

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Volume Twenty Issue Five

September & October 2011

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The Copper Spike—100 years later

Kennecott:—"The day was most propitious. The sun shone brightly..." writes Will A. Steel, editor of *The Chitina Leader*, of the memorable occasion—the completion of the Copper River & Northwestern Railway, 196 miles of rail from Cordova to Kennecott. The date: March 29, 1911.

On July 9, 2011, that gigantic and daring enterprise was remembered and celebrated with sun shining brightly in today's Kennecott.

The re-enactment of the Pounding of the Copper Spike was a joint effort between local residents and national park service employees. Earl Sanders was the Master of Ceremonies and Brian Me-



Photo courtesy Bonnie L. Campbell, photographer NWReflections.net

Millan, skit director.

Several took on the roles of the original characters such as Chief Engineer E. C. Hawkins (John Montepare "Monty"); Will A. Steel (Rick Kenyon); General Superintendent Samuel Murchinson (Richard Millsap); photographer E. A. Hegg (real-life photographer Bonnie Campbell).

The 100 year photo (left) shows the faithful old engine No. 50. In the skit photo a 1938 Chevrolet

auto-railer bus on loan from the Museum of Alaska Transportation & Industry in Wasilla sits in for No. 50. Many thanks to Dave Syren who made the necessary arrangements and to Harry McDonald, CEO of Carlile Transportation in Anchorage for bringing the bus and an antique railroad speeder (circa 1920) in for the festivities. Further thanks to Rowcon Services and Wrangell Mountain Air for assisting with transportation.



Photo courtesy Bonnie L. Campbell, photographer NWReflections.net

A note from the publisher

BY BONNIE KENYON

It's been almost 2 months to the day since we mailed our last *WSEN*—the July/August 2011 issue. Our town has celebrated two major events: the annual July 4th festivities and the 100 year anniversary of the completion of the Copper River Northwestern Railroad from Cordova to Kennecott. Both events were nearly back-to-back. The small communities of Kennicott and McCarthy swelled in population for what seemed like a continual celebration for a week.

As you can see on the cover, the top photo reveals a “today” (July 9th) picture of the re-enactment of the Pounding of the Copper Spike. Rick and I thank Bonnie L. Campbell, photographer, for the use of this fine photo. Be sure to view her work at NWReflections.net.

The lower picture is a smaller reprint of the “real” true-life event of March 29, 1911, courtesy of Ron Simpson. The photo included on this page is of the editor of this publication, Rick Kenyon, playing the part of Will Steel, editor of *The Chitina Leader*. Naturally, I am impressed with this picture taken by Sunny Cook, our Museum president!

Our thanks to Tim Cyeyota with the Wrangell-St. Elias National Park for permission to reprint his story of the celebration on page 6. Tim, you did a great job! Combined with our Centennial celebration was the Grand McCarthy/Kennicott Long Distance Tour with the Antique Auto Musers Club. They certainly



Photo courtesy Sunny Cook

arrived in style! Scott Grundy writes a superb article on their visit on page 8. Thanks for sharing, Scott!

Larry Satterfield, a McCarthy summer resident along with his wife Lindee, shared a unique invention he devised to meet a need at their homestead. You

will want to check out the picture and story by Larry on page 11. Congratulations on a job well done!

Ray Voley of Kenny Lake writes an account and update on the historical documentary being done by students of the Kenny Lake School. Seeking out further film footage, they headed out our way this summer. Ray's story also covers history tidbits of Kennecott in the early 1900s. Ray's article on page 14 was reprinted from the July 28th *Copper River Record*. Thanks, Ray, and Publisher Matt Lorenz.

Wrangell St. Elias News welcomes aboard the following subscribers: Preston Kester, AK; Charlotte James, MO; Fred Trimble, AK; Doy Garner, MO; Michael Janes, WA; Dan Motz, OR; Daniel and Angelina Davis, AK.

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Items of Interest

BY BONNIE KENYON

Matt and Amber Vial: When Rick isn't wearing his Editor/Publisher's hat for WSEN, he might be found pumping propane for neighbors, such as Matt and Amber. Seeing summer and year 'round folks more often is a plus for the propane service we offer.

Both Matt and Amber work for St. Elias Alpine Guides—Matt, full time as General Manager, and Amber, in operations, during the summer season. Although they were on “business” for the guide service, we did manage to find time to visit. I was pleased to discover, they are expecting their first child who is due November 14th. By then they will be back in their winter home in Lake Tahoe, California.

Matt first arrived in our area in 2007, working as a guide for St. Elias but moved up into his present position in 2009. The Vials are celebrating their 5th wedding anniversary the end of August with a visit from Matt's parents who are also from California.

Amber just graduated with a Master's Degree in Marriage and Family Therapy. Congratulations, Amber, and congratulations on your upcoming wedding anniversa-

ry. We will stand by for the news of Baby Vial's arrival!

Paul Hanis and Jenny Rosenbaum: Another propane customer...another neighbor comes calling. This time it is Paul. Jenny was minding the homestead on the Nizina River.

Paul just returned from a 23 day work stint on the slope. Jenny kept the home fires burning while Paul was away, but she made sure the mice (in our neck-of-the-woods, voles) didn't play in their “biggest and most productive garden” yet. Paul further described it as their “banner accomplishment for the summer.”

They are hoping to put in a root cellar this fall. I'm sure that would be the icing on the cake. A place to store all those great veggies.

In between their projects and work, Paul and Jenny are finalizing their plans for the upcoming wedding which is taking place on September 10th at 3 pm at the “toe of the glacier.” They are expecting locals, out-of-state family members and friends—another great celebration in our town!

George and Ted Cebula: August 13th was a perfect day for George's brother Ted to arrive on McCarthy's mail plane. “It was the

sunniest day since my arrival. The flight this year was through the canyon,” says Ted. He flew to Anchorage from his home in Milwaukee, made connections with Security Aviation in Anchorage, then on to Gulkana for a seat on Copper Valley Air Service's bi-weekly mail plane to McCarthy where George and dog Shane met him.

Ted's stay this year is a month, a week longer than previous visits. He and George just completed (with a helping hand from next door neighbor Jim Guntis) an upgrade to George's solar system.

George is volunteering one day a week at the McCarthy Museum this year. Ted joins him in greeting visitors who enjoy the ever-increasing historical information and artifacts of our local museum.

Ted surprised Rick and me with a beautiful clock that he had refurbished. Purchasing old clocks and making them like new is a hobby Ted took up some years ago. Since his retirement, however, he has given more time to something that offers him real enjoyment. We were thrilled to receive one of those special clocks. Ted says it is called a “skeleton” clock. Believe me it is not being up in our closet either. Instead it has a place of honor in our living room. On Ted's

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regular coffee visits, he adjusts it and shows us how to keep it on time when he's not around.

Thanks, Ted! A great gift from a great friend.

Whether it's a mail day, a museum day, lunch here, lunch there, Ted says he is "enjoying the many wonders that McCarthy has to offer." He's hoping to experience the changing of the leaves this year before he returns home. We hope that doesn't occur too soon!!

Tom and Mary Kaye Golden:

Tom stopped by the other day while I was in the midst of beginning *Items of Interest*. Needless to say, he was in the right place at the right time—as far as I was concerned. He updated me on Mary Kaye's return from a 3 ½ week trip to Wisconsin. She underwent minor surgery which was successful and spent a lot of time with Tom's mother who was making a transition from her home to a rest home.

Not long after Mary Kaye returned to McCarthy she had to make an emergency trip to Valdez with dog Molly to see a veterinarian. I was happy to hear that both ladies are back home on the Nizina and doing well.

Tom is still working at the McCarthy Center (grocery store) 4 days a week and Mary Kaye is volunteering one day a week at the museum and working for McCarthy Air.

The Golden's greenhouse has over 150 tomatoes ripening on the vine. With colder nights moving in to the area, Tom decided to purchase a small heater, giving his crop time to complete the growing process.

Thanks for being a willing "item of interest," Tom, and welcome home, Mary Kaye.

Jim and Peggy Guntis: The Guntis' always make the most of their summers at their McCarthy home, but this year is turning out

to be an exceptionally special one. Son Donald Northrup and wife Tobey visited from Tucson; daughter Salley and husband, Scott Wallin, (also from Tucson) were in the area for a fun-filled vacation. Daughter Kim, husband, Richard Frost, along with their son, Robbie, from Homer also paid the Guntis' a visit. (Kim and Robbie more than once.) It's been a wonderful family summer season!

Somehow Peggy manages to keep current with her mail day excursions with me and rarely misses our bi-weekly trips to the mail shack and then to the store for a cup of coffee and visits with neighbors. Recently she and I ventured out of our regular routine and went "shopping." Terry and Dee Frady, owners of Fireweed Mountain Arts and Crafts, a fine gift shop in Kennicott, always welcome us ladies on our yearly trek up the mountain. We enjoy cruising the store for those special items. It is not normal for us to leave empty handed!

Both Jim and Peggy volunteered their time and talents to the museum this year. Peggy, greeting visitors, and Jim, installing a new solar, electrical system which upgrades the lights and aids in providing some much-needed heat during our cooler days.

Neil and Catherine O'Donnell: Neil and daughter "Cat," 14, are always up for an adventure. Another one was in the making for the second week in August. Most of these outstanding excursions originate from their cabin in McCarthy. This trip was no exception, except their "guest" for this particular outing was Neil's friend, Jerry Juday, of Anchorage. This wasn't Jerry's first visit to the McCarthy area but it was a first to do the fly-in/out and hike from the Lakina River to Hidden Lake with his friends, Neil and Cat. The only

down side was Jerry's sprained ankle which occurred en route!

They had originally planned on crossing the Kennicott Glacier and ending their arduous trek with dinner at the Kennicott Glacier Lodge. They, instead, cut the trip short with a pick-up at Hidden Lake. Neil's satellite phone came in real handy. He was able to reach Wrangell Mountain Air requesting an early flight out of the Hidden Lake airstrip. Pilot Kelly Bay came to the rescue! Jerry was a real trooper throughout the entire trip.

Rick and I were pleased to visit and have dinner with Neil, Cat and Jerry after their return to McCarthy. Recently Neil posted 88 photos of their venture on his Facebook wall. I just thumbed through them all. What a beautiful, and very scenic, yet challenging terrain! I commend these three adventuresome friends. A trip to remember for sure!

A ladies' lunch: Writing about a fun-filled trip made me think about a recent outing I took with several ladies in our town—Audrey Edwards, Peggy Guntis, Lindee Satterfield, Barbara Rice and Dee Frady.

August 16th arrived with promises of warmer temperatures and plenty of blue sky to warrant our annual ladies' lunch. Most of our lunch excursions in the past took us to Kennicott Glacier Lodge. However, this year because we "finally" got a good-weather day, we decided to do pizza at Tailor Made Pizza in Kennicott—in the outdoors!

Since our day this year was a Tuesday, we were pleased that Stacie (Miller) was working the pizza bus and this would give us an opportunity to include her in our festivities. (By the way, if you haven't sampled Stacie and Pete's homemade pizza, you are missing something great!)

The day before the trek up the hill, we ladies were approached by Danny Kean (the "Piano Man," see his story on page 21), offering us a ride in the back of his piano truck. There wasn't quite enough room for all of us, so Barbara and Lindee followed us on their 4 wheelers. Dee was waiting for us at her gift shop in Kennicott.

Danny's Piano Dog, Mo, kept Audrey, Peggy and I entertained with his constant pacing on the top of the piano, his favorite hang-out. We eventually "lost" him to a particularly bothersome pothole. He managed to land on his feet, but once Danny stopped the truck to check on him, Mo instantly leaped into the front seat. Yep, he'd had enough of us ladies, I guess!

We ordered pizza upon arrival, had our own picnic table and had a grand time visiting and enjoying the awesome scenery from Stacie's location. Danny, in the meantime, situated his piano truck to take in the view while making beautiful music to all who passed by and those eating their lunch. Passersby were invited to do their own renditions, too, which made for quite a lovely background to our ladies' lunch near the glacier.

Leath Kramer, Jen Gessert and baby Jonah: Jen and Jonah came calling for propane today and I was pleased to get an update on their activities this summer. Jonah Kingfisher turned one August 9th, says Jen. Being a new mom and working 3 days a week driving a shuttle van for Wrangell Mountain Bus, is more than full-time work. However, Jen is pleased to have a great babysitter for Jonah—Lindsay Jensen. Aleah, Lindsay's baby girl, is 4 months younger than Jonah and according to Jen, these two young ones have really taken to each other.

I asked Jen what Leath was up to this summer. He is busy with

Fire Chief duties on behalf of the McCarthy/Kennicott Volunteer Fire Department. At the moment he is working on an interagency effort with the State of Alaska Forestry to create a fire break south of McCarthy Creek.

Jen says they plan on being at their cabin out the Nizina Road until the end of October. They hope to do some traveling to visit Leath's family in Washington and Jen's family in Oregon. And, then, search out a warmer climate to fill out those long, dark winter months.

Because Jen was the organizer of the first Annual McCarthy Marathon, I asked her to bring us up-to-date on the results of the 26.2 mile race that took place in McCarthy on July 30th. She was more than enthused with the turnout and the eager, hard-working participants. Nine runners signed up and finished the race within 40 minutes of each other. "We all had so much fun!" exclaimed Jen. I can see she is already preparing for next year's event.

The winner was Tim Leuthe, a park service summer employee, working at Copper Center.

Thanks, Jen, for stopping by and providing us such a fine item of interest.

John and Barbara Rice and Marcheta Long: Since our last *WS-EN*, the Rices and long-time friend, Marcheta Long, have donned their host and hostesses' hats to a variety of visitors. Over the 4th of July, the Rice's home was full of friends from the St. Louis area where John and Barbara live in the winter season. Sara Levins made her 3rd trip to McCarthy. Her first year's visit was in 2003 when she and Barbara staked out the site for the Rice's summer home on the west side of the Kennicott River. This trip Sara brought her friend, Suzan Stremel. Just prior to Sara's arrival, another

friend, Charlotte James, arrived with her traveling companion, Inge Ucinski. The ladies had a wonderful time seeing the sights of our communities. Shortly after their departure, Kevin and Betsy Cummings from Troy, MO. arrived. They, too, found our area full of adventure and a great place to take pictures, both of scenery and local characters.

I'm not sure how John fared during the time the house was full of ladies—even his shed was occupied with Marcheta who found her temporary quarters a fine place to take up residency. Complete with electrical outlets for her hair dryer and screened-in windows, she was very content, until her upstairs bedroom was once again available.

Barbara's birthday arrived in style this year. Unknown to her, her brother, Stuart Keck, her sister, Sally Yates and their spouses, Sue and Chuck, came up with a surprise birthday greeting for public display. Chuck is quite an artist so he designed an 8' by 18" banner that read: Barbara Rice is 70. The night before her birthday Marcheta, who was working at the lodge, made sure the banner was hung. When Barbara showed up for work at Ma Johnson's Hotel, August 23rd, she was wished a happy birthday by several employees of the hotel and grocery store. Someone drew her attention to the mysterious banner which was hanging nearby. Of course, Barbara was stunned! The banner remained in place for two days with a continual flow of Happy Birthday's coming from visitors and locals alike.

I hear this isn't the first time Barbara's family has surprised her with banners announcing exciting milestones in her life. Congratulations, Barbara, but you might want to have a serious talk with your brother and sister!

CR&NW Railroad Celebrates Hundredth Anniversary in Style

BY TIM CYCYOTA, WRANGELL, ST. ELIAS NATIONAL PARK AND PRESERVE

On Saturday, July 9, visitors to the Kennecott National Historic Landmark in Wrangell-St. Elias National Park came across a sight not seen for decades—the building of a railroad.

Reading from a transcript dated March 29, 1911, members of the Kennecott/McCarthy community celebrated the centennial of the Copper River Northwestern Railway by reenacting the ceremonial driving of a copper spike outside the Kennecott Mill Building. The event, co-sponsored by the McCarthy-Kennecott Historical Museum, the Wrangell Mountains Center and the National Park Service, served as a culmination to a weekend filled with the century of history associated with the railroad.

A Brief History of the CRNW: Can't Run, Never Will

The story of the railroad begins with the discovery of the Bonanza Mine Outcrop in 1900 by Clarence Warner and Jack Smith. This deposit contained up to 70% pure chalcocite, and stands today as one of the richest copper deposits ever discovered. Mining engineer Stephen Birch purchased shares of the Bonanza claim on behalf of the wealthy Havemayer family, but soon recognized that without a way to transport the copper to market, it was worthless. The Havemayers collaborated with J.P. Morgan and the Guggenheim family, forming the Alaska

Syndicate, to build a railroad and develop the mines.

A great difficulty for the construction of the railroad was the selection of a suitable port for sending the copper ore to market. The steep grade and rough terrain of Thompson Pass made Valdez unsuitable for a rail line, and construction efforts there were soon abandoned. The town of Katella was seen as valuable despite its shallow shoreline because of its access to coal deposits; when Teddy Roosevelt withdrew the coalfields of Alaska from private entry, however, those plans were quickly halted. All of these mishaps lead to the Copper River Northwestern Railway earning the nickname "Can't Run, Never Will," as few believed that the railroad would actually finish its construction.

Eventually, the town of Cordova became the starting point for the railroad due to its favorable position at the mouth of the Copper River. In the fall of 1907 the Alaska Syndicate hired Michael J. Heney, builder of the White Pass & Yukon Railroad. For the next four years his crews worked relentlessly, building rail bed and bridges through difficult terrain at temperatures down to 40 degrees below zero. Meanwhile, mine operations had already begun in Kennecott, which allowed \$250,000 worth of copper to leave the mine just ten days after the completion of the railroad in March of 1911.

The mine and the railroad continued to bring in massive profits for the Kennecott Corpo-

ration as World War I raised the demand for copper. From 1911 to 1938, nearly \$200 million worth of copper was processed in the mill and carried by the CRNW to Cordova in burlap sacks. The shutdown of the mine in 1938 led to the shutdown of the railway as well, however, and in subsequent years much of the railbed was pulled out of the ground. Today, the most recognizable signs of the railroad are the depot stations in Chitina and Strelna, as well as the occasional rail spike still found along the McCarthy Road.

The Celebration: Some Things Old, Some Things New

The festivities kicked off on Friday as the Ahtna Heritage Dancers performed traditional song and dance pieces in the Kennecott Rec Hall, followed by a presentation to several Ahtna elders in commemoration of their return to the tribe's ancestral hunting grounds. Friday also saw the arrival of over twenty vintage and antique automobiles thanks to the antique auto clubs of Fairbanks, as well as an antique railroad speeder (circa 1920) and a 1938 Chevrolet auto-railer bus on loan from the Museum of Alaska Transportation and Industry in Wasilla.

On Saturday, the morning kicked off with a pancake breakfast provided by the Wrangell Mountains Center, with proceeds benefitting the McCarthy-Kennecott Museum. Park Service Ranger Dan Lefler offered a presentation on the building of the railroad, while Park Histori-

an Geoff Bleakley explained the importance of the railroad for the region to a rapt audience at the Kennecott Rec Hall. At 3:15pm, the Master of Ceremonies invited the assembled crowd to gather at the trestle bridge in front of the Kennecott Mill Building for the reenactment of the driving of the copper spike.

Community members and NPS employees played the parts of mine managers and railroad engineers, while the assembled crowd served as stand-ins for the mine and rail employees. Speeches were made, photos were taken, and a copper spike was driven into the trestle bridge to much applause.

Employees of the Kennecott Utah Copper Corporation were also on hand to celebrate the centennial. After the closing of the Kennecott Mine in 1938, the shareholders of the Alaska Syndicate moved their operations and resources to Utah, where copper is still being mined to this day. Thus, Kennecott Utah Copper serves as the spiritual successor to the original Kennecott Mining Corporation, and the company provided a commemorative plaque and copper spike of their own to mark the occasion. The plaque will hang in the McCarthy-Kennecott Museum along



Photo courtesy National Park Service

Members of the Kennecott/McCarthy community celebrated the centennial of the CR&NW Railway by reenacting the ceremonial driving of a copper spike outside the Kennecott Mill Building.

with other memorabilia from the weekend's events.

The driving of the copper spike was not the end of the festivities, however. A reception to recognize the organizations involved in the weekend was held at the Kennecott Glacier Lodge, and the evening finished with a period-dress block party in McCarthy, with partygoers sporting their best driving caps, mink stoles and flapper dresses in the

lengthy Alaskan twilight.

Event organizers remarked that the event was a phenomenal success, thanks in large part to the year of work and planning that went into making the celebration possible. Sunny Cook of the McCarthy-Kennecott Museum felt that the weekend justified all of the work she put into it, saying: "We've been talking about it and planning for a couple of years, and it's great to see it finally come together." Erica Edmonds,

Head of Kennecott Interpretation for the Park, noted that the weekend's consistently sunny 70-degree weather was as nice as she's seen all summer, and that "we couldn't have asked for a better day to celebrate the centennial of Kennecott." Interim Park Superintendent Elwood Lynn was impressed with the emphasis the celebration placed on the railroad's history, saying "You've gotta look back to see how far we've come."

How far we've come, indeed. The last hundred years have seen great changes for the Kennecott/McCarthy area: a boom, then a bust, then the gradual establishment and growth of a new community. Here's to hoping the next hundred years of the CRNW railroad will be just as filled with people and stories of interest and importance to the history of Alaska.



"The actors"

WSEN staff photo

The GRAND McCarthy/ Kennicott Long Distance Tour

BY SCOTT GRUNDY

I quickly ditched the plan for the long distance tour I had in the works for our club this summer when the AAMA (Antique Auto Musers of Alaska) invited us to join them on their tour to this highly scenic and historic area. A three day community event was planned by the McCarthy Museum to celebrate the 100 year anniversary of the completion of the Copper River & Northwestern (CRNW) Railway from Cordova to the copper mine in Kennicott. (Basically, a celebration for a RR that no longer exists.) It's noteworthy that our club visited the other end of the RR on our tour to Cordova last summer which marked the centennial completion of the "Million Dollar Bridge" in 1910. This made our trip this year even more special.

The Anchorage club planned the event, so all I had to do was forward the info to our easily confused membership. But I was still nervous because on the first long distance trip I coordinated I suffered a debilitating cold and on the second trip I was swarmed by yellow jackets while plying about



WSEN staff photo

A few of the autos at Kennicott. It must have looked something like this when there was a dance or social in the "old days" when the McCarthy folks drove up the Wagon Road.

in a junk yard! Then as we departed from home to caravan on this trip, I cursed Ford because I couldn't get our truck, which was pulling our hauler, out of 4WD low range. We limped into Seeken's Ford from the center of Farmer's Loop at 30 mph and the staff easily resolved the issue

weather" we experienced the entire visit!

A total of 24 vehicles and about 50 members from the two clubs participated. Cars included two Model T Touring rigs and several Model A's. Many trailered their cars to the Chitina Airstrip and then drove the McCarthy Road. The



WSEN staff photo

Will the patient survive? Surgery performed on Ken & Peggy Stout's Model A. The team had it going again in just a few hours.

by following proper procedure. With my ego damaged, Lynn and I proceeded on to a terrific trip that was without serious debilitating mishap for any vehicle in either club. However, Ken & Peggy Stout of the AAMA blew a head gasket on their Model A and had to be towed the last 15 miles to McCarthy. The knowledgeable AAMA crew is always prepared and easily replaced the gasket that evening. Our bonus was the "bluebird

Danes and Allens trailered their cars behind their camper-laden trucks to McCarthy. The McCarthys and Larsons trailered to Copper Center and then drove. The Grants comfortably cruised in their 442 Olds the entire way. But the award goes to the Larricks who drove their 1932

Studebaker the entire 700 mile trip!!

How was the McCarthy road you ask? Well, it really wasn't bad at all. However, the Grundys driving their '36 Dodge truck, which was designed to carry loads on the farm, felt destroyed after the inbound journey. We rued the thought of the return trip, ignored Bub Larson's advice to haul rock (or copper ore) while driving fast, but strangely found the return trip to be faster by 1.5 hours and almost comfortable. John McCarthy noted that the roadway on the far side of the private bridge into McCarthy was so rough it affected our overall attitude regarding the incoming trip. Sections of the bridge road consisted of deep potholes separated by boulders! Well, almost. The other factor was the inbound journey was almost all uphill which is always rougher in a light vehicle. A fitting and favorite saying of ours that was likely applied to the return leg is, "Attitude is the paintbrush of the mind; it can color any situation!" All other vehicles handled it without difficulty. However, we all believe our squeaks & rattles had babies!

Celebration events were scheduled by the McCarthy Museum, but participants were always free to do as they wished. Hank & Wyan Grant arrived early on Friday and attended the events. The remainder of us used the day to picnic and travel leisurely. Saturday had a full agenda that started with a yummy pancake breakfast at the 100 year old hardware store building to raise funds for the museum. That afternoon most attended

the presentation by the NPS Historian and the reenactment of the driving of the copper spike to celebrate the completion of the CRNW Railway in 1911. The reenactment was very entertaining and exactly as described in the book "The Copper Spike." That evening the Ma Johnson's Hotel hosted a period-dress block party and contest. The hotel also provided clothing for those unprepared like Lynn and I who certainly had fun but achieved no recognition. Bill and Joyce Chace were all decked out in nifty attire (Joyce looked spectacular!). The crowd voted for the best dressed male and female. The winners were AAMA members Art Isham in his ivy style hat and knickers and Marianne Robinson in her beaded dress, fur neckpiece, period footwear and stylish hat! It was wonderful to step back in time by looking down McCarthy's "Main Street" that was full of old cars adjacent to historic buildings with many folks in period attire milling about. Magical!

Joanna Cooper- AACA's Western Regions Development & Support advisor (cheerleader), attended as a guest of the AAMA. She is a real character. AAMA member Dave Syren had a beautiful two person helicopter at the event and took Joanna and a few members of both clubs for an impromptu but spectacular 20 minute ride up the Kennicott Glacier toward Mt. Blackburn.

Sunday found most of our crew taking the 2.5 hour tour of the Kennicott Mill & town site. It was very interesting, and I thought of Bill Wright when I viewed a huge babbitted sleeve

lying on the mill floor. After the tour some of us raced to the showers before attending the banquet dinner where Chairman, Ron Watts and others were recognized for coordinating this very special event. Joanna Cooper provided AACA memorabilia items to all and special pins for those who "performed above & beyond" service to the AACA. Rick Larrick and Joyce Chace from our club received the special pins.

It was a grand trip and I thank all who participated. I have forwarded the outlines of our past two Adventure Before Dementia Tours to Ron Watts for his elucidation and possible use, and have agreed to stay in touch. Members from both clubs expressed their pleasure and desire for another joint tour. Ron and I have agreed to work toward that goal provided our boards concur and we can find adequate housing and dining facilities en-route. An alternative for you is to spend \$25 a year to also join the AAMA to be eligible should we do separate tours. For example, three Fairbanks couples who are also members of the Anchorage club joined AAMA's fantastic tour to Kodiak last summer. As encouragement for more of our club members to participate in these trips, I'm toying with proposing two tours for next summer—one for a weekend and one for a 7-10 day period. You're missing a lot if you don't participate in these tours. So get your car ready for next summer. "Just do it!"

(Scott is secretary of the Antique Auto Club of Fairbanks.)

"He that would live in peace and at ease must not speak all he knows or all he sees."

—Benjamin Franklin

Alaska grown part 4—Our First Winter

BY RICK KENYON JR.

Valdez is not known for many sunny days, and our stay over the winter of '76 was no exception. Overcast, cold, windy and rainy days were the “norm.” As fall gave into winter, our attire changed slightly to adjust for something new to me—snow! The first snowflakes were a welcome sight to a nine-year-old boy from Florida. Not only were they white; they were plentiful in numbers. All sizes, but huge snowflakes were often seen. It was amazing to me how fast snow accumulated in such a short time. It seemed like three feet would fall overnight.

Dad, an airplane mechanic, was offered a job at Kennedy Air Service. In between keeping the small commuter airplanes flying, Dad learned how to “move snow.” To keep the snow off the taxi-way to the hanger, Dad would use the front-end loader to scoop the snow and dump it in piles nearby. He would bring it to our driveway and keep it plowed down to allow access for our Suburban. The huge “mountain” of snow at the end of the driveway was my favorite spot to play after school. I carried my round, orange plastic sled to the top of the mountain and slid down onto the driveway. Hours of entertainment were spent at the end of our driveway.

Mom and our neighbor Barbara were offered jobs to shovel snow off the hanger roof at Kennedy Air Service. I recall the flight of wooden steps to the hanger roof where a small office was built years earlier. Someone

had to keep those steps and the rest of the roof cleared of snow. One particular day, Mom and Barbara laid their winter jackets down at the bottom of those steps after working up a sweat, shoveling snow. When they came down the stairs later to retrieve their jackets, a stray dog was curled up on Mom's jacket!

Barbara, (who had a tender heart for animals) was convinced that it was a “sign” that this dog laid on Mom's jacket rather than hers! My mom was not so sure, and after shooing the dog off her jacket, ignoring it, she walked home which was across the street. As she was saying goodbye to Barbara at our trailer door, the dog somehow sneaked inside the wannigan and would not come out, even after coaxing. It was apparent the poor thing was hungry and exhausted. He curled up in the corner and promptly drifted off to sleep.

I was excited to see the dog when I got home from school. Even though we let him outside later, he always came back. He was allowed to stay and was adopted into the family. Everywhere we went, he went. We named him Sam, and he became a real playmate and constant companion. We never knew exactly his origin or exact age. A vet told us then that he was about a year old and fully grown. Sam had a white face like the husky but his coat was short like a lab.

One of the winter sports in Alaska is down-hill skiing. Someone had donated a number of skis to our school and we children were given opportunities to

use them. There was a place behind Valdez that we could go, up the mountain part ways. I had never been on them before, and had fun falling down until I learned how to stay upright! We would bundle up in snowsuits, snow boots, mittens and hats when we went outside to ski. Everyone had a great time.

Because the temperatures varied, it might warm up above freezing. The snow would start to melt and often it would rain. The roads would get slushy and messy to drive on. It was pretty common to snow, rain, then snow again. Once it dropped below freezing, everything turned into ice. I remember at the end of the winter, the snow surface was level with the roof of our trailer. The locals said it was a mild winter, even though we had 30' of total snowfall! As soon as we had a good snowfall, rain would come and pack it down. The road department had their hands full, trying to move snow off the streets and parking lots. They would spread salt on the roads, trying to deal with the ice and snow.

Snow machines are popular in Alaska, and we had to get in on the fun. Dad found one made by a company called Scorpion. He “named” it The Bonnie II, after my mom. I don't recall riding much but it did get stuck more than a few times. With all the snow on the ground, one could drive those things just about anywhere. Sam got in trouble after chewing up the snow machine seat one day when no one was looking! He never made that mistake again.

The winter day light was short. It would be dark when I got on the bus to go to school. When we got out at 3:30, it was dark again. We could not see out the windows of the trailer, due to the snow blocking the view. A snow shovel was kept inside the wannigan, next to the door. On



"Sam" at Thompson Pass

WSEN staff photo

more than one occasion, Dad had to shovel the snow away from the door to get outside to the car. By spring, there was a narrow pathway to the door with steps chopped out of the icy snow. One had to be careful to not slide all the way into the door!

Necessity, Mother of Invention

BY LARRY SATTERFIELD

Cold storage is synonymous with living in Alaska summers with its (mostly but not always) hot dry days. Therefore, your food "cache," such as vegetables, fruits, eggs, milk, bread, condiments etc, must be chilled in order to prolong their usefulness. So cold storage it was! Growing up on a midwest farm with 5 brothers and 5 sisters, Ohio to be exact, you probably can imagine how much food we went through from one harvest to the next! Back in those days, there were quite a few "large" families. So just about everyone had a "root cellar" or "basement" which offered as their cold storage. My wife Lindee, "Kobuk" (our black Labrador) and I, live in the Kennicott subdivision. The ideal cold storage would be in the side of a hill or bank, such as our good neighbors, Rick and Bonnie Kenyon have.

Unfortunately in this sense, living in the valley we are subject to flat land. So we have to go down, straight down! We thought about the cold storage

and we figured when your accessing the storage unit, you're mostly preparing a meal in the cabin, so why not access "it" from the deck of the cabin! When your designing an idea, always inject laziness into it because the easier it is to use or operate, the more people (especially me) will like to use it! I guess the 35 years of steel fabrication experience paid off this time.

The storage "unit" consists of a 48 inch diameter by 7 feet long culvert pipe with a 15 foot vertical tower fabricated from 4 inch steel channel." No way I'm diggin a hole that big"! So we had Keith Rowland (local contractor) with his expertise to dig and install the "unit." An 850 watt (1h.p.) cable hoist with a double line rated at 800 lbs. is more than enough for the lifting source. The storage itself is 4 evenly spaced circular plywood shelves, each setting on casters so you can spin it to access anything without overextending yourself. (AKA "Lazy Larry" or is it "Susan"!)

The lid is ¼ inch steel diamond plate as to keep critters out, hopefully! We decid-



Photo courtesy of the author.

ed to call it our "cold storage elevator." At our age (not divulging that) , we love our fruits and vegetables, so we guess you could say it was truly a labor of love! Like they say, whoever "they" are, "if the women don't find you handsome, they better find you handy!! 😊

NPS solicits public comment regarding ORV use at Kennecott NHL

BY RICK KENYON

The National Park Service (NPS) is proposing to revise the 2001 Interim Operations Plan for the Kennecott Mines National Historic Landmark (NHL). As part of this planning process, NPS will solicit public comment and make a determination regarding the compatibility of recreational Off Road Vehicle (ORV) use with management of the Kennecott NHL and surrounding area.

Currently the only trails designated for "recreational use" are in the Nabesna area.

The status of the roads through the NHL is somewhat murky. The original plat of the subdivision dedicated the rights-of-way only to "landowners and their guests." NPS takes the position that this dedication is still valid.

However, years of unrestricted access would indicate that these roads would qualify as "easements-by-prescription," making them open to travel by the general public. Also, the state has asserted RS2477 routes above the subdivision. The fact that the federal government is now the major landowner in the subdivision would

indicate to some that every American is now a landowner, not merely a "guest."

Acting WRST Superintendent Elwood Lynn said that since ORV use is not permitted in National Parks, except on designated trails or for subsistence use, their official position is that they are not allowed in the NHL, at least if you are there as a "guest" of the NPS.

Other landowners have disagreed and welcomed their visitors to come by motorized vehicles of any sort. Some landowners say "locals" are welcome to come by ORV, while others are not.

"It depends on who you are coming to visit," Lynn told me in a recent interview.

Subsistence use by local residents is another matter. The draft Operations Plan documents says this: "The use of Off-Road vehicles by federally qualified subsistence users in the area is authorized by 43 CFR 13.46, which allows the use of 'surface transportation traditionally employed.' The 1986 Wrangell St. Elias National Park and Preserve General Management Plan made the determination that ORVs were a traditional means of ac-

cess for subsistence purposes in the park. This Kennecott management plan does not propose any restrictions on this activity."

Opponents of ORV use at Kennecott say they are afraid of large numbers of 4-wheelers coming in from Anchorage or Fairbanks and causing trouble. Proponents say it has not happened to any great extent since opening of the footbridge to ORV use in 2003 and that the fears are overblown.

If you would like to comment on this or some other issue of Kennecott land use, contact

Bruce Rogers, Planner, Wrangell-St. Elias National Park and Preserve, PO Box 439, Copper Center, Alaska 99573.

Phone: (907) 822-7276 Email Bruce_Rogers@nps.gov.

A copy of the document can be obtained at <http://parkplanning.nps.gov/projectHome.cfm?projectID=34130>.

Comments for this stage are being received until September 16, but Superintendent Lynn said "this is just the first stage of the process," so if you miss the deadline you can still contact Bruce with your thoughts.

Nabesna Off Road Vehicle Management Plan and final EIS

COPPER CENTER, ALASKA—

The National Park Service (NPS) has released the Nabesna Off Road Vehicle Management Plan and Final Environmental Impact

Statement (Final EIS). The Final EIS was written as one of the conditions of a settlement agreement resulting from a 2006 lawsuit filed against the NPS. The lawsuit challenged NPS issuance

of permits for recreational Off Road Vehicle (ORV) use on nine trails in the Nabesna District of Wrangell-St. Elias National Park and Preserve. The trails have provided access for sport hunt-

ing and subsistence activities since before the park was established. Summer use of ORVs on the trails has resulted in degraded trail conditions and impacts to wetlands, soils, and vegetation.

The NPS published a Draft EIS in August 2010 and made it available for a 90-day public review period. The Final EIS includes NPS responses to public comments that were received on the Draft EIS. The Final EIS also includes changes that were made as a result of the public comments on the Draft EIS. The most significant change is the analysis of a sixth management alternative. This alternative responds to public comment and is a combination of Alternatives 4 and 5 that were analyzed in the Draft EIS. The NPS has identified the sixth alternative as its

preferred alternative in the Final EIS. Basic elements of the sixth alternative include the following:

- Trail improvement of all nine trails to a maintainable standard. Improvements would occur using a variety of trail management techniques, including re-routing existing trails to better ground and trail hardening using different materials such as gravel or Geoblock.
- Once trail improvements are in place, recreational ORV use would be permitted on trails in the national preserve; not in the national park.
- Subsistence ORV use would continue to occur, subject to monitoring to ensure that ORV use on unimproved trails would not result in an expansion of resource impacts.
- Construction of additional non-motorized trails in the area.

Now that the Final EIS is printed, a Notice of Availability (NOA) was to be published in the Federal Register on August 26, 2011. In addition, the Final EIS will be posted on the Planning Environment and Public Comment (PEPC) website at <http://parkplanning.nps.gov> and on the Wrangell St. Elias National Park and Preserve website at <http://www.nps.gov/wrst>. The NPS must wait 30 days after the NOA is published in the Federal Register before releasing a Record of Decision. The Record of Decision is the decision document for an EIS and describes the agencies decision and rationale for it.

Questions about the Final EIS can be directed to Bruce Rogers, Planner, at Wrangell-St. Elias National Park and Preserve, at 822-7276.

Wrangell-St. Elias NP to begin Fuels Project in McCarthy

COPPER CENTER, ALASKA—

The National Park Service Eastern Area Fire Management Program in cooperation with the BLM Alaska Fire Service, Southeast Alaska Guidance Association (SAGA), Morrison Construction, and the State of Alaska will implement a hazard fuels reduction project on NPS and adjacent lands south of the University Subdivision in wildland/urban interface near the town of McCarthy, Alaska Aug. 22 through Sept. 30.

The goal of the project will be to create a hazard fuels buffer between the McCarthy University Subdivision and the NPS parklands that will allow for greater

public and firefighter safety in the event of a wildland fire.

Crews will fell and buck some of the black and white spruce trees in the project area, and slash will be chipped or piled for later burning. Firewood quality wood will be set aside for later transport to a staging area.

This mechanical/manual treatment will not be a “clear cut” fuel break, but rather a thinning of fuels in order to keep fire behavior to a more manageable level. Creation of this space reduces the risk of property damage in the event of a wildland fire, improves safety for visitors and residents and provides a safe area for fire suppression crews to work.

The BLM Alaska Fire Service will provide one or more 20-person Interagency Hotshot Crews, as well as other logistical support. The Southeast Alaska Guidance Association—a non-profit organization whose mission is to improve lives, lands, and communities in Alaska through service learning—will provide an eight-person service corps crew. Morrison Construction is a local forestry, landscaping, and log home construction firm that was contracted by the National Park Service to do a portion of this work. The State of Alaska contributed to the project by permitting the fuel break across State lands.

The interagency effort will result in 60 acres of thinned forest south of the McCarthy Creek Subdivision on a mix of National Park Service and State of Alaska lands. The fire break created

with this project will supplement the natural fuel breaks of the Kennecott River and McCarthy Creek reducing the risk of wild-land fire to the local community.

For additional information, visit the park website at <http://www.nps.gov/wrst/index.htm> or contact the park's public Information Officer at 907-822-7223.

Kenny Lake Documentary Crew gets up close and personal with the Copper River

BY RAY VOLEY

They came; they saw; they persevered.

Persevered? For seven days 11 Kenny Lake students and 10 adults, which included boatmen, chaperones and a teacher, battled unruly Copper River winds, tempting mud puddles, and pesky mosquitoes — all for the goal of acquiring film footage for a documentary on the history of the Copper River and Northwestern Railway.

The team launched on June 8 upstream of the Chitina Bridge and took out some 80 miles later at the Million Dollar Bridge on June 13. Wrangell St-Elias National Park and the Bureau of Land Management generously provided six rafts and boatmen for the trip, and the Kenny Lake students provided the elbow grease to keep the trip moving by cooking meals, cleaning dishes, and setting up the state-of-the-art outdoor potty. Wrangell-St. Elias National Park District Ranger Pete Dalton led the trip along with Heath Emmons for the BLM. Marnie Graham organized most of the major logistics for the trip.

The primary purpose of the expedition was to collect on-scene video footage for the documentary the students have spent

the last year researching and writing. Dirk Rosencranz completed more than 30 narrations at choice locations—from railroad tunnels to the Million Dollar Bridge, from Child's Glacier to Cordova. Kristi Knutson and Leah Carlson arranged costumes for students who played such notable characters as Henry Allen, William Abercrombie, and various railway workers. The other students helped in a variety of roles serving as actors, photographers, boom microphone engineers and cue card holders. Rounding out the team were Tessa Wygant, Mariah Doty, Alchia Stevens, Wesley Voley, Jake Harvey, Audrey Shepherd, Cody Brown, and Sam Carlson.

Students were able to appreciate firsthand the logistical and geographical challenges the railway workers battled against. The 196-mile railroad stretched from Cordova to Kennecott and was completed in 1911. It ceased running in 1938, after a slump in Kennecott copper prices and production. More than 6,000 workers were needed to complete the railway that crossed mud flats, the unforgiving Copper River, and glaciers—while traversing its way through steep Woods and Abercrombie canyons.

The trip was not all business. Students took time to become “The Lost Tribe of Copper Mud Children” by wallowing in river mud and running through camp to spread their joy. Julie Knutson and Ray Voley dazzled the students with their lightening speed during “capture the flag” games along the beach. The students also showed their appreciation for the expedition's boatman by toilet papering their tents on the last night, and delivering a high-spirited talent show in the Cordova High School gym. Throughout the trip the 11 students learned to work together as a team by helping each other cook, clean up, load rafts, and set up camp. The camaraderie and character of the students impressed the guides who expected the students to be rather high maintenance, but were pleasantly surprised to find the students self-reliant, resourceful, and respectful.

The students have looked at the story from a multitude of angles. They have learned about how the early Ahtna used copper, and how a decision by Chief Nicolai helped alter the way of life for his people. They have examined explorers such as Lieutenant William Abercrombie, and Lieutenant Henry Allen who

journeyed up the Copper on expeditions that rivaled the journey of Lewis and Clark. The students have also looked at how power and politics came together to shape not only the construction of the railroad, but also the route selection. The railroad, indirectly, also impacted the decision by the federal government to build the Alaska Railroad between Seward and Fairbanks, and the presidential election of 1912 between Woodrow Wilson, Teddy Roosevelt, and William Howard Taft.

Once filming is completed, a team of student producers will edit and produce the documentary during the 2011-2012 school year. "Iron Rails: The Story of the Construction of the Copper River and Northwestern Railway," will premiere in April 2012 – the 101st anniversary of the railroad's completion

Iron Rails will conclude the documentary trilogy produced by Kenny Lake students on three of

the most important events that helped shape Copper Basin history. Kenny Lake students have so far produced "Bonanza: The Story of Kennecott," and "Stamper: The Story of the 1898 Valdez Gold Rush." Iron Rails will bring the story of the Valdez gold rush, and the Bonanza discovery full circle.

Kenny Lake students have slowly been improving their filmmaking and storytelling skills over the years, and this documentary promises to be the best to date. Business and corporate sponsorships are available to those who would like to support the project and receive recognition. Organizations donating \$500 will receive special recognition at the beginning of the documentary, and business sponsors who donate \$100 will receive recognition in the closing credits. Please contact Ray Voley at Kenny Lake School if you are interested in supporting the project. The cost of the raft trip was paid for from a variety of

grants, technology project awards, and documentary DVD sales.

This project, in one small way, will encourage Alaskans to tell the stories of Alaska, rather than filmmakers who come from outside the state to hijack our stories, and who invariably get it wrong. It will also provide an antidote to the sad perception that local history is provincial, tasteless and dull. There are plenty of historical nuggets the students plan to bring to life through the power of film. But perhaps one of the most ambitious goals of the project is to help re-ignite the true Alaskan spirit in our young people—a spirit shared by the brave and tenacious men who built the Copper River and Northwestern Railway that seemed to come especially alive for 11 students during one special week in June.

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McCarthy Kennicott Half Marathon celebrates its 10th race

BY BONNIE KENYON

McCarthy:—Saturday, September 3rd marked the 10th annual McCarthy Kennicott Half Marathon. Mile 59 of the McCarthy Road was a buzz with activity. Glacier View Campground, the starting point, for the 13 mile run, saw a record turn out, says owner Chris Epton. He's been on hand from the race's beginning in 2002.

Approximately 26 adults registered that year with Dan Myers as the original race organizer. At

that first event, Dan commented, "I hope this will become an annual event." It did! And, Dan was on hand this year to greet the nearly 200 spectators and participants.

According to Chris, there were 102 runners that registered. This year, however, he reports that many came dressed in "flamboyant, colorful costumes." Within the ten years of its' existence for the McCarthy area, the half marathon has grown five times its humble beginnings.

The reason behind such events is not only to raise money for research on diabetes through the American Diabetes Association (ADA), but they provide a network of education for health aides in the bush and produce summer camp programs for children. ADA encourages interested folks to take advantage of their free information, education and referral services to anyone with diabetes. Their purpose is to improve the life of a diabetic and find a cure.

You may visit their web site at www.diabetes.org

The McCarthy Weekly News

1920 September & October editions

KENNECOTT NEWS

Mrs. R.V. Watkins and little daughter left yesterday on a trip to the States.

Mr. Douglas has returned from a visit to Long Lake where he has been studying the intricacies of fly fishing.

Miss Johnson our new school mistress has arrived.

Jim Dennis has achieved the distinction of raising the record radish of the country, which he intends sending to the Alaska Bureau of the Seattle Chamber of Commerce.

L. D. Brown is spending a few days in town from Nizina River.

PERSONAL

"Back to the Yukon" said Big Bill McKay as he wished his friends goodbye at the Depot yesterday. "The country owes me a fortune and that is where I am going to strike it." Bill is 67 years young and has been prospecting for 27 years. It is such men as he who are making Alaska. His many friends wish him success.

Mr. and Mrs. J. H. Murie are receiving the congratulations of all their friends upon the arrival of a son and heir last Monday. Mother and James Jr. are progressing favorably at Kennecott hospital.

Mr. and Mrs. Muncaster and Bonny Noyes arrived from the Interior this week. They are on their way to the States to purchase stock etc. for their ranch and fox farm sixty miles beyond Chisana.

Dick Woodman has just received a letter from our former townsman Bob Smith, who has returned from overseas and is now located in Chicago.

Harold Kay has rented the Aron Erickson home, where his family will spend the winter.

September 4

PERSONAL

Mr. Daniel Jones of the Alaska Road Commission, is here on a short visit.

Mr. Alvah Eames, chief clerk of the Railway Mail Service, paid an inspection visit to Copper River Valley post offices this week.

Jim Dennis won the prize at the special trapshooting match at Kennecott last night, breaking 24 birds out of a possible 25.

Mrs. R.L.H. Marshall and Victor left on Monday for Cordova, where Victor will enter high school.

Mr. M.L. McAllister is now employed at the McCarthy Mercantile Co.

Pete Erickson has returned from his trip to the hills and has left on a vacation to Cordova and Valdez.

Dexter Cayouette has left for the head of Young Creek to do his assessment work.

September 11

POLITICAL

Mr. Dan Sutherland, Republican candidate for Delegate to Congress, spent a few days in McCarthy this week.

On Monday evening he addressed his constituents in the A.B. Hall, reviewing the present situation and outlining his platform. His speech was well received.

Mr. Sutherland also visited Kennecott and the Mother Lode and some of the neighboring ranches.

PERSONAL

After a summer spent in prospecting at the Bremner, Fred Cope and Fred Lubbe returned home yesterday. They are both looking fine and are in the best of spirits, though the result of their trip did not quite come up to expectations.

Harry Boyden was in town this week. He is relaying a consignment of freight to Chisana.

Messrs. Rutter, Pennycook and Hand, arrived yesterday from Chisana, where they spent the summer.

Mr. M. B. Vaughn, who has been prospecting at the head of the Chitina for six months returned yesterday.

Mrs. Martin Radovan of Dan Creek spent a few days in town this week.

Mrs. R.L.H. Marshall returned from Cordova on Thursday.

Mr. and Mrs. J.E. Barrett entertained the Hon. Dan Sutherland at dinner on Sunday evening.

Bill Godfrey and Nels Tjosevig left for the Westover property on Wednesday.

Mr. Bill Baxter of Kennecott has been visiting in Anchorage.

Mr. and Mrs. J. S. Taylor were recent arrivals at Anchorage.

September 18

Monday last was the occasion of an automobile party. On their return to town, one of the joy riders was not able to navigate as evenly as was necessary in the eyes of the U.S. Marshal, so he issued invitations for another party at the Court. Both guests pleaded guilty, and favors were dispensed in the shape of Fines \$100 and \$20 respectively.

N.B.—This is positively the last time when this form of social news will be published without the names of the guests.

Our out of town subscribers, not being able to see the inner workings of the cogs, have registered complaints; that we don't publish the news. Therefore we make this gentle remark to any who are contemplating a white mule party, if you can't be good, be careful.

October 2

KENNECOTT NEWS

The new general manager, Mr. R. B. Neiding, arrived in Kennecott on Thursday, accompanied by his wife and family.

Mr. Brunelle and party, who have been out on a hunting trip to the head of the Chitina, returned last week well pleased with their outing. They secured their full allowance of sheep.

Mrs. Ole Berg and her new baby daughter Sarah Jane, left on Thursday's train for their home at Strelna.

Mrs. Angus McLeod is visiting her husband, who is now convalescing nicely at the hospital from his burning accident.

Henry Hoffman has fully recovered since his operation and is back at work on the railroad.

PERSONAL

Cap. Hubrick, who went on to Whitehorse and Skagway with his hunting party, has wired to Mrs. Hubrick that he will be in McCarthy in a few days.

Mrs. L.D. Brown entertained Mr. and Mrs. Palmer, and Messrs. Hotchkiss and Madden, Mr. and Mrs. Snyder, Mr. Murie and others at a chicken dinner at the roadhouse last Sunday.

MR. JOHN BARRETT HAS ACCIDENT

While traveling to the Tjosevig property on Thursday morning, Mr. John Barrett had his foot hurt quite badly through his horse falling on it. He was taken to Kennecott hospital at once and Dr. Gillespie, who examined the injury under the XRay and pronounced the ankle broken. Mr. Barrett will be at the hospital several weeks.

October 9

TOWN NEWS

The O'Neill family have been moving this week up to the log bungalow on the hill. This house was originally built by Frank Foster for his residence but he disposed of his interests and moved to Cordova nearly three years ago.

Mrs. McLellan has moved into her new home this week. A porch has been added to the front making a great improvement.

Owing to rock slides below Chitina the railroad service has been disorganized this week but a train will arrive today bringing a big outside mail & freight.

It is expected that a new railroad schedule will go into effect on Nov. 1st and the North End local replaced in commission.

It being the occasion of his sixth birthday, Frankie Johnson entertained a dozen of his little friends at his home on Thursday afternoon. Games were

played and delicious refreshments served. Altogether a fine time was enjoyed.

PERSONAL

Harold Kay spent last week end in town, he left again last Monday for Dan Creek. Mrs. Kay went with him on a couple of weeks visit to the camp.

Mrs. M.F. Roberts of Blackburn homestead is leaving next week on a visit to the States for the winter.

Mr. and Mrs. Woodin came in from the A.R.C. camp last week and are now at their home in Blackburn.

Billy Woodin and Billy Graham took a trip to Fourth of July Pass this week intending to do assessment work, but found so much early snow at the summit they had to return to town for dog teams.

Col. Stevenson and J. Woody left this week on a fishing and hunting and general adventure trip to Young creek and the Chittistone. They will travel by dog team after crossing the Nizina.

Mike Knowles, Jimmy Brown, Bill Wyers, Lysle Brown, Lou Henderson and Bill Berry returned from Chisana this week.

Pete Miller and Lou Anderson are in town from Nizina. They are on their way to spend a vacation at Sitka Hot Springs.

Mr. and Mrs. Snyder returned to town this week and are occupying their home on First Avenue.

FORMER ALASKAN HAS VIVID MEMORY OF GLACIERS

In the October number of "Outdoor Life" is published a letter from Fred W. Best, formerly a mining operator in Chisana & now first office on one of the Barber line steamships running between New York and South American ports. The letter is sent to a friend who had sent Mr. Best the magazine containing the story of Brown and Campbell's tough trip over the glacier last January.

He says, "I know all of those fellows well and have been on the trail with all of them many a time. Dan Campbell and I were holed up in that same cabin for ten days in 1914 and then we started over the glacier. Dan had the mail

and I was bringing in an outfit of grub and relaying.

When I got to the second relief tent I struck another blizzard and was holed up for seven days all alone. Dan had gone on with the mail.

I only had wood enough to last a couple of days, so I used to lay in my robes to keep warm and only used wood to cook with, once a day. I got by alright but was mighty glad when the storm was over and I could get down off the glacier into timber.

That glacier was about fifty five miles across and we had three tents on it about sixteen miles apart for relief tents.

It was full of crevasses and we had to stake a trail to follow and put bridges across the crevasses. If a fellow got off the trail he was almost sure to fall into a crevasse and then goodnight. We had to carry our firewood to cook with at the relief tents and all in all, the trip over the glacier was a hell of a trip, if a fellow struck bad weather.

I have known Campbell, Hubrick, Maher, Joe McClellan and Brownie for years. Hubrick is a crack shot and can hit tin cans with a rifle as fast as you can throw them in the air.

I expect to sail tomorrow for South America. I guess I will write to Brownie and tell him something of my doings lately. He is a fine little fellow, very quiet, a good man with either horses or dogs and a good man on the trail, too. Dan used to carry the mail out of Nome and Joe McClellan used to carry the mail out of Dawson City. Joe and I have mushed and camped together hundreds of times."

October 16

PERSONAL

W. Simpert and Ole Farstvedt have gone to the Mother Lode Lower Camp with the wood cutters.

John Barrett has been making rapid progress at Kennecott hospital, and is expected to return home today, but will probably be confined to the house a long time yet.

October 23

A high-country Eden for sockeye salmon

BY NED ROZELL

EAST FORK OF THE GULKANA RIVER—In early August, a few months before this mossy valley will feel the sting of 40-below air, bright red salmon dart through a crystal clear pool amid fragrant green vegetation. The Gulkana Hatchery has a Garden-of-Eden feel, which is fitting since millions of sockeye salmon begin life here each year.

“There are seven springs in the canyon,” says Gary Martinek, manager of this salmon hatchery just off the Richardson Highway between Summit and Paxson lakes. “From summer to winter the water temperature only varies 3 degrees. This water is the key to the hatchery.”

On most days of the summer, dozens of fishermen heading to the Copper River to scoop up salmon pass this cluster of small buildings tucked in a shallow valley, but few realize that many of the fish they will catch are born here. At the Gulkana Hatchery, a few people working for the Prince William Sound Aquaculture Corporation raise a brood of up to 35 million red salmon each year and release them into the Gulkana River system.

“It’s the largest sockeye hatchery in the world,” Martinek says. “Two-hundred and sixty miles from the ocean.”

Martinek, an employee here for more than three decades, has the exuberant tone of a proud father as he shows off long rows of more than 100 plastic fish totes filled with gravel and fertilized salmon eggs. The flowing springwater keeps the totes unfrozen on the coldest days of winter, allowing as many as 97 percent of those eggs to become young sockeye (red) salmon. In April and May, hatchery workers stock the tiny fish in Summit, Paxson, and Crosswind lakes. They accomplish the first two transfers by truck and hose, the latter by airdrop

of about 10 million fish from a small plane.

This seeding of the Gulkana River system with red salmon—born of the eggs and sperm of wild and hatchery salmon from the hatchery’s “egg-take pond”—enhances one of the richest fisheries in Alaska. Commercial fishermen take thousands of Copper River reds in the Gulf of Alaska, and personal-use and subsistence fishermen capture thousands more with dipnets and fishwheels. According to Steve Moffitt, an Alaska Department of Fish and Game biologist in Cordova, commercial fishermen have harvested about 500,000 Gulkana-hatchery-born red salmon from the open ocean in 2011. During the past 10 years, subsistence and personal-use fishermen have taken about 28,000 hatchery fish each year from the Copper River. By Moffitt’s estimate, about two out of every 10 dipnetted Copper River reds was born at the Gulkana Hatchery.

Even the most experienced fishery biologists can’t tell a red salmon born in the Gulkana Hatchery from one that has lived its entire five-year life in the wild. To sort out the fish, managers use a method born of years of trial and error—each Gulkana Hatchery fish has a bright band on its otolith bone that can be seen only with a sophisticated microscope.

An otolith is an inner ear bone found in salmon and other fish that develops a new layer each year. At other hatcheries, managers have marked salmon fry by gathering them in a tank and varying its water temperature, which leaves distinct marks on the fish’s otoliths. Because the Gulkana Hatchery is off the grid and runs on gravity-powered water, managers there decided that heating the springwater was impractical, and potentially dangerous (they envisioned what might happen if stored fuel oil leaked into

the upper Gulkana). Instead, they mark every hatchery fish by holding it for 24 hours in a tank enriched with strontium chloride. A salt present in seawater, strontium chloride doesn’t harm the fish or the eater of the fish, yet leaves behind a mark on the otolith that shows that the fish was born in the Gulkana Hatchery.

Beginning in June, biologists with the Alaska Department of Fish and Game collect otoliths from fish caught in both the Gulf of Alaska and the Copper River. In a Cordova lab, they slice the bones—about the size of a grain of rice—mount them on slides, and send them to the University of Alaska Fairbanks. There, in a lab operated by Ken Severin, Miriam Braun uses a refrigerator-size electron microscope to tell whether the bone samples came from a fish born at the Gulkana Hatchery. Just a few days after the fish were caught, Braun relays the information to fishery managers in Cordova.

“It’s extremely useful,” said Krysta Williams, Fish and Game’s otolith lab supervisor in Cordova. “It ends up being one of the factors that influences management decisions in-season.”

Back at the Gulkana Hatchery, Martinek explains that red salmon emerge from more than 100 distinct spawning grounds along the Copper River system, but many of the fish enjoyed in restaurants in San Francisco and dining rooms throughout Alaska have their beginning in the verdant little valley that is home to the Gulkana Hatchery.

“We’re doing this to provide fish for everyone,” he says. “We want the fish to be caught.”

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.



What To Do When You Find a Baby Bird

By Emmet Gregory. Age 9

One morning my family and I found a baby bird that couldn't fly. We wondered how to help. We didn't want to take it out of its mother's reach, so we left the bird. The next day it was dead! We talked to Rick and Bonnie. They also had a baby bird incident. Bonnie said she saw a baby Robin that had fallen out of its nest near her guest cabin and she also did not know what to do. We decided to ask the best ornithologist in town, Alex Prose. Alex told us to put the baby bird back in the nest. Alex said that it was a myth that the mother will reject the baby after humans touch them. She also told us that if this is not possible, we could feed the baby wet dog food! So now if you find a baby bird, you can be a spectacular lifesaver too.



The Peach

BY SUNNY COOK

Another August writing workshop begins. On a pleasant morning, I walk down the Nizina Road to the old Hardware Store in McCarthy. Passing me in a red pickup, a neighbor stops, calls me by name, surely recognizing me as Bronco Bob's wife, Nancy's mom, but I'm not certain enough of his name to utter it. Handsome hairy wilderness guides all look a bit alike to me. We chat briefly about the leaf miner infestation decimating our beautiful quaking Aspen trees. As he prepares to drive on, my friendly acquaintance suddenly reaches across the dash and hands me a perfect ripe peach. Perhaps as surprised by his spontaneous gesture as I am, he smiles and disappears, like a genie, into a cloud of dust. Wow!

Certain the peach has been grown and flown in from the lower 48, I continue along my way, reminiscing about my Dad picking peaches from a tree in our little backyard orchard in Liverpool, New York, and savoring peaches at Bremono on the James River in Virginia with special friend Catherine on a very hot summer day. Recalling the incredibly luscious peaches a Richland neighbor grew on the shore of the Columbia River, I remember the summer I flew from Richland with a shoebox full of those succulent peaches in my suitcase. Walking past the abandoned meadow airstrip where Cordova Air bush pilots once landed, I holler 'Here bear.... Hear bear?' certainly hoping the

grizzly hanging around town has never smelled a ripe peach.

About half an hour after leaving our little log cabin, I'm sitting in the front room of the Hardware Store among those gathered for daughter Nancy's 8 a.m. writing circle. Eight-month old Nizina, my newest grandchild, happily sits on a colorful Pendleton blanket in the center of the rustic room, shaking her wooden snake for all it's worth. Nizina, we call her Izi, is named for a nearby glacier, river and the pothole-riddled dirt road that runs past our cabin. A century earlier the Nizina Trail was traveled on foot or horseback by thousands of gold miners heading 80 miles into the interior during Alaska's last major gold rush to Shushanna. There were no sweet peaches along their way!

This is a particularly auspicious day for our little tourist town situated in the heart of the Wrangell-St. Elias National Park. A special DC3 charter flight is revisiting the Kennicott River Valley on a centennial tour from Cordova. McCarthy and Kennicott lie at the opposite end of the 196-mile-long Copper River & Northwestern Railway connecting our Alaska frontier towns from 1911 to 1938. Just a week earlier, Bob and I camped near the Million Dollar Bridge. While visiting the Cordova Historical Museum, I assured centennial tour organizers our little museum in the old CRNW Railway Depot, would be open at 10 a.m. on the day of their visit. Today!

I leave the Hardware Store after breakfast with Izi strapped into a little front pack usually worn by my daughter. Carefully walking a quarter-mile or so to the museum on a dirt road ostentatiously called Kennicott Avenue, I breathe a sigh of relief seeing local long timer Kenny Smith leading the parade of visitors just off the DC3 from Cordova. He is already sharing memories of the McCarthy he knew when his famous bush pilot father, Merle (Mudhole) Smith, was flying the Cordova to McCarthy route, landing at the little abandoned airstrip I passed on the way to town. Mudhole was recently inducted into the Aviation Hall of Fame and his son Kenny, with a gift of gab, has stories to fill a book. I'm off the hook!

As we join the circle of visitors around Kenny, Izi quickly warms to the sound of his voice. Accustomed to babbling along with local PBS radio hosts, she begins adding her own commentary, loud enough to be heard by the gathered crowd. What was I thinking? Arriving at the museum with neither mother's milk nor a bottle-Izi never sucks on a pacifier—how will I shut her up? Suddenly remembering the peach in my backpack, I quickly use my fingernail to scrape off a bit of soft fuzzy peel, the color of a morning sunrise. I hold the sweet treat up to Izi's open baby-bird-like mouth. She tastes it, thoughtfully and proceeds to slurp away with unabashed enjoyment as the juicy peach covers her precious face, sweet little patsies and drips all over me.

After the Writing Workshop ends, I meet Mike Murphy in Nancy's cabin at a potluck dinner gathering. Thanking him again for the peachy keen gift, I describe my museum-related plight and Izi's delight with his peach. Then I listen while Mike tells me his own story. "A friend came by that night. Burned out on summer and a bit down on life, we got into a deep conversation. Asked to share my philosophy of life, I responded, 'Take what is best and most precious and give it away.' Like this morning.... On my way to work, I met a neighbor lady I hardly know and gave her the perfectly ripe peach I carried all the way home from Anchorage yesterday. Another time, I gave away my biggest and best piece of chalcocite ever to a friend who admired it."

As Mike is speaking, suddenly the rain clouds part and our first visible full moon of summer shines brightly on the Stairway Icefalls, lighting the entire cabin. Fragrant Golden Peach Mother Nature's Special Gift Full Bright Shining Moon. Two chance meetings mark the beginning of a friendship with neighbors hidden beneath a tall grove of Aspen on the opposite side of our little one-acre Content Pond. A quarter of a mile

away, as the raven flies, we occasionally hear their pups, Pao and Azule, howling furiously at some wild furry thing, feeling safer for their presence.

Three years pass quickly. Summer of 2011, we arrive mid-May to meet Mike and Denise's new baby, Rio Pax Murphy. Pax is Latin for Peace. Rio, I am reminded, means 'River' in Spanish. This little tyke is most certainly a Rio Grande, smile wider than a ♪Moon River♪ mile, with ♪Peace like a river in his soul.♪ Izi, with a river in her soul name too, immediately claims Rio into her ever-growing family of 'Alaska cousins.'

On a hot summer afternoon I wander into the McCarthy Center and there on the counter top is a single perfect peach in a preformed cardboard tray once holding a dozen. I look at Storekeeper Tom Golden inquisitively. "Will people really pay \$2.00 for a peach?"

"You're looking at the last one," he replies, handing me my \$3.00 vanilla ice cream cone. I depart the little store wondering if peaches were ever available for purchase at Watjolds or O'Neill's general stores in McCarthy's mining hey day. I've never seen them advertised in the *WSEN* historic centerfolds.

For weeks I think about that beautiful peach and ruefully wonder why I did not think to buy it to give to Mike. I chasten myself for being 'too soon oldt, too late schmardt', carrying too much of my father's child-of-the-Depression mentality to share my young friend's spontaneous generosity of spirit, a bit Scotch in my ways? I do cut myself some slack remembering the ripe fruit I carried 2400 miles north on a Delta jet to bake a peach pie for Kelly and Natalie Bay, a small but tasty token of our appreciation for their many acts of kindness.

I begin writing a 'Peach' piece about the generosity of spirit pervading this special, what some might call quirky, summer community. We who live here call this the human Heart of the Wrangells. It takes three years for these words to settle into place. Somewhere along the way I turn to my college dictionary and discover Peace is followed immediately by Peach in the order of words. Perhaps like Love, ♪A Peach is something if you give it away, you'll end up finding Peace.♪

Editor's note: Sunny's story begins in 2008 and finishes in 2011. She read this account at a Word Jam August 14th in McCarthy. Mike and Denise were pleasantly on hand to hear the end of the story!

The "Piano Man" brings music to McCarthy/Kennicott

BY BONNIE KENYON

Danny Kean, better known as the Piano Man, and Mo, his Piano Dog, paid a most unusual visit to our town. The Traveling Piano team arrived at the end of the McCarthy Road on August 13th where Jim and Audrey Edwards, Danny's hosts, met up

with him. Danny and Mo were exhausted! Their trip in from Chitina took them 5 hours. The bright red 24-year old Toyota truck (300,000 miles, plus) was heavily loaded with precious cargo—a piano and sound system. The pot holes and rough road surface of the McCarthy Road

kept his speed limit down to a bare crawl.

The Edwards were willing to guide him back to their home at Swift Creek (another 4 miles) right away, but not before music was shared with a variety of area visitors at the Base Camp Campground.

Music is what Danny is all about; sharing his music (and piano) is his heart. His passion is to “inspire, encourage and empower people to express themselves freely through music.” He not only entertains folks with his musical creativity but he allows and encourages others to take the piano seat as well. This was the unusual scene that McCarthy summer resident, Barbara Rice, came upon when she crossed the Kennicott bridge, on her way home from work at Ma Johnson’s Hotel.

Barbara had just learned that her dinner guests that evening had to cancel. What was she going to do with all that food? When she spotted Danny, Mo and the Edwards, she knew what to do! You know that saying: It’s always good to be in the right place at the right time? That describes Danny, Mo, Jim and Audrey. Just “right” for Barbara’s invitation to dinner. What a pleasant end to a “very” long day for the Traveling Piano team.

In their travels Danny and Mo visit and stay with individuals and communities who invite them. They are a part of a network of people who open their homes to travelers from all over the world. This is where Jim and Audrey come into the picture. They belong to a group called Servas who was their connection with Danny. They played hosts, welcoming Danny and Mo to their home on Swift Creek, where they all enjoyed the newfound friendship and the often live and spontaneous musical performances on the Edwards’ grassy airstrip.

Jim took Danny on a walking tour of McCarthy, a first-class



WSEN staff photo

Danny making music. Mo taking in the view at Kennicott. The west side ladies lunch group at Tailor Made Pizza. From left to right: Audrey Edwards, Dee Frady, Barbara Rice, Bonnie Kenyon, Peggy Guntis and Lindee Satterfield.

glacier hike and an arduous trek up the mountain. When Danny heard that several westside ladies were heading up to Kennicott to do lunch at Tailor Made Pizza, he offered them (I was one of the ladies. Check out our Item of Interest on page 4) a ride in the back of the pickup—alongside the piano, of course. He was grateful for the opportunity to drive his traveling piano across the Kennicott River service bridge (thanks to Laurie Rowland) and play his music to the folks of Kennicott and McCarthy. Quite a few accepted his invitation to tickle the ivories themselves. Danny says his mission is one of “fun, friendship and respect. The intent is to create relationships and friends with the idea of strangers becoming less afraid of strangers.”

When Danny and Mo are not staying with friends, their home is on wheels. Their impromptu stage is the back of the little red truck where Danny offers free (without commercials) performances in the live outdoors for all the world to enjoy. After two decades of musical success as Raggin’ Piano Boogie, he took to

the road and has been traveling for over 5 years—thus the new name of The Traveling Piano!

Danny and his piano have traversed from the top of Maine to the west coast of Mexico, and a lot of places in-between. One trip took him throughout Mississippi and Louisiana after Hurricane Katrina. They did their best to brighten the spirits of folks in Joplin, MO after a tornado struck. They also took a detour to Virginia Tech during its previous troubled times. His previous dog Boner partnered with Danny until 2010. His new Piano Dog, Mo, enjoys his favorite spot on top of the piano. What a view he must have at all the various stops a long the trail.

Danny continues to dream of other places and new friendships in destinations such as China, Europe and the Middle East, to name a few. He is full of gratitude and has a heart big enough to share it.

You can “travel” with Danny and Mo through their daily blog which is complete with pictures and writings, at www.travelingpiano.com.

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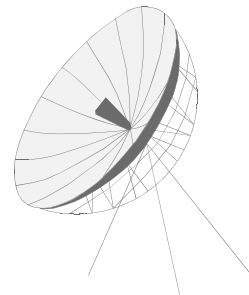
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A cougar in McCarthy?

BY CAT O'DONNELL

This summer I went to the John Denver Festival for the first time. My father and I spent the weekend at McCarthy, working on cabin chores, visiting friends, and enjoying the various events around town. We were driving back to our cabin from the Andyfest when the four wheeler we were following stopped. We then heard exclamations of "it's a cougar!" Unfortunately, the animal had disappeared by the time we found out what they were yelling about.

I later learned more about the cougar from the Kenyons. This summer, there has been several sightings of cougars around McCarthy. But the question was, were people really seeing cougars? Was it possible that a cougar was in McCarthy?

So I did some research. The cougars' range is one of the largest of all wild land animals in the Americas. Their range extends from the

northern Yukon to the southern Andes. Human development forced cougars out of the eastern states, but occasionally a cougar is still sighted in Maine or Massachusetts.



Photo courtesy Jim Guntis

Jim Guntis saw what he thinks was a cougar near his home on the west side of the Kennicott River June 28, 2011. He took a photo of its track.

Currently, most cougars live in the western US, Alberta, British Columbia, and the Yukon territory. Given

this vast range, a cougar near McCarthy is not out of the question.

So I called Rick Sinnot, the retired Anchorage area biologist for the Alaska Dept. of Fish and Game. He said that there has been one confirmed sighting of a cougar in Southeast Alaska. He said this sighting is beyond doubt since the cougar in question was shot and killed. There are also several additional sightings in Southeast Alaska. Mr. Sinnot said he once investigated a cougar sighting in Anchorage, but the feline turned out to be a very large housecat.

Can a cougar survive in McCarthy? Cougars eat mostly deer, but can eat elk and moose. In Alberta, cougars have been known to kill big-horn sheep as well, so a cougar in the McCarthy area would probably not starve.

All in all, I concluded that it is quite possible that a cougar is in the McCarthy area. I intend to keep an eye out for one next summer.

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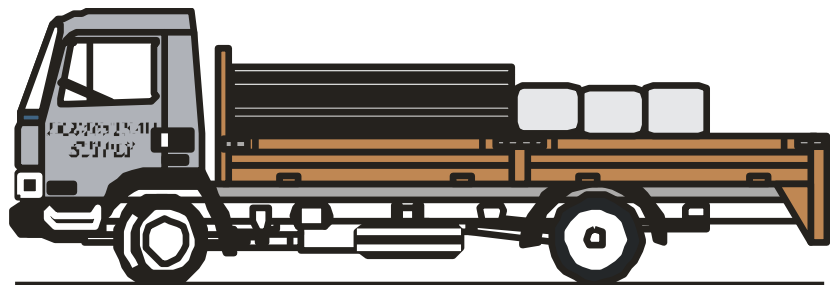
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Cooking with Peggy

BY PEGGY GUNTIS

Hi Cooking friends, I'm writing to you from beautiful McCarthy! I'm sitting up here at the computer looking out the window at the gorgeous mountains, blue sky, the tops of the trees, which are still green by the way, and watching the little finches, robins, and swallows dart here and there looking for bugs. The finches are just taking a break from the sumptuous meals they are getting in Rick and Bonnie's gardens!

Speaking of sumptuous meals.....I have a few wonderful recipes to share with you from right here in McCarthy.

I ran into Joshua Slaughter, the Chef at McCarthy Lodge, one day at the Mercantile and asked if he had a recipe he would like to share. He said, "Sure, let me run over and write up a couple; I'll be back in a few minutes!" First let me tell you a little about Chef Joshua. He began his career in Alabama, where he grew up. He received his Associate's Degree in Foodservice/Culinary Management from Jefferson State Community College there in Alabama and then worked in both Alabama and California. Chef Joshua has a special interest in creating multi-course meals from local ingredients. He credits most of his interest in local foods to the year and a half he spent as Chef de Partie at Thomas Keller's Bouchon in Yountville, California. He moved to McCarthy in 2009 and now splits his time between Alaska and Charlotte, North Carolina. Here

in McCarthy he has created an inventive menu for McCarthy Lodge guests based on things our local area has to offer: wild Copper River red salmon and black cod; farm-raised pigs, cows and elk; garden-grown radishes, beets, lettuces, green tomatoes, and more. You know that old saying, "Try it, you'll like it," and that is certainly true where Chef Joshua's meals are served.

Let me pass along to you the two recipes he shared:

RHUBARB CAKE

3 cups rhubarb (I got mine before the bird's did at Bonnie and Rick's garden)

1 cup sugar
orange rind
2 ½ cups flour
½ teaspoon salt
1 ½ teaspoons baking soda
1 ½ cups oatmeal
2/3 cup margarine
1 cup brown sugar

1. Cream the butter and sugar; add the oatmeal, flour, salt and baking soda. Place the mixture in a pan (Josh didn't say what size pan but I used a 9 x 13).

2. Cook the rhubarb, sugar and orange rind until tender. Pour this mixture into the pan over the mixture.

3. Place in a 400 degree oven for 35 minutes.

I could hardly wait to try these and then gave some to neighbors and we all agree—they tasted great! They are really like a "bar" and not too sweet which gave them an A+ by my husband, Jim.

The next is:

BACON/ONION GASTRIQUE

1 pound bacon
4 large onions
2 cups Red Wine Vinegar
2 cups sugar

Dice the bacon and slice the onion and saute until cooked. Add the vinegar and sugar and cook until the liquid is reduced and almost gone. This can be served with Salmon or Braised Beef. I'm going to pull a hunk of wonderful Salmon from Homer out of my freezer next weekend and try this. It sounds great!

I was going to give you some recipes from some of the ladies here in McCarthy but decided to hold those over until next month (be sure to wait with bated breath because they are absolutely delicious) and answer a special request.

Every time I go over to Rick and Bonnie Kenyon's to steal from the garden, Rick complains about all the chickweed. I have to admit that when I saw how the chickweed had joined up with the flowers Bonnie and I planted at the church I was a little dismayed. Rick asked me several times if there was a recipe for the "stuff." When I realized how much of the local vegetables and food sources Chef Joshua used in his special meals I decided I would look to see if the chickweed was even edible, let alone used in recipes. Maybe I could give Rick something to do with this "stuff." I "googled" it, and believe it or not there are famous chefs using it so I

thought since it probably grows all over the country I would give you a some of the information and a few of the recipes I found.

Chickweed was harvested and sold as a vegetable during the Medieval period and as it likes ground that's been disturbed it must have been a staple for many. It's also one of the few greens that's available year round. Chickweed is high in vitamin C, calcium, and iron as well as vitamin A, niacin, potassium and rutin. These nutrients are excellent for your heart so it is a wonderful thing to add to your daily diet. It is also very nourishing for the lungs. Eating chickweed thins the membranes of your cells so that nutrients are more readily absorbed and utilized. It is used topically for skin eruptions, hemorrhoids, cuts, wounds, burns, etc. It is also a favorite as a diaper rash remedy as well. Chickweed got its name because birds are so crazy about it. They not only like the tops, but they also love the seeds. (Rick and Bonnie's garden is bigger this year and therefore, more chickweed so maybe that's why I have so many more finches. Thanks, Rick!) It is easy to grow

and like most weeds, will thrive in just about any kind of soil.

Now let me give you a few recipes I found. There were even videos of recipes of some famous chefs using it! I'm sorry I didn't get a chance to ask Chef Joshua if he cooks with it. I found recipes for appetizers, soup, salads containing chickweed. Alas, I found none for desserts. First, here's one for

CHICKWEED PESTO

- Combine:
- 2 cloves of garlic
- 3 tablespoons of pine nuts or sunflower seeds
- 1/4 teaspoon salt
- 2 packed cups chopped fresh chickweed
- 1/2 cup olive oil
- 1/2 cup Parmesan cheese

Put these ingredients in a blender and BLEND WELL.

Serve this over pasta or just use it as a dip for crackers or vegetables.

CHICKWEED EGG SALAD

- 4 eggs, hardboiled
- 2/3 cup chickweed greens, chopped
- 1 teaspoon horseradish
- 1 tablespoon fresh chives
- 1/2 cup mayonnaise

1. Chop the eggs coarsely.
2. Add the chickweed greens, chives and horseradish and mix gently.

3. Add just the right amount of mayonnaise to coat all the ingredients.

CREAMY CHICKWEED DRESSING

- 2 cups fresh chickweed greens
- 1 tablespoon lemon juice or vinegar
- 1/2 cup yogurt
- 1/2 cup olive oil
- 1 teaspoon honey
- 1/4 teaspoon salt
- 1 garlic clove
- Dash of pepper

Blend all the ingredients except the yogurt in a food processor or a blender. Then add the yogurt and blend it gently until smooth.

O.K., everyone, you're on your own. Now that the economy is tough on a lot of us, we have a new source of good tasting nutrition — CHICKWEED. There are even recipe books out there with nothing but Chickweed recipes. For all I know there is even a Chickweed for Dummies!

Have a great fall and I'll see you next time with recipes from Lindee, Larry, Barb.....

A LOOK AT THE WEATHER

BY GEORGE CEBULA

The summer of 2011 has been about average in temperatures and precipitation. June temperatures were about average and the precipitation was below average. The high temperature for June was 80 on 24th (77 on June 2,

'10 and 83 on June 10, '09). The low was 30 on June 7th (31 on June 11, '10 and 28 on June 27, '09). The average temperature for June was 54.9. This compares to 53.8 in June '10, 54.2 in June '09, 52.6 in June '08, 60.0 in June '07, 53.2 in June '06, 55.2 in June '05 and

57.7 in June '04. There was 11 days with a high of 70 or above and 3 days with a low of 32 or lower. The total precipitation was 0.79 inches (2.25 inches in June '10, 0.96 in June '09, 1.49 inches in June '08, 0.28 inches in June '07, 2.14 inches in June '06 and 1.49 inches in June '05).

July was about average in temperature and above average in precipitation. The high for July was 81 on the 11th and 21th (82 on July 9, '10 and 88 on July 8, '09). The 88 on July 8, '09 was the all time high recorded at McCarthy. The low was 35 on July 20th (36 on July 9, '10 and 34 on July 25, '09). The July average temperature 56.8, compared to 56.6 in '10, 60.1 in '09, 53.0 in '08, 58.1 in '07, 57.1 in '06 and 56.1 in '05. There were 3 days with a high of 80 or above and 8 days with a low of 39 or lower. The total July precipitation was 3.65 inches (3.88 in '10, 0.22 inches in '09, 4.48 inches in '08, 1.39 inches in July '07, 1.21 inches in

July '06, 5.34 inches in '05 and 1.65 inches in '04).

Hidden Creek Lake began releasing its water on July 20th (July 31, '10, July 11, '09, Aug 9, '08, July 22, '07, July 4, '06, June 19, '05, July 10, '04, July 3, '03, Aug 2, '02, July 2, '01 and July 26, '00). The water in the Kennicott River began to rise during the evening of July 20th and crested at 11:30 am on July 23rd . The crest was 23.50 ft compared to 25.80 ft in '10, 25.65 ft in '09, 22.75 ft. in '08, 23.00 ft in '07 and 31.50 ft .in '06. The increase was only 2.85 feet in 76 hours. There was no flooding and no water on the road across the East channel.

The river was back to its normal level by the morning of July 27th.

The first 9 days of August were a continuation of July, cool and wet. The high was 70 on the 5th , with only 1 day of 70 or higher. The low was 39 on the 06th. Precipitation was close to an inch. It's about time to think about covering the plants in the garden. The first frost usually occurs in mid August and lows below 30 are not far behind.

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.

Aspen Meadows



of McCarthy

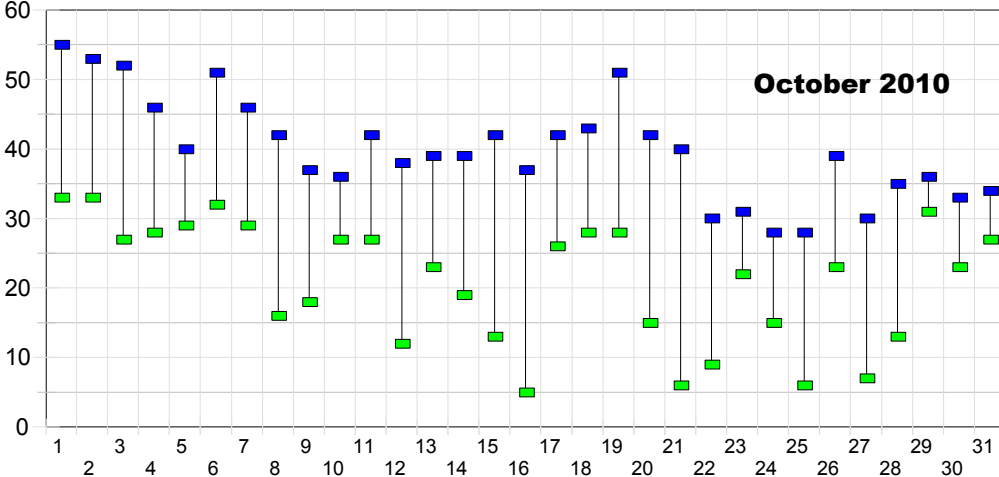
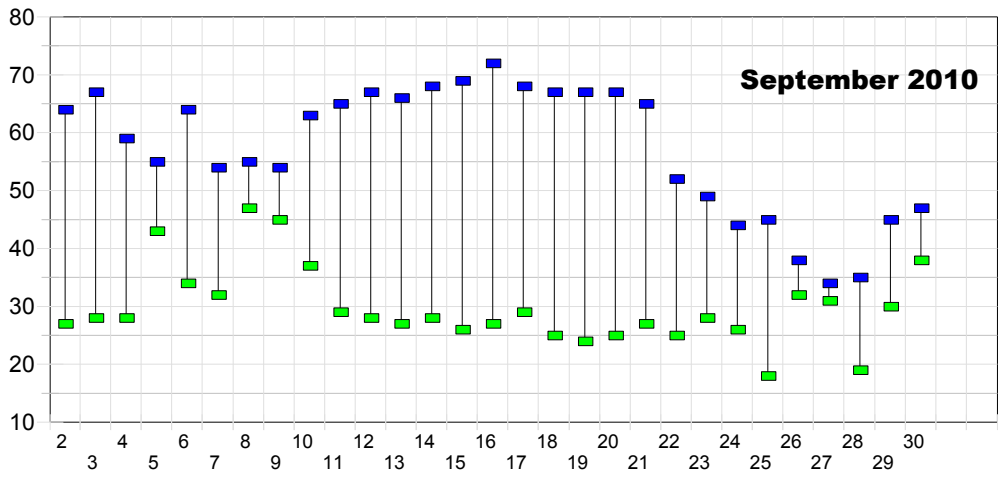
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