Preserve lands.

The term Open Fires refers to any flame source not immediately extinguishable or controllable and applies to any form of wood or charcoal-based fire, even in established fire rings.

Rain and generally wet weather over the past several days in combination with forecasted conditions throughout South-Central Alaska is allowing the ban to be lifted. Visitors and commercial operators should still use extreme caution regarding open fire use as underlying fuels may still be dry and subject to rapid burning. There remain 103 active fires burning in Alaska. Visitors and residents are asked to assist fire managers by

closely monitoring any and all open fires, keeping them as small as possible and ensuring they are "dead out." Fireworks are prohibited on park lands.

For statewide fire information visit: <http://fire.ak.blm.gov>. Updated park information is posted on the web at: www.nps.gov/wrst.

Information can also be obtained by calling park headquarters at (907) - 822-5234.

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~ Bertrand Russell (1872-1970)

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Subsistence hunting permits available

Federal subsistence registration permits for permit hunts in Wrangell-St.

Elias National Park and Preserve will be available starting Tuesday, July 30, at the park's Visitor Center in Copper Center and the Slana Ranger Station. The Visitor Center is open seven days a week from 9 a.m. to 6 p.m. through September 20. The Slana Ranger Station is open seven days a week from 8 a.m. to 5 p.m. through the end of September. Permits will be available at the Chitina Ranger Station starting August 1. The Chitina Ranger Station is open from 10 a.m. to 4:30 p.m. Thursday through Monday (closed Tues.-Wed.) through Labor Day. In the McCarthy-Kennecott area, contact the District Ranger at 554-1144 for permit information.

Permits will be available for moose hunts in Unit 11 and a portion of Unit 12, goat hunts in Unit

11, and sheep hunts for persons 60 years of age or older in Units 11 and 12.

There is no federal registration permit for the general sheep hunts in Units 11 and 12. Federally qualified hunters wishing to harvest sheep in Units 11 and 12 during the regular season may do so under the federal harvest limit, but must obtain a state harvest ticket and comply with the state's reporting and horn sealing requirements. Note that the state sealing requirement for Unit 11 applies to all rams, even rams with less than full-curl horns. Sealing is not required for sheep harvested under a federal registration permit during the elder hunts.

Please bring your State of Alaska resident hunting license, a photo ID (such as a drivers license), and proof of local physical address when you come to get a permit. Documentation of physical address can

include a voter registration card or a utility bill listing your physical address.

Permit applicants must be federally qualified subsistence users and meet special eligibility requirements for lands managed by the National Park Service. They must have their primary permanent residence in rural Alaska, and their community must be listed in the "Species/Customary & Traditional Use Determination" (C&T) column of the Federal Subsistence Management Regulations Booklet for Wildlife for the intended species and location. Individuals wanting to hunt on National Park lands (as opposed to in the National Preserve) must additionally have their primary residence in one of the park's 23 resident zone communities. Please note that residents of Kenny Lake do not have C&T for goat in Unit 11.

Crowley's Tugboat receives recognition

VALDEZ, ALASKA; JUNE 18, 2013—

The captain and crew of Crowley's Prevention and Response tug (PRT) Alert were personally recognized by Representative Eric Feige from the Alaska State Legislature for courage, teamwork and professionalism during the emergency rescue tow of the drill barge Kulluk off the southern point of Kodiak Island.

During their meeting, he presented them with a letter of commendation from the members of the 28th Alaska State Legislature, which stated the following: "The crew safely and methodically adapted to changing conditions, used their training to identify and manage hazards, and then performed each task to minimize the risks associated with those hazards...We express our admiration and respect to each man

individually, and to the crew for its superb teamwork, conducting themselves at all times as professional mariners in an extreme and challenging incident."

Typically used for tanker escorts to and from the Alyeska Valdez Marine Terminal, the 10,192-horsepower Alert departed Valdez in response to the Unified Command's request for assistance and arrived on scene to find Kulluk adrift at 4.5 knots in rough weather and sea conditions. The crew of Alert was able to catch a training line from Kulluk, despite having their deck awash by 30-foot seas, and proceeded to tie off and commence tow. The crew slowed and re-oriented the Kulluk's drift so that the original towing tugboat could secure a connection to the drilling rig. However, with increasing heavy weather the original tow-

ing tug connection parted after approximately 10 hours.

Once attached, Alert remained tethered by emergency tow line to the Kulluk and continuously maintained tow. With 54-foot seas and 40 to 50 knot winds, the Alert was being pushed backwards up to two knots toward the Kodiak Island shore. A day later, the Unified Command directed the Alert to release the tow wire. Only after confirmation of the order, did the crew of the Alert reluctantly release their tow wire.

As stated in the commendation referencing the U.S. Coast Guard's investigation of the incident: "The tug Alert and all of Crowley Maritime Services [Crowley] equipment used in the evolution of the rescue attempt and towing of the Kulluk performed flawlessly, met and exceeded standards."

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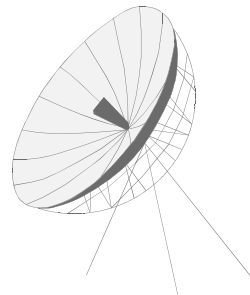
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DIVISION OF MINING, LAND, & WATER
LAND SALES & CONTRACT ADMINISTRATION SECTION**

PUBLIC NOTICE

Requesting input for
a Proposed Land Offering
Sage Subdivision – ADL 231046
a Preliminary Decision and its Proposed Related Action:
Amendment to the Copper River Basin Area Plan

OPEN HOUSE

7:00 pm, Tuesday, July 23, 2013
Tony Zak's Community Center
McCarthy, AK

COMMENT PERIOD ENDS 4:00PM, THURSDAY, AUGUST 22, 2013

This proposed project includes offering for sale surveyed parcels in a future offering under the method and the related action as described in the Preliminary Decision document. The project may be subdivided and offered in phases.

Located within the DNR's Southcentral Region, approximately 6 miles west of McCarthy, 127 miles southeast of Glennallen via the McCarthy Road, and 235 miles east of Anchorage, the project area is within the W1/2 Section 31, Sections 28-30, Sections 32-33, Township 5 South, Range 13 East, Copper River Meridian, within the Unorganized Borough. The project area consists of approximately 3,454 acres, of which 900 acres are identified for disposal by this proposed action. Development will be phased over time. Public input is requested for this proposed subdivision.

Project size: 900 acres maximum development area, up to 300 parcels sized from 2 to 15 acres, with development phased over time.

There is one related action with this proposal: an Area Plan Amendment to the Copper River Basin Area Plan (CBAP). If approved after consideration of public comment, this related action will be developed as a separate action, accompany the Final Finding and Decision, and be approved prior to approval of the Final Finding and Decision. Public notice is being conducted concurrently with the primary action's Preliminary Decision.

A public Open House will be held Tuesday, July 23, 2013 at 7:00 pm at Tony Zak's Community Center in McCarthy.

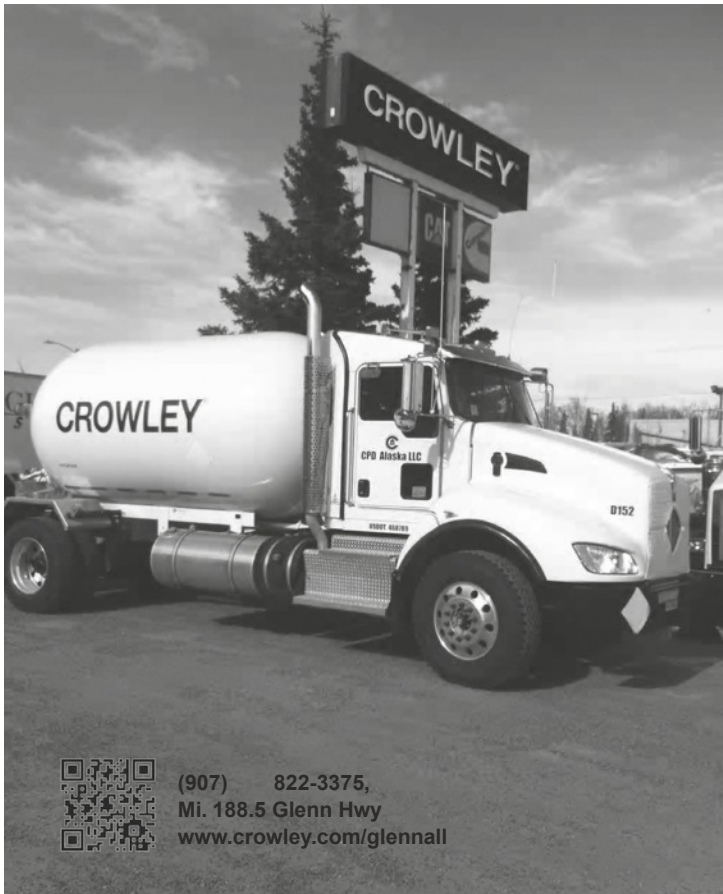
To obtain the notice, Preliminary Decision, or instructions on submitting comment, go to <http://dnr.alaska.gov/mlw/landsale/> or <http://aws.state.ak.us/OnlinePublicNotices/>. For assistance in obtaining the documents by an alternative method, to request auxiliary aids, services, or special accommodations, contact DNR's Public Information Centers on State work days, Monday through Friday, between 10AM and 5PM in Anchorage at 907.269.8400 (TDD for the hearing impaired: 907.269.8411) or Fairbanks at 907.451.2705 (TDD for the hearing impaired: 907.451.2770), or the Southeast Land

Office in Juneau at 907.465.3400 (TDD for the hearing impaired: 907.465.3888), or go to <http://dnr.alaska.gov/commis/pic/> for additional contact information. Individuals who require special assistance must request assistance from the Public Information Center in Anchorage no later than 4:00 PM, Thursday, August 15, 2013.

Pursuant to AS 38.05.945 Notice, the public is invited to submit comment on these proposed actions for which notice is being conducted concurrently. If commenting on more than one proposed action, separate comments should be submitted for each. **The deadline for public comment is 4:00PM, THURSDAY, AUGUST 22, 2013.** Only persons from whom DNR DMLW LSCAS receives timely, written comment during the identified comment period will be eligible to file an appeal of the Final Finding and Decision. Written comment may be received by fax, email or postal mail. To submit comments or for direct inquiries, contact Lauren Rouen, 550 W. 7th Avenue, Suite 640, Anchorage, AK 99501, fax at 907.269.8916, subdivision.sales@alaska.gov. If you have questions, call Lauren Rouen at 907.269.8851.

If no significant change is required, the preliminary decision, including any minor changes and a summary of comments and responses, will be issued as the final finding and decision without further notice. A copy of the final finding and decision will be sent to any persons who comments on the preliminary decision.

DNR reserves the right to waive technical defects in this notice.



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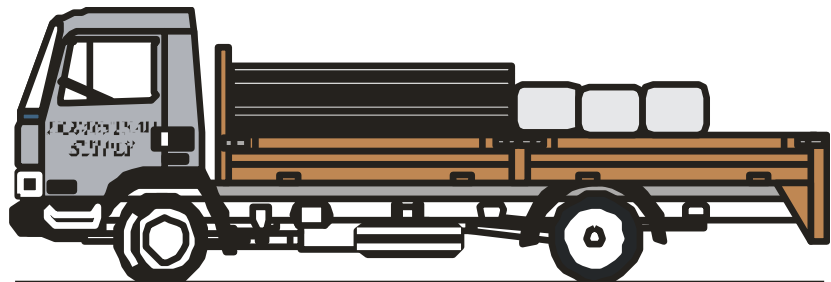
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Cooking with Peggy

BY PEGGY GUNTIS

Dear Cooking and Eating Friends, I'm in Alaska! It was a beautiful trip from Tucson again this year. The weather was great. We left earlier in May than we usually do but not quite as early as we had planned. Our favorite weather people in McCarthy (Bonnie and Rick and George Cebula) had told us there was still a lot of deep snow and it was still snowing. Then, of course, when it started to melt, there was an unusually large amount of water. To get to our property we had to go through "Lake George!" We're here now and the sun is out, the snow is melting, the water is flowing and all's right with the world.

Just before we left home, I received my little coupon magazine from our Fry's supermarket (Kroger). In it they were talking about Mother's Day and what cooking lessons you would like to pass on to your children. Then they made the statement that I love. "Times change but great recipes shouldn't. Cooking to me is like stepping back in time and sharing the moment with all the people in my family who made me what I am today." I would change that a little to ".....Times change but great recipes shouldn't. Cooking to me is like stepping back in time and sharing the moments of cooking and eating with all my family and friends who made me what I am today."

People laugh at me when they look at all my cookbooks and three-ring notebooks filled with favorites. I have notes written by so many of them referring to

things like, "this was Daddy's favorite;" Joan served this when we went to see her in Virginia in 1970; this was Irma's favorite way of making....; made this and Jim hated it! (Fortunately there are only two of those); delicious chicken served at the 40th Christmas tree trimming party and on and on. When I see these notes I immediately picture the setting and the people with whom I was sharing the meal. Do any of you do that too?

Today, I'd like to step back in time a little and share a couple of recipes given to me by three of the members of my family who helped make me what I am today.
One from Mom—

BAR B Q HAM SANDWICHES

1 bottle ketchup
 ½ cup chili sauce
 1/8 cup brown sugar
 1 teaspoon Dijon mustard
 1/8 cup vinegar
 1 tablespoon Worcestershire sauce
 ½ cup water
 salt and pepper to taste
 1 ½ lb. chipped ham

(Mom's message—get a 3 lb. can of chopped Ham—Armours is great—and have them chip 1 ½ lb. Get the other 1 ½ lb. sliced and freeze for another time.)

Mix all the ingredients except the ham and simmer for about 15 minutes and then add the ham and heat. Serve on buns. Makes about 12 sandwiches.

Irma (my children's other grandma)—

POOR MAN'S COOKIES

1 cup raisins, cooked so there will be 1 cup water left on them.
 ½ cup shortening melted in the hot raisins and juice
 1 ¼ cup sugar
 1 teaspoon baking soda

1 teaspoon cinnamon
 ½ teaspoon cloves
 1 teaspoon nutmeg
 2 cups flour
 1 egg well-beaten
 1 cup nutmeats, if desired.

Mix and drop by rounded teaspoons onto cookie sheet. Bake at 325 degrees for about 20-25 minutes. Don't over bake. They may be glazed when cool with a mixture of
 2 cups powdered sugar
 1 teaspoon vanilla
 3 tablespoons or more of boiling water

Another one from Mom—

STUFFED MEATBALLS

(I had to recopy this one for my books because the original paper was disintegrating! Our family really used to love these.)

1 pound ground beef
 small chopped onion
 1 egg
 salt and pepper to taste

Mix these ingredients and divide into small to medium size hamburger portions. Flatten each one to look like a pancake then take about 10-12 slices of white bread and break them into small pieces.

Add

1 egg, salt and pepper

Grate a bit of onion and add enough water to moisten (about 3 tablespoons).

Mix and form into balls the size of a lemon, or a bit smaller. Put one on each of the flattened pieces of meat. Roll the meat around the filling making sure all the filling is covered with meat. Put oil or grease in a skillet and brown the meat balls. When brown all over, pour the grease out. Pour a can of vegetable soup

and a can of water over the meat balls. Let them simmer for about 45 minutes. (Sometimes I use 2 cans of vegetable soup and just 1 can of water). When ready to serve, you don't have to thicken the gravy—it's good just as it is. It makes a wonderful gravy for mashed potatoes to serve with the meatballs.

My sister, Kathie's recipe for

CHEESECAKE

She always served this at Christmas time and everyone would gobble down their food so they could be first in line to get the cheesecake!

1 six-ounce box graham crackers finely crumbled. (I use a rolling pin to get mine really fine)
2 tablespoons sugar
½ teaspoon cinnamon
6 tablespoons unsalted butter, melted

In a mixing bowl, with a large spoon, combine the finely crumbled graham crackers, the sugar, and cinnamon. Stir the melted butter into the crumbs and mix until well saturated.

2 tablespoons soft butter

Heavily butter a 9-inch, 3 inch deep spring form pan with the two tablespoons of soft butter. Be sure to butter the sides well. With your fingers, pat an even layer of the cracker-crumb mixture on the bottom of the pan. REFRIGERATE while you make the filling.

Filling

3 eight-ounce packages of cream cheese—softened
1 and ¼ cups sugar
6 egg yolks
1 pint sour cream
3 tablespoons all-purpose flour
2 teaspoons vanilla
1 tablespoon lemon juice
1 tablespoon finely grated lemon rind
6 egg whites

Preheat the oven to 350 degrees. Cream the softened cheese by using an electric beater. Then gradually add in sugar. Beat the egg yolks in one at a time and continue to beat until all of those ingredients are well combined. Next, stir in with a large spoon the sour cream, flour, vanilla, lemon juice, and lemon rind.

In a separate bowl beat the egg whites until they are stiff

enough to form unwavering peaks. Fold GENTLY into the cream mixture and fold it in carefully until no egg white is showing. Be careful not to overfold.

Pour the mixture into the pan spreading it evenly with a rubber spatula. Bake in the middle of the oven for 1 hour. Then turn the oven off but leave the cake in the oven with the oven door opened. Let the cake rest on the oven shelf for 15 minutes. Remove and let cool to room temperature. Remove the sides of the pan and sprinkle the cake with confectioners sugar.

Be sure to keep the cake covered in the refrigerator.

Over these last 70+ years I have sat down with so many family and friends to join hands, share the blessings, and laugh, talk, and eat while we move through all the ups and downs of life. I wouldn't give up one second of those times together or one morsel of food we shared. Thanks to all of them and to all of you.

Eat up everyone and I'll see you next time.

A LOOK AT THE WEATHER

BY GEORGE CEBULA

April 2013 saw below average temperatures and average precipitation. The high temperature for the month was 48 on the 8th (59 on Apr. 26, '12, 57 on Apr. 23, '11, 62 on Apr. 28, '10 and 64 on Apr. 30, '09). The low was -7 on the 6th (4 on Apr. 4, '12, 9 on Apr. 11, '11, 5 on Apr. 10, '10 and 0 on Apr. 1, '09). The average temperature for April was 26.6, compared to 37.1 in '12, 34.6 in '11, 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 about average with only 1.02 inches of liquid (0.04 in '12, trace in '11, 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 6.9 inches of snow (0.4 in '12, 0.3 in '11, 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).

McCarthy started April with 20 inches of snow on the ground and

ended the month with 15 inches on the ground.

The temperatures were a bit below average for May 2013. The high temperature for May was 81 on the 28th, 29th, 30th & 31th (71 on May 23, '12, 81 on May 29, '11, 82 on May 28, '10 and 78 on May 26, '09). The low temperature was 20 on the 20th (20 on May 17, '12, 20 on May 16, '11, 20 on May 16, '10 and 23 on May 18, '09). The May average temperature was 44.3, this compares with 43.6 in '12, 45.7 in '11, 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 5 days with a high of 80

or above and 6 days with the low of 25 or lower.

The precipitation for May 2013 was about average with 1.54 inches of liquid. This compares with 2.19 inches in '12, 0.68 inches in '11, 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 8.0 inches of snow in May, with 3.8 inches on the 2nd, the last snowfall. May 2013 saw the snow depth increase to 20 inches on the 2nd and finally disappear on the 17th.

The total snowfall at McCarthy for '12-'13 was 80.9 inches (84.6 in '11-'12, 66.6 in '10-'11, 85.2 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).

The ice on the West Fork of the Kennicott River began to break apart around May 13th and water was moving over the top. The river was clear of moving ice by May 23rd and all the shore ice was gone by May 27th. A late break-up this year!

The first week of June was a continuation of late May, with highs in the 70's. The lows were mostly in the upper 20s and low 30s. There was only a trace of rain and plenty of thunder.

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 88 on July 8, 2009. 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 WHAT-EVER THE WEATHER!

Lightning starts fires in WRST

COPPER CENTER, ALASKA—

A new wildfire was spotted by State of Alaska Division of Forestry (DOF) fire staff June 11 in northeastern Wrangell-St. Elias NP. The Bruin Creek fire is 73 miles southeast of Slana, 22 miles northeast of Chisana, 28 miles west of Beaver Creek, Canada and 16 miles southwest of the Chisana River Fire. At 2 acres, the fire was inactive except for a few smokes. Wrangell-St. Elias NP and DOF fire staff will monitor the fire closely.

Two park cabins are nearly 3 miles southeast of the Bruin Creek Fire. Today six interagency fire staff will remove brush around the cabins to make them defensible should the fire activity increase and advance toward the structures. Staff will also set up sprinkler kits in order to wet down the structures and reduce

the fire risk. Temperatures in the area are expected to stay warm and dry.

The Chisana River Fire located 82 miles east of Slana, 37 miles northeast of Chisana and 19 miles northwest of Beaver Creek, Canada is 3175 acres. The majority of the fire burns in the Tetlin National Wildlife Refuge. Twenty-nine acres are in northeastern Wrangell-St. Elias National Park. The U.S. Fish and Wildlife Service, Wrangell-St. Elias NP and DOF fire staff will continue to monitor the fire, documenting fire behavior and growth. Staff are allowing the fire to take its natural course for the health of the boreal forest. Interagency fire managers will take action if structures, natural or cultural resources are threatened.

A quiet Edge Creek Fire was reported June 12. Less than ¼

acre, the fire is located just north of the Bruin Creek Fire and will be monitored by Wrangell-St. Elias and DOF fire staff.

When detected June 5, the 1 acre Tractor Trail Fire was out. Located south of the Bruin Creek Fire, it likely was ignited by lightning, burned for a short period of time and then rain extinguished it.

Naturally-caused wildfires have on occasion burned in the northeastern portion of Wrangell-St. Elias. Visit <http://www.nps.gov/wrst/parkmgmt/loader.cfm?csModule=security/getfile&pageID=385664> to see a map of the park's wildfire history.

Visit <http://www.nps.gov/wrst/parkmgmt/currentfireinfo.htm> for current fire information.

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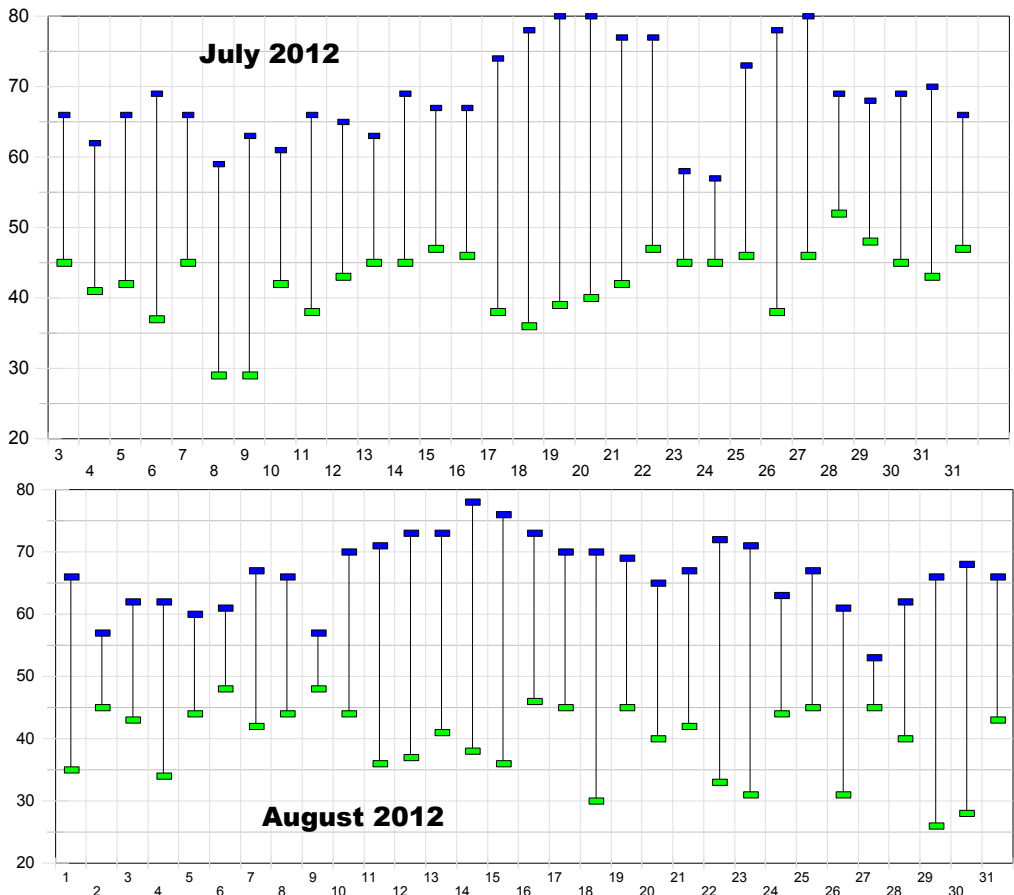
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