

"Eternal vigilance is the price of liberty"

Wrangell St Elias News

mccarthy-kennicott.com

Vol. Nine Issue Three

May & June 2000

Two Dollars

More about roads

We read in different news papers recently of proposed new routes into the Gulkana and Chisana districts at present served from McCarthy, which shows that other towns are alive and aware to the advantages to be derived from being the supply centre for the outlying mining districts.

We believe that McCarthy is the logical supply centre for these districts and are aware that the newspaper talk of other routes is mere propaganda to boost their own stock in view of the new appropriation asked for by Colonel Steese to expend on such projects in this part of the country. But logical or not the fact remains that the best road or trail regardless of distance or convenience will take the preference. Give any packer the preference of

a good road or trail two hundred miles long and an almost impassible route one hundred miles long both leading to the same point and see which he will take.

The interests concerned in these districts look to McCarthy as their supply centre. The project in the White River District, headed by ex Governor William Sulzer, turns naturally to McCarthy but if some other point beats us to the road their interests have no other choice than to turn there for their supplies and operating base.

Why then, does McCarthy continue to idle and let this opportunity slip from her grasp to strengthen her position in the district. The proposed road has already been well commenced and the bridge over the Nizina is

well nigh completed and the only logical outcome now is to continue the route from this point either in the form of a wagon road or, in view of scarcity of funds, a good pack trail. Otherwise the money already spent to this point is dead loss.

Where is our McCarthy business club? The judicious expenditure of a little time and money Right Now will come back a hundred fold within the next few years.

The time is ripe NOW and delay is dangerous, so let us waste no time in getting into this matter and protecting our interests. It is the "Go get-it" plan that will win the day in this case, not the "wait-and-hope" system.

(Reprinted from The McCarthy Weekly News, January 3, 1925.)

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A note from the publisher

BY RICK KENYON

“**R**ough winds do shake the darling buds of May.”

Although it is only April as I write this, this quote of William Shakespeare about sums up the situation in the Wrangells. After a very mild winter, the willow buds are out in abundance, and the afternoon winds are not only shaking the buds, but helping to dry up the spring thaw.

In local politics, the same is true. After a very mild winter, the rough winds are blowing again as the summer population increases. One thing is sure—it teaches one to be flexible!

If you are very observant you will notice a few changes in this issue of Wrangell St. Elias News. Set this issue next to our last one and you should be able to detect an increase in the quality of the print. Our faithful Gestetner CopyPrinter has printed nearly a *million and a half copies* in its young life. As you might imagine, there are no Gestetner technicians in the

McCarthy area. (Actually there are none in Alaska that I have been able to find!) Anyway, with the help of a service manual and lots of elbow grease and patience we were able to give the little lady a minor overhaul. We hope it shows.

Another change, at least for this issue, is the number of pages given to the *Letters to the Editor* section. Normally we have one page, and sometimes struggle to fill that one. This time we have nearly three pages of *Letters*—due, in part, to those “rough spring winds.” Some of the *Letters* may give you a glimpse of life in McCarthy and Kennicott that you may not get from Bonnie’s *Items of Interest* column!

Finally, we welcome several new advertisers to WSEN—Tolsona Arctic Cat, McCarthy Lodge, and Copper Rail Depot. And we welcome back McCarthy B&B.

In this issue we are happy to publish Ken Smith’s story on

Merritt D. Kirkpatrick, better known as “Kirk.” Kirk was an early day aviator who’s pioneering work in the Wrangells helped open the door for our modern day bush pilots.

We are also happy to bring you the conclusion to *Making a living in the Wrangells*, by Fred Denner. Fred has lived in these parts as long as we can remember—trapping, working with logs, building dog sleds, and in general living the *bush lifestyle*. His insight has been gleaned from years of observation and experience. He brings us a healthy dose of reality in a world where predator worship has become so prevalent, even here in Alaska.

Wrangell St. Elias News welcomes aboard the following subscribers: Rob & Dixie Retherford, AK; Allen Showalter, AK; Dave & Reneé Persón, AK; Colleen Bibeau, AK; Doris Bordine, AK; and Gladys Dandona, CA.

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Contributors to this issue: Fred Denner, Carly Kritchen, George Cebula, Ned Rozell, Ken Smith, Lane Moffit, Kerstin Ohlander, Thea Agnew, Betty Adams, Frank Morris and Hunter Sharp.

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Items of Interest

BY BONNIE KENYON

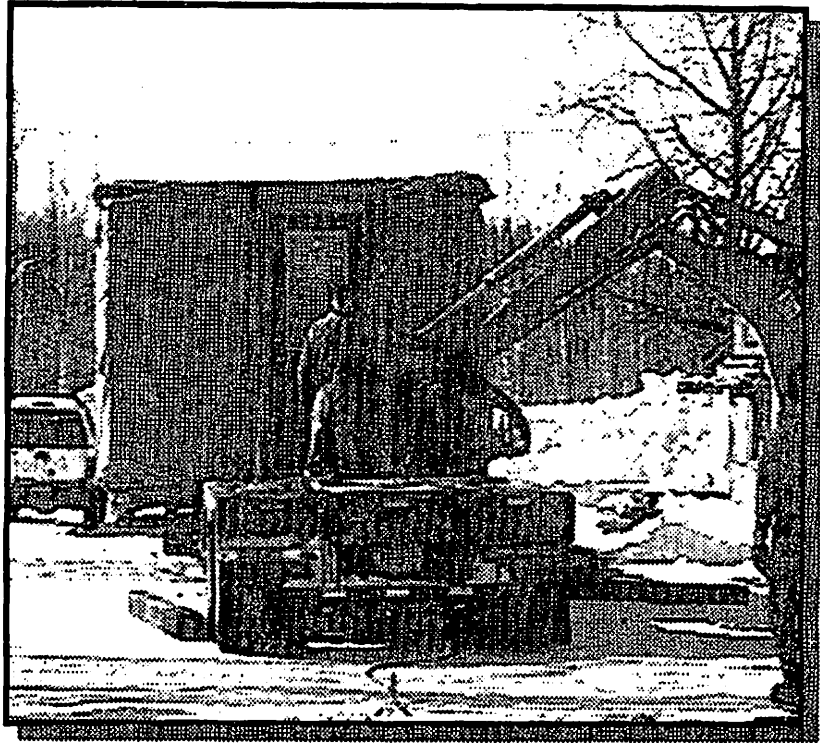
A Warm Welcome! I would like to start off this issue's *Items* by extending a warm welcome to two families. The first family is Jay, Kim, Nick and Erin Williams of Fairbanks. Although the Williams's have been visiting McCarthy since approximately 1985, they just recently built and transported a log cabin to their McCarthy lot.

Rick and I had the privilege of meeting Jay on previous visits to our area but finally the time came to meet his wife Kim, daughter Erin, 11, and son Nick, 4. Kim is a teacher and works at the ABC preschool in Fairbanks. Jay owns and operates Fairbanks Truss Company.

The three-sided log cabin was, for the most part, built in a heated shop in Fairbanks and transported over the McCarthy Road on a semi-trailer low boy by Keith Rowland on March 21. By the evening of the 22nd the cabin was on its foundation and ready for its first night's occupancy. A job well done, I'd say!

The Persón family, also of Fairbanks, are close friends of Jay and Kim. Dave, his wife Reneé, and their three boys Lee, 10, Wyatt, 7, and Ben, 6, came visiting this last weekend. Like with Jay, Rick and I had met Dave previously. This last week Dave brought his family to McCarthy and Rick and I enjoyed meeting them.

Reneé tells me she and Dave first traveled to McCarthy 15 years ago and nearly turned back before reaching their destination. They are glad they persevered. Since that time,



WSEN staff photo

BUILD YOUR HOUSE IN FAIRBANKS, THEN TRUCK IT TO MCCARTHY!

they have returned yearly for the July 4th celebrations.

Reneé is a homemaker and homeschool teacher to their 3 boys. She and Kim got their degrees in Elementary education together. Dave and Jay are business partners in the truss company and in the construction of the log cabin.

When Dave and Jay were in town the end of March, I was invited to be a part of a ladies' welcoming committee. Betty Adams, Jeannie Miller and I baked a few goodies and went visiting. Dave and Jay, seeing our disappointed faces when we discovered the ladies weren't "at home," gave us the grand tour of the cutest little cabin! The inside was already furnished

with beautifully finished wooden shelves, table, benches and bunks. What an exquisite job, Dave and Jay!

Both families hope to visit McCarthy more often in the future. We are pleased you chose our town to call your home away from home!

Kenny and Carly Kritchén: Kenny is halibut fishing and Carly says she is keeping a good eye on the homestead while he is away. I sometimes wonder if Carly ever gets bored. Frankly, I doubt it. In between tending the horses, chickens, cats, and dogs (she also manages to feed the birds in the neighborhood), she is busy on a sewing project. She and Kenny found time this winter to enlarge their

bathroom area which will allow them extra room for some of those amenities they hope to add in the near future. Congratulations, Kenny and Carly!

The Ludwig family: In our March/April issue, I announced the birth of Brooks and Diane's son, Ian Hunter Ludwig. At that time, I did not yet have a picture of Ian. Since then, however, Diane has sent me the following photo. He is a real cutey, isn't he?



Photo courtesy Diane Ludwig

IAN HUNTER LUDWIG

Al and Fran Gagnon: I must report that Al called us on April 17th from his home at May Creek with the news that he and Fran had spotted their first Junco of the season. I've been keeping a watchful eye on my feeder since Al's call, but haven't managed to spot a Junco yet.

George Cebula: All is well with George. He told me he has really been enjoying this winter. Temperatures weren't too severe, he's gotten in some good reading time, and survived driving the McCarthy Road during the winter when he made a quick trip into Anchorage. Rick and I had to make a trip to

the big city, too, and we were very thankful to have George fill in for us on the weather observing job. What was supposed to be a couple of days turned into a week while Rick and I waited for our truck to be repaired. Again, George, thanks for being such a good neighbor!

Nelson Corcoran and Brandon Holton: As most of you know, our neighbors, Nelson and Brandon, are back in McCarthy. They both worked this winter at the McMurdo Station in Antarctica but have returned to their little cabin in the woods. Hopefully, you read Brandon's story of their cabin-building project in our January/February 2000 WSEN.

They brought in a wood heating stove and today they stopped by and informed us they were beginning the process of installing it.

Welcome home, Nelson and Brandon! We are pleased to have you back in the neighborhood

The Lohse family: It's always a pleasure to visit with Ralph, Linda, Tyee, Trae and Teal. Trae answered the phone and I told him I was looking for items of interest from Long Lake. He wanted to know if getting stuck in a road glacier for 2 hours was an item. I had to chuckle at that because Rick and I have had our share of that kind of adventure!

Linda says homeschooling is going very well and the boys (and Linda, I'm sure!) are working extra hard these days. When Tyee, Trae and Teal aren't busy with their school lessons, Linda says they are collecting lumber to build quarters for their chickens and pet duck. They are planning on making a trip into Palmer to pick up a few more occupants.

Another project the boys are working on is gardening. The family garden plot is now free of snow, Linda reports, so the boys are making great strides in bringing some of it inside – for planting those early garden plants.

Ralph just returned from a 2 week trip to Attu where he worked on a fox survey with Fish and Wildlife. Out of the 14 days he spent in and around that area, he said they experienced 7 bad weather days and 7 good. There are no trees on the island, says Ralph, but it makes a spectacular skiing area. Welcome home, Ralph. I'm sure the family is glad to have you return.

The Welty family: Lynn and daughters Sarah and Rene can closely identify with Linda especially when it comes to school work. Sarah and Rene have been hitting the books with real diligence says their mom. She is very proud of their progress. It could be because they enjoy school or just maybe it is the thought of summer and all that it holds for them. Sarah and Rene are eagerly looking forward to visiting their grandparents in Ohio and Florida! Now that sounds like a true adventure for these two young ladies. Both Sarah and Rene have had a birthday since our last WSEN. Rene turned 12 on March 30th and Sarah turned 15 on April 15th. Congratulations, Sarah and Rene!

Don just returned from a trip to Cordova. The family was really glad to see him. The weather hasn't been that good in Cordova but he managed to find just that right break for flying home.

Audrey and Jim Edwards: I just returned, too, from somewhere. Maybe not Cordova

but I did take my 4 wheeler down to the Edwards's house for what might be the last ladies "sewing circle" for this winter season. I decided to leave my sewing project at home this time so I could give my undivided attention to Audrey's teaching session with the Welty girls (that includes Lynn, too!).

Audrey used to give instruction on how to fashion and assemble dolls and she is sharing her expertise with Sarah, Rene and Lynn. Several porcelain heads were sitting on the kitchen table when I arrived and before I left they were taking on a real-life appearance. Lynn busied herself with sewing arms and legs on her doll's torso (and nearly onto herself and Audrey a couple of times!). It's not as easy as it looks. That's why I've stayed with my cross stitch project!

Thanks Audrey and Jim for sharing your home with us ladies.

Kris Rueter: It's always delightful to visit with Kris who returned to her cabin a few days ago. She "finished a successful fishing season," getting off the boat the end of March. Wanting to catch up on some sunshine and rest, she traveled to Florida to see some of her family.

Kris says she thought she would miss McCarthy's spring "break-up" but she may have gotten home just in time to experience it!

She will be working on the Kennicott project again this summer, but in the meantime, Kris is just enjoying being home. Welcome back, Kris!

Jurgen Ogrodnik: Jurgen is home after spending 4 months in Chili. Pisco-Elqui, where Jurgen spent the majority of his winter, has a population of 500, and is also the winter home of

Malcolm Vance—a familiar face to those of us here in the McCarthy area. "I had such a good time!" says Jurgen. "I plan on returning in November."

After going for a swim each day, Jurgen enjoyed a front row seat at Malcolm's restaurant where he "made music" on his guitar for the clientele. The highlight of his vacation was the 12-day trip he and Malcolm took on horseback. They traveled over the Continental Divide into Argentina crossing 3 mountain passes, the highest one being approximately 13,000 feet.

It sounds like you had a great adventure, Jurgen, and a warm welcome home to you!

Betty, Lane and Kaylin: Kaylin and mom Betty took their winter vacation in beautiful Wasilla, Alaska, this February. "It was relaxing for me to have Grandma there to watch Kaylin. Both Grandma and Grandpa spoiled him and now he asks 'you have a toy' every time we walk in their door," says Betty.

Betty discovered that she had the Home and Garden Channel on satellite TV this winter. She was so inspired by watching how easy it was to do those "little remodel projects" that she picked up supplies on her town trip and has been refinishing the chairs and tables in the hotel (in her spare time! What's that, Betty?). She claims she isn't a Martha Stewart type, but I'm beginning to wonder.

Kaylin turned three this past March and shared his birthday with some of his neighbors. He did a grand job of joining in by singing his happy birthday song. Betty says she told a story at the party of unsuccessfully trying to find a birdhouse kit for Kaylin. To her surprise she found one in her

mail box the next mail day! Thanks to that special neighbor.

Lane says he is looking forward to his town trip the first of May after a long winter with no breaks from mother nature, river, ice and roads.

The Rowland family: Keith, Laurie, sons Kaleb, David, Daniel, Jubal and daughter Hannah visited the McCarthy area during the third week of March. It was my first opportunity to meet baby Jubal. Last issue I announced his birth (Sept. 2, 1999) but since then I've received a photo which I am sharing with you. I can see why he has been nicknamed "Mr. Happy" for he didn't need much coaching before a smile appeared on his face.

One evening while they were in town, Rick and I paid them a visit. Keith and Rick gave an impromptu concert for us. Keith plays trombone and Rick the saxophone. Even though they have never played together before, I thought they did a great job! Keith's dad, Ken, was on the scene, too, and he did his part in encouraging the duo! Before the evening performance was over, Laurie had brought out her violin and the duo became a trio. A fine time was had by all!



Photo courtesy Laurie Rowland

JUBAL ROBERT ROWLAND

DOT&PF—bridge posts to go back up

BY RICK KENYON

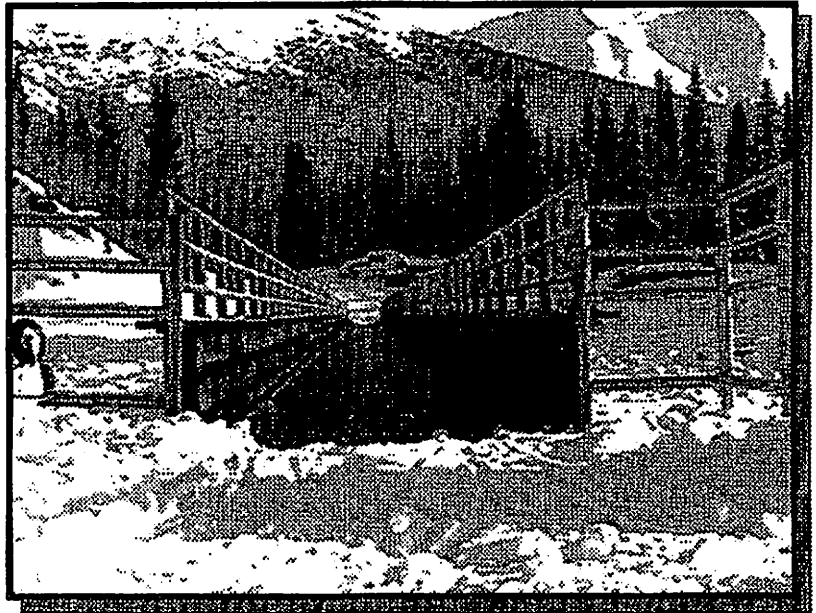
Just before going to press in late February, we learned the posts at both ends of the west-branch Kennicott River footbridge had been removed. Two months later the posts are still down—but not for long. The Department of Transportation & Public Facilities (DOT&PF) is planning to replace the posts, and then hold more meetings in McCarthy to determine if the community would like to allow vehicular access on the bridge.

“Tourist season is about to begin,” said DOT&PF regional director Tony Johanason, “and since the bridge was originally designed for pedestrian traffic only, we cannot leave it open until we determine if it is feasible to allow mixed vehicular and pedestrian traffic.”

Johanason indicated that the removal of the posts, as well as comments his office has received supporting their removal, would likely lead to further meetings between DOT&PF and the community.

A survey of local business-owners by the Kennicott-McCarthy Chamber of Commerce resulted in a majority vote for “no posts.” A significant minority voted for some type of removable posts to be installed. Replacing the fixed, non-removable posts was the least popular with Chamber members.

At the time of the posts’ removal, not enough members of the McCarthy Area Council



(MAC) were in the area to have a meeting. They did circulate a questionnaire to members, in which the post removal was called “vandalism” and members were given the option between replacing the posts with fixed or removable posts. No option was provided for “no posts.” The board met on April 21, then sent DOT a letter requesting “(1) immediate replacement by the DOT of the broken bollards at both ends of the west footbridge; (2) revision of current bridge access only by thorough community due process; and; (3) only a revision that does not conflict with State and Federal laws and regulations.”

MAC was largely responsible for getting DOT&PF to install the posts when the bridge was

originally built.

Proponents of replacing the posts cite fear of increased number of ATV’s accessing McCarthy and Kennicott, as well as fear that the bridge decking might be damaged by vehicular traffic. They say the posts were chosen by “democratic process” and that the removal was “vandalism.”

Those advocating leaving the posts out say that the decking is being damaged more by the present freight cart than would be the case with 4-wheeler type vehicles, and say the fear of large numbers of ATV’s is unwarranted. They see the removal of the posts as a form of “protest” rather than “vandalism.”

Editors note: This news story is not intended to support either the removal of the posts, nor their re-installation. It is merely meant to set forth the facts as we understand them. If you have strong feelings on the subject, feel free to write—but please try to keep you letters somewhat civil. Thank You.

Aviation in the Wrangells

"Kirk"

BY KEN SMITH

Only little in the way of recorded history exists relating to Merritt D. Kirkpatrick. This is unfortunate since Kirk, (he was addressed as "Kirk" all of his life), was second only to Gillam in establishing an early and significant aviator presence in the Wrangell Mountains. Kirk flew the Wrangells out of Cordova and Copper Center throughout most of the 1930s.

By 1930 Kirkpatrick had extensive experience in the aviation field. He was superintendent of the Swallow Aircraft Company in Wichita, Kansas. Having worked for Swallow for eight years he was also an accomplished mechanic, pilot and flight instructor. But the economy of the U.S. was just beginning to tank and Kirk knew it. The stock market crash of 1929 had driven some banks under and the aircraft manufacturing business was soon to follow.

Kirkpatrick was also engaged to a young lady named Leah Dean Mendenhall ("Dean"). They had decided to get married and explore new and more romantic horizons. In addition, the decimated U.S. business climate gave them good reason to travel. They thought China would be an interesting adventure and Kirk had just been offered a job in that country. However, just before he took it rumors of the impending war began to surface and they elected not to accept. Dean and Kirk were married on October 1, 1930. Using one of the company Swallow biplanes they flew up to the popular Little Church in the

Wildwood at Nashua, Iowa. They were the 28th couple to be married in the church that day.

That same year Harold Gillam began Gillam Airways in the Copper River Valley. Gillam began the company with a Swallow biplane named the "Arctic Prospector." He had purchased the Swallow a year earlier and used it to make his first cross-country flight. Almost immediately after setting up business Gillam purchased



Photo courtesy the author

M.D. KIRKPATRICK

another brand new Swallow, with federal registration number, NC430N. Later that summer he cracked up one of the Swallows. Since Gillam had met Kirkpatrick at the Swallow factory he sent him a telegram offering him a three-month job rebuilding the Swallow. Gillam apparently suggested that Kirkpatrick might be able to stay on after the Swallow was completed as a mechanic/pilot or maybe even as manager of a new branch of the operation.

Knowing nothing about Alaska the newlywed Kirkpatricks

headed for the library. After arriving in Seattle by train, Dean expected to travel to Alaska on an equivalent of the transatlantic liners that she had seen in movies. Those four funnel ships were huge, floating hotels complete with elaborate staterooms and adjoining baths, but Alaska Steamship Company's single funnel SS "Yukon" didn't quite measure up to that image. They sailed on the "Yukon" to Valdez late in the fall of 1930.

When the ship made its first stop at Ketchikan, Dean was certain she could never live in such a small town—particularly one that smelled so fishy. As the ship progressed north, stopping at Juneau, Cordova and other communities, she experienced the same negative thoughts and was aghast at the idea of living in such isolated surroundings. Little did she know what was soon to be in store for her at Copper Center where they were going to live in a little log cabin. Water there was carried from seven miles away, the nearest grocery store more than a hundred miles away at Valdez and a tough, cold Alaska winter was about to begin.

Kirk rebuilt the Swallow and also flew for Gillam out of Copper Center until the spring of 1932 when Gillam offered Kirk the job of representing Gillam Airways at Cordova. In Cordova, Kirk and Dean lived in an apartment above the Empress Theater in the new, modern Austin "Cap" Lathrop building. Since Gillam didn't have a floatplane and the towns only airport was out at mile 17 on the Copper River Northwestern

Railway, most of the flying was accomplished during the winter on skis off of Eyak Lake. Gillam's summer coastal business was pretty scanty. But Kirk had been able to fulfill his dream of becoming a bush pilot flying the mail in Alaska.

Early in the spring of 1934 Kirk and Dean returned to Wichita. Since they both had unknowingly fallen in love with Alaska it was a difficult move. To make matters worse, the depression had hit the country hard and a lot more severely than anticipated. Alaska, they learned, was not receiving a significant economic impact from the slump. But in Kansas, it was the era of John Steinbeck's *Grapes of Wrath*, complete with the dust storms, farm foreclosures and shattered lives. After searching for two months, they discovered new jobs in aviation were non-existent. Again, they packed for Alaska and this time with a better idea of what to take north.

In 1932 Noel Wien had returned to Alaska and along with his brother Sig purchased Northern Air Transport. Noel and brother Ralph had sold Wien Alaska Airways' assets a few years earlier. In the spring of 1934 Noel offered Kirk a job if he would return to Alaska and move to Fairbanks. Kirk and Dean did return and Kirk flew for Noel Wien.

Kirk's tenure with Wien Alaska Airways was short, however, as Cordova businessmen were anxious to have air service based exclusively in Cordova. They made an offer to Kirk to be part owner and president of Cordova Air Service Inc. Kirk received the new company's first ten-share stock certificate, dated September 24, 1934. Kirk continued to help Noel out and flew for him until

shortly after Christmas. Then Dean and Kirk flew to Cordova in the little "Byrd" biplane Kirk had purchased in Fairbanks. The Byrd would be the first aircraft for Cordova Air Service. The title of the new company would be "The Copper Belt Line."

Within months the new company had additional aircraft including two large Bellanca floatplanes and had moved into the two hangars that Austin "Cap" Lathrop had just completed at the new city airport along Eyak Lake. Mayor W. H. Chase had dedicated this first Cordova airport on June 21, 1934, and Harold Gillam made its first landing.

Cordova Air Service soon hired mechanics and pilots, and its maintenance base at Eyak Lake became the first federally-certificated repair station in Alaska, Station No. 280. For many years after, new aircraft being delivered to Alaska were shipped by steamer to Cordova and reassembled at these Eyak Lake facilities.

Cordova Air Service business flourished over the next few years. In addition to its extensive operations around Prince William Sound and the Wrangell Mountains, it was conducting charter operations to points as far north as Point Barrow and as far south as Seattle.

Pete and Lee Ramer were two miners who became close friends of the Kirkpatricks. As a result of this friendship, Cordova Air Service received the bulk of the flying for the Ramers at their new gold mine near the headwaters of the Bremner River just south of McCarthy.

Since Dean was able to take dictation her services were in great demand in Cordova. At one time or another she worked for the Copper River and North-

western Railroad, the United States Bureau of Fisheries and the First Bank of Cordova. When Kirk equipped all of Cordova's planes with two-way radios he brought Bill Lear to Alaska to install them. (The same famous inventor who would go on to found the Lear Jet Corporation.) After the radios were installed, Dean was elected to be chief radio operator. Much to her chagrin, in order to acquire a license she had to learn Morse code.

On Saturday July 6, 1935, the weather in Cordova was warm and clear. Two officials with the U.S. Bureau of Fisheries decided to charter Kirk to Juneau. They were taking the big Bellanca Skyrocket on floats, and having extra seats available, a gentleman from the Bureau suggested to Dean that she might like to ride along since it was such a beautiful day. Dean was dressed for her secretarial job at the bank and just happened to stop by the airport after work. Nevertheless, she elected to go along. Just north of Icy Bay, Kirk ran into heavy fog. He flew into it awhile, then turned around. But it was too late. The Bellanca crashed in heavy alders next to the ocean beach. Fortunately, no one was injured. The next day they started walking north to Cape Yakataga, a 20-mile journey which included crossing the White River. They reached Yakataga on Tuesday—about the same time that search aircraft found the wreck.

Dean's nice clothes were ruined, including the new set of J.C. Penney hose her mother had sent her. Dean knew that their friends from Valdez, Bob Reeve and his wife Tillie, had earlier been forced down on the Valdez glacier. They, too, had been compelled to walk out and Tillie

ruined a set of I. Miller high-heeled shoes during the trek. Newspapers covered the Reeve search as they had the Kirkpatrick's. Tillie had sent a copy of the article and one ruined shoe to the New York retailer where she bought the shoes. They sent her a brand new set. Dean tried the same thing with J.C. Penney and her hose. Today, Dean lives in Wichita; she is 92 and still waiting to hear from J.C. Penney.

The accident on the coast wasn't the only time that Dean was with Kirk when they ran into trouble. It happened on another beautiful summer day when a salesman from American Can Company chartered Kirk to one of the canneries on the western side of Prince William Sound. Once again Dean went along for the ride. The salesman had booked passage on Alaska Steamship Company's SS Yukon to Seattle. He needed to complete his business at the cannery and return to Cordova in time to catch the boat that afternoon

Everything went well until they were just a few minutes out of Cordova on their return. Dean heard a loud boom from the engine and then heard Kirk yell that they had just "swallowed a valve." Kirk landed the Bellanca next to shore on Hawkins Island. They paddled to the beach and told the salesman they simply had to wait until a boat came by or one of the other pilots spotted them. The salesman went berserk. According to Dean, he put on quite a horror show claiming that among other things he wasn't physically capable of surviving a sustained period in the wild.

Curiously, from where they were parked on the beach they could see portions of the main

shipping lane. Pretty soon they caught glimpses of the SS Yukon sailing by, almost on schedule, on its way south. This agitated the salesman even more. But suddenly the Yukon stopped and lowered a lifeboat. The Captain had spotted the Bellanca and understood the circumstances. He also knew a passenger for the Yukon was on it. He radioed

and suggested he move north then. Early in 1937 Kirk sent him a ticket and offered him a job. Dad, known as "Smitty" in those days, accepted. Dad flew for Kirk throughout most of 1937, and after mother arrived in Alaska Kirk transferred Dad to McCarthy. There he ran a subsidiary of Cordova Air Service that Kirk had recently



Photo courtesy the author

KIRK HAD ONLY BEEN A FEW MILES FROM CORDOVA, (FLYING FROM MCCARTHY) WHEN MOST OF THE BELLANCA'S RIGHT WING SHEARED OFF AFTER IT HIT TREES ON ONE OF THE SMALL ISLANDS IN THE INLET. THE AIRPLANE THEN CRASHED AND SANK IN DEEP WATER KILLING BOTH KIRK AND PASSENGER CON MILLER.

Cordova of the Bellanca's whereabouts and sent two fresh loafs of bread for Kirk and Dean to enjoy during their wait. The salesman got in the lifeboat without saying a word of thanks or goodbye and never looked back. It was this incident that gave Kirk reason to install radios in the aircraft.

In 1934 my father, Merle K. "Mudhole Smith," was flying for the Inman Brother's Flying Circus in the Midwest when he met Kirk at the Swallow factory. Kirk told him stories of Alaska

established called Airways Incorporated "The Orange Fleet."

By late in the 1930s Kirk had developed a reputation as one of Alaska's foremost aviators. He was chosen as one of five to compose the Territorial Aeronautics and Communication Commission.

On April 10, 1939, Kirk flew into McCarthy on a charter with a load of miners for Dan Creek in the Bellanca Skyrocket NC354W. Kennicott Copper Corporation had just closed down its

operations five months earlier, and as a result the flying business in the area had almost dried up completely. Dad had received an employment offer from Noel Wien to fly his company's Ford Trimotor out of Kotezbue. That day in McCarthy Dad told Kirk about the offer. Kirk tried to talk Dad out of going and suggested that Dad move to Copper Center where he had decided to establish a new base. Kirk thought there would be plenty of business in Copper Center to keep Dad busy.

Kirk took off with one passenger, Con Miller, for Cordova. Dad saw Kirk takeoff and then he walked down the hill to his home in downtown McCarthy. On the way he was trying to decide which offer to take, Noel's or Kirk's, when it began to snow. Mom was the radio operator for Cordova Air Service at McCarthy and the radio was in their home. When Dad walked in she had company, so Dad used the radio and was able to raise Kirk. Kirk had already reached mile 63 on the CR&NW Railway (McCarthy is at mile 191). Soon after, Dad heard Cordova transmit their weather to Kirk. It was zero-zero, heavy

snow and wind.

Dad was worried. Radio reception with the coast was poor but after a few hours he managed to talk to Cordova. Lawrence Barr, the radio operator at Cordova, said that Kirk had turned around at Mile 62 and was going to fly part way up the Tasnuna River and try to cross the mountains via Schwan Glacier then work his way into Cordova by flying down Nelson River and up Orca Inlet. But he hadn't arrived in Cordova.

Harry Boyden volunteered to fly with Dad to the coast to look for Kirk. Harry packed up a load of emergency gear including snowshoes. They took off approximately six hours after Kirk departed. Due to heavy snow they were forced to land on a lake near the trackwalker cabin at mile 83. Even though the railroad had been closed for sometime the phone in the cabin still worked. In the morning they talked to Cordova only to find out Kirk was still missing.

Kirk had made it into Orca Inlet. Numerous persons living around the area had heard the Bellanca flying low in the heavy snow on the 10th. It took 5 days

to find the wreckage. Kirk had only been a few miles from Cordova when most of the Bellanca's right wing sheared off after it hit trees on one of the small islands in the inlet. The airplane then crashed and sank in deep water killing both Kirk and Miller.

Dean accompanied Kirk's body back to Wichita for burial. It was with great sadness that Cordovans said goodbye. Like Gillam's, Kirk's legacy was also cut short by a tragic aircraft accident. But during the brief period he spent on earth he certainly made his mark. The *Cordova Times* had this to say: "Kirk was a gentleman; his high-minded character was ever sensitive to the sterling qualities of righteous man-to the rules and regulations of well-ordered living. Many is the time that he has risked his own life to save others—often battling adverse conditions and that toughest of opponents of Man—the elements. What a pity that none of us were able to retaliate with just a little help when it was needed. Kirk was a regular guy, and we shall miss him."

Senate modifies Chitina dip net fishing permit

JUNEAU —

The Alaska Senate passed a bill Wednesday, April 12, that lowers the cost for families to fish in the Chitina dip net fishery. SB 301, sponsored by Senator Gary Wilken, makes changes to the permit requirements, the fees, and the name of the permit required to use the fishery.

"Because Chitina is now designated as a subsistence fishery, a sport-fishing license is no longer necessary," said Wilken. "The price for an individual would stay the same as it was under the previous guidelines, but a family of at least two people would see cost

savings under the new fee structure. Last year they would have had to purchase a Chitina permit for \$10 and two fishing licenses for \$15 each, a total expenditure of \$40. Under SB 301, they would only pay \$25 for the Chitina permit."

"No government power can be abused long. Mankind will not bear it. . . . There is a remedy in human nature against tyranny, that will keep us safe under every form of government."—Samuel Johnson

Making a living in the Wrangells

conclusion

BY FRED DENNER

Standing at the edge of the death trail early in the morning, I recall the scene forever etched in my mind of the moose-wolf battle zone and think about the level of violence which leaves a heavy spray of blood more than six feet up the side of a spruce tree. Such a battle itself I know I'll never likely be fortunate enough to witness.

As I look up the swale, I wonder how far I will have to snowshoe to find the end of the drama I first discovered three days ago.

Turning, I begin to follow the now blurred moose and wolf tracks, finding the going easier out here in the middle of the small valley where the drifts are packed hard. The moose wasn't so fortunate, though; he was plagued by breaking through the crust every step of his getaway. I follow off to the side of the deep tracks, not wanting to alter the record of the age-old dance of survival already vanishing under yesterday's two inches of new snow.

Stopping every so often to listen for the sounds of ravens, I am rewarded by raucous cawing and quorking about an eighth of a mile ahead. Most of the raven activity seems to be to the north of the swale a short way into the timber. About a hundred yards into the sparse black spruce I can see the edge of another battle zone and know the remains of a dead moose must be somewhere in the vicinity.

I am really not prepared for what I am about to see. Having come across other wolf kills, I

expect at the most a well-gnawed moose carcass, perhaps ribs and backbone intact, other pieces, parts, and bones scattered about the kill site. This is what my preconceived notion of a wolf-kill leads me to expect.



Directly ahead, however, lies a whole moose—head, hide, legs, everything intact. My first reaction is panic. Wearing 10X56 snowshoes while only about 30 feet from an animal this size known to aggressively protect its personal space just isn't smart. As I begin to look for a larger tree to get behind, I see a magpie land on the head and peck at the moose's eye. "OK," I tell myself, "you can relax now—this moose isn't going to charge."

A mound of glistening brown-black hair, stark against the white snow, the moose seems at first glance to be in natural repose. As the details register bit by bit, I see the rear legs outstretched too far, the angle of the upper body and front shoulders too high in relation to the rear quarters, and the head extended forward as far as the neck allows, balanced on its chin. This last detail really disturbs me. I can almost see all the pain and

suffering of the last three days expressed in that head and neck. Stepping back from the carcass a few yards, I can't believe I'm feeling queasy. I am no stranger to killing, gutting, skinning, and quartering game animals large and small. There is no place for sentiment when killing for meat, though respect and thankfulness are a crucial part of a successful hunt.

What lies before me has been killed wantonly, with no effort directed at consumption. As I think about this, some perspective seeps through my shock—of course, if wolves don't eat the moose something else will, and the dead moose will go on to fulfill its function in the ecosystem, to nurture the web of life.

Still, I feel uneasy with this whole moose lying in front of me. Legally, I am not allowed to salvage the meat, as Fish and Game regulations state I can set traps around the carcass but I am not supposed to salvage or move it.

Around the area I see a succession of moose beds in the snow, most covered by the two inches of new snow that fell yesterday and last night, though some don't have the full complement of snow in them and there is one which doesn't have any new snow in it at all.

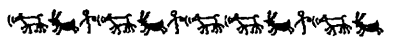
I figure yesterday's storm broke around midnight, so the moose has probably been dead less than 12 hours. Leaning over the back legs to look for the lethal wound, I overbalance myself and have to put a hand on the moose—WARM! I find what I am looking for, however:

the tendon at the back of the left hook has been ripped out, leaving a gaping wound and effectively hamstringing the animal. There could be other wounds hidden under the body, but I have seen enough to reconstruct the story.

I had little inkling of the tragedy unfolding down here in the timber three days ago while I went by to check my traps. Undoubtedly the moose was here slowly bleeding to death.

Further investigation reveals what looks like a wolf play area. Busy wolf feet have packed down an area about 20 feet in diameter adjacent to the dead moose. Not one square inch of the area is unmarked by wolf tracks, and wolf scat and urine mark several high spots and trees. I don't know what to think about the play area, only that the wolves had been here less than 12 hours ago since there is no new snow in any of the tracks.

The wolf's relationship to its prey is very simple: "eat to live," though not much eating has taken place on this kill. Later in the morning I do find a partially consumed calf. And as simple as the wolf's credo is, the trapper's "trap to live" is anything but.



In the past, trapping wolves was a simple matter, politically speaking. Today the wolf is enjoying an image remake, and the people who tout him as a symbol of wilderness don't like their symbols trapped or snared. That's fine as far as symbols go, but symbols don't pay the bills. Just because he's not the big bad wolf anymore, doesn't mean he is our fairy godmother.

New Age sentimentalism seems to be more about what

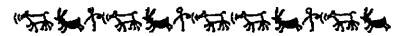
other people should do, how other people should lead their lives, rather than continued respect for the diverse values which draw individuals to wilderness.

Granted, wolves have no choice in how they bring down an animal. Since they are armed only with teeth, strong jaws and the will to live, it's no wonder their killing is slow and bloody. ON the other hand, it can be argued the wolf-trapper can choose to kill wolves or not. The choice really isn't about killing wolves, but about choosing to live close to nature and that means understanding a fundamental tenet of nature: everybody eats, and death lurks around every corner. New Age sentimentalists in their push to limit the trapper's choice by putting the wolf on a pedestal as some sort of godhead, as a personification of the human psyche has really missed what the human relationship to nature is all about. Sherry Simpson, in her March 26, 1995, *We Alaskans* article *To Catch a Wolf*, tells quite eloquently about her difficulty in understanding about life and death:

"Even though I was raised in Alaska I was also raised on Disney, in that fantasy where creatures sing and talk, foxes and hounds play together, and only mean people kill animals. I cried the first time I saw Bambi's mother die. I was 29... I want to wear fur, but I don't want to kill animals for it, least of all the appealing, doggish wolf. Deep in this ambivalence, I recognize a moral blind spot, a deliberate turning-away from the way life and death proceed."

Certainly the trapper has a high moral obligation to treat animals more humanely than

they would treat us or each other, and most do so as far as their tools allow. The wolf making his living has been characterized as no more cruel than a bird eating a bug, so if that's true, a wolf-trapper making his living can be characterized the same way.



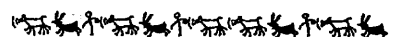
Afterword:

I set about eight snares in the prominent wolf trail running between the cow moose carcass and dead calf, some distance away. Around the cow I set several more snares, though I didn't figure on much success as the brush in the area was too sparse, and several of the snares were plainly visible.

Three days later I snowshoed to the kill site and saw that four or five wolves had come through but didn't travel on their old trails where the snares were set. As near as I could tell, they didn't feed on either the cow or calf, though the local coyotes had been enjoying the windfall as evidenced by the numerous new trails leading into the kill sites.

I never did catch a wolf at either site, as the wolves never came back while I had snares in the area. I did snare one unlucky coyote and could have caught more, but at the time their pelts weren't worth much and I didn't want to bother them.

Since pulling my snares not long after setting them, I have never been back to the kill site. Though this all took place several years ago, I have no doubt there is still a moose bone or two hidden in the duff that could tell the story, if they could talk.



Kennecott management plan unveiled

The National Park Service has released its *Kennecott Interim Management Plan Draft Environmental Assessment*. This document presents and analyzes four alternatives.

Alternative 1: Preservation and Enhancement (Preferred Alternative) provides for both short-term and long-term NPS actions focused on compatible design, incremental change, and the reestablishment of the historic character of the site. Over the next five years the NPS would initiate rehabilitation of the company store for a visitor contact station, offices, and storage. Interpretive programs would be offered by the NPS, concessioners, and other cooperators. Exhibits would be developed in coordination with the McCarthy Museum. Structures would be stabilized on a priority basis. A number of buildings would be opened for visitors to tour independently. Historical pathways would be reestablished and some vegetation clearing would take place. The NPS would work cooperatively with the community to address the rehabilitation of the community building and fire and EMS

response.

Alternative 2: No-Action would continue the present management philosophy of maintaining structures and landscape features in their current condition, with the exception of measures taken in the event that threats of structural failure, loss of significant resources or safety risks are presented. This alternative reflects the limited operations that the NPS was able to provide during the summer of 1998. Interpretation would be provided by two NPS seasonal employees that also have responsibilities at the end of McCarthy Road and the concessioner who offers tours of the mill building. Stabilization of historic structures would occur on a crisis basis, if funding were available. The only visitor amenity would be a vault toilet across from the company store. Primarily it would be categorized as a bare bones operation.

Alternative 3: Site Stabilization and Interpretation, a program of stabilization for structures and landscape features would be set into motion, allowing for some

minor expansion interpretation and more limited visitor access. This alternative is quite similar to the preferred alternative. The primary difference between this alternative and the preferred is that under this alternative, only the company and community building would be accessible to visitors and community members. The Mill building would be open only on a guided concessioner tour. All other buildings would remain unavailable to the public. Accordingly, interpretive activities are more limited in this alternative than in the preferred.

Alternative 4: Site Restoration and Enhancement would have the historic site managed cooperatively by the National Park Service and private operators, with a number of buildings being adaptively reused and others stabilized. The primary difference between this alternative and alternatives 1 and 2 is the management style. As in alternative 3, access to the interior of buildings will be limited. In this case it will be due to more structures being adaptively re-used.

Museum News

BY BETTY ADAMS

The local museum has the beginnings for the curator housing in McCarthy. The new building will be made of log. It was less expensive to buy a log package as opposed to insulation, sheet-rock and siding. There is an asphalt pad that is on the property from the original

railroad days that will make the perfect location for the new housing. The target date for completion is the spring of 2001. We still need to raise about \$1500. Donations accepted.

Addition to the museum! The picture display cases will be in McCarthy soon. The railroad boxcar has housed only the model of the Mill Building for the past several years. The display cases are for a photo

layout of the Copper River & Northwestern Railroad. We will need volunteers for sorting museum photos to fill the cases and help deciding what is in the museum that should be moved to the boxcar. Tim Mischel donated to the museum an original railroad construction level for setting grade that will also be put on display. Please contact Lane at 554-4402 if you are willing to help.



FAA, NPS to manage air tourism over parks

WASHINGTON, DC—

The recently passed Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, defines a process by which the Federal Aviation Administration (FAA) and the NPS will work together to manage commercial air tourism over national parks. Under Title VIII National Parks Air Tour Management, the legislation directs the FAA to cooperate with the NPS in developing air tour management plans in all

national parks where the air tour industry has expressed an interest in operating. The bill will allow the FAA and NPS to seek public input in considering whether to allow, limit, or ban commercial air tour flights over specific national parks. Also, in a recent development at Grand Canyon National Park in Arizona, the FAA released a set of rules designed to reduce the noise from air tour aircraft in the park by redirecting routes from especially sensitive areas

of the park and temporarily limiting additional growth in commercial air tour operations. The new regulations will bring the park closer to achieving the goal of "substantial restoration of natural quiet" congressional-ly mandated by the 1987 National Parks Overflights Act.

Program contact: Wes Henry, (202) 208-5211; Public Affairs contact: Carol Anthony, (202) 208-4988.

Friends of Kennecott news

BY KERSTIN OHLANDER AND THEA AGNEW

Friends of Kennicott is entering the new century by reinventing itself and forming new partnerships. Over the last two years, Friends has been involved in lengthy conversations with the community, the National Park Service (NPS) and internally, to clarify its purpose now that the Kennecott National Historical Landmark has been purchased by the NPS.

Initial Post-Acquisition Planning Efforts

With funding from the Alaska Conservation Foundation (ACF), Friends developed a "Kennecott National Historic Landmark Partnership Management Strategy" in June, 1999. In July, two pivotal public meetings were held in Kennicott to discuss and refine the "Strategy." The meetings affirmed a strong preference for Friends to take the lead in working with the NPS on Kennicott, and for Friends to actively involve local residents in Friends' activities. With

continuing ACF funding support, Friends hired a part-time staff person in the fall of 1999 to build strong working relationships with both Kennicott-McCarthy residents and the NPS.

Responding To Public Input

The summer meetings and subsequent fall interviews with Kennicott-McCarthy residents prompted the board to hold a retreat in December 1999 to re-examine its goals and purpose. The board's priorities include: developing a formal agreement with the NPS, renovating the Kennecott Recreation Hall, and building the institutional capacity of Friends.

Another result of the board retreat is a revised mission statement:

Friends of Kennicott is a locally based organization established to assist the National Park Service's efforts in preserving and managing the historic resources and

landscape of the Kennecott National Historic Landmark in a way that maintains the character of Kennicott and McCarthy.

While the new mission statement may undergo some adjustments, it reflects a clearer relationship with the NPS and a desire to work from the perspective of local residents. Thus Friends will involve local residents in its activities while recognizing its perspective is one among many that will be expressed by other organizations and individuals.

The board also agreed that a majority of its members must be local residents. Local residency is loosely defined as a person who uses a McCarthy area address for their vehicle registration, PFD application and voter's registration, but final determination is up to the board. Additionally, a minimum of two board seats will be reserved for representatives of other Kennicott-McCarthy membership organizations.

Friends will be "locally based" while including interested persons from outside the Kennicott-McCarthy area. A diversity of views will be the key to success.

What's Next?

Friends will be working with the NPS and community members to preserve, rehabilitate and assist in the management of Kennicott for residents and the visiting public. Historical preservation and renovation will take place on a project-by-project basis keeping the pace measured. In addition, Friends hopes to support programs of interest to the community and encourage

the employment of local people in both paid and volunteer positions.

To put the new principles and mission of Friends into action, we expect to enter into a general agreement with the NPS by the end of May. Several Friends committees are in the process of nominating new board members and expanding membership. Discussions about the details of the Recreation Hall improvements will be conducted this summer in Kennicott and construction will take place in 2001.

If you have comments, suggestions, or would like to become a member of the

organization or board please contact Sally Gibert, President, at sgibert@aol.com, (907) 258-7249 or Kerstin Ohlander, staff coordinator at KAOhlander@aol.com, (919) 493-6065.

Current Friends' Board of Directors:

Thea Agnew
Michael Allwright
Kelly Bay
Sally Gibert
Mary Grisco
Bern Hoffman
Bob Jacobs
Jim Miller
Chris Richards
Ben Shaine
Eric Yould

Public Notice

The airstrip on the island in the Kennicott River (between the two foot bridges) is privately owned and was privately built. Its exclusive purpose is for use by privately owned airplanes by authorized users. Authorized users include those who own property on or adjacent to the airstrip and those who have been granted specific, revocable permission by said owners to do so.

As an authorized user of the airstrip I do not at this time object to other temporary, limited uses such as driving or snow machining on it, so long as they do not potentially impede its utility as an airstrip or create a hazard to pilots and/or their aircraft. Activities which I object to include dragging equipment or vehicles or otherwise causing ruts or turning up rocks or snow, parking or storing vehicles or objects other than aircraft on or along the airstrip, and plowing or grading during the season when aircraft can be expected to be on skis.

I write only for myself and do not claim to represent other property owners or users of the airstrip. No claim is made that the airstrip is safe or usable for its intended purpose at any time. All pilots, with or without authorization to use the airstrip, do so entirely at their own risk.

Paid for by Doug Schrage 3101 Rosalind Loop, Anchorage AK 99507

"The trouble with lying and deceiving is that their efficiency depends entirely upon a clear notion of the truth that the liar and deceiver wishes to hide. In this sense, truth, even if it does not prevail in public, possesses an ineradicable primacy over all falsehoods." —Hannah Arendt

"Whenever, therefore, people are deceived and form opinions wide of the truth, it is clear that the error has slid into their minds through the medium of certain resemblances to that truth." —Socrates

NPS briefs

BY HUNTER SHARP—CHIEF RANGER

The National Park Service (NPS) joined with Copper Valley Telephone Cooperative in opening the McCarthy Road for freight hauling while the Kennicott River ice bridge could support truck traffic.

We have looked at our needs for staffing to support the ongoing building stabilization and lead paint work crews. We realized that we need some type of infrastructure in place to serve as a staging area and to support workers. The Park is leasing lot #4 at the McCarthy Airport. We will build a small 24' X 44' storage/office/garage building on the leased lot to serve as vehicle and materials staging/storage location.

We intend to install a water collection, treatment, and (mostly) underground piping to a new shower/kitchen/laundry support building located on the north side of the West Bunkhouse. We will construct a sewer system to support this facility. We intend to construct 4 sleeping cabins for transient workers, located on the bench below the West Bunkhouse. All of these structures are intended to be temporary to give us time to locate a better staging area without losing a work year.

Ron Dorsey resigned his position as project manager. Jim Baker will be managing project work and we will have transient workers trained in historic preservation coming to Kennecott to work with local-hire crews. We are announcing a term position for project management. We are looking for an experienced manager with historic preservation skills. We will have 11 local-hire employees from McCarthy working on these projects, plus crew people from the Copper Center office to assist in early start-up projects.

The work crews will be working on the following projects:

We intend to repair the foundation of the Machine Shop.

We intend to remove the fluvial material from inside and around the Assay building and (after evaluation) determine the best manner of stabilization/repair.

We will (by contract) erect scaffold to support the ore chute on the Mill.

We will conduct roof repairs to the Machine Shop, Mill building, and power house.

Interpretation is planning

on having four employees at McCarthy/Kennecott this summer. This will be one more than the three we had last summer. We hope that the additional person will allow us to offer some interpretive contact at the Jurick building beyond the time we were able to spend at the Speaker Series in the evenings. We hope that these will all be local hire employees.

Resource Management will have two seasonal employees in the McCarthy/Kennecott area most of the summer studying bears. The project will help us develop a management plan to deal with bear-related issues.

A small crew will be evaluating mine openings in the Jumbo mine area. Some of the Bonanza mine openings will be closed this year.

The Hidden Lake outburst study will be conducted again this year in much the same manner as it was conducted last year.

We are planning to bring Gary Candelaria the park's Superintendent out to McCarthy/Kennecott on May 3, 4,5 for his first walk around get acquainted visit.

NPS to announce snowmachine plans

WASHINGTON, D.C.—

Assistant Secretary of the Interior for Fish, Wildlife and Parks Donald J. Barry, accompanied by National Park Service Deputy Director, Denis Galvin will hold a news briefing to discuss and detail measures that the National Park Service will take to halt the "escalating recreational use of snowmobiles in units of the National Park System."

The briefing will be held 11 a.m., Thursday, April 27, 2000, in Room 7000, at the Department of the Interior building, Washington, D.C.

Good news from the Wrangells

Happy Mother's Day, Mom!

BY BONNIE KENYON

In the March/April issue of WSEN, I dedicated the Good News page to the holidays St. Patrick's Day and Easter. May and June include several fine holidays, but I chose one in particular for what I feel is a very good reason—to honor my mom.

This year Mother's Day occurs on May 14th. According to the Compton's Encyclopedia 2000, it always occurs on the second Sunday in May. It has generally been observed since 1914, when President Woodrow Wilson issued a proclamation to celebrate it and ordered the United States flag displayed on all public buildings. The first observance was in 1907, when Anna M. Jarvis of Philadelphia suggested that a special service for mothers be held in a Philadelphia church.

Anna was born on May 1, 1864, in Grafton, W. Va. Following the death of her own mother in 1907, she began campaigning to have one day a year set aside to honor mothers. Jarvis was the head of the Mother's Day International Association.

Dear Mom,

First of all, Happy Mother's Day! I am thankful for the nudging this holiday gives me to express my heartfelt indebtedness to you and to give honor where honor is due. That is the reason behind this "letter" to you.

You and Dad provided me with the basic necessities in life such as food, shelter, and

clothing but there is something you both gave me that I can never put a price tag on. I no longer possess most of the "things" I grew up with but that special "something" you so faithfully and lovingly deposited in me, I still carry as an everyday necessity of life. I do not find this - my most valuable asset - in my personal belongings of today, my log cabin in the woods, the remote location I call home or in my surroundings.

I find it challenging to put a name to this gift. The best I can come up with is: the foundation for happiness and contentment.

You didn't enroll me in a course on how to be happy and content; you didn't buy me a good luck charm, put it around my neck and instruct me never to take it off, or you didn't place in my hands an endless flow of financial backing. No, you didn't do any of those things, Mom. Instead, you did the best thing anyone in this whole wide world could do for me. You introduced me to the One who would be the eternal source of my happiness and contentment no matter who I was, where I lived or what I had in the way of things. You told me His name, where I could find Him and assured me He would never leave me nor forsake me. You told me He would come and live in my heart forever and no one or no adverse situation could take Him and His presence from me. Then you gave me my very own copy of His manual for living happily ever

after.

Mom, you don't know how many times I have gone to this wellspring of life and found, as always, the ability to be happy and content, or how many times I have opened His manual and been refreshed for each new day and challenge I face.

Mom, I am truly rich, truly happy and truly content all because you are and have been the best mom I could ever ask for!

Love,

Bonnie

(John 10:7-11 NASB) Jesus therefore said to them again, "Truly, truly, I say to you, I am the door of the sheep. "All who came before Me are thieves and robbers, but the sheep did not hear them. "I am the door; if anyone enters through Me, he shall be saved, and shall go in and out, and find pasture. "The thief comes only to steal, and kill, and destroy; I came that they might have life, and might have it abundantly. "I am the good shepherd; the good shepherd lays down His life for the sheep.

(John 3:16-18 TLB) For God loved the world so much that he gave his only Son so that anyone who believes in him shall not perish but have eternal life. God did not send his Son into the world to condemn it, but to save it. "There is no eternal doom awaiting those who trust him to save them. But those who don't trust him have already been tried and condemned for not believing in the only Son of God.

OUR TOWN

May 1925 June

I SEE BY THE PAPER THAT:

Oscar Anderson came down from the Jumbo Wednesday and will spend a few days in town before going to his ranch at Long Lake.

J. A. Fagerberg who has been with the A. R. C. at Nizina for some time returned to Long Lake this week.

A. H. McCarthy went to Cordova on Friday's train to await the arrival there of the main party of the Mount Logan Expedition which leaves Seattle today.

NIZINA BRIDGE NEAR COMPLETION

The long heralded Nizina Bridge is now in its last stages of construction, and Engineer Anderson reports that it will be thrown open for traffic within the following week and that the final spike will have been driven in three weeks time. This is over thirty days sooner than had been estimated at first and great credit is due those in charge of construction for the manner in which this has been pushed and to all those connected with it.

Those who have inspected the structure claim that it is now there to stay and that it is a piece of work of which any community might well feel proud and McCarthy is proud and grateful to the Alaska Road Commission

and the local management for pushing this thing to a conclusion.

Why not a meeting of the Commercial Club to fitly celebrate the opening of the bridge and to express a vote of thanks to those responsible?

HUSKY ENJOYS CITY THRILLS

On the lonely snow-covered trails of Alaska, Kate, a dog of Malamute and wolf breed, heard her master's whistle of command on many a bleak day and knew it well. Yesterday, lost in a strange city, she recognized her master's whistle above the roar of traffic and joined him joyously.

A prominent canine citizen of McCarthy, Alaska, Kate has been having a series of thrilling experiences since arriving in Seattle with her master, Lou Manchini.

The climax came sometime Thursday night when someone released her chain in a yard at 171 Ninth Avenue where she was quartered and led her away.

Her frantic owner at once informed the police and himself took up the search. Returning discouraged after failing to find her, Manchini, when three blocks from his home, whistled the call of the trail, the call to summon the huskies of the North to their sledges. Almost

instantly Kate bounded over a high fence, dragging a broken chain behind her.

Editor's note: The foregoing was in the Seattle Post Intelligencer of March 14 and will sound quite familiar to McCarthyites. It shows the danger of country girls running loose in a large city.

May 2

DEATH OF A. E. TRIM CASTS GLOOM ON ENTIRE TOWN

A great shroud of sorrow lays on our town and district over the sad death of Austin E. Trim. One of the Northland's pioneers and an old and respected citizen of this district his loss comes with the force of a terrible blow to all who knew him. A man of the outdoors, he had never known sickness or pain in his life and only three weeks ago he began to complain of severe pains in the stomach but thought nothing of it, but as they persisted he called in medical attention and was taken to Kennecott Hospital. Upon operating it was found that an abscess had formed in the stomach and it was necessary to call Dr. Council of Cordova, but before it could be removed it broke and spread poison through the system. The patient, backed by a rugged constitution and the best of medical and surgical science, put up an heroic fight for life, but it was

unavailing. For some days his case looked hopeful but complications set in and he sank slowly until last Saturday and passed away at 4:30 Sunday morning.

The body was brought to McCarthy Monday afternoon and after a brief but beautiful service in the A. B. Hall was interred in the local cemetery. A host of old time friends congregated from near and far to pay their last respects to a friend who was always a friend.

The sympathy of the entire community goes out to Mrs. Trim and the two children, Janus aged 8 and Graham aged 5.

CHITINA BRIDGE GOING OUT

Owing to the danger of the bridge going out at any time near Chitina the train scheduled to arrive in McCarthy on Saturday came in Friday evening at nine o'clock in order to get over the bridge while possible. A crew has already started tearing off the decking to save the upper structure. It is not expected to get through on the return trip until Tuesday or later.

May 9

I SEE BY THE PAPER THAT:

Word was received in today's mail from J. H. Murray that he had succeeded in getting an appropriation of \$6,000 to be expended on the Chisana

Trail. This will be good news to those who have to use the present trail into that district.

FIRST BEAR OF THE SEASON

To Mr. Wm. Douglas of Kennecott goes the honor of bringing in the first bear of the season. While out with a party on Friday between Moose Lake and Long Lake he bagged a black which they claim to be an unusually large one. At least Hi Malcolm says it made the biggest tracks of any of them. But not the fastest we'll wager.

Another party went out on yesterday afternoon's train to try their luck.

May 16

I SEE BY THE PAPER THAT:

Martin Harrais had a fine big horse shipped in from Seattle last week.

Mr. Nels Tjosevig left Friday for his claim near the Green Butte to do his assessment work. Mrs. Tjosevig and little Elinor accompanied him.

BIG CARL SUCCEEDS IN TAKING LIFE

As a sequel to his attempt last week to take his own life comes the news that 'Big Carl' Anderson of Kennecott on Thursday had succeeded in the grim task in which he barely failed last week.

Though under guard at the hospital where he was recovering from the previous attempt, he managed to get out of bed and made a break for freedom, eluding the guard he rushed outside. The alarm was at once given out and the local marshal called. It was thought that

he had headed for the brush along the railway but instead he went up the hill until he came to the steep bank beyond the houses and leaped over. His leg was broken in the fall and he then apparently plunged his head into the stream and held it there until drowned. Life was extinct when he was reached.

The sympathy of the entire community is aroused over the sad case for Carl was a general favorite and had not an enemy except himself. Internment will be made in Kennecott cemetery.

May 23

ROAD WORK TO START

According to latest reports the work of repairing the Sourdough Hill road will begin as early as June as conditions permit.

The available funds will be expended over the whole road in order to put it in a passable condition for automobiles this summer, starting on the worst spots first.

Mr. Jas. Murie has already nearly completed a road from the end of the bridge to his road house and when a little repair work has been done on the McCarthy end the road will be open for cars to his place.

May 30

BIG POWDER BLAST AT MILE FIFTY SIX

The stage is all set for the big fire works on the Copper River and Northwestern Railway at Mile 56 where the company has been busy sinking "coyote holes" for some time which they have filled with some fourteen tons of

powder in order to obtain ballast for the road.

The services of Cap. Hubrick have been requisitioned to photograph the explosion when it is set off which will be within the next day or two.

June 6

BUSINESS ACTIVITY IN MCCARTHY

Two new business houses are opening up in town! Mr. C. Malehorn is busy altering and renovating the Widing-Nelson building preparatory to starting a confectionery and cigar business there; while the building on front street formerly occupied by Johnson and Jacobson is also being altered by Fritz Lund who will open up a soft drink parlor.

This renewed activity looks good to those who have long been predicting a substantial boom for the town. And this is not all. The bringing in of a quantity of good lumber by 'Cap' Hubrick has started the building operations off on the right foot and several new buildings and additions are to be begun in the near future.

ED BARRETT GETS GRIZZLY, TWO CUBS

While hunting in the vicinity of Nicolai about ten days ago, Ed Barrett, of the Green Butte, ran on to a big grizzly with two cubs on the bank of the creek. He opened fire on the mother who turned and came at him. He continued to pump lead into but it was not until she was within fifteen feet of him that he finally brought her down. He then bagged the two cubs which were heading for the bush. In spite of the lateness of

the season the hide was in excellent shape.

June 13

I SEE BY THE PAPER THAT:

Mr. and Mrs. Sam Seltenreich and family are leaving today for the States where they expect to make their home for the future. The Seltenreich family have been residents of McCarthy for some ten years and their leaving will be felt in the community. The good wishes of all go with them.

EARTH TREMOR FELT MCCARTHY

About twelve thirty P. M. on Thursday a slight earthquake shock was felt in town lasting for only three or four seconds. The buildings were shaken but only lightly and no damage was done.

BRIDGE COMPLETED OVER YOUNG CREEK

Jas. Murie has completed his bridge over Young Creek which he has been working on for the last month or six weeks in order to connect his road house by road with McCarthy. He has now only to cut a road along about three hundred yards of river bank to have an excellent car road from the end of the Nizina Bridge to his place.

Both the Dan Creek Hydraulic Mining Co. and the Chititu Mines assisted financially in the bridging of the Creek.

June 20

I SEE BY THE PAPER THAT:

Mrs. J. B. O'Neill, Deanie and Molly'o are spending a few days at Dan Creek, going out Sunday last.

June 26

When a Young Chickadee's Fancy Turns to Love

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

BY NED ROZELL

Jill King of Fairbanks sent me an email the other day. It seems her local chickadees are acting weird. After watching a few chickadees in and around her birdhouse, King typed up this account:

"One of the chickadees flew from one of the feeders with a sunflower seed in its mouth and flew to the opening of the birdhouse. It didn't go in, rather it stuck its beak in and another chickadee took the food from inside . . . It was very cool, but I don't know why one would be feeding the other."

I didn't know why one adult chickadee would feed another either, but Susan Sharbaugh did.

"It's the avian equivalent of taking someone to dinner," said Sharbaugh, a professor with UAF's Department of Biology and Wildlife and an expert on chickadees. She said the chickadees were engaging in "courtship feeding," during which a male chickadee feeds a female to reestablish their bond.

Throughout lives that last as long as 13 years but average about 5 to 7 years, chickadees tend to stick with their mates. Groups of males and females hang out together all winter until the returning sun kicks their hormones into action. Longer days trigger changes in males and females. Males start

singing a three-note song to tell others that they'd like some space for themselves and their mates.

"The days are longer, the temperatures are warmer, and the males become more territorial," Sharbaugh said. "They're all of a sudden not so happy to be around each other."

After a chickadee couple moves to a comfortable patch of woods they perhaps lived in last summer, the females react to increased estrogen in their blood by quivering their wings while positioned in a specific crouch. Males recognize this display as their cue to start proving themselves worthy mates. Unlike ducks or other bird species in which the males have nothing to do with raising young, male chickadees feed the female when she's on the nest and help feed the young. Biologists have noticed chickadee pairs nesting in the same area for five years.

"If the females latch onto a dominant male in good territory with lots of food, they hang on," Sharbaugh said.

But even chickadee love isn't perfect. Sharbaugh said divorce is not uncommon in the world of tiny passerines.

"If the male picked a poor territory or if he's not bringing in enough food, sometimes she'll pick another male," she said. "A female chickadee lays

six-to-12 eggs a season. She can't feed all those mouths herself."

Older, more experienced males make better mates, Sharbaugh said, perhaps because they've been through the process of raising young before.

"Sometimes the more experienced females will give the younger males the boot," Sharbaugh said.

A male has a lot at stake in being a good provider. By feeding his mate, he makes her healthier and increases the chances that their young will survive. But the odds aren't good no matter how successful the male partner. Sharbaugh said that only one of ten nestlings survives the first winter. Squirrels, sharp-shinned hawks, cats, shrikes, and cold weather tend to kill most young chickadees.

Jill King is probably in for a bird-watcher's delight, Sharbaugh said. The chickadee's courtship behavior around the birdhouse means the chickadee pair will likely nest in the box. Soon, the female will begin laying an egg a day in the early light of morning. When she lays her second-to-last egg, she'll begin incubating, and two weeks later the chickadee population in King's bird house should increase by about seven or eight.

For Sale: Two (2) 10x12 wall tents, 13 oz marine grade canvas (waterproofed), rear window, with white fly. \$550 each in McCarthy. Contact Fred Dure at 694-3750 or advtour@alaska.net

Kennecott Kids Korner

A Kennecott kid's first auto

BY FRANK MORRIS AS TOLD TO FRANK'S "PRINCESS," JEANNE ELLIOTT MORRIS

Once upon a time – about 1936 – Uncle Dan returned to the Kennecott bunkhouse late one evening after frolicking in McCarthy. He parked his auto behind the company store and went straight to bed. The next morning he dashed over to see if he had remembered to drain the radiator. Most people in those early days used water for coolant. Glycol anti-freeze was expensive, not readily available and many radiators leaked a bit. Being early in the spring, the temperatures were dropping below freezing. Uncle Dan realized too late that he had forgotten to drain the radiator. To his great disappointment, he discovered the water had frozen and the engine block had cracked.

Being a very busy man and realizing the auto was well-worn, he offered to give the car to my brother, Bruce, and me – providing we could make it run again. Bruce and I accepted the challenge!

Frank Spadero, head of the railroad section crew, informed us that there were two similar engines discarded on the scrap heap behind the McCarthy Railroad Roundtable. He was kind enough to deliver the engines and placed them alongside our auto. Bruce and I

spent most of the summer attempting to assemble one engine from the three. Some parts common to all engines were badly worn or broken.

Our dad and Fred Panacheck, an expert machinist and welder, came to our rescue. With permission of the company master mechanic, we were instructed on the proper set-up and use of a shaper and a lathe to fabricate replacement parts. Dad and Fred peered over our shoulders many evenings and encouraged us until they felt our work was satisfactory. Some parts that Bruce and I made required three or even four attempts before they were deemed acceptable.

Wes Bloom, the company electrician, instructed and supervised us as we replaced the auto's electrical system. We soldered electrical connections, rewound the generator and rewired the ignition system. The old system had several generations of "make do" patches.

Otto Sells, Paul Warner and others offered to fill the gas tank if Bruce and I managed to drive the auto to McCarthy. Dad gave us one gallon of gasoline and enough oil for the engine.

One bright, summer morning in late July, assembly of the auto (converted from a coupe to an open-air roadster)

was more-or-less completed. The engine was hand cranked a few times and, lo and behold, the engine started.

Uncle Dan took us out on the Kennecott baseball field and showed us how to steer and shift gears.

Bruce and I became the proud owners of a 1923 Chevrolet Coupe and immediately headed for McCarthy – direct to the gas pump at O'Neill's store!

In 1938 when the Kennecott Mines closed and we were getting ready to leave, Dad gave the auto to Bill Berry. I returned to McCarthy in 1955 and found Bill still driving my first auto.

Frank Morris's father was Jack Morris and he was the superintendent on the tramway. Frank was born at the Kennecott Hospital in 1921 and remained in Kennecott until 1938 when the mine closed down. Bruce Morris is now deceased. Lyle Morris Schindling (sister to Frank and Bruce) and her husband Bob live in Florida.

Frank attended all three Kennecott Kids's reunions. Lyle and Bob attended the reunion in 1994.

"A radical is one of whom people say 'He goes too far.' A conservative, on the other hand, is one who 'doesn't go far enough.' Then there is the reactionary, 'one who doesn't go at all.' All these terms are more or less objectionable, wherefore we have coined the term 'progressive.' I should say that a progressive is one who insists upon recognizing new facts as they present themselves—one who adjusts legislation to these new facts." —Woodrow Wilson

LETTERS TO THE EDITOR (continued from page 35)

"Why doesn't the person who did it get into trouble with the police?" they ask. What shall we tell them? They have seen children receive serious reprimands for childish pranks that caused damage to public or private property. Now, they see the results of an adult taking an acetylene torch and defacing a public bridge. Again, what explanation can we offer our children?

I truly expected WSEN to espouse a higher level of virtue than the attitude you expressed in your report about the vandalized bridge.

Sincerely,
Laura Bunnell

McCarthy, AK
Dear WSEN,

I find it both frightening and deplorable that WSEN would laud a blatant act of vandalism, as you did in the March-April issue of WSEN when you declared that "most comments [regarding the bridge posts] have been positive."

Please let me remind readers that the Kennecott bridge is public property, and that the posts which among other things minimize extensive deck wear from motorized use, were designed during an extensive and very lengthy democratic process of which we were all part. The vandalism of the bridge was an act of violence, which threatened the integrity of our community, and our common values of safety, democracy, and respect.

I would think that WSEN would want to support community values of mutual respect and cooperation. I would think that WSEN would want to help promote an atmosphere within the community where our

children feel safe, and have good role models. I would hope that WSEN would work to promote friendship within the community, not animosity.

Sincerely,
Lilly Goodman.

WSEN,
I have noticed that some people around McCarthy have been referring to the removal of the posts at the ends of the Kennicott River footbridge as "vandalism." I believe this is an improper use of the word.

Vandals were a northern European Arian tribe who reigned havoc over most of the continent during the 3rd and 4th centuries. They were particularly feared for the dread and hostility they precipitated when looting and plundering, particularly in Rome. Hence came the contemporary usage of the word "Vandalism". Blacks Law Dictionary provides this definition of "Vandalism": "Willful or ignorant destruction of artistic or literary treasures; hostility to or contempt for what is beautiful or venerable." The person or persons who removed the posts to the approaches of our footbridge no doubt reasoned their efforts to be in the public good. Although that clearly was a case of *destruction* of public property it can hardly be deemed *vandalism*. More appropriately, those actions probably reflect "acts of civil disobedience" as coined by adherents of the late Henry David Thoreau. Today, we find organizations such as "Greenpeace" using such tactics. Many times quite effectively.

Sincerely,
Kenny Smith

Dear WSEN,
I seldom feel the need to

address letters to the editor but find the cutting of the posts on the foot bridge to be an issue I cannot pass up. Although I personally do not support vandalism in any form I realize that the cutting of the posts was an act of protest for the right of access to ones community. I hardly think this one act will bring about the demise of our community values or is a threat to democracy in general.

Access to this community either in road improvements or in the installing of the foot bridge has always been a heated issue. Perhaps rather than attack the local newspaper by taking words out of context those members of our community would be more successful in resolving this issue by sitting down with their neighbors and listening to what they have on their minds. This is not Anchorage, the residents in this community number no less than some large families. I have found that none of those neighbors are unapproachable unless they are inaccessible because they are absent for long periods of time. The majority that are here over the winter would welcome the company, a cup of coffee and open minded discussion.

Sincerely,
Betty Adams

Dear Rick and Bonnie and WSEN,

I guess it's ok to use your names, as other people have done recently in the current controversy over your reporting of the removal of the Kennicott Bridge "posts." Believe it or not, this is a letter of support for your article, and yourselves.

While I have not agreed with

various matters, I feel compelled to support you on this issue. It seems to me, you (your paper) have taken an exaggerated amount of abuse from simply reporting factual material on the aforementioned incident. I, as well of at least a few of my neighbors, have read and reread your FOUR sentence article over and over again. We can find no non-factual statements in it. Three out of four sentences which comprise the entire story are undisputedly factual. One is an interrogatory statement, which, at least where I went to school, can by definition be neither true or false. (It was prophetic.) Allow me a little sarcasm here, (please), but now that you have (allegedly) singlehandedly wiped out personal freedom, democracy, and traumatized neighborhood children, What Are You Going To Do Next?

After living here for some time, I know where all of the

bodies (so to speak including the dead dogs) are buried. Most of what I have to say, I already know you won't print, but it would make fairly entertaining reading.

Anyway, for sure, next time you start telling the truth around here, please let me know—I really do want to leave town for a while. (Don't you just hate it when yuppies that don't even live here make you feel that way) I have a rhetorical question for the people currently freaked out over this current act of desecration (expression of Freedom). Why don't you go to WELDING SCHOOL and weld the posts back up? Why don't you write a book about it? Why don't you teach your kids to write their own letters? Maybe someone should call the child abuse authorities, this could get very serious, I mean if they are really disturbed, they may need counseling. I know I do. And by

the way, for anybody who's really listening out there, I do not "condone" or encourage such acts, nor do I have ANY factual knowledge of the event.

Let's get real here people, what kind of trauma are you going to go through if somebody pulls up the grating on the deck and dumps it in the river? I myself, have lived here for at least 6 years, with NO vehicle on "the other side," except that I can and/or do get trips across the ice, as available. I personally wish to go on record as being against unrestricted access over here. I do not wish to restrict my neighbors, but I do not want 4x4's and Landsharks running through my yard. However, I feel that the recent attacks on WSEN are just a little out of proportion to what was written. GIVE ME A BREAK, PEOPLE, IT AIN'T EVEN MAY YET.

Chris F. Richards

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Love, Thunder & Bull 2

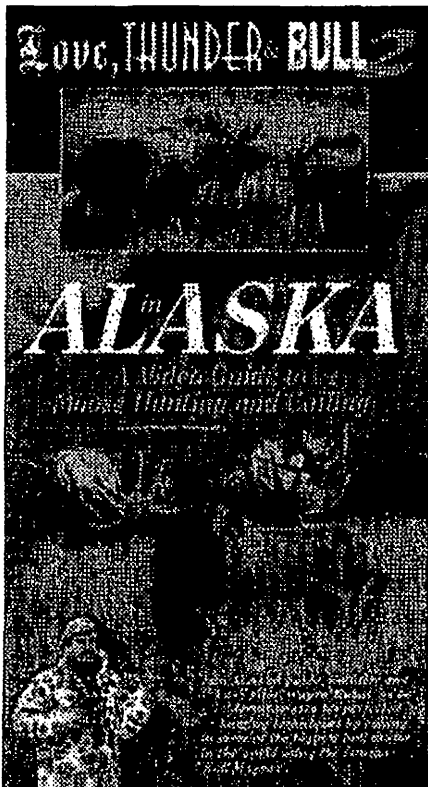
BY RICK KENYON

Love, Thunder & Bull 2 is a 57 minute video tape full of more bull moose action than most people will experience in a lifetime. This video shows up to 20 moose in a group with bulls waving antlers nearly 70 inches.

"Moose calling is easy, and it works!" This is the motto of Alaska registered guide, outfitter and pilot, Wayne Kubat. After watching the video several times, I had to admit that he may be right! Kubat showed how noise, the right kind of noise, actually put the moose at ease rather than spooking them. I had always attempted to be very quiet when hunting moose. Next year you are more apt to find me thrashing the trees and bushes, and making strange grunting sounds when in moose territory.

Kubat uses what appears to be a fiberglass megaphone-type affair for both calling and "thrashing." He calls it a "Bull Magnet." The viewer is warned to have an escape route handy, in case the bull who answers the call is not a legal bull but comes charging in, looking for action!

Love, Thunder & Bull 2 in Alaska, is available for \$29.00 which includes U.S. shipping. Send a check or MO to: Alaska Remote Guide Service, P.O.Box 874867, Wasilla, Alaska 99687, Ph & Fax 907-376-9568. <http://www.alaskaremote.com>



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VALDEZ / COPPER RIVER AREA
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The burn permit shown can be validated by following these steps:

1. Fill in the location of the property where burning will occur.
2. Sign in space provided for permittee signature.

3. Call the Division of Forestry at 822-5534 during normal business hours to obtain permit number, name of issuing officer, and / or any current burning stipulations that may be in effect.

CLASS A BURNING PERMIT NO. _____

In accordance with the laws and regulations of the State of Alaska, the undersigned is hereby granted permission to burn: one pile of debris 4 ft. high x 10 ft. in diameter and / or less than one acre of mowed lawn / field with grass 4 inches or less in length on the following described property: _____

Burning is authorized subject to the following terms and conditions:

1. Construct a firebreak 10 feet wide to mineral soil around pile. For lawns / fields, mow, rake, and wet down a 10 foot perimeter. DO NOT burn within 25 feet of woods, structures, or other flammable materials.
2. Have a minimum of one adult in attendance at all times while burning.
3. Have a shovel / rake for each person, and have a charged water hose capable of reaching the entire burn area. In lieu of a hose, a wet gunny sack and a minimum of one 5-gallon container of water for each person can be used.
4. Burn with winds less than 5 mph only!
5. Fires must be completely extinguished before attendee leaves the immediate premises.
6. The burning of any material which creates black smoke is prohibited.

Call D.E.C. at 835-4698 for further information in reference to D.E.C. regulation 18 AAC 50.030.

This permit is issued under the authority of AS 41.15.050 and 41.15.060 of the Public Resources Statutes governing the establishments of fire seasons and the regulating of burning permits. This permit may be modified, suspended, or revoked at any time.

The permittee shall have this permit in their possession at all times when burning and shall display it upon request from any duly authorized agent of the commissioner.

The permittee agrees to hold the State harmless from any claim or damage caused by negligent acts or omissions of permittee, his/her employee, or his/her agent, arising during or as a result of activities covered by this permit.

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SEPTEMBER 30, 20____**

DATE ISSUED _____

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ISSUING AGENCY:

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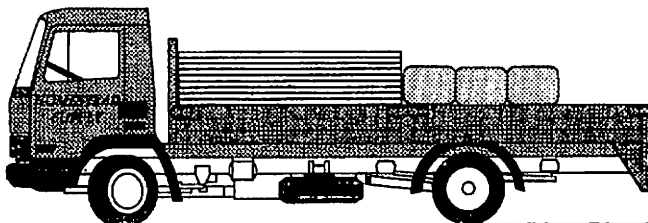
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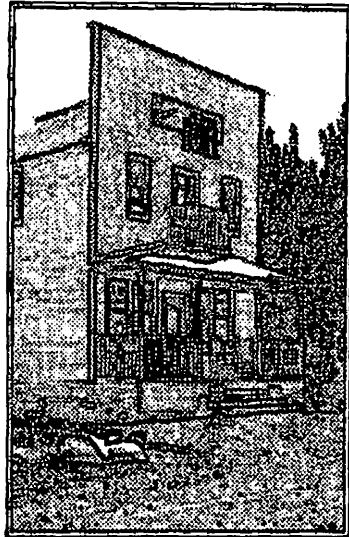


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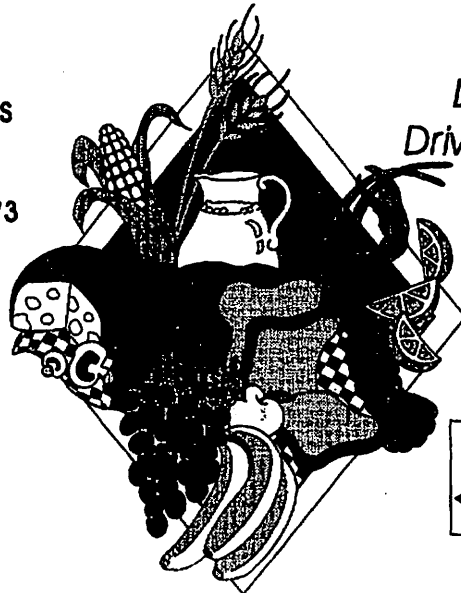
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The McCarthy Weekly News transcripts available

We have been transcribing the old McCarthy Weekly News papers (we use excerpts in OUR TOWN, and have compiled highlights of the 1918 issues in *That's the way it was in 1918*) and now have all issues from July 1917 through June 1925.

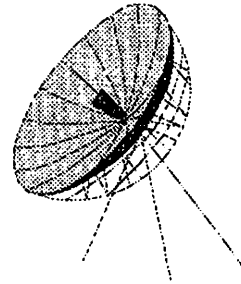
Most issues run about four laser-printed pages. If you are interested in these transcripts, give us the dates you would like and we will print out a set for you. The cost is \$1 per issue. Please add \$1 per order for s&h.

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Cooking with Carly

BY CARLY KRITCHEN

Nothing could be easier or more fun to make than cookie bars. Once you have the ingredients mixed and in the oven, you can go and do something else until they come out, instead of having to pull out each individual cookie sheet as they're done. I used to have a problem cutting the bars into equal portions, but now I crease the bars with a ruler while they're cooling, and then follow those lines when I make the actual cuts after the cookies have set.

I've always thought that Rice Krispie treats were perfect just the way they are—but this recipe takes them one step further!

Crunchy Fudge Sandwiches

6-ounce package
butterscotch-flavored
chips (1 cup)
½ cup peanut butter
4 cups Rice Krispies cereal
6-ounce package semi-sweet
chocolate chips (1 cup)
½ cup sifted confectioners
sugar
2 Tablespoons butter, softened
1 Tablespoon water

In a large saucepan, melt butterscotch chips and peanut butter over very low heat, stirring constantly until smooth. Stir in cereal. Press half the mixture in a buttered 8"x8" pan. Chill. Set remaining mixture aside. Over low heat, melt semi-sweet chocolate chips, sugar, butter and water, stirring constantly until smooth. Spread over chilled cereal mix. Spread

remaining cereal mix evenly over the top. Press gently. Chill until firm, or about 1 hour. Makes about 25 squares

These cookies are SO easy, and great with a cup of tea.

Lemon Bars

Crust:

1 cup flour
½ cup powdered sugar
½ cup butter

Filling:

2 eggs, well-beaten
¼ cup lemon juice
1 cup sugar
2 Tablespoons flour
dash of salt

Mix flour and sugar for crust; cut in butter until mixture is well blended. Pat into 9 inch square pan, building up slightly on the sides. Bake for 20 minutes at 350 degrees. Meanwhile, beat all filling ingredients together until well blended. Pour over baked crust. Bake for an additional 25 minutes. Let cool, then sprinkle with powdered sugar and cut into bars.

This is a really old recipe of my Moms—these cake-like bars were a big hit at home!

Applesauce Bars

2 ½ cups flour
1 cup sugar
¼ teaspoon baking powder
1 ½ teaspoons baking soda
1 ½ teaspoons salt
¾ teaspoon cinnamon
½ teaspoon cloves
½ teaspoon allspice
½ cup shortening
½ cup water
16 ½-ounce can applesauce
1 egg
½ cup chopped walnuts
1 cup raisins, chopped

Grease and flour a 12"x16"

baking pan. Sift all dry ingredients into a large mixing bowl. Add shortening, water, applesauce and egg. Beat 4 minutes with mixer. Gently fold in walnuts and raisins. Pour into prepared pan and bake at 350 degrees for 30 minutes. Cool in pan. Spread with caramel frosting, and cut into bars. Makes about 48 bars

Caramel Frosting

¼ cup butter
½ cup packed brown sugar
3 Tablespoons milk
about 1 ½ cups sifted
confectioners sugar

Melt butter, add brown sugar; boil for 1 minute, stirring constantly. Cool slightly, then stir in milk. Add confectioners sugar while beating with mixer until spreading consistency.

Another real easy recipe. These are pretty sweet, but good.

Dream Bars

Crust:

1 cup flour
½ cup shortening
½ cup brown sugar

Filling:

2 eggs, well-beaten
2 Tablespoons flour
1 ¼ cup brown sugar
¾ cup coconut

Mix crust ingredients well. Pat into a 9"x13" pan and bake 10 minutes at 375 degrees. Mix all filling ingredients well. Cool crust, then spread with filling mixture. Bake another 20 minutes. Cut these bars while still slightly warm.



A LOOK AT THE WEATHER

BY GEORGE CEBULA

February and March saw a continuation of the above normal winter temperatures. The precipitation continued to be on the light side with a total of only a quarter inch of liquid recorded in February and March.

The high temperature for February was 48 on the 19th (37 on Feb. 18, '99 and 41 on Feb. 26, '98). The lowest temperature recorded at McCarthy in February was -19 on the 15th (-48 on Feb. 11, '99 and -20 on Feb. 7, '99). The high was 30 or above on 13 days and the low was -10 or lower on 4 days. The average February temperature was 17.2, more than 20 degrees warmer than last years -5.9, and 7 degrees warmer than the warm 9.9 in '98. *By comparison Silver Lake had a high of 43 on February 3rd (36 on Feb. 16, '99 and 40 on Feb. 1, '98) and a low of -17 on February 15th (-48 on Feb. 11, '99 and -20 on Feb. 7, '98). The average February temperature at Silver Lake was 17.3 (-9.7 in 99 and 6.6 in 98).*

The February precipitation was less than half of normal with 0.23 inches of liquid (0.40 in '99 and 0.47 in Feb. '98). Total snowfall was 2.5 inches (4.1 in '99 and 7.9 in Feb. '98). *Silver Lake had 0.16 inches of liquid (0.39 in '99 and 0.42 in Feb. '98) with snowfall of 2.0 inches (4.0 in '99 and 11.0 in Feb. '98).* McCarthy began February with 19 inches of snow on the ground, decreased

to 15 on the 19th and ended with 16 inches. *Silver Lake had 14 inches on the 1st, decreased to 8 on the 7th and ended with 8 inches.*

The second half of March saw the end of below zero temperatures and plenty of sunshine. The high temperature for March was 52 on the 26th (49 on Mar. 23, '99 and 54 on Mar. 20, '98). The low temperature recorded in March was -14 on the 10th (-31 on Mar. 8, '98 and -23 on Mar. 3, '98) The average March temperature at McCarthy was 24.6 compared to 17.9 in Mar. '99 and 20.3 in Mar. '98. The high reached 40 or higher on 16 days and the low was zero or below on 9 days. *Silver Lake had a high of 47 on March 27th (46 on Mar. 26, 99 and 54 on Mar. 21, 98), a low of -12 on March 10th, 11th and 12th (-27 on Mar. 8, '99 and -25 on Mar. 4, '98) and a March average temperature of 21.3 (15.1 in Mar. '99 and 17.7 in Mar. '98).*

March precipitation was very light. Liquid precipitation was only a trace (0.11 in Mar. '99 and 0.16 in Mar. '98) and snowfall was also only a trace (2.2 in Mar. '99 and 1.2 in Mar. '98). *Silver Lake had only a trace of liquid (0.34 in Mar. '99 and trace in Mar. '98) and a trace of snow (4.0 in Mar. '99 and trace in Mar. '98).* By the end of March the snow cover was 11 inches at McCarthy and only 2 inches at Silver Lake.

The total snowfall for '99-'00 was 65.8 inches (38.9 in '98-'99 and 68.0 in '97-'98), with 18.3 inches in December. The greatest snow depth was 19 inches. This compares with an average ('80-'99) of 64.2 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 and '98-'99. *Silver Lake had a total snowfall of 80.2 inches and the greatest snow depth was 31 inches.*

The melting continues into the first half of April with the snow depth down to 7 inches by the 16th. The skies have been generally partly cloudy with temperatures ranging from the lows in the teens to highs near 50, with 3.6 inches of new snow. The snow is very soft with standing water everywhere. Breakup has finally arrived.

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 will be a bit on the wet side this year with plenty of ground water and ice. 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.

"The desire of power in excess caused the angels to fall; the desire of knowledge in excess caused man to fall." — Francis Bacon

FOR YOUR CONSIDERATION

Access

BY LANE MOFFIT

I strongly believe that current solutions to this problem called access are totally unacceptable. Lack of suitable access is a problem that we need to correct as fast as possible. It seems obvious to me that the problems the community wanted to prevent, they instead created—and that a hundred fold.

This problem is not going away, and it has caused a serious emotional drain on the well-being of the community. It has been a constant battle among us all. It has been a constant financial drain, which will only grow worse as time goes on. And all because of a serious error in judgement.

I, for one, experience the gravity of the situation year round. Most of the time the road is terrible in the summer. In the winter it is treacherous. Much of the road is out of range of communication.

Then we arrive at the illustrious foot bridge. Now, isn't that something to be proud of! It seems to me this flimsy excuse for access represents a knife in everyone's back. Even a few staunch environmentalists are feeling the repercussions of this architectural eyesore. The footbridge, as it stands, has created a dysfunctional community.

Why don't we take another survey, and this time look at facts rather than opinions. Let's tally up the man hours, the dollars, the emotional drain on the community members,

and the endless hardships that the lack of sane access has created for us all.

We have reached the place where between two and three million pounds of freight comes into this community every year. Factor in the planned projects at Kennicott, the residential growth, plus the other community projects that are increasing each year, and it becomes apparent that the need for safe and reliable access must be addressed.

The business community has been backed into a perilous corner on a regular basis. We continually are forced to take risks with the survival of our businesses that we did not ask for. Should I go to my neighbor's house or place of business, and tell him he must spend lots of money, and take extra risks, just to satisfy some insecurity on my part? I don't think so.

Now we have the issue of the posts at the end of the bridge, or rather the lack of posts. I find the flurry of letters flying around the community, attacking those who they suppose might support the post removal both humorous and sad. Of course, these staunch supporters of the democratic process immediately labeled it vandalism, lest anyone else dare take a position contrary to their own. "After all, how can you possibly support vandalism? Are you some sort of savage?"

Well, I for one support the posts being removed. I see it as being similar to the portable

ford that was put into the river last fall—someone's attempt to correct a serious problem. Now, as then, all of the *Whiners in the Wilderness* come out of their fragile little nests and blow the thing all out of proportion. Perhaps it is time that some of these issues be settled in the arena of the court-room, rather than on the gravel banks of the Kennicott River with a group of people that can only be compared to a lynch mob or a Salem witch hunt.

So what is the answer? I certainly don't have all the answers, but try this for a starter: Leave the footbridge alone, sans posts. If the perceived evil of "hordes of 4-wheelers" invading the sacred grounds of Kennicott and McCarthy truly materializes, then consider again limiting the access. In the meantime our neighbors on the west side of the river can access their mail without cluttering our non-existent parking lots with "McCarthy Cars."

Second, build a service bridge down-river, and install some type of access across McCarthy Creek. Suddenly, as if by magic, problems will start to disappear. Poof, there goes the freight problem, the fuel storage problem, the sewage problem. The parking problem, the fire safety problem, mail day access, and, dare I say it? Community Stress! These, and even more, all behind us.

Please, people. GET A GRIP!

LETTERS TO THE EDITOR

Mt. Morris, MI
Rick and Bonnie,

Thank you, thank you! For a few moments each day, this city boy can escape the asphalt jungle and enter a quiet, peaceful place through the words of WSEN.

Thank you so much.
Dave Shamel

Dickinson, ND
Rick & Bonnie

I really enjoy your publication. Hope I will be able to make another trip to your beautiful area. Through the *Items of Interest* I almost feel like I know these folks. Keep up the good work. Hi to Tim!

Goldie Mischel

via Email:

Dear Bonnie and Rick:

Just wanted to touch base with you two and tell you that Frank and I wish you a most Blessed Easter. Hope you have a lovely springtime and not too busy summertime. We think of you real often. The last edition of the WSEN was really great.

In fact I have never read one that wasn't. Thank you for all the hard work you do. Again, **HAPPY EASTER—HE IS RISEN!**
Our love,
Frank and Jeanne Morris

03/28/2000

via Email:

Rick:

I don't know if you were aware of the facts behind the Department of Transportation's recent clearing of the road into McCarthy.

CVTC and the National Park Service jointly underwrote the cost of opening the road, estimated at approximately \$10,000. We needed to get in

more fuel for our Sourdough site and it was more cost effective to sling load shuttle by helicopter from McCarthy than Chitina.

It is my understanding that 6 to 7 other residents/businesses also were able to get re-supplied with heating oil and bulk propane while Service Oil was in the area.

In light of the recent negative publicity concerning our service in McCarthy, it sure would be nice to hear about the good things as well, e.g. our efforts to resolve the problem and the positive spill over for those residents who needed heating oil or propane from the distributor.

Sincerely,
Steve Merriam
Commercial Manager

Prespect, CT
Dear WSEN;

We can't lose even one issue of WSEN! We've become quite addicted to it. Enclosed, please find my check for two years renewal.

In the Jan/Feb issue there was a review of *Alaska From the Atr*. We received this beautiful book for Christmas—and it is all that she says it is. It certainly does belong on my Alaska shelf.

In response to the letter on the inside back page of Jan/Feb, from Adina Knudson—there were two caretakers at Kennecott for part of the time. My father, Jack Howard, was there from the time the camp closed in 1938 until July of 1941, along with Paul Wilhelm and his wife.

When he left Kennecott, he

was transferred to a subsidiary of Kennecott Copper Corporation—Chase Brass and Copper Co. in Waterburg, CT.

When they did leave, the Wilhelms returned to Germany where they had grown children.

Keep up the good work!

Sincerely,
Catherine Howard Hodge

Editor's Note: Several letters (as well as emails and faxes which have been passed around the community) refer to an article in our March & April Issue (page 14) which is reprinted below.

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

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

That was the *News* story; below is some of the reaction.

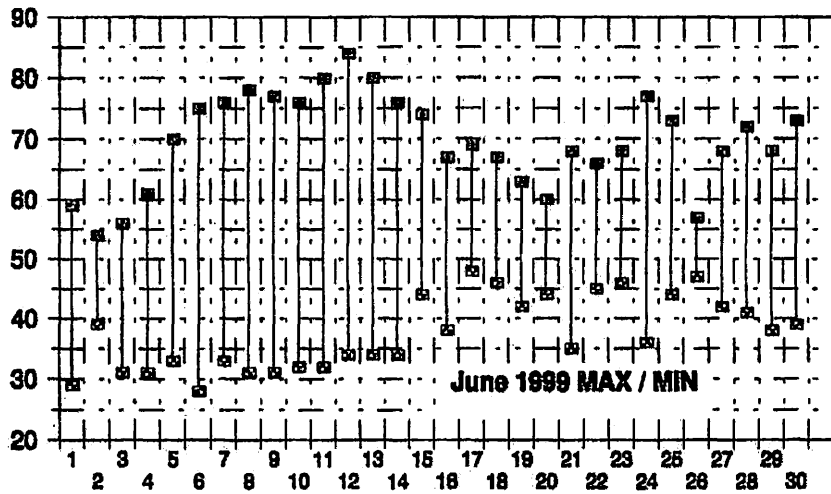
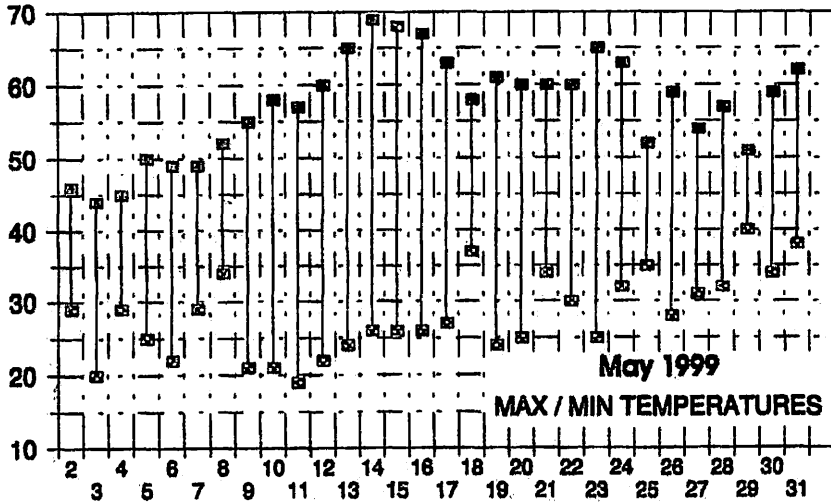
Dear WSEN,

When you reported the vandalism of the Kennicott River Footbridge, you added that comments had been positive. I feel that it was irresponsible of you to take such a cavalier attitude toward an elaborate, premeditated act of destruction.

Our sons have verbalized their distress and confusion about one of their neighbors simply demolishing public property without consequences.

(Continued on page 22)

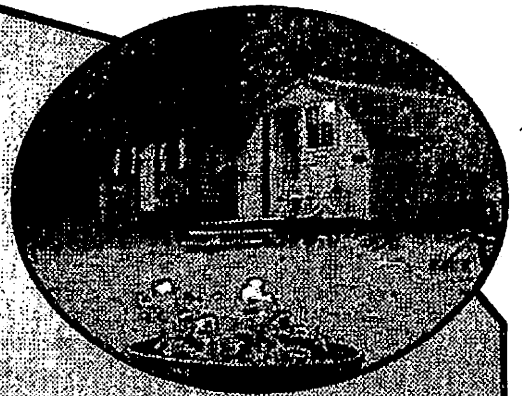
Weather - What can we expect?



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

Your hosts, long-time residents Rick & Bonnie Kenyon