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Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Vol. Nine Issue Six

November & December 2000

Two Dollars

Landslide closes road to Kennicott



WBEN staff photo

This used to be the road between McCarthy and Kennicott. A massive landslide on the afternoon of September 27 deposited tons of mud and debris over an estimated 1000 foot segment of the road. Tracy Krauthofer from the National Park Service and publisher Bonnie Kenyon inspect the overburden and debris. See story on page 9.

Airplanes in the Wrangells—"Mudhole" Smith

Part two—Page 11

A note from the publisher

BY BONNIE KENYON

Greetings to all our readers! I cannot tell you how thrilled I am to report the sun is shining in the Wrangells. When you read this issue of WSEN, I believe you will pick up on the fact we have had record-breaking weather conditions. I won't go into detail here about mud slides, closed roads, creeks run amok, newly-created streams, knee-deep puddles...well, enough said. You'll just have read the *News* from cover-to-cover!

The last issue – September/October 2000 – was a hit. The cover's headline read: *Annie Oakley Day at McCarthy*. There was an exceptional picture featuring Carmen Russo in her special Annie Oakley attire with hubby John Adams looking on. We got more phone calls, more orders for extra copies and lots of "good" comments. Thank you, readers, and thanks to all the ladies for making it such a success.

You will notice *Cooking with Carly* has taken on a new look from a new face. Actually,

JoAnne Woolever isn't exactly new to the McCarthy/Kennicott area, but she is to WSEN. While Carly Kritchen and husband Ken are on an adventure to the lower 48, JoAnne asked if she could help out and fill in for Carly. I know you will want to get to know JoAnne so be sure to check out her cooking column on page 33. Thank you, JoAnne, for giving us and Carly a helping hand!

On the morning of September 28, the McCarthy area woke up to a good 15 inches of snow on the ground. And under all that beautiful white stuff (we're down to 6 inches today, Oct. 16) is a variety of projects still waiting to be done. Although we managed to harvest the garden produce, we didn't get the remains cleaned out and a fall tilling. Well, I imagine the field mice – our red-backed voles – will thoroughly enjoy the leftovers!

Rick and I will once again be heading south to visit family members in Florida and Georgia

the first week of November and returning the first of December. The office will be closed during that time but feel free to Email us. We will be checking in daily. The address is:
Wsenews@aol.com

Please know you are appreciated. We are honored that you chose this publication to come into your home, office or as a gift to that special person. Have a wonderful Thanksgiving and Christmas holiday season.

Wrangell St. Elias News welcomes aboard the following subscribers: Richard and Carol Huff, AK; Bob and Donna Huff, AZ; Andy and Cynthia Shidner, AK; Troy Hvass, WA; Mary Weersing, CA; Suzi Weersing, CA; Sigvald Strandberg, AK; Tom and Sondra Wright, GA; George Sullivan, AK; Nina and Keith Gilchrist, TN; Pat and Jack Woolever, FL; Judy Woolever, CO; Ralph Schmidt, WA; Stephen and Kelly Syren, AK; Rich and Gloria Reid, CA; Ruth Reid, CA.

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Items of Interest

BY BONNIE KENYON

Nelson Corcoran: Nelson lives just down the road from us. This summer Rick and I invited her to share a portion of our garden so she could try her hand at growing her own veggies. One of her most favorite foods in the whole world is pickled beets so planting a row of beets was a priority.

Although she and I harvested our beets some time ago, we stored them in my root cellar until we had more time to give to this very time-consuming project.

The day finally arrived on October 9. We decided to do the entire task in one day so it was a long day. I suspect Nelson will want to increase her harvest and sow an extra row of beets next summer. It certainly was hard work and long hours but a job well done!

Dave Hollis: I received a phone call from "Hollis" the other day. I asked him if he could contribute an item of interest for me. If he is anywhere in the neighborhood, I know I can always count on him to help me out. Here is Hollis's item in his own words:

Summer camp 2000 was great! I enjoyed my 5th season driving shuttle bus for Wrangell Mountain Bus. I've now made over 2,000 trips from McCarthy up to Kennicott, and over 2,000 back down. I've never hit a chicken! And, the biggest highlight on the road this year was lots of lynx sightings.

I'll be wintering here across McCarthy Creek at Mark Wacht's cabin...It should be

fun!

Jim and Jeannie Miller: The "chicken" in the above item belongs to the Miller farm which extends on both sides of the Kennicott/McCarthy road. Jim and Jeannie's animals (and garden) are always a visitor attraction.

I called Jeannie last night to see what was happening with the Millers. They were very busy butchering pigs, she said.

She told me son Aaron was in Fairbanks visiting sister Stacy. Brother and sister went caribou hunting together. Jeannie, who just returned from attending a tourism-related convention in the city, was glad to get in a good visit with both kids.

Oldest son, Matt, is in Grand Rapids, Michigan, where he plans on staying all winter. He is keeping his eyes open for a job but his main point of interest is a young lady he met this last summer!

With all the kids flying the coop, Jim and Jeannie – for the first time in 26 years – are alone! Jeannie claims the house is "really quiet." They can eat when they want and get up when they want, but Jeannie admits the real challenge is cooking for two! It has been a mighty long time since you've done that, Jeannie!!!

Tim Mischel: The month of September brought much adverse weather conditions to the McCarthy/Kennicott area. An incredible amount of rain (for us) did a lot of damage to our trails and roads. Tim, who owns property above Kennicott at what is referred to as the "Angle Station" and the "Junction," called us from his cell phone (it

still amazes me that Tim has a phone!) the other day to give us a report. There is a lot of water at the Angle Station and the condition of the road is not good. Big ruts, washed out places and plenty of downed brush, which all makes transportation one big problem. Fortunately, there is about a foot of snow on the ground which enables Tim to use his snowmachine in some areas.

I asked him if he had any plans on traveling outside this winter. He said he hopes to leave next month to take a road trip to visit friends and relatives in the lower 48. I suppose this all depends on if Tim can get down the mountain, through the woods, over the river and out the McCarthy Road! Whew! I get tired just thinking about it, Tim! In any case, have a great winter, be sure to take your cell phone and stay in touch with us.

Chad Reymiller and Julia Coats: What a pleasant surprise to find the "kids" at the door the other day. Don't ask me how Julia and Chad got tagged with the nickname the kids, but they don't seem to mind it! Both of them are very capable of Alaskan bush living.

While some people are heading out of the area for the winter, Chad and Julia head in and LOVE IT. We like it, too, as they are wonderful neighbors.

As most of our regular readers know, the kids are building a log cabin not too far from us and their construction time is in the winter because their summer jobs take them to Paxson. Building in the cold is not easy (just ask Chad and Julia) and has many challenges.

Right now they are expecting a delivery truck from Glennallen to arrive which is bringing a load of roofing materials. Needless to say, they are eagerly awaiting its arrival before the snowfall gets serious, more mud slides occur, and before the McCarthy Road glaciers form.

In the meantime, they are unloading their winter supplies and getting settled into one of Jim and Audrey Edwards's cabins. Welcome home, Chad and Julia!

Ed LaChapelle and Meg Hunt: Meg, who is usually gone this time of year, is enjoying the fall season in McCarthy, says Ed. January-March will be Meg's last quarter for teaching. She is beginning to get a taste of what retirement is all about. More time to experience the various seasons McCarthy style.

She is busy pickling and freezing her garden produce. Ed commented that the garden did exceptionally well this year.

Once the fall chores are done, Ed and Meg plan to do a bit of traveling and sightseeing in New Zealand. Have a great time on your trip and come home refreshed for the winter season ahead.

Doran Ward, Roni English and family: Doran, Roni, son Adam and daughter Becah are all settled in for the long winter ahead. Even though this isn't their first winter at their Fireweed Mountain home, it will be the first in their new house and more space is available. All systems are operational, and Roni is thrilled to now have a stove "with an oven."

Adam and Becah are busy into their homeschool subjects with their very own teacher, Stephanie Peikert. I haven't

officially met Stephanie but, according to Roni, she is not a new face on the block. Two years ago Stephanie worked for Jeannie Miller at Tailor Made Pizza in McCarthy. This past summer she worked at the Wrangell Mountain Center. She is from Michigan and has a lot of experience as a dog handler in Alaska.

Although they don't have a full-fledged dog team (yet) at Fireweed, it sounds like they are working towards that goal. Doran and Roni brought their dog, Stephanie has hers and one is borrowed. Some of our readers know of Mark Vail's dog, Candle, who I discovered today loves to visit. In fact, Candle who is an excellent bear dog, says Roni, has been on loan before. Now, Candle seems to think this is her home away from home. Mark understands the attachment that Doran, Roni, Adam and Becah have for Candle so he "loans" her out. I asked Roni if Mark needed Candle to help out in his dog team ventures. She said, yes, so at times he comes and borrows her back!

Have a great winter on Fireweed Mountain and once the snow trails get settled in, maybe we can snowmachine up and have a cup of tea.

The Lohse family: I decided to give the Lohse family a phone call and see if they were all accounted for at their Long Lake homestead. Sure enough, they are in and getting ready for the winter, too. Ralph said daughter Robin is visiting but should be returning to school Outside soon.

Ralph, Linda, sons Teal, Trae and Tye plan on being in the area all winter except for a holiday outing to Cordova to spend Christmas with family. Otherwise, inside building pro-

jects are on the list "to do" and, of course, lots of homeschooling!

We always look forward to our winter cups of coffee and good conversation with Ralph and Linda. Winter travel can be very challenging between our cabins, but always worth it.

Jim and Audrey Edwards: Speaking of "challenging" travel...I just got off the phone with Audrey and Jim. They just got their snowmachine serviced for the winter. Audrey said she'd like to come for a visit. She and Jim are really missing their European guests that visited this summer. In order for her to get out and about, however, she'd have to cross a couple of water puddles that are about a foot deep and she doesn't relish the idea of seeing if her snow-machine floats! Instead she decided to stay home and bake cookies. Not a bad idea, I said!

This fall has been such a wet season. Creeks are flowing where they haven't been for many years, culverts long since dry are now full and deep, and standing puddles are intimidating us. Swift Creek has turned from a little creek to a rampaging waterway. It normally flows quietly by the Edwards's house. However, now it is flooding, overflowing its banks, bringing down rocks that have piled up and diverted part of the flow into and over a nearby subdivision road.

Getting to a neighbor's home may be harder than usual but, then, the idea of Audrey's freshly-baked cookies just might be enough to see if my snow-machine can float!

The Welty family: When Don called Rick last night to see if he wanted to go squirrel and rabbit hunting with him today, I guess Rick wasn't his *first* choice as a hunting partner. I just talked to

Lynn on the phone and she said Don tried (without results!) to drum up a hunting buddy among her, Sarah or Rene. When he only got blank stares from his ladies, he called for Rick.

Actually, the Welty family loves doing things together. During the first part of September, the entire family went on a 3-day backpacking trip and, in spite of the rainy weather, had a good time together.

Lynn also reported that Don had a good flying season on the Alaska Peninsula. While he was gone, she and the girls started homeschool. When he returned they all took off for a "successful bison hunt in Delta Junction," says Lynn.

While in Delta they were pleased to see Brooks, Diane and Ian Ludwig. Sarah and Rene were quick to pass on their opinion of baby Ian: He is SO cute! I believe them but it will be better seeing him, Brooks and Diane for myself. I am assured they are planning on heading this way end of October. All you ladies with snowmachines....let's plan another outing to the Ludwigs's Fireweed Subdivision winter home.

We'll have to work it around the Welty's travel plans, however. Lynn says they (the whole family, of course) are going to spend the Christmas holiday with family in Ohio and Florida. By the time you get back, Lynn, there should be enough snow on the ground and a good, hard-packed trail to Diane's!

John Adams: John is a pleased father. Just ask him how sons Adam and Andy are doing and he quickly breaks into a smile. Andy, a West Point graduate, is getting ready to go on his first assignment in Kentucky. Adam has completed training from the Airforce's C130 load master training school. He will be stationed at Elmendorf in Anchorage starting in November. John says he hopes Adam can pay us all a visit. I told him we should order more snow then, as Adams loves to take his snowmachine for a spin.

Local organizations hold annual meetings and elect officers: *The Kennicott-McCarthy Chamber of Commerce* met at the McCarthy Lodge on October 11 and elected the following officers: Betty Adams, President; Jeannie Miller, Vice President; Bonnie Kenyon, Secretary; Natalie Bay, Treasurer.

The McCarthy Area Council met at the Zach House on October 13 and elected the following officers: Thea Agnew, President; Rick Jurick and Ed LaChapelle sharing Vice President; Meg Hunt, Secretary; Kirsten Richardson and Dave Hollis sharing Treasurer.

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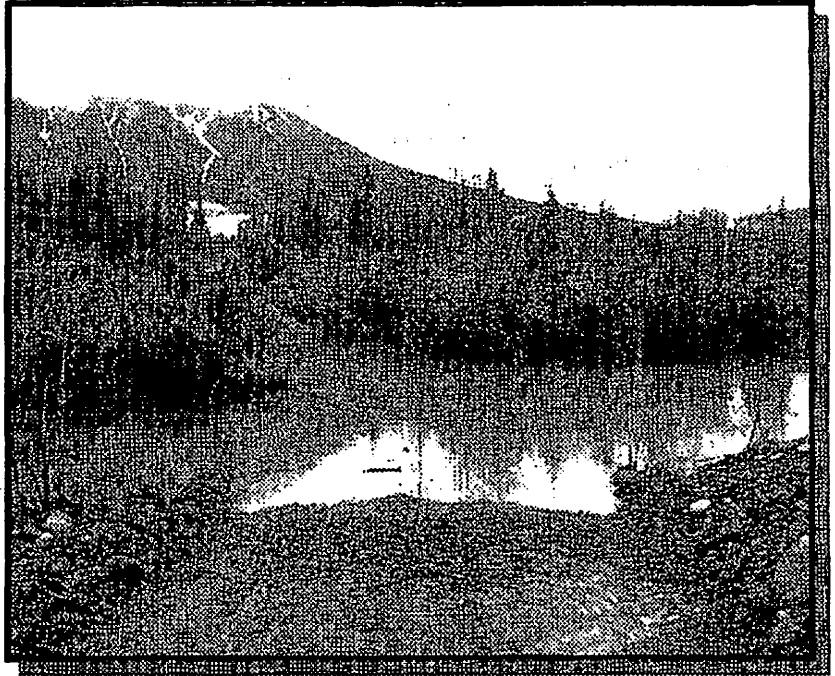
Record rainfall causes flooding at McCarthy

BY RICK KENYON

September, 2000—the rains came down and the floods came up.

Not an especially friendly weather situation for working in a creek, but that was the situation when Ahtna Construction arrived to start the proposed streambank restoration project on McCarthy Creek. A record 10.84 inches of rain fell during the month, causing the creek to jump out of its banks and take at least one old historic building remains, several old vehicles, and, had it not been for immediate action by Randy Elliott and his heavy equipment, the Dunning warehouse might have gone also. The St. Elias Alpine Guides Powerhouse became an island, and owner Bob Jacobs kept busy pumping water out of the old structure.

Clear Creek backed up and



WSEN staff photo

THIS IS THE ROAD INTO MCCARTHY. WATER FROM MCCARTHY CREEK HAS BACKED UP AS FAR AS THE CLEAR CREEK CULVERT AND WAS TWO FEET DEEP OVER THE ROAD.



Photo courtesy George Lavasseur

MCCARTHY CREEK BACKED UP ALL THE WAY TO CLEAR CREEK, COVERING THE ROAD INTO TOWN WITH TWO FEET OF WATER.

flooded the area just to the east of the eastern channel of the Kennicott River. It took hip waders or a large truck to ford the lake that formed over the road. The Ahtna Construction folks found that they could not get their heavy equipment across the Kennicott due to high water, so the project had to be postponed.

By the end of the month, the waters had receded somewhat and Ahtna returned to work on the project in earnest. Their equipment included a 2 cubic yard excavator, a 4 cubic yard loader and a 25 ton tri-axle articulated truck. Equipment operators were Jim Beeter,



Photo courtesy NPS

MCCARTHY CREEK DURING FLOOD. THE BUILDING WITH THE CORNER HANGING OVER THE CREEK IS THE DUNNING WAREHOUSE.

Marty Rhett and John Hoffman. Local resident Randy Elliott sub-contracted part of the work of mining and hauling large rock boulders.

This \$118,000 project was a joint venture between the McCarthy-Kennicott Chamber of Commerce, the Alaska Department of Community and Economic Development, and the United States Department of Agriculture's Natural Resources Conservation Service (USDA-NRCS).

The USDA-NRCS has the authority to provide financial assistance for protection of National Historical Landmarks. They provided 75% of the funding, administered the contract and provided construction plans for the project.

The work consisted of installing 5 rock vanes to

redirect the flow in McCarthy Creek. To accomplish this required placing about 100 large rock boulders in the right bank of the channel. The large boulders, some as large as 7 feet, were obtained near the parking lot on the west side of the Kennicott River. To transport the boulders to McCarthy Creek required fording the Kennicott River with the 25 ton articulated truck in depths of water up to 6 feet. It was very exciting to watch the loaded truck inch its way across the flowing river. On several loads the boulders were so large that only two of them would fit on the truck at one time.

A rock vane is a line of boulders projecting from the streambank to the stream channel. The vane is generally pointed upstream at a sharp angle and slopes downward from

the bank to the channel bottom. The vane protects the bank by slowing the water upstream and directing downstream flows away from the bank.

Rock vanes are a recent development in stream mechanics and geomorphology (behavior of natural stream channels). The rock vanes in McCarthy Creek consist of the installation of large rock boulders at a 25 degree angle, pointing upstream, and sloped 5 degrees from the stream bank.

At McCarthy Creek the rock vanes are approximately 75 feet apart and extend 60 feet into the stream. In the vicinity of the Mother Lode Power Plant the stream deposited gravel will need to be removed to prevent future flooding as experienced this summer. The rock vanes will redirect the flow and control streambank erosion in the vicinity of town and the power plant.

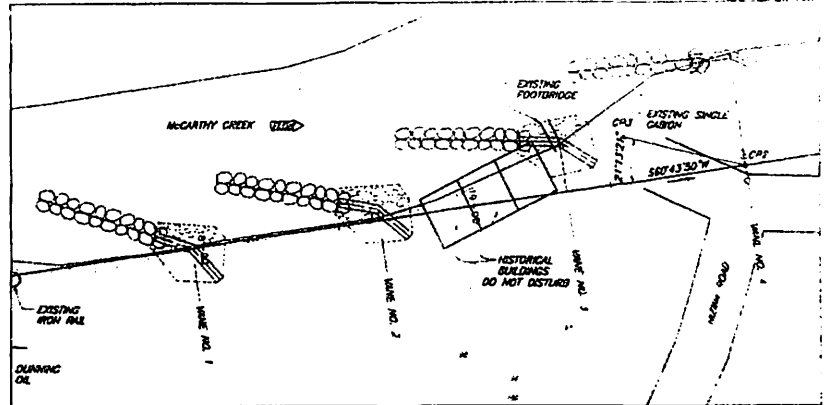
Many area residents had the opportunity to meet and talk with Ralph Schmidt of Spokane, WA, who was the project engineer and was on-site during installation. Ralph also helped the Kennicott-McCarthy Chamber of Commerce by developing construction plans and obtaining a Corp of Engineer's permit for a ramp on the east side of the west channel of the Kennicott River, just below the footbridge, which will allow for crossing the river on the ice. Ahtna Construction put in the ramp before they left the area.

Katie Myer and Tracy Krauthofer, both archaeologists from the National Park Service (NPS), were present during excavation to record all historical artifacts that were found. The NPS will prepare a

report of the artifacts found during this project.

The community appreciates the work of all that were involved in seeing the project through from initial application through installation. Special thanks to both Ahtna and NRCS personnel who went out of their way to help the community.

We all hope that mother nature will be kinder to us for many years to come.



ALTHOUGH THE FLOODING ERODED 15-30 FEET OF THE STREAM BANK SHOWN IN THIS ORIGINAL PLAN DRAWING, IT STILL GIVES AN IDEA OF HOW THE ROCK VANES ARE POSITIONED.

Floods impact McCarthy Road, Haley Creek

The McCarthy Road washed out at mile 22 and 26 which closed the road for some time. A small mudslide at mile 58 was cleaned up by maintenance crews, but kept sliding and is still causing problems even as we go to press.

The Lakina River at Mile 44 changed channels and was impinging on the east bridge approach. According to the Department of Transportation & Public facilities, the river will need to be channeled or the approach armored with rip rap. The only rock source available is at mile 24 so this project could easily cost \$100,000.

Swift Creek left its bed and caused flooding at nearby homesteads, and the road leading to residents along the lower Kennicott River was underwater in several sections.

causing minor flooding and glaciating at nearby residents on the McCarthy Road. Water has been flowing across the road near the WSEN headquarters for several weeks now.



TRESTLE AT HALEY CREEK.

Photo courtesy George Lavasseur

Water was flowing across the road near the NPS kiosk,

This is a very popular area of the Chitina dipnet fishery.

The south side of the old Haley Creek railroad trestle, 8 miles south of Chitina, collapsed into the creek and will need to be removed. The bridge is in danger of washing out and will be pushed off the abutments when the ice goes out in the spring. The piles on the north side are broken and rotten and there is a high probability that the trestle will fall onto the roadway.

Landslide covers Kennicott Road

BY RICK KENYON

Floods were not the only natural disaster brought about by the heavy rains. About ½ mile north of the McCarthy Airport on the road to the Kennicott Copper Mine, a huge landslide covered the road with mud and trees.

The slide is about 700 feet in length and about 15 feet deep and extends to the hillside. Early Department of Transportation & Public Facilities (DOT&PF) estimates were about 40,000 cubic yards of material that would have to be removed in order to clear the roadway. Since there were still people at the Kennicott Lodge and residences near Kennicott, DOT&PF District Manager George Levasseur ordered the old Wagon Road stripped of vegetation so vehicles could still access the lodge. As we go to press, 4-wheel drive vehicles as well as Off Road Vehicles and snow-machines can use



Photo courtesy National Park Service

AERIAL VIEW OF SLIDE. KENNICOTT ROAD IS AT BOTTOM OF PICTURE, VISIBLE AT LEFT OF SLIDE.

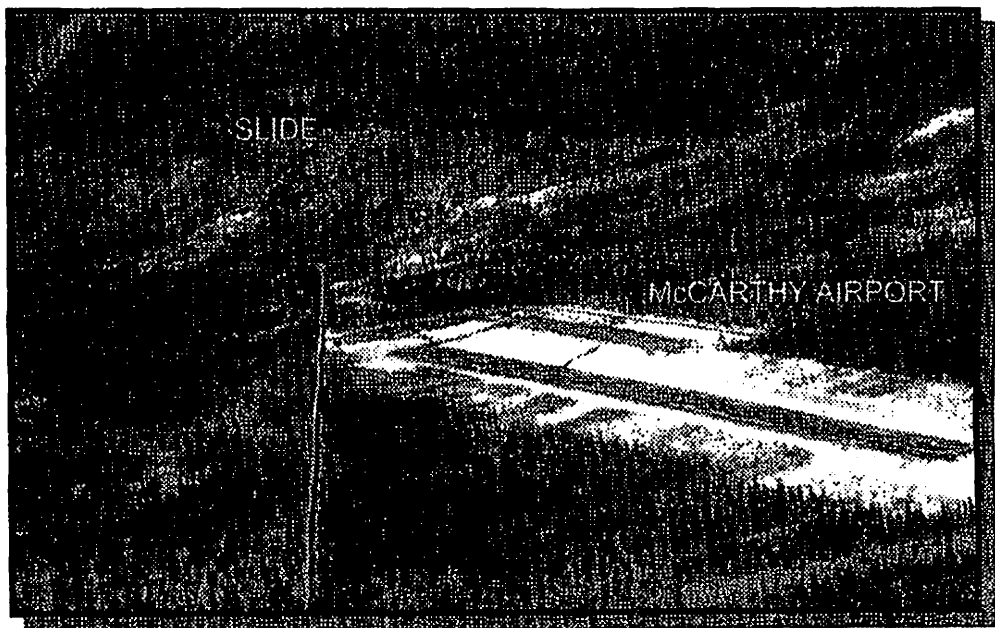


Photo courtesy National Park Service

LANDSLIDE IS ABOUT ½ MILE NORTH OF THE MCCARTHY AIRPORT.

the Wagon Road, and hikers have made a path over the top of the slide.

Since the surrounding land is part of the national park system, Tracy Krauthofer (NPS archaeologist) who was nearby helping with the McCarthy Creek project, was called upon to assess the likelihood of an alternate route disturbing artifacts. Her job was made more difficult by a fresh layer of snow on the ground.

The slide brought to a halt work being done at the Kennicott Glacier Lodge. Plans for a water well and lodge expansion were put on hold while a solution to the access problem is being sought.

According to Levasseur, the material in the slide is very unstable and is likely to continue moving. He first recommended putting a temporary road around the slide, and studying the problem in the spring. At that time a determination could be made whether to attempt clearing the slide area, or to make the temporary road permanent. However, the latest word is that after looking at the alternate route, he thinks it would be best to attempt putting the road back in its original location. He told me that two dozers and an excavator would be on-site by October 21, and work is expected to begin the following week. A new culvert at Clear Creek will also be installed.

A local coalition of the



WSEN staff photo

"WHERE THE ROAD ENDS, AND THE WILDERNESS BEGINS." VIEW LOOKING NORTHEAST ABOUT 1/2 MILE NORTH OF THE MCCARTHY AIRPORT. THE SLIDE ORIGINATED NEARLY A QUARTER-MILE TO THE RIGHT OF THE PHOTO.

Kennicott Glacier Lodge, Wrangell Mountain Bus, and the McCarthy Area Council hired local contractor Randy Elliott to open the road instead of waiting for DOT&PF to do the job.

Elliott did work on the project for several days, but reviews are mixed as to how much he was able to accomplish.

Some have suggested widening and improving the old Wagon Road instead of trying to move the slide. We talked with NPS Chief Ranger Hunter Sharp, who told us that as far as he knows the old road is not a DOT right-of-way, but is part of the park. NPS would prefer to keep it as a foot and bicycle trail, rather than have it become the main access into Kennicott for vans and freighting. Ranger Sharp says they could issue a

temporary permit (up to one year) for a road around the slide area, or could work an exchange with the state if it is determined the best thing to do is reroute the road permanently.

The rains played havoc with the McCarthy Road also. It has been reported to be a 4-hour trip from Chitina to McCarthy, and not recommended for cars or smaller trucks. Several areas have experienced repeated slides, and the "potholes" have increased in size to where they threaten passage for vehicles with smaller tires. The local Chamber of Commerce grader has been working the worst areas, but Levasseur says there is no money for DOT&PF to do any more maintenance between Chitina and McCarthy until next spring.

Airplanes in the Wrangells

Mudhole—part two

BY KENNY SMITH

Merle Smith (Smitty) met the young game warden, Clarence Rhode, just a few months after Clarence arrived in Alaska. In January 1938 there was a bounty on wolves in Alaska but not in Canada. Trappers were smuggling wolf pelts in from Canada in order to collect the US bounty. Rhode hired Smitty to transport him on patrol along the Canadian border. The coldest temperatures in North America have been recorded near the border east of Chisana. While flying the wolf patrol a cylinder blew off of Cordova Air Service's Bellanca Pacemaker. The two were forced down approximately 60 miles east of Chisana. At the time the temperature was close to fifty below.

Although new to Alaska, Rhode wasn't new to the outdoors. Because of his resourcefulness the two were able to snowshoe to N.P. Nelson's cabin near Chisana in a little over 5 days and radio for help. After repairing the aircraft they continued the patrol and were able to apprehend one of the smugglers at Tetlin. (N.P. Nelson was one of the two partners responsible for the discovery that led to the 1913 Chisana gold rush. Later, Clarence Rhode became one of the highest ranking US Fish & Wildlife officials in the country. He died while piloting a Grumman Goose in the Brooks Range in September 1958. The accident is notable because the search was one of the largest ever conducted in the US and the wreckage wasn't discovered for

over thirty years).

As the McCarthy summer of 1938 progressed Merle and Bertha Smith became increasingly concerned over rumors that Kennecott Copper

When the last train pulled out of McCarthy in November 1938 Bertha was in the Copper River Northwestern Railway depot to say goodbye to many departing friends. Smitty had



Photo courtesy the author

SMITTY WITH THE INMAN BROTHERS FLYING CIRCUS, SMITTY IS AT FAR RIGHT.

Corporation would indeed terminate operations at the end of the season. Bertha enjoyed McCarthy. The home they rented, for ten dollars a month from Kate Kennedy, was cozy and had a nice wood cook stove. She made her first loaf of bread in that stove. She also made pies and jams after joining the local ladies on organized berry-picking expeditions. They would travel to the west side of the Kennicott River by train and pick blueberries and low-bush cranberries with Anna Iverson near the Iverson farm.

thought there would be plenty of flying when rail transport was eliminated but he soon found out that so went Kennecott so went the Copper River economy. McCarthy, Chitina and Cordova were suddenly plunged into an economic recession. Since many of the Cordova Air Service stockholders were also partners in independent mining ventures throughout the Copper and Chitina River country the air service managed to hang on by transporting supplies to these sites.

After the railroad closed

many interior miners looked to the Valdez truckers who transferred supplies to Cordova Air Service aircraft at Copper Center. Copper Center soon became the area transportation hub. Cordova Air Service planned on opening up a station at Copper Center for Smitty to manage. Kirkpatrick also notified Smitty that the company had approved a raise for him. Smitty paid a month's rent on a home in Copper Center and he and Bertha got ready to move. Before that could happen, though, his friend Noel Wien offered him a job flying the Wien Alaska Airways's Ford Trimotor out of booming Nome on the Seward Peninsula. Wien had the job of flying mining equipment into interior mines from Teller. Smitty decided to accept Noel's offer.

On April 10, 1939, while Smitty was still in McCarthy, Kirkpatrick took a charter to Dan Creek. On his way back to Cordova he stopped at McCarthy to pick up passenger Con Miller. While there Kirk tried to talk Smitty out of going to work for Wien. Almost immediately after Kirk departed a huge snowstorm covered the entire area. Kirk managed to make it within a few miles of Cordova before he crashed into Orca Inlet. Both Kirk and Miller were killed.

Smitty had flown to the coast and joined the search as soon as he learned Kirk was missing. It must have been instinct but Bertha was all packed when Merle returned and told her the bad news and that they would be moving to Cordova. Within days after the accident the directors of Cordova Air Service had offered temporary management to Smitty. Smitty called Noel Wien and explained the

desperate need of a major overhaul and had been scheduled into a shop in California. Cordova's attorney, Tom Donohoe, had attempted to search for Kirk and ground looped another of the company aircraft, the Stearman—government registration number NC 5415. As a result of all this Smitty was now running a company with no operating aircraft and he was the only pilot.

(Tom Donohoe was the son of Tom Donohoe Sr. whom "Donohue Ridge" near McCarthy was named after. The elder Donohoe was the railroad's first attorney and some say one of the architects of the September 25, 1907 Keystone Canyon "massacre.")

Smitty arranged for the purchase of a large Travelair 6000, NC 8159, and had it flown to Cordova from Seattle. In addition, the mechanics at Cordova Air Service's federally certificated aircraft repair shops in Cordova managed to repair the Stearman and overhaul the Pacemaker. Smitty hired pilot Jack Hewson, a World War I pilot, and checked him out in the interior so that he could take over the

Copper Center assignment while Smitty worked the coast.

By the fall of 1939 Smitty had been designated president and general manager of Cordova Air Service. He had also purchased part of Kirkpatrick's Cordova



Photo courtesy the author

CAPTION: THE FAIRCHILD TRAVELAIR 6000, NC8159, WHICH SMITTY ACQUIRED SOON AFTER HE TOOK OVER CORDOVA AIR SERVICE. THIS ACCIDENT HAPPENED AT THE EYAK LAKE AIRPORT NEAR CORDOVA AS A RESULT OF RUDDER CABLES BEING INADVERTENTLY CROSSED WHEN THE AIRCRAFT WAS IN THE SHOP. THE ACCIDENT OCCURRED ON A SUNDAY WHEN SMITTY WAS TAKING OFF. BERTHA SAID THE LANGUAGE USED IMMEDIATELY AFTER WAS NOT APPROPRIATE FOR THE SABBATH. NOTE THE CABLE BARRIER THAT USED TO DELINEATE THE ROAD FROM THE RUNWAY. THIS CABLE TORE THE AIRPLANE IN TWO.

circumstances why he was unable to move north.

Kirk had crashed the company's best airplane, a Bellanca Skyrocket. The one Smitty had in McCarthy, a Bellanca Pacemaker, was in

Air Service stock from Kirk's widow Dean. Another pilot, Jack Scavenius, came to work about this time. The Cordova community was able to recover from the economic downturn resulting from the lost railroad and copper export business by turning to commercial fisheries. It was the only station along the railroad's route that didn't turn into a ghost town.

Commercial fishing industry charters took the company aircraft all the way to Petersburg and Wrangell. Cordova Air Service's flying business was not bad and the Federal Government had just passed the Civil Aeronautics Act of 1938 which held promise of tariff stabilization and subsidy for air carriers receiving grandfather status. Cordova Air Service was destined to be one of those carriers.

But war was evident everywhere. Europe was in turmoil and the US was bickering with Japan. The US government had realized Alaska's strategic location and was beginning to establish military bases and airports across the territory. Cordova Air Service received a lot of the Army's early flying business. The Travel Air 6000 came in handy at such points as Yakutat, where the US Army built a wide road on which Smitty was the first to land. Cordova Air then began to fly groceries into Yakutat for the Army. Yakutat was a four-hour round trip from Cordova and the business was lucrative. The Army was preparing to build a large runway at Yakutat just as they were soon to do at Cordova, Cape Yakataga and many other Alaskan locations. The Army was also chartering Cordova Air Service all the way to Juneau.

In August 1941 Smitty was crossing Knight Island on the Prince William Sound mail run

when he spotted the black outline of a submarine in Drier Bay. As he began to circle it the sub dove. The next day he mentioned the sighting to the Army's Alaska Communications System office in Cordova. The day after that a US Navy officer came to Cordova looking for Smitty and detail on his observation. It was a Japanese submarine. Alaska Steamship had reported sighting the same sub later that day as it was passing Latouche Island heading for the open waters of the North Pacific.

By late December of 1941 the US was at war. Smitty's good friend Harold Gillam went to work for army war contractor Morrison-Knudsen Company (M-K) as their chief pilot. Gillam replaced Bob Reeve who moved to Anchorage in order to work in the Aleutians for the Army. M-K was acquiring a large fleet of supply aircraft as they built airports around the territory for the Army. Some airports, like the one at mile 13 near Cordova on the Copper River Northwestern Railway route, were constructed shortly before the US actually entered the war. The earlier airports were far superior to the Alaskan airports built after the war began as the military was forced to expedite the effort and cut costs.

Gillam talked Smitty into going to work for him and M-K about the middle of 1942. Gillam sold all but one of his Pilgrim aircraft to M-K. The one he kept he used on his 1200 mile mail run from Fairbanks to Bethel. Wartime made

for some rather unusual arrangements, a good example being that Gillam was allowed to use M-K pilots on his mail route.

Smitty said goodbye to Cordova and moved to Anchorage. Smitty soon found himself back in the Wrangells flying supplies into Northway from Nebesna with the large trimotor Boeing 80-A transport that M-K had purchased. Bertha and son Kenny (that's me) took the opportunity and traveled by Alaska Steamship back to her family home in Nebraska. They (we) returned in early 1943, by boat, and visited friends in Cordova on the way to Anchorage. By the time Bertha and Kenny arrived back in Alaska the Japanese were occupying the Aleutians so Smitty soon sent everybody back to Nebraska. Wayne would be born in York, Nebraska in January 1944.

To be continued



WSEN staff photo

THE KENNICOTT MCCARTHY HISTORICAL MUSEUM WOULD LIKE TO THANK THE SCOTS FOR THEIR WORK ON THE CURATOR'S CABIN WHICH HAS THE WALLS STANDING NOW. THANKS ALSO TO AL GAGNON FOR HIS DONATION OF BACKHOE WORK ON THE FOUNDATION, TOM BETTS OF NPS FOR HELPING ORGANIZE THE COMMUNITY SERVICE PROJECT WITH THE SCOTS, MAC FOR FIXING THE POTHOLES AROUND THE MUSEUM, AND THE NPS FOR HELPING DEVELOP THE MCCARTHY WALKING TOUR.

How wide is the McCarthy Road? (revisited!)

Editors note: The following is a reprint from the July & August 1994 issue of Wrangell St. Elias News.

BY ED LACHAPELLE

A recent legal judgment has established the right-of-way (ROW) width of the Chitina-McCarthy Road. It's not what everyone, including DOT&PF thought it was. Land ownership deeds in the McCarthy area have referred to this ROW as 100 feet on either side of the centerline, or a total of 200 feet. As recently as last October, DOT&PF asserted that this total ROW width was 300 feet all the way from Cordova to Kennicott. In a case involving BLM approval of a Native allotment traversed by the Chitina-McCarthy Road, an Interior Board of Land Appeals judge found the ROW to be only 100 feet wide. A brief history of the McCarthy Road explains how this decision was reached.

In the Alaska Right-of-Way Act of 1898, the United States gave a blanket grant of 200 feet for the ROW of railways. The Copper River & Northwestern RR from Cordova to Kennicott was completed in 1911 under this provision.

In September of 1938, CR&NW RR sought to abandon their ROW and this was approved by the Interstate Commerce Commission on April 21, 1939. In 1941, Congress authorized CR&NW RR to convey the land occupied by the railroad to the Secretary of the Interior and provided that the transferred property would be used as far as practicable as a public highway or tram road. The General Land Office acceptance of the 1941 relinquishment, formally executed March 29th 1945, noted that the right-of-way had been canceled.

The Secretary of the Interior was empowered to set widths of recognized public highways in Alaska and did so in 1951 at 100 feet for the Chitina-McCarthy Road, identifying it as a "local road." In 1956, the Secretary designated the Copper River Highway as a "through road," entitling it to a 300 foot ROW. Various documents for the period 1941-1954 identified the Copper River Highway as running from Cordova to Chitina and then along the Edgerton Cutoff. The Chitina-McCarthy Road, separately numbered, retained its local road identity.

On June 30, 1959, the entire CR&NW RR route was quitclaimed to the State of Alaska by the Secretary of Commerce, to whom authority had been passed from Interior by the Federal Air Highway Act of 1956. Nowhere in this quitclaim is mention made of conveyance of the relinquished, and then nonexistent, ROW to the State, only the conveyance of certain "highways."

Citing the above history, on August 25, 1993, the Board of Land Appeals found that the Chitina-McCarthy Road is not part of the Copper River Highway, its ROW does not extend 150 feet on either side of the centerline, and the proper ROW width is 50 feet either side of centerline, or a total of 100 feet.

Nowhere in the eight pages of dense legal arguments of this judgment is there any mention of the McCarthy-Kennicott segment of the road. As part of the original CR&NW RR right-of-way, this segment might reasonably partake of the same

ROW width as the Chitina-McCarthy Road. Local residents living along the segment might want to check this out. ☞

ROW revisited

BY RICK KENYON

Why are we revisiting this subject over 6 years later? Partly because there is so much confusion about the subject—even from those who *should* be in a position to know the facts. In addition, there are several right-of-way disputes going on in the McCarthy area, as noted in our last issue. Not only is the *width* of the ROW in question, so is the *degree of ownership*. Does the state indeed "own" the right-of-way, fee simple, or is it an "easement for highway purposes?" Fee simple is a term used to show that a person or entity has "unqualified ownership and power of disposition," while easement means "a right, such as a right-of-way, afforded a person to make *limited* use of another's real property." One of the problems the state has run into in the past is this question of degree of ownership, and they have wisely made it a policy to buy up the entire "bundle of rights" when they obtain right-of-ways. Unfortunately, it appears this has not happened on the McCarthy Road right-of-way.

Although Administrative Law Judge Arness did not specifically rule on degree of ownership in his 1993 decision, the language that he used does give us a clue. Here's what the judge said: "In approving a Native allotment application, BLM properly reserved a 100-foot-wide easement across the allotment for an existing public road constructed along the route of a relinquished railroad right-of-way where the land had, prior to the Native's

use and occupancy, been established by the Secretary of the Interior as part of a 100-foot-wide public highway pursuant to the Act of June 30, 1932, ch. 320, 47 Stat. 446, and then been quitclaimed to the State of Alaska. Reservation of an easement conforming to the width of the relinquished right-of-way was not required because that right-of-way ceased to exist when the relinquishment was accepted."

Notice the judge used the word easement in his description of the 100-foot-wide right-of-way. Remember the definition of easement? It means "a right, such as a right of way, afforded a person to make *limited* use of another's real property." Whatever the old railroad right-of-way might have been is not relevant since that right-of-way "ceased to exist when the relinquishment was accepted."

The judges specific findings, as concerns the width and associated rights of the McCarthy Road easement are excerpted here:* (My comments are italicized)

[Public Land Order No. (PLO) 601 (14 FR 5048 (Aug. 16, 1949)) — Withdrew all public lands both sides of certain "through," ("feeder,") and ("local") roads and reserved such lands for highway purposes.

McCarthy Road fell into the "local roads" category.

PLO 601 was amended on October 16, 1951, by PLO 757 (16 FR 10749 (Oct. 20, 1951)) that revoked the withdrawal of public lands on each side of the local roads.

Basically, these two Public Land Orders, or PLOs, canceled each other out since the second one revoked the first one. Notice the language of the 1949 Order—"reserved such lands for highway purposes." Now I certainly do not claim to be a lawyer or judge, but that sounds like the actual land was withdrawn or reserved,

not just an easement."Unfortunately, that Order was canceled by the 1951 Order.

Also on that date, the Secretary issued order NO. 2665, to "fix the width of all public highways in Alaska established or maintained under the jurisdiction of the Secretary of the Interior" and to "prescribe a uniform procedure for the establishment of right-of-way or easements * * * for such highways." 16 FR 10752 (Oct. 20, 1951.) The order stated that a public highway for "local roads," would extend 50 feet on each side of the centerline of the road. Id. Because the Chitina-McCarthy Road was not classified as a through or feeder road it remained a local road. The order also established a "right-of-way or easement for highway purposes" covering all public lands so embraced by a local road (16 FR 10752 (Oct. 20, 1951)).

The effect of the 1951 order was therefore to formally recognize the public highway for the Chitina-McCarthy Road by establishing an easement for highway purposes and to define the limits of that highway, which was then quitclaimed to the State in June 1959.]

(While the earlier, 1949 PLO reserved the lands for highway purposes, this new order not only set the width at 50 feet each side of center, but also established a "right-of-way or easement for highway purposes" rather than reserving the land itself. Since easement means "a right, such as a right-of-way, afforded a person to make limited use of another's real property,") and the language specifies "for highway purposes," and since right-of-way means "the right to pass over property owned by another party," I think we have to conclude that in the case of the McCarthy Road, the state has a right to pass over property owned by another, limited to 50

feet each side of the centerline of the road. They apparently do not have the right to allow others to park vehicles or even bicycles in the right-of-way, nor issue permits for things like wayside vendors or community buildings.)

In May of 1994, not too long after Judge Arness made his decision, DOT&PF held a series of four meetings dealing with McCarthy Road improvements (Chitina, Fairbanks, McCarthy and Anchorage). At those meetings they handed out a booklet titled "McCarthy Road Scoping Information." On page 8 they stipulate that the ROW is 100 feet. Apparently at least some officials at DOT felt the judges decision was correct and they would not appeal to a higher court.

Now, however, the official DOT&PF position is that the right-of-way is 200 feet! After showing the above information to Sigvald J. Strandberg, who is the Right-of-Way Supervisor for DOT's northern region, he had this statement: "With respect to the McCarthy Road, our department's 200 foot ROW assertion, made in good faith and upon strong legal footing, stands. This assertion dates back to Territorial days, over fifty years ago. I have seen nothing from the public record that would persuade me that a conclusion of a contrary width of less than 200 feet could be obtained from the factual circumstances attending to the origin and history of the McCarthy Road, and its transfer from the United States to the State of Alaska."

I asked Mr. Strandberg which part of the judges decision he did not agree with, and why the department did not pursue the issue further in 1993, when the ruling was issued, but he declined to answer. As to whether the state is claiming to own the right-of-way fee simple,

instead of merely having a "right-of-way or easement for highway purposes," as Judge Arness decreed, Mr. Strandberg has also been silent. He did tell me that the Attorney General's office has been asked to "evaluate the easement along the McCarthy Road." That opinion should be available by the end of January.

The National Park Service has an interest in this issue since parts of the road run through park land. I asked Chief

Ranger Hunter Sharp about the right-of-way. "It's 100 feet," he said. Hunter also said that the NPS retains the land ownership rights to the property where the road traverses park land, except for the "easement for highway purposes."

This issue also pertains to the proposed wayside park at the end of the McCarthy Road. DOT is circulating questionnaires on building the wayside parking lot that are based on a 200 feet, fee-simple ownership by the state. If

as we have set forth, this is not the case, the whole project is in jeopardy.

A final caveat: Wrangell St Elias News is a bush news magazine, not a law journal. I sincerely hope that someone will write and let us know we are wrong.

*Excerpts from IBLA 89-614 Appeal from a decision of the Alaska State Office, BLM, approving Native allotment application AA-2520 (parcel A)

Exercise Tartan Husky Departs

BY RODDY CHRISTIE—EX LEADER, TARTAN HUSKY

After six weeks in McCarthy the 'Scottish Army' has sadly departed. On Tuesday, 28th August we finally left after what had been an immensely successful trip. Our original aim had been to find an environment that was challenging and remote, and one that could support the diversity of activities that we wanted to conduct. We certainly found that in McCarthy.

During the course of the six weeks that we were in the area we sent three groups out into McCarthy Creek – an experience that none of us will ever forget. We sent a group up to the summit of Mt Bona and another one to just short of the summit of Mt Regal. Another group had the opportunity to go ice climbing on the Root Glacier. Other groups also partook in the building of a log cabin in McCarthy for the curator of the museum and also helped to clear some of the derelict

buildings out at Peavine.

It was with real sadness that we left at the end of August. For the six weeks we were in the area our camp down on the glacier had been our home. We could not have imagined a better location, the pleasure of waking up in the morning to Fireweed Mountain on one side and Bonanza Ridge on the other is immeasurable. That we were so content in our temporary home was due to the incredible welcome we received in the village and beyond. To Lane and Betty, Rick and Bonnie, Kelly

and Natalie, JoAnn, JoAnne, Jeannie and Jim, Richard, Tom Betts and the NPS team and so many more we owe immense gratitude and thanks. That the Exercise was such an incredible success is down to everyone who helped and welcomed us – thank you all!!

We were honoured to be able to spend our summer in McCarthy and many of us look forward to returning at some point too. Until then, best wishes from all the Tartan Husky team.



THE "SCOTTISH ARMY" AT PIZZA PLACE JUST BEFORE DEPARTING MCCARTHY.



GRAB A BULL BY ITS HANDLEBARS.

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Coalition for Access to McCarthy

The goal of the Coalition for Access to McCarthy (C.A.M.) is to promote increased access to the McCarthy Corridor.

We believe this can be achieved through enhancements of the McCarthy Road, up to and including the installation of a hard surface.

We also seek out solutions for safety concerns, shared access, and year-round maintenance.

We believe such efforts will promote equal access and economic development to the residents of the McCarthy Corridor and the State of Alaska.

I have read and agree to the mission statement of the Coalition for Access to McCarthy and would like to become a member of the Coalition.

Signed _____

Date _____

Name _____

Address _____

City, State, Zip _____

Please return to:

CAM

1131 Westbury Drive
Anchorage, AK 99503

or

CAM

McCarthy #63
Box MXV

Phone _____

Fax _____

email _____

(suggested donation \$5/yr.)

(Advertisement) _____

New Office of Arctic Energy created

WASHINGTON—

The U.S. Senate recently approved creation of an Office of Arctic Energy to push research and development of energy projects in cold-weather climates.

The office in the Department of Energy, proposed by Alaska Sen. Frank H. Murkowski, received \$1 million in the Energy and Water Appropriations bill for fiscal year 2001 that passed the Senate 57-37. The bill had previously cleared the House and is on the way to the President for his signature.

Murkowski said that the money would be used to open the Office at the University of Alaska in Fairbanks, Alaska.

"The Office of Arctic Energy will be especially valuable by providing research and development on various measures that are suited for the unique energy needs that exist in Alaska," Murkowski said. "In

addition to helping provide low-cost reliable electric generation for Alaskans, it would provide assistance to explore Alaska's vast energy resources to help end our country's reliance on foreign energy. Currently the United States gets one fifth of its energy requirements from Alaska in the form of oil. We can do more. By promoting domestic energy production, we can help our country meet its current needs as well as the needs of the growing economy."

The Office is being established as part of a plan to improve the ability of national laboratories to achieve their missions through technical collaborations with other organizations, particularly universities and companies near the labs.

The Office would promote research, development and

deployment of:

- Electric power technology that is cost-effective and especially well suited to meet the needs of rural and remote areas of Alaska;
- Alternative energy, including fuel cells, geothermal and wind;
- Natural gas hydrates, coal bed methane and shallow bed natural gas;
- Small hydroelectric facilities, river turbines and tidal power;
- Natural gas development, including gas-to-liquids technology and liquified natural gas (along with associated transportation systems);
- Enhanced oil recovery technology, including heavy oil recovery, reinjection of carbon and extended reach drilling technologies.

A PROCLAMATION

Reprinted from The McCarthy Weekly News—1925

In keeping with a custom established by those who founded this great nation, a day is set apart each year to give thanks to Almighty God for the many blessings which He has bestowed upon us. A sincere observance of this day serves to remind us of our duties to God, to our nation and our fellow men.

The President of the United States, having designated and set apart Thursday the twenty sixth day of November, nineteen hundred and twenty five as THANKSGIVING DAY.

Therefore, I, Geo. A. Parks, Governor of the Territory of

Alaska in conformity therewith, do hereby summon all people of the Territory to the observance of this anniversary and recommend that they refrain from their usual occupations and gather in their homes or in their accustomed places of worship and there to give thanks to God for his manifold blessings. Remembering that Alaska has prospered and has not been visited with pestilence or calamity during the year, let this Thanksgiving Day be observed in a manner expressive of spiritual faith and profound gratitude to the Creator.



Good news from the Wrangells

BY BONNIE KENYON

When I think of the months of November and December, the word *gift* comes to mind. How about you? November for Thanksgiving and a time we like sharing with friends, family and neighbors. December for Christmas – a gift-giving time that surpasses any other holiday.

Yesterday I read my daily devotional for the day and it went into some detail on the word *gift* as used in a very special scripture. It says: For the wages of sin is death, but the gift of God is eternal life in Christ Jesus our Lord. Romans 6:23.

What a contrast! Wages and gift. These two words are so opposite in meaning that we could easily overlook the full import of their significance. The phrase “wages of sin” refers to the payoff which comes as a result of serving Satan. I have found that the deceptive thing about sin is that it so often comes disguised as pleasure and fulfillment. Satan, being the ultimate deceiver, lures people into a life of sin by promising them all kinds of future bliss. However, the real payoff is disintegration, destruction and death. Where, you may be asking me, is the “good news” in all this?

The good news is “the gift of God.” What a beautiful contrast to the wages of sin! The word *gift* used in the above scripture means “an endowment, something given freely.” God, your Creator and mine, freely bestows grace (His unmerited

life. Which do you prefer: death or life? Wages or gift?

I, personally, know what it is like to live on both sides of this issue. There came a time in my life when the wages of my sin nearly cost me my physical life on this earth. And, there came a time when I chose to receive life and to have my name placed on God’s gift list. What a difference it has made!

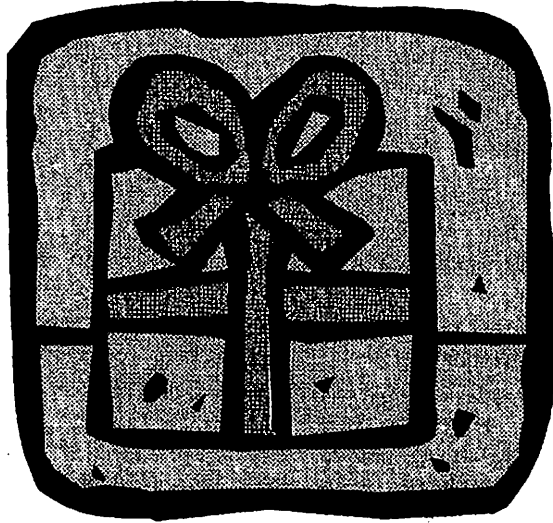
Why does God go to all the effort to reach out to you and me? Why does He bother and take time to save your life when you don’t deserve it? Or send someone into your life that tells you how much He cares?

Subscriber and a good friend of mine, Carolyn Elliott, forwarded me an email that blessed her and she wanted to share it with me. Due to space I had to edit it but herein lies the answer — the reason.

God is crazy about you. If God had a refrigerator, your picture would be on it. If He had a wallet, your photo would be in it. He sends you flowers every spring and a sunrise every morning. Whenever you want to talk, He’ll listen. He can live anywhere in the universe, and He chose your heart. What about the Christmas gift He sent you in Bethlehem; not to mention that Friday at Calvary. Face it, He’s crazy about you!

favor) on all those who call upon His name. Blessing, benefits, and bestowments all come to us from a loving, heavenly Father Who gives, and gives, and keeps on giving. Why? Because it is His nature to give.

Dick Mills, the author of my daily devotional, concludes his message with: The wages of death is earned. The gift of life is freely received. Before a conversion we were on Satan’s payroll, now we are on God’s gift list! Satan’s final payoff is death, but God’s ultimate gift is eternal



McCarthy-Kennicott Community Church has moved to the Kenyon's cabin for the winter months. Service time is 10:00 am. Everyone is welcome! If there is anything we can do for you, please give us a call at: (907) 554-4454 or 554-4433. You are loved!

OUR TOWN

November 1925 December

MRS. J. B. O'NEILL AND CHILDREN LEAVE FOR SEATTLE

Mrs. J. B. O'Neill and two children, Deanie and Molly 'O, departed by today's train for Cordova to take the S. S. Victoria to Seattle. It is their intention to spend the winter outside where Deanie may continue her musical studies.

Nov. 7

J. E. BARRETT IN SEVERE ACCIDENT

John E. Barrett suffered severe injuries to his face and mouth at the Green Butte Mine Wednesday night while descending into the mine.

It seems that he had pushed off the car and was going down the incline when it reached the end of the slack on the cables and stopped with a jerk throwing Mr. Barrett forward and striking his face on the rock wall with such a force as to cause him to bite his tongue nearly off and cut a gash in his upper lip which required twenty seven stitches.

Drs. Gillespie and Barkwell worked on him for nearly two hours sewing on the severed tongue and patching up various cuts. It is feared that he may have a permanent impediment in his speech.

A NEW BRAND OF HAIR TONIC?

Is it possible that a new

and really effective brand of hair restorer is on the market? For years tonsorial artists have expounded the merits of various concoctions guaranteed to grow hair on a billiard ball but the public remains skeptical. Be that as it may Bob Mooney has discovered something effective and if you don't believe it just take along a microscope and examine his upper lip. It's a peach!

INFORMATION SOUGHT

Inquiries have come to the Governor's office for information in regard to the supposed drowning in 1915 of MELVIN DEMPSEY in the Gulkana River. Any information in regard to him should be sent to the Governor's office, Juneau, Alaska.

Nov. 14

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC. REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of the McCarthy Weekly News published weekly at McCarthy, Alaska, for October 1, 1925.

Before me a Notary Public in and for the State and County aforesaid, personally appeared C. O. Marwood, who, having been duly sworn according to law deposes and says that he is

the editor, publisher and owner of the McCarthy Weekly News and that the following is a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption required by the Act of August 24, 1912, embodied in section 143, Postal Laws and Regulations, to wit:

1. That the name and address of the publisher, editor, managing editor, and business managers is:

C. O. Marwood,
McCarthy, Alaska.

2. That the owner is:

C. O. Marwood,
McCarthy, Alaska.

3. That the known bondholders, mortgagees, and other security holders are:

Nil

C. O. Marwood

Sworn to and subscribed before me this 21 day of November 1925

Ben Jackson

WINTER TRAIN SCHEDULE GOES INTO EFFECT

The winter train schedule of the C. R. N. W. Ry. went into effect this week with the Thursday train. McCarthy and Kennecott will now be served with three trains per week arriving Tuesday, Thursday and Saturday, laying over at McCarthy over night and return

Wednesday, Friday and Sunday.

WM. SULZER TALKS ON DEVELOPING ALASKA

SEATTLE - Former governor William Sulzer of New York in addressing a mining club here, said, "The people of Seattle owe Alaska a debt that can never be paid, and should have a very friendly feeling toward Alaska, because Alaska in the future can do more for Seattle than ever before."

Characterizing Alaska as the Goose that lays the golden egg, the Governor said:

"Take down the hurdles against development in the great Northland, and repeal restrictions that retard it. Open up Alaska for the benefit of this section and the entire country."

He advocated the creation of a Seattle mining exchange and said Seattle was likely to grow faster during the next fifteen years than the last thirty.

Nov. 21

I SEE BY THE PAPER THAT:

Mrs. Martin Radovan left on Friday morning's train to take a trip Outside for a couple of months.

Vannie Anderson returned last week from Valdez.

Oscar Anderson went to Kennecott Mines this week.

Our old friend George

Flowers, of Long Lake, is a town visitor this week.

Friends of John Barrett are pleased to see him out of the hospital and around after his recent severe accident.

ENGINE WRECKED ON C.R.N.W. RLY

The engine of the Cordova local was thrown from the track and overturned by a partly opened switch near Bremner, below Chitina, last Tuesday. No one was injured.

Charlie Kitsman was at the throttle when the engine was derailed and beyond a little shaking up, escaped without injury. This is the second time Mr. Kitsman has been in an accident of this kind.

Nov. 28

GOLDEN HOTEL CHANGES HANDS

Wm. Lubbe this week completed a deal whereby he turned over his interest in the Golden Hotel to his brother, Charlie Lubbe, and Ronald Veitch, lately of the Green Butte.

Billy Lubbe has not yet made known his plans for the future.

AGAIN!

W. L. Mansfield again resumed proprietorship of the Alaska Café this week, taking it over from Tom Smith to whom he sold out some months ago.

Why not call it the 'Finnegan Restaurant,' "Off again, on again, gone again, Finnegan?"

Mrs. Kate Kennedy made a trip to Strelna this week returning today.

Hans Dittman is a McCarthy visitor coming up on today's train.

CONTRACT LET FOR TWO RELIEF CABINS

Harry Boyden and Pete Eiklund were successful in obtaining the contract for the erection of two new relief cabins on the Shushanna Trail and the repairing of two others.

This will be good news to those who will be traveling the White River and Shushanna trail this winter for these cabins are badly needed.

Pete Eiklund will start in with dog team tomorrow (Sunday) and will be followed by Boyden a few days later. Jas. Murie will haul the material from McCarthy to the last Nizina crossing about eight miles from the 'Homestead' and Boyden and Eiklund will move it by dog team from there.

Dec. 5

I SEE BY THE PAPER THAT:

Mrs. J. J. Price is spending a few days at the Green Butte as the guest of Mrs. Tjosevig.

John Barrett was discharged from Kennecott hospital this morning having recovered his speech and practically recovered from all effects of his accident at the Green Butte.

Harry C. Bosch came in from his Long Lake trap line with a fine catch of lynx and mink Tuesday, returning Saturday.

HEAVY SNOWFALL

McCarthy's first real snowfall of the winter came this week when some fourteen inches fell on the level in two days. While this does not tend to sweeten the disposition of car drivers, it was badly needed

by teamsters for freighting and wood hauling.

During this time and for two days following, the mercury steadily mounted until it reached the thawing point and made the natives wonder why people will swelter in Florida and Southern California when they may bask in Alaska's salubrious climate.

JOHNSON GREY

A quiet wedding was solemnized in McCarthy yesterday evening when Miss Belle Grey and William Johnson were married in the holy bonds of matrimony by Commissioner E. P. Harwood. Both the young people are well known and popular residents of McCarthy having both resided here for some years.

The News joins in wishing the young couple many long years of prosperity and happiness.

Dec. 12

I SEE BY THE PAPER THAT:

Mr. and Mrs. V. J. Dwyer came up from Strelna Sunday on a short visit to friends in Kennecott and McCarthy.

Chas. White who has been trapping near Long Lake returned to town Tuesday.

OLD RESIDENTS LEAVING ALASKA

The Copper River Valley and Alaska will lose two more old sourdoughs in the near future when Mr. and Mrs. V. J. Dwyer of Strelna leave by the S. S. Alaska for the Outside December 28.

Mr. Dwyer has been connected with the Copper River Railway and also the general merchandise business at Strelna for many

years and his name is a by word in this part of the country. Since the disastrous fire which destroyed their large hotel building and general store last Spring they have not felt like rebuilding but have decided that they will now take their vacation from their years of hard work.

Dec. 19

I SEE BY THE PAPER THAT:

Mrs. Nels Tjosevig and little Eleanor came down from Green Butte Thursday for the holiday.

Great excitement prevailed among the children early in the week when it was thought that Santa Claus had made an error and had arrived in town early but it turned out to be Clifford Cayouette with a new outfit of lace foliage.

RICH STRIKE AT NOME

The foreman of the Latouche Copper Mine recently received a wire from a friend in Nome, telling of a great placer strike in the old camp. Pans running a thousand dollars each have been taken from the bedrock, the wire said, and the discovery is causing much excitement.

The wire telling of the Nome strike was shown to several well known mining men, among them Dominick Vietti, who recently came south, and who in turn informed an Alaska Weekly man about it. Details are lacking.

Dec. 26

A Balmy or Biting Winter Ahead? Ask the Bears

BY NED ROZELL

This article 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.

The neighborhood chickadees worried me the other day and the local red squirrel did nothing to ease my mind. The usually mellow chickadees attacked my bird feeder, emptying it of sunflower seeds almost as quickly as I could spill them in. A few mornings later, the squirrel woke me up with a steady tapping on my roof as it tossed down dozens of spruce cones from an overhanging tree.

It seemed as if the tiny critters had something to tell me. I wondered if they or other animals have the ability to predict what kind of winter we'll have.

I called Pierre Deviche, an associate professor of animal physiology with UAF's Institute of Arctic Biology, to find a reason for the chickadees' feeding frenzy.

The birds were busy caching seeds for later, he said. Chickadees' actions are probably regulated by internal rhythms rather than an ability to sense bad weather, Deviche said. The chickadees' bustle was perfectly normal. In a way, they were predicting that winter was indeed coming, but they weren't telling me anything about how cold it's going to be.

Deviche said he hadn't heard of any scientific studies on animals' ability to predict the

severity of winter. That subject would be a particularly hard one to research, he added, because it would take many, many years of observations.

Other scientists told me the same thing. A library search led me to just one study, on the woolly bear caterpillar. The woolly bear is a fuzzy larva of the tiger moth found in the Midwest and Northeast. According to legend, a person can tell what kind of winter is ahead by observing the woolly bear's coat. If the brown segment between the two black segments is long, the winter will be mild. A narrow brown band means a long, cold winter is ahead.

Biologist Charles Curran began studying woolly bears beginning in 1948. For the first three years, the caterpillars had wide brown bands, accurately forecasting three consecutive mild winters. The caterpillars failed the next year. Curran gave up the study in 1955 after finding two groups of caterpillars living near each other that had vastly different predictions for the upcoming winter.

Another researcher, anthropologist Richard K. Nelson, lived, hunted and trapped with Alaska Natives above the Arctic Circle for more than a year. He detailed their observations of animals'

predictive behavior in his book, *Hunters of the Northern Forest*.

Nelson wrote about an Indian who trapped fish in the Black River country for about 70 years. The old man set fish traps on creeks and noticed each fall he would catch fish earlier during years when the creeks froze up early. When there was a late freeze-up, the fish came out later than usual.

Koyukon Indians say the winter's snowfall is predicted by snowshoe hares. If the hares leave wide footprints in the fall, it indicates extra-furry hind feet, a sign that heavy snowfalls will follow.

Kutchin Indians from Chalkyitsik say that black bears can predict how severe a winter will be. Prior to a mild winter, the bears will make their sleeping places close to the den opening; if a cold winter is ahead, bears will sleep far away from the opening.

Though some might dismiss the preceding paragraphs as folklore, Nelson pointed out that the animal predictions are based upon centuries of observation by Native people. Since observation is the backbone of any scientific study, perhaps the Native beliefs are the most valid long-term animal weather predictions that exist.

The Marxist vision of man without God must eventually be seen as an empty and a false faith—the second oldest in the world—first proclaimed in the Garden of Eden with whispered words of temptation: "Ye shall be as gods."—Ronald Reagan

Kennecott Kids Korner

Editor's note: Although A. W. Burch isn't a Kennecott Kid, he certainly has a place in Kennecott's history, something each "Kid" loves to read about. Mr. Burches' son, Garry, discovered our web site, contacted WSEN and sent us the following bit of history. Thanks, Garry, for sharing it with our "Kids" and readers.

A. W. Burch – my dad

BY GARRY BURCH

My dad – A. W. Burch – was born in Grantsburg, Wisconsin, on April 30, 1900. He emigrated to the Cranbrook, B. C. area with the rest of his family in 1906. During the period of 1906 to 1925, he attended school and worked in the grocery business in and around Cranbrook.

In 1925 Dad left the firm of Little & Atcheson and went to Portland, Oregon. He picked out the largest store (Seely-Dressor) and applied for work. He started the next day and was put in the basement straightening out the canned goods while removing labels and replacing them with company labels. He was transferred to the produce department after a couple of weeks.

Dad wanted to manage a grocery store on his own so he contacted a couple of employment agencies in the States, and as a result, was offered a position in Kennicott, Alaska, for \$200 a month, a high wage in those days. Dad telegraphed his brother Bob on December 24, 1925, "leaving for Alaska – wire me \$100 – Merry Christmas." On December 26, Bob's reply came, "Wiring you \$100 – Happy New Year."

Dad reported to Pier 3 in Seattle, traveled by the Steamer "Victoria" on the trip which lasted 8 days through the Inside Passage. Dad remembered the boat as being crowded and the waters rough when they ventured into the seas. He recalled that there were only two people that

felt up to eating and he was one of them.

Landing at Cordova, Alaska, on January 1, 1926, Dad stayed overnight and then took the train to Kennicott. He was one of three passengers. It took the train all day to travel the 199 miles to Chitina, where the train stopped overnight. He recalls paying \$1.00 for a room and another \$1.00 for meals. Back on the train for the second 100 miles of the journey, he arrived in Kennicott at 4:00 pm. He was met by his boss, Bob Mooney. Hospitality was offered during which Dad learned that Bob Mooney had worked in Cranbrook as a relief telegraph operator for a period of time.

While employed by Kennicott Copper Corporation as grocery manager, Dad resided in company staff houses. He found the area too cold, and too isolated to suit him, so after one and a half years he returned to Cranbrook.

He married Vera Baxter of Cranbrook, and lived in the area until 1934. In the same year, Dad and Mum bought a general store in Wynndel, B.C. where they remained until their deaths – Mum in 1988 and Dad in 1990.

Kennecott Kid — George A. Powell – 1923 to 2000

Lifelong Alaskan George Arthur "Alaska" Powell died August 23, 2000, at Providence Alaska Medical Center. George was born November 14, 1923, in Kennecott, Alaska. He lived in Kennecott until he was 9. His father was Art Powell, a machin-

ist at Kennecott, who was killed in a mine cave-in at nearby Rex Creek in 1925.

Another Kennecott Kid, Inger Jensen Ricci, who grew up with George recalls the difficult time that followed the tragedy. While George's mother was learning to cope with the loss of her husband, Inger's parents took care of little George, says Inger. "He was a curly-haired little fellow. I must have been 8 or 9 and we loved him. I had lost my brother several years previously. My parents wanted to adopt him (George), but of course he was all his mother had left. I always felt he could have been my brother."

George revisited Kennicott several times, the first being in 1954. In a July 8, 1994, interview with the *Anchorage Daily News*, while attending a Kennicott Kids Reunion, George recalled what Kennicott looked like 50 years before. "When I visited Kennicott in 1954, you got the feeling that if you flipped a magical switch somewhere, the mill and entire operation would suddenly spring to life. I remember seeing a loaf of bread on a table that had been undisturbed since 1938; tools left in place, hardly rusted."

George is survived by his loving wife and companion of 48 years, Lucille Powell; children, Arthur Leon Powell and Ruby Gail; granddaughter, Mitzi Dionne Dunayski; and great-grandchildren, Christopher, Gavin Jacob and Gabrielle Tess.

Everybody is a local—somewhere!

Editor's note: This story originally was published in the July & August issue of Wrangell St. Elias News. We thought its timeless message was worth repeating.

BY CATIE BURSCH

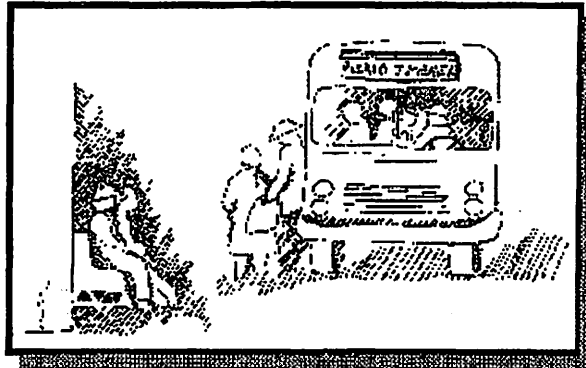
My husband, our two little girls and I left our home in McCarthy last fall to go to Costa Rica. The goal was to explore the possibilities of starting a business there. After ten years in Alaska, one thing I did not realize I was leaving behind was familiarity. I was about as far from being a local in Costa Rica as I could get.

I struggled with the extreme heat, my cotton T-shirt plastered to my back. Continuously I asked—almost pleaded—to the locals in my 'kindergarten' Spanish, as they sat dry and cool in their re-bar rocking chairs: "How much hotter will it get?" "When will the rain return?" They nodded their heads and agreed among themselves. It would get much hotter—the rain was still months away.

Pictures kept flashing in my head of newcomers to McCarthy. They had the same stitch of concern in their foreheads and the same thin voice as I had just now, as I questioned the Costa Rican ladies. My new Alaskan neighbors would sit in my cabin asking me, "How much colder will it get in January?" "Does spit really freeze at fifty below?" They would run through the long list of winter clothes they had gathered from Eddie Bauer and G.I. Joes, seeking reassurance that they would be all right.

One morning in Costa Rica

I peddled down a dirt road on my way home from visiting a small "finca" (the Costa Rican equivalent of a family



Drawing courtesy the author

homestead). My two year old daughter sat sideways on the horizontal bar of the heavy one speed bike, her small hands next to mine on the handle bar.



Drawing courtesy the author

She was merrily crying, "hueco hueco," (Spanish for hole), as we bumped in and out of potholes. As I rounded a sharp corner in the vacant lane my eyes went down, making sure little sandaled feet were not

swinging too close to the spokes. That is when I saw the snake. The tail was less than a foot from my front tire; its thick body disappearing out of my peripheral vision. Pushing the limits of my balance. I quickly twisted my handlebar and rode another thirty feet before I looked back over my shoulder and decided it was safe to stop. The five foot snake inched towards the ditch—slow and calm—unaware of the narrow miss. Frances and I watched while my heartbeat returned to normal.

Later I talked about snakes with Hugo my neighbor. Boas and fer-de-lance look alike, but one is harmless, one "peligroso" (dangerous). Another time, just before we went into the jungle, our taxi driver insisted we take his machete—knowing it was better protection than our innocence. Again I was reminded of memories of Alaska and other voices: "Are grizzlies more dangerous than blacks?" "What should we do if we see one?" I remembered my attempts to calm their fears, making light of things that no longer preoccupied me after ten years in Alaska. Their "bear" questions seeming a tad bit silly...I could see in Hugo's brown face that mine did, too.

We stuck out like sore thumbs, I'm sure. Me, a woman way too tall; kids with blue eyes; my husband, sunburned, talking to a woman in broken Spanish. The woman was kind and

patient but self-conscious talking to “gringos” in front of the bus full of “ticos.”

At our stop, we all piled out of the bus. Our baby backpack and bright-colored duffel bags contrasted with cardboard boxes tied with string and rice sacks that made up the rest of the luggage. In the shade of the bus station old men and women sat on concrete benches. I could see them quietly commenting to each other about us. This was only one of our many bus rides in our four month stay, and I was growing weary of feeling awkward and on display. I was embarrassed at not knowing simple things like how the seating worked on the buses and when to pay. Feeling a little angry at being looked over like this, a more familiar scene came



Drawing courtesy the author

to mind.

We were at the parking lot at the end of the McCarthy Road watching a new Subaru wagon pull up. I noted the fancy hiking boots as the passengers stepped out—their packs clean



of its release, here are a few details.

Enclosed within the 64 page hardbound book, are 80 stunning color examples of Gail's labor-intensive work. She is using the technique of painting called “pointillism” which uses hundreds of delicate dots of color instead of single brush strokes.

Interspersed with Gail's eye-catching flowers and foliage native to our state are inspiring stories of her journeys across Alaska. Her story is almost as amazing as her work. Why did she move here from California? To what lengths did she go to grow in her dream to paint? What led her to take a different direction in her style of painting? I could give you the answers since I just finished the book myself, but I feel confident you would want to read it for yourself. In my opinion, *Alaska*

and tidy. We sat in our old truck wondering where they had come from and if they would know how to work the trams.

Next time I run across a stranger to my neck of the woods, I hope I will take an extra moment to sit down and talk to them. Think about their questions a little more. Give them a hint, if I can, that will make their stay easier. And if English isn't their native tongue, I'll definitely have more respect for their efforts.

I learned some unexpected things in Costa Rica. One lesson I hope I will never forget is that no matter how out of place someone may seem and how silly their questions...back where they come from—they're a local.

Book Reviews

BY BONNIE KENYON

With Christmas just around the corner, if you are like me, you are keeping your eyes open for gift ideas. Just this week a book arrived in our mail box in McCarthy from the producers of a book entitled, *Alaska Wildflowers*.

If you are an Alaskan and even if you're not, the author's name will most likely be familiar as she has gained the recognition as one of the state's best-loved artists. Gail Niebrugge has lived and painted amid Alaska's sweeping landscapes for over twenty years.

I love flowers, wild or not, but I admit that I do not take the time to discover those native to my state. When I saw the title AND the author's name, I knew this book should be in my library. I thought you would agree and so, just in case you aren't aware

Wildflowers would make an excellent gift this Christmas season. The cost is \$16.95. Epicenter Press invites you to visit their bookstore at: EpicenterPress.com or call 1-800-950-6663.

New Release! Papa was a Bush Pilot by Sally McMahan Pollen

Hot off the press and available to the public is a book on the life of Cleo McMahan. Written by daughter, Sally Pollen, of Palmer, the publication contains over 100 color prints from her dad's 60 year collection of his life and adventures as a big game guide, bush pilot, and family life in the Alaska bush. Price is: \$22. You may order by Email: papa@pobox.alaska.net or write to Sally McMahan Pollen, HC01 Box 6005D, Palmer, AK 99645.

Kennicott model gets new home

BY RICK KENYON

Those of you who have been fortunate enough to see the Kennicott model of Ron Simpson's will be happy to learn that it now has a new home. Ron has been busy this summer building the new structure and getting the model set up. The Copper River & Northwestern Railway will run again in miniature around the grounds.

Plans are underway for a

dedication next spring. The ceremony is tentatively scheduled for Sunday May 27th 1PM—the day before Memorial Day. The nearby Copper Center Lodge should have plenty of rooms available if reservations are made early, and a Sunday brunch is planned there in conjunction with and just prior to this event.

This will be a dedication to Chief Nicolai and his people as well as to all of those who built

Kennecott and its railroad into what it became, which is now a particularly unique and distinguished part of our historic legacy.

Scheduled speakers include authors Lone Janson (Copper Spike) and Elizabeth Tower (Icebound Empire and Ghosts of Kennecott), plus Geoff Bleakley and Nels Konnerup.

The dedication will be open to the public.



Photo courtesy Ron Simpson

Looking to the west past the 86 year old CRNW line shack toward the new two-story green house structure which now houses the Kennecott mill model. The Copper Rail Depot (double doors) is in the distant center.

The track for the 1:24 model CRNW will extend a distance of approximately 160 feet from the Depot, around the fence, to the east approach into the Kennecott housing structure. There the train will turn around and return to its point of origin at the Depot.

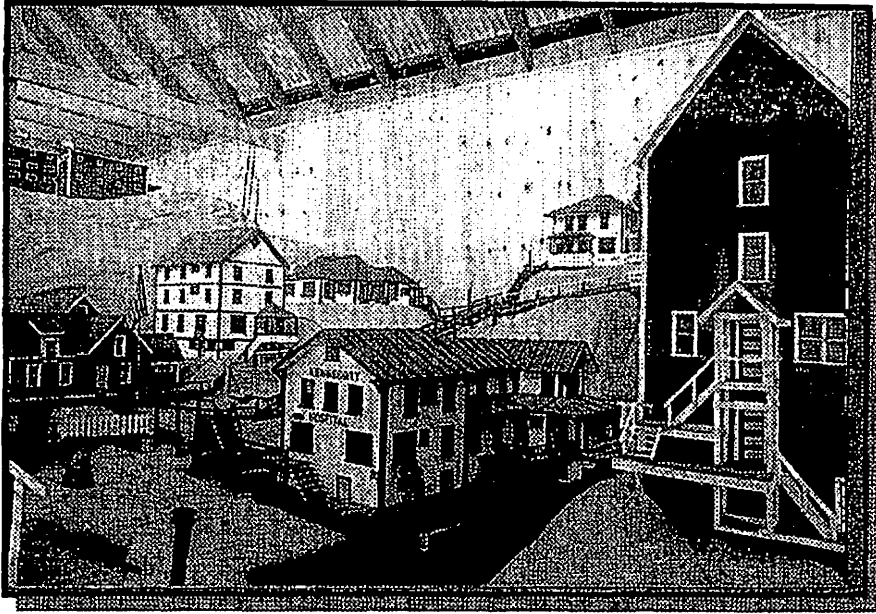


Photo courtesy Ron Simpson

In the foreground is the Bonanza mine barracks, which replaces the East & National Creek Barracks. The Bonanza barracks (Bldg #2) burned down in 1968. Because it was the largest and most elaborate of its type, but is no longer extant, it takes its place on this diorama, which includes many buildings now gone, such as the staff house, superintendents' residence, and Stephen Birch guest house seen here. The hospital in the center, though still at National Creek, is largely collapsed.

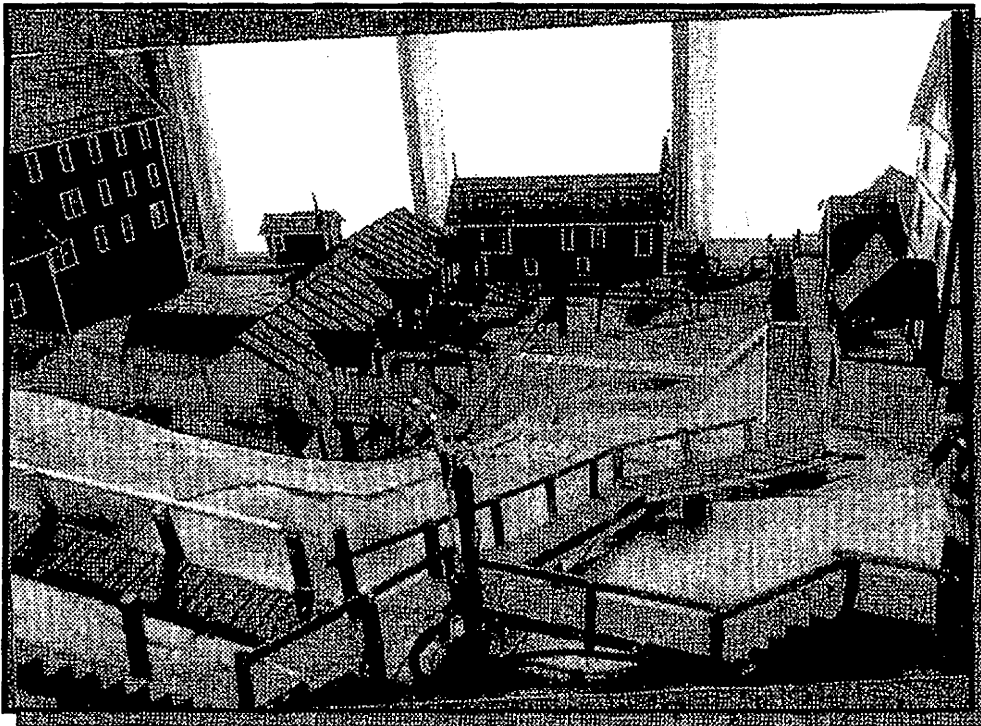


Photo courtesy Ron Simpson

This picture gives a clear view of the sidewalk from the superintendent's residence down to a point just past the general office reveals a shot which would not have been possible since about 1965.

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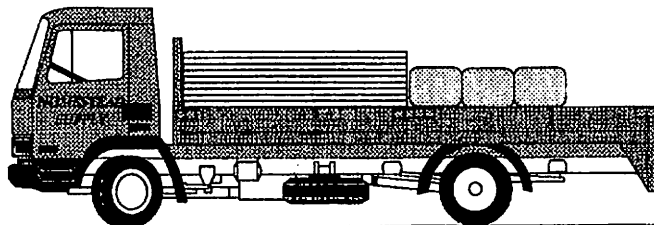
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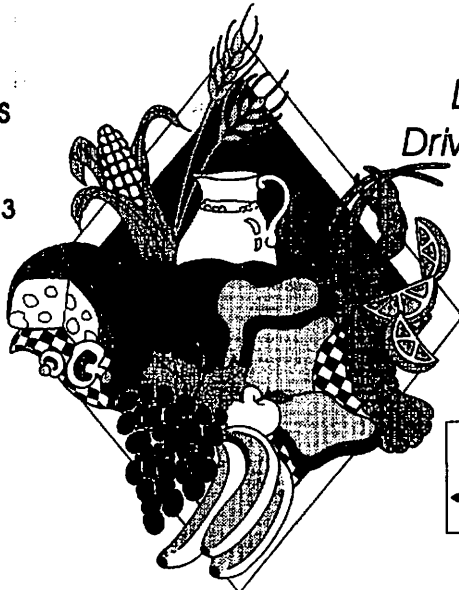
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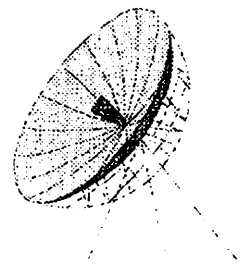
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JoAnne's Cooking Column

BY JOANNE WOOLEVER

Hi! My name is JoAnne and I am going to fill in for Carly while she is Outside. To let you know a little bit about myself, I have worked at Kennicott Glacier Lodge for the past six summers and will be working for them year 'round from now on. I am really excited about this new phase of my life as I have made a lot of good friends in this area.

Cooking has been one of my hobbies since childhood and one of my chores growing up. After all, cooking was more fun than cleaning! I could have fun making "a mess" and my sisters could have the fun (?) of cleaning up after me. It sure made sense to me! While living in Fairbanks in the mid-70's, I took three years of international food courses thru UAF and Eielson AFB. Upon returning to Tennessee (my home) I was hired as a cook at a local restaurant. I had graduated from college with a degree in Social Work and when my name finally came up (civil service lists you know) I stayed on at the restaurant on a part-time basis. Unless you are trained professionally, cooking doesn't pay very well.

After five years as a "civil servant" I resigned and enrolled in Florida State University's Hospitality Management Program. Returning to Tennessee I found that "Mom & Pop" operations felt that I was over qualified and I returned to work for the State. To make an even longer story short, I spent five years managing a national chain restaurant, I owned my own catering business, taught children's cooking classes and

won several cooking/recipe contests as well. The past five winters I have worked as a sous-chef. I have also held part-time jobs as a restaurant reviewer and "secret shopper" (spy) for restaurants helping them to see their operations as a guest would see them. Along with sharing my favorite recipes, I hope to include restaurant reviews and to convince my friends to "let go" of their favorite recipes and household hints as well.

All WSEN readers and friends are cordially invited to send their favorite recipes, household hints and even restaurant reviews to be shared with our readership. After all, it is a small world and when we travel Outside we may need a suggestion as to where to eat in Republic, WA, or even Bali!

I also hope to provide recipes for the children in our families. Teaching children to "cook" is a wonderful way to spend time with them and get our work done at the same time.

Today I will start with a recipe that most of you will recognize. It was my first attempt at cooking and I learned a lot that day about taking shortcuts. Sometimes you can and sometimes you can't!

Snickerdoodles

1 ½ cups sugar
½ cup butter or stick margarine (softened)
½ cup shortening
2 large eggs
2 ¾ cups of all-purpose flour
2 teaspoons cream of tartar
1 teaspoon baking soda
¼ teaspoon salt
¼ cup sugar
2 teaspoons ground cinnamon

1. Heat oven to 400.

2. Beat 1 ½ cups sugar, the butter, shortening and eggs in large bowl with electric mixer on medium speed, or mix with spoon. Stir in flour, cream of tartar, baking soda and salt.

3. Shape dough into 1 ¼ inch balls. Mix ¼ cup sugar and the cinnamon. Roll balls into cinnamon-sugar mixture. Place 2 inches apart on ungreased cookie sheet.

4. Bake 8 to 10 minutes or until set. Immediately remove from cookie sheet to wire rack.

I failed to sift the cream of tartar, and every time you bit down on a lump, it felt like a piece of metal. Really terrible stuff! You can totally change the flavor of this recipe by substituting your favorite sweet spice for the cinnamon. My favorites are cardamon and anise, but you can use nutmeg, allspice, etc. You could even use some of the "premixed" spice combinations such as apple pie or pumpkin pie. You can roll the cookies in colored sugar for various holidays, red and green for Christmas, pink, yellow and blue for spring, etc.

Chef Emeril LaGasse (of Food Network fame) has done wonders for all of us by making it "OK" to change recipes according to our own preferences. Add a little more of this or a little less of that or change the spices entirely, if that's what makes us happy!

COOKING FOR KIDS

HOMEMADE BUBBLES

2 CUPS LIQUID DISHWASHING DETERGENT (JOY, DAWN etc)
¾ CUP WHITE KARO CORN

SYRUP
6 CUPS WATER

Combine and shake. Let

settle 4 hours. Store, covered, in refrigerator to extend suds shelf life. Allow to warm before using..

Add your own pipe or wand from a previous store bought bottle.

HAPPY COOKING!!!!

A LOOK AT THE WEATHER

BY GEORGE CEBULA

August 2000 will be remembered for its mild and wet days. There were 8 days when the high temperature reached 70 or above and 6 when it only made it into the 50s.

The high temperature for the month was 74 on the 1st (85 on Aug. 2, '99 and 74 on Aug. 4, '98).

The first freeze was on the 9th as the temperature fell to 30. This was only for a short time and most of the garden plants were spared. The temperature fell to 29 on the morning of the 17th and some of the plants were killed. There were 8 days when the low was 32 or below and the low temperature for the month was 28 on the 31st (26 on Aug. 24, '99 and 25 on Aug 25, '98). The average monthly temperature at McCarthy was 51.5 compared to 53.8 in Aug. '99, 49.8 in Aug. '98 and 53.3 in Aug. '97. *Silver Lake had a high temperature of 74 on the 14th (82 on Aug. 3, '99 and 79 on Aug. 1, '98). The low temperature at Silver Lake was 31 on the 17th (30 on Aug 29, '99 and 28 on Aug. 28, '98). The Silver Lake average temperature was 52.5 (54.9 in Aug. '99, 50.5 in Aug. '98 and 55.7 in Aug. '97).*

The August precipitation at McCarthy was 3.29 inches

compared with 1.47 inches in Aug. '99 and 2.84 inches in Aug. '98. There were 19 days with a trace or more of rainfall recorded, compared to 11 days in Aug. '99. *The precipitation at Silver Lake was lighter with 2.03 inches recorded (1.27 in Aug. '99 and 3.30 in Aug. '98). There were 13 days at Silver Lake with a trace or more recorded compared to 12 days in Aug. '99.*

September 2000 will be remembered for the record precipitation and cool temperatures. The high temperature at McCarthy was 60 on the 5th and 15th (65 on Sept. 10, '99 and 64 on Sept. 17, '98). The low temperature was 10 on the 30th (23 on Sept. 5, '99 and 17 on Sept. 29, '98). There were only 2 days with a high of 60 or above and 7 days with a low in the 20s or lower. The average monthly temperature at McCarthy was 41.0 (44.5 in Sept. '99 and 43.7 in Sept. '98). This was about 7 degrees warmer than the record 34.3 of September 1992. *Silver Lake had a high of 65 on the 1st (64 on Sept. 1, '99 and 61 on Sept. 11, '98) and a low of 15 on the 30th (24 on Sept. 27, '99 and 20 on Sept. 28, '98). The Silver Lake average temperature was 42.2 (44.5 in Sept. '99 and 43.8 in Sept. '98).*

There was 29.5 inches of

snow recorded at McCarthy in September and the total precipitation was 10.84 inches. This was a new record for September. The old record was 6.58 inches in 1990 and 5.99 inches in 1980. The average for September (1968-2000) is 2.56 inches and compares with the 2.77 inches in Sept. '99 and 1.79 inches in Sept. '98. There were 23 days with measurable rainfall or snowfall compared with 17 days in Sept. '99. *Silver Lake had 3.0 inches of snow and total precipitation of 6.12 inches (1.14 inches in Sept. '98 and 1.07 inches in Sept. '98). Silver Lake had 19 days with a trace or more of rainfall.*

The heavy rainfall and wet snow caused major damage in the area. River levels rose about 4 feet in mid-September and water was everywhere. It wasn't until the first week of October that the water levels finally began to fall.

The first 18 days of October have been a continuation of the cool and cloudy days of late September with much less precipitation. Total snow cover as of the 18th was 5 inches. The lowest temperature has been minus 3 on the morning of the 3rd. Winter should be here to stay any day now.

"What's a man's age? He must hurry more, that's all; Cram in a day, what his youth took a year to hold."—Robert Brow

FOR YOUR CONSIDERATION

Perhaps this summer, after crossing over the Lakina Bridge on your way to McCarthy, you may have noticed the new river channel close to the road on the left. All the wet weather this fall has created a condition where this channel is now threatening the road. Last month the following message was sent to the Alaska Department of Transportation & Public Facilities (DOT&PF) Regional headquarters in Fairbanks from the District office in Valdez:

"The Lakina River at Mile 44 changed channels and is impinging on the east bridge approach. The river will need to be channeled or the approach armored with riprap. The only rock source available is at mile 24 so this project could easily cost \$100,000."

Detail as to exactly why the Lakina decided to change course isn't known for certain; however, one can probably make a pretty good bet that extraction of gravel in the flood plain upstream of the bridge didn't exactly help the situation. DOT&PF crews have used the gravel in recent years when they perform routine maintenance on the McCarthy Road. The Chitina Maintenance Station has been accomplishing a commendable job on the road given the fact that they have very few resources with which to work. Why has this crew been relegated to work risky gravel pits that many times are distant from the area needing fill?

One answer to this may be: Only a few gravel sources or barrow pits have been developed along the route. Federal funds are currently not available for road improvements since the

major road upgrade project has been completely removed from the state's long-term budget cycle; therefore funds for all improvements on the road must come from the state operating budget—not the capital budget. This means that the beleaguered state general fund is the only source of revenue for the DOT&PF to tap for McCarthy Road improvement and maintenance. Utilization of federal highway funds would provide the Department with adequate funding for safely upgrading the road in accordance with contemporary and professional highway construction practices.

This current Lakina River predicament may be connected to road developments back in 1979/80. At one time the state was on the verge of constructing a lasting and durable access across the Lakina flood plain because the voters of the State of Alaska had said to do so. The following may refresh a few memories:

The Alaska Department of Highways (changed to the DOT&PF in 1977) completed the first vehicle bridge across the Lakina in 1973. The bridge was constructed of untreated native timber and lumber and unfortunately was built on the wrong side of the floodplain, consequently frequent washouts occurred immediately west of the bridge. By the end of 1980 the bridge had all but collapsed. Since the replacement bridge had not materialized the DOT&PF decided to close the McCarthy Road at the Lakina River.

A sequence of questionable events had taken place prior to

this drastic action. The following chronology traces this history:

—Senator Jay Kertula was President of the Alaska Senate and in 1978 he successfully convinced the Legislature to put before the Alaska public a bond issue for \$101,800, which was the state's share of a project to replace the Lakina Bridge. This amount would match \$916,000 in federal funds. The bond issue received absolute approval.

—Even though the Alaska public had already voted to build the bridge the DOT&PF was obligated to hold public hearings because Federal Highway Trust Funds would be involved. One hearing was held in McCarthy on June 14, 1979, the other in Anchorage on July 18, 1979. At the hearings the Department announced that the record would be held open until July 31 for further written comment. Two vehicle bridges across the Kennicott River were also included in these hearings. In the same bond issue, the Alaska public had also approved \$275,000 in bonds for matching \$2,475,000 Federal Highway funds for bridges across the Kennicott.

Some months after the hearings were closed it was learned that the DOT&PF had transferred the state bond funds from these two projects to other state projects. The money from the Lakina project was transferred to the Slana /Bartell project on July 26, 1979 and the money for the Kennicott was transferred to the Gastineau Channel Bridge project at Juneau on July 13, 1979. Strange as it may sound, the DOT&PF had, in fact, transferred money for these projects before the

hearings in Anchorage even began and before the official public record was closed. As they testified before the DOT&PF representatives, the unsuspecting public was unaware that they were being misled and that the DOT&PF had already killed the project(s).

—Legislators and the State Ombudsman's office were contacted as soon as these revelations came to light. Senator Kertulla said this in a May 13, 1981, letter to DOT&PF Commissioner Robert W. Ward: "I am distressed that, through the revised program process, all bond proceeds designated for the projects above were diverted to other projects, and that the federal funds allocated for Lakina Bridge were also diverted."... "I am distressed that the Lakina River Bridge project—having been approved by the Legislature and the people of the State (1978 bond issue)—is being compared to other projects which have not been put before the people for approval or disapproval."... "I find that these reallocations represent a breach of promise to the voters of Alaska."

When the state Ombudsman reported his official findings in A79-1323 he believed that criminal liability was involved in the DOT&PF's actions. However, the Ombudsman acknowledged that conversations with the State Attorney General's office indicated that they did not believe violations of criminal law had occurred, but all seemed to agree that, at a minimum, the Department's actions were highly unethical.

—After Kertulla and the

Ombudsman had their say, the Department quickly arranged for expenditure of approximately \$130,000 through their maintenance budget. The old, one-lane truss bridge that had once crossed the lower Tonsina River was stockpiled in Valdez at the time. The Department moved that bridge to the Lakina River and had maintenance crews and a private contractor install it. Instead of a million-dollar bridge with adequate approaches across the Lakina floodplain, the McCarthy Road received a used bridge for about \$130,000. At the time that was certainly preferable to having the road closed.

—When the hearings in McCarthy and Anchorage took place hundreds testified overwhelmingly for bridge replacement across both river systems. On December 22, 1980, Jack Morrow, Regional Director at Valdez, had this to say in a memorandum to Kit Duke, Director of Planning and Programming in Anchorage, after he discovered he just inherited a jurisdiction where a road was going to be closed because the Department had not replaced a bridge as they should have: "After reviewing the hundreds of signatures of people wanting the Lakina River Bridge, I know we cannot ignore the fact that there will not be a bridge across the Lakina when the ice goes out. Salvaging the existing bridge is out, so it is now a new construction project—that is why this memo is to you."

—Although almost all the testimony at the two hearings was strongly in favor of road

improvement and bridge replacement, the 41 people who testified in the McCarthy Lodge during the hearings got hung up on what type of road they would like to see into McCarthy and whether or not a vehicle or footbridge should cross the Kennicott. It is difficult to find where one person at the McCarthy hearing indicated anything positive about replacing the Lakina Bridge.

A little over a year later the bridge was all but washed out and the Department put the public on notice that the road would be closed at the Lakina. Because the bridge was in such poor and dangerous condition in the fall of 1980, the Department was forced to ditch and barricade the road. A brigade of McCarthyites took it on themselves to travel to the Lakina River and take down the barriers and fill in the ditch. Some of those in that "Boston Tea" type party had been present at the Lakina Bridge replacement hearings. One reported participant had, only a year earlier, gone on record in the McCarthy meeting transcript: "Thus, I oppose vehicle bridge construction, oppose upgrading the road, and support continued minimal maintenance of the existing right-of-way."

So there you have it. At one time the people of Alaska spoke and said, "build a good bridge across the Lakina River that will last indefinitely." But, our government played games, and now we are forced again to contend with the enigma of when and how to repair the Lakina washouts.

Why You Should Support BALLOT MEASURE #1, the Constitutional Amendment to Protect Alaska's Wildlife

"VOTE YES on BALLOT MEASURE #1"

Alaska's wildlife and wild places are truly a treasure of our nation and the envy of the world. The beauty, the economic value to our state, and the educational significance of Alaska's wildlife to our children are unmatched. No other place in North America offers the diversity of wildlife and wilderness of this place we proudly call home.

Alaska is blessed with some of the world's greatest populations of moose and caribou. Blessed, too, with great predators like wolves, brown bears and grizzlies that roam the coast and Interior of our vast state.

Nowhere else in North America do people, wildlife and the land exist together in such harmony. Our rivers run full of salmon while the eagle, the hawk, the bear, and yes, humans, all feast on nature's bounty. This is Alaska.

From Ketchikan to Barrow, from Eagle to Unalakleet, from Anchorage high-rises to tiny cabins along the Yukon and Kuskokwim we must preserve our state's wildlife heritage. This is our birthright as Alaskans. This is the future for our children. It is every Alaskan's duty to protect it.

Yet election after election our rights to effectively manage these incredible wildlife resources are being taken away or challenged by groups from Outside Alaska, by people who do not live here. By Animal Rights groups from the Lower 48 who wish to dictate to us how we should manage our wildlife and wild areas. They have decided to forgo the time-tested and incredibly open and democratic

process of regulation that is embodied by the use of local Advisory Committees, the Board of Game and the Alaska Legislature.

They have chosen to use the initiative process to manipulate Alaska's wildlife policies and wildlife management practices. We call it Ballot Box Biology. As the system is currently administered, it is far too simple to merely BUY a place on the Alaska ballot. Unfortunately, due to our state's sparse population, our ballot initiative system plays right into the hands of large, well funded Outside groups who consistently use Alaskan wildlife issues solely for the purpose of advancing their political agenda.

These groups have been hugely successful in many western states and now in Alaska by investing large sums of money to fund slick Madison Avenue TV ads that prey upon our emotions. Yet these TV ads conveniently ignore sound science and proven wildlife management techniques. That would not serve their political agenda. The last two election cycles in Alaska bear witness to their efforts. Alaskan hunters and trappers were forced to spend hundreds of thousands of dollars to defend the rights, privileges and cultural heritage they have taken for granted for generations.

The well-being of our wildlife and our children's right to enjoy that wildlife in the same way their parents and grandparents enjoyed it should never be allowed to rest on the whims of the political might of any special interest group.

It is up to us to guarantee that Alaska's wildlife and wildlife

habitat is protected and managed only by the most qualified and best educated wildlife professionals using the most advanced state of the art scientific wildlife management tools and techniques available.

It is no longer acceptable to allow the management of Alaska's wildlife resources to be the subject of emotional political campaigns that disregard sound science and the welfare of Alaska's wildlife simply to further a political objective. Our wildlife and the pristine environment in which these animals live are much too valuable to our state today and our children tomorrow to be tossed in the air and blown in every direction by the political winds of the day.

Fortunately, the framers of our constitution had the foresight to provide in Section 7 of our State Constitution restrictions to our ballot initiative process. Section 7 proclaims certain subjects to be exempt from the ballot and referendum process. We believe wildlife is a subject that qualifies for that exemption.

If passed, BALLOT MEASURE #1 will ensure that wildlife and the management of wildlife will not be manipulated by any special interest through use of the Alaska ballot initiative process. It will effectively remove wildlife management as a subject suitable for the ballot initiative process in Alaska. BALLOT MEASURE #1 will restore continuity to the game management process Alaska has developed through years of experience and hard work. The Board of Game system may not be perfect, but it has served

Alaskans well over the years and should be preserved at all cost.

We are not alone in our fight to save our wildlife heritage. In 1998 the citizens of Utah and Minnesota passed similar constitutional amendments to protect wildlife in their state

from abuses at the ballot box. This year, there were proposed constitutional amendments to stop "Ballot Box Biology" in Arizona, Idaho and North Dakota.

BALLOT MEASURE #1 is not about politics. It is about

preserving a treasured part of the Alaskan Way of Life for all Alaskans. Please join us. Vote "YES" on BALLOT MEASURE #1.

The Coalition for The Alaskan Way of Life

LETTERS TO THE EDITOR

Dear Editor,

I am writing this to every editor I can think of. It's time to go to the polls, and I want to say a few things.

First, if you are a proponent of any sort of decent education for your children, vote "NO" to the tax cap! Anyone who tells you this cap won't have a huge negative impact on our schools is full of beans.

Second, if you are running for or have been elected to office, please take a truly critical look at our schools.

It is time for school board members to ask tough questions instead of trying to protect the system as it is. They should break out of their traditional "happy face" roles, and roll up their sleeves. Other elected officials should really listen to stakeholders, and appropriate the funds our schools need.

Don't get me wrong. There are many, many wonderful things going on in our educational systems. But is it a good time to be blindly cheering? No. It's a good time to be critical. Why else are we instituting an exit exam system?

My personal area of interest is special education. I must say, we've got a lot of work to do before our seniors of 2002 take the new State Exit Exam.

Did you know that about 20

percent of kids across Alaska receive special education services? Did you know that only 2 percent will take an alternate test? Did you know that the vast majority of special ed kids are of at least average intelligence? Did you know that state law says that schools need only to provide sped kids with educational "benefit"? Here's a corker—Did you know that sped kids get to stay in school until they're 22 or until they graduate? Why isn't that publicized? Is everyone hoping they'll drop out?

I am one of hundreds of Alaskan parents asking tough questions and demanding answers. We are connecting through the Internet to exchange information, follow legislative bills, contact key decision-makers and learn from each other. We all have our kids' best interests at heart and look for high expectations for ALL kids. Many of us step past our own needs and speak out against the problems we see in our systems because we feel compelled to try to help other kids too.

If you are interested in learning how to participate, please contact me at bells@alaska.net. To visit one of the sites, go to www.akceptional.org. All views are welcome.

Don't forget to vote!

Louise Parish
P.O. Box 1182
Valdez, AK 99686
bells@alaska.net
907-835-4231

Dear Editor:

In talking with some other residents of our area, it is apparent that Audrey and I are not alone in experiencing dropped calls, a variety of beeps and tones, false messages, false rings, failures to ring, and just static that interrupts many calls.

Some of you know that Copper Valley has charged us \$78 for investigating these problems, after telling us we would NOT be charged. We also noted that they did NOT work on, or even check any part of our equipment, but went away telling us that all the problems were due to low voltage supplied to their BETRS * box. (They did not discover that 75.5% of the lost voltage was in THEIR wire, which we are not allowed to change.)

Wishing to fully understand, I have now spent a year in systematic research, measuring voltages exactly, extended conversations with all three CVTC managers, interviewing some of you, and logging failed calls.

All three managers have stated that since they had found an incident of low voltage at my home, this has to be THE cause

of all the problems. End of discussion; they adamantly refuse to discuss the fact that the problems continue regardless of voltage.

Mr. Reitveld and others have given me a couple of surprising reasons why they WILL NOT refund this improper charge: One is that it would make their techs. out as liars. The other is that they then could not charge other customers. (Do we read, "regardless of whether the fault is in CVTC equipment?") They did give some other reasons which are not germane to the charge.

I have a log of over 160 failed calls on my line alone. Measured voltages were well within parameters. (Some were before I could have heard that voltage might cause dropped calls, and were therefore not measured.) This and other evidence make it abundantly clear that the position of CVTC managers is simply not credible.

Their position in enforcing this charge, is WRONG!

I have presented this evidence to the Regulatory Commission of Alaska office. Ms. Pitts, chief of staff, rather angrily told me that she will NOT

consider this evidence. Sure enough, they did not, and ruled that since CVTC says it is my fault, therefore it is. File closed!

Trying to bring this up at a public forum also resulted in frustration and embarrassment. Mr. Rennie had actually called me back to inform me that I could speak at the annual meeting in Glennallen, knowing very well what I was asking. At considerable inconvenience I did drive over to this, and finally received the floor to speak. At my first question, Mr. Rennie simply walked off the podium and invited another speaker to interrupt me in mid-sentence. It is difficult to not feel this was most unkind and rude.

I believe I have tried to be open and practical about this, so I was surprised to find that Mr. Merriam has made untrue statements to the regulatory board, and somehow convinced them to ignore this. In addition, he actually wrote me a letter saying that to install a larger wire (to cut voltage loss) on our phone, "might cause a fire..." Doesn't this fly in the face of the most basic of electrical principles?

I have come to the conclusion that CVTC is simply not able

to make this system work reliably, given what they have to work with. Even Ms. Pitts, of the Regulatory staff, told me that this system works poorly at other locations as well. (My call to her was dropped in mid-sentence by the phone switch in McCarthy.)

During this year of research and negotiations, I believed that if we could just clarify the facts, we could return to doing business in an open and friendly atmosphere. I have found every reasonable avenue to be Stonewalled. My frustration has led me to share this bit of history with you with a possible warning:

IF YOU DON'T LIKE THE PHONE PROBLEMS, BEWARE OF ASKING THEM TO FIX IT!!

Audrey and I would appreciate your comments, as we really would like to understand what we are dealing with. Our file is open to inquiry.

Sincerely,
Jim and Audrey Edwards
McCarthy #14
PO Box MXY
Glennallen, Alaska 99588
Ph. 554-4414
*BETRS= Basic Exchange
Telecommunication Radio
Service

July 21, 2000

Dear Bonnie and Rick,

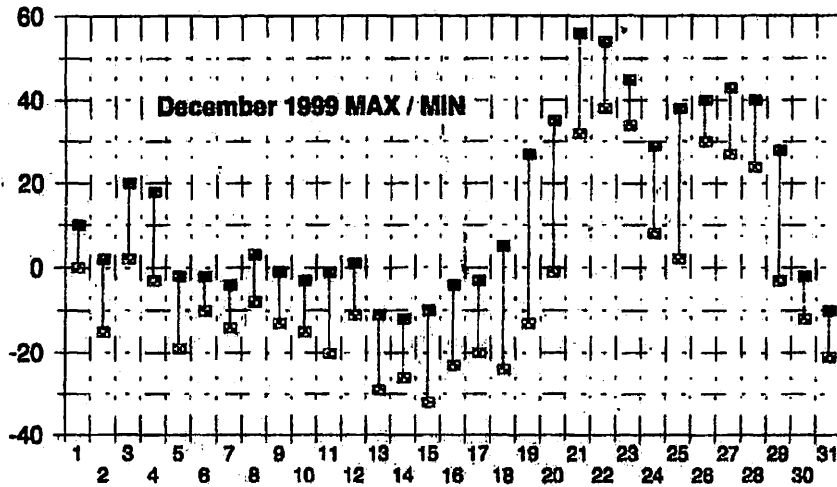
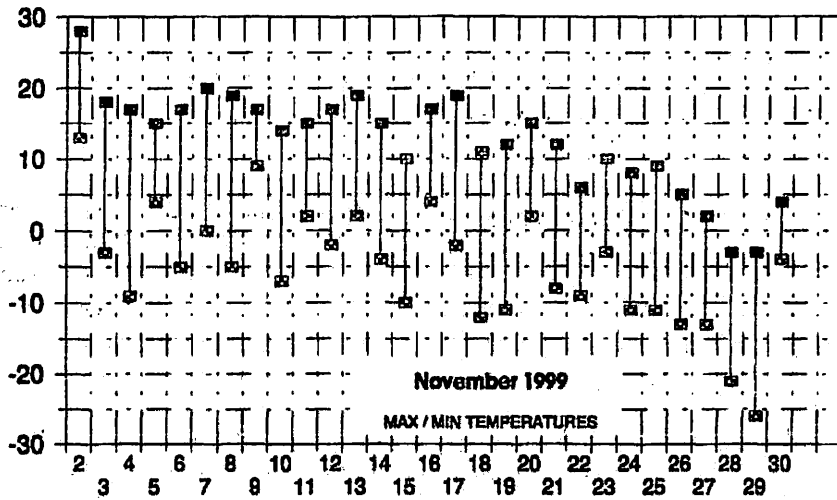
I was so delighted with the article on "Kirk." I always wondered why I never read anything about him & I figured he belonged to the old bush pilots. I was living in Cordova at the time he was missing and remembered when they found him and Con Miller. Ken Smith did a great job on his article. And now again he's done a great job in the last issue: I always read everything, but always the letters to Editor, Kennecott Kids Korner, and Our Town first.

Inger Ricci



WRANGELL ST. ELIAS NEWS OFFICE, SEPTEMBER 25, 2000.

Weather - What can we expect?

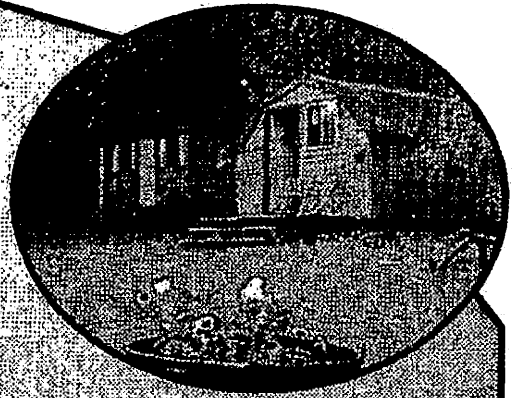


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