

# Wrangell St. Elias News

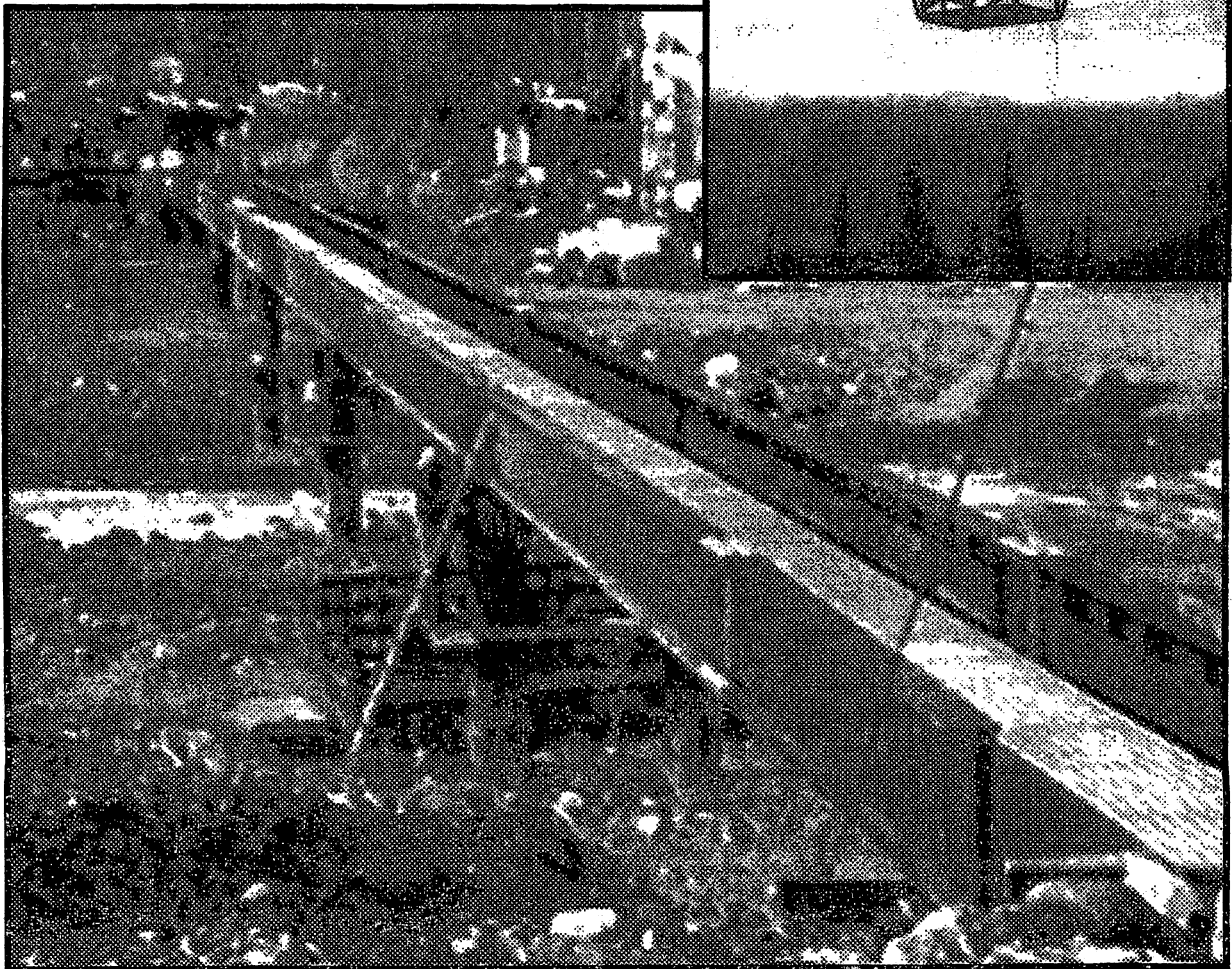
*"Eternal vigilance is the price of liberty"*

Vol. Six Issue Three

May & June 1997

Two Dollars

## The end of an era — footbridge nears completion



## *A note from the Publisher*

BY BONNIE KENYON

Greetings from McCarthy! It is April 26 and "A note from the publisher" is the last article to be written for this issue. April is always a busy month for us with Rick and I splitting up our time between the May/June issue of WSEN and our yearly publication called "A Visitor's Guide to Kennicott & McCarthy." I do my best to keep each project on opposite sides of my desk and still find my computer! Somewhere in the midst of our printing activity, we find time to tinker in the greenhouse. One day this month I discovered the temperature had risen to 91 degrees inside. I had forgotten to crack the door. So, I took advantage of the occasion and imagined I was gardening in Florida!

The month of March came and went but not without a flurry of local activity. The Kennicott River footbridge project was at the top of the list and Rick and I made numerous trips to the river to see the materials arriving and the pile driving operation. It was a phenomenal year for working on and crossing the Kennicott River. As of yesterday, April 25, vehicles were still being used for transportation back and forth over the still thick ice. The two footbridges are in use now with handrails being installed. The approaches are receiving finishing touches as well. McCarthy Road is being driven successfully on a daily basis by residents without too many mishaps in road glaciers this year!!

April is nearly gone and Rick and I managed to make one ice

fishing expedition to Long Lake where we tried out his homemade ice house. The only bounty we brought home this year was a good-sized Ling Cod which was well worth the trip.

I think you will find this issue very interesting and packed full of valuable information. Ed LaChapelle does an excellent job on reporting the numbers behind the Kennicott River footbridge on page 10, and Rick gives you a variety of pictures of the various stages of the operation on pages 8 and 9. Whether you have visited this area or are planning to, you can be assured of a safe and scenic arrival to the "other side."

Ron Simpson, who is becoming quite a regular contributor (and historian), puts to rest some of those "myths" as to why the Kennecott Copper Mines were abandoned. He shares another invaluable nugget from the past starting on page 12.

We thought photographer Nancy Ferrell took an appropriate picture of the "empty" tram car that appears on the front cover of this issue. It certainly is "the end of an era" but one we all will remember. For those of you who aren't familiar with Nancy's professional prints of the local area, you can call her at (907) 337-6933 or be sure to look for them when you visit our area. Thanks, Nancy, for your contribution to WSEN!

Rick and I want to thank the McCarthy Kennicott Museum for their order of an extra 125 copies to be distributed to their members. Loy Green covers the most recent museum

developments on page 16. If you are also a WSEN subscriber and receive 2 copies of this issue, please share your extra one with someone who is interested in our area.

Wrangell St. Elias News welcomes aboard the following new subscribers: Reed Hellman, MD; Bob & Sandy Woolsey, AK; John & Shari Williams, AK; Kenai Joe Slank, PA; Travis Cunningham, MN; Georganna Baker, AK; Al Clayton, AK; Ric Quayle, AZ; John Watson & Donna Weagel, WA; Al & Martine Clayton, Sr., AK; Dixie Scoffield, WA; Paul Sandhofer, AK.

### **Wrangell St. Elias News**

**VOL. Six, Issue Three, May & June 1997.**

Published every two months at McCarthy, Alaska. McCarthy, PO Box MXY, Glennallen, AK 99588-8998. Phone (907) 554-4454. FAX (907) 554-4454. E-mail Wsenews@aol.com. "Copyright © 1997 by Wrangell St. Elias News. No part of this publication may be reproduced by any means without the express permission of the publishers."

Contributors to this issue: George Cebula, Carly Kritchen, Loy Green, Ed LaChapelle, James McGavock, Nancy Ferrell, Elaine Rhode & Ron Simpson. Subscription price is \$10 for one year in the USA. Canada \$12.50. Other countries \$20. Advertising rates upon request. Deadline for publication in next issue is June 15.

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## Items of Interest

BY BONNIE KENYON

**Ken and Carly Kritchen:** Ken and Carly certainly know how to make critters feel right at home. Just ask their most recent additions, Firecracker and Ginger. The 12 year old gelding and 7 year old mare moved to the ever growing "Kritchen Farm" on March 20. I imagine if they could talk (neigh?) in English they would tell you they have it made. Good food, a new corral outfitted with an electric fence to keep the bears at bay and LOTS of attention by their new owners.

"Firecracker (Carly's half Arabian and half Quarterhorse) is the best horse in the world," says Carly. He'll celebrate his 13<sup>th</sup> birthday on July 4.

I dare say Kenny might disagree somewhat on whose horse is "the best." His Ginger (half Clydesdale) is a real sweetie. Carly rode her to my place the other day and Ginger wasn't in the least bit shy. She ambled right up, nuzzled me and acted like she'd known me all her life! Carly admits Ginger is really friendly around people and "loves kids."

The two horses got their first taste of the McCarthy Road and its "infamous" glaciers in the back of a horse trailer borrowed from John Wenger of Kenny Lake. The road conditions were just right and the trip went without a hitch.

**Don, Lynn, Sarah and Rene Welty:** I want to extend a warm welcome to the Welty family who recently purchased Kirk and Lisa Olsen's property on the west side of the Kennicott and who (we hope) will be spending the summer in the area. They

come to us from Cordova where Don worked at one time as a pilot for Cordova Air. I understand he is handy with a hammer as well and is going to do some construction work for Wayne Smith. Don and Lynn have two girls. Sarah is 12 years old and Rene is 9. The other member of the Welty family is Shadow who is turning out to be an excellent watchdog.

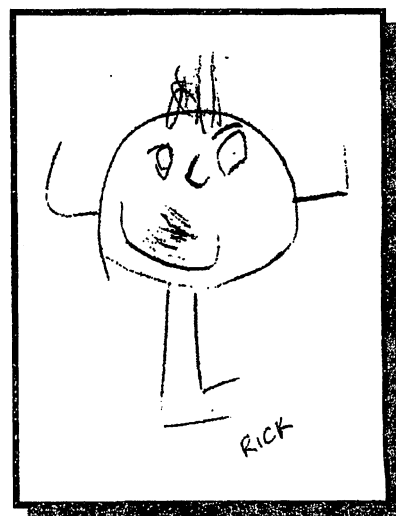
Rick and I got a sample of what kind of neighbors the Welty's will be. Last winter we were getting ready to leave our ice fishing spot on Long Lake and Rick was having trouble starting our new snow machine. Don, a stranger to us at the time, was flying by in his Super Cub. Thinking we might need assistance, he landed to check out the situation. We certainly appreciated Don's concern and were especially thrilled to find out later, he and his family were going to be our new neighbors!

**Kelly, Natalie and Tessa Bay:** The month of April is always challenging and full of activity for the Bays. They wrap up the winter season at their Nizina homestead and head for "downtown" McCarthy. For those of you who are new to WSEN, Kelly and Natalie own and operate a local air taxi and bus service called Wrangell Mountain Air and Bus. Spring, summer and fall are their busy seasons, of course. Usually March is quiet at Nizina but not this year.

Al Gagnon and his leased D-8 Cat opened up the Nizina Road for Wasilla based Hood and Sons' well drilling equipment. The Bays were first on Bill Hoods' list. Lots of effort

was needed but water was eventually reached at 245'. Nearby neighbors, Bill Seltenreich and Fred Dure each got water, too. I'm sure Kelly and Natalie are more than happy to give up hauling water by hand and will enjoy the fruit of their labors especially next winter when they return to their homestead.

I must tell you I had a very enjoyable visit with Tessa the other day. She and her dad dropped in and while Kelly and Rick were chatting, Tessa and I drew pictures and shared "secrets." Tessa is going to turn four in May and is the same age as my oldest grandson Jonathan David. The FIRST picture she drew was someone very special to me so I'd like to share it with you and see if you recognize him! (I'll give you a clue...he's the editor of this publication.)



**Jim and Audrey Edwards:** Once Bill Hood and sons were finished at Nizina, their next stop was Jim and Audrey's place on Swift Creek. Although the

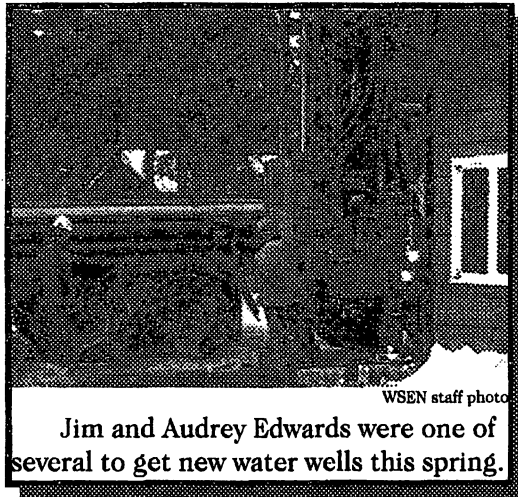
wells dug at Nizina were "low flows," the Edwards' well was anything but. Besides the several feet of glaciating around their house from Swift Creek, they now had to deal with the ever flowing 100' deep artesian well! Within a couple days, Hood had it capped off and a pump installed so it was contained, and about a week later it stopped overflowing, but there for awhile Audrey was wishing she hadn't sold her ice skates.

Audrey says her seedlings are taking over the house — including Jim's desk. That explains why he's working on an "outdoor" project these days. A composting barrel constructed out of a 140 gallon drum and outfitted with a handle making it easy to pull around. Sounds like it should do the job!

**John Adams:** The last stop for Hood and Sons was John Adams' place where another successful well was drilled — 160'. This is certain to make life easier on John who owns and operates McCarthy Trail Rides B & B. It sounds like son Adam is coming out this summer to give his dad a hand with his B & B guests. I'm expecting to hear a good deal of hammering from down that way, too. John says Adam wants his own cabin now so that project is high on their priority list.

**Kris Rueter and Matt Hambrick:** Congratulations to Kris who just recently heard that she landed the summer job as McCarthy and Kennicott's local interpretive ranger with the Wrangell-St. Elias National Park/Preserve (WRST). Kris, who owns land and a cabin on the bluff overlooking our place,

is going to WRST headquarters in Copper Center for orientation sometime in May, but she says she looks forward to returning and beginning her job of providing information to the visitors.



Jim and Audrey Edwards were one of several to get new water wells this spring.

Matt has been busy working on the Kennicott River footbridge project since about the first week of March. He, along with two other local residents, Howard Mozen and Jim Miller, were hired by Swalling Construction.

**Jim, Jeannie, Matt and Aaron Miller:** As I mentioned above, Jim has reported for work at the river a good part of March and April and Jeannie is lending a hand in housekeeping for the Ma Johnson Hotel which is housing the Swalling Construction crew.

The entire Miller family, including daughter Stacie from Fairbanks, are flying to the state of Washington in May to attend a wedding. And it's not just "anyone's" wedding either. Jeannie's mom, Jeanie Jordan, from Republic must be thrilled to have the whole Miller crew help her celebrate her upcoming marriage on May 17.

Rick and I want to pass on our best wishes to Jeanie and her husband-to-be and pray the Millers have a safe and an enjoyable trip. Jeannie says they plan on being back in time to open up Tailor Made Pizza on or around May 23.

**Mike McCarthy, Laura Bunnell and boys:** I just heard Laura and boys made it back from a trip to Anchorage and they didn't come home empty handed. A hive of honey bees accompanied them —safely in the back of the truck. Before they left for town, Laura shared with me a writing activity Luke, 11, did in his Language Arts correspondence course and I have her and Luke's permission to share it with you.

#### The Grosbeak, the Marten and the Squirrel

by Luke Nebesky

One day a grosbeak found shelter in a squirrel's house. The squirrel said that he was going to get food, but really he was going to get a marten. He had vowed to tell the marten when any birds came to live in his house.

When the squirrel told the marten, the marten said, "Thank you, and now for an appetizer, GULP!!!" The squirrel was gone! Then the marten remembered he had forgotten the way to the squirrel's house.

One of the grosbeak's friends saw it all and told the grosbeak and the grosbeak said, "Those who help evil often die."

**BIRD WATCH:** While we're on the subject of birds, I received a CB call from Mark Vail at Fireweed Subdivision on April 12. He reported sighting his first swallow of the season.

Although none have reached my place yet, the news reminded me it's time to get those swallow houses cleaned and ready for our mosquito-eating friends.

I was pleasantly surprised on March 25 to see a flock of snow buntings land in the yard. They didn't stay long. A couple days later I saw a lone bunting out by my bird feeder. It, too, didn't stay.

**Jeannie Miller** from Kennicott called me April 17 to report she saw her first Junco of the season and while we were talking "bird talk" she excitedly exclaimed, "A Varied Thrush just flew in the yard!"

**Mike McCarthy**, also of Kennicott, verified the Varied Thrush sighting because he saw it the same day.

Carly Kritchen was over on the 19<sup>th</sup> delivering her "Cooking with Carly" article and as she was leaving, I could have sworn I saw a Junco fly away from me and land in a nearby Spruce tree. A little later Rick came in from outside and said he saw it, too, so I guess spring is really here and summer is just around the corner — in spite of the fact it snowed a half inch this morning (April 21)!

**Denise Jantz:** Remember the Potatohead girls? For those of you who haven't visited our area in awhile, Denise and friend Kathleen own and operate the Roadside Potatohead, the only place to grab a bite to eat on the west side of the Kennicott. Denise, who winters in Homer, came in for a couple of days to spruce up the little red wagon, giving it a fresh paint job inside. Both girls should be back in the area first part of June and ready to fire up

the deep fryer.

**Rick Jurick:** March 22 was a red letter day for Rick.

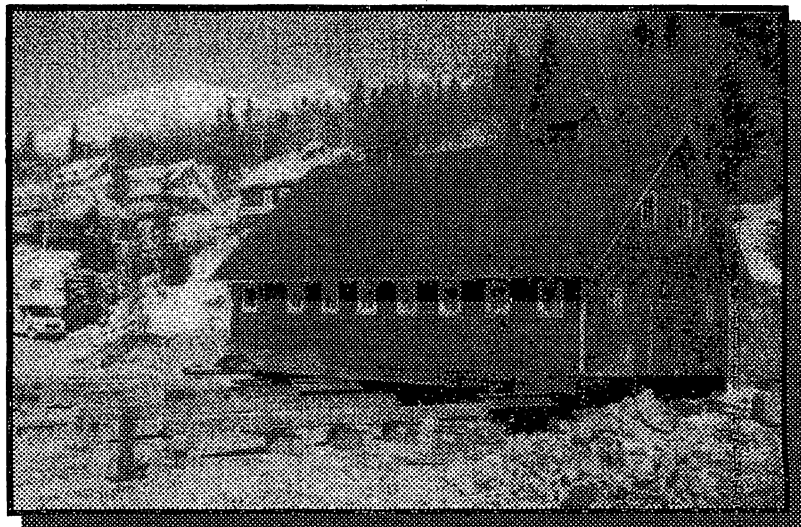


Lumber and materials were delivered and unloaded at his building site across the road from Kennicott Glacier Lodge. He has drawn up plans for a multi-purpose building but hasn't made a final decision as

**Al Gagnon:** Professional house movers arrived on schedule during the latter part of March to assist Al in moving the old "horse barn" approximately 30' towards the glacier and out of the middle of the old Wagon Trail road. A new foundation and some inside cleanup work has been done as well.

**Nancy Cook and Lilly Goodman:** Nancy and Lilly are two busy ladies! Each purchased McCarthy area property from the University of Alaska last year. Both have brought in building supplies already and Nancy told me today she is ready to go out for another load. I expect it won't be long before we see those materials going to good use. Congratulations to these industrious young ladies!

**Diane Showalter and Brooks Ludwig:** Rick and I recently received a wedding invitation from Diane and Brooks. They will be married on



to what kind of business or businesses he will pursue. One thing is sure, the glacier view from his site is excellent!

May 3, 1997, in Delta Junction. Diane and Brooks, we all wish you the very best and may God bless you both forever.



**Chitina news:** Rose Mary Ivey of Chitina Fuel and Grocery tells me she is extending her line of services this summer. Be sure to stop by her hardware and lumber store located next door to the It'll Do Cafe. She is planning on opening it May 15. The building itself is a relic of the early railroad and mining days and was built in the early 1900's.

Darnay Franco who owns and operates Raven Dance at

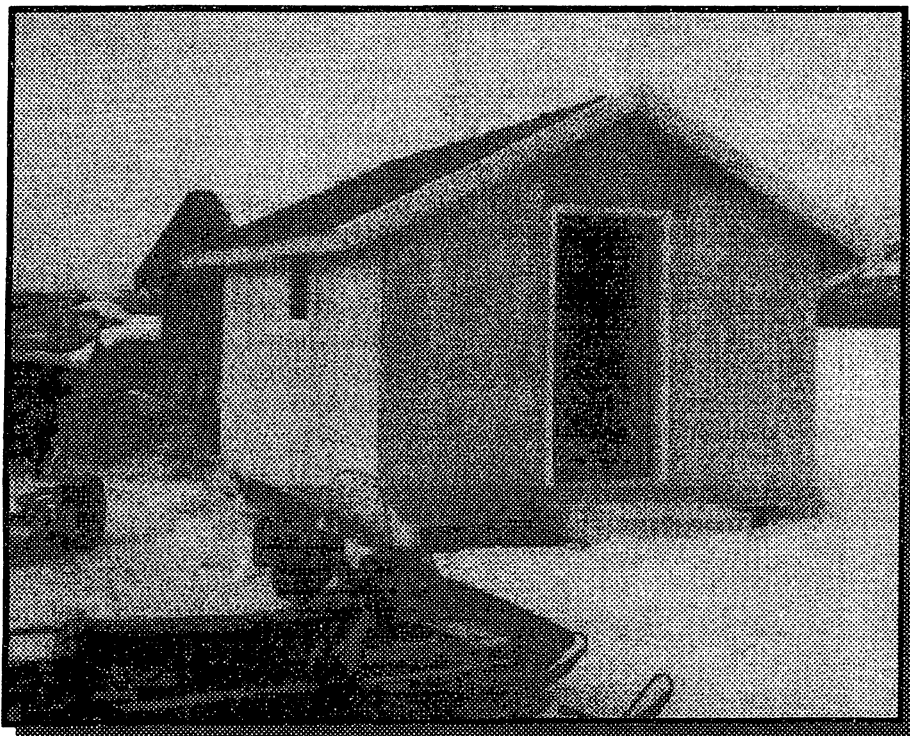
Mile 32.5 Edgerton Hwy. in "uptown Chitina" plans to add a deli this summer and, hopefully, by next year a bakery.

**Logging trucks:** According to one Chitina resident, "We have our town back again." Logging trucks that frequented the small town of Chitina have come to a stop. It is reported that unfavorable market conditions has brought the logging to a standstill.

#### ATTENTION McCARTHY & KENNICOTT GARDENERS

Sapa Greenhouses of Kenny Lake are planning 2 visits to our area. According to Mollie Flack, they hope to be at the "end of the road" loaded down with flowers and vegetable plants on June 14 and 21. Be sure to take advantage of this nearly door-to-door service from these Master Gardeners.

## New mail shack goes up



BY BONNIE KENYON

**McCarthy** — On December 22, 1996, high winds destroyed our small town's "mail shack" leaving community members scrambling to find mail that was still waiting for pickup by local residents and seasonal folks. We moved into a smaller building nearby— a relic of the early mining days — but soon realized how much we missed

the roomier and brighter atmosphere of our other building whose materials had been donated to the community by Jim and Pat Edwards.

After a couple of phone calls, Rick Kenyon gained the sympathy and support of George LeVasseur at the Department of Transportation (DOT) in Valdez. George generously offered to send us a truck load of building

supplies that were leftover from previous DOT projects. Needless to say, the community was elated and six local residents showed up on January 7, 1997, to unload lumber and roofing that proved to be more than adequate in replacing our mail shack.

On February 24, John Adams rounded up a willing work party who framed in and raised the walls. The next day the same group returned to put the roof on and set the mail boxes in place. By the time the next mail day of February 26th rolled around, those of us who weren't

part of the work party were met with a fully-constructed building ready for its first bag of U. S. mail!

A resounding round of applause to ALL those who donated time and effort to this project — especially John Adams, Brooks Ludwig, George Cebula, Mark Vail, Kenny Kritchén and Mike McCarthy.

# OUR TOWN

May 1922 June

## LOCAL

The ice flow on the Copper River is daily expected to break, and the decking is being taken from the bridge near Chitina. There is very little water running in the river but the ice run always comes suddenly.

Work will soon begin on the railroad tunnel at Chitina. All the earth is to be removed, making it practically an open cut.

May 6

## ABOUT THE GREEN BUTTE

Construction work has been progressing rapidly at the Green Butte Copper Co. Property this week. Tents have been erected for cook and bunk houses at the mine and also at the lower camp. Several teams are hauling lumber, supplies etc. from McCarthy to the camp by wagon.

Gus Carlson until recently foreman at the Jumbo Mine, is foreman at the Green Butte. Harold Cabot, who has been in the employ of the Kennecott Copper Corporation for several years as shift boss on the tram has gone to the Green Butte.

Tom Kay leaves for the mine today, Oscar Bachman, Joe Hutchens, Ed Hammer & Pete Craig went up to report for duty last Saturday. Walter Quon Eng is again in charge of the cookhouse.

Alaska Soda

## NIZINA BRIDGE CONSTRUCTION TO START NEXT FALL STEEL WIRE CABLE SUSPENSION BRIDGE

Major Gotwals, assistant superintendent of the Alaska Road Commission paid a visit to McCarthy and the Nizina River this week, leaving again for the coast yesterday by speeder.

To an interested audience last Thursday evening Major Gotwals outlined the A. R. C. program for this section. Work will be resumed on Sourdough Road next August, at the completion of which to the river, the crew will remain all winter putting in the piers for the Nizina Bridge which will be a steel cable suspension bridge. At each end of the suspension span, steel cylinders filled with concrete will be sunk to bedrock.

The Commission considers this bridge its most important project.

The Major will return next August to make a reconnaissance of the Russell and Nizina glaciers.

No provision has ever been made for funds for building a road round the Pothole, though many petitions have been sent in. Yesterday morning Major Gotwals was taken over the route by Frank Iverson, who besides being one of the ranchers most interested, is an old land office surveyor himself, and was quickly able to show that a road could be built without much expense and that the need

was imperative. Major Gotwals stated before he left here that the road would be provided for.

## LOCAL AND PERSONAL

H. H. Mitchell and Doc Brehmer left this week for Seward. Mr. Mitchell is in search of a suitable location for a muskrat farm.

The A. R. C. crew who have been drilling the test holes on the Nizina river bars, have completed their work and returned to McCarthy yesterday.

May 13

Al Doze is employed with his team at the Green Butte.

Nels Tjosevig is hauling for the Green Butte with Shorty Gwin's team.

John Barrett is repairing the road from the camp to town as it is in bad shape.

Mr. R. E. Mooney, of Kennecott, reports that officers of the B. P. O. E. Anchorage lodge, No. 1351 are expected to visit Kennecott next month to initiate another class. Eighteen applicants will be gathered into the herd.

Ed McMullen, the prospector, who was seriously hurt in Chisana last winter by falling down a deep shaft on Notch Creek & has been under the doctor's care for the past month, left on today's train for Cordova from which place he will take the S. S. Watson for Juneau where his brother Tom resides. We all wish Ed a speedy recovery.

## OF GENERAL INTEREST

Roy Lynch was an arrival this week from Strelna en route to the Green Butte where he will have charge of installing the compressor, etc, in readiness for the season's work.

V. J. Dwyer, of Strelna, paid a short visit to McCarthy on Thursday. Mr. Dwyer has received telegraphic advices from the Strelna mining operators relative to opening up their properties & undoubtedly Strelna will be a very busy camp this summer.

Frank Iverson is expecting a shipment of extra special white Wyandotte poultry shortly.

Fishing has been very good in McCarthy Creek recently. Some local fishermen and women secured a fine string.

Jack Schultz has been making a large addition to the Hubrick residence on Riverside Drive and is now building a house for himself next door.

May 20

All the farmers are ploughing.

Wanted: heavy teams by day or contract for hauling freight to Dan Creek. Dexter Cayouette. Alaska House. McCarthy.

Henry Olsen, who returned from Valdez last Tuesday, is putting his cars in shape to handle the passenger traffic this summer.

May 27

James Hussey and Roy Snyder have wired for a new

# Good news from the Wrangells

BY BONNIE KENYON

In the March/April issue of WSEN, I began the story of how my family and I found our way to Alaska in 1976. I plan on continuing the story in upcoming issues, but in this issue I want to share several new developments relating to the McCarthy-Kennicott Community Church building project.

For starters, if any of you have visited the McCarthy Kennicott area, you'll know the church here is built on the rock (or rocks!). Al Gagnon of May Creek, took time off his

Kennicott project to do some clearing and landscaping on the church property during the month of March. There is still a lot of work to do but Al, his crew and the D-8 saved us many hours of labor.

While Rick and I were in Anchorage the first week of March, we purchased a good grade of commercial carpet for the sanctuary. Just a few days ago we were informed the last 3 trucks hauling materials and bridge spans for the new

Kennicott River footbridge were coming out. After a few phone calls, Rick was able to secure transportation for the carpet — on top of one of the bridge spans. It was safely delivered to the door of the church on the "island" by Carlile Trucking of Anchorage. Our thanks go to them, Clarence Catledge and Nancy Hollingsworth of DOT, Swalling Construction and

handiwork displayed in front of several of our local businesses in McCarthy. We knew we could depend on the Fradys to create a sign for us that would "speak" a friendly welcome to all! Thank you, Terry and Dee; your gift to the community and our area's visitors is greatly appreciated.

One look at the new sign prompted George Cebula and John Adams to see that it was

properly installed. Thanks, George and John. You did a great job!

At a recent Sunday service, George shared this uplifting statement from an Inspirational Spot/KNOM: *I could more easily contain Niagara Falls*



WSEN staff photo

In the picture above, Terry and Dee Frady have just delivered a sign that they designed and constructed for the community church.

George Cebula for their help.

Last but not least is an addition to the front of the building that adds a warm and welcome invitation to all; a sign designed and constructed by neighbors Terry and Dee Frady. Many of you know the Fradys as the friendly couple who own and operate a local gift shop called Willow Herb Mountain Depot located at Mile 55 of the McCarthy Road. Terry and Dee's sign-making talents surfaced a few years ago. You can see their

*in a teacup than I can comprehend the wild, uncontainable love of God. I am so very thankful to be a recipient of God's love. Just in case no one has told you recently, God loves YOU!*

A church dedication service is being planned for the latter part of July. Please check our July/August issue for more information or call (907) 554-4454.



# McCarthy Kennecott Museum

BY LOY GREEN

On Labor Day 1996 the museum held a meeting in McCarthy. One of the results of that meeting was the idea of obtaining a railroad boxcar that could be used to house displays as well as being an attraction in itself. From that time on my main goal has been the process of bringing the idea into reality. That process bore fruit at 9:00 a.m. on March 25, 1997, when the boxcar arrived in front of the museum. By 6:00 p.m. the off loading was completed and a boxcar was sitting in front of the museum—the only intact Depot on the entire line—on the only intact set of original rails; the original spur in front of the Depot [museum].

Our next assignment is to

convert the car into an extension of the museum as a display area. One of the main displays will be Ron Simpson's Diorama of the Bonanza Mine and tram system.

I recently (late April) returned from Anchorage with materials and supplies for the boxcar renovation, and I would like to request volunteers to assist me in the project. I intend to have the car ready for opening on Memorial Day. We need carpenter skills for windows and for constructing the extension of the museum deck to the entrance of the car. Of first priority is the removal of the present lettering and replacing them with C.R. & N.W. R.R. Volunteers please contact Wrangell St. Elias News

at (907) 554-4454.

The museum wishes to extend a sincere thanks to everyone involved in the mammoth project of getting the boxcar to McCarthy. To name a few: all those present at the Labor Day meeting that created the idea and the board of directors for approval, Phyllis Johnson Tillery, vice president of the Alaska RailRoad (ARR) and the ARR for donating the boxcar and a caboose. Tom Flatley and Bill Seltenreich played a critical role in coordinating transportation with the ARR. Betty and Lane of the McCarthy Lodge, Ron Simpson, (I would need a whole page to cover his role), Carlile Trucking and Swalling Construction, and last but

certainly not least, Al Gagnon who took charge of the boxcar unloading.

There will be a caretaker at the museum every day 7 days a week this year. Diane Milliard will be back, but as yet we have not confirmed the second person. The photo system is ready and we have numerous new photos (many train), maps and Kennecott documents.



WSEN staff photo

The big day finally arrives! Loy Green points to the new addition to the museum—as if we could miss it! The Alaska Railroad logos will be replaced with Copper River & Northwestern markings.

Northwestern Railway. Some of this unrest spread to the workers at the mines.

Although there was no strike, as had occurred only once before in 1917, labor unrest resulted in the unthinkable. In 1937 the entire camp organized under the United Mine, Mill and Smelter Workers, which was affiliated with the C. I. O. Had the company not known how soon the mining would end, it is unlikely that this event would have succeeded. This most likely was a means for the company to buy needed time and stay within their schedule. In any case, the wages went up and stayed up, and there was no notable labor interference in the last year of operation.

The discovery of a small body of high grade ore in the 900 level—Erie extended operations there until October 14, 1938. The Jumbo and the Bonanza both closed on October 16, but hoisting operations at the Bonanza continued until October 21. The Motherlode had been the first to close, ceasing activity except for salvage operations on July 31, 1938.

Thus full production continued well beyond the retreat schedule. The

concentrating mill would operate until October 27, 1938. So valuable train space was mostly devoted toward hauling the last of the rich ore almost to the last train. There was still space to remove the major mine equipment to include the huge air compressors, several battery-powered locomotives, the large electrical motors which powered the shaft ore skip lines, some of the larger ore cars, the drills and finally the telephones used to communicate between the levels. With the mines stripped, major equipment at the lower camp, including the two generators and parts of the mill and water flotation plant were salvaged.

Still, much of the machinery in the mill remained in place. All the cottage furnishings, hospital equipment and much of the warehouse stock would ultimately be abandoned. Even as the last train pulled out on a very wintery November 10, 1938 (but still ahead of the major winter storms), forty men were left behind to complete the mothballing of the camp. Except for the two caretakers, the last of these would leave on a special flight on December 23, 1938.

What of the rumors that a large amount of

copper had been left behind? Here is Alan Bateman's 1950 final report: All known accessible ore has been removed from the mines at Kennecott. The plant has been dismantled and most of it salvaged. The ground has been thoroughly explored by drilling and geophysical work and no additional ore is known to exist. In my opinion the existing acreage does not justify continuing expenditures and I recommend that it now be abandoned."

Dr. Bateman reported that at the beginning of 1938 the ore reserves were 71,274 tons containing 8,839 tons of copper. Of this, the company extracted 71,208 tons of ore containing 12,740 tons of copper, and had abandoned as inaccessible 2,193 tons of ore with 197 tons of copper.

Shortly after Dr. Bateman's recommendation for abandonment of the properties the two caretakers at Kennecott were dismissed from the payroll.

In the end there were no conspiracies, no sabotage, no cataclysmic events—and no ore left, either. The company simply executed, almost to perfection, a well-engineered plan. And that is another marvel of Kennecott.

## Telephone system still "buggy"

BY RICK KENYON

The telephone repeater site on Sourdough Ridge was activated on April 11. Users at May Creek enjoyed having telephone service for one week before Copper Valley Telephone Company (CVTC) returned and shut down the repeater. This was in response to numerous

reports from other users in the area who complained of calls being interrupted and of difficulty in receiving calls from outside of the McCarthy area.

As we go to press on April 26, the repeater is shut down, and local service is still poor. Voice calls tend to be "noisy,"

and fax and data calls are often dropped, apparently due to excessive noise on the signals. CVTC has been notified and is expected to return to McCarthy in the near future. If you try to reach someone in McCarthy or Kennicott by phone, please keep trying—we're here—really!

in place where active exploration activities continued to protect those areas. It also became important to leave at least some of the pillars near adit level in place until the very end to protect the slits, especially since the upper levels were prone to water saturation which tended to weaken the workings. Large sections of the upper levels were worked only in the winter time when the water was frozen and the ground was stabilized.

This leads to one of the notable events which contributed to the mystical lore of Kennecott. In April of 1937 the miners were removing pillars in the upper level of the Jumbo in what was well known to be somewhat dangerous ground. On April 8th, removal of a pillar on the 200 level resulted in a cave-in which started in the 181-stope and continued up to the surface and down to the 600 level, bringing down an estimated 250,000 tons of waste rock. By April 17th, when it was all over, most of the old workings from the 600 level up were filled in. No lives were lost and the main incline haulage tunnel escaped damage. Superintendent Richelson claimed that the event actually helped stabilize the upper Jumbo, and operations resumed normally with no serious difficulty.

Controlled cave-ins in those last two years were proceeding throughout the old workings. As pillars were removed upper levels would come down. This may have resulted in the impression that the company was deliberately blocking access to parts of the mine. The final report reveals no such deliberate attempt. What occurred was a natural process

of pillar extraction and retreat.

Alan Bateman recommended a schedule of retreat which called for cleaning up the Erie in February, the Motherlode in March, the Jumbo in July, and finally the Bonanza in August or September. It was an orderly plan that allowed for complete dismantling of the mines and mill plant before abandoning the railroad. Had this plan been followed, most of the Kennecott site would undoubtedly been more thoroughly salvaged, but some very rich if somewhat limited last minute ore discoveries at the Erie and elsewhere would alter that plan.

With regard to the railroad, it is important to remember its significance to the timing of the closure. Once it became clear in 1930 that the end of operations was imminent, maintenance both at the mine plant and on the railway became less important—and the decline in the 1930's was quite evident.

When the railroad fully opened in 1911, a large part of the line was only temporary. For instance, most of the wooden trestles from Cordova to Chitina were intended to be falsework for the permanent steel structures that were to one day replace them. The Chitina line was to be a first class line extending to Fairbanks. The line from Chitina which headed east across the Copper River to link the coast to the mines was considered a branch line and was not anticipated to be needed more than about fifteen years. The problem with temporary construction is that maintenance is higher than it would be for permanent works. In the case of the Copper River & Northwestern Railway, a line

built to last fifteen years had to be somehow held together for nearly twice as long. Major re-working was on the immediate horizon if the railway was not abandoned soon. Deferred maintenance had gone on long enough.

The CR & NW Railway had run year around until the first mine closure in 1932. Once the mine reopened in 1935, winter maintenance of the railway was considered completely impractical. The rolling stock was aging—nothing new had been added since 1917. The five remaining wooden Pullman coaches were so obsolete that at the end of the project they were all left abandoned at Cordova, as were many of the locomotives and freight cars. The railroad was a dinosaur.

The Kennecott Corporation annual report for 1937 made it clear: "Development work failed to disclose any new ore possibilities and therefore it is now expected to discontinue all operations at Kennecott in the latter part of 1938 upon completion of the mining of the remaining tonnage of ore. With only a small copper production and mounting costs, cessation of these operations will not be a serious matter to your Corporation."

There is also the question of the role of labor unrest in the decision to pull out of Alaska. In his 1937 annual mining report for the Alaskan properties, Superintendent Richelson referred to a very unsatisfactory labor situation. He wrote that this reflected conditions experienced by the industry in the states. Kennecott had already been hampered by a maritime strike and by strikes on their own Copper River &

production dropped and exploration proved disappointing, the first predictions that the end was in sight appeared in Alan Bateman's report for 1925.

He projected that at the present rate of production the life of the mines would be about 8½ years. Allowing for sane marginal discoveries, its life might extend one or two years beyond that. As it turned out, with the 2 ½ year closure of 1932-35, those predictions proved very accurate. Dr. Bateman estimated that 170,800 tons of ore would be removed in those final years. The actual extraction as 187,147 tons—remarkably close!

The fourth stage began in 1930 and consisted of active clean-up of the existing ore pockets (stopes) and the removal of ore pillars. This required a carefully engineered plan of retreat. It is important here to have some understanding of the construction of the underground mines. The adit level for the Bonanza-Motherlode (two mines, but one entrance as of 1919) and the Jumbo is at approximately 6000 feet, or nearly 4000 feet above the millsite. These adits are at the contact zone where an immense body of basalt layers known as Nicholai greenstone contacts an overlying layer of highly eroded dolomite known as Chitistone limestone. There is an intermediate body of limestone and shales up to 90 feet in depth, and it is upon this that the rich ores were deposited.

The bedding plane for these ore occurrences is tilted downward from the adits on the south face of the Bonanza Ridge

at an approximate thirty degree angle toward the northeast. The ore is spread out on the angled bedding plane and narrows as it extends upward, usually disappearing totally within 300 feet of the bed. Because of this type of geology it was most practical that the main haulage tunnels become thirty degree incline shafts following the favorable ore horizon. At hundred foot intervals the company would drive crosscut tunnels at approximate right angles to both the incline shafts and the ore bodies. Stopes would be developed at these hundred foot intervals and drifts (tunnels which follow the ore bodies) would be driven off the cross-cuts. The ore pockets, or stopes, would be worked from the lower end upwards. As the stopes were enlarged, support pillars would necessarily have to be left behind to support the ceilings, especially when there was a stope on an upper level. These pillars, of course, were of the same rich ore as the high-grade ore which was removed around them. Once a stope was cleaned out, only these rich ore pillars remained, and the last step in retreating from limestone mines is to extract as many of these pillars as possible to provide controlled cave-ins that allowed for safety while not blocking up work areas with debris. The one hundred level would be the top level of each mine. The Jumbo Mine adit was 180' and the Bonanza adit was 150', indicating some workings above adit level. Downward extensions for the first ten or so levels were hundred foot intervals (100, 200,...700, etc.). After that, as ore occurrences changed, the levels extended to 150 and then 200 foot levels. The Bonanza-

Motherlode vein extended fourteen levels from 100 level—Bonanza to 1400 level—Motherlode. With so many levels of huge caverns from years of cleaning out the stopes, it is evident the necessity for the pillars.

While retreat from the nearly worked-out mines was the primary concern, at the same time an almost frantic level of exploration through both tunneling and diamond drilling was underway. If any more rich ore veins were to be found, now was the last chance. A second Motherlode to Erie cross-cut tunnel was driven some ten levels below the original one with no ore showings. The last large block of unexplored ground on the property would be explored above the upper crosscut tunnel. The original one was the 1600—Motherlode to 1500—Jumbo to 100—Erie cross-cut, which became a main haulage way linking all the mines. It was also the only Erie cross-cut to develop commercial ore veins.

Eight levels above this haulage way, beginning from the 700—Jumbo would proceed a new crosscut from the Jumbo main incline shaft northwest toward Erie. The final three company mining reports, written by Superintendent Richelson, show first considerable optimism, then despair, as it became apparent that once again the elusive new ore body was not to be found.

The rate of production is partly determined by exploration plans, as this is the only way to ensure longevity of a mine. The company clearly made every effort to eliminate any possibility of additional ore bodies. Part of the plan of retreat called for leaving pillars

## "Ending the Myths: Why did Kennecott leave?"

BY RONALD N. SIMPSON

The Kennecott Mines, since their abandonment in 1938, have become the subject of near mythological speculation. For example, rumors have run rampant that the mines closed while leaving behind enormous reserves of copper ore. Why would this happen? Some claim that severe labor disruptions prompted the company to abandon the properties to spite a growing pro-union sentiment. There are even hints of sabotage by radical unionists. Another conjecture suggests that a massive cave-in may have hastened the shutdown. And what about rumors that the company blasted the mines, or parts of the mines shut, perhaps leaving behind in those closed tunnels valuable company property, or concealing undeveloped blocks of ore? Doubtless, many other theories, maybe even conspiratorial ones, have emerged over the years to explain why the mines closed in 1938 and then failed to reopen.

Probably the factor which most contributed to these suppositions is the apparent haste in which Kennecott abandoned the site, leaving behind what appeared to be a nearly intact town that even twenty years later seemed ready to reoccupy in quick order.

A careful examination of Kennecott Corporation mining records from the 1920's through a final report from 1950 reveals a much different story which may vary widely from popular perceptions—and myths.

Much of this information comes from the writings of the chief mining consultant for

Kennecott's Alaskan properties, Dr. Alan H. Bateman. His function was to examine the geology of the mines and provide recommendations pertaining to exploration and development. Bateman ultimately defined the limits of the known ore bodies, estimated the quantities and values of each, and provided options for mining production schedules. In fact, it was he who would calculate the life of the Kennecott mines very accurately years before closure.

He identified four stages in the operation of this type of mine—an underground high grade mine where the main ore (in this case chalcocite, a copper sulphide) is a replacement mineral for the host rock, a dolomite limestone. Even though copper ore is being mined, this type is called a "limestone mine."

The first stage consists of active exploration and development. In this period—1910 to 1923—most of the claims were still being established and the exact method of mining processing was still being developed. Actually, this was such a unique type of occurrence that no theory had yet been fully formed to explain what would later become known as the "kennecott type" of copper deposit.

The second stage—1915 until 1923—was the most active and productive. New levels were still being opened upon downward extensions of known veins. Discoveries were still being made, and known reserves were maintained three to four years ahead of production. It

was at the beginning of this period that the fabulous Jumbo ore pocket—one single body of ore larger and richer than any single copper vein ever found before or since—was discovered.

The limits of the Bonanza Mine were being reached in 1919 when the adjacent Motherlode Mine was acquired. Because this was actually an extension of the Bonanza, its inclusion would add years to the life of Kennecott. Additionally, the Erie Mine to the northwest of Jumbo came to life, and the full depths of the mighty Jumbo Mine had yet to be found. Finally, the only surface mine came into operation in 1920 with the addition of the Glacier Mine aerial tram—a summer only operation which involved surface mining of a rock glacier through most of the 1920's. Kennecott was truly at its zenith.

Stage three, which began in 1923, marks the beginning of a long decline for the mines. This was the last year of expansion—and that was limited to the Bonanza-Motherlode vein. With the bulk of activity on the Motherlode side of the vein, the Bonanza and Jumbo had already leveled off. The Erie alone would wait to the last year to achieve its peak production. A rapid drop in ore yields started in 1924. No new levels on known veins are developed in this third stage, but vigorous exploration continues in an attempt to maintain reserves. Although some extensions of known veins were found in 1924 with the completion of the first Motherlode-Erie crosscut tunnel, no new ore bodies were ever found after 1923. As



access for visitors, with freight dollies instead of the tram car and with new opportunities to linger on the bridge deck to observe the rushing water.

Those who remember back to the start of the whole project several years ago will recall that the condition for getting a foot-

bridge was that the community will maintain it. We can rejoice that it won't need any fixing very soon!

## Fire-safe homes and defensible space

Home owners who spend the necessary time and energy to make their home "fire safe" will not only reduce the risk of wildfires destroying their home, but will also make it easier and safer for firefighters to protect their home in the event of a blaze. Home owners can do this by creating "defensible space." To reduce fire hazards:

- Clear leaves, brush and dry grass within 30 feet of houses and other structures. This will reduce the chance of a wildfire reaching the house and provide a safety zone or "defensible space" for firefighters to work in. Keep the area cleared throughout the fire season.
- Remove all trees within 10 feet of the house and space remaining trees at least 10 feet apart. Cut all branches to a height of 6 feet to prevent ground fires from spreading into tree tops.

- Clean the roof and rain gutters regularly, keeping them free of twigs, leaves and pine needles. Remove tree limbs within 10 feet of the chimney or stove pipe.
- Store firewood and other combustible materials, like picnic tables, at least 30 feet away from the house and other buildings. Also, clear a space of at least 10 feet around them.
- Post the house address along the road at the driveway entrance, as well as on the home. Numbers should be at least four inches high and mounted on high-contrast, non-combustible background material.
- Apply a fire-retarding solution, such as phosphate salt, to wood shingle and shake roofs. Re-treat the roof as directed.

*From blm-alaska frontiers July/August 1996*

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# The numbers behind the Kennicott River footbridge

BY ED LACHAPPELLE

Recent discussions with DOT&PF engineers have turned up background information on our new footbridge. A lot of help came from Clarence Catledge, Project Engineer on site and his assistant, Inspector Nancy Hollingsworth, both well known here from their similar work on the latter part of the recent airport upgrade. Designer of the bridge, Frank Muchmore from DOT&PF's Bridge Division in Juneau, recently visited the site and answered numerous questions. Muchmore brings long experience to this project. He worked for 29 years as bridge designer for the U.S. Forest Service in western Montana and Alaska, then took an early retirement and joined DOT&PF 4 years ago. His biggest project to date has been as lead design engineer on the new Matanuska River bridge near Palmer.

The foot bridge is a very strong structure. It has to be to withstand the annual Hidden Creek Lake outburst floods plus ice loading during spring breakup. The bridge is high enough and strong enough to resist a 500-year flood, estimated to occur when an extra large outbreak flood coincides with a period of extended heavy rain. According to the recently published USGS report by Rickman and Rosenkrans, this 500-year event can generate a flow of 48,300 cubic feet per second (cfs) in the Kennicott River. For comparison, the largest recent flood of July 29th, 1994, delivered 28,000 cfs in the Kennicott West Fork and 3,900 in the East Fork, for a total of 31,900 cfs.

To provide the necessary strength, the individual steel pilings, two to a pier, are driven an average of 120 ft. deep below the river bottom, a point at which they reached sufficient pile-driving resistance in the clay and gravel to provide the needed anchorage. The pilings were then drilled out to a depth of 50 feet and poured full of concrete to further stiffen them.

The 90-foot spans between piers are bridged by two parallel I-beams 3 feet high, with a grated metal deck 6 feet wide between them. Weight of each completed span is between 18 and 20 tons. The maximum design load is anticipated to be a deep layer of heavy snow, figured to add 85 pounds per square foot to the deck. For a span 6 feet wide and 90 feet long, this works out to be about 23 tons of snow. So the maximum load on each bridge pier is over 40 tons, or over 20 tons per piling, with half this at the end piers. The piers are in fact strong enough to support a lot more weight, which raises the frequently-asked question of whether the footbridge can be converted to vehicle use.

According to Muchmore, it is "virtually impossible" to convert the present structure for vehicles because the deck is much too light. Catledge pointed out further that the I-beams are too small to support significant vehicle loads with a widened deck. In order to build a vehicle bridge on the piers, the present superstructure would have to be removed and much heavier spans installed to bring the bridge up

to Federal Highway vehicle standards. This would be an expensive operation.

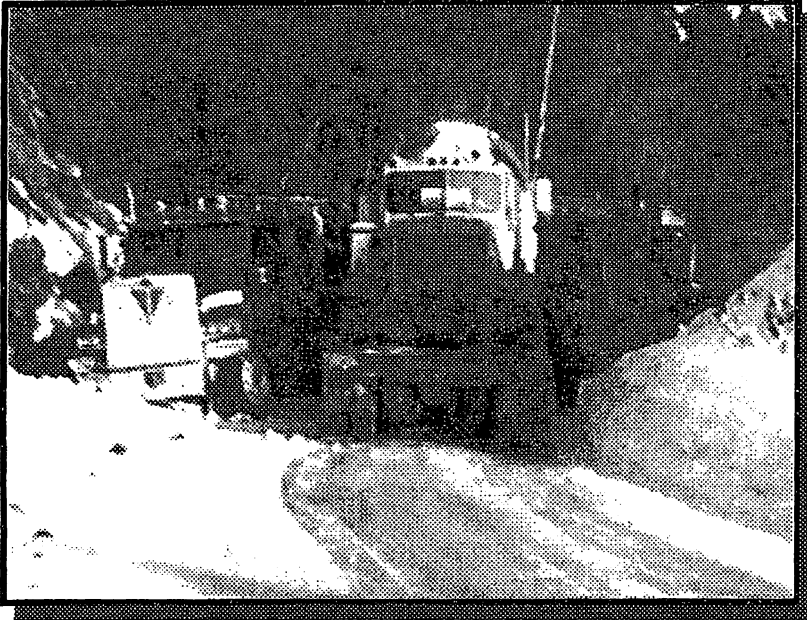
There are additional administrative obstacles to a vehicle conversion. The footbridge was approved with an Environmental Assessment on the grounds that it would not basically alter foot access to McCarthy in comparison with the tram. A vehicle conversion would require revisiting this process with a full Environmental Impact Statement, no doubt in this case trailed by a barrage of lawsuits. The footbridge has been constructed with Category 33B Federal Highway dollars, Transportation Enhancement. This is the part of ISTEA money designated for non-vehicular projects. Conversion could raise problems for State-Federal Highway Administration relations, already on shaky ground.

As this article is written, two questions surrounding the footbridge remain unanswered. One is the fate of the tram. No one gives a clear answer on this question, which seems to be tied to uncertain right-of-way widths and liability problems. The other is why we will have a heavy-duty footbridge over the East Channel, almost dry except during the annual outbreak flood. At various times, various DOT&PF officials have given different answers to this question, including handicap access to McCarthy and the need to resist the floods.

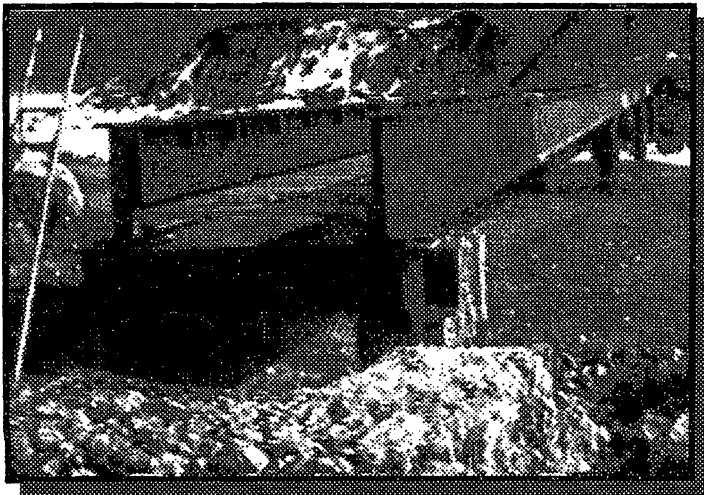
With the footbridge nearing completion, the McCarthy-Kennicott community can look forward to new relationships with the Kennicott River, with

# KENNICOTT RIVER FOOTBRIDGE

*Aided by some of the nicest spring weather that McCarthy has seen for a long time, Swalling Construction has been able to erect the bridges over both channels of the Kennicott River in what seems like record time. As we go to press in late April, both spans are in and only lack finishing touches such as handrails. We thought you might enjoy this pictorial on the project.*

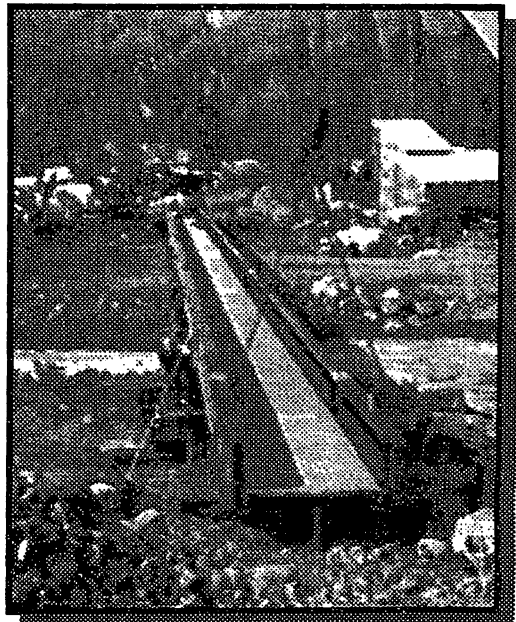


Hauling materials for the bridge project was not entirely without incident. Returning from a trip to Anchorage on March 7, we found the McCarthy Road blocked near mile 8. Although it appears that both trucks were headed the same direction, the truck on the right was actually heading away from the camera. (It was hauling a cement truck on a flatbed trailer.) After a few hours, a wrecker from Glennallen helped the truckers get back on the road.

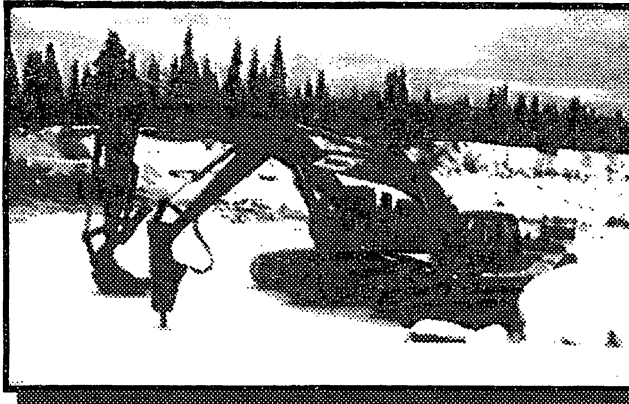


WSEN staff photo

West channel, looking east. Gabions filled with large rocks (from 4" to 12" in diameter) are in foreground. They will be covered with earth, therefore not visible when the project is completed.



West channel, looking west. Photo was taken April 16, 1997. Hand rails will be installed on each side of bridge.



WSEN staff photo

These machines were used to get through the ice and frozen gravel so the pilings could be driven. The machine closest to the camera was used to chip out the ice. It had a hydraulic hammer at the end of its long arm. Then the other machine would dig out the frozen gravel and boulders.

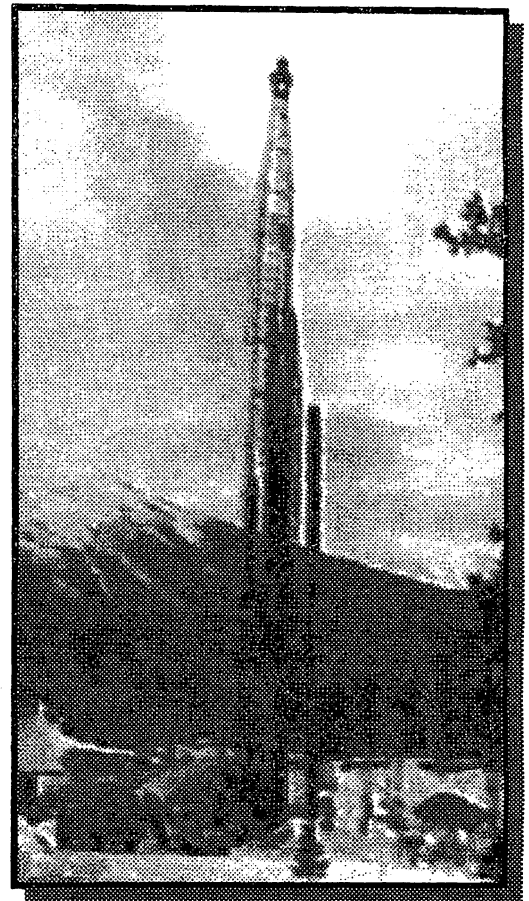
Once down to clay, the crane was able to drive the pilings to an average depth of 120 feet. The pilings came in 40 foot lengths and were welded together on site. Representative welds were examined by using X-Ray equipment.



WSEN staff photo

Above: The bridge sections came over the McCarthy Road via truck. The 90 foot spans were fabricated in 60' and 30' sections, which were bolted together at the river. Although there were still a number of road glaciers at the time, the driver we talked with said they had no problems bringing the large loads in.

Right: Screening gravel for the approaches. Each end of each span had numerous "gabions," filled with large rocks and buried. Rocks that fell through the screen were too small to be used. The gabions, which look like turkey cages, are supposed to prevent flood waters from washing the approaches away.



WSEN staff photo

Driving the 24" diameter piling. In this photo, there was approximately 40 feet of piling in the ground, and another 80' above ground level.



# The tragic loss of the Motor Ship Kennecott

*Editor's Note: In our last issue we reported that sixth-grader Leah Jarvis of Copper Center submitted the winning essay to name the new \$80 million ferry boat that is being built. The new ferry will be named the Kennicott, after the Kennicott Glacier and early explorer Robert Kennicott.*

*This is the story of an earlier ship with the same name, but different spelling.*

BY JAMES MCGAVOCK

The Alaska Steamship Company seemed to specialize in second hand vessels, refurbishing them to its own requirements. In 1920 the company ordered a new type of vessel built at the Todd shipyards in Tacoma, a twin screw motor ship which used heavy crude oil in her diesel engines. The Motor Ship (M.S.) Kennecott was 6,000 tons, was 469 feet long and had a beam of 49 1/2 feet. She cost \$1,200,000 — which was a very large sum for a ship in those days.

The launching of the Kennecott from the Todd Shipyards in Tacoma was quite a social event. Mrs. E. T. Stannard, wife of the Alaska Steamship Company's vice president and general manager, was the sponsor.

The Kennecott's ill fated voyage began at Seattle in 1923 when she sailed for the orient, then on to Alaska. She loaded high grade copper ore at Latouche and Cordova valued at \$1,000,000.

The Kennecott's tragedy occurred while the vessel was en route to the Tacoma Smelter from Cordova. Captain (Laughing) Jack Johnson missed the Dixon Entrance

while heading for inside waters, and the ship piled up on shoals at the north end of the Queen Charlotte Islands.

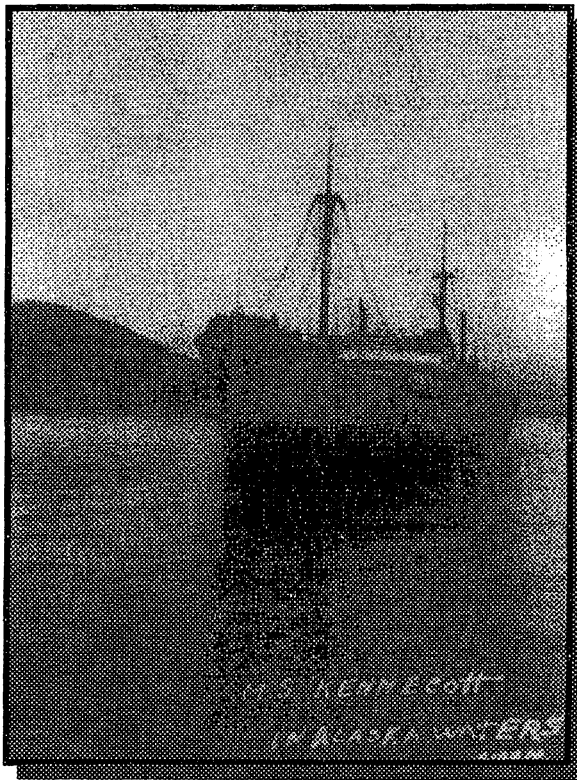


Photo courtesy Candy Waugaman

When the Kennecott began to break up and it was apparent that she was doomed, officers and crew members (30 men all told), abandoned the wreck by breeches-buoy for the rocky shore.

Captain Johnson, noted for his cheery disposition, was much depressed when he and his crew were picked up by launch. This was his second shipwreck. His first, years earlier in Finlayson Channel was the S.S. Ohio. He was last

seen sitting silently in the stern of the launch, brooding over his misfortune and the \$2,200,000 loss of his ship and her cargo.

En route to Prince Rupert, B. C. as the launch neared the scene of his earlier disaster, Captain Laughing Jack Johnson leaped overboard to his death.

The M.S. Kennecott pounded out her life on the rocks of the Queen Charlotte Islands; Capt. Johnson paid with his life for his mistake in navigation; E. T. Stannard vice president and general manager of the Alaska Steamship Company, who gave the vessel her name from the Kennecott Copper Mine in Alaska, was killed in a plane crash in Eastern Canada, and his little daughter met death in a fall at the Stannard home in Seattle, a tragedy which

left Mrs. Stannard broken in health and spirit.

*Author's Note: My father James McGavock was onboard the SS Ohio when she ran aground and sank in Finlayson Channel in Canadian waters. He told me his experience when the ship sank. He and Mike Heney the "Irish Prince" had to jump overboard and swim ashore. This was in August of 1909.*



## FCC rule changes could raise rural phone rates

BY RICK KENYON

Alaska Sen. Frank Murkowski has urged the Federal Communications Commission (FCC) to review proposed changes in telephone rates and competition with an eye toward protecting rural telephone users from prospective rate hikes.

Murkowski in February wrote FCC Commissioner Reed Hundt to protest the possible acceptance by the FCC of a proposal by some rural telephone companies to start charging an additional per-minute surcharge when phone lines are being used for computer Internet traffic.

"I have grave concerns with such a proposal because of the disparate impact it would have on Internet users in rural areas, especially in Alaska," wrote Murkowski. "While universal service is slowly connecting rural Alaskans to the information superhighway, the benefits

received are often negated by the high cost of Internet access. An additional usage surcharge would only exacerbate this problem," he said. Murkowski added that some Alaskans already pay as much as \$4.50 per hour for Internet service, on top of any monthly fees already charged for Internet access. Actually, most users here in McCarthy now pay a surcharge of \$6.00 per hour for access.

Murkowski also joined with at least five other senators from rural areas to question how the FCC is planning on implementing the new Telecommunications Act of 1996—specifically how the FCC will protect affordable telephone service to rural areas.

Murkowski noted that when the act passed last year, Congress made it quite clear that the act should not result in increased phone rates, espe-

cially in rural areas. But Murkowski and other senators said they are now concerned by estimates by the Justice Department that predict that consumers in "sparsely populated areas" may be facing up to \$6.9 billion in higher phone rates under the FCC's current implementation plan.

Murkowski said he is particularly concerned that the FCC is considering capping money that will be available to help subsidize universal service for rural telephone companies that provide service in high-cost areas like Alaska. He said the FCC must also not exempt nonresidential customers from universal support mechanisms in rural areas, and must protect the role of state Public Utility Commissions to also work to protect rural customers from steep phone rate increases.

## Legislature passes resolution to protect access rights

JUNEAU — Access corridors across Alaska's land are the key to the state's economic future according to a resolution passed by the Alaska State House Monday by a vote of 30 to 3. Senate Joint Resolution 13, sponsored by Senator Rick Halford (R-Chugiak), opposes the federal Department of Interior's new policy that will severely limit Revised Statute 2477 rights-of-way.

"We must continue to aggressively assert RS 2477 access routes and oppose the Department of the Interior's blatant disregard for the laws passed by Congress, said Halford.

"Every time we turn around, Alaska's rights are under siege in Washington D.C.," said Halford. "If Bruce Babbitt, Secretary of the Interior, succeeds in his effort to add regulatory roadblocks to states exercising their RS 2477 rights, then Alaska's ability to provide for future generations will suffer greatly.

Halford noted that RS 2477 rights-of-way provide surface travel to Alaska's many untapped mineral deposits and other natural resources, recreational area and tourism opportunities, and access to and between Alaska's rural areas.

RS 2477, as enacted by

Congress in 1866, guaranteed to the American public the right to establish access across federal lands. State law provides the basis for determining and defining RS 2477 rights-of-way.

In 1976, RS 2477 was repealed, but Congress recognized the legal existence of RS 2477 rights-of-way existing up to that date. The State of Alaska completed a \$1.2 million, 2-year review of rights-of-way in Alaska and determined that 560 routes qualify as RS 2477s. According to National Park Service documents, there are approximately 110 potential routes within the Wrangell-St. Elias National Park & Preserve.

## Murkowski urges more support for RS-2477 trail validation effort

WASHINGTON, D.C.— Alaska Sen. Frank Murkowski in early April praised an effort by the Fairbanks Chamber of Commerce and encouraged other groups statewide to fund a similar effort to amass the legal evidence needed for the state to prove rights-of-way claims on historic trails across federal lands in Alaska.

Murkowski said he heartily supported the efforts of the Alaska Outdoor Council that is organizing the current research and collecting the documentation needed for the state to file claims for rights-of-way across public lands permitted by Revised (federal) Statute (RS)-2477.

"We in the Congressional Delegation have put an end to the Department of the Interior's efforts to propose new regulations that would have sandbagged Alaska's ability to claim and use these historic trails. But it clearly still is up to the state to prove up its claim to these access routes. Since the Clinton Administration shows no sign of ever recognizing and honoring these vested rights, it probably is going to take the state to go to court to force the government to comply with the law," said Murkowski.

While a great deal of research into historic trails in Alaska was conducted by the state's Lieutenant Governor's and Governor's offices in the past, documents, including legal descriptions, maps and historic accounts of the trails' use prior to 1976, have only been completed for about 240

trails.

Documentation needs to be finished for at least another 345 trails and basic research conducted to judge whether hundreds of other trails can be claimed under the law that permits states to claim rights-of-way for trails, where such trails had historically been used for public access.

Murkowski said he's been told it may cost \$50,000 simply for the research and the copying costs required to justify the trails' selections.

"It is important for Alaska's future to have the case for these trails fully supported from a legal standpoint as soon as possible. It is patently unfair that most of the states in the Lower 48 were able to use the law to complete their transportation systems and for Alaska and a few other western states to be singled out for different treatment," said Murkowski.

While legislation two decades ago withdrew RS 2477 grants on new trails from being created over federal lands, it grandfathered in the right of states to continue to claim access across lands where trails had been used prior to Oct. 21, 1976. The Department of the Interior two years ago, however, proposed regulations saying that only those trails built using mechanical devices qualified as trails, thus virtually eliminating the historical role footpaths and dog sled trails have played in Alaska's transportation system. The regulation would have made it

practically impossible for Alaska to prove trail development and thus claim rights-of-way.

At the urging of the Delegation, in 1996, Congress passed a permanent moratorium preventing the Department from issuing any final regulations regarding RS 2477 rights-of-way without congressional approval. Earlier this year the Secretary of the Interior Bruce Babbitt responded by placing the portions of the proposed regulations Congress objected to in a new departmental policy. The new policy withdraws one previously negotiated with state participation and replaces it with a back-door attempt to retroactively invalidate many of these vested property rights. Until the Department submits regulations to Congress for approval and they are acted upon, however, anyone seeking formal validation of these claims will need to seek it in state courts.

"More groups in Alaska should chip in and help defray the cost of this important research. RS-2477 claims certainly are one means for the state to provide access to parts of Alaska and access is always helpful for this state's economy to expand," said Murkowski.

He suggested groups interested in donating to the effort should contact Kathleen "Mike" Dalton, or the Alaska Outdoor Council in Fairbanks for more information.

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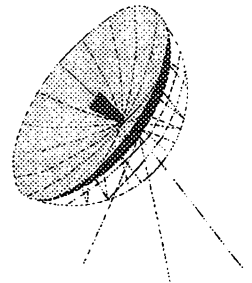
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Dodge car. It will be used on the McCarthy Kennecott run.

A special train arrived last Sunday bringing Mr. Stannard on an official visit to Kennecott. He and Mr. Neiding paid a visit to the Green Butte Copper Co. on Thursday by automobile. Mr. Stannard returned to the coast this morning. The train left quite early this morning and will reach Cordova this afternoon.

Harvey P. Sullivan, the new United States Marshal for this Division, was a passenger on the special last Sunday and spent several days at Kennecott.

He visited McCarthy on Tuesday. New appointments of deputy Marshals are mentioned but no definite information has been given out.

The train service has been crippled this week on account of washouts at Flag point where 27 bents were taken out. The pile driver was at work yesterday and a thru train is expected tomorrow.

The steam shovel was working on the railroad track near Iverson's ranch this week, clearing up the mud slide.

Frank Shipp, assistant superintendent of the A. R. C. telegraphed to the News yesterday that twenty laborers are needed at once by the Alaska Road Commission at Chitina.

#### WORK ON TUNNEL AT CHITINA

O. A. Nelson, who has the contract for removing the earth from the railroad tunnel, has a crew of men blasting out the stumps. A donkey engine has been taken to the top of the hill for power and a scraper will be used as soon as stumps and brush are removed.

June 3

#### BASEBALL

Before a large and enthusiastic gathering of baseball fans an interesting game of ball was played at Kennecott last Tuesday evening when the McCarthy team made its first appearance this year.

The McCarthy team made a good showing for the first few innings. Shepard, pitching for Kennecott gave McCarthy five runs. Shephard was then relieved by a professional with the result that it was all off with the visitors. Warren Taylor pitched for McCarthy the first four innings and was relieved by Saari of Kennecott, but the Kennecott team knocked him all over the lot so Vannie Anderson relieved him in the last innings with Snyder as catcher.

The final score stood 21 to 5 in favor of Kennecott.

June 10

A. E. Trim and family have moved from their ranch to the Mother Lode lower camp for the summer. Trim and Jack Maloy have a contract to supply mining timbers to the Mother Lode.

Mr. and Mrs. Bob Williams who left here last winter, write from Oakland, California, saying that the States do not come up to Alaska, and they are coming back.

Mrs. Pete Johnson took her first vacation in years when she spent several days visiting Pete's ranch this week. Grass knee deep, and everything fine, the ranch looks good to her.

#### OF GENERAL INTEREST

Mr. L. A. Jarnagin arrived this week from the States and has purchased the stock & fixtures of the McCarthy Drug Store,

taking over the business today. Mr. Jarnagin is adding a beautiful stock of high grade jewelry he has brought with him. He is an experienced watchmaker and jeweler and was formerly located in Emmett, Idaho.

Mr. Jarnagin is well pleased with the outlook of McCarthy for his business location and is sending for his daughter, a young lady of seventeen years to assist him.

Cap Hubrick will now devote all his time to photography etc.

#### ANNOUNCEMENT

I wish to announce to the people of McCarthy and surrounding country, that I have purchased the stock and fixtures of the McCarthy Drug Store from J. P. Hubrick and will conduct that business from this date. The same first class grade of stock will be carried and in addition to this I have brought a \$3,000 stock of high grade jewelry direct from the States. I am a watchmaker and jeweler of 25 years experience so you can be sure of first class work at reasonable prices.

Come in and have a look even if you don't wish to purchase.

L. A. JARNAGIN

Mr. R. L. H. Marshall has purchased a Ford truck and is now able to make rapid deliveries within a large radius with Victor as chauffeur. This particular car is one of the used trucks auctioned by the government at Valdez last month, where it was bid in by George Anderson, shipped to McCarthy and sold to its present owner.

June 17

Mr. and Mrs. Frank Simmons, who purchased the Kenny Lake roadhouse

about a year ago have bought several cows from Frank Bingham and will sell dairy products. The pasturage is excellent round the lakes.

#### OF GENERAL INTEREST

The first round trip of the season to Fairbanks from Chitina was made by Billy Frame who returned yesterday. He made a new record on the trip out, returning in twenty nine and one half hours, including all stops, the distance is 319 miles.

Frank McCafferty, who is in charge of auto repair work for the A. R. C., has returned from a trip of about sixty miles along the Valdez trail. He found considerable snow as he approached the Summit and it will be impossible for an automobile to get through for some time yet, as there is more snow than usual. Whoever attempts to go through first with a car will have to do considerable snow shoveling. An outfit of horses, however, was brought across a few days ago.

Work on excavating the railroad tunnel at Chitina is progressing satisfactorily. Mr. Nelson is now using electrical power from his power plant to run the scraper.

Mr. Moffatt of the U. S. Geodetic Survey arrived on today's train. He will return to Strelna tomorrow and work back from that point, expecting to reach McCarthy in a few week's time again. Mr. Moffatt has hired horses etc. in McCarthy for the use of the survey party during the summer. Tom Holland is with Mr. Moffatt.

June 24



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- Chena Hot Springs Rd. (Fairbanks-Mile 4.5 Chena Hot Springs Rd.)
- Tungsten Subd. (Fairbanks-Chena Hot Springs Rd. and Juniper Rd.)
- Tanana Heights Subd. (Fairbanks-Chena Ridge Rd. to Rosie Creek Rd.)
- Goldstream Alaska Subd. (Fairbanks-Goldstream Rd. to Molly Rd.)
- Wrangell Subd. (Fairbanks-Badger Rd. to Plack Rd.)
- Lakloey Park Subd. (Fairbanks-Badger Rd. to Lakloey Dr.)
- Sullivan Heights Subd. (10 miles W of Fairbanks-Ester Area)
- O'Connor Creek Subd. (Fairbanks-Elliott Hwy. to Old Murphy Dome Rd.)
- Harding Lake Subd. (45 miles S of Fairbanks, off Richardson Hwy.)
- Canaday Road (5 miles N of Harding Lake)
- Windy Hills Subd. (Parks Hwy.-30 miles S of Nenana, Rexana Rd.)
- Chandalar Lake Subd. (180 miles N of Fairbanks)
- Geskakmina Lake Subd. (40 miles SE of Manley)
- Chuna Subd. (4 mile Chena Ridge Rd.)
- Martin (Murphy Dome Rd.)
- Repp Road (North Pole)

### SOUTHCENTRAL REGION

- Lake Louise (45 miles W of Glennallen)
- Spruceview Subd. (0.3 miles S of Glennallen)
- McCarthy Creek Subd. (Wrangell-St. Elias National Park)
- Mariners Walk Subd. (Homer-Bear Cove in Kachemak Bay)
- Anchor Point (North Fork Rd.)
- Kenai Townsite, E. Addition (5,000 sf., Lot 5, Block 8)
- Kenai (Kenai Spur Rd.)
- Willow Pointe Subd. (Commercial Lot, Downtown Palmer)
- Northern Capitol Ests. Sub. (Wasilla, 1031 N. Recluse Circle)

### SOUTHCENTRAL REGION (continued)

- Super Cub Subd. (60 miles NW of Anchorage, Rainbow Lake)
- Denali View Subd. (14 miles N of Talkeetna Junction, Swan Lake)
- Kahiltna Flats Subd. (14 miles W of Willow)
- Skwentna Station Subd. (3 miles NW of Skwentna)
- Snake Lake Subd. (20 miles NW of Dillingham in Bristol Bay)
- Cold Bay (Alaska Peninsula)

### SOUTHEAST REGION

- Horse Island Subd. (Horse Island-12 miles W of Juneau)
- Wrangell Island East Subd. (Wrangell Island-2 to 6 miles E of Wrangell)
- Whale Passage Subd. (Prince of Wales Island-NE end)
- Haines (10.5 mile Haines Hwy.)
- Shelter Island Subd. (16 miles NW of Juneau)

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- Left Hand Bay
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- Ugashik Lake

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## Do-it-yourself electric power—China Diesels

*In our last issue, Ed LaChapelle gave us an overview of various methods of generating electricity. This time we will look specifically at small generator units, or "gen-sets."*

BY RICK KENYON

When Bonnie and I first moved to the McCarthy area in 1977, we went "cold turkey" off electrical power. The nearest power lines were 75 miles away. (Now they are only 60 miles away—at that rate we may have electric service here in about a hundred years! So much for Rural Electrification.) In the summertime this was not a major problem. Alaska's long summer days provided plenty of light as soon as we got up in the morning until well past bedtime. Of course no electricity meant no freezer meant no frozen foods, so we learned how to put up a moose into quart jars, salmon into pint jars or tins, and root vegetables into a root cellar. Food that we used to keep in a refrigerator went either on the floor, or in a shallow hole in the ground on the north side of the cabin.

The winters were a horse of a different color. With the sun rising after 10 a.m. and setting by 3:30 p.m., light in the cabin was a real necessity.

Kerosine lamps seemed to be the local preference, so we ordered several types. An "Aladdin" lamp for the kitchen table, where most projects are done in a one room cabin, because they put out more light than an ordinary kerosine lamp. Several "regular" kerosine lamps placed around the room, and a

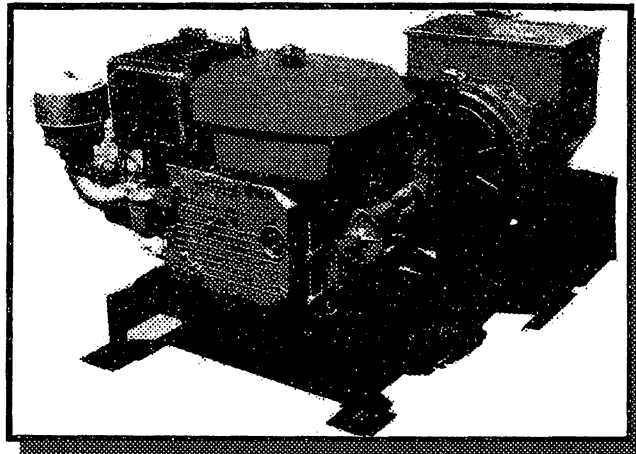
kerosine lantern for working outside and for those trips to the outhouse. We soon learned why there was not much human progress until this century when electricity was discovered. Every day it was a ritual to clean the lamp globes, fill the lamps with oil, trim the wicks, adjust the wicks, and then be rewarded with barely enough light to walk around the room without running into something. We soon replaced the Aladdin with a "Coleman" lantern, preferring its constant hissing noise to the idiosyncracies of the Aladdin.

We soon learned that some type of portable generator is almost a necessity, even for the

power tools. The Honda was a step up though, because we could hook up 3 or 4 electric lights in the cabin and not feel too guilty about letting it run for several hours in the evening. The kerosine lamps went into storage. One thing we learned about gasoline powered generators—don't be too concerned if you pick the wrong one—they don't last very long and in a few years you can try a different model!

Solar electricity was just becoming popular, and I wrote to everyone I could think of to gather information on a solar-powered electrical system. Everyone had the same answer—"You're in Alaska?

You'll have to back it up with a generator in the winter." Lots of power in the summer, just when we don't need it, other than to run a freezer. To put together a solar powered system that would do what we wanted would cost close to \$10,000, and that was in the early 1980's.



most hardened bush types. We got a 2200 watt Briggs and Stratton powered model which lasted for several years before it blew up. It used a lot of fuel and was terribly noisy. We replaced it with a small Honda unit which was pretty fuel efficient, and somewhat quieter, but would not run our

We looked into diesel powered generator sets (gensets) and learned that they, like solar, were quite expensive, although not as high as solar. Then, in the early 1980's a friend of ours started importing diesel engines from China. He constructed mounting stands for them and mated them to Winco

generators. Then he sold them for about half of what a comparable American or European made genset went for. With some trepidation (China—aren't they made with slave labor?) we ordered a 4kW unit. (I was assured any "slaves" would be making socks, not diesel engines.)

The first order of business was to build a "sound-proof" room to put the unit in. I had heard about using a buried 55 gallon barrel for a muffler, so I dug a hole next to the generator room. I knew there was no practical way for me to build a truly sound-proof room, so I located the 4'X4' building about 150' away from the house—midway between the cabin and the workshop. The result? From inside the cabin no noise could be heard at all. Outside, in the yard, the noise could be heard but was acceptable since we didn't run it all the time. (Much quieter than our old gas unit sitting outside.)

What a change in our lifestyle. We found the 4kW unit would run about 5 hours on a gallon of diesel fuel. Each evening, just before dark I would start the generator and let it run until bedtime. From inside our cabin the generator could not be heard at all. This was really living!

As the years went by, we added a small battery bank and a Trace model 812 inverter. This is their 800 watt model and is very efficient. By running the generator 4-6 hours a day and charging the batteries at the same time, we could run the inverter for several hours a day. A freezer was next on the list. Although the 800 watt inverter is a bit too small to run a freezer, we found that our

4-6 hour running time per day on the generator was enough to keep the freezer at least below 20 degrees. Not ideal, but not too bad. Now Bullwinkle could go in the freezer instead of the 10 to 12 cases of canning jars it used to take.

Eventually I moved the generator room to the far side of our workshop, but attached to the shop in order to allow the heat from the engine to flow into the shop. This greatly cut down on the noise that could be heard from anywhere in the yard. I discarded the buried barrel in favor of an above-ground barrel shot full of .45 caliber holes. (This is amazingly effective as a muffler!) As I write this the outside temperature is minus 45 degrees F, and our little China Diesel has been running for about 4 days straight—when it is this cold we now let it run around the clock. A 300 gallon fuel tank gives about 1500 hours of running time, which works out to around 3 to 5 months, depending on the weather.

As the years went by we picked up several more used units similar to our original model. (The one running right now came from the Kennicott Glacier Lodge.) A few years ago Winco quit making the little 4kW 1800 rpm model, and a few were imported with Chinese electrics. Unfortunately, the Chinese make much better diesels than they do generators. While the engines are simple, efficient and "bulletproof," the electrical systems tend to be crude and complicated.

Our original engine (and Winco unit) have somewhere in the neighborhood of 40,000 hours on them. I have overhauled the engine twice, a

procedure that takes about 4 hours. The first time was not at all necessary, but the engine had 5,000 hours on it and I just knew it must be worn out! Since the engines come with enough parts for an overhaul, and since my friend was available to guide me, I tore the engine down—only to find the parts still pretty much like new. After that experience, I ran the engine another 30,000 hours before rebuilding it. As for the Winco unit, it is going strong with only a new set of bearings and a diode in all those hours.

My friend the importer has now moved south and retired. Since I did not want to tell you how wonderful the China Diesels are and then tell you that you cannot have one, I did a little research and found out that they are still available. The good news is they are still about half the price of most other units. The bad news (for us in Alaska) is that we now have to get them from California. China Diesel Imports, Inc. have been importing the little Chinese engines for years. They mate them to generators made in Great Britain—the larger units are direct-drive, while smaller gensets use V Belts. At the present time the smallest unit they carry is an 8,000 watt unit consisting of an 18 horsepower, single cylinder water cooled engine and a Stamford-Newage 1800 rpm brushless alternator. The price is \$2690, plus shipping from California. Other units are available up to a 23,000 watt model for \$4995. China Diesel Imports, Inc. 15749 Lyons Valley Rd. Jamul, CA 91935. Phone (619) 669-1995 or Email [edi@chinadiesel.com](mailto:edi@chinadiesel.com).

Diesel engines are much

simpler than gasoline powered ones, burn less than half the fuel to do the same work, and normally outlast them ten-to-one or more. The only maintenance generally required is changing the oil, and changing the fuel, air, and oil filters—much the same as on a gas engine. China Diesels also require periodic adjustment of the valves. What you don't have to deal with is tune-ups. Since there is no carburetor, it never needs adjustment. The same is true for the ignition system—there isn't any! To be fair, however, some China Diesel owners have had more problems than I have had. These units seem to be happiest in the hands of owners who have a certain amount of mechanical ability.

If you require a machine that you can just set-up and use with nothing more than routine maintenance, the name-brand commercial units may be a safer bet for you. Be prepared to pay for the convenience, both in initial purchase price, and often in higher fuel consumption and lower life expectancy.

One of the more popular units in Alaska is the Northern Lights 6 kW generator set model NL673. This model has been advertised for \$4896 at Alaska Diesel Electric in

Anchorage. The rated fuel consumption is two hours per gallon of fuel at full load, and less at lower loads. (Remember, we average 5 hours per gallon with our 4 kW China!) Contact Alaska Diesel Electric at 1-800-478-3006.

Another well known brand in Alaska is the Lister Petter. They have a 7.5 kW model that runs around \$5,000. The fuel consumption on this model is listed as 2.1 liters per hour at 75% load, which would be less than two hours per gallon of fuel. They are available from Bowers Engine Division in Kent, Washington. Phone 1-800-858-5881 and ask for David D. Rowland.

I have heard good things about the Onan Model 8.0HDKAQ. It is an 8 kW single and three-phase generator that's designed for continuous duty applications. All controls are waterproof and sealed for safe and trouble-free installation. It uses the proven Kubota three-cylinder diesel engine, and at about a 75% load, will reportedly run four hours on a gallon of fuel. Price is around \$7,000.

No matter which diesel you choose, there are a few things to keep in mind. One is that these engines do not like to be run for short periods of time.

They are much happier running all day and night than they are being started and stopped every 15 minutes. You might want to keep one of the gas powered units just to use for those short jobs that require more power than your inverter will handle.

Regular oil changes are a must. Be sure that the oil you use is rated for diesel service, which is more severe than for gas engines.

Spend some time designing and building a structure to put your generator in that will keep the noise contained, while still providing enough air circulation to keep the engine happy. While most people find the noise of these 1800 rpm units less obnoxious than the sound of the 3600 rpm gas units, no one wants to hear any kind of engine running for very long. Two things that I have learned over the years; isolate the engine from the building by using rubber or springs, and put as many layers of material between you and the engine as possible. The more times that sound has to change directions to reach your ears, the more it is dissipated. I believe the mechanical noise of the engines is harder to deal with than the sound of the exhaust, which a good muffler will take care of.

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# "Beetles from Hell" Attack Copper River Basin;

## Conference Fights Back with Information

BY ELAINE RHODE

The fastest growing infestation of spruce bark beetle in Alaska is in the Copper River Basin. Since 1989 beetles there have killed large white spruce on more than 600,000 acres. All of the major landowners have been affected.

Ahtna, Inc., and Chitina Native Corporation have been conducting salvage logging on their lands in the Chitina area. The Bureau of Land Management tried timber sales in the Tikel area, but low market prices for pulp wood resulted in no qualifying bids.

As a service to resource managers, researchers, and the public, the U.S. Geological Survey - Biological Resources Division held a mini-conference and workshop in October about the beetles and Copper River Basin forests.

Contacts were made with other land managers and researchers who have lengthy experiences with "the beetles from hell" as Duane Harp calls them. Harp should know. He's been a land manager on the Kenai Peninsula battle field for the past 10 years as district ranger in Seward for the Chugach National Forest. Spruce in his whole district are dead or under siege by the beetles. A major concern is fire.

Beetle outbreaks are not new in the Copper River Basin, but this current attack is

particularly severe, according to Dr. Ed Holsten, entomologist with the U.S. Forest Service's State and Private Forestry office in Anchorage.

"The Copper River Basin is a giant salad bowl for beetles," Holsten said. Where the Kenai has mixed stands of spruce and birch, the forests in the Basin are almost all spruce. And

temporary IF the spruce forest regenerates.

However, return to a mature spruce forest is not assured, especially if old seed-bearing trees are dead or the area is clear cut. On the Kenai Peninsula, land managers are finding that grasses choke out spruce seeds and seedlings, preventing their growth.

After logging, according to Dr. Michael Newton, College of Forestry, Oregon State University, there is a brief window of opportunity for natural seedlings to grow. If they don't establish themselves, the only way to return to a spruce forest is through regeneration efforts including preparing the soil and planting seedlings.

Collect those seeds, stressed Harp. His district on the Kenai lost that opportunity because all the big trees are dead.

Dr. Tricia Wurtz, U.S. Forest Service's Institute of Northern Forestry Cooperative Research Unit in Fairbanks, helped to picture results of management options of doing nothing or harvesting with or without regeneration effort. Wurtz stressed that there is no "one-answer-fits-all" strategy for the various landowners.

She echoed Harp's call for seed collection. "If you still have seed-producing trees on your land," Wurtz said, "you have an extremely valuable resource that is disappearing fast and that is biologically irreplaceable. Treat it like



almost all are the large, older, slow growing trees that beetles love. In some areas the forests are already 80 per cent dead.

What will it mean to wipe out entire forests? Even the experts can only speculate without more data.

Death of the large spruces could change the waterflow, especially as more snow can fall directly to the ground, increasing spring runoff. The impacts on wildlife are mostly unknown. Species that depend on mature trees probably decline; and those that need more open forests may receive a boost. The changes could be

gold.”

And if you are considering a planting program, try a small one with the biggest seedlings you can afford. “There is nothing wrong with planting 10 trees per acre, just to see how it goes.”

What could stop the beetles? “Two years in a row of miserably wet and cool springs,” answered entomologist Holsten. “That would foul up their mass dispersal flights. Beetles use sheer numbers to kill a tree.” If few took flight at one time, they could not penetrate a tree’s defenses and the population would decline.

The U.S. Geological Survey - Biological Resources Division has produced a small pamphlet about spruce beetles

entitled “Understanding Copper River Basin Forests: Some Basics.” For a copy, contact Lisa Thomas at

(907)786- 3685 or USGS-BRD, 1011 E. Tudor Rd., Anchorage, AK 99503.

### Acres Attacked by Spruce Bark Beetles 1989-1996

\*Wrangell-St. Elias National Park & Preserve 256,000 acres

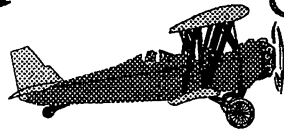
\*Ahtna, Inc., and Chitina Native Corporation 239,000 acres (including 125,000 acres within the boundaries of Wrangell-St. Elias National Park & Preserve)

\*Bureau of Land Management 154,000 acres

\*State of Alaska 104,000 acres

Source: Resource Data, Inc

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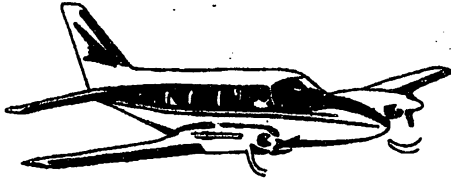
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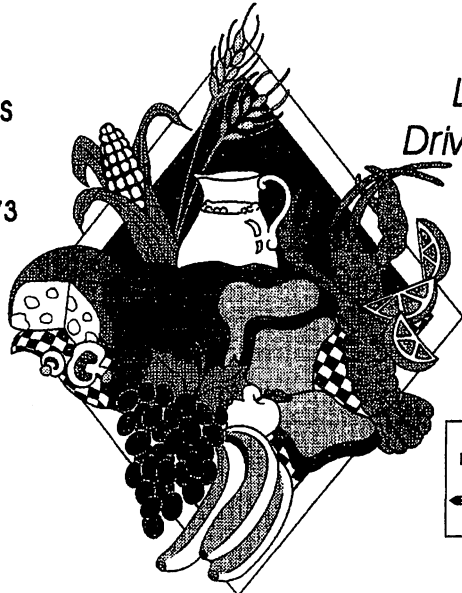
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# Cooking with Carly

BY CARLY KRITCHEN

Most of us who cook everyday for our families like to take a break from cooking every once in a while. Here in the McCarthy area it's pretty hard to find anywhere to eat out for most of the year (unless you're lucky enough to be invited to eat at someone else's house!). My solution to this problem is to make pasta sauce or a casserole in a large enough volume to eat for one meal, and freeze the extra portion for another time. Then if you get too busy, or just don't feel like cooking, all you have to do is reheat. Presto - Alaskan bush fast food!

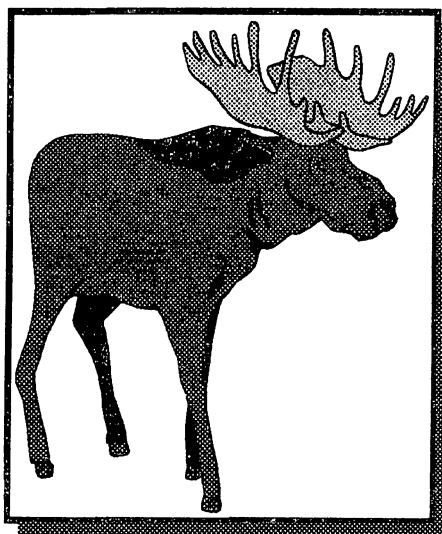
*This is the recipe that I use to make spaghetti sauce in bulk. You can add other items, like mushrooms, chopped olives, sausage, or meat balls while it is being reheated. The dried chilies give it a little bit of a bite!*

## Spaghetti Sauce

- 4-5 cloves minced garlic
- 2 large chopped onions
- 2 large chopped carrots
- 1 can chicken broth
- 2 large cans chopped tomatoes (or stewed)
- 1 large can tomato sauce
- 1 ¼ cups balsamic vinegar
- ¼ cup dried basil leaves
- 1 cup minced parsley (or ½ cup dried)
- 3 Tbsp. oregano
- 1 Tbsp. dried red chilies
- salt to taste

In a large sauce pan, combine garlic, carrots, and ¼ cup broth. Stir until most liquid evaporates, about 10 minutes. Add another ¼ cup

broth, and stir until liquid evaporates again. Add the rest of the broth, tomatoes, tomato sauce, vinegar, parsley, basil, oregano, and chilies. Bring to a boil, then simmer for about one hour. To store, let sauce cool, then freeze in serving size containers. Makes about 2 quarts.



*We eat lots of moose (and deer) served many different ways during the winter. This recipe freezes well, and looks nice served over hot egg noodles.*

## Moose Steak With Noodles

- 4 large diced carrots
- 4 Tbsp. canola oil
- 2 lb. moose round steak
- 2 cans chopped tomatoes
- 2 cans tomato sauce
- 2 tsp. sugar
- 2 tsp. oregano
- 1 cup chopped onion
- 1 cup chopped celery
- 2 cans sliced mushrooms
- 2 small cans diced olives

Saute carrots in 1 Tbsp. oil

until tender. Remove from frying pan. Chop moose steak into bite size pieces. Heat remaining oil in pan, then cook meat over medium heat until browned on all sides. Add tomatoes, tomato sauce, sugar, and oregano. Cover and simmer slowly for about 1 hour. Add onion, celery, mushrooms, and carrots. Cover and simmer for about 1 hour more. Serve over hot noodles.

*This easy recipe is great for potluck dinners—you can also use left-over or canned salmon, or left-over turkey in place of the chicken. It makes a big 13x9 casserole, or two smaller casseroles.*

## Chicken Tetrazzini

- 16 ounce package of spaghetti noodles, cooked (or egg, fettuccini, etc.)
- 2 Tbsp. butter
- 1 large chopped green pepper
- 1 large chopped onion
- 2 cloves minced garlic
- 2 cups chopped cooked chicken (or turkey or salmon)
- 2 cans sliced mushrooms
- 1 can cream of mushroom soup
- 2 cups milk
- ½ tsp. salt
- 2 cups shredded cheddar cheese

Melt butter in a large sauce pan; saute green pepper, onion, and garlic until peppers are tender. Stir in chicken, mushrooms, soup, milk, and salt. Add drained noodles and toss until well mixed. Pour into a greased 13x9 baking dish. Bake at 350 degrees for about 45 minutes, then sprinkle with cheese and bake 15 minutes longer. Serves 12.

# A look at the weather

BY GEORGE CEBULA

McCarthy experienced a rather warm and dry February. Close to a half inch of rain was recorded on February 22nd. This was a welcome change from a frigid January with plenty of snow.

The high temperature for February was 39 on the 21st, 22nd, and 23rd (45 on Feb. 11, '96 and 38 on Feb. 6, '95). The lowest temperature recorded at McCarthy in February was a rather warm -4 on the 1st (-45 on Feb. 21, '96 and -31 on Feb. 25, '95). The high was 30 or above on 14 days and the low was zero or lower on only 3 days. The average February temperature was a warm 19.5. This was almost 10 degrees (9.8) higher than '95 and '94. It was also well above the -3.9 in February '94. *By comparison Silver Lake had a high 41 on February 5th (41 on Feb. 12, '96 and Feb. 6, '95) and a low of -5 on February 15th and 16th (-43 on Feb. 21, '96 and -30 on Feb 19, '95). The average February temperature at Silver Lake was a warm 19.6 (8.6 in '96 and 8.9 in '95).*

The February precipitation was about normal with 0.63 inches of liquid (3.34 in Feb. '96 and 0.86 in Feb. '95). Total snowfall was a low 1.6 inches (37.0 in Feb. '96 and 5.5 in Feb. '95) and 0.46 inches of rain was recorded on February 22nd. *Silver Lake had 0.38*

*inches of liquid (2.41 in Feb. '96 and 0.49 in Feb. '95), all in the form of rain on February 23rd. Snowfall at Silver Lake was only a trace (30.5 in Feb. '96 and 6.0 in Feb. '95). McCarthy began February with 18 inches of snow on the ground and ended with 15 inches. Silver Lake had 23 inches on the 1st and was down to 6 inches by the 28th.*

March saw the return of below zero temperatures and plenty of sunshine. The high temperature for March was 43 on the 31st (47 on Mar. 24, '96 and 53 on Mar. 28, '95). The low temperature recorded in March was -23 on the 3rd (-23 on Mar. 8, '96 and -33 on Mar. 25, '95). The average March temperature at McCarthy was 11.7 compared to 18.0 in Mar. '96 and 10.9 in Mar. '95). The high reached 30 or higher on 13 days and the low was zero or below on 22 days. *Silver Lake had a high of 40 on March 22nd (44 on Mar. 26, '96 and 49 on Mar. 30, '95), a low of -17 on March 3rd (-22 on Mar. 8, '96 and -26 on Mar. 25, '95) and a March average temperature of 11.6 (14.8 in Mar. '96 and 8.9 in Mar. '95).*

March precipitation was light and all in the form of snow. Liquid precipitation was 0.23 inches (0.80 in Mar. '96 and 0.57 in Mar. '95) and snowfall was 3.5 inches (13.7 in Mar. '96 and 4.1 in Mar. '95).



*Silver Lake had only 0.04 inches of liquid (0.86 in Mar. '96 and 0.65 in Mar. '95) and 1.0 inches of snow (11.0 in Mar. '96 and 8.5 in Mar. '95). By the end of March the snow cover was still 15 inches at McCarthy and only 4 inches at Silver Lake.*

The total snowfall for '96-'97 was 44.6 inches (66.8 in '95-'96 and 48.3 in '94-'95) and the greatest snow depth was 22 inches. This compares with an average ('80-'97) of 63.9 inches and a snow depth of 27 inches. The greatest snowfall was 99.9 inches in '90-'91 and the lowest was 27.3 inches in '86-'87. The greatest snow depth was 39 inches in '90-'91 and the lowest was 16 inches in '86-'87. *Silver Lake had a total snowfall of 35.7 inches and the greatest snow depth was 23 inches.*

May should see a rapid increase in temperatures with highs in the 60's by mid month. Precipitation is usually on the light side with an average amount of less than an inch. Breakup could be a bit early this year with the light snow cover and warmer than average winter temperatures. June is usually the warmest month at McCarthy with an average temperature in the mid 50's, highs in the 70's and about 2 inches of rain.

"Weather—People get a bad impression of it by continually trying to treat it as if it was a bank clerk, who ought to be on time on Tuesday next, instead of philosophically seeing it as a painter, who may do anything so long as you don't try to predict what."

—Katharine Whitehorn

# FOR YOUR CONSIDERATION

**S**ince we are approaching the gardening season here in the McCarthy area, I thought this special garden plan might be appropriate for this issue of WSEN. I came across it in an article written by Kemmons Wilson. Kemmons quit high school during the Depression when his mother lost her job. He began making money by selling popcorn outside theaters. In 1952, he opened the first Holiday Inn in Memphis, Tennessee, and he retired as chairman of the board of Holiday Inn in 1979.

Mr. Wilson said that he first saw the article years ago, and feels it is the best way to sum up what makes for success.

**For best results, this garden should be planted every day:**

**Five rows of "P" eas:**

Preparedness,  
Promptness,  
Perseverance,  
Politeness,  
Prayer.

**Three rows of squash:**

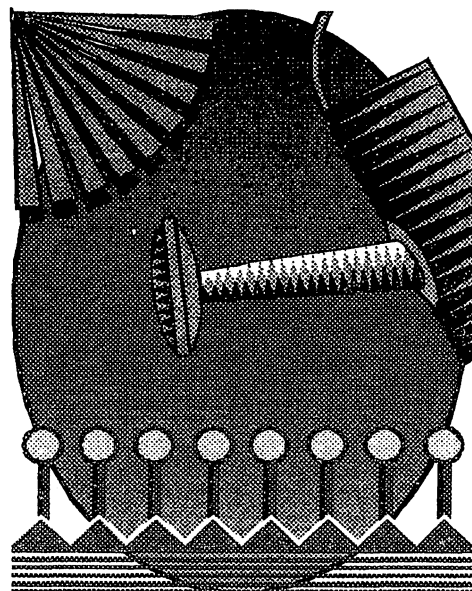
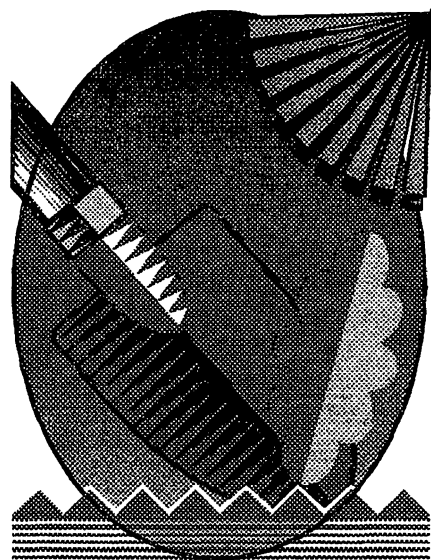
Squash gossip,  
Squash criticism,  
Squash indifference.

**Five rows of lettuce:**

Let us love one another,  
Let us be faithful,  
Let us be loyal,  
Let us be unselfish,  
Let us be truthful.

**Three row of turnips:**

Turn up for church,  
Turn up with a new idea,  
Turn up with the  
determination to do a  
better job tomorrow than  
you did today.





# LETTERS TO THE EDITOR

Anchorage, Alaska  
Mar. 3, 1997

Wrangell St. Elias News:

Enclosed, please find check in amount of \$10 for my subscription for 97.

Enjoyed the recent article on the railroad and the car and engine history. You might be interested to know that there are two or three old cars that were shoved over the bank on the Kennicott side of the Copper River approach. One was a cook car with a huge stove and related equipment, another was a box car, I believe. The other I don't recall it's use. I last saw them in 1973. When the road was dozed out, much of the overburden was pushed over the bank, partially covering them. I would suppose that they are still there, possibly accessible.

Also, regarding the laundry in Kennicott. My mother worked there for several years with a Japanese named Morhi. During the last Kennicott Kids reunion I was at the site. One of the old mangles was still laying about 75 or 100 feet from the site of the laundry building, which was located just off the glacier side of the store and storage building.

I was surprised to find that the house I once lived in was in such good shape. Really enjoyed going through it. Brought back many memories.

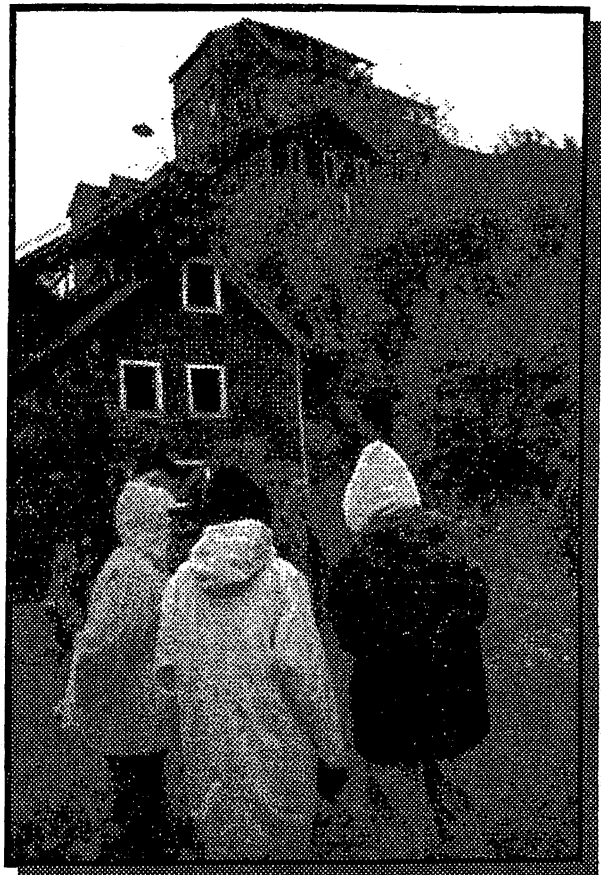
Sorry to say, I disagree with all the great plans the park department is putting forward in the area.

While it may have been a tough road to travel, it was that experience and the tram ride across the river that made the park and McCarthy /Kennicott area worth the trip. It gave the visitor a feeling of the hardships of those old days, and I don't believe anyone, handicapped or otherwise was unable to make the trip. The new road access will make it like any other park in the lower 48, with all its vandalism, congestion and commercialism.

I predict that, with the easier access there will be acts of arson against the buildings by radicals or activists that are opposed to maintaining a visible history of years past.

Really enjoy the news. Keep up the good work.

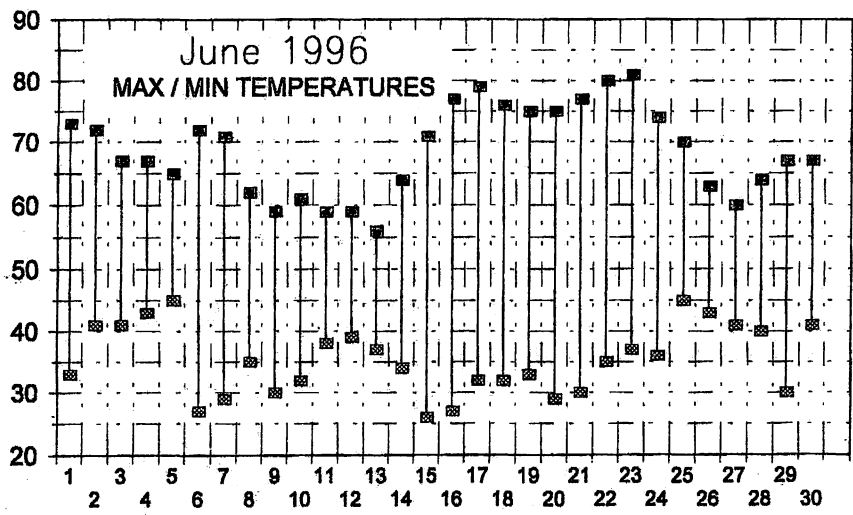
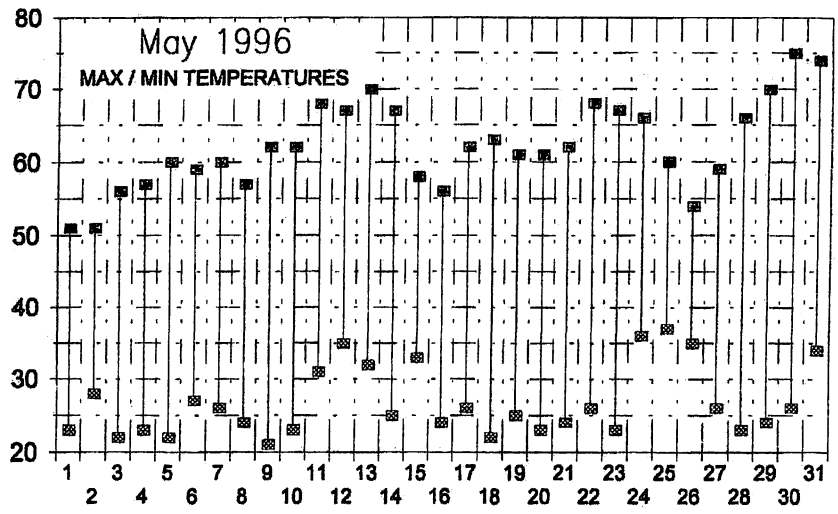
George A. Powell  
Kennecott Kid



What are these people looking at? It seems like a UFO is hovering near the mill building! Dave Hollis sent us this photo which was taken August 25, 1996. Dave thinks that aliens may be trying to extract copper ions from tailing piles. (The "saucer" is actually a street light—the pole is not visible in the photo!)

*Weather - What can we expect?*

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