

# Wrangell St. Elias News

*"Eternal vigilance is the price of liberty"*

Volume Thirteen Issue Five

September & October 2004

Two Dollars

## Special history issue

### CENTENNIAL PROJECT

### McCARTHY'S 100 YEARS in the WRANGELLS

The Barrett's & the  
founding of McCarthy  
page 6

Al Swalling—1910-2004 page 10

The Chitina Leader—1912 page 18



## A note from the publisher

BY BONNIE KENYON

It is August 31<sup>st</sup> and except for a minimum temperature of 27 degrees night before last, summer is still hanging on in the McCarthy area. Most summers I watch for those sudden freezing nights and keep the row cover nearby to protect plants such as zucchini from coming to an early end. This year I did not need it – at least not until the other night. The zucchini plants and the potato plants were not impressed, but, then, after all it is almost September. Many of our trees are turning yellow, earlier than usual, and locals are saying it is because of the unusually hot temperatures this season. Whatever the reason, it has been a wonderful summer and we are being able to enjoy the fall colors and still bask in the 70 degree temperatures.

Rick and I want to thank all our readers for their kind remarks about the improvements in our printing quality since our upgrade in equipment. The new equipment has made our lives a bit easier as well!

We also have heard from many of you how much you appreciated the last two issues' coverage on the Kennicott River Service Bridge by Laurie Rowland. The bridge has truly been a wonderful addition to our local infrastructure and we have heard only praise from our neighbors. It has made their lives easier and more productive.

In this issue (page 6) we resume the *Centennial Project* written by Doug Miller. Doug explores the founding of McCarthy with a special look at John and Josephine Barrett. We encourage readers with special knowledge of area history to contact Doug and collaborate on future installments of the Project.

On page 10, Kenny Smith gives us a personal look at an Alaskan

legend, Al Swalling. Not as well known around McCarthy as some other figures, Al worked for the Copper River & Northwestern Railway for many years. In fact he was in charge of all structures (except bridges) along the railway from Cordova to Kennicott.

We continue to bring you excerpts from *The Chitina Leader* on page 18. During McCarthy's early years this was the only newspaper reporting on the area mines and social happenings.

Long-time subscribers (more important, friends) John and Susan Bury and their daughter Katharine paid us and the McCarthy area a visit. John was instrumental in introducing our family to amateur radio soon after our arrival in the McCarthy area during the late 70's. After telephone service arrived and we were able to call family members, our ham radio days slowly phased out. With John's visit, however, the spark was renewed and Rick dug out all the old equipment and it is now in operation again.

While the men talked old-times and John tuned Rick in on new upgrades to our late hobby, Susan and Katharine registered as contestants in the Half Marathon race (page 31). Although they didn't win, they did finish the course and are vowing to return next year. Next time they will bring friends and additional runners.

WSEN welcomes aboard the following subscribers: Richard Haggerty, VT; Ruth Otto, IN; Sharon White, GA; Mary Frances DeHart, AK; Katharine McDaniel, TX; Donald and Judy Morfield, AK; Dick and Mary Bishop, AK; Ron Adler and Susan Weston, AK; Lorraine Jallen, AK; Spike and Pearl Jorgensen, AK; Charles Sanitra, VA.



WSEN staff photo

John Bury, KL7QZ, works a "LEO" amateur satellite from our front yard.

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# Items of Interest

BY BONNIE KENYON

**Don, Lynn, Sarah and Rene Welty:** There is so much going on at the Welty homestead that I'm not sure where to begin. I just got off the phone with Rene who is minding the home front while the rest of her family is at work at their various jobs in the community. The Welty family just returned from a 5-day backcountry trip to Granite Creek located near the Bagley Icefields. Daughters Sarah and Rene were flown in 2 days prior to Don and Lynn. According to Rene, the girls did the "whole camping scene" -- complete with bear gun -- just in case.

A major surprise dropped in on them (not a bear, thank goodness!) in the form of Eli Potter, guide with St. Elias Alpine Guides. "Dad" provided the young ladies with their own personal rock-climbing expert.

Later Don and Lynn flew out to meet up with Sarah and Rene. The foursome spent the next 3 days hiking, exploring new territory and making the most of their special family time in the midst of a very busy summer season.

The end of August will bring forth a variety of changes for the Welty family, says Rene. She and her dad will leave for hunting camp where she will work as an assistant cook. Sarah leaves for college at the University of Alaska-Fairbanks. Lynn will oversee the operations of their homestead and begin making preparations for the upcoming winter months.

My chat with Rene produced a terrific item of interest that carries with it my heartfelt congratulations. Instructor/pilot Martin Boniek, with Wrangell Mountain Air, has been giving Rene flying lessons this summer. She announced that she soloed shortly before leaving on the back-

country trip. "It was a little lonely up there," says Rene, but her instructor had taught her well, and she made a successful flight. Although the Cessna 150 is a great plane to learn the art of flying, Rene looks with longing at the family's Super Cub with a desire to master the art of maneuvering this bush plane off and on the family's airstrip. I remind Rene that is like asking your dad for the keys to the brand new family car (or maybe more challenging!).

**Area building projects underway:** Summertime is "the" time for area residents and visitors to build cabins, workshops, cellars and additions. This year there seems to be a rush on local construction projects. My immediate neighborhood is producing a variety of the sounds of progress.

Rick and I walked down to **Howard and Chris Haley's** place the other day and they were busy at work on their new addition. Building in stages is keeping the Haleys from being overwhelmed (I hope!). The foundation and floor for their master bedroom and bath is in place now. Since our visit Howard informs me that the new sunroom (Chris insists it is a front porch) is now enclosed, and Chris is already moving in lock, stock (her new canned produce) and her own billy goat head mount.

Plans are for filling it with house plants, barber chair and hair-dressing instruments. Howard is now wondering when he will be able to install the dry wall. My advice, Howard, is to do the job while Chris is sleeping! John Adams, their neighbor and local contractor, makes regular trips to give them a helping hand.

Another walk took Rick and I to **Michelle Casey's** cabin in progress.

The foundation is laid, both top and bottom floors are enclosed, window openings and door are cut out and the roof is just waiting for covering. Jeremy Keller and Troy Hvass are working on this project and making great headway.

Needless to say, Michelle, daughter Tracey and son Carl are eager to see it finished before the first snowflake falls. By the looks of things (and the sounds from that direction), I'd say things are well ahead of schedule!

This last week on our way to mail, Peggy Guntis and I stopped by the **Wallin** property. Scott was on hand and eagerly gave me a tour of the Wallin cabin project. First of all, the driveway to the building site is a gem. Maybe things like roads and driveways don't mean all that much to some of you readers, but out here in the McCarthy area, these things are necessities and the grade of those jobs can really mean a lot to those who use them on a regular (and not so regular) basis.

The cabin foundation, floor, walls, roof, windows and insulation are in place. A bit of inside finish work, and installation of the wood stove and Scott, Sally and daughter Anna will feel their summer here in McCarthy has produced much fruit from their "much" labor. A job well done and a great addition to the community, Scott, Sally and Anna!

A few construction projects are underway at the **Welty** family homestead. A framed structure for a greenhouse is in place for next year's planting. Lynn is sure to put that to good use. Don has put in a foundation for a future workshop, and a nearby hillside is now adorned with a walk-in root cellar. Rene tells me that the yard area around the house has increased this summer and new grass seed will be planted.

**John and Barbara Rice's** retirement cottage has moved from the blue print stage to their building site. A foundation, floor, four walls and a septic tank are all in place. Things are certainly heading in the right direction -- up! John Adams is in charge of this building project. Barbara's nephew, David Yates, (her sister's son from St. Louis) arrived in McCarthy on August 25. David is an architect and drew up the plans for this look-alike Kennicott cottage. Barbara brought David over to meet us and he is quite taken with the area. Plans are already being made to return. Besides inspecting his aunt's new "digs" he is cramming in as much ice climbing, hiking and flightseeing as he can. Barbara's husband, John, arrives first week in September to see firsthand the progress and accompany Barbara back down the Alecan Highway to their home in St. Louis.

**Brad Grossweiler** and his caretaker Vincent, stopped by today to get several propane tanks filled. Vincent informed me that some locals have dubbed him with the nickname "Jack" because he is capable of carrying out a variety of jobs around the place. Knowing that Brad is always building something, I asked Jack what projects were taking shape at the Kennicott River Lodge and Hostel. I learned that this summer a new hostel cabin and generator shed has gone up and plans are for another cabin to be built this winter. While Brad visits family in Florida, Jack will oversee the property and work on another cabin project. Winterizing the manager's office for Jack is in the making, too, now that the leaves are beginning to yellow and fall. Where has the summer gone?

Another walk took Rick and I a few lots down where **Daniel** and **Carole Morrison** were busily working on inside building projects for owners **Peggy Morsch** and **Kathy Herson**. The makings for custom-built kitchen cabinets were spread out on the living room floor and

Daniel had things well under control. I am eagerly waiting for the opportunity to check out the finished product. I'm sure it will be a winner!

Hammers are ringing in Kennicott as well. **Steve Thorn** has received a load of building materials from Homestead Supply in Glennallen. The house site is on Silk Stocking Row and will be painted the Kennicott red and white color scheme. Family friend, Dave Williams, says a foundation is in place and help is here in the persons of daughter Sarah and her friend Betsy Bradbury. Congratulations, Steve and family!

It seems every time I visit downtown McCarthy I find new construction underway. Just the other day Rick and I found **Doug Miller**, McCarthy Lodge owner, busy at work on the front of his house. Curious to inspect the project, we stepped inside where Doug so graciously set down his hammer and gave us a tour of what will be new office space. We understand that Beth Hammond, the lodge's accountant will have a much-improved place to work her figures!

There are so many improvements being made in the area but lack of space in "items" just doesn't allow me to mention them all. Driveways are being upgraded. For example, **Fireweed Mountain Arts and Crafts** gift shop owned by **Terry and Dee Frady**, obtained a circular driveway this summer and a road to a selected building site for their new home. **Sam and Kris Gregory** had a trail to their west side cabin upgraded to enable better access for an upcoming addition to their cabin. **Rowcon Services** is keeping more-than-busy this season providing area residents with better access and living conditions. Our hats off to all!

**McCarthy-Kennicott area-wide cooks make news:** What does *The New York Times*, the *International Herald Tribune* of Paris, France have in common with our town? The an-

swer is, the local cooks of the McCarthy and Kennicott area. An article entitled, "Forget Deliver, Dinner Out Here Means Cooking" by Julia Moskin (not of McCarthy) appeared in *The New York Times* and was reprinted in the *International Herald Tribune* on August 18. The subjects were none other than our very own **Kirsten Richardson, Mark Vail, Serge Perez, James Sill, Meg Hunt and Howard Mozen**.

The *Times* featured the article in their Dining & Wine section. Although recipes were not included, each cook was highlighted for specific kitchen crafts or skills: Kirsten's gnocchi accompanied with fresh Copper River salmon; Mark's charcuterie (according to Ms. Moskin this art is turning a whole moose into sausage, liver pate and jerky); Serge's extraordinary fare as chef at the McCarthy Lodge, Israeli couscous, lobster jus and fresh profiteroles; James' cake decorating and his flare for pastry garnishes; Meg's rhubarb wine and Howard's smoked salmon.

My congratulations to these famous local cooks and for cooking up some great news for our town!

**Visitors to our town:** Every summer our town welcomes a variety of visitors. Friends and family members take the opportunity to come "calling." Some of those "friends" are **Rans Kennicott and Charlie Sanitra**. Both men and their families live in the fine state of Virginia. This was Charlie's first trip to our town. His number one assignment was to be Rans' right-hand man. Rans and his wife Chris own a Kennicott cottage on Silk Stocking Row. Chris was unable to make the trip this time around so Charlie accepted his assignment most graciously. Several years have passed since the Kennicotts visited the area and a thorough inspection of their property was long overdue. A few minor repairs were in order, selling some of those excess possessions, visiting old friends and introducing

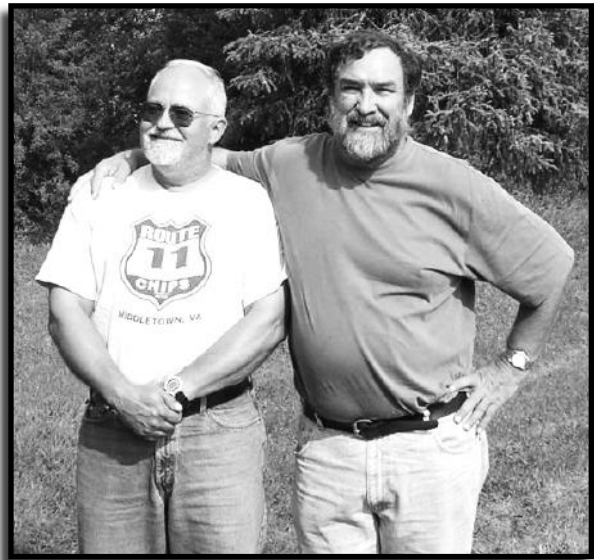
Charlie to the area kept both men busy and entertained. **Ursel and Walter Mueller** of Switzerland are well-known and well-loved by many in our town. The Muellers love to visit every couple of years. Their favorite McCarthy vacation spot is a log cabin they helped build on **Jim and Audrey Edwards'** property by Swift Creek. They love visiting new places in Alaska and this trip they have chosen, among others, the northern town of Nome. I'm sure they will fit in a fishing expedition or two while they are in our state. Welcome back, Ursel and Walter, and thanks for sharing that glorious Swiss chocolate! My neighbor **Kevin Smith and his brother Matt** (of Kennicott) have enjoyed 3 weeks of mom sharing. **Alzira Lex-Bullock** of Cape Cod, Mass. tells me that she is having a truly wonderful visit with her two sons, relishing numerous "beautiful walks, meeting local people and being active in the many social events of the area." In fact, Alzira said she attended three in one day! **The Ward family** is known by many, far and wide. **Cal Ward**, the patriarch of the family, visited the area and the family homestead on Fireweed Mountain. Son **Doran** worked out the arrangements for his dad to be flown up here from Grants Pass, Oregon. Son **Art** then took Cal on a whirlwind tour of the local area to visit old friends. (Cal's wife, Jean, was unable to make the

trip this year due to illness.) Rick and I were honored to be on the list. While we were catching up on Cal's news, he mentioned wanting to see **Kenny Smith**. Cal made phone contact with Kenny and to our delight Kenny came down and we all had a great visit. Cal and Kenny discussed old times, their bush flying days and local history. I wish I had recorded that conversation! Their stories were worth writing about. Cal, thanks for setting aside your valuable time to visit us and, Art, for flying your dad down this way.

#### Dignitaries visit

**McCarthy/Kennicott:** The last week in August ushered in the following dignitaries to the McCarthy-Kennicott area for fun, relaxation and business. **Attorney Wayne Anthony Ross** of Anchorage braved the McCarthy Road in his bright red Hummer, bringing two other companions – just to see our town and visit Kennicott. **Paula Easley** of Anchorage is well-known for her past service as president of the Resource Development Council. She also writes editorials for the *Anchorage Daily News* and is presently

president of the Alaska Land Rights Organization. Paula, along with 4 close friends, flew in from Chitina with Wrangell Mountain Air and did the tourist scene up good. **William Sharrow**, Special Assistant to Congressman Don Young,



WSEN staff photo

Rans Kennicott and Charlie Sanitra.

based out of Anchorage, also flew in with Wrangell Mountain Air and spent two days listening and taking numerous notes of concerns from local residents on issues of importance. He has worked for Congressman Young for 21 years. **Jim Stratton**, Alaska Regional Director, with National Parks Conservation Association, from Anchorage paid the Wrangell-St. Elias National Park a visit, gathering more information on how best he and the organization can protect parks for future generations. All the above dignitaries stayed at Ma Johnson's Hotel in downtown McCarthy.

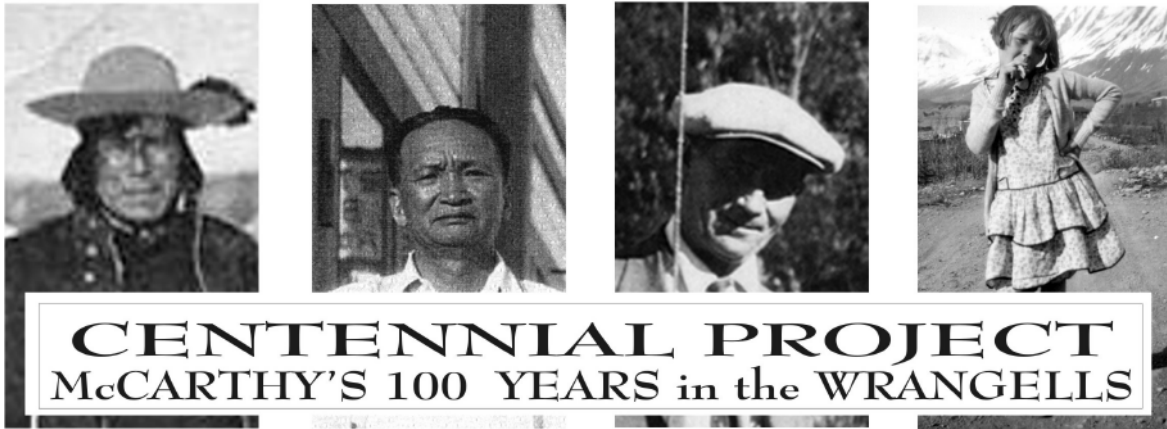
**Local fire quickly extinguished:** On July 19<sup>th</sup> a smoldering fire on property owned by the Rutherford family was spotted from the air by local pilot Kelly Bay. The Rutherfords had left town the day before. The word promptly spread with neighbor calling neighbor alerting local residents to "come help." Within an hour the fire was successfully extinguished. Many thanks to all who participated in this community effort!



WSEN staff photo

Cal Ward, Ken Smith and Art Ward.

## THE LIFE AND TIMES OF OUR TOWN 1906-2006



### The Barrett's & the founding of McCarthy

BY DOUG MILLER

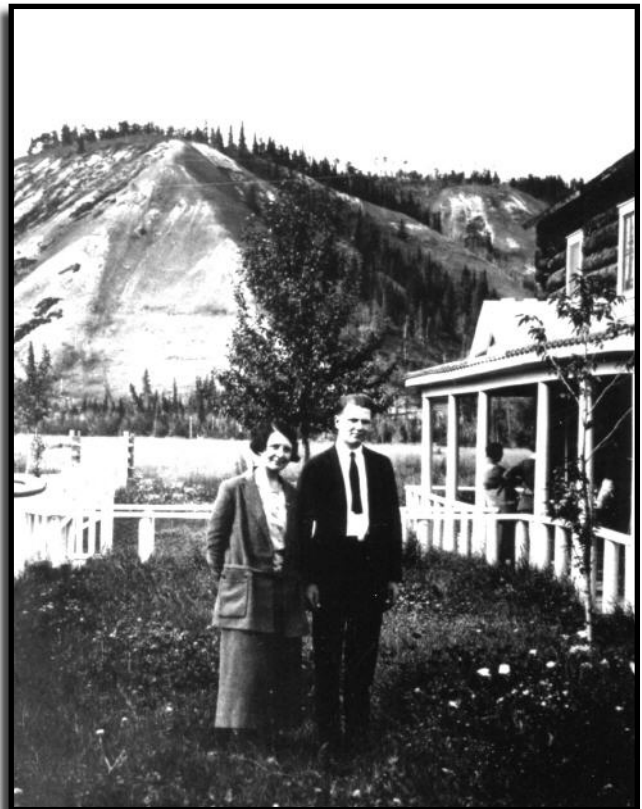
Today we benefit from the industriousness of the founding families of McCarthy. None was more industrious than our founding father John Barrett. Born just five years after Alaska was purchased from the Russians in 1867, John spent his early years in Texas. As the oldest in a growing family, he worked hard to help support them. His father, a miner, moved the family by wagon train to Colorado where John spent his adolescence trapping, hunting and prospecting. He became a licensed hunting guide and pursued this career until his early twenties when the allure of Alaska brought him to the Yukon. He was well situated in the area when the Klondike Gold Rush began and his claims on Sulphur Creek brought in good profits.

In the winter of 1898 John wintered in Dawson with Jack London (and others) as a cabin mate. The two remained friends throughout their lives. Both men were in their twenties with a radically changing world in front of them. Jack London had left the University of California after one semester and a short stint in a laundry before heading to the Klondike in July, 1898. A devout Socialist, Jack had an avid interest

in world politics and labor movements. He was interested in farming and animal husbandry, an interest shared by John Barrett. Jack London wrote some of his first published stories while in Dawson, "Diary on the Yukon River," "The Men of the Forty Mile" among them. John Barrett had been in the Forty Mile area for several years and it leaves one to wonder if these two young men found inspiration in the other through long winter nights of 1898-99.

John continued to prospect the Alaskan Territory through the next few years entering the Copper Basin at least once prior to his arrival here in 1906. Barrett was familiar with the existing claims in the area and of the intentions of Stephen Birch's Syndicate to develop them. He spent time studying the Bonan-

za Mine and the surrounding valleys, developing his prospecting plans and theories about the formation. Indeed, he found what he suspected in the outcropped copper formations in the McCarthy Creek valley. John staked numerous claims which became the Green Butte properties.



John and Josephine Barrett



The original townsite location was just north of present-day McCarthy and was called Blackburn.

In July, 1906 he shrewdly staked his homestead on the most likely land the Kennecott Corporation would have to traverse with their railway. It worked out better than he could have anticipated when Kennecott leased a portion of his homestead for a freight yard as construction kicked into high gear at the Kennecott site in 1907.

John Barrett wasn't the only homesteader in the valley. John Bloomquist had also staked his homestead at the base of the mountain leading to Kennicott. Bloomquist and Barrett partnered several claims and were good friends. A town site was established between the two homesteads near the glacier and a camp town quickly grew as miners and prospective laborers flocked to the area in hopes of steady employment and brighter prospects. The Fagerburg brothers from Dan Creek and John Bloomquist ran roadhouses bordering the wagon road and later the railroad providing a variety of services. Pete Johnson ran an unlicensed saloon (along with others) at this time. The area was officially a dry region and poorly policed. This is probably the origin of tales of rowdy fist fights and general lawlessness still subscribed to today. This site

was not the location of present day McCarthy.

John had married his childhood love Josephine Doze in 1901. At first they spent summers in McCarthy and wintered elsewhere, steadily improving their homestead and mining claims. Both were active, athletic people. John was an avid gardener and he continued to experiment with different crops, winning first place in the 1909 Alaska-Yukon Exposition with his potato crop. There is no evidence that he pursued life as a farmer—mining interests precluded that—but he did much to advance prospects for others in the valley.

The railroad arrived in March, 1911 and McCarthy developed into a jump-off point for miners and visitors (Kennecott was a closed company site) and a major supply source for the Dan Creek and Chititu Creek mining camps which had been active since the turn of the century. The community of McCarthy was firmly established as a mercantile and freighting point which the railway helped to foster.

Mountaineer Dora Keen arrived in late summer 1911 to attempt to scale Mt. Blackburn. She hired John Barrett and others as packers.

Though her first attempt failed, she was much impressed with John's acumen. On her second successful attempt the following year, she hired Barrett as her expedition leader, and speaks highly of him in her memoirs.

Photography was another interest John pursued and he was able to share this interest with other photographic documentarians of life on Alaska's frontier, such as J.P. Hubrick who arrived during the Shushanna Stampede and settled in McCarthy. We glimpse their lives today from the extensive collections both these men have left behind.

John Barrett worked tirelessly on his mining ventures. He formed a corporation and solicited interest in his mining prospects and raised development capital through sales of corporation shares. He made frequent trips to the outside promoting McCarthy, Alaska, and his business interests.

Josephine and John were locally active. John was a member of the Commercial Club, Arctic Brother-



John Barrett

hood and took interest in local and territory politics. Josephine contributed to the welfare of the Chitina area Ahtnas during the difficult and decimating adaptation to the white man's world. She was also active in the Red Cross and Armenian Relief Organization as were many of her contemporaries during the Great War. John furthered the interest of his community by contributing to street improvements, donating the school building and constructing a water tower.

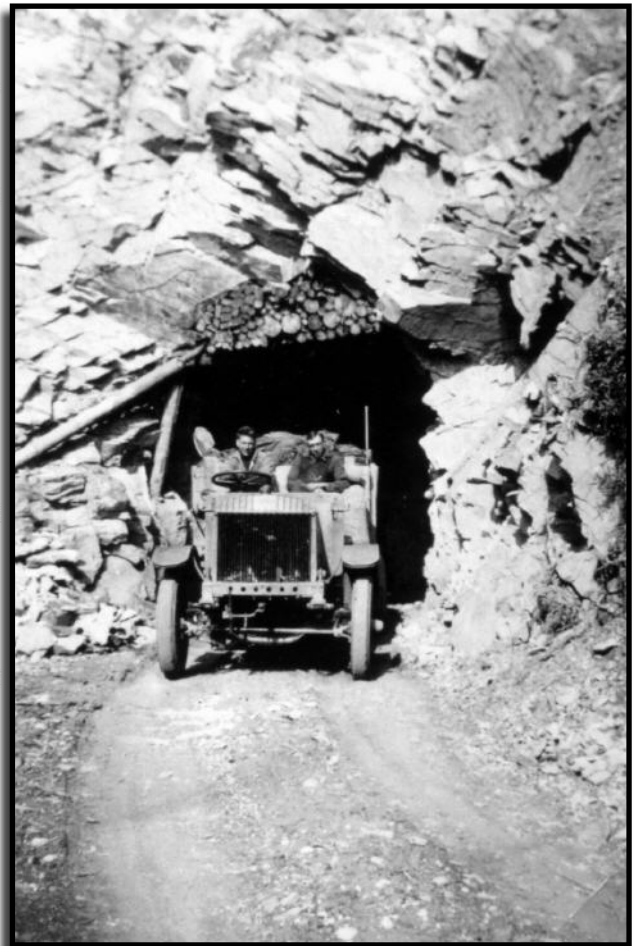
In 1912 the original site of McCarthy voted to change their name to Blackburn. This was probably a more appropriate name as McCarthy Creek which in turn was named by Lieutenant Oscar Rohn who was dispatched by Captain William Abercrombie to follow Lt. Henry Allen's failed attempt to discover Chief Nickolai's copper mine (source). Lt. Rohn suffered the same hardships as Allen by running very low on supplies and losing his horses. Rohn luckily came across a prospector named James McCarthy who loaned him horses and provisions to continue his mission. Rohn in turn named a creek after McCarthy and was the first to describe the mineral geology of our area.

Did John Barrett know James McCarthy? It is entirely possible as Barrett had been in the Copper Ba-

sin years earlier, but he was not responsible for naming McCarthy Creek or the town.

The present town site of McCarthy came about mostly during the Shushanna Gold Rush

When hundreds of potential prospectors rode the rails into the area and were forced to exit the trains, the miners set up tents on John's property—much to his alarm. There were too many to control. As Barrett did not have patent to his property, he followed the same route as he had with the railroad. He quickly surveyed a section of his homestead as a town site and leased lots to potential merchants, families and entrepreneurs. Blackburn's fate was sealed, as people found the convenience of the railhead, postal offices and freight easier to deal with and merchants began flocking to the new town site of McCarthy. Some



First tunnel on McCarthy-Green Butte Road.

established Blackburn businesses such as Pete Johnson's saloon operation moved their entire buildings into the folds of the new community. Within a short time much of the downtown of McCarthy was up and running. With the Dan Creek operations booming, the Shushanna Stampede and Kennecott's expansive building boom, McCarthy flourished all through the second decade of the new century.

By the early 1920's McCarthy reached its peak population and production creating opportunity for the industrious individual. John Barrett (along with Nels Tjosevig and others) was instrumental in building and maintaining the McCarthy Creek Road which accessed Green Butte and the Motherlode Mines as well as several freight and travel routes. The Territorial government began to spend funds on improve-



Picnicking near McCarthy.

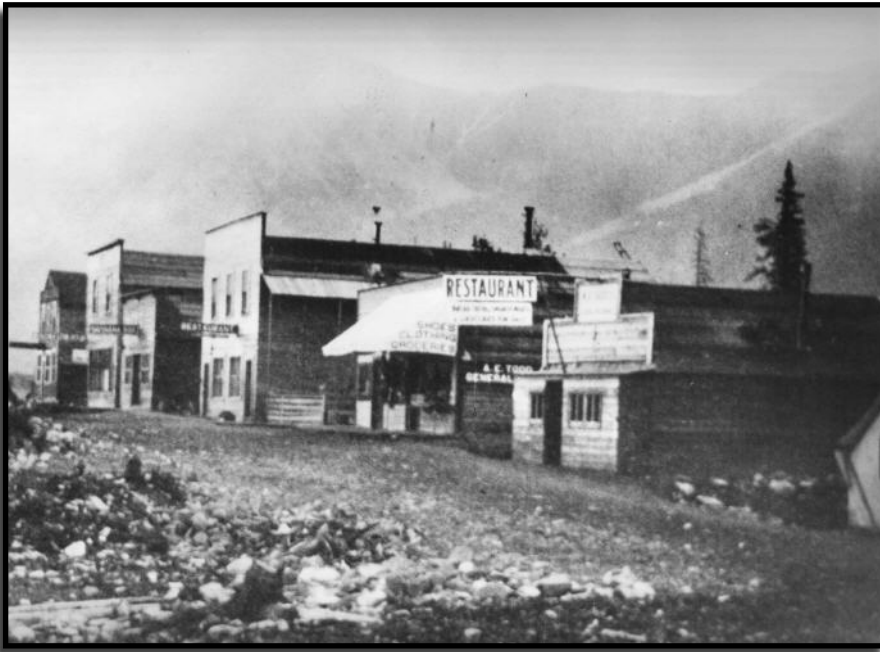


Photo courtesy Ken Smith

This little-seen photo was taken sometime around 1913.

ments and maintenance of several of these roads recognizing their importance to the economy of Alaska and the region.

McCarthy's location at the end of the line on the railroad provided some interesting situations. Bootlegging was rampant in the area and train engineers had a special whistle sequence as they neared town warning one and all that the law was on board. By the time law enforcement officers entered town it would have been difficult to locate the booze.

During the 1917 flu epidemic, McCarthy and Kennicott were quarantined thus saving them from significant loss of life.

McCarthy was the location of the famous Gustave Priesner murder of prostitute Rose Silberg, his paramour. This story ended in McCarthy with two people dead and the subsequent manhunt and an escape spanning the length of Alaska. The story gripped the territory with the lurid details. Priesner is thought to have finally escaped to Siberia, never to be heard of again.

Government searches were launched all the way to the McCa-

rthy area for the union organizers of I.W.W. (International Workers of the World) after a tense Union uprising in the Seattle area. No doubt by modern standards these searches and arrests would be patently illegal, but I.W.W. and unions in general were gaining influence and beginning to cost the industrial barons of the day major concessions and Kennecott's Syndicate was no less concerned.

A lengthy search of local newspapers does not show the prominent couple of the Barrett's proselytizing politics, religion or prohibition. Perhaps Barrett had spent enough time in mining camps to know better than take unpopular positions in a region dominated by rough and tumble miners or perhaps he was more pragmatic. However, others in the town did promote temperance, morality and politics, sometimes to their own demise. While religious events were brought to town and heartily attended, a church was never established.

Telephones to Dan Creek and Kennecott were quickly established and freight routes to the outlying mining districts were busy providing

the goods. As a mercantile town one could purchase just about anything one desired in McCarthy—for the right price.

Through the years, Barrett freighted his ores for assay to the railhead in McCarthy from his Green Butte properties. His ore shipments seem not to be quantities for processing, but escalating attempts to attract investment capital for his claims.

Entrepreneurs make a town, and John Barrett seems to have understood this. When patent to his homestead was issued, Barrett entered the township into the record and handed all who had leased his lots title to the land at no further cost to the lease holder. This is the act of an extraordinary character. At the peak of McCarthy's boom, Barrett handed over the most meaningful thing people of the time could possess—title to their very own property. He did not use his position to further his fortune.

As McCarthy peaked, several devastating fires swept the business district and much was never rebuilt. World events, the economy and dwindling returns from copper, gold



Josephine Barrett.

and silver deposits, began to affect the fortunes of the town. Josephine Barrett perhaps felt this the most, and she began to take Lawrence Barrett, by now a teen, outside to attend school through the long winters. By the early thirties, the impending Depression and depressed world metal markets spelled doom for the once booming town. Fairbanks, the contemporary of McCarthy, continued to exist as a regional gateway to the northern half of the Territory and the main campus of the University of Alaska, a leader in northern studies, farming and mining. Many prominent McCarthyites pulled up stakes and relocated to the communities of Cordova, Valdez, Anchorage and Fairbanks, many of whom rose to prominence in business and politics.

John continued to return to McCarthy through the years of its decline. An airport was established in the early 1930s as the aviation transportation boom took over in Alaska. This provided opportunities for tourism in McCarthy over the years but even this dwindled away, and McCarthy's once prominent place in Alaska's economy faded away. McCarthy never completely depopulated and many businesses continued to hang on until the 1940's. But the Depression, WWII and the subsequent Cold War and Statehood developed other commu-

nities in Alaska leaving McCarthy to languish quietly for many years.

*Authors Note-As a young man I was lucky enough to have known and even work for Lawrence Barrett, son of John and Josephine, in the 1970s as he reestablished the town surveys and property titles. John and Josephine were certainly evident in Lawrence's character. He had a great love for the town and was delighted at seeing the community come back to life. A handshake sealed the deals and he never wavered concerning the terms. I was glad to have known him.*

*In a recent interview with Paul Barrett, grandson of John, I was surprised to learn that Josephine was not fond of McCarthy. That in fact she had destroyed many memories and documents of the years in McCarthy feeling that those years were a failure. She and John ran an apartment house in Tacoma, Washington, in their later years. It is easy to feel the burden of failure when so many years were spent pursuing the possibilities. McCarthy was simply overtaken by events beyond its control. I wish that John and Josephine could view the community today, a vibrant growing town at the center of the largest national park in America. Their dreams did not die; we continue them today.*

*John Barrett was an amazing person: he pursued his dreams across a large expanse of Alaska; he*

*loved his freedom; was honest of character; was self educated and self reliant. He was the founder of our community.*

*This project is an ongoing affair and we invite anyone with anecdotes, photos or corrections to help us in our endeavor to fully document any early residents' contributions to our town or history. Please contact Doug Miller at [help@mccarthylodge.com](mailto:help@mccarthylodge.com)*

*All photos in this article (except for the one at the top of page 9) were provided by the Barrett family; thank you Paul.*

*Further reading sources:*

*Alaska Saga of a Bold Land by Walter R. Borneman*

*Historic McCarthy- The Town That Copper Built by M.J. Kirchhoff*

*A History of the Chisana Mining District, Alaska, 1890-1990 by Geoffrey T. Bleakley*

*Internet searches:*

*I.W.W.*

*Jack London- biographies*

*Dora Keen*

## Albert C. Swalling remembered

BY KENNY SMITH

**L**ate in the fall of 1964 my wife Donna and I were told by the company I flew for, Cordova Airline, that I should move to Anchorage in order to work in the company's general offices there. It was the weekend, Donna and I had located a place to live but we were bored, as we didn't know many people in Anchorage very well.

So we headed out to the home of our friend Al Swalling to find out if he had the coffee on. You know, just like we do in Cordova. Al was a family friend and one of the airline's directors. He visited Cordova often, particularly during duck hunting season when he used our cabin on the Copper River flats.

Now that we are older and wiser Donna and I look back on that visit to Al's home and chuckle. Al was

also one of the pillars of Alaska industry. His home was located in the most prestigious subdivision in Alaska. One neighbor, Walter Hickel, was soon to be elected Governor of Alaska. You simply didn't show up unannounced at a home in a high fashion district like that.

But Al Swalling was different. Despite all his success, he was still a Cordova boy. He opened the door, didn't bat an eye, welcomed us in

and spent the rest of the afternoon giving us a tour. And a grand one it was at that. His beautiful home, located near the bluff in the "Turnagain by the Sea" subdivision, nearly went over the brink during the big earthquake that spring. In addition to absorbing millions of dollars worth of earthquake damage to companies and ventures he either owned or had significant interest in, he also had to relocate his damaged home back away from the unstable cliff. He had just completed work on this home during the time of our visit but was still up to his eyeballs in corporate problems in the aftermath of that great quake.

He did make a great cup of coffee, too. But why wouldn't he? Both his parents were Norwegian; he had previously spent years in Cordova, Chitina, McCarthy and Kennecott. Much of that time was spent in camps along the entire railroad route since he worked for the Copper River Northwestern Railway almost from the time he first arrived in Alaska until it shut down in late 1938. Coffee was always a staple back then, probably more so than it is today.

He was 18 years old when he traveled to Alaska from the family home in Washington after finding seasonal employment as carpenter on a cannery project just a few miles from Cordova. Upon completion of that job he went to Cordova as he had heard that they were hiring up at Kennecott. When the railroad found out he was a carpenter, and saw the condition of his tools, they talked him into working for them instead. He was based out of Cordova. Al began work with their Bridge and Building Department (B&B). Later on he was in charge of all structures on the railroad—except for the bridges—from Cordova to Kennecott. This included all round-houses, section houses, water systems, pump houses, water tanks, depots and trackwalker cabins. They gave him a speeder and a trailer for the work. Most of the time Al stayed

in section houses or trainmen's quarters as the crew was relatively small and they didn't need a bunk car (a boxcar fitted with bunks and cooking facilities).

I talk about coffee being common in those camps, but there were times when grub was short—like in 1931, the year Al made foreman. Heavy rains took out bridges, shutting down the railroad for a considerable period, and Al was caught upcountry. Al loved to tell tales about some of the culinary delicacies they cooked up off the land when that happened, such as Rabbit Kotsina with Lingonberry Sauce, Rainbow Trout Kuskulana with Dandelion Greens, Bear Steak Filet with Blackburn Mushrooms, Breast of Spruce Hen with Chokosna Raspberry Flambeau and on and on.

If Al hadn't met many of the colorful Copper River country personalities in those days, he had heard many stories about them during the long evenings in camps on the railroad. He could tell you how Too Much Johnson, Long Shorty, Chitina Johnson and many others got their nicknames. The first time I ever heard about the railroad crews warning folks in McCarthy that the Volstead Act Law Enforcement personnel were on the train was when Al told me about it. Al said that railroaders and McCarthyites called these prohibition folks "Pro-Hi's." When they were on the train the crews usually found out who the strangers were. So, the locomotive boys would stoke up the boiler and blow the stack sending up huge clouds of black smoke as the train descended the Kennicott River grade just before entering McCarthy. Town folks would see the signal and the strongest drinks the Pro-Hi's would find upon arrival was black coffee and sodas. There were many false walls, buried root cellars, hidden closets and secret trap doors, Al said.

I recently read where somebody said Al recited a mean Robert Ser-

vice. That was an understatement. I remember one time when Al, Minnie, Donna and I were representing Alaska Airlines at a big bash where oil and cannery executives were being courted. In the middle of the party, Al steps forward and does the "Cremation of Sam McGee," absolutely perfect. Everybody was astounded. President of Alaska Airlines, Charley Willis, was the first to speak. He said, "Al, how in the He\_\_ do you do that?"

Around 1932 the railroad quit operating during the winter, so during the off-seasons Al began to become involved in other entrepreneurial activities. He was even a city councilman in Cordova for a number of years. He had a partner in Cordova by the name of Bill Date. Al purchased commercial buildings there and with Date he also became pretty much a general contractor doing almost everything, electrical, plumbing, repaired boats, docks, roofs, you name it. Al loved the railroad, but it shut down in November 1938 along with Kennecott and he was on that final train out. Al was last on at each stop, as he had to prepare each station for shutdown. For instance, he had to drain all the water systems and tanks. He remembered how sad it was to see the cooks and other workers boarding the train for the last time at all those line camps on the route.

After Kennecott closed Al remained in Cordova. When the war started he built the first dock in Whittier, became involved in the tunnel construction there and stayed until 1943. After that he moved to Anchorage.

In Cordova Al met a long-time Cordova girl named Minnie Helena Dooley and after quite a long courtship she became his partner in life. Minnie's father had passed away in 1924 leaving seven children. For years Minnie worked very hard with her mother to support the family. One of the stories I love best of Al's

is his telling about all the ice cream he had to polish off when Minnie worked at Rosswog's soda fountain. They married in 1938 and have raised three fine children—Mike, Chris and Mary. Mike and Chris are successful in Alaska business today. Mike runs Swalling Construction.

I have often thought that if I were selected to choose a personality one should aspire to emulate it would be Al. Besides being successful in business, (so many different and varied enterprises and endeavors that I can not even begin to

enumerate them here), Al was simply the type of person you looked up to and admired. I remember when he and Minnie were off to Italy, he said he was going to see the Pope. We kidded him over his fantasy to have an audience with the Pope, but sure enough, he came back with a picture—and there he was being blessed by Pope Paul VI! I saw in Al a person who was extremely devoted to his family, and a person with exemplary character and integrity. I also remember Al as perhaps a personality of the old

school—always willing to listen to the other side of an argument, never getting very heated or hostile and respecting others opinions no matter how much he disagreed.

As most now know, Al was called home on July 3 at the age of 93 ½. I know Al's life should be looked on with both celebration and reverence, but no matter what we say, Alaska and the Copper River country has lost one of its own.

## ANILCA presentation at Slana

BY SUSAN SMITH

**T**ina Cuning of the Alaska Department of Fish & Game (ADF&G) gave an Alaska National Interest Lands Conservation Act (ANILCA) presentation at Slana school on the evening of July 30. She volunteered to come to the area to clarify our rights as residents and users of the park while at the July 2 Kennicott meeting. Approximately 25 residents of the Slana/Nabesna/Tok area were in attendance, along with NPS Regional Director Marcia Blaszak, NPS Deputy Director Vic Knox, and NPS Park Planner Vicki Snitzler.

Tina is a remarkable lady. She has worked for ADF&G for 23 years, concentrating on the interpretation and implementation of ANILCA law. She has worked with the Department of Natural Resources and other agencies, been instrumental in identifying RS2477 rights-of-way throughout the state, assisted with identification of 17(b) easements across native lands, and helped with the formation of general management plans for conservation units in Alaska, among other duties. She is a veritable wealth of information.

Cuning accompanied her talk with a slide show and many handouts of pertinent regulations. She began with a brief history of the leg-

islation affecting access on public lands and in conservation system units (CSUs). The Alaska Statehood Act of 1959 authorized the state to select 102.5 million acres of land. In 1971, the Alaska Native Claims Settlement Act (ANCSA) allotted 44 million acres to native corporations, with up to 80 million available by law. ANILCA set aside an additional 104 million acres in 1980, added to its existing 29 million, for federal CSUs. Today, that works out to 64% of Alaska under federal ownership, 24% owned by the state, 11% under native corporations, and a mere 1% of the entire state under private (and other) ownership!

A brief summary of ANILCA law followed as Tina explained sections pertaining to access in different titles of the law. Title I established maps, published in the Federal Register, which define the boundaries, with legal descriptions, of all conservation units in the state. Tina emphasized that USGS maps are sometimes inaccurate and exact boundaries should be determined with maps from NPS, DNR, or the Bureau of Land Management (BLM).

Titles II-VII outlined how the new CSU land was to be distributed and administered by agency or program. The National Park Service,

National Wildlife Refuge System, National Conservation and Recreation Areas, National Forest System, National Wild and Scenic Rivers, and National Wilderness areas are covered in separate titles. Tina pointed out that access regulations differ between public lands and CSU lands. I have found that definitions differ as well, since the definition of "adequate and feasible" is not the same in the public lands regulations as it is in referring to access to inholdings in CSUs.

Subsistence uses were established in Title VIII. Section 808 established a network of park Subsistence Resource Commissions to document traditional uses and help form policy relating to hunting and resource management. Tina described a 1995 study which researched archives, maps, and local residents to establish traditional use patterns for each park. Section 811 guarantees traditional methods of access for subsistence purposes.

Cuning went into Title XI Transportation and Utility Systems in more depth. Section 1110 granted access to inholdings across CSU's. ANILCA 1110(a) was known as "The Great Compromise;" in exchange for huge acreages being set aside for the public good, Alaskans were promised that their traditional

access and activities would be protected. The use of snowmachines and non-motorized transportation for traditional activities and for access to homesteads was guaranteed. In Alaska, unlike CSU's in the lower 48, access is open until closed by a finding of damage, public notice or hearing, and published rule-making in the Federal Register.

Title XIII was a catchall for miscellaneous, last minute additions to the ANILCA bill. It included provisions for local hire, protection of fish and wildlife, use of temporary facilities for hunting camps, and preferences to local residents for providing services. Section 1306 allows NPS to acquire land outside of park boundaries for administrative and visitor services. This section was used to establish the Copper Center Headquarters facility, and has already been used to acquire 20 acres of donated property in the Slana area. However, this section also states that preference for establishment of facilities outside of park boundaries should be given to native lands.

After her review of ANILCA law, Tina moved on to discuss Public Trust Doctrine (PTD) and navigable waters. PTD dates back to ancient Roman law and was used by the first American settlers; it recognized the importance of water systems for transportation and public use. Navigability for that use is defined differently than navigability to establish title to the waterway. Ownership of submerged lands is an essential right of state sovereignty, and the Alaska Constitution reserves fish, wildlife and waters to the people for common use. Through Recordable Disclaimers of Interest, the State of

Alaska is now asking BLM to officially disclaim ownership of the beds of some navigable waters acquired at statehood. A waterway is considered navigable for title purposes if it will float and transport a craft with a total weight of 1,000 pounds; it is navigable for public use if you can float a boat in it.

ANCSA established a checker-board of native allotments across the state because selections could not be made in adjacent townships. Section 17(b) established easements across corners of native selections to allow access to isolated public lands. They were established where reasonably necessary, based upon pre-existing use; trail widths vary based upon methods of travel and sizes of vehicles used on the routes. A project is underway at this time to identify and mark all 17(b) easements in the state. This is a daunting task since only one person from DNR and two from ADF&G are assigned to the project.

RS2477 trails and section line easements are rights-of-way established over unreserved federal lands before 1969. The 1866 Revised Statute legislation which established these routes was a self-executing law; mere use of the trail established its validity and most were unsurveyed and unrecorded. Only Congress can officially assign RS2477 designation to a route, on a case by case basis. Management of these routes are the responsibility of the state. A DNR/DOT project completed in 1998 researched over 2,000 trails for possible RS2477 easement designation and 602 qualified. Tina remains actively involved with DNR in identifying additional rights-of-way which meet those cri-

teria. The state allows ATV use on valid RS2477 routes without a permit if the soil remains undisturbed and no water crossings are made. Any use which disturbs the soil requires a permit from the land manager.

Cunning's final subject dealt with a topic of local interest. BLM recently conveyed lands to Ahtna in the area and, the week before the meeting, she thoroughly researched 17(b) easements and RS2477 routes across those lands which are accessible by the public. She provided an up-to-date map of all affected trails, along with complete descriptions of locations and trail widths. Tina recommended that any dispute over access should be taken to the state, rather than federal agencies, so that the state can intervene on our behalf to settle any differences. She also encouraged the pursuit of National Historic designation on trails with a long, documented history.

Tina's vast experience in Alaskan access issues gives her a unique perspective, and she shared many anecdotes with the audience which made an otherwise dry topic very interesting. All in attendance were enriched by her valuable information and we all came away with a better understanding of our rights under the law. She has volunteered to come again, to hold a more in-depth seminar of one or two specific sections of ANILCA law, tied more closely to the specific concerns of our local areas. We hope to take her up on that at a later date.

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*"If Christian ministers would crucify their fear of man, get solidly briefed regarding the chief political issues, not sweat necessary division, not get caught up in last days madness, maintain their hope for tomorrow, understand their liberties under God and our Constitution, not become so heavenly minded they're no earthly good, focus on the majors and blow off bowing to cash instead of convictions, then maybe...just maybe...we will see their influence cause our nation to take a righteous turn away from the secularists' putrid path."*—Doug Giles

# NPS Regional Director Marcia Blaszak meets Slana

BY SUSAN SMITH

NPS Alaska Regional Director Marcia Blaszak came to Slana school on the morning of Saturday, July 31 to speak with residents of the WRST for the second time in one month. She was accompanied by her Deputy Regional Director Vic Knox, NPS Park Planner Vicki Snitzler, and Tina Cuning from the Alaska Department of Fish & Game (ADF&G); Tina gave an ANILCA presentation the previous evening (see this issue). Slana Alaskans Unite (SAU) sponsored the meeting, and after a brief business session, they introduced Ms. Blaszak.

She has been working for the federal government for almost 35 years, spending time in 6 parks in the lower 48, leaving her last assignment in Yellowstone to come to Alaska almost 10 years ago. Blaszak was appointed Deputy Regional Director in 2002, Acting Regional Director after Ron Arnberger retired in August of 2003, and Regional Director in May of 2004. She and Vic Knox have been working together for about 2 years.

Vicki Snitzler gave a brief overview of planning activities for WRST and the Slana / Nabesna area in particular. After a scoping project, the Back Country Management Plan for WRST has been put on hold until the plan for Denali is completed. NPS has been working with DOT to plan improvements for the Nabesna Road, but DOT funding cuts have delayed implementation of those plans for several years. A planning process is also underway to provide support facilities in the Slana area, but few specifics were given. The Slana Ranger position is expected to be filled at the beginning of the next fiscal year in October 2004 when funds become available.

Vic Knox explained that NPS is working with the state to write a

"User's Guide" for access to inholdings under ANILCA 1110(b). As a result of current confusions and difficulties obtaining access, and as a result of Governor Murkowski's April letter calling for NPS reforms, this guide is being developed to clarify existing law and outline procedures for obtaining access in easily understandable steps. Knox said that NEPA requirements will be clearly specified, and fee requirements will be explained; he stated that NPS is mandated by law to charge "fair market value rental" for rights-of-way across conservation units. Residents of the Wrangells (ROW) has asked him to provide us with a copy of the regulations which authorize those fees for inholders. A draft of the NPS guide will be available for public comment in December of this year, and a series of community meetings may be planned to provide feedback opportunities.

Knox also introduced a novel idea to help inholders avoid large Environmental Assessment (EA) fees associated with the permitting process. All inholders with "grandfathered" access routes which pre-date the establishment of the park could be gathered into a separate class. A "programmatic EA" could be done for a wide range of these situations (where no water crossings exist) at NPS expense. Any inholder requesting access within that class would refer to that programmatic EA, eliminating costly assessments paid by individual residents. Knox was asked about the use of categorical exclusions (CEs) for inholders, as requested by Governor Murkowski; CEs would eliminate the need for a permit altogether. Knox said that the programmatic EA idea was being considered now, and not much thought had been given to CEs since they cover only narrow categories of use. ROW would still like to pursue the use of those ex-

clusions, as recommended by the governor.

Blaszak explained the process being used to choose a new superintendent for WRST. The position announcement was circulated both inside and outside of the federal government and over 20 candidates applied by the July 2 deadline. The NPS Personnel Office is now in the process of verifying their qualifications, and a list of the best potential candidates will be presented to her office. After interviews are conducted, and these candidates are measured up against the traits that residents would like to see in their new superintendent, one person will be selected and recommended as the best fit for the park, the staff, and the community. Officials within the DOI must sign off on her choice.

Members of the audience were then given an opportunity to give their ideas about what traits the new superintendent should possess. Some suggestions included: someone from Alaska who understands our unique lifestyle, someone open to solving our access problems, a hunter/trapper/fisherman, a good communicator, a good neighbor, and a conservationist rather than a preservationist. Teresa Sager Albaugh read an eloquent and moving statement about the need for sincere honesty to build trust with the residents, stressing that a good relationship with the residents is more important than the visitor relationship. In closing, she quoted from the SAU sign erected across from the Slana Ranger station which recognizes WRST as "...one of the last places on earth where a person can live as a part of a truly wild environment."

A variety of issues were discussed during the general comment period that followed. Doug Frederick expressed the hope of many in attendance that, after trying to es-

establish cooperation and communication with the NPS for so many years, this could be a new start. However, it will take a new superintendent who recognizes and values the importance of our bush culture, and who deals honestly with us. Another resident voiced concern over hunting area restrictions which have tightened over the years. Without access, resources go untapped, and they should be allowed to be tapped lightly. Resident zone communities keep residents from hunting in their traditional areas, and restrictions on the use of aircraft keep hunters sandwiched into only a few access-point trails. The need for fire breaks and brush clearing around primitive campgrounds along the Nabesna Road was stressed, along with a request to remove a new DOT pullout constructed at the end of a private runway causing unsafe conditions.

Blaszak told residents at the Kennicott meeting that NPS Internal Affairs (IA) was looking into ROW allegations of NPS wrongdoings under Candelaria's administration after the DOI Inspector General replied that he saw no need for an investigation. We were told in Slana that IA has also declined to investigate, seeing no proof of "fraud, waste, or abuse." The matter is now under NPS Administrative Review, and any further reference to those allegations will be given directly to the new superintendent for investigation and disciplinary action, if any. Blaszak remarked that all such complaints should be dealt with at the park level.

ROW heard recently, through a DOT source, that NPS may be making an effort to control access to the road from the Kennicott River up to Kennicott to only shuttle buses, landowners, and NPS personnel. When asked that question, Blaszak said that a study was being done to assess impacts of increased NPS activity and impacts of the new service bridge on parking and traffic patterns in McCarthy and Kennicott. Laurie Rowland explained the pass system developed for the new private bridge, and commented that the fee structure was established to discourage casual users and tourists. The bridge has had no impact upon the Kennicott area this season, and negligible impact upon the town of McCarthy; the users are truly locals. Discussion ensued on whether NPS had the right to control traffic and parking patterns in the small community of privately-owned lands.

Mary Frances DeHart read a statement which expressed the need for visitor services in the Slana area, and the declining local business economy. She talked of her fundraising effort to secure a buyer for her Hart D Ranch property (at Mile .5 Nabesna Road, outside of the park boundary) that would donate it to NPS for an administrative and visitor center. Blaszak commented that NPS had the legal authority to accept donations of property outside of park boundaries through ANILCA Section 1306 for administrative and visitor services. Some discussion followed about the fur-

ther decline of the business community if viable operations change from private to federal ownership.

Blaszak wrote a letter to Don Young in October of 2003 stating that multiple projects were planned to expand and develop visitor and administrative services in the Nabesna district. She was asked about those projects, and about the 20-acre Freed property at Mile 2.4 Nabesna Road, outside of the park boundary, donated to NPS in 2002 after an EA claimed it was an ideal site for their new service complex. Blaszak deferred the question to Snitzler, who said only that everything is in the planning process, and no funds have become available to develop the Freed property. Area residents still have not been told of specific plans for the complex in their area.

In closing, Blaszak explained that all comments made during the Kennicott and Slana meetings were being formatted into a question and answer type document, which will be distributed to the residents of WRST, to address the issues raised. Many questions were deferred by Blaszak until answers could be found; ROW members are anxious to see that document. At a time when NPS wants to make a new start in WRST, their honesty in addressing our concerns will go a long way toward beginning that process and establishing trust.

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*"People in the education and political establishments pretend they're not motivated by such 'callous' motives as greed and profits. These people 'care' about us, but from which areas of our lives do we derive the greatest pleasures and have the fewest complaints, and from which areas do we have the greatest headaches and complaints? We tend to have high satisfaction with goods and services like computers, cell phones, movies, clothing and supermarkets. These are areas where the motivations are greed and profits. Our greatest dissatisfaction is in areas of caring and no profit motive such as public education, postal services and politics. Give me greed and profits, and you can keep the caring."*—Walter Williams

## Valdez Arts Council releases program schedule

**V**aldez – A very aggressive 2004-2005 season is planned with 13 shows. A line-up of events for the season offers many opportunities to fill those long, winter evenings. The following selections cover just the September, October and November months.

Ticket prices are: Adult - \$18 per event for ages 18-59. Senior - \$10 per event for ages 60 and over. Student - \$10 per event for under age 18 or with a current student ID card. These prices are for all shows except the October Mystery/Wine tasting fundraiser and the "Free" events.

An Event Pass is being offered again this year, says Mary Lou Wilcox, President and Program Coordinator. "An Adult Event Pass is \$60

for 4 admissions. A Student/Senior Event pass is \$30 for 4 admissions. Event Passes can be purchased at the first event, on September 18<sup>th</sup> at the Civic Center or call the Arts Council office at 834-2786 and leave a message. One of the board members will cheerfully call you back and set you up with your Event Pass package."

**Swing Fever** - Saturday, 8 p.m., September 18, 2004. Swing dancing with the big band sound of Swing Fever. At the Civic Center and sponsored by WESTAF.

**Fairbanks Arctic Chamber Orchestra** - Friday, 8 p.m., September 24, 2004. The orchestra will perform at the Civic Center and be accompanied by Linda Rosenthal

along with doing outreach programs in the schools.

**Mystery Night/Wine Tasting/Auction** - Friday, 8 p.m., October 22, 2004. Join the Valdez Arts Council for a fund raising/mystery solving evening lubricated with 6 delightful World Wines, appetizers and a silent auction. (Admission is not included in the Event Pass.)

**Perseverance Theatre**  
"Macbeth" - Saturday, 8 p.m., November 6, 2004. Juneau's theatre group will perform Macbeth with an accent on the parallel issues of the Alaskan Natives. Performance at the Civic Center and sponsored by ConocoPhillips.

## National Park Subsistence Resource Commission to Meet

**C**opper Center, AK – The Wrangell-St. Elias National Park Subsistence Resource Commission will meet in the park's Visitor Center Theater near Copper Center on September 23<sup>rd</sup>, 2004, to consider a range of issues related to subsistence hunting and fishing in the park. The meeting may continue on September 24<sup>th</sup> if additional time is needed for the completion of business.

Commission business will include a review of the 2005-2006 Federal Subsistence Fisheries Proposals that would affect Wrangell-St. Elias National Park and Preserve.

These proposals would establish limits on the amount of customary trade allowed in the Upper Copper River District and revise the C & T use determination for the Upper Copper River District to include Chickaloon. Wildlife proposals for the 2005-2006 hunting season may also be developed.

The meeting is open to the public, and public testimony opportunities are provided.

The meeting will begin at 9:00 AM on Thursday, September 23, and will conclude at approximately 5:00 PM. If necessary for the completion

of business, the meeting will continue on Thursday evening or reconvene at 9:00 AM on Friday, September 24, and adjourn at 12:00 PM (noon) or when business is completed. The Wrangell-St. Elias National Park and Preserve Theater is located at Mile 106.8 on the Richardson Highway in Copper Center, Alaska.

Additional information may be obtained by calling the Wrangell-St. Elias National Park and Preserve at 822-5234.

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*"[H]e who permits himself to tell a lie once, finds it much easier to do it a second and a third time, till at length it becomes habitual; he tells lies without attending to it, and truths without the world's believing him. This falsehood of the tongue leads to that of the heart, and in time depraves all its good disposition."*—Thomas Jefferson

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*"As pride sometimes is hid under humility, idleness is often covered by turbulence and hurry."*—Samuel Johnson

## James Robert McGavock 1924-2004

**J**ames Robert McGavock passed away July 4, 2004, after a courageous battle with cancer.

He was born September 21, 1924, in Seattle, Washington, the son of James and Jean Scobie McGavock.

Jim was raised in Kennicott, Alaska, and was always called a "Kennicott Kid." He was educated in a one-room school in Kennicott and graduated from high school in Denver, Colorado.

On September 4, 1953, Jim married Else Marie Doxey, in Ogden, Utah. Together they had one beautiful daughter, Mary Jean. She drowned in a tragic accident in 1995.

He worked for Hill Air Force Base as an aircraft inspector for 37 years, retiring in 1987.

Jim is survived by his wife, Else; a sister, Jean (John) Lamb, Littleton, Colorado; a sister-in-law, Jane Doxey, Ogden; nephews, David Lamb, Rick Lamb, Michael Lamb, Scott Lee, Greg Doxey, Shawn Dox-

ey, Matthew Doxey, and William Doxey; nieces, Libby Lundock, Mary Ruth Anderson, Judy Lee, and Christy Doxey; and dear friends, Jeff and Marcie Young and family.

He was preceded in death by his only daughter, Mary Jean McGavock.

Else McGavock writes: "I miss him very much but know he's in a better place and not suffering. He loved Alaska and especially Kennicott. The Kennicott Reunions were wonderful to us."

## Social events bring a touch of culture to our town

BY BONNIE KENYON

**M**cCarthy— A variety of social events embellished our town this summer season. Just to name a few— Family Fun and Cultural Musicians on July 10<sup>th</sup> featured an ensemble in a family concert from the carriage house stage in downtown McCarthy, playing American Pop Standards from the 1890's - 1960's, ragtime, light classical music and the delightful children's musical tale "The Bremen Town Musicians" by James Bieigo. The music provided great background entertainment for an ice cream social that gave the attendees the chance to build their

own sundaes, enjoy hot dogs and refreshments.

On July 14<sup>th</sup> a High Tea was held at the McCarthy Lodge dining room. This event was presented by Chef Serge and his staff. Hot tea, a variety of desserts and sandwiches were served. Local musicians provided the musical entertainment. Many ladies (and even a few men) took advantage of the touch of culture.

On August 20 a wine- tasting party was held on the deck of the Golden Saloon. For a \$15.00 donation to the newly-formed McCarthy-Kennicott Volunteer Fire Department, each contributor could sample various wine selections served with Hor d'oeuvres created by the

lodge's Chef Serge Perez. According to Neil Darish, the donated wine was sponsored by K & L Distributors of Alaska. A doctor's conference was taking place in Kennicott during this event. Doctors were lodged at the Kennicott Glacier Lodge and Ma Johnson's Hotel. The attendance of this group helped put the total participation over the top. Neil wishes to thank all who showed support for this cause, especially to Wrangell Mountain Bus owners, Kelly and Natalie Bay, for their generous contribution of free transportation between McCarthy and Kennicott.

*"Republics are created by the virtue, public spirit, and intelligence of the citizens. They fall, when the wise are banished from the public councils, because they dare to be honest, and the profligate are rewarded, because they flatter the people, in order to betray them." --Joseph Story*

### CLASSIFIED

**WANTED:** Five to sixty acres in McCarthy area. Contact Ron at (303)940-6539

**FOR SALE:** Ruger Old Army .45 cal black powder revolver. 7.5" barrel with adjustable sights. Appears to be unfired. \$350 OBO contact Rick at (907)554-4454

**FOR SALE:** Beretta 3032 Tomcat with custom grips and action work by Bill West of Wild West Guns. Like new. \$250 OBO. Ruger Old Model Single Six .22 magnum with scope. Nice condition. \$275. Call Rick at (907)554-4454

# THE CHITINA LEADER

## July 1912 August

### LOCAL NEWS

Edward Crave died at Copper Mt. last week from suffocation. He was a comparatively new man and did not realize the amount of gas in the mine. He was unable to get out and was dead when reached.

C. A. Simons now has a complete line of groceries at down town prices. He has shipped in some chickens and will have strictly fresh eggs.

Tom Holland returned from Slate Creek where he spent a very successful summer working a lay on John Hazelet's ground. The weather was very disagreeable this summer and later snows in the spring prevented work. Mr. Holland is now remodeling his house in the north end of town.

John Nelson returned from his trip to Copper Center where he enjoyed a quiet country outing away from the noise of the city. He was surprised at the good appearance of the farms where he enjoyed lots of fresh garden stuff and milk.

Quite a number were out at the ball field Sunday. The field is pretty well cleared now and the big game is coming off soon.

Sept. 3

### WHAT GROWS IN ALASKA'S INTERIOR

That the interior of Alaska can grow the finest kind of grains and vegeta-

bles was demonstrated recently at the government experimental farm near Ester Siding. Falcon Joslin took a party out there over his Tanana Valley Railroad and the Fairbanks News-Miner refers to the visit as follows:

"At the farm, the visitors were shown around by J. W. Neal, the government man who has charge of the experimental station. Without an exception, all were astounded at the remarkable showing in produce and grain raising that has been made at the farm. Mr. Neal explained that there were sixteen different varieties of potatoes growing on the place. He pointed out the various grains, part of which had been cut. The hull-less barley, the buckwheat, the Finnish oats, the red Fife wheat, the Romanoff wheat, the rye, the alfalfa and clover patches, were all looked over."

"Photographs were taken at different places in the grain fields and of the buildings on the farm. Finally, a big panoramic view was taken from the roof of the electric car on the track below the farm. It is the intention of Mr. Joseph to have huge transparencies made of the pictures, to be used later in connection with the Alaska exhibits at the Portland and St. Louis land shows."

Oct. 1

### NEWS OF NEIGHBORHOOD

C. H. Saindon came down from Kennecott on a business trip. He and his wife were detained at Chitina, and while there they purchased the grill at the Chitina Hotel, which they hereafter will conduct. They are both old-timers and will be glad to see their friends, passing to and from the interior.

James O. Godfrey, President of the Mother Lode Copper Mines Company, returned last night from a several weeks' trip to the property of the company on McCarthy Creek, and went to Seattle on the Alameda today, expecting to go to the New York office. It will be remembered that the celebrated mining expert Herman Kellar, made an examination of the Mother Lode property last year and reported favorable on its prospects. A force of men have been working there all season and Mr. Godfrey states that the developments have been entirely satisfactory and that work will continue through the winter. There was some litigation with Jack Miller over an ownership in the property, which Mr. Godfrey says is being amicably and after this is done it is expected New York men will be induced to take hold to push development work on a larger scale.

Miss Hull, who came from Iowa to accept a position as stenographer for Supt. Seagraves at the Kennecott Mine, and who left on last Friday's train, returned last evening from Mile 86 and will await orders.

Oct. 8

### NEWS OF NEIGHBORHOOD

The first through mail from Fairbanks, under the winter contract, reached Chitina last evening, having left the interior metropolis on the morning of October third. A train was started out from Chitina this morning and the mail is expected to reach here about noon tomorrow. The mail for the interior left Cordova this morning. There is some little delay occasioned by reason of the slides, but the mail sacks are packed between these points by Nelson Brothers of Chitina, who have taken the contract to do this work for the railroad.

(From Friday's Cordova Alaskan)

A train went out this morning as far as Mile 89. There were a few passengers as well as twenty men who will be put to work on the railroad slides. The Superintendent's office reports that it is expected to have trains running from Mile 108 to Chitina within ten days. The track is now blocked several places between Miles 108

and 114. It is in fairly good shape between 109 and 112. The most serious section is from Mile 86 to 89, but it is expected that this strip will be cleared and that trains will be running again about the first of November. From Mile 89 to 108 there is very little damage done and it can soon be repaired.

Advices from Chitina indicate that business is good there and that the food supply is only low in certain lines. There is a shortage of smoked meat, butter, eggs, spuds and lard. Harry Warren had started to take twelve head of cattle into the interior over the trail from Valdez but he switched off at Willow Creek and has part of this bunch now at Chitina. Thus the people there are being well supplied with fresh meat. There is a shortage at Chitina and interior camps of hay and oats. Grouse and rabbits are plentiful.

Oct. 16

#### NEWS OF NEIGHBORHOOD

A work train came in this afternoon, bringing a few passengers from the interior. Among the number was W. H. Seagrave, manager of the Bonanza Mine at Kennecott, who comes to meet his wife, who is a passenger from Seattle on the Mariposa. E. F. Gray, manager of the Great Northern Development Company came in from Copper Mountain to attend to business.

#### HAPPENING ABOUT TOWN

E. A. Patrick and son Will who have been doing

development work on their promising property at Long Lake left this morning for the outside. They will return in February.

It was discovered a few days ago that a number of forged checks were in circulation in Chitina amounting to two or three hundred dollars. They were all traced back to one party who claimed he had received them in exchange for a larger check at McCarthy some time ago but he could not remember who had given him the checks. He claims to know nothing more about the checks but says he feels morally obligated and offers to take back the checks giving his note in return, and he will then go to work and earn the money and make good the amount.

In the meantime nothing much is being done and apparently the matter will soon be forgotten. The incident indicates that this is a fertile and safe field for a few Wallingford get-rich-quick schemes.

Oct. 22

#### BIG CROP OF POTATOES

John Brown of Tiekell, at Mile 101 on the C. W. & N. W. Ry. harvested his crop of potatoes recently. The yield was surprisingly good. From a patch less than a hundred feet square he got over half a ton of good potatoes which he disposed of to the Railroad camps and to the people of Chitina. He also raised a crop of excellent turnips. Next year he will farm on a larger scale.

The first slush ice ran in the Copper River on October 22nd.

The Chitina Bakery did a bigger business in Oct.

than any month since the town was started over two years ago.

The Road Commission is having a well dug in the barn they purchased here in Chitina.

C. A. Simons is doing a good business on Chitina Heights. Has large, clean bunk house with free cook house in connection is quite a drawing card. Adjoining his grocery store is a large warm reading room with a pool table where all are welcome. It is the popular hang-out for those looking for clean, quiet pastime.

#### ORDER AND NOTICE OF ELECTION

Chitina Voting Precinct. The said Chitina voting precinct is bounded as follows: Commencing at a point at mouth of Uranatina River, thence west on north bank of said river to its head water, thence north to a point on Copper River opposite mouth of Chetashina River, thence east across Copper River to Long Glacier, thence southeast to a point of R. R. crossing on Chokosna River, thence south across Chitina River to Tebay Lake, thence across Copper River to mouth of Uranatina River.

And I, J. W. Nickell, do hereby specify that a certain building known as the School House situated in Chitina, Alaska, to be the polling place for the said Chitina voting precinct, Alaska.

McCarthy Voting Precinct. That said McCarthy voting precinct is bounded as follows: Beginning at point of R. R. crossing on Chokosna River, thence north to Kuskulana Pass, thence east to mouth of Fourth of July Creek,

thence southeast to mouth of Nikolai Creek, tributary to McCarthy Creek, thence northeast to Nizina Glacier, thence southwest to Mt. Radcliff., thence west to Tebay Lake, thence north across Chitina River to point of R. R. crossing of Chokosna.

And I do hereby specify that a certain cabin near Al Church's store as the polling place for said McCarthy's voting precinct, Alaska.

Kennecott Voting Precinct. That said Kennecott voting precinct is bounded as follows: Beginning at mouth of Fourth of July Creek, thence north to Mt. Regal, thence east to Russell Glacier, thence southwest to mouth of Nicolai Creek, thence west to mouth of Fourth of July Creek.

And I do hereby specify a certain building near the Kennecott Mill as the polling place for said Kennecott voting precinct, Alaska.

The said polling places will be open from between the hours of 8:00 a.m. and 7:00 p.m. on the 5th day of November A. D., 1912.

Dated this 4th day of September, 1912 at Chitina, Alaska.

J. W. NICKELL

U. S. Commissioner, Territory of Alaska, residing at Chitina.

Oct. 29

# Pilot's licenses—who needs 'em?

BY HOLLYANNE HOLM

I was out in McCarthy a couple of weeks ago. While chatting with several people about my airplane, Cessna 150, I heard repeatedly that, "You no longer need a 'Pilot's License' to fly a 2-seater plane." Gut instinct said this couldn't be quite right.....so here is the scoop on the FAA's NEW Regulation. It goes into effect on September 1.

Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is creating a new rule for the manufacture, certification, operation, and maintenance of light-sport aircraft. Light-sport aircraft weigh less than 1,320 pounds (1,430 pounds for aircraft intended for operation on water) and are heavier and faster than ultralight vehicles and include airplanes, gliders, balloons, powered parachutes, weight-shift-control aircraft, and gyroplanes. This action is necessary to address advances in sport and recreational aviation technology, lack of appropriate regulations for existing aircraft, several petitions for rulemaking, and petitions for exemptions from existing regulations. The intended effect of this action is to provide for the manufacture of safe and economical certificated aircraft that exceed the limits currently allowed by ultralight regulation, and to allow operation of these aircraft by certificated pilots for sport and recreation, to carry a passenger, and to conduct flight training and towing in a safe manner.

Fact Sheet: Sport Pilot, Light-Sport Aircraft Rule

The U.S. Department of Transportation's Federal Aviation

Administration (FAA) today issued new requirements for light-sport aircraft, pilots and repairman.

Light-sport aircraft are small, simple, low-performance, low-energy aircraft limited to:

- 1,320 lb.(600 kg), (1,430 lb. seaplanes) maximum takeoff weight
- 1 or 2 occupants
- single engine (non-turbine)
- maximum stall speed (without lift enhancing devices) of 45 knots
- maximum airspeed in level flight of 120 knots
- fixed landing gear
- fixed pitch propeller.

According to the rule, "light-sport aircraft" are: airplanes, gliders, gyroplanes, balloons, airships, weight-shift-control, and powered parachutes. Helicopters and powered lifts are excluded because of complexity. Weight-shift-control aircraft and powered parachutes are also defined in the rule.

There are maintenance and inspection requirements for light-sport aircraft certificated as an experimental light-sport aircraft or special light-sport aircraft. There are also new pilot training and certification requirements for:

- a sport pilot certificate,
- a sport pilot rating at the flight instructor certificate level,
- two category ratings — weight-shift-control and powered parachute, both with land and sea class ratings at the private pilot certificate level, and a repairman certificate — light-sport aircraft with an inspection or maintenance rating.

FAA certificated pilots and flight instructors exercising sport pilot privileges must hold a valid U.S. driver's license or FAA medical certificate.

The FAA has created two new aircraft airworthiness certificates for:

Special Light-Sport Aircraft. A new special airworthiness certificate for a light-sport category aircraft that is "ready to fly" when the manufacturer determines the aircraft meets a consensus standard developed jointly with FAA and industry (gyroplane category is excluded).

Aircraft holding this airworthiness certificate may be used for personal use and for compensation while conducting flight training, rental (similar to primary category), or towing (of light-sport gliders or unpowered ultralights).

SUPPLEMENTARY INFORMATION:

Availability of Rulemaking Documents

You can get an electronic copy using the Internet by—

(1) Searching the Department of Transportation's (DOT) electronic Docket Management System (DMS) Web page (<http://dms.dot.gov/search>).

(2) Visiting the FAA Office of Rulemaking's Web page at <http://www.faa.gov/avr/arm/index.cfm>.

(3) Accessing the Government Printing Office's Web page at [http://www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html).

You can also get a copy by submitting a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-9680.

In a Nutshell: if the Gross Weight of the aircraft loaded is under 1,320 pounds. You can fly without a Pilot or Recreational Pilots License—However you will still need to get yourself a "Sport Pilot Certification." No Medical Certificate is

required. My little C-150's Gross Weight is 1600 Pounds—well outside of “Sport Pilot” category. Please check your airplanes Owners Manual and Airworthiness Certifi-

cate to determine if your aircraft falls into this new “Sport” category.

Happy Flying  
HollyAnne Holm

## When Biologists Stocked Alaska with Wolves

BY NED ROZELL

**T**he killing of wolves to boost moose and caribou populations in Alaska is making headlines all over the country. Back in 1960, a government program to stock an Alaska island with wolves received less attention.

Alaska had been a state for one year when its department of fish and game conducted a wolf-planting experiment on Coronation Island in southeast Alaska. At the time, the remote 45-square-mile island exposed to the open Pacific had a high density of blacktailed deer and no wolves. In 1960, biologists from Fish and Game released two pairs of wolves on the island.

The experiment was the only wolf-stocking effort undertaken in Alaska and probably the whole world at that time, said Dave Klein, a professor emeritus with the University of Alaska's Institute of Arctic Biology. Klein, who had studied deer on the island for his PhD thesis, helped the state make the decision to introduce wolves to Coronation Island.

“Alaska had just become a state and you had a brand new department of fish and game staffed with young biologists who wanted to do things based on biology rather than a mix of politics and science. It'd be much more difficult to do it now.”

In 1960, Fish and Game biologists released two male and two female wolves at Egg Harbor on Coronation Island. Before they left,

the researchers shot five deer to provide food for the wolves.

Biologist Paul Garceau visited the island in May 1961 and found tracks, deer remains, and wolf scats containing deer hair and bones, showing that the wolves had adapted to life on the island. Two months later, a commercial fisherman shot the two adult female wolves, but Garceau saw tracks of wolf pups on the island when he returned later that summer. The females had given birth before they died, and the pups had survived.

In 1964, Alaska Department of Fish and Game biologist Harry Merriam explored the island for eight days and saw 11 adult wolves and the tracks of two pups. He estimated that at least 13 wolves lived on the island and three litters of young had been born since the first wolves arrived.

The following summer, in 1965, Merriam spent 10 days on the island, seeing wolf tracks on all the beaches. He saw no sign of deer on the north side of the island, but found deer tracks on the steep slopes of the island's south side, where rough terrain and dense brush may have provided the best chance to escape wolves.

In February 1966, Merriam saw only three wolves on the island, and their tracks suggested they were the only wolves left. He examined more than 100 wolf scats; six of those contained wolf remains only, suggesting the animals had resorted to

cannibalism. Deer remains in the scats were less than one half of the previous spring; fragments of birds, seals, sea creatures and small mammals constituted the rest.

In August of 1966, Merriam and his partners collected seven wolf scats, compared to 201 one year before. They found just three sets of fresh deer tracks. By 1968, one wolf remained on the island. Biologists who inventoried the island's animals in 1983 found no evidence of wolves, but the deer were once again plentiful.

Alaska's only wolf-stocking experiment taught biologists the importance of habitat size. They concluded that a 45-square mile island was too small for both deer and wolves. The study also showed that a lot of factors play into the dynamics of a wild animal population, which is a point Klein said many people miss in current arguments about wolf control.

“The relationship between wolves and their prey is very complex,” he said. “Sometimes wolves are the key predators of caribou or moose, sometimes bears. Sometimes severe weather is the main factor, sometimes food availability.

“The main problem with these kinds of controversies is people are unwilling to look at the complexity of the ecosystems involved. Things are not simple in nature.”

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

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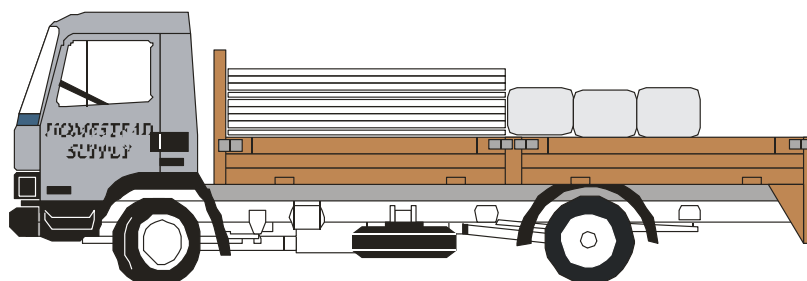
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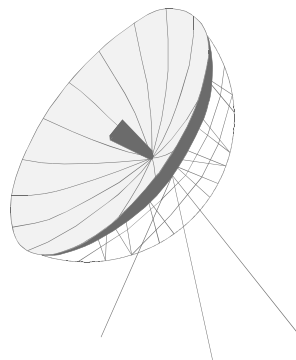
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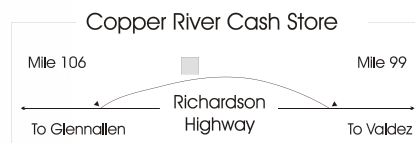
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# Pilgrim family controversy continues

## WSEN STAFF

August found the Pilgrim family caught up in yet another right-of-way controversy. In a strange turn of events, this one found the Pilgrims blocking access to a park ranger's cabin rather than the other way around!

When the Pilgrim family bought the Mother Lode property from Walter Wigger, the deal included the use of Walt's "McCarthy Camp." The camp included a "wannigan" and was located on a lot that, at least according to the Pilgrims, Wigger had claimed by adverse possession.

Last year nearby property owners disputed the claim to the property and had a survey done. The result was that the Pilgrims moved over a few feet into a 60' platted right-of-way. This was supposed to be a temporary move, and most neighbors thought the family would be moved by spring of this year.

Spring came and went, but the Pilgrims didn't. Finally, nearby property owners had a meeting which resulted in a letter asking the family to move.

"We the undersigned property owners of McCarthy, are writing to you, the Pilgrim Family to voice our extreme concern over your continued habitation of areas in our town dedicated to public use," said the letter.

It continued, "Be very clear. This is not a statement concerning your values, religious belief or your right to be members of this community."

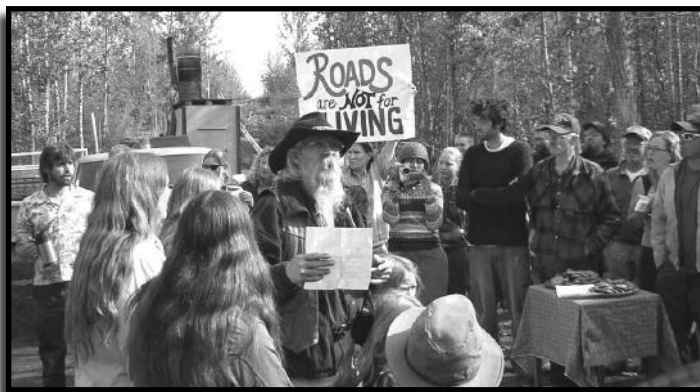
The letter concluded with, "To avoid further conflict with



WSEN staff photo

Local resident Jeremy Keller leads the protest.

your neighbors and the community we ask you to move your family and your entire operation from the publicly owned areas of our community by August 14<sup>th</sup> 2004, as we are currently denied the use of them."



WSEN staff photo

"Papa" Pilgrim reads statement.



WSEN staff photo

Pilgrim camp. Downtown McCarthy.

A "Notice of Road Improvement" was posted in several locations around McCarthy. The Notice included a color photo of the Pilgrim camp, a plat showing the extent of the rights-of-way, and a statement that the purpose of the project was, "Improvement of legal access to adjacent private lots and road beautification." It also stated, "All personal belongings must be removed from the project area prior to August 14<sup>th</sup>."

Ironically, it was Stephens Harper who was the driving force behind the project, and whose cabin the right-of-way leads to. Harper is an enforcement ranger for the National Park Service, and at least according to Papa Pilgrim is the one responsible for the road to the

Mother Lode Mine being closed by the NPS. Pilgrim has said that the family had planned to haul most of the building supplies up to their Mother Lode property, only to be stopped when Harper notified then Chief Ranger Hunter Sharp of the plans. Harper and other Rangers posted the road closed, preventing the move.

Some area residents wanted to go further than a letter and Public Notice, especially when it became apparent that the family would not be moving by the August 14 date. According to Harper, it was Jeremy Keller who orchestrated the march on the Pilgrim Camp. Media in Anchorage was notified, which resulted in two stories in the *Anchorage Daily News* and segments on two of Anchorage's television stations.

About 70 people turned out for the protest. The group was made up of local residents, property owners, tourists and a num-

ber of people from the Wrangell Mountain Center—an environmental studies group that was hosting a writer's workshop in McCarthy.

Papa Pilgrim read from a prepared statement. (See sidebar) Several hecklers said they didn't believe him. A number of people gave speeches venting their frustration at the situation. Several carried signs and banners.

Since then, the Pilgrims have gotten possession of a piece of property on the west side of the Kennicott River and as we go to press on September 2 are in the process of moving.

The Pilgrims became involved in another right-of-way controversy when they set up a table at the Kennicott River footbridge where they tried to sell tickets for their shuttle-bus service or horse rides to passing tourists.

Apparently, landowner Stephen Syren became so agitated that he and wife Kelly turned over the table in a confrontation. Syren was arrested when the Pilgrim children claimed that he assaulted them.

Another area resident, Mark Wacht, was also arrested on assault charges against the Pilgrims.

Meanwhile, the Pilgrims are awaiting a hearing by the 9<sup>th</sup> Circuit Court of Appeals concerning access to the Mother Lode property. The NPS had offered a permit for winter-only travel that the family and other observers said contained conditions too restrictive to be of any use to the family. This summer, the state Department of Natural Resources issued a permit to do some light maintenance on the road, but so far the family has not attempted to exercise the privileges of the permit.

#### Pilgrim Family Statement on McCarthy Right-of-Way Issue

August 14, 2004

We are absolutely delighted and thankful that finally in the last few days we see that we can very soon move to our land west of the river. We want the community to know that we have never been comfortable being stranded in this situation and regret the distress it has caused.

We bought a half interest in ten acres in May and had thought it would be possible to split the property with our co-owner, Rick Jurich and move much earlier. But it turned out to be a more difficult problem than expected and agreement fair to both was reached only five days ago after long and arduous negotiations.

We are waiting for the title company escrow process to complete and clearance from Rick Jurich to make the move to our place.

We do appreciate offers received from our neighbors and friends to help us move and thank them but it looks like we will be able to accomplish it ourselves with our own resources and some hired assistance.

Lord willing, this issue will soon be completely resolved. We and our animals will be on and enjoying our new place in Kennicott River Land Tracts. We would have LOVED for this to have been possible months ago.

In Jesus name, with much love and concern for our community,

The Pilgrim Family.

#### Access and Property Rights for All Not just the Pilgrims

by Stephens and Tamara Harper

The Pilgrim family has been residing and conducting business in the streets of McCarthy now for two and a half years. In doing so they have blocked Donohoe Avenue, the legal access to our home. The Pilgrim's have turned this right-of-way, once a quiet corner of McCarthy, into a place where the air smells of horse manure, burning garbage and diesel exhaust and looks like a junkyard. For Tamara and me this is a simple matter; the Pilgrim's have stolen our access, our property value and our peace and quiet and we want it back! We can not tolerate this any longer.

On July 13<sup>th</sup> I personally gave the Pilgrim's a copy of our plans to begin an access improvement project on Donohoe Avenue and Barrett Way, beginning August 14<sup>th</sup>. I asked, like many times before, that the Pilgrim's remove their belongings from the road. August 14<sup>th</sup> has come and gone, nothing has been removed, and we can not physically proceed with our project. We have now been left with no other option but to file a lawsuit in order to regain our access and quality of life.

We would like to thank the seventy supporters who turned out on August 14<sup>th</sup> to stand up for our rights. This is an issue that is not ours alone. The misuse of McCarthy's streets by the Pilgrim family is a community issue. We are very encouraged and grateful to see our community come together to resolve this problem. Actions speak louder than words and action, not words, is what we want to see.

***"Children today are tyrants. They contradict their parents, gobble their food, and tyrannize their teachers."—Socrates***

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# McCarthy Kennicott Half Marathon runs again

BY BONNIE KENYON

**M**cCarthy – The third annual McCarthy Kennicott Half Marathon engendered support from 40 locals and out-of-town racers. This year's benefit took place on Saturday, September 4, with the beginning of the competition starting from Glacier View Campground located at Mile 59 of the McCarthy Road.

McCarthy resident, Dan Myers, returned as Race Organizer. The race began at 2 p.m. The 13.1 mile course crossed the Kennicott River and gradually climbed to Kennicott and returned to downtown McCarthy. Door prizes were awarded with the proceeds going to the American Diabetes Association (ADA).

**Men's Class:** An all-time course record was set this year by First Place winner Brandon Newbould of Kasilof finishing in 1 hour 12 minutes 10 seconds. Second Place was taken by local Eric Nazar, operator of the Copper Point Shuttle. Third Place went to Paul Hanis of Kennicott Wilderness Guides.

**Women's Class:** Rachel Witty, an out-of-town racer, came in First Place with a time of 1 hour 33 minutes 4 seconds. Cynthia Shidner of McCarthy took Second Place and Kennicott Glacier Lodge employee Karen Bemben was the Third Place winner.

This year's sponsors were The Little Red Schoolhouse, a day care center in Anchorage; Kennicott Glacier Lodge, McCarthy Lodge and Kennicott Wilderness Guides.

Local artist, Kris Gregory, created a new design for the Marathon's t-shirt.

Phoebe O'Connell, District Director of ADA serving Alaska, was on hand to register participants of the race. "There are now 42,000 Alas-



kans who have diabetes. This is up 5,000 from the first year's marathon," says Phoebe.

Dan was thrilled with the local participation. "The 2004 McCarthy Kennicott Half Marathon was a big success," he exclaimed.

For information or to make donations, please contact American Diabetes Association, 801 W. Fireweed Lane, Suite 103, Anchorage, AK. 99503.

## LETTERS TO THE EDITOR (continued from page 33)

road. If everyone felt they had the right to put speed bumps in the road—outside their home or business—and did so, the road would become a nightmare for everyone.

If the individuals, who put speed bumps in the road feel they have that right, then the Pilgrims should be able to use the same or similar premise to continue living where they are. That now seems to be a moot point now that the Pilgrims have found a beautiful location for their new home in McCarthy.

Finally, there are some who say it is wrong for the Pilgrims to start another shuttle company, because

there are several already in McCarthy/Kennicott. This country was founded on free enterprise and competition. Our country has grown and prospered from it, and so will McCarthy. Competition benefits everyone, from the consumer to the community, to the individual businesses.

McCarthy is a very small and unique community, as a result it has problems that are unique unto itself and due to tremendous interest, McCarthy is experiencing growing pains. It is a growing frontier town with modern day problems. It is now a community made of people from all walks of life, with different views

and opinions on everything including things that will have a profound impact on the future of McCarthy. Therefore, I think it behooves us to be more understanding of every individual in McCarthy. None of us are perfect and we are never all going to agree on everything all the time. However, that does not give you the right to pass judgment. As it says in the Bible, "If there is anyone free of sins, let him be the one to throw the first stone."

C. David Felts

# Cooking with Peggy

BY PEGGY GUNTIS

**W**ell, here we are in McCarthy again! We got a late start this year, so it feels extra good to arrive, see all our friends, not set the alarm and determine our own daily schedule. So far the schedule has been work a little, read a lot; work a little and then read for the rest of the day!

There is still one thing I never seem to be able to retire from, though – cooking. In the last issue we concentrated on chocolate, and I promised that this time we would try to watch the calories a little, so how about some vegetable side dishes. Bonnie always gives me some fresh broccoli out of her beautiful garden so I'm always looking for recipes.

*This one is tasty but not fattening. I found it in the Light and Tasty 2002 Annual. The whole family loves it.*

## Broccoli with Orange Sauce

- 1 lb. fresh (or frozen) broccoli spears
- 4 ½ teaspoons sugar
- 2 teaspoons cornstarch
- ½ teaspoon chicken bouillon granules
- ¼ cup water
- ¼ cup orange juice
- 1 teaspoon grated orange peel
- 1 medium navel orange, thinly sliced

Place broccoli and a small amount of water in saucepan; bring to a boil. Reduce heat; cover and cook for 5-8 minutes, or until crisp-tender. Meanwhile, in a small saucepan combine the sugar, cornstarch and bouillon. Stir in the water, orange juice and peel until blended. Bring to a boil, cook and stir for 2 minutes until thickened.

Drain broccoli and place in a serving bowl. Line the bowl with orange slices and drizzle with sauce.

Makes 4-6 servings.

## Now how about my mom's Broccoli Casserole.

- 2 packages frozen or fresh bunches of broccoli
- ¼ lb. cheddar cheese, grated
- 1 cup fresh mushrooms
- 6 slices bacon, fried crisp and crumbled
- 1/8 lb. (about 2 oz.) slivered almonds

## White Sauce:

- 4 Tablespoons margarine
- 4 Tablespoons flour
- ¼ teaspoon salt
- 2 cups milk

If frozen broccoli is used, don't cook first. If fresh broccoli, cook until almost done. Mushrooms can be sauteed in butter or used raw. Place first five ingredients in a baking dish.

Melt the margarine and stir in the flour and salt. Gradually stir in the milk; bring to a boil and cook over medium heat, stirring constantly until thickened. Pour sauce over the broccoli mixture.

This can be made ahead and refrigerated until 1 hour before cooking. If broccoli is frozen, bake at 350 degrees for at least an hour until tender. If fresh, it won't need as long. Use your best judgement about oven time. Mom's oven was different and everyone likes broccoli a little different – from mushy to crisp!

*Now for something we love but is just a little different. It can be used as a main vegetarian dish or as a side dish. Sorry, I don't know where I found it but we love it.*

## Five-Spice Mushroom and Broccoli Stir-Fry

- 1 - 7 oz. package uncooked vermicelli

## Sauce:

- ½ cup orange juice
- 1 Tablespoon cornstarch
- ¾ teaspoon Chinese five-spice powder (can be purchased in most grocery stores)
- 1/8 to ¼ teaspoon crushed red pepper flakes
- 2 Tablespoons soy sauce
- 2 teaspoons honey

## Stir Fry:

- 8 large mushrooms (12 oz.), cut into 1/4-inch thick slices
- 1 cup fresh baby carrots, quartered lengthwise
- 1 medium onion, cut into thin wedges
- 1 garlic clove, minced
- 3 cups small broccoli florets

Cook vermicelli to desired doneness as directed on package. Drain; cover to keep warm. Meanwhile, in a small bowl, combine all sauce ingredients; mix until well blended. Set aside.

Spray large nonstick skillet with nonstick spray. Heat over medium high heat until hot. Add mushrooms, carrots, onion and garlic; cook and stir 4 minutes.

Add broccoli; cover and cook 2 - 4 minutes or until vegetables are crisp-tender; stirring occasionally. Add sauce; cook and stir 2 - 3 minutes or until bubbly and thickened. Serve over vermicelli (or rice, if you prefer).

If anyone has any questions or requests, be sure to email me at: [jgelec@starband.net](mailto:jgelec@starband.net) after September 15 or write in care of WSEN and Bonnie will send it to me.

# A LOOK AT THE WEATHER

BY GEORGE CEBULA

So far the summer of 2004 has been very good, weather wise, with June and July temperatures above average and precipitation below the average. The high temperature for June was 89 on the 19<sup>th</sup> (81 on June 30, '03 and 81 on June 17, '02). This was a new all-time record high (87 on June 21, '91 and July 15, '93). The low was 29 on June 3<sup>rd</sup> (27 on June 4, '03 and 29 on June 7, '02). The average temperature for June was 57.7. This compares to 52.7 in June 2003 and 54.1 in June 2002. There were 9 days with a high of 85 or above and 2 days with a low of 32 or lower. The total precipitation was 0.62 inches (1.29 inches in June 2003 and 2.18 in June 2002). *Silver Lake had a high of 88 on June 20<sup>th</sup> (79 on June 11, '03 and 80 on June 17, '02) and a low of 30 on June 3<sup>rd</sup> (30 on June 1, '03 and 32 on June 8, '02). The average June temperature at Silver Lake was 57.5 (52.9 in 2003 and 53.1 in 2002) and the total precipitation was 0.30*

*inches (1.34 inches in 2003 and 0.98 inches in 2002).*

July was about the same as last year. The high for July was 82 on the 7<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> (83 on July 19, '03 and 82 on July 8, '02). The low was 32 on July 26<sup>th</sup> (33 on July 18, '03 and 34 on July 10, '02). The July average temperature 58.3, compared to 57.0 in 2003 and 56.8 in 2002. There were 11 days with a high of 80 or above and 4 days with a low of 35 or lower. The total July precipitation was 1.65 inches (2.22 inches in 2003 and 2.77 inches in 2002). *Silver Lake recorded a high of 83 on the 8<sup>th</sup> and 13<sup>th</sup> (85 on July 20, '03 and 80 on July 17, '02) and a low of 40 on the 26<sup>th</sup> (40 on July 9, '03 and 36 on July 31, '02). The average July temperature at Silver Lake was 59.3, compared to 58.4 in 2003 and 56.5 in 2002. The total precipitation recorded at Silver Lake for July was 1.76 inches (0.57 inches in 2003 and 1.63 inches in 2002).*

Hidden Creek Lake was a bit early this year releasing its water on

July 10<sup>th</sup> (July 3, '03, Aug 2, '02, July 2, '01 and July 26, '00). The water in the Kennicott River began to rise during the morning of July 10<sup>th</sup> and crested at 1:00 am July 12<sup>th</sup> (29.50 ft). The increase was 2.80 feet in 43 hours. The crest was about the same as last year and there was no flooding. The river was back to its normal level by the morning of July 16<sup>th</sup>, but remained around 26 feet for the rest of July.

The first half of August saw warm and sunny weather with a high of 84 on the 10<sup>th</sup> and a low of 30 on the 5<sup>th</sup>. Rainfall for the period was about 0.25 inches recorded from the 1<sup>st</sup> thru 12<sup>th</sup>. It's about time to think about covering the plants in the garden. The first frost usually occurs in early August and lows below 32 are not far behind.

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

## LETTERS TO THE EDITOR (continued from page 35)

stance. McCarthy has a history of being plagued by poor surveys, vague property descriptions and incomplete or inaccurate property titles, which has led to all kinds of problems and misunderstandings. It wasn't good news for the Pilgrims either. They know that it means they have to uproot and find someplace else to call home in McCarthy. They know it is time to move, and they are working, with the help of others in the community, to find another place.

Others have criticized them because of the condition of their yard. Since when did it matter that anyone living in Alaska had to live to

that standard. The ride from Anchorage to McCarthy is lined with many homesteads with a lifetime of stuff piled in the yard. As you walk around McCarthy there are many yards that won't find a place in Better Homes and Gardens. In fact there are more than a few homes that look like dilapidated shacks with no paint or signs of repair. I have never heard anybody complain about them. I have never heard anybody complain about the collection of junk cars that you, the residents of McCarthy, have deposited in and around the foot bridge. They have been left there by you to be the first

impression every visitor gets of McCarthy.

I hear people talking about the disappearance of speed bumps, both on the way to Kennicott and in McCarthy. I don't know who took them, but in my opinion, those that put them there had no right to do so in the first place. Nobody has the individual right to put speed bumps in the road. If there is a problem with people going too fast, they should contact the proper authorities and let them resolve the issue. If it is determined speed bumps are appropriate, they should be installed and maintained by the DOT or whoever is responsible for the

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# FOR YOUR CONSIDERATION

## New Zealand model for success

BY PAULA EASLEY

**M**any members of Congress support what they believe are good laws. Yet regulations often go far beyond a law's intent, usually with serious consequences to state and local governments and the private sector. Experience has shown it is virtually impossible to reform bad laws and regulations, especially environmental ones.

Not so in New Zealand. In early 1980, government controls, spending and micromanagement at every level were destroying the economy and freedom. People were frustrated with government's intrusion into every aspect of their lives. For instance, to buy foreign company stocks, individuals had to surrender their citizenship.

By 1984, per capita income dropped from the world's third highest to 27<sup>th</sup> highest; unemployment was 11.6 percent. The country had experienced 23 straight years of deficits; taxes and government spending were out of control. The Parliament had historically enacted trade, wage and price controls and it gave industries massive subsidies to keep them alive. Finally, the people revolted, electing a reform party.

Maurice McTigue, a member of Parliament soon after the reform government came into power in 1984, lectured on the effort in a recent seminar at Hillsdale College. His lecture, testimonies and related articles are available online by searching "Maurice McTigue." What the reformers did was pretty amazing.

In a thorough evaluation of services, department heads described what they did and what they felt they should be doing. Many functions were later eliminated as inap-

propriate activities for government. Services such as telecommunications, airlines, irrigation, computing, printing, insurance, banks, buses, railways, shipping and more were sold off, resulting in major economic gains.

After searching worldwide, executives were hired to run the agencies. They signed five-year renewable contracts, similar to those of private companies to perform specific services within specific budgets.

Reform goals of achieving accountability and transparency were apparently met. Thirty-five quasi-government agencies were given marching orders: Make a profit and pay taxes and don't expect money from government. Before reform, these agencies cost about a billion dollars a year to operate. Afterward, they brought in a cool billion dollars annually.

In privatizing the Transportation Department, employees dropped from 5,600 to 53. Forest Service employees went from 17,000 to 17. All 28,000 Ministry of Works positions were eliminated. Their jobs didn't disappear, they became private sector jobs. Overall, government employment was reduced by 66 percent.

Debt dropped from 65 to 17 percent of GDP. Government's share of GDP decreased from 44 to 27 percent. New Zealand now applies revenue surpluses to debt and providing tax relief. It eliminated all industry subsidies. For example, sheep farming subsidies -- about 44 percent of farmers' income -- ended. Once over the shock, farmers mobilized an international marketing program that, in 15 years, brought prices from \$12.50 to \$115 per carcass.

In education, more and more money failed to improve achieve-

ment levels. Consultants found that 70 percent of every dollar spent went to administration. The new system provided grants, based solely on the number of students, to both public and private schools. Reformers then abolished central government control and all boards of education. Local boards of trustees were formed, their members being parents of children who attended that school; they made all their school's decisions.

Parents could choose their children's schools. The expected exodus to academically advantaged private schools did occur, but not for long. Public school teachers realized that if they lost students, they'd lose funding and their jobs. They became competitive. In less than three years, academic achievement went from 14-to-15 percent below international peer levels to 14-to-15 percent above them.

In the regulatory arena, consultants advised that non-elected officials with little accountability or transparency wielded far too much power. Regulatory reform was crucial. However, attempts to simplify and amend excessive, punitive regulations proved unworkable. The solution: Repeal the statutes on which they were based, thus instantly voiding the regulations. With expert counsel, environmental laws were transformed into a single Resource Management Act that shrank from 25 inches thick to 348 pages.

Citing other accomplishments such as tax reform, McTigue admitted the job was never easy, nor did all reforms meet expectations. Still, policy-makers remained committed to commonsense ways to run government. (You wouldn't believe how drivers licenses are now handled.)

If McTigue, who regularly consults with U.S. political leaders,

could help rewrite just our environmental laws — the laws that reportedly generate one-third of all federal regulations — the benefits would reach far and wide. Just imagine.

*Paula Easley is vice chair of the Nationwide Public Projects Coalition, president of the Alaska Land Rights Coalition and serves on the Resource Development Council's*

*board. E-mail, paulaeasley@yahoo.com.*

# LETTERS TO THE EDITOR

WSEN,

Keith Rowland has put the State of Alaska on notice. The State of Alaska gets MILLIONS of \$ each year for New Road Construction and Improvements and what do we see? NA-DA! The U. S. Tax payers could save billions of \$ if they gave Mr. Rowland 1/100<sup>th</sup> of what the State gets annually. My bet is that if the State said to Keith Rowland, "Here is \$ 750,000. Go fix the Million Dollar Bridge, he would do it in a year's time and tell them that he had some \$ left over and with it he could fix the road all the way to Cordova if they wanted! The man is nothing short of miraculous.

Bonnie's speech at McCarthy was outstanding!! The audience response could not have been better. And to inform Ms. Blaszak that when the WRST NPS was being created and the ANILCA rules were being drafted, the President, Ronald Reagan, told the DOI Chief Administrator what the first priorities were to be. PUT THE PEOPLE FIRST and BE A GOOD NEIGHBOR. Ms. Blaszak knows very well that she is lacking in her responsibilities. And was it not just a coincidence that the deadline for applications input as to who we might want to be the new superintendent at Wrangell-St. Elias National Park ended just 12 hours after she climbed on her airplane?

Susan Smith's *ROW update* articles show how competent and dedicated she is. ROW could not have elected a better choice for Chairperson. Her in-depth research ability would put the CIA to shame.

Neil Darish is to be commended for his article. His description as to the reason that ANILCA was created was like "hitting the nail on the head." And his statement about what is needed from Ms. Blaszak, will put the "nail" where it's needed most, in someone's political coffin. Maybe she will get a "promotion" to Harpers Ferry also. I have been an Alaskan for just shy of a quarter of a century and have lived in the area of the northern boundary of WRST since early 1981. The history of the locals in the area is that they are very independent, totally non-committal to organizations, and talk a lot about how the Park here is mismanaged. For the last year or so, I have seen a great change in the attitude of the majority here. They have found "comrades in arms." Because of WSEN and ROW, and guidance from Ray Krieger and Paula Easley, we here at the north end of the park have begun to see the "light at the end of the tunnel." I and many of the locals at this end of Park applaud the both of you, Rick and Bonnie, and also WSEN, the contributors of articles in your newspaper, and the ROW members. We know the answer to the question in Cal Thomas's *Freedom is a Lonely Battle* quote. May he continue to guide you in your purpose.

Concerned Citizen

"Democracy must be something more than two wolves and a sheep voting on what to have for dinner."  
— James Bovard, Civil Libertarian

August 27, 2004: Letter to the Editor,

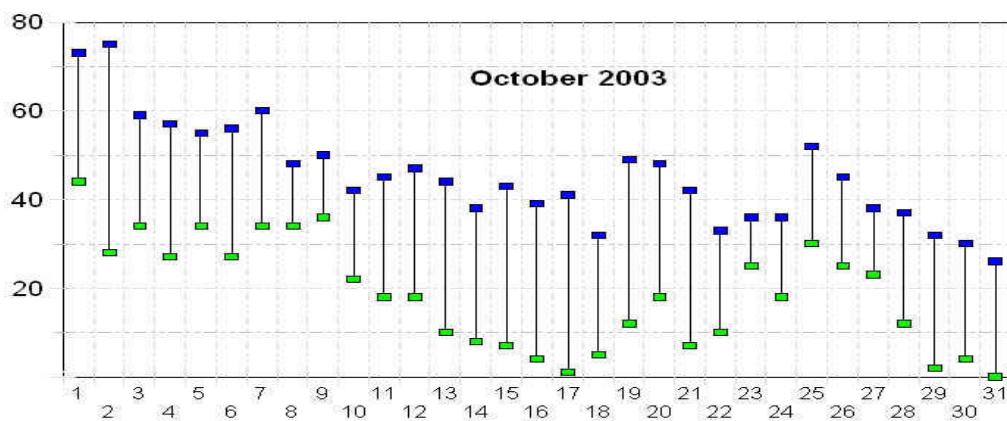
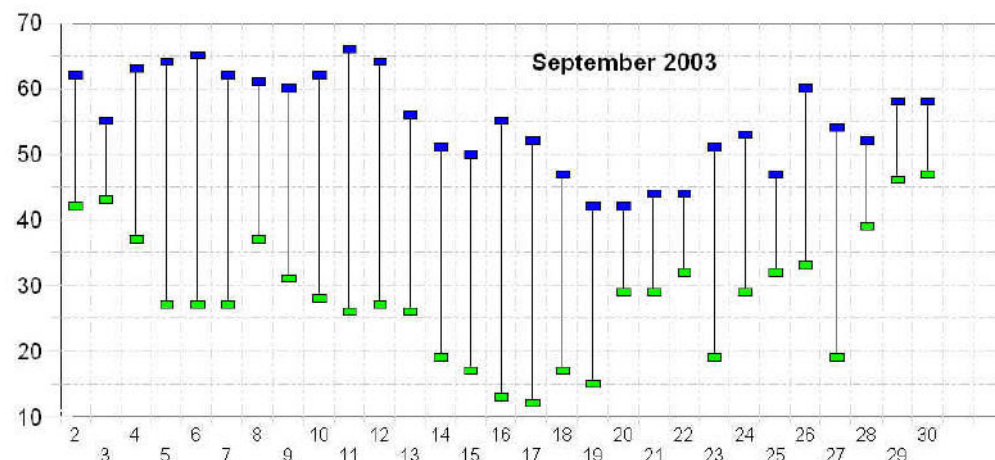
I would like to express my concern about the growing malcontent in McCarthy about the Pilgrim family. Everybody is so critical of what they do and how they live. Everyone has an opinion about them even those that have never met them. It seems that many in McCarthy feel compelled to pass judgment on them.

The Pilgrims came to Alaska and to McCarthy for the same reasons you and I came, to live a wilderness life style, to live life out of the main stream, and to live in a place where you would not be judged by your neighbors.

One issue has been the Pilgrim family living in the right-of-way. The Pilgrims did not intentionally move on to, and decide to live on the right of way. It is my understanding that when they bought property, the owner said that he owned that piece of property and that it was either included in with the purchase of their property or they were given the right to live there. Since that time several others were convinced that they owned that piece of property. After the expense of a survey, it ends up that nobody owns it, and that it is a right-of-way, much to the dismay of everyone, including the Pilgrims. Now the Pilgrims are living on a piece of property they thought they had a right to be on. Those that wanted them off because they thought they owned and don't, now want the Pilgrims off because it is a right-of-way, a right-of-way they did not even know existed. The Pilgrims are being called squatters when in reality they are victims of circum-

(continued on page 33)

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*Your hosts, long-time residents Rick & Bonnie Kenyon.*