

Wrangell St. Elias News

"Eternal vigilance is the price of liberty" -- Thomas Jefferson

VOL. FOUR ISSUE SIX NOVEMBER & DECEMBER 1995

ONE DOLLAR

Kennicott fire said to be arson

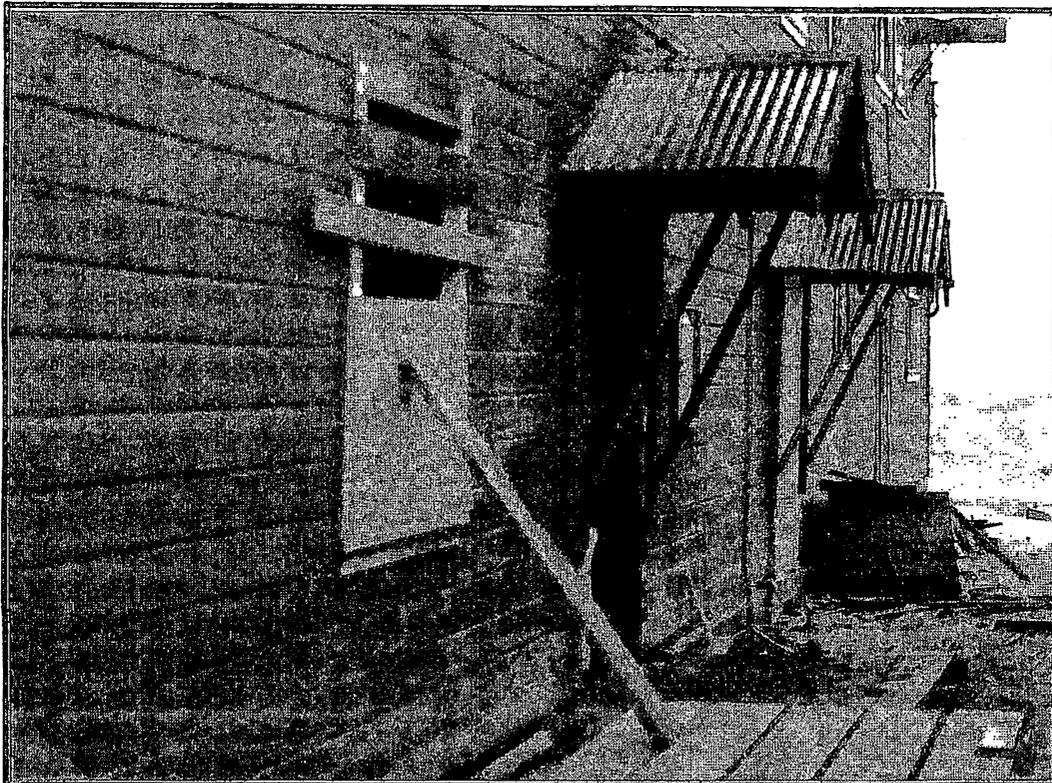


photo courtesy Jim Miller

Kennicott — On Saturday evening, September 23, most McCarthy/Kennicott residents were enjoying a live concert at the McCarthy Lodge in downtown McCarthy. But, apparently at least one person was busy soaking the area near the doorway of the west bunkhouse at the historic Kennicott mill site with fuel and setting fire to it. With the wind blowing down the glacier that night, left to itself the fire would have spread to nearby buildings and destroyed a significant part of the old company town.

Fortunately, the blaze was discovered shortly after being ignited. About 11:30 that night as Rich Kirkwood, owner of the Kennicott Glacier Lodge, was on his way to shut the lodge's electrical generation plant down

for the night, he saw flames across the street at the bunkhouse. According to Rich, he woke Randy Elliott, who was sleeping in one of the lodge buildings, and using fire extinguishers from the lodge they attacked the flames. Soon they were joined by Dale Judge of Backcountry Connection, Chris and Wick Wright of Glennallen (the 3 van drivers for the Arctic Chamber Orchestra members) who were also staying in one of the lodge buildings. The team doused the fire with buckets of water from nearby National Creek and soon had the blaze extinguished. Fortunately, the building was not severely damaged and no one was injured.

(Story continued on page 5)

A note from the publisher

BY BONNIE KENYON

When I ventured outside early this morning — October 23 — I discovered a thin blanket of the inevitable white “stuff” we’ve been expecting for the last couple of weeks. I was tempted to wake Rick up (in spite of the fact it was only 5:30 a.m. — the time of our first daily weather observation) and see if he wanted me to give our new snowmachine its first official run. However, I didn’t and now as I write this issue’s “note,” the above-freezing afternoon temperatures melted what little snow we had to boast about.

Winter seems to be holding off as long as it can while we all attend to the last of our fall chores. Speaking about fall...it was the most colorful fall season I can recall since we moved to the area 18 years ago. With the brilliant yellows and

oranges also came numerous September rains and thoughts such as: “Are we ever going to get the potatoes dug and the rest of the garden vegetables harvested and safely tucked away in the cellar? And what about tilling the garden and building the well house?” Well, I shouldn’t have given those things a second thought. The well house got built (thanks to Rick and George, our nearest neighbor) and the root cellar is abounding with a bumper crop of potatoes, carrots, parsnips, onions and winter cabbage. AND the garden is tilled.

Now on a more serious note. In last issue’s “note” we announced that starting January 1, 1996, the yearly subscription rate to WSEN would increase from \$8.50 to \$10.00 (USA). When the paper costs rose this year, we hoped it was only temporary, but at this point there seems to be no end in

sight. We will honor the old rate for all new subscriptions and renewals received before the new year. The cover price will go to \$2 at that time. Thank you all for your words of encouragement and support. We appreciate you!

I want to especially thank subscriber Charlie Ricci who has done it again. I’m sure you’ll enjoy reading “November in May Creek” which starts on page 11. This article was written by Dick Morris who is on the Board of Directors for the Museum of Alaska Transportation & Industry and was submitted by Charlie. When I called the museum to gain permission to reprint Dick’s story, I talked to Bea Adler who was well familiar with our area, visiting it often — as recent as this summer. In fact, Bea and her husband are related to our very own Livingston Hickling. What a small state Alaska seems at times!

Bea quickly obtained Dick’s permission and has promised to send us some pictures, if possible, and information on the museum itself for next issue.

Wrangell St. Elias News welcomes aboard the following new subscribers: Jack Anderson, AK; Chuck Witteveen, MI; JoAnn Utt, AK; Wilber Seelye, IL; Adam Adams, AK; Kip Brandon, WA; Vivian Bickford, WA; Mr. & Mrs. Roy Becker, AK; Marcella Williams, AK; Mr. & Mrs. Mike Truskowski, AK; Danny & Arlene Rosenkrans, AK; Wade Youmans, GA; Jeff Wiles, VA; Robert Jacobs, MI; Judith Travois, AK; Thomas Vaden, AK; Cliff Marwood, Canada; Howard Mozen, AK; Molly & Peter Delevett, FL; Lynn Dure, AK.

Wrangell St. Elias News

VOL. Four, Issue Six, November & December 1995.

Published every two months at McCarthy, Alaska. McCarthy, PO Box MXY, Glennallen, AK 99588-8998. Phone (907) 554-4454. FAX (907) 554-4454. Email Wsenews@aol.com. “Copyright © 1995 by Wrangell St. Elias News. No part of this publication may be reproduced by any means without the express permission of the publishers.”

Contributors to this issue: George Cebula, Carly Kritchen, Dick Morris, Loy Green, Betty Hickling, Aaron Willford, Brian Ward, Ty Tollman, Amy Odell, Nate Tobey, and Jake Wilkinson. Subscription price is \$8.50 for one year in the USA until Jan. 1, 1996, then \$10. Canada \$10.00. (\$12.50 after Jan. 1, 1996) Other countries \$18.50 (\$20 after Jan. 1, 1996). Advertising rates upon request. Deadline for publication in next issue is December 15.

Wrangell St. Elias News is wholly owned by Rick and Bonnie Kenyon. Publishers and Editors Rick and Bonnie Kenyon. Paid subscribers this issue 343. Complimentary copies 23. Issues sold through retail stores 141. Press run this issue 600.

SECOND-CLASS POSTAGE PAID AT GLENNALLEN, AK.

POSTMASTER: Send address changes to Wrangell St. Elias News, McCarthy, PO Box MXY, Glennallen, AK 99588-8998.

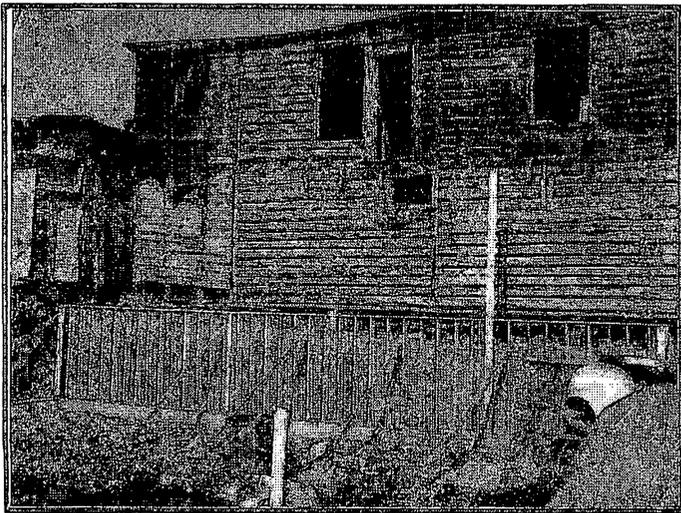
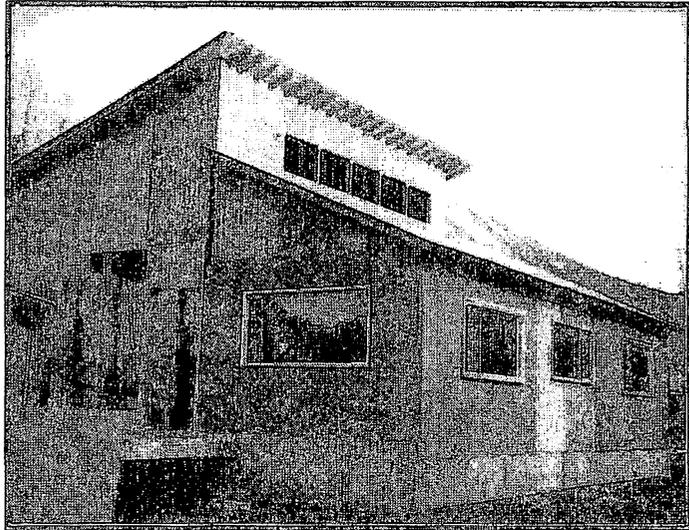
Items of interest

BY RICK KENYON

Gary and Barbara Baugh — Regular readers will remember the “house divided” from our July & August edition of WSEN. The Baugh's decided that since their house had to be cut in half, why not make it a little bigger before putting it back together.

Local contractor John Adams won the bid to add an additional 8' to the middle of the house, as well as to “raise the roof” over the living room in order to accommodate large windows on the north and east living room walls which will give the Baugh family a magnificent view of the mountains and glaciers. Windows were also added high on the south wall to let in more sunlight.

John, along with local residents Patrick Sperry and Dan Myers, expect to be working much of the winter in order to have the house ready for the Baugh's next spring.



George Cebula had the other half of his twin brothers, Ted visiting in September. Tom was here in June to help George with the framing of his addition. Ted's job was to get all the wiring installed and up to code.

Ted's first day found him working at the church site, helping with the siding. Ted had a minor accident and needed a little first aid help. Betty Hickling was kind enough to supply a warm room and supplies at the McCarthy Lodge. Lilly Goodman and Nancy Cook got a chance to practice a little of their EMT training. Thanks everyone for a helping hand when it was really needed. Ted was back at the church site the next day and up to his normal pace in a few days.

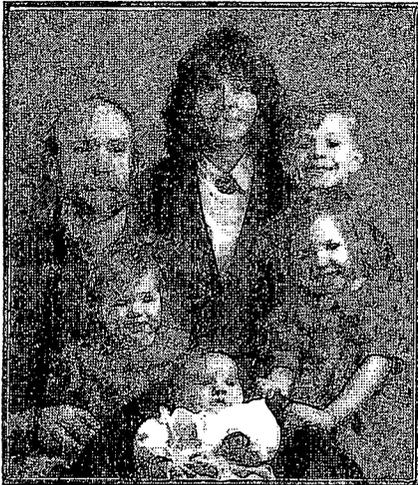
The Golden Hotel — Gene Brooks has undertaken an ambitious project - restoring the old “Golden.” Originally built back in McCarthy's heyday, the building has set idle for so many years that only someone with Gene's vision would attempt a restoration.

Gene had hoped to have the project far enough along to open a coffee shop and have a few B&B rooms ready for the 1995 season, but commitments in Anchorage kept him from spending as much time in McCarthy as he would have liked.

Of course the normal problems associated with a major project in McCarthy, such as getting stuck in a glacier and having your truck load of supplies fall through the ice into the Kennicott River did nothing to speed the process. And not so normal problems, like having your car go off the McCarthy Road and roll over, and down a 100' embankment with your daughter in it! We are all grateful with Gene that no one was seriously injured.

Gene did get a good start on the project, though, concentrating on foundation and stabilization work, along with a septic system.

We wish you well, Gene. It is always nice to see another piece of McCarthy's history come back to life!



Saying good-bye to friends isn't something I enjoy doing and telling the *Baalke family* good-bye was no different. John, Janelle, and their 4 children have embarked on a new adventure. Leaving Glennallen the latter part of September, they safely arrived in Grand Marais, MN which, according to Janelle, is a pleasant midwest town with a rocky shore, trees and even a lighthouse.

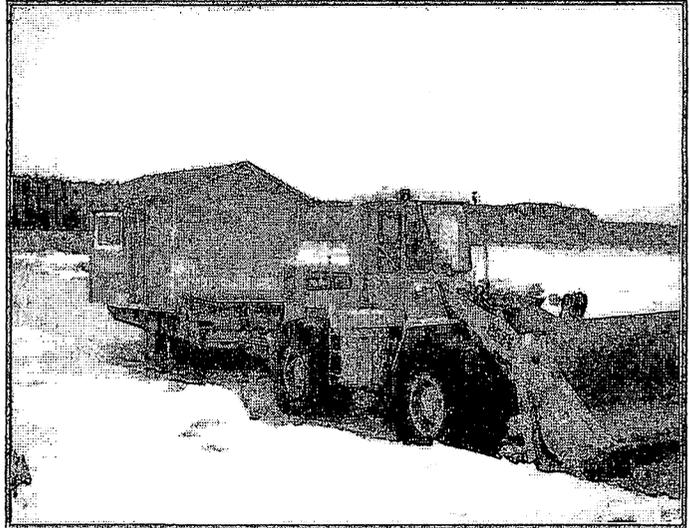
Grand Marais (I finally found it on my map, Janelle!) is located in the northeastern corner of the state and on the shores of Lake Superior. John is inspecting several job opportunities and Janelle and the kids are thrilled with their roomy home and ample yard — even rose bushes and an apple tree!

Most of our readers may already know this but, just in case, John was part owner of Backcountry Connection and was a frequent (sometimes daily) visitor to the McCarthy/Kennicott area. (I wonder how many hours you have on the McCarthy Road, John?)

Anyone wish to write to the Baalkes? Their new address is: PO Box 1265, Grand Marais, MN 55604.

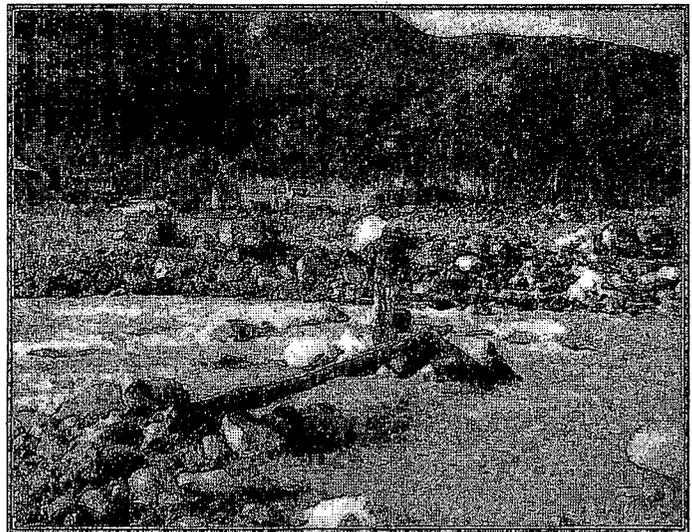
John and Janelle, you are loved and missed.

P.S. Janelle, thank you for selling me your propane dryer. I am now totally spoiled and think of you every time I use it!



The Baugh house is not the only one that has been relocated this summer. In our July & August issue we told you of a new cabin that *John Adams* had built. Since then John found a

larger piece of property and has been in the process of moving. He didn't have to cut his buildings in half, but he did have to get them across the Kennicott River — since his new property is on the "west side."



While much has been said about the new footbridge over the Kennicott River that will be built next year, local residents have not been content to sit around and wait for the Department of Transportation to get the project underway. Several locals who tired of tramping across twice a day to work various jobs which happened to be on the "far side" of the river got together and

built their own bridge, taking advantage of the low water to lay pairs of logs on exposed boulders.

The bridge is not for the faint-hearted, and when the logs are covered with ice it is not uncommon to see someone making the crossing on hands and knees -- this writer included!

Fire at Kennicott

(Continued from page 1)

Nearby neighbor, Chris Richards, said he was awakened when he heard heavy equipment outside his house, which is across the street from the Kennicott Glacier Lodge. Chris says he got dressed and went outside, where he saw a front end loader parked down the road near the old bunkhouse. "I smelled smoke," says Chris, "but I thought it was just the dump being burned again." When he realized where the fire was, he lent a hand until the fire was completely out.

State Fire Marshall Greg McDonnell was notified of the fire by National Park Service (NPS) headquarters in Copper Center on the morning of the 25th and was flown out to the area by NPS on September 26. McDonnell inspected the site, and confirmed the fire was "an incendiary fire and indicated arson." As of press time, Sgt. Maynard of the Glennallen State Troopers and Trooper Don Pierce both say they have not yet seen the State Fire Marshall's report but have been notified by NPS as to the importance of the historic

landmark. According to Trooper Pierce the fire was "without a doubt man caused, but we have no suspects at this time."

The old buildings at Kennicott have been the source of much controversy in recent years. Back in the 1950's the Kennicott Corporation actually hired a contractor to raze the buildings, considering them to be a liability problem for the Corporation. Apparently the contractor spent several years salvaging materials such as valves and fittings, then abandoned the project without completing the razing.

The property was later purchased by the "Great Kennicott Land Company," who sold many of the smaller houses and buildings and numerous lots. Most of the old large company buildings were not sold. In 1986 the entire 3,000 acres, minus the property that had been sold, was offered to the National Park Service. Since then negotiations have continued for NPS acquisition, most recently with the Conservation Fund as an intermediary. The Fund would purchase the

property and donate it to NPS, who would then be responsible for ongoing operations. Department of Interior officials have been divided over the issue, some seeing Kennicott as a "black hole," ready to devour already limited federal funds, while others view it as an attractive addition to the Wrangell-St. Elias National Park.

Fire has been a very real danger for many years at Kennicott. On June 3, 1918 the four story bunkhouse at the Bonanza Mine was totally destroyed by a fire started by an electrical problem. In more recent years, arson was responsible for the fire that destroyed the original Kennicott Glacier Lodge on March 1, 1983. Recognizing the extreme danger of fire at Kennicott, Kennicott residents are looking into some sort of fire suppression or fire alarm system.

Investigation is continuing, says Sgt. Maynard. Anyone with information concerning the fire may contact the Glennallen State Troopers at (907) 822-3263.

Local organizations hold annual meetings

BY BONNIE KENYON

McCarthy — *The Kennicott-McCarthy Chamber of Commerce* held their annual fall meeting on September 22. Fifteen people, which included members and visitors, met to fill 4 Board of Directors seats. Jeannie Miller and Nancy Green retained their seats while Betty Hickling and Bonnie Kenyon were newly elected to the 7 member board.

The agenda included discussion of a recent resolution passed by the McCarthy Area Council (MAC)

requesting that the Department of Transportation (DOT) install vault toilet facilities on the DOT right-of-way near McCarthy. The proposal includes joint responsibility between the National Park Service and MAC for maintenance and pumping.

There was much discussion as to what degree the chamber should participate. It was decided the new Board of Directors would discuss the possibility of the "maintenance of the outhouses" and look further into the issue.

The *McCarthy Area Council* (MAC) members held their annual membership meeting on October 12. On the agenda were issues such as what constitutes a quorum, dues and membership residency requirements. According to Carly, MAC's president, a quorum for future MAC meetings is now 9 people instead of 51%. The yearly dues for regular members were raised from \$5 to \$25. Associate membership dues are still \$5. Membership requirement now rests solely on McCarthy being the person's primary residence. (cont. pg. 25)

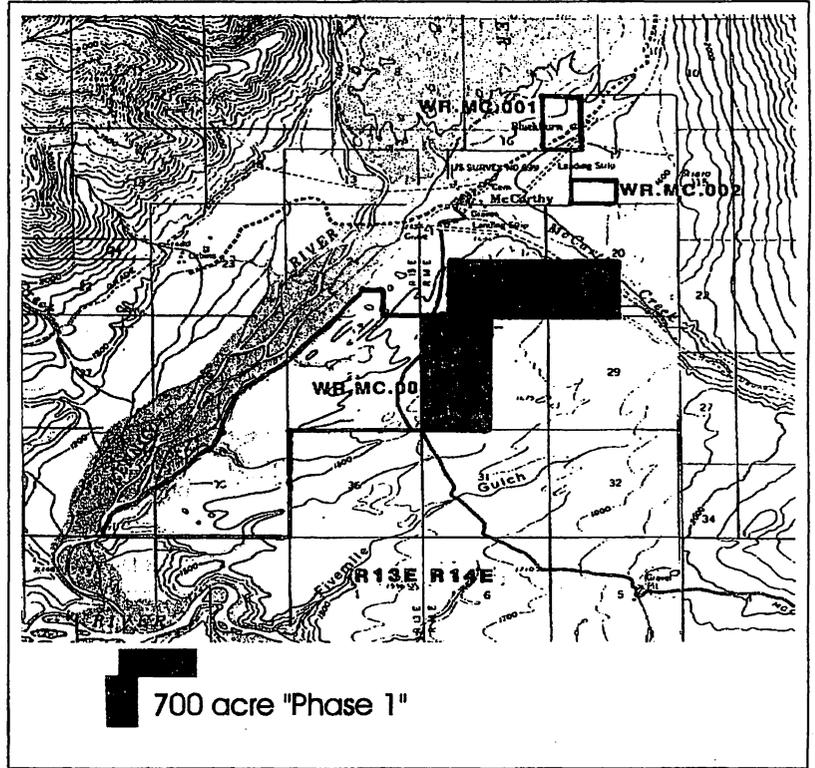
University prepares land for resale

BY BONNIE KENYON

McCarthy — Every year Alaskans and out-of-state visitors venture down the 60 mile long McCarthy Road or fly into our newly-upgraded airstrip in hopes of experiencing life in the Wrangells — as it used to be and what it is today. For some it is just a one time adventure. However, more and more we see familiar faces — those who want to do more than visit. The questions invariably come: Is there land for sale around here? How much an acre and who can I contact to see what is available?

Before long, there will be a new name to add to the list of private property owners who are ready and willing to relinquish a piece of this fine state. The University of Alaska's Statewide Office of Land Management is taking a slow, but steady pace to making available the 3,000 acres they own that is located in the McCarthy area. In fact, according to Mari Montgomery, the Senior Property Manager for the university, they have received and approved a preliminary plat and design and a feasibility study referred to as Phase 1.

The property in question consists of 700 acres in Sections 30, 19 and 20 and is located south of McCarthy Creek and east of the May Creek Road. Surveyors from



Bob Keene & Associates of Anchorage arrived the first week of October and have been busy cutting and surveying lines and right-of-way lines for 70 lots — each lot consisting of 10 acres. The surveyors are expected to work as long as the weather permits.

The subdivision plats are now available, says Ms. Montgomery, but bear in mind they are “preliminary, our idea at this time and subject to change.” The University

has sent Ms. Montgomery to McCarthy several times to enable local residents opportunities to comment and offer suggestions for land use and design.

For further information or a copy of the plat, contact Mari Montgomery, Senior Property Manager, at the Statewide Office of Land Management, 3890 University Lake Drive, Suite 103, Anchorage, AK 99508 or phone her office at (907) 786-7766.

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A touch of culture comes to McCarthy

BY BONNIE KENYON

McCarthy: — Did I hear right? A real live orchestra wants to perform in McCarthy? In the fall AFTER the tourist season, no less. Betty Hickling, owner of McCarthy Lodge and Ma Johnson's Hotel, assured me the information was not a rumor but a fact that proved to be a "treat for the community." Betty, who was contacted by a representative of the Arctic Chamber Orchestra, was thrilled with the prospect of a live orchestra performing in McCarthy. The entire Ma Johnson Hotel was made available to the group for their Saturday night's lodging and a community potluck dinner would be provided at the McCarthy Lodge before the concert. Afterwards, the orchestra could perform to their heart's content.

On September 23 after performing at Kenny Lake, the Arctic Chamber Orchestra made their way down the 60-mile long McCarthy Road towards their next engagement — the small bush community of McCarthy. Dale Judge, Backcountry Connection's

owner and main driver, put on 2 more drivers and a total of 3 vans to accommodate the 34 member orchestra and their various instruments. The group arrived at the Kennicott River late Saturday afternoon. Each member took responsibility of his or her own instrument and lined up at the tram to take their

classical music to the state of Alaska. Now they can add "tram" to their list of various modes of transportation.

When the Arctic Chamber Orchestra was founded by Gordon Wright in 1970, its primary goal was to bring the experience of live classical music to "every corner of Alaska." This year's fall tour was no different. Besides McCarthy places like Nenana, Clear, Healy, Talkeetna, Houston, Glennallen, Delta Junction and Fairbanks benefited from the music of Mozart, Albinoni, Ibert and Bizet. Conductor, Madeline Schatz, featured saxophone soloist, Harvey Pittel, and the other musicians brought sheer enjoyment as well as a bit of musical education to our town and even a touch of culture.

Thank you, Arctic Chamber Orchestra, for making our town a stop on your fall tour. Thanks to Betty Hickling for opening her business establishment to the orchestra and the community, and a big round of applause goes to Carly Kritchen for organizing the potluck dinner.



Orchestra members prepare to cross the Kennicott River on the tram.

WSEN staff photo

turn crossing the river. According to one musician, some of the Fairbanks-based group had visited McCarthy before, but for the majority this was a first.

Every September, Fairbanks' finest musicians engage in a 5-day marathon of travel — by plane, ferry, barge, snowmobile, dog sled — in order to bring the best of live

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NPS news

BY BONNIE KENYON

Jim Hummel: Jim has announced he is leaving his position as the Chitina District Ranger for the Wrangell-St. Elias National Park/Preserve, and accepting a job as Chief Ranger and Pilot with Katmai National Park. During the last week of September, Jim says he received a phone call from Bill Pearce, Superintendent of Katmai National Park, asking him to consider joining their staff.

After conferring with his family, Jim made the decision to take the job which he describes as the "same grade and pay" but one that has "more management responsibility." "It was the most difficult change I've had to make," says Jim, who has thoroughly enjoyed getting to know and work with the McCarthy community.

According to Jim, Katmai encompasses 4 1/2 million acres — a far cry from WRST's 12 million — with the Brooks' Camp (and it's many bears) as its main attraction. Jim, his wife, Mary, and their 3 children, David Lynn, Robert Bryce, and Rebecca Elias have lived in Copper Center since May 1991. Their new home will be King Salmon, an area of about 1,200 people.

We here at Wrangell St. Elias News thank Jim for his dedication to providing us with information that we can pass on to our readers. We wish him and his family well in their move and in his new position.

Mentasta Caribou Herd Cooperative Management Plan: Copies of the final Mentasta plan — revised June 1995 — are now available from the National Park Service. This plan is a cooperative effort by the Alaska Department of Fish and Game (Glennallen and

Tok area offices), Wrangell-St. Elias National Park/Preserve (Glennallen) and Tetlin National Wildlife Refuge (Tok) to adopt guidelines concerning management of the Mentasta caribou herd.

The small intermountain herd has numbered between 800 and 3,100 animals and since 1987 has steadily declined to its current low of approximately 800 caribou. Ongoing field studies currently show that low survival of calves, primarily due to predation by wolves and brown bears, is the principal factor limiting herd growth.

The herd summers and calves along the western slopes of the Wrangell Mountains within Game Management Unit 11 (McCarthy/Kennicott are within this unit) and within the boundary of Wrangell-St. Elias National Park/Preserve. During winter the herd often intermingles with the larger Nelchina herd which currently numbers 45,000. They also occasionally mix with the Forty-mile and Chisana herds. In winter this combined herd scatters in small bands over an area that in some years may exceed 17,000 mi².

The Plan goes on to outline the importance of the Mentasta herd to local and rural residents and the average caribou harvested in past years by both Alaska residents and nonresident recreational hunters. Management goals and objectives are set forth, and guidelines for allowing fall and winter harvest seasons.

In preparing this plan, the cooperating agencies have attempted to consider all plausible scenarios, says the document, and it is recognized that they must be able to alter this plan if unforeseen circumstances arise.

Of the six citizen advisory groups listed, three actually signed and endorsed the plan. The South-central Subsistence Regional Advisory Council endorsed it without written comment. The Copper Basin Advisory Committee endorsed it with one written concern: "We understand that the National Park Service cannot conduct or endorse predator control, however, we feel that the Mentasta herd will remain at low numbers unless there is predator reduction. Without active predator management fewer caribou will be available for harvest by both subsistence and sport hunters. At a minimum predator seasons and bag limits should be liberal when predators are abundant in the Mentasta herd range."

Bill Ellis, chairperson for the Tok Cutoff-Nabesna Road Advisory Committee also signed the plan but had the following concerns: "The Tok Cutoff-Nabesna Road Advisory Committee endorses the Mentasta Caribou Herd Cooperative Management Plan, however, some members are concerned that the harvest strategy may result in too many cow caribou being harvested. The concern is that high cow harvests will reduce herd growth and potentially reduce overall harvest in the following years. We request that if and when the harvest strategy calls for an 'either sex' harvest, the Board of Game and the Federal Subsistence Board consider this decision carefully and that this plan be re-evaluated."

Copies of this plan are available from:
Superintendent
Wrangell-St. Elias National Park and Preserve
P.O. Box 29
Glennallen, AK. 99588

Glennallen seniors encounter higher education

BY BONNIE KENYON

Editors note: We would like to thank the following people for their persistent help in getting the material for this story to us: Ranger Jim Hummel for informing us of the Dixie Pass Project and getting us in touch with Beverly Goad who in turn passed on essays from some of her students to share with WSEN readers. Thanks to the NPS employee who faxed us the 14 page document (it took several attempts and a lot of patience). Much gratitude goes to Seniors Aaron Willford, Brian Ward, Ty Tollman, Amy Odell, Nate Tobey, and Jake Wilkinson for letting us experience a bit of higher education ourselves by seeing the Dixie Pass Trail through their eyes.

According to Brian Ward, his Senior English class had been planning this field trip for several weeks, but now the day had finally come. "We were going to miss school on the pretense of learning about nature." Learning, yes, and sharing. Writes Aaron Willford, "Our goal was to hike the Dixie Pass Trail and through pictures we took, assemble a slide show presentation for the Park Service. This slide show would give hikers a rough idea of what to expect and see while traveling along the trail."

On Day One — September 21 — the team of seniors, English teacher Beverly Goad, and Rangers Hummel and McGuinness woke to the sound of rain and a dismal outlook of more of the same. "Sun block was not a necessity this dark morning," reflected Amy Odell, but "the spirits of the courageous hikers were high and ready for the drive to the trail head."

Jim Hummel and Sean McGuinness were to accompany and guide the group to their goal — the Dixie Pass. "Dixie Pass is nestled in

the heart of the Wrangell-St. Elias National Park. Flowing from the surrounding mountains, Strelna Creek would lead us right to the top of the pass. The hike would be approximately 24 to 26 miles in length, with a vertical rise of around 5,000 feet," reports Ty Tollman.

After a quick briefing from Ranger Hummel, the suburban was loaded with gear while the van filled up with "freshly-bathed seniors," says Amy Odell. In spite of the blackened sky and pouring rain, the group was willing to compete with the elements. They left Glennallen High School at about 8:30 a.m. that Thursday and an hour and a half later pulled into Chitina for a brief stopover at the Chitina Ranger Station.

The next leg of the trip would be the McCarthy Road experience. Brian had a few things to say about it! "The driving since Chitina had been terrible. The road was pretty bad, too. Puddles that would have shamed Lake Superior covered the road. Rocks, mud, and huge holes made the road look like bad Swiss cheese."

A sign reading Strelna Airport signaled the group to turn left off the McCarthy Road. Aaron estimates they traveled another 10 or 12 miles before encountering another sign which read Dixie Pass Trail. It was now 12:30 p.m. and still raining.

"We got out of the vans and started to unpack the gear for the people who were following us through the mudhole they called a road," relates Brian. Out came the rain coats, rain pants and plenty of warm clothing for students, teacher and rangers alike. "We donned our packs and rain gear in anticipation of the impending hike," says Ty.

"Our first day's mission was simple," explains Nate Tobey. "Get to the trail head and hike to a camping spot."

Aaron recalls the first two miles of the trail as traveling through a wooded mossy area with mostly spruce and willow trees and an occasional birch tree. The trail itself, says Ty, was a foot and a half wide and hard-packed from extensive use. Nate noted that the trail was very distinct and level and the first four miles were loaded with wolf sign. After about 2 ½ or 3 miles the trail began to drop to the creek. "This is where the real beauty begins," he says.

The rain let up; the sun came out and the hikers took advantage of the improved weather conditions to take their pictures. After about an hour and forty-five minutes of hiking the one-day hiking group decided it was time to return to the van and head back to Glennallen. Led by Ms. Goad, the day hikers reluctantly turned around.

It was just as well Amy Odell had decided on the day hike instead of the full 3 days. By now she had developed quite a variety of blisters. "Our destination back to the vehicles was quick and painful thanks to blisters opening up on heels. The sight of the suburban and van relieved the hikers and they knew civilization was close. A quick stop in Chitina for coffee, the use of an outhouse and everyone was back to normal except for a much-needed shower and a stick of deodorant."

The remaining group of nine hikers and Rangers Hummel and McGuinness continued on the 3 day hike. They pressed on for about an hour and then came upon a picturesque campsite where they pitched their tents. Nate says, "The rest of the night was spent indulging in

freeze-dried food and lovely dreams in the Eureka suites.”

Day Two the group was awakened by Ranger Hummel. “I can remember looking at my watch,” recalls Aaron, “after hearing him and saying to Scott, ‘It’s only 7:00. He said we could sleep till 7:30.’” Instant oatmeal and coffee was on the breakfast menu that morning. As Ty puts it, “For food we were not eating like kings. The menu for two days was basically Ramen noodles, instant oatmeal, and candy bars, definitely not the food of world-class athletes.”

Rain was forecast again so they stuffed their rain gear and food into two backpacks and started on that day’s hike. The trail from this point out became very rugged and involved creek crossings. An hour or two later, they spotted their objective — Dixie Pass. It was at least two or three miles away — with the best yet to come.

The creek they were following had carved a gorge with sheer rock

walls on both sides. You could either climb around the top, climb on the rock walls of the gorge or simply walk through the creek. Two people chose the high route while the rest chose to climb around the rock wall. It was uneventful, says Ty, but a lot of fun practicing their rock climbing skills.

About 12:30 p.m. they stopped for a short lunch break. Some of the guys debated whether or not to continue. Nate and Josh weren’t feeling too well so Ranger Hummel agreed to accompany them back to camp. Ranger McGuinness said he would stay with the rest of the group and hike to the top.

Eight of the original 18 continued on to the “beckoning pass.”

“It took us about twenty-five minutes to get to the pass, believe me, it was one of the longest twenty-five minutes of my life. It was worth the struggle though, because we got to see a few sheep and were rewarded with an extreme sense of accomplishment,” wrote Jake.

That night back at the campsite, they ate quickly and went to sleep a short time later. Thirteen miles of hiking was more than enough for one day.

According to Ty, the third day started in much the same way the previous day ended — in a hurry. “We again woke about seven. We ate and then packed for the trip out. At 9:45 a.m. we said good-bye to our camp and began the trek back. We were extremely motivated to get back to civilization. We did away with most of the breaks we normally took and just pushed on. To make a long story short, it took us under two hours to ‘power hike’ out, while it took almost four hours to leisurely hike in.”

Tired, wet and maybe a bit hungry for some home-cooked meals, it seems all had a great experience. As one senior put it, “Overall it was an excellent trip well worth the effort. I strongly encourage everyone to try this hike or another like it.”

Museum news

BY LOY GREEN & BETTY HICKLING

At the close of the season there has been a number of accomplishments in the museum. The Model in the McCarthy room is on display (a couple of improvements still to be made) and in general the McCarthy room except for painting and a few more photos is complete. The reading room was open and considerable material available.

The most difficult and time consuming project was completed, that being cataloging and arranging in a viewing file the over 100 historical photos and are available for reproduction and sale. This

required me (Loy) to make two trips to Anchorage, but the real chore fell on Diane Milliard, she spent numerous hours and days on this project, well above the so called call of duty. THANK YOU DIANE!

Our appreciation and thanks go out to all who donated their time etc. for the museum. A special thanks to the Care-take volunteers namely, Diane, Kris Rueter, Machell, Mark Vail and Dean. Another special thanks to Ann Kane of Anchorage who donated all of the material for the Model and then at her expense came in and between her and I it was assembled.

This has been a very successful year for the museum and we look forward even better next season and will appreciate all community support.

Happy Thanksgiving

Merry Christmas

Happy New Year

from the staff at

WSEN

We appreciate you!

November in May Creek

BY DICK MORRIS

A cold Matanuska Glacier wind howled through the Museum of Alaska Transportation and Industry grounds as a group of volunteers and Museum Director John Cooper prepared to leave on another artifact recovery trip on November 19, 1986. Starting from Palmer the objective was to travel 285 miles and reach the May Creek airstrip (area winter pop. 1) 15 miles southeast of McCarthy, Alaska (winter pop. approx. 8) and recover two vintage Ford trucks, one vintage Holt Artillery tractor, one vintage Ford Farm tractor and a rare type of steam churn drill. Once beyond the old mining and rail center of Chitina this meant winter travel over 60 unmaintained miles of single line railbed, that had been closed in 1938, that now masqueraded as a road. It also meant travel across ice and open water crossings when reaching several rivers and sizable creeks in addition to approximately 15 miles of something more honestly referred to, by cartographers, as trails. It was estimated that the trip would take anywhere from 4 to 7 days.

While obviously there are better times of year to travel in Alaska, the current state and federal environmental land use regulations combined with the personal schedule needs of the volunteer team members pretty much dictated this "access window" to the Wrangell-St. Elias National Park. The advantages to be hoped for were clear weather, frozen ground, reasonable temperatures, minimal snow cover and low river water. The potential

disadvantages at this time of year were extremely low temperatures, lots of snow cover, overflow on the river ice, thick shelf ice along the open river and stream crossings and unseasonable high water due to unusually heavy fall rains. Before you read the rest of this account would you care to guess the type of conditions the team found?

By Saturday morning, the fourth day, a "battle damage" list would have read "both large trucks disabled, the M-116 voltage regulator is out and it has to operate on battery power only, and the Nodwell's differential is loose and slinging hydraulic oil everywhere."

"Are we having fun yet!?"

The skilled team was comprised of Jerry Ware of Anchorage (Alaska Railroad Engineering Section), Dick Morris of Elmendorf AFB (Senior Master Sgt), Ken Rowland of Palmer (full time woodsman and retired machinist and welder), Chuck Strange of Wasilla (miner), Bob Teeling of Wasilla (heavy equipment operator), Les Greenstreet of Palmer (mechanic, equipment operator) and Dan Hovermale of Kenny Lake (aviation & diesel mechanic, heavy equipment operator) and all had signed on to retrieve the 1917 Holt artillery tractor, 1935 Ford stakebed truck, Model T Ford one ton truck, Fordson tractor and other items which had been donated to the museum in 1984 by May Creek homesteaders Al and Fran Gagnon. A previous trip by museum staff and volunteer Paul Boniface had gathered most of the equipment, with substantial help from gold miner Russ Hoffman, at the May Creek airstrip. The churn drill was donated by Chititu Mining Corporation only a day before departure

and is especially unique as it was manufactured in Cordova. Skid mounted it sat next to Chititu Creek 1/2 mile from the vehicles. The odd lot of recovery vehicles making the trip included the museum's sturdy 1967 all wheel drive FWD Fire Engine (ex University of Alaska Fire Dept.), which has 3 cab heaters and room in the cab for 6 men, the museum's faithful (ex Air Force) 1967 International 1800 twin axle tractor, and Les Greenstreet's four wheel drive Dodge pickup, with all vehicles towing trailers. Four tracked

vehicles were carried on the trailers: Two snowmachines with sleds, the museum's Chevrolet V-8 powered "Husky" M-116 (ex Army personnel carrier), and a diesel "353 Jimmy" powered Nodwell (ex Arctic tundra sled freighting vehicle) loaned by Jack Reamer of Pearson Oil Field Services, Inc. of Anchorage.

The trip was to prove a great learning experience and started with an omen of things to come. Moving our convoy up the Glenn Highway and slowly climbing Bailey Hill, on the outskirts of Palmer, just at the crest of the hill the FWD fire truck engine stopped cold, not four minutes from the museum. Nearly an hour was spent discovering and repairing a blown electrical fuse while the rest of the convoy waited 20 miles ahead in Sutton, outside our limited radio range, wondering what had happened.

We had not used our equipment this heavily loaded before and soon learned that travel was to be as slow as five miles per hour on all hills,

and the 285 odd miles between Palmer and McCarthy include mile after mile of hills and grades. Fortunately, though, the rest of the day's travel was reasonably uneventful, mechanically, even though it was a very long day. One light spot occurred while passing through the Eureka summit area as we passed through a scattered grouping of 30 or more beautiful caribou crossing the highway. Later heading south on the Richardson Highway from Glennallen and east on the Edgerton Highway from Copper Center that first night was finally spent comfortably at the Kenny Lake farmstead of Dan and Karen Hovermale.

Hovermale hit the right combination and the engine fired right up!

After more time was spent warming the engine we discovered an Alaskan diesel engine nightmare in that the fuel in the rear, reserve, fuel tank was #2 stove oil instead of the expected higher grade Arctic diesel. The low temperature had congealed the fuel and it had the consistency of creamy Jello, which obviously made it unusable until such time as there was a marked increase in the outdoor temperature.

Despite these problems morale remained high and everyone pitched in on cooking, working on the equipment and on cutting a fair

Starting immediately at the Copper River incline, even with chains, each one of these "special" spots put us to the test in getting our trucks up the far slopes. Both going in and returning driving surface conditions along the route varied widely between glare ice with water flowing over it to 12" of snow.

One of the really impressive remnants of the railroad is the iron Kuskulana River bridge. Completed on New Year's Day 1911, the rail span was later pressed into service as a highway bridge. Exclusive of relatively light latter day wooden timber approaches the remaining iron center span is 238 feet high, 225 feet long, and nine to ten feet wide with a plank driving surface on each outside edge and guardrails less than 16 inches high. You can imagine the weak looking wooden approaches were inspected thoroughly before we ventured onto them. The view, especially when looking down, while crossing in a large truck was most impressive. At least one crew member insisted on walking across rather than take their chances in a truck.

Shortly after crossing the bridge, the road unexpectedly deteriorated. The surface was good, but for nearly 20 miles the 20' to 30' high alders had overgrown the road so badly that they bowed and overlapped the center of the road at windshield level, or lower. In pushing through the alders the heavy snow knocked from the branches made visibility impossible for up to ten seconds at a time and added to the driving difficulty. Four or five stops were made to trim low hanging branches when they were over about three inches in thickness. Needless to say exterior items such as cab lights, antennas, and mirrors took a severe beating and the constant drumming was unsettling.

"It was less than inspiring to hear that the coldest spot in Alaska at the moment, -45 degrees, was our next destination, McCarthy."

On the second day out at 5:00 a.m. Thursday morning we arose to a crystal cold -35 degrees and even the hardy farmstead cats were actively hovering around the door in an attempt to jump ship from the barn to the warmer house and a coveted place under the wood burning barrel stove. It was less than inspiring to hear that the coldest spot in Alaska at the moment, -45 degrees, was our next destination, McCarthy.

In trying to prepare for unloading our tracked machines either near the town of Chitina or further on, depending on road conditions, we first spent several hours and eventually the whole day checking out our equipment, and starting the road and tracked vehicles. The Nodwell diesel engine particularly proved itself almost impossible to start. The problem eventually found was that the borrowed old Arctic tundra veteran had a number of unmarked and some curiously marked engine and fuel system controls. A final exasperated yank on the controls by mechanic Dan

amount of firewood for the farmstead woodstove. After working most of the day Les Greenstreet, Bob Teeling and Dan Hovermale had everything running and all tools had been checked over, but by then it was late afternoon and daylight had slipped away. It didn't take any real urging on the Hovermale's part to get us to spend another night.

Starting 15 miles west of Chitina we left Kenny Lake Friday morning, day 3, in a -25 degree heat wave for the Chitina-McCarthy Road. Leaving Chitina via a narrow rail cut in the rocks the road drops sharply to the Copper River and then starts the winding climb along the ridgetops to McCarthy and follows the old roadbed of the former Copper River and Northwestern Railroad. In several places there are impressive slough offs that drastically narrow the "road" and extreme grades where the road leaves the railroad roadbed to bypass and go under impassable old trestles.

Congratulations!

It seems WSEN's "bimonthly" issues are always late when it comes to offering our congratulations to proud parents, but we still desire to say it anyway!

This issue's proud parents are **Andrew and Heidi Linton** of Anchorage. **Samuel Elias MacIntyre Linton** was born at 8:29 a.m. on September 18 at Alaska Regional Hospital and weighed 7 lb. 8 1/2 oz.

I'm sure Samuel's brother, Kyle, and his sister, Nina, are just as proud, too, and being a big help to their folks.

The Lintons own land on the "island" and are always a welcome sight when they visit our area.



Halfway up a 30 degree slope at Tractor Creek, a narrow steep valley, the fire truck first lost traction and then the engine stopped running. About an hour was spent repairing the ignition, but there still wasn't enough traction to make the hill. Probably due to the extreme cold this was the only time the four wheel drive wouldn't engage. Finally, we unloaded the Nodwell to assist the fire truck up the hill and about this time a sense of "gallows humor" sprang into being among us that most will always remember. Initiated by Les Greenstreet the question "Hey, are we having fun yet?!" became a humorous verbal banner and rallying cry when the going got tough.

It then became a combination of leap frog and relay as the Nodwell made the rest of the trip to McCarthy under its own power (at five to eight miles an hour) helping the International up several more hills.

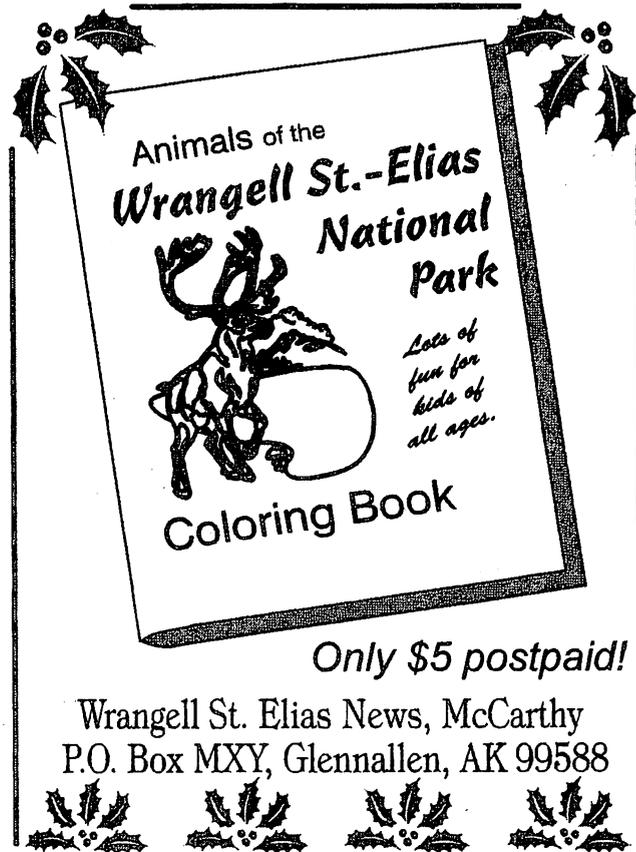
In one instance of helping while chained to the museum tractor trailer, the Nodwell "helped" the front bumper and axle leaf spring mounts right off the truck with the result that the front wheels jammed against the fenders. The truck had to be left about four miles out of McCarthy.

We arrived at the Kennicott River, opposite McCarthy, at 8:00 p.m. on this third day out where the ignition points on the fire truck finally burned out. The hand powered cable tramway McCarthy residents use to ferry themselves across the river stood out starkly in our lights like a monument to warmer weather. Total mileage for that day = 60 miles, travel time = 11½ hours.

Our first, and easiest, water crossing was made that night. Although the large, 17,000 lbs., Nodwell broke through the foot

thick Kennicott River ice, both it and the M-116 clawed on through the hole. The local homesteaders who came along later with a load of groceries and fuel were not too happy about that hole, but we compensated by giving them a lift home. That night in McCarthy was spent in Ken Rowland's house, the old Copper River Northwestern Railroad mess hall, a welcome warm place for some very tired people. Warm, hard linoleum beats cold, hard ice anytime!

A trip to help the museum and at the same time have a fun and interesting outing by now had evolved into a kind of determined military campaign and a contest of will. By Saturday morning, the fourth day, a "battle damage" list would have read "both large trucks disabled, the M-116 voltage regulator is out and it has to operate on battery power only, and the Nodwell's differential is loose and



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slinging hydraulic oil everywhere." "Are we having fun yet!?"

Fifteen miles from our objective, May Creek, we couldn't continue until the two tracked vehicles could be relied upon to get us over and back. At this point it looked like we might have to return empty handed, but the crew all agreed that we had broken so much equipment the only way to go was forward, not to mention that our personal pride demanded it. Two groups were formed with one to work on the tracked vehicles while the other was to scout the Nizina River trail and possible river crossing on snowmachines, and to decide whether the river and McCarthy Creek were passable at all.

By noon the Nodwell was in improved condition and while the M-116's voltage regulator was burned beyond repair the M-116 could be kept running by swapping batteries occasionally with the

Nodwell. Unfortunately this barred the possibility of using the gas fired heaters on the M-116. Later in the afternoon the scouting party returned saying that the river could be crossed. The recovery effort crawled onward. Somewhere during this time span the Nodwell took an alder "Lance" through its right windshield and a series of work gloves were used to plug the hole against the constant cascade of snow into the cab. Finally as alders kept snatching the gloves out of the hole, a loose wire from under the control panel was tied to a glove finger allowing the glove to be "reeled in" and the hole in the glass resealed.

Sunday, the fifth day, we woke up to -15. Once past a touchy first crossing of McCarthy Creek, which was running better than 5 feet deep under the ice in some places, the trip from McCarthy to the Nizina was slow and the alders continued

to be a major problem. To make the larger Nodwell batteries fit the M-116 the engine cover had to be left open, causing a steady strong breeze of sub zero air through the cab. "Are we having fun yet?" Two of the crew decided to walk the last couple of miles to the Nizina, making better time than the Nodwell and staying alot warmer than in the M-116. It must be said that despite the mechanical mishaps that the frosted trails and sunlit approaches to the Nizina River were very beautiful.

Finally traversing the last steep switchback on the trail the last of the team descended to the Nizina River at last twilight. It was now too late in the day to attempt a crossing. The night was spent on the river ice in the vehicles, 6 people in the Nodwell and 2 in the M-116.

While jammed with men and gear the Nodwell was warmer, but



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the unheated M-116 had slightly more space for two men and was more comfortable, if your sleeping bag would keep you warm at -15. However, all Museum Director John Cooper had to say between shivers the next morning, after chipping the ice off his sleeping bag zipper, was "Are we having fun yet?". Eight men eating breakfast in the Nodwell, prepared on a small Coleman stove, was in some ways like a new form of group dance. With tight crouching room only each single pancake and cup of coffee made a careful relay through the vehicle to its destination and surprisingly most of them made it intact. It was like watching a centipede do aerobics.

It was now Monday, the sixth day, and we found that the river had formed a new, small overflow

channel between us and the shore. Ice dams were forming above and below us in the open channels causing new overflow and open leads across the ice. Safe crossing places from the day before were not

second trip. The Nodwell then went on to capably cross the river channels, meeting water depths of 1' to 2 1/2'. However, quite awhile was spent in finding the safest crossings and getting across the broad river delta.

"Eight men eating breakfast in the Nodwell, prepared on a small Coleman stove, was in some ways like a new form of group dance."

so now. Also, going out too far and breaking off the thick shelf ice over deep water and hidden boulders was a really serious concern. To add to it all now the clouds became low overcast and it looked like snow was moving in. "Are we having fun yet?"

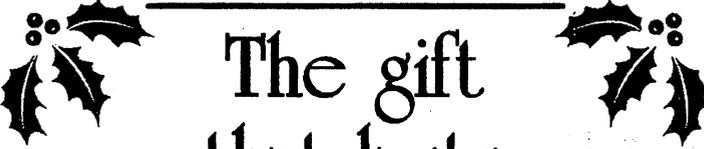
For this last push to May Creek it was decided that the river was too deep and fast for the M-116 which had no ice cleats. The heavier and higher Nodwell would cross alone and leave three of us behind for a

The sheer size and grandeur of the delta and surrounding mountains impressed us and made us realize our vulnerability before nature's might.

After a further three mile crawl past the Nizina the gnawing uncertainties about whether we were on the right trail or not were finally dispelled by the sight of Al Gagnon's new cabin and shortly beyond the May Creek airstrip and log post office! The museum's antique vehicles were lined up just as they had been left in 1985.

It started snowing hard and while a quick lunch was prepared in the all purpose Nodwell, work immediately started on first loading the Model T one ton truck onto the back of the 1935 Ford stakebed truck. Based on information from miner Russ Hoffman a better trail to the nearby steam churn drill was also located. The idea for our first trip back was to tow the combined load across the Nizina and come back later for the rest with a four axle trailer. Considering our recent experience it was decided not to split the crew and leave an on site work party, in case something happened and we couldn't get back. That proved to be a wise decision.

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OUR TOWN

November 1920 December

TOWN NEWS

The following schedule is now being followed by the C.R. and N.W. Ry. Trains leave Cordova for Chitina Mondays and Thursdays. Chitina to McCarthy and Kennecott Tuesdays, Fridays and Sundays, returning to Chitina Mondays, Wednesday and Saturday. From Chitina to Cordova Tuesday and Friday.

The train which arrives in McCarthy on Sunday will only bring mail from Chitina and way points. Passengers who leave here for Cordova on Wednesdays train will stay over in Chitina till Friday morning.

ITEMS OF INTEREST

W. Hinkel has arrived at Strelina in charge of the development work of the Hubbard and Eliot property. A considerable amount of work will be accomplished by next spring.

Henry Struck's homestead at Long Lake has been disposed of to Fred Overlander.

J.D.F. Stevenson, who went out to the hills a few weeks ago had a painful accident when his dog team ran away. Stevenson came in contact with a stump, broke a couple of ribs and had a general shake-up. He is now recuperating at the Sourdough Cabin.

Widing and Nelson were in town this week from Copper Creek for the election. They

are securing a drill for the purpose of thoroughly prospecting their property this winter.

Henry Struck and Oscar Anderson of Long Lake are visitors to our city this week.

Ed Mullen proprietor of the Long Lake summer resort, was in town a few days this week before leaving to spend the winter at Kennecott.

WE ARE 3 YEARS OLD

This week the McCarthy Weekly News celebrated its birthday and is now embarking on its fourth year.

Three years strenuous work and three years experience of small town stuff is ours, and some that won't have to be repeated.

Three years of hearty support from our townspeople is what we have enjoyed and hope to continue to do.

The fact that McCarthy, which did not poll one hundred votes at this week's election, can support a weekly paper shows that we have received substantial help, and encouragement from our businessmen and residents. True, we do not employ labor, but even though paper, type and other material has doubled in price, we manage to pay our bills and keep even with the game, this we could never do unless well patronized.

We have subscribers in many different states, and more in every part of Alaska.

It is a great satisfaction to us to know that we have done our part in the work of keeping McCarthy and this section favorably before the public.

To our subscribers, advertisers, and friends we would say "Thank you" and hope to be able to publish for a long time to come.

Nov. 6

ARMISTICE DAY OBSERVED

In McCarthy Armistice Day was observed with enthusiasm. A parade took place in the afternoon in which returned soldiers, citizens and school children took part.

In the evening an Armistice Dance was held. It was well attended and a good time was enjoyed. Scotty Atkinson gave an exhibition of step dancing.

WEDDING

On Tuesday evening, a very quiet wedding took place, the contracting parties being Mr. Nels Tjosevig one of our oldest residents, and Miss Jean R. Underwood daughter of Mr. J. Underwood. The ceremony was performed by U.S. Commissioner C. Parker Smith at the new home of the bridal couple in the presence of relatives and a few intimate friends.

A wedding dance was afterwards given by Mr. and Mrs. J. R. Underwood at their home.

The entire community joins in wishing Mr. and Mrs. Nels Tjosevig every happiness.

PERSONAL

John Barrett's friends were all very glad to see him able to be out on crutches this week.

Some anxiety is being expressed as to the whereabouts of Ed Wood, who left on a prospecting trip about July 4th. He spent a day or so at Long Lake at that time and spoke of building a raft to cross the Chitina. A two months outfit was all he carried.

Cap. Hubrick has installed a big side light in his studio & he will spend the winter with photography and curios. All his hunting will be done round the stove.

Mrs. Victor Johnson and son Frankie left yesterday to make their home in Kennecott.

Nov. 13

KENNECOTT NEWS

Mr. H.C. Douglass, who underwent an operation for appendicitis last week, is making a rapid and satisfactory recovery.

There are not many people nowadays who could duplicate John Callendar's experience of this week. He came up to the hospital for treatment and on the same visit went to see the movies for the first time in his life.

Nov. 20

THANKSGIVING

A truly festive season was this Thanksgiving, and every one entered into the cheerful spirit.

Exercises were held at the school on Wednesday afternoon, when the object of Thanksgiving was demonstrated to the pupils.

Then each one recited their personal reasons for thankfulness.

Skiing, sleighing and hiking excursions were enjoyed by many during the day, thus securing a worthy appetite for the big dinner.

Special Thanksgiving menus were prepared at both restaurants and very well patronized.

Many hostesses entertained guests at Thanksgiving dinner. Mrs. W. Sommer, Mrs. J. Barrett, Mrs. S. Seltenreich, Mrs. J. B. O'Neill, Mrs. Woodman, Mrs. R. Williams and others.

At Strelna Mr. and Mrs. Dwyer entertained a large party, Mr. and Mrs. Berg, Mr. and Mrs. McLeod, Judge O'Conner, Mr. Hinckley and others.

Nov. 27

THE BOSTON NEWS BUREAU ON THE COPPER SITUATION

The copper industry is today admittedly face to face with a very serious situation.

Caught with a huge supply of copper above ground at the close of the European war two years ago, it has been an unequal fight every since, with the copper companies on the losing side.

The red metal today is selling within half a cent of the lowest price in nearly seven years.

Operations at the mines have been reduced to between 55% and 60% capacity. The refined output of the country is in the vicinity of 125,000,000 pounds monthly. Yet the surplus of refined copper has been steadily growing since early this year. A conservative estimate places the surplus today at 550,000,000 pounds.

Every other line of industry has bowed down to the inevitable. Woolen mills closed down for a time, shoe factories, silk mills, cotton mills, and nearly all branches of the textile industry have everywhere curtailed heavily.

Copper workmen, surface & underground, are today paid the same wages as prevailed at the peak of the war when the metal was fixed government fiat at 20 cents per pound. Today it is unsalable at 11 cents a pound less.

The average of 20 copper stocks declined to 27.11 Friday the lowest level in years.

Nevertheless, wages have been maintained at top figures and large working forces have been kept on the payrolls.

Today copper is being sold at less than the average cost of production.

Dec. 4

ANOTHER PETITION

A Petition for a large appropriation for road work in this vicinity and a bridge over the treacherous Nizina River, was forwarded by this mail to the Hon. James G. Steese chairman of the Alaska Road Commission. It was signed by practically everybody in town and by the miners on the creeks.

Through the efforts of Con. Mille, all the old timers signed it at Kennecott. A personal letter from the president of the Commercial Club, drawing the attention of the department to the urgent need of this matter goes with the petition.

We do not ask for very much but we would like to see the road completed to the creeks, not only to enable the mine owners to work their ground on a larger scale but to give the prospectors an even break

NEW STAGE SERVICE

Billy Slimpert has started a stage on the Kennecott run, his schedule being practically the same as Henry Olsen's car service. A single horse and sleigh will also be at the disposal of anyone who wishes to take a special trip, either by the day or by the week. The horse is gentle enough for a lady to drive.

Dec. 11

RANCH DESTROYED BY FIRE

A serious fire, which resulted in the complete destruction of buildings and live stock took place last Sunday morning at Jimmy Peterson's ranch.

Peterson, who lives in a cabin about three hundred yards away from the barns had worked the previous evening till midnight & did not hear a sound to warn him till he got up in the morning and found several years work had gone up in smoke.

Twenty nine pigs, valued at two thousand dollars and a heavy team owned by George Anderson, which Peterson and Trim were using on a

wood contract, also harness and implements were burnt.

LOCAL NEWS

Ernie Gherkin and Sam Seltnerich left this week to do the assessment work on the Baldwin property.

Word has been received from Dawson of the death of the little son of Mr. and Mrs. L.B. Erickson who were former residents of McCarthy, and left for Shushanna in 1917. Their child was born at Snag. After their arrival at Dawson he developed spinal meningitis and died.

ALASKA NEWS

Now that another trapping season is at hand, the fur buyers are telling what prices and at what they may be estimated.

The following are recent quoted prices: Cross Fox \$29, White Fox, \$21.50, Red Fox \$18.50, Mink \$8, Lynx \$18.

Dec. 18

MERRY CHRISTMAS

This is the pleasantest time of the year for us, who live in these small Northern towns, for we all mingle together in real community spirit. The bachelor who has no home and the men who are far from their own people all join in the big festival with the children, so that though we have to do without many things people enjoy in the outside world, we experience the true meaning of

"Merry Christmas."

Dec. 25

Resource Advisory Council members appointed

ANCHORAGE — Secretary of the Interior Bruce Babbitt and Bureau of Land Management State Director Tom Allen on September 1 announced the appointment of 12 people to serve on a resource advisory council for BLM-managed public lands in Alaska.

The council includes a representative cross section of Alaskan residents. The council will advise BLM and provide recommendations on land management programs and issues for 90 million acres of public lands in Alaska.

BLM Alaska State Director Tom Allen said, "These council members are a talented group of Alaskans who possess a knowledge of public lands and a willingness to work together. I'm convinced this council will bring a new era of collaboration on federal public lands issues."

Secretary Babbitt's goal in appointing local citizens to serve on resource advisory councils in Alaska and throughout the West is to move more decision-making out of Washington to the local level and eliminate "one-size-fits-all" management of public lands.

The Alaska Resource Advisory Council consists of industry and recreation interests; conservation and environmental interests; elected officials, Alaska Natives and the public-at-large. The council may form subgroups of local citizens to help examine specific resource needs or questions. These subgroups provide opportunities for other interested citizens to participate in public land management issues. The subgroups will report to the council, which will use the information in making recommendations to BLM. Formal

recommendations to BLM must have agreement from a majority of council members in each interest category.

The council will meet at least twice a year. Council members will serve two-year terms, and can be reappointed to a second term. They serve without compensation, but are reimbursed for travel expenses.

The Alaska Resource Advisory Council members are:

Henry Bartos, North Pole
Patricia Berg, Anchorage
Tom Hawkins, Anchorage
Eleanor Huffines, Palmer
Carol Kasza, Fairbanks
Tina Lindgren, Anchorage
Kathy Mayo, Fairbanks
Ron Ricketts, Fairbanks
Daniel Ritzman, Fairbanks
Walter Sampson, Kotzebue
Allen Smith, Anchorage
Joan Travostino, Anchorage

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Volcanoes of the Wrangells — Mt. Sanford

Editors note: This is the third in a series of excerpts from the newly released publication GUIDE to the VOLCANOES of the WESTERN WRANGELL MOUNTAINS, ALASKA, by Donald H. Richter, Danny S. Rosenkrans, and Margaret J. Steigerwald. In our last issue we dealt with Mount Drum. This time we'll take a look at Mt. Sanford.

MT. SANFORD

Mount Sanford is the highest and probably least understood of the three major volcanoes in the extreme western Wrangell Mountains. Its imposing height makes it the first of the Wrangell volcanoes that visitors may see when driving to Anchorage from Tok and the Alaska Highway. The spectacular south face of the volcano, at the head of Sanford Glacier, rises 8,000 ft (2,400 m) in 1 mi (1.61 km)—one of the steepest gradients in North America.

Name.—Named in 1885 by Lt. Henry T. Allen of the U. S. Army after the Sanford family (Allen was a descendant of Reuben Sanford). Ahtna name: Hwniindi (“upriver”) K’elt’aeni (“the one who controls the weather”).

Type and form.—Complex shield(?) volcano whose present massive structure apparently was built on coalescing flows from at least three older volcanic centers referred to as the north, west, and south Sanford eruptive centers.

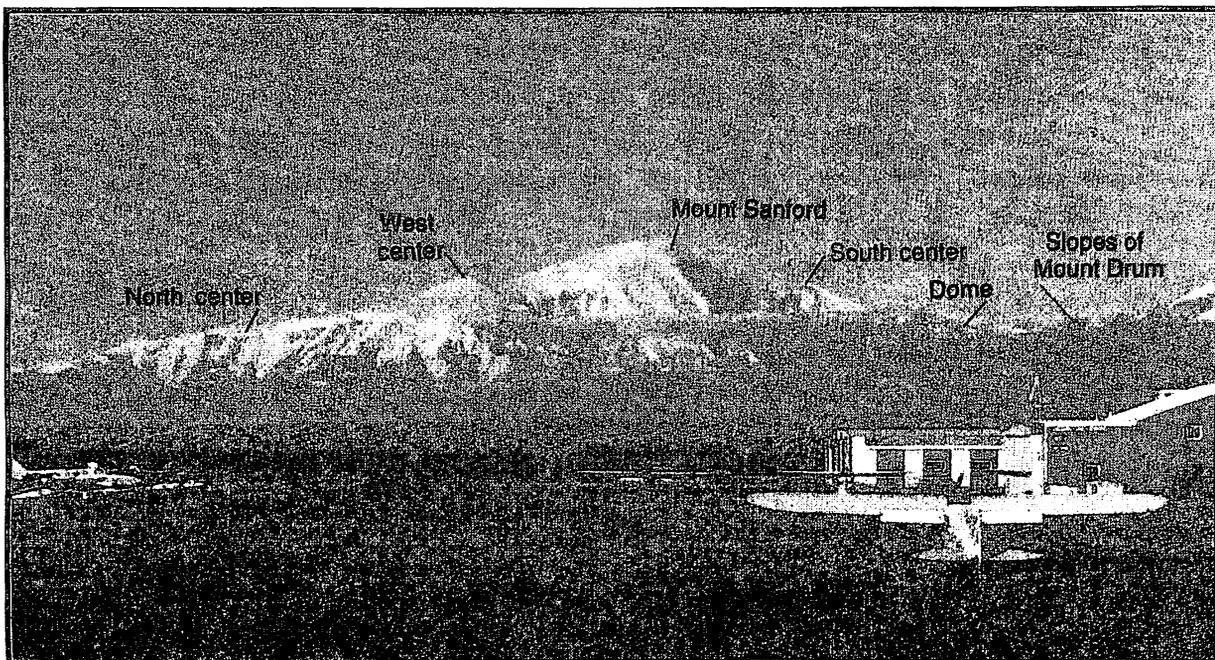
Location.—30 mi (48 km) southeast of Chistochina, Alaska, at lat 62°13' N., long 144°08' W. Shown on U.S. Geological Survey Gulkana A-1 and B-1 quadrangle maps.

Height.—16,237 ft (4,949 m). First ascent, 1938; Terris Moore and Bradford Washburn.

Latest eruptive activity.—The flows, domes, and subvolcanic intrusive rocks that constitute some

of the main bulk of Mount Sanford may be as young as 100,000 years on the basis of morphology and the apparent absence of extensive glacial erosion. The latest radiometrically dated activity, however, was the eruption of a series of basaltic lava flows from a rift zone on the northeast flank of the mountain about 320,000 years ago.

Volcanic history.—The Mount Sanford volcanic complex began to form about 900,000 years ago, when eruptive activity was initiated from at least three centers, outboard of the present main structure. Andesitic eruptions from these centers probably continued for a few hundred thousand years and formed a group of low, coalescing shield(?) volcanoes. Volcanic activity then apparently shifted to a central vent, superimposing the large andesitic structure we see today on flows from the earlier outboard centers. Visual examination from aircraft of the south face



photograph by U.S. Geological Survey

Mount Sanford from the Gulkana Airport on the Richardson Highway. View southeastward.

of Mount Sanford, the principal window through the volcano's ice cover, suggests that the upper 2,000 ft (610 m) of the volcano is a broad, thick dome or lava flow filling a summit crater. A feature of the Mount Sanford complex that may be unique in the Wrangell volcanic field is a large rhyolite flow that probably was erupted from the north Sanford center about 600,000 to 500,000 years ago. This apparently single flow has a volume of about 5 mi³ (20km³ and is locally more than 1,000 ft (305 m) thick; it flowed more than 11 mi (18 km) off the volcano's northeast flank.

Glaciers.— Above 8,000 ft (2,400 m), most of Mount Sanford is covered by a perennial icefield. On the south flank of the volcano, this icefield merges with the great expanse of ice that covers its neighbor, Mount Wrangell. Elsewhere, the icefield is the source of several large alpine glaciers. One of these glaciers, Sanford Glacier, which originates in the great cirque at the base of the spectacular south face of Mount Sanford, carries a tremendous load of debris from almost-continuous rockfall and avalanching off the 8,000-ft (2,400 m)-high face.

Best viewing.—As travelers drive south on the Tok Cutoff of the Glenn Highway, Mount Sanford is first visible at about mile 70, a few miles south of Mentasta Summit, and remains in view most of the way to Gakona and south to Glennallen on the Richardson Highway. Some of the best viewpoints are from the Gulkana Airport, a few miles north of Glennallen, and at miles 1, 20, and 58 along the Tok Cutoff.

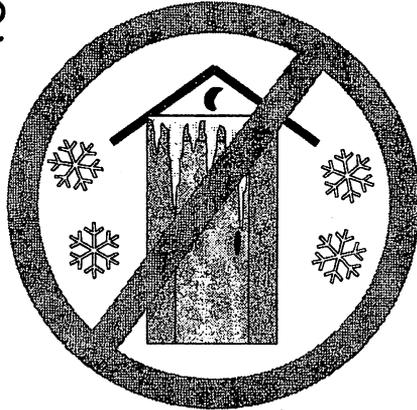
"May you be blessed by the LORD, the Maker of heaven and earth. The highest heavens belong to the LORD, but the earth he has given to man." — Psalm 115: 15, 16

The Close of the Season

When the nights grew long and frosty, in the flame of the autumn glow,
 We braced our tents for the winter, against the coming snow.
 The creek dropped down to a whisper, the ice on the edges grew,
 The slush ice started running and the seasons work was through.
 Then we piled up our tools and boxes, hung up long lines of hose,
 Put on our boots and followed the trail where the water flows.
 Wading the sunless canyons, through slush with aching backs,
 But our hearts were light within us and we didn't mind our packs.
 So we finally came to Dan Creek and entered the camp of a friend,
 Who was going to travel with us through to the journey's end.
 Then we felled a couple of spruce trees by the side of the old saw-pit,
 Whipsawed some good clear lumber and soon our boat was built.
 Out where the creek meanders, through the wide Nizina Bars,
 The last of the nails were driven 'neath the light of the autumn stars.
 And, after the strands of oakum were hammered into the seams,
 The gum of the spruce was melted and poured in the space between.
 We fashioned with axe and drawknife our oars from the clean spruce wood,
 And when the work was finished we saw that it was good.

From *Chilkoot Pass* and submitted by Cliff Collins

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McCarthy-Kennicott Community Church says "thanks"

BY BONNIE KENYON

It seems like just yesterday when I sat here at my computer updating you on the church building project. In reality it has been two months. A lot has happened in that time — as the following pictures reveal.

Under the competent leadership of local contractor John Adams, the walls were raised along with the pine board siding which saved the men much effort and time. The 14 roof trusses were built then raised and carefully maneuvered into their individual places. I had the privilege of watching part of this

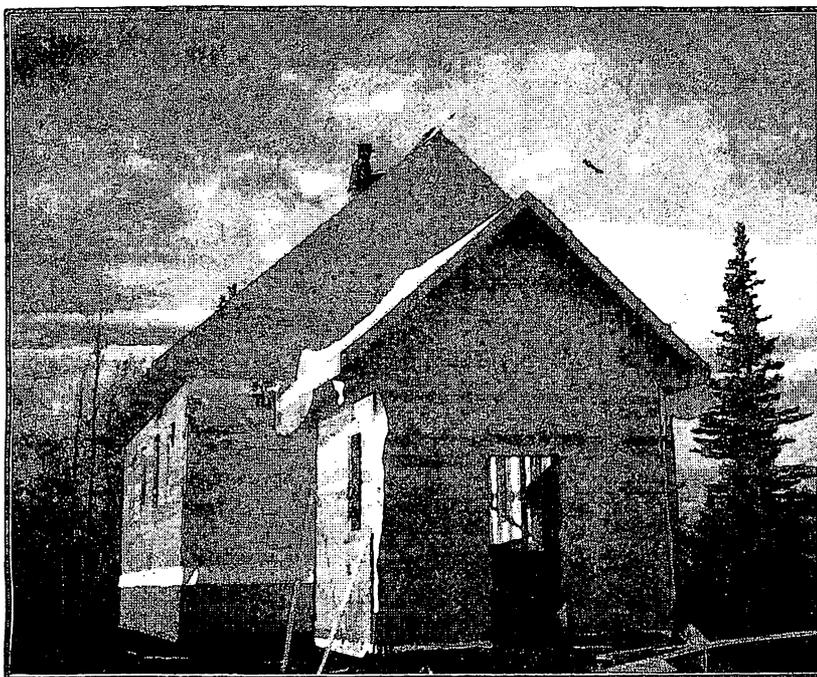
operation on September 20 and, needless to say, I came away that day with a heart full of thanksgiving for John and his 4 man volunteer crew (George and Ted Cebula, Patrick Sperry and Rick Kenyon) and all the others who so unselfishly have given and are giving of their time, equipment, expertise and financial gifts.

To those of you who have shown such an interest in this project, here are the most recent figures of the church's income and outgo. Total donations as of press time (Oct. 21) are \$13,546.40. Total building supplies purchased to date total \$10,283.01. A load of sheet rock and insulation was delivered to the church site on Oct. 19. The metal roofing has been ordered and, hopefully, will arrive soon and be put in place before the winter snow settles in. No debt has been incurred for this project.

A highlight of our Sunday, August 20, meeting was a visit from longtime Alaskan, John (Jack) Anderson who — along with his wife Lucille — had come to McCarthy/Kennicott on an Alaska Prospector's tour. We were honored to have Jack address us that Sunday morning.

In 1938 as a young man Jack's adventuresome spirit brought him to Alaska, where he began working on steamboats on the Kuskokwim River. He eventually got his second mates' license and became a riverboat captain. Later he founded the Alaska Chamber of Commerce and the Alaska News Agency. He was Marketing Manager for Totem Ocean Trailer Express, served on the Anchorage City Council and the National Defense Transportation Association and Sales Manager of the Sun Oil Company

Although Jack has personal friendships with many state and



federal legislators, there is one person Jack never tires talking about. As he wrote in a recent letter, "I shall forever sing the praises of McCarthy. It has been a once in a lifetime experience and the joyful sharing with Jesus on Sunday was an unforgettable event that I can long give testimony to. Thank you all and God bless."

Since his McCarthy trip, Jack underwent hip replacement surgery on October 3 in Swedish Hospital in Seattle. In a recent phone call, Jack said he is recovering remarkably well and wishes our community his best and hopes to make it back this way again in the near future.



Jack Anderson surrounded by the church youth group.

We are honored to have met you, Jack, and pray you are

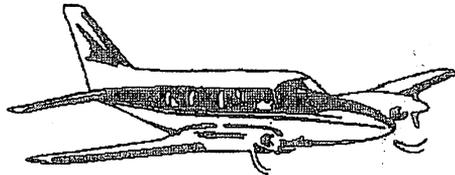
experiencing a speedy and complete recovery. We love you!

Catholic Mass was celebrated at the home of George Cebula on October 18th by Father Kermit Syren. Father Kermit, formerly of Anchorage, is a Missionary Priest from Nova Scotia and a McCarthy area landowner. Father Kermit was accompanied on his visit by Patrick Moore, a friend from Naples, Florida. Father had just returned from New York City, where he witnessed the visit of Pope John Paul. After the Mass he shared some of the highlights of the Pope's visit with Rick, Bonnie and George. On leaving, Father Kermit stated that he would like to celebrate Mass in the new McCarthy-Kennicott Community Church on his next visit.

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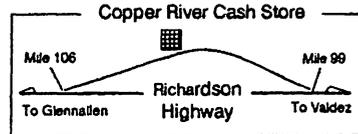
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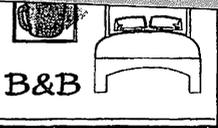


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for a tour, then on up the
Bonanza Ridge to where
the copper was discovered
that led to the building of
the towns of Kennicott and
McCarthy.

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Local Meetings (cont. from pg. 5)

The election resulted in the following members
maintaining their positions: Carly Kritchen, presi-
dent; Mike McCarthy, vice-president; Lilly
Goodman, treasurer. Laura Bunnell came on board
as the newly-elected secretary.

Anyone interested in contacting either organiza-
tion may write to each one at McCarthy, PO Box
MXY, Glennallen, AK 99588.

Winter games, anyone?

EAGLE RIVER, ALASKA

Termination dust is on the mountain tops around Anchorage. Along with winter this year comes growing activity as volunteers prepare to host and developing athletes prepare to compete in the 1996 Arctic Winter Games to be held in Chugiak-Eagle River, Alaska, next March.

On October 19, 20, and 21, the Arctic Winter Games International Committee and Chefs de Mission representing team delegations from Tyumen and Magadan, Russia; Greenland; Northwest Territories, Alberta, and Yukon, Canada; and Alaska visited the 1996 Arctic Winter Games Host Society in Eagle River to review final arrangements for the March 3-10 pageantry and competitions.

Each of the seven participating teams will bring athletes between the ages of 10 and 50, as well as, a cultural delegation which will present performances representing songs, dance, music and other unique aspects of their homeland. The Games will be held in venues from Kincaid Park to Eklutna during the Anchorage School District's Spring Break next March.

The peoples of Russia, Alaska, Northern Canada and Greenland, areas with seven to nine months of snow, ice and cold temperatures, have plenty of opportunity to concentrate their extra energies on outdoor "winter sports" - Alpine Skiing, Cross Country Skiing, Hockey, Dog Mushing, Short Track Speedskating, Ski Biathlon, Snowshoe Biathlon, and Snowshoeing.

These outdoor and 11 indoor competitions — Arctic Sports, Badminton, Basketball, Curling, Figure Skating, Gymnastics, Indoor Soccer, Silhouette Shooting, Table

Tennis, Volleyball and Wrestling will make up the 1996 Games.

While communities in the far north have enthusiasm to spare, most are considerably smaller than well-known towns and cities south of the 55th parallel. Many communities do not offer facilities which would allow their athletes to train at home before competing with their southern counterparts at national and international levels. Hence the Arctic Winter Games Corporation was formed in 1968 to foster these developing individual and athletes.

Arctic Winter Games International Committee (AWGIC), supervises the overall development and implementation of the Games. The Committee guards and sets policy and rules of the Games, selects sports and prepares the technical package of rules, categories, events, team composition and format, and medals to be awarded. The International Committee's nine directors are essentially appointed by the governments of the units they represent, and are volunteers.

The Chugiak-Eagle River Community established the 1996 Arctic Winter Games Host Society in 1993 to stage the Games in March of 1996. Financial support comes from state and municipal grants, corporate, community, and individual grants and donations, special events and sales, including both merchandise and, closer to the Games, ticket sales, along with thousands of hours of volunteer effort and thousands of dollars of in-kind service donations.

How can Alaskans compete in the Games? John Estle, Chef de Mission for Team Alaska explains that more than 300 athletes will represent Alaska in 19 different sports. Each sport has its own rules, regulations and procedures governing team selection. The sport coordinator oversees the procedures for each sport. For details on how to try out for Team Alaska, contact the appropriate sport coordinator from the following list, contact the Team Alaska office at 474-4278 in Fairbanks, or by mail at PO Box 83325, Fairbanks, AK 99708.

Sport	Coordinator	Phone
Alpine Skiing	to be named	
Arctic Sports	Greg Nothstine	563-5710 (Anchorage)
Badminton	Ken Larimore	479-0969 (Fairbanks)
Basketball	Virginia Anderson	424-3266 (Cordova)
Cross Country Skiing	Dave Porter	733-2388 (Trapper Creek)
Curling	Ty Schommer	564-7119 (wk.-Anchorage)
Dog Mushing	Ron Kilian	694-6220 (Eagle River)
Figure Skating	Rita Fay	694-3293 (Eagle River)
Gymnastics	Susie Toohey	338-7514 (Anchorage)
Hockey	Don Cather	562-7130 (Anchorage)
Indoor Soccer	Harry Matrone	258-3706 (Anchorage)
ST Speedskating	Christine Klein	278-4427 (Anchorage)
Silhouette Shooting	Dave Monner	356-2366 (Ft. Wainwright)
Ski Biathlon	to be named	
Snowshoeing	Dexter Ittner	457-4540 (Fairbanks)
Snowshoe Biathlon	Kevin Ginley	456-7537 (Fairbanks)
Table Tennis	Bob Camden	345-8732 (Anchorage)
Volleyball	Brian Stenehjem	522-3836 (Anchorage)
Wrestling	Mike Brock	745-1924 (Chugiak)

Cooking with Carly

BY CARLY KRITCHEN

One of our favorite treats on these chilly fall days is homemade muffins. They're usually quicker and easier to make than cookies, and generally contain less fat and sugar (although there are exceptions-check out the chocolate muffin recipe!!). We like them for snacks, breakfast, dessert, and just about anytime in-between. I even saved a recipe for pizza muffins, although I haven't tried it yet! Here are a few other recipes that I think you will enjoy, and if you want to try the pizza muffins, just write and let me know!

This recipe was included in my last library book bag, and I've already used almost all of the cranberries I picked this fall on these tasty muffins. It was printed in the Regional Services Fall Newsletter, and I've modified it slightly.

LOWBUSH CRANBERRY MUFFINS

3/4 cup cranberries
3/4 cup powdered sugar
2 cups flour
3 tsp. baking powder
1 tsp. salt
1/2 cup brown sugar
1 egg
1 cup milk
4 Tbsp. vegetable oil

Mix cranberries with powdered sugar and set aside. Sift dry ingredients. Then add egg, milk, and vegetable oil all at once. Mix only until dry ingredients are moist. Fold in berries. Fill muffin tins about 2/3 full. Bake at 350 degrees for 20 minutes. Makes 12 muffins.

These muffins are really good for breakfast. The original recipe called for 7-grain cereal but I substituted rolled oats - you might want to try the cereal if you have it.

CITRUS MUFFINS

1 cup flour
1 1/4 cups rolled oats
2 tsp. baking powder

1/2 tsp. baking soda
1/4 cup butter, softened
1/4 cup sugar
5 Tbsp. grated orange peel
1 large egg
3/4 cup orange juice
1 cup chopped dates (or raisins)

Combine flour, oats, baking powder, and soda in a bowl. In another bowl, combine butter, sugar, and orange peel. Beat until smoothly mixed. Add egg and blend. Stir in orange juice and dates into butter mixture. Add flour mixture and stir ingredients until evenly mixed. Spoon batter into 10 muffin cups. Bake at 400 degrees about 18-20 minutes.

I love the dense texture of these not-too-sweet muffins - the bran and corn meal combination is really good.

BANANA-CORN BRAN MUFFINS

1 cup unprocessed bran
1/2 cup whole-wheat pastry flour
1/2 cup yellow cornmeal
1 tsp. baking powder
1/2 tsp. baking soda
1/2 tsp. salt
1/2 tsp. nutmeg
1/2 cup chopped walnuts
2 large eggs
1/3 cup packed brown sugar
1/2 cup vegetable oil
1 cup mashed ripe banana
1/2 cup milk

Mix bran, pastry flour, cornmeal, baking powder, baking soda, salt, nutmeg, and nuts. Beat eggs and sugar, then oil in a medium-size bowl until well blended. Stir in mashed banana. Add bran mixture and milk, mix until just blended. Spoon batter into buttered muffin cups. Bake at 400 degrees about 15-18 minutes.

These sweet muffins are almost like mini-cakes. They are really rich and chocolaty. At nearly 500 calories apiece, they are definitely in the "occasional company desert" category!

CHOCOLATE MACADAMIA MUFFINS

2 cups flour
1 cup sugar
3/4 cup unsweetened cocoa powder
2 tsp. baking powder
1 tsp. baking soda
1/4 tsp. salt
1 cup milk
1/3 cup vegetable oil
2 large eggs
1 tsp. vanilla
1 cup vanilla baking chips
1/2 cup chopped macadamia nuts

In a large bowl combine flour, sugar, cocoa, baking powder, baking soda, and salt. In a small bowl, whisk milk, oil, eggs, and vanilla. Stir milk mixture into flour mixture until just moistened. Fold in chips and nuts. Spoon in buttered muffin cups and bake at 375 degrees for about 25-30 minutes. Makes about 10 muffins.

I like to serve these muffins with stew or chili. You can also add a couple tablespoons of diced green chilies to add a little "zing"!

CREAMED CORN MUFFINS

1 cup flour
1 cup yellow cornmeal
2 Tbsp. sugar
1 1/2 tsp. baking powder
1/2 tsp. salt
1/4 tsp. baking soda
2 Tbsp. cold butter, cut in pieces
2/3 cup buttermilk
1 large egg
1 can cream-style corn (8 1/4 ounces)

Blend flour, cornmeal, sugar, baking powder, salt, and baking soda in a large bowl. Cut in butter until mixture resembles coarse crumbs. Mix buttermilk, egg, and corn in a large measuring cup. Stir into flour mixture until just blended. Spoon into buttered muffin cups, and bake at 425 degrees for about 20-25 minutes. Cool on rack about 5 minutes before removing. Makes about 12 muffins.

A look at the weather



BY GEORGE CEBULA

August 1995 was cool and cloudy with average precipitation. There were 10 days when the high reached 70 or above. The high temperature for the month was 73 on the 8th and the 11th (85 on Aug. 11, '94 and 76 on Aug. 9, '93). There were 4 days when the low dipped below 30.

The low temperature for the month was 28 on the 22nd (31 on Aug. 24, '94 and 28 on Aug. 26, '93). The average monthly temperature at McCarthy was 51.8 (56.2 in Aug. '94 and 53.6 in Aug. '93). *Silver Lake had a high temperature on 73 on the 9th and 22nd (86 on Aug. 6, '94 and 76 on Aug. 9, '93). The low temperature at Silver Lake was 32 on the 22nd and 27th (33 on Aug. 30, '94). The Silver Lake average temperature was 52.9 (58.7 in Aug. '94 and 55.0 in Aug. '93.)*

The August precipitation at McCarthy was about average, with 14 days of a trace or more recorded. The total was 1.43 inches (1.51 in Aug. '94 and 2.97 in Aug. '93). *Silver Lake had over an inch more recorded than McCarthy. The total precipitation at Silver Lake was 2.61 inches (1.14 in Aug. '94 and 1.85 in Aug. '93). There were 12*

days with a trace or more recorded, 0.61 inches recorded on the 24th and 26th.

September had well above average temperatures and precipitation. Both McCarthy and Silver Lake each had 2 days with highs of 70 or higher. The high temperature at McCarthy was 70 on the 17th and the 20th (65 on Sept. 5, '94 and 65 on Sept. 7, '93). The low temperature was 25 on the 28th (9 on Sept. 30, '94 and 19 on Sept. 18, '93). There were only 4 days with lows below 30. The average monthly temperature at McCarthy was 48.0 (42.3 in Sept. '94 and 44.8 in Sept. '93). This was almost 14 degrees warmer than the record 34.3 of September 1992. *The high at Silver Lake was 71 on the 21st (65 on Sept. 11, '94 and 66 on Sept. 6, '93). The Silver Lake low was only 30 on the 4th, 27th and 28th (15 on Sept. 30, '94 and 19 on Sept. 18, '93). The average temperature was 49.5 (43.7 in Sept. '94 and 43.4 in Sept. '93).*

There was no snow recorded at either station in September. The total precipitation at McCarthy was 4.32 inches (2.54 in Sept. '94 and 4.04 in Sept. '93). There were 22 days with a trace or more of rain, with 1.39 inches on the 21st and .70 inches on the 22nd. *Silver Lake was a lot dryer with only 2.44 inches for the month. They recorded .75 inches on the 21st and .51 inches on the 22nd.*

As we approach the middle of October, the first snow arrived on the 8th. McCarthy received only a trace, but Silver Lake recorded almost 2 inches. The low on the 16th was 1 and the highs are barely above freezing. We can expect a snow cover at any time now. Winter is just about here.

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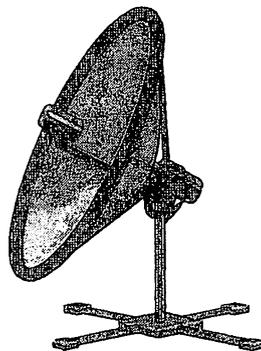
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FOR YOUR CONSIDERATION

The paradox of the moose

BY RICK KENYON

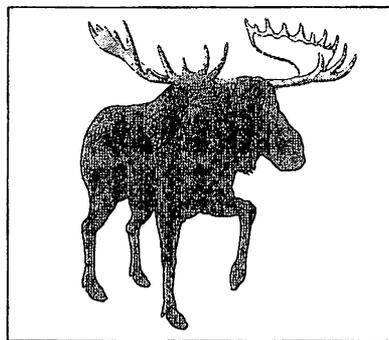
When people think of wildlife in Alaska, they usually think of remote wilderness areas. Indeed, one of the main reasons usually given for preserving wilderness is to maintain wildlife habitat. People move in, animals move out. Right? I wonder.

Wrangell-St. Elias National Park is the largest national park in the United States. Although at one time some 4,000 people lived and worked in the area, since the 1940's it has been sparsely populated. Old-timers report that there were an abundance of moose at the peak of the mining activity and for 20 or so years after. But in a 1994 survey by National Park Service biologists, only 228 moose were found in a 400 square mile section of Unit 11. A survey of humans in the same area might find 40 or so inhabitants.

Although hunting is allowed in the park/preserve, last year hunters in Game Management Unit 11 (which includes much of the Wrangell-St. Elias National Park) took only 35 moose, and few if any were killed by vehicles. Figures for this season are not in yet, but if the McCarthy area is any indication, the harvest will be even smaller.

By contrast, the Anchorage area is home to some half million people and an estimated population of 400 to 1,000 moose. Hunting has been banned in that area since 1976, but not because of a limited number of animals. No one wants rifle bullets zinging past their homes in a metropolitan area, and the last archery hunt drew such negative media coverage that even it was stopped. Instead of moving out as the people moved in, the moose population has

grown right alongside all of the development that comes with building a city. There were few reported moose in the area before the 1940's. As the "people population" grew during World War II, development and fires eliminated large tracts of mature forest. Moose began to increase as young willows and birch replaced the mature birch-spruce forest and have been increasing ever since.



While Anchorage residents as well as visitors love to see moose, the cost in recent years has been high — both to the moose and to humans. Last year more than a dozen people were injured after being attacked by a moose or when their vehicle collided with one of the large animals. One elderly man died as a result of a moose attack. According to the Alaska Department of Fish and Game and the state Department of Transportation, an estimated \$3.5 million was lost to property damage, medical costs and missed work because of collisions between vehicles and moose.

On the moose side of the ledger, over 240 of the big animals were killed in collisions with vehicles and trains, 10 were executed by Fish and Wildlife Protection troopers because the animals had killed or maimed people, or were considered to be a threat, and an untold number starved to death in the

unusually deep snow in the Chugach State Park or on Anchorage Hillside. In spite of these grim statistics, one Anchorage resident who grew tired of moose grazing on his fenced garden and suggested reopening a hunting season received numerous death threats for his non politically correct proposal.

Moose are not the only big game animals that seem to thrive and multiply when in close proximity to people. A similar situation exists with caribou. The herd that frequents the North Slope area near the oil rigs has prospered, tripling in number since the pipeline building days, while the Mentasta herd, in the Wrangell-St. Elias Park, has been in serious trouble in recent years. This herd has declined from a high of approximately 3,100 animals in 1985 to less than 900 in 1994. The state hunting season has been closed since 1989 and the federal subsistence season was closed in 1992. A recent study found that over 90% of the caribou calves were lost to wolves, but none of the federal or state managers has had the courage to suggest wolf control.

People had a good laugh when then Governor Walter Hickel said "you cannot let nature run wild," but he had a good point. Perhaps, at least until we can find the political fortitude to return to sound game management policies, including predator control, the best thing for our game animals is a good dose of development. Maybe in a few years, as cabins spring up around McCarthy and new businesses proliferate, and as AHTNA continues to clearcut the beetle-killed spruce forests, we will again see moose in our yards rather than have to make a trip to Anchorage to view the critters.

LETTERS TO THE EDITOR

Fremont, MI
August 7, 1995
WSEN:

Please start my subscription with the July-Aug '95 issue, if available. We visited Kennicott-McCarthy 6/25, 26/95 and loved it. Also purchased the May-June issue where read about the church bldg. project in McCarthy. Am anxious to follow it's progress. Hope a July-August issue is still available. Thank you kindly,
Chuck Witteveen

Scarborough, Ontario
Sept. 10, 1995
Hi Bonnie & Rick,

Your magazine has come a long way. I like the format at present and hope it doesn't get too fancy or formal. Enjoy Carlie's recipes and read with interest the proceedings re air strip, footbridge and church development. I miss not being able to visit Tony (Zak) and the folks in McCarthy - hello to all who might remember me. Sorry to hear about Pat Edwards who left the world a better place. All good wishes to you both.
Wanda Peddle

Anchorage, AK
9-16-95
Hi Bonnie, Rick & Family!

Thanks for your trust in sending us your recent issue. Sure appreciate it and have enclosed payment as indicated. Really a newsy, comfy-family-type reading. Hope to meet you folks the next time we're out that way. Have a great fall and winter season.
Sincerely,
Judy & John Travois

Anchorage, AK
August 28, 1995
Dear Rick & Bonnie Kenyon,

Last week end I spent with the 56 Prospectors seeing the sights in Kennicott and McCarthy as well as flying over some of the Wrangell St. Elias Park. Wow! What spectacular scenery!! I just had a feeling that good things are going to happen in that area before long so I would like to hear the news.

Enclosed is my check for \$8.50 which is payment for a years subscription to the Wrangell St. Elias News. Please start my subscription with the July-August edition.

Thank you very much. I'm looking forward to reading all about the area and what is happening there.
Yours very truly,
Marcella L. Williams

Seattle, WA
9-12-95
Dear Bonnie,

Thank you for my first newsletter about McCarthy & area. I have read each page and thoroughly enjoyed it.

I am enclosing a check for all back issues.

Also please send information about the "Kennecott Kids," which sounds great & much fun.
Sincerely,
Vivian (Bickford)

Anchorage, AK
Sept. 1, 1995
Dear Rick & Bonnie,

Randy (Nabb) and I have so enjoyed keeping up with the "comings and goings" in McCarthy by way of your wonderful publication.

We are in Alaska again this summer but we are working too hard to get away to play. We hope to see our friends from McCarthy before we head out — you never know.
Take Care,
Denise

Independence, CA
August 22, 1995

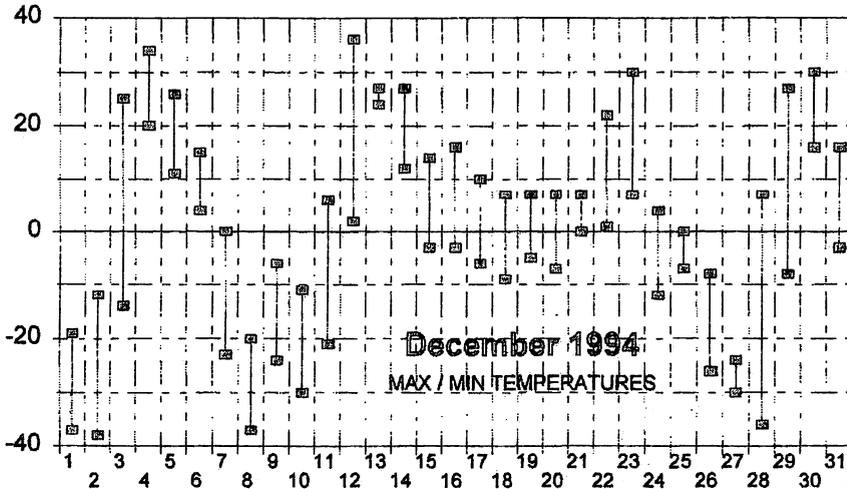
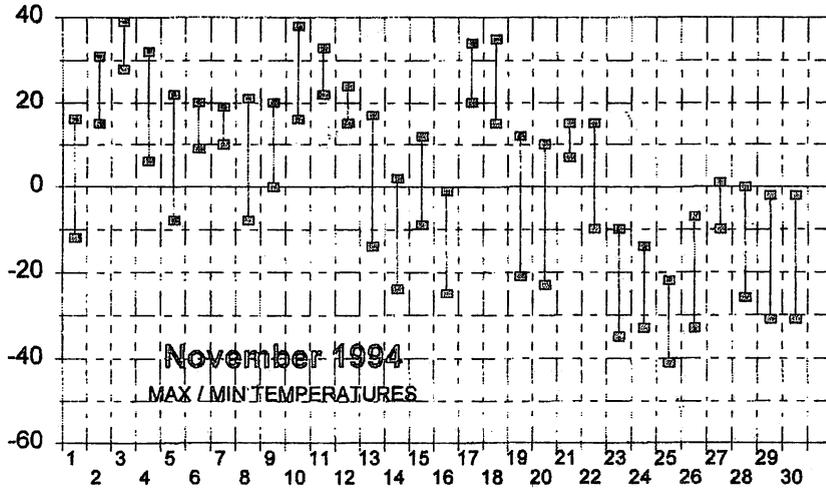
Hi. Love your News. Makes it feel like we were living there.

Does anyone at McCarthy fill propane tanks? (yet) Our fourth modern expedition to Kennicott next summer will be with our pop up camper on a Ranger truck with only a five gallon tank.

And what do you, or anyone, know about the railroad road downstream from Chitina? How far?
Thanks for your help
Evelyn May Nikolaus

Editors note: We fill propane tanks right here at WSEN News. Maybe some of our readers can answer your question concerning the road downstream from Chitina. Bonnie and I look forward to meeting you next summer!

Weather - What can we expect?



Wrangell St. Elias News
McCarthy
PO Box MXY
Glennallen, AK 99588



Attention **WSEN** subscribers! Important subscription information

We need *your* help. Please take note of your mailing label on the back cover of this issue of WSEN. Besides your name and address, you will see a date in the top right-hand corner. This indicates the issue your subscription ends with. For example, if the date reads ND95, that means your subscription to the November/December 1995 issue. You need to renew!

Any subscription whose label date is earlier than ND95 is overdue. In the past we sent separate notices on preprinted cards, but we feel our upgraded labels should make it easier

for each subscriber to keep track of their own subscription.

The date abbreviations we use are as follows:

January/February is JF

March/April is MA

May/June is MJ

July/August is JA

September/October is SO

November/December is ND.

The year's subscription to our bimonthly (6 issues) publication is \$8.50 in the USA, \$10.00 in Canada and Mexico, \$18.50 in other countries (Until Jan. 1, 1996).

Please send your renewal to: WSEN, McCarthy #42, PO Box MXY, Glennallen, AK 99588.

Thank you so much — We appreciate you!