

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Vol. Nine Issue Two

March & April 2000

Two Dollars

Airplanes in the Wrangells



Page 8

Part two—Gillam

**McCarthy and
the Model T's** page 12

mccarthy-kennicott.com

Now on-line! page 6



A note from the publisher

BY BONNIE KENYON

Greetings to all our readers! Today is February 22 and we are experiencing another warm winter day here in McCarthy. The temperature is 22 degrees. Take my word—that's balmy for us and I haven't heard one word of complaint from my neighbors. We all are enjoying it.

Rick is stepping into a new line of work these days. He is working diligently on his mccarthy-kennicott.com domain, which is now on the Internet. This is (at this point) out of my league, but you can read all about it in Rick's article in this issue. It never ceases to amaze me what we can do and where we can go via computers here in a small, remote community of Alaska.

Rick and I want to thank those of you that take the time to email us or write us with address changes, questions,

notes of encouragement or just simple hellos. Some of you tell us that you appreciate the history of this area and especially enjoy reading *Our Town*. As most of you know, we obtained microfilm of the old-time newspaper, *The McCarthy Weekly News*, several years ago. For every issue of our publication, we transcribe onto computer the corresponding months from the early newspaper. This issue's *Our Town* was taken from the March/April 1925 weekly papers. We have a microfiche reader which dubs for a microfilm reader. It is my job to type out the past news articles. We then take excerpts which we trust will be of the most interest to our readers. Naturally the Kennecott Kids tell us how much they enjoy seeing familiar names and even themselves within the news stories we reprint. Although it

is time-consuming, I treasure the history of this area I have called home since 1977.

Rick and I are always saddened to hear of the passing of one of our subscribers and friends of *Wrangell St. Elias News*. This week we were told of the death of Rosemary Ivey of Chitina. Many of you know her as the owner of the Chitina Fuel and Grocery Store, your last stop for gas and groceries before traveling the McCarthy Road. Mrs. Ivey was 78. She passed away in Chitina on Thursday morning February 17. She is greatly missed. When I called the store yesterday I was assured the business was continuing as normal although there might be some changes in the near future.

Wrangell St. Elias News welcomes aboard the following subscribers: Jack Wilson, AK; Liv Hickling, HI.

Wrangell St. Elias News

VOL. Nine, Issue Two, March & April 2000.

Published every two months at McCarthy, Alaska. McCarthy, PO Box MXY, Glennallen, AK 99588-8998. Phone (907) 554-4454. FAX (907) 554-4494 (note this is a new number).

E-mail Wsenews@aol.com. "Copyright © 2000 by Wrangell St. Elias News. No part of this publication may be reproduced by any means without the express permission of the publishers."

Contributors to this issue: Fred Denner, Carly Kritchen, George Cebula, Ned Rozell, Ken Smith, Ron Simpson, Jane Vickery Wilson, Jack Wilson and Senator Frank Murkowski. Subscription price is \$10 for one year in the USA. Canada \$12.50. Other countries \$20. Advertising rates upon request. Deadline for publication in next issue is April 15.

Wrangell St. Elias News is wholly owned by Rick and Bonnie Kenyon. Publishers and Editors Rick and Bonnie Kenyon.

PERIODICALS POSTAGE PAID AT GLENNALLEN, AK. 99588.

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

Items of Interest

BY BONNIE KENVON

Ralph, Linda, Tyee, Trae and Teal Lohse: What a pleasant surprise to see the Lohse family yesterday! Between the rigors of winter travel from Long Lake to McCarthy and the lack of reliable phone service lately, it is considered a real luxury to have them in our home. To be honest, I was so happy to visit with them that I totally forgot to ask them for an item of interest!

In the course of our conversation, however, Linda convinced me that boredom was not in her vocabulary. With three boys on a homeschool program, both parents are kept busy.

This last week, Ralph's brother and sister-in-law, Bob and Loni Lohse of Lower Tonsina, dropped in for a visit. Doran and Ronnie Ward, frequent visitors to their cabin at Fireweed Mountain, also came by to say hello. Mark Vail mused his dog team down to the Lohses, too.

So, if you ever run into the Lohses "on the trail" don't ask them if bush living is boring. They'll probably ask you, "What's that?"

Ken and Carly Kritchén: Prior to the Lohse's visit, I phoned Carly and told her I was having a difficult time reaching Ralph and Linda for an item. (For those of you new to *Wrangell St. Elias News*, Carly is Aunt Carly to the 3 Lohse boys and married to Linda's brother, Kenny.) Carly said she and Kenny were amazed to see the boys snowmachine up on

Valentine's Day. She said they came bearing Valentine candy especially for their aunt and uncle. Carly, being the fine hostess that she is, treated them to Apple Cider served in champagne glasses.

Carly proudly reports that the boys' trap line is quite a success this year. Seven linx have been harvested by these industrious young men! Sounds like they don't know what the word bored means either!

Kenny is taking good advantage of our warm weather, says Carly. Because his summer months are chocked full with their commercial fishing business, Kenny is always looking for the right conditions to squeeze in projects like painting the cabin's exterior trim. Removing each trim piece, he takes it to his heated workshop where it is transformed and then put back in its place. By the way our weather is cooperating, Kenny, this "summer" project should be done in no time!

Mike McCarthy, Laura Bunnell and boys: Several local people report that they have received postcards from Mike and Laura saying they were having "a great time" on their vacation in Thailand. Although they are a long ways from their home in Kennicott, they are making themselves right at home by sampling various exotic foods, fresh veggies and squid. (A far cry from moose meat!)

We expect to see them back in the neighborhood some time the end of the month.

Jim, Jeannie, Matt, Aaron and Stacie Miller: Another Kennicottite is in Thailand. Jeannie says daughter Stacie is in Bangkok with her Uncle Doug. They are not in the same area as Mike and Laura, but never-the-less they are all enjoying the same warm temperatures and basking in all that wonderful sunshine.

Oldest son Matt is visiting friends in Hawaii. When Jim and son Aaron aren't freighting supplies over deep snow drifts and the infamous McCarthy Road glaciers, they are busy at work carving a totem pole, reports Jeannie. I asked her "why" and she came back with, "Just for fun!" I think that is a good enough excuse, don't you?

Matt Hambrick: Matt so graciously offered to take Rick and I on a snowmachine tour of his immediate neighborhood known as the "J" Road area. Approximately a half dozen cabins have been built and more are yet to come. This was our first time to see Matt's cabin, which he finished up this fall, so he gave us the grand tour. I thought I had all my ducks in a row when we left home. At least I took the camera with me. The only problem is I left the film at home so this item of interest is missing a picture of Matt's log cabin handiwork. This definitely calls for another trip up the hill!

That will have to wait, however, because Matt is presently in Mexico enjoying the change in scenery and taking it easy. Many of you who

know Tom and Catie Bursch will be glad to hear that Matt is in good hands. The Bursch family are in Mexico, too.

Mark Vail: As I was typing the last item, the phone rang and it was Mark calling from his neighborhood—Fireweed Subdivision. Perfect timing! Needless to say, I asked Mark what he was doing in the way of projects or winter adventures. He informed me that he has been commissioned to do a 3' x 9' tapestry to hang in the Jurick building at Kennicott. The scene is a view of Mt. Blackburn as seen from Mile 51 of the McCarthy Road. This is Mark's largest weaving project so far. He expects it will take him a month or two to complete.

If you think this challenging project is keeping him off the streets of McCarthy (guess I should say the McCarthy Road), you've got another thought coming.

He's had a great time this winter mushing his dogs to Long Lake and up to the Wards' homestead. According to Mark, all the Ward brothers have been out at some point between New Years and the present. Mark found time to give Doran and Ronnie's two kids, Bekka and Adam, a tow to Long Lake where they met up with the Lohse boys who quickly joined in on the fun. (Now that would make a good picture!)

Chris Richards: The warm winter so far has been "easy on the fuel supply," says Chris. In fact when I talked to him he said his thermometer was reading 40 degrees above zero.

Other than a few trips out for supplies, Chris is staying at home this winter. He's enjoying

the warm temperatures.

A couple of days ago, Chris and his visiting neighbor Jim Miller were inside Chris's place. Chris happened to glance out the window and was stunned by what he saw. Somehow (and they haven't figured it out yet) Jim's snowmachine caught on fire. It had only been parked for about 10 minutes, estimates Chris. I'm sure he and Jim made fast tracks to the injured machine and successfully put the flames out.

He says Jim has now gained the nickname "Blazo." Surprisingly the machine is up and running again!

George Cebula: After Rick and I returned from our vacation in Florida to see our family, it was George's turn to visit his family. (For those of you new to "items," George fills in for Rick and I as McCarthy's weather observer.) George spent the time before Christmas visiting his mother, Helen Cebula, and brothers, Ray and Tom in Ohio. The time between Christmas and New Years was spent in Milwaukee with brother Ted and family.

Upon returning to Anchorage on New Year's Eve, he spent a few days in town and arrived back in McCarthy on the January 5th mail plane. Although he was disappointed that he missed the Christmas heat wave, George was glad to get back to his McCarthy home!

Don, Lynn, Sarah and Rene Welty: Don and daughters Sarah and Rene just returned from a week long trip to Tatitlek and Cordova. The Chugach School District provided an artist in-school program in Tatitlek. According to Sarah, 11 young people from

various home school families and locations attended.

"We had a really good teacher," said Sarah, "and I learned a lot." The teacher was David Rosenthal, a well-known artist. The class lasted 4 days.

While the family was gone, Lynn made headway on several housecleaning projects, snowmachined to McCarthy on our two weekly mail days, and invited me to tea – an invitation I eagerly accepted!

Terry and Dee Frady: Since the holidays, Terry and Dee decided it was time to cut . firewood and try to get ahead. Dee says they are also working on craft items for their gift shop.

She and Terry are still living high on the memories of their fall trip to Maine and the northeast. A highlight was meeting several of Dee's relatives that she recently discovered through a study of her family tree. Their trip was such a success that I look for them to make a repeat visit to that area in the future.

In the course of our phone conversation, Dee related an interesting situation that happened to her on January 18 shortly before 8:00 a.m. She was outside their cabin when she noticed a sudden flash of light that lit up the entire sky "like pure daylight." As quickly as it appeared, it disappeared and sky was dark again. If Dee was wondering if she had just dreamed it, the light appeared again. This time she knew she wasn't imagining the incident.

She rushed into the cabin to tell Terry. Although he had been sitting at the kitchen table, he didn't see the flashes.

Checking a radio station, Dee discovered a meteorite had

passed over Alaska and hit just inside the Alaska Yukon border. Reports from all over the state confirmed that others had seen the same phenomena. (Since then it is reported that the meteorite has been found along the Klondike Highway just outside of Carcross, Yukon, and sent to the Space Center in Houston for examination.)

Kelly, Natalie and Tessa Bay: The Bays are out at their Nizina homestead these days, but I was happy to see them fly into McCarthy on a mail day last week. Phone service between us and their area has not been very good lately, so I haven't visited with them in some time.

They were on their way to Anchorage for a few days, Natalie said. Tessa seemed pleased about the prospect. I told her to be sure and eat an ice cream cone for me. Whenever I ask her to do that chore, she is always willing to help out!

We here at *Wrangell St. Elias News* want to extend our deepest sympathy to Kelly, Natalie and Tessa over the loss of Kelly's father, Melvin Bay, of Redmond, Washington.

Al and Fran Gagnon: Al and Fran are doing just fine. It's been a quiet and warm winter at the Gagnon's May Creek home, they say. Al says he is pleased to report that the sewer system on his two lots in the Kennicott Millsite was approved and permits have been issued by the DEC. Congratulations, Al. I know you have put in a lot of time and effort to make this project a success.

John Adams: What a pleasant surprise to open the door the other night and see

John standing there! My first reaction was, "What are you doing here?"

After all, Admiralty Island in the southeastern part of the state is where I had both John and Carmen in the last item of interest.

John informed us he had a lull in his job, so he decided to hop on a plane and come home for a few weeks. Like everyone out here, there just doesn't seem to be enough time in the fall to finish up all those chores. So, since his arrival, John has stayed busy. He says Carmen is fine and still back on the Island working hard on her teaching assignment.

Kris Rueter: Carly Kritchen told me she had heard from Kris. Kris's winter job on a commercial fishing boat is going very well.

She landed a "kitchen" job this season and is really enjoying the change of pace, scenery and crew.

Dave Hollis: Dave sends an Email "hello" to all his friends here in the McCarthy area. He hopes we are all having a nice winter. He reports that Miss Kitty and him are having a good time in Anorage. He likes his job at Muffler City but will be ready to return to McCarthy in early May.

Ed LaChapelle: Ed arrived on the mail plane of Feb. 25. According to a brief phone conversation today, Ed brought in a new computer. That's always an item of interest for those of us in this Alaskan bush community. Welcome back, Ed!

Congratulations!

Brooks and Diane Ludwig are delighted to announce the birth of their son **Ian Hunter Ludwig**. Ian (which means God

is gracious) was born in Fairbanks on Tuesday, February 2, 2000, and weighed 9 lb. 9 oz. and was 22 inches long.

Brooks writes via E-mail: "Ian came out with a full head of strawberry blonde hair and blue eyes. We had him weighed after two weeks and he's already gained a pound."

Diane says that each day is like Christmas to them. This is Brooks and Diane's first child.

The Ludwigs spend the summer months on their homestead at Delta, but their winters are usually spent in the McCarthy area where they own property and a home.

It is with much pleasure that we announce the birth of **Jubal Robert Rowland**. Jubal was born at home in Fairbanks on September 2, 1999, to **Keith and Laurie Rowland**. Jubal has been busy eating, sleeping and charming his brothers Kaleb, David and Daniel and his sister Hannah. According to Keith and Laurie, Jubal (who they call Mr. Happy) is a prolific smiler and they are obviously smitten.

The Rowland family make several trips a year to McCarthy and have begun work on their property on the west side of the Kennicott.

Sourdough Repeater: Local phone service for some of our outlying areas that depend on the Sourdough Repeater was interrupted during the month of February. Apparently, lack of propane that fuels the site's generator was the cause. The phones only worked when the sun was shining! However today, Feb. 26, a helicopter was seen transporting what appears to be propane to the site. We all trust this mends the situation.



BY RICK KENYON

WSEN readers who have access to the Internet will want to check out our new web-site domain, mccarthy-kennicott.com. There you will find links to a number of sites with information on our area.

We have moved our WSEN site to its new home, <http://mccarthy-kennicott.com/WSEN.htm>. We need your input as to which stories you would like to see published at this site.

There is a link to the new McCarthy-Kennicott Chamber of Commerce site at <http://mccarthy-kennicott.com/cc/>. It has a business directory and several nice photos by Nancy Ferrell.

In our last issue we told you of plans to publish our *Visitor's Guide to Kennicott & McCarthy* on the Internet next spring. Well, it isn't quite spring, but the *Guide* is online! A link on the mccarthy-kennicott.com home page takes you to <http://mccarthy-kennicott.com/vg/>. The *Guide* covers not only the local area of McCarthy & Kennicott, but also Chitina and Kenny Lake, Copper Center, Glennallen and Valdez.

Those of you who are familiar with the print version of the *Guide* will feel right at home with the electronic *Guide*. It

consists of two main sections, *Feature Stories* and *Maps and Services*.

The Feature Stories section includes articles such as *The McCarthy Road*, *In the Beginning* (a brief history of the area), *Creeks and Rivers*, and an interesting story entitled *Are Glaciers Privileged?* These last two stories were written by our local glacier expert, Ed LaChapelle.

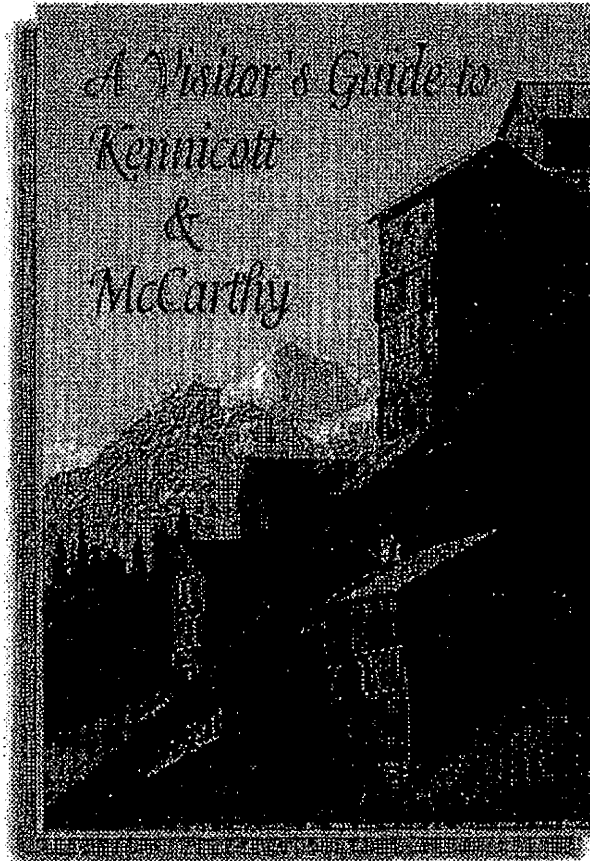
The Maps and Services section is divided by location. All of the businesses who advertised last year in the print version of the *Guide* can be found in the on-line version. As time goes by, those with their own web sites will have their links in the *Guide*.

We also have a link to Ron Simpson's historical Copper River & Northwestern Railway web site, which was featured in our last issue of WSEN. Ron has been most helpful in our efforts to publish on-line.

Please be patient while the search engines pick us up. In the meantime, use the addresses above and add us to your "favorite places" folder!

If you provide a visitor service and would like to be included in any of these sites, please

contact us at WSEN. We can also host your web page at mccarthy-kennicott.com.



Local Chamber of Commerce opens road

BY RICK KENYON

Last June residents of the McCarthy area received a letter from DOT/PF Regional Director Anton Johansen to the effect that there would be no scheduled road opening this year on a number of roads, including the McCarthy Road. "The snow will be left to melt and run off in the course of normal spring breakup, at which time the Department will begin summer maintenance," wrote Johansen. Proving that this was no idle threat, Chitina station personnel were issued orders not to remove snow from the road this winter.

purchased its own road grader this past fall. Operator Lane Moffit had been keeping the last 30 miles or so of the road open, but the road glaciers were getting so bad that taking the grader over them became treacherous. Lane felt if he could get sand from Chitina, he could sand the sloped, icy areas and get the grader safely across, then could open up the snowdrifts at mile 18. In order to get the sand, he would need to get a truck through the closed area. Certainly the traditional "horns of a dilemma."

Long hours of phone conversations with government agencies brought no assurance of immediate relief. In the end, Lane spent most of a week carefully maneuvering the grader over each glaciated area, until finally he was able to plow nearly the entire road, from Silver Lake (mile 11) all the way to the Kennicott River.

By the way, Lane has been donating his time as grader operator. He has also been careful to leave enough snow on the road for snowmachine operations. Our hats are off to the Chamber and to Lane. Thanks!



Photo courtesy Chad Reymiller

CHAMBER OF COMMERCE GRADER OPERATOR LANE MOFFIT HARD AT WORK.

By early February, the situation across the Kennicott River was getting critical. The phone system for the entire area is powered by diesel generators in McCarthy. The warm weather in January had made the river crossing too dangerous for hauling fuel, then high winds had blown deep snowdrifts which closed the road near mile 18. The fuel for the generators would run out sometime in March, if the road could not be opened. True to their earlier word, DOT said, in effect, "Sorry!"

As we reported in our last issue, the Kennicott-McCarthy Chamber of Commerce



Photo courtesy Chad Reymiller

AN ATTEMPT TO CROSS THE KENNICOTT RIVER EARLIER IN THE WINTER RESULTED IN SEVERAL DAYS OF HARD WORK FREEING THE GRADER FROM THE CLUTCHES OF THE RIVER ICE. THANKS TO THOSE WHO TURNED OUT TO HELP WITH THIS PROJECT.

"Young people, in my limited view, should not spend their time acting furtive. They are not good at it, and it ruins their posture." —Wolfgang S. Hammeremith

Airplanes in the Wrangells

Part two—Gillam

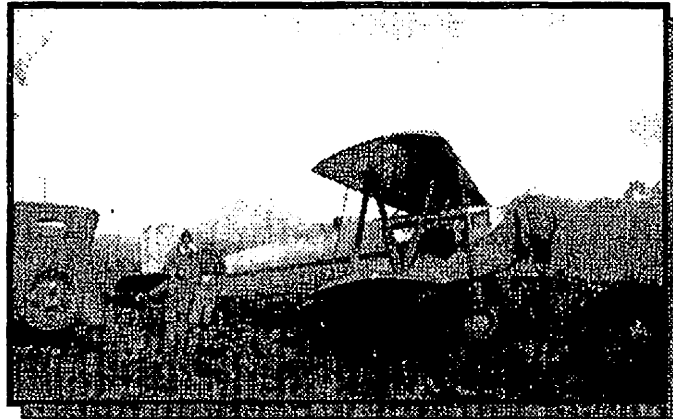
BY KENNY SMITH

It is my opinion that Charles "Harold" Gillam should receive credit as the first aviator to establish a significant commercial operation in the Wrangell Mountains. Although Owen Meals was the first pilot to operate out of Valdez and made the first flight from Valdez to Fairbanks he wasn't near as influential as Gillam. Unlike Gillam, it appears Meals never did develop a consequential common carriage business. Being an excellent businessman, Meals purchased a new Eaglerock biplane and intended to use it to haul supplies for miners more than a year before Gillam set up operations. However, when returning from Fairbanks he ran out of fuel near Gakona and crashed on a Copper River gravel bar. He and his two passengers sustained severe injuries (one of the passengers was confined to a wheelchair for life). Meals purchased another Eaglerock but his subsequent aviation activity was pretty much limited to aircraft sales and flight-seeing.

At sixteen Gillam ran away from his Nebraska home to join the Navy. During his stint in the Navy he was an accomplished deep-sea diver and assigned to a destroyer. He even boxed some during his Navy years. Soon after he left the service in 1923, he caught a steamer to Alaska where he obtained employment

maintaining Alaska highways for the Territory's Alaska Road Commission as a "cat skinner." After he quit the Road Commission Gillam formed his own cross-country freighting outfit where he contracted with miners to haul supplies during the winter months.

While in the freighting



business Gillam worked out of Fairbanks and spent a lot of time at the local airport, Weeks Field, maintaining the runway. Having such an adventurous spirit it didn't take Gillam very long to become interested in flying. At the airport he became a good friend with well-known Alaska pilot Joe Crosson.

Gillam decided to start a flying club in Fairbanks. During the winter of 1927/28 he stayed with Joe Crosson's parents in San Diego and while there took a little flight instruction and purchased a JN-4D "Jenny." He also met a 22 year old friend of the Crosson's, Marcel Leroy "Danny" Danforth, who had recent flight experience from a 4 year enlistment in the Navy at Pensacola. Danny was to be the

instructor for the new club.

Gillam was back in Fairbanks by spring, then on September 10, 1928, about two weeks after the Club's first ground school class took place, Gillam and Danny took off in the Jenny. With Gillam flying, the biplane entered a spin shortly after takeoff and crashed. Danny

had taken over the controls but was unable to stop the spin. Both pilots were injured but Danny died the next day. That fatality was apparently the first in Alaska aviation, although a correspondent had previously been killed after walking into a spinning propeller on a Fokker tri-motor

airplane.

At the time of the accident Gillam was sweet on Joe's sister Marvel Crosson. Marvel was the first woman pilot in Alaska. After Gillam recovered, Marvel persuaded him to go back and live with her parents in San Diego and learn to fly down there. Gillam took her advice but didn't get a lot of flying experience in San Diego, as he never made a cross-country flight until he returned to Alaska. (Marvel Crosson was killed in an aircraft accident a number of years later, during an air race in the states.)

As near as I can determine, Gillam's first encounter with the Wrangell Mountains occurred October 3, 1929. At that time Gillam accompanied Fairbanks

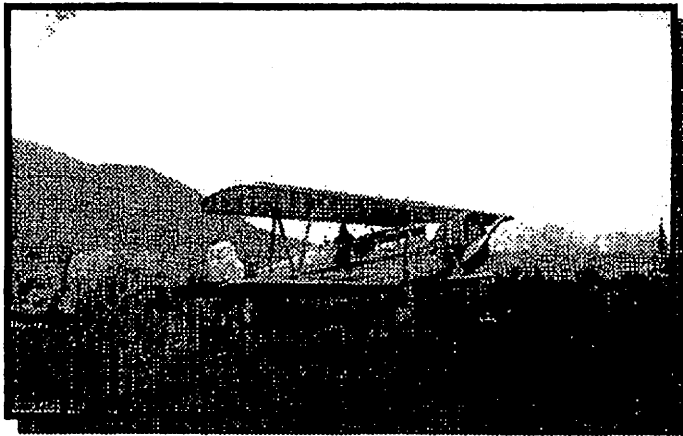
pilot A. A. Bennett in a Waco 10 biplane into McCarthy on the first leg of a mercy mission. A miner by the name of Jack Carroll had been severely crushed in a mining accident near Chisana and he was in no condition to be brought out over the pass on a horse. Gillam stayed behind in McCarthy so local guide Billie James could accompany Bennett. They managed to transport Carroll into McCarthy where he was hospitalized at Kennecott. Carroll survived the ordeal.

Gillam had already purchased another airplane though, an open cockpit Swallow biplane named "Arctic Prospector."

Gillam managed to make his first cross-country flight in this airplane in February of 1929. This was his first flight of any length, from Fairbanks to Nenana. He carried a passenger back to Fairbanks. Late in 1929 Gillam still had not earned a pilot's license and had accumulated less than 40 hours of flying time. Maybe because of the trip with Bennett, Gillam decided to move to the Wrangells and set up an air service at McCarthy.

However, in December of 1929, before he had a chance to move to McCarthy, Gillam became involved in one of the longest and most difficult aircraft searches in aviation history. On November 9, 1929, Alaska's first bush pilot, the famous Carl Ben Eielson, and his mechanic, Earl Borland, disappeared while attempting to reach a trading schooner stuck

in the ice off North Cape, Siberia. The ship was loaded with valuable fox pelts. Eielson and Borland were flying a large Alaskan Airways Hamilton Metalplane H-45, NC 10002, and were making their second trip to this ice bound ship, the "Nanuk." Alaskan Airways had contracted to transport the furs to Fairbanks, and Eielson was one of the partners in this newly-formed company. They had



departed Teller but never arrived at the Nanuk. Since the Bering Strait and Chukchi Sea flying weather was very poor the day they departed it was first thought the fliers were holed up in one of the many villages along the Siberian coast.

That winter the weather was so bad it was almost the end of December before search aircraft finally reached the Nanuk. With only 40 hours of experience, Gillam had to talk his friend and one of Eielson's partners, Joe Crosson, into letting him fly the search. The search attempts had been dragging out for so long that Crosson relented. Gillam and Crosson finally managed to cross the Strait on December 19, 1929, and stayed overnight at a village. The next day Gillam reached the Nanuk. Crosson had lost track of Gillam in foul

white-out conditions and decided that Gillam, too, was down somewhere on the Chukchi Sea. But, the next day he found Gillam at the Nanuk. Gillam had punched through the weather and beat Crosson.

Gillam and Crosson were the only pilots that managed to cross the Strait until February. Flying two biplanes the pair finally located the snow-covered, wrecked Hamilton on January 26. It took another two weeks to find the bodies of Eielson and Borland.

Crosson flew the company's open cockpit Waco 10 biplane NC780E while Gillam flew the open cockpit C3B Stearman biplane NC5415. (Today N5415 is restored and

displayed at the Alaska Aviation Heritage Museum in Anchorage. It was removed from a location on the Dodina River, near the base of Mt. Wrangell, in 1968 after it had reposed there for 27 years. A pilot with Cordova Air Service had abandoned it in 1941 after dinging the propeller and engine.)

Gillam couldn't have had many flying hours when he began Gillam Airways Inc., at Copper Center, since records show he first moved down to Chitina from Fairbanks on March 1, 1930, with the Swallow "Arctic Prospector," just a month after the Eielson search ended. Just a few months earlier Gillam had intended to move to McCarthy but selected Chitina instead. Even then, within weeks, he found Copper Center had a better airstrip and based the planes there while calling

Chitina his headquarters. Gillam purchased another Swallow, NC430N, and had the brand new airplane delivered by steamer to Valdez. While there Gillam got to be friends with Owen Meals and from then on used Meal's facilities whenever in town. Gillam was doing good and had more flying than he could handle so he hired a second pilot. On May 29, 1930, he flew to Fairbanks and took his airman's examination. He received the Air Transport Pilot License that day and was finally legal.

During the remainder of 1930 Gillam logged numerous flying hours operating into strips and gravel bars throughout the Wrangells all the way to Eagle and Fairbanks and south to Cordova and Valdez. Newspapers of the day printed all the comings and goings so we now read where Gillam had operated extensively into the head of the Chitina River, to McCarthy, Nebesna, Chisana and many other Wrangell and Chugach Mountain locations. Very few airports existed in the Copper River country in those days so Gillam used improved gravel bar runways at most locations. At Cordova he operated off a gravel bar at mile 17 on the Copper River Northwestern Railway route. He did the same at Chitina since the first airport there wasn't completed until the late 1930s. It is interesting to note that during the summer of 1930 the Territorial Road Commission frequently chartered Gillam while looking at potential sites for airstrips. It is my understanding that McCarthy and Copper Center had the first developed runways in the Wrangell Mountain area.

Gillam was a friendly but shy person. Throughout his legendary flying career he was extremely popular and well liked by those who knew him, worked

with him and flew with him. He was a little different in a number of ways, for example he hated to have his picture taken, later on he was superstitious over having his name painted on his aircraft. Alaskans had two different titles for him: "Bust-em, fix-em-fly-em Gillam" and "Thrill-em, spill-em, No Kill-em, Gillam." Gillam managed to survive one tight situation after another for 13 years. His ability to "get through" in zero visibility conditions in these early vintage aircraft was uncanny. However, the characteristic that would eventually do him in was this apparent lack of fear of inclement weather. In Gillam's day, instrument flight was just being developed and the high risk of visual flight in marginal weather conditions was not fully understood or appreciated. If he was judged under today's standards of airmanship he would probably have been labeled as a notorious "scud-runner."

The motto of Gillam Airways was "fly anywhere, anytime, in any weather for a dollar." Gillam used a number of aircraft in this early venture; among these were a large Zenith biplane, an Ireland "Neptune" amphibian and two Swallow biplanes. Gillam Airways was a Copper River/ Wrangell Mountain country enterprise for almost five years and by that time Gillam had established quite a reputation. In 1960, when I first began commercial flying, I was assigned to Chitina. At that time the older local native folk were still telling stories with deep adoration about Gillam. His endeavors in the Wrangells, however, were far from a financial success. Over that period he had six crack-ups, none with serious injuries. He was over \$30,000 in debt to financiers when he decided to

make a change.

In 1935 he moved back to Fairbanks and bought a Hornet powered Pilgrim. The Pilgrim is one of the largest single engine aircraft ever manufactured. After returning to Fairbanks, his run of bad luck cracking up aircraft and unprofitable operations ended. He soon had a contract with the U.S. Weather Bureau to make twice-daily weather reporting flights out of Fairbanks. In addition to his weather contract Gillam conducted extensive charter operations. Many of these flights he flew almost entirely in and above the clouds at a time when there were no airways and on stage lengths as extended as Fairbanks to Pt. Barrow. More than once he ran short on fuel while still in the clouds. One time while attempting to get into Anchorage, in poor winter weather, his out of fuel engine on a Pilgrim quit and Gillam ended up on the Cook Inlet title flats.

In 1938 Gillam won a lucrative mail contract for a 1200-mile round trip string of stops running from Fairbanks to Bethel and return. About this time he purchased two more Pilgrims. Many of the early Alaska bush pilots flew for Gillam at one time or another under this contract.

Even though Gillam moved his base of operations to Fairbanks in 1935, he didn't give up on the Copper River country. He continued to accept contract flights in the Wrangell Mountains and to the coast long after leaving. Pilot Jack Jefford recalls first meeting Gillam in 1938 when Jefford was flying for Hans Mirow out of Nome. Both pilots were heading for Cordova and departed Fairbanks with Gillam taking off first. Jefford was flying a fast Lockheed Vega and Gillam

was flying his Pilgrim. Jefford was new to Alaska and except by reputation didn't know Gillam and had never been to Cordova. The weather was terrible on the coast but somehow Jefford made it. Gillam was there when Jefford arrived and the two pilots spoke briefly. Jefford had a notion that Gillam was surprised to see that he had made it even though Gillam never mentioned it. But after he returned to Nome, Jefford received a telegram from Gillam offering him a job.

Another indication of how often Gillam returned to central Alaska and the coastal country around Cordova was my father's, Merle K. "Mudhole" Smith, experience. Dad came to Alaska in early 1937 to fly for Cordova Air Service. In 1938 he and mother lived in McCarthy. Dad saw Gillam often enough during those years to become good friends with him.

By early 1942 the U.S. was at war. The U.S. had entered into a "Lend-Lease Program" with Russia that involved delivering valuable military aircraft to Siberia. The army's Air Transport Command (ATC) was responsible for ferrying aircraft into Siberia. The route began at Great Falls, Montana. The only airport between Whitehorse and Nome was at Fairbanks. Additional airports on the desolate and rough terrain in Alaska were badly needed. Probably in anticipation of war, early in 1941, the U.S. Civil Aeronautics Authority contracted with Morrison-Knudsen Company (M-K) to build new airports around Alaska. Bob Reeve from Valdez, the famed Glacier Pilot and later founder of Reeve Aleutian Airways, was hired by M-K as Chief Pilot to manage what eventually became a large fleet of company aircraft. After war was officially declared, the

construction of an airport at Northway, between Whitehorse and Fairbanks, was escalated to a top priority. By 1942 the Army Engineers had taken over administration of the contract. Reeve left M-K to work for the Army in the Aleutians and M-K replaced Reeve with Gillam. At that time many pilots in Alaska who attempted to enter military service were told to stay put, as they were needed on the numerous war projects just beginning in Alaska. M-K was employing all the experienced pilots they could get.

Gillam sold two of his Pilgrims to M-K but was allowed to keep one and continue his mail contract. He was even allowed to use M-K pilots on the contract. My father was one of those. Shortly after Gillam got the chief pilot's job with M-K he flew to Cordova and took Dad out for coffee at the Model Cafe where he talked him into going to work for M-K. Since Dad had previous heavy transport experience from when he flew in the states, Gillam assigned him to flying the big tri-motored Boeing 80-A that M-K had purchased. By late 1942 Gillam put Dad on the Kuskokwim mail run flying the Pilgrim. Gillam then sent Dad to Nome to fly Army engineers conducting an emergency survey for a railroad connection to Nome. Most of this flying for Gillam was being accomplished for the Army Engineers, so early on, the M-K pilots were allowed to eat at the military facilities. Later, a colonel decided to bar civilians so the pilots, technically civilians, had to make do elsewhere.

Besides managing M-K's flying operations and the mail run Gillam was also flying for M-K. Primarily Gillam flew M-K's Lockheed 10 "Electra," a sleek modern all metal twin engine

aircraft. Officials with M-K usually rode with Gillam in the Electra.

On January 5, 1943, Gillam left Seattle for Ketchikan in the Electra. He had 5 passengers on board. Most flights for Alaska had canceled that day due to a big storm along the coast. Gillam had recently received some training for instrument flying and decided to leave anyway. Almost to Ketchikan Gillam got into terrible icing conditions and because he had an obsolete map flew on the wrong side of a new electronic navigation radio range. While lost and confused he called in and said that the Electra had just lost an engine. Gillam somehow managed to find the ground and minimize the impact but nevertheless the crash was severe and occurred in a densely forested area. A young lady passenger from Idaho, Susan Baxter, died from injuries 48 hours after the accident.

Six days after the crash, a badly injured Gillam tried to walk for help in an attempt to save the other four passengers. He froze to death on the shore of Boca de Quadra Inlet. About one month later two survivors from the wreck walked out to a point where a boat spotted them. The rescuers found these two to be badly injured and weak but still able to immediately turn around a lead the party back to the wreckage and the two other survivors. Eventually, all recovered from their injuries.

Gillam was only 40 years old when he died. Gillam's legacy was cut short while some of his pilot colleagues are probably better remembered today because they went on to live to ripe old ages. Gillam did make mistakes, but who else better personifies the old saying: "When iron men flew the wooden ships?"

McCarthy and the Model T's

BY JACK WILSON

In 1955 Cordova Airlines would be once again bringing tourists to the May Creek airstrip on weekends. They would be transported to McCarthy by road, the existing transportation being furnished by residents of McCarthy driving the very old vehicles available in the old town. The tourists would have a grand tour of McCarthy and Kennecott with an overnight stay. On completion of the tour



lack of tires. They were all worn down to the cords or beyond and could not be driven without better tires. Tires for these old cars were not available anymore.

I had been in the big warehouse behind the Chitina Cash Store in Chitina and had marveled at the place. There were a lot of old articles there still for sale but of a very early date.

It was a marvelous place. There was old harness for horses, horse collars, single trees. There was old miners clothing and many other things, once good useable stuff. And there were parts for Model T Fords. And, lo and behold, there were several tires and tubes for these same old cars!

I told the people in McCarthy about discovering the tires so we discussed some way to get them. Perhaps the airline

would pay for them to enhance the tourist potential. Or maybe a collection could be taken up for the purchase. If we could get them, they could be used for part of the tourist transportation and the tourists could enjoy them, even drive them if desired. They could be checked out and learn to drive around the block.

The solution came easy. I told O. A. Nelson of Chitina about the tires being needed for the old cars. And O. A. very kindly said he would donate them for the cause. Just like that.

On my next mail run to McCarthy and beyond I had room for the tires in the airplane and took them along.

We had a fine old time of it fitting the tires on the rims and pumping them up with a hand pump, along with tuning them up and driving them around. A Model T with its strange

planetary transmission was driven differently than any other car made. It was a great experience, driving one of those old cars.



they would be taken back to May Creek and return to Anchorage.

The old timers and some others, along with two or three workers for the Alaska Road Commission who were there to maintain the road, bridge and trestle across the Nizina River to May Creek, would be helping get everything ready for the tourists.

There were two old Model T Fords in town. One, a truck was owned by Bill Berry, one of the old timers, and was useable. The other one was just there and no one seemed to be the direct owner, yet it could be driven. The problem was the

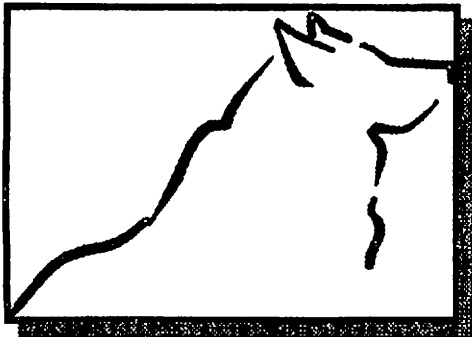


Making a living in the Wrangells

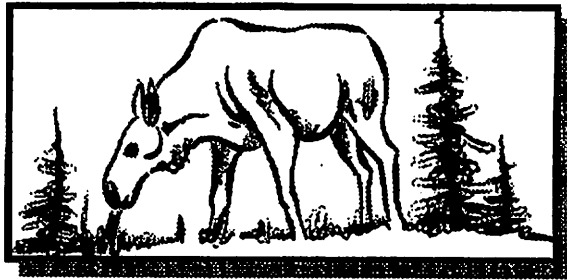
BY FRED DENNER

Finished buckling on the snowshoes, I straighten up and check the weather once more. Clear, blue-sky day coming up, sun beginning to peak over the low foothills to the east, visibility a hundred percent on the ground. Yesterday's late-afternoon snow squall had the visibility down to about 40 feet, and I hadn't felt comfortable with the idea of investigating what I expected would be a fresh wolf-killed moose—not in thick brush, without being able to see or hear what might be going on until getting in the middle of it. Instead, I had opted to run the Elan snowmachine home to the Dan Creek cabin and check things out this morning.

I don't know for sure there will be a wolf-killed moose, but I'll follow the tracks as far as



possible with the idea that if there is a kill, I should be able to snare a wolf or two. With that in mind, I make one last check of gear: two dozen neatly coiled wolf snares on a wire carrier, tie wire, pliers, two extra pairs of clean snare gloves in parka pockets. Snowshoes securely fastened, I move off the snowmachine trail into the brush.



Negotiating the band of spruce and sparse willow between the snowmachine trail and the long, narrow swale where I last saw the bloody moose-wolf tracks three days ago, I pause every so often to listen for the telltale raven talk announcing the wolves' success. So far the woods are quiet and I keep moving through the brush to the edge of the swale. Ahead lies a broad, open expanse, bordered on the north side 400 yards directly across from me by a wide, low, wooded ridge.

Snowshoeing into the bottom of this swale proves to be a bit more challenging, as the wind has been up to its usual mischief. Naturally, the open country here catches more wind and usually that's good, creating hard drifts which a snow shoe can ride on top of, but this bottom is terrible. The snow is drifted deep and the crust is inconsistent. One shoe is down under the snow, one shoe on top, at times the toe of one web or the other runs under the crust, nearly tripping me on my face. I proceed in a modified slam-dance until I finally get the rhythm of operating in these conditions. About halfway across the bottom I cut

the moose-wolf tracks, but the two inches of new snow from yesterday's storm had already begun to close the curtain on the drama I had discovered three

days ago.

I had left the Dan Creek cabin on the Elan before daylight that morning. Traveling down the long, straight stretch just before the Young Creek Bridge, I noticed a disturbance beside the trail up ahead. Slowing and veering to the right just a bit, I saw a moose track headed north across the trail. Nothing to get excited about there. During the course of my winter travels I see plenty of moose tracks. Another 50 feet down, I saw another imprint in the center of the hard-packed trail. Just before it slipped under the machine to disappear forever, I realized that what I thought was probably another moose track was actually a wolf track heading north!

Having a great interest in wolf doings that goes beyond their "symbol of wildness" role—wolves are, after all, our closest year-round neighbors—I want to know them. As intriguing as they are, their shy and elusive behavior makes acquaintance difficult as they go about making their living. Because of this interest, I braked so suddenly that I almost went over the windshield.


Walking back to the wolf tracks where they cross the trail, I noted that it was a

medium- sized animal heading north. At this point I was more interested in the moose sign, as

snow not merely churned-up, but beaten down like a well traveled dog yard—a confusion

work-a-day world, but no paycheck: where is the moose?

On further investigation I found a bloody moose-wolf trail going from the battle zone through the brush out to the swale and down the broad, open flat as far as I can see.

Evidently, the moose had enough life left to give the wolves a run for their money, though I remember thinking, "the gamble was already lost." Out of deference for the wolves, and, because I had traps to tend toward Three-Mile Lake and Jake's Bar, I decided not to follow the death trail now, but to wait and check it out two nights later on my way back. What I didn't realize at the time is that not *two*, but rather *three* nights would pass before I would discover the end of the drama. 

Continued next issue.

"All the signs of the wolves' work-a-day world, but no paycheck: where is the moose?"

I felt sure the wolves were harassing the moose and I was curious if they had yet drawn blood. Back-tracking the moose on the south side of the snowmachine trail revealed no blood, but, in the general confusion of turned-up snow were the unmistakable toe marks of another wolf. At least two wolves now, strategy clear—one wolf chasing directly behind the moose, and another running off to the side to give assistance if the opportunity arises. Moving across the snowmachine trail and into the brush, I immediately found the

of wolf and moose tracks, large round moose-bed-like impressions along the edge of the battle zone, and splashes of blood here and there. I remember lifting my eyes from the ground to look around in the brush, expecting to find a dead, half-eaten moose, only to be startled by seeing a small spruce tree covered with blood to a point higher than my head and not more than three feet from my left shoulder. The tree was so well covered it looked almost like someone had sprayed it with red paint. All the signs of the wolves'



WSEN staff photo

Welcome to McCarthy

The bridge over the Kennicott River has a new look now. Two concrete-filled steel posts, one at each end, which used to restrict access to the bridge, disappeared in late February, just as we were going to press.

Whether this action sparks a controversy similar to the portable "toll bridge" situation last fall remains to be seen. So far most comments to WSEN have been positive.

Wanted

Four-wheel drive vehicle that runs reasonable well and is at least 20 years with delivery on the McCarthy side of the Kennicott River. Price negotiable depending on condition.

Call Bob Cook at 509-375-3207 or e-mail to Sunnycook@AOL.com

New Bunny Boots

\$79 & \$89 + postage

Black & White —Bata & Minor

357-BOOT (2668)

Good news from the Wrangells

BY BONNIE KENYON

I always consider it an honor to have space in our publication to pass on "Good News." It occurred to me that there are several holidays coming up in the months of March and April. One holiday—St. Patrick's Day—I realized I knew very little about; the other one—Easter—is my favorite and one I feel I know something about.

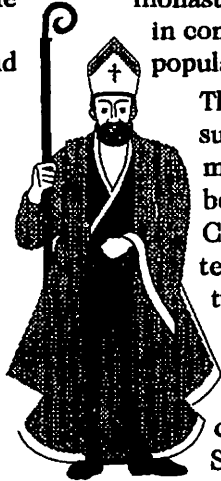
St. Patrick's Day is celebrated on March 17. That's the one I had to do some research on. Let's just say I thought I knew what this holiday was all about. A few weeks ago I received a free gift from a software company; it was Compton's Encyclopedia 2000. Perfect timing to discover who St. Patrick really was.

Many myths do surround the celebration of this particular holiday, but the true story of Patrick survives not in his myths but in his work. It turns out he was responsible for converting the people of Ireland to Christianity.

Patrick was born to a Romanized family in Britain probably in the first half of the 5th century. At the age of 16 he was taken to Ireland by pirates and sold into slavery. The young boy was sustained by his faith during his six years working as a herdsman. When Patrick escaped and returned to Britain, he had a vision of the Irish beseeching him to return to Ireland to spread his faith.

After studying in continental monasteries, Patrick returned to Ireland as a missionary. Despite a constant threat to his life, Patrick traveled widely, baptizing, confirming, and preaching and building churches, schools, and monasteries. Patrick succeeded in converting almost the entire population of the island.

There is no doubt of the success of Patrick's mission, because Ireland became a center for Christian scholarship and teaching during the next two centuries. Today Patrick is the patron saint of Ireland, and his life and works are celebrated each year on St. Patrick's Day, March 17.



Easter, as it is most widely referred to, is a yearly celebration and falls on Sunday, April 23, in this year. To a Christian this holiday is better described as Resurrection Day—a time set aside to specifically recall and to offer thanksgiving for the resurrection of Jesus Christ.

I am a Christian and was raised in a Christian home all my days growing up. For this I am eternally grateful! Being introduced to Jesus—His death and resurrection—at an early age, gave me a foundation for my own faith to grow. It is very easy for me to believe that Jesus Christ came to earth to be the Savior of the world and in carrying out His

mission, He gave His life, and God Almighty raised Him from the dead. All this happened with you and me in mind.

To be honest, there isn't enough room on this one page to express all the benefits of this one holiday. One of the most monumental scriptures that best describes what happened on that first Resurrection Day and what it means to me is summed up in this passage found in Ephesians 2:4-10: TLB

But God is so rich in mercy; he loved us so much that even though we were spiritually dead and doomed by our sins, he gave us back our lives again when he raised Christ from the dead—only by his undeserved favor have we ever been saved—and lifted us up from the grave into glory along with Christ, where we sit with him in the heavenly realms—all because of what

Christ Jesus did.

Easter

And now God can always point to us as examples of how very, very rich his kindness is, as shown in all he has done for us through Jesus Christ. Because of his kindness, you have been saved through trusting Christ. And even trusting is not of yourselves; it too is a gift from God. Salvation is not a reward for the good we have done, so none of us can take any credit for it. It is God himself who has made us what we are and given us new lives from Christ Jesus; and long ages ago he planned that we should spend these lives in helping others.



OUR TOWN

March 1925 April

OF INTEREST TO TOWN AND DISTRICT

Milton Kunkle left for Moose Lake this week where he is making preparations to start a muskrat farm. This is a new industry for the district and its progress is being watched with interest.

Hans Dittman came in from Copper Creek this week on business.

RADIO SET FOR MCCARTHY

Ben Jackson this week purchased a new radio set from Gus Gelles agent for the Brunswick Radiophone. Mr. Gelles claims that this is the same set used by the Anchorage and Seward papers in picking up the daily Associated Press News and Ben expects great results from it.

CATS DO PHENOMENAL WORK FOR A. R. C.

A wonderful piece of work was brought to a close here on Friday, February 27, when the three caterpillars transporting freight from McCarthy to the Nizina Bridge hauled their last load. From February 12 to 27 inclusive the three machines handled four hundred tons of freight hauling over a distance of nearly fifteen miles for the greater part of the time having taken the river route rather than the road.

It had been stated that this freight could not be handled under sixty days but the "Cat" drivers set to show the fallacy of this and they are to be praised for the efficient manner in which they handled their machines and kept their load moving. The round trip was made every day.

March 7

OF INTEREST TO TOWN AND DISTRICT

J. B. O'Neill and family returned from Cordova on Friday the thirteenth. Jack says it's his lucky day.

FREIGHTERS RETURN

A. E. Trim and William Wyers who have been freighting with six horses for the Mount Logan Expedition returned to town on Wednesday, having completed the first lap of the hauling for the Expedition.

Mr. Trim reports a long hard trip on account of heavy snows and overflow on the rivers. They felt the earthquake shock very severely where they were and he says that it broke up the ice on the rivers and glaciers.

This forced them to haul on the gravel bars and relay most of the way.

They turned homeward when within sight of the Canadian Boundary Line leaving the dog teams to finish the haul.

PLACER MINERS PREPARE FOR BIG SEASON

The local placer mining camps are in the midst of getting in their summer supplies and equipment preparatory to getting a start with the break up.

The Dan Creek Mines Inc. have already completed the hauling of the greater part of their freight and have brought in a large compressor plant thus bringing their mining equipment right up to the minute. Mr. J. J. Price is looking for the best season in its history.

The Chititu and Rex Creek Mining Co. will be under new

management this season, Mr. Chas. Kraemer having replaced Steve Palmer as manager. Mr. Kraemer needs no introduction to the district being very well known here as a miner and Sourdough. He will be on the ground about the first of April.

Shorty Gwin is doing the freighting for both Camps.

March 14

OF INTEREST TO TOWN AND DISTRICT

Chas. Range and Joe Sommers packed their turkeys and started on a prospect trip up Young Creek this week. Charlie says that you can't do that in Seattle.

Mr. H. I. O'Neill of Cordova is a McCarthy visitor this week, coming up Sunday on a short business trip.

Mr. and Mrs. Clinton Maelborn of Anchorage have purchased the home and property of Mrs. Antone Nelson, and will reside here in future. At present they have gone to Seattle to purchase a car to go into the taxi business this summer.

WEDDING BELLS PUGH ROSBURG

McCarthy was treated to a surprise Monday last when it became known that Claude Pugh had joined the ranks of the benedicts.

The bride, who arrived in McCarthy on Sunday afternoon, was formerly Miss Ella Rosburg, daughter of Mr. and Mrs. Rosburg of No. 30 Papenkamp St., Kiel, Germany. She left Hamburg, Germany on February 14 last and had a thirty-one day trip across the Atlantic, across the continent and up the Pacific coast

before arriving in our town.

The news came as a complete surprise to Claude's friends for, although he has been negotiating with the immigration authorities for some fifteen months, he has a habit of keeping things under his hat and no word leaked out of the event until all was over.

The ceremony was performed in the presence of the immediate friends of the couple only by Judge Sundmacher, local commissioner, and the happy couple were launched on the delightful and adventurous Sea of Matrimony.

Claude's friends join in wishing them both all the happiness and prosperity in the world and extend a welcome to the bride who has traveled so far to settle in our midst and hope that the new home will be to her liking.

The kids, overlooking no such golden opportunity, armed themselves with sundry cans and coal oil tins and marched in a body on the home of the newly married couple Monday night and made a great commotion.

VISITORS FROM GERMANY

Sunday's train brought to McCarthy four new residents who have been waiting nearly a year and a half to come to our town and who have traveled over half the circumference of the globe to get here. These are Miss Ella Rosburg (now Mrs. Pugh) of Kiel, Germany and Mr. and Mrs. Rudolf Kroeger and son, Helnrut, of Tungendorf, Neuminster, Kider Clause, Germany.

Mrs. Kroeger is a sister of Fred Ahrens of the C. R. N. W.

whom he has not seen since childhood. Mr. Kroeger is a machinist by trade and has been unable to earn a livelihood at his trade in the chaotic state of things in Europe and has long looked forward to this land of promise where one who wishes to work can always live. They are more than pleased with their new home, the bigness of it, and the freedom and the opportunities.

Mr. Kroeger is now employed on the section crew of the railway.

March 21

I SEE BY THE PAPER THAT:

Mr. Flanagan, of the "Dry Squad," and Mr. Harry McKane, district prosecuting attorney, came to McCarthy on a pleasure jaunt Monday, returning the following morning to Cordova. Casualties were light

Mrs. And Mrs. Martin Radovan walked in from Dan Creek this week. They say they could have ridden in but, like the retreating soldier, they didn't want any horse to hold them back.

March 28

I SEE BY THE PAPER THAT:

Jas. Hussey has decided that he has missed too many boats so has disposed of his business interests and will take an extended trip to his old home in Pennsylvania. Jimmie undoubtedly has earned the trip but he will be missed by his many friends here.

Mr. and Mrs. Antone Nelson said "Adieu" to McCarthy Friday when they started for their new home near Seldovia where they intend making a venture into the fox-farming business. Success is wished them by McCarthy.

The Green Butte tram to the upper camp was forced to suspend operations for a time this week owing to the power being off. The cause could not be ascertained until it was learned that "Fat" Ulrich had gone up in it that day.

Mrs. E. Underwood who has been residing for some months in Seattle dropped into town to renew acquaintances this week.

J. E. Barrett set out to mush down from the Green Butte Thursday evening. His dogs beat him in by seven miles.

TWAS EVER THUS

The country "Blatter" always has been and always will be the object of many irreverent and facetious remarks by an irresponsible and critical public. Our own "Little Rag" is no exception for it has come to our attention that some of our readers in Cordova are in the habit each week of picking our literary efforts to pieces bit by bit. We do not mind this favorite indoor sport a little bit as it shows that they read the paper at least and we are hopeful that it will instill a little crumb of knowledge in some of them sooner or later.

Walter Quon Eng, late of the Golden Lunch Counter, has joined Jack Costello in the Owl Caff. The quality of Walter's cooking is well known and he solicits the patronage of his old patrons at the Golden.

HARRY CARNE DIES

The sad death occurred at Kennecott Hospital last week of Mr. Harry Carne of pneumonia. He was a man of 41 years of age and a general favorite amongst his fellow workmen who in a body mourned his untimely death.

NOTICE

I wish to announce that I have transferred my interest and good-will in the Golden Hotel to William Lubbe and that I will not be responsible for any debts contracted by the new management on and after the first day of April 1925.

James Hussey

April 4

I SEE BY THE PAPER THAT:

Louis Bergonda of Chitina has purchased the old Golden Caff adjoining the Golden Hotel and will open up a restaurant there as soon as he can make the necessary arrangements.

Owing to the fire at Strelna which destroyed the station building and restaurant, the morning train will leave McCarthy at 8:20 in order to make Chitina by noon.

DISASTROUS FIRE AT STRELNA

Word was received here Wednesday that the hotel building of V. J. Dwyer at Strelna had been burned to the ground with the contents a total loss.

The building, one of the finest in this section of the country and erected at a large expense in 1919 was looked upon as a landmark and its loss is felt for sentimental reasons as well as financially. The building contained a general store and the railroad depot all of which were operated by Mr. Dwyer.

Mrs. Dwyer was in McCarthy at the time of the conflagration and the news came as a shock to her and their many friends here. The loss is estimated at \$12,000.

NIZINA ROAD HOUSE OPENS FOR SUMMER

Mrs. L. D. Brown went out to her road house location this week to open up in preparation for the travel to and from the Creeks. With the Nizina Bridge nearing completion this promises to be a very popular stopping place for the summer.

April 11

I SEE BY THE PAPER THAT:

R. L. H. Marshall has purchased a new Ford truck for

his delivery service this season. He has already been giving it a tryout and says it works fine.

ROAD WORK IS PROGRESSING IN NORTH DISTRICT

Erection of the two, 180-foot truss spans over the Nizina Bridge, out from Chitina, had started when Colonel Steese was there. The approaches to the bridge had been completed and all material for the work was on the ground. A remarkable work of moving supplies and equipment in the winter was accomplished when three tractors and three five ton Helt caterpillars moved 360 tons 15 miles over the snow in 13 days when the temperature hovered between 30 and 40 degrees below zero.

April 18

MURIE - BROWN

The office of the U. S. Commissioner was the scene of a quiet wedding Monday afternoon when Mrs. L. D. Brown and Jas. Murie, both well known old timers of these parts were united in the holy bonds of matrimony by Commissioner Sundmacher. Mr. and Mrs. R. Snyder acted as witnesses in signing the register.

The happy couple have the best wishes of their friends in McCarthy.

JACK DOLAN REPORTED SAFE

Word now comes that the rumor concerning Jack Dolan, trader and trapper, being lost on the trail was without foundation and that, a short time ago was seen on his way back to Shushanna as alive as ever. The news comes as a great relief to his many friends in the district who had feared the worst from his continued failure to show up and adverse reports from the Indians.

April 25

2000 Divided by 400 Equals Leap Year

BY NED ROZELL

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

The year 2000 exposes a basic flaw of the calendar—each year is about 11 minutes too long to keep the solstices and equinoxes where they should be. The problem began more than 2,000 years ago, when Julius Caesar created “leap year,” slapping an extra day onto the end of February every four years.

Leap year stuck, but it wasn't a smooth ride. In Caesar's day, about 45 BC, most people followed the lunar calendar. People figured out the day of the month by checking the phase of the moon, which orbits Earth every 29 days. The ancient Babylonians began each new month on the day of the new moon. The full moon marked the middle of the month, and as the moon waned back to new moon, the month was over. As the years progressed, the lunar calendar became out of step with spring, summer, winter and fall.

Caesar noticed this error and enlisted Sosigenes, an astronomer from Alexandria, to invent a new calendar. Sosigenes knew that it takes Earth 365 days, 5 hours, 48 minutes and 46

seconds to orbit the sun. He decided each calendar year should be 365 1/4 days, with one “leap day” added every four years. To honor his boss, Sosigenes named his creation the “Julian calendar.”

The Julian calendar remained unchanged for more than seven centuries, until a monk known as the Venerable Bede calculated that the 365 1/4-day Julian year was 11 minutes, 14 seconds too long to keep perfect time with Earth's journey around the sun. At the time, people ignored Bede's finding because the difference between the Julian calendar and the sun's trip around Earth added up to an error of only one day every 128 years.

But those years added up, and the calendar fell out of sync with the sun. In 1582, Pope Gregory XII noticed that the spring equinox occurred on March 11 instead of the date upon which it should have fallen, March 21.

He repaired the problem by getting rid of 10 days—October 4, 1582, was followed by October

15, 1582.

Pope Gregory XII decided he needed to fine tune Caesar's calendar. He made new leap year rules that apply to only the first years of each century. He declared that if the year beginning a new century divided by 400 left no remainder, it would be a leap year.

The Gregorian calendar knocked out leap years in 1800 and 1900, but we'll have one this year. Those folks living in the year 2100 will be denied a leap year thanks to the pope. Though the pope's calendar is used almost universally today, Russia didn't accept the Gregorian calendar until 1918. When the United States purchased Alaska in 1867, Russians were still using the Julian calendar, and those in the territory of Alaska at the time lost 11 days.

Leap years also have special significance to Alaskans. Summer solstice happens 18 hours earlier than in other years. This year's summer solstice will occur on June 20 at 5:49 p.m., instead of the traditional June 21.

Fishing, Hunting Licenses Now Available Through the Internet

JUNEAU, AK—

“Purchasing a fishing or hunting license just got a whole lot easier,” Alaska governor Tony Knowles said. “Now that the Department of Fish and Game entered the world of e-commerce, anyone with an Internet connection and a

credit card can purchase fishing and hunting licenses, and even tags and commercial crew licenses through the department's web site.”

Internet applications will be processed as they come in and the licenses mailed out within two business days. Purchasers are reminded they must have

the license in their possession before they can legally fish or hunt.

“I recently purchased my 2000 license online and I am impressed by the convenience and ease of the new system,” said Frank Rue, Commissioner of the Department of Fish and Game. “Buying a license is now

possible any time, day or night, right from your home."

The online licensing system was created in-house by fish and game department staff. Future plans include adding hunting and fishing permits to the

Internet license system in the spring. Through traditional vendors, Internet access, and a planned toll-free telephone purchase option, the department is ensuring that licenses and permits can be readily

available through a variety of channels. Internet users may apply for a license through links from ADF&G's home page www.state.ak.us/adfg or through links from the state's home page.

Morgan bill preserves wildlife management for Alaskans

JUNEAU—

Representative Carl Morgan (R-Aniak) Wednesday introduced House Joint Resolution 56, which would remove wildlife management issues from the ballot initiative process in Alaska. HJR 56 is co-sponsored by nine other legislators, showing bipartisan and widespread support.

"Alaska is blessed. Alaska is gifted with truly wondrous populations of wildlife and vast stretches of pristine wilderness which the Board of Game has done an enviable job of

managing over the years," Morgan said. "This amendment would place into Alaska's Constitution the time-tested and scientific process of management through the Board of Game.

"HJR 56 would effectively remove wildlife management from the ballot initiative process in Alaska," Morgan said. "In 1998 the citizens of Utah and Minnesota passed similar amendments to their state constitutions to protect wildlife in their states."

Recently, the Alaska

Supreme Court ruled (Bess v. Ulmer) that the legislature has the power to amend, but not to revise the Alaska Constitution. Morgan noted that HJR 56 would be an amendment to the State Constitution, not a revision.

"This measure is not about politics," Morgan said. "It's about preserving a treasured part of the Alaskan way of life for all Alaskans."

HJR 56 was referred to the House Resources, Judiciary, and Finance Committees.

Alaska Visitors Association scholarship offerings top \$30,000

ANCHORAGE, ALASKA—

The Alaska Visitors Association is offering 21 scholarships totaling \$30,450 for students pursuing tourism-related education.

As the statewide trade association for Alaska's visitor industry, AVA sponsors the scholarship program to help Alaska residents receive training in careers related to the state's travel industry, such as business, marketing, finance, customer service, and food service. Students who are enrolled or are intending to enroll in any education program with the intent to pursue a career in

Alaska tourism are encouraged to apply, as are current tourism employees returning to complete a program or pursue additional education. Applications filed before the March 31, 2000 deadline will be reviewed by the AVA Scholarship Committee using several criteria, including Alaska residency, financial need, demonstrated tourism initiative, and grade point average.

This year's scholarships range from \$500 tuition assistance awards to \$5,000 cash awards. The program also includes awards specifically designated for continuing education degree completion

and graduating high school seniors.

AVA represents hundreds of member businesses employing thousands of Alaskans. The AVA Scholarship Program is funded by donations from member companies, individuals, and schools.

For more information or to request an application, contact the Alaska Visitors Association office at 2525 C Street, Suite 400, Anchorage, AK 99503; by phone at (907)561-5733; by fax at (907)561-5727; or via e-mail ava@avanet.org.

Kennecott Kids Korner

This little story has to do with the weather in Kennecott.

BY JANE VICKERY (MRS. DARRALD) WILSON

One evening when my sister, Debby, and I were going upstairs to go to our room and to bed, our Dad stopped us and told us we didn't need to open our window as the temperature right then was 40 degrees below zero. But Debby and I spoke right up and reminded our father that our cat always went in and out of the house through our window. So it was determined that we could open it around seven or eight inches and pull the blind down to about eight inches. Daddy had said the temperature would probably go down to 50 degrees below zero. Debby and I didn't get cold as we had fine wool blankets. We had bunks—Deb in the top bunk and I in the lower.

This was the last house we lived in and it was up on the hill where there are four homes and we were in the one closest to the mill.

Mary Ellen and Peggy Duggan lived next door and we all were good friends. In the winter when the path, and then the road, was packed down with snow we would slide on our sleds most of the way to school. Mary Ellen and Debby would be on Debby's sled and then Peggy and I would slide on my sled. Being that Debby and I were older we'd use our sleds.

Every Christmas Eve the children put on a program on the stage in the Recreation Hall where movies and often dances were held. Usually the hall was full of people—parents of the children and lots of single workers who didn't work at night. First we'd have the manger scene with a doll for Jesus and shepherds played by the children. We'd sing appropriate Christmas carols.

There was a Christmas tree on the main floor on one side next to the stage. Santa Claus would be there and after the program he would call out a name of a baby first and the Dad would come up with the baby or young child to get a gift all wrapped up.

This went on till every child in Kennecott received his or her present. Such fun. Usually young girls would get a doll and boys an appropriate toy for the age of the boy.

Everybody went home happy on Christmas.

We had a two room school house and two teachers. This school was steam heated and had a

lavatory for boys and one for girls. Three in a grade would be a "large" class. My last few years in school there I was alone in my class. I had two years of high school there. My Mother taught me geometry at home as the teacher probably didn't have time. We—my Mom and sister and I—came outside to Seattle to finish high school when I was to be a junior in high school and my sister a sophomore. Debby and I wanted to go on to college and that was the way. Debby went on to school in Bellingham Normal school so she could teach in elementary school, and I attended and was able to graduate from the University of Washington in Seattle. My graduation was in 1937.

Our father was employed as the cost accountant for Kennecott Copper Corporation until some time in 1938. The school in Kennecott closed down in the early thirties as so many families had left.

I have so many wonderful memories of living there. I can remember going home with my skis over my shoulder or pulling my sled and thinking I'm so lucky to be living up here in Kennecott. Children "outside" — meaning Seattle— just aren't having the wonderful life we are having in Kennecott.

Editor's note: We received the following note from subscriber and Kennecott Kid, Inger Jensen Ricci, dated Sept. 22, 1999.

I am writing because 2 of the Kennecott Kids have passed away this year & thought others might not know about them. The first was Peggy Duggan Jarboe, sister of Mary Ellen Duggan Clark. She lived in Rifle, Co. She was Mary Ellen's only sibling and was several years younger. Her father, Jim Duggan, was manager of Kennecott at one time, so they lived in the manager's house when I knew them. She died in February.

The second was Deborah Vickery House, who passed away in August. She was Jane Vickery Wilson's younger sister. She lived in Mount Vernon, Wa. She, too, was Jane's only sibling. Her father worked in the office for many years and they lived on Silk Stocking Row. We were a threesome for several years.

CR&NW model poised to grow

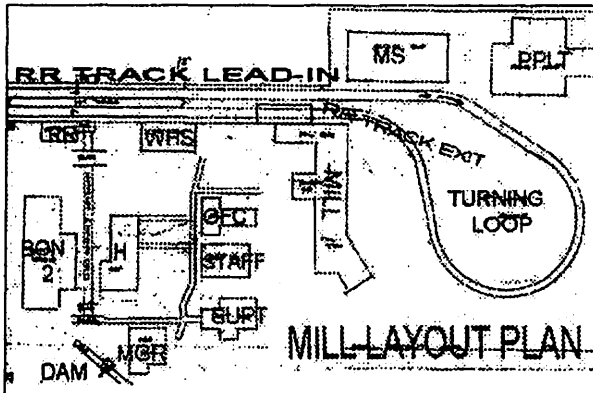
Editors note: I received this email from Ron Simpson, detailing the plans for the next phase of expansion on his Kennicott model. Ron told me he is working with the local Historic Society to obtain funding for the project.

BY RON SIMPSON

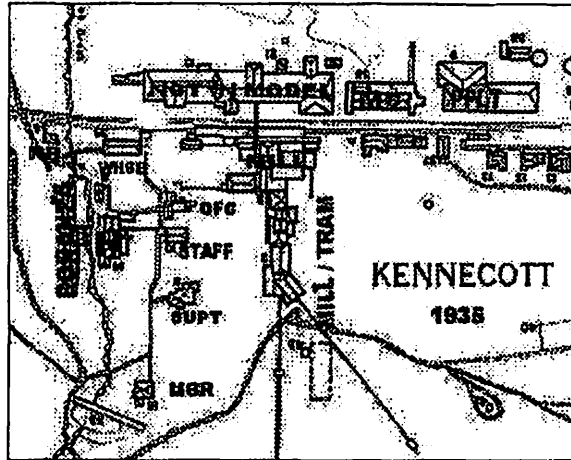
The plans for extending the outdoor garden railway [are enclosed]. They show the proposed building and track placement, show the relationship of the Kennicott model building (it requires its own structure) to the bar building, and includes the 1935 fire insurance map showing the part of the National Creek complex which will be modeled.

There are several interesting features of the proposed model. First, it is higher than the bar track grade, which is level and will now house just the Chitina depot part of the model (point of origination). Once the track leaves the building, it begins a 4 percent climb, approximating the rise from McCarthy to Kennecott.

There is one 90 degree angle on the outside track plan, and this is where the Gilahina trestle model will be placed. The trestle is at about the half-way point. A small (real) waterfall will be set up behind the model bridge, and the water will run under the trestle to a reservoir, where it will be pumped up a rise of about 12 feet, where the water will begin its path from behind a model of the National Creek dam.



The water will pour over the spout, run past the Stephen Birch house, find its first waterfall, then run under a series of three bridges before finding the flue which will pass under the model railway trestle which will be built to run in front of part of the Kennecott model. Each of the three bridges and the trestle will essentially duplicate the originals.



Once the water passes through the flue under the trestle, which will be approximately 12 feet long, and about 1 foot tall, it will fall behind a section of simulated glacial moraine only to reappear as the falls behind the Gilahina trestle.

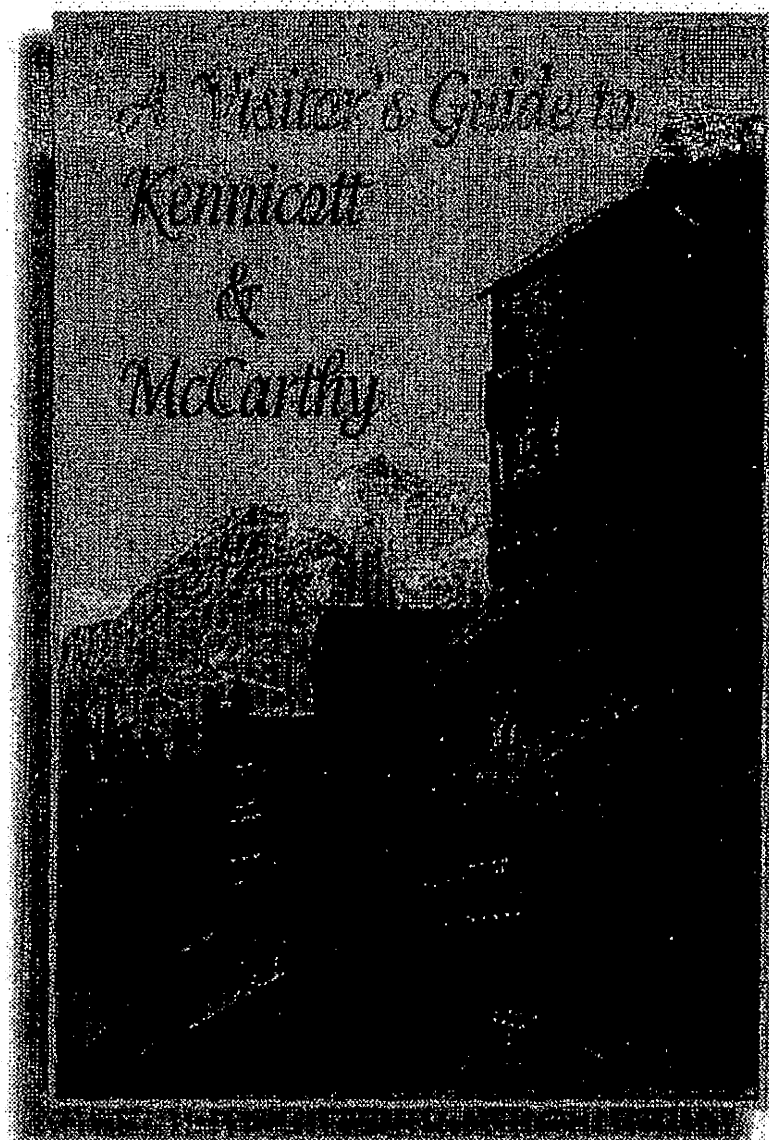
Because the original purpose of the model building program was to rebuild the structures destroyed in 1968, all five of these will be on the model. Most notable, and somewhat out of place for those who really know the set up will be the Bonanza barracks. It will be placed where the East & National Creek barracks now stand, and should blend in quite well.

Aside from that one exception to the placement scheme, all the remaining structures will be in their original positions, with the terrain duplicating the original as much as is practical.

All the Kennecott model will be roofed under corrugated fiberglass, and be situated behind 36 feet of glass frontage in order to display the entire front or west face area.

All buildings will light up, and the model will be designed to run most of the year. Even when the train can't run, it will still be possible to light up the model to give the effect of Kennecott at night—something few living people have seen.

The installation is designed to be permanent, and the foundation work will begin in late May, with most of the work expected to be completed during this summer season.



The area's
number one
publication
for visitor's
is now also
on-line!

<http://mccarthy-kennicott.com/vg>

Also covers:

- ▶ **Chitina**
- ▶ **Kenny Lake**
- ▶ **Copper
Center**
- ▶ **Glennallen**
- ▶ **Valdez**

A Visitor's Guide to Kennicott & McCarthy 2000

If you offer visitor services in any of these areas, don't miss out on this year's Guide. Your advertisement in the print version of the Visitor's Guide gives you a **FREE LISTING** in the on-line version also!

We can also provide **LINKS** to your own home page, or design and host a home page for you at very attractive prices.

Contact us at (907)554-4454 or wsenews@aol.com

mccarthy-kennicott.com

Book Review—Alaska Almanac

Women are smarter!

The new updated ALASKA ALMANAC® (23rd Edition, Alaska Northwest Books™, \$11.95) contains everything you ever wanted to know about Alaska and more. Some of the "more" is included in the hilarious "only in Alaska" sightings by Anchorage's infamous entertainer, Mr. Whitekey's.

Take for instance this particular quote:

The Central Peninsula Hospital in Soldotna keeps life-size human Styrofoam cutouts on the wall, which are adorned with fish hooks that are removed from emergency-room patients. Last season was a near record year with over 110 hooks. Lures outnumbered flies, and



three-quarters of the hook-ees were men. A nurse proudly explained, "Women are a little smarter."

Looking to settle an argument on the weight of the largest trophy King Salmon ever caught? You can find it in THE ALASKA ALMANAC® (971b 4 oz!). Want to let Aunt Millie know the date of the Talkeetna "Bachelor Society Ball" (December) or inform the student in your household when Juneau became the capital (1912)? Just leaf through the comprehensive entries organized alphabetically in THE ALMANAC®.

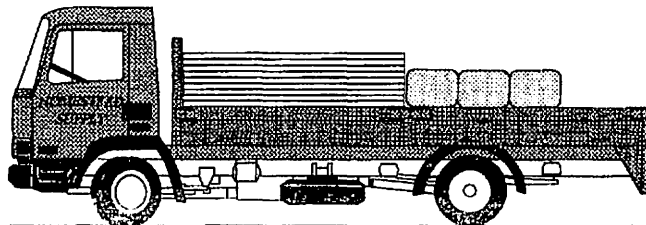
Uncover all of the latest and greatest facts in this invaluable resource book on Alaska—and get a good dose of laughter, in THE ALASKA ALMANAC®.

HOMESTEAD SUPPLY

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

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

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



Mile 115.5 Richardson Highway (Box 49) Glennallen

Wrangell Mountain Air

"From the world to the wilderness"

- Glacier Flightseeing
- Fly-in Wilderness Hiking
- Daily Service from Chitina
- Direct Service from
Anchorage
Glennallen
Valdez
- Van Service to Kennicott

If you're planning a trip to the Wrangell-St. Elias
Park & Preserve, give us a call.

1-800-478-1160

**Wrangell Mountain Air
McCarthy, PO Box MXY
Glennallen, AK 99588**

Kennicott-McCarthy Wilderness Guides

*"In the heart of the
Wrangell Mountains"*

Chris Richards
Box#1, Kennicott via Glennallen, Ak 99588
(907) 554-4444

ST. ELIAS ALPINE GUIDES



Full range of guided trips available
Phone (907) 277-6867

Bob Jacobs, Owner, Certified Alpine Guide

Historic Kennicott Bed and Breakfast

Come experience the Wrangell St.
Elias Park while staying in our 1918
Kennicott Mine house. We are
located on Silk Stocking Row in the
Old Town of Kennicott.

Your hosts Michael P. McCarthy and
Laura Bunnell welcome you.

Call or write for Information
907-554-4469

Historic Kennicott Bed and Breakfast
McCarthy #4 Box MXY
Glennallen, Alaska 99588
e-mail kennicotbb@aol.com

Kenny Lake Mercantile

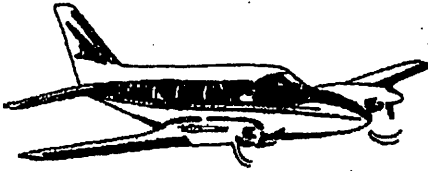
RV Park—Water & Sewer Dump for Campers—Hotel
Laundry and Showers — Cafe

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

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

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

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



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

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

* Ask about special round-trip rates
Baggage allowance 40 lbs.
(charge for excess baggage)
Rates do no include tax @ 10%

Ellis Air Taxi, Inc.

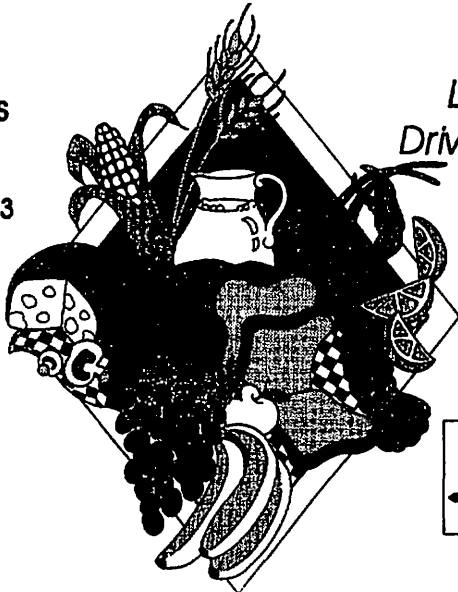
Phone 822-3368
800-478-3368

Gulkana Airfield Box 106, Glennallen, AK 99588

Copper River Cash Store

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

We take VISA
Master Charge
Alaska Option
FAX 822-3443



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

Stop by and Check
for the Weekly
IN-STORE SPECIALS



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

Wrangell St. Elias News

BACK ISSUES

Take any 6 issues for only \$10 or
All 8 years of WSEN ('92-99) for \$60—

Act now and we'll pay the postage

Most issues available back to July & August 1992
(REGULARLY \$2.50 each)

WSEN, Box MXY, Glennallen AK 99588 (907) 554-4454 wsenews@aol.com

KENNICOTT RIVER Lodge and Hostel
*Welcomes You to
Comfortable Accomodations with
Glacier and Mountain Views*

\$25 per person. Walk-ins always welcome.

Accommodations Include:

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

You will need to bring:

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

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

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



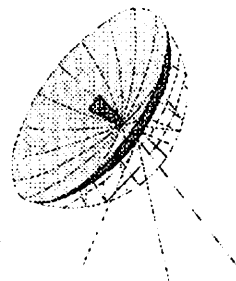
*We at Copper Valley Cellular wish
you all a healthy, happy & safe
2000.*

*Call us at 1-800-235-5414 for more
information on how affordable the convenience
and security of cellular phone service can be.*

The New

Caribou Hotel

*Icy roads? Snowing? Getting tired?
Stop at the Caribou Hotel!*



1/2 PRICE SPECIAL! January—February—March

Local Residents 1/2 Price (822 phone area, 99588 zip code & Chitina)

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

Mile 187 Glenn Hwy **822-3302** Glennallen, AK



Service Oil & Gas

RESIDENTIAL ● COMMERCIAL

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

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

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



Chevron

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

Cooking with Carly

BY CARLY KRITCHEN

We really enjoy growing potatoes in our garden. Potato plants are beautiful, especially while they're in bloom. When they're ready to harvest, it's fun to discover how many tubers you get per plant. It's kind of an organic treasure hunt! Right now we still have four different varieties of potatoes stored in our root cellar, and we're in the process of picking the potato types that we want to grow next summer.

We buy most of our seed potatoes from a catalog named "Irish Eyes with a Hint Of Garlic." They have a choice of literally hundreds of types of potatoes, and two of our favorites last year were their "Russian Banana Potatoes," a banana shaped yellow potato, and a potato with pink stripes in its flesh called "Candy Stripe." They are both excellent roasting potatoes, and especially good in the next recipe.

Roasted Banana Potatoes

- 12 medium banana potatoes (or new potatoes)
- 3 medium carrots, cut in thirds
- 3 medium turnips, peeled and quartered
- 1 medium onion, cut in wedges
- 1 ½ Tablespoons olive oil
- 1 ½ Tablespoons balsamic vinegar
- 1 ½ teaspoons dried rosemary
- 1 ½ teaspoons oregano
- 2 garlic cloves, minced
- salt and pepper to taste

Preheat oven to 400 degrees. Combine the potatoes, carrots, turnips, and onions, and spread them in a single layer in a

shallow glass baking dish. Mix all the rest of the ingredients, pour into baking dish, and toss vegetables until evenly coated. Roast for 35 to 40 minutes (stir several times) or until potatoes are tender. Serves about 4

This recipe is not low calorie! But, it's a sure crowd pleaser—especially with children!

Gourmet Potatoes

- 6 medium potatoes
- 2 cups shredded cheddar cheese
- ¼ cup butter
- 1 ½ cups sour cream
- ½ cup finely chopped onion
- 2 cloves finely minced garlic
- salt and pepper to taste

Cook potatoes in skins: cool, peel, and mash coarsely. Over low heat, combine 1 ½ cups of the cheese and butter, stirring until the ingredients are almost melted. Remove from heat and blend in sour cream, onion, garlic, and seasonings. Fold in potatoes and put into a 2-quart casserole. Sprinkle the top with the reserved cheese. Bake at 350 degrees for about 30 minutes. Serves about 8.

This is one of my favorite recipes to take to a potluck dinner. It's easy to transport, and can be eaten with your fingers.

Parmesan Potatoes

- ½ cup butter
- ½ cup flour
- ½ cup grated Parmesan cheese
- 1 teaspoon salt
- 1 ½ teaspoon pepper
- ½ teaspoon garlic powder
- 10 large potatoes, peeled and cut into approx. 3 inch pieces

Put butter in a 13" by 9" baking dish, and place in a 350

degree oven just until butter melts. Remove dish from oven. Mix the flour, Parmesan, and seasonings in a plastic bag. Shake the potato pieces in the flour mixture, and place in the melted butter in the baking dish. Return the dish to the hot oven, and bake for 1 hour and 15 minutes, turning the potatoes every 15 minutes, until they get crispy and golden brown. Serves about 8

This recipe makes a good main dish—delicious when served with a green salad and fresh-baked french bread!

Broccoli and Mushroom-Stuffed Potatoes

- 4 large baking potatoes
- 1 cup trimmed, chopped broccoli (fresh or frozen)
- 1 cup sliced mushrooms (sub canned mushroom pieces)
- 1 Tablespoon olive oil
- 8-ounce container low-fat cottage cheese, small curd
- 3 Tablespoons milk
- salt and pepper to taste
- fresh chives, chopped (optional)

Bake potatoes at 350 degrees about 1 hour, or until soft. Cut one side off potatoes and let cool for 10 minutes. In a medium frying pan saute broccoli and mushrooms in olive oil until soft. Scoop out potato pulp, leaving shells intact. Mash potato pulp with cottage cheese and milk until fairly smooth: add salt and pepper to taste. Add broccoli and mushrooms to potato mixture. Fill potato shells with mixture and sprinkle with chives. Bake at 350 degrees for 30 minutes. Serves 4.

A LOOK AT THE WEATHER

BY GEORGE CEBULA

December at McCarthy saw a Christmas Week that will long be remembered. The high temperature was 28 or higher from 20th thru 29th. Record highs of 56 on the 21st (35 in '85), 54 on the 22nd (37 in '85), 45 on the 23rd (40 in '85) and 43 on the 27th (38 in '82) were recorded. The average temperature of 4.7 was no way near the record of 16.6 in 1985. January, on the other hand, saw well below zero temperatures the first half of the month and temperatures near freezing the last half. The January average was 0.6—a far cry from the -23.7 of January 1996.

The average December temperature was 4.7 (-3.3 in Dec. '98 and 9.2 in Dec. '97). The high was 56 on December 21 (34 on Dec. 9, '98 and 37 on Dec. 25, '97) and the low was -31 on December 25 and 26 (-28 on Dec. 31, '97 and -45 on Dec. 31, '96). Ten days had low temperatures of zero or above, and eight days had below minus twenty. Two days had high temperatures of fifty or above, six with forty or above and thirteen days zero or below. *Silver Lake had an average temperature of 2.3 (-5.7 in Dec. '98 and 8.9 in Dec. '97). The high was 55 on December 23 (36 on Dec. 5, '98 and 36 on Dec. 24, '97) and the low was -36 on December 15 and 16 (-34 on Dec. 26, '97 and -24 on Dec. 17, '97). Silver Lake had nine days with a high of 30 or above and nine days with the low -20 or lower.*

December precipitation was above average with 3.44 inches of liquid precipitation, (0.51 in Dec. '98 and 1.01 in Dec. '97).

1.83 inches fell as rain and freezing rain. Total snow fall was 18.3 inches (8.4 in Dec. '98 and 13.3 in Dec. '97). The snow depth was 9 inches at the beginning of the month, increased to 11 inches on the 16th then decreased to 3 inches on the 22nd and ended the month at 8 inches. *By comparison Silver Lake had 4.96 inches of liquid precipitation (0.39 in Dec. '98 and 1.65 in Dec. '97). 1.70 inches fell as rain and 29.0 inches as snow (18.5 in Dec. '97 and 5.0 in Dec. '96). The snow depth was 24 inches on the 1st, increased to 31 inches on the 16th, then decreased to 0 on the 23rd and ended the month with 1 inch. Silver Lake reported lightning on the 22nd and winds in excess of 60 mph on the 22nd, 70 mph on the 23rd and 30 mph on 24th.*

2000 at McCarthy began on the cold side, but warmed nicely by January 19. Precipitation for January was just about average.

The average January temperature at McCarthy 0.6 (-4.5 in Jan '99 and -7.2 in Jan '98). The high temperature was 38 on January 31 (35 on Jan. 23, '99 and 34 on Jan. 31, '98) and the low temperature was -42 on January 13 (-50 on Jan. 21, '99 and -45 on Jan. 6, '98). There were 12 days with the high temperature 20 or above and 5 days with the low temperature -30 or colder. *Silver Lake had an average temperature of 0.4 (-7.7 in Jan. '99 and -10.7 in Jan. '98). The high was 36 on January 25 (33 on Jan. 24, '99 and 15 on Jan. 30, '98) and the low was -42 on January 14 (-52 on Jan. 21, '99 and -46 on Jan. 6, '98).*

January precipitation was

average with 14 days of measurable amounts. The total liquid precipitation was 1.50 inches (1.06 in Jan. '99 and 0.42 in Jan. '98). Snowfall was 18.3 inches (17.7 in Jan. '99 and 5.6 in Jan. '98). 2000 started with an 8 inch snow cover, increased to 19 inches on January 30 and ended the month with 19 inches. *Silver Lake had a little less precipitation than McCarthy with 1.38 inches of liquid (0.91 in Jan. '99 and 0.38 in Jan. '98) and 18.0 inches of snow (9.0 in Jan. '99 and 5.0 in Jan. '98). Silver Lake started the new year with 1 inch of snow on the ground, increased to 18 inches on January 31 and ended the month with 18 inches.*

The first part of February was a continuation of the mild temperatures. The low temperatures finally moved below zero on the 12th and were nearing -20 by the 15th. The highs were still well above zero, with 9 hours of sunshine. Snowfall for 99-00 as of February 15 at McCarthy has been 60.4 inches. Snow depth on the same date is 16 inches. This, along with more than 3 inches of rain since the ground froze, gives the snow pack a high moisture content. Breakup this year might be interesting.

February shows a steady increase in daylight and sunshine, but well below zero temperatures are still common. March is usually the beginning of the warmer temperatures with highs reaching into the 40's.

Finally, I would like to wish Frank Moore a Happy 86th Birthday. Frank is a good friend and subscriber who lives in Spokane, WA.

FOR YOUR CONSIDERATION

A "Slam-Dunk" Against Park Service Efforts to Scuttle Congressional Intent

BY SENATOR FRANK MURKOWSKI

Recently U.S. District Court Judge John Sedwick issued a "slam-dunk" opinion against the Clinton Administration's attempts to ignore the law and deny Alaskans guaranteed access to the more than 100 million acres of lands created under the Alaska National Interest Lands Conservation Act (ANILCA). In announcing his decision overturning the National Park Service's illegal attempts to ban snowmachine access from over 2 million acres of lands in Denali National Park, the judge ruled against the Park Service on both the law and its process.

The issue is simple. Section 1110(a) of ANILCA guarantees access by airplanes, motorboats, and snowmachines to over 100 million acres of federal conservation system units (CSU's) in Alaska. The letter of the law, the legislative history, and Departmental regulations and practice dating back to ANILCA's inception make it clear that all CSU's are open to these forms of access for the purpose of engaging in traditional activities (e.g.: fishing, hunting, hiking, camping, photography, wildlife viewing, berry picking, etc.). The Park Service chose to ignore this.

In doing so the Park Service failed to recognize the difference between the access provided for in ANILCA and the access provided on non-ANILCA lands under Section 4(d) of the Wilderness Act. The Wilderness Act provisions permit motorized access in cases where the motorized access itself was a traditional use pre-dating

designation of wilderness. As noted in the U.S. House Committee Report on ANILCA's Section 1110(a) access to land is not governed by "a wilderness-type preexisting use test." Under ANILCA there is no need to demonstrate predesignation use of conservation system units by airplanes, motorboats, or snowmachines. These motorized forms of access are assured for the purpose of engaging in traditional activities.

Congress intended that these areas remain open until closed for some specific reason. This is not to say that section 1110(a) prevents a closure from ever occurring; it does not. However, closures may only occur if there is a specific finding of detrimental impact on the resources of the area to be closed.

In the case of the snowmachiners, the Park Service chose to close off massive areas on the premise that the *possibility* of increased snowmachine use *might* create a *potential* threat to wildlife. The Park Service never even quantified or qualified the snowmachine use occurring (e.g., how many were going where for how long). Congress clearly intended that the threshold for closure be greater than these speculative attempts.

Furthermore, the law directs that this authority be used sparingly "in order to prevent the land manager from using his discretion to unnecessarily limit such access. ...Such access shall not be prohibited unless the Secretary finds after holding a hearing in the area that it would be detrimental to the resource values of the unit." Finally,

closures are to be limited to the "certain areas within the units" not an entire 2 million acres.

ANILCA does give the Park Service plenty of authority to take measures to protect an area's resources. For instance, through regulation they could limit the number of snowmachines that are allowed in a park—as they do currently with car access. Through regulation, they could limit the times of years snowmachiners are allowed in the park—as they currently do with hunting and fishing. They could reasonably define what "adequate snowcover" is. All these are examples of proven management tools used in everyday resource management that the Park Service decided to ignore. How do I know? I asked them.

At a hearing before the Senate Energy and Natural Resources Committee, I asked the Park Service if "in the 20 years since the passage of ANILCA, the Department ever really tried to regulate their (snowmachines) use?" Astoundingly, the Park Service could not answer the question.

What I find most disturbing about the efforts of the Park Service is that they have adopted the attitude of doing all they can to broadly eliminate access rights of Alaskans rather than try to solve real, on the ground, management problems. The snowmachiners approached the Park Service about finding a solution to avoid potential impacts before they occurred. This could have included voluntary limitations on some areas, and voluntary closures of

others. In exchange the Park Service could have agreed to provide and support warming huts in areas where snowmachine use was allowed to continue. I supported and encouraged these efforts to work out these issues before a closure was made. The Park Service chose to ignore this path.

What is even more disturbing is that even after being so conclusively told by Judge Sedwick that their actions were illegal they are once again going to attempt to force these unjustified, blanket closures on Alaskans—through improper definitions and suspect management authorities—rather than address

any real management problems.

It makes you wonder if there ever was any real detrimental threat to the natural resources in the first place, or if there was just the *possibility* there *might* be *potential* political gain somewhere.

LETTERS TO THE EDITOR

Feb. 22, 2000

via email

Hi Rick,

You really out did yourself on this one, <http://mccarthy-kennicott.com/cc>. This Chamber of Commerce WEB page is your best piece of art to date—very pleasing to the eye and I do like the vertical pictures with details. It is very user friendly and your links cover the state of art for this area. Again the search engines should start picking this WEB site up in the near future. I wouldn't change any thing on this site for awhile. Nice job.

Ted Cebula

Feb. 22, 2000

via email

Rick and Bonnie,

Great job! The [Chamber of Commerce] web site looks great and will do a super job for the area and for you.

Nancy Ferrell's photos are fabulous. Just a quick note to congratulate you.

Hope all is well.

John Killoran

in" by end of October up on the McCarthy Subdivision. We worked hard on weekends plus spent our "honeymoon" pounding nails and we enjoyed almost every minute!

We look forward to more quality time in the Wrangells and hope we can make your acquaintance some day.

Rob Retherford

Editor's note: The following is an excerpt from a recent email from subscriber and Kennecott Kid Jeanne Morris of Douglas, AK.

Feb. 22, 2000

You have made so many people happy, and these people take time to look back and remember how it used to be (The Kennecott Kids in particular) and the other folks can read and dream of how it all used to be for us. It is so rewarding for us to know that families like you and all the others who live there are able to live and love in a place that used to be our little Camelot. You have kept our dream alive and we all love you for that. The work you and Rick do is very hard, time consuming and I'm sure not easy to fit in with all the other things you have to do to survive up that way.

Anchorage, AK

Feb. 17, 2000

Rick and Bonnie Kenyon:

Good job on the last issue. We borrowed one from George and Judy Moerlein and read with interest the "portable bridge controversy." Also enjoyed the Ron Simpson article. We would like to get your last 6 issues and sign up for a subscription this year.

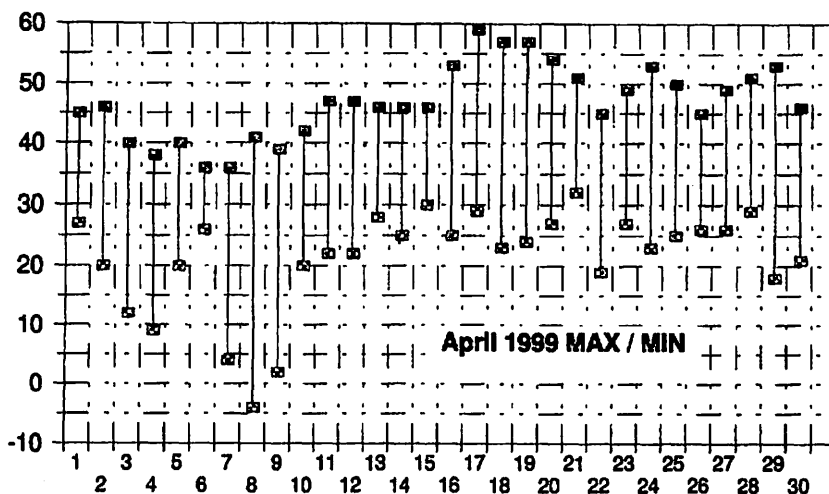
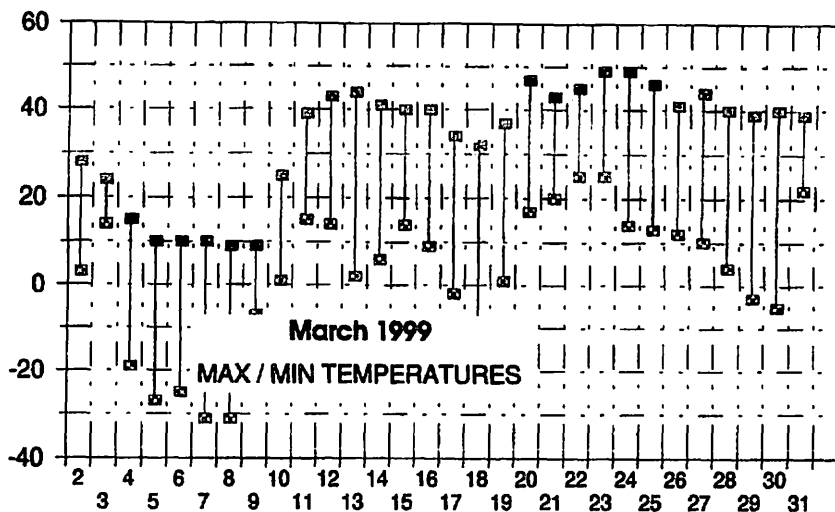
We managed to get an 18'x18' cabin "closed

"When law and morality contradict each other the citizen has the cruel alternative of either losing his sense of morality or losing his respect for the law."

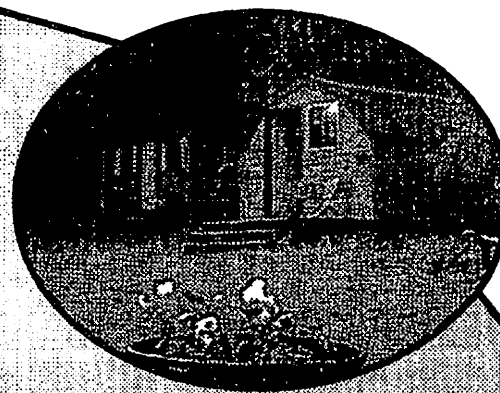
—Frederick Bastiat

Weather - What can we expect?

Wrangell St. Elias News
McCarthy
PO Box 4454
Glenallen, AK 99588



Wrangell B St. Elias & News B



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

Phone (907)554-4454 or email wsenews@aol.com.

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

Your hosts, long-time residents Rick & Bonnie Kenyon.