Women of the Week

In Fairbanks

quet of flowers.

are happy to present Mrs. James Barrack with the title and a bou-Ruth Barrack first came to Fairbanks in the spling of 1919 with her brother, William Campbell,

who is still residing in Fairbanks. It was on her way to the territory that she met James Barrack aboard the steamer "Alameda" coming from Seattle. The young Miss Campbell stayed in Fairbanks

about one year, then returned to

Iowa, where she was born.

The next year on January 19th, 1921, Mr. and Mrs. Barrack were married in Denver, Colorado and left immediately for the territory.

railroad ended. Together with another honeymoon couple Mr. and Mrs. Ralph: Keyes the Barracks loaded their belpngings on the Barrack tractor and traveled for 90 miles until they reached Healy, where they again boarded a train.

Ever since then Mrs. Barrack has lived in Fairbanks in the true ploneer tradition. She and her hus-band have helped the city grow and have been active in all charitable drives and organizations.

A pioneer bride, a top Fairbanksknown for the tremendous amount citizen is the choice this week for of work she has done in the Alaska "Woman of the Week." The Daily Crippled Children's association. News-Miner and Clark's Florists Slie has been president of the association for four years and through the drives and dances they have brought in a total of \$10,000 yearly. Much credit is due Mrs. Barrack. In the early 20's Mrs. Barrack became active by joining the Republican party as a committee-woman. During this time she was also active in the Carnival association and for a number of years aft-

> As a Senior Mother Advisor for the Rainbow girls, Mrs, Barrack was a great factor in it's beginning and served on the advisory board for three years. She also helped to organize the Parent-Teachers association and served in the P-TA as president and secretary.

er it was incorporated.

Obviously a good leader, she has served in many organizations holding many offices. Mrs. Barrage is a past president of the Plonter auxillary, No. 8; was matron in the Eastern Star in 1931 and at present is serving as a trustee. Also with the Eastern Stars Mrs. Barrack served as Grand page to the most worthy matron of the general grand chapter in San Francisco in

Other activities include the Eagles auxiliary, the Soroptimist club, of which she is a past president and was delegate to the convention in 1950 in Seattle, the Amaranths, the Gray Ladys, the Episcopal church, a life member-ship in the Country club and at present is social chairman of the Fairbanks Concert association.

In addition to aiding and helping in many service organizations Mrs. Barrack found time to raise three lovely daughters, Bonnie, Beverly and Barbara, all of whom are married and are living outside. The Barracks saw each of the girls

Upon their arrival here they boarded a train at Seward and rode as far as Hurricane Gulchi which at that time is where the before. They are her two young grandsons, Paul, 8 months and Jim, 5 months. They are the apple of her eye and at a drop of a hat slie'll show you their pictures,

Mrs. Barrack has had a warm and full life here in the territory. Her heart and her dreams are wrapped up in her wonderful family with second place going to her nd have helped the city grow many wonderful friends and her declared h

ord was set Saturday a a March of Dimes pic auction in the 'I'' Co Battalion Fourth Infa "I Company will make day," First Sgt. Charl

said just before the auc The truth of his stat borne out as the bids r figure of \$870.80. Added to the proce party was the change several March of Dime cannisters which we throughout the company grand total gave I Comp \$887.43 for the 1953 Nat

dation's fund drive.
The approximate 35 cakes auctioned off hour and a half party w ed and donated by thely married company person

ranged from sweet pot

cocoanut custard, to lei

Pfc. Van M. Bowmah pany, a professional au

Driving a For Cauti

By LOUIS R. HU

SEATTLE (Special to Miner)—Something shou ten every now and then, thinks, about cold-weath Especially in Alaska, w undoubtedly is more co driving than anywhere

During the first two January, 1953, it was n to drive some 2,000 m interior-Alaska highway much of it at a tempely or more degrees below I took off on the tri eyes open and prepare known last summer th be making such a trip. S

quired of drivers of Ala

Lines trucks—"How at it dangerous?"

Not if you take a forecautions, they said. were the precautions: Five Gallon Ca A five-gallon can lo gasoline, or "Blazo." / stove or, better yet, lantern. If you get studed, you light the stove

crack open the car win

roll up in a sleeping bag Someone is sure to c and help you out

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