



Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Vol. Five Issue Five

September & October 1996

Two Dollars

LAST TRAIN OUT

photo courtesy
McCarthy-Kennicott
Museum

The Copper River & NorthWestern

Critics called it the "Can't Run & Never Will," but run it did. Don't miss this never before published history on the rolling stock that helped put Kennecott and McCarthy on the map.

Special CR&NW Railroad issue!

Also!

Kennicott River footbridge
Subsistence
&
Politics

Solar
Power

Search
&
Rescue

Also!
update

A note from the publisher

BY BONNIE KENYON

July and August are my favorite months of the year. After a long winter the green grass, flowers and especially the vegetable garden and greenhouse produce are rare and short-lived treats for this northerner.

This summer was no exception and it brought forth more than I hoped for. On July 17th my mom, Neta Schafer, arrived in Anchorage from her home near Daytona Beach. It has been approximately 5 years since her last visit and she could hardly wait to see the changes in our area. Our neighbor, George Cebula, who was in Anchorage at the time of mom's arrival, offered to drive her to McCarthy.

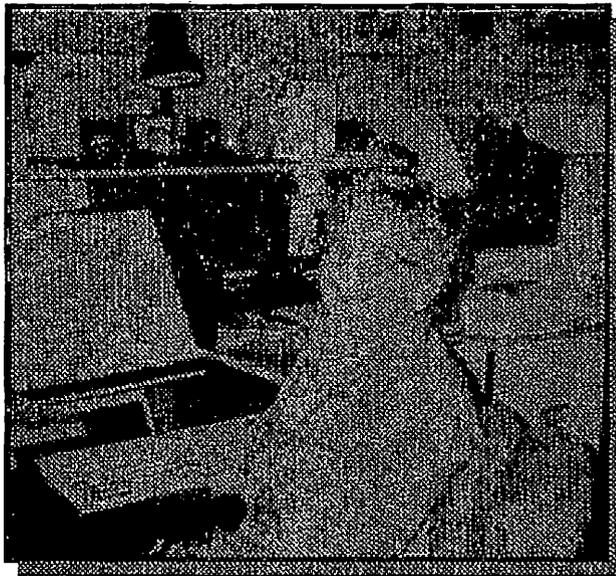
During her 3 week stay, she and I visited familiar faces as well as new ones. The highlight of our neighborhood travels, she says, is our trip to Silk Stocking Row at Kennicott where we were so graciously given personal tours of three renovated cottages that are either being used as Bed & Breakfasts or about to be. She recalls peeking in them on a previous trip and was amazed (as I was) at all the extra care and labor of love that has gone into making these special historical cottages a piece of history visitors can enjoy today.

It was not all play, however. Mom gave Rick and I a most welcome hand on putting together the last of *The Visitor's Guide to Kennicott and McCarthy* which we publish and

Never Will."

If you ever want to get a real close-up look at Ron's handiwork, you can find him in Copper Center. He owns and operates the Copper Center

Bar, and its walls are covered with photos of the Kennicott-McCarthy area as it used to be. You cannot help but think you've stepped back into those good old mining days when you step inside his home. Reproductions of buildings and railroad cars fill each nook and cranny and more. Thanks again, Ron, for sharing your love of our area's history with us and our readers!



WSEN staff photo

Neta sending e-mail

distribute yearly from our cabin here in McCarthy. The Guide has been very well received, and of the 8,000 printed only 200 are left to be distributed.

Rick and I want to thank Ron Simpson who has "done it again" with his latest article, "The Copper River & Northwestern Railway—The locomotives and rolling stock that made it work." It begins on page 6 and is chocked full of historical data about what made up the iron trail that skeptics dubbed the "Can't Run and

Wrangell St. Elias News welcomes aboard the following

new subscribers: Patrick Bowman, CA; Louis Kralick, AK; Jim Allen, AK; Donald Keene, MA; Polly Proctor, PA; Matt Cavanagh, Canada; R. Elaine Gustafson, WA; C. David Felts, NJ; Stefan Hablutzel, Switzerland; Tom Busch, AK; Ray Cebula, PA; Lilly Goodman, AK; Peter Doedens, TN; Sue Summers, OH; Florence Galida, OH; Graham Dugdale, AK; New Cadet Adams, NY; Elizabeth Tower, AK; Bill Bredesen, AK.

Items of Interest

BY BONNIE KENYON

Neil O'Donnell and Margaret Stock: When July 4th arrives so do special friends and visitors to our area. This year was no exception.

Neil and Margaret, who own land on the west side of the Kennicott River, decided a visit to the Erie Mine was in store for this year's holiday adventure. I think this story "bears" telling in Neil's own words:

"Margaret and I spent several hours climbing up to the mine only to find that it was not abandoned after all. Bears had moved in. We had to traverse several gullies high up on the mountain to get to the mine and first saw the bear from about a quarter mile away.

"The bear was rooting around in the grass by the building. We yelled and waved as we got closer, but the bear just sat down in the sun by the building and watched our progress. When we finally managed to climb over to the mine, the bear got up and sauntered inside the building. We decided it was best not to invite ourselves in.

"We then climbed all the way down the mountain (having come within 20 feet of our destination) and were sitting on the trail reflecting on our bad luck when two more bears came out of the woods. We didn't want our luck to go from bad to worse so decided to eat our lunch back in Kennicott."

Kim Northrup: Kim says she is having a wonderful summer. Her summer job at McCarthy Lodge keeps her busy but she finds time to cross the Kennicott and visit family and

friends on the other side.

Kim's folks, Peggy and Jim Guntis from Arizona, have set up camp on Kim's west side property. (Be sure to read all about Kim's recent project in this issue, page 10.)

The latter part of July Kim invited her neighbors to a "house-site warming." The manicured trail to Kim's chosen house site was a work of art and the view is outstanding! For those of you who don't know, Kim is quite an artist. Her terrific sense of humor is obvious in her unique cartoon drawings. Be sure to look for them in this issue of WSEN.

Andy, Cynthia and Matthew Shidner: The Shidner family has taken a seasonal leave of absence from their McCarthy home. Cynthia has taken a teaching job in Teller, AK. for the winter. Cynthia says that although they will miss home, the three of them look forward to this new adventure.

Verna Lee Canter: I just called Verna to see what was happening up in her neck of the woods—above and beyond Kennicott. It sounds like she is about to begin a new adventure herself.

She informed me her cabin and property have definitely sold. A time to rejoice and yet...

The new owner, says Verna, is Sam Gregory, an attorney, from Brooklyn, NY. According to Verna, Sam has visited Alaska several times and has fallen in love with the area. Sam and some family members are hoping to visit here the end of August. A

warm welcome to Sam and his family. Verna Lee, we hope you don't move far away; McCarthy wouldn't be the same without you!

Terry and Dee Frady: The Fradys are winding things down at the Willow Herb Mountain Depot gift shop which is scheduled to close the 3rd of September.

The summer has been rather uneventful, says Terry, except for a certain coyote who seems to take pleasure in putting up quite a howl underneath their cabin window nearly every day! According to Terry, their dog Shady is not impressed in the least.

Howard Mozen: Howard took a couple of days off in mid August to attend his parents' 45th wedding anniversary celebration at Berkeley. Howard says he usually doesn't leave in the middle of summer but his crew at Copper Oar rafting did an excellent job keeping things under control.

Howard says he and crew are beginning to clean things up after a summer season of river rafting and will most likely close their doors on the 4th or 5th of September. Then this fall, he hopes to start building a library/office up on his town side property.

Thea Agnew: Now here is one excited and busy young lady! Thea lives "just up the hill from Jim and Jeannie Miller" and is giving her house a serious facelift. She tells me she is adding a second story to her cabin and hopes to have it closed in by winter.

She has received help from John Adams and other locals such as Kris Rueter, Andy Shidner and Howard Mozen who helped Thea put her roof on.

As most of us know, Thea is from England and still has family living there. She is presently waiting to apply for entrance to graduate school at Oxford University. She says she and Howard Mozen hope to travel there in December to visit the school and Thea's family.

Mark Vail: This is always a busy time of the year for Mark. When I asked him today what he's been doing, I got quite a list. The raspberries and currants are really good this year, he says, so he's been canning them.

He and Harold and Carol

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Michals went dipnetting in Chitina and brought back a dozen fish. They smoked and canned their catch which should come in handy this winter.

There are no phones at Fireweed Subdivision where Mark lives, so I managed to track him down at the McCarthy Lodge where he had just arrived with an armload of fresh lettuce from his garden.

Harold and Carol Michals:

When Harold and Carol aren't in Valdez, you can most likely find them at their cabin in the Fireweed Subdivision. They've been here the entire summer, says Mark, who is their nearest neighbor, and enjoying every bit of it.

"Harold is a busy man," comments Mark. His latest project is a new greenhouse.

All of us at WSEN and beyond want to wish Harold a prosperous and HAPPY 85th BIRTHDAY on October 11th.

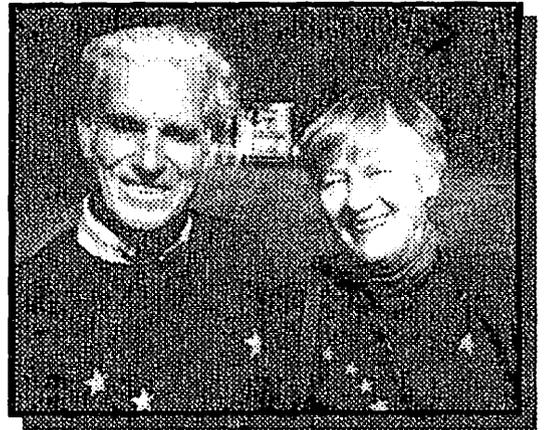
John and Adam Adams:

John called and said he just had to share an item of interest. Adam, John's son, had called his dad to tell him he had gotten a moose while out hunting with a friend! Actually, this wasn't Adam's first moose hunt but it was the first moose Adam has taken by himself. Adam was in kindergarten when he first accompanied his brothers and dad on a hunting trip. "That was 11 years ago," says John. "I think my son has grown up."

John and son Adam recently returned from a successful sheep hunt as well. They each bagged a

nice ram. Congratulations to both men— and nice shot, Adam!

Rick and Bonnie Kenyon: During the months of July and August, Rick and I had the honor of having in our home 3 former Kennicott residents. I would have said "kids," but Al Nikolaus is not a Kennecott Kid. He actually worked on the CR & NW railroad and for the Kennecott Copper Mine.



Al & Evelyn Mae Nikolaus

Al and his wife, Evelyn Mae, were in the McCarthy/Kennicott area for several days the end of August. While here they looked us up and we exchanged living conditions—how we live today compared to what Kennicott was like in the 30's.

This is Al's 5th trip to Kennicott. His very first was in 1935 when he took a job working for the railroad, clearing brush and doing odd jobs for the railroad and the mines. From there he worked his way up the "hill" where he soon was given the job of doing the payroll at the Bonanza Mine

When the mines shut down in 1938, Al says he was one of the "closing crew" who was

flown out on December 24. He stayed to help package up items that needed to be taken out.

In talking to Al, you soon see why he and Evelyn Mae have returned. In 1985 they flew up here for the first time since Al left in 1938. Evelyn Mae recalls it was the Millers who drove them up to see Kennicott. In 1992, Evelyn Mae says all their kids came up with them to "hear dad's stories on the spot where they originated." The Kennecott Kids' Reunion in 1994 drew them back. That's the first time Rick and I met Al and Evelyn Mae. This year they drove a truck camper up from their home in Independence, Ca.

When I asked Al, who will soon turn 84, if he'd be back, he quickly responded, "Yes—I love this country." Somehow that smile and the twinkle in his eye spoke louder than his words. Thanks for including us in your visit this trip, Al and Evelyn Mae.

On July 10th, Rick and I were privileged to meet **Sissy Lommel Kluh** and her daughter, **Suzie Winans**. They stopped by on their way home from a 3 day stay in Kennicott. Although Sissy and I had met on the phone, seeing her in person was a special treat.

Sissy is a Kennecott Kid who lived in Kennicott from 1920-1927. She returned last year to the abandoned mining town where she was born. Sissy says old memories of her childhood came flooding back to her. Friends and family encouraged her to record them in a book—

which she did. It is entitled *Born in Kennecott*.

With the help of Suzie, they formed their own publishing company and sent their first order to the printer—100 copies! In a short time, they realized that wasn't nearly enough so they upped it to 200. However, Sissy says they kept receiving orders until 200 paid orders had come in. They increased their print order to 500.

Boxing up her books, Sissy and Suzie left Olympia, WA. and



Sissy Lommel Kluh & Suzie Winans

arrived at Kennicott on July 8th. Sissy spent a large portion of her time autographing her books. She did manage to hike up to Silk Stocking Row where she and her family once lived. As she walked up the one lane dirt road, she says the aroma of freshly baked bread greeted her and Suzie. To their delight, they were invited inside one of the renovated cottages that had once been occupied by neighbors of Sissy's family. Doreen Sullivan/Garcia insisted the

ladies come inside for a slice of bread and a cup of tea.

Be sure to look for Sissy's ad in this issue of WSEN and order your own copy of "Born in Kennecott—Memories of a Kennecott Kid."

Rick and I also had the absolute pleasure of hosting **Charlie and Inger Ricci** for two nights at our Bed & Breakfast in mid August. Inger is a Kennecott Kid, too, and she and Charlie jump at the chance to return to this area. They spent a good portion of one day in the McCarthy-Kennicott Historical Museum looking over and helping to identify various new photos on display.

Their last day was spent at Kennicott where Inger planned on hiking up to Silk Stocking Row to see the renovation project of the cottage she once called home.

I am told another Kennecott Kids' Reunion is scheduled for the summer of 1998. As soon as we get a definite date, we'll let you know in the Wrangell St. Elias News.

WELCOME HOME, ED!

We are pleased to welcome **Ed LaChapelle** home after being flown into Anchorage on August 11. He spent a week in Providence Hospital where he underwent a procedure called Angioplasty. It is reported that Ed looks great and is carefully rebuilding his strength since his return to McCarthy. According to someone very close to Ed, "He's just a tough old rooster!"

The Copper River & Northwestern Railway

The locomotives and rolling stock that made it work

BY RON SIMPSON

It is difficult to imagine that little more than a half century ago, massive locomotives weighing up to 95 tons were busily pulling up to 40 steel flat cars loaded with rich copper ore over what is now a single land road of very limited visibility laden with severe frost heaves, bumps, washer boards and overflows.

There is some contradictory information and outright gaps regarding the rolling stock, but the information available, which is presented here, reveals an impressive operation.

The common manner used to classify steam locomotives is by wheel arrangement, front to rear. There are always large drive wheels in the center, then there usually are front guide wheels and sometimes rear guides. For example, one type of steam engine in common use at the turn of the century was the

"Mogul." It had two guide wheels, six drive wheels, but no rear wheels, and thus the Mogul is a 2-6-0 locomotive. There were several of these Moguls in the CR & NW inventory. A smaller switcher engine had no guide wheels and was an 0-4-0.

Now we can look at the CR & NW inventory of locomotives. There were at least six and maybe seven 0-4-0 Dickson Saddletank Switchers, also known as "Dinkies." These were simply numbered one through six (or seven), and these were originally on the nearby Bering River coal fields' failed railway project out of the Port of Katalla.

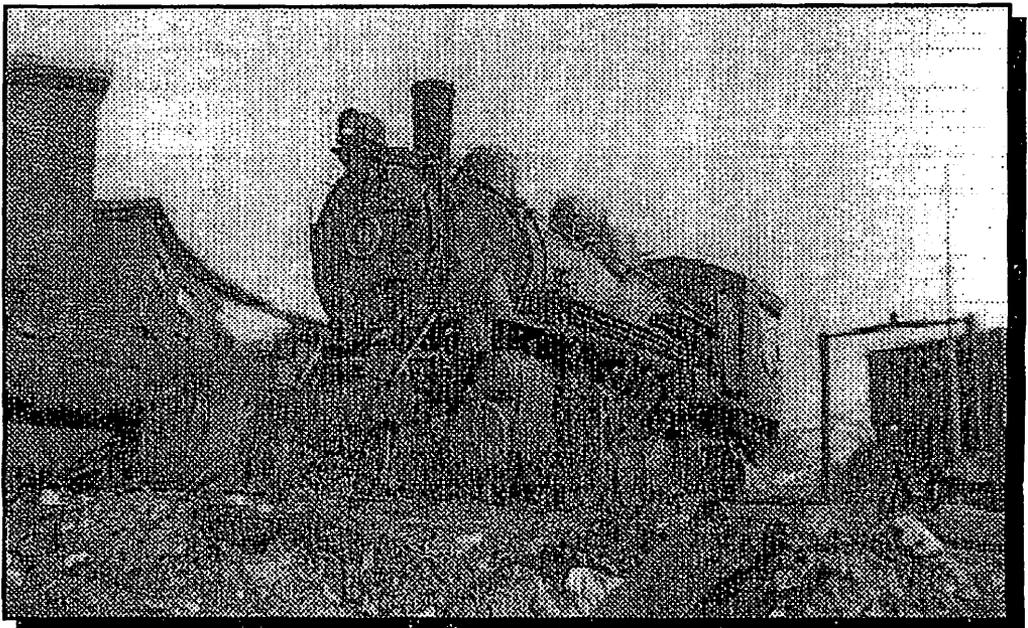
Of the Moguls (2-6-0), there was "Old Number 50," an 1881 Rogers, which appears in the famous photo of the driving of the Copper Spike at Kennecott on March 31, 1911. Mike Heney, the general contractor for the

construction of the CR & NW, brought this over from another failed railway project at Valdez. There may also have been an engine numbered 51, another Mogul of 1890 vintage. More likely it was the Baldwin numbered 100. Numbers 101 and 102 were Brooks engines purchased new in 1909, weighing 75 tons. After construction these were used as freight engines, usually pulling in tandem. Later on these became the pusher engines assigned to McCarthy and Chitina to assist the northbound trains over the steep grades at both the Copper River crossing and up the glacial moraine north of McCarthy.

The next group was the four 80-ton 2-8-0 consolidation engines numbered 20, 21, 22 and 23. These were Alcos, purchased new in 1907. It is

Engine #71 at the round-house in Cordova in 1942. The boiler blew up in the 1930's, causing fatal injuries to the engineer and fireman near the Million Dollar Bridge.

Photo courtesy C.L. Siebert, Jr.



believed that this set was to go to China, but were not paid for and were offered instead to the CR & NW project. Early on these engines were the most heavily used. They appear everywhere in the historic photos of the project. The extra set of drive wheels made for a smoother ride, and because of this, the consolidation engines were preferred for the passenger runs. These engines also served as the main mixed freight and ore haulers until 1915. These were also used in groups of up to four engines in tandem to push the rotary snowplows through the winter drifts. In later years this series became part of the maintenance work fleet.

Of all the locomotives, the Mikado 2-8-2's were the most impressive. There were five of these, numbered 70 through 74. These were purchased in 1915 and 1917 when it became apparent that the existing engines could not keep up with the heavy demands of Kennecott's ore production. These were Brooks engines with

superheaters, a new development that increased power by about 25%. These 95-ton workhorses replaced the earlier engines on the main runs. They were particularly valued because their horsepower made it unnecessary to use them in tandem.

Using the low count, there were at least eighteen locomotives in use on the CR & NW over its years of operation, which date from the first spike at Cordova in 1906 when "Old Number 50" first appeared, through the completion of construction in 1911, and on to the last train out in 1938.

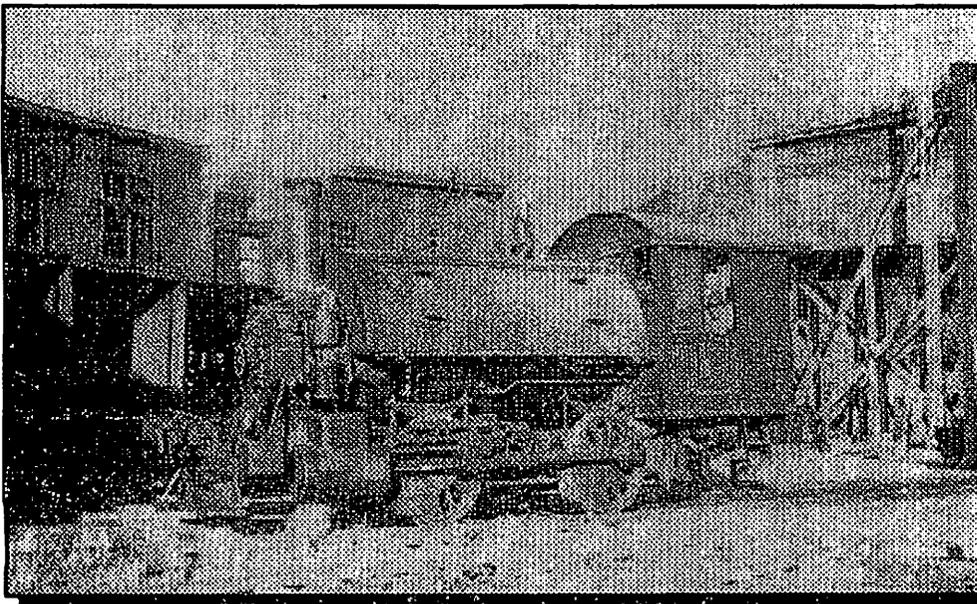
Of the passenger coaches, there were six at the very end of the project. These were 70 foot open-ended Pullmans set up with four wheels per truck. A truck is the swiveling carriage which carries and guides one end of a railroad car. Each car had a wood or coal burning stove and a lavatory which opened directly to the tracks.

Three of these, Numbers 50, 51 and 52, were Pullman combines, which is a

combination passenger and baggage coach, identifiable by the large sliding door on each side near the front. These were used for the Chitina and McCarthy runs. Numbers 101 and 102 were standard day coaches, mainly used for excursions to the Miles and Childs glaciers at Mile 49—the Million Dollar Bridge. This was at one time the single most popular tourist destination in Alaska.

Number 100 was an observation coach that was set up for sleeping and dining. This was the V.I.P. coach for the construction superintendent, and was used for visiting dignitaries, including Kennecott president Stephen Birch when he brought up his new bride, Mary, on their honeymoon in 1916.

The freight cars included 100 ancient dump cars, 12 yard capacity, for hauling gravel. There were twelve tank cars of 10,000 gallon capacity, and these were mainly to haul bunker oil to the Kennecott power plant. There were 38



Saddletank #4, Cordova roundhouse yard, 1942. The Army used this coal-burner briefly, but one of the officers succeeded in running it out of water and blowing the boiler.

Photo courtesy C.L. Siebert, Jr.

open high sided Gondola cars. These were useful for hauling unsacked high grade ore.

There was a wide assortment of wooden box cars of various hauling capacities, including stock cars and hot cars—about 25 in all.

There were 31 wooden flat cars, and there were 107 steel flat cars of 100,000 pounds capacity. These were the main haulers of the bagged ore. There were also twenty steel box cars with two doors on one side and one door in the middle on the opposite side to allow for easy stacking of sacked ore during the winter months.

The maintenance cars included four rotary snowplows, Brown hoist cranes, pile drivers, a Ditcher and a Jordan spreader, plus bunk cars, diners and a bath car. The cabooses were all specially constructed for CR & NW in Seattle. The number built is not known.

And that was the fleet: eighteen locomotives, six coaches, and well over 300

freight and maintenance cars—quite a show for a remote mining operation in Alaska. The great iron horses of the Copper Valley—now only ghost trains.

So what happened to all the rolling stock? The records are sparse, but here is what is known. When the railway shut down in 1938, all the Mikado engines except Number 71, were sold and shipped off to the states. The boiler for Number 71 had exploded some years earlier, and the engine had been left behind as unserviceable. Three of the four rotaries, all but seven of the Gondolas, all the steel box cars, all but one tank car, and 99 of the steel flat cars were shipped by the company.

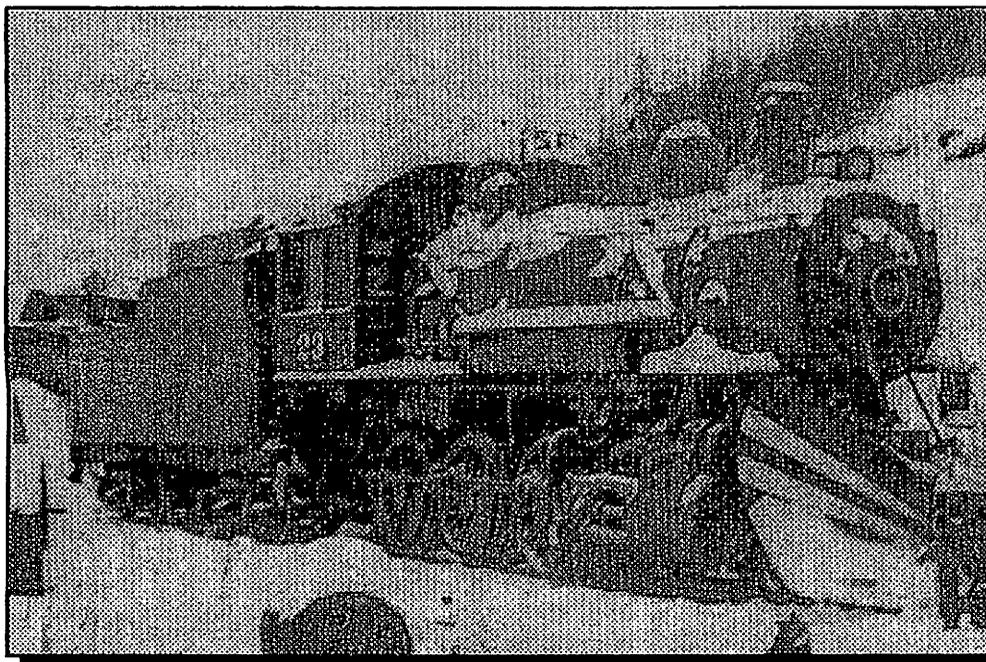
The Saddletanks, except for Number four, had been sold off in earlier years, but the Number 100 series Moguls plus the twenty-series consolidation engines had been left behind. With the advent of World War 11 the U.S. Army purchased much of what remained of the old CR & NW to facilitate

building an airstrip at Mile 13. They utilized some of the old rolling stock, including engines 101, 20 and 23. All of the passenger cars were still at the yard and were placed in service, mainly as offices.

Engines 100 and 23 were shipped to Ft. Richardson. Old Number 50 was cut up for scrap, and the other engines were ultimately scrapped.

The steel trucks had been stripped from the dump cars and shipped by the railway to Japan before the war. The upper bodies had been abandoned at the yard. Most of the old wooden flat cars and box cars as well as several cabooses were abandoned along the line. When the army pulled out at the end of the war, they took with them most of the remaining scrapped rolling stock. Regrettably, even the massive eleven bay roundhouse at Cordova did not survive, as a fire in 1943 took it out.

The Alaska Railroad, thanks to the army, had at least two of



Engine #23 on the Alaska Railroad Line during World War II. This was the Consolidation-type engine which was very heavily used during the early years of the railway.

photo courtesy THE ANCHORAGE MUSEUM of History and Art BL79.2.1550

the locomotives, but these were scrapped in 1947. Of the four 95-ton locomotives the CR & NW Railway shipped, one never reached stateside, as a storm in the Gulf of Alaska took it. The others ended up in northern California, where it is possible that at least one still exists.

There you have it. The CR & NW, dubbed the "Can't Run and Never Will," was in fact a first class fleet, consisting of over 350 pieces of rolling stock, locomotives, passenger coaches, freight and maintenance cars. At closure, the newest piece, Engine 74, one of the Mikados, was already 19 years old. The oldest engine, "Old Number 50," had been around 57 years, and those western air dump gravel haulers were even older.

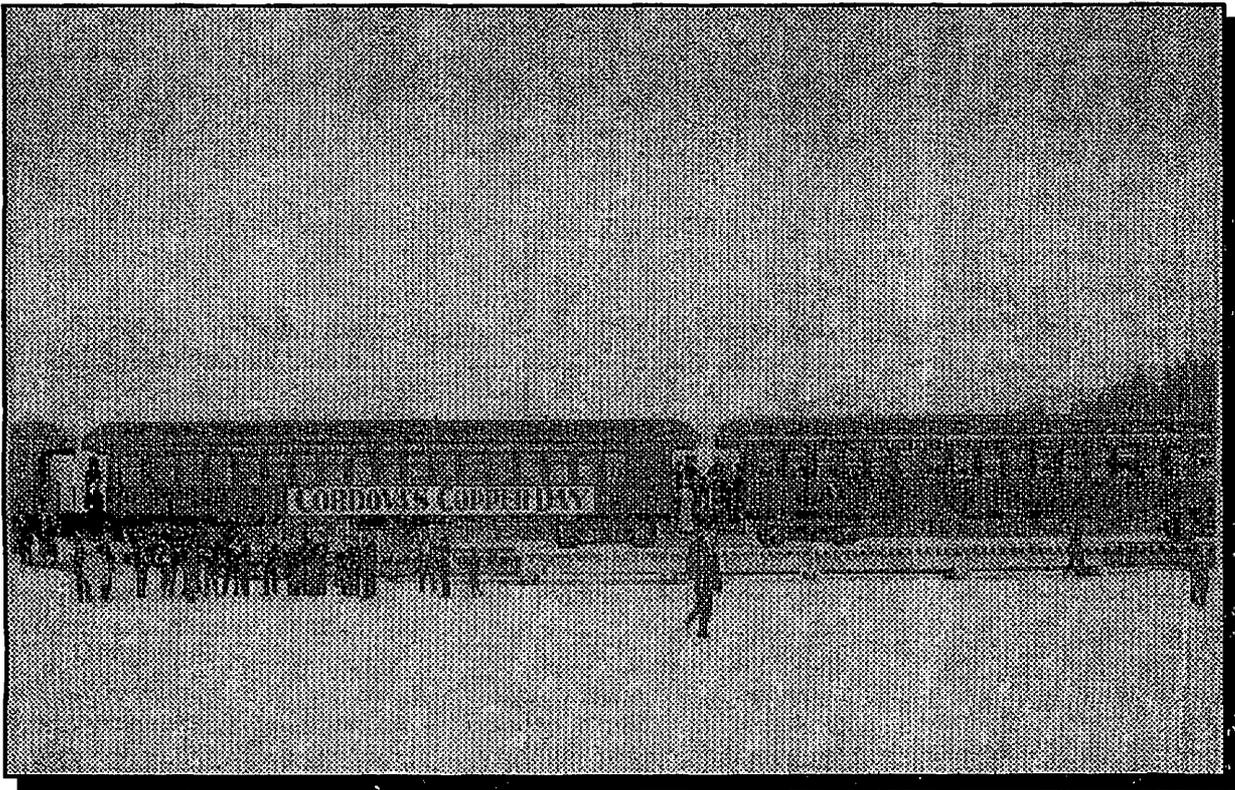
But the railway had a superb track record, with no major catastrophes, mostly routine derailling. For 28 years these cars brought relatively cheap freight and passenger service to the entire Copper River Basin, including McCarthy, Chitina and even Copper Center and above, thanks to the Orr stage lines run between Chitina and Fairbanks.

Then there were the tourist runs. Not only did the railway provide an excursion from Cordova to the Million Dollar Bridge, but travel brochures offered a package deal from the Alaska steamship dock in Seattle to Cordova and then up the rail line as far as Chitina, with the possibility of a side trip to Kennicott, then, leaving the

rail behind, up the Edgerton to the Richardson Trail with overnight accommodations at Tonsina and Valdez before returning to the states. The dining car offered first class service, considered by some as the best in the west and the view was unparalleled.

With the loss of these magnificent machines, that touch of early twentieth century east coast civilization never has returned to this part of the country.

Ronald N. Simpson
Kennebec-Alaska & Copper Rail
Project
Copper Center, Alaska



Pullman Day Coaches 101 and 102, April 8, 1911 at mile 27 awaiting the first trainload of copper in from Kennecott.

Photo courtesy Candy Waugaman

More (solar) power to her!

BY RICK KENYON

One of the fun things about getting new neighbors in this area is watching them come up with ways to solve the many problems that we all face. Near the top of the list of things that has made life more challenging for all of us is the fact that we cannot plug into an electric utility for our power needs. We face this challenge in different ways—by doing without the luxury of electricity, or by generating our own power using various means.

The most common method of generating electricity in the McCarthy area has been the portable generator sets, either gasoline or diesel powered. But increasingly, solar systems have been gaining favor.

Kim Northrup, our newest neighbor, decided to put in a state-of-the-art solar electrical system right from the start. Since Kim's stepfather, Jim Guntis, has been in the electrical business for the past 43 years, and since Jim and his wife Peggy were planning to spend two months in Alaska, Kim had it "made in the shade."

Even though Jim has extensive experience as an electrician, he didn't rely on past knowledge for such an important project as this. Before heading north, he spent a week in California at a specialized school for people who are plan-

ning to install a solar system. Using the knowledge gained during that week, he went back to his home in Arizona and started designing a system for Kim and assembling the components.



Kim pulls while Jim steers Photo courtesy Peggy Guntis

Jim and Peggy headed for McCarthy in June, pulling an Airstream trailer loaded with solar panels, batteries and other bits and pieces of electrical hardware. After pioneering a driveway onto Kim's property, they quickly went to work setting up camp and surveying the proposed cabin site.

One of the first obstacles to overcome was getting the heavy batteries up a fairly steep hillside. These are no ordinary automotive type batteries, either. Each one of the lead calcium, 1 kilowatt batteries weighed several hundred pounds. (Jim brought 3 of them, with 3 more

planned.) Since Kim has considerable experience with dog teams, she knew the method they would use. Unfortunately for Kim, she doesn't presently have a dog team, so she had to improvise! (See photo).

Jim told me that these type of batteries operate most efficiently at 72 degrees Fahrenheit. In order to keep them from the extreme cold of our winters here, he decided they should have a sort of "root cellar" to reside in. For several weeks the sound of pick and shovel could be heard as the team dug into the hillside.

A sturdy structure was built of rough-cut lumber from Sapa Farms in Kenny Lake, and several feet of dirt shoveled back over the enclosure.

Jim installed a sturdy bracket that will hold 6 solar panels (75 watts each) near the cellar. He installed a 24 volt, 2400 watt inverter inside, near the batteries.

Before Jim and Peggy left for their winter home in Arizona, the system was producing plenty of electrical power which the team will use next summer when they start construction of the new cabin. In the meantime, Kim can use her hair dryer, microwave oven and toaster. Ah, the joys of bush living!

McCarthy, Kennecott front page news

Anchorage Daily News features Wrangell St. Elias National Park

BY RICK KENYON

A huge color photo of the Kennicott Glacier graced the front page of the Anchorage Sunday newspaper on August 4, 1996. Below it a smaller photo of the "Roadside Potatohead" wagon. The headline — TAMING A WILDERNESS PARK. The sub-head — GROWING PAINS-Tourists discover Wrangell-St. Elias.

News reporter Steve Rinehart paints a fairly accurate picture of the beauties of the park, but concentrates on the problems caused by little or no public facilities in an area that now draws thousands of visitors. "In addition to the lack of public parking or camping at the place most people drive to, there are few official indications the park is a park. There are

almost no trails or signs that describe the park's natural, historic or cultural features..."

"Part of the reason the park has few visitor facilities is a tight budget," writes Rinehart, quoting WRST Superintendent Jon Jarvis.

Rinehart tells of some of the bitterness that lingers because of the formation of the park, but says that "anger is dissipating as people, business people anyway, realize they can earn money from the tourism trade."

He quotes local resident Ben Shaine: "So, the biggest park in the system is being discovered, and a major infrastructure project is coming, and the Park Service and the state, despite their good will, have not

dealt with the broader issues."

A companion story talks about the National Park Service's (NPS) plans to acquire Kennecott, and add it to the park. According to the article, a Virginia-based non-profit group called The Conservation Fund put up \$10,000 in earnest money in June, and has given the government 18 months to come up with somewhere around 4 million dollars to complete the purchase.

Quoting Bob Barbee, Alaska field director for NPS — "The point is, the mine and buildings are attached to nearly 3,000 acres of land that are precisely in the center of a national park."

We have moved to better serve you!

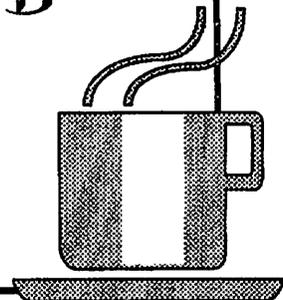
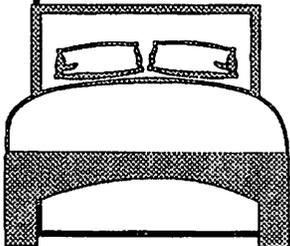
Now you can drive and park near our comfortable, private cabins located on the McCarthy Road 1/2 mile from the trams—no need to tram your luggage over the river. We serve a hot breakfast and offer custom tours and plenty of information on the local area.

Our guests are our friends—we'll come to your aid if you have problems on the McCarthy Road.

McCarthy Trail Rides B&B

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Bridge building—1921 style

reprinted from *The McCarthy Weekly News* — September 3, 1921

Our fear that the needs of this section of the country had been forgotten by the "powers that be" were groundless, and that hereafter it will receive its share of attention as far as its bridges and roads are concerned is good news to all.

Last mail brought us a letter from Colonel Jas. C. Steese, the president of the Alaska Road Commission, and as it contains a considerable amount of valuable information about the bridge, which has not before been made known here, we are very glad to print it in full.

"I have just returned from an extended trip inside to find a copy of your issue of July 30th. As the editorial therein concerning the terrible accident which resulted in the drowning of Mr. Underwood indicates some misapprehension as to the Nizina Bridge situation, I am taking the liberty of quoting from several communications of mine to the Territorial Board dated May 19th, 1921, I wrote as follows:

"In accordance with the law recently enacted by the Territorial Legislature, plans are being made for the construction of the Nizina Bridge.

In order to keep you informed of our plans for this structure and to enable you to anticipate our requisitions upon you for funds, the following is the preliminary plan for this work:

"It is planned to complete this structure in five stages:

"1. Reconnaissance and Exploration.

"This will involve the necessary surveying of the site and exploration by test pits & drills

for the nature of the foundations.

"2. Design of sub and superstructure.

"This involves the complete design of the abutments and piers and of the bridge span with the necessary approaches.

"3. Procurement of material & plant for transportation to site for substructure.

"This involves all work connected with the piers and abutments.

"4. Placing of substructure and procurement and delivery of material for superstructure.

"This involves completion of piers and abutments and delivery of all material for spans & approaches.

"5. Erection of superstructure.

"This involves the completion of the bridge."

Under date of May 30th, I again wrote the Territorial Board as follows: Referring to my letter of the 19th, this Board is now prepared to enter into an agreement with your Board in accordance with the provisions of the Act of the Territorial legislature approved May 5th, 1921, for the construction of a bridge across the Nizina River.

As required by the act, this Board agrees to expend at least \$25,000 of its own funds in the construction of such bridge.

Until our investigations are completed it will not be known exactly how much the bridge will cost but it is contemplated that this Board will eventually contribute towards its construction about \$60,000 of its own funds.

It is needless to recapitulate here the past experience of an earlier Alaska Road Commission

& of a former Territorial Board with this river. It was of course, a physical impossibility for territorial funds becoming available June 30th, 1921 to take any measures that would have prevented the regrettable accident of July 27th. We could of course, rush in and build a pile trestle across the river which would probably go out this month before being completed.

The solution of the Nizina River situation is a real man size job, and this Commission is determined to solve it effectively.

Our Supt. Dan Jones, left for Nizina as soon as he got the Valdez Fairbanks Road opened and is now making necessary surveys. Our Bridge Engineer is also on the way to the Nizina River and will secure necessary data to permit the bridge and its supports to be designed this winter, in accordance with the approved program.

With reference to the remainder of the project, some \$18,000.00 was spent on the McCarthy-Nizina Road last season, and a substantial amount has been allotted for continuing this work this season, which latter work is now in progress. The Chisana Trail was restaked last winter and it is expected that this trail will continue to be maintained by us.

Trusting that the above may serve to allay the apprehensions of the citizens of the McCarthy district, and trusting that you will not hesitate to call upon us for any further information relating to this situation, I am

Very truly yours,

Jas. G. Steese

Footbridges may cost two million dollars

Contractor's bid to be advertised in September

BY RICK KENYON

The estimated cost of the Kennicott River Footbridge project is \$1,985,000, according to a recently released Design Study Report. This includes \$450,000 for design and \$1,535,000 for construction.

The project consists of two footbridges, the *East Channel Bridge* and the *West Channel Bridge*. The bridge over the east channel is made up of three ninety-foot steel spans, while that over the west channel will have five spans.

A hand rail will be installed on both bridges and some of the landings. The west channel ramps and landings sizes will be larger than those on the east channel in order to accommo-

date a pickup truck backing up to the landing to assist loading and unloading of freight.

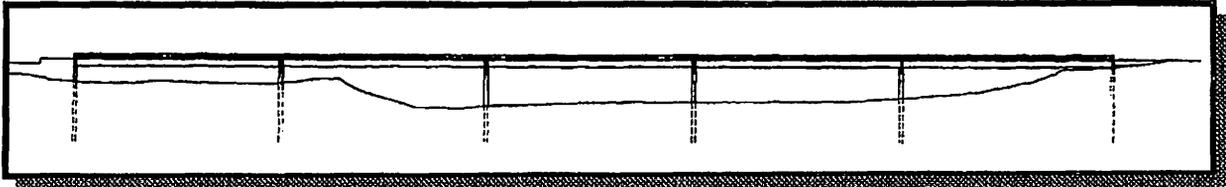
Both bridges will be wheelchair accessible. The bridges and adjoining platforms will be flat. The ramps up to the platforms will have a maximum slope of 12:1. The minimum passage width (at the concrete posts at the bridge ends) will be 36 inches. The minimum continuous passage width will be the 6-ft. wide bridge deck.

The landings and ramps will be surfaced with 4" of crushed aggregate to provide a smooth surface. The bridge deck will be grating with spaces less than 1/2 inch wide in the direction of travel.

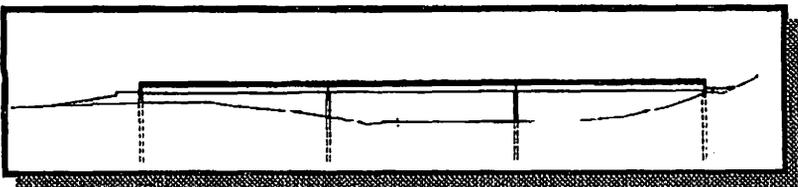
No provision for wheelchair access between the bridges is included in the bridge design, but should be in the design for the McCarthy road upgrade, scheduled to begin in 1999, according to Department of Transportation (DOT) officials.

Both bridges will have signs reading NO MOTOR VEHICLES ON BRIDGE and CARRY OUT ALL TRASH.

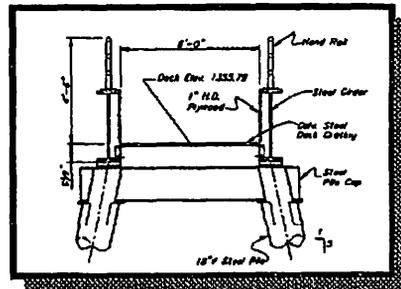
The bridges will be advertised for contractor bids the first week in September, according to Dave Bloom, DOT Engineering Manager. Advertising will run for three weeks before being awarded. It will then be up to the contractor whether to start construction this fall or next spring.



"West channel" bridge. Each section is about 90' long.



"East channel" bridge. Three sections, each 90'.



Typical bridge section

NPS news—trails, roads and bears

BY RICK KENYON

Two new foot trails will be built in the McCarthy area, possibly next summer, according to District Ranger Tom Betts.

One of the trails would begin west of the Lakina River, and would climb the Crystalline Hills to an elevation of about 5,500 feet.

The second trail is planned near Moose Lake. It would start east of the lake and return to the McCarthy Road west of the lake. Trail length will be 2 ½ to 3 miles.

Ranger Betts also said they had received reports of bear problems from hikers and campers near the Root Glacier. In response, the National Park Service (NPS) has installed two bear-proof food storage boxes in the area. Betts said that use of the boxes is mandatory for campers in the area.

NPS put up several signs warning hikers and campers about the bears, and telling

them of the food storage boxes.

According to WRST Superintendent Jon Jarvis, the cooperative planning efforts between the NPS and Alaska Department of Transportation & Public Facilities (DOT&PF) are continuing this summer along the McCarthy Road with emphasis on location of a trail as a part of the TRAAK program. The core team traveled the road and met with community members to discuss the trail. The NPS and DOT&PF are also working with the community of McCarthy to locate public toilets near the museum and on the west side of the tram as well. Plans are to have the toilets in place for the '97 season.

Cooperative Planning has also begun for the Nabesna Road, in a similar effort to the McCarthy Road effort. The intent is to produce a "scenic corridor" plan for the road with pull-outs, waysides, trail heads and a plan for safety improvements and vegetation management along the road shoulders.

The DOT and NPS have also negotiated an agreement for a plan to make improvements to the Chisana Airport. According to Jarvis, the issue of ownership has been put aside and the two agencies are moving forward to ensure this airstrip is "open for public use in a safe manner that is consistent with the purposes of Wrangell St. Elias National Park and Preserve."

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New Park Educational Items Available

NPS RELEASE

Three new educational products are now available from the Alaska Natural History Association, the bookstores associated with Wrangell-St. Elias National Park and Preserve Offices, according to Margie Steigerwald, Interpretive Specialist for the Park. The items include a regional history book, a map and a CD-ROM.

The CD-ROM, titled *Alaska's Rim of Fire and Ice* was produced by Cordillera Press and features four federal areas including Wrangell-St. Elias National Park and Preserve, Chugach National Forest, Kenai National Wildlife Refuge and Kenai Fjords National Park. A separate CD-ROM for Denali is also available this summer.

The CD's have a Junior Ranger quiz, maps and an incredible amount of information on the plants and animals of the areas. One of the highlights for visitors is a simulated fly-through of the Wrangell Mountains, Chitstone Pass and around Mt. St. Elias using Digital Elevation Model data. The CD

retails for \$29.95.

Another new item available is a Trails Illustrated Map of Wrangell-St. Elias National Park and Preserve. The topographic map is the first ever to put the 13.2 million acre area on one sheet. The scale is 1:350,000. The maps are printed on plastic so they will last longer than other maps. Trails Illustrated is the name of the company that produced the map in cooperation with the National Park Service. It features unmaintained trails, routes, and existing right-of-ways throughout the Park. The map also shows large blocks of private lands and public cabins that meet a minimum standard. There are detail maps of the McCarthy and the Nabesna Road areas included. The map retails for \$8.95.

Also new this fall is *Mountain Wilderness: An Illustrated History of Wrangell-St. Elias National Park and Preserve, Alaska* by William R. Hunt. This book was originally published by the Government Printing Office in 1991. It was distributed to libraries and offices throughout

the state but was not available to the general public. The staff of Wrangell-St. Elias and the Alaska Natural History Association felt that it should be made available to the general public since there is so little written about this corner of the state. Over one hundred photographs have been added to the original work and editorial revisions have been made to complement the original study. The book has chapters on initial contact with native peoples, Russians and other explorers, U.S. sponsored expeditions, gold mining, Kennecott, Chisana, the early mountaineers, transportation routes, towns and people. The new publication features a 1994 painting by Gail Niebrugge titled *Copper Town* on its cover. The book retails for \$19.95.

All proceeds from the sales of these products through the Association will be used to fund future publications and educational products on the natural and cultural history of Wrangell-St. Elias National Park and Preserve.

Kennicott-McCarthy Wilderness Guides

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"The ordinary man looking at a mountain is like an illiterate person confronted with a Greek manuscript"—Aleister Crowley

New "end of road guide" distributed

BY RICK KENYON

The National Park Service is distributing a newly published flyer titled *McCarthy Road: End of the Road Guide*. Along with a small land ownership map, the *Guide* has the following information:

ROAD ACCESS TO MCCARTHY & KENNICOTT

During the mining era, from 1911 to 1938, the Copper River and Northwest Railroad connected the towns of McCarthy and Kennecott with Chitina and the coastal town of Cordova. In the years after the last trainload of copper ore pulled out of Kennecott the railroad decided the Right of Way to the Territory of Alaska. When Alaska became a State in 1958, the State Department of Transportation became responsible for the 100-foot-wide Right of Way now called the McCarthy Road. The State built a vehicle bridge across the Kennicott River in 1974 but it was reduced to footbridge after that summer's glacial outburst lake (Hidden Lake) flood event. In 1981, the footbridge washed out and McCarthy was once again cut off from the road system during the summer season.

THE TRAM

In 1983, the residents of McCarthy received a state grant to build two hand-operated trams over the Kennicott River, one over each active river channel. In recent years the east channel has become less active and a footbridge is used to cross that branch except during flood events. The tram is still the only access for people and freight over the west channel during the summer months. It may be used free of charge, at your own risk.

LAND OWNERSHIP

Although much of the surrounding area became a Na-

tional Park and Preserve in 1980, the McCarthy Road remains a State Road. Most of the lands adjoining the McCarthy Road are not Park lands. This checkerboard of ownership can be very confusing to National Park visitors familiar with the parks outside of Alaska where private land ownership is rare. These private lands are no different than private lands outside of a National Park. The General Management Plan for Wrangell-St. Elias encourages the development of appropriate commercial visitor facilities on private properties near and inside of the park. Understanding where private and National Park lands begin and end will help to improve the quality of your experience in the area.

PRIVATE LAND

Most of the lands surrounding the tram area are private. The campground and businesses located in the immediate vicinity are privately owned and operated and have no affiliation with the National Park Service. There are a variety of businesses and services provided in the Kennicott/McCarthy area that may not be represented in the information dispersed in the tram area. For a full understanding of activities and services available in the McCarthy/Kennicott region visit the town of McCarthy on the east side of the Kennicott River channels or pick up *A Visitor's Guide to Kennicott & McCarthy* at any Visitor Information Station.

NATIONAL PARK/PUBLIC LAND

Approximately three-quarters of a mile before the end of the road (west of the Tram Station) on the north side of the McCarthy Road are public lands managed by the National Park

Service.

Signs defining the boundary between private and public lands are posted. These lands are available to the public for primitive camping, free of charge. There is no outhouse, water or facilities of any kind so minimum impact camping skills are required. Bring your own water in from sources in Kenny Lake or Chitina (the nearest public wells). The nearest public outhouses are at the end of the McCarthy Road, near the tram station. Please pack out your own trash including toilet paper, bury any human waste at least six inches and use only existing fire rings if a fire is necessary. Keep food in your vehicle and be especially careful while cooking: bears may frequent this area. Report any bear encounters to a National Park facility.

PUBLIC FACILITIES AT THE END OF THE ROAD

A public telephone, public use vault toilets and bear-resistant trash cans are located in the parking lot at the end of the road, near the tram. The trash and toilet facilities are maintained by Tram Station employees under a joint federal-state contract.

WATER SUPPLY FOR MCCARTHY RESIDENTS

It is important to note that the clear running streams in McCarthy and Kennicott are the source of the drinking water for residents of the area. For this reason and because it is primarily private property, camping is not allowed near or in the towns of McCarthy or Kennicott. Please be observant not to accidentally contaminate the water. The water at local area restaurants and lodges is treated per state standards.

NPS search and rescue

BY RANGER TOM BETTS

On June 14 an international group of climbers on Mt. St. Elias were caught in an avalanche and lost one member of their party. They were flown out by Paul Claus. The four survivors were in good condition. The lost party has yet to be recovered though the state and National Park Service (NPS) have searched from the air.

On July 11 a party of kayakers left Huberts Landing on the Chitina River. A couple of miles from their launch site, the kayakers ran into trouble. They became separated when 2 of their 3 boats swamped and were damaged.

One of the party was carrying a Personal Locator Beacon (PLB). PLB's work similar to Emergency Locator Transmitters (ELT's) except that each PLB is encoded and registered to an individual. Once the signal is received, rescuers are able to know who they are looking for and can be directed to their location.

An NPS helicopter responded in the early morning hours and got the group together near another landing area. Local air taxi operators were then able to land and evacuate the party.

On July 30 the park received word of an ELT hit in the Skolai

Pass area. At about the same time we received word that a McCarthy pilot was approximately 45 minutes overdue and was to be flying in the same area that the ELT was located.

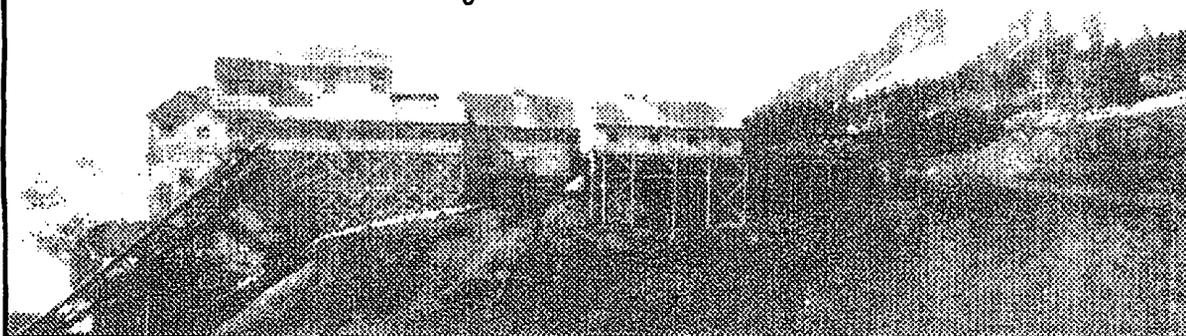
Pilots from both air taxis in McCarthy began flying the area as well as one NPS plane. Approximately 2 hours after receiving the call, the NPS pilot was able to talk with the downed pilot and determined that he was uninjured. NPS sent a contract helicopter to retrieve the downed pilot. The pilot had made a precautionary landing due to weather and damaged the aircraft during the landing.

Alaska Natural History Association Releases New Book

Mountain Wilderness

An Illustrated History of Wrangell-St. Elias
National Park and Preserve, Alaska

by William R. Hunt



Available at local bookstores and at Alaska Natural History Association outlets in Anchorage, Fairbanks, Copper Center, Slana, Chitina and Valdez. To order by mail send a check for \$19.95 plus \$3 shipping and handling to Alaska Natural History Association, Wrangell-St. Elias Branch, P.O. Box 439, Copper Center, AK 99573.



OUR TOWN



September 1921 October

PERSONAL

Bill Berry had the bad luck to lose a horse belonging to the Murie Transfer Co. last Wednesday. Bill was packing a load over the goat trail near Icy Lake when the horse lost his footing and fell over the cliff. This is one of the highest trails in the country and it is not the first time that an animal has lost his life.

Harry B. Brown from the Jumbo Mine is spending a week's vacation in town.

Gus Carlson, foreman from the Jumbo, is spending a few days in town.

L.A. Levensaler, a prominent mining engineer, arrived in McCarthy on yesterday's train, and left the same afternoon for the Nizina district.

Mrs. James Murie, her daughter Elizabeth and son James Junior, will leave on the next train for Cordova and there take the Watson for the outside.

Mrs. Murie will visit her relatives in Vancouver this winter. Miss Elizabeth will attend school.

Mrs. J. P. Hubrick leaves on the next train, sailing on the first boat from Cordova. Mrs. Hubrick will spend the winter with her mother in New York.

Jack Hays, who has spent the past year prospecting Scotty Creek, arrived in town last week. He is fully convinced that a pay streak runs through that section as the returns he got were very encouraging. Jack will spend the winter with the A.R.C. returning to the new diggings in the Spring.

Gus Johnson, reached McCarthy last Monday with a

crew to proceed with the road building over Sourdough Hill.

Fifteen men will be employed for the rest of the season in which time it is expected that the Nizina River will be reached.

The Holt tractor has been in requisition for the hauling of the machinery and supplies.

The temporary camp has been established at the end of the finished road. Saxman will be in charge of the mess.

Sept. 3

SCHOOL OPENS

Miss Beth Stuart, McCarthy's new schoolmistress, arrived on last Tuesday's train. School will open next Monday the twelfth, at 9 a.m. It is estimated there will be ten pupils.

LOCAL NEWS

Walter Wolf, who climbed Mt. Blackburn with the Dora Kean party 1914, is out of the mountaineering class for a time, as he had the bad luck to fall from the roof of a house he was painting breaking his leg in several places. He is now progressing finely at Cordova hospital.

Mrs. Jean Tjosevig was appointed Administratrix for the estate of John Underwood, deceased, by the Probate Judge, Chas. Spongberg.

J. P. Hubrick has developed some fine pictures which he took from the rear of the train returning here last Tuesday. Considering the time the train was making, the pictures are exceptionally good, especially one of Spirit Mountain.

N. P. Nelson, a prominent mining operator from Chisana, arrived in town this week with

Mrs. Nelson, having cleaned up his interests there, he will leave for the Iditarod, where he will still follow the mining game, having found some ground in that section some years ago, which he feels sure will justify installing a hydraulic plant. Mrs. Nelson will remain in Cordova till traveling is easier. Their many friends regret departure and wish them big success in their new venture.

Sept. 10

CHISANA NEWS

Pete Eikland, who purchased N. P. Nelson's ground made the final payments before Mr. Nelson left, having run into a rich spot while prospecting the ground.

Ed Briggen and Jack O'Hara are well pleased with their summer's work on Big Eldorado.

Percy Thornton, John Swanson and Carl Whitham on Little Eldorado have also done well.

N. and Mrs. Carl Whitham are remaining in this winter, Mr. Whitham having a considerable amount of ground to prospect.

Toney McGettigan on No. 100 and Wright and Larson on No. 11 Bonanza have had good results.

The old timer and weasel hunter Dud McKinney has had the best summer for a number of years, having taken out a bunch of kale this season.

Billy James and wife will also remain inside to develop his ground.

W. A. Johnson has left Chisana disposing of his interests to Percy Thornton.

POTHOLE BREAKS

The annual bursting of the Pot Hole, that underground spring which bursts from under the glacier every fall, and throws a great geyser-like body of water into the Kennecott River, boiled over last night. Although not such a great volume of water as has been seen some former years, it is throwing over forty feet high today. It has been viewed and photographed by a number of people. This is one of McCarthy's prize views and no one should miss it.

OF LOCAL INTEREST

Val and Harry Morrison, who have but recently arrived here from Kodiak, have leased the Golden Cafe, and will be ready for business tomorrow morning.

Swan Oland was in town this week from his ranch. He is in good spirits since he discovered that the new Sourdough Road will go quite close to his place.

Sept. 17

Mr. Robert Rockwell returned last Sunday from his thirty day hunt to the White River and the Snag, which was remarkably successful, as he secured all the specimens he was in search of, including two of the largest moose heads ever seen in this country. One is of over sixty inch spread, the other but slightly less. Mr. Rockwell is delighted with the success of his hunt, and also considers that the scenery in that section is the finest he ever saw. He left on Wednesday's train, en route for his home at Brooklyn, N. Y.

Mr. and Mrs. Roy F. Burns and family arrived in town

yesterday after spending a couple of seasons with the Andrus Co. at Nizina. Mr. Burns is taking over the Alaska Hotel and Cafe and will be a great acquisition to our town. Francis and Robert will attend school this winter.

LOCAL AND GENERAL

Bill Berry, accompanied by five passengers is leaving today for the mouth of the Stewart River by pack horses and then to Mayo, the new silver camp by boat.

Roy Snyder is having his residence on Front Street thoroughly renovated and installing a furnace in the basement.

Mr. and Mrs. Powell will remain until the middle of next month doing assessment work on their bench claims on Chititu.

Norman A. Erickson has returned to McCarthy and has leased the barber shop at the Golden Hotel.

Sept. 24

NOTICE

Notice is hereby given that the co partnership here to fore existing between J. B. O'Neill and Elizabeth M. Murie under the firm name and style of Murie Transfer has this day been dissolved by mutual consent.

Dated at McCarthy, Alaska Sept. 24th 1921.

J. B. O'Neill

Elizabeth H. Murie

by J. H. Murie

Her Attorney in fact

GOLDEN CAFE UNDER NEW MANAGEMENT OF MORRISON BROS.

Open Seven A. M. till One A. M.

McCarthy

Oct. 1

PRATT PARTY HAS SUCCESSFUL TRIP

George D. Pratt and Son of New York, returned last Sunday morning from their hunting trip to the head of the Chitina River and were well pleased with the results, securing five sheep and three grizzlies.

In addition to this the moving picture machine recorded eight hundred feet of film devoted to sheep, two hundred feet of this reel showing two bears and their exploits through a canyon.

The hunters were able to take Tuesday's train to Cordova and make connection with the Alameda which sailed Monday evening.

PERSONAL

Jack Erickson, of Kennecott, who went with the Pratt party as chef, left again this week for a vacation, part of which he will spend sheep hunting on the Chittistone. Carl Stoettell is his partner.

Jim McGavock, of Kennecott and Peter Miller, left on a hunting trip yesterday morning.

Oct. 8

PERSONAL

Andy Taylor returned on last Sunday, after having been away all summer on a trip to Siberia whither he accompanied John B. Burnham of New York on a hunting expedition, going first to Seattle, then Nome, and from there to the coast of Siberia.

There they traversed several hundred miles, and had good hunting. Andy enjoyed the trip immensely, but did not find that the country appealed much to Alaskans. He brought two pure bred Siberian puppies back.

Oct. 15

McCarthy Weekly News

Where Quality and Service
Are First

The Greenstone Inn FORMERLY KNOWN AS

The Alaska House
Roy F. Burns
DINNER PARTIES A
SPECIALTY
BAKERY IN
CONNECTION

FARMERS HAVE GOOD CROP

For the first time in the history of the Copper River Valley a Whole Carload of Barley and Oat Hay was shipped to the Kennecott Co. by a farmer of this section. This was raised, baled and shipped by Oscar Anderson of Long Lake, and is superior to the hay shipped in from the States. Anderson also shipped several tons of potatoes and Ed Mullen shipped a large quantity of turnips.

During the season Frank Iverson has sold several tons of garden truck and dairy produce from his ranch and has an ample supply of hay and vegetables for winter market.

John Barrett has sold several tons of potatoes grown from native seed to a local restaurant. This all goes to show that when McCarthy becomes the busy center of the mining industry, farm produce for the multitude can be supplied by local growers.

Oct. 22

PERSONAL

Mr. and Mrs. A. L. Powell returned from their mining property on Rex Creek last week, after spending a very busy season.

They spent a few days in McCarthy and are moving to Kennecott today where they will spend the winter.

James Peterson, whose farm buildings and stock were destroyed by fire a year ago, has rebuilt and started hog ranching again, being fully convinced that it is a money making proposition. We wish him better luck this time.

Bone Dry Law Likely Tested By Higher Court

Sooner or later the United States supreme court will be asked to pass upon the constitutionality of the Alaska bone dry law. It will be claimed that the federal Volstead act supercedes the Territorial Alaska bone dry law.

It is possible that, growing out of the recent raids on Gastineu (?) channel, the first attack may be made against the Alaska bone dry law in the district court.

In a liquor case brought before him, Judge Robert W. Jennings, who recently was succeeded by Judge Thomas M. Reed, Jennings decided that the Alaska bone dry law was constitutional. An appeal was taken to the circuit court & the circuit court upheld the opinion by two of the judges confirming and the other judge dissenting. Judge Ross, in a minority report, held that the Volstead act superceded the territorial act.

No appeal was taken to the supreme court.

The Alaska bone dry law is more strict than the federal act and does not permit any kind of home brew. In this respect, as well as in some others, it is said to be in conflict to the federal act. Juneau attorneys are digging into the question and preliminary skirmishes have already taken place.

Oct. 29

Volcanoes of the Wrangells—Mount Gordon

Editors Note: This is the final installment in a series of excerpts from the GUIDE to the VOLCANOES of the WESTERN WRANGELL MOUNTAINS, ALASKA, by Donald H. Richter, Danny S. Rosenkrans, and Margaret J. Steigerwald.

Mount Gordon is a largely ice covered cinder cone that was constructed on a broad volcanic plateau west of Nabesna Glacier. Though not visible from any road in the area, it is included in this guide because it is typical—and one of the largest—of the many young cinder cones scattered throughout the Wrangell volcanic field.

Name.—Named by F.C. Schrader, U.S. Geological Survey geologist, in 1903 after a prospector who was exploring in the area in 1899.

Type and form.—Basaltic cinder cone with summit crater and associated lava flows. The cinder cone still exhibits most of its original volcanic form but has a significant ice mantle.

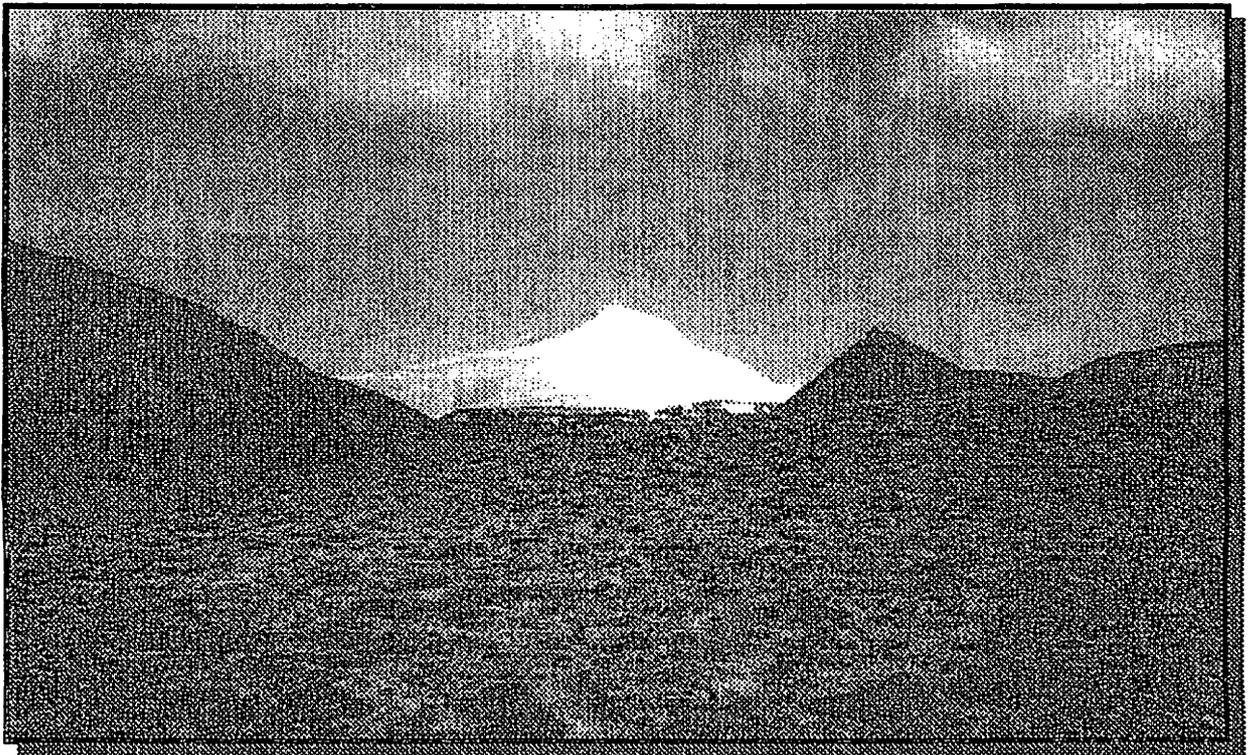
Location.—16.8 mi (27 km) south of the community of Nabesna at lat 62°08' N., long 143°05' W. Shown on U.S. Geological Survey Nabesna A-5 quadrangle map.

Height.—9,040 ft (2,755 m)

Volcanic history.—The Mount Gordon cinder cone is probably less than 1 million

years old on the basis of freshness of form. A series of fluid basaltic lava flows that flowed mostly in the north preceded the construction of the cinder cone. Where not covered by ice, the cone consists largely of cinder, spatter, and spindle-shaped volcanic bombs. Coarse air fall deposits that fell from ash plumes during Mount Gordon's eruptions blanket the area as far as 8 mi (13 km) from the cone.

Best viewing.—Though not visible from any road, Mount Gordon is viewable from short climbs into the easily accessible mountains northwest of the small community of Nabesna.



Mount Gordon from south of Skookum Creek volcano. View south; photograph by D.H. Richter, 1994

Glennallen District seeks to salvage timber

KJ MUSHOVIC

A team of resource professionals is pulling together to produce a timber salvage sale in the Glennallen District, to be put out for public bid during the summer of 1996.

BLM state forester Mike Zaidlicz, team leader for the project, notes, "The effort is a cooperative one with the State of Alaska Department of Natural Resources, where BLM provides the overall planning and funding while DNR provides the manpower."

DNR area forester Martin Maricle says, "I'm really glad that we've been able to participate, and that BLM set up this cooperative agreement. It's an excellent way to share resources,

and has given us the opportunity to observe how a large scale assessment is done. We hope to apply what we've been learning to future state sales."

Maricle has led a team of nearly a dozen foresters, forestry technicians, and administrative personnel employed by the State in the Glennallen region to gather data. BLM staff will use the data to develop an environmental analysis and harvest plan. They'll review the sale contract that BLM will develop, and recommend stipulations that they have found useful for state sales in the area. Once the sale is awarded to the successful bidder, Maricle and his staff will continue to assist with local administration of contract require-

ments.

More than 5 million cubic feet of dead spruce timber, located on more than 4,000 acres of land between Glennallen and Valdez, along the Richardson Highway near the Trans-Alaska Pipeline, are involved, making this one of the largest timber sales ever offered by BLM in Alaska.

Observes Zaidlicz, "Salvaging the dead and dying timber in this area is designed to regenerate a new healthy timber stand while removing a potential fire hazard, thereby improving the health of the land."

Reprinted from BLM-Alaska Frontiers-May/June 1996

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Audubon on moose

John James Audubon, (1785-1851), was an American naturalist, ornithologist, and artist, noted for his realistic portrayals of American wildlife. The National Audubon Society was founded in his honor. Since September is Moose season in the McCarthy area we thought you might enjoy these excerpts from AUDUBON'S MAMMALS.

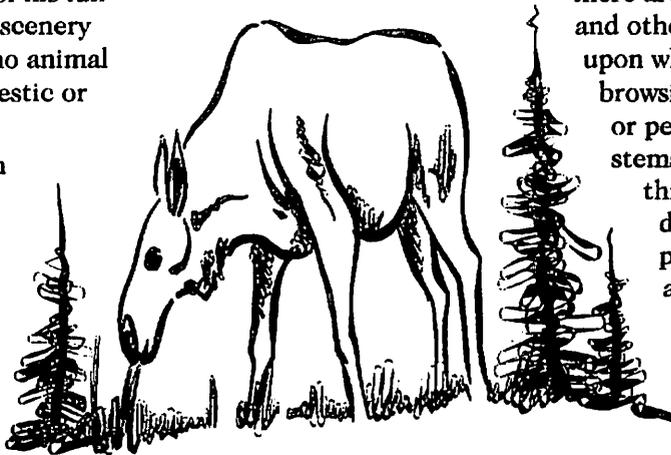
DESCRIPTION

This is the largest of any known species of deer. Major SMITH (CUV. An. Kingdom, by Griffiths, Vol. iv., p.73) says, "For us, who have the opportunity of receiving the animal in all the glory of his full grown horns, amid the scenery of his own wilderness, no animal could appear more majestic or more imposing."

Having ourselves on one occasion been favoured with a similar opportunity, when we had the gratification of bringing one down with a rifle and of examining him in detail as he lay before us, we confess he appeared awkward in his gait, clumsy and disproportioned in limbs, uncouth and inelegant in form, and possessing less symmetry and beauty than any other species of the deer family. His great size, enormous head, and face like a horse, and the thundering noise of the saplings bending and snapping around him as he rattled over the fallen logs, was to us the only imposing part of the spectacle.

To do justice, however, to the description of the moose, by SMITH, who was a close observer and a naturalist of considerable attainments, we should quote his succeeding observations: "It is, however,

the aggregate of his appearance which produces this effect; for when the proportions of its structure are considered in detail, they certainly will seem destitute of that harmony of parts which in the imagination produces the feeling of beauty."



HABITS.

We were favoured by MR. KENDALL, of the Literary Society of Quebec, with the following account of the Moose Deer, with which we will begin our article on this noble quadruped.

"The Moose are abundant to the north of Quebec and in the northern parts of the state of Maine. In the summer they are fond of frequenting lakes and rivers, not only to escape the attacks of insects which then molest them, but also to avoid injuring their antlers, which during their growth are very soft and exquisitely sensitive, and besides, such situations afford

them abundance of food.

"They there feed on the water-plants, or browse upon the trees fringing the shores. In the winter they retire to the dry mountain ridges, and generally 'yard', as it is termed, on the side facing the south, where there are abundance of maple and other hard-wood trees upon which to feed, either by browsing on the tender twigs or peeling the bark from the stems of such as are only three or four inches in diameter. Their long, pendulous upper lip is admirably adapted for grasping and pulling down the branches, which are held between the fore legs until all the twigs are eaten. They peel off the bark by placing the hard pad on the roof of the mouth against the tree, and scraping upwards with their sharp, gouge-like teeth, completely denuding the tree to the height of seven or eight feet from the surface of the snow.

"The rutting season commences in September; the males then become very furious, chasing away the younger and weaker ones. They run bellowing through the forest, and when two of equal strength meet, have dreadful conflicts, and do not separate until one or both are severely injured.

"The female brings forth in May. The first time she

produces one fawn, but ever afterwards two. It is supposed by hunters that these twins are always one a male and the other a female.

"The young males have generally a long, pendulous gland, growing from the centre of this tuft, and covered with long hair, sometimes a foot long.

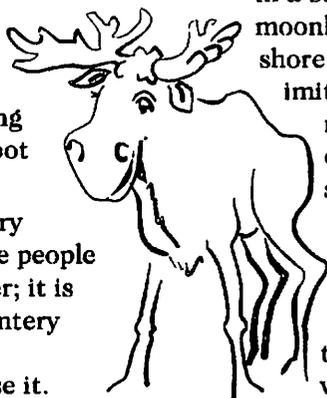
"Their flesh is very coarse, though some people prefer it to any other; it is apt to produce dysentery with persons unaccustomed to use it. The nose or moufle, as it is generally called, if properly cooked is a very delicious morsel. The tongue is also considered a delicacy; the last entrail (called by hunters the bum-gut) is covered with round lumps of suety fat, which they strip off and devour as it comes warm from the animal, without any cooking. Also the marrow warm from the shanks is spread upon bread, and eaten as butter. I must confess that the disgusting luxury was rather too

rich to tempt me to partake of it. I have seen some officers of the Guards enjoy it well enough!

A method of hunting this animal is as follows:

"In September, two persons in a bark canoe paddle by moonlight along the shore of the lake imitating the call of the male, which, jealous of the approach of a stranger, answers to the call and rushes down to the combat. The canoe is paddled by the man in the stern with the most deathlike silence,

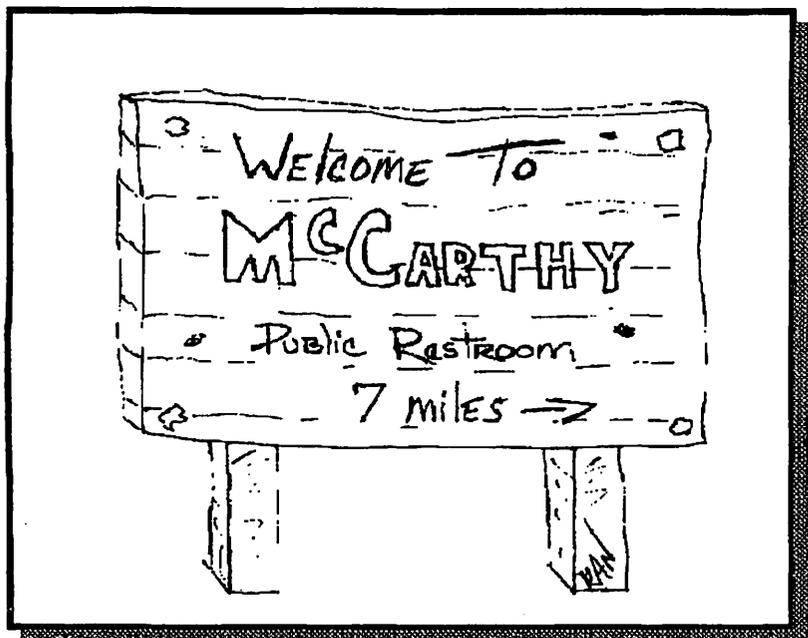
gliding along under the shade of the forest until within short shooting distance, as it is difficult to take a sure aim by moonlight; the man in the bow generally fires, when if the animal is only wounded, he makes immediately for shore, dashing the water about him into foam; he is tracked by his blood the next day to where he has lain down; and where he is generally found unable to proceed any further.



"Hunters sometimes find out the beaten tracks of the Moose (generally leading to the water), and bend down a sapling and attach to it a strong hempen noose hanging across the path, while the tree is confined by another cord and a sort of trigger. Should the animal's head pass through the dangling snare, he generally makes a struggle which disengages the trigger, and the tree springing upward to its perpendicular, lifts the beast off his legs, and he is strangled!"

"A Mr. Bell, residing at Three Rivers, has a Moose which has been taught to draw water in a cart or in a sleigh during winter, but there is no possibility of working it during the rutting season. We have never heard of any attempt to ride on the Moose deer.

"It is said that the Moose can smell at a very great distance, and that the moment they scent a man or other enemy they make off and are not easily overtaken. On the first glimpse of man, if they are lying down they rise to their feet and are off at once, and often before they are observed by the hunter. When closely pursued, they turn and make a dash at the enemy, scarcely giving him time to escape, and the hunter's best plan in such cases is to keep cool and shoot the animal as it rushes towards him, or if unprepared, he had best ascend a tree with all convenient dispatch. Sometimes the hunter is obliged to save himself by dodging around a tree, or by throwing down some part of his dress, upon which the Moose expends his fury, trampling on it until torn to tatters."



When traditions become politics

— No easy answers to the subsistence question in Alaska

Editors Note: The following is reprinted from the May/June blm-alaska frontiers, and is a look at subsistence from the federal managers point of view.

BY SHARON DURGAN WILSON

In 10 public hearings from Ketchikan to Kotzebue during May, Alaska residents commented on possible changes to federal subsistence regulations that will expand the federal government's control of subsistence management in the state. In most meetings, emotions ran high. People expressed two distinct opinions: rural residents and Native organizations favored federal management; state government and most urban hunters and fishermen say game management and subsistence rights are a state responsibility. The bulk of the testimony has been in favor of federal management, according to BLM subsistence coordinator Peggy Fox.

The hearings were held to obtain public opinion about suggested federal regulations before they are formally proposed. The comments will be considered by the Federal Subsistence Board as it proposes permanent changes to federal subsistence regulations this fall. The Board will hold another round of public hearings to obtain comments on these proposed rules.

Subsistence is a household word in Alaska, although not everyone outside the state understands this specific use of the word and how it affects state residents and fish and game management regulations.

At the heart of the issue is an impasse over how to resolve differences between the Alaska Constitution and federal law. Alaska is the only state in the

union facing this quandary. The Alaska Constitution gives all residents equal rights to state resources including wild game and fish.

Title VIII of the Alaska National Interest Land Conservation Act (ANILCA), passed in 1980, gives rural residents, Native and non-Native, priority for subsistence taking of fish and wildlife on federal public lands. The federal government has been urging the State of Alaska for several years to change its laws to reflect the ANILCA subsistence requirements.

In 1989, the Alaska Supreme Court decided in *McDowell v. State of Alaska* that the rural preference contained in the state's subsistence statute violated the Alaska Constitution. This ruling put the state's subsistence program out of compliance with Title VIII of ANILCA, and resulted in the Secretaries of Interior and Agriculture assuming subsistence management on federal public lands in Alaska.

Temporary subsistence management regulations were published in 1990 as the federal government established an inter-agency subsistence program to give rural residents priority in harvesting subsistence resources on federal public lands in Alaska.

Final rules were published in 1992. The current changes being considered would modify those 1992 final rules, expanding federal jurisdiction for subsistence to many navigable waters within the state.

The Bureau of Land Manage-

ment is one of five federal land management agencies with responsibility for subsistence management in Alaska. Others are the U.S. Fish and Wildlife Service, the USDA Forest Service, the National Park Service, and the Bureau of Indian Affairs. The statewide heads of each of these agencies, along with a representative of the Secretary of the Interior, make up the Federal Subsistence Board, which makes regulations governing the taking and use of wildlife and fish for subsistence purposes.

When the State legislature didn't resolve the conflict between federal law and the Alaska constitution, and closed several subsistence fisheries, Katie John— an Athabaskan Indian and member of the Ahtna Native Corporation in Interior Alaska— began a six-year legal fight to regain fishing rights as promised in ANILCA. John gave testimony at the Fairbanks hearing, saying, "... I was raised on the land. I wanted to get back my fishing rights so I started fighting ... I'm fighting for my children and grandchildren."

A 1995 ruling by the 9th Circuit Court of Appeals on the "Katie John" case extended federal management to subsistence fishing in some navigable Alaska waters. These include navigable waters in which Congress reserved the water rights on portions of waterways that flow within the boundaries of designated federal management areas (national wildlife refuges; national parks, monuments and preserves;

national forests; national wild and scenic rivers; and national recreation and conservation areas) in Alaska. Early this May, the U.S. Supreme Court refused, without comment, to hear the state's appeal of the Katie John case, leaving the 9th Circuit Court decision intact.

In response to that court ruling, the Department of the Interior, in consultation with the Department of Agriculture, drafted proposed changes to subsistence regulations that affect three distinct but related issues.

NAVIGABLE WATERS AND SUBSISTENCE FISHING

One complication of management is on navigable waters—those waterways suitable or used for travel, trade and commerce. Just as in every other state in the union, at statehood the federal government relinquished jurisdiction of all navigable waters in Alaska, even those that flow through federally managed lands, to the State. Current federal subsistence management includes only *non-navigable waters* within federal public land boundaries, as well as *some navigable waters* over lands that were reserved by the United States prior to Alaska's statehood, such as the 23-million-acre National Petro-

leum Reserve in Alaska on the North Slope.

In the case of a national wild and scenic river, the riverbed and water column is managed by the state, and the land within the designated corridor on either side of the river is managed by a federal agency. If the proposed changes become final, the federal government will manage navigable waters flowing within federal land boundaries.

LIMITED EXTENSION OF CONTROL TO NON-FEDERAL PUBLIC LANDS

This provision would extend the federal government's jurisdiction over the taking of fish and wildlife on non-federally managed lands to ensure priority for subsistence uses on federal public lands. The Federal Subsistence Board would have the authority to regulate hunting, fishing and trapping activities occurring on non-federal lands if the Board decided that such activities were interfering with subsistence hunting, fishing or trapping activities on federal public lands.

The notice outlining this provision stated that the Federal Subsistence Board would use that authority only sparingly, and in close cooperation with state

officials. For example, in Katie John's case, if she and her family were unable to harvest enough salmon to meet their subsistence needs because too many salmon were being caught downriver, the Federal Subsistence Board would have the authority to restrict the downriver harvest to ensure that an adequate number of salmon migrated through Katie John's fishing area.

PUBLIC LANDS NOT YET CONVEYED TO STATE AND NATIVE OWNERSHIP

Under the federal plan, federal land and resource management agencies would take control of the subsistence harvest of fish and wildlife within the boundaries of designated federal management areas on federal land selected by, but not yet conveyed to, state and Native ownership. The federal government is responsible for managing those lands until the title has been conveyed to the owner.

The 10 public hearings in urban and rural communities throughout Alaska offered an early opportunity to comment on what the federal government is considering before regulation changes are formally proposed.

Key Subsistence Terms

Alaska's issues surrounding subsistence rights call for very specific definitions. The Alaska National Interest Lands Conservation Act of 1980, Section 803, describes some important words used in the subsistence regulations:

Subsistence uses are the customary and traditional uses by rural Alaska residents of wild, renewable resources for direct personal or family consumption as food, shelter, fuel, clothing, tools or transportation; for the making and selling of handcraft articles out of nonedible byproducts of fish and wildlife resources taken for personal or family consumption; for barter or sharing for personal family consumption; and for customary trade.

Family means all persons related by blood, marriage or adoption, or any person living within the household on a permanent basis.

Barter means the exchange of fish or wildlife or their parts, taken for subsistence uses; a) for other fish or game or their parts; or b) for other food or for nonedible items other than money if the exchange is of a limited and noncommercial nature.

Church bell rings!

BY BONNIE KENYON

At 11:00 a.m. Sunday morning July 7th, the McCarthy-Kennicott Community Church bell rang in celebration of our first worship service inside our new home. We decided to begin using the still unfinished building for our Sunday morning meetings. We were just too excited to wait any longer. What a change from the Kenyon's cabin!

Although there weren't quite enough chairs to go around, the twenty-six in attendance that first Sunday gladly made use of the pine boards stacked along one wall. A few people even brought their own folding chairs!

Music was provided by Kay Houghton and Bonnie Kenyon. A special message was delivered by Rick Kenyon who reminded us that the true "church" is not a building but the people who make up God's flock. Christ is the living Foundation of Rock upon which God builds His church, read Rick from I Peter 2:3-5, and we have become living building-stones for God's use in building His house.

Since that simple beginning, we have seen more accomplished towards the completion of the first building dedicated for Christian worship in Kennicott and McCarthy's history. The two piles of sheetrock that graced the sanctuary on our first Sunday are now on the walls. The pine boards that served as our first pew add a

finished touch to the ceiling. The ceiling insulation is in place as well.

A new keyboard arrived shortly after we held our first service. (It's powered by a 12 volt lawn tractor battery, by the way!)

And for those of you who might be concerned what you would sit on if you decide to join us some Sunday morning now that

the pine board pew is gone, please be informed that we now have 32 new chairs! Warm thanks go to Ken and Carly Kritchen who offered to bring them in for us when they returned from a trip to Fairbanks the second week of August. At the time the chairs came in, Rick and I were returning my mom to Anchorage to catch her plane south. However, George Cebula, John Adams and Max Cott took charge and promptly trammed the chairs across to the island. What a wonderful feeling to enter the church that next Sunday and see them all in place for us. I believe this is the place to give a special word of thanks to George who leaves his home on the west side early enough every Sunday morning, trams to the island and gets to the church building in time to see that the chairs are in place and song books are in order for us all. He

even stays until we leave so he can lock the doors. May God continue to richly bless you, George, and all who have so unselfishly given of their time and talents to be a blessing.

As we go to press with this issue of WSEN, I am told that the cross for the bell tower is built, and even as I type this the white paint is drying.

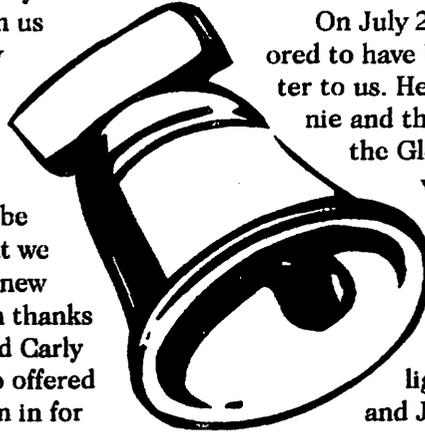
On July 21st we were honored to have Brad Gavitt minister to us. He and his wife Connie and their family live in the Glennallen area

where Brad attends Alaska Bible College. They stayed for a couple of days afterwards much to the delight of Rick, George and John. Come to find

out Brad is a carpenter by trade and gave them a hand with the sheetrock. The Gavitts have returned since that time to visit our area and see more of the countryside.

It is always hard to say goodbye to those who have worshiped with us. Beth and AnnaLisa Houghton, the oldest daughters of Doyne and Kay Houghton, are preparing to leave for Pensacola Christian College of Pensacola, Florida shortly after Labor Day. This will be Beth's second year and AnnaLisa's first. They and their family are such a blessing to us all. Our prayers go with you, Beth and AnnaLisa!

While we're saying our goodbyes, we cannot leave out





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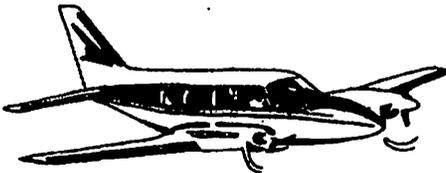


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Cooking with Carly

BY CARLY KRITCHEN

Fall has definitely arrived in McCarthy. Already many of the trees have many golden and red leaves, and the fireweed along our drive has lots of fluffy seeds. We've also had two nights with below freezing temperatures. As a result, my garden is starting to look distinctly shabby, with dead frozen leaves on a lot of the vegetables. After probably the best, and most productive, gardening season I've ever had, it's hard to decide what to pull and what to leave for a few more weeks. I'm hoping some things will mature just a little bit more before I have to give up on them!

It has (of course!) been another good year for zucchini, so I've got some new, husband and friend tested recipes. Like I wrote last year, you can also try most of these recipes with frozen shredded squash, making sure to drain the excess water off first.

This is a good basic zucchini bread recipe.

Zucchini Walnut Bread

1 ½ cups flour
 1 ½ tsp. cinnamon
 ½ tsp. salt
 1 tsp. baking powder
 ½ tsp. baking soda
 2 eggs, beaten
 1 cup sugar
 1 ½ tsp. vanilla extract
 ½ cup vegetable oil
 1 ½ cups shredded zucchini
 ½ cup chopped walnuts

Preheat oven to 350 degrees. Grease a standard size loaf pan.

Stir together flour, cinnamon, salt, baking powder, and soda in a medium size bowl. Beat eggs, sugar, vanilla, and vegetable oil in another bowl until thick. Fold the dry ingredients into the beaten egg

mixture until well blended. Stir in the zucchini and the nuts. Pour into the loaf pan and bake for 1 hour or until an inserted tooth pick comes out clean.

I really like these muffins! They're really good warm from the oven with a little cream cheese.

Lemon Zucchini Muffins

2 cups flour
 ½ cup sugar
 1 Tbsp. baking powder
 1 tsp. salt
 1 tsp. grated lemon peel
 ½ tsp. nutmeg
 ½ cup chopped walnuts
 ½ cup golden raisins
 2 eggs
 ½ cup milk
 ½ cup vegetable oil
 1 cup shredded zucchini

Mix flour, sugar, baking powder, salt, lemon peel and nutmeg in a large bowl. Stir in walnuts and raisins. In a small bowl, beat eggs, milk and oil. Add to flour mixture, then sprinkle zucchini in and stir until just blended. Fill greased muffin pans 2/3 full. Bake at 400 degrees 15 to 20 minutes, or until a toothpick inserted comes out clean.

Here's a good snack to serve when guests drop in.

Zucchini Rounds

2 lb. sliced zucchini
 ¼ lb. butter
 ¼ lb. grated sharp cheddar cheese
 3 oz. cream cheese
 2 egg whites, room temperature

Slice zucchini on the diagonal into ¼ inch thick pieces. Place on a cookie sheet in a single layer. In a saucepan, heat butter and cheeses, stirring until melted. Whip the egg whites until stiff. Whisk

into butter and cheese mixture. Cool a little and spread generously on the zucchini. Bake at 375 degrees for about 20 minutes. Serve warm.

My husband is a big-time lasagna lover, and he really liked this dish (even though it didn't have any noodles!). You can delete the burger if you're a vegetarian, or substitute canned white beans.

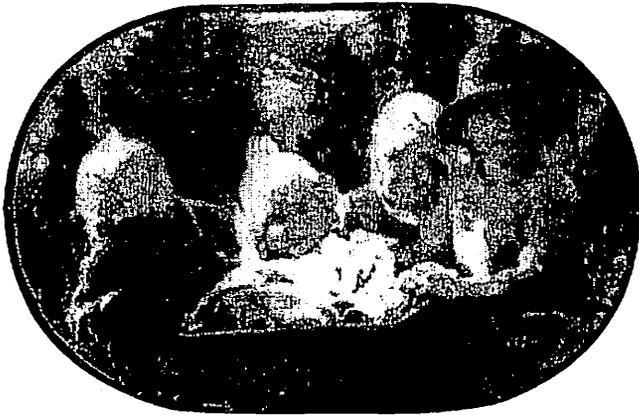
Zucchini Lasagna

1 lb. ground meat (beef or moose)
 ¼ cup chopped onion
 1 can tomato sauce (15 oz.)
 ½ tsp. salt
 ½ tsp. oregano
 ½ tsp. basil
 2 tsp. dried parsley
 ¼ tsp. pepper
 1 ½ lb. zucchini
 1 cup creamed cottage cheese
 1 egg, beaten
 3 Tbsp. flour
 1 cup shredded mozzarella cheese

Brown ground meat and onions in a skillet. Add tomato sauce, salt, oregano, basil, parsley, and pepper. Bring to a boil and simmer for 5 minutes. Slice zucchini crosswise into 1/4 inch slices. Combine cottage cheese and egg in another bowl. Grease a 12 by 8 pan. Then layer half the zucchini and sprinkle with half the flour, then top with cottage cheese mixture and half the meat mixture. Repeat layer of zucchini and flour. Top with mozzarella cheese and remaining meat mixture. Bake at 350 degrees for 1 hour. Let stand 10 minutes before serving.

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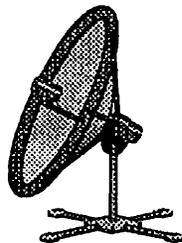
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A look at the weather

BY GEORGE CEBULA

June and July 1996 had just about average temperatures and plenty of sunshine. Precipitation was a little below normal and less than 1995.

The high temperature for June was 81 on the 23rd (82 on June 11, '95 and 82 on June 15, '94). The low was 26 on June 15th (24 on June 2, '95 and 28 on June 4, '94). The average temperature for June was 52.1, more than a degree cooler than the 53.3 in June 1995 and a half degree cooler than the 52.6 in June 1994. The total precipitation was 1.35 inches compared to the 1.63 inches in June 1995 and 1.44 inches in June 1994. *Silver Lake had a high of 83 on the 24th (84 on June 12, '95 and 86 on June 16, '94) and a low of 31 on the 6th (28 on June 2, '95 and 30 on June 1, '94). The av-*

erage June temperature at Silver Lake was 53.5 (53.4 in 1995 and 53.9 in 1994) and the total precipitation was 0.60 inches (1.50 inches in 1995 and 0.70 inches in 1994).

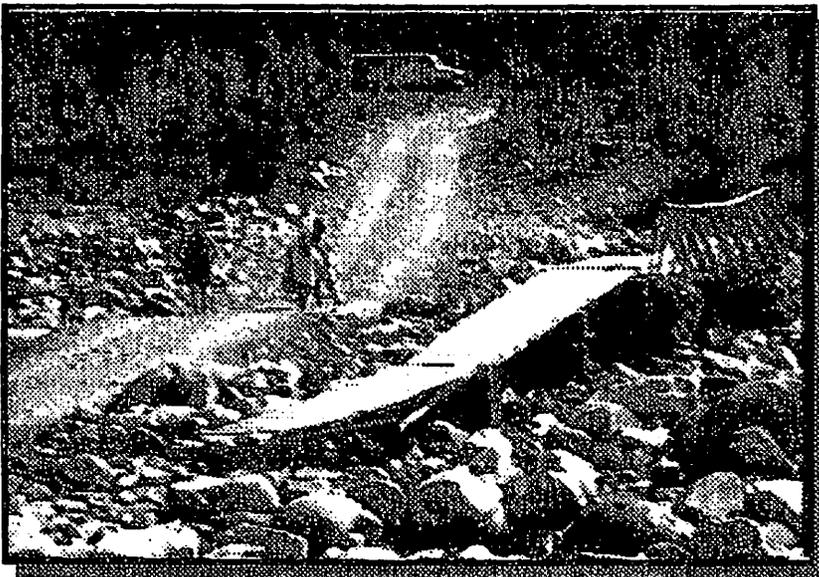
July was a bit cooler than last year and much dryer. The high for July was 80 on the 19th (80 on July 7, '95 and 79 on July 13, '94). The low was 35 on July 18th and 29th (35 on July 15, '95 and 32 on July 10, '94). The July average temperature was 56.2, compared to the 56.6 in 1995 and 55.8 in 1994. The total July precipitation was 2.09 inches, more than an inch less than the 3.36 inches in 1995 and an inch more than the 0.97 inches in 1994. *Silver Lake recorded a high of 80 on the 19th (81 on July 22, '95 and 79 on July 2, '94) and a low of 39 on the 4th, 6th, and 23rd (37 on*

July 31, '95 and 33 on July 12, '94). The average July temperature at Silver Lake was 57.2 (57.1 in 1995 and 56.3 in 1994). The total precipitation for July at Silver Lake was 0.82 inches (3.41 inches in 1995 and 1.11 inches in 1994).

The water from Hidden Creek Lake began to raise the level of the Kennicott River at the tram early on July 30th and the river crested on the afternoon of the 31st well below flood stage. The river was back to it's normal level by the morning of August 2nd.

The first part of August has begun to show signs of autumn with plenty of clouds and occasional rain. Snow is appearing on the peaks and frost in the early morning. The low dropped to 28 on August 8th. It's time to cover the plants in the gardens.

Freezing temperatures will begin to appear by early September and the first snow by the end of September. Summer is just about over and winter around the next corner.



WSEN staff photo

A culvert suddenly appeared this summer in the east channel of the Kennicott River, right next to the community built footbridge. Vans from McCarthy can now pick up guests at the tram. The crossing flooded when Hidden Lake dumped, but was dry again in a few days.

CVTC announces new office hours

Copper Valley Telephone offices in both Valdez and Glennallen will now be open from 8 a.m. to 5 p.m. on Mondays, Tuesdays, Thursdays and Fridays. The old hours were 8:30 to 5.

Record of Burials – Kennicott Burial Plot – 1908-1938

1. Ed Donaldson	Apr.	1908	27. Harry Carne	Mar.	1925
2. Allesandro Romano	Sept.	1912	28. Carl Anderson	May	1925
3. Earl Monger	Aug.	1914	29. A.L. Powell	Sept.	1925
4. Oswald Heinze	May	1916	30. Geo Kono	June	1926
5. Rudolph Schwamle	May	1919	31. Pete McKeown	July	1926
6. L.V. Olson	Jan.	1920	32. Cassius Brown	July	1926
7. L. Anderson	Apr.	1920	33. Joe Jurezac	July	1927
8. Swan Hellgren	Apr.	1920	34. Frank Gramos	Nov.	1927
9. Harry Teeter	Apr.	1920	35. Fred Mills	Dec.	1927
10. Ole Lolind	May	1920	36. Chas Cowell	Apr	1928
11. Oscar Hansen	Feb.	1921	37. Axel Mattson	June	1928
12. James A. Doyle	Apr.	1921	38. Frank Bingham	Nov.	1928
13. Julian Florianovich	Nov.	1921	39. Harry Chrisman	Dec.	1928
14. Gust Devos	Dec.	1921	40. T. Cesare	Jan.	1929
15. D. Kontagianotos	June	1922	41. Loukas Patrakas	Aug.	1929
16. Carl Stattel	Sept.	1922	42. Sam Osoff	Jan.	1930
17. Dan Koch	Jan.	1923	43. Wilson Miller	Mar.	1930
18. Steve Matezewski	Mar.	1923	44. G.A. Gallup	Apr.	1931
19. John Kolick	May	1923	45. Baby Halbett	June	1931
20. Oscar Prytz	Oct.	1923	46. H.L. Halbett	July	1931
21. Richard Walsh	Mar.	1924	47. A.W. Dennis*	Oct.	1931
22. Halvor Larson	Apr	1924	47. Matthew Bernoskie	June	1936
23. Wm. Davidson	July	1924	48. Laura M. Olson**	Jan.	1932
24. Emanuel Johnson	Sept.	1924	48. Kay Y. Sakagami (Sakurai)	June	1936
25. Sam Milich	Oct.	1924	49. Adolf Peterson	June	1937
26. John Bellman	Dec.	1924	50. Olaf Sliper	Aug.	1938

* Body removed to Juneau July 1935

** Body removed to Seattle in 1933

The above burial record was submitted by Cliff Marwood

(Church bell rings! cont.)

Wendy Cobbett, Lisa Velin and Julie Hardy who have contributed so much of their time and talents with us this summer. These three young ladies spent the summer as employees of the Kennicott Glacier Lodge. They will be leaving our area soon. Julie is returning to school at the Alaska Bible College in Glennallen and Wendy and Lisa plan on traveling to the lower 48 this winter. We will miss them very much and offer our

thanks for their sharing with us in testimonies and music.

Services are informal and open to all. At the present time, Sunday morning services begin at 11:00 a.m. at the new church building on the island. Once winter sets in, our meeting place will return to the Kenyon's cabin on the west side of the Kennicott River. The time may also change so for more information, you may call (907) 554-4454.

As the Scriptures express it, See, I am sending Christ to be the carefully chosen, precious Cornerstone of My church, and I will never disappoint those who trust in Him. Yes, He is very precious to you who believe; and to those who reject Him, well—The same Stone that was rejected by the builders has become the Cornerstone, the most honored and important part of the building.

I Peter 2:6,7

The sky is falling!

BY RICK KENYON

Mark Twain once said he had known a lot of troubles in his life, and most of them never happened.

Remember the story of Chicken Little? "Chicken Little was in the woods one day when an acorn fell on her head. It scared her so much she trembled all over. She shook so hard, half her feathers fell out."

"Help, Help!" she cried. "The sky is falling! I must go tell the king!" So she ran in great fright to tell the king.

Along the way, Ms. Little picked up Henny Penny, Ducky Lucky, Goosey Loosey and Turkey Lurkey. They were all as panicked as Chicken, and joined her in a frenzied flight to get their message out.

I have often wondered what the king would have done about it had he been told. (More than likely banned Freon and condemned manufacturing and the automobile.)

"Princess is building a new 200 room hotel." That statement, or a variation of it, has been heard many times around McCarthy this summer. Sometimes it is supposedly ready to spring

into existence in McCarthy, on the University of Alaska property, sometimes at the end of the road near the trams, and most

recently at Long Lake. And of course, our lives will be ruined!

"The state is going to pave the McCarthy Road. Tour buses will come!"

"There are not enough tourists this year!"

(Often heard in mid-June.)

"There are too many tourists!" (The mantra of late August.)

And of course the latest acorn to fall on Ms. Little's head has been the noise of a helicopter, buzzing like a bumble-bee as it gives tourists an incredible view of the mountains and glaciers.

I'm sure our friend Chicken suffered some discomfort when the acorn hit her head. Unfortunately for her and her friends, they ended up following an ally who had a different agenda.

Remember the conclusion?

So they all ran with all

their might, until they met Foxy Loxy.

"Well, well," said Foxy Loxy. "Where are you rushing on such a fine day?"

"Help! Help!" cried Chicken Little, Henny Penny, Ducky Lucky, Goosey Loosey and Turkey Lurkey. "It's not a fine day at all. The sky is falling, and we're running to tell the king!"

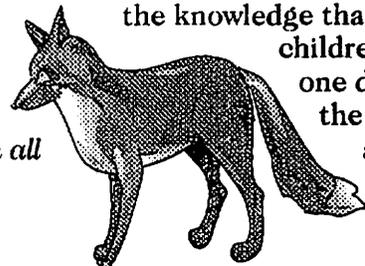
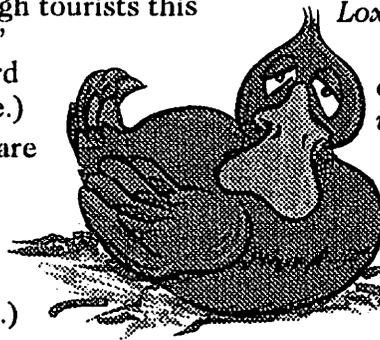
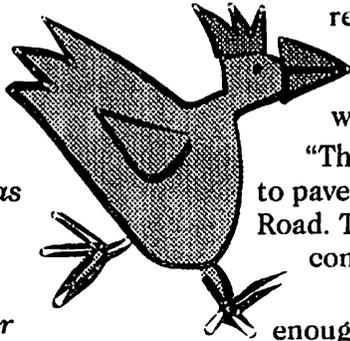
"How do you know the sky is falling?" said Foxy Loxy.

"I saw it with my own eyes, and heard it with my own ears, and part of it fell on my head," Chicken Little said.

"I see," said Foxy Loxy. "Well then, follow me, and I'll show you the way to the king."

So Foxy Loxy led Chicken Little and friends across a field and through the woods. He led them straight to his den, and they never saw the king to tell him the sky was falling.

Had it not been for their fear, they might have sent the king a letter, email or fax. Or better yet, plant the acorn, and take comfort in the knowledge that their children would one day enjoy the shade of an oak tree.



LETTERS TO THE EDITOR

May 14, 1996
Knoxville, TN.

Dear Bonnie and Rick:

I really look forward to each edition of the WSEN. I usually get myself a cup of tea or coffee and sit down and read the whole thing all the way through when I receive it in the mail. I just stop whatever I am doing and really let myself get lost in what used to be—and what is going on up there now in that most beautiful part of this world.

It was nice to see that Jim Busey contributed that nice article (May/June '96). I sure enjoyed reading it. I thought for awhile that he might have been my teacher there at Blackburn School, but we left in July of 1937 and he appeared on the scene just shortly after that. I have corresponded some with him and I hope that someday he and his wife will be on a trip to Alaska at the same time I am so I can meet them in person.

I am enclosing my check for \$10 for another year's subscription to the WSEN. I look forward to each issue. It is very special to me because I thought when we left Kennecott all those many years ago that that door was closed forever to me. But—meeting my long ago friends at the last "kids" reunion and now being able to receive this wonderful news magazine—well, "who could ask for anything more." I am indeed a very lucky person.

Thanks for all your hard work. Have a wonderful summertime.

With lots of love from way down here in Tennessee,
Jeanne Elliott

Palmer, AK

Hi! Enclosed is my \$10.00 for my subscription.

My (great) unole worked at the Kennicott Mines in the 1930's. His name was August E. DeRoux. Could you tell me where I could get any info or copies of a time card, employment application, check, sign-in sheet, etc. (history of years)?

I am working on a family book.

Thank you so much!

JoAnn Utt
PO Box 1114
Palmer, AK 99645

August 7, 1996

Anchorage, AK

Dear Bonnie & Rick,

Thank you for publishing an excellent newspaper. I consider it more like a good book to be read & kept for great information on this area of Alaska.

During our visit in May it was exciting to see the progress on the church building. Thanks to all the volunteers who have made this possible.

Blessings to you.

Clariss Syren

July 3, 1996

Hamburg, Germany

Dear Bonnie and Rick,

As one of your international WSEN subscribers I just finished reading the latest number and now I'm slowly (and a bit unwillingly) returning to city life.

Reading the WSEN to me is both, getting first hand impressions of the daily life in your community and it bears the opportunity for me to attentively follow the development plans in the McCarthy area where I spent

about two months in the summer of 1987.

After traveling in Alaska in the summer of 1990 I spent one year (1993/94) in Alaska in order to prepare my thesis. The thesis' subject was the environmental impact of the increasing numbers of visitors at Denali National Park. And it was my goal to develop ideas that could help to maintain the balance between recreation and preservation. I am very much aware (and can fully understand) that outsider's lectures don't want to be heard and I hope I have never acted like that.

Since I fell in love with Alaska too (I couldn't help it!) I just do hope that your decision making regarding the recreational development in the McCarthy area will be wise and foreseeing. The deep and intense relationship between the McCarthy residents and their environment that is being expressed in many of the article I read wipe away most of my doubts.

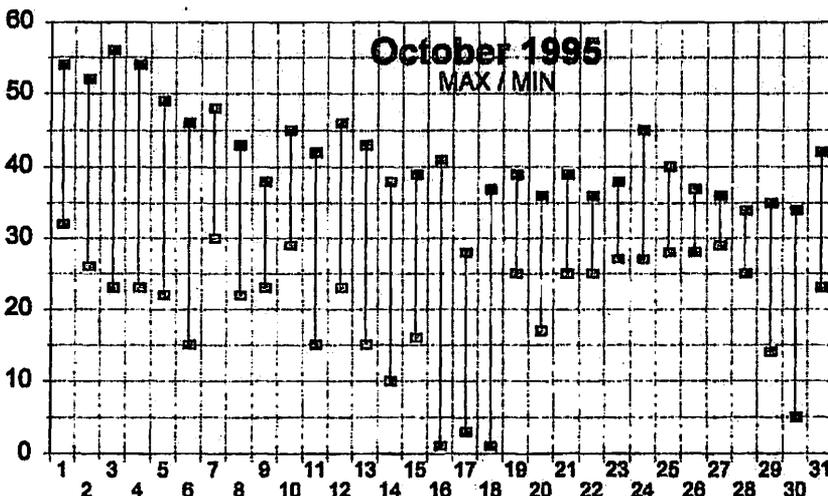
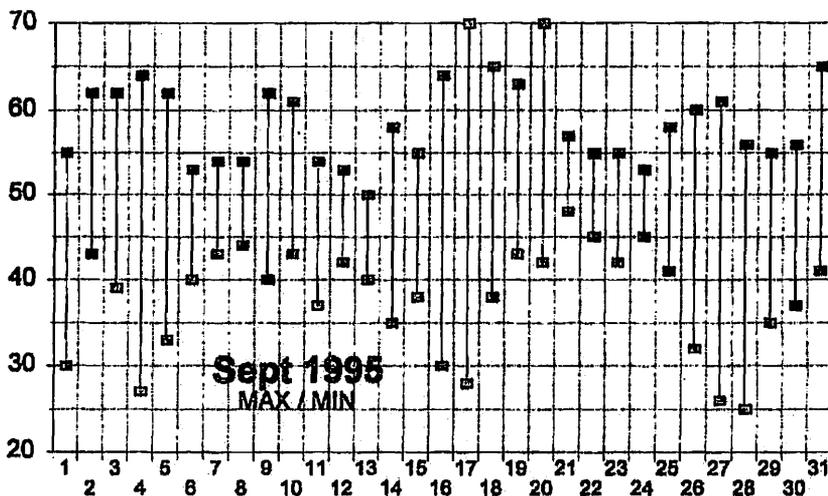
I wish all of you a wonderful summer and would be glad if I got the chance to visit the Wrangell Mts. Again. In fact, it is rather complicated for a foreigner to receive the permit for a longer stay in the US, but my application at UAF for graduate study next year might be successful.

Sincerely,
Sven Grage

P.S. If you meet Jurgen Ogrodnik please tell him my best wishes for a quick recovery from his injury. I met him at his beautiful house in 1987, but I'm not sure if he still remembers me.

Weather - What can we expect?

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