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201

HYDER, Alaska

Known as "The Friendliest Ghost Town in Alaska". Hyder has an interesting history. The community is located on the fringe of Misty Fiord National Monument and the Tongas National Forest.

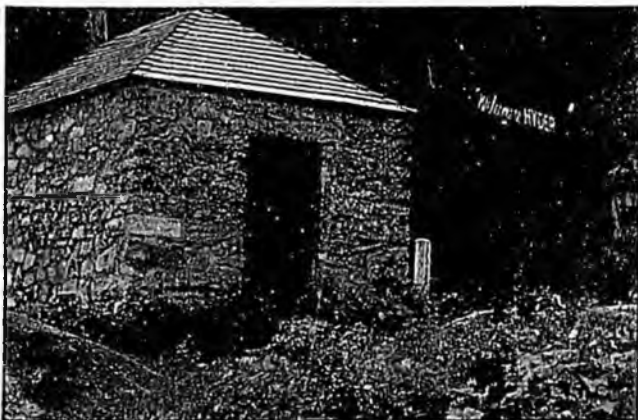


Photo by T.W. Parkin

The U.S. Corps of Engineers Storehouse No.4, located on the International Border, is the oldest masonry structure in Alaska. It is listed in the National Register of Historic Sites.

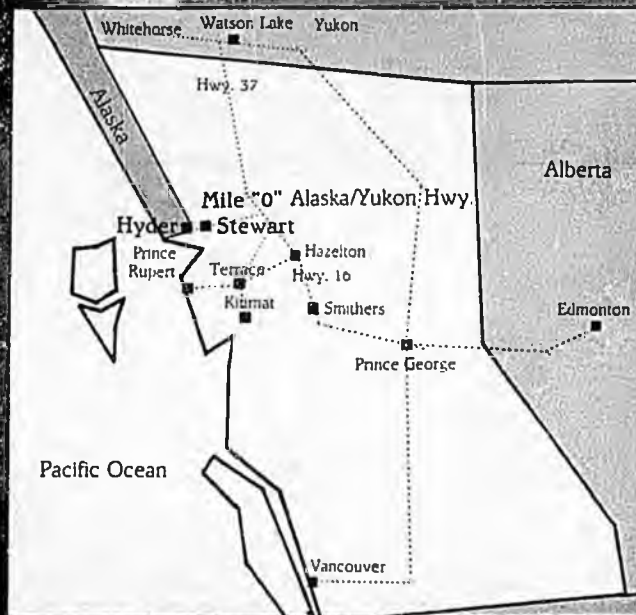
While in Hyder visit bars, gift shops, and cafes, or visit old mine sites worked at the turn of the century by prospectors hoping to find the "Mother Lode". At Fish Creek two miles northeast of Hyder see North America's largest species of Chum Salmon spawn during the months of July and August.

Before leaving don't forget the friendly tradition of being "Hyderized".

STEWART BRITISH COLUMBIA

HYDER ALASKA

*Your Gateway to
Alaska and
the Yukon!*



For information contact:
**Stewart - Hyder
Chamber of Commerce**
Box 306, Stewart, B.C.
V0T 1W0

STEWART, British Columbia

Located at the head of the Portland Canal Stewart has seen many changes take place. The town literally grew overnight as gold discoveries attracted over 10,000 prospectors and merchants to the area in 1906. Evidence of this exciting era still exists. Pilings, once used to support buildings above the tide flats, can still be observed along the shoreline.



Photo by L. Horne

On the way to Stewart why not stop at the fish ladder near Nass Bridge. Reportedly over 25,000 fish use this ladder annually.

Highways 37, tourists have realized the beauty of the region.

Several major movies have been filmed on

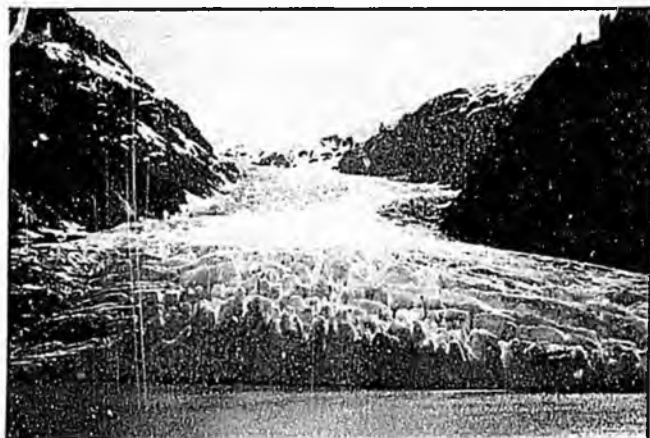


Photo by B. Wellwood

A breathtaking view of the Bear Glacier awaits all travellers on their way to Stewart. This beautiful ribbon of ice is located just 30 km east of Stewart.

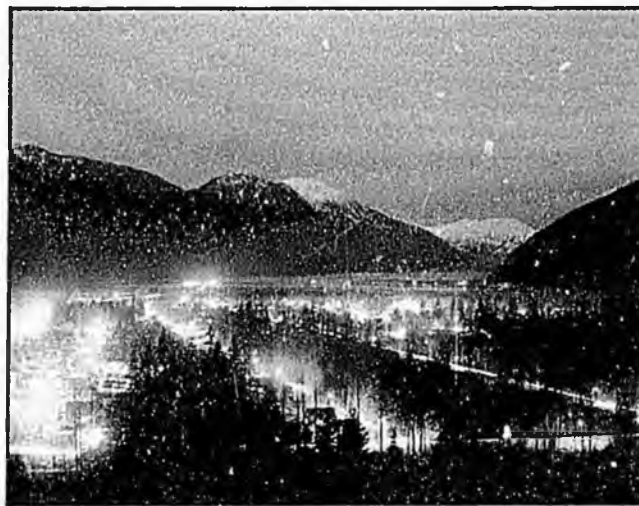


Photo by R. Eckert

The evening lights of Stewart are a welcome sight for travellers on the Portland Canal.

location in the Stewart area. The first film, 'Bear Island', involved such stars as Donald Sutherland and Vanessa Redgrave. As the number of tourists increases each year, the town of Stewart meets their needs. A beautiful tent-camper park has been set up in town. A variety of accommodations and services are available in both communities.

Events

Stewart-Hyder can boast of having the longest birthday party in North America. They begin celebrating on July 1st in Stewart and end on July 4th in Hyder. One special attraction is the international bed race which begins in Alaska and ends in British Columbia.

Alaska

Every year more tourists realize that they no longer have to travel for days on gravel roads to visit Alaska. With the last 28 km of road slated to be paved in 1984, people may now visit Alaska with a pleasant, relaxing drive.



Photo by L. Perry

After a day on the lake, fishermen can relax to the splendor of a sunset over Meziadin Lake.



Photo by L. Horne

Stewart's splendid marina is the gateway to exciting fishing or magnificent scenery. Charter trips are available.



This frozen waterfall is only one of the many sights that makes winter hiking much more rewarding.

Photo by L. Horne

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

LEGISLATIVE REFERENC.: LIBRARY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1986

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS date base CM 14. In order to save space copies of minutes have not been left in the files.

Jeanie Henry

House Transportation Committee 2/28/1985, 7:00 am

Alaska State Legislature

SENATOR
JOHN B. "JACK" COGHILL
Chairman



POUCH V
JUNEAU, ALASKA 99811
(907) 465-4921

Senator Jan Falks—Vice Chairman
Senator Mitch Abood
Senator Paul Fischer
Senator Joe Josephson

Senate Committee on Transportation

April 19, 1985

MEMORANDUM

To: Committee members
From: Committee staff *jm*
Re: File information on HB 201

On Monday, the committee is scheduled to hear HB 201, which would appropriate \$22,000 to DOT/PF for weekly ferry service from Ketchikan to Hyder. This service would begin in 1987, if Hyder gets a dock and ferry terminal, however, the companion bill appropriating \$2.1 million for construction of the facilities, HB 202, has been held up in House Finance.

There remains the possibility, however, that the ferry could use docking facilities in Stewart, B.C. (about a mile away), until the terminal is built in Hyder.



13

Prince Rupert

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Introduced: 2/15/85
Referred: Transportation and Finance

<u>Funding Information</u>	
General Fund	\$22,000
Other Funds	-0-
	<u>\$22,000</u>

1 IN THE HOUSE

BY TAYLOR AND SUND

2

HOUSE BILL NO. 201

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities to provide Weekly summer Marine Highway service to Hyder; and providing for an effective date."

10

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11

* Section 1. The sum of \$22,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for expenses incurred in providing Weekly summer Marine Highway service to Hyder for the fiscal year ending June 30 1986.

15

* Sec. 2. This Act takes effect July 1, 1985.

Experimental



HYDER COMMUNITY ASSOC. INC.

P.O. BOX F
HYDER, ALASKA 99923 (604) 636-9148

March 25, 1985

MARINE HIGHWAY SERVICE — HYDER, ALASKA

The Southeast Alaska Transportation Plan published by the Alaska Department of Transportation in June, 1980 recommended that ferry service be introduced to Hyder in 1985.

The Governor's Alaska Marine Highway Task Force recommended in February, 1984 that ferry service would be economically viable and should be introduced between Ketchikan and Hyder in 1986.

Hyder is connected with Highway 16 via 141 miles of excellent paved highway, and provides a shorter highway route to the lower 48 states than from Prince Rupert.

The M/V Aurora is based at Ketchikan and has sufficient time in its current summer schedule to provide weekly round trips between Ketchikan and Hyder with no negative effect on the communities now served. The Aurora is currently crewed on a full time basis, and the only additional expense to provide service between Ketchikan and Hyder would be for fuel.


The Marine Highway Task Force projects that the proposed route would generate capacity passenger and vehicle loads in both directions, and increase revenues. Service with the Aurora on this route would provide an alternate to the Prince Rupert gateway, with an increase in the level of service between British Columbia and Southeastern Alaska.

Currently there are twenty-eight adults unemployed in Hyder, Alaska. Our year round population is one-hundred. Stewart, 1.5 miles away, has a population of approximately 1000. Hyder has three bars, three cafes, three gift shops, one grocery store and a motel. There is only one bar open now. One cafe is open on a full-time basis. One gift shop is open on a full-time basis. Needless to say these businesses are not covering their expenses of operation. The proposed service would provide a needed economic stimulus for the people of Hyder, Alaska.

The children who attend public school are bused into Stewart, B. C. Our electricity is furnished by B. C. Hydro. Our telephone area code is (604) British Columbia. If you call Alaska long distance information you will be informed that there is no such place as Hyder, Alaska. Now we only receive mail once per week — weather permitting. We have gone as long as six (6) weeks without mail service. A round trip charter to Ketchikan can cost as high as \$1,000.00.

Documented Canadian border crossing statistics show in excess of 20,000 visitors entering between May—August, 1985. These figures are based on a 40/hr work week.

I hope these ideas will assist you in your deliberations on establishing a terminal and ferry service at Hyder and that a favorable response can be obtained.


John W. Chatham, President

Hyder Position

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: HB 201
 Title: An act making appropriation to
 DOT&PF to provide weekly summer Marine Highway service
 to Hyder.
 Sponsor: Taylor & Sund
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Transportation
 BRU, Program or Subprogram(s) Affected:
Alaska Marine Highway System

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
OPERATING		-0-	-0-	-0-	-0-	-0-
100 PERSONAL SERVICES		-0-	-0-	-0-	-0-	-0-
200 TRAVEL		1.0	2.1	2.2	2.4	2.5
300 CONTRACTUAL		6.0	12.7	13.5	14.3	15.1
400 SUPPLIES		3.5	7.4	7.8	8.3	8.8
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		10.5	22.2	23.5	25.0	26.4
CAPITAL						
REVENUE		1.2	2.5	2.7	2.9	3.0

FUNDING: (Thousands of Dollars)

GENERAL FUND		10.4	22.0	23.3	24.3	25.2
FEDERAL FUNDS						
OTHER PGM Rec.		.1	.2	.2	.2	.2
TOTAL		10.5	22.2	23.5	25.0	26.4

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS: Attach a separate page if necessary

- See Attached -

Prepared By: Joe D. Camp Phone: 465-3950
 Division: Alaska Marine Highway System Date: 2/25/85

Approved by Commissioner: [Signature] Date: 2/27/85
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

Fiscal Note

7/1/84

ANALYSIS HB 201

Service to Hyder could not begin until a suitable docking and terminal facility were constructed. Engineer estimates for site selection, design and construction would require from eighteen (18) to twenty-four (24) months.

Assumptions:

Assuming an eighteen (18) month time frame to put the facility on-line, terminal and vessel operating costs would not be required in FY 86 and in FY 87 only for the last quarter. FY 88 and onward, would require full funding for the operation of a summer schedule.

While the terminal building would be heated, lighted and have restroom facilities no state employee would be stationed in Hyder. A contractual arrangement with the City of Hyder or a local resident is opted and payment for services would be from ticket sale commissions generated by the contractor.

A link between Hyder and Ketchikan added to the present routes would provide a new option for travelers. This could result in an increase in traffic.

POSITION

HYDER, ALASKA - MARINE HIGHWAY SERVICE

The Department of Transportation and Public Facilities has no position on the concept of weekly Marine Highway summer service connecting to the land highway system of Hyder, Alaska. Such service would provide an alternate connection to the British Columbia land highway network, serve an increased number of Alaskans and provide a potential for increased visitor trade. This service is to be studied in the update of the Southeast Transportation plan due to be completed in December, 1985.

Docking, transfer and terminal facilities must be provided in Hyder before such service can begin.

Site selection, design and construction would require 18 to 24 months; therefore, if House Bill 202 is passed, service could begin in the summer of 1987 at the earliest.

A vessel could be made available to provide this service by shifting the summer season weekly port call of the M/V AURORA from Prince Rupert, B.C., to Hyder.

The distance from Ketchikan to Hyder is 130 nautical miles, compared to a distance of 92 nautical miles between Ketchikan and Prince Rupert. This results in a one way running time from Ketchikan to Prince Rupert of six hours and thirty minutes, versus slightly more than nine hours to Hyder for the M/V AURORA. Schedule time is available as indicated below.

Normal summer schedules call for the M/V AURORA to provide a connection to Prince Rupert on Tuesdays. This could be approximated from Hyder as follows:

CURRENT AURORA SCHEDULE

MON	LV	Hollis	7:30 AM
MON	AR	Ketchikan	10:15 AM
MON	AR	Ketchikan	2:45 PM
MON	AR	Hollis	5:30 PM
MON	AR	Hollis	7:15 PM
MON	LV	Ketchikan	11:15 PM
TUE	AR	Pr Rupert	*6:30 AM
TUE	LV	Pr Rupert	*10:30 AM
TUE	LV	Ketchikan	5:15 PM
TUE	LV	Hollis	9:15 PM

ETC - ETC

* Prince Rupert time

PROPOSED HYDER SERVICE

MON	LV	Hollis	7:30 AM
MON	AR	Ketchikan	10:15 AM
MON	LV	Ketchikan	2:45 PM
MON	AR	Hollis	5:30 PM
MON	LV	Hollis	7:00 PM
MON	LV	Ketchikan	10:45 PM
TUE	AR	Hyder	8:00 AM
TUE	LV	Hyder	10:00 AM
TUE	LV	Ketchikan	8:00 PM
TUE	LV	Hollis	11:30 PM

ETC - ETC

DOT Position

DSS

- Stocks
- Management tactics
- Inside business



A hidden Hyder

Ferry plan sets Southeast town abuzz

by Chriss Swaney
Times Business Writer

Hyder — Residents of this tiny southeast Alaskan community say the zip code is the only connection they have with their state and nation.

But "Alaska's Friendliest Ghost Town," — the inscription on a sign at the outskirts of the unpaved 250-acre community — may yet overcome its isolation if the legislature approves a bill that would provide weekly ferry service to the community and \$2.1 million to build a dock and terminal there.

Hyder, located about 100 miles northeast of Ketchikan at the head of the Portland Canal, has no roads to Alaskan cities nor any regular marine or airline transportation. Flights must be chartered from Ketchikan and cost \$250 one way. However, costs can reach more than \$1,500 if snow or fog forces Bush pilots to bypass Rudyard Pass — a faster aerial route to Hyder.

Because of its remoteness, residents use Canadian money, hospitals, telephone exchanges and schools. Although Hyder has a small grocery store, residents say they drive two miles to nearby Stewart,

B.C. to purchase dairy products.

"We need a dock and ferry terminal to keep the community alive," said John Chatham, administrator of the Hyder Community Association Inc. "We've been isolated too long," he said.

Many residents don't even know who their local representatives are because the community of 100 is bordered on the north and west by the Tongass National Forest and British Columbia on the east, Chatham said.

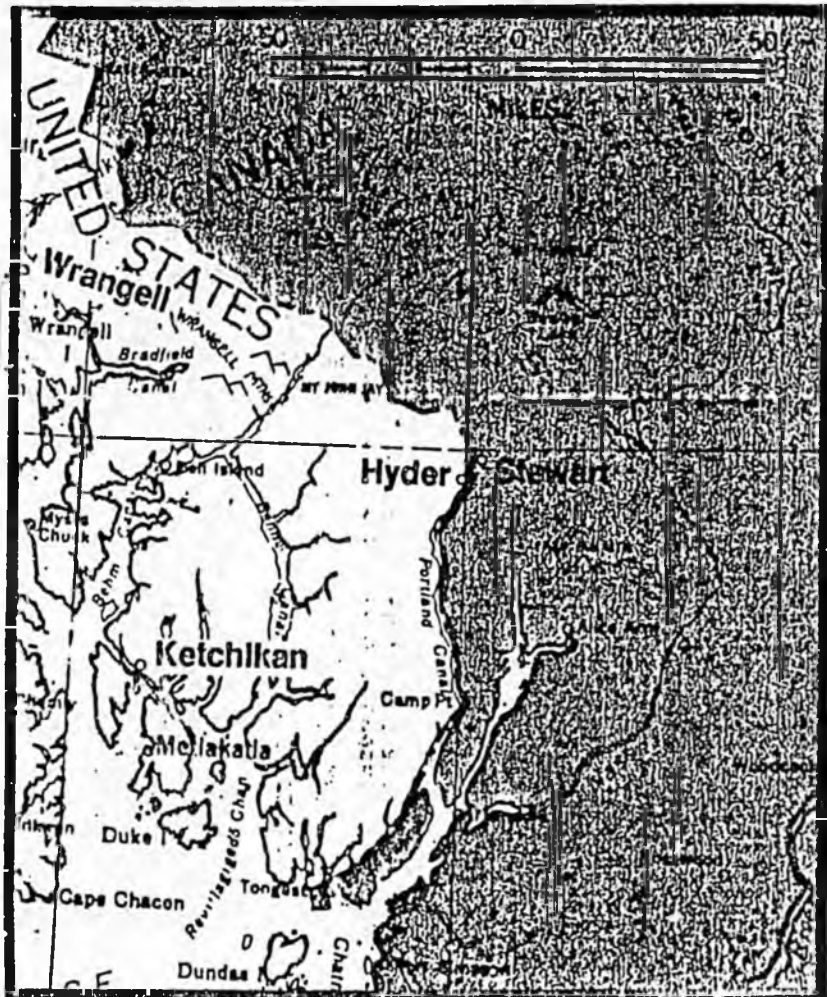
But the entire community recently jumped aboard Rep. Robin Taylor's bandwagon to lobby for construction of the ferry dock and terminal.

Taylor, R-Wrangell, introduced a bill to the legislature earlier this year asking for funds to build the ferry dock and terminal. The bill is now being studied by the House Finance Committee.

"We hope to see some kind of movement on the bill in the next couple of weeks," Taylor said. "I think Hyder residents have finally realized that the squeaky wheel does get some oil," he said.

Meanwhile, the economy of Hyder remains flat. Two of the community's three

See Hyder, page D-3



Times Art Department

Hyder, 'Alaska's friendliest ghost town' is two miles away from Stewart, B.C.

Hyder wants dock

Continued from page D-1

tourist gift shops are closed and the 11-room hotel is closed indefinitely. Sales also are down for the community's three bars and the one gift shop still open.

Dorothy Britton, owner of the "This and That Gift Shop" which is still open, said the proposed ferry terminal would help community morale and business. "We get about 60,000 tourists (mostly Canadians) each summer but things die in the winter and fall because of our remoteness," Britton said.

"We love the beauty of the area but we also need to be able to support ourselves," she said.

Another problem for Hyder businesses was the recent closure of two mines in Stewart. "Our bars and gift shops used to get a lot of business from the miners but now things are real

slow," said Lawrence Marx, who has lived in Hyder the past 25 years.

Most Hyder residents are self-employed in construction, lumber and tourist-related jobs. A few residents work in California and live in Hyder during the summer.

"There are no food lines or anything yet because of the depressed economy, but we have delivered some canned goods and wood to several families," said preacher Don Hagen of the Brookside Baptist Church in Hyder.

Kathy Tschakert, whose 9-year-old daughter Amanda attends a Canadian school, said construction of the ferry dock would make Hyder residents feel more a part of their state and nation. "The Canadian schools are fine but I wish my daughter was singing "The Star Spangled Banner" instead of "Oh Canada."

CITY OF KETCHIKAN, ALASKA

RESOLUTION NO. 85-1424

A RESOLUTION REQUESTING THE IMPLEMENTATION OF ALASKA MARINE HIGHWAY SERVICE BETWEEN KETCHIKAN AND HYDER, ALASKA AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Southeastern Alaska Transportation Plan published by the Alaska Department of Transportation in June, 1980 recommended that ferry service be introduced to Hyder in 1985, and

WHEREAS, the Governor's Alaska Marine Highway Task Force recommended in February, 1984 that ferry service would be economically viable and should be introduced between Ketchikan and Hyder in 1986, and

WHEREAS, Hyder is connected with Highway 26 via 141 miles of excellent paved highway and provides a shorter highway route to the lower 48 states than from Prince Rupert, and

WHEREAS, the Marine Highway Task Force projects that the proposed route would generate capacity passenger and vehicle loads in both directions and increase revenues, and

WHEREAS, service on this route would provide an alternate to the Prince Rupert gateway with an increase in the level of service between British Columbia and Southeastern Alaska, and

WHEREAS, the proposed service would provide a needed economic stimulus for the people of Hyder, Alaska.

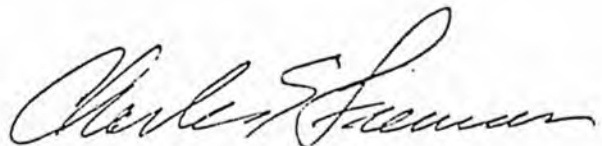
NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Ketchikan, Alaska, as follows:

Section 1. The City of Ketchikan strongly urges the State of Alaska to implement Alaska Marine Highway service between Ketchikan and Hyder, Alaska as soon as possible.

Section 2. The City Council hereby directs the City Clerk to distribute copies of this resolution to Governor Sheffield, Commissioner Knapp, Senator Ziegler, Representatives Sund and Taylor and Mr. John Chatham, President, Hyder Community Association, P.O. Box F, Hyder, Alaska 99923.

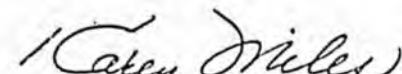
Section 3. This resolution shall become effective immediately upon passage and approval.

PASSED AND APPROVED by the Council of the City of Ketchikan, Alaska, this 21st day of February, 1985.



Charles E. Freeman, Mayor

ATTEST:



Karen Miles, City Clerk

City of Ketchikan Resolution