

# Wrangell St. Elias News

*"Eternal vigilance is the price of liberty"*

Vol. Six Issue Five

September & October 1997

Two Dollars

## Life at the end of the road



WSEN staff photo

A young bear saunters away after sampling a few veggies from the WSEN garden. We always like to share our produce, but this fellow came without an invitation!

Most bears try to avoid contact with humans, but this one seemed totally unconcerned. He ignored repeated requests to leave our yard. Eventually he wandered away, digging roots along the trail.

This bear was somewhat distinctive, with nearly black legs and a dark cinnamon color on the body. He made the rounds of the neighborhood for about a week, then apparently left for greener pastures.

**Solar Power, Climbing in the Wrangells, Building the Nizina Bridge—1935 style!**

## *A note from the publisher*

BY BONNIE KENYON

Whew! Where has the summer gone? I suppose I ask that question every time the September/October issue of WSEN is ready to print. With all the rain we've had this summer, it was almost impossible to make ourselves sit at the computer and write when those rare sunny days appeared. Please accept our apology for being later than usual on getting this issue to you.

The bear on our cover made himself at home in our area for awhile and was sighted by several on the west side of the Kennicott. I looked out my living room window and there he was ambling through the garden. He finally found something to his liking — a parsnip top! He must not have been too impressed, however, because he never did come back.

For those of you who tell us you love reading "Our Town," we decided to double the size of it this issue. Actually, after transcribing the material off the microfilm onto the computer, we realized we had much more interesting items highlighted than usual and didn't want to leave any of it out. I know you will enjoy reading the extra historical happenings as much as I enjoyed typing it.

As you will see in Items of Interest, our neighborhood is alive with activity and the challenge of getting those summer projects done before the snow flies. In spite of the abundance of rain we've had a warm summer. Because we haven't had several hard freezes this month, the local gardens



are thriving. As I finish up this article on August 28, I can't help but notice the leaves on the trees are turning yellow. It's a sure sign fall is just around the corner.

WSEN gives hearty congratulations to what must be the oldest business in McCarthy. St. Elias Alpine Guides (SEAG) celebrates its 20<sup>th</sup> year of service to the alpine community this year. Bob Jacobs operates SEAG from the Powerhouse in McCarthy. Best wishes for another 20 years, Bob!

WSEN welcomes the following new subscribers: Paul and Ola Williams, NY; John and Nancy Burtch, OH; Don and Margie Welty, FL; Don and Lynn Welty, AK; Richard and Joyce Froehlig, MN; Floyd Hagen, AK; Tom and Linda Eisenmayer, AK; Jim and Donna Gifford, AK; Fred McGinnis, GA; Alfred Quinn, NY; Bill Walsh, AK; Hal and Anne Collier, GA; Charlie Powell, AK; Dolores Oriola, Spain; Emily Morrison, MA; MonaLee and Al Jantz, MI.

### **Wrangell St. Elias News**

VOL. Six, Issue Five,  
September & October 1997.

Published every two months at McCarthy, Alaska. McCarthy, PO Box MX Y, Glennallen, AK 99588-8998. Phone (907) 554-4454. FAX (907) 554-4454. E-mail Wsenews@aol.com. "Copyright © 1997 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: Ralph Soberg, Inger Ricci, Dave Hollis, Ed LaChapelle, George Cebula, Carly Kritchen, Loy Green, and David Hart. Subscription price is \$10 for one year in the USA. Canada \$12.50. Other countries \$20. Advertising rates upon request. Deadline for publication in next issue is October 15.

PERIODICALS POSTAGE  
PAID AT GLENNALLEN, AK.  
99588.

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

# Items of Interest

BY BONNIE KENYON

**Kim Northrup, Jim and Peggy Guntis:** Kim and her parents arrived from Tucson on schedule the end of June and the neighborhood has been

humming ever since. As you can see by the photo, the activity "up the hill" from us is producing Kim's dream. Foundation work, root cellar, and a 12' x 24' basement is behind them and their 2 month stay in McCarthy is about to

come to an end! Jim and Kim's manual work has been fueled by Peggy's excellent cooking. The pots and pans you see Peggy holding serve double duty. The base camp is down the hill from the building site so when dinner is ready, she merely steps outside the trailer and lets loose with the tools of "her" trade. Jim and Kim quickly respond (especially Jim who is accustomed to at least 8 meals a day!).

To enlarge their camp's living space this year, the ladies brought in a screened tent which serves well as an outside dining room. Rick and I will miss our walks to the "tent" for our neighborly visits with Kim, Jim and Peggy but next summer

we'll pick up where we left off.

**Tony Zak:** Because many of our WSEN readers know Tony, you will want to make note of his change of address and location. He is now settling into his new



WSEN staff photo

Jim, Peggy and Kim in front of the basement of their new house.

residence at the Fairbanks Pioneers' Home. His new address is 2221 Eagan St., Fairbanks, AK 99701 and phone number is 907-456-4372. Tony says he hopes to spend more time at his cabin in McCarthy after he gets all settled in his new home but is presently very busy making the transaction.

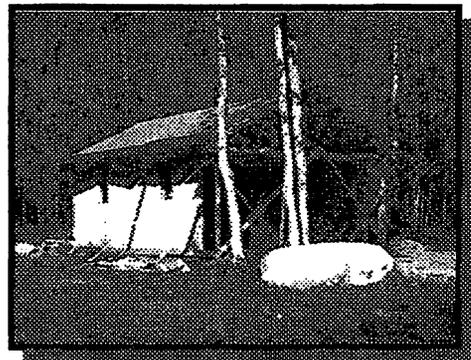
**George Cebula:** George is on the roll with his building

project! It seems like just the other day when several west side neighbors showed up to give George a hand on pouring the concrete floor for his garage. John Adams, Nancy Ferrell (who was here on vacation), Jim and Peggy Guntis, and Rick Kenyon and I all took part in the operation. Several of us were also on hand to raise the walls. Carly Kritchen arrived just in time one day to assist us, too. Soon after the wall raising incident, Rick and I dropped by to inspect the roof building stage. It appeared we weren't the only curious "inspectors." A bear was digging a hole in the woods nearby! Fortunately for us, it didn't think George's garage was worth inspecting.

**Mona and Al Jantz:**

Although Mona and Al have been visiting the McCarthy area for several summers, Mona and I finally got an opportunity to visit this year. As most of you know, their

daughter is Denice Jantz who is part owner and manager of the Flying Potato-head wagon at the end of the road.



WSEN staff photo

George Cebula's new garage under construction.

Mona and Al, who live in Grand Haven, Michigan, purchased a cabin and land not too far from

us last year so they've been spending a good deal of time improving their property this season. Mona says Al stays busy clearing brush and trees to enhance their view. That gives Mona the job of "errand girl" which is why I've seen more of her this year. One of her jobs is to get their propane tanks refilled and that is where Rick and I come in! It also gives us ladies a chance to chat.

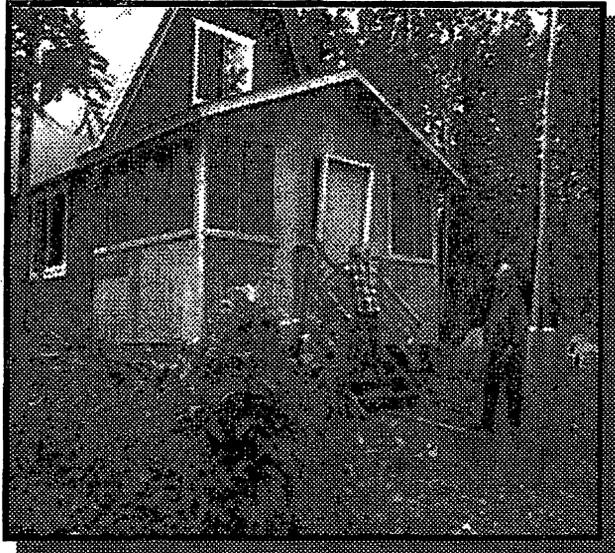
**Jim and Audrey Edwards:** Busy...that's the best way to describe Jim and Audrey's home these days! People are coming and going from all over the world—France, Australia, New Zealand, Germany, Spain and the Netherlands. Among the Edwards' present guests are Max Cott and Lois Ann Holmes. Each have visited our area in the past and wintered over as well. Audrey says she is having a ball and it's giving her a chance to try out her new bread maker which runs great on their battery/inverter system.

Audrey says she received a letter from Ursel and Walter Mueller — also familiar faces to McCarthyites. The Muellers just purchased a 150 year old farmhouse in their home country of Switzerland. (Ursel, I hope that doesn't mean you won't have time to visit us again real soon!)

As I write this "item" Audrey, Jim and their Holland guests are getting ready to fly to Cordova for the day. Audrey says they'll be back in time to welcome family members, Steve, Lana and Ben from Anchorage and possibly two Canadians tomorrow. And so the list goes on...

**Doyne, Kay Houghton and family:** The Houghton family did what many of us do when we need the expertise of a building

contractor — call John Adams. As you can see, the Houghtons have a new screened-in front porch. Rick and I drove down the other day to have a look at the progress and get a picture for my "items" column. John had arrived just ahead of us to put the finishing touches on the new



WSEN staff photo

John Adams installs door in the Houghton's new porch while Doyne assists.

addition. Rick and I stepped inside for a quick cup of coffee with Doyne and daughters, Holly and Rebecca, and by the time we finished John had the new front door in place, including the door knob!!

**Kathleen Corcoran:** Kathleen—better known to those of us in the McCarthy area as "Nelson" — is a new landowner on the west side of the Kennicott which makes her a nearby neighbor to me. She just recently purchased a lot from Jo King and is elated to now call McCarthy home base. Nelson's roots are in Rhode Island where her folks and brother and sisters still live. She is working in McCarthy this summer but is managing to escape our winter

by going south. She is taking a job in Antarctica where she says the average temperature is zero. Welcome, Nelson, to the west side and your new title, landowner!

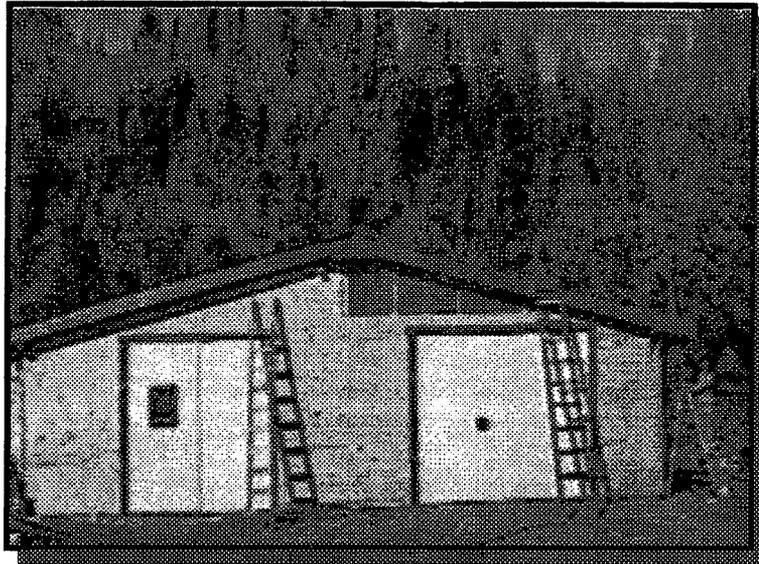
**Emily Morrison:** Speaking about west side landowners...Emily actually started the ball rolling this summer. She, too, has purchased land from Jo King and is another new neighbor. Like Nelson, Emily is a summer employee of McCarthy but I suspect her "summers" will become longer and longer as she begins her future building project. This

year she is working for McCarthy Lodge. Another welcome goes out to you, Emily!

**John and Janelle Baalke and family:** Remember John and Janelle, previous co-owners with Dale Judge in Backcountry Connection? John was in the area visiting this last week and stayed with Rick and I. He and Janelle couldn't get our town out of their hearts so they decided to purchase a piece of it! The Baalke family are now west side landowners. I expect we'll be seeing much more of them in the near future. They are presently living and working at Pedro Bay located on Lake Iliamna. Congratulations, John

and Janelle, and a warm welcome back!

**Rick and Bonnie Kenyon:** Ever since John Adams built his garage last year, Rick and I (and George) agreed John had started something that was catching! We decided to add the other half of our shop and make it a garage. Now during the winter Rick can store a vehicle, snow machines, lawn



WSEN staff photo

WSEN garage. The half on the right is new this year!

mowers and even work on them during those long, cold days. In the rear of the garage, a "squirrel-free" storage room will soon be enclosed. Nelson gave us a hand on painting and putting those final touches on the building. Now all that is left is filling it with "stuff" and that never takes long, does it?

**Jim, Jeannie, Aaron, Matt and Stacie Miller:** What's happening over the river and up the hill at Kennicott, I asked Jeannie yesterday when I heard

her answer the phone. She laughed and wanted to know where she should begin. The first item of interest was that it (August 27) was son Aaron's 14th birthday! Congratulations, Aaron! Another congratulations to Jeannie's sister Terry who entered a critical phase of her life the same day — she turned 40! What does Jeannie do in her spare time? Frankly, I'm not sure she has much of that priceless ingredient but she managed to find enough of it to put up 67 pint jars of jam. Her

domestic raspberry bushes are producing huge berries this year, and she is taking full advantage of it! What about a gallon and a half in 5 days?

As for the "free the chickens" campaign (see pg. 26 for the other side of the story), Jeannie claims every day a chicken is

found loose and she has her suspicions as to how (and who) might be assisting her critters to discover the outside world. It sounds like the pressure is building up, however, and Jeannie says she will invite van driver Dave Hollis to meet with her on Monday morning (Labor Day) to resolve the dispute. I suspect Jeannie is going to bow to the increasing pressure.

**Rick Jurick:** The west side isn't the only area showing signs of progress. Even though I didn't make it up to Kennicott myself, I was given a picture of Rick's new building project. He and his local crew are doing a fine job! For those of you new to WSEN, Rick's 1,000 sq. ft. structure is located across the road from the Kennicott Glacier Lodge in "downtown" Kennicott. We understand Rick is still unsure as to the building's use, but you can be sure as soon as he does decide and shares it with us, we'll pass it on to our readers. Keep up the good work, Rick!



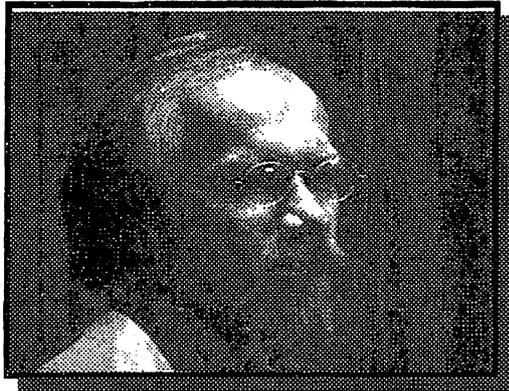
Photo courtesy John Baalke

New construction at Kennicott — Rick Jurick's ambitious venture.

# Department of Interior visits McCarthy

BY BONNIE KENYON

McCarthy—Wrangell-St. Elias National Park Superintendent Jon Jarvis and Don Barry, Deputy Assistant Secretary of Fish & Wildlife & Parks accepted an invitation from the McCarthy Area Council (MAC) to address



WSEN staff photo

Don Barry, Deputy Assistant Secretary of Fish & Wildlife & Parks: Our national parks are "therapeutic and healing."

their members. Approximately 30 people attended the August 18 meeting which was held at Ed LaChapelle's cabin in downtown McCarthy.

Barry began his discussion with the comment that he "hopes we (McCarthy) can maintain our sense of community." He admitted the park service made a mistake in its early dealings with our area by starting off with a "military" type presence. He believes there has been a "shift in policy." He described this shift as "a cultural change in the park service towards working with community input."

Superintendent Jarvis gave an example by stating, "You (the community) saved McCarthy with the footbridge instead of a car bridge. We (NPS) also put

some weight on this."

According to Barry, he hopes the NPS can be "better neighbors with local communities" but stressed the need for "more funds for the park service." He said the lack of biologists for our parks is "appalling," and that Congress is "part of the problem." Barry sees Congress demanding NPS spend money on things they don't want while areas such as "science for the park" goes under-funded.

When asked if he thought we really needed

another place with easier access, Barry commented that there must be a delicate balance. "Tourism is up; the demand on our parks will keep rising," says Barry. In his opinion our nation's parks are "therapeutic and healing."

A local air taxi owner addressed Barry with his concerns for NPS regulations to overflights, using the Grand Canyon National Park as an example. Stressing he wasn't up to speed on this issue, Barry said there is "a lot of interagency action" now and feels the FAA will work more with the NPS on the issue of overflights in our national parks. Would NPS relax rules here in the Wrangell-St. Elias National Park because of our unique location? Although Barry hasn't had time to look at

our local situation, he says he doesn't think the rule making will effect us here in Alaska."

Barry's current position with the Department of Interior also includes acting Assistant Secretary in the place of George Frampton who recently resigned.



WSEN staff photo

WRST Superintendent Jon Jarvis: "You saved McCarthy with the footbridge instead of a car bridge. We also put some weight on this."

"He has come to Alaska for 2 weeks," explains Jarvis, "to meet park staff and visit national parks in the state. Barry is not as familiar with National park issues so this is an orientation trip for him."

Although Barry has a long history in Alaska, this was his first visit to the Wrangell-St. Elias National Park. His two nights in the area has "rounded out his Alaska experience."

Mr. Barry has yet to be nominated by the White House for the Assistant Secretary position. Once nominated, he must undergo confirmation hearings by Congress, which is headed up by Alaska Senator Frank Murkowski.

# Kennicott undergoes scrutiny

BY BONNIE KENYON

Two students from Michigan Technological University, their professor and the National Park Service (NPS) joined forces this summer to produce a cultural landscape report for Kennicott, says Ann Worthington, Cultural Resource Management Specialist with the Wrangell-St. Elias National Park/Preserve. Although "special funding"—\$34,000 to be exact—was necessary to pursue this documentation, Worthington informed us it is standard NPS policy to secure this type of information.

Just what kind of documentation is being considered? Landscape, ground-based artifacts and large equipment, says Worthington. The area in question that is being studied is the 3,000 acres of Kennicott property NPS is hoping to acquire from the

Great Kennicott Land Company and Consolidated Wrangell Mining Company.

The questions to be considered are, "what is out there in these areas," and "what is significant?" The Kennicott mill site buildings have pretty much been documented but the non building artifacts have not, and this is the purpose of the present project.

The on-site documentation done by the students during July 14-August 14, will be passed on to the NPS who will then put the information into a report, making recommendations for preservation and planning purposes if they do acquire Kennicott.

Recommendations might include the removal of artifacts from their present locations to more "correct" places.

Vegetation might need to be cut down in order to better view the landscape and artifacts. Health and safety issues will be considered as well.

The funding for this year's project covers the subject of preservation, but Wrangell-St. Elias National Park Superintendent Jon Jarvis hopes to acquire more funding next year for planning purposes, says Worthington. In the "planning" stages, the community would be involved through meetings, in determining such issues as traffic patterns, where visitors should be allowed to go, possible maintenance, restrooms, etc.

Anyone interested in obtaining more information on this project may contact Ann Worthington at park headquarters in Copper Center at (907) 822-5234.

# Kennicott land surveyed

BY BONNIE KENYON

A two year project to identify the boundaries for property the National Park Service is seeking to acquire is coming to a close, says Russell Galipeau with the Wrangell-St. Elias National Park/Preserve.

Bureau of Land Management (BLM) surveyors under contract with NPS completed Phase 1 of the project last year. At that time outside boundaries and monument corners for the "greater extent" of the old

patented mining claims were surveyed.

This summer Phase 2 included identifying private parcels within that particular block of land, where individual private property existed and monument corners were set in place. According to Galipeau, outside boundaries and monuments are being identified with minimal line cutting. No surveying is being done that is totally within the boundaries of

individual private land, says Galipeau. NPS has no intention at this time to survey or purchase private land beyond that which is necessary to define the boundaries of the land they hope to acquire from the Great Kennecott Land Company. Phase 2 was necessary to ensure NPS only purchases the land in question and protects the individual property owner from NPS acquisition if and when the purchase goes through.

*"The value of an idea has nothing whatsoever to do with the sincerity of the man who expresses it. Indeed, the probabilities are that the more insincere the man is, the more purely intellectual will the idea be, as in that case it will not be coloured by either his wants, his desires, or his prejudices." — Oscar Wilde*

## Bridging Alaska by Ralph Soberg

### Chapter 2 — Eklutna and Nizina, 1935

*It is always interesting to compare the way things were done in the "old days" with similar projects done in recent times. While the Kennicott River Bridge project was underway this spring, we had the privilege of spending time with the DOT Project Engineer, Clarence Catledge. Clarence had a copy of a book, Bridging Alaska, by Ralph Soberg, which contains a chapter about the building of the Nizina River Bridge in 1935. I learned that Mr. Soberg is now deceased, but I spoke with his daughter, Jackie Pels, who is publishing her father's books. She most graciously gave permission to reprint the following:*

**T**he Matanuska Valley Colony was a federal farming experiment of the Depression era. In the spring of 1935, the first of dozens of farm families were shipped from hard-hit areas of the Midwest to the fertile Matanuska Valley via the Alaska Railroad from Anchorage, 48 miles to the south. The Alaska Road Commission was building the first highway out of Anchorage toward Palmer and the valley which would further open up the area.

Ghiglione had designed a small steel arch bridge to be built over the Eklutna River, 20 miles from Anchorage. In May 1935, I joined him there. This was my first actual job as a steel worker and I was right at home, as I had no trouble in high places or climbing. The Eklutna bridge, the only one besides the Knik on the Anchorage Palmer road, was completed by June, and Gil and I headed for Cordova via Seward on an Alaska Steam boat. On the way I asked him if he could use my brother, Fred, and he said yes, so I dropped Fred a line to that effect.

From Cordova we traveled on the Copper River Railroad to McCarthy near the Kennicott Copper Mine. (Railroads in Alaska at the time were a combination of government and private lines. Without the highways that were going in,

travel would continue to be a difficult and time-consuming combination of rail and water routes, linked some times by bush pilots or dogteams, sometimes on foot.)

We were to build three steel camel-back spans for a bridge the Road Commission had begun a few years earlier over the Nizina River, about 10 miles northeast of McCarthy, on a road that served several placer gold mine operations in the Kennicott Mountains.

The Nizina was (and I presume still is) a wild glacier-fed river with a flood area about two miles wide. From winter to winter, a glacier upstream from the bridge site gradually dammed off a lake that broke through every two or three years and swept out everything in its path. Somehow the Road Commissions bridge piers were standing. They had put in six concrete piers for five 200-foot wooden spans, but probably for lack of funds had built only two of the spans.

#### ON OUR OWN

The Road Commission contracted out only a few of their bridges in those days. This meant jobs for the summer crews in the months when cold weather made it difficult to build roads but bridge construction could still go on. We were given so many thousand dollars for a

job, and if we ran out of funds, the job was closed until the next year when Congress appropriated more money.

Ninety percent of the roads we worked on were pioneer roads which we simply improved and rebuilt from time to time-straightened or upgraded as needed. But steel bridges were permanent construction on concrete piers and abutments.

We were basically left to our own resources on the job. The gravel we used for our concrete work was usually from local sites ("pit run"), selected by an engineer who had sent batches from several gravel areas to the University of Alaska for testing long before we went to the bridge site to start construction.

From there on, the project supervisor, which I eventually became, was responsible for everything, including safety on the job. We did our own hiring and firing, except for an occasional friend of one of the bosses. Of course, the bosses—the district superintendent and chief and assistant chief engineers—often appeared unannounced, and not always when we wanted visitors. We just had to keep on our toes.

The road foreman on the Nizina project was W.R. Cameron (father of Bill Cameron, who was later assistant superintendent for the

Road Commission at Glennallen for many years). Old Mr. Cameron was a grand fellow. He and Chiglione bunked in one tent, my brother Fred and I in another, and the rest of the crew in various tents at the bridge site and in McCarthy.

Our camps were usually temporary, planned to be moved every eight or 10 miles as the road work progressed. The Road Commission had plenty of tents-cook and dining tents, and bunk tents for the crew. Sanitary facilities were pit outhouses at best, often old ones that had been built on that particular travel route years before.

Fred and I made a shower at the Nizina site by punching holes in a 5-gallon can which we set on a platform high in our tent. We would wet ourselves briefly and soap up, then pull the thin rubber stopper we had devised for the bottom of the can and stand under the flow. The water, heated on a bonfire outside, ran down through the sand floor of the tent. Ghiglione was a regular customer.

#### A GOOD START

There was a pile driver already on the job, which I was to operate. As soon as we got organized, we started driving piling between the six piers for the falsework, a temporary structure to support the bridge during construction.

We were working from the east side of the river to the west side, where the two wooden spans were already in place. We built a ramp from the gravel bar beside the river to the top of the No. 5 pier and put in scaffolding to enable us to cut off each pile. Each support—"pile bent"—in the falsework was made up of four pilings, three or four apart, with a 12-inch by 12-inch by 20-foot cap on top to fit the

floor beams for camber blocking of the bridge, when steel erection commenced.

The camber of a bridge is the curve up in the center of the deck—a hump in the deck to allow for the sag in the bridge when a heavy load goes over it—and camber blocking has to be to a very accurate height, within 1/16 of an inch. It is installed at each bent of the falsework, where the steel is connected. As the pile driver hammerman on the Nizina River site, I was in a perfect position to observe the process.

The hammer, in this case a one-ton piece of cast iron, is pulled between two leads to 15 or 20 feet above a pile, which has been positioned by a winch, and then it is dropped. The moment the hammer hits the piling, it is pulled up again without any extra slack having been let out on the cable.

Apparently because the hardpan in the Nizina was unusually uniform, all the piling were going in very close to the same depth before stopping. I suggested to Ghiglione that we could save time by cutting the piling to length on shore instead of in the water after driving them. Then he could position the survey level at the point and height where we had been cutting off the piling in the water and station a man there to signal when the pile being driven was level with the instrument. An occasional pile had to be forced the last three or four inches, and a few were not quite as tight as they would have been, but for falsework piling they were fine.

The suggestion did speed up the work considerably, and Gil wore a big smile. When we first began, it had looked as if we would be there until Christmas

instead of clearing out in October, which was the estimate we had been given.

#### MAN OVERBOARD

Road Commission personnel did not get overtime pay for Saturdays or Sundays or after eight hours of work, and we worked every day and some after hours—all for about \$150 a month. So the project superintendent tried to compensate in other ways. No drinking or partying ever was allowed in the camps, but when there was a dance or something special going on where the crew could get to it and enjoy themselves, we would let them use a government vehicle for transportation, with a reliable man in charge to do the driving.

Our crew had not been out of camp for nearly two months when a dance came up in McCarthy. Ghiglione OK'd the crew to go, and he came, too. Probably everyone had some drinks. On the way home, we got back to the bridge site and parked and then we had to walk over the falsework and the uncompleted spans in the dark. It was a moonless night, and we had no flashlights. Everyone was warned to be very, very careful, for the catwalk planks were staggered not butt-ended against each other, and there were no hand rails.

I was in the lead. I felt my way at the end of each plank to find which way the planks were staggered and told the next man "right" or "left." Halfway over, there was a yell. Everyone stopped dead until somebody declared who had fallen.

At the end of the falsework, we had trucks for transportation to camp, about two miles away. A man was sent to bring some gasoline lanterns and a stretcher, and we tried to find

the man who had fallen. If he had landed in the river, we would probably never locate the body. But if he had landed on a sand bar, he would have a chance. We could pack him over the falsework and rush him to the Kennicott Mine hospital. That is what we did. He had landed on a sand bar between two fingers of the glacier stream and between two piling bents. He was out cold, but we could find no broken bones. He had fallen about 25 feet and had apparently hit his head on something on the way down.

At the hospital we had to help hold him while the doctor took a spinal tap, which fortunately did not show any blood. The doctor concluded that the man had a skull fracture and would recover, which he did in about two months.

#### SETTING STEEL

Now we began erecting steel on the bridge, and that process went too slowly for me. To begin with, we had only two pairs of steel setters, men who could climb high and still be able to use their hands—maybe because we didn't use safety nets. Perhaps we should have, but that would have been too time-consuming and therefore costly, especially when we were working

in zero or below-zero weather.

We were using the pile driver with a boom between the leads for erecting the bridge steel. Fred's job was to swing the boom by ropes to the steam winch I operated. He and I had seen a small hand winch in Mr. Cameron's warehouse where the pile driver gear was stored when not in use. We rigged it up on our own time to handle the swinging of the boom, which I could now control as well as running the rig for hoisting the steel. This freed Fred to help the steel setters, for he was not afraid to climb, and it helped greatly to speed up the job. We were now getting into September and it was freezing at night.

By late October, with the steel up, we were laying decking in the snow. This was way up north in the mountains, and we wanted to get out of there and head for Palmer and the Knik River job, where it was a lot warmer.

We left McCarthy at the end of October, once again via the Copper River Railroad. Ghiglione got off at Chitina and drove up to Fairbanks. He joined Fred and me later at Knik River.

Out of Cordova to Seward on

an Alaska Steam vessel, Fred and I enjoyed the passage past Montague Island and reminisced about our adventure there in 1925. In Seward we heard about the Saint Mihiel, a chartered steamer that had brought up a load of colonists for the Matanuska Valley and had rammed the railroad dock while landing. I didn't know then that the woman who would become my wife was on the dock at the time and had narrowly escaped serious injury.

*Ralph Soberg's "Bridging Alaska / From the Big Delta to the Kenai" is one of a series of Alaskan memoirs published by Hardscratch Press, 2358 Banbury Place, Walnut Creek, CA 94598-2347, phone/fax 510/935-3422. Also available are: "Alaska Journey 1919-1934," which compiles three of Soberg's earlier books ("Captain Hardscratch & Others," "Survival on Montague Island," and "Confessions of an Alaska Bootlegger"); "Gilbert Said / An oldtimer's tales of the Haida-Tlingit waterways of Alaska," by Marian L. Swain; and "Unga Island Girl [Ruth's Book]," by J.R.B. Pels. All are available from the publisher and at selected bookstores.*

## Kenny Lake Mercantile

RV Park—Water & Sewer Dump for Campers—Hotel

Laundry and Showers

Patty Ryan's "Silver Fox Cafe"

Propane-Hardware-Gas-Grocery-Auto Parts-Feed

Phone 822-9863 Mile 7.5 Edgerton Hwy. May 31-Sept. 30 Hours 9-9 7 days a week

## Museum News

BY LOY GREEN

Upon approaching Labor day and the closing of the Museum for the winter, I offer a brief summary of the seasons activity.

The Boxcar has been up and running since the 4<sup>th</sup> of July with the Bonanza Mine diorama as the main feature. Other items of display have been slow to be presented for two reasons. 1. Many of the documents are as

yet to be completed. 2. The painting of both the interior and exterior has been delayed until the exterior red-oxide paint is acquired and the window installation is completed.

Visitor numbers as well as donations have been good (approximately 1500 people signed the guest book).

This winter I plan to complete the electric system so that the phone can be installed at the Museum. Meanwhile the phone is at my house. The

Museum number is (907) 544-4434. No answering machine until spring.

There will be a board meeting at 2:00 PM on Labor Day.

The Museum will re-open on Memorial Day 1998 and there will be a caretaker present the entire season.

Thanks to all who assisted so graciously in our endeavors this year.

## Chitina-McCarthy trail option

BY RICK KENYON

Despite the objections of many local residents, designs for a trail roughly paralleling the McCarthy Road will be included as part of the environmental impact statement (EIS) for a "safety upgrade" on this increasingly busy road. Those opposed to linking the two ideas

together say the trail study will likely slow down the road upgrade process.

Although the McCarthy Road right-of-way belongs to the state, the Alaska Department of Transportation & Public Facilities has entered into a "planning partnership"

agreement with the National Park Service and the Alaska Department of Natural Resources "to ensure that any changes to this state road through Wrangell-St. Elias National Park & Preserve considers the natural, cultural and historic resources present."

### McCarthy-Kennicott Tours & Transportation



BACKCOUNTRY CONNECTION

*Scheduled Van Service & Day Trips*

P.O. Box 243 Glennallen, Ak 99588  
Phone or FAX (907) 822-5292

### Wrangell Mountain Air

*"From the world to the wilderness"*

- Glacier Flightseeing
- Fly-in Wilderness Hiking
- Daily Service from Chitina
- Direct Service from  
Anchorage  
Glennallen  
Valdez
- Van Service to Kennicott

If you're planning a trip to the Wrangell-St. Elias Park & Preserve, give us a call.

**1-800-478-1160**

**Wrangell Mountain Air  
McCarthy, PO Box MX Y  
Glennallen, AK 99588**

### Kennicott-McCarthy Wilderness Guides

*"In the heart of the  
Wrangell Mountains"*

Chris Richards  
Box#1, Kennicott via Glennallen, Ak 99588  
(907) 554-4444

## Spruce bark beetle studies

The following reports of spruce bark beetle studies come from the *Prince William Sound Copper River Ecosystem News* second quarter 1997.

**S**pruce bark beetles usually attack and kill larger diameter, slow growing spruce — targeting white, Lutze and Sitka spruce. In their wake they leave a forest made up of younger, smaller trees. Without the huge trees, more sunlight and moisture reaches the forest floor. What changes does this bring to the forest habitat? What will happen to wildlife use?

Three studies begin this summer to track these questions in the Copper River Basin. The Wrangell-St. Elias National Park & Preserve staff are mapping vegetation in areas hit by beetles and setting up long-term monitoring plots. With funding from USGS - Biological Resources Division, a University of Fairbanks graduate student is studying small mammal populations. USGS-BRD scientists are monitoring bird activity and reproductive success.

### Forest Inventory — Think like a beetle

 When spruce bark beetles have millions of acres of forest to choose from, which areas are they most likely to attack? In the next three years staff from Wrangell-St. Elias National Park & Preserve will be mapping, measuring, coring and counting trees within an 800,000-acre study area in the park looking for answers and preparing to monitor long-term changes.

“Potentially the changes begun by the spruce bark beetles will impact human use of the land — scenery and wildlife distribution will change, harvest limits could be impacted,” said Sara Wesser, project leader.

“With this study,” Wesser explained, “we’ll better be able to predict the forest types likely to be hit by beetles, where those are, how extensive they are, and what resources we will be left

with for the future.”

All information that can be mapped will be put in a geographic information system (GIS) database, ready for landscape analysis. The study area is within the park above the Copper and Chitina rivers from near Copper Center east past McCarthy to May Creek, and the Wrangell Mountain foothills form the northern boundary.

### Forest Bird Study — Some win; some lose

 As forests change in the Copper River Basin in the wake of the spruce bark beetles, what will happen to the forest birds? Scientists with the USGS-Biological Resources division will be looking at bird survival, nesting success, predators, and parasites at sites ranging from light to heavy tree-mortality.

Residents of the area are probably already noticing an increase in woodpeckers, a bird species that can move in quickly to feast on the beetle larvae. Changes in the numbers of

other birds may be harder to detect for awhile, according to Colleen Handel, project co-leader with USGS-Biological Resources Division. Some spruce-dependent birds will be losing their nest sites, others will be losing their feeding areas or protection from predators.

Some nest predators such as red squirrels and gray jays may be in trouble too, because they make their own nests in spruce trees.

“Birds that nest on the ground or in shrubs may find

new opportunities following the death of the big spruces,” added Steve Matsuoka, co-leader and field coordinator.

Their study area runs from Gulkana south to Tiekel and from Glennallen southeast to Dan Creek. “Because the infestation is so widespread, the potential exists for significant impacts to certain species at the population level,” said Handel. From this study the researchers hope to predict to those species most at risk.

## Small mammal study — food chain link

**W**hen the beetles invade a territory, what happens near the bottom of the predatory food chain? Researcher Thomas McDonough, UAF, will be looking at voles and shrews, primary prey for owls, hawks and small furbearers such as weasels and marten.

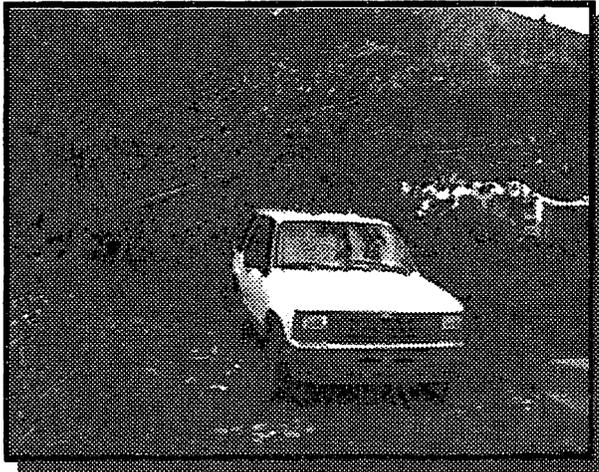
“Will the voles and shrews be in trouble or thrive as the forests die? That’s the question this study will try to answer,”

said McDonough. If their populations decline, so also could the local small furbearers and raptors.

McDonough will live trap voles and shrews, mark them individually with tiny chips called passive integrated transponders, release them and hope to periodically recapture them so they can tell their story of survival and abundance over the two years of the study.

Sampling sites will range from areas with high levels of beetle-killed trees to control areas showing no infestation. The study area will be mostly outside of Wrangell-St. Elias National Park & Preserve around Chitina and along the Edgerton Highway. He has coordinated his vegetation analysis with the other beetle-impact studies in the area so that data will be interchangeable.

“It ain’t braggin’ if you can do it.” — Dizzy Dean



WSEN staff photo

You want to be careful where you park your car at night — especially during the rainy season. Although there was no wind, it was raining when this clump of cottonwood trees fell during the night of August 23. According to Jim Guntis, there was “sort of a ‘whoosh’ and a ‘thump’ during the night — I thought it was a moose or a bear.”

Jim and Peggy, along with Kim Northrup, are spending the summer working on their new living quarters. (See *Items of Interest*.)



WSEN staff photo

If you look real carefully at the photo at the left, you may just barely be able to see that Jim was able to line up two of his vehicles so that the tree got them both! The suspension on this Honda motorcycle got a good workout when the tree settled on its handlebars.

According to Jim, there was no serious damage to either vehicle.

That’s keeping your ducks in a row, Jim!

**Plan now to give your friends a Christmas Gift that they will enjoy all year long — The Copper River & Northwestern Railway 1998 Calendars.**

12 laser printed photos — some never before published — all suitable for framing.

Only \$10 each. Please add \$1.50 per order s&h.

WSEN McCarthy #42, Box MXY, Glennallen AK 99588

# Copper Oar

## Get Out Into The Park

Copper Oar Adventures invites you to explore the Wrangell-St. Elias National Park on fully guided wilderness floats and hikes. Check out our full day float and flightsee, or our multi-day hike/float combos.

Located on the west side of the Kennicott River, near the new footbridge. Walk-ins welcome.

**1-800-523-4453, or in McCarthy 554-4453**  
howmoz@aol.com  
Howard Mozen Owner/Guide  
McCarthy Box MXY, Glennallen, AK 99588

*In the National Historic District*

## Kennicott



## Cottage

**Reservations - Information**

**907-345-7961**

*email:* kennicott@alaska.net

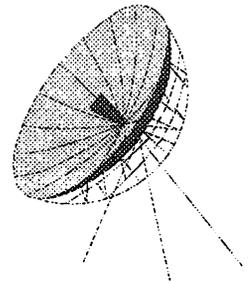
*see our home page at:*

[www.alaska.net/~kennicott/kcc.htm](http://www.alaska.net/~kennicott/kcc.htm)

*The New*

# Caribou Hotel

*Getting tired?  
Stop at the Caribou Hotel!  
The coffee pot's always on!*



**Warm atmosphere — Hot Tubs — Satellite TV  
Full Menu Restaurant**

Mile 187 Glenn Hwy 822-3302 Glennallen, AK

# Good News from the Wrangells

BY BONNIE KENYON

*Editor's note: Once again I feel I must interrupt my story on our move to the McCarthy area in order to make room for the following activities of the McCarthy-Kennicott Community Church. Several events have taken place since the July/August issue of WSEN and I must share them with you! Part 3 of "my story" continues in the November/December issue.*

As you know, if you read the inquiry in the last "Good News from the Wrangells," I wrote we were in need of a carpet layer to help us install our newly-purchased carpet for the sanctuary. During the second week of July, Rick decided to make a few phone calls to the company where we had purchased the carpeting. After speaking to one of their professional carpet layers, he, George and John decided they would tackle the job themselves. They did an excellent job and it was completed just in time for two upcoming special occasions.

## ***Catholic Mass and Baptism is celebrated***

Conner Mathews Truskowski was baptized during a Mass held at the McCarthy-Kennicott Community Church on Sunday, July 20, at 6:00 PM. Nearly 40 friends and neighbors of Mike and Julie Truskowski, parents of 6 ½ month old Connor, turned out to help celebrate this very special occasion. Fr. LaSalle Hallissey, O. P. of Holy Family Cathedral in Anchorage ministered the first Mass and baptism to be held in the new church building.

Connor's godparents, Earle and Beverley Williams of

Chugiak, were present and assisted in the baptism. Connor was all smiles during the ceremony and clearly won the hearts of all present!

The Truskowskis are summer regulars to the McCarthy area where they enjoy putting the finishing touches on their log cabin. During the

excellent luncheon was served in the church basement afterwards and our thanks go out to Doug and Mary Schrage and the Syren family who so lovingly put it all together for us! Jim and Peggy Guntis, thank you for purchasing extra chairs in time for the dedication and daughter Kim Northrup for offering



Photo courtesy Julie Truskowski

Earl and Beverley Williams, godparents, Fr. LaSalle Hallissey, Mike, Conner and Julie Truskowski.

winter months, Mike and Julie teach school at Russian Mission.

## ***McCarthy-Kennicott Community Church building dedication***

July 27th proved an historical day for the McCarthy-Kennicott area with the dedication of what we understand is the first and only church building in our town. Approximately 42 people joined together to offer thanksgiving for a place to come together and worship the One Who made it all possible.

Music was provided by Kay Houghton and Bonnie Kenyon. Rick Kenyon led the congregation in reaffirming the purposes of the building. An

valuable space on her supply run from Anchorage!

For those of you who could not join us, I include the following responsive reading that made an impact on us all:

Minister: Because we have purposed in our hearts to build a sanctuary to the worship of the true and living God, and to the service of Jesus Christ our Lord, I call upon this congregation to stand for the holy act of dedication.

Congregation stands.

Minister: To the glory of God the Father; to the honor of Jesus Christ the Son; to the praise of the Holy Spirit...

Congregation: We dedicate this house.

Minister: Knowing there is no other name under heaven given to men by which we must be saved...

Congregation: We dedicate this house to the bringing of the saving knowledge of our Lord Jesus Christ to the unconverted.

Minister: In obedience to the explicit command of Christ to go into all the world and preach the good news to all creation...

Congregation: We dedicate this house to the worldwide task of the whole church of Christ, until the kingdom of this world has become the kingdom of our Lord and of His Christ.

Minister: Realizing the obligation to bring up our children in the training and instruction of the Lord...

Congregation: We dedicate this house to making sacred of the home and family life; to the religious nurture and education of children, youth and adults; to the grace of Christian character and the warmth of Christian fellowship.

Minister: Obeying the command of Christ to love our neighbors as ourselves...

Congregation: We dedicate this house to the fellowship of the saints, to the refuge of weary, restless people, to the peace and hope of the oppressed, to the comfort of those who mourn and to the happiness of all those who share our faith.

Minister and congregation together: We, the members and friends of this church, deeply grateful for the heritage that has been entrusted to us and keenly conscious of those ties by which we are bound to the Lord of all life and to each other, do covenant together in this act of dedication, offering ourselves

anew to the work and worship of our Heavenly Father, through Jesus Christ our Lord. Amen.

**McCarthy-Kennicott  
Community Church,  
Inc. annual board  
meeting**

The Board of Directors of the McCarthy-Kennicott Community Church, Inc. held their annual meeting on July 22 at the home of Rick and Bonnie Kenyon. The current board consists of the following directors: Doyne Houghton, John Adams, George Cebula, Doug Schrage and Bonnie Kenyon. The elected officers are: John Adams, president; Doug Schrage, vice-president; George Cebula, treasurer; Bonnie Kenyon, secretary.

The following financial report was given by church treasurer George Cebula at the annual meeting which we make available to you.

During 1996 a total of \$11,413.55 was received. Of that total, \$11,034.00 was donated through freewill tithes and offerings and \$379.55 came in the form of building supplies.

Expenses for 1996 totaled \$6,907.63. The purchase of building supplies came to \$4,502.92, legal fees \$43.47, state report filing \$15, bank charges \$8.20 and \$2,338.04 was a donation McCarthy-Kennicott Community Church made to Thailand missionaries David and Paula Mahawon.

At the time of the annual meeting on July 22, 1997, the church treasury showed a total of \$10,348.07 with \$6,617.00 of that being income during the first part of this year. Expenses to date total \$2,984.04 which included the purchase of carpeting, lights, chairs, legal fees, flower pots, and dirt work

on the church grounds, financial gifts to Alaska missionaries Brad and Connie Gavitt and the Glennallen Christian radio station KCAM.

We offer our heartfelt thanks to all who have given of their materials, time, talents and finances to bless us and the McCarthy-Kennicott area and enable us — in turn — to bless others!

Saying goodbye...For those of you who met Taylor McDaniel and Kevin Connelly, I want to take time and space to pass on their hellos and thanks. We certainly miss these two fine young men who spent the summer exploring our area's backcountry. They write: Greetings from Georgia! We are back at home, glad to be safely in Atlanta, but very sad to not be in Alaska. Never in our lives had we had such a wondrous, blessed experience as we had in McCarthy. The beauty of the surroundings was overwhelming —more than we could take in—and yet all the mountains and wildlife were overshadowed by the generosity and warmth of the people... After leaving McCarthy we spent a few days in Valdez, hopefully, the Houghtons passed on our greetings at church. We miss spending Sundays (and truthfully Monday - Saturday too) in the loving confines of the McCarthy-Kennicott Community Church. Pray for us that we will have such Christlike churches in Georgia. Thank you so much for all that you did for us this summer. We will miss you two, George, and all of the wonderful people of McCarthy. Think of us often and keep us posted on the progress of the church and the town.

Kevin and Taylor, the Houghtons did pass on your

greetings to us all. We miss your smiling faces on Sunday mornings and your willingness to share the love of God with us and our community. Please come back real soon!

For those of you who would like to communicate with Taylor and Kevin, I include their addresses. Taylor McDaniel, 2430 Cherokee Rd, Lot #35, Athens, GA 30605. Kevin

Connelly, 3255 Colgan Trace, Lawrenceville, GA 30044.

Thanks... We've heard such good reports from those of you who have passed the church recently and tell us how nice it looks, that I want to say thanks to Adam Adams and Kathleen Cocoran for the excellent job they did in painting the church trim, the doors and the "Moose

Hide" coating on the exterior pine board siding. George and John did a fine job on the steps and landing going into the rear of the sanctuary as well. And last, but not least, thank you, Mark Vail, for the beautiful poppies you planted in front of the church. They eventually made their way through all those rocks!

## In Loving Memory of Alvin Norman Syren

December 26, 1921 to July 13, 1997

While surrounded by family, Alvin Norman Syren, 75, entered into the arms of his loving Heavenly Father July 13, 1997 at the Anchorage home he built fifty years ago.

Mr. Syren was born December 26, 1921, in Arlington, S. D. to Oscar and Thora Syren. He graduated from Hayti High School in 1941 and attended Dunwoody Institute in Minneapolis, Minn. in 1945 and 1946. In 1954 he opened his own plumbing and heating repair service, Domestic Sales Co. He retired in 1992.

Mr. Syren was a member of Anchorage Luthern Church and the John Birch Society. He served on the board of the Anchorage Rescue Mission for 31 years and on several boards and committees at Central Lutheran Church.

His family said, "Dad's actions always spoke louder than his words. He could be depended upon to lend a helping hand wherever it was needed. He consistently gave people the benefit of the doubt, believing

the best about even the least among us. Close to his heart was the work of the Anchorage Rescue Mission where he contributed his talents and countless hours of his time. A man of his word, he was very hard working, generous, dedicated and selfless."

He was absolutely committed to that in which he believed. He zealously believed in the principles on which America was founded and passionately defended our country's heritage and the vision of America's founding fathers.

He was a sentimental man who was unashamed of expressing his emotions. He was a proud and active father and grandfather. A dedicated family man, his recreation centered around teaching his children and grandchildren to ski, hike, camp and pick berries. He loved Alaska and the great outdoors.

Alvin and Claris and other family members own land on what is referred to as the "island"—property located between the two Kennicott River

footbridges—and have been frequent visitors to the McCarthy-Kennicott area over the years.

Mr. Syren drove up the Alcan Highway with his brother Lester in 1946 after the road was first opened. Soon after his arrival, he built a beautiful log home. To this same home he brought his bride and raised six children. The rich Christian legacy he leaves behind will be a living heritage through the lives of his children.

Mr. Syren is survived by his wife, Claris; son David; daughters and sons-in-law, Jane and Larry Langstron, Wanda and Russell Lewis, Mary and Douglas Schrage, Heidi and Andrew Linton, and Rebecca Syren and her finance, Kenneth Lavinger; brothers, Sy Syren and Roy Syren Sr.; sister, Ruth Brekke; and 10 grandchildren.

Funeral services were held July 17 at the Anchorage Lutheran Church. The Rev. Roland Fritz officiated. Burial was in Anchorage Memorial Park Cemetery.

"No one has seen, nor ear heard, nor the heart of man conceived, what God has prepared for those who love Him." — I Corinthians 2:9

# OUR TOWN

September 1922 October

## F. H. ESTABROOK KILLED

News is just received that F. H. Estabrook, known to his friends as Heinie was accidentally killed at mile 114. He slipped and fell on the track and the train passed over him this afternoon. Both legs were cut off and death was instantaneous. The body was brought to Chitina.

## COLD SNAP SPOILS CROPS

Winter staged an advance act in this district this week. About ten inches of snow fell on Tuesday night and on Wednesday morning there were six degrees of frost. There has been frost every day since, but today at noon the weather moderated.

This cold snap has been disastrous to the farmers, whose crops are ruined. Frank Iverson estimates his loss at from fifteen hundred to two thousand dollars and the others proportionately.

## ITEMS OF INTEREST

Victor Marshall, Billy Fields & Lawrence Barrett made a trip to Fourth of July Pass this week hunting. They were caught in the snowstorm and got very little game but had a good time.

Miss Emily Birch, who came to Alaska on the Northwestern to visit her brother G. Howard Birch

and Mrs. Birch at Dan Creek, passed through McCarthy on Monday morning. She spent Sunday at Kennecott and came down to McCarthy depot by speeder, transferring there to Snyder's Dodge car, and motored to the end of the Government road, where she was met by her brother with saddle horses. Mr. R. V. Watkins made the trip to Dan Creek on Monday and will spend a short time there.

J. B. O'Neill is having extensive improvements made to the living apartments over the store. Another bedroom and bathroom are being added and the O'Neill family will move there very soon. Dick Woodman is builder in charge.

Sept. 2

## ROADS AND BRIDGES

It is a pleasure to announce the good news that the Alaska Road Commission will establish a permanent camp here in the near future; that work on the Nizina Bridge will be begun next winter; and that a bridge is to be built across the Kennecott River to help the ranchers between here and Long Lake.

Mr. T. Huddleston, engineer for the Alaska Road Commission was a McCarthy visitor this week; and made a brief trip to the Nizina river to check up some date as it is the

intention of the commission to start work on the piers next winter.

The engineer also looked into the proposed road round the Pot Hole, but could not recommend work to be done there owing to the fact that there could not be permanent work where the glacier is always moving, but he strongly recommends that a bridge be built over the Kennecott River below the present Railway bridge, and that an appropriation of \$2500 would be passed for this project and the same built next winter.

This bridge will not only be a help to the ranchers, but to all those who use the trail thru the canyon in winter.

## LOCAL AND GENERAL

The Pot Hole broke last Saturday evening, making a grand display, about two weeks earlier than usual, due to the heavy rains. It only lasted twenty four hours. Very little damage was done to the bridge and that was remedied by the pile driver on Monday.

Sept. 9

## CARL STETTEL FALLS FROM SCAFFOLD AND IS KILLED

A sad occurrence which cast a mantle of gloom all over the district and caused the death of one of the finest young men in Alaska, happened last Sunday

afternoon, when Carl Stettel fell from the scaffolding of the power plant of the Kennecott Copper Corporation, where he was assisting in the installation of the new Diesel engines, striking the concrete floor and was killed instantly. The deceased had been an honored employee of Kennecott for over seven years.

He was a native of Alsace Lorraine and was unmarried, leaving one sister, who is in Europe and a very large circle of friends to mourn his loss.

The funeral took place last Tuesday afternoon when services were held in the Kennecott Hall an impressive address was given by the Hon. Judge Coppernoll and hymns were sung under the direction of Mrs. M. S. Wilson, who was pianist. The pall bearers were: Messrs. Carl Engstrom, Aron Erickson, Victor Olsen, Wm. Angona, Walter Eggert and H. Overgarde.

The different departments of the Lower camp closed down for the afternoon to enable the employees to attend and a very large number followed the remains of their friend to the last resting place. Many beautiful floral emblems covered the casket and the solemn rites were performed by Judge Coppernoll at the beautiful little Kennecott cemetery.

## ITEMS OF INTEREST

Matt Laaniner returned to town last week from Long Lake where he had the contract for cutting the crops of Oscar Anderson and Fred Overlander.

Ed Mullen and Felix Sabis had the misfortune to lose the greater part of their garden truck. Over two tons of lettuce being destroyed by the early frost.

On last Wednesday's train, Mr. James McGavock, master mechanic of the Kennecott Corporation, was a passenger for the coast city. We have it on RELIABLE authority that his journey is one of grave importance, in fact by the time this is in type he will have embarked upon the sea of matrimony.

His partner for the voyage was also a passenger on the train, Miss Ella Scobie, who has many friends at Kennecott, having spent a year there in 1918-1919 as nurse at Kennecott Hospital.

Notwithstanding the fact that this happy couple stole a march on us folks up the Copper River Valley in not announcing the wedding date so as to give us a chance to throw old slippers & best wishes, we do so now.

Sept. 16

## ABOUT MCCARTHY

An informal meeting was held last Tuesday evening in the Commissioner's apartments, to discuss the advisability of changing the name of our town.

The chief reason being the fact that mail for McCarthy occasionally goes

to Signal Corps station McCarty, on the Tanana River and vice versa.

Several short talks were made by business men present against change. It was decided tho, that this matter be referred to the Commanding Officer of the Signal Corps, Washington, D. C. with the request that the present name be changed. Regarding the name of the depot, Mr. Burroughs will take this matter up with Supt. Corser and thought that the officials would consider favorably the change from Shushanna Junction to McCarthy.

## OVERLAND HOTEL BURNED

Chitina, Sept. 22nd. From our Special Correspondent.

Defective flues were the cause of a fire that completely destroyed the Overland Hotel here this morning; a burned out stove pipe collapsed just after the fires had built up for the day, and though every effort was made, the fire could not be checked, the building was covered with metal sheeting and the fire burned as in a stove.

The hotel was owned by George Blouen and was recently leased for two years to A. B. Jermane formerly of Anchorage. Mr. Jermane and young son were the only occupants of the house at the time. The entire populace turned out, the railroad bridge crew and the section crew gave able assistance to the bucket brigade, small hose was used but the real work was done by hand. The water supply which is piped down from the hill, gave out for a pipe parted at the burning

hotel: this was fixed, and a reserve reservoir was turned in at the source, and a good supply maintained. The morning was dead calm, which saved the surrounding buildings, the only one burned being a small frame building formerly used as a bakery.

The Chitina Cash Store and the Commercial Hotel buildings were in great danger, as the flames mounted high, most of the front windows being shattered by the heat. Blankets were hung over the fronts of the buildings most exposed to the heat, and by keeping them soaked with water, the buildings were saved. The owner of the building, George Blouen, left for Seattle about ten days ago. It is believed that the loss is covered by insurance.

## DON'T BE DISCOURAGED

"Don't be discouraged," says John E. Barrett, pioneer homesteader of this section, who has raised a fine crop of vegetables on his homestead this year, and all his farming has been done in spare time as he has been in charge of the Green Butte transportation and freight all summer.

Yesterday Mr. Barrett brought a big rutabaga weighing over eight pounds, a white turnip weighing nearly five and several potatoes weighing one pound a piece to the News Office, as a sample of his products. He says: "Notwithstanding the fact that this has been the coldest, rainiest summer I have experienced since I took up the homestead, the crop is excellent, and though smaller in quantity

than in better seasons, the size and flavor of the vegetables is up to standard, and I would say to all the farmers, don't get discouraged, the success of farming in this district is assured."

Sept. 23

## LOCAL AND GENERAL

G. Howard Birch with his seasons clean up was a visitor to McCarthy this week.

J. Stevenson, who has some valuable property on Young Creek, is spending a few days in town.

Three slabs of bacon, one ham and several pounds of meal were destroyed by squirrels at his camp on Young Creek this season, states Joe Murray. This makes another expense to the already over burdened prospector. Mr. Murray represented Cliff Cayouette in the Commissioner's Court this week.

Walter Quon Eng, who was employed as chef by the Beach hunting party in the interior, returned this week, via the Government Railroad and Cordova. While in Anchorage he met Jimmy T. Cheese, looking like a million dollars.

Many other former residents of McCarthy were also seen in Anchorage, all prosperous.

Attorney E. F. Medley, of Cordova, made a special trip to McCarthy this week to represent Robert Johnson and the other complainants in Court.

# OUR TOWN September 1922 October

## OLD TIMER IN TROUBLE

On the complaint of Robert Johnson, foreman of the Dan Creek Mining Company, Clifford Cayouette was charged with willful assault, under Section 1904, on the morning of the 24<sup>th</sup> September.

The preliminary hearing was held before Judge Coppennoll last Wednesday. Attorney Medley appeared for the prosecution and Attorney Murray for the defence.

Robert Johnson, Carl Carlson and Oscar Challman stated that on the morning in question they were all working on a flume on Dan Creek when they were startled by the whistling of a bullet, followed very shortly afterwards by another one, did not pay much attention to the first one but ran to cover when the second one came close enough to make it dangerous to stay in the vicinity.

Martin Rodavan, for the defense, stated that he was on his way up the creek and had heard about the trouble and meeting the defendant, asked him about it, who replied that he did not know why the men had quit the cut. He stated tho, he had shot at a squirrel in a tree below his cabin and if I would examine the tree I would see where the squirrel had fallen.

I did later make an examination in company with James Murie, saw where a bullet had grazed the tree and where the squirrel had fallen on the

ground.

This evidence was corroborated by James Murie, an expert on the habits of these animals, stating to the Court that he had fifty years of experience, & that the mere fact of shooting at them will not always make them leave a tree until four or five shots have been fired.

Clifford Cayouette on his own behalf then made the following statement:

On the morning in question, I noticed a squirrel on a tree below my cabin and loading an old twenty two rifle I fired two shots as I missed the first time.

At the time of the shooting no one was in line of fire and I did not then or at any time have any animosity against these men who were working on the flume that morning. The squirrel fell at the second shot but did not go to pick it up. On account of the destructive habits of these animals I always made a point of killing them. Besides the 22 rifle and a shot gun, I had two other rifles and cartridges for same.

I saw the men leaving the cut and thought that they were going to work some other place or had quit for the Fall and did not know the reason until Martin Rodavan informed me. I then asked him to go down and tell Mr. Birch that it was all a mistake and to send the men back.

I heard later that the Deputy Marshal was on his way out to arrest me and offered to come as I

thought the ride would be too much for him. I explained everything to the Marshal on his arrival and came into town with him.

A strong argument was put up by Joe Murray for the release of the defendant but the Court bound him over to the Grand Jury under \$2500 bonds which were furnished and accepted.

## NOTICE

The misuse of justice in my case is too well known for comment. In the burden which has been put upon me there is a ray of light which fills my heart. I find more friends in McCarthy than I knew I had. I take this means to thank them all. Clifford Cayouette.

September 30

## BUSINESS PICKS UP IN REAL ESTATE

More business deals have taken place in McCarthy this week for a long time. Ben Jackson has purchased the Drug Store from J. P. Hubrick, taking the business over the first of Oct.

Mrs. Wills has purchased the Graber residence and will move in next week.

Oscar Anderson has purchased the Cole property opposite the school house.

Mrs. M. M. Cole has resigned as postmistress at McCarthy and Ben Jackson has been designated as acting postmaster until his appointment is approved. C.

F. M. Cole continues as assistant.

The magazine business of the Post Office Store, also the agency of the Aladdin Lamp Co. Has been transferred to Ben Jackson.

## FIVE SPAN STEEL STRUCTURE TO BE ERECTED

Engineer Hall of the Alaska Road Commission, paid a brief visit to the News office, preparatory to leaving here for Juneau, Mr. Hall has spent several months designing bridges applicable to the proposition and to build a steel structure right across the Nizina would cost a million dollars, consequently this idea had to be given up.

The latest design and the one that will in all probability be used, calls for a steel structure 875 feet in length, divided into five 175 foot spans.

This will practically put one over the river and from the end of the steel structure piling will be used to complete it.

The steel has been ordered & unless some unforeseen contingency occurs it will be freighted in this winter.

Besides being an engineer, Mr. Hall served his apprenticeship as a printer, but decided that the construction of bridges would be more interesting than type.

Prior to leaving McCarthy he and Con Miller made a flying trip to the lower end of the Nizina

River to ascertain the fall and rise of the river and found indications that the river raised over twenty feet last summer.

#### LOCAL AND GENERAL

Val Morrison and Pete Penoff have bought out the interests of Mrs. Wills in the Golden Lunch Counter.

Oct. 7

#### MINING NEWS

Art Powell, who is interested in several mining claims in the Nizina district, received serious injuries to his arm last Monday whilst removing some heavy mining machinery to his property on Rex Creek. Walking into town on Wednesday, he had an examination made that same evening by Dr. Mohr, at Kennecott and tho no bones were found to be broken, the muscles and ligaments were in terrible shape.

#### FOR SALE

One sewing machine. Price only \$15. To those contemplating matrimony — this is a good buy, also one wringer. At News office.

#### WEDDING BELLS

In the Commissioner's Court last Wednesday afternoon Mr. Cecil Guptill and Miss Madge E. Rogers, a charming young lady from Portland, Oregon, were united in the Holy Bonds of Matrimony by Judge Coppernoll.

Mr. Oren E. Bogart and Miss Mert Gentry were the only friends present. After the ceremony the happy

couple left for Kennecott, where they will make their future home.

#### A NEW ARRIVAL

Little Miss Eleanor Jean Tjosevig, a plump youngster weighing nine pounds, made her appearance at the Kennecott hospital last Wednesday evening at 5 o'clock. Dr. Mohr reports mother and child doing fine.

#### LOCAL NEWS

Notwithstanding the inclement weather that was prevalent this summer, Andy Taylor's hunting party returned in good spirits and well pleased with the results. Some fine heads were secured by Mr. Rindsfoos who expects to make another trip into the White River district in the near future.

George Saxton has purchased a half interest in the Alaska Cafe. He and Mr. and Mrs. Anderson will now take regular shifts.

Bill Linquist, of the pile driver crew, received a serious cut on his foot by an adz. He received prompt treatment at the Kennecott hospital.

Sal Reed was on the sick list for a short time, a piece of steel entering his right eye.

John Nickell and Sam Seltenreich left this week on a sheep hunting expedition into the Nizina Glacier district.

Oct. 14

#### REAL ESTATE DEALS

Frank Iverson has purchased the Lubbe barn and lot from Mrs. Elizabeth Lubbe. Mr. Iverson will practically rebuild this barn, making it more suitable for his business, the surplus lumber and iron roofing will be used to improve his buildings on the farm across the river.

John Amber has disposed of two of his residences to Mr. Trim. The property is located next to the Pioneer Hall. Mrs. Trim will be down very shortly from the wood camp to make her home in McCarthy, as the eldest child is now of school age.

Pending the construction of a permanent bridge by the A. R. C. across the Kennecott, Messrs. Anderson and Iverson have commenced the building of a temporary bridge, in order to haul supplies to and from their farms.

#### MINING NEWS

Warren Nelson, who arrived in town on Thursday, brings some very encouraging reports from the Dan Creek section, he has been prospecting on Copper Creek for the past year and is confident that some day it will be a producer.

On the Jack Pot group, Dexter Cayouette has a surface show of pay over 300 feet long.

This property is owned by his brother Clifford and joins Nelson's property on the East.

Martin Rodavan and wife, who are prospecting

benches on the right limit of Dan Creek have found the old Klofer and Meyers pay streak which produced such rich clean ups five years ago. This pay was known to exist but hard to locate since it had been cut off by a gulch.

The pay is about fifty feet in width and pans running from five to thirteen dollars are obtained.

The Rodavans have worked hard on this property and deserve all the good luck that will now come their way.

Bob Johnson and Charley Range will be in charge of the Dan Creek Mining Company's property this winter.

Oct. 21

Mrs. Peter Johnson has purchased two little calves which she will move to the ranch after Christmas, where she expects to make her future home.

J. P. Hubrick returned on the last train from Chitina. He secured some good views on his trip especially one of the Dwyer Inn at Strelna. Cap will eventually have the finest collection of panoramas in the Territory, as he intends to devote all his time to this work.

#### NOTICE

I am preparing to do all kinds of shoe repairing at reasonable prices. Michael Vagge, Kennecott. Opposite Recreation Hall.

Oct. 28

## Two weeks and two days in the Wrangell Mountains

BY DAVID HART

On April 3, 1997 Paul Claus of Ultima Thule Outfitters flew Anchorage climbers Paul Barry, Kirk Towner and myself from Chitina to "Bona Basin" at 10,500 feet on the upper Klutlan Glacier in the heart of the Wrangell Mountains. Directly above Bona Basin rise Mount Bona (16,550') and Mount Churchill (15,783'), two of the highest peaks in the area.

During the next two weeks we would summit four peaks. From Bona Basin we made the third ascent of Mt. Tressider (13,315') up its northern slopes (Alaska Grade 1). We also completed the first ascent of Peak 12,610 (Mt. Pandora) approaching its west ridge from the north (Alaska Grade 2). On our last day in the Basin we made a one day ski ascent of Mt. Churchill (15,783') up its southeastern slopes (Alaska Grade 1). Our final objective, Mt. Riggs (11,738'), was located 25 miles down glacier and one mile west of the Alaska/Yukon border. Before our ascent, Riggs was likely the highest unclimbed named summit in Alaska. Our chosen route was the striking south/southeast ridge (Alaska Grade 4-).

Due to the 10,000 foot gain in altitude from Anchorage, our first day in Bona Basin was spent acclimatizing in the tent. That evening we did manage an evening ski along the lower slopes of our first goal, Mt. Tressider (13,315').

Tressider was first climbed in August 1969 via two different routes on the same day: the narrow west ridge and the gentle north face. From base camp, our north face route appears

heavily crevassed and prone to serac avalanches. However, careful route finding allowed us to safely ski to about 12,500 feet where we exchanged our skis for crampons. Long transverse crevasses made for tricky route finding, but our luck held out and we reached the summit four hours after leaving base camp. Ours was the third ascent and occurred twenty-eight years after the first two ascents. Possibly the most spectacular view from the summit was the massive 8,000 foot east face of nearby University Peak (14,470'), one of the most challenging high peaks in Alaska. Less than one month later, Charlie Sassara and Carlos Buhler would make a six-day alpine style ascent of this extremely technical face, which they tentatively rated an Alaska Grade 6-. Approaching clouds cut short our visit on Tressider's summit; we were back at base camp two hours later.

Our second objective was Pk 12,610 located five miles down the Klutlan Glacier on its south side. Before our ascent it was one of the highest, if not the highest, unclimbed summit in Alaska and as such it piqued our attention. The next morning we started skiing down the Klutlan in marginal weather. A thirty mile per hour tail wind and a gentle down hill slope speeded our descent down the glacier. An hour later we had dropped 1,200 feet and began skiing up the northern flanks of Pk 12,610. Unfortunately, the weather had a different agenda in store for us. As we reached 10,500 feet the winds increased and the ceiling began to drop. Although we had wanded the entire 5 miles back to base

camp, we were not keen to continue our climb in deteriorating weather only to struggle back up the Klutlan in an increasingly persistent ground blizzard. After all, this was only the third day of our two week trip. We needed to pace ourselves! We finally cried "uncle" and headed back to the barn. Our forced march through maelstrom back to base camp was unpleasant, to say the least. Within thirty minutes of our arrival, the visibility turned to nil; we had made a good call.

What had appeared to be the start of a multi-day storm managed to blow itself out that night. By the next morning the sun was out and the clouds had vanished. Once again we roped up and headed down the glacier to re-try our luck on Pk 12,610. Within three hours we had skied to an 11,300 foot col at the base of the west ridge. To our dismay, the weather began to change again and snow flurries appeared. We didn't want to repeat this approach a third time so we quickly cached our skis, replacing them with crampons and ice axes. The crux was a sixty foot, sixty degree ice pitch directly above the col. Above that, moderate snow climbing continued up the ridge. Here we experienced our only crevasse fall of the entire two weeks when Kirk stepped into a hidden narrow slot, and ended up at eye level with the ground. After crossing over an 11,800 foot hump, easy snow slopes led to the final summit block which consisted of a small maze of crevasses and cornices. The high point was a slightly overhanging cornice block, so we chose to touch the true

summit with our outstretched arms from a safe distance.

Interestingly, the summit contours of Pk 12,610 as shown on the USGS topographic map are mislabeled. We confirmed with our altimeters that its true elevation agrees with the contours as depicted on the map, but this is 500 feet lower than its name indicates. We unofficially named it Mount Pandora, in tribute to the people and history associated with an abandoned mining claim in the nearby upper Kotsina River valley.

Once on top, the clouds dissipated, allowing us to spend over thirty minutes reveling in the views of the entire Wrangell and Saint Elias Mountains. One hundred miles to the south, Mounts Logan (19,950') and Saint Elias (18,008') towered above a sea of smaller peaks. Ten miles to our northwest, Mounts Bona and Churchill rose above all the nearby surrounding peaks. In preparation for our 25 mile ski down the Klutlan Glacier towards Mt. Riggs, we were able to scope out a safe route through the slightly crevassed upper Klutlan as it snaked its way toward the Yukon. This forethought would prove to be helpful during our descent three days later. Seven hours after leaving base camp, we returned fortunate to have made the first ascent of Mount Pandora (—12,100') via its west ridge (Alaska Grade 2).

It was only four days into our trip and we had already climbed two peaks from our base camp. We were getting spoiled by our day trips with light packs, so we opted to attempt Mt. Churchill in the same manner. Unfortunately, Paul woke up violently ill later that night. He was suffering from food

poisoning that kept him running outside all night long. Being explosively sick is hard enough in the comforts of home, but doing one's business in the middle of a dark April night with a ground blizzard plastering your britches with snow is a truly unforgettable experience. Poor Paul.

By morning, Paul was recovering and able to drink water again. Our Churchill plans would only be delayed by this one day. To our surprise, it was Kirk's birthday, and he prepared a special desert for us that evening.

We woke on our sixth morning to intermittent clouds yet again. Still, we loaded our day packs and skied from camp about 9:00 AM toward Mt. Churchill whose summit was 5,300 feet higher and six miles away. Four hours later our trail of wands extended 4,000 feet above our camp. The clouds which had until now hidden our objective instantly parted, revealing both Mounts Bona and Churchill rising from the 14,500 foot plateau. The snow was rock hard so we ditched our skis and continued the last mile across the plateau on foot. At -5°F, we were finally experiencing temperatures closer to our expectations. During the last week our night time lows had been above zero each night — a pleasant surprise.

Churchill's summit ridge is an enjoyable narrow whale back ridge rising 1,000 feet from the high plateau. Interestingly, the Volcano Division of the USGS recently discovered that the source of the famous White River Ash eruption was from a caldera on the plateau immediately east of Churchill's summit. The summit ridge actually defines the western

crater rim of this caldera. At 2:30 PM, we crested a final headwall and stood on top where we were greeted by a steady forty mile per hour wind that plummeted the wind chill to a frigid -70° F. A few pictures later, we were rushing back to the relative comfort of the lower ridge. Due to carelessness I received a bit of frost nip on my cheek. During the following week, this waxy gray patch of skin would peel off; a lesson well learned.

With boiler plate sastrugi snow covering the mountain, we agreed it would be easier to carry our skis and descend on foot. Two and a half hours later, we were back at base camp. We were amazed to have climbed Churchill in just over eight hours round trip, compared to three years ago when Paul and I spent eight days climbing the adjacent Mt. Bona. There's a lot to be said for day trips.

We were scheduled to meet another friend of ours, Harry Hunt, 25 miles down the Klutlan in two days for the second week of our trip. The next morning, April 9, we loaded up our sleds and spent two days skiing towards our final objective, the unclimbed Mt. Riggs (11,738'). As we neared our rendezvous site on the afternoon of the second day, Paul Claus flew overhead with Harry on board. After landing Harry at our new base camp, Paul flew back to us and offered to shuttle our gear the final two miles. Who were we to turn down an offer like that? Paul set down his cub next to us on the glacier and we loaded half our gear into the back. Our remaining gear would make it on a second flight. During these last two miles, the Klutlan transforms itself from a flat and snowy surface ideal for skiing to

a crevassed, icy maze which would have been hell with packs and sleds. Unencumbered, it was a joy to ski through this otherworldly landscape. Our new base camp was just off the Klutlan Glacier at 6,700 feet on the southern slopes of Mt. Natazhat, a peak which Harry, Paul, Dave Lucey and I had climbed from its opposite side the previous April.

A pleasant surprise greeted us when we arrived at base camp. Harry had delivered a care package to us courtesy of my girlfriend, Dawn. Inside were fresh oranges, home made brownies, a Taco King burrito and the current issue of a popular girlie magazine. It's hard to say which treat we enjoyed best!

On April 11 Harry, Paul and I set out towards Mt. Riggs with four days of food and fuel, while Kirk remained in camp due to a foot infection. Fortunately for Kirk, Harry brought in a course of Penicillin that would aide Kirk's recovery. Our intended route up Mt. Riggs was the south/southeast ridge, still five miles down the heavily crevassed Klutlan Glacier. As such, we were forced to parallel the glacier along the hilly lateral moraine and valley wall. Less than a mile from camp we cached our skis and continued on foot, occasionally post-holing through the quickly melting snow. That evening we placed our camp at 7,200 feet in a beautiful valley due west of the south ridge. Riggs' impressive south face loomed overhead.

The following morning at 9:00 AM, we packed up camp

intending to move up to 9,500 feet where we would place our high camp. Once we gained the south ridge proper at 9,000 feet two hours later, we could see the encroaching low pressure front we had measured on our altimeters the previous night. This convinced us to dig a cache for all of our camping gear and try for the summit then and there. After all, it was less than 3,000 feet and two miles away, and the weather might prevent another chance the next day. By noon, we had reached 9,500 feet and could finally view the 2,300 foot crux leading to the summit. Up to this point we had no idea what the upper mountain would look like. To our dismay, it appeared a bit more challenging than we had hoped for. Narrow knife-edged ridges, small cornices, three short ice cliffs, a rock band and tremendous exposure brought serious doubts to my mind. Secretly, I gave us less than a fifty percent chance of succeeding.

We roped up at 10,000 feet and began climbing the narrow and slightly corniced ridge using pickets and ice screws as running belays. Paul led out with me in the middle and Harry on the other end in case Paul wanted a breather from leading. The exposure was impressive with three-thousand foot drops looming on each side of the ridge. Two short ice bands at 10,500 feet and 11,000 feet defined the technical crux of the route. We would later rappel each of these 70' barriers on our descent. Fortunately, we were able to skirt around the rock band at mid-height. A final 300

foot 50° snow face prolonged the uncertainty of our success until the very last minute. Finally, at 5:00 PM on April 12 we could go no higher. We had succeeded in making the first ascent of Mt. Riggs via the striking south/southeast ridge (Alaska Grade 4-). As quickly as we could, we returned to our cache and then to our valley camp by 9:30 PM in light flurries, just after darkness fell.

The next morning we enjoyed a leisurely morning in the sun; the impending storm never materialized. That evening Kirk greeted us back to base camp two and a half days before our expected pick up date. His foot was improving but still infected; it would be weeks before the swelling and pain subsided enough for him to resume normal activities.

I knew my phenomenal luck with weather had to end some day. After six years and ten consecutive Alaskan expeditions without a delayed pick-up, my pay back had finally arrived. Eight hours before Paul was due to come get us, a massive low pressure system settled over the Wrangell Mountains. Fortunately the storm was short lived and Paul was only two days late in picking us up.

Our two weeks and two days of adventuring in the Wrangells did not quench our thirst for exploring these mountains. Rather, it opened our eyes to many other great climbs and ski tours yet to be done in this wonderfully remote part of Alaska.

---

**"The function of socialism is to raise suffering to a higher level"**

**— Norman Mailer**

# All Alaska High School Reunion

## Honoring 1920 All Teacher & Student Classes 1997 July 18th, 19th, & 20th, 1997

BY INGER RICCI

"I'm really here!" I told myself as I checked into the Ramada Inn in North Seattle on July 18th. I hadn't even considered going to the "All Alaska high School Reunion." But then, when Richard Osborne, another "Kennecott Kid" urged me to go; and especially when Sissy Lommel Klueh was going to be there, I began to think about it. And then, when my husband suggested that I go, that was all I needed! Sissy Klueh is the author of the new book, "Born in Kennecott," and I hadn't seen her in 60 years

I had arrived there in plenty of time to join the bus taking us on a Harbor Luncheon Cruise. It was a gorgeous day! We joined many others on the boat and after considerable time, we enjoyed the luncheon buffet, but were still at the dock upon finishing our meal, and an announcement was made that there was engine trouble and we would not be going around the harbor after all. The bus had been summoned to come for us. As the day was so lovely, I decided to go for a walk along the waterfront. Imagine my surprise and dismay when I returned and found the boat gone. The bus arrived and our driver wondered where everyone had gone. A little patience on my part, and I, too, would have had my harbor cruise. Half an hour later, we were all

reunited and returned to our hotel. The pool beckoned and I had an enjoyable swim and then visited the hospitality room to renew old friendships.

July 19th, those who wished, took the bus at 9 for Pier 57's arrival of the Portland with a "ton of gold" from the Yukon re-enactment of 100 years ago. After my previous day's experience I decided to stay put and enjoyed swimming, shopping, and just relaxing. At 4 we were taken to the Lake City Elks for a Happy Hour and Banquet. I quickly reserved a table for "Kennecott Kids" and stationed

about given up on any others when Ruth Neiding Edwards arrived. She is a resident of Seattle and though I remembered her name, and had been to her home in Kennecott, I didn't really remember her. After all, 70 years ago? She was truly delightful. It was a lovely evening with good food, door prizes, lots of visiting, and some dancing. The earliest year graduate was 1924 and she was given quite an ovation.

July 20th, all those going to the picnic at the American Legion Memorial Park in Everett either car pooled or were driven in a van. It was another beautiful day and there

were flowers everywhere. I rode with Sissy and her husband, Ted. The park was an ideal place for our picnic. Friends formed groups here and there under the trees. I was the first of the Kennecott Kids to arrive, along with Sissy, so we were able to greet each new arrival. We were 8 in all; a very good turnout. There was lots of good food and visiting, story telling and laughter.

Our group consisted of

Richard and Barbara Osborne, Eleanor Tjosevig Eidemiller, Sissy Lommel Klueh and her husband Ted, Mildred Erickson Reis, Yvonne Konnerup Lahti, Eleanor Gruber Smith and her sister, Vivian Gruber Kent. All were from the state of Washington except for yours truly,

Inger Jensen Ricci from Alaska



Photo courtesy Inger Ricci

All Alaskan High School Reunion Picnic.

Eleanor Gruber Smith, Mildred Erickson Reis, Inger Jensen Ricci, Yvonne Konnerup Lahti, Richard Osborne, Eleanor Thosevig Eidemiller, Vivian Gruber Kent, Sissy Lommel Klueh.

myself where I could check out each new arrival. The first to arrive was Richard Osborne and his wife, Barbara from Port Angeles. This gave me an opportunity to become acquainted with Barbara. Finally I spotted Sissy Klueh and would have known her anywhere! What a thrill it was after all those years. We had

## "Free the Chickens" campaign takes off

In our last issue, Bonnie reported in her *Items of Interest* column about the Free the Chickens campaign. Seems the shuttle van drivers missed showing off Jeannie Miller's free-ranging chickens to all the tourists.

"She informed me the drivers were searching for yellow arm bands to wear in protest of Jeannie's stand on keeping her chickens locked up," says Bonnie. "They are demanding she 'loose all chickens' to meander in the road between McCarthy and Kennicott. The band of critters provide a form of amusement for the van occupants, declare the drivers. Jeannie's side of the story is her garden is still in the infant stage and she refuses the chickens' free range of this protected site. I'll try to keep our readers updated on the outcome of the protest!"

Well, we heard from van driver Dave Hollis. He showed us his yellow arm band, and gave us a poem and a picture of the display he has set up on the roof of his car! "The campaign to free the chickens is gaining momentum," says Dave. "I'm organizing a rally and a raiding party to set them free!"

Free the chickens  
the shuttle drivers say  
Free the chickens  
and make the tourist day.  
Let the hens  
out of the pens,  
Let the roosters roam.  
100 chickens in the road,  
but we won't hit 'em,  
it's the shuttle drivers code!  
— Hollis



Photo courtesy Dave Hollis

This FREE THE CHICKENS display is mounted on the roof of Dave's '74 Cutlass — which also pulled the Kid's float in the July 4<sup>th</sup> parade in McCarthy.

---

### Copper River & Northwestern Railway 1998 Calendars

12 laser printed photos — some never before published — all suitable for framing.

Only \$10 each. Please add \$1.50 per order a&h.

WSEN McCarthy #42, Box MXY, Glennallen AK 99588

---

# Solar Power

BY ED LACHAPELLE

This is the first of two articles on generating electricity from the sun. It will discuss the general principles. The second article will give more specific details about hardware and design methods.

The reader is referred to previous WSEN articles on Do-It-Yourself Electric Power (WSEN March-April 97) and The Care and Feeding of Lead-Acid Batteries (WSEN November-December 96). Both of these articles provide useful background information for what will follow.

A solar power system uses photovoltaic

panels to convert solar radiation in the visible part of the spectrum into electricity. These panels use various forms of silicon crystals to extract around 12 to 15% of the sun's radiant energy and deliver it as an electric current. This current can be consumed directly (some water pumps do this), but, owing to the irregular nature of sunshine, it usually is stored in batteries which in turn furnish a steady source of current for end uses. The batteries thus serve as an electrical flywheel that smooths out the daily variations in sunlight.

An even better analogy to understand a solar power system

is the modern automobile. Both are highly reliable if properly maintained (the solar system requires much less maintenance). An automobile derives its energy from gasoline stored in the gas tank. Driving uses up the fuel, which must be replenished from time to time at a gas pump. If the fuel is used faster than it is replenished, eventually the auto comes to a stop. In a solar system, the batteries are the gas tank and the photovoltaic panels are the gas pump. The same idea applies—if power is withdrawn faster on average than the sun sends it in, the system eventually will shut

examples from working systems.

Figure 1 outlines in block diagram the basic components of a solar power system.

The PV panel array, usually mounted in a location with good solar exposure, sends an electric current through heavy wires to the **charge controller**, which adjusts the amount of current sent to the batteries to match their state of charge. When battery charge is low, the full array current is delivered. The main purpose of the charge controller is to prevent overcharging when the batteries come up to full charge ("the gas tank is full"). Controllers designed for use with lead-acid batteries, the only kind discussed here, slowly reduce ("taper") the charge rate as the batteries come up to full charge, then maintain a low ("trickle") charge to offset the batteries' tendency to self-discharge. This is the ideal. In real solar power systems in the real world, with variable sunlight and constant switching in and out of loads, this ideal trickle charge is seldom achieved.

In all but the simplest charge controllers, the voltages at which the charging is started and stopped (the "set points") are user adjustable. Correct selection of the set points is important for optimizing system and battery performance. It depends on load patterns, solar climate and average battery temperature.

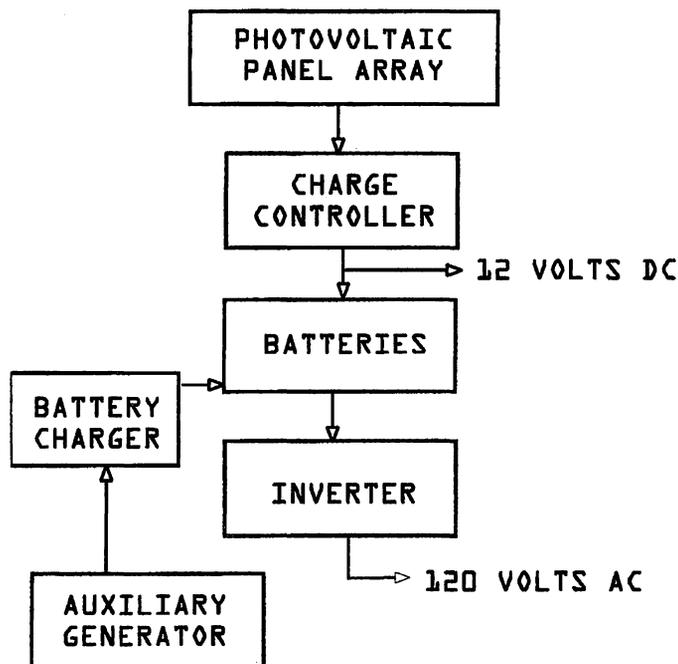


FIGURE 1

down. The key to system design is to balance the number of photovoltaic panels with battery size, expected power demands and the way local climate affects available hours of sunlight. Part II of this article will furnish hard number data for design and give

examples from working systems.

A simple DC power system usually operates at 12 volts, with loads connected to a 12-volt battery bank. This voltage is preferred because the auto and RV industries provide a wide range of lights, appliances and accessories designed for 12 volts. For light loads such as lamps, radio, stereo, perhaps a laptop computer, as might be found in a weekend cabin, the 12 volt DC system may be all that is needed. Small, starter solar power systems like this are often chosen as excellent fire insurance replacements for candles, kerosene and propane lamps.

The **inverter** converts low voltage DC from the batteries to 120 volts AC. Properly sized and supported by appropriate batteries, the modern, sophisticated inverter can start and run most power tools, kitchen appliances, refrigerators, washing machines and water pumps. A solar power system for a full-time residence should be built around an inverter that can supply 120 volts AC to a standard electrical service entrance and house wiring, bypassing entirely the use of 12 volts DC.

The alternating current generated by the inverter simulates the pure sine wave AC from a grid power system. In a **modified sine wave** inverter, the simulation is only approximate. This works well for most applications, but some appliances and electronics have trouble running on this kind of AC. A **sine wave** inverter very closely approximates pure sine wave AC, producing power almost indistinguishable from grid

power. A modified sine wave inverter is more efficient (converts more battery power to usable AC) than a sine wave inverter of the same capacity and costs less. The choice is a trade-off between function and cost. All inverters generate radio frequency interference, especially in the AM and lower-frequency shortwave bands. This can be minimized by careful design during installation, but is difficult to eliminate entirely.

The **battery charger**, supported by a gasoline or diesel generator, provides essential backup to keep the batteries charged during long periods of cloudy weather or, especially at Alaskan latitudes, during the very short days of mid-winter. In principle it is possible to collect and store enough solar energy to avoid back-up generation entirely, but the size of PV array and batteries required make this unreasonably expensive. A typical solar power system might produce 80 to 90% of required power, with the balance furnished by a backup generator. Such a generator might operate a few hours each week in mid-winter to keep the batteries up.

Owing to the electrical characteristics of battery chargers, it is important to use them with generators large enough to maintain full input voltage to the charger even when carrying other heavy loads, a common practice during a battery charge cycle. Generators of three-kilowatt capacity or more work best. The larger models of inverters are usually available with a built-in battery charger, eliminating the need

for this as a separate unit.

An essential part of any solar system design is the selection of energy-efficient loads. Ordinary incandescent lamps and many household appliances waste a lot of electrical energy. Asking the sun to make up this waste adds an expensive increase in system size. It is much better to reduce the power demand.

High-efficiency fluorescent lamps are essential, especially during the long arctic nights. Freezers and refrigerators are usually the biggest power hogs in a household, requiring super-efficient models if they are to be supported by solar power. Using electricity to generate heat should be avoided, as in water or space heaters. Small appliances which generate heat for only short periods, like a toaster or coffee pot, can usually be handled by a well-designed residential system.

The block diagram of Figure 1 omits significant details such as junction boxes, fuses, disconnect switches and grounds. These are very important to safe and reliable system operation and should never be omitted during design and construction. The National Electrical Code should be followed, not just because it is the law of the land throughout the State of Alaska, but as a common-sense safety measure. Large lead-acid batteries store a big package of energy than can be discharged almost instantaneously through a short-circuit, with disastrous consequences. A screwdriver vaporized is an awesome sight—and a dangerous one.

---

**"In matters of style, swim with the current. In matters of principle, stand like a rock." — Thomas Jefferson**

**Copper Valley Cellular  
has a gift for you that keeps  
on giving all year long —**

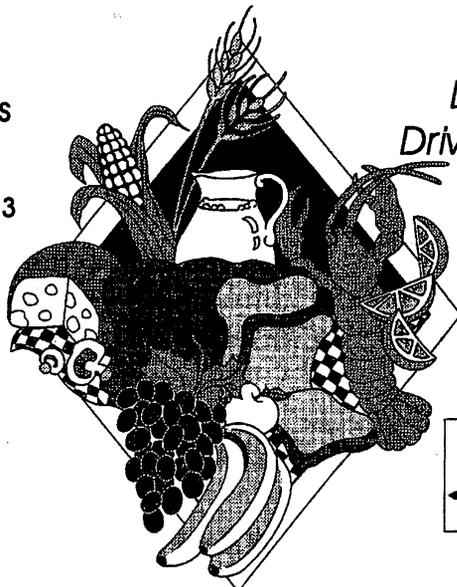


**Another great deal from Copper Valley Cellular—  
the company that you own!  
1-800-235-5414**

## **Copper River Cash Store**

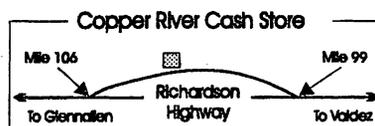
We handle BUSH ORDERS  
with SPECIAL CARE!  
PO Box E  
Copper Center, AK 99573

We take VISA  
Master Charge  
Alaska Option  
FAX 822-3443



Everyday  
LOW PRICED ITEMS:  
Drive a little & SAVE \$\$\$\$

Stop by and Check  
for the Weekly  
IN-STORE SPECIALS



Downtown Copper Center 822-3266  
Store Hours 9 am to 7 pm, Monday - Saturday



## Service Oil & Gas

### RESIDENTIAL ● COMMERCIAL

- Heating oil
- Gasoline and Diesel Fuel
- AvGas and Jet Fuel
- Chevron Lube Oils and Greases
- Fuel Tanks and Accessories

*Service sometimes  
means going more than  
the extra mile.  
"We appreciate all our  
BUSH CUSTOMERS"*

**For the First Name In Service, Call  
SERVICE OIL & GAS**



## Chevron

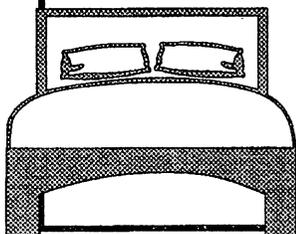
PHONE: 822-3375  
Mile 188.5 Glenn Highway  
Box 276  
Glennallen, AK 99588

## ***We have moved to better serve you!***

Now you can drive and park near our comfortable, private cabins located on the McCarthy Road ½ mile from the Kennicott River—no need to carry your luggage over the river.

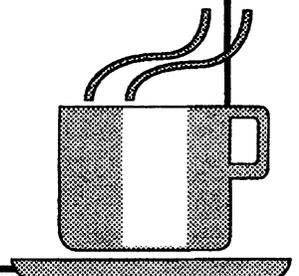
We serve a hot breakfast and offer custom tours and plenty of information on the local area.

## **McCarthy Trail Rides B&B**



*John Adams  
PO Box MXY  
Glennallen, AK 99588*

**(907) 554-4433**



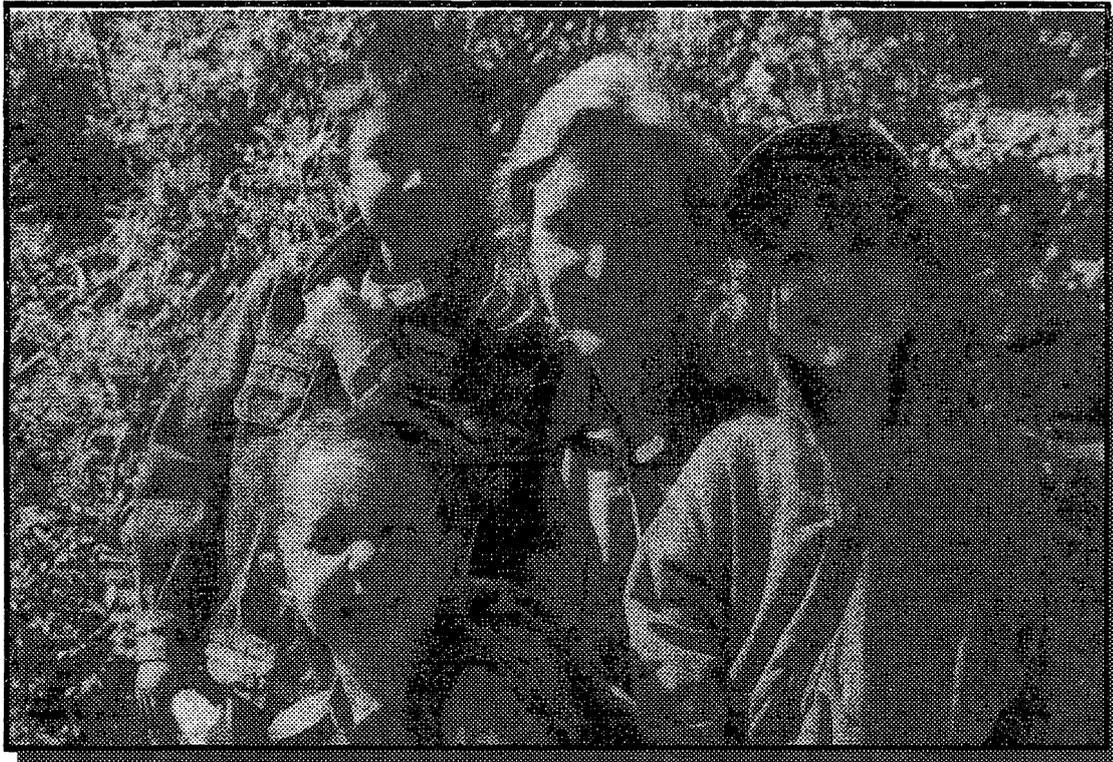


Photo courtesy Susan Bosshard

McCarthy:—July 13 was “A day for the kids,” say NPS Ranger Kris Rueter. Cynthia Shidner gave Kris a helping hand on leading thirteen kids and 7 adults, made up of visitors and local kids, on a nature hike and a round of learning games. The NPS event included a hike up the Kennicott River to the base of Fireweed Mountain. Kris is posing here with “kids” Malcolm Vance Jr., Tessa Bay and Tana Bosshard.

## Historic Kennicott Bed and Breakfast

Come experience the Wrangell St. Elias Park while staying in our 1918 Kennicott Mine house. We are located on Silk Stocking Row in the Old Town of Kennicott.

Your hosts Michael P. McCarthy and Laura Bunnell welcome you.

Call or write for Information  
907-554-4469

Historic Kennicott Bed and Breakfast  
McCarthy #4 Box MXY  
Glennallen, Alaska 99588  
e-mail kennicotbb@aol.com

## ST. ELIAS ALPINE GUIDES



Full range of guided trips available  
Phone (907) 277-6867

*Bob Jacobs, Owner, Certified Alpine Guide*

## Glennallen Building Supply



*We deliver to McCarthy*

Box 729 • Glennallen, AK 99588  
(907) 822-5005 fax 822-5883

# Cooking with Carly

BY CARLY KRITCHEN

I think that gardening in Alaska has to be one of the bigger challenges for people who wish they had a green thumb (like me!).

Every year I think I have the perfect garden planned, but at the end of every summer I always have too much of one thing and not enough of another.

Last summer, for example, I grew so many cabbages that we ate coleslaw until it was coming out of our ears, and then stored about 20 heads in the root cellar. I think I used every cabbage recipe that was ever invented before the end of winter, and invented a few of my own. We were pretty tired of cabbage.

This summer, I was way more conservative in the number of cabbages that I planted. In the space that I saved I planted an extra row of peas, and also rearranged the rest of the rows and planted extra parsley, carrots, and green beans. Now I'm inundated with peas and parsley (the horses can take care of the extra carrots!), but still didn't grow enough green beans. Guess it's back to the drawing board for next year's garden.

These recipes are all for hearty salads that are perfect for using up some of the extra produce that you may have in your own garden.

*I love this recipe - it's so easy to fix, and I think you'll agree that home-grown tomatoes are one of the best things about summer!*

## Fresh Tomato Salad

4 ripe tomatoes, sliced  
1 bunch red-leaf lettuce  
½ cup plain yogurt

1 Tbsp. fresh dill  
1 Tbsp. fresh onion, minced  
1 Tbsp. lemon juice  
½ Tbsp. garlic, minced  
salt and pepper to taste

Arrange tomato slices on top of red-leaf lettuce leaves on a serving platter or shallow salad bowl. Whisk yogurt, dill, onion, lemon juice, and garlic in a small bowl, and drizzle over the tomatoes. Lightly salt and pepper. Serves about 4.

*Here's a recipe for a potato salad that's a little different - it's just delicious made with new potatoes from your garden.*

## Green Bean and Curried Potato Salad

18 small new potatoes  
1 Tbsp. curry powder  
1 tsp. cumin seed  
1 Tbsp. salad oil  
½ cup chicken broth  
⅓ cup rice vinegar  
¾ lb. green beans  
¼ fresh mint  
2 Tbsp. fresh dill  
salt and pepper to taste

Scrub potatoes. Cook in boiling water until tender, about 20 minutes. Drain; then cut in half. Place in a large salad bowl. In a small pan heat curry powder and cumin seed in salad oil just until curry smells slightly toasted. Add chicken broth and rice vinegar. Mix seasoning mix with potatoes, and add salt and pepper to taste. Let stand about 20 minutes, mixing occasionally. Pinch the stem ends from green beans, and cook until tender crisp, about 15 minutes, then drain. Sliver fresh mint and dill. Then mix beans, mint, and dill with potato mixture. Chill. Serves about 6.

*This is a good carrot salad to serve with dinner - it's not sweet!*

## Grated Carrot Salad

½ lb. carrots  
½ Tbsp. olive oil  
1 Tbsp. fresh lemon juice  
1 clove garlic, minced  
2 tsp. fresh chives, chopped  
salt to taste

Peel carrots and grate with the large side of grater. Transfer to a salad bowl and stir in the olive oil, lemon juice, garlic, chives and salt. Serves about 4.

*I love Tabbouleh, but I'm not really fond of the mint that's in the traditional recipe. Here's a recipe I got from a friend that uses broccoli instead of mint!*

## Tabbouleh Vegetable Salad

1 cup bulgur wheat  
2 cloves garlic, minced  
1 ½ tsp. pepper  
¾ cup lemon juice  
1 cup chopped red onion  
2 Tbsp. olive oil  
¾ lb. broccoli  
2 tomatoes, chopped  
¾ cup fresh parsley, chopped  
1 15 ½ ounce can garbanzos, rinsed  
1 carrot, shredded

Combine bulgur, garlic, pepper, and 1 ¼ cups hot water in a large bowl. Let stand until cool, about 10 minutes. Add lemon juice, onion, and oil; let stand until bulgur is tender, about 20 minutes. While bulgur is standing, cut broccoli florets into small pieces, and chop the tender parts of the stems. When bulgur is tender, stir in broccoli, tomato, garbanzos, and shredded carrot. Add salt to taste. Serves about 8 salad size servings.

---

**"To make a good salad is to be a brilliant diplomatist—the problem is entirely the same in both cases. To know exactly how much oil one must put with one's vinegar." —Oscar Wilde**

# A LOOK AT THE WEATHER

BY GEORGE CEBULA

June and July 1997 were sunny and warm until the rain arrived in mid July. From June 22nd to July 6<sup>th</sup>, there were 12 days in a row and 14 of 15 days with a high temperature of 80 or above. The high temperature for June was 84 on the 26<sup>th</sup>, 27<sup>th</sup>, and 30<sup>th</sup> (81 on June 23, '96 and 82 on June 11, '95). The low was 26 on June 2nd (26 on June 15, '96 and 24 on June 2, '95). The average temperature for June was 54.8. This compares to 52.1 in June 1996 and 53.3 in June 1995. The total precipitation was 1.58 inches. This was close to the 1.35 inches in June 1996 and 1.63 in June 1995. *Silver Lake had a high of 85 on June 28<sup>th</sup> and 30<sup>th</sup> (83 on June 24, '96 and 84 on June 12, '95) and a low of 29 on June 2<sup>nd</sup> (31 on June 6, '96 and 28 on June 2, '95). The average June temperature at Silver Lake was 55.8 (53.5 in 1996 and 53.4 in 1995) and the total precipitation was 0.66 inches (0.60 inches in 1996 and 1.50 inches in 1995).*

July was warmer and wetter than last year. The high for July was 84 on the 1<sup>st</sup> (80 on July 19, '96 and 80 on July 7, '95). The low was 37 on July 10<sup>th</sup> and 11<sup>th</sup> (35 on July 18, '96 and 35 on July 15, '95). The July average temperature 58.4, compared to 56.2 in 1996 and 56.6 in 1995. The total July precipitation was 3.49 inches (2.09 inches in 1996 and 3.36 inches in 1995). *Silver Lake recorded a high of 83 on the 2nd (80 on July 19, '96*

*and 81 on July 22, '95) and a low of 41 on the 10<sup>th</sup> and 22<sup>nd</sup> (39 on July 4, '96 and 37 on July 31, '95). The average July temperature at Silver Lake was 59.9, compared to 57.2 in 1996 and 57.1 in 1995. The total precipitation recorded at Silver Lake for July was 1.75 inches (0.82 inches in 1996 and 3.41 inches in 1995).*

Erie Lake dumped its water into the Kennicott River on July 10<sup>th</sup> with only a slight rise in the water level at the new foot bridge on the west channel. Hidden Creek Lake waited until August 8<sup>th</sup> to release its water. The water in the Kennicott River began to rise about noon and crested about 4 a.m. the next morning. The increase was more than 3 feet in 16 hours. The foot bridge survived its first major test and the water was on its way down by 8 a.m. The river was back to its normal level by the morning of August 10<sup>th</sup>.

The rain continued on the 10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup>. By Tuesday morning almost 0.80 inch of additional rainfall had been recorded and McCarthy Creek was beginning to turn brown and rise. It continued to rain and by Tuesday evening the walking bridge across McCarthy Creek was gone. Wednesday morning an additional 0.30 inch was recorded, however heavier rainfall was observed at Kennicott and East of McCarthy. By midday Wednesday, McCarthy Creek was coming up rapidly, and National Creek at Kennicott was doing the

same. There was some question as to whether the Power House would get flooded. Bob Jacobs had the pumps running through the night and by Thursday morning the rain had stopped and the water level was slowly receding. The water never went over its banks, but an old cabin just up the creek from the Power House was dumped into the creek Thursday morning as the ground under it was washed away. An old railroad flat car set into the creek as a bridge, just opposite the Power House survived. Meanwhile things at Kennicott were getting out of hand. The only source of water for the local area, National Creek was over its banks and full of mud. Water had to be hauled from McCarthy for the next few days until the water level got back to normal. According to local residents, the last time a flood of this magnitude was observed was in 1985. You might say this was a 12 year flood. Total recorded rainfall for the four days was more than 1.75 inches.

The greater part of August has been cloudy and wet, with plenty of rain. Its about time to think about covering the plants in the garden. The first frost and freeze was observed on the 20<sup>th</sup> with a low of 29 degrees.

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

---

"There often seems to be a playfulness to wise people, as if either their equanimity has as its source this playfulness or the playfulness flows from the equanimity; and they can persuade other people who are in a state of agitation to calm down and manage a smile." —Edward Hoagland

# FOR YOUR CONSIDERATION

## QUESTION:

Does the Alaska Department of Transportation and Public Facilities (DOT&PF) have the statutory authority to post signs on the Kennicott River footbridges that effectively prohibit the public from walking small motorbikes or small three wheel and four wheel ATV type vehicles across?

## DISCUSSION:

The DOT&PF would have the authority to accomplish this providing it could justify such a restriction is in the best interest of public safety. In cases such as this, broad interpretation of "public safety" can be used. For instance, if the prohibited usage would be detrimental to the bridge resulting in premature wear or failure or if such a vehicle, in the process of being pushed across, would pose a danger to life and limb of other pedestrians.

In either instance, from a safety standpoint, it appears unlikely that the DOT&PF would be able to demonstrate that the activity in question would differ from a number of authorized uses of the bridge. For instance, pushing loaded freight carts, riding bicycles, carrying lumber, or leading domesticated animals (horses)

certainly would pose the same degree of hazard.

## ANSWER:

In using such a broad restriction, the DOT&PF probably intended to accomplish a dual purpose:

1. Certain types of larger vehicles, particularly those under power, could pose a danger to the public, therefore the DOT&PF's statutory authority clearly allows it to restrict this type of usage.

2. DOT&PF likely acquiesced to demands by residents on the east bank of the Kennicott River. It is common knowledge, in the McCarthy area, that some east bank residents requested the State to prohibit all motor vehicle access via the bridge. This included small motor bikes and small three and four wheel motor vehicles. Land on the east bank lies outside of any

organized political subdivision and residents there use all types of vehicles.

The DOT&PF does not have authority to restrict such use of the bridge in deference to a select class of local residents.

This misuse of statutory authority violates the State of Alaska's constitution as well as the discriminatory provisions placed in the grant agreement under which the State of Alaska received Federal funds to construct these foot bridges.

## SOLUTION:

The DOT&PF should replace the sign. The replacement sign should prohibit all vehicles under power. Bicycles should not be allowed if ridden across. It should also restrict use of the bridge by oversized vehicles and other objects where weight and wheel loading may damage or eventually result in damage to the bridge deck.

## ALASKA ADMINISTRATIVE CODE

### TITLE 17. TRANSPORTATION AND PUBLIC FACILITIES

#### CHAPTER 25. OPERATIONS, WHEELED VEHICLES

Current through March 31, 1996 (Register 137)

#### 17 AAC 25.100. ROAD CLOSURES AND RESTRICTIONS.

(a) The Department of Transportation and Public Facilities may prohibit the operation of vehicles upon any highway or may impose restrictions on any aspect of vehicle operation on any highway whenever the highway, in the judgment of the commissioner, may be seriously damaged or destroyed by such operation or whenever it is deemed necessary by the commissioner in the interests of safety to the traveling public. The restrictions shall be effective after due notice has been given to the public except in an emergency requiring immediate action.

(b) Except for steering axles, whenever weight restrictions imposed by the commissioner or the commissioner's representative are stated as a percentage of legal allowable weights, the percentage shall be applied to the maximum allowable axle loading of > 17 AAC 25.013(a)(2).

# LETTERS TO THE EDITOR

July 14, 1997  
Wilmington, N.Y.  
WSEN,

Enclosed is my check for \$10 for a subscription to the "News." I am very interested in articles about Kennecott and the closing of the Copper River and Northwestern R.R.

I have written a book about the Copper River and Northwestern R.R. and its Chief Engineer, Erastus Corning Hawkins. I am enclosing a brochure. You and your readers will enjoy the account of the building of the railroad, and also the White Pass and Yukon R.R.

Very truly yours,  
Alfred O. Quinn

*Editor's note: We bought a copy of Iron Rails to Alaska Copper this past year and hope to do a review in an upcoming issue of WSEN. Stay tuned!*

been able to fly around and to visit Yakataga and Cordova. And I am very grateful to them for their hospitality and kindness as well as the other people that I have known. I have been a traveler for many years, but there is no other place in the world that has made me feel like I have here. I have seen such beautiful things that sometimes unconsciously I almost have forgotten to breath.

Now, I am looking at the mountains that have joined me everyday. I will be gone in a few hours and I will have more weight in my suitcases and in my memories, but my heart will be lighter because I leave a piece of it here.

I am almost half-way around the world from my country, but I have felt so at home, how could I not miss this land? The people I have known have opened their arms

and their homes to me. It has been always a smile and a stop in your everyday duties to talk with me, so how could I forget you?

Even if the sun is shining when I leave, in my heart it will be raining. I don't want to say goodbye, I just want to say thanks a lot and see you soon!

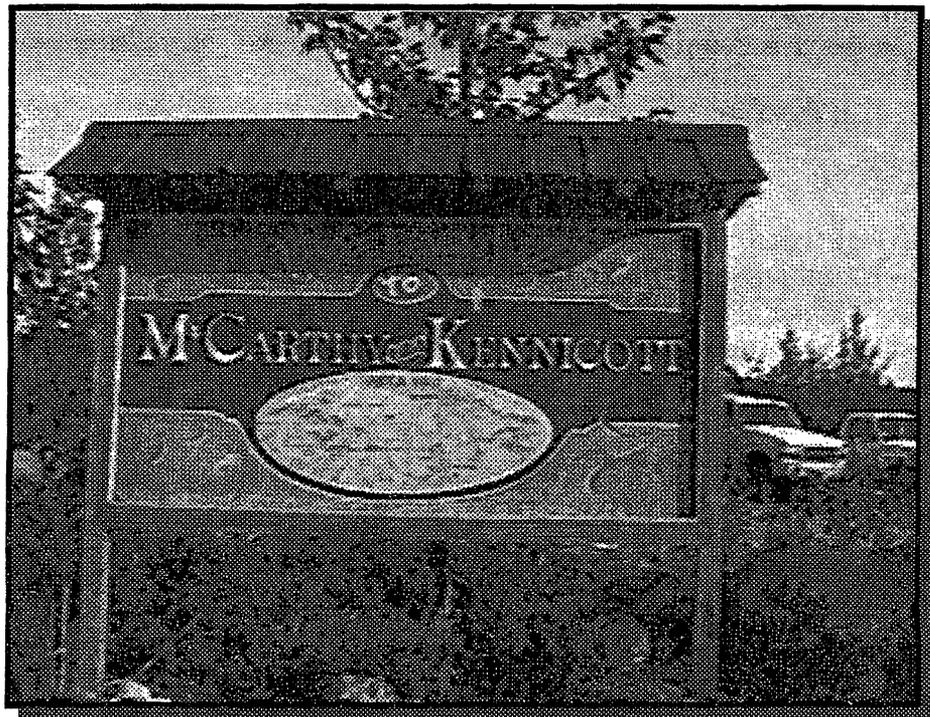
Dolors Oriola

*Editor's note: Dolors is a music teacher in Solsona, a town of 7,000 in Catalonia located in the NE portion of Spain. She heard about McCarthy and the Edwards through Steve Dodd of Liverpool, England who also spent time in our area. Steve is now living in Solsona and is Dolors' English teacher. Dolors, be sure to let me know when you plan on returning. I'll dust off my accordion and take some lessons from you! You are missed.*

August 6, 1997  
Swift Creek  
WSEN,

I came here on July 7<sup>th</sup>. At last I was in Alaska, after a quite problematic travel since I arrived at New York on June 27<sup>th</sup>. But nothing had prepared me for the wonderful things I have encountered here.

I remember my first mail day, the day I saw a glacier for the first time in my life, my first trip in a small plane and, of course, my first meeting with a black bear! A lot of new things that have become so familiar for me. I have been able to learn new things every day and this is very valuable for me. As many of you know, I have been a guest of Jim and Audrey Edwards and it has been great. With them, I have

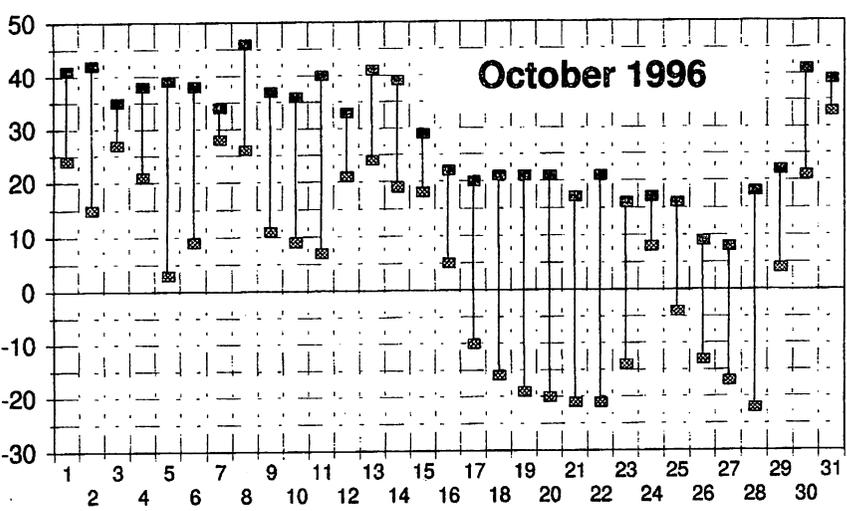
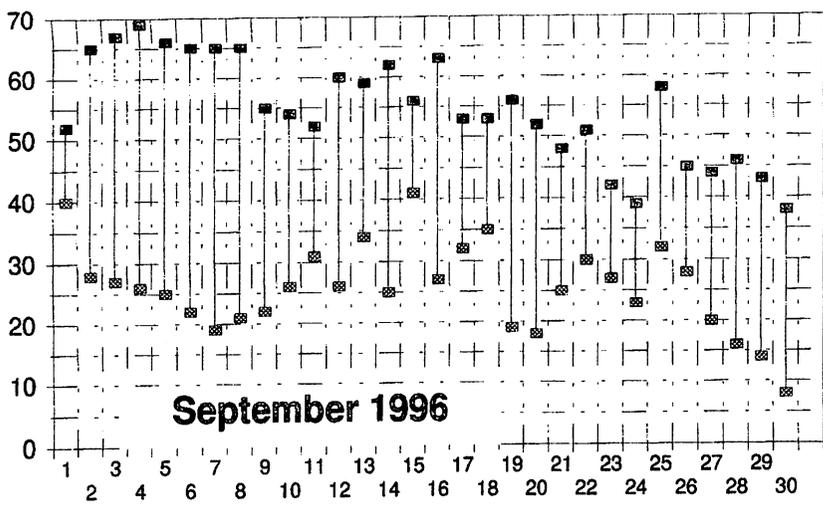


WSEN staff photo

Visitors to the area are now greeted by this new sign, courtesy of the Kennicott-McCarthy Chamber of Commerce. The sign is at the approach to the Kennicott River Bridge.

*Weather - What can we expect?*

Wrangell St. Elias News  
 McCarthy  
 PO Box 1111  
 Glennallen, AK 99588



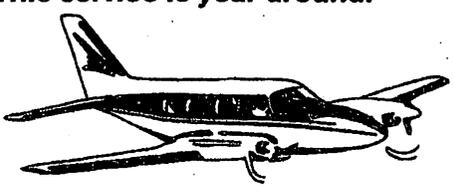
*Scheduled Air Service from Anchorage to McCarthy  
 with stopover in Gulkana!*

**Now you can leave Anchorage at 8:30 on Wednesday or Friday morning and arrive in Gulkana at 9:45, McCarthy at 11:00. Or, you can leave McCarthy at 11:15 and be back in Anchorage by 2:00pm the same day! (Leaves Gulkana at 12:45)  
 This service is year around.**

Rates:

Gulkana/McCarthy	\$56*
McCarthy/Gulkana	\$56*
Gulkana/MayCreek	\$60
May Creek/Gulkana	\$60
Anchorage/Gulkana	\$105*
Gulkana/Anchorage	\$105*

\* Ask about special round-trip rates  
 Baggage allowance 40 lbs.  
 (charge for excess baggage)  
 Rates do no include tax @ 10%



RESPONSIBILITY FOR DEPARTURES, ARRIVALS, CONNECTIONS.  
 Ellis Air will not be responsible for damages resulting from the failure of flights to depart or arrive at times stated in this timetable, nor for errors herein, nor for failure to make connections to other airlines or of this company. Schedules are subject to change without notice. Schedules shown are based on expected flying times. Because weather and other factors may affect operating conditions, departures and arrivals cannot be guaranteed.

*Ellis Air Taxi, Inc.*

Phone 822-3368  
 800-478-3368

**Gulkana Airfield Box 106, Glennallen, AK 99588**