

SJR

38

SENATE COMMUNITY AND REGIONAL AFFAIRS
COMMITTEE MINUTES

FEBRUARY 7, 1978

Present: Chairman Orsini, Senators Willis, Hackney and Sumner. Wm. K. Mearig; J. R. Floden; Frances G. Westre; David A. Moffat; Gene Owens; Sigvald J. Strandberg; Erick J. Simpson; Sunny A. Hick; Gertrude Lyons; Lars Eide; Ed Lapeyri; James F. Petersen; Annette Smith; Bruce Aronson.

Absent: Senator Ferguson

Chairman Orsini convened the hearings at 3:15 PM. He announced that the Committee would take testimony on SJR 38, 29 & 40 but would take no action on the resolutions that day.

SJR 39 (Proposed Annexation by Haines Borough):

Chairman Orsini asked Sigvald Strandberg, Chairman of the Boundary Commission, to give the circumstances behind the proposed annexation of land on which stood fuel tanks formerly operated by the military. Mr. Strandberg described the action as pro forma in nature to allow the Haines Borough to eliminate a pocket of non-borough land inside its borders. He explained that the final disposition of tank farm property, which would be handled by the General Services Administration, would not be affected by the Borough's action and that the military had not objected to the proposed annexation. Mr. Strandberg also stated that no objections had been made by members of the public during the Boundary Commission's hearings in Haines. No one else wished to testify on SJR 39 and Chairman Orsini closed the hearings on the resolution.

SJR 38 (Proposed Annexation by the City of Skagway):

Mr. Strandberg noted that the City of Skagway originally requested to extend its boundary to the Canadian border and that of the Haines Borough. He noted that this raised the question in the Boundary Commission's opinion of what properly constituted city government versus that of a borough. The Commission therefore recommended a smaller extension of the City's boundaries and informed the City that it could, if conditions warranted, petition the Commission in the future to move its jurisdiction to the Canadian border. The City of Skagway supported this action by the Commission and agreed with the recommendation. Strandberg acknowledged that public testimony by persons residing outside the present City boundaries was opposed to annexations since they believed that they were already paying for municipal services through the sales tax. In response to questions from Committee members, he said that the Commission had not considered the inclusion of the Dyea area into the City of Skagway and that such an action would require separate Commission action.

William Ruddy, an attorney representing the City of Skagway, said that public opposition had been expressed to the proposed annexation but that it was not organized.

In the absence of further public testimony, Chairman Orsini closed the hearings on the resolution.

SJR 40 (Proposed Annexation by the City of Petersburg):

Mr. Strandberg said that public hearings had been held by the Commission in Petersburg January 9 before an overflow crowd with the testimony being broadcast live over the local radio station. On January 16 the commissioners held a telephonic conference and approved a recommendation for the extension of the City of Petersburg boundary.

He explained that the Commission's recommendation called for the city boundary to be extended only over the northern portion of Mitkof Island, an area of approximately 45 square miles. The City had originally petitioned for the annexation of all Mitkof Island, an area of approximately 211 square miles. Mr. Strandberg said that the Commission respected the City's reasons for the larger request, which included concerns about Coastal Management and municipal selection of state lands. He said that this again raised the question of borough versus city government and that the Commission had recommended an area for annexation that would take in almost all residents, but not all the territory, of Mitkof Island. He noted that, in the Commission's view, the natural development of the City of Petersburg lay along Mitkof Highway and that the outlying areas did benefit from municipal services. The incorporation of this area would remove the present tax inequity between the residents of the City and the outlying district. Mr. Strandberg pointed out that the City of Petersburg has a narrow tax base, but a fairly heavy bonded indebtedness. The 2,126 City residents have a bonded indebtedness of \$3.7 million against a property valuation of \$34 million. This gives the City a debt/valuation ratio of approximately 11% as opposed to a 5.4% ratio for the City and Borough of Juneau and 3% for the City of Ketchikan. He noted that there were considerable private land holdings south of Petersburg along the Mitkof Highway.

In response to questions from Committee members, Mr. Strandberg made the following comments: The City indicated that it would assess one-half, or 7 mills, of the present City mill rate against the residents of the outlying area for the first year after annexation. Petersburg City Councilmen run at large and therefore there would be no council seat per se representing the annexed outlying area. During the public hearings in Petersburg, public sentiment ran about four to one against annexation. The August 26, 1975, election during which City voters rejected annexation was a straw vote on another proposed annexation and for which sketchy data had been gathered in regard to potential tax revenues. Service areas in the unorganized Borough could be established by the Legislature only if the same services could not be provided by annexation to existing local governments.

The vote of the Commission had been three to one for the proposed annexation. Children in the outlying area presently attend City schools which receive tuition payments from the State. The economic future of Petersburg lies fishing and some logging. Industry would find it attractive to locate in the outlying area following annexation.

William Ruddy, the attorney representing the City of Petersburg, and William Meariq, representing the Petersburg city government, testified

jointly. Mr. Mearig stated that the 1975 annexation vote concerned the proposed annexation of West Petersburg, which has now incorporated separately as the City of Kupreanof, and did not pertain to the present recommendation. He noted that the Environmental Protection Agency was requiring the extension of sewer and water facilities to outlying areas. Either the City of Petersburg would provide these services or they would be mandated at the state or federal level. In response to questions from the Committee members, Mearig concurred that Petersburg's economic future lay with fishing and stated that any expansion of fishing facilities would probably occur at the four plants currently within the City's boundaries. Because of environmental and esthetic concerns, little or no development is likely to take place in the Narrows. He commented that strictly speaking it was illegal for the City to provide municipal services to the outlying area.

James Petersen, the attorney representing the plaintiffs in the court suit opposing the proposed annexation, testified that his clients opposed the annexation on the grounds that insufficient study had been given to the revenue, tax burden, and expense of the action. He stated that the original petition requesting annexation had been hastily put together and that the municipal ordinance had had its first reading with no public input. The second and third readings took place on the same night. Studies were lacking on population density, cost of police protection, cost of water and sewer facilities, and cost of electric power extension. Peterson said that his clients were not opposed to annexation per se and believed that the establishment of a service district (outside of the municipal boundary) could provide a viable solution. He emphasized that it was not only residents of outlying areas who opposed annexation but the residents of the City as well.

Frances Westre testified, as a member of the Petersburg City Council, that the Council had unanimously approved the proposed annexation as being in the best interests of the community of Petersburg and its environs. She said that the apparent haste in acting upon the petition was due to the legal requirement to submit all annexation recommendations to the Legislature by the tenth day of session. She pointed out that Petersburg and Wrangel were jointly studying a proposal for hydroelectric development in the Thomas Bay area that would provide relatively inexpensive power for economic development in the area. Ms. Westre said that Bruce Aronson of the Department of Community and Regional Affairs had originally raised the annexation question in Petersburg several years ago.

Lars Eide read to the Committee a letter he sent on December 12, 1977, to Commissioner of Community and Regional Affairs Lee McNerney protesting the proposed annexation as contrary to the wishes of the majority of the people of Petersburg. He stated he was part owner of Mitkof Lumber Company which employes approximately 23 persons about 75% of whom lived in the City and 90% of the company's production was exported.

David Moffat, City Manager of Petersburg, said that the impetus for annexation had originated from residents in the outlying areas and that he had heard of little opposition to the proposal from within the City. He noted that, without the existence of the City of Petersburg, it would be unlikely that industries outside city limits would have located in the area. Moffat pointed out that the City has a

significant interest in exercising planning for Coastal Management for Mitkof Island as well as achieving a wider basis for future municipal selection of state land. He also noted that the possibility of a deep water port had been studied for the southern tip of Mitkof Island.

Ed Lapeyri, a resident and General Manager of Mitkoff Lumber Company, a plaintiff in a court suit against the annexation, testified that outlying residents did not receive municipal services for which they did not pay. He stated that residents outside city limits paid a 15% surcharge for electricity and a 50% surcharge for water. As for fire protection, the State paid the City \$7.50 per capita for residents outside City limits. He submitted to the Committee the following petition signed by 543 residents of the general Petersburg area:

"WE, THE UNDERSIGNED, BEING CITIZENS OF MITKOF ISLAND, BOTH INSIDE AND OUTSIDE THE PRESENT CITY LIMITS OF PETERSBURG, ARE STRONGLY OPPOSED TO THE PROPOSED ANNEXATION TO PETERSBURG AT THIS TIME DUE TO THE METHODS USED BY THE CITY IN DIRECT OPPOSITION TO THE DESIRES OF THE MAJORITY OF THE CITIZENS AND BECAUSE OF ERRORS IN THE FIGURES PRESENTED TO THE LOCAL BOUNDARY COMMISSION AND THE FAILURE BY THE CITY TO PROPERLY RESEARCH AND DOCUMENT THE ECONOMIC CHANGES SUCH ANNEXATION WOULD PRESENT TO THE CITY RESIDENTS AND THOSE IN THE ADJOINING PROPOSED AREAS. WE ARE EXTREMELY CONCERNED IN THE MANNER IN WHICH THE CITY HAS PRESENTED THIS ANNEXATION WITHOUT PROPER PUBLIC INPUT. WE ALSO PETITION THE HOUSE AND SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEES TO HOLD A JOINT HEARING IN PETERSBURG IN ORDER TO OBTAIN THE TRUE FACTS AND PUBLIC INPUT REGARDING THIS PROPOSED ANNEXATION."

Mr. Lapeyri said that these signatures were obtained within three days last week and that every reasonable effort was made to insure that resident adults were the only persons who signed. He told the Committee that of the 543 petition signers, 193 lived outside the City and 350 lived within the City limits.

Mr. Lapeyri charged that during the City Council deliberations on the annexation petition, a show of hands indicated that only 11 of the 98 persons present supported annexation and that, of the 6 who testified in favor of the measure, four were city employees or relatives of Council members. He said that real property valuation for the 1975 proposed annexation was \$6.3 million and in 1977 only \$6.7 million for a slightly different area. He also cited an unidentified study undertaken by a local private firm that indicated no significant economic development in Petersburg in the future. In response to Committee members' questions he acknowledged that fishing was considerably more important economically to Petersburg than logging which he characterized as "shakey".

Gene Owens, a resident of Petersburg, testified in support of the proposed annexation. He stressed that the State had consistently urged localities to assume local government control in the Unorganized Borough in such matters as Coastal Management planning. Mr. Owens said that the annexation of land on Mitkof Island by Petersburg was consistent with that objective.

John Floden, city engineer for Petersburg, spoke in favor of the annexation recommendation and pointed out that the City had basically proposed a service area concept. He noted that 19% of the population

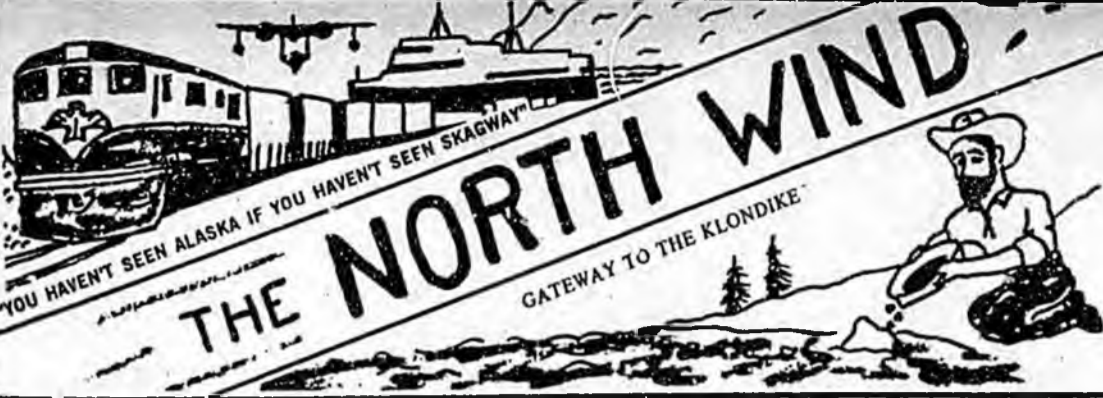
of Petersburg currently lives outside the city limits. This meant that those inside the city pay 19% more for municipal services than their just share, while those outside pay 19% less. Mr. Floden said that without the extension of planning and zoning powers to the present outlying areas they were likely to develop in a haphazard manner leading to severe water and sewage problems in the future. There were instances in the outlying area where land was being subdivided into lots too small handle onsite sewage and water. Mr. Floden said that the City's goal in the annexed area would be to maintain large lots so as to prevent the need to establish sewer and water lines to high density residential and commercial dwellings. Additionally the projected linkage of Mitkof Highway with a proposed Stikine Highway could result in unrestrained commercial development of gas stations, drive-ins, etc. along the way unless proper planning and zoning authority existed to control it. In response to Committee members' questions, he said he believed a comprehensive community development plan for Petersburg had been prepared in 1965/66.

Gertrude Lyons, a plaintiff in the court suite against the proposed annexation and a member of the Board of Directors of the Petersburg Indian Association, testified that the increased costs association with the extension of services to outlying areas would work an undue hardship on Native residents of Petersburg who were primarily dependent upon seasonal employment. Ms. Lyons said that the membership of the Petersburg Indian Association was approximately 185 adult persons and that the Association was the combined organization for the Tlingit-Haida Central Council, the Alaska Native Brotherhood, the Alaska Native Sisterhood, and Sealaska Corporation.

Sunny Hicks, a resident of the Petersburg area and opponent of the proposed annexation, characterized the community atmosphere of Petersburg as a "local Watergate situation" where neighbors were divided against one another and conversations were surreptitiously recorded. She believed that local animosities had been inflamed by the City's handling of the annexation petition. She stressed that the residents of the outlying area considered themselves to be members of the general Petersburg community and were willing to assume their share for local services. She questioned whether the City was capable of efficiently carrying out its present obligations, much less undertake more extensive ones without the compensation of major new revenues.

William Mearig requested to testify a second time to present his views as a private citizen in addition to his capacity as a city official. He said that the proposed annexation offered outlying residents their first chance to participate in the political decisions affecting them locally, even in the absence of a separate election district for the area. He stated that participation in local government in such matters as Coastal Management offered residents more protection than if they remained unorganized and allowed either the State or federal government to impose regulations on them.

In the absence of further public testimony on SJR 40, Chairman Orsini concluded public hearings on the resolution and adjourned the Committee at 6:28 PM.



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Skagway - Home of the North Wind

SKAGWAY-DYEA-Finnegan's Point-Canyon City-Sheep Camp-Chilkoot Pass-Llarsville-White Pass City-Dead Horse Gulch-White Pass

Volume 14 No. 12

SKAGWAY, ALASKA 99840 - (since 1963)

January 27, 1978

HAPPY NEW YEAR

Extend warm greetings for a healthy and prosperous New

Trust you can live with an ir-
issue, or so, being a bit on
ly side, as a business & vacati
is mandatory.
is feeling much better after
ration and appreciates the
shes, flowers and cards.
ope to increase our editions
ar; give better local coverage;
sent a better paper.

PATTY SAID SO!

Patty is a feature writer
Seattle Times and is an auth-
n Alaska and adjacent Canada.
ould be as his father was a
President of the University of
and mining operator in Yukon.
rote a special article on
in the Seattle Times, Sunday,
8, 1978 and concluded with:
ES(Alaska) TO WATCH this year:
, for one, with completion of
highway soon into Carcross and
on Territory, plus growth of
Klondike Gold Rush National
skagway will blossom!
Patty stated to this publisher
expected to be in Skagway this
and note how the Park Develop-
s doing and ride across the
away.

SHOWS MERGE

Day's of '98 Variety Show &
py Show expect to merge for
mer season of 1978, according
nt reports. The '98 Show is
ed by the Eagles and Eagles
rry, and has been off and on
r 50 years, while the "Soapy"
s about 5 years old, but which
realistic resume' of "Soapy"
Skagway's most famous Gold
aracter.
Mighty Moose show is expected
rate agin this year, which will
o star attractions in 1978.

EDITORIAL WITH A PLEA! - - - - -

AN OPEN LETTER TO

THE STATE LEGISLATURE

SKAGWAY IS AN IMPORTANT GATEWAY &
RICH IN HISTORICAL AND OTHER POTEN-
TIALITIES - PAST, PRESENT AND FUTURE.

UNFORTUNATELY IT IS IN AN UNORGAN-
IZED BOROUGH, WITH BUT A SMALL PORT-
ION OF THE AREA BEING AN ORGANIZED
CITY.

THE PROBLEMS ARE SO COMPLEX THAT
THE PRESENT RECOMMENDATIONS FOR ANNEX-
ING A SMALL PORTION OF THE AREA INTO
THE CITY DOESN'T GO FAR ENOUGH; THE
NUMBER OF PERSONS LIVING OUTSIDE THE
CITY MAKES IT A GROWING PROBLEM TO
GET TOGETHER WITH THE CITY AND AGREE
ON AN APPROVED PLAN FOR COMMERCIAL
AND PERSONAL USE OF THE VALUABLE &
NEEDED WATERFRONT OUTSIDE OF THE CITY,
PLUS OTHER PROBLEMS OF: MORE VISITORS;
A NEW HIGHWAY TO ALASKA HIGHWAY; THE
NEW NATIONAL PARK; A SUBSTANTIAL
GROWTH AND DEVELOPMENT OF OIL & OTHER
MINERALS IN YUKON AND NORTHWESTERN
BRITISH COLUMBIA PORTIONS OF CANADA.

IT WOULD PRESENTLY APPEAR IMPOSS-
IBLE FOR THE STATE GOVERNMENT TO RE-
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THE GROWING, DIVERGENT VIEWS OF PER-
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IT IS, THEREFORE, RECOMMENDED THAT
THE LEGISLATURE APPOINT A TASK FORCE
COMMITTEE TO INVESTIGATE THIS UNFOR-
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UP WITH RECOMMENDATIONS WHICH WOULD
BE TO THE BEST INTERESTS OF THE AREA,
THE STATE AND THAT OF OUR CANADIAN
NEIGHBORS.

IN SHORT: PLEASE DO NOT LET US BE
LOCKED UP IN SUCH A WAY THAT WOULD
HINDER THE GREATEST AND BEST USE FOR
VISITOR AND COMMERCIAL PURPOSES KEEP-
ING MIND THAT SKAGWAY HAS BEEN AN
IMPORTANT GATEWAY FOR CANADIAN VISI-
TORS AND OTHER BUSINESS FOR 79 YEARS,
AND THE IMMEDIATE FUTURE PROSPECTS
FOR GREATLY IMPROVED VISITOR & BUS-
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NEW HIGHWAY, THE EXISTING RAILWAY &
INCREASED AIR SERVICE IS SIGNIFICANT
AND SHOULDN'T BE TAKEN LIGHTLY.

GOODBYE "PRINCESS P

C.P.Rail announces that
the last year of the Alask
ner PRINCESS PATRICIA alo
Passage to Skagway as the
mlo prospects make requir
ifications prohibitive.

It is a sad day for the
Skagway to learn of this

The PRINCESS LINES ser
de Passage before, during
the KLONDIKE GOLD RUSH of
later named the B.C.C.S(Br
bia Coastal Service) of t
Pacific Railway. (Referenc
PRINCESS (Lines) STORY on
ious Canadian Book Stores)

It is regretted that th
Pacific will sacrifice the
Yukon missionary work
in an attractive mineral
appeal in the last frontie
western America.

We will miss the office
Ships' Personnel as well as
als of the great Canadian
Railway.

PRINCESS PATRICIA: Built
Govan, Scotland; Gross Ton
Speed-23.5, Cruising 18 km
ing & 56 feet wide; 320 p
90 crew; 152 cabins; Gan
try and Crew; Launched 10/
Princess Patricia (Lady P
Eamsay), daughter of Duke
6/16/49 Day ship on Tri-G
handling 2,000 passengers
5/31/63 Converted to Alas
Service; 1965-66 & 1966-6
ter to Princess Cruises, In
winter season Los Angeles

HEALTH CA

We were supposed to su
showing what health care
ould be proposed for Skag
lateness of this edition
doing much about it. Cont
Mulvihill, local director
Alaska Health Systems Age
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ing was (or is) at Ketchi
22nd.

F. 512 38
25¢

**A
LEGISLATIVE
PLEA!**

**Good-bye
'Princess Pat'**



"YOU HAVEN'T SEEN ALASKA IF YOU HAVEN'T SEEN SKAGWAY"

THE NORTH WIND

GATEWAY TO THE KLONDIKE

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Volume 14 No. 12 SKAGWAY, ALASKA 99840 - (since 1963) January 27, 1978

H A P P Y N E W Y E A R

We extend warm greetings for a happy, healthy and prosperous New Year!

We trust you can live with an irregular issue, or so, being a bit on the tardy side, as a business & vacati on trip is mandatory.

May is feeling much better after her operation and appreciates the good wishes, flowers and cards.

We hope to increase our editions this year; give better local coverage; and present a better paper.

EDITORIAL WITH A PLEA - - - - -

AN OPEN LETTER TO

THE STATE LEGISLATURE:

SKAGWAY IS AN IMPORTANT GATEWAY & RICH IN HISTORICAL AND OTHER POTENTIALITIES - PAST, PRESENT AND FUTURE.

UNFORTUNATELY IT IS IN AN UNORGANIZED BOROUGH, WITH BUT A SMALL PORT - ION OF THE AREA BEING AN ORGANIZED CITY.

GOODBYE "PRINCESS PATRICIA"

C.P.Rail announces that this will be the last year of the Alaska Cruise Id-ner PRINCESS PATRICIA along 'ne Inside Passage to Skagway as the ship's econo- mic prospects make required major mod- ifications prohibitive.

It is a sad day for the Yukon and Skagway to learn of this decision.

The PRINCESS LINES served the Insi- de Passage before, during and since the KLONDIKE GOLD RUSH of 1898. It was later named the B.C.C.S (British Colum- bia Coastal Service) of the Cana-

STAN. PATTY SAID SO!

Stan. Patty is a feature writer for The Seattle Times and is an authority on Alaska and adjacent Canada.

He should be as his father was a former President of the University of Alaska and mining operator in Yukon.

He wrote a special article on Alaska in the Seattle Times, Sunday, January 8, 1978 and concluded with:

"CITIES(Alaskan) TO WATCH this year: Skagway, for one, with completion of the new highway soon into Carcross and the Yukon Territory, plus growth of the new Klondike Gold Rush National Park, Skagway will blossom!"

Mr. Patty stated to this publisher that he expected to be in Skagway this summer and note how the Park Development was doing and ride across the new Highway.

S H O W S M E R G E

The Day's of '98 Variety Show & the Soapy Show expect to merge for the summer season of 1978, according to recent reports. The '98 Show is sponsored by the Eagles and Eagles Auxiliary, and has been off and on for over 50 years, while the "Soapy" Shows is about 5 years old, but which gave a realistic resume' of "Soapy" Smith, Skagway's most famous Gold Rush Character.

The Mighty Moose show is expected to operate again this year, which will make two star attractions in 1978.

THE PROBLEMS ARE SO COMPLEX THAT THE PRESENT RECOMMENDATIONS FOR ANNEXING A SMALL PORTION OF THE AREA INTO THE CITY DOESN'T GO FAR ENOUGH; THE NUMBER OF PERSONS LIVING OUTSIDE THE CITY MAKES IT A GROWING PROBLEM TO GET TOGETHER WITH THE CITY AND AGREE ON AN APPROVED PLAN FOR COMMERCIAL AND PERSONAL USE OF THE VALUABLE & NEEDED WATERFRONT OUTSIDE OF THE CITY; PLUS OTHER PROBLEMS OF: MORE VISITORS; A NEW HIGHWAY TO ALASKA HIGHWAY; THE NEW NATIONAL PARK; A SUBSTANTIAL GROWTH AND DEVELOPMENT OF OIL & OTHER MINERALS IN YUKON AND NORTHWESTERN BRITISH COLUMBIA PORTIONS OF CANADA.

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IN SHORT: PLEASE DO NOT LET US BE LOCKED UP IN SUCH A WAY THAT WOULD HINDER THE GREATEST AND BEST USE FOR VISITOR AND COMMERCIAL PURPOSES KEEPING MIND THAT SKAGWAY HAS BEEN AN IMPORTANT GATEWAY FOR CANADIAN VISITORS AND OTHER BUSINESS FOR 79 YEARS, AND THE IMMEDIATE FUTURE PROSPECTS FOR GREATLY IMPROVED VISITOR & BUSINESS USE FROM THIS SOURCE VIA THE NEW HIGHWAY, THE EXISTING RAILWAY & INCREASED AIR SERVICE IS SIGNIFICANT AND SHOULDN'T BE TAKEN LIGHTLY.

Pacific Railway. (Reference: THE PRINCESS (Lines) STORY on sale in various Canadian Book Stores).

It is regretted that the Canadian Pacific will sacrifice the awakening Yukon missionary work that resulted in an attractive mineral and visitor appeal in the last frontier in North-western America.

We will miss the officers and other Ships' Personnel as well as the officials of the great Canadian Pacific Railway.

PRINCESS PATRICIA: Built 1949 at Govan, Scotland; Gross Tons-6,062; Speed-23.5, Cruising 18 knots; 374 feet long & 56 feet wide; 320 passengers & 90 crew; 152 cabins; Canadian Registry and Crew; Launched 10/5/48 by Princess Patricia (Lady Patricia Eamsay), daughter of Duke of Connaught; 6/16/49 Day ship on Tri-Caitty service handling 2,000 passengers & 60 Cars; 5/31/63 Converted to Alaska Cruise Service; 1965-66 & 1966-67 under charter to Princess Cruises, Inc., for winter season Los Angeles-Acapulco.

H E A L T H C A R E

We were supposed to run a story showing what health care changes should be proposed for Skagway, but, the lateness of this edition precluded doing much about it. Contact Carl Mulvihill, local director of S.E. Alaska Health Systems Agency, who may be able to assist, although next meeting was (or is) at Ketchikan Jan. 21 & 22nd.

MOVE THE CAPITOL

A majority of Alaska's voters said move the Capitol between Anchorage & Fairbanks because Juneau is 2 time zones away, foggy most of the time, etc

While applyin-g the principal of using the constitutional convention as reason to buck the move, not enough people give a dam.

An effort is being made to vote on the cost of moving same. Maybe it will make it and maybe it won't.

Recent papers and other media carry stories that it will cost 2½ billion to effect such a move.

Governor Hammond is reported as stating he would set up shop in a tent, if necessary, to affect an early move.

MAYBE THE REAL ANSWER IS MAKE SOUTHEASTERN ALASKA the 51st State.

WHAT'S DOING IN 1978!

1978 is expected to be a big Year in the North with more visitors, business development, more persons riding the Railway, more persons walking over Chilkoot Pass, more freight and more jobs.

The Gram Mine in Yukon, near Anvil, hopes to have a complete feasibility study finalized by April 1st: Millions are reported to have been spent so far

The White Pass & Yukon Railway is reported to have 57,000 advanced passenger reservations.

Hotels should be s. cked; Carcross Road section of Klondike International Highway should be completed in late summer; more persons are expected to hike over Chilkoot Pass; more building should be seen and the proposed State & Local port development should be

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started.

IT SHOULD BE A GREAT YEAR.

Tele: 983-2291 -- Skagway, Alaska

Bank Building Phone: 983-2200

NEW ARRIVALS

MASON, Matthew Brian, a son to Terry & Marlein Mason, Dec.13th., 6 Lbs., 10½oz., at Skagway.

TAYLOR, Mark Lawrence, a son to Paul & Denise Taylor, Dec.15th., at Whitehorse. 8 Lbs-7 oz.



SEE YOU IN AN IGLOO



"JACKET"

Many Sizes & Colors

Igloo Bar &
Igloo Liquor Store

MARIE A. KALSTROM-Proprietor
Skagway, Alaska - PH:2522



Pop its cap.

PEOPLE

Abbie Sparks (Wife of late Vic. Sparks, former painter, and resident) is in Mt. St. Vincent's Nursing Center 4831 35th., SW, Seattle, WA, 98126, and would like to hear from former neighbors.

Saw the Larry McGuane in San Mateo who wish to be remembered to everyone. They report daughter Sharon husband Otto Steinbronn and two daughters are still in Holland.

Ethyl Villevik in Olympic Memorial Hospital, Port Angeles, WA., with broken hip.

Spoke with George Villevik & Bill Dewar who send their best wishes.

Ditto Jackie & Gail Budd from Hansville, WA.

Juliette Meville returned from Maine & Vermont.

Neila & Pat McNamara dropped into hospital to see May.

May (Coynes) is out of hospital & hopes to have continued on her originally scheduled trip, (by the time you read this).

DEDICATION

The Pioneer Square in Seattle symbolizes the area where many persons took off from headed for the Klondike Gold Fields at Dawson City, Yukon, Canada, via the Skagway and nearby Dyea gateways, from 1897 onward.

It is part of the Klondike Gold Rush Historical National Park.

The National Park Service is making arrangements to dedicate this important take-off spot and hope to finalize arrangements this year, according to Russell E. Dickensen, Regional Director of the National Park Service, Seattle.

Dick Larkin and Bill Feero dropped by and said hello (In Seattle).

Art. Tunley left Anchorage for Los Gatos, CA., and Phoenix.

The Donald Buttles were due to leave for Portland, Ore.

Ms. Elsie Buttles said the Assembly of God Church would like to thank local people for Halloween Trick or Treat contributions for Alaska Youth Village in Juneau which was \$130.39 of \$250.00 sent that facility.

Peter Herpst of Skagway Band & Chorus has been nominated to "Who's Who in Music", a national organization Bx 229, Tuscaloosa, Alabama 35401.

IMPORTANT CITY BUSINESS SINCE JAN. 1st

The Chamber of Commerce is greatly concerned with the impact the pipeline through Canada will have on the City of Skagway.

On January 17, there was a Public HEW (Health, Education & Welfare) meeting. The purpose was to determine interest in establishing a Health Council for Skagway and area. The Health Council would consist of a group of people not actively involved in the medical profession, but attuned to local health needs and priorities.

Sewer and water projects are holding due to the cold weather. Streets and roads are being sanded as the wind permits. The City is aware of the slippery conditions, but the high winds make sanding difficult at times.



NEW CITY CLERK

The Above Pix shows Jim Arrington, new City Clerk, City of Skagway succeeding Dee Bolton, (who resigned to go into business).

Jim is former projects manager on newly constructed sewer and water projects and has a handle on local problems.

BIRTHS:

Sue & Robert Messegue produced a new voter, Emily Ann, at 1:10 a.m. on January 15th. The Mayor's new daughter weighed in at 9 lbs. 5 oz.

Let's talk...
about state property taxes.

P.S. PARKS-CANADA is expected to carry on the trails from U.S./Canadian Borders at Chilkot and White Passes near Skagway, and, have permanent commemorations at Bennett, B.C., on the White Pass & Yukon Railway, Whitehorse, and Dawson, where it all began, and where the Canadian Government is restoring historical buildings, sites, etc.

P.S. # 2. We are unofficially informed that the Province of British Columbia has taken a step towards cooperating in this permanent Klondike Gold Rush Historical Effort.

SKAGWAY HARDWARE



PHONE 2233

HARDWARE-BUILDING SUPPLIES
FURNITURE-FURNISHINGS-
FISHING TACKLE-RIFLES-GUNS

Bill Barstow,
Alaska Accounting Manager,
Exxon USA



Q I read where the owners of the trans-Alaska pipeline made the highest property tax payment to the State of Alaska that has ever been made to any taxing jurisdiction. Do all businesses in Alaska pay a State property tax?

A No. Only oil and gas related property in Alaska is subject to property taxes at the State level. Until recent years, property taxes in Alaska were assessed and collected only at the local (municipal) level. This system still applies to all property except petroleum industry properties. The 1973 Special Session of the Legislature enacted what is commonly referred to as the "20-Mill Hardware Tax," which became effective January 1, 1974. Properties taxable under this law include virtually all facilities and equipment used in Alaska for oil and gas exploration, production and pipeline transportation. This special law enabled the State to begin taxing the oil industry for its Prudhoe Bay and pipeline facilities three years before production began.

Q Are cities and boroughs also allowed to tax oil and gas property?

A Yes. State and local governments share in taxation and in tax revenues. The municipality

in which the property is located levies and collects its own taxes, based on the State assessed value, at the same tax rate as applied to other locally assessed property. Taxes paid to municipalities may be credited against the 20-mill State levy.

Q How significant is this tax as a source of State and local revenues?

A With the rapid pace of construction and final completion of the pipeline and the Prudhoe Bay Production facilities, the 20-mill tax, which is 2 percent of value, has quickly become a major revenue source for both the State and the municipalities. For fiscal 1977, the tax amounted to about \$169 million, of which approximately \$139 million went to the State and about \$30 million to local governments. For the 1978 fiscal year, this tax is expected to be the State's largest single source of tax revenue, providing about \$200 million to State and local governments.

Q What effect does the sharing of oil and gas property tax revenue have on local tax rates?

A When the value of oil and gas property is added to the tax base of a municipality, it permits the municipality to raise a given amount of revenue at a lower tax rate. This tax reduction benefits homeowners and local businesses but does not benefit oil companies since any reduction in municipal tax is offset by a corresponding increase in state taxes. The corresponding increase is due to oil companies being required to pay a combined total state and municipal property tax of 20 mills.

Q Are there other State taxes that apply only to the Petroleum industry?

A Yes. Alaska has four taxes which are levied only on oil and gas operations. The oldest of these is the Oil and Gas Properties Production Tax (severance tax). This tax has been increased several times since the discovery of Prudhoe Bay, and in 1977 the legislature increased the tax rate again by approximately 50% for oil and by 150% for gas. The other three taxes—the 20-mill property tax, the Oil and Gas Regulation and Conservation Tax and the Oil and Gas Reserves Tax (which applies only for 1976 and 1977)—were enacted in the past four years. Such a proliferation of state tax legislation on a single industry is unprecedented in this nation's history.

EXXON

MARK LEE RETIRES

Story and photos by Carl Mulvihill
(From: White Pass CONTACT)
Locomotive Engineer Mark H. Lee has recently retired from the railroad after 43 year of service.

Mark began his railroad career in April 1934 working on the maintenance-of-way track crews until he entered



MARK LEE

engine service in July 1937. He was promoted to engineer status effective September 1942. Except for World War II, when Mark served in the U.S. Army, he spent his entire adult life railroading on the White Pass

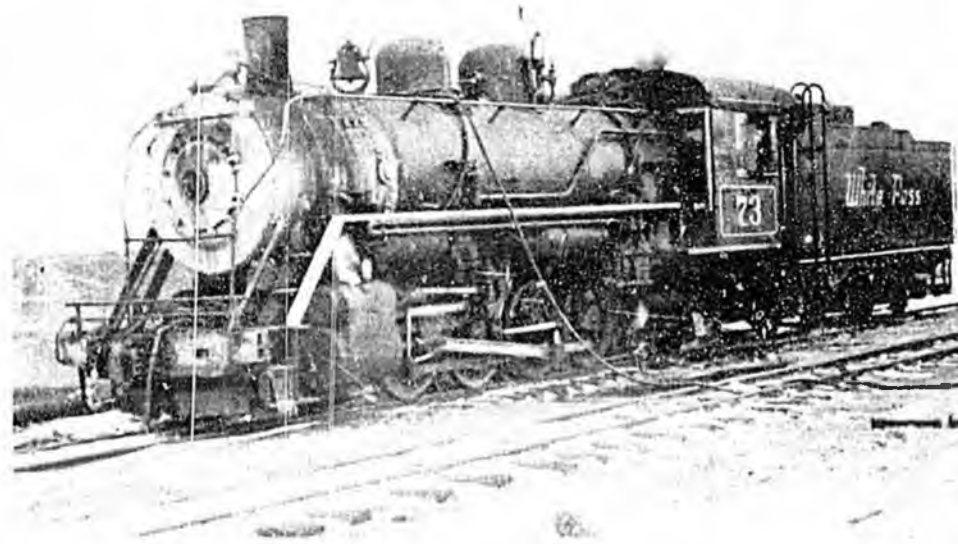
Mark has seen many changes over the years with White Pass as it has grown to meet the demands of the times. Possibly the most dramatic is with the locomotive power itself. When Mark started, the principle road power were the 59-class steam locomotives which could pull a 115 ton train up the "Big Hill" from Skagway. 1938 saw the arrival of the first Mikado which could haul 180 tons up the grade.

more hauling capacity than the 70-class engine, has its biggest advantage in its ability to have several diesel locomotives coupled in tandem and operated by only one engine crew.

Before Mark retired, it wasn't uncommon to see him hobnobbing up the track, at the head of 5 or 6 diesel locomotive units, which in themselves were probably longer in overall length than some of the entire prewar trains, pulling some 75 cars up the hill with a gross tonnage in excess of 1400 tons.

Mark vividly remembers the old steam engines, particularly after constantly shoveling scoopful after scoopful of coal into the firebox, hour after hour, just to maintain enough steam pressure to climb up the mountain grades. The steam engine cabs were never as comfortable as the modern diesel and Lee recalls during the "Good old days" in the winter, "you froze your butt on one side and roasted it on the other." Mark prefers riding the diesel - but fondly reminisces about the steam days.

Mark plans to take it easy for a while, getting lots of rest, and adjusting to a regular life - a real change from the irregular hours of a railroader who can be called for a run any time of the day or night. Mark figures that he is finally going to be able to finish some of his many projects, one of which is his "Liarsville" homestead just north of Skagway.



THOSE WERE THE DAYS

.....

(The author and photographer Carl Mulvihill is a train dispatcher at Skagway and has been acknowledged by many authors as their source of historical information about Skagway and White Pass. Ed.)



grades. The "70's" were the mainstay of the White Pass motive power until the advent of the diesel locomotive in 1954. During this period, when the trains were long and heavy, it was common practice to couple in the train one or more "helper engines" to assist it up the steep grades. Each of the helper engines had its own crew consisting of an engineer and a fireman. The 90-class diesel locomotive, rate at 200 tons, or only 40 tons

ALASKA

Christine Vaughan, Mgr.

2 4 6 6

LIQUOR

STORE

ACROSS FROM OLD RAILWAY DEPOT:-

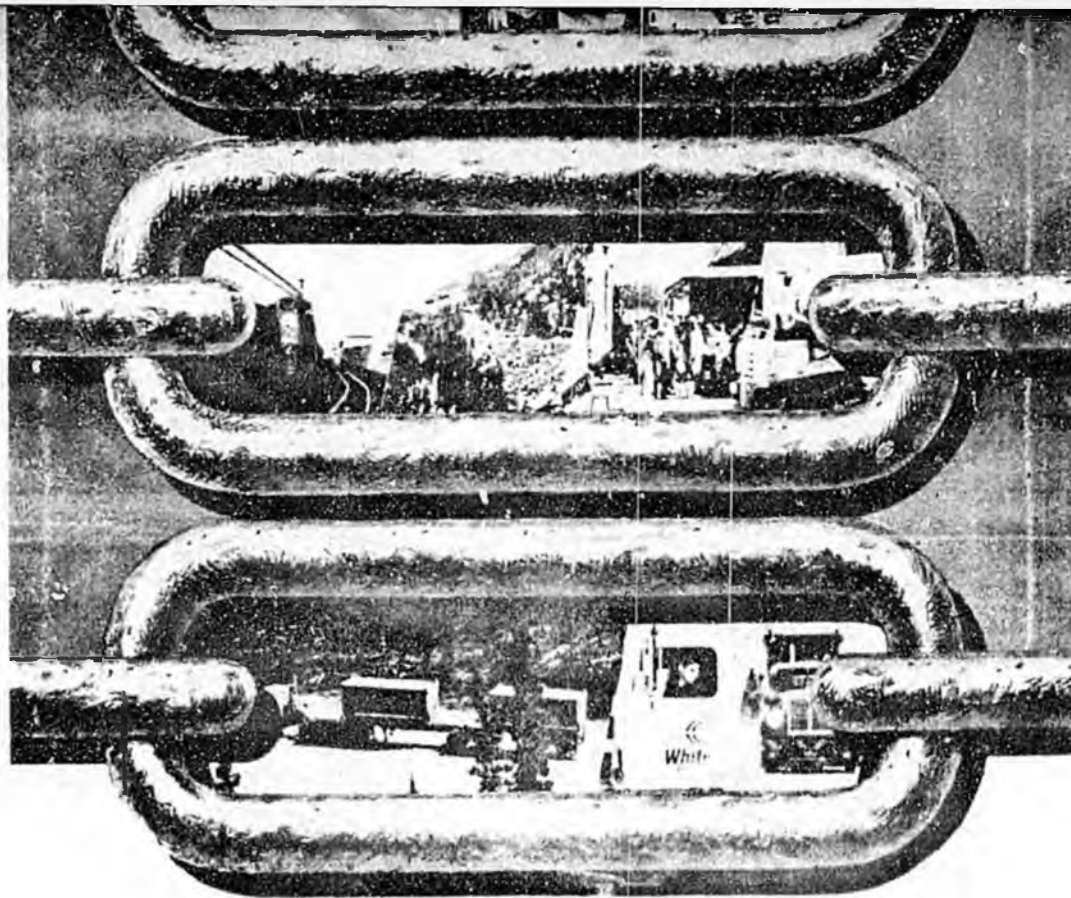


MOE's

*Frontier Bar
and
Liquor Store*

Phone: 2238

BROADWAY-Bet 4th & 5th.



The links of the chain

As the successor to the rugged Trail of '98, White Pass has forged communication and transportation links for Northern Canada using ships, trains and trucks. Each link is strong, independent and self-sufficient. Yet, each link looks to the others to complete the chain

The water link between Vancouver and Skagway is provided by two modern container-tanker ships, the M.V. Frank H. Brown and M.V. Klondike. Each week a ship departs from Vancouver for Skagway, to move your freight into the North, and returns with mineral concentrates. The rail link operates up to three trains daily in each

direction, hauling freight between Skagway and Whitehorse and returning with minerals destined for markets throughout the world. The highway link utilizes heavy duty trucks specially designed to handle efficiently all types of freight including general supplies, petroleum, bulk chemicals and mineral products

Whether your goods are inbound to the North or outbound for southern Canada you can move them more efficiently and at lower cost through the White Pass chain. We forged these links to serve you and they grow stronger every year.



**White
Pass**

& Yukon chain of Hotels and Reservation complex.

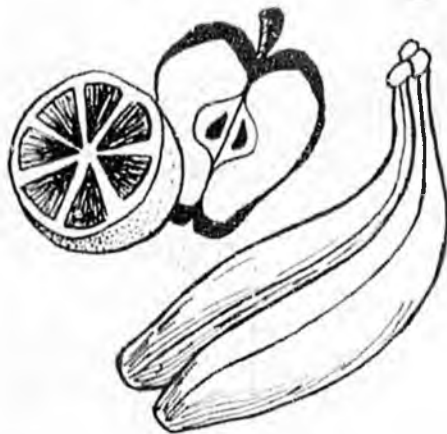
Failed to state Mel Tucker's name when Alaska Visitors held organizing meeting here in November. He has marketing venture in Anchorage and a good guy to know.

Trustees for Alaska wants us to join, but, we feel that this may be an organization which would lock up Skagway and Alaska from progressing. Time will tel just what kind of an organization this is.

Volunteer Firemen says thanks for for donation-they sure need a lot of help both in person-power and dough.

THE FAIRWAY STORE

GROCERIES, MEATS
FRUITS, VEGETABLES,
FROZEN FOODS



PHONE: 2 2 2 0

Legal Notice

NOTICE OF UTILITY APPLICATION

The ALASKA PUBLIC UTILITIES COMMISSION hereby gives notice of the filing of an application (Docket U-77-80) for transfer of Certificate of Public Convenience and Necessity No. 181, which authorizes the furnishing of cable television telecommunications service at Skagway, Alaska, from Jack Brown d/b/a SKAGWAY NETWORK TELEVISION to RICHARD G. DEDITUS d/b/a SKAGWAY NETWORK TELEVISION.

The transferee (Deditus) has been granted authority conditionally to furnish similar services at Craig, Klawock, Kake and Hydaburg. The application indicates that the transferee has had 7 years experience with cable television service and that no changes are proposed at present in the existing cable television rates in the transferor's tariff which is on file with the Commission.

More detailed information may be obtained from the transferee whose address is Box 2459, Juneau, Alaska 99803 or from Jack Brown, Box 233, Skagway, Alaska 99840. The complete filing is available for inspection also at the offices of the Alaska Public Utilities Commission, 1100 Mackay Building, 338 Denali Street, Anchorage, Alaska 99501.

Any interested person may file with the Commission by 4:30 P.M. January 30, 1978, a statement of views and specific reasons in favor of, or in opposition to, the transfer of Certificate of Public Convenience and Necessity No. 181 together with written confirmation that the same statement has been mailed or delivered to Jack Brown or Richard G. Deditus.

DATED at Anchorage, Alaska, this 29th day of December, 1977.

ALASKA PUBLIC UTILITIES COMMISSION
/s/ J. Lowell Jensen
J. Lowell Jensen
Executive Director

TED STEVENS

United States Senator
For Alaska



**ALASKA EXCLUDED FROM
COAL CONVERSION REQUIREMENT**

The House-Senate Conference Committee is continuing to hammer out the differences between the Senate and House versions of the National Energy Policy package. Work is now proceeding on two fronts. One group is working on the non-tax aspects of the package, while a second group just took up the tax-related portions last week.

The second of four non-tax parts, the Coal Conversion bill, was completed last week. The conferees agreed to prohibit new electric power plants and new major fuel-burning installations from burning oil or natural gas. New facilities are defined as those which were not under construction before April 20, 1977. Existing electric power plants and major fuel-burning installations will be prohibited from burning gas after January 1, 1990, and in some cases the Secretary of Energy is authorized to order existing facilities to convert to coal before that date. The Secretary may order existing oil-burning facilities to convert, either in categories or on a case-by-case basis.

Exemptions from these prohibitions are provided for many cases, including the unavailability of coal or alternate fuel source at reasonable costs, inadequate transportation capacity to bring the coal to the user, process requirements and technical infeasibility of burning coal, incompatibility with environmental regulations, and electric utility reliability factors.

Existing facilities in Alaska were excluded from the conversion requirements in the Senate version. Coal, although plentiful in Alaska, is not yet developed sufficiently to handle the demand if existing facilities are forced to convert. Existing transportation links would be inadequate and the cost of converting the facilities would be extremely high. The impact on consumer costs in Alaska would be severe.

M.V. AIRWEATHER



The pix shown above shows Westours' new passenger vessel being placed in the Juneau-Skagway service from May 20th., to September 28th, 1978. It will sail from Yankee Cove, 34.5 miles north of Juneau at 1:30 PM daily for Skagway, and Leave Skagway at 8:00 A.M for Juneau.

The new vessel is 102 foot long and will carry 149 passengers; cruising speed-18 knots; 1-way trip about 5½ hours; it will have 747 type seating and 4 stewardesses to make customers comfortable.

Power is 3 diesel engines generating 2,500 horsepower. Beam is 22 ft.

Skagway School Basket Ball Scores:

Christmas Tournament hosted here December 28-30. Wrangell, Haines and White Horse participated. Skagway played Wrangell for the championship and lost a close one by only three points, 51-48. Wrangell is a Class A school and Skagway is Class B.

January 6 & 7 found the Skagway Cagers at Hoonah, where they won both games. The scores were 76-25 & 103-49!

Yakatat was here January 16 & 17. Once again, Skagway was victorious in both games - 60-44 on Monday and 56-45 on Tuesday.

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**Skiing isn't just fun,
glamour and
excitement.**

**It's health, fitness
and happiness too.**

Skiers really know how to live. And knowing how to live is one of the secrets of a long life. To live better... to live longer, means taking the simple care to exercise well. Because regular exercise is the only way to keep all of your 600 muscles in shape. Especially the most important one - your heart.

So, check into skiing at a ski area or shop near you. Or hike, or bike or play squash or swing a tennis racket. Join the people going for the good life.



Public Service Advertisement
for the President's Council
on Physical Fitness

"New LUNCHEON SPECIALS"

SERVED FROM 11:30 A.M. TO 1:30 P.M.
MONDAY THRU FRIDAY

SIZZLING STEAK SANDWICH ON GRILLED FRENCH LOAF WITH FRIES AND GARNISH - \$3.69

HOT PASTERAMI ON RYE SERVED WITH KOSHER DILL AND FRIES - \$2.79

SUPER DOG, A PLUMP KNOCKWURST ON A BUN WITH SAURKRAUT AND FRIES - \$2.19

CHEESEBURGER DELUXE, A QUARTER POUND OF CHOICE BEEF WITH FRIES & GARNI - \$2.79

HIGH NOONER, BEEF HAM OR TURKEY PILED HIGH ON A ROLL WITH CHIPS AND KOSHER DILL - \$1.89

MORNING SPECIAL
7:00 AM
2 EGGS
HAM, BACON, OR SAUSAGE \$2.89
GRIDDLE CAKES
SAT. THRU TUE
10:00 AM

SUPER LOW CAL SPECIALS
\$2.69 EACH

A) FRESH GRAPEFRUIT, ORANGE, BANANA AND CHERRIES - CUP OF BOULLION, ONLY 335 CALORIES

B) ROLLED ROAST BEEF - CHEDDAR CHEESE WEDGE - TOSSED GREEN SALAD - CUP OF BOULLION - ONLY 255 CALORIES

C) TOMATOE STUFFED WITH TUNA SALAD - CUP OF BOULLION - ONLY 195 CALORIES

UP-COMING SPECIAL EVENTS
Watch for Nickie Beer Night - Coming up soon!
Another "Two Fingers" Tequila party with prizes and surprises for all!!

BONANZA LOUNGE
HOURS
11:30 - 1:30 FOR LUNCHES
5:00 - TIL ? EVENINGS
CLOSED SUNDAY



LADIES CARD DAY
WEDNESDAYS FROM
1:30 P.M. TO 4:00 P.M.
DRINKS HALF PRICE

SPORTS NIGHT
FOR ALL THE A.K.W. CHAIR Q.B.S & YOU RETIRED COACHES; THIS IS YOUR CHANCE COMING SOON!

ENTERTAINMENT SCHEDULE
STARTING JAN. 17 - 1978
DANCE MUSIC BY "DARKLY GEORGE" TUE. THRU SAT.
COMING IN FEBRUARY
CRACKERS & WITES WITH "DOLCIE"

'TAX LOSS' IS REAL GAIN HERE

by Barbara D. Kalen

Following the somewhat sensational news story of a couple of months ago concerning possible adverse effects financially on Skagway due to the tax loss of property purchased by the Park, the National Park staff, with help from Skagway's City Hall, have worked up an accurate estimate of the tax loss, plus a run-down of income to Skagway due to National Park spending.

The six properties acquired so far, would have paid taxes of \$2,178.60. Eight more, expected to be purchased in 1978, will make an additional tax loss of \$2,794.49. Another four are planned for purchase in 1979, with a present tax revenue of \$2,389.28. The total potential loss by 1980 will come to \$7,362.37, which Skagway will not have really lost, as the Federal Grants in lieu of taxes will cover the first five years of ownership, and our Park people still firmly expect to be able to return most of the property to private ownership once it has been restored.

On the plus side, the National Park Service spent, not including land acquisition, \$109,600.00 in fiscal 1977. Estimating that half of this (mostly salaries) was spent locally, sales tax revenue would have been \$822.00. Indirect tax revenue, calculated on a multiplier effect, estimating that the locally spent money changes hands 3½ times, gives an estimate of another \$5,754.00 in local taxes.

So for the year of 1977,

Skagway landmark goes up in flames

by Barbara D. Kalen

Skagway lost a living landmark when an early morning fire gutted the famed "White House" hotel on Dec. 20. The alarm sounded at 4:20 a.m., and the Skagway Volunteer Fire Dept., plus a couple dozen or more helpers, battled for more than four hours before the last ember was out.

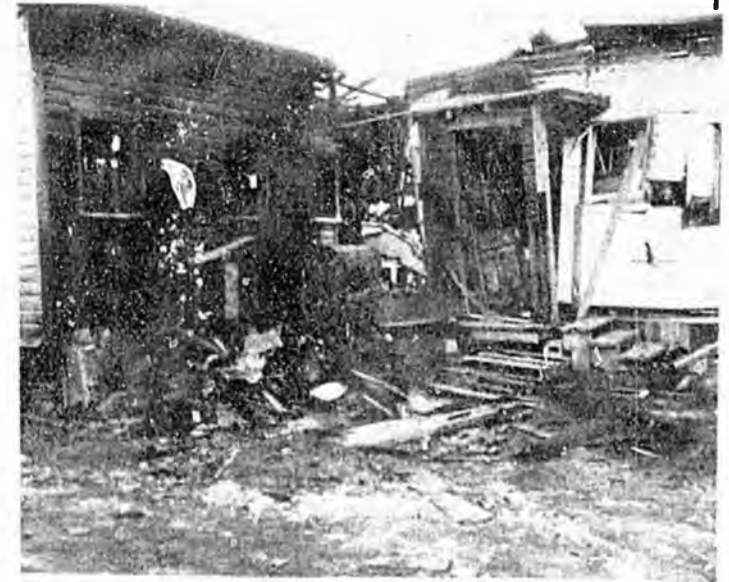
Built in the early 1900's by gambler Lee Guthrie, the White House was the finest built home in Skagway, and had the most lavish furnishings. It was also owned by early day druggist Britt, and in the late teens a Mr. Dickensen added a second story to the house. In the 1920's and 30's the White House was owned and operated by Mr. and Mrs. Frank Suffecool, who maintained showplace gardens. Mr. Suffe-

cool was owner of the Alaska Transfer Co.

During World War II, the U.S. Army took over the White House, adding a barracks wing, which was equipped to be used as an emergency hospital, though fortunately it was not need for this purpose. After the war, Nova Warner bought the White House, and he and his wife Wanda lived there, using it as both a family home and a small apartment-hotel complex.

The White House proper contained nine very large rooms, and the barracks had 12 more, plus two small apartments, and there were nine bathrooms.

The fire started in the north end of the barracks building, which was vacant and unheated for the winter. Warners smelled the smoke, located the fire and called in alarm while the fire was still quite small.



—photos by Dedman's Photo Shop, Skagway

It spread quickly through the one-story army building, and thence to the big house, and finally burned through nearly all of the roof, gutting the entire second floor of the house, and half the downstairs.

The Warner family lived in the farthest end from the fire, and with help, did manage to remove most of their furniture and personal belongings before the fire and water damaged them. No one was hurt, and only the youngest Warner child, Stewart, was still living at home. They have moved to Joe Herpst's rental house at the end of State St., and are still working at picking up the pieces. Nova works as a longshoreman, and is the local propane gas dealer; his wife Wanda is our post-mistress. We all join in extending our sympathy for their loss, and many have helped with the difficult and discouraging salvage job.

The building was uninsured.

was an estimated new money spent in Skagway of \$54,800.00, creating a direct tax gain of \$822.00 plus an indirect gain of \$5,754.00. 1978 appropriations have not yet passed Congress, but it is expected that spending will be considerably more than 1977, which was just a partial year, getting our new National Park established.

NEW FIREFIGHTER HELMETS

Three new style Cairns protective helmets have just been purchased by the Volunteer Firefighters. The new polycarbonate helmets have several features which make them superior to the older style "standard" plastic helmets.

Most prominent is their appearance, which closely resembles a football helmet and gives the firefighter better head protection from falling objects. The new helmet also has a snap-down face shield for added protection, especially for the eyes. One feature the firefighters really appreciate is the much higher melting point of the new helmets of 450° F. This is more than twice that of the older helmets, thus giving better protection in the high fire temperatures, which are usually in excess of 1000° in a fully involved building.

The winter liner, made from Nomex, a fire-retardant material, contributes by protecting the ears and neck from the intense heat.

The older helmets will gradually be replaced on the first run apparatus, as funds become available from the firefighter benefit programs and donations.

PERSONAL

Personal

Personal

Dear Norman (wherever you are),

We miss you! Please come home! I guess you're mad at me because I sold your rifle to pay for that last ad. Norman, dear, the children need you. Even Mamma misses you. Just the other day she said, "Where's Norman?" Please come home, Norman, it's been almost six months. Mamma says she'll give you back your bowling ball. She doesn't need it anymore for her wig since she wears it all the time now. You must admit dear, you weren't very nice to laugh at Mamma's wig. Noone else thinks she looks like George Washington.

Surprise, Norman, I bought a new rifle for you and it didn't cost us any money. I save so much money and time doing our laundry and dry cleaning at the KLOTHES RUSH coin drycleaning and laundry store on 5th and Broadway right next to the Skagway Artist's Co-op. The other day while I did my shopping I had those heavy living room draperies cleaned. It's much cheaper than buying new drapes this year.

Oh, you'll never guess who I saw at the KLOTHES'RUSH the other day - Carlton! He's single and doesn't have anyone to take care of him. He just found out about the Bundle Drop Service the KLOTHES RUSH has. He takes all his laundry there, even his bedspreads, blankets, towels, and rugs. They wash it, dry it, and fold it for him and he picks it up the next day. He says they do such a nice job. He even lets them launder his favorite blanket. He has to get that back the same day though since he can't sleep without it.

I'll be saving more time and money as soon as I can quit taking a taxi. Don't worry dear, none of us were hurt when I ran into the Chief of Police's car.

Your loving wife,

Claise

(Adv.)

CHAMBER OF COMMERCE

met at Klondike Dining Room Dec. 7th., with M.P. Taylor presiding. Newly elected president, John O'Daniel, was unable to be present and take office. Hope to install Dec. 26th. Treasurer's report was good; more brochures was discussed as was local brochure for visitors after arrival; Gary Danielson reported on Alaska Visitors Ass'n local efforts indicating 42 members; Information Center-6,000 persons signed register in 1977; Volunteer Fire Dept. was thanked for many things; Bank to expand; Boy Scout to organize; Annexation; and other subjects; Cy. Coyne resigned from Executive Board account of absence, and, recommended that Richard Hoffman be considered as he was Sup't of National Park Service and there should be a strong liason situation between the Service and the Chamber.

BANK TO EXPAND

The National Bank of Alaska is planning to expand their local facilities here by taking over the space rented to Chilkoot Agencies; Chilkoot Real Estate & former auto supply & clothing store, which will provide 6 teller windows, new furniture & equipment and what have you.

The local bank is part of a state-wide change, and, it is a pleasure to note that this said state-wide banking system began here in Skagway.

Hugh Hall is local manager and cashier.

ALASKA VISITORS ASS'N

T H A N K S !

The Publisher wishes to thank the National Park Service for the many Certificates of Appreciation issued locally to the persons and organizations which assisted in the Dedication of the Klondike Gold Rush National Historical Park here June 4, 1977, and for other purposes.

THE NORTH WIND and the Publisher received one each, and a glamorous Pix of said publisher taken June 4th.

T H E N O R T H W I N D

Next issue, or two, may be a bit off schedule. We plan on 12 plus issues this year beginning with Volume 15, plus a special summer edition for visitors.

We have had offers to sell this paper, and a new owner may do better with same; but, our view is that it will take a few years to be self-sustaining as we have had to dig in our pocket over the years.

However, we are trying to give more local news and will keep on trying.

Skagway Churches

ASSEMBLY OF GOD: 8th & State
Morning Worship at 11 A.M.
Evening Service at 7:30 P.M.
Pastor Micheal L. Roberts-983-2350

SKAGWAY BAPTIST MISSION:
(At Presbyterian Church)
Sunday School - 2 PM
Worship 3 PM
Rev. James Spencer PH: 2503

St. TERESE CATHOLIC CHURCH: 9th & State
Mass 7 P.M. Saturday
11 A.M. Sunday
Father James D. Cronin-983-2271

FIRST PRESBYTERIAN CHURCH: 5th & Main
Sunday School at 9:30 A.M.
Family Worship at 11: A.M. 983-2530
Rev. Ralph Weeks



REALTOR

OFFICE MOVED

ANNOUNCING THE REMOVAL

OF OUR OFFICE TO THE

SAVINGS



BUILD YOUR
STAKE WITH
ALASKA'S
PIONEER

met December 15th., and made further arrangements to make our Community more appealing to visitors; Guests; Ray Pederspn & Frank Wiggins of West-ours; Objectives discussed; as were committees: Legislative-Dorothy Shaplin; V.I.P. Barbara Moore, Jodi Bales & Phyllis Lytle; Chamber-Susan Slettevold; Rour operation liason-Dave Stevens; Pcs Pat Committee-Barbara Moore; next meeting February?; Trying to host various directors meetings & organization annual meetings; winter sports; folk festivals; P.R. Dept; Lease sternwheeler vessel on Lake Bennett; Gas line impact; Clean Up; Snow Rotary; Street Shows Charter Fishing;

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THE NORTH WIND

Box 395, Skagway, Alaska, 99840
Cyril A. "Cy" Coyne - Publisher
PH: (907) 983-2200 - - - - -

Page size: 10" x 15-7/8 High printing area with three 3 1/4" columns per page. Photo off-set process; B&W photo (Color OK in some instances).

RATES: Full page-\$100.00; 1/2-\$52.00; 1/3-\$27.00; 1/8th-\$14.00 for 48 col. inch; 24"; 12" & 6" respect. Basic column inch is \$2.50.

Legal & Classified 35¢ Col. LINE; 6 lines per column. \$2.50 Min.

SUBSCRIPTIONS: \$2.00 in town; \$2.50 U.S.A; CANADA is \$3.50 & first class. 12 issues. Monthly, except June-July-August & Sept., twice a month; with Special Summer edition.

Close: 15th., month; Summer 1st & 15th. Summer-SPECIAL EDITION close May 10th. CIRCULATION: 500 to 1,000 per issue; Summer edition 2,000+.

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F: SJR
38

February 2, 1978

Senator Joseph L. Orsini
Chairman, Community & Regional Affairs Committee
Pouch V
Juneau, Alaska 99811

Dear Senator Orsini:

Please reference your letter of 23 January 1978 concerning the recommendations of the Local Boundary Commission for annexation of land by the City of Skagway.

The views of all interested citizens of the Skagway community were considered by the City Council in the development of its annexation petition. Similarly, in the development of its recommendation, the Local Boundary Commission offered an opportunity for public participation and all views expressed by the City Council and concerned citizens were given full consideration. Although the boundary descriptions contained in the L.P.C. recommendations differ from those proposed in the City's petition, it is considered that they reflect an equitable compromise. Accordingly, the City Council recommends that the lands as described in the L.B.C. recommendation be annexed to the City of Skagway.

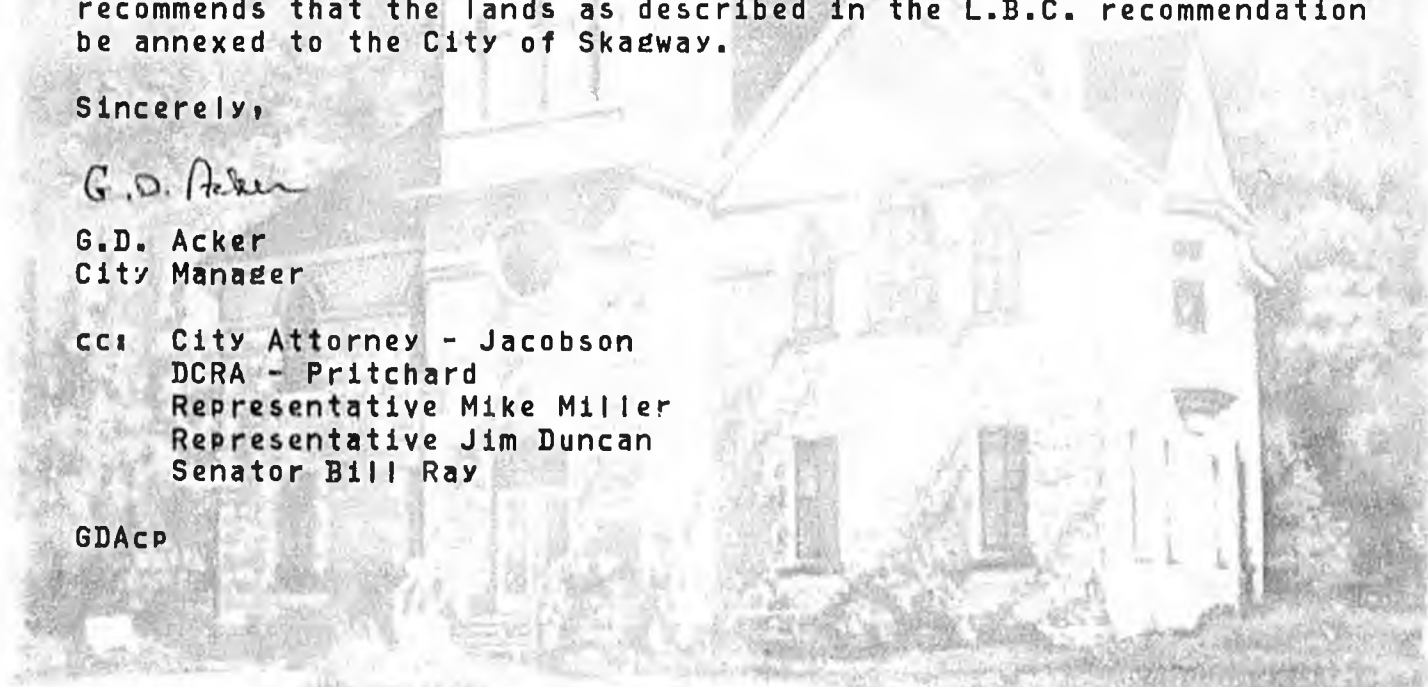
Sincerely,

G.D. Acker

G.D. Acker
City Manager

cc: City Attorney - Jacobson
DCRA - Pritchard
Representative Mike Miller
Representative Jim Duncan
Senator Bill Ray

GDACP





Official Business

Alaska State Legislature
House of Representatives

Office of the Majority Leader

F. SR
38
Pouch V
State Capitol
Juneau, Alaska 99811

M E M O R A N D U M

February 3, 1978

To: Representative Lisa Rudd
From: Representative Mike Miller *lm*

Lisa--

I have advised the city of Skagway that unless they hear otherwise from you or from me, it should not be necessary for them to attend the hearings on the resolutions annulling Skagway's annexation. My understanding is that there is no opposition to the annexation and that the boundary commission will be explaining its annexation recommendations to you. If for any reason you feel my advice to the city was not correct, or if you know of some objection that I'm unaware of, I would appreciate your letting me know.

cc: Senator Orsini, Chairman Community and Regional Affairs Committee

✓ 1. Joe
2. F. 5312-38

COMMENTS BY SKAGWAY CITY MANAGER G.D. AKER RE SKAGWAY
BOUNDARY ANNEXATION RECOMMENDATION (SJR ³⁸40) 2-2-78

Aker said that the City had mailed today a letter to the Committee expressing its support of the Boundary Commission's recommendation.

Aker said that this recommendation was an "equitable compromise" between two views which had not been satisfactorily settled at the time of the commission's meetings. Apparently the original petition was drawn up requesting the maximum area last year. The City Council then in office pared down the request to a smaller area but maintained the documentation which supported the larger request. New city elections occurred last year and a new City Council was elected which wanted the larger area annexed. It was explained to them that the petition could not be amended by the Commission or the Legislature but only rejected. The Council then agreed to go ahead with the petition as the first City Council had approved. If further land was desired, it was agreed that a new petition would be drawn up. In the meantime, the City was eager to extend its boundaries to the extent outlined in SJR 40. ³⁸

Aker said that the Boundary Commission was very cooperative with the City in light of the confusion between the two boundary limits. As a result, the City fully supported the Commission's recommendation as presented in SJR 40. ³⁸

According to Aker, the City does not plan to send a representative to Juneau to testify at the hearings unless we believe that their presence is necessary.

Ben Harding



Official Business

Alaska State Legislature

Senate
Committee on
Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811

January 31, 1978

Mr. John R. Edwards
Mayor
City of Skagway
P.O. Box 415
Skagway, Alaska 99840

Dear Mr. Edwards:

On February 7, the Senate Community and Regional Affairs Committee will hold hearings on the recommendations made by the Local Boundary Commission regarding the annexation of land by the Haines Borough SJR 39 and the Cities of Petersburg SJR 40 and Skagway SJR 38.

The Senate C&RA meetings are scheduled for 3:00 P.M. in Room 106 of the Assembly Building and public testimony will be taken prior to Committee action on the recommendations. Comments may also be submitted in writing prior to February 7 by those who wish to testify but are unable to travel to Juneau.

In the event that the hearings are not completed on February 7, further hearings will be held at the same time and place on February 9.

Sincerely,

A handwritten signature in cursive script that reads "Joe Orsini".

Joe Orsini
Chairman
Community and Regional
Affairs Committee

JO/tb