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Wrangell St. Elias News

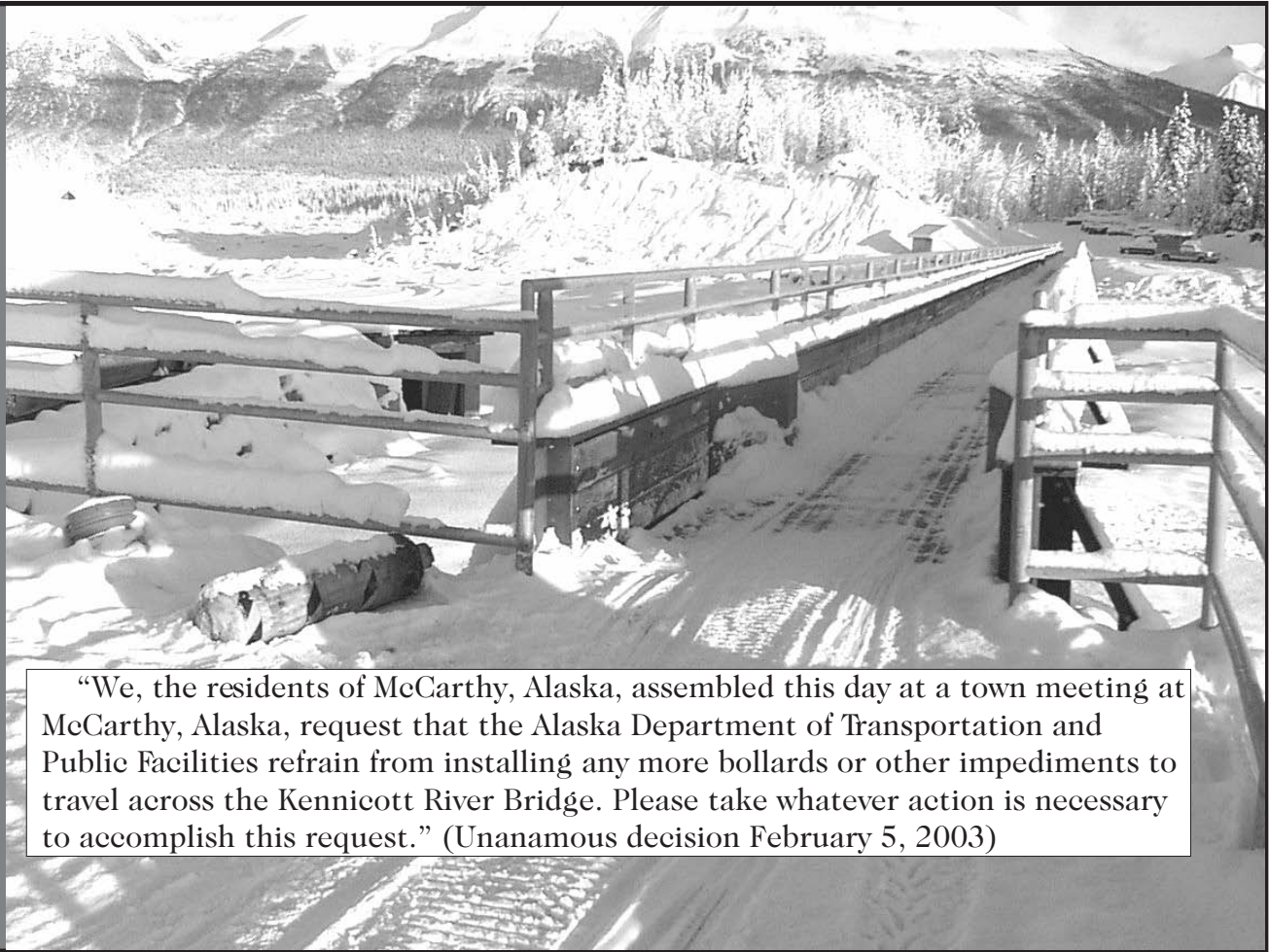
"Eternal vigilance is the price of liberty"

Vol. Twelve Issue Two

March & April 2003

Two Dollars

McCarthy says NO to bollards



"We, the residents of McCarthy, Alaska, assembled this day at a town meeting at McCarthy, Alaska, request that the Alaska Department of Transportation and Public Facilities refrain from installing any more bollards or other impediments to travel across the Kennicott River Bridge. Please take whatever action is necessary to accomplish this request." (Unanimous decision February 5, 2003)

McCarthy residents take stand against bollards
Is NPS monitoring your phone? Read this exciting story by
"McCarthy Annie"

A note from the publisher

BY BONNIE KENYON

I realize November and the celebration of Thanksgiving is long past but relaying thanksgivings should be a year round event. With that in mind, Rick and I offer our sincere appreciation to the following people:

The Pilgrim family for their rigorous work on the Kennicott River ice crossing to make it safer and extend its use for the entire community. Keith Rowland and his boys for assisting the Pilgrim family with snow moving equipment in building up and smoothing out the ice road.

Lane Moffitt for doing more than his share in keeping our area roads open to traffic. He also did a terrific job in tearing up many of our road glaciers that can be extremely dangerous to our vehicles and us!

Sam Taylor and Marty with

DOT for their excellent work on the McCarthy airstrip and the road between there and the museum.

I know there are others who have spent precious time working on the road glaciers so that others would not get stuck.

These unselfish acts of kindness in our town have made this winter's travel much more enjoyable

and much safer for all concerned. Please know each of you are appreciated and so are your hours of service.

When Rick went ice fishing at Silver Lake recently, he strained his back while operating the ice auger. I've been able to give him a hand at most of our chores but the other day we needed to transfer diesel fuel from one tank to another for our generator's use. I was out of my league, but George Cebula, our nearby neighbor, came over and helped Rick accomplish this task. Thank you, George!

WSEN welcomes aboard the following new subscribers: David Gutierrez, AK; Frank and Carolyn Schilte, FL; Phil Simpson, AK; Alex Wesson, CA; Elizabeth Wesson, CA; Lynn Yehle, CO; Chris and Frans Lanting-Eckstrom, CA.



WSEN staff photo

WORK ON THE WINTER CROSSING. WARMER THAN NORMAL TEMPERATURES THIS YEAR MADE CROSSING THE RIVER EXTREMELY DANGEROUS.



WSEN staff photo

Items of Interest

BY BONNIE KENYON

Dorothy Adler and Kevin Smith: Kevin and Dorothy recently returned from a trip to Girdwood. Dorothy has been gone even longer with her trip outside to visit her family in Arizona. While she was gone, Kevin put up wood paneling on the interior of their cabin and started work on a 10' x 12' addition which will go over the new water well they had drilled last fall.

Since arriving home, inside projects have been on the to-do list a new bed frame, closet shelving, a couch and the installation of a propane light.

Dorothy tells me that her father, Ron Adler, is moving from Ketchikan to Anchorage to accept a position as superintendent of the Alaska Psychiatric Institute. She is looking forward to seeing him more frequently in the days ahead.

Welcome home, Kevin and Dorothy!

The Welty family: Needless to say, we are all pleased to have Don, Lynn, Sarah and Rene back in the area. They traveled at least a whopping 12,000 miles to visit friends, family and 7 different colleges for Sarah's inspection.

They celebrated Christmas with a surprise visit to Lynn's folks, John and Nancy Burtch of Xenia, Ohio. When Nancy opened the door and saw the four Weltys on her doorstep smiling from ear to ear, there was a long silent pause, says Lynn. In fact, they were wondering if this really was a good idea the surprise, that is! Once Nancy realized she wasn't dreaming, the holiday celebrations began.

While in Ohio Don had a new engine put in their truck,

received successful Lasik eye surgery in Pittsburgh (good news...no more eyeglasses, he says!), and Sarah and Rene had a memorable experience. Lynn's niece's baby was born during their visit. Sarah and Rene were able to be at the hospital at the time of the birth, hearing the baby's first cry and holding him shortly thereafter. Lynn says this was a very special day for the girls.

A trip to New Smyrna Beach, Florida, to visit Don and Margie Welty, Don's family, was included in their travels as well. The only downside of this segment of their vacation was the cold spell that greeted them in the south. But the family visits kept them warm, I'm sure.

Dog Shadow was unusually good, says Lynn; hardly barked at all. Don said this trip was an Alaskan appreciation trip for him; the girls had a great time with all their adventures; and Lynn enjoyed being with all her family.

We are glad you had such a wonderful time, Don, Lynn, Sarah and Rene, but we have to admit we are more than happy to say, WELCOME HOME!

Mark and Emily Bass: Emily called a few weeks ago wanting to know the condition of the McCarthy Road as she planned on coming in and spending a few days at their cabin. She and dog Lucy made it just fine and even attended and participated in the McCarthy Sprint. Mark and Emily are living and working in Anchorage this winter but we fully expect to see them again once spring arrives in the McCarthy area.

Brooks, Diane and Ian

Ludwig: The Ludwig family were here for a short stay before the holiday season when they made a trip out to visit family in Anchorage and Arizona. When they returned to their Fireweed cabin, Carmen Russo and I decided we would warm up our snowmachines and pay Diane a visit. Brooks and Ian had made a quick trip to Delta, their summer home, and while the boys were gone, we ladies had a wonderful

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time of catchin up. Diane's phone didn't even ring the entire time and our only visitors were the myriad of birds that came to dinner at the Ludwigs' feeder.

Once again the Ludwigs are packing up and returning to Delta, a bit earlier than usual, but they have a variety of projects to complete before summer arrives and Brooks begins his job as a State Park ranger. We will miss them but I am most thankful for Email which keeps those miles down to a minimum.

Howard and Chris Haley: The Haleys have been at their area cabin for at least a month. Their stays seem to extend longer each visit. Once Howard retires from his job in Valdez, we can expect to see them both year round.

Chris has done a lot of inside decorating and upgrades. She invited Rick and I and John and Carmen for dinner the other night and we got a first-hand look at her handiwork.

This summer they plan on putting on an addition to their cabin which will double their present living space. It seems there is always something to do out here even in the winter season.

Elizabeth Schafer and Howard Mozen: I was really surprised to see Elizabeth at the dog race a few days ago. She explained that Howard's parents were up visiting their granddaughter, Avery Rose, and son Howard in Anchorage so Elizabeth took the opportunity to head out to McCarthy for a few days of rest and relaxation. Well...I guess egg'ing dog Haver on to pull weight in the race wasn't really work, although, it

did seem so to me! It was good seeing you, Elizabeth.

The Rowland family: In



WSEN staff photo

DIANNE, BROOKS AND IAN LUDWIG

between schooling and her many other daily chores, Laurie managed to write her distant family an update called *The Rowland Wrangeller*. She shared a copy with me so I will quote from her own hand just what the Rowlands have been up to.

Keith has had a couple months of house building time, and it's been exciting to see our home take shape. Over Christmas, Keith finished up my kitchen, so we've really been enjoying that. What I *really* like is the dishwasher! After so long working in a kitchen which wouldn't be clean no matter how hard I tried, it is really a blessing to me to be able to have everything sparkling every day!

A few weeks ago, Keith finished up the school room, and the kids and I moved in. With new carpet on the floor, desks in

place, lots of sunlight and a breathtaking view out every window, we think we've got a pretty good thing going here in Ma Rowland's Little Schoolhouse.

Connected to the school room is our office, which we are still working on. It is more finished than not, however, so we've moved our stuff in and set up shop. Keith moved our phones into the office, and this is a big help. We still need office storage space (shelves or a closet, or?) to keep supplies, extra Xerox paper, CAT manuals, etc., but for now, boxes do the trick.

Keith has also been working on lights and outlets all over the upstairs of the house. It's so nice not to have to go looking for an extension cord every time we want to plug anything in!

The kids are taking good advantage of mom's kitchen and I've had the privilege to sample homemade cookies and brownies that the younger Rowlands are learning to make. Keep up the good work Kaleb, David, Daniel, Hannah and Jubal.

Sam, Kris and Emmet

Gregory: Shortly after our last issue of WSEN went to press, I received an Email from Kris. Just in case you didn't know the Gregorys have moved into a new apartment. Their address has been changed to: 75 Prospect Park Southwest, Apt. #E6, Brooklyn, NY 11215.

Kris writes: Sam and the baby are doing great. We are enjoying some little snow falls in the city this winter. We have a large park across the street from our new apartment that is even big enough to go cross-country skiing. Emmet loves the snow.

McCarthy residents say no more bollards please

By Bonnie Kenyon

McCarthy: Nearly the entire town of McCarthy came together on February 5th with one intent one subject BOLLARDS. Most of our readers have followed the saga of Alaska Department of Transportation's determination to impose access restrictions on the infamous Kennicott River bridge and, once again, the resolve of some community members to remove those restrictions, namely bollards. Some call it vandalism but others see this tenacity as a passion to enable community residents and visitors safe and reliable access to and from our town.

In the fall of 2002 long before river ice formed to provide vehicle or snowmachine crossing DOT installed 4 stainless steel bollards. To many of us who live here throughout the winter, this was the worse time to install restrictions.

I have lost count of the many posts or bollards that have been placed by DOT and continually removed by local residents, but the latest estimates I have heard, is, It is at least 18 and could be as many as 21.

Shortly after the removal of DOT's latest installation, a town meeting was called. What do WE want?

McCarthy Lodge owners, Doug Miller and Neil Darish, offered the use of their place of business for the town to gather with the opportunity to again

look at this challenging subject of bollards or no bollards.

Thirty-three residents most of whom had already decided what they desired and needed turned out to sign one of two petitions:

1) We, the residents of McCarthy, Alaska, assembled this



day at a town meeting at McCarthy, Alaska, request the Alaska Department of Transportation and Public Facilities INSTALL MORE BOLLARDS TO PREVENT ATV OR SNOWMACHINE TRAVEL ACROSS THE KENNICOTT RIVER BRIDGE. Please take whatever action is necessary to accomplish this request.

2) We, the residents of McCarthy, Alaska, assembled this day at a town meeting at McCarthy, Alaska, request that the Alaska Department of Transportation and Public Facilities REFRAIN FROM INSTALLING ANY MORE BOLLARDS OR OTHER IMPEDIMENTS TO TRAVEL

ACROSS THE KENNICOTT RIVER BRIDGE. Please take

whatever action is necessary to accomplish this request.

Twenty-nine people chose to sign. Four attendees abstained from signing either petition. Petition #2 received all 29 signatures. Petition #1 received no signatures at all.

Within the body of each petition was a place for the signers name and address. Two questions were asked of each signer: Do you own property in the McCarthy area? and How many months of the past 12 were you present in the McCarthy area?

Question No. 1 brought a yes answer from ALL signers. All signers were property owners in the McCarthy area.

Question No. 2 revealed 24 of the 29 signers were present in the McCarthy area for the past 12 months. Three signers for 11 months of the year. Two signers for 4 months.

Two family members of those in attendance who could not make the meeting submitted signed letters in favor of Petition No. 2.

Two of the 29 signers were minors, Kaleb and David Rowland, who make use of the bridge several times a week. These two young men are very vocal in their support for leaving the bollards out and were given permission by their mother to add their names along with the others.

Knowing I was planning to write up this meeting in the *Wrangell St. Elias News*, I decided to not enter into the discussion but listen really listen to what my neighbors were saying. What I heard from the majority of those who participated in the open discussion, were remarks such as:

- " We need to get some unity. We need to come together. Love one another and enjoy each other.
- " There needs to be freedom for neighbors to come and go.
- " More violence occurs with the bollards in than when they are out.
- " The bollards present a keep out sign to visitors and locals alike. They are unfriendly and ugly in appearance. Change is necessary.
- " We need to come and go for things such as mail, propane, supplies.
- " The bridge with bollards may have been a good idea at the time but it is clear that this situation is just not working.
- " Summer residents aren't here to face the winter hardships.
- " We need to inform the National Park Service, DOT and Governor Murkowski what we want.

Although bollards were the

reason for the town meeting, the subject of a privately-owned service bridge came up for discussion. Kelly Bay, year-round resident and business owner of Wrangell Mountain Air and Wrangell Mountain Bus, sees the bollard issue as being unsolvable. A service bridge would be a win-win situation for all concerned. Forget the footbridge and pursue the service bridge.

Keith Rowland along with his wife Laurie have purchased property on both sides of the Kennicott River for the primary purpose of building their own bridge. The Rowland family own and operate Rowcon Services which provides a variety of much-needed dirt work, septic systems, roads, etc. to our local area. The extreme danger to equipment



and operators have already been costly. Keith is presently applying for the proper permits from the US Army Corps of Engineers to build a service bridge. Although it seems a proper bridge should be a project for our Alaska DOT, because there doesn't seem to be any sign of DOT's assistance,

Keith has decided to take matters into his own hands. Laurie addressed the town residents: Keith and I are putting in a bridge on private property with private funds. We see this service bridge as a compromise for those of us who are full-vehicle bridge proponents.

The full-bridge proponents believe the right thing is for DOT to widen and deck the existing Kennicott River bridge to accommodate vehicles and provide adequate parking on the east side of the river. This might also include restrictions for traffic in the downtown areas of McCarthy and Kennicott.

In order to recoup the estimated cost of building the service bridge, the Rowlands will require a toll for local usage. The proposed bridge would be gated and require a pass or key by local users and would be a year-round access.

While most locals respect and are grateful for this project, some are adamant that this critical need for free, safe and reliable access is the sole responsibility of DOT.

As the town meeting came to a close, it was decided that the service bridge, along with local parking problems is a subject to be discussed in further detail and would be best served at a future

town meeting scheduled for March 7th at noon at the McCarthy Lodge.

In the meantime, and with a very clear voice, this local town meeting answered the question, What do we want bollards or no bollards? DOT, LEAVE THOSE BOLLARDS OUT!

It s a Dog Race in McCarthy!

BY BONNIE KENYON

McCarthy: On March 1 downtown McCarthy was a live with locals and visitors alike, gathering in the middle of main street, awaiting the McCarthy Sprint s opening event the one dog weight pull.

As I pulled my snow machine into an out-of-the-way parking spot near the McCarthy Lodge, I was greeted with an cacophony of dog yelps. Julie Miller lounged in her dog sled. One of her faithful team members was making good use of her lap, obviously determined to store up the needed energy to make the big pull.

I asked Julie if I could test my camera out on her and her sidekick. She graciously accepted, but, to my dismay, the digital camera was not responding. I hoped it just needed warming up.

Before long, Natalie Bay, race coordinator, and Jeannie Miller, timekeeper announced the start of the festivities. Dogs and

owners immediately came to attention. The race was on!

One dog weight pull

Mark Vail of Fireweed Subdivision came in first with his dog Hubbard. Hubbard is named after the glacier.

The top weight for the pull was about 450 pounds. Without divulging individual weights, just know that Keith Rowland, Kelly Bay and Matthew Shidner made up the total!

Second place winner was Ally McVey with her dog Bona. Bona is named for Mount Bona. I couldn t help but be impressed with Bona s rapt attention for his master. It was as if no one else was in the game but he and Ally. (Well...except for after each trial

weight run. Bona made sure he was rewarded for each finish. George Cebula had in his possession a bag of dog bones and Bona was in the know on those tasty tidbits.)

Three-legged ski race

Winners of the ski race were: First place, Kaleb and David Rowland. Second place, Don and Lynn Welty.

Skijour with one or two dogs

Tessa Bay and dog Tazzie came in #1,



Photo courtesy Julie Miller

HUBBARD WINS ONE-DOG WEIGHT PULL.

but Mark Vail and Hubbard were nipping at her skis! By this time I was lamenting the fact my camera wasn t performing properly and quickly asked George to take a picture of Emily (Morrison) Bass as she and dog Lucy came in third place. Emily who drove in from Anchorage to spend a few days at her and Mark s cabin wanted to give her mom proof that Lucy really could pull her own weight!

Three dog team race (or less)

Jeremy Keller (local dog musher) definitely showed his talent for mushing by winning this race in 12 minutes, 30 seconds. Kelsey Smith and her two dogs, Bunk and Shorty, made the finish line in 15 minutes, 40 seconds, just 3 seconds in front of Tessa. It was an exciting finish!

Many thanks to Jeannie Miller for allowing Julie to borrow her digital camera and come to my aid in capturing a couple pictures for our WSEN readers. Thanks, Julie, for going the extra mile and meeting me on the trail and putting the pictures on a CD for my use in this article. I also want to thank Doug Miller for sharing his pictures just in case I came up empty handed.



Photo courtesy Julie Miller

CALEB & DAVID ROWLAND WIN THREE-LEGGED SKI RACE.

In Which, NPS Gets A Spanking

BY MCCARTHY ANNIE

Thursday, February 13, 2003

Ever since the Pilgrim family bought 400 acres on the other side of those mountains behind Kennebec and deep in the heart of the Wrangell-St. Elias National Park, NPS has been keeping a hawkish eye on them. You see, nothing galls those National Park types more than private inholdings, especially when the landowners decide not only to clear a runway and develop and build on their property, but to go and live there year round with their dogs, cows, goats, sheep, chickens, horses, and all fifteen of their children. And then there are the machines—dozers, tracked vehicles, trucks, snow machines, etc. The parkies really worry about these things, and periodically do low flyovers to check the situation out.

Over time, we locals have gotten to know the Pilgrims, and what we've seen, we like. As a family, they are God-fearing, peaceable, hard-working, sensible, and the most loving people we've ever known. Not only that, they are musical as well! Every so often these

Hillbillies for Jesus come together with all their various instruments and broad range of voices, and give an impromptu bluegrass concert for whomever may wander by.

It has been with a growing sense of trepidation that our little community has witnessed NPS's hostility and virtual harassment of our neighbors over the mountain. The rangers have been careful, however, not to do anything overtly illegal or

This story is incredible, but true. outrageous to the Pilgrims. This, you understand, would be *unwise*.

That's why these latest events in the series have caused such uproar here in our sleepy, nearly deserted town.

Early this week, Head Park Ranger Hunter Sharp arrived in McCarthy, accompanied by Park Ranger Marshall Neeck and another ranger. The men were in uniform and armed with handguns, despite the fact that it's February, there are no tourists, and everything dangerous is hibernating.

As it happened, several of the older Pilgrims were in town, staying at their McCarthy camp, which is located just up the street from the McCarthy Lodge. The Pilgrim camp is, incidentally, also located just next door to NPS's cabin and within full view and hearing, so when the parkies showed up, Elishaba, Joseph, Joshua, David, Moses, Job and Papa Pilgrim were well aware of the development.

There is no law that I know of which prohibits a person from sitting on his porch and watching his neighbor, so before dawn had splashed her bright palette upon the mountains, the Pilgrims had propped their door wide open and were busy drinking their morning coffee and uh *watching* their neighbors.

After breakfast and outhouse stops, Hunter, Marshall, and their cohort set out on snow machines, heading towards

McCarthy Creek. Now, there is only one reason the parkies would come all the way from Glennallen to snow machine up McCarthy Creek. You see, the McCarthy Creek Trail is the only way to get to the Pilgrims homestead, and it runs right through prime park land. Hence, the rangers' apparent mission was to do ground reconnaissance of the Pilgrims' activities on the McCarthy Creek Trail.

Looking for some dirt, you might say.

Quickly discerning their purpose, the Pilgrims decided it would be in their own best interest to accompany the rangers on this questionably motivated journey. It was also decided that Country Rose, up at the homestead, should be apprised of the situation, so that she and the children could prepare for ah *visitors*, shall we say. To this end, David was speedily dispatched to Ma Johnson's Hotel to phone the news up the mountain, while Joseph and Joshua prepared to follow the parkies.

Ring &.. Ring &..

Hillbilly Heaven. *Country Rose's voice.*

Mama?

Yes. Is this Joseph?

Mama, the park rangers are headed up the creek on snow machines right now, and we're going to follow them!

OK, and Papa is coming down the mountain with Moses and a couple little ones.

All right. Bye. *Click.*

Soon David had caught up and they were all on the trail three rangers, with three Pilgrims close behind. When the rangers stopped, the Pilgrims stopped right behind them. When the rangers moved on, the Pilgrims followed, sticking to their trail like trained hounds. When the rangers smiled nervously at them, the Pilgrims beamed joyfully, *confidently*, right back. Exasperated, the rangers took pictures of them, possibly hoping to intimidate them into leaving. The Pilgrims simply snapped their own cameras right back. After a while, the rangers decided their escorts should probably go on ahead, so they stopped their machines and gestured for the boys to go on by. Joseph, Joshua and David stopped their machines, smiled politely, and silently shook their heads. *Negative on that.*

After a time, they came to some old, rusty barrels which were lying haphazardly beside the trail. *Aha*, thought the parkies, *Now we've caught them! They can't leave fuel barrels lying around park property and get away with it!* They stopped their machines, dismounted, took some pictures to record the evidence, and then approached the offending barrels. One of the men kicked a barrel, then turned to his companion.

Sure enough. Full of fuel.

The other man approached the barrel and aimed a kick at it.

You're right. I'll make a note of it. He began writing in his notepad.

Knowing that those barrels had been there since some time in the last century, Joseph strolled casually toward them, brushing past the rangers as he

went. Upon reaching the barrels, Joseph easily lifted the one which had just been pronounced full of fuel, and shook it from side to side. *No sloshing sounds.* Grinning roguishly, he lifted the barrel over his head and *threw* it into the woods.

So much for that theory.

As enforcement officers, Marshall and Hunter make radio contact with their dispatcher at prearranged intervals during the day. As check-in time drew near, they stopped their snow machines once again and began making radio contact with Glennallen. Joseph and his brothers pulled up, parked close to Hunter & co., and listened intently to the radio exchange. After the customary preliminaries, this is what they heard the Glennallen dispatcher inform the rangers:

Yeah, Marshall, there was a call up the creek this morning from Joseph to Country Rose. He said that you guys were coming up the creek, and they were going to follow you. Then Country Rose said that a couple of snowmachiners were coming down.

Hearing this, Marshall, who was manning the radio controls, quickly began to fiddle with the dials, turning down the volume while still trying to hear the dispatcher. Involuntarily, his guilt-etched face turned toward the Pilgrims. *They would have to be stone deaf not to have heard that.*

With a puzzled expression, Joseph turned to David. Why did she say it was *me* who called? I didn't call Mama.

Yes, replied David, but what you don't know is that Mama *thought* it was you calling,

and I was in too much of a hurry to correct her. That means that the only possible way that someone would know exactly what Mama and I said to each other *without* knowing that I was not Joseph, would be & *THEY'VE BEEN MONITORING OUR PHONES!*

I don't know about you, but whenever I think of government agents tapping citizens' phones, I get just slightly edgy.

By the time the parkies and their escorts reached the edge of the Pilgrims' land, Country Rose and the children (mostly little ones) had already arrived, armed with bowls of popcorn, cookies, and goodies. The boys had gone around and ahead of the rangers and were parked sideways across the trail, just inside their own property line.

With several Pilgrims blocking the trail, the rangers had no choice but to stop. Sizing up the situation and realizing that their chances of passing by the feasting multitude of Pilgrims without incident was close to nil, the rangers turned tail and, with a last defeated glance over their shoulder, slunk down the mountain.

I guess you can only push so much before folks start pushing back.

Next morning, the Pilgrim contingent was at their McCarthy camp post, door wide open, coffee cups in hand *watching* the neighbors. With their mission (not) accomplished, the park rangers were preparing to return to Headquarters. Soon they were packed and ready to go, so they revved up their machines and...

The Pilgrims revved up their machines, too. (Cont. pg 24)

Trails in the park

Where can I go, and how can I go there?

BY RICK KENYON

Since the closure last fall of three trails used to access inholdings in the Nabesna area, there has been increasing interest in understanding more about roads and trails that are located in the Wrangell-St. Elias National Park (WRST). In our last issue we quoted National Park Service (NPS) Regional Director saying there are only 13 officially recognized trails in WR ST.

There seems to be some confusion about the phrase 13 trails, says Chief Ranger Hunter Sharp. The phrase 13 trails refers to the 13 trails in [WRST] that the Park will grant recreational users an ORV /ATV permit to use. There are far more than 13 trails in Wrangell-St. Elias. However the remainder of trails are not open to recreational ORV/ATV use.

If you live in, say, Anchorage, and you want to run around *on park land* with your 4-wheeler, you are pretty much limited to these 13 trails none of which are in the McCarthy area.

Area residents engaged in subsistence have more latitude. According to Ranger Sharp,

Subsistence users engaged in traditional subsistence practices have much more opportunity and may use ORVs throughout the park both on and off trails without a permit including areas designated as wilderness provided that they do not harm the resource in the process. Cutting trees or brush or tundra to establish a new trail is not permitted.

The above is for off-road-

vehicles (ORV) and all-terrain-vehicles (ATV) only. When it comes to snowmachine use, the rules are different. Again, Ranger Sharp spells out NPS thinking on the subject.

No permit is needed to use a snowmobile anywhere in Wrangell-St. Elias National Park and Preserve. There is no distinction between recreational use or subsistence use for snowmachines. The users may not damage park resources so they cannot cut new trails through the brush but we do not object to cutting brush on existing trails.

There is a regulatory requirement that there shall be sufficient snow depth, generally 6-12 inches of snow or more, or a combination of snow and frost depth sufficient to protect the underlying vegetation and soil for snowmobile activity to take place.

The only other restriction that might effect snowmobile use is that a commercial user needs a business permit from the Park Service to operate on park lands. So if a guide were retained to guide a snowmobile party for pay, that paid guide would need a business permit. The permit would outline the conditions of operation. There is no need of a commercial permit if the commercial activity is entirely on private, or state land or on a state Right-of-Way such as the McCarthy Road.

Ranger Sharp later modified his comments slightly with the following: In rereading my reply to your question about

snowmobile access, I thought that I should clarify one of my comments.

I said that we would not have a problem with brushing on existing snowmobile trails. I had in mind the cutting of the occasional branch that hangs too low or the removal of a fallen tree that blocks the path. It occurred to me that someone could take my statement as a blanket approval for a larger brushing project. While we do not have a problem with minor and occasional brushing that keeps the travel route open, we are required by the National Environmental Policy Act (NEPA) to examine all of our decisions for their effect on the environment. We can usually authorize activities that do not go outside of the existing trail and that do not disturb the ground. Ground disturbing activities or activities that have a greater impact trigger more review and a thorough appraisal of the associated impacts to things like archeological resources.

If you know of anyone who is thinking of or wants to work on snowmobile trails on park lands, please ask them to contact us before commencing work. We would be glad to work with them to try to find a way to accomplish the trail maintenance.

Back to summertime use with ATV/ORV. There is another option for the non-subsistence qualified user who wants to motor around in the park.

As far as I know Recreational ORV users may also use public Rights-of-Way such as the State

of Alaska Rights-of-Way that exist throughout the park, says Sharp.

And just what are the State of Alaska Rights-of-Way that exist throughout the park? Good question. The McCarthy Road has already been mentioned as one example. Likely the road from McCarthy to the Nizina River is another. Are there others? What are they?

All roads lead to RS2477

Are the roads and trails listed in Alaska Statute as valid rights-of-way, and therefore available for use by recreational users, access to inholdings, or use by commercial guide services without a NPS permit? In short, the State of Alaska says yes, the NPS says no.

First, let's look at the position of the State of Alaska. You might remember from the article in the January & February WSEN that RS2477 is a self-executing law. When the minimal conditions were met, the right-of-way grant occurred. It was not necessary for the state or local government to apply for the grant. The conditions could be met either by some positive act on the part of the appropriate public authorities of the state, clearly manifesting an intention to accept it, or by public user for such a period of time and under such conditions as to prove that the grant has been accepted. (Hammerly v. Denton, 1961) In other words, the state could simply say that they wanted a certain route, although nobody had previously used it, or a route could simply be used by the public, and the grant occurred without further action.

Remember that for Alaska, new roads and trails under RS2477 effectively ended with

PLO 4582 the land freeze of late 1968. After that time, no new routes could be accepted, but all routes which predated PLO 4582 were deemed to be valid.

During 1993-1995, the Department of Natural Resources R.S. 2477 Project researched more than two thousand trails. The project found that some 602 of these qualified as RS 2477 rights-of-way under state standards. In 1998 the Legislature listed these trails in AS 19.30.400, stating that they had been accepted as RS 2477 rights-of-way. That same legislation requires the department to continue researching trails and to prepare an annual report identifying those found to qualify as RS 2477's. Many additional trails have been reported to the Legislature since then. (Since 1998 another 57 have been added)

AS 19.30.400 (Identification and Acceptance of Rights-of-Way) says in part: The state claims, occupies, and possesses each right-of-way granted under former 43 U.S.C. 932 that was accepted either by the state or the territory of Alaska or by public users.

Note the wording. The state claims, occupies, and possesses. The Legislature left no room for wonderment about their intention. It is also clear who may accept the grant, accepted either by the state or the territory of Alaska or by public users. The grant could be accepted either by the state or the territory, or by public users. *Not* by the federal government.

The legislation goes on to say, A right-of-way acquired under former 43 U.S.C. 932 is available for use by the public

under regulations adopted by the [DNR or DOT]. So, the state of Alaska says in effect, Any RS2477 route listed in this legislation is the property of the State of Alaska and is available for use by the public.

Not to say there are not some regulations. Modification, improvement, clearing, etc., even on a valid RS 2477, would require a DNR land use permit. Basically, any activity other than what is generally allowed on state land would require a permit.

If anyone might think that the above does not apply because WRST is a national park, they need only to read ANILCA or the General Management Plan for WRST. ANILCA, 16 USC 3169 says, Nothing in this title shall be construed to adversely affect any *valid existing right of access*. Since all of the routes listed in the state legislation were in use before 1968, they all fall under the category of valid existing rights.

In our last issue, we quoted from a note written by the Chief of Lands in the NPS regional office in Anchorage. Here is their position: Although the State has made partial assertions that many old travel routes are RS 2477 rights-of-way, none has yet been established as a valid and actual right-of-way. Where a route crosses federal lands, validation would have to be done administratively by the managing agency or by a federal court. That has not occurred on any of them. So, as far as the NPS (USA) is concerned, no such rights-of-way are recognized or currently exist.

Apparently, the wording The state claims, occupies, and possesses each right-of-way is thought to be a partial

Super-standard materials in bridge?

BY RICK KENYON

Last summer a number of McCarthy residents were outraged when the Department of Transportation (DOT) spent \$230,000 on the Kennicott River Bridge just weeks after closing the Chitina Maintenance Station because of budget-cuts. The controversial project included a number of braces to be installed on the bridge, as well as restrictions and bollards, designed to keep ATVs and snowmachines from accessing the bridge.

Wrangell St. Elias News received word on January 17 of this year that two members of the bridge crew were returning to McCarthy in order to take samples of the steel that the braces were made of. Word was that they had noticed problems with the steel when drilling holes to assemble the braces. Although they apparently reported the problem sometime during the 6-week long project, they were told to go ahead and complete the project. Why, then, were they returning in the middle of the

winter to take samples? We posed that question to Drew Selbech, the engineer in charge of the project. He declined to answer our questions, but instead had DOT's Information Officer, Shannon McCarthy respond.

When installing the steel cross beams in August, the DOT&PF bridge crew noticed that the cross beams seemed to be made of a stronger material than called for in DOT&PF's specifications, said McCarthy.

Stronger material than called for? Usually bridge builders get concerned if they think the building material may be flawed or otherwise sub-standard. We asked Ms McCarthy what alerted



WSEN staff photo

DOT BRIDGE CREW TAKING STEEL SAMPLES FOR TESTING.

the steel conformed to the specifications, bridge design asked the bridge crew to take a sample so we could verify the manufacturer's certifications were correct.

We posed the following question to DOT: If the tests reveal that indeed, the material is in fact stronger than the specs call for, will the crew return and replace the braces with weaker material?

Here is their response: The bridge is safe and we do not anticipate any additional work will be needed. The reason we are testing the material is that it is very important that manufacturer's certifications are correct because we depend on them to verify that the material we incorporate into our projects meet the specifications. Also it is important to have correct as-built information so when future work or modifications are needed, bridge design has correct information on the materials incorporated into the structure so they can design appropriately.



WSEN staff photo

SECTION OF BRACE REMOVED FOR TESTING TO SEE IF IT IS TOO STRONG.

them to this situation.

The bridge crew broke some drill bits when working with the steel, was her response.

They reported the findings to DOT's bridge design engineers. After a review of the manufacturer's certifications, which showed

Wayside project sick but not dead

BY RICK KENYON

Last fall Wrangell St. Elias News learned that the three "heavies" from the National Park Service here at WRST (the Superintendent, Assistant Superintendent and the Chief Planner) flew to Juneau to chat with the Chief Planner at the Department of Transportation & Public Facilities (DOT&PF). Tom Brigham of DOT&PF told us that the subject of that discussion was, in part, the Kennicott River Wayside Project. Seems the NPS was eager to get the project going, but DOT was faltering—in part due to intense public opposition to the "preferred alternative" of building a parking lot in the hotly-contested 200' right-of-way at the end of the McCarthy Road. In fact, the project had been pushed back to 2005 in the Statewide Transportation Improvement Program, or STIP.

That trip had been the subject of bitter public outcry last fall, as it was perceived by some as NPS lobbying for something that some in the community felt was not in their best interest.

Even though Planner Brigham is no longer with DOT, (he was one of the first to be replaced when Governor Murkowski was sworn in last November) the ball was rolling again, if slowly.

In January, a letter from DOT to NPS planner Vicki Snitzler titled *Request For Comments* spelled out the Preferred Alternative:

- A wayside with dimensions 200' x 950'

on the west (Chitina) side of the river.

- Vaulted toilets at the southern end of the wayside.
- Bear proof trash containers.
- A turning area and loading zone at the western end of the first Kennicott River pedestrian bridge.
- Small (6 cars / 4 wheelers) parking area on the eastern side of the first bridge to serve limited local vehicles on the Kennicott side of the river.

The letter includes this statement: "Long-term funding for the management and maintenance of this facility will be undertaken by the NPS."

On January 24 Ms Snitzler forwarded a copy of the letter to Steve and Kelly Syren, who own the property at the end of the road. The Syrens have run a pay parking lot there for the past number of years which provides them with a modest income. Steve and Kelly have fought this project from the start, as they felt that the 200' right-of-way that the state claimed is unfair, (remember the state asserted 200' along the entire road from Chitina to McCarthy until last year, when the Attorney General said it was only 100') and that it was a case of government interference with free enterprise. They have repeatedly said they would continue to provide for parking and wayside needs until the state converted the present

bridge to vehicular traffic, at which time they would do something else with the property.

Attached to the letter was a hand-written memo that said "Kelly—I have not yet prepared a response from the park. After all that has happened it is hard to know what to say—Vicki [Snitzler]."

A week later Ms Snitzler had figured out what to say and responded to DOT in a formal letter dated February 6. (This time the Syrens were not included in the CC list.) "We believe that locating the Wayside in the right-of-way (ROW) at the location proposed is acceptable. However, we hope that DOT&PF would agree that the current proposal could be considered a first phase, and that a second future phase would be considered that would include the acquisition of property adjacent to the ROW and the Wayside."

"WRST [Wrangell-St. Elias National Park] is willing to partner with the DOT&PF to provide 100% of the day to day maintenance for the Wayside facilities, including rest room cleaning and trash removal. Additionally, we would provide funding to hire a Wayside manager," the letter continued.

NPS currently has a Wayside parking area at mile 59 of the McCarthy Road. It was originally a campground but was closed to summer camping after a finding by (then) Senator Frank Murkowski that it was competing unfairly with locally-owned private campgrounds.

Arnberger Complaints of Ranger harassment based on incomplete facts and hazy recollections

Last fall NPS Director Fran Mainella responded to (then) Senator Frank Murkowski's request that she look into deteriorating NPS/community relations in the Wrangell St. Elias area by sending a team (which included Director Arnberger) to talk to residents in Glennallen, Tok and Nabesna. (Murkowski requested that the team visit and talk to residents of McCarthy, but they declined.)

One of the subjects that arose during the investigation were reports of alleged misconduct by park rangers. Several letters were received by WSEN (November & December 2002) which complained of unkind, unprofessional treatment by rangers.

The investigative team's report to Mainella was silent on the subject, so we asked Director Arnberger about it. Here is his response in its entirety.

WSEN There was no mention of complaints of harassment by park rangers, although a number of people testified about this. Were these complaints taken seriously?

Arnberger All complaints are taken seriously. The Team discussed many of these allegations directly with citizens in all three of the communities we visited. We found that most of these complaints were allegations passed by word of mouth and second and third (or more) sources, based upon incomplete facts and hazy recollections. Where complaints were formally made to the superintendent with complete facts the Team was satisfied with the responses made by the superintendent. It is helpful to myself and the superintendent

that all complaints of alleged harassment be factual and not based on rumor or second and third party hearsay reports so that we can properly investigate them and fairly consider them. At Nabesna we listened to first person reports from Mr. Frederick and looked into these more fully with superintendent Candelaria. In my view, many of these complaints derive from a misunderstanding of the job of a law enforcement park ranger and what their role is in enforcing regulations and law. National Park Service law enforcement rangers are fully authorized federal law enforcement officers. They have completed months and months of formal training at a formal federal law enforcement training academy the same that all federal officers across this country must graduate from. They are authorized to enforce federal laws and regulations within the boundaries of the national parks they work in. They are authorized to assist State law enforcement officers as they enforce State laws within parks, and frequently back-up State officers in emergency or hazardous situations when they are asked to within or out of the park. Park Rangers do more than just law enforcement, carrying out search and rescue actions, resource monitoring activities, and public education. By NPS policy, law enforcement rangers will be armed when on duty and properly equipped with personal safety equipment, including the mandatory wearing of ballistic safety vests (flack jackets). They are trained to exercise judgement in how to manage themselves

during law enforcement contacts including those that are deemed hazardous by virtue of the high potential that weapons are available or in possession. Park Rangers face many of the same risks as do State Troopers, frequently backing them up in hazardous situations, and should enjoy the same measure of respect and understanding of the job demands that are extended to other law enforcement officers. The job can be hazardous. Just two weeks ago, Tom O'Hara, a Katmai National Park law enforcement ranger pilot, was tragically killed in a plane crash. Just four months ago a law enforcement ranger was tragically murdered during an enforcement action at Organ Pipe Cactus National Monument in Arizona. Over the last several years there have been two other park rangers murdered while performing line of duty enforcement actions. Rick, I want to be clear about this

I will take no action that will compromise the safety and the respect these federal park rangers require and deserve in carrying out their authorized enforcement functions. But, I am also insistent upon professional and respectful contacts with citizens and park visitors and will take extremely seriously every factual complaint that is made about improper conduct. Rumors, hearsay, and secondhand reports do not measurably aid the National Park Service in these investigations, so I encourage factual, first person complaints be made directly to the superintendent or to my office should the complainant not feel comfortable in dealing with the local office.

Copper Spike driven 92 years ago

Editor's note: It has been 92 years since the Copper Spike was driven, signifying the completion of the CR&NW Railway from Cordova to Kennicott. This was extremely big news in Chitina, and the Chitina Leader carried huge headlines reading RAILROAD COMPLETED TO THE COPPER BELT and COPPER SPIKE IS DRIVEN AT MINE. The story is quite long so we will run it in installments.

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

BY WILL A. STEEL

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

At a cost of over twenty million dollars.

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

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

At the time recorded the last rail was driven into place by a copper spike, that marked the completion of track laying on the new railway that runs from the sea port terminus of Cordova to Kennicott, the end of the line as at present projected.

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

The day was most propitious. The sun shone brightly and the crisp, invigorating air, with the thermometer registering 38 degrees above zero, had an

inspiring effect on the interested spectators. A tense and anxious feeling was evidenced until the last act was performed that declared the practical completion of the building of the railroad to the end of the line. And it was the obliterating of frontierism from a hitherto remote section, bringing rapid communication and making available all the comforts of civilization, in the development of that vast domain tributary to the Copper, Chitina, Nizina and other unnavigable rivers.

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

Driving of the Copper Spike

On Monday Chief Engineer and General Manager E. C. Hawkins left Cordova for the front, in Supt. Van Cleave's private dining, sleeping and observation car. Accompanying him were J. R. Van Cleave, superintendent, and R. J. Barry, general freight and passenger agent of the new railroad; E. A. Hegg,

photographer; and Will A. Steel, editor of the Cordova Daily Alaskan and the Chitina Leader. At Chitina the party was joined by J. C. Martin, manager of the Orr Stage Line.

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

When all was in readiness the golden, or, in this instance, the more appropriate copper spike, was placed in position by Mr. Barry. It was then driven in turn by chief Engineer Hawkins and General Superintendent Samuel Murchison. Faithful old engine No. 50, puffing and whistling, stood on the track a few feet in the rear, with a large portrait of



Erick A. Hegg photo, courtesy of Lone Janson. Copy of image provided by Ron Simpson

THE DRIVING OF THE COPPER SPIKE, MARCH 20, 1911. "ERASTUS HAWKINS, CHIEF ENGINEER (LEFT), AND SAM MURCHISON, PRIME CONTRACTOR, ARE DRIVING THE SPIKE. THE ENGINE IS "OLD NO. 50"--THE FIRST LOCOMOTIVE OF THE CRNW RAILWAY. IT WAS PURCHASED BY MICHAEL HENY, ORIGINAL CONTRACTOR. BY THE TIME OF THIS CEREMONY, HENY HAD PASSED AWAY. HIS IMAGE IS IN THE LARGE, FRAMED PHOTO MOUNTED BELOW THE ENGINE LAMP. UNFORTUNATELY, IT WAS BLOCKED OUT BY THE REFLECTION OF LIGHT WHEN THIS PHOTO WAS TAKEN.

the late M. J. Heny over the headlight. The spectacle was witnessed by a couple of hundred workmen, officials and a few other interested spectators. Prior to the act of driving the spike, in response to a suggestion by Mr. Hawkins, the assemblage stood with bowed and uncovered heads in memory of the late and much beloved contractor, Mr. Heny. Afterwards Mr. Hawkins made a short address, in which he expressed the appreciation of himself and the Katalla Company for the splendid organization built up by Mr. Heny and so ably perpetuated by Mr. Murchison, and for the effective and harmonious work performed by the contracting department.

Afterwards there was general congratulations and Mr. Murchison took occasion to

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

The telephone wires had kept pace with the railroad construction and General Manager Hawkins telephoned a message to Cordova, to be cabled to Seattle and there telegraphed to New York, informing the owners of the railroad that the copper spike had been driven. The following morning several replies were received at Chitina, expressing the sincerest congratulations for the splendid work so expeditiously performed by Mr. Hawkins and the

contracting company.

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

A Glorious Accomplishment

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

For nearly three and a half years past, men numbering into the thousands, from the highest officials to the laborer who shoveled mud or snow gave of the best that was in them. At times over 6,000 men were employed, while at the end the number had decreased to about 500. During the period of construction such adverse conditions were encountered and surmounted as are very seldom met with in other parts of the world.

Much of the work on the several steel bridges was done

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

Route of the New Railroad

The tide water terminus is at the land-locked town of Cordova, on an inlet of Prince William Sound. Then, as Mr. Swergal describes it, the road effects a sea level passage of one of the coast spurs of the Chugach range at the junction of Eyak Lake and Eyak River, some six miles from Cordova, the only point of easy penetration to the interior from the southern Alaska coast. After leaving this mountain pass the road is laid on a tangent of thirteen miles, passes the old Russian trading post at Alaganik, crossing the rioting delta of the Copper River by means of modern steel bridges at what are known as Flag Point, Round Island and Hot Cake channels. Fifty miles from Cordova occurred one of the greatest engineering feats of modern times; the second crossing of the main channel of the Copper by the erection of the Miles Glacier cantilever bridge, embattled on either side by the mighty Childs and Miles Glaciers, both presenting a defiant wall of ice 300 feet above and 100 feet below the river and three to five miles in length. Here, in

summer, thousands of tons of ice fall into the river in single masses almost hourly, accompanied by thundering roars. These masses of ice throw monster waves across the river, leaving the salmon high on the banks to be gathered by prowling bears and passing prospectors and Indians.

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

Magnificent Steel Bridges

Everyone connected with the railroad is proud of the fine steel bridges that were erected under most trying climatic conditions, at a

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

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

But this work was finished and the piers completed that summer, followed by the placing of the false work, which permitted the setting on and riveting of the steel pieces so soon as they were received in the spring of 1910. The work of putting the spans in place went on satisfactorily until toward the finish of the third span in May. The ice had been running for a week past, moving two or three inches each day, and had at various times seriously interfered with the false work or trestling

(Cont. pg. 28)

Denali Transportation System could fund McCarthy Road upgrade

WASHINGTON Alaska Sen. Lisa Murkowski January 4 introduced her first bill, a measure to expand the authority of the Denali Commission to fund major road projects in Alaska.

Saying it is long past time for Alaska's transportation system to meet 21st Century standards, Murkowski, joined by Alaska's senior Sen. Ted Stevens, introduced the Denali Transportation System Act.

The legislation, patterned after the roadbuilding authority granted to the Appalachian Commission for projects throughout the Appalachian region, would empower the Denali Commission to fund up to \$450 million a year in new transportation construction in Alaska from Fiscal Year 2004 through 2009. Perhaps more importantly for us here in McCarthy, the monies could be used to fund improvements to existing roads such as the McCarthy Road.

Alaska's ability to develop a strong economy for the benefit of the state and the nation is deeply

impaired by its lack of transportation. This affects all aspects of life in Alaska from the delivery of fuel and essential services... to our ability to develop Alaska's abundance of valuable natural resources. Only our major cities have modern roadways and many of those remain isolated, said Sen. Murkowski.

The Denali transportation system will provide far greater benefits than costs. As we enter an era where gigantic natural changes are occurring in the Arctic environment, and ice-free maritime transportation through the Arctic Ocean could become a reality, it is critical that we begin to prepare ourselves for these changes. Adequate transportation connections to and within

America's only Arctic state are imperative, she said. Murkowski said she proposed using the Denali Commission for the new program because it already has proven that it can effectively utilize federal funds, completing excellent projects on time and on budget after fully involving local residents in the

decision-making process.

The Denali Commission has proven it can make a real difference in rural Alaska. I'm glad that Lisa has taken a strong, early interest in aiding rural Alaska at the federal level. I look forward to working with Lisa and Don to develop Alaska's transportation infrastructure, said Senator Stevens.

Murkowski said the Delegation received strong support for the measure when the concept was unveiled in the closing days of the 107th Congress. She said she hopes to push the bill early in the 108th Congress.

As we debate the federal budget during a time when the economy is struggling, let's not forget that the key to long-term prosperity is wise investment. Investing in Alaska is investing wisely. We have incomparable resources and vigorous citizens. It is time we have the transportation system that will allow those assets to be used as they should be, said Murkowski in introducing the measure.

SBS Scholarship available

ANCHORAGE Applications are now available for high school seniors to apply for the Spenard Builders Supply (SBS) scholarship. A \$2,000 to \$4,000 scholarship will be awarded to assist an Alaska high school senior in pursuing a vocational career for the benefit of Alaska's future.

High school seniors who are

graduating from any Alaska Public Secondary School are eligible to apply for the scholarship. They must have at least a 2.6 grade-point-average, be currently enrolled in, or have completed vocational courses, and have well-defined vocational goals with realistic plans to achieve those goals.

Deadline for applying for the

2003 SBS Scholarship is April 15 and a recipient will be announced by no later than May 15. Applications can be obtained through scholarship advisors at Alaska's High Schools. Applications also can be picked up at all Spenard Builders Supply stores. For more information call Pat Anderson at (907) 261-9150.

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THE CHITINA LEADER

March 1911 April

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

LOCAL NEWS

Bert Slavin, who has a wood contract at mile 146, was in town this week. He and J. W. Wood have done well the past few months, cutting something over 200 cords of wood, which, at \$5 per, soon counts up into a nice little nest egg.

If there was a dry cabin in Chitina during the heavy rain storm this week it wasn't reported. The roofs in this country weren't made to stand webfoot conditions, and the warm rain soon soaked through the dirt, poles and canvas, with a result that the occupants were soon hustling tarpaulins and canvas to keep dry.

Mr. and Mrs. F. W. Wood are guests of Mr. and Mrs. Jesse Martin this week, having arrived with the government party from Valdez over the trail.

F. L. White and C. McCray arrived in town this week from Gray's Copper Mountain properties, and left on Thursday's train en route to Valdez.

March 4.

PREPARING TO DEVELOP BIG COPPER PROPERTIES

Ed Youngs, the well known Alaskan, who for a number of years has been developing and locating copper properties in the copper belt, arrived in Chitina last week and has been busy making preparations for development work at Spirit Mountain, and the Nicolai group. The Spirit Mountain Mining Co. has some splendid copper prospects, about 12 miles up Canyon Creek, back of the Indian village of Taral, and Mr. Youngs with B. O. Peterson, are authorized by the company to expend \$10,000 on development work there this year.

A camp has already been established near the railroad, and Mr. Peterson will use several men in the building of roads to the mines and erect cabins for future use. Mr. Youngs, who is a practical mine foreman, will do about \$5,000 worth of work on some of the claims, and expects to run about 200 feet

of tunnel this season.

The Galena Bay Mining Co., known as the Nicolai properties, is also represented by Mr. Youngs. This property is located near the head of McCarty Creek, in the famous Copper Creek belt and here Mr. Youngs will use the properties. The Nicolai property is already recognized as a valuable mine, having been located for some time, and considerable development work has already been done there, but at least 400 feet more of tunnel will be run this coming season.

In addition to doing work for the two companies mentioned, Mr. Youngs will have men on his own properties, as he has a number of claims in the copper belt, some of which adjoin the well known properties of E. F. Gray at Copper Mountain.

Mr. Youngs is most optimistic as to the future outlook of copper in this vicinity and says there are several outfits which will do development work on a large scale this season among whom are Crawford and

Ammond, Nafsted, Barrett and others. Mr. Youngs says while a copper prospect now seems a dubious asset to the prospectors, if he has anything like a mine, it will not be long before those who hold on will be into the money, for capital will assuredly take all prospects which have developed signs of a copper mine.

The Katalla Company whipped a mixed car of supplies for the Spirit Mountain work and a full car of supplies goes to the Nicolai mine. Mr. Youngs expects to secure some men here and has already started freighting the supplies in the mines.

LOCAL NEWS

J. L. Galen, who took in the sawmill supplies for Steve Birch to his Dan Creek placer properties, is expected back soon for another outfitting.

Jack Lawrence, the Chitina water supply man, will also be the ice man this summer. Jack has arranged to build an ice house on the property of Tom Hollond,

which will hold about 100 tons of ice, and has men out cutting ice now on the long lake about one mile from town on the new trail. No better ice can be put up than this and Jack has faith that he can sell all he puts up during the summer.

Work is expected to be finished on the second longest bridge at the front by Monday night. The bridge is located at mile 187, and is but a little shorter than the long Gilhina bridge. The next crossing will be at the Kennicott and the construction officials are confident of finishing the work by April 1.

Ira Rank, the Nome merchant, made the trip from Nome to Chitina in 45 days. He had a long and strenuous trip and said he was glad to reach the railroad and abandon the dogs and bob sleds. He is on a business trip to the outside and will return to Nome by steamer on the opening of navigation.

CHITINA TO HAVE ANOTHER HOTEL

A new 18-room hotel is now under construction at Chitina, Messrs. Cloninger & St. Clair, of the Log Cabin Bar, the promoters and builders, and they expect by early summer to have at least 18 rooms for the accommodation of the public. The building is to be two stories and a 45 foot addition to the already substantial structure in which the Log Cabin Bar

restaurant and pool hall are now located.

A glass front will be put in on the back of the building facing the railroad, and the firm expects to improve the front already facing Main Street, so when the building is completed it will be one of the most substantial and comfortable in the city. The firm expects to make the most comfortable arrangements possible for the entertainment of their guest and patrons, and the Log Cabin Hotel will no doubt be a favorite stopping place of the future travelers to Chitina.

Cloninger & St. Clair have never doubted the future of Chitina, and are willing to stake their all on this place becoming an important inland city.

March 11.

LOCAL NEWS

Messrs. Healey and Weber left on Monday's train to spend a few days at the front. On their return from Bonanza they stopped off at the homestead of P. D. Burke, at mile 177, on Long Lake, where the "Alaska School of Mines" is to be located.

NEW BARBER SHOP AT TIBBS BROS.

At the popular pool and billiard resort of Tibbs Bros., a first-class three-chair barber shop has been installed, and from now on patrons can step inside the

shop and await their turn. The chairs are all of the latest hydraulic pattern and a neat railing encloses the shop from the main room. A sanitary basin and hot water arrangements are an important part of the shop fixtures and as the location and barbers are everything that is to be desired, the shop will undoubtedly enjoy a good business from the start.

April 8.

MOUNT WRANGELL NOW IN ACTIVE ERUPTION

Last night about 9:20 p.m. a flash which was at first mistaken for lightening, was observed at the summit of Mount Wrangell. This was followed in a minute or so by another, which was recognized then as a tongue of flame issuing from the crater of the mountain. In about five minutes an immense volume of fire swept up into the sky. At a distance of eighty miles it is difficult to estimate the height of the column but judging by the known height of the mountain, it can hardly have been less than from 2,000 to 3,000 feet. This was succeeded by a couple of flashes similar to the first seen, after which the giant mountain relapsed into comparative quiet, although clouds of unusually black smoke continued to pour from the main crater for some time afterwards.

For more than two weeks the mountain has

been smoking far more than even the oldest inhabitant remembers to have seen before; in fact since the 21st of January when a quite severe earthquake shock was felt in this vicinity, it has been unusually active.

On the evening of the ninth, smoke was seen issuing from no less than 6 distinct points, which has never been seen before, so far as known.

The Indians, are quite disturbed over this extraordinary demonstration, and the universal verdict is "hi-yu, smoke, hi-yu no good."

LOCAL NEWS

Al Brimmer and Dick Ficken, invited a few friends Thursday evening in honor of their friend, Clem Hurtel, who is leaving for California on the next Alameda. Those present were Mr. and Mrs. Newhouse, Mesdames Wallace and Rice, Messrs. Palmer, Ficken and Brimmer.

Bishop Rowe arrived from his trip to the interior on Friday evening. He held services at the Red Dragon on Sunday, and will hold Easter services again on Sunday.

Monday's train was delayed two days by the heavy drifts on the flats at mile 60 to 70. Oscar Breedman was aboard, but he said it wasn't his fault, when accused of being the official "Jonah."

Wrangell lulled to sleep by Denali Fault Earthquake?

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 by email at nrozell@dino.gi.alaska.edu.

By Ned Rozell

Mount Wrangell hasn't been itself lately. For the past few years, the volcano had averaged about 10 internal earthquakes per week, but its inner rumblings have died down since the Denali fault earthquake of November 3, 2002.

Geophysical Institute Professor Steve McNutt, of the Alaska Volcano Observatory in Fairbanks, along with graduate student John Sanchez and their colleagues monitor the volcano with four seismometers, two of them anchored near its summit at 14,163 feet. They report that the lack of shaking within the volcano coincides with a decrease at another Alaska volcano, Veniaminof.

The decrease in activity in Alaska caught our interest because people normally look for an increase in volcanic activity following an earthquake, McNutt said.

While Veniaminof Volcano on the Alaska Peninsula has resumed a somewhat normal rate of shaking, Mount Wrangell, 50 miles east of Copper Center, has remained quiet after the earthquake. Scientists have documented Wrangell's apparent sensitivity to large earthquakes before.

Carl Benson, a professor

emeritus at the Geophysical Institute at the University of Alaska Fairbanks, was part of a group of scientists who noticed that the north crater of Mount Wrangell started heating up after the magnitude 9.2 Prince William Sound earthquake in 1964. Their measurements showed that the crater warmed up enough to melt 40 million cubic meters of ice from the crater in the 12 years following the earthquake. The crater also heated up after a 7.5 earthquake struck near Mt. St. Elias in February 1979, and locals recalled seeing the mountain belch more steam and ash after two giant earthquakes rocked Yakutat in September 1899.

The warming of the north crater on Mount Wrangell and increased emissions following earthquakes could both be due to a decrease in internal earthquakes, McNutt said. Large earthquakes near Mount Wrangell might be shaking its plumbing enough to relieve some internal pressure deep within the volcano, where molten rock mixes with water.

If you increase the number of cracks within the volcano or open old ones, you're not building up the pressure that causes local earthquakes, McNutt said.

If the Denali fault earthquake

is helping Wrangell let off some steam, it might have done the opposite for Yellowstone and other Lower 48 volcanic features. Within 17 hours after the main shock of the Denali fault earthquake hit Alaska, more than 200 small earthquakes struck the Yellowstone area.

Yellowstone just lit up, said Stephan Husen, a postdoctoral fellow at the University of Utah. Other Lower 48 areas affected by the Denali fault earthquake were Long Valley Caldera, The Geysers, and Coso Hot Springs in California, and Mount Rainier in Washington.

Why did lower 48 volcanoes light up while a few Alaska volcanoes nodded off?

Most of those are sealed systems, McNutt said of the Lower 48 volcanoes. Those earthquakes were deeper, where aquifers and geothermal systems are confined.

McNutt is now teaming with Benson, a glacier specialist, on a proposal to monitor the north crater on Mount Wrangell. They would like to acquire new aerial photos of the crater to compare the snow within to its former depth, and to further document the strange relationship between a snow-covered volcano and Alaska's giant earthquakes.

The Brits have succeeded in disarming themselves, resulting in the predictable explosion of street crime. In Britain today, a citizen who fights back to protect himself from assault by a goblin is in serious trouble, but the goblin is not. It is hard to believe, but the socialist solution to this situation is to increase the severity of the penalties for self-defense. It is proposed that what used to get you five years in the slammer should now get you ten. So much for the land of hope and glory, mother of the free. Jeff Cooper

Alaskan-Yukon Trophies Won & Lost by G.O. Young

BY RICK KENYON

I got a call from friend Charlie Ricci the other day. How about a book review on *Alaskan-Yukon Trophies Won and Lost*, he said. Many of you know Kennecott Kid Inger Ricci and hubby Charlie. Charlie has hunted extensively in the Wrangells. I used to read that book every year when I was hunting that area, said Charlie. After a pleasant chat I told him I would see what I could do about getting the book.

A call to Wolfe Publishing Company proved productive. The folks at Wolfe are printing the book (originally published in 1947) and it is available in soft cover for \$35 plus S&H.

Author G. O. Young begins his narrative aboard the Alaskan Steamship Company's *Alameda* as it leaves Seattle, headed for the Yukon Territory and Alaska. Landing in Cordova, Young takes the Copper River & Northwestern Railway, headed for McCarthy. The fare? Twenty four dollars and sixty-five cents.

Two excerpts which describe conditions in McCarthy are quite interesting.

We spent the greater portion of the next day seeing the sights of McCarthy, a town with a population of perhaps 300. Most of the one-story buildings were of logs. We found several well stocked stores. . . McCarthy furnishes the supplies for the Bonanza Copper Mines located at Kennicott, four miles above, which are said to be the largest

copper mines in the world. It is also the source of supply of the several gold operations located nearby, as well as the individual prospectors who work the creek beds in that land of gold, in search of the precious dust; therefore it is quite an important trading place and a typical frontier town.

We had observed in the coast towns of Alaska that pennies were not used or circulated, the five-cent piece being the lowest standard of value. At McCarthy we found that nickels and dimes were not in general use, the twenty-five cent piece or two-bits being the lowest standard of value. A cigar, an orange or a dish of inferior ice cream, made as it was from evaporated milk, sold for two-bits. A bottle of ginger ale such as we are accustomed to buying for twenty-five cents, was sold at any one of the several soft drink emporiums for eight-bits, or one dollar. We were informed the town subsisted largely from the patronage of the employees of the copper mines above, who, especially after pay day, spend their money recklessly and with no other thought than to have a good time as long as it lasted. We were surprised to find that the village supported an ice plant, notwithstanding an immense glacier, containing no doubt millions of tons of ice, extended to the limits of the village, although the ice from it was probably unfit for domestic use.

Labor is an object in that country and we were told that ice could be manufactured cheaper than clean natural ice of good quality could be collected. A small wagon drawn by four dogs was used for delivering the ice to the residents of the village. Alaskan hootch appeared to be very much in evidence and in all we considered it the widest open frontier town we had seen in many years.

Young and his party, headed by guide Morely Bones, head up the Nizina River and spend the next two months fording rivers and crossing glaciers in their pursuit of trophy sheep, goats, caribou and moose. Up the Nizina Glacier, through Scolai Pass to the White River, and eventually to Bone's cabin at Kluane Lake. Many trophies are indeed won, then lost. Rather than returning to McCarthy, the weary adventurers venture on to Whitehorse where they take the train to Skagway.

At last we had won in our battle to get back to civilization, writes Young. And battle it was. The group had at various times nearly frozen, drowned, starved or otherwise succumbed to nature's ravages.

If you have any interest in the McCarthy area, *Alaskan-Yukon Trophies Won and Lost* is must reading. It is available from Wolfe Publishing Co., 2625 Stearman Rd. Ste. A, Prescott, AZ 86301 phone 800-899-7810.

As I was returning to earth, I realized that I was a servant not a celebrity. So I am here as God's servant on planet Earth to share what I have experienced that others might know the glory of God. Col. James Irwin, Astronaut

(Cont. from page 9)

Oh, no. Not this again.

Change of plans, turn off your machines and wait awhile. Needless to say, the Pilgrims turned off their machines, too. And waited.

Five minutes.

Ten minutes.

Twenty minutes.

After about half an hour, the parkies made a break for it and headed for the river, where they had parked their trucks.

The Pilgrims beat them there.

As Hunter and his comrades roared up, 11-year-old Job and 14-year-old Jerusalem were just taking their places on each side of the ice bridge, holding up signs which Papa had hurriedly scratched out, back at camp, on paper:

RIVER CROSSING BUILT BY
THE PILGRIM FAMILY
PLEASE PAY \$50 TO CROSS

With feet planted and arms folded resolutely, a steely-eyed Joseph stood in the middle of the ice bridge. Dismounting from his snowmachine, Hunter approached him.

Joseph, I believe this is a public right-of-way. Do you intend to prevent me from crossing?

No, sir, but I do intend for you to pay, since my brothers and I spent a lot of time and money building this ice bridge.

Dubiously, Hunter peered around the forbidding bulk of the man in front of him, craning his neck to more fully view the section of river in question. Slowly, a kind of understanding stole over his face, as he realized that, indeed, the ice bridge under his feet did seem to be

man-made, which would mean that *someone* had to have worked hard to put it there. It hadn't occurred to him that the bridge that he had so thoughtlessly traversed *had cost someone dearly to put in place and maintain!* And that someone was now standing before him, asking Hunter to pay for the privilege of using his bridge.

Well, fair enough.

Less authoritatively now, Hunter inquired, Do you have any suggestions for another place to cross the river?

No, I do not have any suggestions. Joseph was firm on this point.

Turning on his heel, Hunter retreated to the snow machines, where he joined his companions and the three of them made their way upriver, looking for a place to cross.

If you're not going to help with the community's improvement efforts, then don't expect to take free advantage of the community's improvements!

On another front, it was earlier that day when Keith Rowland, on his way to work, 4-wheeled by a piece of riverfront property he owns. The evening before, on his way home, he had noticed two unfamiliar trucks parked there, well over the easement boundary and squarely on his land.

Given the parking situation here in McCarthy, the last thing anybody needs is for someone to get the idea that their place looks like a good public parking lot! So Keith had gone home and prepared an inoffensive but pointed sign:

Just a friendly reminder: this is private property.

Please do not park here.
Thanks.

Keith Rowland

554 4498

As he approached the trucks that morning with his placard, his glance fell on the license plates. *U. S. Government. Hm m m m m & Gotta be the Parks!*

His mind went back to the phone call he had received just an hour earlier from his neighbor and local newspaperman, Rick. *The Park & looking for evidence against the Pilgrims & monitoring their phone calls & possibly been monitoring all of us & who knows how long? &*

*AND NOW I FIND THEM
PARKED ON MY OWN PRIVATE
PROPERTY?!*

Well, there was only one thing to do, but by this juncture, his blood was beginning to boil, and Keith is not a man given to fits of temper. Aware that he was less than calm, and not desiring to simply react viscerally, he decided to ask for advice, so he whipped his machine around and headed for Rick's house.

Besides being our local news reporter, Rick is also the pastor of the little community church here in McCarthy. At first, Rick thought Keith's plan a bit too abrupt. Maybe you should just call the Troopers? But the more he thought about it, the more he realized that, for once, there may be justice and a long overdue message to those park people. After all, *they own 13 million acres, including a developed parking lot at the kiosk just half a mile away!* So why, in that entire vast expanse, did they choose to park their trucks on the Rowlands' tiny little 5-acre plot?

For sure, something had to be done, and Rick would be there

with his camera to record the whole thing.

Not too many minutes later, the camera captured the scene: Keith in his backhoe, grinning delightedly as he towed the trucks, one by one, to the McCarthy Road half a mile away.

Too bad they'd left the trucks in gear. The back tires now have less tread.

A couple hours later, the rangers were trying to get out of town.

Ring & Ring &

Hello, Rowlands this is Laurie.

This is Hunter is Keith there? She detected urgency in his voice, so she deliberately slowed her answer.

No-o-o-o &

Well, I've got to find him! Where is he?

(Pause.) Well, he's doing remote freighting today. He's w-a-a-a-y back in the woods.



Urgency had by now become more like panic. I need to talk to him! How can I get ahold of him?!

She took her time. Well, he ought to be in this evening, but maybe not before bedtime &

Then, the story came out. They had no idea it was private property, they were completely innocent, they were sure there was no sign there when they parked, now the trucks are gone, *oh, where* could they be, they were sorry and wanted to get together with Keith and talk about making amends, they, they, &

Laurie's eyes twinkled with amusement. *Oh, boy, this is the most fun I've had in a while!*

Hunter?

Yes?

I can tell you where your trucks are. Keith towed them to the McCarthy Road.

Oh! Then, not quite sure he'd heard her right, So, if we go out to the road, we should find them?

That's right.

OK thank sbye. *Click.*

I hope they made it to Glennallen all right. I do worry about those worn tires.

I guess between the Pilgrims and the Rowlands, the NPS got a spanking they'll, hopefully, not soon forget. And, maybe, *just maybe*, they'll someday mend their ways.

But I'm not holding my breath.

Park Service jobs may be privatized

BY RICK KENYON

A study is being conducted to see if up to 70 percent of National Park Service (NPS) jobs will go to the private sector.

The Federal Activities Inventory Reform (FAIR) Act requires government agencies to list all its functions that are not inherently governmental. The Department of the Interior, which includes the NPS, listed 11,524 out of 16,470 full time NPS jobs as not inherently governmental in 2002. However, NPS Director Fran Mainella said that the agency does not have to compete all the listed positions.

Managers, rangers and law

enforcement personnel would stay, but a variety of workers, including scientists, could be replaced. The NPS will study 1,700 positions through FY 2003-2004. The positions are mostly maintenance workers, fee collectors and archaeologists not rangers or other natural resource scientists such as biologists, said NPS spokesperson Elaine Sevy. A contracted consultant is currently studying whether the positions should remain as they are or be contracted to the private sector.

As director of this agency, I am confident the jobs being

studied will continue to be performed by our employees, Mainella wrote in a memo to employees.

However, Randy Erwin, a spokesperson for the National Federation of Federal Employees (NFFE), which represents 12 NPS locals and approximately 1,400 Park Service employees, said he expects that the positions listed as not inherently governmental will be outsourced. As part of the president's management agenda to outsource 850,000 federal jobs, the Park Service is just the next of many, Erwin said.

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assertion. One has to wonder what a complete assertion would sound like. Then they make the amazing statement that where a route crosses federal lands, validation would have to be done administratively by the managing agency or by a federal court. All RS2477 routes started out crossing federal lands, or they wouldn't be RS2477 routes to begin with! Aside from that, it would be like saying, where a route crosses privately owned lands, validation would have to be done by the private property owner. And, of course, if the property owner doesn't want the right-of-way across his/her property, he/she simply fails to validate the route. That is not the way the system works. Most landowners are just like the NPS—they wish the right-of-way did not cross their property! If a landowner wants to get rid of a RS2477 route that crosses his/her property, there is a procedure that allows them to attempt to vacate the right-of-way. They cannot simply say we don't want any right-of-way across our property, so no such rights-of-way are recognized or currently exist.

Perhaps it would be beneficial to look at one RS2477 route in detail. Most of us who live in the McCarthy area have used this trail, and it is the primary access for our neighbors, the Pilgrim family. It is officially known as RST 135, the McCarthy-Green Butte Trail. It has been a valid RS2477 road since at least 1922. Even if you are not all that interested in RS2477, the history makes interesting reading.

I. Trail Location

The McCarthy-Green Butte Trail is located in the Wrangell

mountains. From McCarthy the trail heads southeastward, then bends northward and follows McCarthy Creek to the Mother Lode Mine. A 0.75 mile spur connects the trail with the Green Butte Mine. The trail is mapped on USGS 1:63,360 McCarthy b-5, b-6 and c-5 quadrangle maps. The route is approximately 14 miles long.

II. Historic Documentation

The McCarthy-Green Butte Trail was historically used to access the Green Butte and Motherlode mines from the community of McCarthy. The trail is referenced in Alaska Road Commission (ARC) documentation as route #57e, McCarthy-Green Butte. The route is included in the 1973 Department of Transportation and Public Facilities (DOT&PF) trails inventory on map 67 (McCarthy quadrangle) as trail #16.

A synopsis of historical documentation regarding construction and use includes:

Alaska Road Commission reports

1929: Annual report says \$1804.55 spent on the route; ARC states:

This route extends from McCarthy up the McCarthy Creek valley to the Green Butte Mine. It was built by the mining company and maintained by them previous to last year. A flood in the fall of 1927 greatly damaged the road and its repair was undertaken by the commission. The road is passable for motor traffic;

1931: Annual report indicates the \$373.87 spent on the trail;

1933: Annual report indicates that \$141.26 spent on the trail;

USGS

1901: USGS report Copper River District, Shrader and

Spencer, discusses a trail which, from Kennicott River...leads up McCarthy Creek, which stream it crosses several times below the mouth of Nikolai creek, coming in from the east ;

1915: USGS water supply paper 372, A water power reconnaissance in South-Central Alaska, map plate VI, Map of Copper River Basin showing location of gaging stations and measuring points, shows the route;

1938: USGS bulletin 894, Geology of the Chitna Valley and adjacent area, Alaska, Moffit, states, In the Nizina district, a road 4 miles long connects the town of McCarthy with Kennecott, and another 13 miles along follows McCarthy Creek to the old Motherlode camp. This road was constructed privately but is now controlled by the Alaska Road Commission... also, Geology of the Chitina Valley and adjacent areas, Alaska, shows the McCarthy-Green Butte Trail;

1951: USGS 1:250,000 scale map, McCarthy quadrangle, shows the route.

Other

1990: Golden Places: The history of Alaska-Yukon Mining Hunt, 1990, states: McCarthy was laid out on John Barrett's homestead. Barrett, once holder of Mother Lode and Green Butte copper claims, sold the Motherlode to Kennecott in 1919. His efforts to develop Green Butte were aborted because of declining copper prices in the 1920s;

1993: Untitled map, Frank Morris, care of Department of Natural Resources, Division of Land, describes the Green Butte Road, stating: This was one of the earliest truck roads with bridges and tunnels for ore haul to the railroad and servicing the

mines at Green Butte, Motherload, and Nikolia (sic). Most of the initial construction was used by the Kennicott and Green Butte people. Maintenance and upgrading was accomplished by ARC General Foreman Bill Cameron;

Land status

Alaska Division of Land personnel researched state status plats and Bureau of Land Management master title plats and historical indices to identify servient estates and historical federal withdrawals. Pertinent servient estates and withdrawals as identified on Alaska Division of Land and Bureau of Land Management records, are listed as follows:

1. National Park Service, Wrangell St. Elias National Park and Preserve;
2. 909229, homestead entry, date of entry: 12/15/22;
3. 1216188, University grant, survey accepted: 6/9/22;
4. Mental Health Trust Authority
5. A-0288 and a-04670,

right-of-way, Copper River and North West Railroad, established 12/11/08 and relinquished : 5/11/45; affected metes and bounds include: t5s r14e,crm, t6s r1e, crm, t6s r3e,crm;

6. Document 060677, application for withdrawal power south classification, effective: 1/16/64, cancelled 5/26/65; affected all continuous lands below elevation 1400 ft. In drainage basin of Copper River and its tributaries;

7. Bureau of land management.

Acceptance of grant

The earliest reservation along the subject route was for University grant 1216188, with a survey date of 6/9/22. The grant of the RS 2477 right-of-way for the McCarthy-Green Butte trail was accepted by construction and use, subject to valid, existing rights, when the land was not reserved for public purposes.

So there you have it. RS 2477 routes such as McCarthy-Green Butte clearly exist and the state

believes that it is valid based on the terms set out in the grant and the historical use of the route. You may need a permit from the state for certain activities, and every effort should be made to minimize the effect on the affected property owners.

But what are we to do when the affected property owners, the National Park Service, disagrees?

Although the Alaska legislature addressed the RS2477 issue, the Knowles administration pretty much let the matter drop. The hard stance that the NPS now takes was drafted under the Clinton Administration. New rules coming from the Department of the Interior may cause the NPS to modify their position. Our local access advocacy group, the Coalition for Access to McCarthy (CAM) is petitioning Alaska's new governor to appoint a task force to help insure that Alaskan's rights to access their public lands is not lost.

CVTC to study area phone system

Glennallen Phil Simpson, CVTC's District Superintendent for Glennallen, announced on February 18th that HLH Communications of Anchorage has been contracted to complete an engineering study and analysis of the McCarthy telephone system.

Internally, CVTC has been studying the Plexsys switch in McCarthy as well as all reported troubles for quite some time. Senior management within the company is in agreement that an independent third party review will be a benefit in future decisions.

HLH Communications is

owned and operated by David Heimke, P.E. David's background in communication systems is extensive; he began as a technician for ITT Antarctic Services and completed his Bachelors and Masters Degrees in Electrical Engineering at the University of Alaska Fairbanks. He has designed and installed rural radiotelephone systems in Alaska since 1990.

In addition to the analysis of CVTC's equipment, software, and customer reported troubles, HLH Communications will also be reviewing the connectivity with ATT Alascom and their ability to

provide reliable service. The analysis and any recommendations for improvement are due April 1, 2003.

CVTC is committed to providing excellent and reliable communication services in McCarthy and will keep the community informed as events unfold. Phil wishes to remind all our friends and customers in McCarthy that his door is always open and he may be contacted at 822-3551 or psimpson@cvtc.org.

(Cont. from pg. 17)

from which the men were working. Had the ice carried away this piling and frame work it would have been impossible to have completed the bridge that season. But fortune favored the brave efforts of a heroic class of steel workers and when the break came two days later the time of danger had passed. The last span was built over a portion of the river that is distant from the main channel and was not affected by the floating ice. It was completed in June, 1910.

The total cost of the bridge was about \$1,500,000. In the construction of the two abutments and three caissons about 18,000 cubic yards of concrete were used, while in the bridge there are 5,000,000 pounds of steel. The first span of the bridge is 400 feet long; the second 300 feet; the third and cantilever span 450 feet, while the fourth is 400 feet. Chief Engineer Hawkins received valuable assistance in this great work from A. C. O Neel, bridge engineer, who was directly in charge of the work. He labored with untiring zeal in supervising and directing this great undertaking, with the loyal assistance of foreman of bridge construction, Chas. McDonald, the steel foreman, Chas. Dwyer, and a corps of faithful steel men.

The work of crossing the Kuskulana gorge, 238 feet high, was staged October 23, 1910, and completed the following Christmas day. This bridge consists of three half-camel back spans and is 500 feet long being three spans of 150, 200 and 150 feet. The construction of this bridge presented difficulties not heretofore encountered in the other steel bridges of the road. The extraordinary height of the

structure, together with the swiftness of the water in the chasm that it spans, rendered the erection of false work infeasible. These conditions necessitated constructing the bridge by the cantilever trick. That is, the central span, which actually crosses the gorge is suspended from the first span by cantilever rigging attached thereto. When the gorge or central span was completed, the wedges in the cantilever rigging were slacked off, permitting the span to settle in place at its union with the third span on the other side of the gorge. Engineer O Neel was compelled to work his men much of the time with the thermometer 20 to 45 degrees below zero.

The Flag Point bridge at mile 27 is 1,300 feet in length with spans as follows, in feet, 300, 150, 150, 175, 175, 175, 175. It was completed in August, 1909. Almost a continuation of this bridge is the Round Island structure at mile 28. It is 560 feet in length, with two spans of 300 and 260 feet each, and was completed in May, 1909. These two bridges were built at a cost of \$560,000. The Hot Cake bridge at mile 34 is 525 feet long with three spans of 175 feet each. It was finished in November, 1909, and cost \$230,000. The steel in the five bridges weighs over 20,000,000 pounds.

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

Wooden Bridges, Trestles and Snow Sheds

Between Cordova and Chitina there are 129 bridges, with a length

of 42,988 feet, or 8.15 miles, which were built at a cost of \$590,000. This side of Miles Glacier, mile 47, there are 40 bridges, length 17,963 feet costing \$256,000. From Miles Glacier to Tiekkel, a distance of 52 miles, there are 42 bridges length 15,459 feet, costing \$18,000. From Tiekkel to Chitina, a distance of 32 miles, there are 47 bridges, length 9,566 feet, costing \$163,000. The longest bridge is across the copper river just beyond Chitina, at mile 132. It is 2,790 feet long, or a little more than a half mile. The west approach to the Miles Glacier bridge is nearly as long. The Gilahina bridge is 890 feet long, from eighty to ninety feet high and was built in eight days.

The superintendent of bridges is P. J. O'Brien and he made many notable records in the construction of wooden bridges and trestles. With the thermometer always down to zero and as far below as 50 degrees, Mr. O'Brien completed 6,700 feet in thirty-five days, after the 7th of January last, working on an average of forty-eight men. The total cost of the bridge and trestle work on the Chitina branch has not yet been determined.

In order to protect the tracks from snow slides and drifting snow 3,030 feet of substantial sheds were built. At Round Island, mile 28, 703 feet were built and at Abercrombie Canyon, between miles 53 and 54, there are 2,327 feet. These sheds were built at a cost of \$101,000. As a result of the past season's experience and observation it has been found necessary to erect additional sheds, which will be done before next winter.

(To be continued)

WRST SRC makes recommendations on Federal Wildlife Proposals

PREPARED BY BARBARA CELLARIUS, SUBSISTENCE COORDINATOR, WRST, FEBRUARY 21, 2003

The Wrangell-St. Elias National Park Subsistence Resource Commission (SRC) met in Tazlina on February 19 and 20 to consider a range of issues concerning subsistence hunting and fishing in the park. Park staff made reports on a variety of issues including the upcoming backcountry planning effort and recent actions taken by the Federal Subsistence Board. In addition, the SRC reviewed and made recommendations on several proposals to change federal subsistence regulations on hunting and trapping. These recommendations will now be forwarded to the Federal Subsistence Board and the relevant Regional Advisory Councils. The Federal Subsistence Board is expected to consider the wildlife proposals at its May meeting and any changes would be effective July 1, 2003.

Proposals generating the most debate concerned the harvest of wildlife for ceremonial events, use of designated hunters, and changes to caribou hunting regulations. The Commission supported two proposals that would provide for the harvest of wildlife outside existing seasons or harvest limits for religious ceremonies that are part of a funerary or mortuary cycle, including memorial potlatches. One of the proposals would apply statewide (Proposal 1); the other, which was

submitted by the SRC, would apply specifically to Game Management Units 11 and 12 (Proposal 12). The SRC also supported a proposal to allow a federally qualified subsistence user to designate another federally qualified subsistence user to take ungulates on his or her behalf with a recommended modification to require the person designating another to hunt for him or her to demonstrate the need for a designated hunter (for example, blind, disabled, elderly) (Proposal 2). The intent of this modification is to prevent abuse of such a provision. Finally, the SRC opposed a proposal that would change the harvest limit for caribou from two bulls to two caribou and shift the dates for the late season for caribou in Units 13A, 13B, & 13C due to conservation concerns about the health of the caribou population at the present time (Proposal 14).

The remaining proposals reviewed would align wildlife harvest seasons, limits, methods or a combination thereof with existing state regulations. The Commission supports the intent of a proposal to allow the harvest of beaver in Units 12 and 20E by firearm during brief seasons at either end of the existing trapping season with the clarification that during the added seasons only firearms

could be used, not traps (Proposal 49). Other proposals supported by the SRC would extend the brown bear season several weeks in Unit 11 (Proposal 13); change the early season and harvest limits for moose in Unit 12 (Proposal 45); extend the season and liberalize harvest limits for coyote hunting in Units 12, 20, & 25 (Proposal 50); and revise the means for coyote trapping in Units 12 and 20E (Proposal 51).

The nine-member Subsistence Resource Commission is made up of local residents and subsistence users from communities in and around Wrangell-St. Elias National Park, stretching from Dot Lake to Yakutat. It was authorized under provisions of the Alaska National Interest Lands Conservation Act and provides a venue for local subsistence users to have input into the management of subsistence resources in the park. The SRC meets twice a year at various locations around the park. We at the park very much appreciate the dedication of and input from SRC members who volunteer their time to advise us on subsistence issues. If you would like to receive notification of future SRC meetings or have other questions, contact Barbara Cellarius, subsistence coordinator for the Wrangell-St. Elias National Park and Preserve at 822-7236.

One of the most enjoyable things about flying in space is getting to see God's creation from a different perspective. Col. Rick Husband, Commander, Columbia STS

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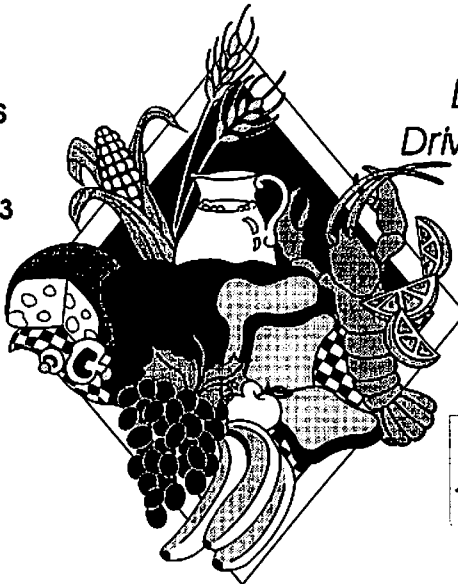
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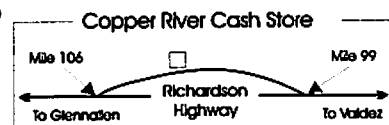
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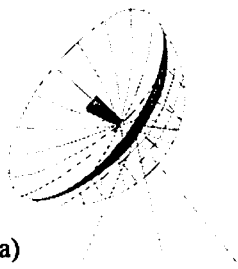


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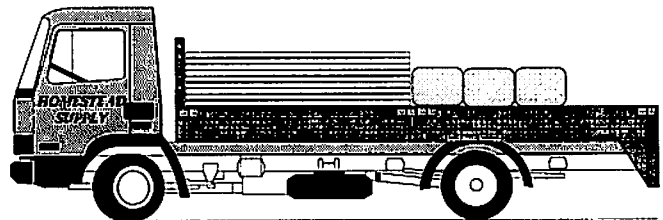
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Cooking with Peggy - Part Three

BY BONNIE KENYON

If I know my summer neighbor, Peggy Guntis, as well as I think I do, she and husband Jim are already making plans for their yearly trip up the Alcan to their (and daughter Kim's) McCarthy home away from home (which is in Tucson). Peggy brings out her tried-and-true recipes and makes sure she has all the ingredients she will need to keep Jim and Kim working on the completion of their place. I discovered I still had several of her recipes that I haven't shared with you so I'll stop the small talk and get into the meat of this column!

Breakfast Before

I love breakfast recipes that I can fix the night before. This is one of our favorites.

1 lb. spicy pork sausage cook and drain. (If you double this recipe, try using 1 lb. of spicy and 1 lb. of mild.)
6 eggs
1 teaspoon salt
2 cups milk
1 teaspoon mustard

Beat the eggs, salt, milk and mustard. Layer 3-4 slices white cubed bread and sausage, and 4 oz. (1 cup) grated sharp cheddar cheese in a 9' x 13' dish. Pour egg mixture over top. Refrigerate overnight. Bake at 350 degrees for 45 minutes.

Stuffed Meatballs

1 lb. ground beef
small chopped onion
1 egg
salt and pepper to taste
1 -2 cans of vegetable soup
Mix first four ingredients and divide into portions like you

would for a hamburger. Flatten to look like pancakes then take about 10 or 12 slices of white bread and break into small pieces. Add 1 egg, salt, and pepper.

Grate a bit of onion and add enough water to moisten (about 3 tablespoons). Mix. Form into balls the size of a lemon or a bit smaller and put on the flattened meat. Roll meat around filling. Be sure all filling is covered with meat. Put oil or grease in skillet and brown meat balls. When brown all over, drain grease and pour can of vegetable soup and can of water over meatballs.

Let simmer for about 45 minutes. Sometimes I use 2 cans of soup and just 1 can of water. It makes wonderful gravy on mashed potatoes. Don't thicken the gravy; it is good just like it is.

Mandarin-Cashew Tossed Salad

5 cups torn red leaf lettuce
5 cups torn iceberg lettuce
3 cups torn Boston lettuce
2 cans (11 oz. each) mandarin oranges, well drained
3/4 cup chopped green pepper
1 celery rib, thinly sliced
1/4 cup chopped red onion

Honey Lime Dressing

1/4 cup vegetable oil
1/4 cup honey
1/2 teaspoon ground mustard
1/2 teaspoon grated lime peel
1/4 teaspoon paprika
1/8 teaspoon salt
dash white pepper
1 cup honey roasted cashews (my favorite part!)

In a large salad bowl, combine the lettuces, oranges, green pepper, celery, and onion. In a small bowl, combine oil,

honey, mustard, lime peel, paprika, salt, and pepper; mix well. Drizzle over salad. Add cashews; toss to coat. Serve immediately. Yield: 10-12 servings.

Apple Cake

This is an old recipe of my mothers.

1 cup white sugar
1/2 cup brown sugar
1/2 cup shortening
2 eggs
2 1/2 cup flour
1 teaspoon baking powder
1/2 teaspoon cinnamon
1 teaspoon soda
1 cup milk
2 cups diced apples
Topping: 1/2 cup chopped nuts
4 tablespoons brown sugar

Just mix everything up, put in a greased pan. Add the topping over the cake batter and bake at 350 degrees for approximately 45 minutes or until done.

Hot German Potato Salad

4 potatoes, boiled
1/2 cup water
4 slices of bacon
1 tablespoon sugar
1/2 cup vinegar
1/2 teaspoon dry mustard
1 medium onion, chopped
2 tablespoon parsley
2 teaspoons salt
1/4 teaspoon pepper

Fry bacon until crisp. Remove from fat and set aside. Add vinegar, water, sugar and mustard to bacon fat and bring to boil. Slice hot potatoes into a bowl. Sprinkle with onion, parsley, salt, pepper, crumbled bacon and vinegar mixture. Toss and serve hot.

A LOOK AT THE WEATHER

BY GEORGE CEBULA

December 2002 was warm with above average temperatures. All data for December is based on only 19 days, as the station was closed from November 18 through December 12. After comparing the data from Silver Lake for December it appears that the missing data from McCarthy would have raised the average temperature at least 5 degrees.

The average December temperature was -2.8 (-12.7 in Dec. 01 and 5.7 in Dec. 00). The high was 32 on December 23 (35 on Dec. 22, 01 and 42 on Dec. 5, 00) and the low was -22 on December 21 and 22 (-50 on Dec. 19, 01 and -26 on Dec 15, 00). Four days had low temperatures of zero or above and five days saw the low temperature dip below a minus twenty. Two days had high temperatures of twenty or above and nine days zero or below. *Silver Lake had an average temperature of 5.6 (-9.7 in Dec. 01 and 7.2 in Dec. 00). The high temperature was 42 on December 1 (43 on Dec. 27, 01 and 39 on Dec. 6, 00) and the low was -21 on December 20 (-51 on Dec. 19, 01 and -18 on Dec. 17, 00).*

Silver Lake had six days with a high of thirty or above and thirteen days with a low of minus ten or colder.

December precipitation was 0.48 inches of liquid precipitation (1.70 in Dec. 01 and 0.44 in Dec. 00). Total snow fall was 7.6 inches (23.5 in Dec. 01 and 5.6 in Dec. 00). The snow depth was 0 inches at the beginning of the month, increasing to 7 inches on December 30. *By comparison Silver Lake had 1.17 inches of liquid precipitation (1.19 in Dec. 01 and 0.12 in Dec. 00). All precipitation fell as snow and total snowfall was 19.0 inches (15.0 in Dec. 01 and 2.0 in Dec. 00). The snow depth was 0 inches at the beginning of the month, increasing to 18 inches at the end of the month.*

The average January temperature at McCarthy was 3.7 (-3.1 in Jan. 02 and 17.7 in Jan. 01). The high was 32 on January 6 (25 on Jan. 29, 02 and 42 on Jan. 15, 01) and the low temperature was -28 on January 23 (-41 on Jan. 26, 02 and -16 on Jan. 30, 01). Eight days had high temperatures of 20 or above and 4 days saw the low temperature reach -20 or lower. *Silver Lake had an average temperature*

of 0.3 (10.4 in Jan. 02 and 19.7 in Jan. 01). The high was 30 on January 5 (43 on Jan. 10, 02 and 43 on Jan. 15, 01) and the low was -27 on January 26 and 27 (-41 on Jan. 27, 02 and -11 on Jan. 31, 01). Silver Lake had 4 days with a high of 20 or above and 5 days with a low of -20 or lower.

January precipitation was about average with eight days of measurable amounts. The total liquid precipitation was 1.67 inches (0.76 in Jan. 02 and 2.34 inches in Jan. 01). Snowfall was 12.4 inches (11.2 in Jan. 02 and 19.2 in Jan. 01). Snow cover was 7 inches on January 1, and increased to 13 inches on January 31. *Silver Lake had 1.64 inches of liquid (0.96 in Jan. 02 and 0.65 in Jan. 01) and 19.0 inches of snow (7.5 in Jan. 02 and 2.0 in Jan. 01). Silver Lake started 2003 with 18 inches of snow on the ground and ended the month with 36 inches.*

After eleven weeks on the road including two Alaska Ferry trips, Sophie (my dear dog) and I are back in McCarthy. I'm looking forward to sharing our adventures with you in the next issue.

I believe you can divide the people into two basic groups, those who believe government is a necessary good and those who believe it is a necessary evil, those who want government to take care of them, those who want government to leave them alone. I believe government is a necessary evil and I want it to leave me pretty much alone. I think that's how the Founding Fathers felt. I think that the reason they wrote the Constitution the way they did and then added the first ten amendments was to try to insure the people against the possibility of being ruled and controlled by an overbearing, tyrannical government. They failed. They failed because all three branches of the federal government - the executive, the legislative and the judicial over the years have twisted and ignored the words of the Constitution. Lyn Nofziger

FOR YOUR CONSIDERATION

Wrangell St. Elias News readers will know that in past issues we have been giving the Alaska Department of Transportation & Public Facilities (DOT&PF) a hard time in this space. In short, we've said they were poor managers with an agenda of their own and were callous to the needs of the public whom they are being paid to serve. One of our readers sent an email the other day which read,

I have intended to send you an e-mail about your recent *For Your Consideration*. Aside from the substance of the article (of which there was plenty), it was really a good piece of writing. It was compelling, and amusing, and just fun to read. I think you are having too much fun skewering DOT.

Well, it has been fun, but DOT&PF has a new commissioner in Juneau now and we are going to give him a chance to make what we believe are much-needed changes before we jump on their case again.

Unless you turned to this page without reading the rest of this issue of *Wrangell St. Elias News*, you are already aware that there have been plenty of events in our sleepy little community for an editorial writer to expound on with much vigor. The challenge is to focus rather than go off in all directions.

Let's see. . . bollards number 14-18 have been removed. What can we say? The community held a town meeting shortly thereafter. They unanimously said PLEASE, NO MORE BOLLARDS! Again, what can we say?

We are trying to give DOT a

break this month, but what a bizarre situation when they send two men all the way from Fairbanks in the middle of the winter to take samples of the recently installed bridge braces because they fear they may be too strong. We won't even talk about that.

We had a State Trooper grab our neighbor by the collar, curse at him and threaten him with arrest in front of his wife and young son. Apparently his crime was thinking that the bollards being down was OK. The Trooper's boss told me it is OK to act that way. (That was before the public outcry at similar actions of another Trooper who ended up shooting a motorist to death.) The Park Ranger who stood there watching this drama later told me it was OK. (Sometimes you have to yell and curse to get someone's attention, he said.) The Ranger's boss told me, Of course it's not acceptable for Rangers to cuss people out, then went on to say that the Ranger had *not* told me what he had told me. What can we say?

Who can stay focused when we hear pretty strong evidence that the National Park Service (NPS) has been monitoring our phones? We ask the Ranger about it. We have no phone taps; we do not monitor the radio frequencies that cell phones use, he says. We are forced to decide who to believe — our neighbors, who have never told us a lie — or a Ranger who is taught in Ranger School that it is OK to lie. What can we say? (Whatever we say, we are more careful now when we say it on our

phones!)

We watch in awe as two NPS Ranger trucks are towed away after parking illegally on private property. NPS Busted. What can we say?

Then we have the NPS urging the DOT to not only take 200' of contested right-of-way for a public parking lot next door to a privately-owned parking lot (effectively condemning the property and putting the owner of the property out of business) but also urging them to take *more property* on both sides of the right-of-way for future use! This after the community has repeatedly said in no uncertain terms they were opposed to any condemnation of private property for parking lots. What can we say? (How does the DOT keep creeping back into our editorial sights?)

Last, but not least, is the disturbing fact that NPS treats nearly 100 state rights-of-way within the park boundaries as though they didn't exist. They send three armed agents to see if there are any barked alders along the McCarthy Creek Trail, one of the best documented RS2477 roads in the whole park. Why the interest? Because a caring, loving family of 17 has chosen to live at their property at the end of that road, and the Park Service doesn't like it. Perhaps they can find evidence of where these dear folks have damaged park resources. What can we say?

Some people are starting to think of NPS as DOT with a badge and a gun. Now there is a scary thought. What can we say?

LETTERS TO THE EDITOR

Editor's Note: This notice was posted locally, and Wrangell St. Elias News was asked to publish it as a letter.

PILGRIM PUBLIC NOTICE #3

And An Official Report to NPS and State Troopers

Outrageous acts of harassment and assault committed in McCarthy against a peaceful, local resident!

An act of harassment and assault against Lane Moffitt by Tom Betts, NPS, and State Trooper Dupras.

On the McCarthy side of the footbridge, Wednesday, the 29th of January, about 2:00 p.m. And witnessed by four adults of the Pilgrim family, these two officers literally, physically, verbally and emotionally took unprecedented steps to coerce our neighbor and friend, Lane Moffitt, and his wife and child, who is known for his helpful community services.

This is not a time of indifference but an outrage against a peaceful, intelligent and loving community: we want to expose and reveal this act to everyone that has AN EAR TO HEAR.

Lane walked across the footbridge to his wife Betty and their child who were speaking to the officers. Lane said, Get into the truck; it's time to go! As Lane walked around his truck, the state trooper ran and grabbed him by the arm, slung him around, slamming him against the truck, pointing a finger in his face, furiously demanding, Why are you angry?

We were at a distance listening to the trooper cursing, yelling, and demanding his ID, and insisting to know why Lane was acting as if he was perturbed

with him! You want to know why, Lane explained. We work hard each day out here in the freezing cold, working hard, striving to get our supplies across the river, losing our machinery to the river in our earnest effort to make our life work. And all you do is come out here to block what little access we have and harassing McCarthy's people.

Even to the bitter end they began to accuse Lane of drinking, and later made Betty take a sobriety test continually threatening to arrest them, *cursing* in such bad form as to make a bartender blush, and all of this in front of a child with no more reason than they simply didn't like it that Lane's attitude implied he wasn't pleased with their purposes and actions.

This continued and escalated to the climax of different threats and physical abuse that must have had deep emotional trauma on Lane and family, as the trooper loudly declared, Tell me one reason why I shouldn't arrest you? In fact, I'm going to arrest you! I've even got room for you in the plane.

Later as they left, they passed us with *smirks and pride*.

Congratulations, NPS and State Trooper, as you tried to turn McCarthy into a cement jungle where you think harassment and force is the rule and loving one another a dangerous moral. Such barbarous, cursing and flagrant disregard for person we had

never seen before, to the point that we sent word to Lane that we would stand with him.

In our own outrage we *do forgive*, but do want you to know immediately what happened here to us because we work hard with our hands and mind our own business living a quiet life.

Revenge is not ours, but understanding and compassion is.

In Jesus Name we say Amen!

The Pilgrims

P. O. Box MXY

Glennallen, AK. 99588

cc: National Park Service

Senator Lisa Murkowski

Governor Frank Murkowski

Cam Toohey

Glennallen State Troopers

Director Fran Mainella

Tom Betts

Dear Bonnie & Rick,

Please extend my subscription for two years. I wouldn't miss any of your news for anything. Especially the controversy over the road and the bridge. (It was much more fun going over in the chair and the cable.)

When we finish reading the paper, it goes to our daughter, Mary, who attended the 2002 Kennicott Kids reunion with me last May. We hoped to meet you both, but it did not happen.

Kennicott Kid

Catherine (Howard) Hodges