



Historic Ketchikan Inc. is pleased to present this book to our visitors, our prospective visitors and our residents as a record of a vibrant and progressive community.

GREGG POPPEN

OUR TOWN

DISCOVER KETCHIKAN ALASKA

PUBLISHED BY

Historic Ketchikan Inc.

WITH SUPPORT FROM

KETCHIKAN GATEWAY BOROUGH AND CITY OF KETCHIKAN



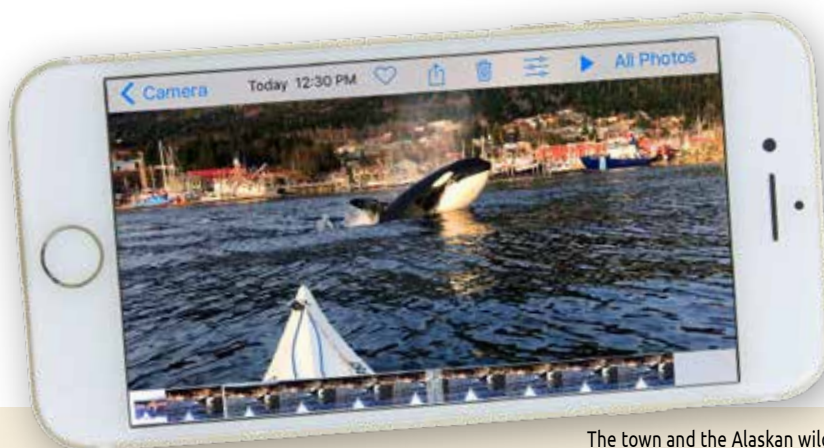
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Historic Ketchikan Inc. is a private, nonprofit organization that promotes economic development through historic preservation and heritage tourism. Our programs are designed to instill community pride and interest in Ketchikan's history.



WHALE VIDEO: KETCHIKAN KAYAK CO.

The town and the Alaskan wilds:
We think we have some of the best of both
here in Ketchikan—and we have the videos to prove it.

This publication is a community profile with general factual information and residents' opinions. It is designed to be informative and entertaining—a tribute to the spirit of a progressive community. It is not intended to be a primary historical reference.

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ON THE COVER A summer day in Ketchikan finds floatplanes landing and taking off, a state ferry churning southbound and a cruise ship tied at the dock. Downtown Ketchikan was newly listed in 2017 on the National Register of Historic Places as a national historic district. Learn about our historic neighborhoods on pages 58-67. Alaska Natives' world-renowned totem poles have looked down on these shores for uncountable years. See our feature on Alaska Native culture on pages 24-26.

COVER PHOTOS BY Gregg Poppen

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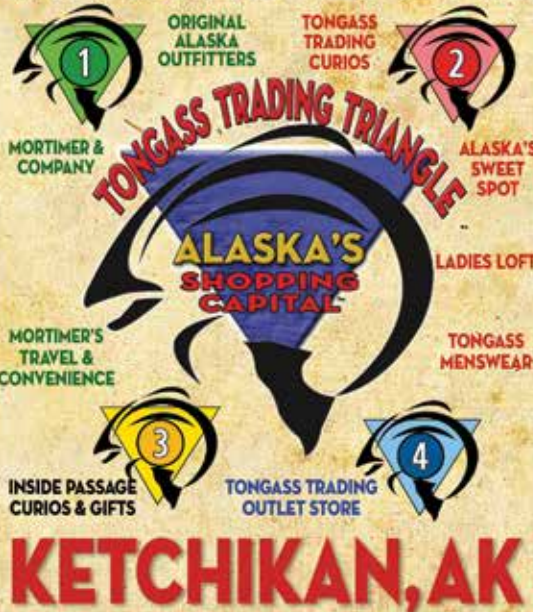
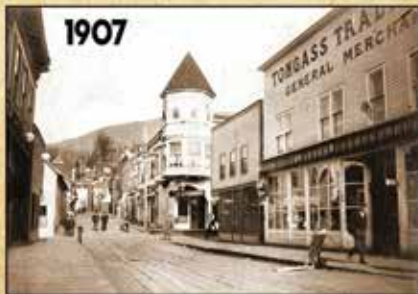
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A PLACE LIKE NO PLACE ELSE



Northern highlights—Our mountain backdrop is silhouetted by a sizzling aurora borealis behind Stedman-Thomas National Historic District and Thomas Basin boat harbor.

**KETCHIKAN SETS A VIBRANT,
CONGENIAL COMMUNITY IN
THE MIDST OF MAGNIFICENT
NATURAL SURROUNDINGS.**

WE'RE IN A LUSH TEMPERATE RAIN
FOREST BESIDE THE CALM, CLEAN
INSIDE PASSAGE OF THE
NORTH PACIFIC OCEAN—
BUT WE'RE ALSO INTRICATELY
TIED TO REMARKABLE
HUMAN HERITAGES.



A photo from a century ago shows fishing boats at rest on the tide flats that were later dredged for the Thomas Basin boat harbor. A fast-growing frontier town scrambles uphill. The Chief Johnson pole is salient at the right.

OUR HISTORICAL PROPERTIES
HARK BACK TO ALASKA'S LAST-
FRONTIER TIMES. WORLD-CLASS
TOTEM POLES AND A LIVING ALASKA
NATIVE CULTURE EXPRESS A PRESENCE
BEYOND HISTORY. A VITAL BUSINESS
CLIMATE AND A THRIVING ARTS
COMMUNITY ROUND IT OUT.

NATURE MAKES THIS
PLACE EXTRAORDINARY.
HISTORY MAKES IT UNIQUE.
PEOPLE MAKE IT KETCHIKAN.



55.35° N
131.67° W

Deep greens and blues are the colors
we choose. A sailboat anchors between azure
sky and an indigo cove on Pennock Island. In the
city center beyond, on Revilla Island, verdant
mountainsides look down on Knob Hill homes.



A young town stretched southward, ca. 1915—cathouses on the creek, a cannery on pilings in Tongass Narrows.

THE CAN-DO SPIRIT ANIMATED KETCHIKAN EVEN BEFORE ITS HISTORICAL FAME AS THE CANNED SALMON CAPITAL

Salmon made Ketchikan. Native Alaskans had a summer fish camp at the mouth of a creek that Tlingit people called *Kich-xaan*. Salmon lured entrepreneurs from the Pacific Northwest, eagle-eyed for new sources of fish; the first scouts landed here about 1885. By the mid-1890s, pioneering business people had built a wharf and Tongass Packing Co. operated a cannery.

An affable adventurer named Mike Martin and his partner George Clark bought Tongass Packing Co.'s land after the cannery burned down in 1897. The pair established a saltery on a new wharf where Dock and Front streets meet today. They opened the town's first trading store. Martin and Clark sold their land to Ketchikan Improvement Co.; the developers platted lots measuring 50 by 100 feet. In 1900, 103 property-owning male voters incorporated "Ketchikan" and elected Martin as the first mayor. The first head count found 800 residents in this "First City"—nicknamed for its place as the port of entry into Alaska.

Early settlers developed the salmon-packing industry and tapped steady Ketchikan Creek to drive generators and mills. They created a deepwater port and mined valuable ores in the area. Great steamships chuffed up the coast, bearing gold-rush prospectors, settlers and even intrepid sightseers. Ketchikan businesses flourished supplying services and goods. Residents levied a property tax of 7.5 mills for a school, fire protection and streets.

Sawmills cut lumber for buildings, street planks, salmon cases and export. Police were hired. "New Town" residents north of Knob Hill campaigned to remove brothels and the city segregated working girls south of the creek—hence the Creek Street red-light district. With the Bone Dry Law in 1917, Creek Street became a hub for freewheeling bawdy houses and bootlegging. Crews on large fleets of fishing vessels provided clientele.

Ketchikan was Alaska's most populous city into the 1930s. We paved Front Street in 1923 (the first street in Alaska to be paved). As many as seven salmon canneries operated in the city. Brothels were shut down in 1953. The pulp mill at Ward Cove became Alaska's biggest employer in the mid-'50s. Ketchikan integrated schools and social life with Alaska Natives and the town came to take pride in a culture that fascinates visitors. We welcomed hundreds of immigrants from the Philippines, their enterprise and enthusiasm a second pioneer wave.

It's a town with a unique past and a spirit made of optimism and enterprise.



UNIQUELY CREEK STREET — Ketchikan Creek boardwalk draws visitors to a site people have frequented for uncountable years. We invite you to use this book to look beyond this historic site and find a modern community that ships fish, builds ships, raises totem poles, runs on hydro power, trolls hoochies for kings and wears Ketchikan Sneakers amid Liquid Sunshine.

KETCHIKAN, IN FACT

WE'RE THE FIRST LINK IN THE CHAIN—Ketchikan is the first port of call for ships and aircraft entering Alaska. Ketchikan sits on three islands of the Alexander Archipelago, a 300-mile-long chain of islands in the Panhandle (about 1,100 islands in all).

ONE IF BY AIR, TWO IF BY SEA, AND NEVER BY ROAD—Ketchikan International Airport is about 670 miles northwest of Sea-Tac (between Seattle and Tacoma). The City of Ketchikan is 90 miles north of Prince Rupert, British Columbia—the nearest point on the continental road system.

WE WERE MULTICULTURAL BEFORE MULTICULTURAL WAS COOL—Listen to place names to hear traces of many heritages. Most of Ketchikan is on Revillagigedo Island, named in 1793 by English explorer Capt. George Vancouver in honor of the Spanish Viceroy of Mexico, who had commissioned prior explorations of the Pacific Northwest by Spaniards. The city's name is anglicized from the tongue of Tlingit Indians who first settled here. The Alexander Archipelago was named for Tsar Alexander II in 1867, when Alaska was purchased from Russia; Panhandle islands such as Baranof and Chichagof also recall the Russian era.

BIG REVILLA: BIGGER THAN LITTLE RHODY—Revilla Island is the 11th largest island in the United States, with 1,150 square miles of land mass (and even more at low tide!). Rhode Island's land mass is only 1,045 square miles.

IS DENSITY DESTINY?—We enjoy wide-open spaces. Revillagigedo Island's population density is just 13 people per square mile. Sure, density's greater in town—but the backcountry is about three blocks away!



CHARLES HABERBUSH

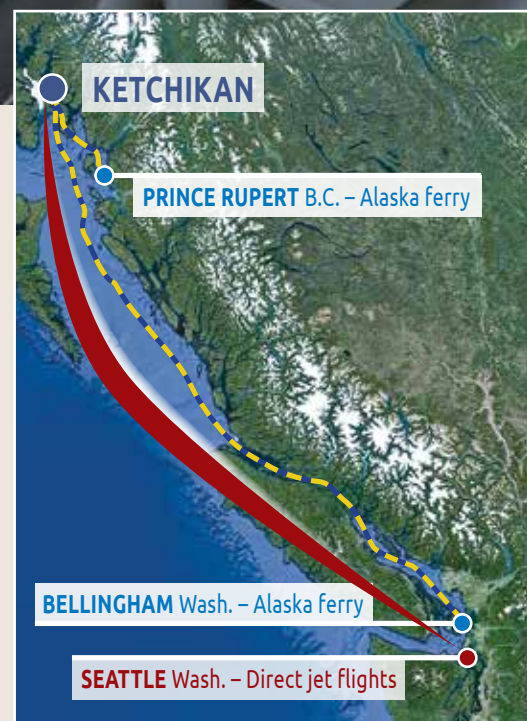
The glow of a low sun and purple mountains' majesty greet a state ferry's stately approach to the First City. To get here more quickly, take a seat at Sea-Tac Airport or at an Alaskan airport.

FERRIES AND FLIGHTS LAND YEAR-ROUND IN ALASKA'S FIRST CITY

However you reach Ketchikan, someone else is driving. Your hands are free and your eyes are available to take in amazing sights.

Alaska Airlines offers several flights daily, year-round, from Seattle-Tacoma International Airport to Ketchikan International Airport; flight time is about 100 minutes. Delta provides seasonal, daily service from Sea-Tac. Flight time is about two hours.

Alaska Marine Highway System ferries depart Bellingham, Wash., for a relaxing 38-hour trip to Ketchikan; the vessels carry passenger cars, RVs and boats. Another option is to drive to Prince Rupert, B.C., and board an Alaska ferry for a six-hour transit. Be sure to seat yourself in the ferry's observation lounge on approach to see Ketchikan coming into view.



TOWN SIGHT

Ketchikan's city core is a blend of century-old historical structures and the features of a busy port city. This view looks to the northwest. Use the coordinate grid to locate points of interest downtown. For a close-up perspective, take the Historic Ketchikan Walking Tour. The map is available at the Ketchikan Visitors Bureau Tour Center on Berth 2, at the Ketchikan Daily News and at businesses.

CHARLEY STARR

A B C D E F G H I J K L M

11
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A6 Thomas Basin breakwater; end of waterfront promenade

B10 North end of Pennock Island | A6-E8 Berth 1

E1-J2 Historic Thomas Street | K1-K8 Historic Stedman Street

I4 Ketchikan Yacht Club at Thomas Basin | K6 Stedman Street Bridge

F8-I9 Berth 2 | H8 Southeast Alaska Discovery Center

I8 Ketchikan Fire Dept. Station 1 | K7 Federal Bldg.

K6-M8 Historic Creek Street

J8 Yates Memorial Hosp. / St. John's Episcopal Church

G9 Ketchikan Visitors Bureau Tour Center

I9 The tunnel | K8 Ketchikan Daily News

I10-I11 Historic Newtown | J11 Captains Hill

H11 Ketchikan International Airport on Gravina Island



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MUNICIPALITIES



CITY OF KETCHIKAN

The City of Ketchikan incorporated in the U.S. District of Alaska in 1900. The city is a home rule municipality with wide-ranging powers and services: police; firefighting; streets; electric, telephone, water and wastewater utilities; a library and a museum; and others.

City residents elect seven council members and a mayor who presides over meetings and breaks tie votes; all terms are three years. The city doesn't impose term limits.

The council hires a city manager to oversee city departments and municipally owned Ketchikan Public Utilities.



CITY OF SAXMAN

The City of Saxman incorporated two miles south of Ketchikan in 1929, when Alaska was a U.S. territory. Saxman is a second-class municipality; residents elect city council members, who select a mayor from their body.

Saxman provides water service and wastewater collection and operates Saxman Seaport, a multimodal sea and rail facility. The City of Saxman is managed by a city administrator.



KETCHIKAN GATEWAY BOROUGH

Ketchikan Gateway Borough was chartered in 1963 with limited powers. The borough conducts property assessing and collects property and sales taxes areawide. It also provides for animal control. KGB runs the state-owned airport and operates a bus system. Parks and recreation; planning and zoning; and community development are borough functions. Under its education authority, the borough owns school facilities and sets a budget for the school district.

Seven assembly members serve three-year terms; the mayor is elected separately to a three-year term and votes only in deadlocks. Assembly members and the mayor, elected areawide, are limited to two successive terms. The assembly hires a manager, a clerk and an attorney.

PROPERTY TAXES IN KETCHIKAN 2007-2017

City of Ketchikan | KetchikanGateway Borough

Property taxes have been relatively steady in Ketchikan municipalities for years. Figures below reflect Ketchikan property owners' ad valorem payments to two governments: the areawide Ketchikan Gateway Borough and the City of Ketchikan within the borough.

PROPERTY TAX	Mill rate 2017	Mill rate 2011	Mill rate 2007
City of Ketchikan	6.7	6.2	6.1
Ketchikan Gateway Borough	5.0	5.8	6.8
Total mill levy for in-city property	11.7	12.0	12.9

An additional property tax of 0.7 mills is levied non-areawide—outside the cities of Ketchikan and Saxman—for a borough contribution to operation of Ketchikan Public Library.

SALES TAX

City of Ketchikan	4.0%
Borough	2.5%
Total in-city	6.5%

Sales tax is paid on only the first \$1,000 of any single item purchased within Ketchikan Gateway Borough—the single-unit tax exemption.

BED TAX

City of Ketchikan	7.0%
Rural borough and Saxman	4.0%



CREGG POPPEN

Human habitation in Ketchikan has always radiated from creekside, where the museum presents our unique stories in the Centennial Building.



CREGG POPPEN

Tongass Historical Museum is upgrading in a several-year project that enlarges exhibition space while improving repository and programming capabilities.

FACTS AND ARTIFACTS OF OUR NARRATIVE COME TO LIGHT

Tongass Historical Museum makes sure the First City lasts by collecting, preserving and interpreting our heritage.

The museum in the Centennial Building was re-cast for the long term in a major renovation ending in 2018. The \$1.1 million project increased exhibition space and provided for up-to-date design and technology. This follows the departure of Ketchikan Public Library to its new building in 2013; the two city-operated institutions had shared the Centennial Building since 1967.

The museum has presented a broad range of exhibitions and interpretive materials in a half-century. Items in its own collection are mainstays, but the professional staff also organizes and curates exhibits that call on the community to participate—such as the recent exhibit “Grown on the Rock” spotlighting this area’s dauntless dairymen, truck farmers and gardeners. The museum occasionally hosts exhibits from other institutions—as in fall 2017, when the museum featured the state’s traveling commemoration of the purchase of Alaska from Russia 150 years before. Public programs, special events, workshops and educational programs related to local history are offered throughout the year.

Early-days Ketchikan and Native villages in this area were documented by photographers from the 1890s on and priceless images from that period and every era since are registered, digitized and carefully stored. The museum’s extensive historical archive and photographs are available for research upon request.

Rare artifacts in the museum’s collection display Ketchikan’s many guises: as a Native fish camp; a way station for the Interior gold rush and a hub for this region’s mining boom; a canned-salmon colossus and halibut hot spot; a timber town; and the home of a notorious red-light district that persisted until the 1950s.

While a new permanent exhibition was in formation in 2017, the museum presented “Upholding Balance,” an exploration of the cultural links between pre-contact cultures of Tlingit, Haida and Tsimshian peoples and aspects of contemporary Northwest Coast art. As Ketchikan grew from fish camp to bustling city, Native peoples sought a balance of tradition and innovation, of cultural continuity and evolving identity—dualities reflected in works that overarch historical eras and political borders.

TED FERRY CIVIC CENTER

Ketchikan has a place that meets the needs of those who need to meet.

Ted Ferry Civic Center has the versatility to host statewide conventions; conferences on anything from biomass to food safety regs; our annual runway wearable-art show; a summer stage show and crab feast; large conferences; concerts; weddings; dances; and political events.

The facility’s award-winning design has a 4,300-square foot grand ballroom that seats several hundred people. Smaller private meeting areas can be set off. The ballroom becomes three distinct bays with individual sound and lighting controls. (Naturally, they’re named for nearby bays in the ocean.)



The civic center offers a spacious, 1,500-square foot stage for performances and presentations. An 800-square foot kitchen is available for on-site food preparation. Outside caterers also serve the center.

An executive boardroom and spacious lobby contribute to the comfort and convenience of this essential community facility.

The civic center has the essentials for conferences, including AV equipment, copiers, high-speed internet,

teleconferencing equipment, computers and LCD projectors.

The facility is owned and staffed by the City of Ketchikan. Ketchikan Visitors Bureau markets the facility as part of its promotional program for the community. Ted Ferry Civic Center is on Venetia Way and boasts a dramatic view of Deer Mountain. It’s adjacent to Cape Fox Lodge, accessible via its own tram from Creek Street.

library

K.P.L. SETTLES INTO SLEEK & VERSATILE HILLSIDE HOME

Ketchikan Public Library moved into a new building in 2013, nearly doubling the space it had occupied in the Centennial Building, shared with Tongass Historical Museum.

The library is above Bear Valley with an encompassing view of a mountain range extending to Deer Mountain. The exterior is clad in gray slate and wood, reflecting Ketchikan's natural surroundings. A biomass boiler fueled by locally produced sustainable wood pellets heats the building.

Artwork by Ketchikan residents enhances the library. The Ketchikan City Council appropriated funding for projects wrought in sculpture, Native carving, fiber and sheet steel. Local residents have also donated works on display. The children's library features a life-size fiber-art tree constructed with help from local youngsters.

The library was built with funds from a local bond issue and a state appropriation, as well as a bequest from a library lover. Marjorie Anne Voss of Ketchikan willed more than \$500,000 in her estate to the capital campaign seven years before the facility opened. Other corporate and private donations furthered the effort.



GREGG POPPEN

The community's new library was designed to expand minds, opportunities and views—including the literal kind—in an award-winning facility looking out on a mountain range. Beyond housing books and media, and hosting diverse programs, the library provides inviting spaces finished with wood and stone and graced by the work of local artists.



GREGG POPPEN

The library is in a 16,726-square-foot, high-ceilinged structure paneled in wood. The facility has a space for teens; study and meeting rooms; and an enclosed Alaskan collection. Computers and Wi-Fi access are available for patrons.

Lighted bookshelves and media cabinets frame roomy aisles beyond the check-out area. A gas-fueled fireplace, flanked by reading chairs and window walls, is the centerpiece on the south side. The family-friendly children's library completes the building, owned and managed by the City of Ketchikan.

A member of the staff likened the library to "a community living room" where people linger to read, write, create, explore, discuss and reflect.

An active Teen Advisory Group and the supportive Friends of the Library develop and help to fund a robust programming schedule. Library programs serve all ages, from baby storytime to tween crafts, from drop-in yoga to computer classes for seniors.

The \$12 million facility earned honors for its architecture and design. The Alaska chapter of the American Institute of Architects conferred its people's choice award for the facility as being "most Alaskan." The library was one of three buildings in the world commended in the 2014 American

Library Association/International Interior Design Association awards for interior design. The new Ketchikan Public Library was designed by Bettisworth Welsh Whiteley LLC, a partnership of Ketchikan and Anchorage architects; library design specialists at Perkins Will consulted on the project.

CITY OF SAXMAN

The City of Saxman is a unique municipality with responsibilities from providing water to cultivating Northwest Coast Native artistry. Providing safe harbor for boats is next on the list.

Founded in the late 1890s by Tlingit Indians who resettled from remote villages, Saxman is home to about 420 people. The Ketchikan area's oldest active building is Saxman's former schoolhouse, built in the 1890s. Saxman's most familiar features are the Totem Park and Beaver Clan House, visited by more than 110,000 tourists every year.

The city promotes Alaska Native culture at the newly expanded Edwin Dewitt Carving Center, where artists work and demonstrate for visitors. The carving center provides for maintenance and preservation of totems in the park and offers space for master carvers to mentor the next generation of artists in traditional carving techniques.

Saxman owns and operates Saxman Seaport, a 5.25-acre oceanfront industrial park. The seaport has a 30,000 square foot warehouse, a commercial barge landing and more than three acres of outdoor storage space. The city is working on redevelopment of the industrial park and remodeled warehouse facilities in 2014. In the second phase of upgrading the seaport, the city will repurpose a barge landing and build a small boat harbor with 27 slips; that project is expected to be finished in time for the spring 2018 boating season.

Saxman Community Center is a much-used facility that includes a theatre, a gym, meeting space, a kitchen and some city offices.

The city operates a water distribution system and a sewer collection system. Public works staff take care of Saxman's roads. Firefighting is handled through a contract with a rural fire department.

A village public safety officer is funded by the regional Tlingit and Haida Central Council and is supervised by city staff and state troopers.

public safety



GREGG POPPEN

Ketchikan Police Department considers community involvement an integral feature of protecting and serving.

K.F.D.'s FIRE-READINESS RANK IS A BOON FOR BUSINESSES

City firefighters work out of two stations in Ketchikan and their shield confers more than just a feeling of security to residents. Ketchikan Fire Department is in rare company in its fire-readiness rating, which saves money for insurance policyholders.

KFD's new \$12 million station house in the heart of downtown was dedicated in 2012. Two years later, the leading insurance rating agency notified KFD that a fire-readiness upgrade put them on an elite pedestal. Class 2/2Y designation by the Insurance Service Office has significant benefits for business and industry in holding down insurance costs; some benefits also spin off for

homeowners. KFD called the Class 2/2Y rating "a tremendous tool for future development." KFD reported that fewer than 750 of 47,000 fire departments nationwide have earned the Class 2 rating.

KFD has 19 career staff; a dozen of them are paramedics. About two dozen volunteer firefighters and EMTs supplement full-timers

The new downtown home of KFD boosts capabilities for a highly ranked squad.

around the clock. In the most recent full calendar year, KFD personnel responded to more than 2,100 calls for service. Emergency-call volume was ramping up about 8 percent a year. A fire station on Tongass Avenue in the West End of the city complements the new downtown facility.

The department supports personnel not only as trainees, but as trainers, too: nearly 20 are certified to teach firefighting and EMS classes. Mutual aid agreements are in place with north-end and south-end volunteer fire departments and with the airport fire department. KFD takes a lead role in the Ketchikan local emergency planning

committee and supports the local citizens' emergency response team.

KFD's fleet consists of three fire engines; a ladder truck; two water tenders; and three ambulances. KFD has provided advanced life-support ambulance service since the 1980s. Firefighting capabilities on the waterfront are enhanced by a 45-foot firefighting boat, the MV Harry Newell.

KFD conducts community outreach through involvement in Christmas tree lighting and the "home for the holidays" program. School tours are a regular feature and KFD promotes smoke-detector installation community-wide.

COMMUNITY INVOLVEMENT IS KEY FOR KETCHIKAN POLICE

Ketchikan Police Department is responsible for law enforcement inside the City of Ketchikan. KPD has 23 full-time officers and 36 employees overall.

The department focuses on its relationship with the community, providing programs such as a school resource officer; Citizens Academy; Halloween safety; and bike safety. Community links start at the top: The last two Ketchikan chiefs of police have been lifelong residents.

Everyday community involvement is important: members of the department volunteer as coaches and officials for youth and high school sports and are leaders in activities such as Boy Scouts and youth groups.

A.S.T. SERVES IN RURAL AREAS AND PROTECTS WILDLIFE

Ketchikan is "A" Detachment headquarters for Alaska State Troopers in Southeast Alaska, overseeing four posts. AST assigns eight commissioned troopers to Ketchikan Post. AST provides law enforcement outside the City of Ketchikan and assists KPD as requested.

Alaska Wildlife Troopers post four commissioned officers here. Their fleet of equipment consists of trucks, SUVs, patrol cars and boats, including the 68-foot patrol vessel Enforcer.



SCOTT BRAINARD

FIRED UP Volunteers have always been ready for battle

Ketchikan was made of fuel. The volunteer fire department was one of the first civic organizations in a town built out of combustible wood buildings, wood pilings, plank streets and boardwalks. Into this tinderland, introduce wood and coal stoves, oil lamps and a sawmill tepee burner downtown. You'd want crackerjack firefighters—and Ketchikan had them.

Ketchikan Fire Department volunteers in 1900 boasted the most basic of equipment: all a member needed was a bucket for the bucket brigade. Capabilities increased soon after with the purchase of hose carts. About 1904, a fire hall was put up on Main Street—with a 50-foot tower where hoses of that length could be dried after use. As the city expanded, KFD strung wire for a primitive fire-alarm system that rang at the station. Devoted volunteers ran from every point of the compass to fight their nemesis.

By the 1920s, KFD was buying modern rolling stock. One of the engines from that time is



Unwelcome event—The Marine Hotel fire at Front and Mission, beside the welcome arch, was arson.



Volunteer firefighters posed in 1905 with their human-pulled hose carts.

displayed in a windowed annex at the new station downtown: "Grandma" still gets out for the Fourth of July parade.

A concrete fire station was built on Main Street in the 1940s and was in use until 2012. Conflagrations of many kinds challenged local volunteers from the 1950s on: among them, a series of arsons downtown (see sidebar below); the blaze that took out New England Fish Co. (where the Berth 2 parking lot is now); a fire at an oil distributor; and innumerable house fires and commercial blazes. But volunteers' commitment and systematic training proved adequate: even as late as the 1960s, fewer than a handful of paid professionals were on KFD's personnel roster.

The balance tipped over to paid staff through the 1970s. The city built Station No. 2 in the West End in the middle of that decade and, until the new downtown station opened, parked Grandma behind a phalanx of contemporary fire engines.

In the present day, KFD remains a home for volunteers: about two dozen of them augment the full-time staff.

FIRE, MAN

Between 1956 and 1961, fires destroyed much of downtown Ketchikan: a hotel, a movie theater, restaurants, stores and apartments. In a single fire in 1958, an entire block on the water side of Front Street fell to the flames and was never rebuilt.

Arson was to blame in many of the blazes and early suspicion settled on Bill Mitchell. Aside from some circumstantial details, he was an unlikely suspect. Mitchell was a solid citizen: a lieutenant in the volunteer fire department, a married man, manager of his parents' Ben Franklin store and president of the Jaycees.

But all the same ... fellow firefighters wondered why Mitchell was so often the first man to arrive at fire scenes. Local and state authorities set up polygraphs for fire department personnel. But using one pretext or another, Mitchell avoided his appointment with the lie detector. The D.A. got an indictment of Mitchell anyway, based on physical evidence found at fire scenes and circumstantial features of Mitchell's whereabouts during and after fires.

Mitchell lit out, so to speak. He went to California in the spring of 1961 to stay with family. Firefighter colleagues noted that Ketchikan was fire-free during his absence.

Then all heck broke loose during Fourth of July celebrations in 1961. Fires struck three downtown



Lt. Bill Mitchell's outfit in his last spree disguised his return to town—and to arson.

buildings within 90 minutes. Afterward, a local pilot reported having flown a man dressed in drag to the airport on Annette Island, where flights departed for Seattle; the pilot had seen a wanted poster for a *forger* who disguised himself in women's clothing. FBI agents met the cross-dresser in Seattle, but he wasn't their man: he was Bill Mitchell of Ketchikan—and he was released.

Back home, fire investigators discovered that candles in Ben Franklin-style glass holders, ringed by rag and paper, had been used to ignite the Fourth of July fires. Then they learned from the FBI that Bill Mitchell had been in Ketchikan on that disastrous day. Mitchell was hauled back. He confessed to arson fires and served a prison term.

Fortunately, no one was hurt in the firebug's six-year spree, which recast the face of downtown.

BUSES On time & also online

Ketchikan's public bus routes span 21 miles of Alaskan landscape while fitting in the palm of the hand.

Ketchikan Gateway Borough Transit Department is bringing bigger buses into service on longer routes while steering into services tailored for the smartphone era.

Fares, federal support, the commercial passenger vessel levy (CPV) and municipal funding fuel the transit department. This nearly \$2 million system provides residents with convenient, affordable rides and eases congestion during the cruise-ship season of May to September—when our population can double on some days. Ridership nearly quadrupled from 2006 to 2016 and stabilized at about 450,000.

The department expects to put three new 35-foot buses into service in 2018, replacing 30-footers.

Service extends more than 6 miles south to Franklin Road. Northbound buses turn around near Clover Pass.

Many prospective riders want more than just *the bus*: they want *e-bus*—and managers are boosting online convenience. Bus routes and schedules are accessible in Google's maps and trip-planning software. A mobile app is in the works.

Cash fare for a single ride is \$2.

Day passes are \$5. Punch passes and monthly passes for general riders and seniors reduce per-ride costs. The system for years has provided a free downtown loop shuttle to help visitors disperse from cruise docks.

Like most public transit systems, Ketchikan's can't rely on fares alone—particularly while offering a free seasonal shuttle. CPV funding helps to support the loop shuttle.

Even while offering free rides, discounted passes and rides from end to end in the community, the borough bus system prides itself on modest impacts on local taxpayers.



Borough staff are responsible for blossoms and restful spaces at Whale Park downtown and at several other urban parks.

GREGG POPPEN

parks & fields

BEAUTIFICATION & PLACES FOR PLAY ARE JOBS FOR THE BOROUGH

The Public Works Department of the borough tends to our outdoor life in scales as large as ballfields and as small as hanging flower baskets.

Areawide responsibilities of Public Works include City Park and several pocket parks around town, but also take in seaside recreational areas at South Point Higgins Beach and Rotary Beach. Floral beautification starts in Public Works greenhouses each spring and spills out into parks and the colorful flower baskets hanging on city light poles. The department lavishes



Youth baseball and softball, as well as adult summer softball, play on borough fields.

horticultural attention on Tunnel Park, Whale Park and other sites.

Borough personnel also maintain fields where we enjoy baseball, softball, soccer and football—half a dozen fields in all, spanning more than 20 miles of our island. The newest is a modern FieldTurf field ringed by a competition track at Fawn Mountain.



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UTILITIES

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Electricity in Ketchikan is heaven-sent. Affordable kilowatt-hours are generated across our region by hydropower turbines spinning below high mountain lakes that catch snowmelt and rainfall.

Recent capital upgrades by the municipal utility and a regional power wholesaler have kept the system ahead of demand and assured of stable power costs.

Municipally owned Ketchikan Public Utilities (KPU) provides electricity through its distribution system to homes and businesses on several islands. About 40 percent of that juice comes from KPU's own hydro plants and diesel-fired generators. The municipal utility also buys low-cost electricity from Southeast Alaska Power Agency (SEAPA), which owns two hydroelectric projects in southern Southeast Alaska.

KPU electric rates defied inflation in the past eight years, increasing only 5 percent. Residential customers paid 10.06 cents per kilowatt hour in 2017. Industrial users with higher-voltage service paid 8.73 cents per kWh and commercial users paid 9.42 cents.

The utility brought a new hydroelectric generator online in 2014; Whitman Lake hydro added 4.5 megawatts to KPU's generating capacity and engineers estimated that it can supplant 1 million gallons of diesel-generated power every year. Local bonding and state appropriations funded the new facility. Like some other hydro infrastructure in Ketchikan, Whitman Lake has a remarkable heritage: The lake was dammed and tapped by New England Fish Co. in 1912 as a power source for its processing plant in town.

KPU ELECTRICITY PER KILOWATT HOUR

Residential	10.06
Commercial	9.42
Industrial	8.73

RATES IN CENTS AS OF 2017

KPU operates three other hydro plants that collectively spin out about 13 megawatts of electricity. Bailey Power Plant's diesel-fueled generators and diesel engines at Point Higgins can develop more than 24 megawatts, but KPU restricts fossil-fueled plants to emergency use.

Demand on the system hit a record 30 megawatts one winter, when home heating combined with power drawn by the shipyard, the aquatic center and other large users challenged KPU's in-house generating capacity.

Swan Lake hydro has been the answer for increasing power demand since the 1980s, when the 22-megawatt facility northeast of Ketchikan was wired into KPU's system. SEAPA owns Swan Lake hydro, along with the



ED SCHOFIELD

Our regional power wholesaler raised the level of Swan Lake with an innovative spillway gate system. Storing 25 percent more water behind the dam allows greater potential for generating power in winter.

Tyee Lake plant that provides power to Petersburg and Wrangell. SEAPA sells electricity at a fixed wholesale rate of 6.8 cents per kilowatt hour to municipal utilities in the three communities. That rate has been constant for 19 years.

SEAPA's two plants were linked in 2009 by the Swan-Tyee Intertie—57 miles of high-voltage line spanning mountains and inter-island ocean depths. The intertie permits SEAPA to send excess Tyee Lake power as needed to Ketchikan, where demand is greater than in Wrangell and Petersburg.

SEAPA recently upgraded generating capabilities at Swan Lake, installing an innovative flashboard and vertical gate system in the dam's 100 foot-wide spillway. The maximum lake level rose 15 feet and water storage capacity increased a full 25 percent. That gives operators more water to run through the turbines during the winter, when much of our high-elevation precipitation is locked up in snow and ice—and the demand for electricity is greatest. The upgrade offsets as much as 800,000 gallons' worth of diesel-fired generation each year. Engineers say that keeps 18 million pounds of carbon dioxide from the atmosphere in the long term.

SEAPA was created under a state statute as a "joint action agency." A small professional staff works under a board of directors made up of representatives from Ketchikan, Petersburg and Wrangell governments.

The regional entity also eyes the horizon for hydroelectric power. Coordinating with the State of Alaska, SEAPA vets potential power sources and conducts site analysis, planning and pre-construction for the next increment of hydroelectric projects in Southeast Alaska.

ELECTRIC
RATES DEFIED
INFLATION IN THE
PAST EIGHT YEARS,
INCREASING ONLY 5 PERCENT

WE'RE UP TO DATE IN WIRED AND WIRELESS

Internet and home-entertainment services are vigorously competitive in Ketchikan. Broadband with urban-class speeds was initially available through an undersea fiberoptic cable laid between the Lower 48 and Southeast Alaska in 2009 by GCI, a privately owned, Alaska-based company.

Locally owned KPU recently installed a mountaintop microwave system, providing a second link to the Lower 48.

KPU uses an exclusive, island-wide fiber-to-the-home network to offer national and local TV and internet connectivity at up to 500 Mbps. GCI carries internet and TV via a cable network; service speeds range up to 1 Gbps.

Both providers run high-definition TV and on-demand content. The municipally owned entertainment provider has the distinction of a local-TV effort. KPU TV boasts 14 local channels, with content from community events and sports to locally produced TV shows.

Excellent and competitive 4G/LTE service is provided by Verizon, AT&T and GCI.

Both GCI and KPU offer business solutions to local companies. KPU's hosted IP phone systems are considered state of the art technology. In 2014, KPU built a secure, hosted data center for storage in a growing economy. GCI provides up-to-date cloud data storage services for businesses that want in-state data storage.

LAKE WATER SLAKES LOCAL THIRST

The KPU water division pipes fresh, safe water to nearly 3,150 customers, 15 percent of them businesses. The municipal water source is Ketchikan Lakes, drawing from a steep watershed above the city. KPU maintains the safety of potable water with a multi-stage system applying chlorination, intense UV light and chloramination.

Water usage is unmetered; household service is \$52.05 per month.

The city water division distributes more than 7 million gallons a day in summertime, when fish processors and



KETCHIKAN MUSEUMS

POWER TO THE PEOPLE, WATER TO THE PEOPLE

Ketchikan Creek was the font of life and light from the start: first salmon, then domestic water, then hydroelectric power. This flume and powerhouse succeeded gravity-fed systems going back to 1904. Citizens Light, Power and Water Co. was privately owned until the 1930s, when the city took it over. The town also drew electricity after 1903 from Ketchikan Power Co., which burned wood waste at Ketchikan Spruce Mill to turn steam turbines. Ketchikan Public Utilities built dams and hydro plants as the decades ensued.

cruise ships increase demand. Wintertime water use falls back to an average of 4.25 million gallons a day.

Outside the cities of Ketchikan and Saxman, many people hook up to neighborhood water systems or catch rainfall from their roofs.

A several-mile stretch of homes and businesses south of town uses the Mountain Point water system, operated by the borough. This system taps Whitman Lake and also collects from a hillside impoundment for treated water to hundreds of users.

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TO THE LOWER 48 AND
A MOUNTAINTOP MICROWAVE
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CPV

SUPPORT FOR THE PORT

Visitors help via
a per-person levy

The commercial passenger vessel excise tax, or CPV, provides resources to make Ketchikan and other port communities better places to visit.

The CPV levy was initiated in Alaska law in 2007. The state collects the CPV tax and allocates most of it to seven municipalities affected by the cruise industry. That revenue stream floats shoreside projects and programs related to cruise-based tourism. Cruise lines pay \$34.50 per passenger into the CPV account; the state passes on funding to municipalities affected by the huge numbers of seasonal visitors. The City of Ketchikan and Ketchikan Gateway Borough split \$5 per person. They divided about \$4.3 million in 2016.

Over the more than a decade of CPV tax distribution, the city upgraded cruise ship docks as ships got bigger and port calls increased. The city and borough used so-called head tax

IF THEY COME,
WE WILL BUILD IT



These visitors are paddling near the pilings of a new waterfront promenade and under a new ramp to the Thomas Basin floats. They may not know that they participate in funding this sort of essential infrastructure.

funding on the waterfront promenade that runs more than a mile from Berth 4 to Thomas Basin. CPV funding went into rain shelters and seawalls, restrooms and wayfinding signs.

The fund helped the borough bus system and it paid for traffic safety monitoring at Herring Cove, a popular site for wildlife-viewing tours. CPV funding helped Saxman nearly double the Edwin Dewitt Carving Center, where artists work and demonstrate for visitors. CPV money went to Creek Street infrastructure and the Ketchikan Story Project video series.

About \$38 million in CPV head tax was sent to the city and borough in the first

THE SO-CALLED 'HEAD TAX' FUNDS VISITOR SERVICES & PORT INFRASTRUCTURE

11 years of the program. The city got another \$22 million in legislative grants from the portion of CPV tax that the state retains after municipalities get per-person shares. Nearly all of that grant money went into infrastructure on the cruise ship docks.

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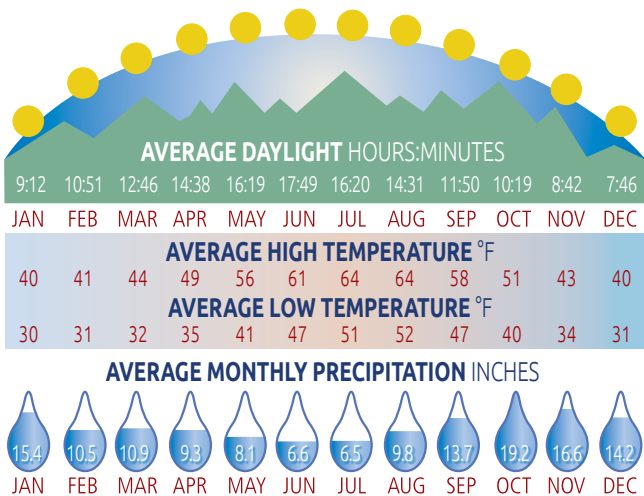
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CLIMATE

Southern Southeast Alaska is in a region that scientists call a temperate rain forest: *temperate* because we're protected from extreme hot and cold; *rain* because weather systems over the North Pacific Ocean generate ample precipitation; and *forest* because a mild climate and abundant rain promote prodigious growth. We handle it with waterproof, breathable fabrics; rubber boots; and a certainty that into each life some *sun* must fall. We cherish clear days when the sea sparkles and we rejoice that most of our trees are *evergreens*: there's living color year-round. In July, we see our best odds for sun: 16 days of 31 are dry, on average.



WEATHER RECORD

January average temp	34.9° F
July average temp	57.7° F
Average annual rainfall 1980-2010	141.3 inches
Avg. number of days with rain	234 days
Longest stretch without rain	23 days starting July 9, 1971
Wettest year	1949: 202 inches
Driest year	1982: 87 inches
Wettest month	Nov. 1917: 53.85 inches
Driest month	Feb. 1989: 0.82 inches
Greatest 24-hour precipitation	Oct. 11, 1977: 8.71 inches
Average winter snowfall	37.3 inches



Ketchikan kids enjoy a spring day at Rotary Beach (also called Bugge Beach), where a concrete wall captures tidewater. Come summer, the sun-warmed salt water is an outdoor pool.

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CHRONOLOGY

OF THE GREAT LAND

DEPARTMENT OF THE INTERIOR
MAP OF THE TERRITORY OF ALASKA

▲ ARMY RADIO STATION
▼ NAVY RADIO STATION
■ COMMERCIAL RADIO STATION
★ TELEGRAPH OFFICE
— TELEGRAPH LINE
— RAILROAD
— RAILROAD IN THIS STYLE TYPE-BARRON

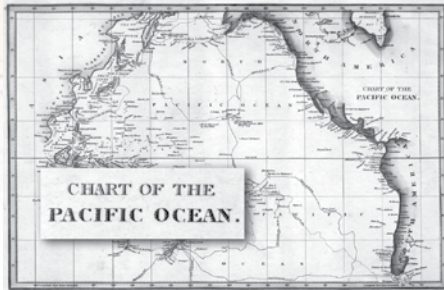
This map shows all geographical features north of latitude 49° and west of longitude 130° that were known in 1912.
Division of Mines and Geology 1912

THE ARCHAEOLOGICAL RECORD OF HUMAN HABITATION IN ALASKA GOES BACK MORE THAN 10,000 YEARS. THE WRITTEN RECORD—TOLD IN RUSSIAN, SPANISH AND ENGLISH—IS CONSIDERABLY BRIEFER, AT LESS THAN THREE CENTURIES. HERE ARE SOME PROMINENT POINTS ON THE TIMELINE SINCE EUROPEANS ENCOUNTERED THE GREAT LAND.

1725 Russian Tsar Peter the Great sends Vitus Bering to explore the North Pacific.

1728 Bering sails the strait between North America and Asia that now bears his name.

1733 Bering's second expedition; with him is George Wilhelm Steller, first naturalist to visit Alaska.



A hand-drawn map of the 1700s.

1774 Spaniard Juan Perez discovers Prince of Wales Island and Dixon Entrance—the strait linking our area to the open Pacific Ocean.

1776 English Capt. James Cook leads a search for the Northwest Passage.

1778 Cook reaches King Island, Norton Sound, Unalaska.

1784 Grigori Shelikhov establishes the first permanent non-Native settlement: Three Saints Bay on Kodiak Island.

1791 George Vancouver leaves England to explore Alaska's coast. Alejandro Malaspina explores the Pacific Northwest for Spain.

1793 Vancouver's crew makes land near Ketchikan.

1795 Alaska's first Russian Orthodox Church is established at Kodiak.

1799 Alexander Baranov establishes a Russian post known today as Old Sitka.

1802 Tlingit Indians drive Russians from Old Sitka.

1804 Baranov re-establishes a Russian settlement at site of present-day Sitka.



Rough-hewn Ketchikan in 1895, five years before the city's incorporation.

1848 Cathedral of St. Michael dedicated at New Archangel (Sitka).

1853 Russian explorer-trappers find oil seeps in Cook Inlet.

1861 Gold discovered on the Stikine River near Telegraph Creek in British Columbia.

1867 U.S. purchases Alaska from Russia for \$7 million.

1868 Alaska designated as the Department of Alaska under authority of the U.S. Army.

1869 Alaska's first newspaper, the Sitka Times, published.

1872 Gold is discovered near Sitka.

1876 Gold is discovered south of Juneau.

1877 U.S. troops withdrawn from Alaska.

1878 First canneries are established in Klawock and Sitka.

1880 Richard Harris and Joseph Juneau discover gold on Gastineau Channel and establish the community of Juneau.

1882 U.S. Navy bombs and burns the Tlingit village of Angoon.

1884 Congress passes the Organic Act allowing for local governments and allocating funds to school Alaska Native children.

1887 Presbyterian Father William Duncan and his Tsimshian followers from B.C. establish Metlakatla on Annette Island.

1890 Large corporate salmon canneries appear.

1891 Oil claims staked in Cook Inlet.

1897-1900 Klondike gold rush.

1898 Nome gold rush. Congress appropriates money for telegraph cable from Seattle to Sitka.

1900 City of Ketchikan is incorporated. Alaska capital moves to Juneau. White Pass railroad completed.

1902 President Teddy Roosevelt establishes Alexander Archipelago Forest Reserve in southern Southeast Alaska.

1904 Underwater cables are laid from Seattle to Sitka and from Sitka to Valdez.



T.R. designated Tongass National Forest in 1907.



Undersea cable provided the first fast link to the south.

1906 Alaska sends a non-voting delegate to Congress. Governor's office moved from Sitka to Juneau.

1907 Alexander Archipelago Forest Reserve and other U.S. lands are consolidated as Tongass National Forest by President Theodore Roosevelt.

1908 Alaska's first cold storage plant is built in Ketchikan.

1911 International agreement by U.S., Great Britain, Canada, Russia and Japan controls fur, seal, and fish harvests; sea otters completely protected.

1912 Alaska gains territorial status. Alaska Native Brotherhood organizes in Southeast.

1913 First Territorial Legislature.

1915 Alaska Native Sisterhood has first convention.

1916 First bill for Alaska statehood introduced in Congress. Alaskans vote in favor of banning liquor by a 2 to 1 margin: the "dry-state law" three years before national Prohibition.

1922 Alaska Agricultural College and School of Mines opens in Fairbanks. Native voting rights decreed in U.S. court.

1923 President Warren G. Harding comes to Alaska to drive the last spike in the Alaska Railroad. We declared Warren, G and Harding streets in Newtown.

1924 Congress extends citizenship to all Indians in the U.S. Tlingit leader William Paul Sr. is first Native elected to Alaska Legislature. Airmail delivery to Alaska begins.

1928 Court case resolves the right of Native children to attend public school.

1932 Radiotelephone communications open in Ketchikan, Juneau and Nome.

1935 Jurisdictional Act allows Tlingit and Haida Alaska Natives to pursue land claims in U.S. Court of Claims.

1942 Japan bombs Dutch Harbor and invades the Aleutians. U.S. and Canada build the 1,680-mile ALCAN Highway in about six months.

1945 Territorial Gov. Ernest Gruening signs the Anti-Discrimination Act, the first such legislation passed in the U.S. or any of its possessions.

1946 Boarding school for Native students opens at Mt. Edgecumbe in Sitka.

1947 First Alaska Native land claims suit filed by Tlingit and Haida people introduced in U.S. Court of Claims.

1948 Alaskans vote by 10 to 1 margin to abolish fish traps. Alaska (ALCAN) Highway opened to the public.

1953 The first big Alaskan pulp mill opens at Ward Cove north of Ketchikan. Oil well near

Eureka on Glenn Highway opens Alaska's modern oil history. First Alaska television broadcast at KENI-Anchorage.

1955 Alaska Constitutional Convention opens.

1956 Territorial voters adopt the Constitution. Territorial legislators are sent to D.C. to statehood.

1958 Statehood measure passes. President Eisenhower signs statehood bill.

1959 Statehood proclaimed. Sitka pulp mill opens. U.S. Court of Claims issues judgment favoring Tlingit and Haida claims to Southeast Alaska lands.

1963 Ketchikan Gateway Borough incorporated.

1964 Good Friday earthquake devastates Anchorage and Prince William Sound—at magnitude 9.2, the most severe earthquake ever in the U.S.

1968 Oil discovered at Prudhoe Bay on Alaska's North Slope. Ted Stevens appointed to a vacant U.S. Senate seat; he was elected to the seat seven times and became the GOP's longest-serving U.S. senator.

1971 Alaska Native Claims Settlement Act signed into U.S. law: Natives get a tenth of Alaska's land and \$1 billion; village, regional corporations created.

1973 Ketchikan International Airport opens on Gravina Island. Congress passes Trans-Alaska Pipeline Authorization Act. Limited-entry program for commercial



President Harding visited here in 1923.



Fish traps depleted natural salmon stocks until they were outlawed in 1959. They disappeared at statehood.

push for

salmon fisheries becomes law.

1976 Alaskans approve a constitutional amendment creating the Alaska Permanent Fund.

1977 Trans-Alaska Pipeline completed, 800 miles from Prudhoe Bay to Valdez.

1980 Congress passes Alaska National Interests Lands Conservation Act. Legislature increases Permanent Fund's share of oil revenues from 25 to 50 percent, establishes a dividend fund to distribute Perm Fund earnings. Legislature repeals state income tax.

1982 First Permanent Fund dividends distributed after lawsuits are settled.

1983 All of Alaska except the westernmost Aleutian Islands is consolidated in Alaska time zone; previously, Alaska spanned four time zones.

1986 Price of oil drops below \$10 per barrel, state revenues plummet.

1989 Exxon Valdez oil tanker runs aground and spills 11 million gallons of oil in Prince William Sound. Permanent Fund reaches \$10 billion value. Alaska Supreme Court throws out Alaska's rural preference subsistence law.

1990 Tongass Timber Reform Act in Congress sets aside more Southeast Alaska forest in wilderness.

1991 Congress closes Arctic National Wildlife Refuge to oil development.

1993 Sitka pulp mill announces indefinite suspension, idling hundreds.

1994 Voters defeat a proposal to move the state capital to Southcentral.

1996 Congress lifts the ban on export of Alaskan crude oil.

1997 Ketchikan Pulp Co. shuts down, throwing hundreds out of work and ending 45 years of large-scale timber harvest and processing in Southeast. Fishermen in Prince Rupert, B.C., blockade an Alaska ferry to protest Alaska salmon-fishing practices; ferry service is cut off for 19 weeks.

1999 A proposal to spend Permanent Fund earnings on state government is rejected by 83 percent of voters.

2002 Alaskan voters reject, by 67 percent to 33 percent, a proposal to fund moving the Legislature to Southcentral.

2005 U.S. transportation bill has a \$223 million earmark to help fund a bridge from Revilla Island to Gravina Island—a hard link sought since 1973, but derided nationally by some as the "Bridge to Nowhere."

2006 GOP gubernatorial candidate Sarah Palin visits Ketchikan and supports the bridge: "We're going to make a good team as we progress that bridge."

2007 Gov. Sarah Palin cancels funding for the proposed bridge, diverts earmark money to other Alaska projects and orders study of improved ferry service.

2009 Alaska's population is 698,473—47th among the states and greater than populations in North Dakota, Vermont and Wyoming.

2009 Gov. Palin resigns office on July 29.

2010 Former U.S. Sen. Ted Stevens dies in an airplane crash near Dillingham.

2014 Gov. Sean Parnell signs a contract with Vigor Alaska for \$102 million to construct two state ferries—the first state ferries to be built in Alaska.

2014 Independent candidate Bill Walker defeats incumbent Republican Sean Parnell in the gubernatorial election after forming a "unity ticket" with Democratic nominee Byron Mallott, who is elected as lieutenant governor. In the same ballot, voters approve a citizen initiative legalizing the controlled use and sale of marijuana. Legislators and regulators spend two years setting terms.

2017 Ketchikan's first licensed marijuana stores and cultivation facilities open for business under permits from the state Alcohol & Marijuana Control Office and from local government. U.S. Coast Guard stations Alaska's first two fast response cutters at Base Ketchikan.



This WW II-era airport near Metlakatla was left behind when Ketchikan International Airport opened in 1973.