

Wrangell St. Elias News

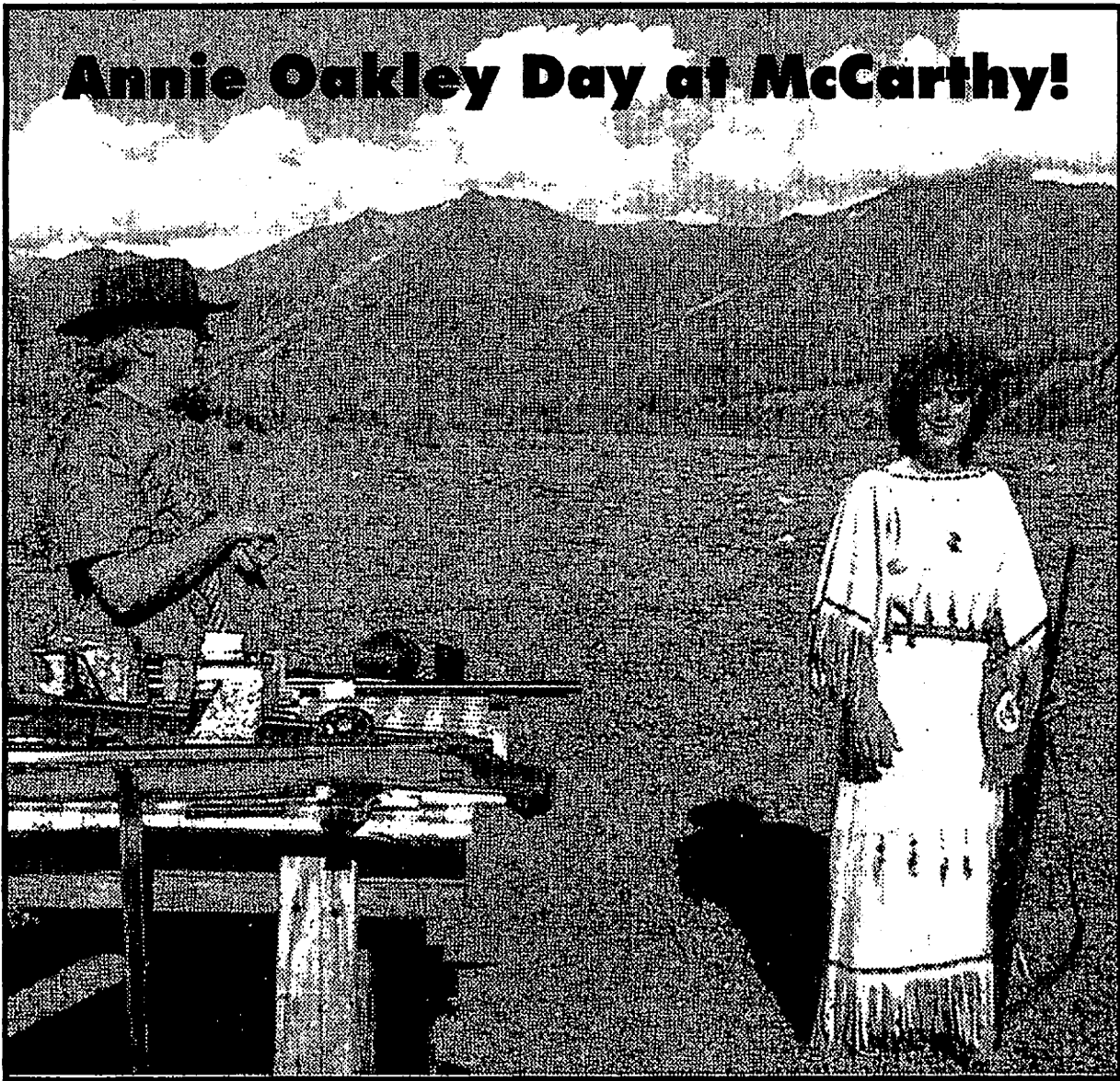
"Eternal vigilance is the price of liberty"

Vol. Nine Issue Five

September & October 2000

Two Dollars

Annie Oakley Day at McCarthy!



WSEN staff photo

About 15 area ladies turned out for the first annual "Annie Oakley Day" at McCarthy. There were plenty of grins as novice and sharpshooter alike got together and honed their shooting skills. The men were not invited—but a few slipped in by using subtle disguises! John and Carmen Adams are shown dressed for the occasion. See story on page 12

Airplanes in the Wrangells—"Mudhole" Smith

Page 6

A note from the publisher

BY BONNIE KENYON

What a beautiful day it is in the Wrangells! After quite a few days of rain, I believe I can safely speak for McCarthy on this one and say we are extremely grateful for the sunshine.

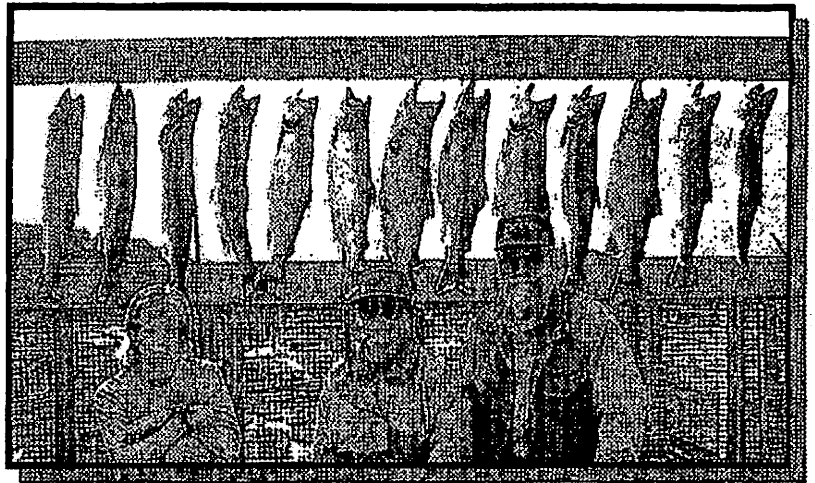
It seems impossible today is August 28th. Summer is nearly over and some telltale signs of fall's approaching are around the area. Some leaves are gradually giving off a slight yellow tinge and the cooler nights speak loud and clear. So we have pulled out the row cover and draped it over our squash plants in the garden and a few other tender items.

A week ago Rick and I drove to Valdez for a fun-packed adventure—silver salmon fishing. We were given a gift of a half-day charter and the silvers were jumping all around our boat. It was truly exciting!

Holly Houghton, of Valdez and McCarthy, joined us on the trip. We three each caught our limit of 6 apiece. Because Rick and I had to head back to McCarthy that same afternoon we decided to take advantage of

hiring someone to clean and filet the salmon. Also, the meat fit in our cooler much easier than trying to stuff 12 large salmon inside. We are thankful to have a

15 bin collator. It has come in mighty handy with our last run of *A Visitor's Guide to Kennicott & McCarthy*. The electric paper cutter is up and cutting, as well.



freezer and the ability and supplies to can some, too. We'll have our work cut out for us after this issue of the paper is done. Perhaps you will have compassion on us and see we have had a very good excuse for being behind on this issue!

Since our last issue of WSEN, Rick has installed and tested a

Equipment can certainly make anyone's job a bit easier.

Wrangell St. Elias News welcomes aboard the following subscribers: Ron Elliott, CO; Reagan and Carolyn Elliott, OH; Pat Proden, AK; Anchorage Museum of History and Art, AK; Josiah Dean, AK; Linda Warren, AZ.

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Items of Interest

BY BONNIE KENYON

Andy, Cynthia, Matthew and Robert Shidner: As I prepared to begin *Items* for this issue, the phone rang and it was Andy. I asked him if he and Cynthia minded being my first item. He kindly consented.

Actually, he called to ask me a few questions concerning our root cellar. How do we store cabbages for the winter, he asked. First of all, I congratulated Andy for having cabbages big enough to harvest already. I then told him I merely place the individual cabbages on a shelf – not touching – and enjoy them all winter and into the spring.

As the crow flies, the Shidners are not far from us, but I'm not a crow! Therefore, I have to take the long way around. Andy filled me in on he and Cynthia's present project. They are doubling the size of their house. The underground root cellar is in place and the new 16'X16' two-story addition is being constructed over the cellar. The Shidners are eager to have the extra room.

Matthew just turned 5 the 15th of August. Robert is up for a birthday the 24th and will be 16 months old. Needless to say, they can all use a little more elbow space!

Andy says he is looking forward to his dad's arrival who is coming up to give Andy and Cynthia an extra hand at building.

Over the past several winters, the Shidner family lived and worked in Teller. They are expecting to spend the majority of this winter enjoying the fruits of their labors at home in their McCarthy cabin (I think with this new addition, we will have to call it a house!). Congratulations, Andy and Cynthia, on your endeavors.

The Miller family: I usually spell out ALL the Millers but it would fill this whole line! You see, there are a couple extra "Millers" in town. Terry has been here since mid June giving sister

discovered another family member busy at work – JoAnn Collins, Jim's mom. JoAnn is here this summer managing Tailor Made Morning Moonshine which is neatly tucked away in a corner of the dining area. JoAnn says she is having a "great experience and meeting lots of people" as she serves up those homemade pastries, Italian sodas, Espresso coffees, ham and cheese rolls, veggie rolls and huge cookies (which I just had to sample). By the way, she explained the meaning behind morning moonshine—a jolt in the morning!

Jim and Audrey

Edwards: We are pleased to report that Ursel and Walter Mueller of Switzerland have arrived at the Edwards's homestead for their long-awaited visit. Jim and Audrey always look forward to seeing their Swiss friends and so do we. The Muellers dropped by for a nice long visit over several cups of coffee. Welcome back to Swift Creek and to McCarthy, Ursel and Walter!

Speaking of out-of-country guests, Audrey tells me she and Jim are staying very busy hosting people from various places: Israel; Cape Town, South Africa; Catalonia, Spain; the Netherlands.

Another item of interest from the Edwards's home is Audrey's glowing report of Jurgen Ogrodnick's expertise of overhauling their warehouse. "He is building and cleaning up a storm!" Perhaps I sounded a bit



WSEN staff photo

JEANNIE MILLER AND (HIDING!) JOANN COLLINS

Jeannie a vital hand in creating those delicious pizzas that Tailor Made Pizza is well known for. Terry's son, Buddy, teamed up with cousin Aaron in assisting the ladies at carrying out a wide variety of chores in the family-run business.

Rick and I visited downtown McCarthy the other day and when we entered Tailor Made we



WSEN staff photo

MASAKO AND JOE WEAVER

too interested in all the things she was getting done on her summer's list (with Jurgen's help) because she quickly warned me that Jurgen was much too busy to start on "my" list!

Joe and Masako Weaver: Rick and I (and many others in our town) are thrilled to have Joe and Masako in the area this summer. They are presently managing the Kennicott River Lodge and Hostel and doing an excellent job! Joe comes to us from Fairbanks where he is best known for his construction capabilities.

Masako is from Toyko, Japan, and came here October of 1999. "I really love it here in McCarthy," says Masako. She and Joe are planning a 6 month trip back to Japan this fall and winter to visit Masako's family.

If I was passing out awards on a fine job of serving our area's guests, Joe and Masako would certainly receive one! Welcome to our town and thanks for going those extra miles for our town.

Kenny Smith: Kenny is back from his trip to Anchorage where he attended and participated in a grand celebration for the Smith

were kept busy shuttling the guests to the Okeson's hillside home.

Our very best wishes to Weston and Kelly for a long life together!

Phil, Pam, Makenna and Alex Okeson: The Okeson family have visited their property twice this summer and are planning at least one more trip out over the Labor Day weekend. They have been clearing brush around the proposed building site and are pleased to report that their road access is now 50% completed. Phil and Pam are fine-tuning the plans for their dream log house.

While there is always plenty for dad and mom to do, Makenna and Alex can

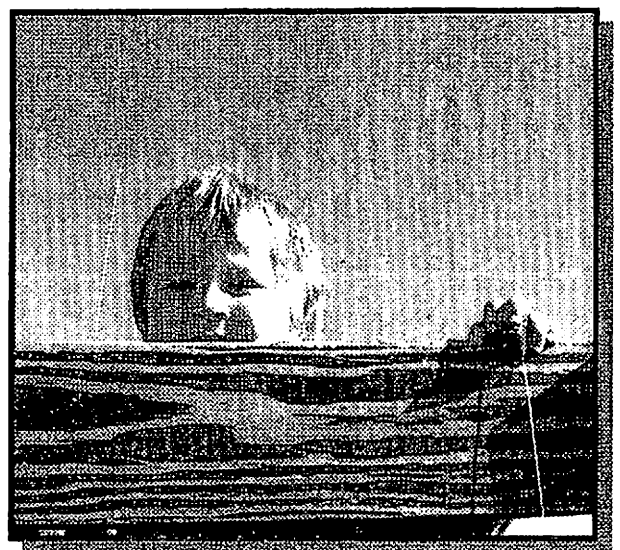
family. The very special occasion was the wedding of son Weston and his bride Kelly Horner, both of Anchorage.

The wedding was at the home of Phil and Pam (Smith) Okeson. There were 150 in attendance, says Kenny, who along with wife Donna

always depend on "Grandpa Kenny" to keep them entertained. It could be a swim in the hot tub or how about a 4-wheeler shopping trip to Willow Herb Mountain Depot for a special gift for mom!

Betty, Lane and Kaylin: Betty and Lane's "item of interest" this issue is none other than son Kaylin! When I stopped by Tailor Made Pizza the other day, I decided to try out JoAnn's coffee. I was quite surprised to find young Kaylin sitting in a nearby chair just minding his own business - which was sampling JoAnn's wares.

He has become quite the social butterfly of the community, says his mom. Kaylin agrees and wishes to extend his thanks to his wonderful neighbors. To George, "the Van Driver," thanks for all those free rides to the airport and back. JoAnn, thank YOU for those wonderful pastries. It sure is nice to sit down a spell in your rocking chair and rest a bit from my playtime. Jim Miller, you make the greatest pizza! And Jeannie, you are always good for



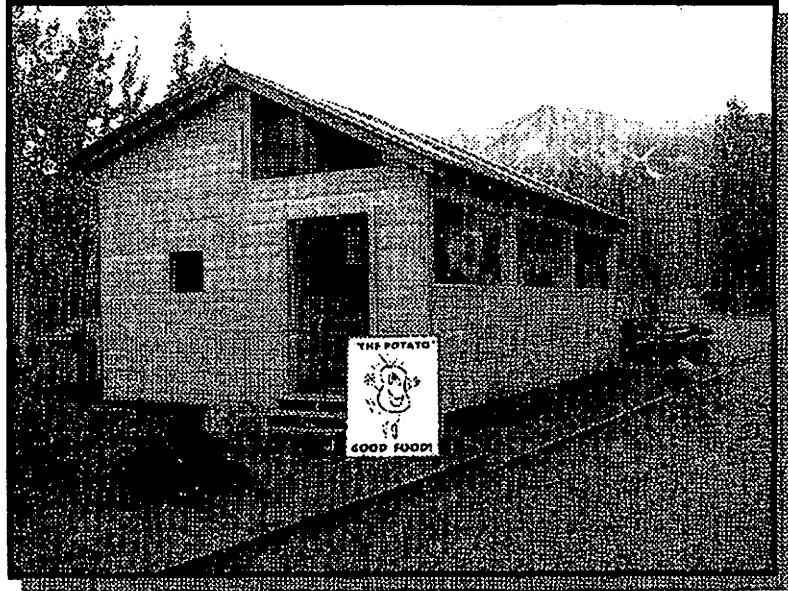
WSEN staff photo
KAYLIN SAYS "THANKS!"

a handful of "chips." By the way, Jeannie, could you just sit down beside me for 3 minutes while I rest. Look! I cleaned off the seat just for you.

Don, Lynn, Sarah and Rene Welty: Parents Don and Lynn have been staying more than busy with their respective jobs, while daughters Sarah and Rene bask in the heat of Ohio and the sun of Florida. The two young ladies are enjoying their vacation sooooo much and especially appreciate the time they have with their grandparents. They should be home soon as Lynn is on her way into Anchorage to pick them up. By the time this WSEN gets distributed, Sarah and Rene will be back in the neighborhood so WELCOME HOME girls. We missed you!

Steven and Kelly Syren: The summer has been a busy one for the Syren family, but, according to Steven, an enjoyable one. Steven, who owns the property at the end of the McCarthy Road, has spent all summer operating the parking lot while Kelly and their two daughters, Jess and Jen, visit frequently. Kelly is a hairdresser and I must say what a luxury it was to have her trim my hair the other day. Son John Paul kept his dad from getting bored (what is that?) and was his right-hand man this summer.

Steven and Kelly are pleased to announce they are expecting a baby (a girl) on October 19 and will keep us informed when she is born. Congratulations to the Syren family and we'll be watching for your news!



WSEN staff photo

DENISE JANTZ AND THE POTATO: BECAUSE I DID NOT HAVE A PICTURE OF THE POTATO'S "NEW LOOK" FOR OUR LAST ISSUE, I DECIDED TO INCLUDE IT THIS TIME. DENISE HAS DONE A GREAT SERVICE TO HER CUSTOMERS AND, SEEING THAT I AM ONE OF THOSE CUSTOMERS, I WANT TO SAY, "THANKS, DENISE!"



WSEN STAFF PHOTO

BONNIE AND "POTATOHEAD" DENISE.

Aviation in the Wrangells—Mudhole

BY KENNY SMITH

As the fourth in line of the first bush pilots, (after Gilliam, Kirkpatrick, and Reeve) to continuously work the Wrangell Mountain area, my father, Merle Kenneth Smith, actually lived in the Wrangells. In 1938/39 he and my mother Bertha leased a home in McCarthy from Kate Kennedy.

Merle Smith was born near Gas City, Kansas, on September 22, 1907. Except for a short stint with the Iola, Kansas, National Guard he never was a military person but his roots certainly came from a long line of descendants who were. On his mother's side, Mary M. Smith (her maiden and married names were the same) came Peter DeHaven who was a private in the colonial army during the Revolutionary War. Peter DeHaven's great grandfather emigrated from Germany to Pennsylvania in 1698. Interestingly, an offspring of Peter Hasselbacher, another German, married a DeHaven in Merle's bloodline. Peter Hasselbacher had moved to the colonies after being hired as a mercenary by the British during the Revolutionary War.

Merle's grandfather was Captain George Arnold Smith who was with the 86th Illinois Volunteer Infantry from 1862 to 1865 during the Civil War. Merle's father, Russel O. Smith,

was with the Kansas Volunteer Infantry in 1898 during the Spanish American War and was a sergeant with the U.S. Volunteer Infantry in the Philippines during the Philippine Insurrection in 1899.

Merle grew up on a typical Kansas farm, raising both crops and livestock. His mother was a teacher but quit in order to raise her children and work the farm. Except for Merle, all siblings went on to become educators.

Merle's younger sister Hilda recalls Merle growing up. He used to bring other kids home on the weekend, roll up the carpet and do the foxtrot. He played football, had a Harley motorcycle at one time and even owned a green Stutz Bearcat that she remembers was so low that it drug on the ground all the time because of the rutted roads. She also remembers that Merle loved to take their best horse to the Colony Free Fair and race it. She says he often won.

Merle never saw the first airplane he had an experience with. He was in school at the time and heard a strange engine. In those days the only internal combustion engines around were the one-cylinder engines in farm tractors with a distinctive sound that could be heard for miles. The airplane flew near the school and during his attempts to see it he ran into grief with his



Photo courtesy the author

MERLE K. SMITH WITH STEARMAN C#-B NC5415 AT EYAK LAKE AIRSTRIP NEAR CORDOVA IN 1937.

Merle was the second oldest of five children. In 1931, at the beginning of the great depression, when Merle was only 24, both his father and older brother Bruce died within a three-month period. His father died of a sudden illness caused by a virus and Bruce died from a farm leg injury that had turned into cancer the summer before. Bruce was a principal at a school in Ponca City, Oklahoma. Since his other brother and sister (one sister died very young) were considerably younger, Merle was given the task of becoming the family leader.

teacher. It was that evening that his father told him an airplane had flown over the county. It was 1921 before he finally saw his first airplane. A barnstormer named "Preacher Smith" flew it. Merle sold his favorite pet sheep for \$10.00 in order to get the \$7.50 Preacher Smith wanted to take you up. Later, the farmer who had bought the sheep let him have it back in exchange for two week's work.

From the moment he took off with Preacher Smith he was hooked on airplanes for life. He wrote to a number of flying

schools but, unable to afford them, he purchased a "learn-to-fly" kit from a mail order outfit. The kit didn't help him much so he and two older high school buddies purchased a wrecked World War I trainer they dubbed the "Murray Sport." They wrecked and rebuilt it a number of times before finally learning to fly in it. Only once did one of them get hurt—a broken arm.

Hilda remembers that the old men who hung around the local barbershop were upset over the airplane and the number of times the boys crashed it. They talked about pouring coal oil on the wreck and burning it since "God had not intended man to fly." She recalls that these were the same old men that years later bragged that they were good friends with Merle Smith. That was after he became well known in Alaska.

By the time his father and brother died, Merle had established his own barnstorming business and hired a number of his friends. He also had purchased an OX-5 powered Travel Air 2000 biplane. One of his friends was an excellent parachutist, stunt man and wing walker by the name of Carl Hall. Merle did aerobatics and Carl did the stunts. About the time his father and brother died Merle was doing barn storming, working for the county running a road grader and working the farm.

In 1933 the two Inman brothers, Ralph and Rollie, owned a very large barn storming operation called "Inman Brothers Flying Circus." The Inmans bought Merle's (by this time he was referred to as Smitty) little flying circus. The truth was that the Inmans were after Carl Hall. Smitty later read an article that said the Inmans

bought an entire flying circus, fleas and all, just to get a particular parachute jumper. At the time the Inmans used some of the world's largest transport aircraft like the Ford Trimotor and the Boeing 80-As. Smitty was hired as a pilot flying their heavy transports and performing some aerobatic work in the smaller aircraft.

In 1934 Merle met Merritt D. Kirkpatrick "Kirk" at the Swallow Aircraft factory in Wichita, Kansas. Kirk and his wife Dean had just returned from four years flying in the Wrangells and along the coast of Alaska with Harold Gillam's "Gillam Airways." Kirk tried to talk Merle into coming to Alaska then.

Merle flew for the Inman brothers for four years. During one show Merle met one of his lady passengers and first time flyer by the name of Bertha Oglesby. Bertha was chief telephone operator for the York Nebraska Telephone Company. They began dating and a number of years later Bertha moved to Alaska to join him.

At the time the entire country was beginning to really feel the effects of the depression. In the Midwest it was very difficult to get farmers to spend much money on frivolous experiences such as airplane rides or watching aerobatic maneuvers. Since the farmers worked during the day most of the flying operations had to take place at night. Merle would take loads of farmers up at night in the Ford Trimotor and land on an airstrip marked only with kerosene lanterns. He would orient himself in the air by the lights coming from farmhouses in the area. On a particularly dark night the flying operations lasted until midnight. As the farmers went to bed they shut off

their lights. Merle suddenly found himself alone with a bunch of passengers in an utterly black featureless world and was lucky to find the airstrip.

A few days later he wrote to Kirk in Alaska. Shortly after, a telegram came offering him annual employment at \$175.00 per month. It was early spring 1937. Cordova Air Service also sent a ticket from Seattle to Cordova on Alaska Steamship Company's SS Yukon, but they forgot to provide a means to get to Seattle and Smitty was broke. He hitchhiked from York, Nebraska, to Kansas City. From there he managed to get to Chanute, Kansas, where he knew a Dr. Johnson who gave him his pilot physicals. Dr. Johnson gave him another physical on credit, but when Smitty was leaving he found out about the trip to Alaska so he loaned him another \$40.00 to get to Seattle. The Union Pacific train ticket cost \$34.00, so with the \$2.00 he already had he was off to Alaska with only \$10.00 to his name.

On the train he first experienced the generosity of a real Alaskan. An old timer from McGrath named Buckskin Bill was on the train and took him under his wing. Buckskin told him stories of Alaska and paid for Smitty's meals all the way to Seattle. He even picked up the tab for the cab fare to the docks. In the years to follow Smitty, like Buckskin, helped many a new Alaskan out.

Meals were included in the ticket to Cordova so he still had the \$10.00 when he walked off the boat in Cordova. Kirk met him at the boat and drove him through a rain forest area out to the airstrip at Eyak Lake. After giving Smitty a cup of coffee Kirk had him take a revenue trip to McCarthy in the company's C3B

Stearman biplane, government registration number N5415. (Today N5415 is restored and displayed at the Alaska Aviation Heritage Museum in Anchorage. It was removed from a location on the Dodina River, near the base of Mt. Wrangell, in 1968 after it had reposed there for 29 years. A pilot with Cordova Air Service from Copper Center had abandoned it in late 1939 after running out of gas and dinging the propeller and engine. This aircraft had a rich history long before Smitty arrived in Alaska: it was one of two aircraft which located the Carl Ben Eielson wreck in Siberia in 1930, the first aircraft to land on skies on Mt. McKinley and Wiley Post borrowed it for a bear hunt one time while in Alaska.)

Smitty was amazed at the difference between Alaska and the Midwest where he had lived and worked all his life. He was fascinated by the coastal forests backed up by mountains and glaciers, which appeared stacked one on top of the other. The first flight was uneventful to McCarthy except on the return when he ran into Copper River dust near the Copper's confluence with the Tasnuna River. When he first spotted the dust he was very concerned since he was used to the "Dust Bowl," the huge dust storms on the Great Plains during the 30s.

Most of Cordova's flying business was either to McCarthy or the gold mines at the head of the Bremner River immediately south of McCarthy. Bob Reeve operated out of Valdez and was Kirkpatrick's primary competitor. One area in contention was the Bremner business. After a few months flying in Alaska Smitty nosed one of the planes over during departure from the rough

mountain strip at the Bremner site. The airplane ended up off the runway in a bog. Reeve learned of the misadventure when he heard radio chatter between Smitty at the Bremner and the Cordova Air Service base at Eyak Lake. He dubbed Smitty "Mudhole." The nickname was a sore point for Smitty for many years, but later he cottoned to it. Today the major airport at

elf. Territorial Governor and later U.S. Senator Ernest Gruening and Bradford Washburn, noted mountaineer, Mt. McKinley and Alaskan mountain expert.

Ernest Gruening has been credited with being the first dignitary to urge the American public to accept some sort of protection status for the Wrangell Mountains. This is undoubtedly true. In 1938

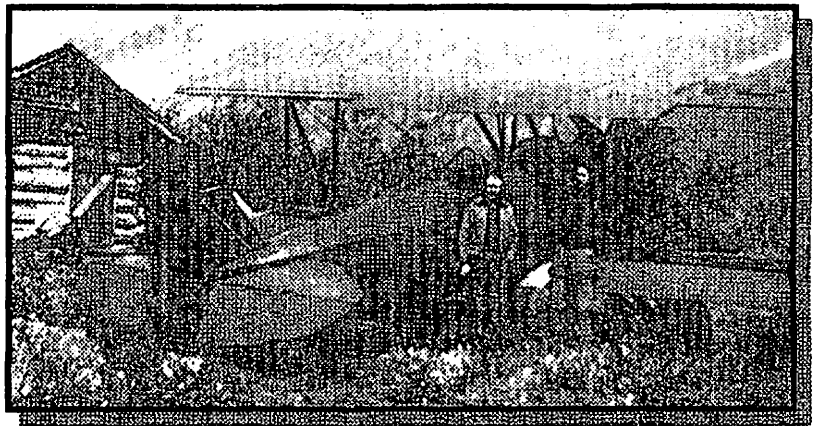


Photo: courtesy the author

MERLE K. SMITH ON LEFT WITH CLARENCE RHODES ON ORIGINAL MCCARTHY AIRSTRIP IN 1938.

Cordova is officially named Merle K. "Mudhole" Smith Airport.

Before the end of the 1937/38 winter Smitty had saved up enough to send for Bertha. They were married the same April day she got off the SS Yukon in Cordova. A few weeks later they were transferred to McCarthy where they managed a subsidiary of Cordova Air Service called "Airways Incorporated" "The Copper Belt Line." A large copper colored belt was painted around the red fuselage on the airplanes based at McCarthy.

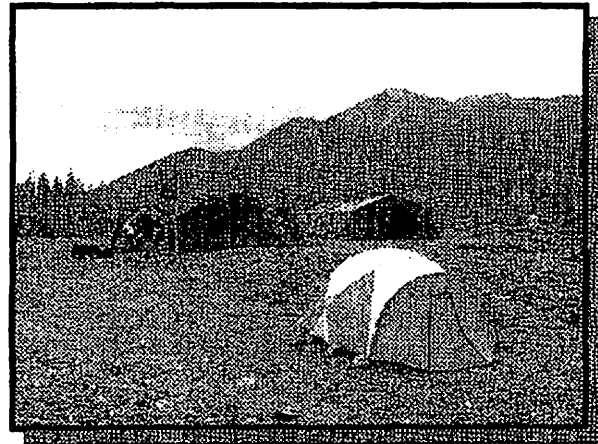
During their time in McCarthy Smitty had the opportunity to transport many notable Alaskans. Among these were: Clarence Rhode, later a well-known territorial Fish and Wildlife official and a pilot hims-

Gruening contracted Smitty to fly a party comprised of Gruening's son, two interior department officials and an Alaska Road Commission official around the Wrangell and St. Elias Mountains. Smitty flew the party all over the area during the better part of three days. Gruening was working for the Department of Interior at the time and was attempting to convince Kennecott Copper Corporation and the U.S. Government to convert the complex at Kennecott into a large resort hotel. Gruening also wanted the Copper River and Northwestern Railway to continue serving the Wrangells. He believed a resort at Kennecott would adequately support the railroad.

To be continued:

Exercise Tartan Husky

As was reported in the July/August issue of the *Wrangell-St. Elias News*, the Scots, in the form of Tayforth UOTC have arrived! Tayforth is the British equivalent of the ROTC and we are currently conducting an Exercise in the McCarthy area. We have now been "resident" in McCarthy for almost a month and truly love it.



WSEN staff photo

ENCAMPMENT NEAR THE KENNICOTT GLACIER

We arrived at the bridge on the 23rd of July with three truckloads of stuff! Those that saw the spectacle of our unloading will remember the sight. It took us 10 hours to move all the kit from the bridge to our campsite, down by the glacier and a further 3 days to set up the camp. Were it not for the kindness and help received from many



WSEN staff photo

SGT. DAVE BALMER, CAMP ADMINISTRATION OFFICER—HARD AT WORK AT ONE OF HIS MANY TASKS!

of the residents of McCarthy that task would have been near impossible. In fact, if there is one thing that has characterized our stay so far, it has been the incredible welcome we have received from the local community as a whole. We are immensely grateful to all those that helped us.

Over the course of our stay we have

been conducting a series of different activities all based out of our McCarthy Base Camp. The first has been our project work with the National Park Service and the local community. This has consisted of helping out up in Kennecott with the restoration of the West Bunkhouse, followed by a trip to Peavine where we took down and burned some of the old and derelict mine buildings. Latterly we have been involved with the building of the new log cabin that is to go next to the museum, a project we hope to see through to completion during the remainder of our stay.

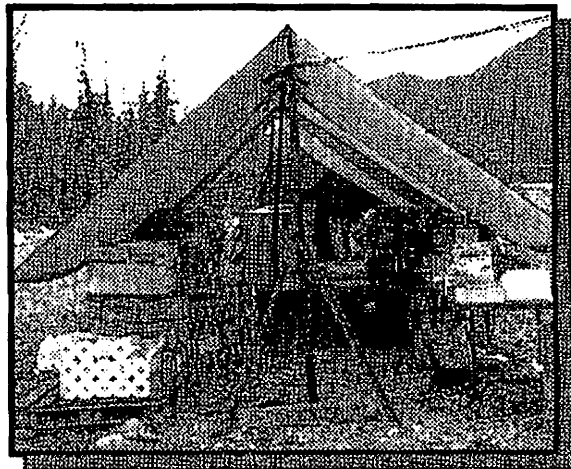


BY RODDY CHRISTIE

Alongside all this, two of our groups have been conducting adventure training in the nearby mountains. The first group trekked around McCarthy Creek and had a brilliant time. The initial trek sadly did not make it all the way around the circuit due to poor weather, but the next trek got right around and saw things that "blew our minds!"

The final activity has been a mountaineering phase on Mount Bona. The attempt to summit had been thwarted by the poor weather up there, but finally the group reached the summit on August 11. The venue for this phase has been changed now to Mt. Regal where the weather is reported to be more reliable.

In summary, the Exercise is a great success and we are looking forward to our continued stay in the McCarthy area.



WSEN staff photo

CAMP STORE "SAFEWAY."

Update on the Kennecott historic model

BY RON SIMPSON

The building designed to house the 1:24 scale Kennecott mill model is completed, except for the exterior paint (Kennecott red with white trim, of course). The exterior painting should be done in the next few days, weather permitting.

The model buildings are all in place in the same room for the first time since they were constructed. These are the 1924 power plant, machine shop, mill & tram terminal, general office, staff house, William Douglass residence, Stephen Birch guest house, hospital, electricians' warehouse & garage, railway/telegraph station and the Bonanza barracks (which replaces the East & National Creek barracks and represents the greatest departure from the original setting).

The terrain itself conforms greatly to the original as it looked in 1920—and the buildings are of a similar vintage.

Awaiting construction and

placement are the National Creek dam and the 12 ½ foot long, 15 inch tall double-track railroad trestle which will span the gap from the approach to the ore sack loading bay at the base of the mill.

Most of the terrain has already been constructed around the buildings, and the planting of Alaskan shrubbery will commence with some early fall plantings (an experiment to determine which varieties are likely to survive the winter in this unheated greenhouse).

On that note, since the building has a green house-type roof, it will serve as part of the outdoor "garden railway," meaning that it will, as previously noted, contain real flora. Additionally, the National Creek bed will run circulated water over the dam spout and falls which were at the base of the Stephen Birch house.

The model, while still awaiting considerable detailing of the buildings and landscape, will nonetheless be ready for

free public viewing for a limited time late this summer and fall.

The rails for the G-scale train should reach this model via a 160 foot outdoor single track by very early next summer. This will extend from the existing indoor overhead railway in the Copper Rail Depot.

Next year a dedication ceremony will take place in the early summer, most likely during the Memorial Day weekend. After that, the model during the daytime will be available to view on a fee basis, with an interpretation and question and answer period by the guide and model creator, of course.

Close-up viewing will be enabled by an observation deck placed at the front of the glassed-in model set-up at a level designed to view the diorama from track-grade. This deck will be installed prior to the dedication, and it will double as a speaker and performer's platform.

Notes on the Copper River Highway, Cordova to McCarthy:

BY RON SIMPSON

The following information is from documents included in various exhibits in the case: Sierra Club and Alaska Conservation Society, Plaintiff, v. the U.S. Secretary of Transportation, the Regional Federal Highway Administrator, the Division Engineer, Alaska Division, and the Commissioner of Alaska Department of Highways regarding the environmental impact statement prepared by

Commissioner Bruce Campbell. For all practical purposes, it was this suit in 1973 which effectively stopped further action to develop the Copper River Highway from mile 50 at the Million Dollar Bridge to mile 131 at Chitina:

(from exhibit A) Fifty-fifth Congress, Sess II, Chapter 299. (1898)-- An Act extending the homestead laws and providing for right of way for railroads in the District of Alaska... Section

2: That the right of way through the lands of the United States in the District of Alaska is hereby granted to any railroad company, duly organized under the laws of any State or Territory or by the Congress of the United States, which may hereafter file for record with the Secretary of the Interior a copy of its articles of incorporation, and due proofs of its organizations under the same, to the extent of one hundred feet on each side of the center

line of said road; also the right to take from the lands of the United States adjacent to the line of said road, material, earth, stone, and timber necessary for the construction of said railroad; also the right to take for railroad uses, subject to the reservation of all minerals and coal therein, public lands adjacent to said right of way for station buildings, depots, machine shops, side tracks, turn-outs, water stations, and terminals, and other legitimate railroad purposes, not to exceed in amount twenty acres for each station, to the extent of one station for each ten miles of its road, excepting at terminals and junctions points, which may include additional forty acres...

(from exhibit F) July 15, 1941, Public Law 176: An Act: Authorizing the Copper River & Northwestern Railway Company to convey to the United States its railroad right-of-way and other railroad properties in Alaska, for use as a public highway, trainroad, or tramway, and for other purposes...

(from exhibit H) 29 March, 1945, Relinquishment: Copper River & Northwestern Railway company hereby relinquishes to the United States any and all rights that may have been obtained in and to rights-of-way, terminal and station grounds, by reason of approval by the Department of Interior or the acceptance for filing by the General Land Office, of maps files under the Act of May 14, 1898 (30 Stat. 409), for railroad purposes in Alaska...(note: a long list of rights-of-way follows, including lands up to the Kennecott (their spelling) Glacier, excepting some grounds already acquired by the town of Cordova. This document was signed by

E.T. Stannard as President for the CR & NW Railway (he was also President of Kennecott Copper at that time).

(from exhibit G-18) Fiscal Year 1952: Preparation of Plans: Principal surveys and investigations in progress during this period included the following projects: Copper River: A ground control line for use in aerial survey was run between Chitina and the Forest Boundary, and a survey was made of the existing road between Chitina and the Richardson Highway. Investigations were made at the proposed crossing of the Copper River at Chitina for extension of this route toward McCarthy. Copper River Highway: Section B, Mile 11 to Mile 19. A total of 57 percent was completed on this initial 8 miles of the project to connect the city of Cordova with the highway system of Alaska, utilizing the railroad bed of the abandoned Copper River & Northwestern Railroad. The route is along the picturesque Copper River to Chitina, Mile 131, where it joins the 39-mile Edgerton Cutoff between that point and the Richardson Highway. This project will serve the Gulf of Alaska coastal area, where active prospecting for oil is now underway, as well as the entire lower Copper River and Chitina River areas, with their great potential for mineral development.

I have a copy of the Final Environmental Impact Study of the Copper River Highway, Alaska Department of Highways, 1973. Among the most hostile responses was that of Oscar E. Dickason, Director, Alaska Operations Office, Environmental Protection Agency, who in his letter of

response to Commissioner Campbell stated: "The draft Environmental Impact Statement does not adequately discuss the effects of this project in an objective manner..the discussion of alternatives appears to be biased..."

And, these words, which I found most interesting:"The statement is made that at one time, the building of a smelter was planned (at Cordova); however, in the name of 'conservation,' all coal and oil lands were withdrawn from public entry (1906). EPA comment: " The attitude expressed by this statement might be considered as contemptuous of the various federal laws dealing with environmental protection, and could just as well be deleted from the draft statement."

The contents of this letter in particular actually shows contempt by some members of the Federal Bureaucracy for attempts by the State of Alaska to develop its own resources, including building roads and highways to advance tourism. The Sierra Club, Alaska Conservation Society, the EPA, and others were, of course, ultimately successful in subverting the original intent of Congress back in 1941 to authorize the relinquishment of the 200 foot wide railroad right-of-way in order to continue using it as some other right-of-way, such as a public highway.

This right-of-way (the Copper River Highway) was turned over to the State of Alaska as part of the Alaska Omnibus Act of June 24, 1959, providing: "that the Secretary of Commerce was to transfer to the State of Alaska by

appropriate conveyance...all lands or interests in lands...pertaining to roads in Alaska." with the additional provision that: "The State of Alaska shall be responsible for the maintenance of roads, including bridges, tunnels, and ferries, transferred to it under subsection (a) of this section, as long as any road is needed for highway purposes."

Additionally, Bruce Campbell, in his affidavit to the U.S. District Court regarding the suit filed by the Sierra Club and the Alaska Conservation

Society stated: "In order to confirm the State of Alaska's right-of-way to the Copper River Highway, retain amicable relations with citizens and federal agencies, and prevent misunderstandings, the State of Alaska has obtained three confirmations of its right-of-way to the Copper River Highway..."

I am indebted to Bruce Campbell for supplying the extensive documentation. As usual, the will of what was at the time apparently the majority of the people of Alaska was subverted by interests largely

outside of Alaska. Historically, of course, the "will of the people" in Alaska has shifted with the times, and it is no longer certain where people stand on this particular matter. For historic purposes, however, it appears that during the 1940's through at least 1973 when this case occurred that there was some sort of consensus for re-establishing the right-of-way formerly held by the CR & NW Railway. Certainly it was the will of Congress in 1941 that this right-of-way be utilized.

Annie Oakley Day begins with a Bang!

BY BONNIE KENYON

McCarthy: – August 26th started off as any normal, much-too-busy Saturday with my usual mental list of things to do. However, one phone call from Andrea Lucia late morning brought my "list" to an abrupt halt. I, along with about 15 other ladies of the community, laid aside our weekend chores and headed down to a gravel pit near the Kennicott River.

Now what would a group of young ladies and middle-aged women be doing at a gravel pit at 2:30 p.m., you might be asking yourself (and me).

When Andrea called she said we were going to be celebrating Annie Oakley Day. I had no idea this event was even being considered so I asked her, "Why? And, what triggered this?"

Andrea didn't skip a beat, "Because there a few ladies who are scared of guns and they shouldn't be!" That was a good enough reason for me.

Another neighbor, Peggy Guntis, was as busy as I was, but she agreed with me that this was

a great opportunity to spend some much-needed practice on our respective handguns—Peggy's Ruger .44 magnum and my Titanium Taurus .45. Both of us are quick to admit we do not practice enough, so the prospect of getting together with other ladies and doing what we all need to do (I might add, more than annually!) certainly appealed to us.

It was apparent that others felt the same way, because the chosen spot for our target practice soon became alive with a group of eager (and some not so eager but very brave) women. Not every woman present had a gun of their own, but the ladies who did come "packing" were quick to share their guns, ammo and expertise.

Prior to our arrival, Andrea had set up our "targets" – plastic bottles, cans and balloons – and set up a table for the safe storage of our guns. Kris Rueter contributed a life-size bear target. Just what us "bush" ladies needed! Before long the table filled with 12 and 20 gauge shotguns, a couple rifles, and several

handguns. Much of the ammunition was donated by Andrea who dreamed up this event. Andrea set down a few safety rules then stepped up to be the first shooter of the day.

Although this was a "ladies-only" happening, three men did show up and participate in some shooting. Bob Shidner (Andy's father) was on hand as sheriff and part-time instructor. I'm sure Bob will admit this was the nicest group of ladies he ever had to keep an eye on! Thanks, Bob, for overseeing us and sharing those special tips.

John Adams and Jeremy Cohen came "camouflaged" as present-day Annie Oakleys. John came as encouragement to wife Carmen and Jeremy served double duty as support for Kirsten and photographer for the group's activities.

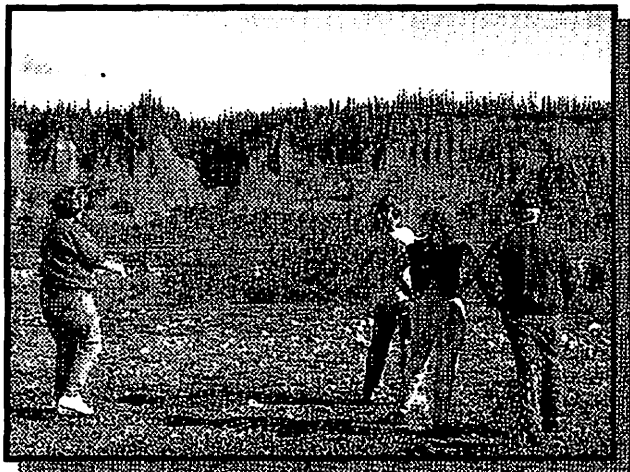
The ladies brought more than weapons, I can assure you, as the tail gate of Andrea's truck soon filled up with a variety of snacks. Just what we needed to keep us "shooting."

Annie Oakley Day was not a

competition but an informal get-together among ladies who realized the importance of becoming better informed and gaining a greater respect for a

firearm. Thank you, Andrea, for bringing this occasion about. It certainly gave me, and I know others, a greater desire to continue practicing all through

the year. I'm not sure what the target date of next year's Annie Oakley Day, but you can be sure I'll be there!



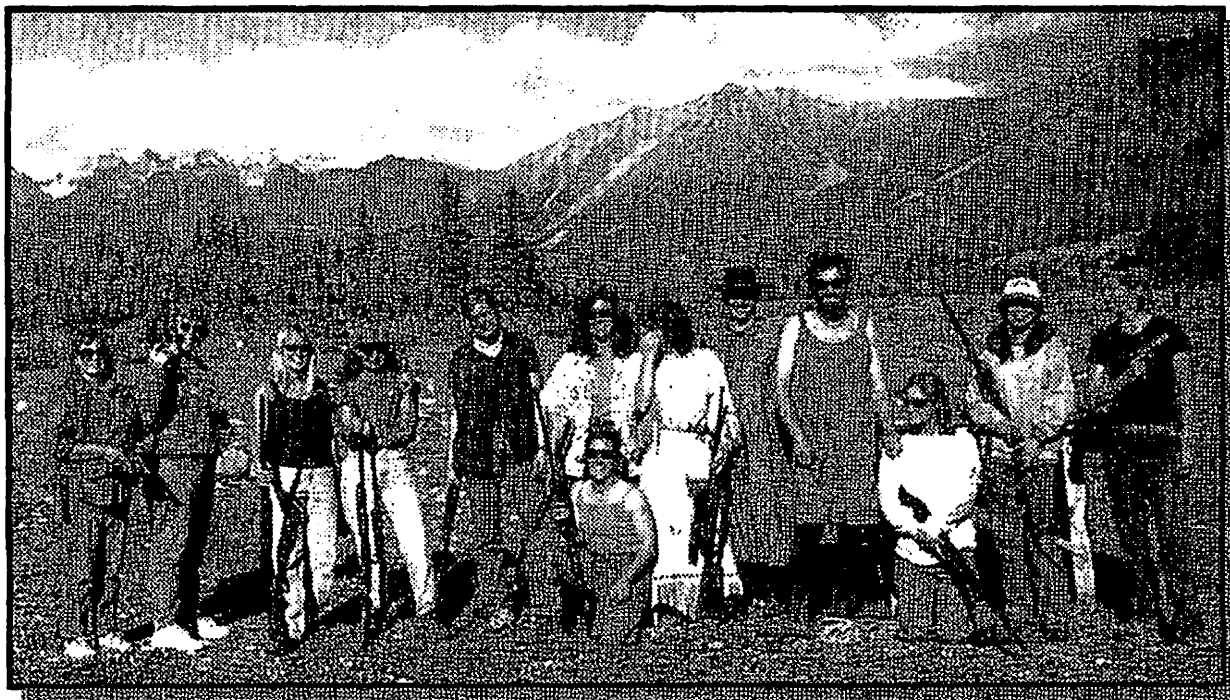
WSEN staff photo

Peggy Guntis and Kirsten Richardson hone their skills with a handgun as Andrea Lucia and instructor Bob Shidner look on.



WSEN staff photo

Kris Reuter explains fine points of shotgun handling to Cynthia Shidner.



WSEN staff photo

Bonnie, Peggy, Heather, Andrea, Kris, Nelson, (foreground) Carly, Carmen, John, Jeremy, Kirsten, Masako and Katy.

Wedding celebrations – McCarthy style!

BY CYNTHIA SHIDNER

Michael Allwright and Lilly Goodman

A week before the August 5th wedding date for Michael Allwright and Lilly Goodman, I got a call from Sue Goodman, who first met me almost 20 years ago. She wished to have a “presence” at her daughter’s wedding and wondered how best to achieve this goal. We discussed the logistics of mailing a wedding bouquet and the possibility of her sending (through e-mail) a special poem for me to read at the ceremony. A day later, I received Lilly’s mom’s loving poem that fit beautifully into our outdoor ceremony on Firweed Mountain.

For the ceremony, Richard Villa, Kevin McGrath, Natalie Bay, Kris Rueter, Thea Agnew and I joined Lilly and Michael for the multi-hour hike up to a ridge above treeline known as “Bear Hump.” We shared stories, ate trail food and laughed, when we weren’t short of breath. As we waded through the final patch of alder scrub, the heavy skies began to drip rain. We changed into our wedding clothes and hoped that we wouldn’t have to don our rain gear. As the ceremony began, the clouds parted and the sun shone through.

Lilly and Michael exchanged vows they had written for each other and I read several passages and poems that they had selected, ending by surprising them with Sue’s thoughtful poem.

As we ate our picnic and looked out over our glacial valley, a double rainbow arched over the two glaciers and graced us with its beauty.

On August 10th, at the community celebration of their wedding, Lilly and Michael shared their lovely “Creekside” place as well as their new partnership. After feasting on Lilly’s summer bonus from her work as a test fisher and the bounty of Mark Vail’s garden (as well as the excellent potluck dishes from all the guests), we still had room for Carly Kritch-en’s delicious carrot cake. We shared poems and words of support for the newlyweds.

Kris Rueter created a stir when her poem caught on fire in the middle of her candle-lit reading. Nancy Cook, Dan Meyers and Diane Malik led (almost) everyone in the chorus of two Neil Young songs: Dream Weaver and one adapted by Nancy into a sweet song about living a lifetime on Porphyry Mountain.

Kelly Bay brought sorrow to the hearts of the unmarried gals by being the one to grab the wedding bouquet (“off the ground,” he claimed) in order to present it to the charming Miss Tessa Bay.

The kids enjoyed bashing a purple musk-ox pinata created by Erika Harris, who is Kris Rueter’s best friend and an artist in New York City. Erika, Kris and Mark also created a “wedding tree” out of intertwined willows on which they wrote this poem:

Our first idea was to buy you a
tool
but some people thought that
wasn’t too cool,
And then we moved on to a
solar array.
Still others decided that wasn’t
okay.

Ideas kept branching; no one could agree.

So do what you like with the fruit of this tree.

Lilly and Michael were very sad to leave their home a few days later to start their new adventure at graduate school in Arizona; however, they were overflowing with gratitude for their loving send-off from this community.

I know that they would want to give thanks again to the decorating/catering team of Mark Vail, Carly Kritch-en, Kris Rueter and Erika Harris; the expert fish-handling crew of Michael P. McCarthy and Howard Mozen; the fish-storing done by Nancy Cook and the Bays (who were also storing the bouquet); the live music supplied by Nancy Cook, Dan Meyers and Diane Malik, as well as the sophisticated electronics on loan from the Community Center at Tony Zak’s; the “All Good” home brew from Jeremy Cohen; the smooth co-ordination of events by Richard Villa; and to everyone who continues to give their loving support to enrich the lives of Lilly and Michael.

Harm Kahlke and Birte Becker

In the spring of 1995, when Harm Kahlke’s professor required that he give a slide show on his Alaskan travels to make up for a book report he had missed, he didn’t realize that this slide show would be the catalyst that brought Harm and Birte Becker together.

Harm’s slides fueled Birte’s desire to visit Alaska; they quickly resolved to travel in Canada and Alaska on

motorcycles, as friends. On their trip in the summer of 1996, the motorcycles broke down and their friendship deepened into a partnership. They spent their final 2 weeks in Alaska as guests of Jim and Audrey Edwards. Two weeks weren't enough, so they decided to devote a year from September 1997-September 1998 to the McCarthy area, living in "Shackie," exploring the area, working with the Edwards and making friends in this valley.

Howard Mozen married Harm and Birte on Friday, August 18th at 6:30 p.m. alongside the Kennicott River. During their winter in McCarthy, this spot provided easy access to the river or hikes and skiing trips, as well as a meeting place for their rides to community "music days."

Our community was invited to their marriage and to their celebration in Oadendorf Germany on the 13th of September.

Birte and Harm were happy to share their marriage here "with special people in this special place." They hoped that many young children and babies would attend their wedding since they are in training for their first child, due in late January, 2001. It was a privilege to watch these two best friends and fellow travelers become partners in marriage in preparation for their role as loving parents.

NPS confiscates equipment, revokes permit

BY RICK KENYON

In what appears to be yet another right-of-way dispute, the National Park Service (NPS) has revoked the Incidental Business Permit (IBP) and confiscated the equipment of local operator Boreal Guides.

Fred and Ann Dure, owners of Boreal Guides, started offering guided bicycle tours up the old Chitistone Road at May Creek last summer. They needed a place to park their bicycles, since there is no road access to May Creek—clients are flown in from McCarthy. Fred contacted the NPS and asked permission to use the May Creek airstrip. Chief Ranger Hunter Sharp said that would not be possible, as the terms of the IBP do not allow caching on federal property.

According to Ranger Sharp, a short time later he found the bicycles "parked in the woods, in a pole shed and covered with tarps—on federal land 200 feet from a road." He contacted Fred and asked him to please remove the bikes and structure, which he did.

Fred contacted the Department of Transportation and Public Facilities (DOT&PF) who responded with a letter

saying they had no objections to using the old May Creek to Dan Creek Road, or Chitistone Road, if certain conditions were met. So this summer, they simply parked the bicycles on the edge of the road right-of-way, and covered them with a tarp.

Fred was again contacted by Chief Ranger Sharp, saying he was still in violation. As "underlying property owners," the NPS were not in a position to allow the bikes to be stored there. "It is a right-of-way across the land, and not a right-of-way to be used as a cache," said District Ranger Tom Betts. Fred would need to make arrangements with a local property owner to store the bikes, and move the bikes off federal land. Eventually Fred and Ann received a letter saying they had 7 days to remove the bikes or they would be confiscated. The 7 days expired, the bikes were taken into custody, and Fred got a call from Ranger Sharp, saying their IBP would be revoked for a period of one year for non-compliance with the rules of issue.

"We see it as parking bicycles, they see it as a cache," said Dure. "I'm not trying to flaunt the law, I just want a clear resolution of this issue."

What is right?

The Boreal Guide situation is remarkably similar to what has been happening at the end of the McCarthy Road. The property there is owned by Stephen Syren, and the state has a right-of-way through the land. But what does that right-of-way include? Does it include the right to park as well as the right to traverse the land? If so, for how long? 10 minutes, 10 hours, 10 days, or 10 years?

Stephen has offered his land just adjacent to the road for parking for a number of years, and had charged a fee. Some local residents and a few visitors say they have a right to park free, on the right-of-way. Stephen disagrees. Like the NPS, he has been clearing out the road easement that is on his property—by "confiscating" the offenders, if necessary. Who is "right?" We may soon find out, as Mr. Syren, Mr. Dure, and the NPS all seem determined to take it to a conclusion.

McCarthy celebrates life!

BY BONNIE KENYON

It is with great pleasure that I announce and offer congratulations to the following parents and grandparents on the birth of their babies.



WSEN staff photo

Avery Rose Schafer Mozen was born to Howard Mozen and Elizabeth Schafer on June 16, 2000. Avery weighed 7 lb. 11oz. and was 21 inches long. She was born in Wasilla, Alaska, at Matsu-Midwifery. Mom reports that at Avery's 2 month checkup, the doctor said Avery's weight was off the scale for little girls her age. Says an exceptionally proud mom, "Avery is starting to smile and making mom and dad very happy!"

Kathleen Elaine Hale was born to Scott and Carrie Hale on July 7, 2000, at 7:17 p.m in Wasilla at Matsu-Midwifery. The proud grandparents are Carole and Daniel Morrison, of Crystal Creek, and Tom Hale from Chitina. Scott, Carrie and Kathleen make their home at Mile 10 of the McCarthy Road.

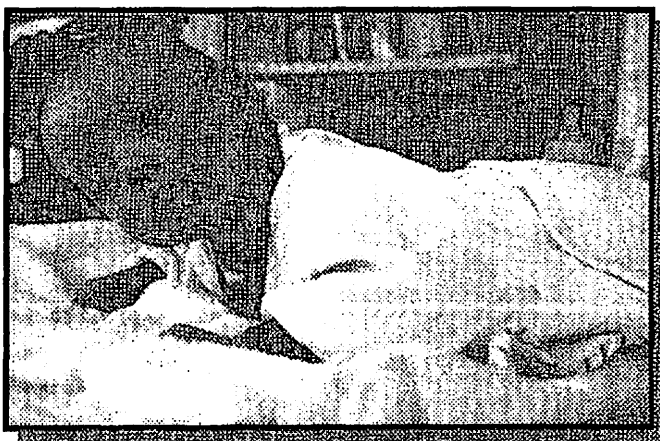


Photo courtesy Randy Elliott

Alexander Drean was born in France on March 19, 2000, to Randy Elliott and Francoise Drean. Alexander weighed 3 kg. and was 50 cm. long. Francoise writes that she and Randy are very happy with Alexander who is a quiet baby and growing to a good size.

Toddlers Creed

If I want it, It's Mine.

If I give it to you and change my mind later, It's Mine.

If I can take it away from you, It's Mine.

If It's Mine, it will never belong to anyone else, no matter what.

If we build something together, all the pieces Are Mine.

If it look just like mine, It's Mine.

Good news from the Wrangells

BY BONNIE KENYON

In this day and age, we hear about all manner of products that are recalled due to a flaw that has infected an entire line of goods. Our lives are composed of more than our physical components. In the "Good News" portion of Wrangell St. Elias News, I endeavor to address the spiritual aspect of our make-up.

I've heard man described as: you are a spirit, you live in a body, and you have a soul which is comprised of your mind, will and emotions.

Good news...God, your Creator, cares about every area of your life. He wants and is capable of making every part of you healthy.

The "spiritual" part of YOU

is often depicted in the Bible as a man's heart. Earlier this month Richard and Carol Huff of Anchorage flew to McCarthy for a visit and while here stayed in one of our B&B cabins. Since that time, Richard has emailed us several uplifting messages. His latest is concerning the heart that I now share with you.

Important Recall Message with instructions for Correcting the Defect

To: Undisclosed-Recipient:

The maker of all human beings is recalling all units manufactured, regardless of make or year, due to the serious defect in the primary and central component of the heart. This is due to a malfunction in the original prototype units code named Adam and Eve, resulting in the reproduction of the same defect in all subsequent units. This defect has been technically termed, 'Subsequential Internal Non-Morality,' or more commonly known as S-I-N, as it is primarily symptomized by loss of moral judgment. Some other symptoms:

- (a) Loss of direction
- (b) Foul vocal emissions
- (c) Amnesia of

- origin
- (d) Lack of peace and joy
- (e) Selfish, or violent, behavior
- (f) Depression or confusion in the mental component
- (g) Fearful
- (h) Idolatry
- (i) Adultery

The manufacturer, who is neither liable or at fault for this defect, is providing factory authorized repair and service, free of charge to correct this SIN defect. The number to call for the recall station in your area is: P-R-A-Y-E-R. Once connected, please upload your burden of SIN by pressing R-E-P-E-N-T-A-N-C-E. Next, download J-E-S-U-S into the heart. No matter how big or small the SIN defect is, the JESUS repair will replace it with:

- (a) Love
- (b) Joy
- (c) Peace
- (d) Long-suffering
- (e) Gentleness
- (f) Goodness
- (g) Faith
- (h) Meekness
- (i) Temperance

Please see operating manual, HOLY BIBLE, for further details on the use of these fixes. WARNING: Continuing to operate the human unit without correction, voids the manufacturer's warranty, exposing owner to dangers and problems too numerous to list and will result in the human unit being permanently impounded. For free emergency service, call on J-E-S-U-S.

DANGER: The human units not receiving this recall action will have to be scrapped in the furnace.

For God so greatly loved and dearly prized the world that He (even) gave up His only begotten (unique) son, so that whoever believes in (trusts in, clings to, relies on) Him shall not perish (come to destruction, bc lost) but have eternal (everlasting) life. John 3:16 AMP

OUR TOWN

September 1925 October

I SEE BY THE PAPER THAT:

Mrs. J. B. O'Neill and Miss Dalton spent a couple of days at Dan Creek this week.

ANOTHER HUNTING PARTY ARRIVES

Two more men arrived today from outside to try the hunting in these parts. Con Miller will take in the party and coax up game for them.

Mrs. Tjosevig and Mrs. Eckstrom came in from the Tjosevig claims Thursday. Mrs. Eckstrom will spend a few days in town and return to Cordova next Tuesday.

A. R. C. CAMP CLOSING DOWN

Today the local Road Commission camp will cease operations for the season. The appropriation for this work has been used up and no more funds are forthcoming at present.

While the community would like to see this work carried on everyone is satisfied that the present summer's work has used up the appropriation in the most satisfactory and advantageous manner possible. The Sourdough Hill road which has been practically impassible beyond the three-mile point is now in such a condition as to make it passable for automobiles under the most adverse weather conditions. In addition the trail has

been graded from the Nizina Bridge to Sourdough cabin, all of which has been accomplished in the space of a few short months.

McCarthy is indeed appreciative of this work both to the Road Commission and to the local management.

MORE NEWSETTES

Mrs. R. Mooney of Kennecott left today for the Outside. Mr. Mooney accompanied her as far as Chitina.

Mrs. M. E. Underwood left for Cordova on today's train where she will remain for the next few months.

Sept. 5

I SEE BY THE PAPER THAT:

Wm. Lubbe has purchased the Silver Dollar from E. D. Gereken.

Andy Taylor and Phil O'Neill returned from their hunting trip up the Nizina yesterday. Andy bagged a black bear on the trip.

FAMOUS POT HOLE BREAKS OUT AGAIN

McCarthy's famous 'Pot Hole' started on its yearly spree Monday by breaking out and taking with it twelve bents of the second trestle bridge and some piling of the first bridge.

Owing to its breaking out in several places it did not give as good a display of water works as usual but did much more drainage. A piledriver crew was at work

immediately and soon had the wreckage repaired so that a tie up of only one train was caused and this had only Cordova mail. The regular schedule was resumed today.

RECONNAISSANCE OF SCOLAI BASIN

Jas. Truitt, local A. R. C. engineer, made a trip into the Scolai Basin this week for the purpose of laying out the ground for the proposed schedule of road construction.

He was accompanied by Pete Brenwick on the trip which took five days.

THIS COMES FROM KENNECOTT

The Rev. Lancaster paid a visit to our city but owing to the bright lights and tall buildings he soon departed for his home at station three.

Sept. 12

McCARTHY ROOMS

Clean, warm furnished rooms for transients. Over McCarthy Club.

BETTY MORRISSEY

Sept. 19

What Puzzled Him

A science teacher was giving a lecture on gravity.

"It is the law of gravity that keeps us on the earth," said the teacher.

"But," inquired a boy, "how did we stick on before the law was passed?"

MORE WASHOUTS ON RAILROAD

High water took away another portion of the track of the C. R. N. W. below Chitina on Sunday causing a tie up of all traffic between here and Cordova. The Southbound local was held up at Chitina Sunday and it is not known how soon repairs may be effected. Arrangements have been made to portage the first class mail to catch the Northwestern Southbound which leaves Cordova Monday or Tuesday.

A small landslide took place near this end Wednesday night but was soon cleared away. Recent heavy frosts have reduced the high water and no more trouble is expected this Fall.

HIGH WATER DOES DAMAGE ON CREEKS

CHITITU LOSES CLEAN UP

Continuous warm rainfalls have brought up the water in Dan, Chititu and Young Creeks to the danger point for local placer camps. On Sunday night the upper dam on Dan Creek was broken and the lower dam washed away. Little damage was done from a financial standpoint except the loss of a few lengths of flume pipe but work was delayed for a couple of days while high water prevailed.

Reports from Chititu are that the entire summer's clean up has been swept

away and is a total loss. This has not been verified to date.

The Young Creek bridge near the mouth of that creek was washed away Tuesday and the creek is a raging torrent. The bridge was built only this Spring.

CLEAN UP NOT LOST

Reports coming in later in the week state that the Chititu was not lost but the pipe line has been all broken up and washed away while the sluice boxes have been buried under a pile of rock and debris. The clean up is safe but will take considerable time and labor to clean out the boxes before freeze up.

Sept. 26

POWELL MINING PARTY COMPLETES SEASON

Mrs. A. L. Powell and partners, Al Norberg, Tom Curtin, Joe Munder and J. D. F. Stevenson, completed their mining operations on the Powell property on Rex Creek this week and arrived in town Wednesday.

SAD DEATH STANLEY OLSON

Kennecott is mourning this week at the death of Stanley Olson of the engineering staff who was injured in a fall from the tram some two weeks ago. He was coming along as well as could be expected and was considered out of danger when pneumonia set in and he passed away Wednesday morning.

Just out of College he was getting practical experience in engineering and had only been a short time here but was already a general favorite.

His body is being

shipped to his home in the Eastern States for burial.

Oct. 10

HEAVY RAINS AGAIN HOLD UP TRAIN SERVICE

Unprecedented heavy rains with continued warm weather have again wrought havoc with the tracks of the Copper River Railway with slides, washouts and bridges taken away.

Chitina, McCarthy and Kennecott have been cut off from Cordova for seven days with prospects of several more days before the slides are cleared away and bridges repaired. Some fifteen slides are reported in a distance of sixty miles below Chitina. Crews are working night and day from both ends of the tie up but continued rain is hampering progress.

Telephone communication was cut off twice during the week for a stretch of twelve hours.

JOE AND THE BEAR

The following is a verbatim extract from a letter written by Joe Murray from Young Creek received this week.

I was treed by a bear yesterday. He was a small black bear. He really acted as if he wanted to play but I did not feel like playing with a bear, even a small black one. I could have shot him with a .22. After he came up to me and it was either climb the tree or play with him, the little fellow lay down, yawned repeatedly and went to sleep. I barked like a dog and made all the noises that pool room bear hunters tell about, but he looked only curious. I lit a letter and dropped it flaming near him; he

watched it with interest, but that was the only emotion he showed. He struck me as being only curious and unafraid, not harmful, but his attentions became too close.

Oct. 17

I SEE BY THE PAPER THAT:

Harry Bosch came in from Long Lake this week with a grizzly bear hide which he shot in that district.

PROMINENT FAMILY LEAVES McCARTHY

Two more old time sourdoughs were lost to McCarthy and to Alaska this week when Mr. and Mrs. L. H. Woodman started on their way to sunny California with the intention of making their home near Los Angeles.

Both Dick and Mrs. Woodman have resided in and about McCarthy for a number of years, having come in with the Shushanna stampede in 1913 and 1914 and except for a short trip outside last winter have been permanent residents here since that time and both have done more than their share in building up and developing the country.

Their legion of friends, while regretting deeply their loss to the community, send with them their best wishes for happiness and prosperity in their new home.

Oct. 24

MAKING RINK AT KENNECOTT

The baseball diamond at Kennecott is in process of being transformed into an ice skating rink and from present indications will be a fine sheet of ice for the

adherents of the thin blade.

NEWS OFFICE SHIFT QUARTERS

The old and much abused printing press took another trip this week when the News staff moved from their old location to Jno. E. Barrett's house on the Mother Lode Road.

Sig says it's a poor year that he doesn't get a job moving that press.

DR. SCRUBY RETURNS

Dr. R. N. Scruby was a Kennecott passenger Tuesday, returning sooner than he had anticipated after his trip to Kansas City to undergo an operation.

Mr. Scruby will have his dental equipment set up and be open for appointments beginning Monday morning.

Bell Hop (after guest has rung for ten minutes): Did you ring, sir?

Guest: No, I was tolling, I thought you were dead.

CASSIAR MINERS ARE OUT FOR WINTER

Wrangell, Alaska - The last steamers of the season to come down the Stikine from the Cassiar have arrived here with full passenger lists, including miners, engineers and prospectors going south for the winter. Miners exhibited coarse gold nuggets valued at \$7,500.

William Grady, discoverer, brought out 242 ounces after 53 days' work on his claim. He stated that he did much dead work and did not undertake to make a real showing this season.

Oct. 31

Kennicott Glacier pulls the plug on Hidden Creek Lake

BY NED ROZELL

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

Dennis Trabant saw a lake disappear this summer. Hidden Creek Lake near McCarthy vanished in late July, losing 10 billion gallons of water in two days. Trabant, a glaciologist with the U.S. Geological Survey, was part of a team studying the annual event that doubles the flow of the Kennicott River and moves more silt than 1,000 dump trucks.

The yearly draining of Hidden Creek Lake is what glaciologists call an outburst flood, when a body of water blocked by a glacier drains rapidly through a mysterious network of conduits beneath the glacier. Hidden Creek Lake is one of hundreds of Alaska creeks and rivers dammed by glaciers. Kennicott Glacier is the impressive plug to Hidden Creek, rising the height of a 20-story building to provide a wall that doesn't leak until mid-summer.

When the lake leaves, the people of McCarthy and Kennicott notice. The bridge crossing to McCarthy over the Kennicott River is about 12 miles from Hidden Creek Lake; its waters have threatened the town and destroyed bridges for years. When the copper mines at Kennicott operated from about 1912 until 1938, officials of the Copper River and Northwestern Railway planned on building a new bridge every summer.

This predictability, along with eyewitness accounts of the flooding from 1911 to the present, made Hidden Creek Lake an attractive study area for a team that included Trabant, Andrew Fountain of Portland State University, and Suzanne Anderson of the University of California Santa Cruz. The researchers divided themselves into groups. Some camped near the lake to monitor its water level; others based in McCarthy monitored the Kennicott River at the footbridge. Trabant camped on a perch between the glacier and the lake. He and a colleague watched the lake longer than they expected before the action began.

"We knew it as Lake Won't-Be-Gone," Trabant said, referring to their five-week wait until they saw the first sign of Hidden Creek Lake's draining.

On the afternoon of July 24, a floating marker showed that the lake had stopped rising, which was unusual because Hidden Creek was dumping glacial melt and rain into the lake at the same rate as it had earlier. In a few hours, Trabant noticed a "bathtub ring" around the lake basin. Icebergs from the glacier soon stopped floating, tilting as they rested on gravel. By the afternoon of July 27, the lake level dropped 320 feet. As the water escaped, Kennicott Glacier started calving into the lake basin.

Trabant watched as pinnacles of ice no longer supported by water crashed to the dry valley floor.

"It was an incredibly noisy place," he said. Twelve miles away, Suzanne Anderson measured the flow of the Kennicott River, which had swollen from 6,000 cubic feet per second to 15,000 cubic feet per second. Though the river was raging, the 2000 version of the flood was not as severe as the floods that took out railroad bridges in the past. Anderson said the river channel, inundated by the flood every year, has widened to handle the tremendous pulse of water.

After they churn through the data from their two-year study, the scientists hope to know more about the invisible processes beneath glaciers that allow these floods to occur. Hidden Creek Lake may get so deep that it floats part of Kennicott Glacier, prying the ice upward and opening a connection to channels underneath the glacier that have crept up from the river during the summer. Once the sub-glacier flood begins, it keeps the channels open until all the water is gone. Then, the incredible weight of the glacier seals them until the next summer, when the drama of Hidden Lake Creek plays out once again.

Kennecott Kids Korner

BY NELS KONNERUP

I grew up at Kennecott attending primary school from 1923 to 1930. My father operated the company store until the mines and mill closed in 1938 and we lived in the last house towards McCarthy above the old location of the barn. Growing up in Kennecott was a wonderful experience. In addition to excellent schooling all of the young people had unlimited opportunity for winter and summer sports including skiing, skating, fishing, hunting, trapping and even baseball during the summer.

The only other student in my grade throughout primary school was Bill Douglass, son of the Superintendent of Operations at Kennecott, William C. Douglass.

I might add that William Douglass in addition to his professional skills was an extremely compassionate community leader, well liked and respected by everyone. To me, it was indeed an unfortunate necessity to leave to attend high school in Seattle.

As soon as I graduated, I headed back to Kennecott to work. That was also a vastly pleasurable episode in my life, from 1934 to 1937. I worked initially with the "bull gang" which provided labor support to the various departments in the lower camp and eventually worked on the aerial tramways that moved ore from the Jumbo and Bonanza mines. Jack Morris was the foreman of the tramway

operation and in addition to being a wonderful supervisor he was a great teacher. His entire crew had the utmost respect for him.

I left Kennecott in 1937 to attend veterinary school at Washington State University, graduating in 1942.

In 1994, I attended a reunion with the "Kennecott Kids" and I have had the grand opportunity to return twice subsequently. I, along with several others, have inherited the Iverson property near McCarthy and we are presently exploring possibilities for the future use of this interesting landmark which was patented in 1923 by Frank Iverson.

Sissy Klueh—Congratulations!

Reprinted from the Alaska-Yukon Pioneers newsletter

The Alaska-Yukon Pioneers should be very proud of the achievements of their member, Vernice Lommel Klueh, of Olympia, who graduated U of WA-Tacoma, in June 2000.

"Sissy," as she is known by friends, was born in the copper refining settlement known as Kennecott, Alaska. Her childhood is a story in itself. In fact she has told that story in an interesting and well written book that was first published in 1996. But this little article is not about that book. It is about "Sissy" now...

She went to the University

when it had very few students compared to today. She studied sociology and psychology and didn't have any firm goal in mind except to maybe get married. She did just that and met and married Ted Klueh. That was in 1941. The war came along and she left school in her junior year. Then three boys came along and after another fifteen years a daughter. She became active in her husband's jewelry business. When she retired she took care of her ailing father for seven years. After his death "Sissy" wondered now what can I

do. An article in the Tacoma paper caught her eye. She went to the U of WA office and learned that her credits were still valid.

What is there to be proud of??? "Sissy" Klueh became the oldest graduate of the Tacoma Campus. She is EIGHTY years old!!!

She now says that going for her masters is in the back of her mind.

We say—Congratulations, "Sissy," we are extremely proud to know you.

"One man with courage makes a majority"—Andrew Jackson

President Carter to Participate in 20th Anniversary ANILCA Roundtable August 24 at UAA

NPS PRESS RELEASE—

This year marks the 20th anniversary of the Alaska National Interest Lands Conservation Act (ANILCA), a federal act that has been a factor in virtually every significant federal land management issue in Alaska since 1980. The act affected issues from subsistence to timber harvest in the Tongass National Forest, from snowmachine use in Denali National Park to oil exploration in the Arctic National Wildlife Refuge.

Former President Jimmy Carter visits Alaska in late August to participate in events marking the anniversary. University of Alaska Anchorage and the National Park Service will host an ANILCA 20th Anniversary Roundtable on August 24 featuring President Carter and other individuals key to the legislation's development, passage and implementation.

Other members of the panel include former Secretary of the Interior Cecil Andrus, former Governor Jay Hammond, former director of the Alaska Resource Development Council Paula Easley, Arctic Slope Regional Corporation executive Oliver Leavitt, former director of the Wilderness

Society Celia Hunter and former Assistant Secretary of the Interior and aide to the Alaska Congressional Delegation, Bill Horn.

The lands question was hotly debated in Congress, by national advocacy groups and especially by Alaskans in the 1970s. The law, a compromise of divergent interests, is key to understanding how the National Park Service, the Fish and Wildlife Service, the Bureau of Land Management and the Forest Service—the stewards of some two-thirds of the land in Alaska—conduct the public's business.

Proposals for Alaska's "national interest" lands surfaced soon after Statehood. Those proposals, however, had to await the settlement of the Native land claims. Congress linked the two in December 1971 in the Alaska Native Claims Settlement Act. The act was the second major change for Alaska's public lands, the first coming with Statehood and Alaska's right to select 104 million acres from the federal domain. The 1971 law provided 44 million acres to a dozen Native corporations.

The famous "d-2" provision, named because of its location

within Section 17 of the act, laid the groundwork for the third major distribution of Alaska lands.

The House of Representatives passed its first Alaska lands plan in May 1978. The Senate did not produce comparable legislation, and on December 1, 1978, with various "d-2" provisions expiring, President Jimmy Carter designated more than 56 million acres as national monuments.

In 1979, the House again moved Alaska legislation, and in August 1980 the Senate passed its version. National elections in November brought Ronald Reagan to the White House, a new majority in the Senate and a final compromise on the lands bill. President Carter signed the Senate bill into law on Dec. 2, 1980, establishing nearly 44 million acres of national parkland, 54 million acres of new national wildlife refuge lands, new Bureau of Land Management conservation and recreation areas, 56 million acres of designated wilderness and dozens of other new provisions. A new chapter in Alaska history had begun.

Young, Stevens boycott celebration

BY RICK KENYON

Not everyone is celebrating ANILCA, including Alaska's Senator Ted Stevens and

Representative Don Young. "I'm going to issue black armbands for all Alaskans," Young quipped recently, when asked about the

celebrations. "It's still the biggest travesty of Justice that's ever occurred to any one state. It was a miscarriage of justice

from the very get-go."

When President Carter signed the bill twenty years ago, Congress doubled the size of the nation's inventory of national parks and wildlife refuges and tripled the areas of federally

designated wilderness. Wrangell-St. Elias was one of the new parks created by the bill.

ANILCA was probably the largest single organized effort by environmental groups up to that time and probably since.

"The way we presented it was this was the last chance," said Jack Hession, Alaska representative for the Sierra Club. "Public lands were going to be divvied up and distributed to all kinds of people if we didn't act now."

Knowles says Carter abused welcome

BY RICK KENYON

During the ANILCA celebrations, former President Jimmy Carter called on President Clinton to declare the Arctic National Wildlife Refuge (ANWR) a national monument. Alaska's Governor Tony Knowles has strongly opposed monument status for ANWR saying it would preclude environmentally responsible development of natural resources within its borders. The coastal plain of the refuge is considered the most promising oil province in the nation.

Knowles responded to Carter's statement by issuing an open letter to the former President. The text of the Governor's letter follows:

An open letter to the Honorable Jimmy Carter

Former President of the United States

Dear President Carter:

As a former governor, you hopefully will understand my anger and disappointment about your comments Wednesday in Anchorage urging designation of national monument status for the Coastal Plain of the Arctic National Wildlife Refuge.

Alaskans welcome visitors to the 49th state with warmth and hospitality. However, I feel you abused this welcome by your actions yesterday. Without any meaningful dialogue with the

people of Alaska, you used our state as a media prop and platform to project your message to President Clinton. I can only guess how you would have felt as governor if a figure of national prominence had come to Georgia to use your state in a similar manner.

The essential needs of Alaska's working families all across this vast and beautiful state depend on the responsible development of our natural resources. For us, environmentally responsible oil and gas development in a tiny portion of the Arctic Refuge means jobs, the opportunity to improve our schools and other public services, and address some of the most acute social problems in the country.

For America, such oil development would reduce our dependence on foreign imports at a time when crude prices are skyrocketing, and when a gallon of gasoline costs the American consumer more than at any time in recent memory.

You are wrong to dismiss the role of the Coastal Plain—the most promising unexplored petroleum province in North America—in alleviating this situation and creating hundreds of thousands of jobs across the nation.

You are wrong in ignoring the pressing needs of Alaska's

Native families, especially those living on the Arctic Slope, whose lives depend on the delicate care of a fragile environment for sustenance, and whose hopes are nourished by the jobs, education, and decent quality of life that oil and gas development has and will bring to their children. Their long and steadfast support for responsible development of the ANWR Coastal Plain is discredited by your call for unilateral Presidential action.

You are wrong in calling for executive action at the midnight hour instead of an open, public democratic process of carefully weighing values in the light of day.

You are wrong to call upon the President to take an illegal action that is prohibited by the Alaska National Interest Lands Conservation Act. Ironically that is the very act whose anniversary you have used as the pretext for your visit to Alaska. The Alaska National Interest Lands Conservation Act contains the "no more" clause, requiring Congress alone to enact any future land withdrawals of more than 5,000 acres in Alaska. Implicit in this provision is the concept that the American people should determine the disposition of the Arctic Refuge through their elected representatives in Congress. Just such a congressional debate is underway.

Mr. President, Alaskans understand better than most Americans the necessity of maintaining the health of our land. At the same time, we do not fear developing the resources found within it. As we have done in the North Slope oil fields, we can develop the resources of ANWR and create

an economic boon for the nation while protecting our environment.

President Carter. I respect you as a former president. I greatly admire your dedication to the causes of world peace and human rights. I hope you will reconsider your recommendation to President Clinton that he

thwart the working families of Alaska, the law, and the Congress by using his executive authority in the Arctic Refuge.

Sincerely,
(signed)
Tony Knowles
Governor

Park service pressures friars to cede trail property

REPRINTED FROM AN ARTICLE BY AUDREY HUDSON WHICH APPEARED IN *THE WASHINGTON TIMES* AUGUST 11, 2000

The National Park Service is trying to force a 100-year-old order of Franciscan friars and nuns to relinquish property they own along the New York Appalachian Trail. The Franciscan Friars of the Atonement are refusing to sell 20 acres of their property, prompting the federal agency to pursue eminent domain proceedings to condemn and seize the land. Under pressure from Congress, the park service this week agreed to suspend legal action until an Aug. 23 meeting to discuss future use of the property, but remains adamant that the property be "protected" by the federal government from development.

The Park Service wants the property for a buffer zone around the historic trail, which runs through the property in Garrison, N.Y. This would be in addition to 58 acres the Friars ceded to the park service in 1984.

"I find this drastic action against the Friars offensive and inappropriate," said Rep. Sue W. Kelly, New York Republican, who along with Democratic New York Sen. Charles E.

Schumer brought pressure on the agency to stop legal proceedings.

"I am seriously concerned with the strong-arm tactics being used by the National Park Service. The fact that the federal government has concluded that this congregation can only be dealt with under the watchful eye of the Justice Department is disturbing," she said. Rather than purchase the property outright, a Park Service spokeswoman said, the agency now wants to buy an easement on the property to prevent future development of Graymoor, home to 45 friars and 86 nuns.

"At our meeting, we will talk about the next steps in the negotiations. We are not taking land, and we are not buying land; we are buying development rights," said spokeswoman Edie Shean-Hammond. The friars purchased the 400-acre Graymoor "holy mountain" in 1898 for their ministries, which include a homeless shelter for men. The Rev. Art Johnson says the property is needed to sustain the friars' "infrastructure to

minister to the thousands of men and women who come to Graymoor each year."

"The Park Service's greatest fear is that the friars might sell the land. There should be other ways to address this fear of the Park Service," Mr. Johnson said.

"The friars' greatest fear is that we would not be able to repair, maintain or construct what might be necessary for us to continue to live at Graymoor and provide the ministries we do," he said.

In the 1980s, the Park Service wanted the trail crossing the property moved closer to St. Christopher's Inn and the St. Pius X Friary, and insisted that a 58-acre easement be granted, Mr. Johnson said.

"In the spirit of cooperation," they agreed to the first easement, he said.

The Park Service says the friars have broken the easement agreement by constructing a building that crosses onto the easement, which forced them to begin purchase negotiations to stop future development.

"We want to guarantee

protection so the Catholic church would not build on it and hikers would be able to go through the land," Miss Shean-Hammond said.

The friars maintain the infraction was an honest mistake, which extended 10 feet over the easement.

Graymoor welcomes hundreds of trail hikers every year, providing camping areas and free meals. Hikers also are allowed to roam the friars' property and park their cars there for day trips, said Rob Gordon, executive director of the National Wilderness

Institute.

"Instead of coveting their neighbor's property, the National Park Service would be far better served by learning how to be a good neighbor with the Franciscans," Mr. Gordon said.

Copper Valley Funding Summit well attended

BY BONNIE KENYON

The Copper Valley Funding Summit met at the Alaska Bible College in Glennallen on August 1 and 2. Over 60 people representing 46 organizations were present. Communities such as Gulkana, Glennallen, Chistochina, Mentasta and McCarthy were also represented.

Sheila Selkregg, State Director for the USDA Rural Development, reports that the summit was a success "due in large to the efforts of local sponsors – the Copper Valley Economic Development Council, the Copper Basin Regional Housing Authority, the Greater Copper Valley Chamber of Commerce, the Copper River Native Association and Ahtna, Inc. The efforts of USDA Rural Development's partner agencies—the Denali Commission and the Alaska Department of Community and Economic Development—also played an important role in encouraging broad attendance by potential funding agencies and organizations."

Betty Adams, president of the Kennicott-McCarthy Chamber of Commerce, attended the meetings on behalf of the chamber; Mike Allwright represented the McCarthy Area Council.

According to Adams, "This

seminar workshop brought together communities and Federal and State agencies for possible future funding for community dream projects." According to Adams, all communities were encouraged to bring two dream projects to the meeting. McCarthy's dream projects are:

Dream #1 consists of a public playground in McCarthy. Adams said that people might ask why would a community in a 13 million acre park need a park. She pointed out that McCarthy has no anchors. Its entire economic base is tourism that generates problems such as influx of summer employees. Land acquisition is the most difficult step. Local private land prices are very high. The playground/park would provide an anchor for local people to gather.

Dream #2 consists of a garbage transfer site on the west side of the Kennicott River. In addressing the group, Adams said the National Park Service has developed preliminary plans and given the community some basic ideas. The Park Service is already a partner in the planning process. McCarthy is at the end of the road of the biggest national park in the country, but it has no infrastructure..

Sheila Selkregg (USDA Rural

Development) addressed the need for McCarthy to develop a community plan. Larry Dickerson (CVED) said that NPS and DOT/PF have already funded some studies of park development on McCarthy and this could be used for the basis of the community plan. Kurt Egelhofer (Village Safe Water) noted that the footbridge with its limited access limits options for disposal of solid waste. He further commented that Tom Wolfe will be the engineer who will be the lead for the McCarthy project. They will do their best to work with the NPS. Mr. Wolfe was in Chitina and McCarthy on August 15. He did a preliminary on-site look at community problems. An engineering firm should be assigned to McCarthy by the first week of October. They are looking at 8 months to do the feasibility study.

Edmond Roberts (NPS) said that facility planning should be completed before McCarthy's project can be funded. The NPS is very interested in local infrastructure improvements, for instance the McCarthy Road corridor planning, water management at Kennicott and legal requirements.

Another item of interest concerning McCarthy was the subject of gathering additional information on the Village Public

suggested that people ultimately need to pay for the services they want to receive and that McCarthy and other communities in the Copper Valley region may want to consider incorporation and taxation at some point in the

future. Edmond Roberts said that the road corridor leading to McCarthy is 60 miles of State right-of-way—an area too large for the size of McCarthy to manage.

People with ideas, needs, projects and dreams met with

other people representing agencies with either answers or directions to those answers. People searching for solutions and, hopefully, attaining them—each contributing to the Summit's success.

McCarthy Road advocacy group established

MCCARTHY, AK —

On August 13th a coalition was born. The Coalition for Access to McCarthy (CAM) was created to foster access and economic development along the McCarthy Road corridor. The group was formed at an informal get-together of 14 local residents. In the short time since its inception the number of members has grown rapidly.

Many area residents, landowners and visitors, as well as many other Alaskans have been concerned for some time over the ponderous and intractable pace that has plagued access improvements to the area. Twenty-nine years ago this month Governor William A. Egan dedicated the new highway bridge at Chitina. The bridge was to be the beginning of convenient vehicle access to an area of immense scenic beauty—something all Americans could enjoy. According to the Governor and the State Legislature at the time the road would also assist in providing the State of Alaska with much needed economic

diversification.

By 1974 a pioneer access road was open all the way to McCarthy. Since then the two vehicle bridges across the Kennicott River have been destroyed and replaced by two narrow footbridges. The remainder of the pioneer road remains much as it was in 1974 except for minimal improvements through efforts of a local maintenance crew. With the exception of federal funding used to restore the historical and vital bridge across the Kuskulana Gorge and a small section of road near Long Lake no major improvement utilizing Federal Highway Trust funds has taken place. In fact, today, any future capital enhancement of the road has been completely removed from the State's highway budget cycle "State Transportation Improvement Program" (STIP). In addition, the local maintenance station at Chitina, which provides the only work now on the road, is first on the list to be closed if the Legislature reduces the Alaska Department of

Transportation's and Public Facilities budget any further.

The Coalition is dedicated to try and change this situation by educating the public and its elected officials. The CAM mission statement is as follows:

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

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

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

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

Membership is not limited to local residents. Anyone who shares the coalition's objectives is welcome to join. Write: CAM, McCarthy #63, Box MXY, Glennallen AK 99588.

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

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

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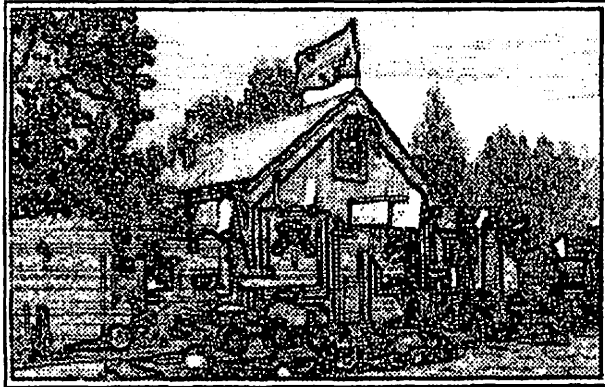
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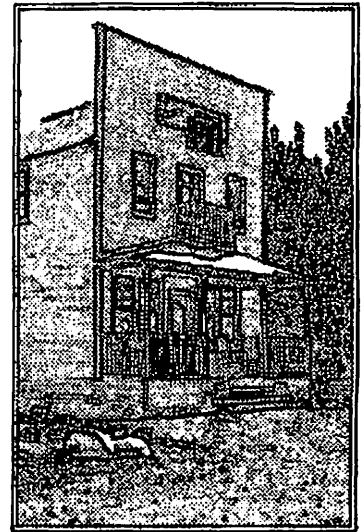


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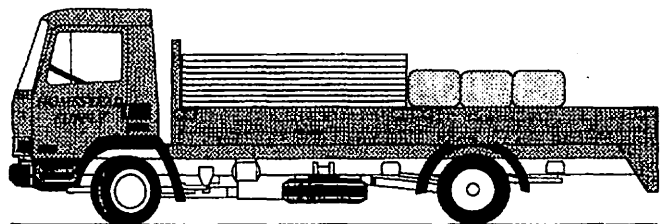
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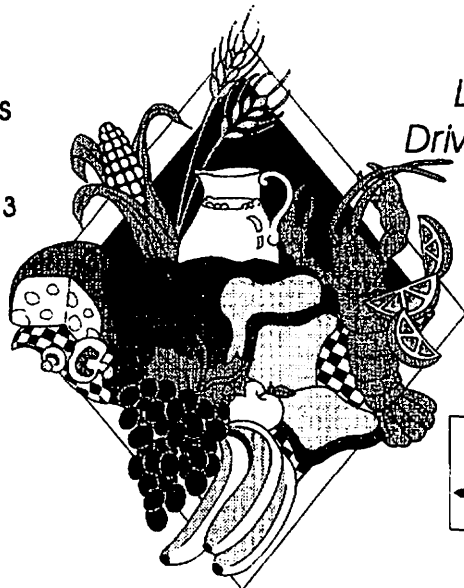
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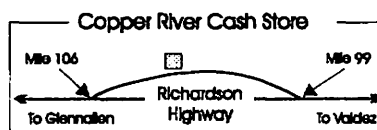
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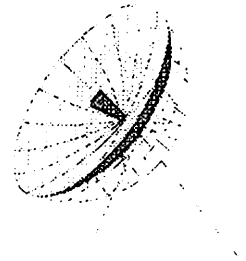
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A LOOK AT THE WEATHER

BY GEORGE CEBULA

So far the summer of 2000 has been a bit on the cool and dry side with June and July temperatures and precipitation just about average. The high temperature for June was 80 on the 6th and 24th (84 on June 12, '99 and June 30, '98). The low was 28 on June 2nd, 3rd, 4th, 11th and 19th (28 on June 6, '99 and 27 on June 1, '98). The average temperature for June was 53.3. This compares to 53.7 in June 1999 and 54.9 in June 1998. There were only 2 days with a high of 80 or above and 6 days with a low of 32 or lower. The total precipitation was 1.35 inches. This was 3/4 of an inch more than the 1.93 inches in June 1999 and 1.22 in June 1998. *Silver Lake had a high of 77 on June 6th and 25th (84 on June 13, '99 and 80 on June 30, '98) and a low of 34 on June 11th (32 on June 4, '99 and 32 on June 1, '98). The average June temperature at Silver Lake was 54.3 (54.4 in 1999 and 54.5 in 1999) and the total*

precipitation was 0.37 inches (1.29 inches in 1999 and 0.25 inches in 1998).

July was a bit warmer and dryer than last year. The high for July was 80 on the 4th and 8th (85 on July 3, '99 and July 3, '98). The low was 32 on July 23rd (31 on July 22, '99 and 30 on July 9, '98). The July average temperature 56.2, compared to 56.0 in 1999 and 55.5 in 1998. There were 2 days with a high of 80 or above and 1 day with a low of 32 or lower. The total July precipitation was 1.10 inches (3.34 inches in 1999 and 2.09 inches in 1998). *Silver Lake recorded a high of 79 on the 8th (87 on July 4, '99 and 82 on July 4, '98) and a low of 36 on the 8th (36 on July 22, '99 and 35 on July 9, '98). The average July temperature at Silver Lake was 56.3, compared to 56.7 in 1999 and 58.1 in 1998. The total precipitation recorded at Silver Lake for July was 1.97 inches (2.11 inches in 1999 and 2.20 inches in 1998).*

Hidden Creek Lake was just

about on time this year releasing its water on July 26th (July 17, '99). The water in the Kennicott River began to rise during the afternoon and didn't crest until the next evening. The increase was just under 3 feet in 36 hours. The crest was the same as last year and there was no flooding. The river was back to its normal level by the morning of July 29th.

The first two weeks of August were cool with temperatures in the 60s and 70s. Rainfall for the same period was just over an inch. Its about time to think about covering the plants in the garden. The first frost and freeze is due any day now. The lowest as of the 17th has been 29.

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

Seen on the Internet

I just got lost in thought. It was unfamiliar territory.

You have the right to remain silent. Anything you say will be misquoted, then used against you.

Honk if you love peace and quiet.

Despite the cost of living, have you noticed how it remains so popular?

Nothing is fool-proof to a sufficiently talented fool.

You can't have everything, where would you put it?

A fine is a tax for doing wrong. A tax is a fine for doing well.

I wished the buck stopped here, as I could use a few.

I started out with nothing, and I still have most of it.

Light travels faster than sound. This is why some people appear bright until you hear them speak.

FOR YOUR CONSIDERATION

I have a dream

McCarthy—59 miles. The road used to be narrow here and change to dirt and gravel. Now it merely changes color; it seems to be hard surfaced, yet has the look and feel of a well-maintained gravel road. Although we left Anchorage this morning, we should arrive in plenty of time for our dinner reservations at Kennicott.

Both sides of the road have ample cleared areas, with scenic views of both the Wrangell and Chugach Mountains. We marvel at how the panorama seems to reach out and touch us. Before they upgraded the road, long tunnels formed by overhanging tree branches literally *did* reach out and touch us—sometimes even claiming our mirrors. We certainly don't miss the choking dust that used to fill every nook and cranny of our vehicle, either.

The folks at the Ranger Station mentioned that the safety record has improved wonderfully on the road. I remember when most rental cars were not allowed on the McCarthy Road.

The *Visitor's Guide* mentions a very nice wayside at mile 35.2, so we pull in to use the facilities. The picturesque scene all around us is almost overwhelming. A group of young folks are getting ready to explore a trail that leads up into the Crystalline hills. We look for the animal that inspired the name of the lake—the magnificent moose. A family of Trumpeter Swans seem oblivious to our presence. We never used to be able to see the lake, let alone the swans.

Back on the road, I remem-

ber reading about a group who drove the McCarthy Road in their vintage automobiles in 1999. "It didn't take very long to start wondering if every bolt would be sheared and screw shook out before we arrived, [in McCarthy]" wrote one driver. "In my opinion, it is the worst road we have ever been on." Now, I have to say, it is one of the finest in the state!

Mile 59—we're almost there! The new bridge over the Kennicott River is reminiscent of the Kuskulana bridge—narrow, but not a problem if you watch for traffic coming the other way. A new hotel and restaurant are on the left, near what used to be a "pay parking lot."

We've heard that the small "mom and pop" businesses in the area nearly died off before the road was upgraded and the vehicular bridge built. People and businesses had to haul all their fuel and sewage through the river. It took a near ecological disaster before the bridge was converted to vehicular access.

We wait for an oncoming vehicle to pass, then cross over the raging river. A group of rafters are preparing to launch just down river from the bridge.

The junk cars that used to line the road just beyond the bridge are now gone. We pass a lovely little church building on the right. On the left, a scenic viewpoint beckons. A blue-green pool of glacier water framed by fireweed reflects the Kennicott Glacier, and the historic buildings above. A perfect spot for a photo. Ahead, a sign welcomes us to McCarthy and Kennicott. "Parking right, camping left," it reads. We turn right and are

greeted by a smiling Park Service Ranger. "Please park right over there," she says, pointing to our right. "The information kiosk is to your left. It is only a few hundred yards to McCarthy, and there is a footpath next to the kiosk. If you have more luggage than you care to carry, or have a problem walking, a shuttle van will pick you up right here at the gate."

Although the NPS Visitor's Center is in Copper Center, we are glad to see an informational kiosk here. They have information on the local geology, maps of several area trails, bear safety information—and most importantly—friendly, helpful advice.

A tour bus has unloaded nearby. Several elderly, one a World War II veteran with artificial legs, meet the shuttle van. It's so gratifying to see these folks being able to enjoy the rich history of Kennicott and McCarthy, as well as experiencing the grandeur of the area.

It's still early, so we decide to walk into town and explore the museum before we catch the shuttle to Kennicott. The town of McCarthy seems somehow rejuvenated. Many of the old buildings that were nearly lost to decay have been restored and are now functional. The entire area has managed to maintain its historic character. Controlled auto parking at the edge of town and elimination of the many junk vehicles certainly helped things.

I wake up. What a beautiful dream. Was it just a dream? A wise man once said, "Dreams come true; without that possibility, nature would not incite us to have them."

LETTERS TO THE EDITOR

Sirdar, BC

Via email

Hi,

Just finished reading a very interesting article in "Up Here" regarding Kennicott and McCarthy. It was of interest to me because of the fact that my Dad had worked in Kennicott years ago. The pictures in the article are of the same places and things that I have seen in my parent's photo album. The article gave the town's website at the end so I visited it as you can tell. I wish to compliment you on the web site and the articles and information included in it. If, as stated at the start you are still working on it, then it will be even better as time goes on.

We have a picture hanging in our home that hung in my parent's home for many years. It is of the Seven Sisters, Wrangell Range, Alaska. I

will be "digging" out the photo album to revisit the photos of your area soon.

For your information my Dad, A.W. Burch, arrived in Cordova, from Seattle, on January 01, 1926. He mentioned it took the train a whole day to travel to Chitina where they stayed over-night, continuing on to Kennicott the next day, arriving at 4:00 PM. He was Grocery Manager for the Kennicott Copper Corporation in their store in Kennicott for one and a half years. The boss he worked for was Bob Mooney.

Thanks again for the super web page and info. Keep up the good work.

Sincerely,

Garry Burch

Humboldt, Tenn.

I had the pleasure of visiting your area. in Oct/98. I spent about 10 days hiking and camping in the immediate McCarthy and Kennicott area. I spent one day in the ore processing mill itself. That was most interesting. An employee of the NPS was doing repairs that morning and let us in. I think her name was Chris. I can't wait to return to show my family. Thanks to everyone, who helped make the trip pleasurable.

Dan Clevenger

Oshkosh, WI

WSEN,

Your newsletter is great!
We look forward to each issue.

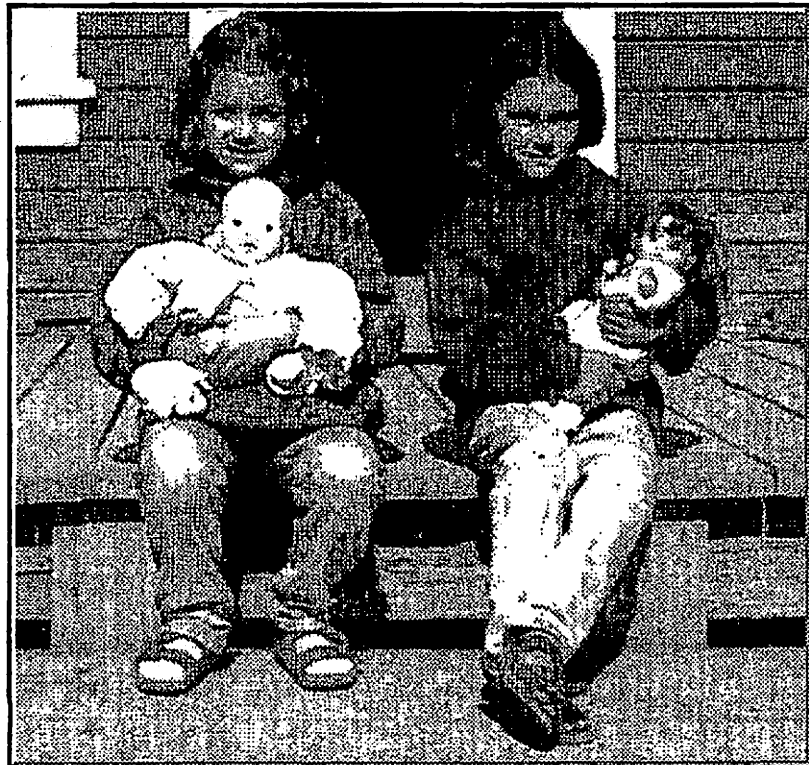
Thanks

Gene and Sally Labarge

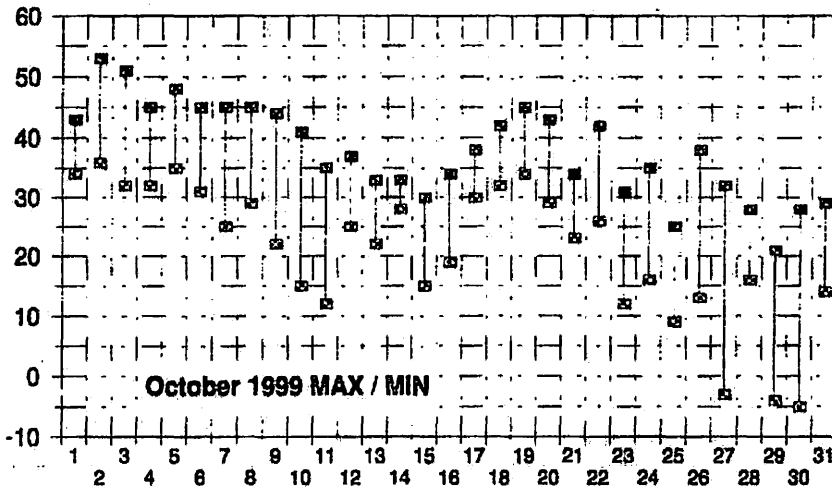
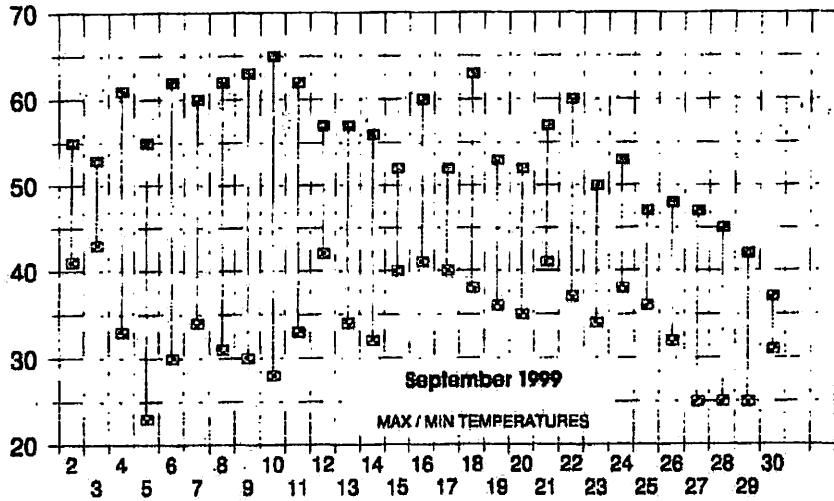
Tana Bosshard and Tessa Bay take a break on the steps of the McCarthy-Kennicott Museum.

Tessa is sporting a fresh haircut at the hands of her mom, Natalic. Tana was standing by during the entire adventure, offering her support.

I understand it was hard work on everyone's part!



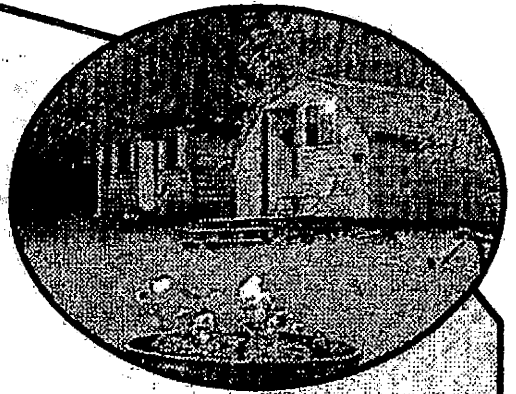
Weather - What can we expect?



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