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2018
EDITION

OUR TOWN

DISCOVER KETCHIKAN

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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.

GRIGG POPPEN

OUR TOWN

DISCOVER KETCHIKAN ALASKA

PUBLISHED BY

Historic Ketchikan Inc.

WITH SUPPORT FROM

KETCHIKAN GATEWAY BOROUGH AND CITY OF KETCHIKAN



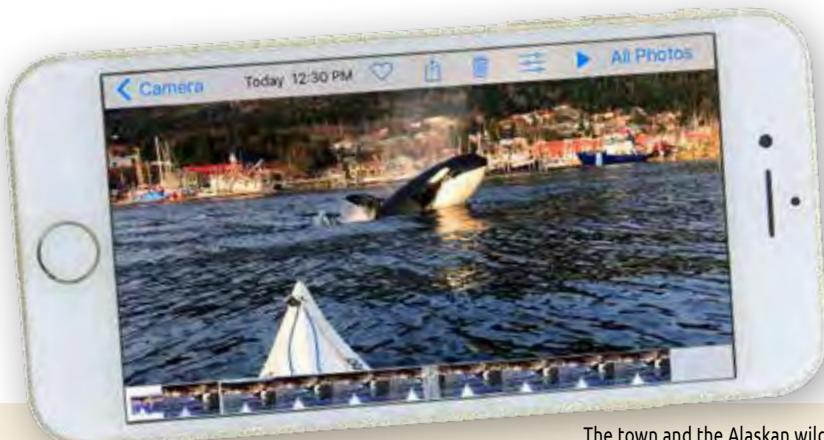
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Historic Ketchikan Inc.

P.O. Box 23364
Ketchikan, Alaska 99901
www.historicketchikan.org
info@historicketchikan.org
907-225-5515

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 It is not intended to be a primary historical reference.

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Design | text | text editing — Gregg Poppen — Full Circle Media Arts

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



GREGG POPPEN

Historic homes on upper Front Street have looked down on a century of waterfront activity—and innumerable spring days of mixed rain, sun and rainbows. Come summertime, small local boats heading to City Float will steer between massive cruise ships lined up nearly a mile long.

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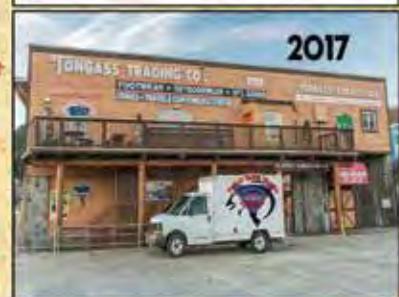
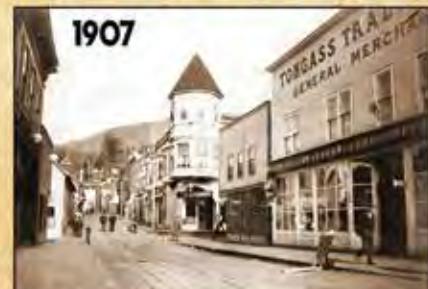
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A PLACE LIKE NO PLACE ELSE



FELIX WONG

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.

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.



KETCHIKAN MUSEUMS

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.

**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.

GREGG DOPPEN



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-xaam*. 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).

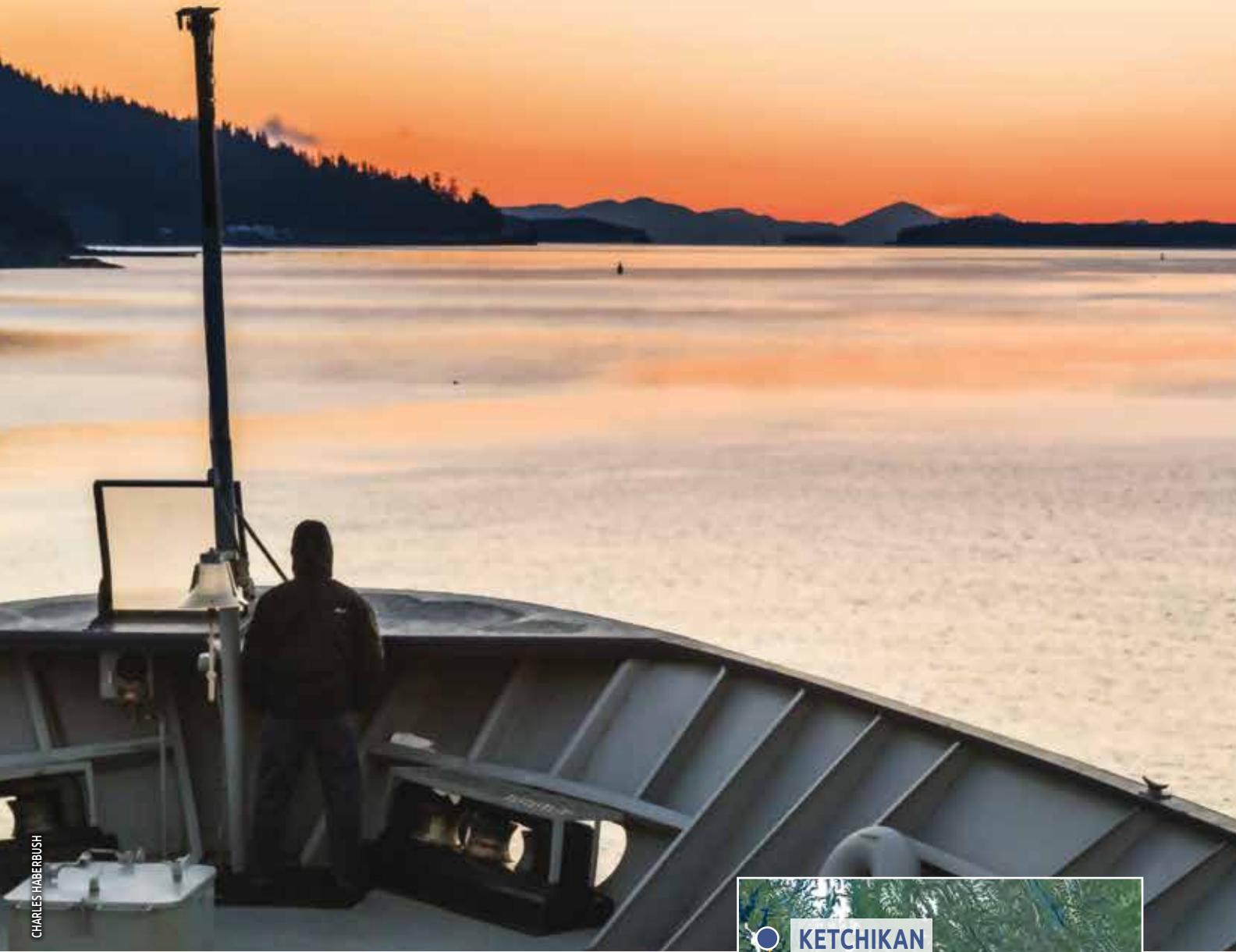
ONE IF BY AIR, TWO IF BY SEA, AND NEVER BY ROAD—Ketchikan International Airport is about 670 miles northwest of Sea-Tac (between Seattle and Tacoma). The City of Ketchikan is 90 miles north of Prince Rupert, British Columbia—the nearest point on the continental road system.

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

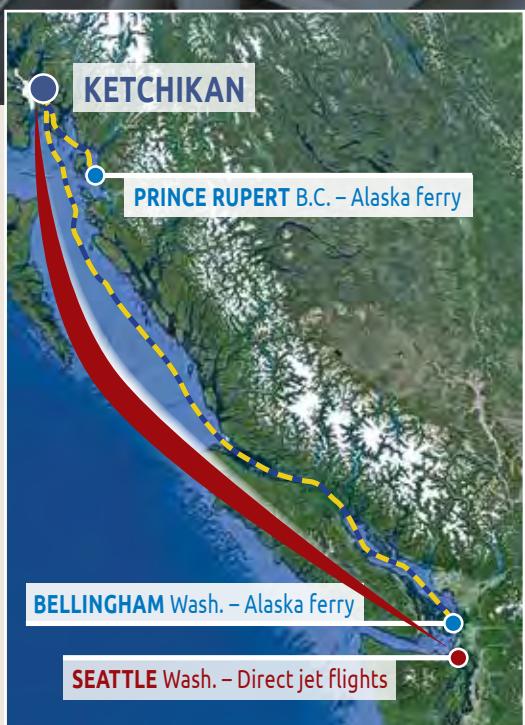
The glow of a low sun and purple mountains' majesty greet a state ferry's stately approach to the First City. To get here more quickly, take a seat at Sea-Tac Airport or at an Alaskan airport.

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.

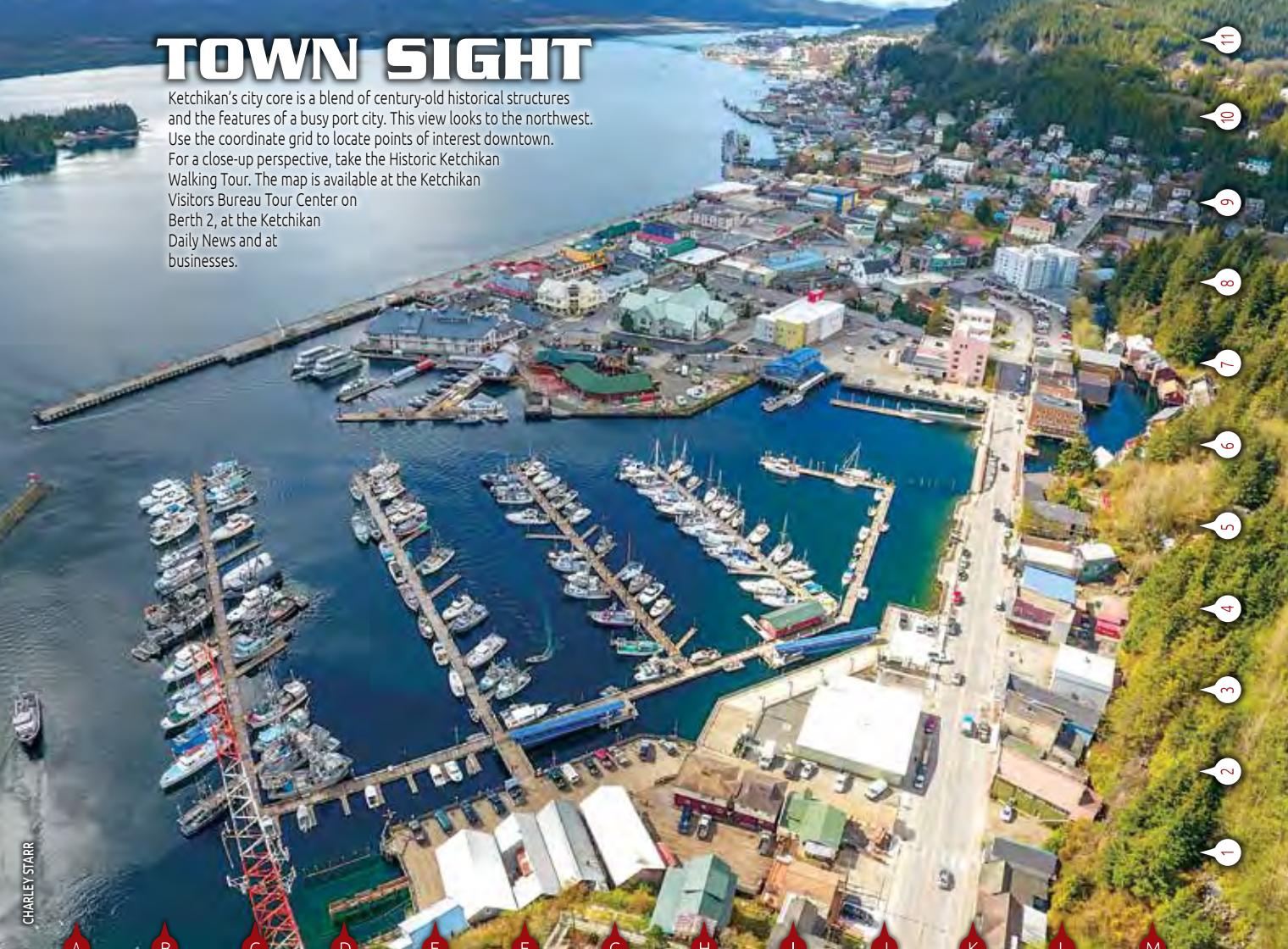


KETCHIKAN AND VICINITY



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

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-area-wide—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%



GREGG POPPEN

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



GREGG 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 fed 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 Alaskana 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



SCOTT BRAINARD

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

volunteer firefighters and EMTs supplement full-timers 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.

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



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

KETCHIKAN MUSEUMS

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

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.



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

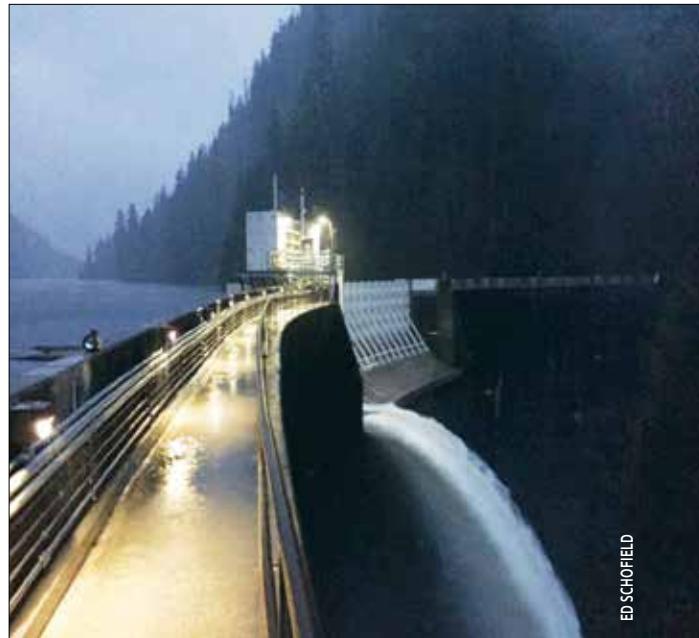
Residential	10.06
Commercial	9.42
Industrial	8.73

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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DISCOVER KETCHIKAN

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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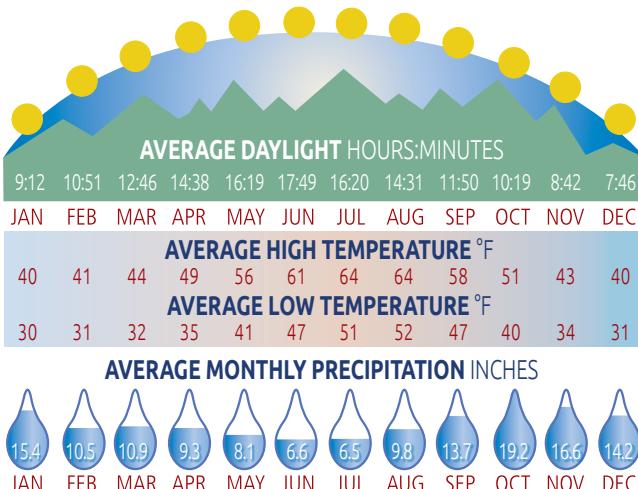
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CLIMATE

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



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CHRONOLOGY

OF THE GREAT LAND

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.

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 Grigorii 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.

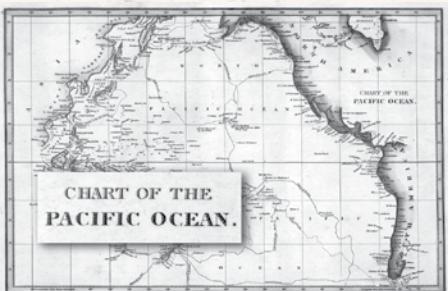
1793 Vancouver's crew makes land near Ketchikan.

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.



A hand-drawn map of the 1700s.



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.



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

1955 Alaska Constitutional Convention opens.

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

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.



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

1980 Congress passes Alaska National Interest 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.

ACTIVITIES | ATTRACTIONS



KENNON CALWANAGAN

Ketchikan's celebration of the Fourth of July finishes with a bang and a flash. Fireworks launched from a barge between the islands (plus indy pyrotechnics) dazzle onlookers.

- Take a *walking tour* of downtown or the West End to breathe in our town's past. Maps are at KVB tour centers, the *Daily News* and other businesses. Sponsored by Historic Ketchikan Inc.
- Visit the *Southeast Alaska Discovery Center* on Main Street for interpretive displays and a film. One of Alaska's premier attractions.

■ *Totem Bight State Historical Park* 10 miles north of town has great totem poles, a long house and an extraordinary oceanside setting.

■ Visit *Misty Fjords National Monument* by boat, floatplane

■ *Historic Creek Street* has been home to a shingle mill, totem poles, homes and brothels. It's now lined with shops, galleries and museums above the watercourse. *Dolly's House Museum* displays the red-light days.

■ *Totem Heritage Center* between Deermount Street and Ketchikan Creek presents Native culture and historically significant totems in an interpretive setting.

■ *Saxman village* south of Ketchikan offers a world-



Ziplines offer thrilling rides where the tall trees grow.

class collection of totem poles and a cedar clan house.

■ *Go fishing* with a local guide; saltwater trips can be on powerboats or open kayaks. Half-day charters are available for visitors with tight timelines. All-day trips take off from our docks; multi-day lodge stays in remote areas provide all-inclusive adventure. Check online for your options.

■ Hike *Perseverance Lake* or *Talbot Lake* trails to see the rain forest from USFS paths composed of open ground and boardwalk; they're fairly easy for fit hikers. *Ward Creek Trail* curves along a scenic stream and is an easy walk. *Deer Mountain Trail* is a 2,500-foot challenge with superb vistas.

Rainbird Trail above the Third Avenue Bypass has in-town access and great views of the waterfront from a forest setting; it is also less demanding. Trail maps are at the Discovery Center.

■ *Thomas Basin* harbor is home to working and pleasure boats. Walk down from the historic Union Machine Shop and Potlatch Bar to stroll the floats, or amble out the breakwater for a view of town and mountains.



Waters around Ketchikan are extraordinary for kayaking alone or in a tour group.

■ When you're here on the *Fourth of July*, catch the parade at mid-day and our spectacular fireworks at night. On the first weekend of August, *Blueberry Arts Festival* offers arts and food; music; fun contests in beard-tending, slug-racing and pie-eating; dance concerts; and a poetry slam.

■ *Bar Harbor* in the West End is our largest harbor; find an astounding array of vessels: commercial fishing boats; motor and sailing pleasure craft; tugboats and tenders; luxurious motor yachts; liveaboards; and even fast law-enforcement boats. Two ramps offer pedestrian access to the floats.

■ Take a *kayak tour* for a close, quiet and exciting encounter with Alaska. Tours range from near-town excursions to several-night wilderness visits in Misty Fiords National Monument. Southeast Sea Kayaks, Southeast Exposure and Ketchikan Kayak Co. offer tours.

■ Our tall conifers have inspired *zipline adventures* at Southeast Exposure north of town and Alaska Canopy Adventures south of town. Descend through the tree canopy from thrilling heights in magnificent trees.

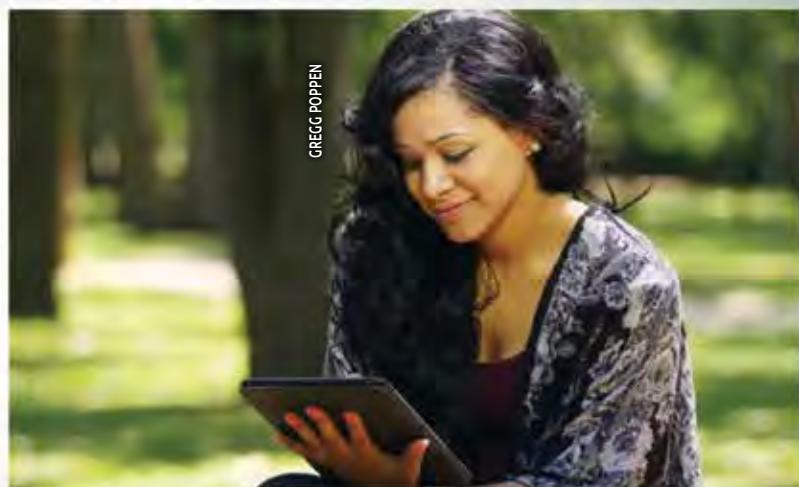


Public harbors are great places to walk right up to Alaska's mix of working and pleasure boats. Check calendars online for an opportunity to see Alaska Native dancers. Chief Kyan Pole in Whale Park is on the walking tour.

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NATIVE CULTURE

A TALL CEDAR TREE FALLS.
A STORY IS WRITTEN BY THE
SHARP EDGE OF AN ADZE.
NORTHWEST COAST NATIVES
DEVELOPED A UNIQUE
ART FORM IN CARVED WOOD.
TOTEMIC WORKS RELATED
LEGENDS, HONORED ANCESTORS
AND PRAISED LEADERS.
EVEN POSTS THAT HELD UP
CLAN HOUSES WERE INSCRIBED
IN THIS 3-D LANGUAGE.
AND BEHIND ALL OF THAT:
A CULTURAL SYSTEM AND
ECONOMY SUITED
TO THE PLACE.



Chief Johnson is depicted in "The Rock" on Ketchikan's docks. Master carver Nathan Jackson modeled as the Tlingit chief for sculptor Dave Rubin.



Stephen Jackson worked in Saxman's newly enlarged carving center to create the Seward Pole that went up in 2017 as the second replication—or interpretation, really—of an artwork originally created 130 years ago.

TOTEM POLES ARE THE START FOR A LOOK AT ANCIENT WAYS

Art and practicality are linked in Northwest Coast Native cultures. Creative work is integral to the way of life of the Tlingit, Haida and Tsimshian peoples of Southeast Alaska. Intricately woven cedar bark baskets were traditionally used to hold foods and household goods. Ornamented robes expressed family backgrounds—a sort of walking genealogy. The canoes carrying Alaska Natives to trading sites and fish camps were carved and painted with mythical and family emblems. Even halibut hooks bore artistry: carved figures to beguile fish for the catch. Sometimes unremarked behind the artistry is the utilitarianism in

Northwest Coast Natives' decorated objects: cedar baskets woven tightly enough for parboiling food; woven hats that kept out rain or kept in air for a personal flotation device; and halibut hooks sized to select medium-aged fish, not young spawners nor stringy old fish.

For millennia, Northwest Coast peoples carefully traced family lineages within and among their villages. They maintained intricate webs of honor, privilege and duty. In a rain forest realm equal parts bounty and challenge, they founded their subsistence on salmon and cedar—and built up from there in an economy with widespread trading.

Totem Heritage Center on Ketchikan Creek is indispensable for learning about ancient ways and artistry.

Southeast Alaska Discovery Center presents Native culture in replicas. Parnassus Bookstore has material on the culture. Potlatch Totem Park, a private business at Totem Bight, displays totem poles and replicas of village houses.



KETCHIKAN MUSEUMS

Early photos of Kasaan and other Native villages are in the interpretive program at Totem Heritage Center. The center's mission of preserving 'heritage' has an educational component; artists teach Natives and non-Natives in tool-making, carving, weaving and regalia-making.



HALL ANDERSON

Members of the Cape Fox Dancers celebrate the raising of a new totem pole in Saxman—singing *out of* the rain under cover in a concession to Alaskan weather. Chief Harvey Shields led the dance honoring the Three Eagles Pole behind them, carved by Haida artist Donald Varnell, member of a new generation of Native artists.

DANCE AND VISUAL ART CARRY ON A LEGACY

Native artists and dancers in Ketchikan take their traditions to coming generations, as well as to visitors. Almost 20 percent of Ketchikan's population has some Alaska Native lineage; cultural preservation is important to identity.

Carvers and weavers take on apprentices and students to extend the culture. Young Natives get involved through dance groups. Prime examples in this area are the Haida Descendant Dancers, Tongass Tribe Dancers, Cape Fox Dancers and New Path Dance Group. Youths and elders work together on regalia, language and dances, fashioning cultural links while presenting the art form to non-Natives. Subsistence harvests and traditional foods also help to keep culture alive. Many Alaska Natives are expert at old ways of taking and preserving foods from the sea and shore.

Village corporations and regional corporations set up in the Alaska Native Claims Settlement Act in the 1970s boost heritage. Through economic development (such as Cape Fox Corp.'s lodge, tours and store) and foundation support (such as Sealaska Heritage Foundation), corporations project the past forward.

A local program brings Native elders to schools to introduce arts and folkways. Projects at the University of Alaska Southeast Ketchikan campus—such as anthropological visits to abandoned village sites—double as conservation and outreach.

**CULTURAL
PRESERVATION IS
IMPORTANT TO IDENTITY
FOR THOSE WITH NATIVE LINEAGE**

TOTEM HERITAGE CENTER



Preservation of objects from the past was a key mission when the City of Ketchikan founded Totem Heritage Center in 1976, but the facility has become integral in moving traditional Native culture forward. The center was tasked with holding 19th-century totem poles retrieved from former Tlingit and Haida village sites near Ketchikan. Functioning in part as a museum, the center displays these priceless cultural artifacts and more recent carved poles, along with Alaska Native artifacts.

Totem Heritage Center also furthers the traditional arts and crafts of the Tlingit, Haida, and Tsimshian cultures in a nationally recognized program of Native arts classes and activities. Master carver Nathan Jackson and master weaver Delores Churchill—both recipients of National Heritage Fellowships—have taught at the center, as have many distinguished artists from across North America.

The center is open to visitors year-round.

CHRONICLES, MYTHS & STATUS IN CEDAR

Northwest Coast peoples possess a sophisticated suite of fine arts and crafts, but their totem poles are best-known. The art form predates Western contact, but flourished in the prosperity of the fur trade in the 1700s and 1800s. Poles were commissioned by wealthy village leaders to display their status and affluence.

*Some poles tell of legends, clan lineages or notable events. Some celebrate cultural beliefs and others merely demonstrate carvers' artistic talents. Poles also illustrate stories, commemorate historic persons, represent shamanic powers or incorporate ridicule—the so-called shame poles. One of the most-told and most-carved Native stories is *The Theft of Daylight, or Raven Steals the Sun*. A fine example stands beside the museum on Dock Street.*

Raven Steals the Sun

The Old Man at the Head of the Nass River was very rich and owned three boxes containing the stars, the moon and the sun. Raven wanted these for himself. Raven transformed himself into a hemlock needle and dropped into the water cup of the Old Man's daughter while she was picking berries. She became pregnant with him and gave birth to him as a baby boy. The Old Man doted over his grandson, but Raven cried incessantly. The Old Man gave him the Box of Stars to pacify him. Raven played with it for a while, then opened the lid and let the stars escape through the chimney into the sky.

Later, Raven cried for the Box of the Moon, and after much fuss the Old Man gave it to him, but after stopping up the chimney. Raven played with it for a while and rolled it out the door, where it escaped into the sky. Finally Raven cried for the Box of the Sun, and after much fuss the Old Man relented and gave it to him. Raven knew well that he could not roll it out the door or toss it up the chimney because he was carefully watched. So he waited until everyone was asleep and changed into his bird form, grasped the sun and flew out the chimney. He took it to show others, who did not believe that he had the sun—so he opened the box to show them and it flew up into the sky, where it has been ever since.

The Old Man gave him the Box of Stars to pacify him. Raven played with it for a while, then opened the lid and let the stars escape through the chimney into the sky.



GREGG POPPEN

Contemporary totemic poles are sentinels at Beaver Clan House in Saxman. Visitors to Saxman and to Totem Bight State Historical Park find rich arrays of artwork.

WORLD-CLASS TOTEMS DISTINGUISH KETCHIKAN

Publicly accessible collections of Northwest Coast totem poles in Saxman and at Totem Bight offer comprehensive looks at an art form known around the world. Carved cedar in museums and at private sites contributes to making Ketchikan the single best place in the world to explore this cultural legacy.

Saxman Totem Park has been prominent almost a century as a monument to totemic art—and as a training ground for generations of Alaska Native carvers. Contemporary poles and from the New Deal era stand along Totem Row, which leads to Beaver Clan House. Poles in Saxman are for the most part replications of village poles dating to the 1800s and early 1900s—although some express more modern themes. Native dance performances and interpretive programs are conducted in the clan house. The newly enlarged carving shed in Saxman provides a work site for master carvers and apprentices. The totem park is open to the public; Cape Fox Corp.'s paid tours and programs take in the clan house and carving shed in addition to guiding visitors through the totem park.

Totem Bight State Historical Park 10 miles north of Ketchikan has an outstanding collection of poles replicating those from Native villages. A brochure and interpretive signage along the easy forest path provide information on Native culture and natural history. The trail leads to a seaside clan house replicating the traditional village gathering place. Haida Descendant Dancers perform monthly; check community calendars. Park admission is \$5, May through September.

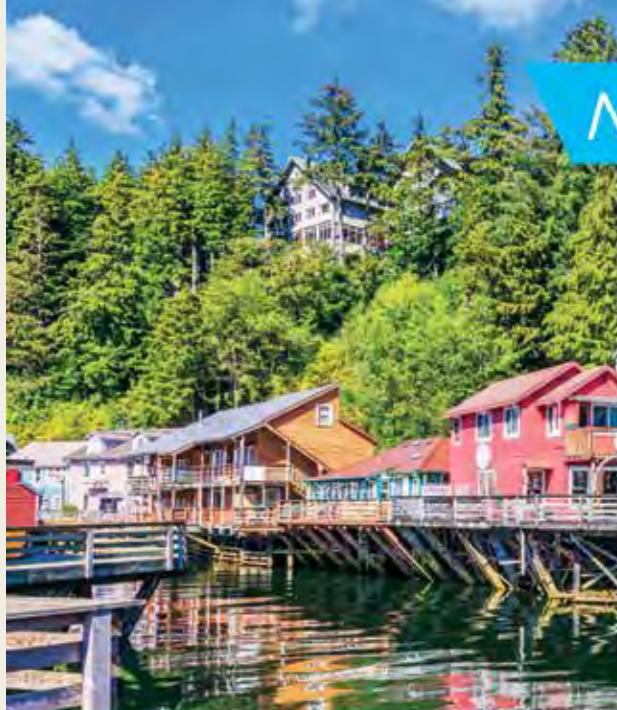
Both parks are on bus routes.

Totem Heritage Center off of Deermount Street displays ancient and contemporary totem poles, as well as artifacts; there is a fee for interpretive tours in the city-owned facility.

Chief Johnson Pole on Stedman Street and Chief Kyan Pole on Mission Street are replications. Another salient totem is in front of UAS Ketchikan campus on south Stedman Street. Ketchikan Indian Community's health center boasts poles by Tlingit, Haida and Tsimshian artists.

Six modern poles in the Council of Clans stand between Cape Fox Lodge and the civic center. Privately commissioned totem pole collections can be seen on paid tours at Rainforest Sanctuary at Herring Cove and in Potlatch Park at Totem Bight.

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Totem Heritage Center
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Northwest Coast art**

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**Ketchikan
M U S E U M S**

TONGASS HISTORICAL MUSEUM
TOTEM HERITAGE CENTER



Tongass Historical Museum
629 Dock St., 907-225-5600

upholding balance

an exploration of Modern Northwest Coast Design,
May 2017 - March 2018

Permanent Exhibition to open May 2018

Ketchikan's unique and colorful history and heritage will be showcased in a new exhibition in the newly renovated museum.

Experience Ketchikan's past, present and future

KetchikanMuseums.org

8 a.m. to 5 p.m. daily,
May through September

Background:
Pan American Clipper lands in Ketchikan, 1938
THS 63.9.10.36

STATS | DATES | FIRSTS

Selected features of Ketchikan's natural history, our unique human history and our way of life between the rain forest and the ocean

17:28 Hours and minutes of daylight in Ketchikan on the summer solstice in June.

7:06 Hours and minutes of daylight on the winter solstice in December.

4 hours Number to add to local time for Eastern time; add 9 hours for Greenwich time.

23.6 feet Greatest predicted range between successive tides in Ketchikan in 2017: on Dec. 4, a high of 19.6 feet at 12:39 p.m. and a low of minus 4.0 feet at 7:11 p.m.

\$25 Annual fee levied by the Forest Service for lease of an entire Tongass Forest island for fox farming in 1907. Nine fox farms started up near Ketchikan and others were founded around Prince of Wales Island before World War II. In 1925, a blue fox pelt was worth \$100-\$150 to brokers for European interests. But the cost of starting a fox farm was estimated at \$7,300.

3,001 feet Elevation at the peak of Deer Mountain, Ketchikan's distinctive backdrop. The summit is only about 6,500 lateral feet from the nearest ocean shoreline.

4,592 feet Elevation of Reid Mountain, tallest peak on Revillagigedo Island.

5,800 Number of people who visited Ketchikan as tourists on excursion steamships in 1898, according to U.S. Forest Service records.

1,007,600 Cruise ship passengers calling at the Port of Ketchikan in 2017—greatest-ever number of visitors on ships affiliated with Cruise Lines International Association.

507 Total number of port calls by cruise and exploration ships in 2017.

Factor of 10 Difference in length of the largest and the smallest cruise and excursion ships calling at the Port of Ketchikan in 2017. Celebrity Solstice was largest at 1,040 feet, Alaskan Dream smallest at 104 feet. Solstice has 2,850 passenger berths; Alaskan Dream has 40 passenger berths.

1892 Year the Ketchikan post office was established—eight years before incorporation of the city.



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1959 Year when Ketchikan's last milk cow was shipped out, from Homestead Dairy four miles south of town. Between 1902 and 1959, half a dozen commercial dairies produced for the local market, operating on Revilla, Pennock and Gravina islands. The first was the Pittenger dairy at the top of Bawden Street, established about 1902. A street bears the name of the dairy's founder.



24 percent The slope of a portion of Washington Street in the West End. Gear down: it's the most vertiginous stretch of pavement in a community that's built on a mountainside.

GREGG POPPEN

99950 Greatest number in the zip code system of the U.S. Postal Service, assigned to the Ketchikan post office for mail aimed at residents of two remote villages: Kasaan on eastern Prince of Wales Island and Edna Bay on Kosciusko Island.

1913 Year when the first concrete building was constructed in Ketchikan: Tongass Trading Co., still standing and in use at Front and Dock streets.

1901 & 1989
Years of the raising of Chief Johnson Poles near Ketchikan Creek. The first pole was commissioned by Chief Johnson and dedicated to the honor of the Kadjuuk House of the Raven Clan of the Tlingit Tribe; it's now in the care of the Totem Heritage Center off of Deermount Street. The second pole was raised as a replica by carver Israel Shotridge.



KETCHIKAN MUSEUMS



J.R. Heckman Founder of Ketchikan's first mercantile store, at Main and Dock streets—where his namesake concrete building (see it above) is still in use for retail stores and offices. Heckman is also historically credited as one of the primary inventors of floating fish traps, which decimated natural salmon runs as they harvested salmon for local canneries. They were outlawed in 1959 as a condition of Alaska's achieving statehood.



1923 Year when Ketchikan became the first Alaskan city to pave a street, replacing planks on Front Street between Grant and Mill.

\$28 million, 0.9 mile

Cost and length of Third Avenue Extension, completed in 2004. The Third Avenue Bypass, as we call it, rises above Newtown to provide an alternate route from the West End to Bear Valley and the city center. Its engineering centerpiece is a wall 1,000 feet long and 90 feet high made of 120,000 tons of compacted concrete. Which leads us, naturally, to one of the most locally significant events to occur on this road ...

1,976

The number of residents and visitors who strode the Third Avenue Bypass *en masse* in May 2013 to claim the Guinness World Record for most people to "race" in rainboots—or wellingtons, in the vernacular of the record-keepers and of the former titleholders in Lincolnshire, England (who had mustered 1,366 people for their race). This was Ketchikan's second attempt to take the record; an effort a year prior brought out fewer than 1,200 rainboot racers in the footwear that we call "Ketchikan sneakers." (See an example above.) Alas, Alaskans: Our preeminence was short-lived. The record was snatched from our very feet in May 2014, when 3,194 people did a rainboot scoot boogie in Killarney, County Kerry, Ireland. What *is it* with islanders and footwear contests?



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These visitors streaming off of cruise ships, greeted by the seven bronze figures of The Rock, are part of a record-setting summer influx. More than a million cruise-line passengers came to our port in 2017 and even more were forecast for following years in a surge for the industry.

GREGG POPPEN

VISITOR INDUSTRY

VISITORS COME BECAUSE WE HAVE WHAT PEOPLE WANT TO SEE & WANT TO DO.
SO WE DEVELOP MORE SITES & MORE ATTRACTIONS FOR MORE PEOPLE.
FROM MAY TO SEPTEMBER, THE TRICK IS TO WELCOME, DISPERSE & ENTERTAIN
A MILLION VISITORS WHILE ENSURING THAT KETCHIKAN IS LIVABLE FOR EVERYBODY.



SEANNA O'SULLIVAN / KVB



GREGG POPPEN

Hey, let an umbrella be your smile! Light rain didn't deter visitors from a walking tour in historic downtown Ketchikan. The guide is togged in typical local apparel for a wet day: a hooded, waterproof jacket, rain pants and rubber boots.



SEANNA O'SULLIVAN / KVB

Motorized backcountry outings have proliferated in recent years and help to spread out our flood of visitors on days when as many as half a dozen ships call at the port.

More" and "bigger" are the best words for Ketchikan's visitor sector, an increasingly essential engine of dollars and jobs in the community. More cruise ships and bigger cruise ships are making port in Alaska's First City.

A few days before the close of the 2017 season, the year's millionth cruise passenger to visit Ketchikan descended a gangway to a celebration featuring community and industry dignitaries, a performance by an Alaska Native dance group and the conferring of a royal purple sash. That sash might well have been the color of money. The visitor from Fort Lauderdale, Fla., if typical, would spend more than \$150 ashore in services, goods and sales tax. Cruise lines had never before delivered a million passengers to the port. The forecast for 2018 was for even greater numbers.

At season's end in 2017, Cruise Line Agencies of Alaska counted 1,007,600 passengers arriving at the port on ships affiliated with the international industry. Small regional lines and boutique excursion vessels brought thousands more. Alaska Airlines, Delta and the Alaska Marine Highway landed visitors in the thousands for longer stays that garner even greater benefits for lodging providers, retailers, services and restaurateurs. About 40,000 independent travelers were tallied in Ketchikan in the most recent yearly survey of the travel sector. Those visitors spend several hundred dollars apiece in the community.

The visitor industry is a leading generator of Alaskan jobs—and nowhere more than in Southeast. A study commissioned by the state in 2016 reported that 21 percent of Panhandle employment is accountable to the visitor industry—more than twice the percentage in Southcentral.

Global growth in cruise touring makes Alaska a destination second only to the Caribbean and the east coast of Mexico. Recent expansion of the Panama Canal enables cruise lines to run larger ships back and forth between these Alaskan and Caribbean seasonal circuits without resorting to a long trip around Cape Horn. The biggest lines are putting newer and larger ships on the Inside Passage—increasing the pressure on ports to upgrade shore facilities. Celebrity was first to break the four-figure mark with its Celebrity Solstice, at 1,040 feet long. Norwegian Cruise Lines puts the brand-new Norwegian Bliss into Alaskan service in 2018; the ship is 1,082 feet long and carries more than 4,000 passengers. The Port of Ketchikan can handle two of these post-Panamax giants at once, but ship berths must be lengthened to accommodate any more.

21 PERCENT The port must make ready for nearly 50 ships per season in
OF PANHANDLE
EMPLOYMENT IS ACCOUNTABLE
TO THE GROWING VISITOR INDUSTRY

coming years. American Cruise Lines' new 175-passenger luxury ship is due to arrive in 2018. The Windstar, Azamara, Viking and Cunard lines plan new entries in the Alaskan cruise trade by 2019.

Princess Cruises landed seven ships in Ketchikan in 2017—including the MV Emerald Princess, new to the Alaskan cruise market. Holland America Line's seven ships in Alaska during 2017 included the MV Eurodam, making its inaugural visits. Carnival, Celebrity, Norwegian and Royal Caribbean cruise lines called at the port, along with several luxury lines and small-ship excursion vessels. Disney Wonder has tied up since 2011.



Independent visitors who stay in local lodging or bring their RVs and take part in numerous activities—such as renting boats to fish for salmon and halibut—number in the tens of thousands.

If they come, you must build it: that's the rule for infrastructure and services in a world-class cruise port. Ketchikan boasts four docks capable of handling Panamax-class ships. In the 1990s, the cruise industry helped to pay for expanding Berth 1. Ketchikan citizens OK'd a \$38 million bond issue to build Berth 3, finished in 2007; municipal receipts from the commercial passenger vessel excise tax (CPV), initiated by Alaskan voters, paid off the bond. CPV revenues since 2007 upgraded Berths 1 and 2 and funded other port improvements. That levy is also helping to prepare the Port of Ketchikan for post-Panamax ships. A local business linked to the stevedoring company constructed Berth 4 in 2008 and leases that deepwater moorage to the city.

Planning is under way for expansion to provide berths for the post-Panamax generation. Early estimates of costs range to more than \$50 million. But Ketchikan can't cede the big hulls to other ports in Alaska or British Columbia without paying in forgone business activity, port fees and sales tax. The port routinely hosts six ships and 10,000 passengers in a day; on one day in May 2017, nominal ship capacity of 13,200 was nearly equal to the local population.

The pressure on infrastructure has increased in 20 years. In 1998, cruise lines brought 35 ships to Ketchikan for 488 port calls; passenger capacity was 523,000. The numbers →

CRUISE LINES DELIVERED MORE THAN ONE MILLION PASSENGERS TO THE PORT IN 2017—A RECORD



DOWNTSTREAM EFFECTS—Happy visitors stopped where Ketchikan Creek pours into the sea and memorialized their visit with a group selfie. In Ketchikan's economy, their visit will be logged in the forms of retail spending and contributions to our sales tax fund. One study estimates that each cruise ship passenger leaves \$160 ashore.

GREG POPPEN

increased steadily until the U.S. economy tanked in 2008. Recession in the Lower 48 and overseas pushed down Southeast's cruise industry. Cruise lines put only 26 ships on the Inside Passage in 2010; passenger capacity was 825,000. Economic recovery and assertive selling lifted cruise lines to record numbers in 2017 and 43 ships booked 507 port calls in Ketchikan.

The most recent economic study estimated that visitors spend almost \$140 million a year in the community. The visitor industry in 2012 supported more than 1,140 jobs directly and another 400 indirectly—about 15 percent of local employment.

Most visitors don't stay long, but they're essential to residents' year-round comfort and convenience: 24 percent of local taxable sales in 2012 was attributed to visitors. When you add up all the revenues to the city and borough from the visitor sector—city moorage fees, CPV revenue, sales tax and bed tax—it ran to nearly \$17 million of support for local governments.

Cruise-ship passengers who come ashore leave an average of \$160 per person—or about \$120 million over the season, according to a recent estimate. Tour operators, charter skippers and retail stores take in most of that spending. Independent travelers who stay one or more nights tend to spend several hundred dollars each day and spread it across a greater range: lodging, groceries, restaurants, sporting goods, etc.

Ketchikan Visitors Bureau

(KVB), one of the state's oldest tourism promoters, is a membership nonprofit that markets Ketchikan as a travel destination. Its tag line trades on our unique ways and place: "Ketchikan: our lifestyle, your reward." KVB produces visitor guides and advertises the community in magazine ads and in a web site. KVB staff attend off-season trade shows and industry exhibitions to get the word out. Outreach through Facebook and Twitter entices visitors. The bureau connects with travel writers and film companies to engender positive media portrayals.

KVB markets for Ted Ferry Civic Center, a convention and conference facility owned by the City of Ketchikan; the bureau's promotional efforts also benefit a couple of large local hotels that provide conference services.

More people do systematic research via phone and internet before setting out on independent travel. They find out how to use the Alaska Marine Highway, Alaska Airlines and Delta to get here; they find hotels, B&Bs and vacation rentals, and line out activities before they arrive. The web is a year-round and inexpensive marketing tool.

Attractions are diverse. Totem parks and Creek Street are standouts. Salmon fishing charters and flightseeing draw tens of thousands. Diversions from amphibious tours to ziplines are popular. Kayak excursions and walking tours offer compelling perspectives on our setting and our city.

In a balance developed across a century, Ketchikan's economy is inseparably reliant on leisure travelers. Yep, we turned it around. *Their lifestyle is our reward.*

**WE TURNED
AROUND THE
K.V.B. TAG LINE—
THEIR LIFESTYLE
IS OUR REWARD**

AWARD-WINNING VIDEOS OUTLINE OUR HISTORY AND WAYS OF LIFE

KETCHIKAN STORY Project

The story of Ketchikan is told in six videos focusing on some of the most prominent features of the community. The project, distributed on DVDs and on the Internet, is intended to educate Ketchikan's visitors, but the series was also a hit with local audiences crowding premieres.

Awards panels, too, have applauded. Story Project videos on Alaska Natives, bush pilots and the timber industry won seven regional Emmys. The national Tellys conferred laurels for two videos, the web site and interactive kiosks.

Local producer Kali Enterprises initiated the project in 2009 and enlisted Ketchikan Visitors Bureau as a partner. KVB asked the Ketchikan Gateway Borough for support and the borough assembly greenlighted greenbacks from the CPV fund.

When the last chapter rolled out in mid-decade, segments were showing on cruise ships in Alaska and on Alaska Airlines' in-flight video players—but more importantly from a marketing standpoint, the stories were seen on cruise ships in the Caribbean.

Producers posted the videos on a web site and created an app for mobile devices, KETCHicons. Kiosks in town presented material interactively. The series is on local TV.

Running times in the series range from 27 to 44 minutes. DVDs are available in Ketchikan stores. Short segments online offer extracted features on local personalities.

www.KetchikanStories.com

KETCHicons app is available for iOS and Android

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KETCHIKAN MUSEUMS

RISING TIDE FOR TOURISM—

A steamship moored at low tide looses a crowd of passengers toward Mission Street in the early 1920s, when the territory was already a popular tour destination.

STEAMING IN

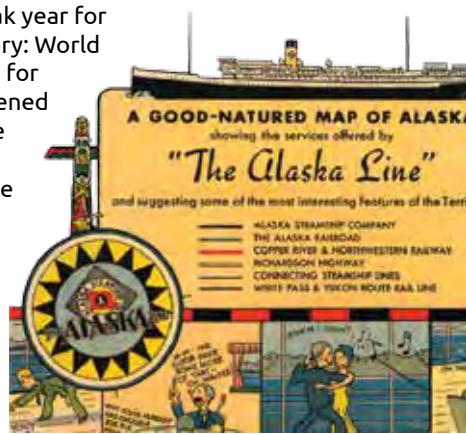
Ketchikan's earliest tourists got here not long after the first white settlers. Even before 1900, steamships brought pleasure travelers and early stores stocked "curios."

Some cruises included side trips to abandoned Alaska Native

villages—most notoriously, the Harriman Expedition of 1899 led by railroad baron Edward Harriman. Well-heeled sightseers cruised with scientists, anthropologists, artists, photographers and officials of the National Geographic Society and Smithsonian Institution. The expedition was excoriated decades later for taking totem poles and artifacts along a swath from Ketchikan to the Aleutians.

History records 1915 as a peak year for steamship travel to the territory: World War I disrupted vacation plans for the leisure class and they fastened on Alaska as an exotic but safe destination. As many as four steamship lines plied the Inside Passage by the 1920s.

President Warren G. Harding's visit to Alaska in 1923 was a marketing boost. Reporters chronicled the wonders of the Last Frontier, from Ketchikan to the Interior.



FAQ?

FAIRLY AGONIZING QUESTIONS

Don't ask *these* when you visit

The best question ever asked of a Ketchikan resident by a visitor is apocryphal—it's a joke. But we love it.

VISITOR Little fella, does the rain in Ketchikan ever stop? Boy I don't know—I'm only five years old!

The *real* questions that *real* visitors ask are fairly amazing. Agonizing, even. When you're here, don't ask *these*.

What's the elevation in Ketchikan? See the water under your ship? Sea level. That's zero. Count up. Go ahead, use your fingers.

What time do the Northern Lights come on? They're on a randomizer and we never know in advance. Sometimes they come on in daytime and only cavedwellers see them.

Where do you people go in the wintertime? Oh, you know. Some do temp work at the North Pole, some just den up.

How old do deer have to be before they turn into caribou? Well, it's not so much about age as it is their willingness to wear the bigger antlers.

You can see the waves coming. Can't you just steer around them? Well, that's for people on the premium charter.

In Juneau the ramp from the ship was about level when we got off and it was really steep when we went back. Why'd they raise it? Ah, I bet the ship floated higher after they offloaded the mail.

What are those white things on the water? The whitecaps? They're a chemical reaction of salt, oxygen and salmon spit.



On the map, Alaska looks pretty close to Hawaii. Is it cheap to fly there? Yeah, because competition from all the interstate bus operations keeps airline prices down.

Joe Williams Jr. hears funny questions as he conducts walking tours in Ketchikan and Saxman. He's a lifelong resident and an Alaska Native. He's also been mayor of the City of Saxman and Ketchikan Gateway Borough—so he knows how to remain diplomatic. But he's heard some doozies over the years.

! This is an island? So, does that mean there's water all around it?

Do you take American money here?

! How long have you been an Indian?

Williams has provided interpretive walking tours for decades. He said goofy questions are dwindling and good questions are increasing. "Travelers are getting smarter," he says. "I think it's because of the Internet."

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NATHAN JACKSON



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'THE IDITAROD WITH
A CHANCE OF DROWNING.'
IS THIS WHERE 'VISITOR INDUSTRY'
ENDS & 'SURVIVOR INDUSTRY' STARTS?

The motivation is adventure in a motorless race to Ketchikan

RACE TO ALASKA IS 750 MILES OF WAVES, WINDS, TIDES AND LONESOME IMPROVISATION. BUT IT MUST BE QUIET OUT THERE WITHOUT ANY MOTORS RUNNING.

R2AK was conceived in Port Townsend, Wash., and in 2017 celebrated its third year of impelling sailors and rowers on motorless transits of the Inside Passage.

Or is it the *inside passage*, a head trip for the intrepid few who welcome the rigors and risks of a wind- and human-powered voyage from Puget Sound to Ketchikan?

"It's the Pacific Northwest and Alaskan spirit," said Jake Beattie, whose brainstorm in 2013 engendered the race. He directs the Northwest Maritime Center in Port Townsend. "We can get over ourselves, but we can do impressive things. Extreme things can be impressive but commonplace."

Beattie uncorked the race idea with friends in a beer tent in 2013. In summer 2014, they announced that the inaugural Race to Alaska would launch a year hence. "We declared a \$10,000 prize, but we didn't actually have it," he said.

Promotional efforts online and in the sailing community drew two dozen entrants for the first race in 2015. Cheeky marketing must have helped. R2AK was styled as "the Iditarod with a chance of drowning." First prize of ten grand in cash would be nailed to a board in Ketchikan. Second prize, a set of steak knives, would be handed over without apology or ceremony. The stated reward for just finishing: "cathartic elation."

Race to Alaska offered a "buy back" deal to each finisher in Ketchikan: sign over the boat to R2AK for \$10,000—but only the first claimant could get the money.

Few entrants expect cash or cutlery. They share the R2AK devotion to motorless boating. "We're developing a

remain in the race. Monohull sailboats were most numerous. Homemade hybrid vessels and watercraft with pedals or oars ventured out. In year three, a paddleboarder completed the race. Sleek catamarans and trimarans set the pace in every race.

Many were called, but few were frozen: Capsizes, mishaps and breakdowns winnowed the fleets and about 60 percent of entrants finished the races.

R2AK draws increasing attention. The online race tracker, tied to SPOT beacons on the boats, drew webhits from hundreds of thousands of race fans in years one to three. CNN, NPR, *Outside* magazine and *Senior Living* ran reports. The sponsor roster grew. The Alaska House in 2017 approved a bill for a contest akin to the Nenana Ice Classic: buy a ticket, guess the winner's finish time, win cash. (The bill was in Senate committee review at presstime.)

The winners in 2015 sailed into Thomas Basin after 5 days, 1 hour and 55 minutes. In 2016, Team MAD Dog logged a mad dash by catamaran in 3:20:13

to win R2AK. Team Freeburd, from Marblehead, Mass., had a real race in 2017: their trimaran, at 4:03:05, was only 6 minutes ahead of Team Big Broderna.

Race organizers' promise of cathartic elation was realized by one bedraggled, unbowed sailor who reached Ketchikan after three weeks at sea and told Beattie: "I truly think everyone should do this!"



Team Ketchikan finished 14th in the second Race to Alaska and still made money—for scholarships. Ketchikan Yacht Club organized funding and bought a 27-foot sailboat. Mike Fiaro (at left), Charley Starr and Tom Logan (aft of the mast) sailed 10 days and 19 hours and arrived, weary but smiling, in Thomas Basin. The yacht club raffled off the sailboat and put \$10,000 into a scholarship fund for youth interested in careers at sea.

message and promoting an ethic," said Beattie. "We want to demonstrate that simple and affordable boats can do great adventures, can work in unison with the elements rather than overpower them."

In the first three years, motley flotillas left Port Townsend on the 40-mile shakedown leg to Victoria, B.C.—where entrants must arrive within 36 hours to

NEIGHBORS



JO WENDEL

ONE OF OUR NICKNAMES IS 'THE GATEWAY CITY'—WE'RE A PORTAL TO GREAT PLACES

PRINCE of WALES ISLAND

Ketchikan is the takeoff point for travel to the nation's third-largest island. The island we commonly call "P-O-W" has several friendly small towns, tall mountains and a thousand miles of shoreline. The island is accessible for passengers and vehicles via Inter-Island Ferry Authority's daily, three-hour transit to Hollis. Air carriers offer scheduled and charter flights.

Prince of Wales Island boasts nearly 2,000 miles of roads, from smooth highways to backcountry tracks. More than 250 miles of roads are Alaska Scenic Byways. Visitors find many lodging options, from B&Bs to RV parks. The towns offer fishing charters and whale-watching excursions. The U.S. Forest Service offers tours of massive El Capitan Cave on the north end. Around the island, USFS cabins provide rustic getaways.

Native culture is prominent in totem parks in Klawock, Hydaburg and Kasaan. Kasaan also has the newly restored Whale House on its scenic waterfront.

Prince of Wales Chamber of Commerce provides a good roundup of information for visitors launching their explorations from Ketchikan. Browse online at princeofwalescoc.org.



JEANNIE MCFARLAND

The Forest Service offers free tours in El Capitan Cave.



MARK MCCREADY

Whale House in Kasaan is spectacularly revived.

METLAKATLA

The state ferry MV Lituya makes a 45-minute run between Ketchikan and Annette Island several days a week to put this unique community within reach. A 15-mile road leads from the ferry landing to the town of 1,400 people on scenic Chester Bay. Local air carriers make scheduled trips to Metlakatla.

Most residents are Tsimshian Indians whose ancestors resettled here from Canada in the 1880s. The self-governing Metlakatla Indian Community is the municipal authority within the Annette Island Reserve—Alaska's only Native reserve.

For information about visiting the town and attractions such as Duncan Cottage and a historical church, browse to the tribal web site, metlakatla.com.



WENDY CHATHAM

Metlakatla's waterfront faces into scenic Chester Bay.

TIMES OF THE SIGN



THE CHANGING WELCOME ARCH ON MISSION STREET MARKS KETCHIKAN'S EVOLVING SELF-CONCEPT

This focal landmark goes back to the 1930s, when Americans were car-happy and towns were welcome-arch-happy. Our highway is the sea, so our arch faced the steamship dock. Arches have been friendly foreground for our mountains for about 90 years. They've also indicated our choices in "branding." The first arch over Mission Street was of wood and boasted that we were "the Canned Salmon Capital of the World." After WWII, a new arch dubbed Ketchikan "Salmon Capital of the World," with a salmon and fisher counterpoised in neon-lighted battle. The 1951 design claimed All-America

City status and had neon animation. That arch stood for almost 20 years and was replaced by a wood design with a totemic motif; a wayward truck took out that arch in the '90s. Historic Ketchikan Inc. led a drive to replicate the 1951 arch; the version installed in 1996 had funding help from the city and the Cabaret, Hotel, Restaurant and Retailers Association. The city repaired and restored this First City icon in 2016 after another encounter with an arch nemesis: a drunk driver whose car collided with the north-side support pole and dangerously canted the entire structure.

The Welcome Arch of the 1930s, at far left, featured our prowess in packing salmon—a simulated salmon can in capstone position. By the '40s, sportfishing was the marketing focus and a neon design featured a salmon and fisherman. The 1951 layout is adopted in today's sign.

Inn at Creek Street
a collection of historic properties in the heart of Ketchikan

Nestled in the heart of downtown Ketchikan, the Inn at Creek Street is a collection of historic properties, featuring a range of rooms perched over tidal rapids and overlooking the famed Inside Passage. It's unlike any place you've ever stayed and is only steps away from Ketchikan's best shops, attractions, heritage sites, and restaurants.

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WORSHIP

The visitor or new resident interested in a congenial church home will find the range of Christian denominations well-represented in the community.

St. John's Episcopal Church is in the heart of downtown on Mission Street—the very street named for its pioneering mission on the frontier. Congregants worship in a wood-paneled sanctuary built in 1903.

First United Methodist Church parishioners worship at Main and Grant streets, where their forebears were the first in Ketchikan to erect a church building.

First Lutheran Church E.L.C.A. calls worshippers to a prominent sanctuary founded literally on the rock—surmounting an outcropping at the edge of Newtown.

Holy Name Catholic Church is one of the larger congregations in town.

The parish sanctuary and elementary school are along Jackson Street in the West End.

Many other churches are firmly established in Ketchikan. Among them are Baptists and Presbyterians; Church of the Nazarene and Church of God; Church of Christ and the Assembly of God; and Seventh-Day Adventists.

Jehovah's Witnesses and the Church of Jesus Christ of Latter-Day Saints have active ministries in Ketchikan.

Clover Pass Community Church is on the north end and a sister fellowship, South Tongass Alliance Church, is at Fawn Mountain south of town; the two ministries are affiliated with Christian Missionary Alliance.

The Salvation Army has a strong presence at harborside downtown.

A group adhering to the Baha'i Faith is active.

GOSPEL RUSHED TO ALASKA WITH MINERS AND FISHERS

Ketchikan was opened to the Word in a sort of missionary cascade as the 19th century passed into the frontier's frenzied boom. Early-arriving denominations established congregations still active today.

The first to preach here was the Rev. James Young, a Presbyterian who founded a Saxman school in 1895 for Tlingit relocated from villages.

In 1897, the Episcopal Rev. A.J. Campbell offered services around Ketchikan, mostly for Native people. In 1898, Agnes Edmond opened an Episcopal mission school. A Jesuit priest, the Rev. A. Trivelli, celebrated mass in 1899. The Rev. V. Roy Bennett, a Methodist, followed in 1900. Fellow Methodists in 1901 were first to build a Ketchikan church: at Grant and Main, where First United Methodist stands today. St. John's Episcopal Church went up beside the Edmond mission school in 1903. The church is still in use; tides have pushed the sea back hundreds of feet, to Thomas Basin.

The Jesuits, in 1904, refashioned a schoolhouse as their church. It was used until 1969; Holy Name Catholic Church is now in the upper West End. Presbyterians established a mission in 1925 and built a church on Stedman Street in 1931; they meet nowadays on Second Avenue.

First Lutheran Church lifted its steeple in 1930 in Newtown, amid an enclave of Norwegian fishermen.

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AVIATION

ALASKA HAS MORE PILOTS & PLANES PER CAPITA BECAUSE ALASKA HAS MORE OCEAN, LAND, ISLANDS, SMALL TOWNS & GORGEOUS SETTINGS. FLOATPLANES HAVE BEEN ESSENTIAL IN LIFE AROUND KETCHIKAN FOR NEARLY A CENTURY. THEY SHARE LOCAL SKIES WITH TWO OF THE LEADING U.S. AIRLINES, ALONG WITH CHOPPERS & FREIGHT CARRIERS.



The skies above Ketchikan feature the sort of aerial mix you find only in Alaska. Floatplanes, jet aircraft, commuter planes on wheels, helicopters and bald eagles share an airspace bounded by mountainsides and offering landing sites on saltwater and tarmac.

The local floatplane fleet is linked to shore along miles of Ketchikan waterfront, where operators' docks provide passenger and freight access to our workhorse aircraft. We have a number of one- and two-plane businesses that make most of their revenue in the summer, when visitors are eager to see Alaska, close-up, from the seats of small aircraft. These locally based airlines also provide charter

NATIONAL AIRLINES LAND AT OUR AIRPORT WHILE THE STRAIT BETWEEN OUR ISLANDS IS A LANDING STRIP FOR LOCAL FLIGHTS ON FLOATS

service to remote lakes and cabins. But the aviation matrix also has larger enterprises running four or more aircraft during the peak season.

The throbbing chuff of the DeHavilland Beaver's engine is the most familiar sound in Ketchikan's air year-round—aside from the cries of eagles and ravens. The Canadian-built plane on floats is the local workhorse for most carriers. But the manufacturer's turbine Otters are also in the air. Plane-spotters will also see a smattering of older and newer Cessnas—the latter including wheeled and amphibious Caravans.

Recreational fliers keep small floatplanes ready for flight, mostly during summer season. Piper Cubs are the dominant aircraft in the pleasure fleet; one of them dates to 1939, with more than 60 years of flying logged around Ketchikan.

Misty Fiords National Monument, about 30 miles from Ketchikan, is a favorite sightseeing destination. Flights to that dramatic wilderness are essential in local operators' summer revenues. Granite escarpments reaching thousands



C. HOGGARD

In a place comprising as much salt water as solid ground, aviation is indispensable for travel, mail, tourism and—well, for the odd emergency. Say your boat motor breaks down in a remote bay. But the mobile works. You call to town for a part. The parts guy passes it off to a pilot. The pilot sets down near your folding jon boat for the handoff. The part goes in. The trip is saved. It's Southeast Alaska. What a trip.

of feet straight out of deep fjords are not diminished by being observed from an eagle's vantage.

Some flights to "Misty" include a landing on salt water—for what you might call the bear's-eye view of the landscape and shoreline.

Alaska Airlines brings several flights a day north- and southbound through Ketchikan International Airport.

Seattle-Tacoma International Airport is 680 air miles away—about one hour and 40 minutes. Juneau is 225 miles and 40 minutes distant.

Alaska Airlines has outlasted intermittent competition in Alaska. Rivals such as Western Airlines and Delta came and went in the 1980s and 1990s. MarkAir, an Alaska-based carrier, competed for less than a year before folding. Delta returned for summer service to Ketchikan and Sitka in 2015.

The airport is owned by the State of Alaska; it's operated by Ketchikan Gateway Borough, as are ferries that provide access to the airport on Gravina Island.

After the airport was built in 1973, the borough bought used ferries from an operation on Lake Champlain. The ferries used today were built at Ketchikan Shipyard. The first, christened in 2001, honors the late Oral Freeman, a Ketchikan businessman and state legislator; the second is the Ken Eichner II—christened in 2013 to honor the helicopter pilot. →

KETCHIKAN'S SKIES ARE PARTICULARLY BUSY IN THE SUMMER. F.S.S. STAFF LOG ABOUT 1,000 CONTACTS WITH FLIERS PER DAY IN JULY COMPARED TO A TYPICAL FEBRUARY TALLY CLOSER TO 3,500 FOR THE ENTIRE MONTH



ELLIS ISLANDS Bob Ellis and his Waco in 1936. In the '50s, island-hopping Grumman amphibians carried residents and tourists.

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Alaska, whose obituary, read in Prince Rupert, British Columbia, transmission
by telephone.

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FIRST PERSON | BOB ELLIS

“ In addition to the routine of flying and managing my small company, I took on many other activities. I kept track of the wives out there in the West Coast who were approaching motherhood, so that I could get them to the hospital in time. I kept track of the prisoners in the Ketchikan jail who were about to be released so that I could get them home before they got into further trouble, and also of the West Coast patients in the hospital, so I could report back on their progress to their relatives. I even sadly returned their dead bodies, when things did not work out so well. On every trip back to Ketchikan I stuffed my pockets with notes: buy me this, bring me back that. This I did as I wheeled about town on my bicycle. I never had a baby born in a plane that I was flying, but I had many a close call. I remember particularly Mrs. Arlie Dahl, the wife of the school principal at Craig. I urged her not to wait for the next day to go in to Ketchikan to have her baby because a storm was moving into the area. She hurriedly packed and away we flew toward Ketchikan, but the storm was not “tomorrow”—it was “today”! I butted my nose into half a dozen passes, only to find them choked with falling snow. Finally I had to go back to Craig for more gas. With Dolly still cheerfully riding along, I tried again and this time elected to land in Klawock Lake to watch the pass for a break in the visibility. The snow came down so fast it covered the wings of the Waco while we sat and hoped and waited for a clear spot. I went ashore, cut a spruce bough and when the break came I swept the wings clean. At last we sailed happily through the Harris River Pass and in twenty minutes landed at Ketchikan. One hour later Dolly’s baby was born in Ketchikan General Hospital. It became a standard joke: get Ellis to shake you up for a quick, painless birth!

— From *What? No Landing Field? Adventures of an Alaskan Seaplane Pilot*, by Robert (Bob) Ellis and Margaret (Peg) Ellis, edited by Elizabeth Richardson. Bob Ellis Aviation Scholarship Foundation, 1998. Used with permission.

FIRST PERSON | KEN EICHNER

“ After I learned to fly solo and prior to getting my license ... we had a lost preacher. A Methodist preacher had gone up Deer Mountain to make a long-range hike across the mountains and was to end up in White River. A day later the airplane went to pick him up, and he wasn't there. A search started, and a couple of days later they finally spotted the preacher in a river valley where there were a lot of salmon and a lot of black bear. He was waving a handkerchief, but he apparently couldn't walk, so they came to TEMSCO and needed a helicopter to rescue him.

The helicopters were all out working, and I was the only one there. I had the B-model, but I didn't have a license, so I couldn't do it. They said, "You've got to do it.

The preacher's been out there three nights now, and we've got to get him." So I

said, "Well, okay. I'll tell you what I'll do. You send Jack Cousins"—he'd located the preacher—"over to George Inlet, and he can locate the preacher for me by circling him. I'll come over with the helicopter and land wherever I can and pick the preacher up and take him to the beach in George Inlet, where Jack can take him back to town. That way nobody but you two will know I did it, because if I'm hauling people without a license, I'm liable to never get my license."

I took off and Jack spotted the preacher for me. I found a little muskeg which looked pretty good. It was pretty narrow, but it was big enough to get into. I had a couple hundred feet for a takeoff area, which you kind of needed with the old B-model Hiller. I landed in the muskeg and shut off the helicopter. Then I hiked down the creek and got the preacher. I was surprised to see that he had been eating dead salmon. Actually, when you get right down to it, parts of the salmon were still pretty good. The bear liked it, and the preacher said it wasn't too bad. It was sure better than nothing. The preacher's feet were so sore he couldn't walk, so I assisted him by half-carrying him back to the helicopter.

This was my first landing and takeoff in a confined area. I lifted up about a foot and made a running takeoff. I flew him down to the beach ... and Jack took the preacher to town in his little Luscombe seaplane. Well, the preacher wanted to tell the media and his congregation about the rescue, and he wanted to mention my name. I said, "No, you can't ... or I'll never get my license." ... He honored my request begrudgingly.

— From *Nine Lives of An Alaska Bush Pilot*, by Ken Eichner. Taylor Press, 2002. Used with permission. Eichner died in 2007.



Ken Eichner is legendary in Southeast Alaskan aviation.



KETCHIKAN GATEWAY BOROUGH

Two national passenger carriers use Ketchikan International Airport on Gravina Island. They share the long runway with express shippers; local scheduled carriers using wheeled aircraft; private pilots; and even the occasional military training run.

Borough and state officials were at work in 2017 on plans for extensive improvements to the ferry system. Dual ferry landings for both ends of the route were on the drawing board. Plans for the Revilla Island side included new traffic corridors, amenities for walk-on passengers and an enlarged parking area. Project costs were anticipated to run in the \$70 million range and would be paid from the remnant of a congressional earmark for bridge access to Gravina Island—a fund divided and diverted by state authorities years ago.

Walk-on passengers pay \$6 for a same-day round trip on the ferry. An automobile costs \$7 each way.

Ketchikan International Airport is busy and multi-dimensional. The federal Flight Service Station advises aircraft on the runway and floatplanes on Tongass Narrows. Airspace in Ketchikan is unique in the nation: Along a narrow, two-mile band of sea and land, floatplanes and wheeled planes share the sky above a busy waterfront of fishing vessels, cruise ships and recreational craft—a port area tightly restricted under Homeland Security. It's officially designated "uncontrolled airspace" because the FSS doesn't control air traffic as it would around a metropolitan airport. But you could call it *coordinated* airspace.



Alaska Airlines' Boeing 737s are familiar features in our skies. During the summer, Delta flies Bombardier 700s through Ketchikan. Both carriers connect from SeaTac through the First City to other Alaskan communities.

Ketchikan's sky is particularly busy in summer. FSS staff count about 30,000 contacts with fliers each July, compared to a typical February tally closer to 3,500. Floatplane flightseeing to Misty Fjords National Monument is a boon to local commercial aviation and makes up for some of the passenger traffic lost when the timber industry shrank back 20 years ago. Floatplane trips to remote fishing lodges are another seat-filler for local operators, who often emplane passengers who walk from the airport terminal to the airport's floatplane dock.

Flight Service Station staff estimate that about 100 aircraft on wheels or floats are based in Ketchikan. Air taxis and flightseeing operators favor DeHavilland's Beavers and Turbine Otters, along with a variety of Cessna aircraft. About 20 helicopters are based here.

DARING IN THE AIR EARLY PILOTS OPENED A FRONTIER

FIRST CITY'S FIRST FLYBOY LANDED AN AIRCRAFT THAT WAS JUST ABOUT A BOAT HULL WITH WINGS

One of Ketchikan's own made the first flight from Seattle to Ketchikan, in July 1922. Roy Jones landed his small Curtiss Seagull to the cheers of folks lining the docks and rooftops downtown and Ketchikan became the First City for coastal flights, not just for plodding steamships. The inaugural aircraft wasn't much: a double wing with a push-prop engine mounted on an open boat hull. But it was a flying start.

Jones sold his passenger seat to dozens of excited flightseers that summer. He also developed a business flying passengers out to inspect fish traps, to look at mining prospects or to take a quick trip to an outlying community. He became, in fact, one of Alaska's first commercial aircraft pilots. But the glorious takeoff for Southeast Alaska aviation crashed after Jones' first season; he wrecked his so-called Northbird in a local lake and couldn't reclaim the sky. (A mountain on Revilla Island bears his name.)

The next historically notable flights came in 1929 and featured Bob Ellis, a native Vermonter who was navigator for the first Seattle to Juneau non-stop that year; Alaska Washington Airways' Lockheed Vega made the trip in about seven hours. The airline soon made regular circuits of the region. Ellis earned his pilot's license and flew out of Juneau for several years, learning the tricky weathers and challenging terrains of Alaska. In 1936 he took the yoke of his own flying business, founding Ellis Air Transport in Ketchikan and writing aviation history.

AMPHIBS RULED THE AIR

Ellis' personal enthusiasm and aerial skills, complemented by a loyal hangar crew, powered steady growth. Ellis flew regularly to the west coast of Prince of Wales Island and occasionally to Seattle. He served in Alaska with the Navy Air Force during the war and was elected mayor when he came home. His company flew half a dozen aircraft and its employee roll was a couple of dozen by the 1940s.

At its zenith, the re-named Ellis Air Lines had versatility and passenger capacity unmatched in Southeast Alaska, with eight Grumman Goose amphibians and a single PBY. Pan Am's Ketchikan-bound passengers landed on the runway at the WW II air base on Annette Island and rode Ellis Air Lines' 18-mile amphibious shuttle to a water landing in Ketchikan—a 12-minute flight. The company took visitors into the sky for flightseeing adventures during the summer season. Shuttles, flightseeing, charters and mail flights kept 100 Ellis Air Lines employees busy into the 1960s.

KETCHIKAN MUSEUMS



An aerial era opens with passenger flights in 1929.



Pan Am routed Flying Boats to Ketchikan in 1938.

KETCHIKAN MUSEUMS

Local aviation burgeoned all across Alaska after the war, and every city of consequence boasted one or more flying services. The timber industry's demand for convenient travel to far-flung work sites and the tourism industry's desire for aerial thrills created demand. Ellis merged his airline with Alaska Coastal Airways in the early 1960s. Coastal-Ellis in turn was folded into the fleet that became Alaska Airlines.

Southeast Alaska's first helicopter service grew along with increasingly diverse industrial activities. Ken Eichner was a pilot of wheeled and float-mounted small aircraft when he branched into choppers in 1959. His business listed its customer base in an acronym: Timber, Exploration, Mining, Surveying and Cargo Operations: TEMSCO. Choppers were handy for mining prospectors. TEMSCO provided essential aid to businesses and agencies developing mountaintop communications. The company served commercial logging, moving surveyors and timber cruisers, and providing field support for heavy-lift choppers. Tourists boarded TEMSCO whirlybirds for dramatic views of the so-called Ketchikan Alps. TEMSCO extended to Juneau in the 1980s and has provided contract service in the Lower 48.

Eichner was a founder of Ketchikan Volunteer Rescue Squad. KVRS relied on TEMSCO's helicopter fleet for many search and rescue missions.

PAN AM CAME & WENT & CAME BACK

Ketchikan's first commercial air connection to Seattle and the Lower 48 opened in August 1938, when Pan American Airways brought in floating Clipper aircraft for test flights. Townsfolk were so excited about the first flight that police had to clear crowds from the floats for fear they'd sink. The thrill was short-lived: Pan Am ended service four months later, defeated by Alaskan winds and weather.

Pan Am resumed Ketchikan service after World War II, landing DC-3s on Annette Island near Metlakatla, where passengers boarded floatplanes for the shuttle to Ketchikan. By 1958, Pan Am was flying Boeing 707s to Annette. The airline was decertified in Alaska by federal authorities years later and other air carriers took over the route.

For decades after World War II, residents and visitors longed for a direct air connection. Land fit for runways is scarce in Ketchikan, but in 1967 ground on Gravina Island was secured and construction started in 1969. Ketchikan International Airport was dedicated in August 1973. Federal, state and local money went into the terminal, taxiway and 7,500-foot runway. A federal grant added a north taxiway in 2005.

AERIAL ARRAY

TEN FLOATPLANE OPERATORS KEEP KETCHIKAN SKIES ABUZZ AS THE LONGEST-LIVED LOCAL CARRIER REACHES 40 YEARS

Local air carriers come and go in Ketchikan. Some thrive even in the ups and downs of a competitive market. Others are lost in the prop wash of the changeable local and national economies. The inherent perils of aviation in challenging country consign some operations to history.

Ten Ketchikan-based operations were flying floatplanes in 2017, one of them bearing a nameplate with a four-decade heritage—and expanding after taking on its biggest competitor's assets.

Most of the rest are closing in on the two-decade mark—and a number of them boast pilots with long local experience, including time with carriers that closed.

Taquan Air turned its first propeller in 1977 when founders Jerry and Candi Scudero offered flights between Ketchikan and Metlakatla, taking as their business name a word in the Tsimshian language meaning "village by the sea." Jerry Scudero was the sole pilot of Taquan's three-passenger Cessna 185. Service was on demand, not on a schedule—and days of six or seven flights were common. Charters for Annette Island Packing Co. and aerial spotting for Metlakatla's herring fleet mixed with routine traffic between the two cities.

Within five years, Taquan Air was flying two Cessnas and a DeHavilland Beaver. By the mid-1980s, the operation expanded into scheduled service to outlying towns. The closing of two other local carriers boosted Taquan's passenger count. Jerry Scudero was honored by the U.S. Small Business Administration as Alaska's small business person of the year in 1990.

When Taquan Air took over assets of Ketchikan Air Service in 1997, the carrier was the largest floatplane operator in North America, with 28 aircraft. An Alaska Native village corporation bought a share of Taquan from the Scuderos in the late 1990s, then took sole ownership in 1999—but shut down the airline mere months later. The timber-based sector of Southeast Alaska's economy suffered a downdraft while Taquan and its subsidiary AirOne were flying routes from Haines, Alaska, to Prince Rupert, B.C., with more than 250 on the payroll.

Venture Travel LLC acquired five DeHavilland Beavers and the Taquan Air name under the ownership of second-generation Ketchikan pilot Brien Salazar in 2000. The company won Forest Service and postal service contracts and operated passenger service to nearby towns. In summer, like other local carriers, Taquan flew charters to fishing lodges and provided flightseeing tours. The carrier achieved its first Medallion Foundation safety star in 2004.

Salazar moved Taquan Air to its present location at Harbor Point seven years later. The new facility allowed for an expansive maintenance hangar, an updated dispatch space and room for a growing office staff.

GREGG POPPEN



MISTY MOUNTAIN PROP—
Floatplanes in the Taquan Air fleet take off
for summer flightseeing trips to Misty Fjords .

In 2016, Taquan Air bought the aircraft and contracts of longtime rival Promech Air. The company expanded the dock at its base during its 40th-anniversary year in 2017. Its fleet boasted three turbine-powered DeHavilland Otters and 11 Beavers. Taquan is a five-star Medallion Foundation air carrier and maintains year-round service to 18 communities in southern Southeast Alaska.

Although Taquan Air is the longest-lived nameplate in Ketchikan's skies, Misty Fjords Air is close behind. Founded in 1981 and operated by two generations of the Doyon family, Misty Fjords Air is Ketchikan's second five-star Medallion Foundation carrier. The carrier flies a turbine Otter, two Beavers and a Cessna 185 from Doyon's Landing south of the city.

Pacific Airways operates four Beavers and a Cessna 185 from a dock near a historic marine service building. Pac Air, as it's often called locally, has been flying since 2000. The carrier flies year-round to nearly 20 communities.

SeaWind Aviation was founded by a second-generation local pilot as a one-plane operation in 2003. The carrier has expanded into a fleet with two Beavers and a Cessna 185 at its dock in the heart of the aviation zone.

RdM Air and Alaska Seaplane Tours are co-owned and fly a Beaver and a Cessna 185. The operations go back to 1998 in local skies and are based north of the city. The carrier also has a small helicopter for sightseeing excursions.

Carlin Air's Newtown address has a rich aviation heritage: Its building was the hangar for fabled Ellis Airlines. Carlin Air has flown since 2000 and operates a Beaver and a Cessna 185.

Island Wings Air Service flies a Beaver out of Newtown and has been operating since 1993.

Family Air was founded here in 2001 and flies a Cessna 185. Mountain Air Service is the newest local carrier. The business operates a Beaver and opened operations in 2011.

Island Air Express, based in Klawock on Prince of Wales Island, but operating a counter at the Ketchikan airport, runs four Cessna Caravans—two of them amphibians. The operation debuted in 2008.

SOME CARRIERS THRIVE IN A COMPETITIVE MARKET. OTHERS ARE LOST IN THE PROP WASH OF THE CHANGEABLE LOCAL & NATIONAL ECONOMIES.

THE RAINBIRD

A MYTHICAL BIRD IN THE LAND OF MISTS

Mythical but nearly ubiquitous, the rainbird stoically endures Ketchikan's prodigious rains. This somber avatar for our own resignation turns up in myriad forms: logos, shoulder patches, pins, ads, signs and business names.

As it is with many American icons, Hollywood had a role in the birth of this one. Paramount Pictures was in town in 1937 to film locations for *Spawn of the North*, a drama set here. Persistent rain kept the crew from filming, so one man whittled. His block of wood yielded the first Rainbird: back bent against the deluge, head drooping, eyes looking for an end to the downpour. When the

Ketchikan shoot wrapped, the movie man gave his carving to a curio store with a card: "Ketchikan Rainbird, Trapped for Hall's Trading Post by Mitch Crowley of Paramount Pictures."

A year later, Dwight Chase of the U.S. Lighthouse Service built a five-foot-tall likeness from driftwood, plywood, doorknobs and jointed pipe. It stood in Chase's yard and then in the Main Street yard of Dr. Arthur Wilson for decades, until it disintegrated in the rain—naturally.

More rainbirds hatched. Artist Bill Gabler inked versions with umbrellas, raincoats and rainboots. Someone ordered lapel pins. The bird showed up



Bill Gabler's original drawing of the rainbird; the U.S. Coast Guard shoulder patch; the yard bird rainbird; the yacht club's logo
CLOCKWISE FROM TOP LEFT

Discover the Alaska of your dreams.

Serving Ketchikan with multiple daily flights all year and connections through Seattle to the world.



Alaska
AIRLINES



GREGG POPPEN

Ketchikan students get a running start on life in our public schools. Point Higgins Elementary, a Blue Ribbon school, looks over the ocean from a hillside north of town.

EDUCATION

THE COMMUNITY COMMITS TO SUCCESS IN SCHOOLING FOR YOUTH & ADULTS FROM PRE-K TO POST-GRAD

Ketchikan is committed to a public education system with diverse school choices from elementary grades to high school and up-to-date technology all the way.

Beyond high school, young adults and lifelong learners find a rich array of classroom-based and distance-delivered offerings at University of Alaska Southeast Ketchikan campus—which boast resources of the U of A system and the close-up concerns of the community college that thrived here from the 1950s.

Ketchikan Gateway Borough School District has two Blue Ribbon programs in its five elementary schools and sends the community's youngsters on to a middle school and two options for high school.

Ketchikan High School is a spacious

and light-filled place for about 650 students. It was completely rebuilt in the 1990s. A challenging and broad-based academic program is housed in Kayhi's distinctive architecture. Vocational programs at the high school include courses in conventional "shop" areas, but Ketchikan's proximity to the sea and to commercial fishing grounds drives an appropriate program in maritime education. Faculty use the commercially equipped, 44-foot-long MV Jack Cotant as the classroom. And they're not just going through the motions.

Kayhi's maritime program is the only one in Alaska to own a permit to fish commercially for halibut.

SCHOLARS GET SUPPORT

Public schools in Ketchikan marshal 175 dedicated professional educators and dozens of paraprofessional support staff. The special education program serves all disability categories. Advanced placement

**NAME ONE
SCHOOL DISTRICT THAT
PREPARE STUDENTS FOR
SUCCESS IN THE IVY LEAGUE AND
IN HALIBUT FISHING. WE'LL GIVE YOU
A STRONG HINT: YOU'RE LOOKING AT IT.**



Ketchikan's teams in academic decathlon and drama, debate and forensics take on the best in the state and succeed. The academic decathlon team posed just before leaving for statewide competition in 2017. This Kayhi squad finished second by a hair, losing the team title to a 10-time state champion school from Fairbanks. Final score: 38,856 to 38,459.5. The drama, debate and forensics team from KHS won the Alaska title in 2016.

CONSIDER SOME OF OUR GRADS IN THE PAST DECADE. FOUR WERE IN THE U.S. MILITARY ACADEMIES. ONE GRADUATED FROM HARVARD AS ANOTHER ONE ENTERED HARVARD.

TWO GRADS WERE ON 10-YEAR GATES MILLENNIUM SCHOLARSHIPS. THE LIFE OF ONE ALUMNUS WAS ALL UPS & DOWNS: SHE'S A FIGHTER JET PILOT IN THE U.S. NAVY.

REVILLA HIGH SCHOOL



SCHOENBAR MIDDLE SCHOOL



KETCHIKAN HIGH SCHOOL



FAWN MOUNTAIN ELEMENTARY SCHOOL



courses are offered in math, science, English and social studies. In a recent ranking, our AP program was in the top 50 nationwide.

Ketchikan's music and extracurricular academic programs excel in the region and statewide. The KHS drama, debate and forensics team was Alaska's best in 2016. The academic decathlon team bested every Alaskan school but one in 2017.

In 2017, high school seniors claimed more than \$2.4 million in college and vocational scholarships. About the same time, KHS was ranked seventh among Alaska's more than 110 high schools by *U.S. News & World Report*. The district and the community support our athletes. Kayhi teams compete regionally and statewide

in basketball; swimming; volleyball; wrestling; soccer; football; baseball; softball; track and field; and cross country. They're truly student-athletes: in 2017 our basketball team won the third-place trophy at the state tournament and ranked highest academically. We also prize the social aspect of athletics: Kayhi's baseball team took the good sportsmanship award at state in the same year.

Borough homeowners levy property tax to support local public schools. More than half of school operational funding comes from the state of Alaska. The state has been a vigorous champion of school construction in recent decades, reimbursing the greater part of building costs.

The \$10 million renovation of

Schoenbar Middle School brought the community's facility for 7th- and 8th-graders up to date several years ago. A strong faculty led by veteran teachers streams the community's adolescents on to Ketchikan High School or the Revilla High School alternative program. Revilla, with about 100 students, is based on independent study with subject packets, led by professional teachers.

AN ARRAY OF PRIMARY COLORS

Valley Park Elementary School opened in 1973 in Bear Valley, cutting-edge at the time for its open classroom plan and massive timber posts holding it above a play area. The building is emblematic of Ketchikan's demand for education options: →

It houses Ketchikan Charter School, a core-knowledge elementary program founded in 1997, and Tongass School of Arts and Sciences, a charter school established in 2003 to offer hands-on, interdisciplinary learning. Point Higgins Elementary opened in 1986 in a handsome building 12 miles north. Houghtaling School, established in the 1950s, offers a traditional neighborhood setting and is the most populous elementary school. The newest facility, Fawn Mountain Elementary School 4 miles south of the city, traces its lineage to White Cliff Elementary School, whose building closed in 2003.

Tongass School and Point Higgins School were recently accorded Blue Ribbon School status.

FAST TRACK IS AT ONLINE SPEED

The district launched Fast Track Virtual School in 2009. Fast Track enrolls local and farflung students. Online classes are supervised by highly qualified teachers and the program provides educational support to home-schooling families. Every student receives a computer, an

Internet connection and financial support for the diverse curriculum. Customized instructional methods ensure that each student's needs are met.

PACE School, based in the Craig District on Prince of Wales Island, has a Ketchikan program for K-12 students. PACE (Personal Alternative Choices in Education) provides funding for conventional and online components. The curriculum, led by qualified teachers, is delivered online. PACE provides internet access and computers.

SURVIVING SCHOOL ... & WE MEAN LITERALLY

Students face many standardized tests, but one examination in Ketchikan is tuned to our local way of life. Every May, eighth-graders go with teachers and chaperones on a "survival trip" to remote shoreside forest. Except for a sleeping bag and a square of plastic sheeting, each student's provisions for a two-night stay must fit in a one-pound coffee can. The trip is conducted come rain, wind or shine and the stranded adolescents get a hands-on course in subsistence foods, safety, shelter-building and teamwork.



TONGASS SCHOOL OF ARTS & SCIENCES



KETCHIKAN CHARTER SCHOOL



HOUGHTALING ELEMENTARY SCHOOL

A CAMPUS OF THE STATEWIDE U. IS THE LOCAL LINK TO HIGHER ED



Traditional classroom instruction and a range of distance learning run through UAS.

Classroom offerings at University of Alaska Southeast Ketchikan campus are augmented by extensive opportunities for distance and e-learning. The campus offers certificates, associate's and bachelor's degrees in liberal arts and social science, available across the state through innovative e-learning.

This campus is Southeast's hub for maritime training and offers more than 30 U.S. Coast Guard-approved courses, workforce credentials and endorsements.

Award-winning and nationally recognized faculty along with supportive staff provide students with a rich educational environment and personalized focus. Small class sizes promote interaction with faculty for more effective learning. Students participate with faculty on research projects and creative endeavors and have been invited to attend professional conferences to present their own undergraduate research to national audiences.

Degrees are available via local and distance-delivered instruction. Each year, the campus awards more than 25 degrees and trains hundreds of people in voc-tech courses.

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STUDENT-ATHLETES COMPETE AT TWO PREMIER FACILITIES THAT ARE NAMED, QUITE APPROPRIATELY, TO HONOR EDUCATORS

Spacious Clarke Cochrane Gym was part of the original Ketchikan High School constructed in the 1950s—and remained such a perfect venue decades later that a new Kayhi was built around it. Since the 1980s, the gym has borne the name of a revered Kayhi teacher and coach.

Ketchikan's football and soccer players, as well as our track and field athletes, welcomed a new facility a few years ago. A FieldTurf surface ringed by a competition track brought a new era to interscholastic and recreational play. Esther Shea Field at Fawn Mountain honors an Alaska Native elder who presented her Tlingit people's traditional ways and language for many years to students across all levels, from primary grades through college.

SCHOOLS: A FOCUS FROM THE FOUNDING

Frontier Ketchikan rang in a new century and sounded a school bell.

Among the first acts of the Ketchikan Common Council after incorporation in 1900 were electing a School Board and setting a property tax of 7.5 mills, heavily weighted to support of education.

Local leaders budgeted \$752 for a six-month school session and spent \$1,377 to build, and \$180 to paint, a schoolhouse along boardwalk Main Street. One teacher was hired.

In the early years, schools popped up at Saxman, Gravina Island and Wacker City near Ward Cove. (The Saxman schoolhouse from the late 1890s is the oldest local building.) There was a state school at Charcoal Point, near today's Alaska ferry terminal, for kids out a rough road. Clover Pass families opened a school at the far north end in the '40s. (The schoolhouse's reclamation was a project for present-day neighbors and Historic Ketchikan Inc.)

Main School served students from kindergarten through high school. In the 1920s, fast-growing Ketchikan was the



Gravina Island had a one-room school in the early 1900s.



A BIA school on Deermount schooled Alaska Natives.

most populous city in Alaska, with more than 5,000 residents. In 1927, White Cliff Elementary School opened for Newtown and West End kids. It was Alaska's oldest school when it closed in 2003.

Alaska Natives attended a Bureau of Indian Affairs school in Ketchikan's first half-century. Lawsuits, time and hard-won wisdom ended that separation in the late 1940s.

Houghtaling Elementary in the upper West End opened in the 1950s, as did a new Ketchikan High School, responding to the population boost tied to the pulp mill's startup. Schoenbar Junior High was built at creekside in the 1960s.



North-end families built Clover Pass School after WWII.



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ARTS

AN AUTHOR
SCANNED THE NATION
20 YEARS AGO & JUDGED
KETCHIKAN TO BE ONE OF THE
'TOP 100 SMALL ART TOWNS'

Just so we're
perfectly clear on that:
The *town* is small. The *art* is a big thing.



ARTIST—ANN FROESCHLE
MODELS—CAITY WIDNESS & KATHRINA JONES

TALK ABOUT MODELS!

Ketchikan's Wearable Art Show is the model
for other runway shows of whimsical but
wearable artistry, in Alaska
and far beyond.

Ketchikan is uniquely nourishing and encouraging for visual and performing artists. The community also boasts an amazing array of talented crafters. There's a wide array of galleries and stages for artistry of all kinds and an eager hometown audience.

And in the shadow of a forest, art fashioned from wood fiber is the native glory. Crane-your-neck totem poles and intricate basketry woven from conifer root and bark express a living heritage.

We were already vitally active in Northwest Coast arts and Western European art forms in the 1990s, when an author named Ketchikan among the "top 100 small art towns" in the nation. Native artists and traditional painters alike find a home in this charged scene. The First City also boasts a variety of what you might call "participation arts"—performing groups, artisan exhibitions, folk-art gatherings and seasonal festivals.

If we're a *small* art town, we're also a *tall* art town. Totem poles and art-bearing harbor pilings represent the salience of creativity in our lives.

Ketchikan Area Arts and Humanities Council (KAAHC) is a hub for arts programs. The nonprofit produces some of our favorite cultural events and provides an umbrella for volunteer-led organizations. The arts council collaborates with other arts organizations, as in Gigglefeet Dance Festival, produced with First City Players and Ketchikan Theatre Ballet.

Several long-running arts features are homegrown and engage the community. The arts council's Wearable Art Show each February stretches fashion into fantasies of myriad materials. Founded here in 1986, "Wearable" has been adopted across Alaska and far beyond.

The arts council brings performers to town in the Torch Nights series and promotes local artisans' work in the Winter Arts Faire. Main Street Gallery in KAAHC's historic building presents diverse fine-art exhibitions.

First City Players produces a full season of mainstage and second-stage shows, led off by a major fall musical enlisting scores of community members. *Chicago*, *My Fair Lady* and *Les Misérables* have gone on the boards in the auditorium at the high school,



First City Players presents a full season of adult and youth theatre. *Boeing, Boeing* was a crowd-pleasing farce in 2017 for this busy community theatre company.

which features professional-quality theatrical apparatus. The company's seasons range into drama and comedy. Youth is served twice each year in productions by the student company. FCP's wintertime Jazz & Cabaret Festival brings in professional musicians for a song camp with local singers and instrumentalists, followed by gala evening performances.

Ketchikan Theatre Ballet trains hundreds of young dancers each year in areas from classical ballet to jazz and tap. KTB is Alaska's oldest dance school. Professional instructors and volunteers produce shows in February and May and present *The Nutcracker* every holiday season.

Totem Heritage Center on the creek is an important teaching institution for

IF WE'RE A SMALL ART TOWN, WE'RE ALSO A TALL ART TOWN. TOTEM POLES & ART-BEARING HARBOR PILINGS REPRESENT THE SALIENCE OF CREATIVITY IN OUR LIVES.

Northwest Coast art.

The center draws instructors from Ketchikan's own experts in design, carving, toolmaking and weaving, and brings in teachers who have global renown.

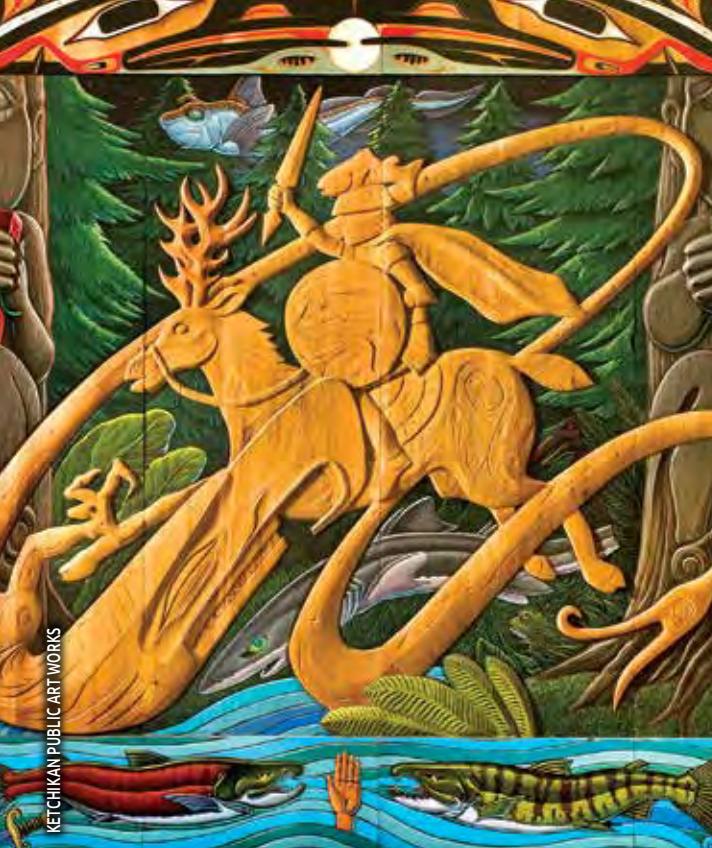
Our populace is deeply engaged in creative and expressive endeavors. Quilters, painters, folk dancers, bagpipers, harpists, Renaissance fanciers, drummers and lovers of any number of other pursuits find their outlets in Ketchikan.



Main Street Gallery has space for youthful ambition and unique vision, as seen in Grace Freeman's mask show.

JEFF FITZWATER

RAY TROLL



KETCHIKAN PUBLIC ART WORKS



CHARLES HABERBUSH

The City of Ketchikan and the arts council put a song in the heart of downtown with a summer series, Music on the Dock. Local musicians played two days a week for visitors and residents.

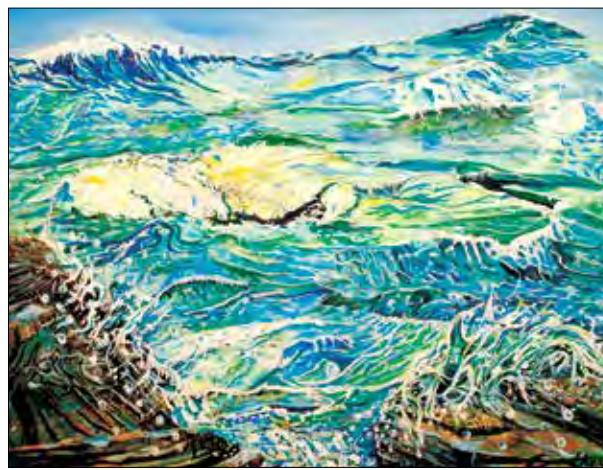
CREATIVE PURSUITS



JEFF FITZWATER

Gigglefeet Dance Festival in August makes spectacular use of the high school auditorium, where sophisticated tech equipment augments the creativity of choreographers and dancers.

Resident artists in a wide range of media exhibit in our galleries. Jim Guenther's "Storm Surge" was in a sea-oriented collection painted in acrylic inks.



IGG POPPEN



IGG POPPEN

Artistry by Terry Pyles (left) and Stephen Jackson surmounts otherwise prosaic pilings around Thomas Basin. These pieces and others offer visual rewards to art lovers who stroll the mile-plus of our waterfront promenade.



IGG POPPEN

Sic gloria transit—
Even some of our mundane civic fixtures express our love of art: catch a ride on a bus painted by Marvin Oliver (shown above) or by Ray Troll.

Oh brothel, where art thou? A melodramacomedy tells our history, sort of

Fish Pirate's Daughter is Ketchikan's history viewed through the bottom of a bootleg whiskey bottle in the parlor of a Creek Street cathouse where a tinny piano is playing.

First City Players created the show in 1966, just a year after the community theatre company formed. The troupe wanted to mount a summer show to draw the tourist trade and to amuse the home folks. Bob Kinerk wrote the libretto, with Alaskan types rendered in slanty genre forms: a mustachioed villain; a naive hero with a badge; an innocent damsel; a feckless Father; a couple of town drunks; a chorus of kindly hookers; and a madam with a heart of gold. Jim Alguire wrote music for Kinerk's lyrics.

Roles have been summer diversions for longtimers and one-timers alike. Residents get so familiar with the script that they switch characters from year to year. FCP has even staged gender benders in which men and women swap roles. Seasonal citizens jump into the stock slots just for an Alaskan lark.

The story floats on some actual local history. In territorial times, there were desperadoes who stole salmon from fish traps: fish pirates. Ketchikan did



Local ladies played ladies of the evening in the debut season of '66.



JEFF FITZWATER

Fish Pirate's Daughter's faux hookers offer comical exaggerations of actual history.

have brothels and bootlegging during Prohibition: notorious Creek Street. And the hand of the U.S. territorial government was upon us—although the show's "commissioner of fish," Sweet William Uprightly, is more golly-gee man than G man.

The show opened on an improvised stage in the Stedman Hotel at Front and Dock streets. It was a hit from the get-go and First City Players took it to Petersburg—another town where audiences could cherish its Alaskan exaggerations. FCP has presented *Fish Pirate's Daughter* in a number of venues around town in more than 50 years. The show now plays in the spacious Ted Ferry Civic Center each July as dinner theatre featuring a crab and salmon feed.

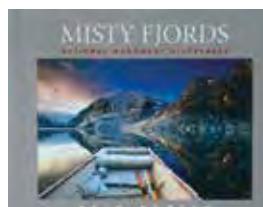
BETWEEN COVERS

KETCHIKAN RESIDENTS HAVE THEIR HANDS IN A NUMBER OF PRINTED BOOKS, RANGING FROM MEMOIRS, RECIPES AND PHOTOGRAPHY TO ILLUSTRATIONS FOR CHILDREN'S LITERATURE

Biz Robbins published a memoir of teaching in a Southeast Alaskan logging camp and of overcoming family tragedy in *Life Jacket: Memoir of a Float Camp Teacher*.



Chip Porter's artistic photographs from back-country treks and boat trips are collected in *Misty Fjords National Monument Wilderness*.



In *Fire Trees of Southeast Alaska*, artist Mary Ida Henrikson weaves personal history and a lifelong love of sea and forest with theories that Alaska Natives cached fire in cedar trees and may have created navigation aids.

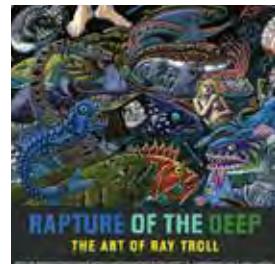


Ray Troll's fish art is known around the world, showing up on T-shirts and in major museum exhibitions from coast to coast.

Rapture of the Deep is a collection of his scientifically faithful paintings of animalia in surrealist activity.

Mary Giraudo Beck was a serious and devoted scholar of Alaska Native culture. Her *Potlatch: Native Ceremony and Myth* is one leg of a remarkable triad; two other books look at aspects of heroism and at the supernatural in Native culture.

Hall Anderson photographed local news at Ketchikan Daily News for 30 years; his distinctive photojournalism and images from more idiosyncratic pursuits are collected in *Still Rainin' Still Dreamin': Hall Anderson's Ketchikan*.



Tom Hunt's *Bad Water and Other Stories of the Alaskan Panhandle* pits tough people against rough nature. "People can lose themselves there ... as long as they are very careful and listen to the weather reports. Alaska has a price."

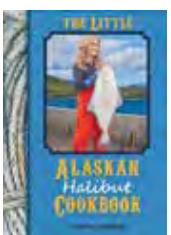
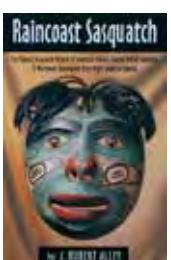
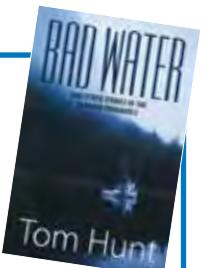
Raincoast Sasquatch is J. Robert Alley's exhaustive account of "a large, reclusive species of relic hominid" in coastal B.C. and Alaska—built on interviews, field research and ethnographic study.

Commercial fisher LaDonna Gundersen knows fish.

The Little Alaskan Halibut Cookbook is the sequel to her little book of salmon recipes. Photos by husband Ole give the glamour gloss to foods and to life on an Alaskan boat.

Noted Ketchikan artist Evon Zerbetz illustrated, among other books, *Little Red Snapperoop*, Neal Gilbertsen's treatment of a classic tale.

Many of these titles are at Parnassus Bookstore on Stedman Street. Soho Coho Gallery on Creek Street carries art-oriented books.





Ketchikan Community Concert Band presents two major performances each year. Director Roy McPherson rehearsed the group for their spring 2017 concert. Even the walls and musical apparatus in this studio setting betray Ketchikan's artistic bent. A large canvas painted on commission by Dave Rubin imagines the creating of music in mythic grandeur. Behind the percussion section stands an exotic set of chimes handmade in wood and metal by band members.

CONTACT POINTS FOR THE ARTS IN KETCHIKAN

These organizations—many of them affiliated with the arts council—serve the breadth of our creative and expressive pursuits, from folk dance to bagpipes, from harps to quilting.

Alaska Square Dance
907-225-2211 | Facebook

Boombal Dance Hall
907-225-2211 | Facebook

First City Players
907-225-4792
FirstCityPlayers.org | Facebook

Ketchikan Area Arts & Humanities Council
907-225-2211
KetchikanArts.org | Facebook

Ketchikan Artist Directory

907-225-2211
ketchikanartliveshere.org

Ketchikan Children's Choir

907-225-4792 | Facebook

Ketchikan Community Chorus

907-617-6661 | Facebook

Ketchikan Community Concert Band

907-225-3650
ketchikanconcertband.org
Facebook

Ketchikan Medieval and Renaissance Society

907-225-2211 | Facebook

Ketchikan Theatre Ballet

907-225-9311 | KTBDance.com

Misty Thistle Pipes & Drums

907-225-2211 | Facebook

The Monthly Grind

907-225-2211 | Facebook

Rainy Day Quilters

907-225-5422
rainydayquilters.com
Facebook

StudioMax Dance Studio

907-821-0498 |
studiomaxktn.com

Totem Heritage Center

907-225-5900
kttn-ak.us/totem-heritage-center | Facebook



The web site ArtLivesHere.org is a portal to the First City's creative community and arts organizations. It was created for the recent Year of the Artist and is maintained by the arts council.



Ketchikan Community Chorus offers vocalists opportunities to blend in seasonal concerts that feature a range of challenging contemporary and traditional music.



Rainy Day Quilters' annual exhibition presents a remarkably diverse array of fiber art. Guild members work together in many projects.



The Monthly Grind in the Beaver Clan House presents local talent to sell-out audiences.

THE BALLET SCHOOL'S ORIGIN STORY TELLS OF LOGGING, WEDLOCK & AN I-BEAM



GREGG POPPEN

Virginia Klepser founded Ketchikan Theatre Ballet when she was found out as a classically trained ballet dancer. Nearly 60 years later, she stopped for a photograph before her training session, as a fill-in instructor, with KTB dancers.

The time is mid-century. The place is a timber and fishing town in Alaska, population 10,000, give or take. Given all that, the question is: Would you call a start-up ballet school "improbable" or "inevitable"?

The correct answer is "yes."

Virginia Klepser founded Ketchikan Ballet School in 1961 because her mother-in-law let it out that Virginia was a devotee of Terpsichore and because a church congregation had vacated a West End building. Improbable, you could say. Klepser was new to town and newly wed to the son of a local family. "I didn't decide that I had to have a dance school," she says decades later. "Some people came to me and asked if I would do it. My mother-in-law had told them I was a dancer." See? Inevitable.

The dance school, in its sixth decade, has become Ketchikan Theatre Ballet. Thousands of young dancers have taken instruction in classical ballet. Thousands have challenged themselves in jazz, in tap, in creative dance. KTB's seasonal showcases and holiday performances of "The Nutcracker" are mainstays of Ketchikan's community life.

The founder of Ketchikan Ballet School and first artistic director of Ketchikan Theatre Ballet spends most of her time in Ketchikan, although visits with her sons in Idaho allow her to enjoy, at 80, fitness that must derive from the discipline of her lifelong art. "I'm still skiing. I skied 25 days this year," she says over coffee in a Ketchikan cafe.

Virginia Klepser had an itinerant girlhood with parents who ran an independent logging operation in Washington, Oregon and Alaska. Amid all the moves, she discovered movement—and pursued dance in her teens. "I was going to be a professional dancer—and I was, to a certain extent," she said. She studied at the Novikoff School in Seattle and performed with Northwest and traveling companies. She also earned a very practical business degree in statistical analysis from the University of Washington. Improbability had its first *pas de deux* with inevitability at Boeing, where she worked as a material analyst and met Frank Klepser. "Frank is the reason there is a ballet school," she says.

They came to Ketchikan as newlyweds. His family ran Nordby Supply marine store. When her artistic secret identity was outed, Virginia Klepser responded to local parents' desire for ballet training, renting a recently vacated church.

I DID NOT THINK THE TOWN WAS LARGE ENOUGH TO SUPPORT A BALLET SCHOOL. BUT FRANK SAID, YOU MIGHT AS WELL DO IT AND SEE WHERE IT GOES.

Meanwhile, Frank tore apartments out of the upper floor of Nordby, installed a long steel I-beam and scratch-built a dance studio. "I did not think the town was large enough to support a ballet school," Klepser says. "But Frank said, you might as well do it and see where it goes."

Ketchikan Theatre Ballet spun off in 1968 as a nonprofit performing company. Klepser, as artistic director, and the board of directors leveraged artistic opportunities for their dancers. Klepser choreographed major pieces set to contemporary music—in one piece, rock music by Queen. KTB presented "The Creation of Salmon" to tourists, at a buck a head, in Totem Bight's clan house; the piece ran nine summers, featuring Klepser's choreography and original music by an Alaskan composer. KTB dancers performed around the state and studied Outside. Klepser brought in choreographers to expose her dancers to other styles. To extend her own capabilities as an instructor and choreographer, she studied in London during the off-season.

Her Capezios left footprints statewide on the Alaska State Council on the Arts, where she represented her art for several years and served a stint as chair.

Klepser retired from KTB in 1981 and turned the company over to the board. In 1984, a former student, Marguerite Auger, was hired as artistic director and served more than 20 years. Klepser says Judy Auger, Marguerite's mother, was indispensable as a board member and grant writer in KTB's early years—when the nonprofit's hardworking board contributed in areas from fund-raising to costume construction and lighting design.

Klepser calls dance "a total art form" for its physical and mental demands, its challenges in performing and its intimate integration with music.

In one Alaskan city, knowing what you know now, you could also call it an improbable and inevitable art form.



HISTORIC KETCHIKAN INC. ILLUSTRATION

HERITAGE

- ❖ Downtown ❖ Creek Street
- ❖ Newtown-Hopkins Alley
- ❖ Stedman-Thomas

Historic neighborhoods—three now accorded national recognition—express a proud history of enterprise, persistence and preservation

Ketchikan's heritage involves a fascinating indigenous culture as well as the legacies of the pioneers who came North to Alaska. These features inspire community pride and provide unique appeal for visitors.

Ketchikan has the greatest number of historic properties of any community in Alaska and we treasure that legacy. Private property owners, local governments and nonprofits have embraced heritage values as they renewed, renovated or repurposed historic structures.

Historic Ketchikan Inc. has been integral in maintaining focus on heritage. The nonprofit has led many efforts to protect and preserve Ketchikan's unique character: planning and developing the waterfront promenade; printing books, posters and seven editions of *Our Town*; rescuing a historic rural school house and working to reclaim Yates Hospital on Mission Street; installing interpretive kiosks and signage downtown; providing historical consultation; and lobbying vigorously to carry forward Ketchikan's precious past.

KETCHIKAN HAS THE GREATEST NUMBER OF HISTORIC PROPERTIES OF ANY COMMUNITY IN ALASKA & NOW CLAIMS THE THIRD HISTORIC DISTRICT RECOGNIZED BY FEDERAL AUTHORITIES

RICHES OF FISH, MINERALS & TIMBER PROPELLED OUR EARLY GROWTH.

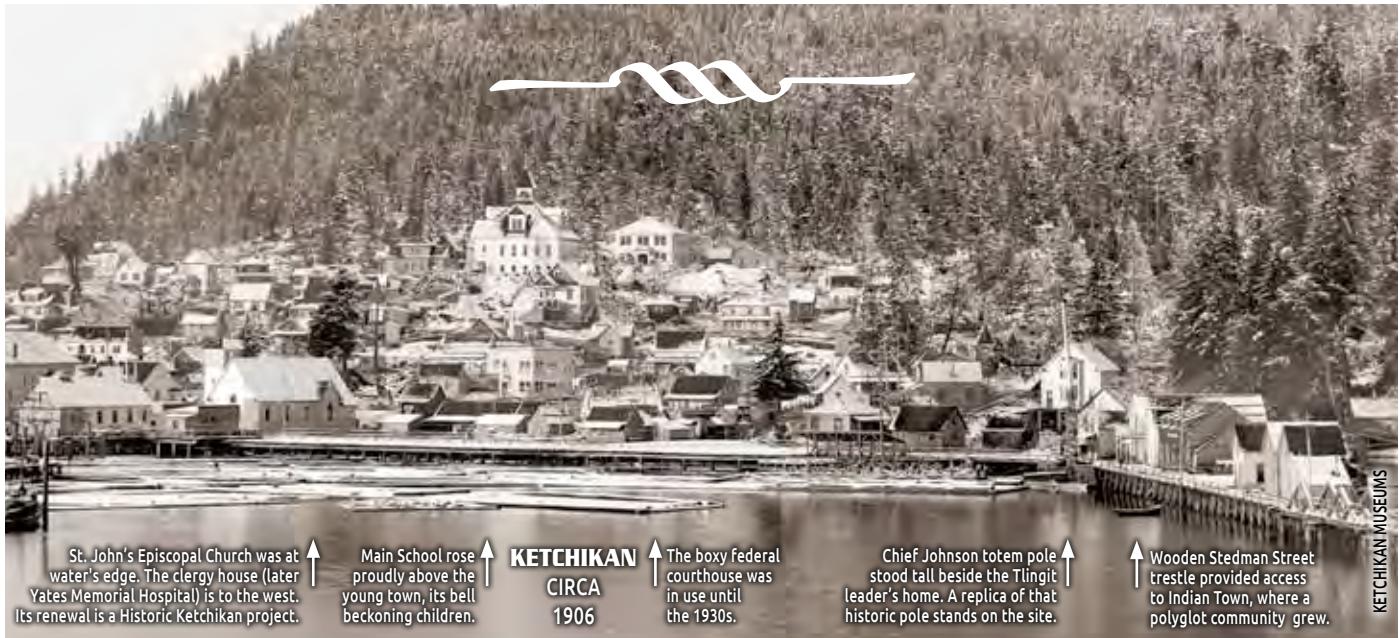
In late 2017, HKI celebrated the National Park Service's designation of the Downtown Historic District, founded on the non-profit's historic properties survey and nomination. Increasingly valuable is a heritage expressed in architecture, lifestyles & a unique story.

The next project of assessment and preservation is the Newtown and Hopkins Alley neighborhood, where Ketchikan expanded in the second decade of the 20th century along with the fishing industry.

Canneries and marine service businesses crowded the water side of Water Street. Enterprises from laundries to saloons built at water's edge or on sturdy pilings. The U.S. Lighthouse Service based its operations here. Craftsman homes settled on rocky slopes above Newtown.

Private development at Berth 4 and small-scale projects on the upland side of Water Street provide positive indicators that this neighborhood is poised for renewal.

The Hopkins Alley Revitalization Project has a goal of bringing property owners, community planners and municipal government into an alliance to nurture investment and preserve an indispensable heritage.



downtown national historic district

The First City's foundation was the rickety and quickly constructed piers that held up a saltery and then a cannery. But it wasn't long until a booming young town had homes and a church and stores—some on timber pilings on tidelands, others pushing back the forest and settling on solid ground.

In just the years from 1887 to 1900, the population increased from 40 to about 800 as mining and salmon processing threw the economy into high gear. Two large stores opened, professionals moved in and residents constructed plank walkways above muddy footpaths. Fine hotels catered to business travelers, fortune-seekers and newcomers awaiting other homes; lesser lodgings provided waystations for miners, fishermen and other working people. In the early 1900s, three movie theaters ran at one time in the heart of downtown. Prosperous merchants brought up automobiles to rattle the board streets.

Far-sighted entrepreneurs put up concrete, multi-story buildings in the commercial core. A modern Main School, surmounted by a tall cupola, looked down over the turrets of the Stedman and Revilla Hotels, and the black-belching stacks of steamships.

Fish traps' industrial-scale harvesting of salmon runs enabled Ketchikan to take its nickname, "Canned Salmon Capital of the World." Ketchikan Spruce Mills, →

FULL STEAM AHEAD

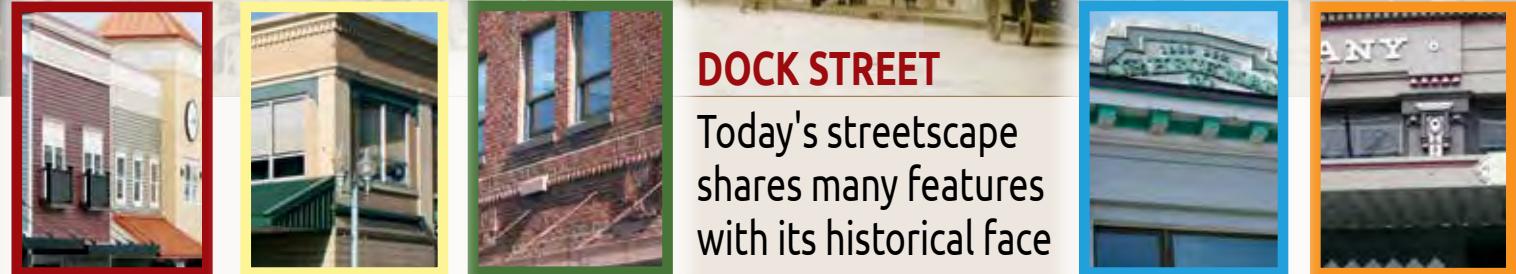


Barely a decade after incorporation, Ketchikan embodied the promise and prosperity of the Alaskan frontier. At Front and Market (now Mission), an excited crowd gathered beside the SS Mariposa. The steamship brought freight and visitors and embarked with Seattle-bound passengers and those barrels of salted salmon. A second steamship (seen at left) waited for its turn at the dock. In the background of this 1912 photo, the new neighborhood aptly called New Town spreads up the hillside.





Dock Street's commercial activity is pictured in the 1920s, when Ketchikan was near the peak of its boom.



DOCK STREET

Today's streetscape shares many features with its historical face

[1] Historic Stedman Hotel was altered in the 1960s, its corner turret removed; a project in 2011 placed a tower on the building and re-established historical scale and design to the Front and Dock street faces. [2] First National Bank is now First Bank and retains much of the more than century-old look of the original. [3] Miners and Merchants Bank is Ketchikan's best expression of the mason's craft and retains many

original features; the handsome structure houses retail at street level, offices and clinics above. [4] The third, concrete iteration of the Heckman Building put up by a pioneer merchant remains in mixed commercial use. [5] Tongass Trading Co. was founded in 1898 as a dockside merchant; its concrete building went up 15 years later across the street and remains in use for the company's retail operations.



KETCHIKAN MUSEUMS

Front Street was the first paved street in the Territory of Alaska, in about 1923. The photo at left, made with paving in progress, looks toward the northwest. Buildings on the left would disappear in fires or street widening. The building at the head of the street would be razed before construction of the tunnel in 1954. Today's Front Street is a lively, colorful commercial area when summertime brings thousands of visitors by ships and airlines every day.



GREGG POPPEN

successor to Ketchikan Power Co., processed timber on a massive pier south of today's Mill Street. Most of the juice for quick growth was supplied by privately owned Citizens Light, Power and Water; the city bought the business in the '30s and now uses CLP&W's concrete home as City Hall.

By 1930, the city population increased to about 3,800—the greatest population in Alaska. Downtown remained the mercantile and banking core of the city for decades and

was the hub for waterfront action at two long wharfs. Residential development spread into Newtown and the West End as Ketchikan became the city "three blocks wide and eight miles long."

Much of Ketchikan's heritage remains from those early times: more than half of buildings in the city center today were standing in the 1930s, when the First City was first in Alaska in many ways.

LANDMARKS OF A DOWNTOWN WITH AN UP SIDE



Downtown National Historic District

Designation of this district pays tribute to Ketchikan's heritage and can provide catalysts for historic preservation in individual properties.

Ketchikan now boasts three federally recognized historic districts; no other community in Alaska has more than one.

The city core's concentration of buildings from the early days draws increasing attention from both the private and public sectors—particularly important as more and more visitors tune in to the historical and cultural features of their travel destinations. It's called "heritage tourism" and Ketchikan is well-placed to take advantage.

Historic Ketchikan Inc. has provided leadership and technical expertise in this effort.

FRONT STREET

- 1 Knob Hill Tunnel (1954)
- 2 348 Masonic Temple (1947-51)
- 3 340 Reid Building (1937)
- 4 334 City Hall (1925)
- 5 Pioneer Way / Chief Kyan Way (early 1900s)
- 6 314 Pioneers Hall (1900)
- 7 320 Gilmore Hotel (1926)
- 8 312 Fo'c'sle Bar (ca. 1900)
- 9 300 Stedman Hotel (1906)
- 10 226 Tongass Trading Co. (1913)
- 11 314 Ingersoll Hotel (1924)
- 12 118-124 Pioneer Hotel (1926)
- 13 116 Front (Rainbird Bar) (1912)

MAIN STREET

- 14 335 Elks Lodge / Fireside (1951)
- 15 319 Fire Hall (1943)
- 16 331 First National Bank (1911)
- 17 213 J.R. Heckman Store
- 18 201-209 J.R. Heckman Store #3 (1912)
- 19 338 Red Men Hall (1924)
- 20 330 Christian Science Hall (1946)
- 21 306 Miners & Merchants Bank (1923)
- 22 100-106 Hardcastle Bldg. (ca. 1900, 1972)

DOCK STREET

- 23 435 Chico's Restaurant (c.1920)
- 24 309 Agnes Edmond House (1904)
- 25 501 Ketchikan Daily News (1925)
- 26 301 Bawden / Fosse Building (1908)

MISSION STREET

- 27 405 Coliseum Theater (1957)
- 28 411-413 Mission (1920)
- 29 423 Yates Memorial Hospital (1905)
- 30 503 St. John's Church (1903)
- 31 603-607 Mission (1919)
- 32 617-621 New Deal Bldg. (1930)
- 33 625-629 Mission (late 1920s)
- 34 633 Mission (circa 1920)
- 35 422 Bon Marche (1913)
- 36 316-320 Scanlon Gallery (1906)

MILL STREET

- 37 Betty King Alley (1900s)
- 38 Chief Kyan Totem Pole (1898)
- 39 Chief Johnson Totem Pole (1902)

CREEK STREET

- 40 Dock Street Wharf (ca. 1915)
- 41 Ketchikan Wharf (1890s)
- 42 Heckman Wharf (early 1900s)
- 43 Spruce Mill (entrance) (1903)
- 44 Welcome Arch (1920s)
- 45 Historic stairways



SANDY ROWAN

creek street national historic district

STREAM BANKS: AN ECONOMY CAPSULIZED IN A LIQUID ASSET

Developments along Creek Street since settlers arrived embody all the principal economic engines of Ketchikan's history. Entrepreneurs from down south established a rough townsite and salmon saltery near the creek mouth to establish the fishing industry. Infrastructure is represented in dammed creek water that, in the early 1900s, drove pioneers' small hydroelectric generator. Manufacturing is seen in a creekside cooperage that built barrels for salmon shippers. A mill operator built a long flume and spilled creek water over a 22-foot wheel, driving an apparatus that whacked shingles out of local logs—the timber industry. Even the mining industry is here, in the form of the Venetia Lode mine, struck into the hill above the creek. And in 1903, residents of the original townsite ordered prostitutes to the other side of the creek; so,

Paddle boarders float up Ketchikan Creek where a paddle wheel turned millworks a century ago. Creek Street has borne an amazing array of industry, iniquity and curiosity.



KETCHIKAN MUSEUMS

CREEK STREET HISTORIC DISTRICT WAS LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES IN 2014. LONG BEFORE, PROPERTY OWNERS ESTABLISHED A LOCAL HISTORIC OVERLAY & SET STANDARDS FOR MATERIALS & DESIGN IN RENOVATIONS & NEW CONSTRUCTION. RECLAIMED BUILDINGS HELP TO MAKE CREEK STREET ONE OF VISITORS' FAVORITE DESTINATIONS.



what you could call the—well, the *leisure travel* of miners, fishermen and loggers—constituted a visitor industry! Tens of thousands of visitors now stroll the boardwalk of Creek Street in summer, attracted by the old district's

quaint architecture, appealing gift stores, eateries and artist-owned galleries. There are also opportunities to see salmon, eagles and sometimes harbor seals and otters. One of the brothels from red-light days, Dolly's House, is preserved as a museum of the half-century when milling and mining faded from the creek and, well, entertainment was preeminent.

There were only about 30 platted lots along Creek Street, but their residents created scandal out of proportion to their numbers, in the forms of prostitution, gambling and liquor sales. Territorial Alaska's "bone dry law" in 1917 and federal Prohibition in 1920 only spun Creek Street's speakeasies and cathouses into cruising gear. About 20 brothels operated on the creek as Prohibition ended in 1933. Bootleg liquor from Canada and home brew from local stills fueled raucous behavior. Card games and drug use worsened a seamy scene.

Campaigns to clean up Creek Street came and went, but the town was somewhat ambivalent: Creek Street was unseemly, but the working girls were fairly discreet, limited by local custom as to when they

could shop in town or see a movie, etc.; they contributed

to community causes; and not least, they brought men to town to spend money in legitimate businesses.

A federal grand jury in Juneau and a prosecutor went after brothel owners,

KETCHIKAN ALASKA IS A TERRIBLE TOWN! IT IS VICE-RIDDEN AND CORRUPT. ONE MIGHT EVEN GATHER THAT IT IS ABOUT THE WORST PLACE IN THE WORLD.

— Forest J. Hunt Territorial Senator from Ketchikan, quoted in the *Ketchikan Alaska Chronicle*, 1925



Creek Street was all shanties, scanties and scandal in 1940.



The boardwalk of today passes buildings that date back a century; they house galleries, museums, shops and residences.



Dolly Arthur
No. 24 Creek St.

A NUMBER OF HISTORICALLY IMPORTANT BUILDINGS ARE IN (LEGITIMATE) USE ON CREEK STREET. SOME ARE FAMILIARLY KNOWN BY THE NAMES OF WORKING GIRLS WHO INHABITED THEM IN THE RED-LIGHT ERA.

CREEK STREET
No. 2 (ca.1920)
No. 4 (ca.1920) Annie's House
No. 5 (1903) Star House dance hall
No. 10 (ca.1921)
No. 11 (1927)
No. 20 (ca.1920) Beatrice Greene
No. 24 (1905) Dolly's House
No. 28 (1902) Preacher's House
#203 Stedman St. June's Cafe (1903)



Chief Johnson totem pole (1902)
and former village site

Stedman Street Bridge (1944-45)

Married Man's Trail (from early 1900s)

Creek Street boardwalk & footbridge

Site of Ketchikan Shingle Mill (1904)

Funicular tram to Cape Fox Lodge;
access to the civic center

Venetia Lode mine claim

Totem Way boardwalk

Tongass Historical Museum

bootleggers and even taxi companies in the mid-1920s, but Creek Street's principal trades reflowered later. World War II closed down the street, but by the early '50s the reviving sin district worried the U.S. Coast Guard. Histories of the time say that the guard was instrumental in bringing American Social Hygiene Association investigators to the creek. Ketchikan's competing newspapers carried articles, letters and editorials on the cultural debate over whether to outlaw prostitution and rid us of allied vices.

Twilight came in 1953-54 with a grand jury's indictment of the recently resigned police chief for operating a bawdy house and abetting bootleggers. A police captain was charged with malfeasance linked to the street. The city manager and district attorney were tarred. Brothel owners, rumrunners and cabbies were called to account. The business community was mindful that the red-light district—which had spawned scandal headlines in newspapers nationwide—might interfere with developing the new pulp mill at Ward Cove. So prostitution went underground.

Creek Street subsided to quiet and many buildings slumped into mossy disuse. But since the 1970s, new property owners have renovated creekside buildings and created a historic district that preserves some of the tone and design of the old area.



Masts of fishing boats are a floating forest in a stereoptic card of Newtown from the 1920s. This was the heyday: canneries cantilevered over the water; fishermen's suppliers and machine shops crowded Water Street along with taverns and laundries. First Lutheran's spire spiked the boundary.

historic newtown & HOPKINS ALLEY

THE EARLY TOWN SITE WAS PINCHED BETWEEN THE CREEK & A STONE KNOB. THAT ROCK OBSTACLE ALSO MADE A TICK MARK IN THE TIMELINE. SETTLERS ON THE OTHER SIDE OF KNOB HILL WERE IN "NEW TOWN." HISTORIC BUILDINGS IN THE MODERN NEWTOWN MIX WITH VIGOROUS COMMERCIAL GROWTH IN AN EXCITING TRANSITIONAL MIX.

The new Newtown is capturing some of the energy that flows from Ketchikan's visitor industry. Businesses have moved into new buildings behind Berth 4. Private renovations along the upland side of Water Street coincide with a municipal project rebuilding the wooden viaduct that cuts through Hopkins Alley, a priceless historical area. A diversifying blend of retail, restaurant, tavern and service businesses is at home in historic buildings where owners have committed to maintaining authentic character through a design overlay. The Hopkins Alley Revitalization Project—a collaboration of Ketchikan Gateway Borough, the City of Ketchikan and Historic Ketchikan Inc.—aims to reclaim an area that was vital in Ketchikan's early days.

Pioneers who built homes and businesses in "New Town" in the first years of the 1900s were

on a rising tide of activity—literally, in the case of fishing boats that anchored here. Ketchikan was the Alaskan city, its population propelled by salmon salteries and canneries; gold rushes up north; mining on Prince of Wales Island; and the incipient territorial timber industry. Much of that growth made landfall beyond the rock knob. In time, a narrow wooden walkway on pilings linked the townsite and the new town. By the 1920s, big salmon canneries and marine service businesses built out into the water, and the U.S. Lighthouse Service settled in. Advances in seafood refrigeration boosted market access for the halibut-fishing fleet, whose schooners tied up by the dozens. Fishing skippers built fine homes above the harbor. The area developed with bakeries; laundries; neon-sign makers; saloons (or speakeasies, during Prohibition); machine



Northern Machine Works, seen in 1913, conducted repairs for a big fleet of fishing boats. Service and retail business thrived in Newtown as homebuilders settled the hillside.

shops; general stores; and other retail businesses. A wider planked viaduct to downtown eased commerce by the late 1920s, when automobiles and trucks were common in Ketchikan—even with just a few miles of in-city streets and rough rural roadways leading north and south.

The piling-borne main route through Newtown was called Water Street. Hopkins Street angled off into a residential area and took on its appellation as Hopkins Alley later on.

The tunnel that pierces Knob Hill was finished in 1954. By that time, the so-called West End—north and west of Newtown—was flourishing as the pulp mill fired up at Ward Cove and timber became the leading economic influence in Ketchikan. Schoenbar Bypass now bisects Newtown as a link to Bear Valley.

NEWTOWN IS ROCKING AGAIN WITH COMMERCE & HISTORICAL INTEREST DRIVING REVITALIZATION

LANDMARKS OF NEWTOWN AND HOPKINS ALLEY



KETCHIKAN MUSEUMS

The building at 702 Water St. accommodated Hopkins Way's odd angle in 1912. The sharp vertex was later cut off. Coordination and planning for renewal of Hopkins Alley are under way, aiming to preserve a unique Ketchikan story.

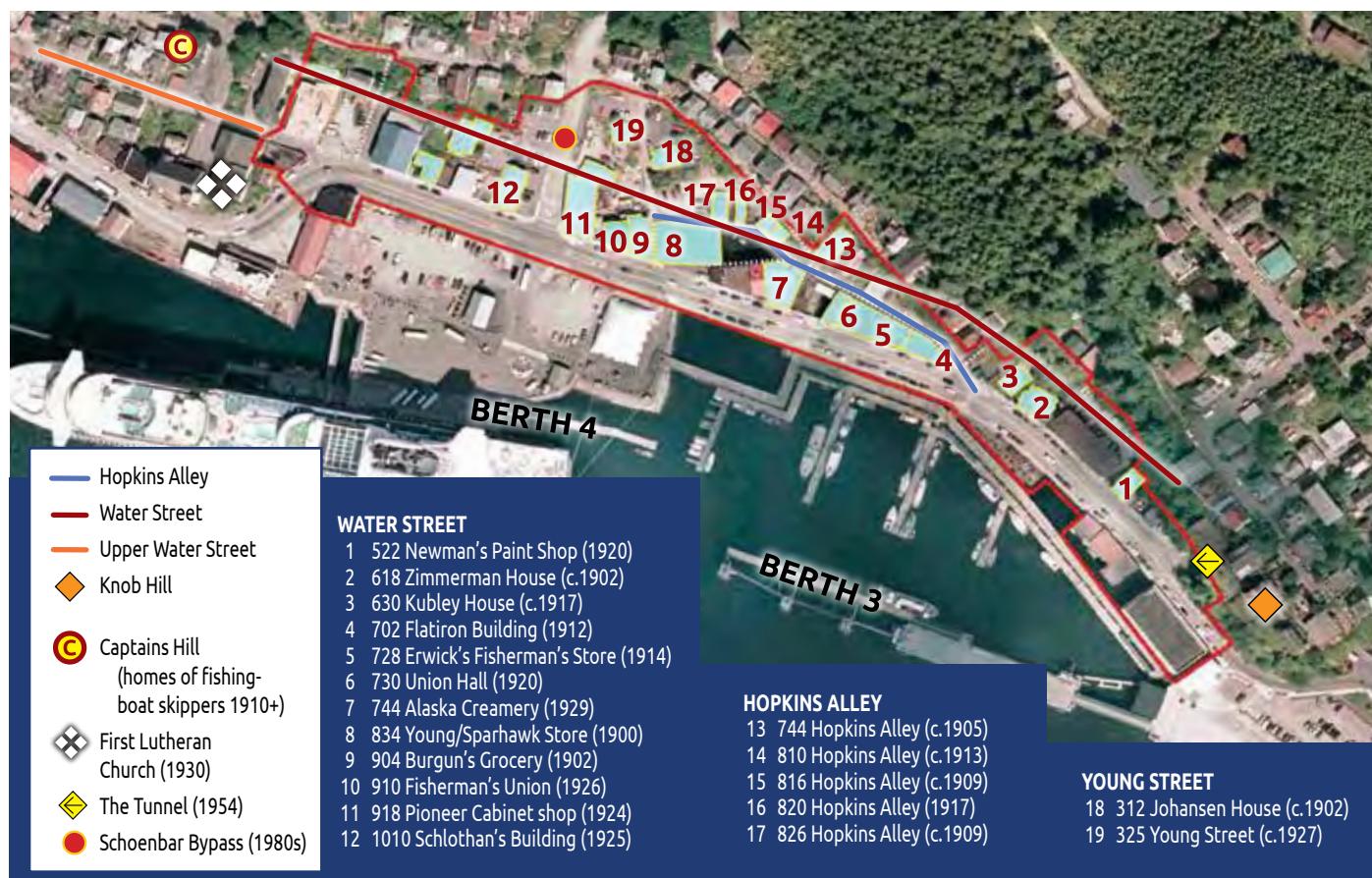
Hopkins Alley is in transition. The wood viaduct was renewed in 2015. Borough planners coordinate revitalization efforts, contracting with Historic Ketchikan Inc for implementation.



The Schlothan Building (1925) was put up by the owner of Northern Machine Works and is in use as a tavern.



Kubley House (ca. 1917) was built by pioneers whose earlier home was right on the shore of rough-hewn "New Town."



stedman thomas

national historic district



KETCHIKAN MUSEUMS

BALL GAME AT
KETCHIKAN, ALASKA
PRINCE RUPERT — KETCHIKAN

For decades, the boys of summer played baseball at the creek mouth at low tide. Spectators crowded along Stedman Street, at right, and Mill Street. In this game, a team from Prince Rupert, B.C., played the home squad.

ARCHITECTURAL AUTHENTICITY & HISTORICAL CHARM ARE EASY TO FIND IN THE LIVING TIME CAPSULE THAT IS THE STEDMAN-THOMAS NATIONAL HISTORIC DISTRICT. KETCHIKAN CREEK, ONCE A DEMOGRAPHIC DIVIDING LINE, SPILLS INTO AN AREA WHERE CENTURY-OLD BUILDINGS EMBODY A LEGACY OF ENTERPRISE AND RESILIENCE.

This district developed as a place apart, divided from the early townsite by Ketchikan Creek and designated as the home of Alaska Natives—so-called “Indian Town.” As Ketchikan’s commercial fishing industry and salmon-processing businesses grew, cannery workers from Asia and the Pacific Islands also settled here on the south side of the creek.

A rough wooden trestle was built across the creek mouth in the first years of the 1900s, tying together the incorporated townsite and its fast-growing, southside appendix. Thomas Street thrust out on pilings along the silty creek mouth. Inman Street, a boardwalk like many others crossing Ketchikan’s terrain, led to newly built homes above the cannery district. The bridge was improved over the years as the south-end population increased.

Canneries provided employment for scores of seasonal and resident workers, many of them immigrants from China, Japan and the Philippines. A business district developed along Stedman Street early in the 20th century, with Japanese immigrants foremost among the entrepreneurs.

The Ohashis operated a store at 223 Stedman St. from 1910. The Shimizu family ran the New York Hotel and Café at 207-211 Stedman St. (the hotel was restored in the 1990s and operates today). Harry Kimura operated Harry’s Place at 325 Stedman St. Jim Tanino ran Jimmy’s Noodle Café at 227 Stedman St. The Tatsuda family opened their grocery at



TATSUDA FAMILY

The building that once housed Tatsuda grocery at 329 Stedman St. is in use—but the family business relocated up the street. 339 Stedman St. in 1916 and now runs a store a couple blocks up the street after remodeling their store for its centennial year. The Japanese community had a small school and meeting house on the hill above Stedman Street, where adult volunteers taught English to the children of immigrants.

The dredging of the Ketchikan Creek mouth by the U.S. Corps of Engineers opened up acres of boat moorage in Thomas Basin in the early 1930s. Business flourished along Stedman and Thomas streets as scores of skippers and crewmen came off of transient vessels and the year-round boats tied up in front of cafes, hotels, grocery stores, machine shops and other storefronts. Through it all, canneries

**STEDMAN-THOMAS
IS ON THE NATIONAL
REGISTER OF HISTORIC PLACES.
ITS DISTINCTIVE CULTURE & ECONOMY
DERIVED FROM ITS BEING ACROSS THE
CREEK FROM THE PIONEER TOWNSITE &
HOME PRIMARILY TO ALASKA NATIVE
& ASIAN RESIDENTS OF THE TOWN.**



Historic false fronts express real heritage in commercial structures along Stedman Street, where a busy, modern harbor is in the place of the tide flats of old.

GRIGG POPPEN

along south Stedman steamed and clanked through the summer, bunkhousing their workers on site for the most part but generating significant business for Ketchikan's wholesale sector and service sector.

Two actions by the U.S. government significantly altered the Stedman-Thomas area. In the 1920s, Congress passed severe restrictions on immigration by Chinese and Japanese citizens. That opened the door for natives of the Philippines, who came to Alaska at the behest of aggressive recruiters for the canneries. Ketchikan's Filipino population took root along Stedman and opened a social club that became the Filipino Community Club in 1938—believed to be Alaska's first.

The Japanese air force's attack on Pearl Harbor in December 1941 devastated the community on Stedman Street. Within a year, dozens of Japanese-born residents and Japanese-American family members were forced from homes in the neighborhood and resettled in internment camps across the

West. Given scant notice of this relocation and compelled to board southbound steamships, carrying little but suitcases, these well-established Ketchikan residents had varying success in securing their homes and businesses. Many didn't return. For them, the Last Frontier was a lost frontier. But some families were more fortunate and their property was looked after by friends in Ketchikan; the luckiest came home and picked up where they had left off.

Property owners in this district have invested in historic preservation. Interpretive signs produced by the Ketchikan Historic Commission are on buildings in the area; historical text and archival photos offer indispensable information for those who want to learn about this important district in the First City.

TWO ACTIONS BY THE U.S. GOVERNMENT SIGNIFICANTLY ALTERED THE STEDMAN-THOMAS AREA

LANDMARKS OF STEDMAN-THOMAS NATIONAL HISTORIC DISTRICT



Historic Ketchikan Inc. placed interpretive materials to tell a district's unique stories. This kiosk and plaque are beside the New York Hotel at 207 Stedman St. Other plaques produced with the Ketchikan Historic Commission are on significant buildings on Stedman and Thomas streets.



HISTORIC KETCHIKAN INC.

HISTORIC KETCHIKAN INC. IS A NONPROFIT ORGANIZATION THAT PROMOTES ECONOMIC DEVELOPMENT THROUGH HISTORIC PRESERVATION & HERITAGE TOURISM

Our Town presents our community's proud history and vibrant present. Our work in leadership, consultation and promotion is shown here and in other places in this publication. In a town as great as Ketchikan, historic preservation just never gets old!



This kiosk and five others produced by HKI use archival photos and interpretive text to present our unique history. Placing of 'period' lamp posts downtown was instigated by HKI.

KPU water warehouse Historic Ketchikan Inc. worked with the City of Ketchikan to forestall intended demolition of one of our oldest remaining wood commercial structures, the creekside warehouse built in the 1920s by Citizens Light, Power & Water Co. The city agreed to demolish an attached garage and build a viewing platform overlooking Ketchikan Creek. Ketchikan Youth Initiatives made its home here and continues to refurbish and restore the site.

Clover Pass School HKI led the way in reclaiming an abandoned north-end schoolhouse dating to the 1940s and which is on the National Register of Historic Places. Funds and hard work from neighbors around this site 15 miles north of town supplemented grants. HKI transferred this heritage site to the Potter Road Park Association in 2016.

Walking Tour Historic Ketchikan Walking Tour is one of our signature programs and fits our goal of celebrating our heritage. It's slow food for people with an appetite for history. Tours of downtown and Newtown take in places and properties that make Ketchikan a place like no place else. With Pioneer Printing Co. Inc., HKI produces a map with interpretive text. Pick it up at the visitor centers and at select businesses.

THE WALKING
TOUR IS SLOW FOOD
FOR PEOPLE WITH AN
APPETITE FOR HISTORY.
TOURS OF DOWNTOWN &
NEWTON TAKE IN PLACES
& PROPERTIES THAT MAKE
KETCHIKAN A PLACE LIKE
NO PLACE ELSE.



Visitors consult our Historic Ketchikan Walking Tour map and plot their itinerary—while two significant Main Street properties look down on them in a spring drizzle. Our history is a treasured asset.

GREGG POPPEN



WALKABLE WATERFRONT PROJECT BRINGS A MILE-PLUS OF THE PORT INTO FOCUS

The new section of waterfront promenade above Thomas Basin offers a quintessential Ketchikan setting. On one side are contemporary public art, the yacht club and a busy harbor; on the other side, historic buildings.

Gregg Poppen

The First City's downtown waterfront is a great asset. Historic Ketchikan Inc. is involved in embracing our heritage and enhancing economic development as the City of Ketchikan completes a

nearly 1.5-mile waterfront promenade, or boardwalk. The city hired HKI to conduct preliminary scoping and design, consulting with local and state agencies in this long-term project to create

a world-class walkable waterfront. Recent completion of sections along Stedman Street and Thomas Basin brings the fulfillment of this long-term project within sight.



The clergy house became a hospital, then home for a magazine. A rendering depicts our vision.

ON A MISSION Preserving a landmark property

The community's number one priority for historic preservation is a hands-on project for Historic Ketchikan Inc. The non-profit moved its office into the Yates Memorial Hospital building on Mission Street and is working to restore an important pioneer property.

HKI completed a building assessment in 2013 and initiated historically authentic exterior renovation on the Mission Street face. The roof and windows have been made weather-tight in the long-unused building. People are once again using and caring for this example of early-days architecture.

The building was put up in 1905 as a home for clergy and teachers in the Episcopal mission. St. John's Church, built in 1903, and the clergy house bookended St. Agnes Mission (now gone), which housed the school and a modest medical facility. When the hospital outgrew the mission house, one floor of the clergy house was used. When that was insufficient, a donor provided funds to outfit a 12-bed hospital, add a wing and build a new rectory.



Nurses posed in front of Yates Memorial Hospital a century ago.

The \$4,000 donation conferred naming rights: Yates Memorial Hospital was established in 1910 in honor of Arthur Yates, an Episcopalian philanthropist in Rochester, N.Y.

The hospital closed in 1925. The handsome building stood vacant until Emery Tobin installed his Alaska Sportsman magazine and a curio store in 1947, occupying Yates to 1966. The chamber of commerce was a tenant 1967-1978; the distinctive sun porch was closed in during those years. The structure then stood vacant until local churches and civic groups opened a drop-in Seamen's Center in 1984; that use ended in 2003. The once-proud Yates

endured a decade of disuse until HKI stepped in. HKI is working with St. John's Church to restore the building. With the interior still in good shape, we are concentrating on exterior work, such as restoring cedar siding hidden under vinyl; bringing back the windowed porch; shoring up the wood foundation; and upgrading mechanical systems.



BUILDING ON OUR HERITAGE



Christian Science Hall

The building was renovated in 2009 by the Ketchikan Area Arts and Humanities Council, recasting the 1946 structure with very little exterior change except in color. Offices and a gallery are on the upper floor. The City of Ketchikan, Wells Fargo and a funding campaign accomplished purchase; private contributions and grants funded renovation.

Bayside Hotel

The creekside building oldtimers still call Bayside Hotel was put up in 1927 as Thomas Basin Rooms and was restored in historically appropriate style 90 years later. Built of local lumber by pioneers Forest and Harriet Hunt, it featured 20 small boarding rooms. Cafes, groceries and other retail uses operated at street level. The edifice had a social purpose: the Hunts disapproved of the young town's wickedness—prostitution, bootlegging, gambling and drugs. Thomas Basin Rooms provided clean rooms, wholesome meals, loans and moral counseling to its boarders, who worked in canneries, fisheries, logging and mining. Thomas Basin Rooms was sold in 1941; the building was renamed Bayside Hotel in 1950. It was Ketchikan's longest-running boarding house, deteriorating until it was shut down in 2011 for health and safety. Complete restoration for mixed commercial use was completed in 2017 by preservation partners Michel Wollaston and Stephen Reeve.



GOVERNMENTS, NONPROFITS & PRIVATE INTERESTS HAVE KEPT THEIR EYES ON THE COMMUNITY'S HERITAGE AS THEY RENEWED & REDEVELOPED PROPERTIES DOWNTOWN & IN OTHER DISTRICTS



Burkhart | Dibrell | Reeve House

Pioneer business man H.Z. Burkhardt built his home at 500 Main St. in 1904. It's our last Queen Anne-style residence. Years of renovation ended in 2010 and earned the owners, Erin and Falene Reeve, a restoration award from the Alaska Association for Historic Preservation. The property is on the National Register of Historic Places.



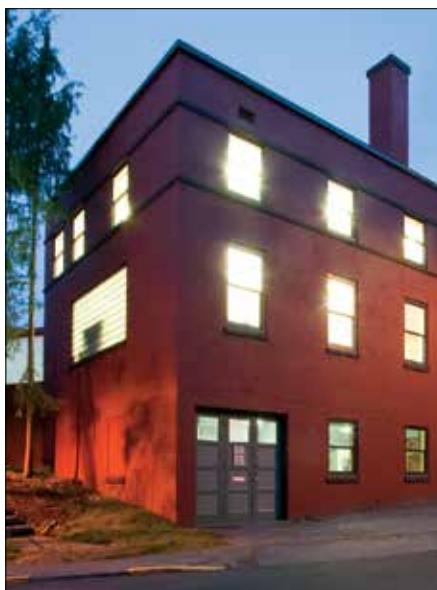
White Cliff Elementary School

Generations of children passed through White Cliff between 1923 and 2003, endowing the concrete edifice with incalculable community esteem. After the school closed, a developer bought the building and refashioned the interior for offices. The borough bought the property and uses offices here while leasing some office space. White Cliff maintains a historical face while providing the community with further generations of utilization.

Reid Building | Citizens Light, Power & Water Co. | Gilmore Hotel

The privately owned Citizens Light, Power & Water Co. put up its concrete building in 1925. The fourth floor was added after the city's Ketchikan Public Utilities took over electrical distribution. The building is now City Hall and was renovated in 2013-2015—with attention paid to the simple, traditional facade. The Gilmore Hotel has stood beside the old utilities building since 1926 as a succession of businesses occupied the ground floor (the hotel's restaurant and lounge at present). The handsome exterior, reworked in 2001, expresses authenticity that earned a listing on the National Register of Historic Places.

The Reid Building, at the north end of this historic trio, was built in 1937 and housed many businesses before borough government moved in. After the borough left for the former White Cliff Elementary School building on First Avenue, Coastal Real Estate Group bought the building and completed extensive renovation; the formerly plain, stucco exterior was recast in historical style in 2011.



Little Flower Hospital laundry

This concrete commercial building on Bawden Street reflowered in 2012, when architects Welsh & Whiteley renovated it for offices. The building had provided the wood-frame hospital beside it (now demolished) with housing for a boiler, a laundry and lodgings for nuns and nurses. The utilitarian lines of the 1944 structure contribute to the architectural and cultural story of Ketchikan.

A historic family business motors to a third generation

Alaska Outboard's statistical profile is simple.

Decades in operation — 6.25

Generations of family involved — 3

Total of operating locations — 1

Politicians in residence — 1 at a time

The business has sold and serviced marine motors since 1955. In a functional and unshowy showroom, heavy Yamaha outboard engines are locked into sleek standing poses—the only obvious signs that decades have passed. Well, the engines, plus an in-law with a wrench in his hand: generation three.

Oral Freeman established the family business in 1955 after trying just about everything else, as his son, Charlie, puts it. He fished for salmon in a converted lifeboat; wore the badge of a territorial policeman; and delivered mail to Ketchikan's boonies as Alaska's first rural carrier. Sons Charlie and Jim were Alaska Outboard gofers and sweepers from boyhood and became partners in the family business as adults. Pete Halvorsen married Charlie's daughter, Christine, and took up a partnership in turn.

Oral Freeman was respected in Ketchikan as a longtime business owner and acclaimed across the state for six terms in the Alaska House of Representatives—where his voice was essential in founding the state ferry system and the Alaska Permanent Fund. Charlie said that when their father died in 2001, he and his partner-sibling agreed right away to maintain brotherhood through any issues the business would present. "When Dad died, my brother and I came to an agreement: Only two people in the country *have to* get along. If you had a problem, you dealt with it" before leaving the shop. In other words, blood is thicker than engine oil. "Each of us tried to run the business after our father died. It wasn't working. Neither of us wanted to be the boss."

Charlie Freeman is the spokesman for Alaska Outboard when one is needed. He got the paternal gene for rhetoric, campaigning and going to long meetings in the evening. He was elected to five terms on the Ketchikan City Council in three separate stints.

Oral Freeman had his own local electoral wins, serving as mayor of the City of Ketchikan before and after a term in the first state legislature. Charlie figures his own successes and failures in 15 years of elected public service are "probably fifty-fifty. I managed to change some things—and some things I changed, changed back as soon as I left."

Not all campaigns ended well. "I've won one more than I've lost," he said. His run for mayor of the City of Ketchikan was a bust. Oral Freeman, too, sustained electoral crashes: in his first bid for re-election to the state House and in a campaign for governor. Few people in Ketchikan know those political footnotes. Oral Freeman's credentials, according to local history, are A Founder of the Ferry System and A Father of the Permanent Fund.

Posters for failed Freeman campaigns are *not* seen on the ceiling of the Alaska Outboard back shop, where the guys tack up political losers' leftovers (they allow any candidate for any office to put a campaign poster in the front window). There's a rule: no Freeman posters will ever go up with the overhead also-rans.

Some call this display "the ceiling of shame." Charlie doesn't. "Everybody remembers who won. Nobody remembers who came in second. There should be recognition for those who got off their dead fannies and bothered to run," he said.



Generations two and three at Alaska Outboard: Pete Halvorsen, left, with Charlie and Jim Freeman.

Above that ceiling is a storage room with several small streamlined boats that Charlie and Jim raced as young men: three-point hydroplanes pushed by screaming two-cycle engines to speeds of 50-plus on lake water—when they weren't airborne or upside down. A dozen local guys raced, and crashed, the boats. Charlie's helmet left its blue paint on his boat hull in one majestic wreck. There's not much family footage of the races. Charlie's and Jim's mother, Fay, ran her 8mm film camera at the races, but maternal worry often overcame documentary devotion. "We have a lot of film of Mom's shoes when she let down the camera," Charlie said.

Pete Halvorsen—son-in-law to one Freeman, nephew-in-law to the other and partner in a boat-motor business—has an almost perversely sedate maritime practice. One of Ketchikan's first paddleboarders, he's often seen offshore of the shop—standing up for non-motorized recreation.

“
MY BROTHER AND I
CAME TO AN AGREEMENT:
ONLY TWO PEOPLE IN THE
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IF YOU HAD A PROBLEM,
YOU DEALT WITH IT ...”



FOREST & RESOURCES

TIMBER CUTTING CONTINUES ON U.S. & PRIVATE LANDS
AMID PROPOSED TRANSITION TO YOUNG-GROWTH HARVEST
IN PUBLICLY OWNED STANDS WITHIN TONGASS NATIONAL FOREST

A federal court and the U.S. Congress in 2017 put two big swaths of Southeast Alaskan forest into play for prospective timber harvest—infusions of short-term help for an industry while long-term issues circle in Washington, D.C.

The U.S. Ninth Circuit Court in spring 2017 turned aside environmentalists' challenges to the Big Thorne timber sale on Prince of Wales Island, releasing about 6,000 acres of old-growth timber and 2,300 acres of young growth for a pending cutting program. Most of 149 million board

feet of timber would go through Viking Lumber in Klawock—the last medium-sized sawmill in Tongass National Forest. USFS also laid out sales near Big Thorne for small mills. The other prospective boost for logging came from Congress. When Alaska Mental Health Trust proposed logging on Deer Mountain in Ketchikan's iconic backdrop, local uproar led Alaska's congressional delegation to push through a land swap in 2017. The trust traded its land behind Ketchikan for federal forest around Prince of Wales Island.

The long-term future of timber harvesting on federal lands may be decided in D.C. Federal foresters are laying out a transition to young-growth timber over the coming 10-15 years, but an industry built to harvest and process old-growth trees argues that the new regime would finish off most of the remaining year-round jobs in wood manufacturing.

USFS foresters propose that eventually most timber taken on federal land will come from areas harvested decades

A U.S. COURT
& CONGRESS
PUT TWO BIG SWATHS
OF FOREST INTO PLAY
FOR PROSPECTIVE HARVEST



U.S. Forest Service

MULTIPLE-USE MANAGEMENT COVERS 17 MILLION ACRES OF TIMBER HARVEST, RECREATION & CULTURE

Ketchikan was the first HQ for Alaska's federal foresters and it's still a nerve center for management.

Nearly 150 people in Ketchikan work for the United States Department of Agriculture Forest Service. One of them is the Tongass National Forest supervisor, who has administrative oversight across the entire forest. Ketchikan-Misty Fjords Ranger District is based here.

The first U.S. forester posted to Alaska set up shop in Ketchikan in 1902, soon after President Teddy Roosevelt proclaimed a forest reserve in a third of the Panhandle. Alaska was a district of the U.S. and became a territory in 1912.

Tongass National Forest now encompasses nearly 17 million acres of land spanning 500 miles, southeast of Ketchikan to northwest of Yakutat. About four-fifths of Southeast Alaska is in the national forest.

USFS manages for multiple uses: timber harvest; mining; recreation; wildlife habitat; and cultural preservation. Ketchikan is home to foresters, engineers, biologists, archaeologists, recreation programmers and many other specialists.

The agency's work is seen in trails and cabins. The public uses agency-mapped logging roads for recreation access—particularly on Prince of Wales Island. USFS decisions on logging units affect our economy and our viewsheds. Interpretation specialists provide information on the forest's natural history and the human presence. But much of the agency's work is not so apparent. Stream rehabilitation projects and fish ladders improve salmon stocks. Archaeologists inventory and protect culturally important sites. USFS scientists study living things and natural processes.

ago and regrown in young trees. The authors of the conversion to young-growth projects say that a decade-plus of mixed-age harvests will "support the transition in a way that preserves a viable timber industry" in Southeast.

In 2016-17, Tongass forest personnel collaborated with the state's Division of Forestry on a massive inventory of timber lands. The assay was meant to produce detailed information, timber stand by timber stand, for decision-makers and stakeholders. Crews surveyed 137 timber stands encompassing 12,165 acres during field work in 2016. Foresters in 2017 inventoried another 12,250 acres—including young-growth forest on Revilla Island.

In the meantime, federal foresters proposed harvests of young-growth trees near Ketchikan and west of Prince of Wales Island. USFS said that the Vallenar and Kosciusko young-growth projects would help private industry bridge from old-growth to young-growth—that is, gear up gradually while finding markets for a new product. But the Alaska Forest Association (AFA), an industry advocate, contends that federal young-growth timber volumes won't sustain year-round manufacturing in the region. And AFA argues that the state's young trees are likely to be exported in the round—not running through sawmills to support jobs.

AFA and the industry lobbied in Washington, D.C., against the land-management plan amendment for Tongass National Forest that was signed in late 2016, before a change of administrations. Aside from concerns about young-growth timber, the industry argues that only a fraction of planned timber sales were implemented by USFS in nearly a decade.

As proposed, the Kosciusko young-growth sale takes in about 30 million board feet of young timber on federal forest; cutting would be administered by the state's Division of Forestry. The project area on Kosciusko Island is about five miles west of Edna Bay. Tongass forest staff anticipated inking

A MASSIVE INVENTORY OF TIMBER LANDS WAS MEANT TO PRODUCE DETAILED INFORMATION, TIMBER STAND BY TIMBER STAND, FOR DECISION-MAKERS & STAKEHOLDERS

The Vallenar project would harvest roughly

4 million board feet of young growth from 170 acres of national forest land. The project area is on Gravina Island near Ketchikan's airport. Tongass National Forest staff anticipated implementation of the harvest in 2018. The state made the proposed federal timber sale practical by building a road to adjacent state forest land in an unrelated public works project.

Another state road is threading into timber land at Shelter Cove on Revilla Island. Passing through federal forest, Native corporation timber and parcels owned by the Alaska Mental Health

Trust, the road will benefit both timber harvesting and recreational access.

Old-growth logging on Native land is in a mini-boom. Sealaska Corp., the regional Native corporation, claimed more than 68,000 acres of federal forest in 2015—it's final allotment in the Alaska Native Claims Settlement Act. This transfer of Tongass forest land to Sealaska was expected to yield 30 million to

50 million board feet of timber per year. Because private landowners aren't subject to primary manufacture mandates imposed on national forest timber, most Native logs will go to Pacific Rim markets in the round. Sawmills won't reap much work from the Sealaska timber, but dozens of roadbuilders, loggers and support personnel will benefit.

Timber industry employment in all of Alaska—most of it in Southeast—is just more than 700 people, according to the Resource Development Council—compared to 4,600 in 1990.

FOREST FACTS

■ Tongass National Forest has more land mass than 10 U.S. states, such as West Virginia or Maryland.

■ Recreational visits in the forest number almost 3 million every year, with estimated value of \$380 million. About 5,000 jobs are supported by recreational visits.

■ The Tongass has one of the nation's largest silver producers. Greens Creek Mine turns out 2,400 tons of ore each day and employs more than 800 people. Kensington Mine, an underground gold mine, supports more than 300 jobs.

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Catching fire?

FUEL MADE FROM WOOD WASTE IS GATHERING INTEREST & INVESTMENT

Fossil fuel is giving way to fiber fuel in some of Ketchikan's public facilities and a local mill is delivering cost savings with a heat source that's otherwise wasted.

A biomass energy conference in the First City in 2017 brought statewide attention to the range of wood energy benefits—and to the obstacles.

Ketchikan International Airport fired up a wood energy boiler in 2016. Biomass-fired gear replaced the fuel-oil system in place since 1973. "We had options," said Mike Carney, manager of the airport for Ketchikan Gateway Borough. "The least attractive was oil." The borough studied biomass systems in Alaska and the Northwest—such as in schools, hospitals and corporate offices—before hiring Wisewood Engineering to design a plant. The capital cost was practically zero: grants from Alaska Energy Authority and the legislature funded the \$700,000 system.

Fuel quality and costs were the operational touchstones. Two pellet vendors offered bids. Tongass Forest Enterprises scored well on quality and price. "The goal with biomass was to save money and to support another growing business in our community. We hit on both of those," Carney said. The biomass boiler system may save as much as \$30,000 a year compared to the fuel-oil plant.

Grants for engineering provided a bonus in a design for a biomass system at Ketchikan High School, which will have about eleven times the fuel demand of KIA's installation.

The Alaska Wood Energy Conference in Ketchikan in 2017 drew about 100 participants to look at issues from fiber supply to funding. Representatives from forestry, industry and engineering acknowledged even in their conference tag line ("chipping away at Alaska's energy needs") that conversions from other energy sources will make incremental progress. Conferees heard some good news about wood energy from successful case studies, but they were



Wood-energy conferees observed how mill waste becomes BTUs.



Biomass-fueled heating gear at the airport displaced an old diesel-fired system.

reminded that planning and engineering are crucial—along with reliable and cost-effective fuel supplies. Conference organizer Karen Petersen of Thorne Bay, chair of the state's wood energy development task force, said biomass can be most beneficial in "remote communities where they have a wood resource they could convert—creating local jobs and no longer relying on someone to deliver fossil fuel."

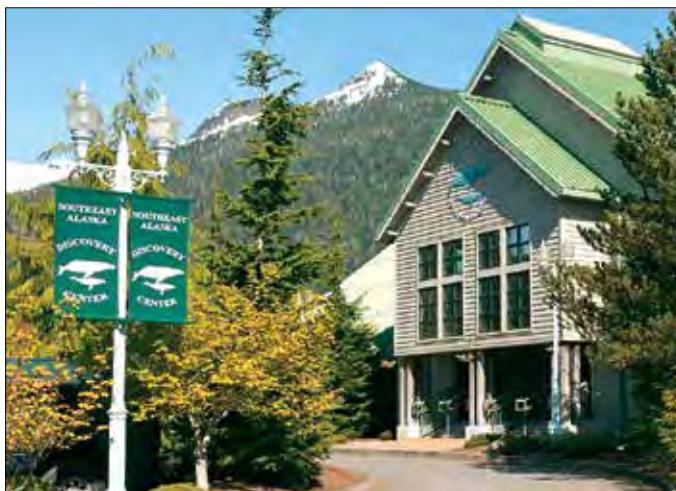
Larry Jackson, co-owner of Tongass Forest Enterprises, said his mill can turn out about 1,600 tons of combustible pellets each year. He was delivering to four local customers in 2017—working off an investment of more than \$400,000 in manufacturing equipment and rolling stock.

Symbolic of transition in forest-related industry, Jackson moved his cedar mill and biomass pellet plant in 2016 from the hull of the former pulp mill, establishing it in a new building above Ward Cove.

SEE THE BREADTH OF ALASKA ON A VISIT TO THE DISCOVERY CENTER

Southeast Alaska Discovery Center is where people go indoors to get really *inside* Alaska. The facility on Main Street presents natural history and the human presence in five exhibit areas, starting with touchable totem poles in the foyer. "Native Traditions" displays village life. "Alaska's Rainforest" and "Ecosystems," with educational activities and kinetic interpretive displays, appeal to families. "Natural Resources" features world-class exhibits and recorded commentaries on timber, fishing and mining. Videos play on a 28-foot screen in Elizabeth Peratrovich Theater.

The Discovery Center is one of four Alaska Public Lands Information Centers operated by USFS, the National Park Service and U.S. Fish and Wildlife. It's open daily during our visitor season. There's a \$5 fee for summertime admission to the exhibits. In the off-season, the center presents educational programs, such as popular Friday Night Insights.



The Southeast Alaska Discovery Center has sophisticated exhibits with fun stuff for kids and fascinating interpretive material for adults. It's one of four federal Alaska Public Lands Information Centers across the state.

misty fjords



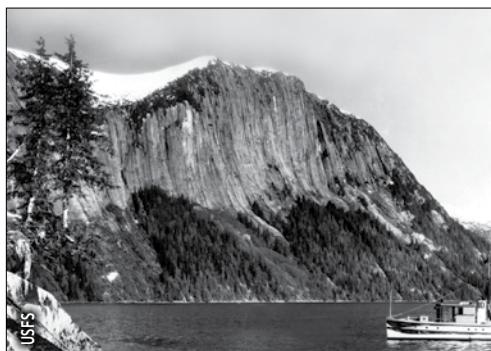
Tens of thousands of visitors each year see the dramatic granite escarpments and moisture-charged air of Misty Fjords National Monument. Flyovers and boat excursions are popular. Some visitors explore by paddle and by foot.

PETER GATES

LOCAL FOLKS' CAMPAIGN TO PROTECT A SPECIAL PLACE DEVELOPED INTO SPECIAL STATUS FOR ONE OF ALASKA'S MOST-VISITED ATTRACTIONS

Straddling the mainland and the east side of Revilla Island, Misty Fiords National Monument Wilderness embraces 2 million acres of glacier-gouged valleys, waterfall-slicked granite cliffs and verdant alpine highlands. Thousands of visitors a week come by boat and floatplane on brief sightseeing excursions. Others stay to kayak on salt water, to use a public cabin or to hike and camp. Wildlife is abundant, from mountain goats and deer to bears and foxes. This grandeur led to a nickname linked to another national treasure: "Yosemite of the North." (The common name for the area is Misty Fjords; the designation for the national monument is Misty Fiords.)

Decades ago, the place we call Misty Fjords was a remote destination for plucky Ketchikan people, but it wasn't in protected status. Enter the Southeast Alaska Mountaineering Association. In the late 1960s, members of the group hiked and camped Ketchikan's backcountry and especially prized this place called "East Behm Canal" or "back of the island." Timber harvest was spreading in Southeast and nothing on the maps at the Forest Service



'East Behm Canal' was the prosaic local name when a USFS ranger boat visited in the 1940s, before wilderness status.

exempted East Behm Canal. Malcolm Doiron was a log scaler and a member of the mountaineering association. His job depended on timber harvest, but he and other outdoors people wanted USFS and industry to consider other uses of the forest. They formed Tongass Conservation Society (TCS) and sought to set aside a special area.

"We envisioned a wild, untamed place," Doiron said. "We wanted a place where floatplanes could land and where existing cabins could stay. But it needed protection." TCS led a 12-year political campaign: lobbying trips to D.C.,

research and public relations on the home front. Opposition was almost universal in Ketchikan, a timber-processing town. At some point, Doiron said, someone had to map the proposed monument and wilderness and name it.

"I drew it on the map, the watershed boundaries including some of Revilla Island and into the mainland. And one night I just wrote down 'Misty Fjords' for the name," Doiron said.

President Jimmy Carter created Misty Fiords National Monument in 1980. Congress later made wilderness status of the huge area irrevocable.



The water along Stedman Street was oftentimes a way station for rafted timber awaiting its turn in the sawmill.

We came, we sawed, we conquered

Early-days timber cutting in the District of Alaska was somewhat of a free-for-all. Three sawmills operated in Ketchikan in 1902 as President Theodore Roosevelt proclaimed the Alexander Archipelago Forest Reserve. One was in Wacker City along Ward Cove, near the future site of Ketchikan Pulp Co. Tongass Tlingits ran a mill in Saxman, the Native village a couple of miles south of Ketchikan. Tsimshian Indians operated a sawmill on Gravina Island. None lasted more than a few years.

Ketchikan Power Co. was founded in 1904, built on pilings over the water in booming downtown. The facility sawed local timber and supplied power to the fast-growing community by burning waste wood under boilers. The electricity sideline was sold in 1925 to municipal Citizens Power, Light and Water Co. But concentrating on lumber production only benefited the plant. The name was changed to Ketchikan Spruce Mills and production capacity doubled. As the U.S. Corps of Engineers dredged the Ketchikan Creek mouth to create Thomas Basin, finishing in 1931, the mill took fill material to extend its tideland property. The mill was the first electrically driven sawmill in Alaska, generating juice from boilers fired with wood waste fed from the mill floor. Waste unfit for the boilers was shunted to a tepee burner—a conical landmark on the skyline until 1969. K.S.M. produced

TIMBER WAS A CORNERSTONE RESOURCE ON THE FRONTIER—ESSENTIAL FOR BUILDINGS, BOARDWALKS, FISH BARRELS, BOAT MASTS, PILINGS, MINE TUNNELS, RAILROAD TIES, UTILITY POLES & CASH. FOR MOST OF THE LIFE OF DOWNTOWN KETCHIKAN, THE ROAR & THE SMOKE OF A BIG MILL WERE ROUTINE.

construction materials and fish boxes for canneries, along with other products.

In the 1960s and after, Japanese freighters tied at the dock to load cants: large, rough-sawn lumber sent for finishing as

dimensional lumber in Japan. The Forest Service required “primary manufacture” of saw-quality timber from Tongass National Forest. The mill was sold to Georgia-Pacific in 1965 and later was operated by Louisiana-Pacific, L.P. closed the mill permanently during a strike by mill workers in 1985. (L.P. ran its Ward Cove pulp mill until 1997, its sawmill at the cove a couple of years longer.) Local folks called the downtown property “the Spruce Mill” long after it was sold to the City of Ketchikan and the buildings were scraped away.

In the late 1980s and '90s, emblematic of tourism as an economic force, the federal government built the

\$10 million Southeast Alaska Discovery Center near the sawmill site and private interests put up retail and office buildings and the Great Alaskan Lumberjack Show arena. Where a major sawmill had for many years loaded export lumber, Ketchikan now watched as cruise ships offloaded cash-bearing passengers.



The smoke-belching wood-waste burner at Ketchikan Spruce Mills was a fixture for decades on a waterfront where the fishing industry, the timber industry and visitor industry shared a home. The burner came down in 1969.



A flyover of downtown in 1954 shows Ketchikan Spruce Mills fully built out at its half-century mark. Mill buildings on pilings process logs pulled from rafts outside Thomas Basin; the tepee wood waste burner sends a plume of smoke over the city and stevedores load a freighter with sawn lumber. A passenger ship is tied at busy Heckman Wharf—where Berth 2 welcomes cruise ships today.

MINING

PRINCE OF WALES ISLAND MOUNTAINSIDES ARE THE SITES OF MAJOR MINERAL PROSPECTS

TWO MINERAL DEPOSITS ON THE EAST SIDE OF PRINCE OF WALES ISLAND ARE BUOYING KETCHIKAN'S HOPES FOR PARTICIPATING IN A MINING MINI-BOOM

Development of Ucore Rare Metals' Bokan-Dotson Ridge site west of Ketchikan would bring this region into the global rare earth element (REE) market presently dominated by China. Near that prospect on the southeast coast of Prince of Wales Island, Heatherdale Resources is assessing its Niblack gold/copper/zinc deposit after putting tens of millions of dollars into exploratory work.

Both projects have won support from the State of Alaska, in the form of potential financing through the Alaska Industrial Development and Export Authority (AIDEA). The importance of the two mines in Ketchikan's economy was symbolized when then-Gov. Sean Parnell visited the First City in 2014 to sign the bill that authorized AIDEA to issue as much as \$270 million in bonds to help finance Bokan and Niblack. The Ketchikan Gateway Borough years ago agreed to aid Heatherdale Resources if it develops a processing site on borough land. Although the two Canadian mining companies would extract minerals from a remote arc of Prince of Wales Island closer to Ketchikan than to the island's most populous communities, residents of the island have generally been supportive.

Ucore, based in Nova Scotia, calls Alaska "among the world's leading mine-friendly jurisdictions."

Ucore signed an agreement with an independent engineering firm in 2015 for a feasibility study of Bokan-Dotson Ridge. The company cited the eventual result of that study as a linchpin for final mine engineering and start-up of construction.

Ucore considers Bokan the best prospect in the U.S. for rare earth elements essential in technologies from hybrid cars and magnets to weapons systems and mobile electronics. China has long controlled the market for REEs, holding as much as 95 percent of global supply and at times cutting back exports.



KETCHIKAN MUSEUMS

In 1904, the Hadley mine on Prince of Wales Island had generated a small town. Impending mines will create fewer on-site impacts.



HEATHERDALE RESOURCES
Niblack samples show prospects for gold, copper and zinc.



UCORE

Core samples drilled at Bokan Mountain 40 miles from Ketchikan may be leading to exploitation of the nation's best rare earth element deposit.

Ucore estimates that it will need about \$220 million in capital to fully develop the Bokan mine; shareholders in the publicly traded company had invested about \$45 million by the time the feasibility study commenced in 2015, according to company reports.

The company expects to produce fully separated, high-purity rare earth oxides on site. Executives said reinjection of tailings would make Bokan "the first mine to have no tailing on surface at mine closure." Although a power source on the Prince of Wales Island grid may be available in the future, Ucore calculated development costs assuming that on-site power generation would be fueled by liquefied natural gas.

Niblack's direct economic effects in Ketchikan may be greater than Bokan's if Heatherdale Resources develops an ore-processing facility near the First City. Heatherdale and the borough have a memorandum of understanding that commits them to work together toward establishing a prospective ore-processing site along the shoreline near Ketchikan International Airport. Developable sites in private and public ownership are strung along the water and some are backed by an existing road to the airport.



The Deer Mountain trail takes hardy hikers to the summit of Ketchikan's landmark peak—about a three-hour round trip. An annual footrace goes out and back in a third of that time.

RECREATION

NATURAL FEATURES & FACILITIES WE'VE BUILT PROVIDE A MYRIAD OF RECREATIONAL OPTIONS. KETCHIKAN PEOPLE TAKE UP ALL SORTS OF PURSUITS—THE EMPHASIS ON OUTDOOR ALTERNATIVES FROM HIKING TO DIVING. OUR FACILITIES INDOORS ARE FIRST-CLASS, INCLUDING A NEW AQUATIC CENTER & A MULTIDIMENSIONAL RECREATION CENTER. OUR COMPLEX COMBINING A FIELDTURF SOCCER/FOOTBALL FIELD WITH A RUNNING TRACK IS IDEAL FOR TEAM PLAY & INDIVIDUAL FITNESS.

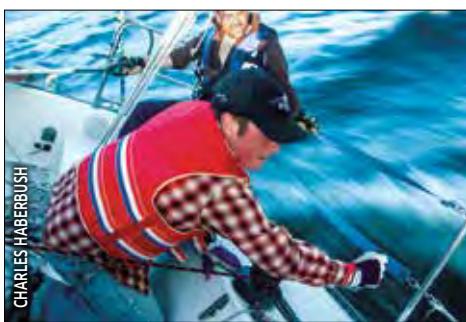
Ketchikan has practically numberless recreational opportunities. Do the math. Multiply four seasons by our two environments, land and sea. Factor in elevations from sea level to thousands of feet and divide into human-powered and motor-driven options.

A couple of decades of decisive public investments have made sure that there's something active and engaging for everyone, from tots on trikes at the Rec Center gym to seniors backstroking in the new lap pool.

Dozens of dedicated runners chase improved times and fitness. Hikers follow sunlight to alpine heights. Snowmachiners pack white trails into the backcountry.

We support youth baseball, soccer, football, basketball and softball.

Adults go to the ocean to paddle quietly in kayaks or to zip up and down the channels in high-powered



Sailboat crews race weekly in spring and summer—and skippers welcome newbies.

skiffs. But alongside all our other recreations, we are simply passionate about this fishing thing. Outsiders seem to think all we do for kicks up here is to fish for king salmon. Not true! There are coho salmon and sockeyes. There are halibut, steelhead, etc.

Fishing really is a great pastime because it occurs when the weather is best; it's a good family activity in the outdoors; and when you're lucky, you get something tasty out of it.

King salmon are back in May and June. Pinks and chums return in midsummer. Cohos, or silvers, arrive mid- to late summer. There isn't a week of summer when there isn't some salmon species swimming through our waters. And if you like the white meat of bottomfish, drop bait or a lure to the bottom and jig for a halibut—our other white meat. You don't have to own a boat to enjoy salmon fishing. Ingratiate yourself with friends who have boats, or rent from any of several waterside businesses. When pinks and cohos are running plentifully, you can hook them from shore. But be sure you're legal for season, gear and area. In 1909, the U.S. Bureau of Fisheries was compelled to post a warning on Ketchikan Creek: "Tourists are prohibited from catching salmon in the creek with their bare hands."

KING DERBY IS A WILD TIME

The pinnacle of local salmon fishing is the annual King Salmon Derby, sponsored by the Cabaret, Hotel, Restaurant and Retailers Association (CHARR) and benefiting their scholarship fund. This contest starts Memorial Day weekend and

runs the two following weekends. Hundreds of people vie for the cash prize of more than \$10,000 awarded for the biggest fish in the derby. There are dozens of other cash and merchandise prizes—big fish, small fish, most pounds of fish, fish caught from small boats, fish caught by young people, fish closest in weight to a selected secret weight. Total prize values run to about \$100,000 for a three-weekend derby. Is this a great system, or what: giving Southeast Alaskans a chance at cash and merchandise for something they'd do anyway?

The **derby was founded** by sportsmen in the 1940s as local recreation, but subsequent sponsorship by the Greater Ketchikan Chamber of Commerce led to aggressive marketing outside the region and prizes grew into the

thousands of dollars in cash and merchandise—most of it donated then, as now, by local businesses.

The 79-pound king salmon hooked in 1956 remains the all-time biggest derby winner. That fish was caught back in the days when two derbies ran each year: a summerlong king derby and a two-day mad dash in June. The derbies were consolidated in 1977 as a single seven-day contest spanning three weekends

Steelhead fishing is popular in remote streams on Revilla Island and Prince of Wales Island. Dolly Varden and several species of trout abound. Crabbing and shrimping are popular pursuits. Subsistence sockeye harvest is allowed in several rivers nearby. Remote cabins are the places to be for solitude and fishing. U.S. Forest Service has recreational cabins throughout Tongass National Forest; more than a dozen are within 75 miles of →



Salmon fishing is great here from May to October. Five species are just about enough.



A new skateboard park beside Ketchikan Creek challenges youngsters and provides a safe hangout.



The running club sponsors several races every year, from just-for-fun 5Ks to a serious, competitive half-marathon between a pair of totem parks.

Ketchikan. Some are on salt water, some on estuaries, many on high lakes accessible only via floatplane. They're rustic, but they're well-maintained and in spectacular settings. Many are equipped with small boats. Reservations are available online with USFS.

In winter, if it's raining downtown, it's probably snowing 2,000 feet up. That brings out the Ketchikan Snowmobile Club, which has developed high-country trails. Most are at 1,500 feet elevation or higher. A member described parts of K.S.C. trails as "aggressive—not for the faint of heart." The club maintains an alpine cabin on Forest Service land.

TAKE A HIKE

Hikers have a leg up, so to speak, partly due to the work of the Ketchikan Outdoor Recreation and Trails Coalition. The group participated with government agencies on design and construction of trails.

The U.S. Forest Service maintains miles of trail through the forest. Several reach into alpine country and offer grand vistas of summits, islands and sea. Forest Service cabins in this area—on saltwater and lake sites—provide rustic getaways and can be reserved.

Ketchikan Volunteer Rescue Squad recommends hikers pack emergency Spot beacons with them on backcountry visits. The potentially lifesaving devices are available as free loaners. KVRS distributes the beacons through Ketchikan Visitors Bureau tour centers, the public library and the Alaska State Troopers office.



Sat-based beacons loaned at no cost can be lifesavers.

Residents have invested generously in recreation facilities in recent years. The borough's Parks and Recreation Department runs the popular Gateway Recreation Center, built in the 1990s. Two basketball courts are also used for indoor soccer, roller skating and pickleball. The workout room has weights and fitness equipment. Three courts welcome racquetball, handball and squash players. Aerobics, dance, martial arts and special programs use a large room with a custom floor. The rec center offers kids' activity space, meeting rooms and table tennis. Runners and walkers use a twelfth-mile track on the mezzanine. Parks and Rec rents recreational gear from canoes to snowshoes.

A team of competitive roller derby athletes is relatively new in Ketchikan and has conducted intercity matches at the rec center since 2015, hosting groups from out of town.

Skateboarders have a new facility beside the creek at a concrete bowl finished in 2013, where dozens of youngsters hang out and practice tricks on sunny days. The borough donated land and helped with funding; the City of Ketchikan contributed site prep. Ketchikan Youth Initiatives spearheaded the project and is fund-raising to put a roof over the park to extend its use into rainy days.

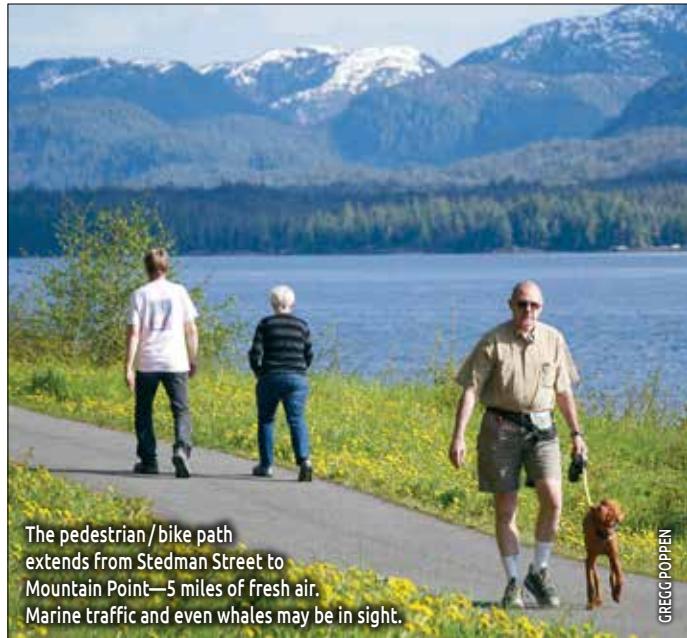
POOL FACILITATES FITNESS AND COMPETITION

The new Gateway Aquatic Center beside the rec center offers an eight-lane competition pool that gets heavy use by fitness-swimming adults. The pool also hosts competitive club swimmers and the high school's swimming and diving team. Voters approved bonding for much of tcomplex's



In the depths of winter,
snowmachiners take to the heights.
Trails way up in the backcountry offer
vast slopes for motorized recreation.

NICK BOWMAN



The pedestrian/bike path
extends from Stedman Street to
Mountain Point—5 miles of fresh air.
Marine traffic and even whales may be in sight.

GREGG POPPEN

\$24 million cost, as they had nearly two decades before with the recreation center.

Ketchikan has scads of recreational sports leagues. Young basketball players participate in Dribblers League. Ketchikan Youth Soccer League has a fall season outdoors and a mid-winter season indoors. Ketchikan Little League provides baseball for boys and softball for girls each summer. Ketchikan Youth Football League runs August to October. Adults compete in a fall-winter basketball league and take to the softball fields for fast-pitch and slow-pitch over the summer.

Ketchikan Running and Walking Club sponsors a season of runs

from March to late summer, from 5Ks for fun to a grueling sprint up Deer Mountain. Club members also participate with running enthusiasts visiting on cruise ships.

Hunters go after Sitka black-tailed deer and mountain goats in the fall. Black bear season is September to June. There is some waterfowl hunting in the area. The Alaska Department of Fish and Game manages hunting.

DEEP SUBJECTS

Scuba diving is a popular pursuit. Dozens of avid divers go to the depths year-round. Most use dry suits. Summer temperatures at 30 feet are typically about 50 degrees

Fahrenheit; winter water is around 42 degrees. Clarity is slightly better during winter—when cooler water suppresses microorganisms—but visibility is good any time of year. Our North Pacific waters hold a wealth of colorful and exotic species, from corals and sponges to octopuses and rockfish. Anemones and shellfish abound. Wind & Water Charters and Scuba, Ketchikan's only commercial dive shop, has scuba equipment and supplies and conducts training.

Ketchikan's sailors get out for Ketchikan Ocean Racing Circuit in summer; new crew members are welcome. Ketchikan Yacht Club in Thomas Basin is the center of harbor-based activities.



SARINA ALLOWAY

Kelp forests and octopuses are some of the sights that draw divers to our clean undersea world.



The aquatic center has an eight-lane pool, slides and a sauna.

EARLY RECREATION COULDN'T HELP BUT WORK WITH WHAT NATURE GAVE

Time for recreation was scant in Ketchikan's early days. Frontier folks fished for food, not for leisure. They cut trees to clear homesites, not to vie for July 4th chainsaw championships. That came much later.

But even pioneers found time for the national pastime—in the time between high tides, anyway. Ketchikan had a tidal-flats baseball field from about 1903. Local guys competed against teams from Metlakatla, Juneau and Canada. Fishing boats rested on the margins of the nearly level alluvial silt. (Home plate was 12 feet under at highest tide.) Baseball moved to Bear Valley in the 1920s and Thomas Basin was dredged by 1933.

Canoe races on Tongass Narrows drew crowds to the wharf on the Fourth of July in the early 1900s—but these canoes were long wooden models made in traditional style by Alaska Natives. Nearer mid-century on the Fourth, local folks formed a flotilla of boats and barges for a picnic at Black Sand Beach on Gravina Island.

Winter recreation took advantage of snow and gravity. Even rough pioneer streets were tamed for sledgers by



In 1946, a hardy Nordic skier posed high up on Deer Mountain. This cabin later burned.



EVERY GAME WAS A TIDE GAME: LOW TIDE—Before the silty mouth of Ketchikan Creek was dredged for Thomas Basin boat harbor, the tidal flat was converted to a baseball diamond when the sea went out.

the white stuff—and city-sanctioned "coasting" occurred on Main Street when conditions were right. Skiers used Nordic gear on mountain slopes, climbing for each run. A powered rope tow was operated by volunteers at a small ski area near Lake Harriet Hunt in the 1970s-80s.

As the timber industry burgeoned in the 1960s, a loggers rodeo at Walker Field joined the roster of Independence Day activities. Working loggers came in from farflung camps with axes and chain saws to compete in cutting and climbing events, sometimes joined by local men. The "timber carnival" ended early in this century as timber industry employment waned.

A KING'S RANSOM Our summer salmon chase pays ten grand for the big fish

Is salmon fishing a religion in Ketchikan? Not quite. But its faith could be lifted from Ecclesiastes. The race isn't always to the swift, the battle to the strong. *Time and chance happeneth to them all.*

Men, women and children on big boats and small boats have won the spring king salmon derby in seven decades, and no one has repeated as champion.

The winner of the 2017 derby, sponsored by the Ketchikan Cabaret, Hotel, Restaurant and Retailers Association (CHARR), was a 12-year-old boy. He took the title from a young woman, who had taken it from a man. And so on.

Hundreds of fishers plank down \$35 for a chance at \$10,000 in cash and more than \$2,000 in other prizes for the biggest king caught during three weekends in May and June. Smaller fish qualify for other prizes in a derby treasure chest valued at nearly \$100,000. CHARR pours its proceeds from the annual event into a scholarship fund.



Pre-teen Chase Hanis parlayed his king salmon into a grown-up payday in 2017.



Nice Merc if you can get it. The prize was a new 1952 sedan for this winner of the chamber of commerce's two-day derby.

Hunting

GOATS, DEER & BLACK BEARS FEATURE IN LOCAL BIG-GAME HUNTS

Hunting mountain goats in the high reaches of Southeast Alaska is hard work, but hunters take remarkable billies. Typical male mountain goats weigh around 275 pounds. They're found above treeline and more difficult to glass in the snow of early winter. In the Ketchikan area, including Misty Fiords National Monument, the season is mid-August through December. Non-resident goat hunters must use guides. Goat hunts are by permit only, including bow and arrow hunts; one goat may be taken each year.

STATE OF ALASKA HUNTING REGULATIONS

BIG GAME IN THE KETCHIKAN AREA www.adfg.alaska.gov/static/regulations/wildliferegulations/pdfs/gmu1.pdf
BIG GAME ON PRINCE OF WALES ISLAND www.adfg.alaska.gov/static/regulations/wildliferegulations/pdfs/gmu2.pdf
WATERFOWL IN THE KETCHIKAN AREA www.adfg.alaska.gov/static/regulations/wildliferegulations/pdfs/waterfowl.pdf

Sitka black-tailed deer are numerous throughout the region. Depending on the area, two or four bucks may be taken per year in hunts open to residents and non-residents. Guides are not required for non-residents.

Black bear season runs September through June around Ketchikan and on Prince of Wales Island. Black bears on local islands grow larger than their continental cousins because they don't have to compete with brown bears. Non-residents may take one bear; non-guided hunts require permits from Fish & Game.

Check ADF&G's web site for hunting regs on bears, moose and elk.

Waterfowl hunting in the Ketchikan area and in the rest of the Panhandle runs from mid-September through



TONY AZURE

December. Prey species range broadly, from several species of ducks and sea ducks on through snipes and sandhill cranes. Shooting times are half an hour before sunrise through sunset. Only nontoxic steel shot may be used in Southeast waterfowl hunting.

Alaska has outlawed felt-soled boots in all fresh water, so be sure to bring appropriate boots if you'll be hunting in estuaries or along streams.

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WATERFRONT

KETCHIKAN IS ONE OF THE NATION'S LEADING PORTS FOR SEAFOOD LANDINGS. HUNDREDS OF COMMERCIAL & RECREATIONAL BOATS HOMEPORt HERE. A MILLION PEOPLE VISIT EACH YEAR ON CRUISE SHIPS. A MAJOR SHIPYARD BUILDS & REPAIRS LARGE VESSELS. TWO FERRY LINES & FOUR BARGE OPERATIONS CALL AT THE PORT. TEN FREIGHT CARRIERS LAND HERE. THE U.S. COAST GUARD MAINTAINS A BASE FOR PATROL & RESCUE MISSIONS. DOZENS OF FLOATPLANE TAKEOFFS & LANDINGS OCCUR DAILY AMID THE VESSEL TRAFFIC. IT'S A MAIN STREET WITH NO STOPLIGHTS ... IT'S ALL GO GO GO.



Ketchikan accommodates an extraordinary breadth of vessels and aircraft. Floatplanes at a private moorage south of the city await their day's work while the city-operated Port of Ketchikan welcomes cruise ships downtown. The port provides hundreds of safe, convenient slips at Bar Harbor, seen in the distance. At right in this placid morning scene, U.S. Coast Guard vessels are tied at Base Ketchikan.



GREGG POPPEN

An interface opened between the worlds of wheels and hulls with completion of the drive-down float at Bar Harbor. Fresh seafood comes in and all sorts of freight go out.

the port of ketchikan

HARBORS & DOCKS LINK US TO THE WORLD

Nearly a mile of cruise ships routinely ties up along our downtown waterfront in summer. But that span would look small if you stretched a string along all the slips in Ketchikan's six local harbors.

Four long docks downtown accommodate Panamax-scale ships from Thomas Basin to Newtown.

Residents and visitors on vessels from skiffs to seafood processors use six harbors operated by the City of Ketchikan's Port and Harbors Department.

More than 40 cruise and excursion ships visit from May to September, making more than 500 port calls. Berth 1 on the south end was built in the mid-1990s with state and local funding. Recent rebuilding of Berth 2, at \$28 million, was funded by grants from the state's commercial passenger vessel levy. The \$36 million remake of Berth 3 in 2007 used port revenue bonds. This upgrade replaced City Float and provided a wide pedestrian promenade between Berths 3 and 4.

Berth 4 was built in 2008 with innovative funding. Private interests built it and leased it to the city for 30 years.



GREGG POPPEN

The complete overhaul at Hole In the Wall Harbor features the zigs and zags of an ADA-compliant ramp.

The drive-down float completed in 2014 in Bar Harbor was long-sought by commercial fishers and merchant mariners—but also by cabin-builders and other private users. The city's raw fish tax, a borough appropriation and a state harbor facility grant funded it.

Hole in the Wall Harbor near Herring Cove was completely overhauled in 2016 with new pilings, floats and breakwater. A winding concrete ramp makes this smallest of our harbors at last fully accessible. A city port bond and state grant funded the \$2.6 million re-do at the scenic south-end site.

Port and Harbors' annual revenues for reserved moorage, transient moorage and passenger wharfage fees levied on large ships range around the \$8 million mark.

PORT OF KETCHIKAN

- Six small-boat harbors
- 1,100 reserved boat stalls
- Thousands of feet of transient moorage
- Four deepwater berths for ships to 1,000 ft. LOA
- 3 double-lane launch ramps for small boats
- 1 drive-down float
- 4 tidal boat grids

marine industry

SHIPYARD'S BUILDING OF TWIN STATE FERRIES IS ANOTHER INCREMENT OF INDUSTRIAL PROGRESS

Customers and personnel can tell even at the front gate of Ketchikan Shipyard that they're entering a distinctive industrial plant.

A cedar totem pole at the entrance to the shipyard is a unique cultural marker for a maritime operation that also receives compliments on the architectural appeal of its towering facilities. But behind the visible aspects of the yard is a maritime enterprise engaged in an evolving overhaul of Southeast Alaska's economy—and an important harbinger of economic diversity in a state that's been almost entirely dependent on oil revenues.

Ketchikan Shipyard has reinvigorated Ketchikan as a marine industrial hub, capitalizing on historical fame as the First City, which welcomes northbound mariners back to U.S. waters on their transit of the Inside Passage. The versatile operation provides maintenance, repair, conversion and fabrication. Customers include commercial, municipal, state and federal operators of marine vessels. A state agency owns the shipyard's physical plant and Vigor Industrial, headquartered in Portland, Ore., operates the facility.

The State of Alaska built the Ketchikan Shipyard in the mid-1980s to revive a once-robust marine industrial sector. Boatmakers, shipyards, ship chandlers and service businesses flourished with the commercial fishing fleet from the early 1900s. But by the 1970s, Ketchikan's marine rail ways and fabrication yards had closed.



The totem pole at the entrance to Ketchikan Shipyard incorporates concepts from strength and discipline ("strongman") to the cultural influence of women ("aunty"). Jon Rowan carved the pole in consultation with shipyard staffer Norm Skan.

The scale of the MV Tazlina dwarfs shipyard employees on a section of the state ferry where it rests on rails outside the ship assembly hall at the Ketchikan Shipyard. Before this ship is launched, shipyard personnel will be at work on its twin.



GREGG POPPEN

Founded a quarter-century ago as a small, local enterprise, Ketchikan Shipyard has grown into an industrial powerhouse and major year-round employer.

Business leaders and elected officials worked for more than a decade to gather funding for Ketchikan Shipyard, which opened in 1987. The shipyard closed in 1990 due to inadequate production facilities and a lack of skilled workers to compete with Puget Sound shipyards established since World War II.

Ketchikan business leaders and elected officials focused renewed attention and support and the shipyard re-opened in 1994. This time, the enterprise set out with only 21 workers and an incomplete manufacturing facility—just as a general economic collapse confronted the region. The timber industry in Southeast Alaska virtually stopped by 1997 and the commercial fishing sector was pulled down by foreign farmed salmon that flooded the international market. The federal government declared the entire region an economic disaster and a pot of relief funds flowed in. Ketchikan

WITH A steered support to the shipyard, still bullish on maritime industry in this important North PAYROLL Pacific Ocean port.

ABOUT 200 The state, municipalities and
PEOPLE GREATER business people got to work.
THAN THE ROSTER IN They transferred the facility's
1994, THE KETCHIKAN ownership to the Alaska
SHIPYARD IS SUCCEEDING Industrial Development
IN THE COMPETITIVE and Export Authority
REALM OF SHIPBUILDING (AIDEA), a state
corporation dedicated to job
opportunities and economic
growth. The agency's

portfolio is broad, ranging from development of natural resources to funding for manufacturing, energy, export and other sectors.

Recognizing that U.S. shipbuilding and repair standards lagged behind competitors around the globe, principals at

Ketchikan Shipyard visited European and Asian shipyards to observe their industrial processes. AIDEA hired one of the world's leading shipyard designers in Finland to guide development of an advanced manufacturing facility on an island in one of the most intact temperate rainforests in the world.

Ketchikan Shipyard shines today as one of AIDEA's most successful public-private partnerships, in which the risks and rewards of a diverse and competitive economy on America's frontier are shared for a specific public purpose.

Beyond the benefits of sustaining good jobs, the

shipyard provides a public purpose by providing marine industrial support for the Alaska Marine Highway System (AMHS), whose ferries are Alaska's only National Highway System (NHS) link to the Lower 48.

AMHS celebrated its 50th anniversary in 2013 as many mainline vessels closed in on the end of their service cycles. Maintaining the elderly fleet is not fiscally feasible. A new and more-efficient fleet of NHS-appropriate ferries is well under way at Ketchikan Shipyard.

The yard is building the first state ferries to be constructed in Alaska. Named for the Alaskan glaciers Tazlina and Hubbard, these Alaska Class Ferries are designed for service in the difficult waters of Lynn Canal, which →



GREGG POPPEN

Ketchikan Shipyard implements team-based production with high-tech gear to complete projects ranging from vessel repair in two drydocks to shipbuilding from scratch in a massive assembly hall. In the yard, you might meet a young female lead welder starting a career or a former Alaskan logger finding new opportunities in an Alaskan industry that's on the upswing.



KETCHIKAN MUSEUMS

McKay Marine Ways stood for six decades as the most prominent feature on Ketchikan's waterfront. The graceful lines of this 100-foot structure outlived the era when skippers hauled wood-hulled fishing and freight vessels for repair. Operated from 1929 by founder Les McKay and then by the Ludwigsen family, the ways came down in the early 1990s. Rock fill pushed back the sea for a gradual accretion of aviation, parking and retail uses that subsumed the—well, the old ways.

MARITIME CRAFTS HAVE A PROUD HERITAGE ON OUR WATERFRONT



The Ketchikan fire map of 1916 depicts just one segment of the marine-related enterprises that stood on long pilings in Newtown's commercial district. This was an era when scores of halibut schooners homeported at City Float and when, each autumn, big freighters tied up to deepwater piers and filled their holds with the summer's canned salmon catch.

● U.S. Lighthouse Service was the forerunner of the U.S. Coast Guard. ● Revilla Fish Products was one of several salmon canneries in Newtown in the early 1900s. ● Northern Machine Works operated from 1912 to 1972, servicing fishing, freight and pleasure vessels.

Newtown was a commercial hodge-podge in the early 1900s, boasting businesses from can-fabricators to neon sign makers, from laundries to taverns.



VIGOR INDUSTRIAL DIGITAL RENDERING
The Alaska Class Ferries being built at the shipyard in Ketchikan are previewed in a marine architect's rendering.

connects Juneau, the capital, to the continental road system.

With a payroll about 200 people greater than the roster in 1994, Ketchikan Shipyard is succeeding in the competitive realm of shipbuilding—even on an island in a rain forest. The enterprise relies on frontier innovations to flourish as a best-in-class shipbuilder and repairer. Deploying mobile devices and applications, Ketchikan shipbuilders work in production teams to identify and share lessons that save time and materials. Workplace injuries have been dramatically reduced and productivity rivals that of the best shipyards in the U.S. High-tech in the hands of one of the nation's youngest shipyard workforces takes learning out of the classroom and onto the shop floor, where time-saving innovations happen. Modern facilities designed for ship production, housing a skilled and productive workforce, ensure that Ketchikan Shipyard is a good investment of public and private funds.

Southeast Alaskans have been making boats and going to sea for millennia since Alaska Natives first launched artistically carved yellow cedar canoes

for trade and travel on ancient marine routes. Shipbuilders and repair crews working on today's sophisticated marine vessels at Ketchikan Shipyard aim to push a legacy in the rain forest far into the future.

The state-owned Ketchikan Shipyard is operated by Vigor Industrial, a Pacific Northwest family of advanced



GREGG POPPEN

As if turning the clock back to a time when Ketchikan's marine ways hauled and repaired stately wooden boats, Ketchikan Shipyard staff put a family's World War II-era wooden boat in Drydock No. 2 for hull work.

manufacturing business units. Vigor builds and repairs ships across the Northwest and Alaska and provides precision heavy manufacturing for the defense, transportation, energy and resource industries.

Vigor Alaska is a valued asset in the company's industrial portfolio. Shipbuilding innovations emerging from Ketchikan Shipyard are being adopted across Vigor's operations.



The first USCG fast response cutter to homeport on the Pacific Ocean arrived at its new Ketchikan home on a wintry day in 2017.

U.S. COAST GUARD UPGRADING VESSELS & PERSONNEL LIST

Ketchikan welcomed two new cutters and their crews to the U.S. Coast Guard base in 2017. Stationing of the cutters John McCormick and Bailey Barco in the First City was a premiere of sorts: The 154-foot fast response cutters are the first of new class of vessel to be homeported on the Pacific Ocean and the first of a half dozen slated for Alaska.

The U.S. Coast Guard is the largest agency in the Department of Homeland Security and has a vital presence in Ketchikan. The partnership goes way back: The Coast Guard's forerunner, the U.S. Lighthouse Service, was here in the early 20th century, when steamships plied the coast. The Coast Guard in Ketchikan provides homeland security, search and rescue, law enforcement, vessel safety, aids to navigation and marine pollution response. The agency

patrols the U.S.-Canada border in Dixon Entrance and the waters of Southeast Alaska.

Base Ketchikan south of the city came in for major changes between 2015 and 2017. A \$27 million project provided upland facilities for vessel maintenance and other services. Mooring facilities were enlarged, partly in anticipation of the new cutters.

The John McCormick and Bailey Barco replaced 30-year-old, 110-foot patrol boats. The 175-foot buoy tender Anthony Petit remains in service out of Base Ketchikan.

Station Ketchikan at Base Ketchikan provides marine search and rescue capabilities with two 45-foot response boats and two 25-foot response boats. There is also a marine safety detachment in Ketchikan.

Nearly 200 people work in military and civilian roles for the Coast Guard in Ketchikan; most military personnel serve three-year tours. Ketchikan welcomed an increase of about 25 personnel when the new fast response cutters arrived.

BACK ISLAND BASE TESTS SUBS FOR STEALTHINESS



BOB ADAMS

Where would run silent, run deep be without the silent?

A U.S. Navy facility on Back Island north of Ketchikan ensures that the nation's submarine fleet is as quiet as it can be. Southeast Alaska Acoustic Measurement Facility (SEAFAC) is a proving ground for submarine stealth technology. Since 1991, SEAFAC has measured subs' sound output with acoustic measurement arrays and tracking hydrophones. SEAFAC also suspends submarines in cables and lowers them about 400 feet for tests of their static state: with air conditioners, pumps, and other gear in use.

Upgrades at Back Island in 2006-2007 improved testing efficiency and allowed newer, quieter subs to undergo

measurement. Measurements can now be completed in weather and wave conditions that previously compromised testing. SEAFAC originally tested only Los Angeles- and Ohio-class vessels; Seawolf- and Virginia-class subs now use SEAFAC.

Behm Canal was chosen in 1989 for its quiet depths and the relatively light civilian boat traffic in the area. The proposal to bring nuclear-equipped submarines to then-undeveloped Back Island caused controversy and local citizens called for an advisory vote. The ballots went decisively in favor of the navy's submarine-testing project.

Navy barges and shoreside facilities are modest signs of SEAFAC's presence and the Pacific Fleet's big subs are rarely seen. The common indication that a nuke-equipped sub is nearby is a radio PSA asking boaters to cut their engines when alert lights flash in the testing area.

Everybody knows that successful test-taking calls for *quiet*.

Mid-century military boat serves a fraternal diving team

An old veteran who knows his World War II and Korean War military vessels would have noted familiar hulls when a vintage 1953 boat stood by as a 1943 boat rose from the depths in Alaska.

The Alaskan Salvor, commissioned in 1953, was a platform for the dive crew working to raise the Powhatan, a 1943 vessel that hit bottom in April 2017. The two boats were commissioned before Alaska was even a state. One will go on to other missions in a long commercial career; the other, to a scrapyard.

Greg Updike owns the Alaskan Salvor and Alaska Commercial Divers (ACD) with his wife, Karen.

The boat is outfitted to support hard hat divers. At full strength, a crew of five operates the boat—which is serving its second dive company.

“For me, it’s the Cadillac of dive boats,” said Greg Updike during a brief break in an expected 60-day deepwater job near Sitka. “My old Invader I was a converted tugboat. That was a VW.”

The Alaskan Salvor was one of more than 80 “T” boats commissioned by the U.S. Army as coastal patrol boats and tenders. Few saw service; most were sold by the 1970s. The Powhatan was built for the U.S. Navy during World War II and decades later worked as a tugboat for an Alaskan barge line. The 85-footer was out of service for about 10 years when it sank in a Sitka harbor in April 2017 and slid into deeper water.

When the Alaskan Salvor arrived from Ketchikan, the Powhatan was 350 tons of dead weight at 170 feet. Pumping off the fuel was the first task for ACD. Then they worked on a plan for “wreck removal.” Salvage was not a consideration: just get it to the surface and onto a barge.

Greg Updike has been a commercial diver for 25 years. He worked on the Alaskan Salvor for more than a year while Ketchikan salvage diver Del Hansen operated the vessel—and



A DEEP BOND—Brothers Greg Updike, right, and Bill have dived together for a dozen years.



A Korean War-era boat wedged into a Ketchikan harbor is on the job as a modern dive platform.



ALASKAN SALVOR

Launched	1953 in San Diego
Length overall	68 feet
Beam	17.9 feet
Draft	5.5 feet
Hull	Welded steel
Hull type	Displacement; V-entry; full keel
Power	345hp diesel
Cruising speed	6-7 knots
Generators	20KW, 50KW, 60KW
Dewatering capa.	300 gallons per minute
Boom capa.	5,500 lbs.

“WE FIGURED OUT THAT WE’LL BE CLOSE TO 10 MILES OF DIVING WHEN WE’RE DONE

then bought the boat with his wife in 2005. Brothers Bill and Jeff joined him on the boat part-time after that. Bill is now full-time with ACD and Jeff is a construction contractor. Sons of all three brothers have put in time on the Alaskan Salvor’s deck crew.

ACD has pulled crashed aircraft and bodies from deep water. They’ve made emergency repairs on the

hulls of ferries and cruise ships. They’ve repaired undersea cable. Their everyday work puts them under 950-foot cruise ships, cleaning props and repairing thrusters. But the Powhatan was a big job, nonetheless.

“We’ve been diving 45 days on this boat and we’ll probably put in 60 days” before the tugboat breaks the surface, Greg Updike said. “We figured out that we’ll be close to 10 miles of diving when we’re done.” For hard hat divers, depth and time are exigent. Working at 170 feet, or 5 atmospheres, required ACD divers to spend nearly two hours in an onboard hyperbaric chamber for every 20 minutes on the wreck.

Nothing is hurried. In an inherently risky occupation, risk is a feature of managing.

“It’s the crew we have,” said Updike. “The crew minimizes the risk. Every breath is calculated. Every move is planned.” Updike said dive medics Oscar Hopps and Ross Hazard and deck boss Jesse

Kaye were on the ACD crew in Sitka. Personnel from Crux Diving in Seattle also participated.

Boyer Towing of Ketchikan brought the heavy gear to the job: a barge-mounted, 700-ton crane owned by Pacific Pile and Marine in Puget Sound that was capable of lifting 9,000 pounds of chain and the ill-fated Powhatan.

The brotherly vibe on the Alaskan Salvor is a factor in ACD’s success, said Greg Updike. “With customers, that’s the number one thing. People like this brother thing. We hug each other and take care of each other. It’s something that customers don’t see in every crew in this industry.”



GREGG POPPEN

marine transport

PROPELLERS, NOT PAVEMENT

Ferries are the highways in Southeast Alaska, where most communities are on islands and every town is on the ocean. Alaska's state ferry system provides year-round service to Ketchikan from Bellingham, Wash., and Prince Rupert, B.C. Passengers can walk on or they can roll on with cars, RVs and motorcycles. Many visitors tow boats aboard the ferries for longer stays in Ketchikan.

From Ketchikan, 30 coastal communities are strung along 3,500 miles of ferry route across the state. Mainline ferries offer staterooms, lounges, open-air solariums and cafeterias for long-distance comfort.

A state ferry approaches Ketchikan on a sailing that links visitors and residents to the continent. Below, an IFA vessel comes into port from Prince of Wales Island.



Ketchikan is also served by the Inter-Island Ferry Authority, which runs 198-foot ships daily between Ketchikan and Hollis on the east side of Prince of Wales Island. The green IFA ship opens up the nation's third-largest island to exploration. So-called POW has hundreds of miles of roads and friendly small towns.

Ferries filled the Panhandle gap

Territorial Alaska's "Road Commission" put the new MV Chilkat into operation in 1957 and when the young state created the Alaska Marine Highway System in 1963, the Chilkat was its first vessel. The Southeast Conference of governments and businesses had long lobbied for a true ferry system and the state brought the MV Malaspina and MV Matanuska into service in 1963. In 1968, AMHS bought the MV Stena from a Swedish line, renamed her MV Wickersham and ran the ship from Seattle—but with difficulties. By U.S. law, the foreign-built ship had to stop at a B.C. port on each trip; vehicle access was troublesome; and a deep draft kept her off some ferry routes. The ship was sold in 1974. AMHS made more of a good thing in the 1970s, lengthening the "Mal" and "Mat" by 55 feet. In 1974, the MV Columbia, at 418 feet, joined the fleet.



The boxy
MV Chilkat was the
first state-owned ferry.



If it's large and heavy and there's no great hurry, it probably moves on a barge. Construction materials, new cars, non-perishable foods, fuels—much of what we use and consume is towed from Puget Sound ports. Alaska Marine Lines has a large facility here and connects to other Alaskan ports. Alaska-born Samson Tug and Barge has a big yard in Ketchikan and its home office is

in Sitka. State ferries carry freight that needs a little more speed. Refrigerated trucks and containers on trailers roll onto ferries year-round. Alaska Airlines' cargo service provides the greatest velocity to the First City—and in summer, the speediest route out, when our famous fresh seafood jets to distributors outside.

GREGG POPPEN



Gregg Poppen

Commitment by the city and dedication on the part of a nonprofit health care ministry led to major expansion in 2017—such as the new surgical suite seen below.

HOSPITAL & HEALTH CARE

THE CITY PARTNERS WITH A NORTHWEST PROVIDER ON A VITAL MEDICAL CENTER

PaceHealth Ketchikan is the result of a half-century partnership between the City of Ketchikan and PeaceHealth, a Northwest region health care system.

PeaceHealth Ketchikan Medical Center (KMC) is a critical access hospital offering services that are remarkable for a rural facility with about 35,000 people in its catchment area, southern Southeast Alaska. KMC maintains a 24-hour emergency department, a surgery center, six specialized medical clinics and a comprehensive imaging department.

As the health care hub for the southern Panhandle, KMC and PeaceHealth Medical Group (PHMG) offer care for all stages of life.

More than 200 babies are born every year at New Beginnings Birthing Center. Medical group clinics include pediatrics; women's health; and family and internal medicine. PHMG provides orthopedics and sports medicine as well as general surgery and psychiatric care. The home health staff provides in-home nursing and other medical assistance to homebound patients. New Horizons long term care unit offers skilled nursing care and a hospice suite.

PHMG also provides direct service in Craig on Prince of Wales Island through a primary medical care clinic.

New medical center facilities that opened in 2017 highlight the partnership of the medical center and the City of Ketchikan. About 72,000 square feet of new clinical space and operating suites were christened, along with additional covered parking—projects worth about \$62 million in all. Much of the funding comes through a voter-approved bond paid off by an existing 1 percent sales tax; a state legislative allocation contributed to construction costs.

The modern West End hospital's physical facilities are owned by the city and operated by PeaceHealth—a nonprofit with a history linking medicine and ministry. The Sisters of St. Joseph of Peace established Little Flower Hospital downtown in 1923, but by the 1960s Little Flower was outdated. The sisters entered into a partnership with the city and the municipality built a new Ketchikan General Hospital on Tongass Avenue. The sisters provided health care services in the facility—which has



SERVICES ARE
REMARKABLE FOR
A RURAL FACILITY ...
24-HOUR E.R., SURGERY,
A BIRTHING CENTER,
SPECIALIZED CLINICS,
COMPREHENSIVE IMAGING

undergone several upgrades through the decades. The sisters' organization grew in Ketchikan and in other Northwest communities to become PeaceHealth, a non-profit health care ministry based in Vancouver, Wash.

PeaceHealth in Ketchikan provides medical care to all, regardless of ability to pay.

As a nonprofit with a board composed of members of the community, the organization invests earnings in the hospital's technology, equipment and services. PeaceHealth contributed \$8 million for furnishings, fixtures and equipment in the three-story addition that opened in 2017.

More than 84,000 patient records are logged each year at KMC. Many of those belong to visitors to the First City—including cruise ship passengers who make use of the hospital and clinics.

Ketchikan Medical Center provides a wide variety of essential services:

- A trauma IV-rated emergency department that logs more than 9,000 visits every year;
- Surgical procedures from appendectomies to surgical cancer treatment, using minimally invasive surgical techniques where possible;
- Orthopedic and sports medicine, including full-joint replacement, paired with pre-and post-surgery physical therapy;
- A modern birthing center with board-certified obstetricians/gynecologists and certified nurse midwives;
- MRI, CT scan and cutting-edge laboratory services using telepathology;
- A 25-bed inpatient medical/surgical and intensive care unit;
- A 29-bed long-term, transitional care facility;
- A full-service sleep center and pulmonology clinic;
- A fully equipped suite for infusion therapy.

PeaceHealth Medical Group provides primary and specialty medical care in Ketchikan and on Prince of Wales Island, with outreach clinics to Wrangell, Petersburg and Thorne Bay. Clinics include:

- Family medicine
- Women's health
- Pediatrics
- General surgery
- Orthopedic surgery
- Psychiatry
- Home health care in Ketchikan and on Prince of Wales Island.

A three-story addition to the hospital completed in 2017 brought in state-of-the-art clinical, diagnostic and surgical facilities, from networked work stations to top-flight medical imaging.



P.H.K.M.C.



P.H.K.M.C.

Visiting specialists provide regular clinical care for cardiology; oncology; ophthalmology; neurology, plastic surgery, ear/nose/throat; urology; gastroenterology; podiatry; and allergy and asthma.

Ketchikan Medical Center ranks as one of the leading hospitals in Alaska, regularly earning top marks in several areas of quality on the Hospital Consumer Assessment of Healthcare Providers and Systems. PeaceHealth also hosts the Southeast Alaska Area Health Education Center, which works to recruit and train for health care professions.

On Prince of Wales Island, PeaceHealth established the Prince of Wales Health Network of agencies collaborating to strengthen health care and to increase access. PeaceHealth also implemented a behavioral health prevention and early intervention program with funding from the State of Alaska.

PeaceHealth's regional system has more than 800 physicians and providers, a comprehensive lab system and nine medical centers in urban and rural communities. PeaceHealth also works with University of Washington Medicine to increase access, enhance patient safety and reduce costs through sharing and broader use of best practices.

**KETCHIKAN
MEDICAL CENTER
RANKS AS ONE OF THE
LEADING HOSPITALS IN ALASKA,
REGULARLY EARNING TOP MARKS
IN SEVERAL AREAS OF QUALITY**



Yates Hospital, at far left, was part of Episcopalians' mission; the building is undergoing reclamation by Historic Ketchikan Inc. Little Flower Hospital was closed in the '60s, the building used for apartments until its razing in the 2010s.



CHARLEY STARR
Small clinics expand health care options.

Missions define hospital history on the frontier

Medical care in early Ketchikan was rugged, like the town—but well-ventilated.

As the mining and fishing hub's population grew quickly in the 1890s, physicians treated patients at the outset in canvas tents, then in a portion of the St. Agnes Mission.

In 1905, Episcopalians created the city's first hospital building by converting the clergy house on Mission Street. The two-story facility was later named Yates Memorial Hospital in honor of a back-East benefactor. The flu epidemic of 1918 was a historic challenge.

Hospital competition arrived in 1923 when the Catholic Society of Alaska opened Little Flower Hospital on Bawden Street. The enterprise was operated by Sisters of St. Joseph of Peace of New Jersey. Hospital lore says a bishop named the facility for Saint Theresa, the "little flower in God's garden." Down the hill, Yates closed in the early 1920s, too small and too costly to operate.

Little Flower Hospital blossomed during World War II. A pediatric ward was finished in 1941. A federal grant in 1943 brought bed capacity to 75—the biggest private hospital in Alaska. Sisters of St. Joseph of Peace provided health care at Little Flower through the city's rough-and-tumble years. They took care of routine medical needs, but also the—well, the *special demands* of the Creek Street red-light district: from stab wounds to illness and exhaustion. When polio hit in the '50s, the sisters worked with University of Washington epidemiologists to trace and to treat the outbreak; hospital staff later provided immunizations.

By 1960, the fire marshal ruled out using the building as a hospital. The sisters were financially unable to replace the facility. The community stepped in with a 1 percent sales tax to fund a new facility; an advisory board provided oversight. The new Ketchikan General Hospital opened in 1963 on Tongass Avenue.



A steam sterilizer from the early hospital is a museum piece today.

PRIVATE HEALTH CARE PRACTICES THRIVE

Independent clinics in the First City provide a wide range of services, from acute care to lab tests and from primary care to wellness. Nurse practitioners (N.P.s) staff several clinics: Legacy Health Clinic; Northway Family Health Care; Rainforest Family Healthcare Clinic; and Serenity Health Clinic. Creekside Family Health Clinic employs N.P.s and an M.D.

An M.D. provides medical service at Harmony Health Clinic.

Chiropractic services are available at three clinics. Family Chiropractic Clinic and Ketchikan Chiropractic Clinic are longtime providers. Dru Kindred's clinic combines chiropractic treatment with acupuncture therapy.

Optimum Health and Wellness offers physical therapy at its independent Ketchikan clinic.

JET CARECRAFT Mediflight biz has a local base



GREGG POPPEN

Alaska's biggest medevac provider keeps personnel and a pair of aircraft at the ready in Ketchikan in a new station.

Guardian Flight maintains a base at the airport to link local medical providers with facilities in-state and around Puget Sound. Flight crews and medical personnel in Ketchikan provide around-the-clock availability. Guardian provides similar service at six other Alaskan bases.

The company keeps two Hawker 400s at the Ketchikan airport. The aircraft enable medevac teams to handle a wide range of patient care "from bed to bed"—from the doors of the Ketchikan hospital to the receiving facility. Guardian Flight points up rapid response times, but after 12

years in Ketchikan the service also leans on its familiarity with the mediflight needs of southern Southeast Alaska. Surgical and cardiac cases routinely call for urgent transport. Pediatric ICU, obstetric and burn patients fly with Guardian. Trauma victims and newborns receive the service's medical care in fast, pressurized aircraft.

Apollo MT by Guardian Flight offers memberships that provide a hedge against the high cost of emergency medical transport. The low-cost memberships are valid statewide and also outside Alaska via Air Medical Resources Group affiliates.

Guardian Flight provides non-urgent, pre-arranged medical charters statewide through its medevac bases.

The Ketchikan operation boasts a new airport facility with a spacious hangar, offices and crew quarters.



service

First City Rotary
built rest stops along the
pedestrian-bike path south of
town as a local service project.

GRIGGTOPPEN

ROTARY EFFORTS ARE IMPORTANT COGS IN TURNING LOCAL & GLOBAL PROGRAMS

Ketchikan folks formed Alaska's first Rotary club in 1925: Rotary 2000 was the 2,000th club in Rotary International. The club's first big project, in 1930, was Rotary Beach; Rotarians poured private funding and concrete for a swimming hole south of town that's now incorporated into a borough park. First City Rotary chartered here in 1987. The club's Fourth of July Rubber Duck Race on Ketchikan Creek is its major fund-raiser and a big event on the day. The club is all in for healthy outdoor recreation, building picnic shelters at several state parks; spanning Lunch

Creek and Ward Creek with pedestrian bridges; and installing playground equipment in several pocket parks.

First City Rotary is the last word in service to youth by providing dictionaries to third-graders in Ketchikan and Metlakatla and on Prince of Wales Island. The club supports a college scholarship and, with Rotary 2000, provides assistance to the local Interact Club.

The club participated in a medical project fighting cervical cancer in South America and sends local youths to Rotary Youth Leadership Academy.

Rotary 2000 maintains Rotary House condos as affordable rentals for patients and families from out of town using local medical services. The club provides scholarships for high school grads committed to service and stipends for kids of all ages in extracurricular or scholastic programs.

A food pantry at the middle school supported by Rotary 2000 provides nutritional assistance. The club's Kids Don't Float project places flotation vests for young boaters at local boat launches. Trunk or Treat on Halloween night provides a safe, dry indoor event for families.

The clubs were jointly awarded the chamber of commerce's community service award in 2014.

solidarity

Ketchikan's business-advocacy organization was born with the 20th century and grew up fighting for Ketchikan's commercial causes on the frontier. The Greater Ketchikan Chamber of Commerce of today works to solidify local business in an economy tuned to global speed and reach. The roster of more than 300 active members has grown in recent years. The chamber conducts networking lunches and after-hours events at member businesses. Leadership education is a long-running focus. The annual awards banquet honors citizens and businesses that make Ketchikan special. Advocacy for business at the local, state and federal levels mirrors the vibrancy of Ketchikan's commercial scene.

In early decades, organized business people in Ketchikan spoke up for modern communications and then statehood; lobbied for the timber industry; and plumped for efficient local government.

CHAMBER'S CENTURY-PLUS OF ADVOCACY RESPONDS TO ALTERING ECONOMIC TIDES

The chamber was founded in 1900 as Ketchikan Commercial Club. Its first project was petitioning the U.S. to bring in a telegraph cable at a time when commercial information and goods traveled at steamship speed. By the 1950s and '60s, the chamber was a vigorous advocate for the timber industry.

In the 1990s, the chamber lobbied for consolidation of local governments and promoted efforts to keep local taxation in check. The chamber took up the U.S. Navy's cause in a sub-testing facility—a project approved in an advisory ballot.

Chamber members were active in founding the Ketchikan Marine Industry Council in 2012, with eyes on sectors from mariculture to shipbuilding.

The chamber provides sponsorship and shoreside support for the Race to Alaska and lobbied state government to permit a "race classic" with a cash prize for guessing the winning time.

WILDLIFE

Visitors from Australia pulled off for an impromptu roadside photo op with an orca swimming toward morning sea fog. A long lens, extra batteries and good brakes are essential photo equipment here.

GREGG POPPEN

KETCHIKAN FEATURES GREAT SITES FOR SIGHTING CREATURES



We share this environment with amazing varieties and numbers of wild creatures, from mountain heights to ocean depths. Opportunities for wildlife photography are great, as these pages make plain.

Trails into the backcountry are great places to view a great variety of birds—and mountain goats, if you get up to alpine elevations.

Boats make great platforms for observing whales in summertime—but even shorelines in the area can put you close to humpback whales and orcas as they feed. At sea, keep your boat at least 100 yards from all marine mammals; it's federal law and a good practice for all concerned.



You've heard of a meal fit for a king. This bear has a king fit for a meal. Black bears fill their stomachs—and photographers fill media storage cards—at viewing sites.

Migratory birds abound here, from springtime to fall. This varied thrush was surprised by a late, deep snow.



Agile mountain goats are at home in alpine heights on Revilla Island. They're commonly seen by hikers and by passengers on flightseeing excursions.

CHARLES HABERBUSH

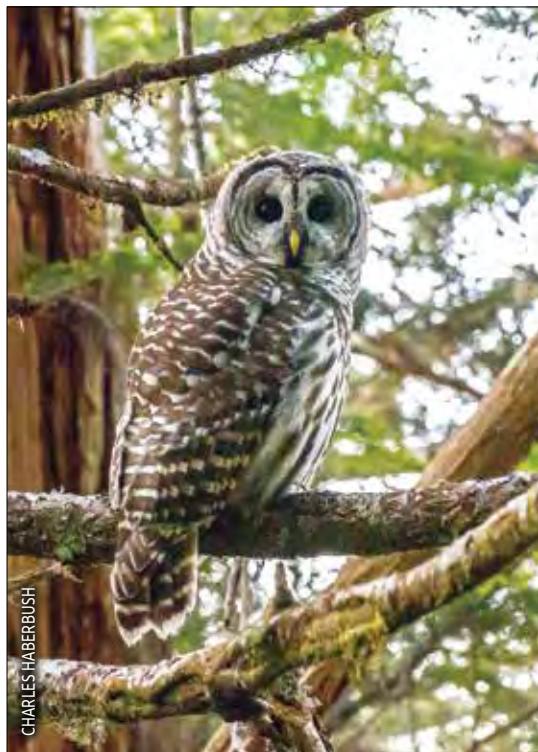
FURRED, FEATHERED & FINNED WILDLIFE IS PHOTO-READY

Bear-viewing sites offer seasonal looks at resident bruins. Herring Cove is on the road system. Others can be reached by boat or floatplane.



SOUTHEAST SEA KAYAKS

Orcas and humpback whales arrive in numbers in late spring to feed in our teeming waters. If your timing's good, you're on the scene when humpbacks breach, like this one, or bubble-net-feed in groups.



CHARLES HABERBUSH

Barred owls are the owls most active, and loud, during daylight.



Sea lions navigate and forage amid boat traffic in Knudson Cove during summer salmon runs.

GREGG POPPEN



NICK BOWMAN

Bright wild salmon fetch top dollar when they come ashore from trollers' icy holds. Alaskans also go to market with seafood from halibut to oysters, from giant clams to sea urchins.

FISHING

THE ONETIME CANNED SALMON CAPITAL OF THE WORLD IS DIVERSIFYING INTO OTHER SPECIES & PROCESSES. WE'RE ONE OF THE TOP SEAFOOD PORTS IN THE NATION. THE PRODUCT MIX INCLUDES FRESH FILLETS OF SALMON FOR LOWER-48 RESTAURANTS, BUT ALSO OYSTERS THAT FLY ACROSS THE REGION & SEAFOOD EGGS THAT TEMPT PALATES IN ASIA.

A MAJOR SEAFOOD PORT TRADES ON A DIVERSE MIX OF SUSTAINABLE SPECIES

Ketchikan is a leading port in the state that leads the nation in producing healthy, sustainable seafood for the world's appetites.

The First City ranked tenth among Alaskan ports in landed seafood poundage in the most recently available numbers from the National Oceanic and Atmospheric Administration (NOAA)—but another number is important for the local economy. Ketchikan followed only two other Alaskan ports in the value *per pound* of seafood coming ashore.

NOAA reported that more than 84 million pounds of seafood were landed in Ketchikan in 2015, with an initial dockside value of about \$40 million.

Ketchikan ranked 25th among all U.S. ports in the value of seafood landings—behind some lobster and tuna ports, but ahead of other ports that process high-volume, low-priced fish with common white flesh.

Oceans have tides, and so does Alaska's ocean-dependent industry—subject not only to variations in natural abundance but to commodities prices as well. Catch volumes and ex-vessel values can veer widely from year to year. Ketchikan's seafood landings back in 2013 floated to 11th in the nation by dollar value, buoyed by an unusually big pink salmon harvest across the Southeast region. But pinks were in scant supply three years later.

Diversification in harvested species and increases in both aquaculture and mariculture are smoothing those wrinkles to some degree.

The Alaska Department of Commerce estimated that Ketchikan-based commercial seafood harvesters earned \$23.3 million from that 11th-place U.S. finish. State labor economists reported that processing personnel were paid \$12.7 million in 2013; a third went to local residents.

Three large local processors keep crews busy canning, freezing and fresh-shipping immense volumes of salmon during a short season, but the seafood species mix and the employment calendar are broadening. One Ketchikan processor reports handling the usual seafood suspects—salmon, halibut, cod, rockfish, shrimp and herring—but also buys geoduck clams and sea cucumbers from dive harvesters year-round. Along with dive-caught sea urchin roe, those species go mostly to Asia. Southeast Alaska dive fisheries have grossed in the \$12 million to \$15 million range in recent years. The southern part of the region, with Ketchikan as its processing hub, sees most of the action.

Alaska is the only state that constitutionally commands sustainable fisheries management; we regulate harvests via permits. Because we prohibit "fish farming," all Alaskan seafood is wild-caught. Alaska Seafood Marketing Institute promotes our products to chefs, stores and consumers with two goals: to bump up annual per capita seafood consumption and to persuade consumers to demand "Alaska Seafood"—a "brand" second only to "Angus beef" in the frequency of its name-drops on restaurant menus.

Even with global competition from farm-raised fish and shellfish (half of seafood consumed worldwide), Ketchikan processors are bullish. Trident Seafoods opened new, multimillion dollar facilities on Stedman Street in 2014 to replace an old

plant on Tongass Avenue. Alaska General Seafoods put up four floors of bunkhouse to handle seasonal employees.

E.C. Phillips, the last big locally owned processor, boasts peak employment of 250.

THE FIRST CITY

RANKED TENTH AMONG

ALASKAN PORTS IN LANDED

SEAFOOD POUNDAGE IN THE MOST RECENT NUMBERS—BUT FOLLOWED ONLY TWO OTHER ALASKAN PORTS

IN THE VALUE PER POUND OF SEAFOOD COMING ASHORE

AN INDUSTRY SECTOR BORN IN HATCHERIES YIELDS INCREASING ECONOMIC IMPACTS

Salmon from Southeast Alaska hatcheries remain mainstays in commercial fishing fleets after decades. Now bivalve culturing is catching on, abetted by a local seed producer.

Southern Southeast Regional Aquaculture Association (SSRAA) has produced salmon for commercial and sport fisheries since the 1970s and releases about 180 million young fish into the ocean each year. Millions of those king, coho and chum salmon return as adults and are responsible for an estimated \$70 million per year in value to the regional economy. Alaskan commercial fishers voted decades ago for a continuing investment in five regional nonprofit hatchery associations: They pay 3 percent of landed salmon value to a fund that provides support for hatcheries. State officials estimated in 2014 that 85 percent of chums and 27 percent of high-value cohos caught in Southeast were hatchery fish.

While hatchery-bred salmon are wild-caught, the fast-growing shellfish-farming sector develops

captive seafood. Small oyster farms dot many coves within 75 miles of Ketchikan—particularly along northern Prince of Wales Island—and an ambitious Ketchikan operation counts on shipping millions of the shellfish each year within Alaska and to the Lower 48. →



After commercial fishers get first crack at SSRAA salmon, some hatchery returns are netted to help fund operations.

MATT ALLEN

FISHING FOR SOME PROFIT

Fish processing started in the Ketchikan area with salmon salteries in the 1880s, but fires and high costs thwarted many entrepreneurs. Fish were plentiful but far from end markets and production costs were enormous. But sockeye in the can was popular and supply followed demand.

In 1896, Alaska's 20 salmon canneries—most within 75 miles of Ketchikan—packed 40 percent of Pacific volume. About 2.4 million cases were produced—each with 48 1-pound cans.

Fidalgo Island Packing Co. was built south of town in 1900. Ketchikan businesspeople persuaded New England Fish Co. of Boston to put up a cold storage plant in 1908; before then, fishermen chipped ice from LeConte Glacier near Petersburg. Fishermen weary of rowing and sailing small dories soon welcomed gas motors on their boats.

A bump in canned salmon prices



Ketchikan Cold Storage processed tons of halibut each week in the '30s. Some arrived in Chicago and other cities in just days.



in 1910 lured investments. New canneries were under way in 1911-12 in the city and outside. Ketchikan investors built Ketchikan Cold Storage Co. 1913. The facility created 70 tons of ice each day and froze 90,000 pounds of fish. That prodigious capacity drew halibut fishermen.

Enter the floating fish trap, an innovation credited to J.R. Heckman of Ketchikan, who adapted traps attached to shore pilings. Floating traps let canneries take salmon in enormous numbers and hold them alive for canning. WWI boosted demand for Alaskan salmon to feed the troops. In the 1920s, fishing made Ketchikan the most populous city in Alaska. Canadians pushed the railroad to Prince Rupert, B.C., in the early 1920s and gave halibut processors another means to market. That brought yet more halibut fishermen.

By 1930, more than 150 halibut boats called at Ketchikan and a fleet of close to 1,000 salmon boats supplied 13 canneries and a cold storage. The annual canned salmon pack was worth \$5 million.

Hatcheries' impacts CONTINUED

From the air, Hump Island Oyster Co. is about 10 acres of culturing floats and a new processing facility, tucked between small islands north of Ketchikan. Under the water are about 3 million oysters filter-feeding in pristine Alaskan salt water and growing toward harvestable maturity. Owner Trevor Sande said Hump Island aims at selling several thousand dozens each week at peak production. That volume assumes optimal survival, clean tests for toxins and well-oiled gears to move live shellfish from his processing cooler to restaurant ice bins. (In 2017, Hump Island shipped fresh oysters to Ketchikan stores and restaurants, to in-state customers, to Seattle eateries and as far as Reno.) The oyster farm's locally milled cedar frames in precise grids and the picturesque site hide several years of permitting, construction and experimenting. Hump Island Oyster Co. used a state mariculture revolving loan fund for some financing.

Oyster farmers pour money into the water for three years until the first crop matures to market size. Sande said Alaska-grown oysters are "fast-growing and hardy," but the young in-state industry is working to increase survival; Sande's target is 75 percent. Like other farms in the region, the Ketchikan operation sends samples of harvests to an Anchorage lab for toxin testing—which holds up packed shipments about a day.

But Sande said the product has passed the most crucial test: on consumers' palates. "The reception for the

Alaska product Outside has been very good," Sande said. "Our oysters are sweeter than Puget Sound oysters." He said some customers liken them to briny New England bivalves.

Farms need seed, and a nonprofit in Ketchikan aims to be a reliable, first-line source for growers. OceansAlaska buys free-swimming, microscopic larvae (mostly from Hawaiian sources) and pours them into gurgling tanks in its barge-mounted hatchery. The larvae "set" on fine fragments of oyster shell and feed on algae-rich sea water pumped from a local cove into rows of rearing tanks. At about 4mm, most of the infant oysters ship to farms for years of tending, tumbling (to strengthen and shape shells) and sorting. Hatchery manager Conor Eckholm said OceansAlaska is one of only two independent oyster nurseries on the West Coast and has customers all the way to California. But growers in a close radius are critical. "We're important for the smaller growers in this part of Alaska," Eckholm said. "It's seed security for them." The goal is to produce 40 million seed oysters every year. The Ketchikan Gateway Borough put its faith in the enterprise in 2016 with a \$600,000 loan.

There are other undersea worlds to conquer. Local mariculture businesses haven't succeeded with trials of raising geoduck clams and kelp—but they vow to keep trying.



This Hump Island oyster flew from Ketchikan to a Seattle restaurant—and disappeared.

THE TUNNEL

Until 1954, downtown and Newtown were connected by a narrow, wooden, two-way viaduct on pilings that skirted Knob Hill.

The tunnel dedicated that year provided northbound access to Newtown and the fast-growing West End. The southbound viaduct beside the rock was upgraded and paved in a massive civic project.

Planning and funding started a couple of years before, with the startup of pulp mill operations imminent. Everyone knew that population and traffic would increase markedly, and Model Ts weren't the biggest rigs on the street anymore. Ketchikan needed to circumvent or cut into the stone dividing downtown from Newtown.

Before 1900, settlers rowed between the city core and the few homes to the north. A narrow wooden walkway on timbers was put up as "New Town" developed. A plank street on pilings was built in 1916 and was improved over the years. It sufficed for decades—but barely.

In 1952, the options were to upgrade the two-lane viaduct, to blast down the rock knob or to tunnel through it. Knob Hill residents were relocated for months while the tunnel was blasted open. The shot rock was taken away to provide fill for other local projects. Ketchikan's 273-foot tunnel was finished in 1954 and capped with concrete portals at the ends.



Gregg Poppen

North to Alaska—to Newtown, anyway. Northbound traffic's used our in-town tunnel for more than six decades.



KETCHIKAN MUSEUMS

The narrow wooden walkway linking downtown to so-called New Town in 1907 is at right in this photo, looking north. Later on, larger viaducts carried all traffic between districts.

TUNNEL UNIQUE

KETCHIKAN BOASTS THAT OUR TUNNEL IS THE ONLY ONE IN THE WORLD THAT CAN BE DRIVEN THROUGH ... DRIVEN AROUND (THE SOUTHBOUND VIADUCT) ... AND DRIVEN OVER (UPPER FRONT STREET, ON KNOB HILL). AN ITEM IN RIPLEY'S BELIEVE IT OR NOT IN 1967 IS CITED AS PROOF.

Piracy plagued salmon trap owners

In the early days of industrial salmon canning, the fish pirate was canneries' nemesis—a buccaneer who swiped salmon from fish traps and sold them to canneries as if they were his.

It was illegal. It wasn't right. But it wasn't unheard of for an accused fish pirate's peers, sitting as a jury, to let him off. Some fish traps were operated by Alaskans, but big cannery companies based outside of Ketchikan, with largely foreign workforces, weren't always cherished by home folks. Piracy became so endemic that

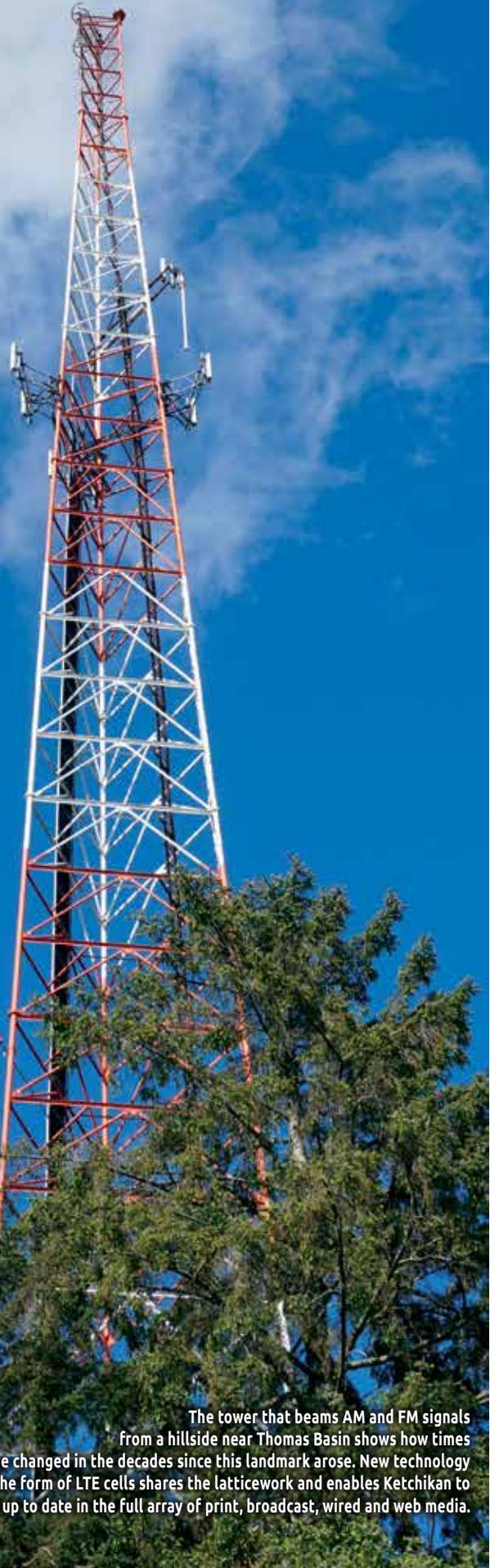
canneries put watchmen in shacks on the traps. But some watchmen could be persuaded with cash to turn their backs on a trap raid. They say some canneries hired watchmen for the watchmen, putting Pinkerton security men on trap reconnaissance.

There's a legend of an especially slippery piracy: A salmon-laden packer boat arrived at the dock after a nighttime slog in thick fog; when the crew jumped off to tie up the scow full of fish they'd been towing, they found instead a raft of logs.



KETCHIKAN MUSEUMS

Watchmen were posted to rough shacks on floating fish traps to ward off fish pirates.



The tower that beams AM and FM signals from a hillside near Thomas Basin shows how times have changed in the decades since this landmark arose. New technology in the form of LTE cells shares the latticework and enables Ketchikan to stay up to date in the full array of print, broadcast, wired and web media.

MEDIA

TRADITIONAL OUTLETS & CONTEMPORARY MODES COMPRIZE A LIVELY MATRIX THAT KEEPS US WIRED IN & TUNED IN, LOCALLY & GLOBALLY

The First City is never last to know. Ketchikan is well-equipped for keeping up with news and entertainment—from up the street or from the far side of the world.

The newspaper is off the press early in the morning six days a week and is available online with a click. Four local radio stations broadcast news, public affairs programs and music while providing web-based streams. An online news site compiles local and statewide news and splices up local conversation with a free-flowing letters page. A weekly shopper on paper and online provides classified ads and business ads. The municipal utilities' video production team covers hometown topics from sports to Native culture. For entertainment and news, two providers carry TV via cable and fiberoptic lines.

The *Ketchikan Daily News* publishes every morning but Sunday on Dock Street. The family-owned paper delivers thousands of printed broadsheets to residential boxes and in-store racks; the web edition is popular with local readers, as well as travelers and folks Outside who need to maintain a bead on the community and Alaska. *Daily News* editors, reporters and a full-time photographer cover the community from local governments to sports. Circulation for the Weekend Edition is about 3,200.

Four radio stations broadcast from studios in Ketchikan. Honors for longest heritage go to KTKN-AM, linear successor to Ketchikan's first station. Weekday mornings feature commentator Rush Limbaugh, followed by the local "First City Forum" program of interviews, news and call-ins. (Oldtimers sometimes refer to the show by a former title, "Problem Corner.") KTKN airs pop music from a satellite feed and hourly headlines from CBS. KTKN provides live coverage of Ketchikan High School sports.

KGTW-FM has shared ownership and facilities with KTKN since 1988. The FM station features country music. Both "Gateway Country" and KTKN are translated to Craig on Prince of Wales Island, and both stream online.

Ketchikan boasts a membership-owned public radio station. KRBD-FM signed on in 1976. The station airs music shows produced by volunteers—more than 60 in all, in

areas from blues and classical to indie pop and classic rock. Station staff and interns maintain a news department. News and entertainment shows from National Public Radio and other networks fill out the broadcast clock. The station broadcasts via an in-town tower and three rural translators, plus translators in four Prince of Wales Island communities. KRBD is the primary emergency alert system broadcaster in the area. The station's web site and Facebook page extend its reach.

KFMJ-FM hit the air in 1996. Its founder, Bob Kern, sold the station to a local owner in 2015. The station changed its music format in 2017 from oldies to hits of the 1980s-1990s and adopted the nickname "The Rock"—not coincidentally, one of our monikers for Ketchikan. The station's web site provides a live stream. The owner of KGTW and KTKN, Alaska Broadcast Communications, took over sales and marketing for KFMJ in 2017.

The local web page sitnews.us was founded by retired teacher Mary Kauffman in 1997 to publish news and opinions. Its letters to the editor page is a popular site for political commentary and lively back-and-forth. Sitnews offers local and Alaska news and features, along with national material. Its home page provides a place for local photographers to post gorgeous photos of wildlife and natural phenomena.

The Local Paper is a weekly printed shopper with space for retail and personal items for sale since the 1980s. The publication is distributed free at dozens of local stores and its fare is also posted on the internet.

The most recent addition to the media matrix is KPU TV, a team that produces local programs for Ketchikan Public Utilities' television service. In 2017, KPU TV won two "Best of the Northwest" awards from the Alliance for Community Media Northwest Region—a group of community-TV outlets in seven western states and two Canadian provinces. The alliance honored KPU TV for community involvement and for overall excellence in public, educational and government-access programming. The alliance's national organization lauded KPU TV in 2014 for overall excellence in government programming. Among many topics, KPU TV has covered the local boxing club, domestic violence awareness programs and outdoor recreation.

Both KPU TV and GCI, the privately owned Alaska-wide cable company, provide subscribers with live feeds of meetings of the Ketchikan City Council, the Ketchikan Gateway Borough Assembly, the school district's elected School Board and the borough's planning commission.



The Goss web press at the *Ketchikan Daily News* turns out several thousand copies of the newsheet six days a week. Volunteer music programmers are mainstays at KRBD-FM, a public station owned by members and governed by a non-profit board. Sitnews.us features community photos, a lively letters column and a broad internet canvas of local, state, national and world news. *The Local Paper* is in print each week with a roundup of retail offerings and private items for sale. KPU TV wins awards for its engagement in civic life and public affairs. KTKN-AM, our longest-lived traditional media outlet, still features a local catch-all hour at 11 a.m. weekdays. KFMJ-FM provides local programming and a music format of rock hits.

NEWS WITH AN INDUSTRY FOCUS PAPERED OVER EARLY KETCHIKAN

The first news sheet in Ketchikan was *Mining Journal*, founded in 1900. Ketchikan was flooded with prospectors—some visiting on their headlong hurry to gold rushes in the Klondike and Yukon, others staying to crack rock in this area. The latter bought more papers and the *Journal* provided news of mine claims and mineral discoveries. Publisher A.P. Swineford was President Grover Cleveland's governor in the District of Alaska from 1885 to 1889. The *Journal* was gone at the end of the 'teens as fishing and timber surpassed mining.

Ketchikan Chronicle entered the scene in 1919 to offer local and global news. Wars and Prohibition and births and fishing seasons passed across *Chronicle* broadsheets. The weekly *Alaska Fishing News* hit the streets in mid-1934, sponsored by the Alaska Trollers Association. Sid Charles, once of the *Chronicle*, was editor. Charles bought the paper and went to thrice-weekly publication in 1939. Bud Charles joined his father in the business. After World War II, Sid Charles, Bud and Bud's wife Patricia incorporated Pioneer Press and moved the *Fishing News* to Dock Street. They installed a web-fed press, published every weekday and changed the banner to *Ketchikan Daily News*. For a decade, until the *Chronicle* folded in '57, our town had it all: a prosperous fishing industry; a newly vital timber industry; a harbor busy with planes and steamships; two movie theaters; and that hallmark of higher civilization, competing newspapers.

Lew Williams Jr. and his wife Dorothy

joined the *Daily News* in 1966, still owners of the *Petersburg Press*. The *Daily News* had just replaced hot-metal type with a photo-offset system. Lew Williams Jr., like Bud Charles, was the son of an Alaskan newspaper man: his father ran the *Wrangell Sentinel* from 1935 to 1968. In 1976, Lew and Dorothy bought



A lineage of ink—Bud Charles, second-generation news man, at the Linotype.

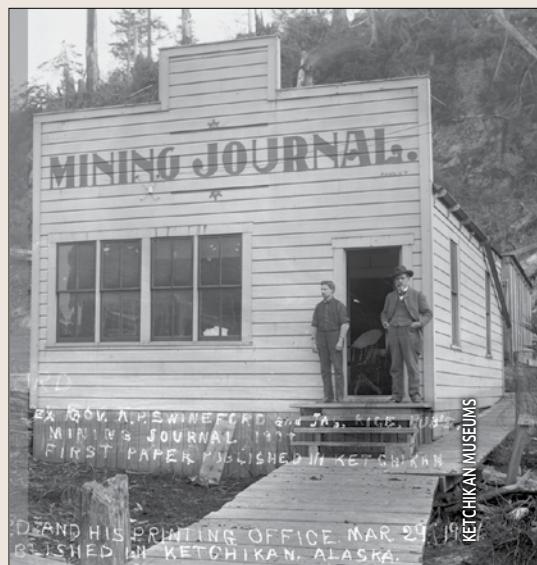
the Ketchikan paper. In the 1980s, they shifted to morning publication and added a weekend edition. In 1995, the couple sold the *Daily News* to their children. The paper, more than 80 years old, has been run by just two families.

A monthly newsprint magazine covered Ketchikan from 1965 to 1992. *New Alaskan* ran personality features, business features, historical essays and more.

KGBU-AM was the town's first radio station (and Alaska's second) in 1926.

KGBU for years broadcast in the evening with a hodgepodge of music, weather forecasts, chit-chat and news about fishing. (Notable in historical terms is the approximately year-long tenure of L. Ron Hubbard as a show host in 1940-41; "Mail Buoy" featured his poetry, sung ballads, sailing tips and answers to listeners' questions. Hubbard was a short-time resident of Ketchikan. He would go on to devise "Dianetics" and to found Scientology.) KGBU became KTKN in 1942 and still broadcasts local and network programming. KABI-AM broadcast from a Ketchikan tower in the 1940s and 1950s.

Oldtimers claim our town had one of the nation's first cable TV services. Radio techs Chuck Jensen and Wally Christiansen strung a cable-TV system in 1953 with bars as their customers. KATV cablecast live local news from a makeshift studio and played network programs from film mailed into Ketchikan. In the 1960s, KATV picked up Canadian shows via relay. Limited live U.S. fare arrived in the '70s—but even into the 1980s, many "live" shows were cablecast as tapes came in the mail.



KETCHIKAN MUSEUMS

The *Mining Journal* on rough Main Street was present at the founding of Ketchikan, turning out news from 1900—but surviving less than 20 years.

Last Frontier's first mag was born in the First City

Between two world wars, as the nation struggled out of the Depression, the mail delivered stories of an elementally challenging land, where brave men really did match mountains and hunger was cured with a rifle or a bamboo fishing rod.

Those stories poured through an office on Mission Street in Ketchikan. Investors led by Emery Tobin founded *Alaska Sportsman* in 1935 as a monthly magazine. Editor Tobin brought Alaska to sportsmen Outside and aimed to bring sportsmen to the

territory: economic development by enchantment.

Tales of great grizzlies, teeming salmon, challenging snow and roaring rivers mixed with geographic features and ads. The magazine was sold in 1958 to two Alaskans and moved from Ketchikan, but retained its name.

Over the decades, the publication became nationally known *Alaska* magazine and is published by Morris Communications of Georgia, which owns *Milepost* and Alaskan newspapers and radio stations.

For decades, every issue had a Great Land-spanning digest of Alaskan deeds and people titled "From Ketchikan to Barrow." Features still find Alaskan adventure, such as surfing in Kachemak Bay and tourism in polar bear country.



POPULATION OF KETCHIKAN

	2016	2014	2012	2010	2008	2006	2004
Ketchikan Gateway Borough population	13,746	13,787	13,904	13,477	13,081	13,302	13,122
Population, percent change 2010 to 2016			+1.9%				

Source: U.S. Census Bureau, Census 2010 and 2017 update

DEMOGRAPHIC DATA

AGE AND SEX

Persons under 5 years	6.0%
Persons under 18 years	22.3%
Persons 65 years and over	13.9%
Female persons, percent	48.4%

RACE AND HISPANIC ORIGIN

White alone	67.1%
Black or African American alone	0.9%
American Indian and Alaska Native alone	14.2%
Asian alone	8.5%
Native Hawaiian and Other Pacific Islander alone	0.3%
Two or more races	9.2%
Hispanic or Latino	4.6%
White alone, not Hispanic or Latin	64.3%

POPULATION CHARACTERISTICS

Veterans, 2011-2015	1,281
Foreign born persons (2011-2015)	7.8%

HOUSING

Owner-occupied housing unit rate 2011-2015	58.8%
Median value of owner-occupied housing units 2015	\$252,500
Median selected monthly owner costs with mortgage 2015	\$1,734
Median selected monthly owner costs without a mortgage 2015	\$581
Median gross rent 2015	\$1,033
Building permits 2016	38

FAMILIES & LIVING ARRANGEMENTS

Households 2015	5,267
Persons per household 2015	2.55
Living in same house 1 year ago, persons age 1 year+ 2015	79.5%
Language other than English spoken at home persons age 5 years+ 2015	9.6%

EDUCATION

High school graduate or higher, persons age 25 years+ 2015	91.9%
Bachelor's degree or higher, persons age 25 years+ 2015	23.8%

HEALTH

With a disability under age 65 years 2015	9.5%
Persons without health insurance under age 65 years 2015	18.8%

ECONOMY

In civilian labor force, total, population age 16 years+ 2015	66.4%
In civilian labor force, female, population age 16 years+ 2015	63.7%

INCOME & POVERTY

Median household income (in 2015 dollars) 2015	\$64,222
Per capita income past 12 months (2015 dollars) 2015	\$32,021
Persons in poverty	10.3%

HOUSEHOLD CHARACTERISTICS

	All units	Owner-occupied	Renter-occupied
Occupied housing units	5,267	3,096	2,171
HOUSEHOLD SIZE			
1-person household	29.1%	21.6%	39.9%
2-person household	34.9%	38.7%	29.4%
3-person household	14.3%	16.0%	11.9%
4-or-more-person household	21.6%	23.7%	18.7%
HOUSEHOLD TYPE (INCL. LIVING ALONE) AND AGE OF HOUSEHOLDER			
Family households	61.8%	72.5%	46.7%
Married-couple family	46.7%	60.2%	27.4%
Householder 15 to 34 years	7.2%	5.6%	9.5%
Householder 35 to 64 years	32.1%	43.4%	16.0%
Householder 65 years and over	7.3%	11.2%	1.9%
Other family	15.2%	12.3%	19.3%
Householder 15 to 34 years	1.6%	0.7%	2.9%
Householder 35 to 64 years	2.6%	3.0%	1.9%
Householder 65 years and over	0.7%	0.9%	0.4%
Female householder, no husband present	10.3%	7.7%	14.1%
Householder 15 to 34 years	2.7%	0.5%	5.8%
Householder 35 to 64 years	6.6%	5.6%	8.0%
Householder 65 years and over	1.0%	1.6%	0.3%
Nonfamily households	38.2%	27.5%	53.3%
Householder living alone	29.1%	21.6%	39.9%
Householder 15 to 34 years	4.9%	0.9%	10.6%
Householder 35 to 64 years	15.5%	12.2%	20.3%
Householder 65 years and over	8.8%	8.6%	9.0%
Householder not living alone	9.0%	5.9%	13.5%
Householder 15 to 34 years	2.6%	0.4%	5.8%
Householder 35 to 64 years	5.8%	4.5%	7.6%
Householder 65 years and over	0.6%	1.0%	0.0%

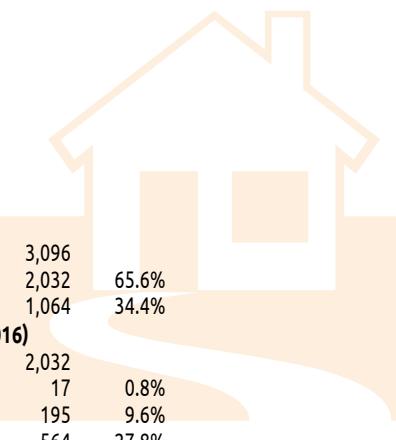
FAMILY TYPE AND PRESENCE OF OWN CHILDREN

With related children of householder under 18 years	30.3%	30.1%	30.6%
With own children of householder under 18 years	27.4%	26.5%	28.7%
Under 6 years only	5.8%	4.3%	7.9%
Under 6 years and 6 to 17 years	5.6%	5.1%	6.3%
6 to 17 years only	16.1%	17.1%	14.6%
No own children of householder under 18 years	2.9%	3.6%	1.9%
No related children of householder under 18 years	69.7%	69.9%	69.4%

Source: U.S. Census Bureau, Census 2010 and 2017 update

HOUSING OCCUPANCY & COSTS

OWNER-OCCUPIED AND RENTAL HOUSING IN KETCHIKAN 2016



KETCHIKAN HOUSING OCCUPANCY (2016 FIGURES)

Total housing units	6,220	
Vacant housing units	953	15.3%

UNITS IN STRUCTURE (2010 figures)

Total housing units	6,190	
1-unit, detached	3,107	50.2%
1-unit, attached	214	3.5%
2 units	868	14.0%
3 or 4 units	533	8.6%
5 to 9 units	263	4.2%
10 to 19 units	301	4.9%
20 or more units	623	10.1%
Mobile home	219	3.5%
Boat, RV, van, etc.	62	1.0%

YEAR STRUCTURE BUILT (2016)

Built 2014 or later	0	0.0%
Built 2010 to 2013	92	1.5%
Built 2000 to 2009	409	6.6%
Built 1990 to 1999	863	13.9%
Built 1980 to 1989	1,106	17.8%
Built 1970 to 1979	1,346	21.6%
Built 1960 to 1969	503	8.1%
Built 1950 to 1959	878	14.1%
Built 1940 to 1949	352	5.7%
Built 1939 or earlier	671	10.8%

HOUSING TENURE (2016)

Occupied housing units	5,267	
Owner-occupied	3,096	58.8%
Renter-occupied	2,171	41.2%

YEAR HOUSEHOLDER MOVED INTO UNIT (2016)

Occupied housing units	5,267	
Moved in 2015 or later	129	2.4%
Moved in 2010 to 2014	1,724	32.7%
Moved in 2000 to 2009	1,916	36.4%
Moved in 1990 to 1999	749	14.2%
Moved in 1980 to 1989	429	8.1%
Moved in 1979 and earlier	320	6.1%

HOUSE HEATING FUEL (2016)

Occupied housing units	5,267	
Utility gas	123	2.3%
Bottled, tank, or LP gas	222	4.2%
Electricity	1,611	30.6%
Fuel oil, kerosene, etc.	2,912	55.3%
Wood	359	6.8%
Solar energy	0	0.0%
Other fuel	28	0.5%
No fuel used	12	0.2%

VALUE (2016)

Owner-occupied units	3,096	
Less than \$50,000	156	5.0%
\$50,000 to \$99,999	286	9.2%
\$100,000 to \$149,999	138	4.5%
\$150,000 to \$199,999	399	12.9%
\$200,000 to \$299,999	1,063	34.3%
\$300,000 to \$499,999	843	27.2%
\$500,000 to \$999,999	195	6.3%
\$1,000,000 or more	16	0.5%
Median (dollars)	252,500	

MORTGAGE STATUS (2016)

Owner-occupied units	3,096	
Housing units with a mortgage	2,032	65.6%
Housing units without a mortgage	1,064	34.4%

SELECTED MONTHLY OWNER COSTS (2016)

Housing units with a mortgage	2,032	
Less than \$500	17	0.8%
\$500 to \$999	195	9.6%
\$1,000 to \$1,499	564	27.8%
\$1,500 to \$1,999	557	27.4%
\$2,000 to \$2,499	443	21.8%
\$2,500 to \$2,999	133	6.5%
\$3,000 or more	123	6.1%
Median (dollars)	1,734	
Housing units without a mortgage	1,064	
Less than \$250	95	8.9%
\$250 to \$399	132	12.4%
\$400 to \$599	331	31.1%
\$600 to \$799	282	26.5%
\$800 to \$999	167	15.7%
\$1,000 or more	57	5.4%
Median (dollars)	581	

SELECTED MONTHLY OWNER COSTS

AS A PERCENTAGE OF HOUSEHOLD INCOME (2016)

Housing units with a mortgage (excl. units where SMOCAPi cannot be computed)	2,021	
Less than 20.0 percent	851	42.1%
20.0 to 24.9 percent	378	18.7%
25.0 to 29.9 percent	255	12.6%
30.0 to 34.9 percent	173	8.6%
35.0 percent or more	364	18.0%
Not computed	11	
Housing unit without a mortgage (excl. units where SMOCAPi cannot be computed)	1,057	
Less than 10.0 percent	437	41.3%
10.0 to 14.9 percent	207	19.6%
15.0 to 19.9 percent	129	12.2%
20.0 to 24.9 percent	106	10.0%
25.0 to 29.9 percent	75	7.1%
30.0 to 34.9 percent	13	1.2%
35.0 percent or more	90	8.5%
Not computed	7	

GROSS RENT (2016)

Occupied units paying rent	2,037	
Less than \$500	177	8.7%
\$500 to \$999	794	39.0%
\$1,000 to \$1,499	633	31.1%
\$1,500 to \$1,999	277	16.1%
\$2,000 to \$2,499	84	4.1%
\$2,500 to \$2,999	13	0.6%
\$3,000 or more	9	0.4%
Median (dollars)	1,033	
No rent paid	134	

GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (2016)

Occupied units paying rent (excl. units where GRAPi cannot be computed)	2,037	
Less than 15.0 percent	220	10.8%
15.0 to 19.9 percent	320	15.7%
20.0 to 24.9 percent	315	15.5%
25.0 to 29.9 percent	248	12.2%
30.0 to 34.9 percent	198	9.7%
35.0 percent or more	736	36.1%

Source: U.S. Census Bureau, Census 2010 and 2017 update

HOME PRICES

SINGLE-FAMILY HOME AVERAGE PRICES KETCHIKAN & SELECTED ALASKAN AREAS 2016

Bethel Census Area	\$239,333
Fairbanks North Star	\$257,654
Kenai Peninsula	\$269,436
Matanuska-Susitna Borough	\$283,204
Kodiak Island	\$303,396
Ketchikan Gateway Borough	\$322,754
Alaska average	\$323,909
Juneau	\$373,046
Anchorage	\$383,830

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section



RENTAL COSTS & VACANCY KETCHIKAN 2016

	CONTRACT AVG.	CONTRACT MEDIAN	VACANCY RATE
SINGLE FAMILY RESIDENCE			
1 bedroom	863	775	12.5%
2 bedrooms	804	800	22.2%
3 bedrooms	1,214	1,200	28.6%
APARTMENT			
0 bedrooms	630	700	18.6%
1 bedroom	796	800	11.6%
2 bedrooms	1,041	1,065	11.6%
3 bedrooms	1,246	1,200	12.9%
ALL UNITS			
All units	960	967	13.3%

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

AFFORDABILITY NUMBER OF WAGE EARNERS NEEDED TO AFFORD 30-YEAR MORTGAGE 2015

Juneau, City and Borough	1.61
Kodiak Island	1.61
Ketchikan Gateway Borough	1.54
Bethel	1.49
Matanuska-Susitna Borough	1.47
Anchorage, Municipality	1.45
Statewide	1.32
Kenai Peninsula	1.21
Fairbanks North Star Borough	1.20

Source: Alaska Department of Labor and Workforce Development

Housing loan activity

SINGLE-FAMILY HOME LOANS IN KETCHIKAN & SELECTED ALASKAN AREAS 2016

Area	Number of loans	Average loan (\$)	Total loans (\$)	% Loan volume	Average sale price (\$)	Total sales volume (\$)	% Market value
Anchorage	2,632	\$341,431	\$898,645,561	47.3	\$383,830	\$1,010,241,682	47.9
Matanuska-Susitna	1,299	260,369	338,219,320	17.8	283,204	367,882,117	17.4
Fairbanks North Star	758	234,493	177,745,731	9.4	257,654	195,301,629	9.3
Kenai Peninsula	731	240,059	175,483,075	9.2	269,436	196,957,855	9.3
Juneau	279	335,360	93,565,419	4.9	373,046	104,079,867	4.9
Ketchikan Gateway Borough	62	282,648	17,524,147	0.9	322,754	20,010,749	0.9
Kodiak Island	114	285,111	32,502,636	1.7	303,396	34,587,118	1.6
Bethel	12	207,401	2,488,810	0.1	239,333	2,872,000	0.1
Rest of Alaska	625	259,719	162,324,500	8.6	283,781	177,363,244	8.4
Statewide Total	6,512	291,539	1,898,499,199	100.0	323,909	2,109,296,261	100.0

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

PERSONAL INCOMES

KETCHIKAN & ALASKA 2015

PERSONAL INCOME PER CAPITA IN KETCHIKAN & SELECTED ALASKAN AREAS

	<i>Income per capita</i>	<i>Rank in AK</i>	<i>Change % 2014-15</i>	<i>Rank in AK</i>
Skagway	\$78,171	1	-7.2	29
Denali Borough	67,770	2	0.3	22
Petersburg Borough	66,323	3	3.8	7
Bristol Bay Borough	65,769	4	3.6	11
Sitka City and Borough	64,122	5	-0.1	26
Valdez-Cordova	63,236	6	5.4	4
Ketchikan Gateway Borough	63,235	7	3.7	8
Anchorage	62,728	8	3.0	12
Juneau City and Borough	62,694	9	1.8	18
Yakutat City and Borough	60,333	10	-3.4	28
Kodiak Island Borough	58,162	11	2.9	14
Alaska average	56,147		2.9	
Lake and Peninsula Borough	55,385	12	6.2	2
Fairbanks North Star Borough	54,185	13	4.4	5
Hoonah-Angoon	48,984	14	0.8	21
Kenai Peninsula Borough	52,639	15	1.7	19
Aleutians West	52,569	16	0.2	25
Dillingham	51,969	17	0.2	23
Yukon-Koyukuk	51,496	18	0.2	24
Aleutians East Borough	49,611	19	21.6	1
Nome Census Area	48,805	20	3.7	9
Haines Borough	47,929	21	3.9	6
Wrangell City and Borough	47,214	22	0.8	20
Northwest Arctic Borough	46,918	23	2.3	17
Matanuska-Susitna Borough	46,554	24	2.7	15
Southeast Fairbanks	43,256	25	5.9	3
Prince of Wales-Hyder	40,205	26	2.9	13
Bethel Census Area	39,827	27	3.6	10
North Slope Borough	36,883	28	2.4	16
Kusilvak	29,896	29	-1.0	27

MEDIAN EARNINGS IN KETCHIKAN

	<i>Total</i>	<i>Male</i>	<i>Female</i>
Population 16 years and over with earnings	8,166	4,482	3,684
Median earnings (dollars)	33,699	40,428	30,520
Full-time, year-round workers with earnings	4,694	2,624	2,070
\$1 to \$9,999 or less	2.0%	1.9%	2.2%
\$10,000 to \$14,999	2.6%	2.7%	2.4%
\$15,000 to \$24,999	9.4%	7.9%	11.3%
\$25,000 to \$34,999	15.5%	13.3%	18.4%
\$35,000 to \$49,999	23.2%	19.5%	27.9%
\$50,000 to \$64,999	17.3%	18.4%	16.0%
\$65,000 to \$74,999	7.8%	7.5%	8.1%
\$75,000 to \$99,999	13.6%	16.4%	10.0%
\$100,000 or more	8.5%	12.3%	3.7%
Median earnings (dollars)	52,064	40,833	
Mean earnings (dollars)	56,546	64,023	47,068

MEDIAN EARNINGS BY EDUCATIONAL ATTAINMENT

	<i>Total</i>	<i>Male</i>	<i>Female</i>
Population 25 years and over with earnings	37,341	46,552	33,152
Less than high school graduate	30,434	34,524	18,229
High school graduate (includes equivalency)	34,227	40,280	31,866
Some college or associate's degree	36,380	45,325	30,625
Bachelor's degree	51,276	63,667	39,167
Graduate or professional degree	70,361	76,818	63,875

FOOD COST SURVEY

MARCH 2015

Weekly cost for a family of four

	<i>2017</i>	<i>2016</i>
Anchorage	202.1	189.7
Bethel	371.1	357.2
Cordova	303.4	286.0
Delta	252.2	240.2
Fairbanks	242.0	214.5
Haines	248.0	237.6
Kenai	215.8	201.5
Ketchikan	212.8	203.8
Kotzebue	440.0	411.2
Mat-Su	203.9	192.1
Naknek	472.1	443.6
Nome	344.5	324.9
Petersburg	255.9	240.3
Portland, Ore.	179.3	164.6
Sand Point	393.4	225.6
Sitka	271.8	256.5
U.S. Average	146.7	149

Source U.S. Bureau of Economic Analysis / latest report available

Source: University of Alaska School of Natural Resources & Extension

WAGES PAID

PRIVATE ESTABLISHMENTS & WEEKLY WAGES IN KETCHIKAN

2016

	Number of establishments	Number of employees	Average weekly wage	Average annual wage
Construction	71	345	\$1,325	\$68,887
Education and health services	52	928	921	47,873
Financial activities	42	350	897	46,651
Goods producing	105	1,020	1,026	53,332
Information	11	86	800	41,585
Leisure and hospitality	87	930	433	22,508
Manufacturing	16	540	835	43,441
Natural resources and mining	18	134	1,021	53,112
Other services	37	123	564	29,341
Professional and business services	60	289	969	50,409
Service providing	459	4,410	746	38,796
Trade, transportation, and utilities	166	1,694	766	39,826
Total, all industries	564	5,430	\$799	\$41,526

2015

	Number of establishments	Number of employees	Average weekly wage	Average annual wage
Construction	71	364	\$1,337	\$69,536
Education and health services	49	937	906	47,109
Financial activities	43	343	867	45,082
Goods producing	109	1,025	1,042	54,202
Information	10	86	801	41,654
Leisure and hospitality	87	882	411	21,382
Manufacturing	18	531	829	43,104
Natural resources and mining	20	130	1,088	56,574
Other services	36	116	565	29,391
Professional and business services	59	282	964	50,138
Service providing	464	4,303	740	38,474
Trade, transportation, and utilities	173	1,650	768	39,916
Total, all industries	572	5,328	\$798	\$41,500

2014

	Number of establishments	Number of employees	Average weekly wage	Average annual wage
Construction	70	372	\$1,438	\$74,786
Education and health services	50	930	869	45,202
Financial activities	44	343	809	42,053
Goods producing	105	1,056	990	51,467
Information	10	92	768	39,956
Leisure and hospitality	84	792	392	20,372
Manufacturing	18	570	693	36,035
Natural resources and mining	18	114	1,010	52,525
Other services	38	120	556	28,932
Professional and business services	56	243	1,038	53,952
Service providing	474	4,195	723	37,577
Trade, transportation, and utilities	173	1,658	747	38,849
Total, all industries	580	5,251	\$776	\$40,371

Source: U.S. Department of Labor Bureau of Labor Statistics, quarterly census of employment and wages / 2016 year-end report and selected annual reports



EMPLOYMENT BY INDUSTRY

NUMBERS OF PERSONS EMPLOYED IN SELECTED CATEGORIES

INDUSTRY GROUP	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014*	2015
Natural resources and mining	80	78	85	81	84	82	93	93	91	111	148	237
Construction	343	347	325	340	361	332	346	350	363	342	382	322
Manufacturing	276	262	247	305	296	329	319	326	351	596	419	371
Trade, transportation and utilities	1,859	1,781	1,764	1,639	1,659	1,589	1,590	1,563	1,525	1,701	1,830	1,489
Information	87	81	85	85	86	80	74	66	67	93	96	164
Financial activities	285	304	322	324	327	316	326	322	316	383	366	346
Professional and business services	195	206	210	209	219	230	245	242	237	199	244	245
Education, health care, social assistance	597	569	614	618	643	615	677	756	770	972	940	1,387
Leisure and hospitality	621	670	648	683	689	680	606	622	655	800	881	691
State government	618	580	607	622	618	612	623	631	621	629	692	615
Local government and public schools	1,126	1,112	1,097	1,158	1,130	1,109	1,146	1,171	1,142	1,130	1,186	1,144

* Average for first half of 2014

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

BUSINESS SALES BY CATEGORY

Gross taxable sales in Ketchikan Gateway Borough

2007	2008	2009	2010	2011		2012	2013	2014	2015	2016
7,380,335	8,628,036	7,286,204	6,880,489	7,206,681	Contractors	8,003,413	7,897,375	8,008,306	8,167,375	8,199,056
2,496,364	2,602,522	2,509,392	2,501,571	1,926,731	Finance, insurance, banks	2,279,714	2,299,720	2,079,340	1,937,836	2,043,132
14,167,247	14,785,446	12,901,152	13,445,672	13,019,754	Hotels, motels, lodges	14,200,732	14,650,143	15,087,672	16,848,019	16,780,859
4,580,367	4,850,547	4,673,151	4,591,317	4,722,479	Manufacturing	5,127,504	5,090,442	4,924,206	5,037,186	5,268,639
20,565,861	21,150,910	21,874,161	22,679,508	22,567,863	Real estate	23,438,609	23,747,199	23,676,312	24,586,460	25,124,406
23,315,342	26,055,981	26,456,089	28,205,602	29,203,262	Retail trade	30,484,029	30,996,641	29,836,925	30,226,731	30,690,678
45,260,240	47,404,589	45,157,178	46,551,273	47,434,313	Retail: food	49,514,883	49,505,139	50,238,458	50,300,709	50,801,115
19,474,079	19,481,472	19,158,440	19,139,633	19,739,493	Retail trade: bars, catering	21,186,243	20,764,890	20,454,613	22,218,102	22,450,468
15,197,432	16,296,006	14,625,171	14,328,494	15,162,473	Retail trade: automotive	15,740,392	15,405,621	15,847,223	15,700,560	15,518,027
11,086,941	11,513,466	10,234,921	9,366,181	9,216,355	Retail trade: specialty	9,216,433	8,449,472	8,226,192	8,568,958	8,141,995
81,786,115	82,216,877	74,937,665	68,232,330	68,843,612	Retail trade: jewelry, curios	68,512,147	70,318,906	66,678,427	70,259,996	70,392,550
3,757,841	3,669,588	3,647,372	3,346,289	3,428,486	Services: entertainment	3,565,169	3,669,732	3,911,023	4,223,806	4,493,295
5,444,987	5,346,117	5,707,155	5,310,240	5,736,272	Services: general	5,710,572	6,026,946	6,491,949	6,978,375	6,933,405
4,157,000	4,008,880	3,769,878	3,652,791	3,576,787	Services: professional	3,671,561	3,744,158	3,783,469	3,638,976	3,871,189
71,914,005	81,484,912	65,554,624	64,733,385	74,371,988	Transp., comms., utilties	76,736,548	78,334,853	74,877,491	69,067,266	67,382,485
3,363	10,650	13,017	15,668	13,620	Wholesale trade	14,329	14,947	12,906	16,215	10,974
330,587,520	349,505,999	318,505,571	312,980,442	326,170,168	Total of all sectors	337,402,278	340,916,184	334,134,512	337,776,572	338,102,273

Source: Ketchikan Gateway Borough Finance Department

SCHOOL ENROLLMENT

ENROLLMENT IN KETCHIKAN GATEWAY BOROUGH SCHOOL DISTRICT

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Public-school student count	2,280	2,162	2,051	2,142	2,165	2,210	2,208	2,227	2,228	2,296

PUBLIC SCHOOL ENROLLMENT BY FACILITY OR PROGRAM

	2016-17	2009-10	MIDDLE / HIGH SCHOOLS	
ELEMENTARY SCHOOLS				
Fawn Mountain Elementary	260	249	Schoenbar Middle School	285
Houghtaling Elementary	381	327	Ketchikan High School	606
Ketchikan Charter School	186	166	Revilla Jr.-Sr. High School	98
Point Higgins School	256	230	Fast Track	67
Tongass School of Arts & Sciences	157	162		76

UNIVERSITY OF ALASKA SOUTHEAST KETCHIKAN CAMPUS ENROLLMENT

SPRING SEMESTER ENROLLMENT	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	427	495	533	767	876	785	847	791	753	769
SPRING CREDIT HOURS	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	2,072	2,375	2,616	2,894	3,345	2,933	3,235	3,085	3,051	3,057
FULL-TIME EQUIVALENT ENROLLMENT	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	138.2	158.3	174.4	193.4	224.1	196.8	216.6	205.7	203.4	203.8

Sources: Ketchikan Gateway Borough School District; University of Alaska Southeast.

RELIGIOUS AFFILIATIONS

RELIGIOUS BODIES	FAITH TRADITION	FAITH FAMILY	CONGREGATIONS	ADHERENTS	RATE†
Assemblies of God	Evangelical Protestant	Pentecostal	1	242	18.0
Bahá'í	Other	Other Groups	2	35	2.6
Catholic Church	Catholic	Catholicism	2	920	68.3
Christian and Missionary Alliance	Evangelical Protestant	Holiness	5	484	35.9
Church of God	Evangelical Protestant	Pentecostal	1	293	21.7
Church of Jesus Christ of Latter-day Saints	Other	Latter-day Saints	1	731	54.2
Church of the Lutheran Confession	Evangelical Protestant	Lutheran	1	--	--
Church of the Nazarene	Evangelical Protestant	Holiness	1	125	9.3
Churches of Christ	Evangelical Protestant	Baptist	1	105	7.8
Episcopal Church	Mainline Protestant	Episcopalian / Anglican	1	142	10.5
Evangelical Lutheran Church in America	Mainline Protestant	Lutheran	1	365	27.1
Foursquare Gospel	Evangelical Protestant	Pentecostal	2	13	1.0
Jehovah's Witnesses	Other	Adventist	1	--	--
Non-denominational	Evangelical Protestant		2	137	10.2
Pentecostal Church of God	Evangelical Protestant	Pentecostal	1	109	8.1
Presbyterian Church (U.S.A.)	Mainline Protestant	Presbyterian-Reformed	1	51	3.8
Salvation Army	Evangelical Protestant	Holiness	1	131	9.7
Seventh-day Adventist Church	Evangelical Protestant	Adventist	1	74	5.5
Southern Baptist Convention	Evangelical Protestant	Baptist	3	204	15.1
United Methodist Church	Mainline Protestant	Methodist/Pietist	1	85	6.3
United Pentecostal Church International	Evangelical Protestant	Pentecostal	1	--	--
TOTALS			31	4,246	

In 2010, adherents of these religious groups (4,246) comprised 31.5% of the population of Ketchikan Gateway Borough.

† Adherence rate is the number of adherents of a particular group per 1,000 population.

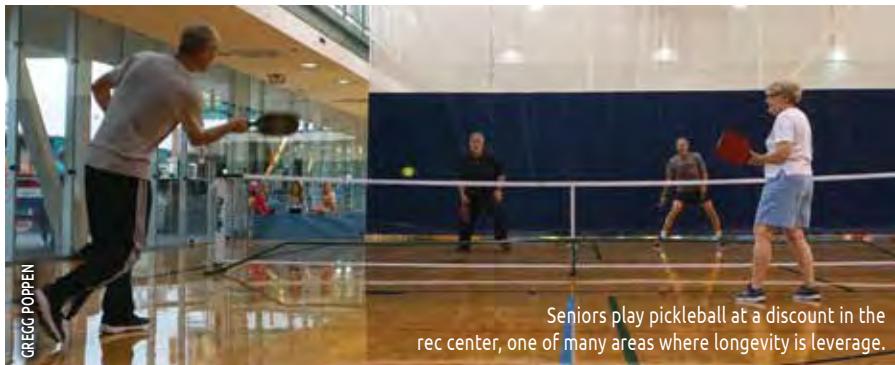
Source: 2010 U.S. Religion Census: Religious Congregations & Membership Study, published by the Association of Statisticians of American Religious Bodies.

SENIOR LIVING

A YOUNG STATE'S ELDERS & KETCHIKAN'S SENIORS ENJOY NUMEROUS BENEFITS

It hasn't been that long since the self-styled "Last Frontier" really was a frontier, and respect for seniors confers a number of benefits to present-day Alaskans.

Alaska became a state only in 1959, and not long after, the Legislature exempted the first \$150,000 of residential property value from taxation by municipalities; a Ketchikan property owner 65 or older with a house assessed at \$300,000 pays tax to the city and the borough on just half. This sweetener for seniors has held



Seniors play pickleball at a discount in the rec center, one of many areas where longevity is leverage.

up since 1972. The state confers free lifetime fishing and hunting licenses as 60th-birthday gifts to residents and grants one vehicle-registration exemption to those 65 and better. Ferry systems calling at Ketchikan offer senior discounts.

Residents 65 and older are exempt from Ketchikan's local sales tax.

Senior-related benefits particular to Ketchikan range from breaks on borough bus fare to discount days at grocery stores. The rec center and pool offer senior prices. Ketchikan's performing-arts groups and the

newspaper provide discounts for seniors.

Ketchikan's active AARP chapter compiles a directory to help residents and visitors navigate issues from transport to social services and housing.

"This community, as a senior-friendly community, is way ahead of most," said Ed Zastrow, longtime president of the AARP chapter.



IMAGES

Archival photographs from several sources are used in this publication. Our principal source is the City of Ketchikan's Tongass Historical Museum. With the aid of the Tongass Historical Society and individual contributors, the museum has gathered a priceless trove of images of Ketchikan's past. Citations below provide information on photos from the museum that are used in this edition of *Our Town*.

Page 5 ● Creek Street from Boston Smith Heights—Ketchikan Museums: Tongass Historical Society Collection, David Nicoll image, THS 75.6.10.192

Page 13 ● Volunteer firemen—Ketchikan Museums: Tongass Historical Society Collection, THS 68.2.1.1 ● Marine Hotel fire—Ketchikan Museums: Tongass Historical Society Collection, THS 80.9.5.33 ● Billy Mitchell—Ketchikan Museums: F.B.I. photo, KM 2000.2.23.3 & 4

Page 17 ● Citizens Light Power and Water Company Power House, Ketchikan Museums: Tongass Historical Society Collection, THS 71.9.7.7.1

Page 18 ● 1895 Ketchikan—Ketchikan Museums: Tongass Historical Society Collection, THS 76.8.7.1 ● U.S. Cable Office—Ketchikan Museums: Tongass Historical Society Collection, David Nicoll image, THS 68.7.7.17

Pages 28-29 ● Lilly's feed—Ketchikan Alaska Chronicle 4/24/1925 Heckman & Co.—Ketchikan Alaska Chronicle 2/1/1921 ● Pittenger Dairy—Ketchikan Museums: Tongass Historical Society Collection, Mrs. Pike image, THS 80.8.10.2 ● Cow's milk sign—Ketchikan Museums: KM 96.2.33.1 ● Chief Johnson pole—Ketchikan Museums: Otto C. Schallerer image, Tongass Historical Society Collection, THS 70.7.26.506

Page 34 ● Steamship and Mission Street—Ketchikan Museums: Tongass Historical Society Collection, Elliot L. Fisher image, THS 61.8.1.300

Page 38 ● Welcome arch at far left—Ketchikan Museums: Otto C. Schallerer image, KM 2000.2.75.1 ● Welcome arch at far right—Ketchikan Museums: KM 92.2.22.19.

Page 43 ● Pan American "Alaska Clipper" Sikorsky 542 flying boat at Ward Cove, 1940—Ketchikan Museums, 2001.2.16.30

Page 50 ● School teacher—Ketchikan Museums: Tongass Historical Society Collection, THS 75.9.8.6 ● BIA School—Ketchikan Museums, Tongass Historical Society Collection, Otto C. Schallerer image, THS 95.1.10.4

Page 59 ● Downtown and Thomas Basin at high tide—Ketchikan Museums: Tongass Historical Society Collection, Harriet Elizabeth Hunt image, THS 62.4.1.81 ● Steamship Mariposa—Ketchikan Museums: David Nicoll image, KM 92.2.23.2

Page 60 ● Paving Front Street—Ketchikan Museums: Tongass Historical Society Collection, Forest J. Hunt image, THS 86.1.42.116

Page 62 ● Ketchikan Shingle Mill—Ketchikan Museums: Tongass Historical Society Collection, Cecil Morrison image, THS 86.1.4.4

Page 63 ● Creek Street at Stedman Street—Ketchikan Museums: Tongass Historical Society Collection, William Lattin image, THS 76.12.2.1 ● Dolly Arthur—Ketchikan Museums: Tongass Historical Society Collection, THS 90.1.10.5

Page 64 ● Northern Machine Works—Ketchikan Museums: Pioneers of Alaska, Igloo #16 Collection, KM 93.2.19.24

Page 65 ● Flatiron Building—Ketchikan Museums: Tongass Historical Society Collection, David Nicoll image, THS 69.2.4.55

Page 66 ● 1914 Baseball game—Ketchikan Museums: David Nicoll image, KM 96.2.4.11

Page 69 ● Yates Building, 1952—Ketchikan Museums: Tongass Historical Society Collection, THS 80.8.3.4 ● Nurses—Ketchikan Museums: KM 96.2.20.1

Page 76 ● Ketchikan Spruce Mills—Ketchikan Museums: Tongass Historical Society Collection, THS 70.3.11.103 ● Downtown from the air, 1954—Ketchikan Museums: Paulu T. Saari, KM 2003.2.63.1727

Page 77 ● Hadley, houses and mining works, 1904—Ketchikan Museums: Tongass Historical Society Collection, Harriet Elizabeth Hunt image, THS 62.4.4.167

Page 82 ● Baseball game—Ketchikan Museums: Tongass Historical Society Collection, Harriet Elizabeth Hunt, THS 62.4.1.29

Page 88 ● McKay Marine Ways—Ketchikan Museums: Tongass Historical Society Collection, Sixten Johanson image, THS 77.2.7.101

Page 91 ● Ferry Chilkat—Ketchikan Museums: Ketchikan Daily News Collection, KM 93.2.15.214

Page 94 ● Yates Memorial Hospital—Ketchikan Museums: Tongass Historical Society Collection, THS 71.9.7.141 ● Sterilizer—Ketchikan Museums: Tongass Historical Society Collection, THS 68.8.12.1

Page 100 ● Ketchikan Cold Storage—Ketchikan Museums: Tongass Historical Society Collection, Elliot L. Fisher, THS 76.1.13.13

Page 101 ● New Town and wood viaduct—Ketchikan Museums: Tongass Historical Society Collection, Forest J. Hunt image, THS 63.9.10.5 ● Fish trap and watchman—Ketchikan Museums: New England Fish Company Album, Tongass Historical Society Collection, THS 76.1.3.34

Page 104 ● Mining Journal, 1904—Ketchikan Museums: Tongass Historical Society Collection, Harriet Elizabeth Hunt, THS 62.4.3.98 ● Bud Charles—Ketchikan Museums: Ketchikan Daily News Collection, KM 93.2.15.488

CONTACTS

MUNICIPALITIES | UTILITIES

KETCHIKAN GATEWAY BOROUGH

907-228-6625
www.borough.ketchikan.ak.us



Ketchikan International Airport
907-225-6800
www.borough.ketchikan.ak.us/130/Airport

Parks and Recreation
907-225-9579
www.borough.ketchikan.ak.us/141/Parks-Recreation

Planning and Community Development
907-228-6610
www.borough.ketchikan.ak.us/142/Planning-Community-Development

Transit System
907-225-8726 — www.borough.ketchikan.ak.us/145/Transit

CITY OF KETCHIKAN

City Hall
907-225-3111 — www.ktn-ak.us/city-manager

Port and Harbors
907-228-5632
www.ktn-ak.us/port-harbors

Ted Ferry Civic Center & Convention Center
907-228-5655
www.ktn-ak.us/civic-center

Tongass Historical Museum
907-225-5600
www.ktn-ak.us/tongass-historical-museum

Totem Heritage Center
907-225-5900
www.ktn-ak.us/totem-heritage-center

CITY OF SAXMAN

City Hall
907-225-4166

Saxman Totem Park
907-247-2502

KETCHIKAN PUBLIC UTILITIES

907-225-1000 — www.ktn-ak.us/ketchikan-public-utilities

KPU Telecommunications
907-225-1000 — www.kputel.com

STATE OF ALASKA | U.S.

STATE OF ALASKA

Alaska Legislative Affairs
907-225-9675

U.S. GOVERNMENT

U.S. Coast Guard Base Ketchikan
907-228-0210

U.S. Forest Service / Tongass National Forest
907-225-3101 — www.fs.usda.gov/tongass/

U.S. Congressional Office
907-225-6880



TRIBAL GOVERNMENT | HEALTH CARE

Ketchikan Indian Community
907-228-4900 — www.kictribe.org



EDUCATION

KETCHIKAN GATEWAY BOROUGH SCHOOL DISTRICT

907-225-2118 — www.kgbsd.org

UNIVERSITY OF ALASKA SOUTHEAST

Ketchikan Campus

907-228-4567

www.uas.alaska.edu/ketchikan



MEDIA

KETCHIKAN DAILY NEWS

907-225-3157

www.ketchikandailynews.com

KFMJ-FM

907-247-3699 — www.alaska.fm/kfmj

KRBD-FM

907-225-9655 — www.krbd.org

KTKN-AM & KGTW-FM

907-225-2193 — www.ktkn.com | www.gateway1067.com

SITNEWS (Stories In the News)

www.sitnews.us

The Local Paper

907-225-6540 — thelocalpaper.com



THE ARTS

First City Players

907-225-4792 — www.firstcityplayers.org

Ketchikan Area Arts & Humanities Council

907-225-2211 — ketchikanarts.org

Ketchikan Theatre Ballet

907-225-9311 — ktbdance.com



BUSINESS AND ECONOMIC DEVELOPMENT

Greater Ketchikan Chamber of Commerce

907-225-3184

www.ketchikanchamber.org

Alaska Small Business Development Center

907-225-1388 — aksbdc.org

Historic Ketchikan Inc.

907-225-5515 — www.historicketchikan.org



INFORMATIONAL RESOURCES

Ketchikan Public Library

907-225-3331

www.ketchikanpubliclibrary.org

UAS Ketchikan campus library

www.uas.alaska.edu/ketchikan/library/index.html



MEDICAL CARE

PeaceHealth Ketchikan Medical Center

907-225-5171



PRINCE OF WALES ISLAND

Prince of Wales Chamber of Commerce

907-755-2626

www.princeofwalescoc.org

www.discoverpowisland.com





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