HB

402

S NATE COMMITTEE REPO. :

DATE: 4/17/92 FURTHER: Finance

DATE TURNED INTO OFFICE: 5/5/92

Transportation Committee considered CS FOR HOUSE BILL NO. 402 (RULES)

"An Act naming the Briggs Bridge."

and recommends:

[X] replace with Senate CS For CS HB 402 (Trans)

or [ ] adopt previous_____ CS _____(_____)

[ ] attaches amendment(s)

[ ] same title
[X] new title
[ ] technical title change (HB only)

[ ] adopts _____Letter of Intent

[ ] further referral to the _____

[X] do pass

[ ] do not pass

[ ] no recommendation

[ ] individual recommendations

NEW FISCAL NOTES: **Dept/Date**

[ ] **zero** fiscal notes _____

[ ] fiscal notes _____

[ ] **appropriation**--no fiscal note

PREVIOUS FISCAL NOTES: **Dept/Date**

[X] **zero** fiscal notes DOTPF / 1/15/92

[ ] fiscal notes _____

DO PASS:

OTHER RECOMMENDATIONS:

Chair: Signature and Recommendation DO PASS

Alaska State Legislature

Randy Phillips
State Representative
House District 15

Member
House Finance Committee

Session
State Capitol
Juneau, AK 99801
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Memorandum

TO: Senator Curt Menard, Chairman
Senate Transportation Committee

FROM: Representative Randy Phillips

DATE: May 4, 1992

RE: Sponsor Statement in Support of C S for House Bill 402 (Rules)
"An Act naming the Briggs Bridge."

Glenn G. Briggs and his brother Dale and their families were a pioneers in the Chugiak-Eagle River area. They have made major contributions to Alaska and in particular the Chugiak-Eagle River area. Glenn Briggs died on May 10, 1990 at the age of 87.

In 1932, Glenn Briggs was chosen by the U.S. government to to assist in the development of native-owned reindeer herds on the Seward Peninsula. With the outbreak of World War II, the reindeer project came to an end. In 1943 he decided that Eagle River was "a good place to park the pigs.", he then devoted the rest of his life to making the community a place where people like to live. Glenn Briggs purchased a 160 acre homestead in Eagle River and started a hog farm, meat-packing house and smoke house. In 1945 Dale Briggs and his family hoomesteaded the 160 acres adjacent to Glenn Briggs farm.

Mr. Briggs developed one of the first subdivisions in Eagle River. He helped to develop the Eagle River Shopping Center and the Parkgate Professional Building. Mr. Briggs underwrote the costs of writing and publishing the book BETWEEN TWO RIVERS, by Marjorie Cochrane, a history of the Chugiak-Eagle River area. He was instrumental in organizing the Chugiak-Eagle River Chamber of Commerce, the Eagle River Lions Club, Knik Little League and several other organizations. He

was particularly supportive of youth and established scholarships that have benefitted a number of local high school students.

The true extent of Glenn G. Briggs' philanthropy will never be known as he often used fictitious names to identify his gifts. He refused requests to be photographed in connection with contributions and asked that he not be identified for his support of non-profit organizations.

Glenn G. Briggs was a man who refused to be recognized for his contributions while living. His brother Dale and their families continue to contribute to the quality of life in Alaska. It is fitting that we should now give this family the recognition they so deserve by naming the Hiland Bridge in their honor.

Eagle River pioneer Glenn G. Briggs dies May 10 at age 87

The man who in 1943 decided Eagle River was "a good place to park the pigs" — and then devoted the rest of his life to making the community a place where people like to live — passed away May 10, 1990.

At a memorial service held yesterday (Wednesday) at Evergreen Memorial Chapel, many friends related incidents from the life of Glenn Gillen Briggs. He was a businessman, developer and leader who still had an active interest in the welfare of his community when he died at the age of 87.

Having a background in animal husbandry and the meat packing industry, Mr. Briggs was chosen by the U.S. government to assist in efforts to develop native-owned reindeer herds. One of four unit managers hired by the Bureau of Land Management, he went to Nome in 1932 aboard the steamship "Victoria."

It was during his work on the Seward Peninsula that he met Mary Louise Campbell, daughter of the owner of the trading post at Kotzebue. They were married on November 18, 1936. Four years ago the couple celebrated their golden wedding anniversary among a large crowd of friends.

The reindeer project came to an end with the outbreak of World War II. Mr. Briggs went to Juneau to enlist in the armed forces but as a married man past age 35 was rejected, according to an interview recorded in "Between Two Rivers," a history of Chugiak - Eagle River written by Marjorie Cochrane.

Having been impressed with the area while traveling from Anchorage to the young agricultural project in the Matanuska Valley, Mr. Briggs had been interested in the possibility of settling here and raising animals for meat. He arranged for a contract to supply the new Ft. Richardson military base with pork.

Mr. Briggs purchased the 160-acre homestead of Jack Cobol and established the hog ranch there. The couple continued the operation for several years.

At the conclusion of the war, Mr. Briggs saw the area's potential as a desirable residential community and developed one of the first Eagle River subdivisions. Even though not required at that time, he provided many amenities which added to the quality of the neighborhoods he created.

Glenn G. Briggs dead at age 87

Recognizing a need for goods and services in the growing community, Mr. Briggs joined in building Eagle River Shopping Center. It housed several businesses, including a grocery store, and the post office. He later formed a group which built the Parkgate Professional Building.

Mr. Briggs was instrumental in organizing the Chugiak - Eagle River Chamber of Commerce and served on its first board of directors.

Cultural needs of the community were also backed by the pioneer developer who supported and contributed to various projects. He was instrumental in forming the Eagle River Lions Club, Knik Little League and other organizations. He was particularly supportive of activities for young people and through his businesses assisted with many of their financial needs.

Mr. Briggs shunned publicity for his philanthropies, in some cases inventing fictitious names to be listed as sponsors of such things as scholarships for local high school students. He declined requests to be photographed in connection with contributions and asked that he not be identified for his support of non-profit organizations.

Expanding his interest in affairs which affected the community, Mr. Briggs was active in politics. He was a staunch Republican and held local and state offices within the party. When the Greater Anchorage Area Borough was formed in 1963, he was elected as the first assemblyman from Chugiak - Eagle River.

Mr. Briggs considered it important that the community's history be written. He underwrote printing of the "Between Two Rivers" book and provided many of the pictures it contained.

A charter member of the Chugiak - Eagle River Chamber of Commerce and Eagle River Lions Club, he held membership over the years in a number of other community groups. At the time of his death, he held a position on the board of trustees of the Chugiak Senior Center Foundation, Inc. and was active in that group.

Born November 16, 1902, in Independence, Iowa, Glenn Gillen Briggs was the son of John Damon Briggs and Nora A. Gillen. He is survived by his wife, Mary Lou Briggs of the family home in Eagle River; and two brothers, James Briggs of Valicelo, Calif. and Dale Briggs of Eagle River.

The family suggests that memorial contributions be made in his name to Chugiak Senior Center Foundation, Inc., HC78 Box 2890, Chugiak 99567.

attention:
Randy Phillips

Rivers and the next year work began on the Palmer Highway. The highway was a joint accomplishment of Anchorage Light and Power and Alaska Road Commission. Each built twelve miles of the meandering one-lane highway.

It was a highway in name only. Mary Siebenthaler Bryant, who moved to Palmer with her husband when he was hired to help build the colony, remembered it as "the awfullest road. When it was icy, you couldn't get around the curves. The road was so bad in winter that when we got to Eklutna Flats I'd usually say, "Stop, I want to get out and walk!"

Peter Bagoy, who had gone to work for the road commission in 1927, said that after freezeup, late in the fall of 1936, motorists could drive from Anchorage to Palmer. "It was not a good road," he added, "but it was passable."

But Melva Pippel called the road "the most interesting thing that ever happened in Southcentral Alaska."[4] Melva and her husband Walter were colonists, newly arrived from Minnesota, and a decade later, they would have ninety acres of vegetables under cultivation in Eagle River. But when they reached Palmer in 1936, there were only eighteen miles of road in the Matanuska Valley. The colonists, used to thousands of miles of highways in the states, often felt trapped.

The Palmer Highway was ". . . a litle narrow road, a one-car road with turnouts," Melva said. But when it was opened, "You never saw so many happy people. They had someplace to go." She and Walter drove an old truck to Anchorage to attend their first Fur Rendezvous that winter. She wore "a long red velvet gown over that little old narrow highway and Walter was all dressed up too." The following summer they took their four children to Anchorage's Fourth of July celebration. Melva remembered "all the old gold miners and trappers" who came to town for the Fourth. "They would take our little kids and buy candy for them. They were the kindest people . . . and talk about a wonderful time!"

Another traveler on the Palmer Highway not long after it was first opened was Glenn Briggs, a reindeer unit manager for the Department of the Interior in Western Alaska. He had been in Alaska since 1932, but had not visited the Southcentral area, and he was interested in its potential for livestock raising.

Briggs had graduated from Iowa State with a major in animal husbandry and a minor in economics. After graduation, he went to

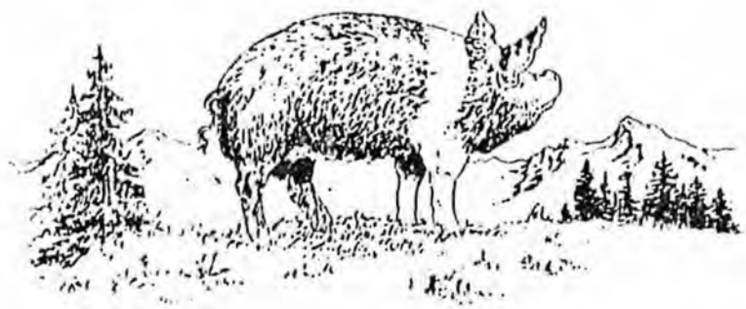
work for Armour Packing Company in Chicago. Western Alaska, at that time, was populated with reindeer which had been introduced several decades earlier to help provide Natives with a new source of meat when the area was threatened by food shortages. Gradually, many of the herds had been acquired by Lomen Company. Lomen deer and Native-owned herds had become intermixed, and by 1932, the Department of the Interior had ordered that only Natives would be allowed to own the herds. Negotiations began to return the herds of non-Natives to the Eskimos. Department of the Interior representatives visited the Mid-West, looking for persons experienced in animal husbandry who would represent the Natives during the changeover. Briggs was one of the four unit managers hired.

In Anchorage, on vacation, he met I.M.C. Anderson, head of the Farm Home Administration, and talked with him about the possibility of livestock raising in Southcentral Alaska. Anderson took him to Palmer, driving over the gravel, winding road closely bordered by willows. Briggs liked the looks of the country Anderson showed him and was convinced that he would like to return when his job with the Department of the Interior ended.

Enroute to Palmer, Briggs and Anderson probably passed a small, flat-roofed roadhouse near Upper Fire Lake. In 1934, before the bridge across Eagle River was completed, Ken Laughlin filed on 160 acres adjoining the Siebenthaler's homestead to the east. His land included Upper Fire Lake, and, in 1935, he built a small two-room cabin on a hill above the north end of the lake. The cabin was probably typical of many of the "prove-up" homestead dwellings. Its central room contained a wood stove, sink, cupboards, a small dining space and a daybed. A small bedroom opened off the main room. The floor and ceiling joists were of rough-cut spruce, and the exterior walls were covered with rounded spruce slats. Between the vertical slats and the framing was a layer of cardboard insulation.

Laughlin was an organist in the Empress Theater in Anchorage. In his free time, he hauled materials for his cabin by dog team from the Green Lake Loop Road, north of Anchorage. Laughlin had his cabin completed in time to open what might be called the first fast-food service in Chugiak - Eagle River. The new Palmer Highway was being built below the cabin, and Laughlin took over a construction campsite where he sold hotdogs and hamburgers to highway crews.

Peter Bagoy remembered stopping there for coffee. Since Laughlin



Chapter 3

Lovely Fields Below the Mountains: The Homesteading Years

ANTICIPATING THE NEED for a base in Southcentral Alaska, the federal government had withdrawn land for a military reservation by Presidential proclamation in 1939. The reservation swallowed several homesteads between Anchorage and Eagle River. North of Eagle River, between the river and Birchwood, a quarter-mile-wide strip of land along the Palmer Highway was withdrawn. The military reservation surrounded the Siebenthaler

homesteads. Frank and Fina had already given up mink farming and moved to Anchorage where Fina operated a greenhouse and Frank was a federal worker. Slim and Elsie still used their cabin for weekend outings. On May 1, 1941, both homesteads were withdrawn by executive order with the understanding that if the land were ever released, the Siebenthalers would be given the opportunity to buy it back for the same amount that the government paid them for it. The land was apparently used only for a "rest and recuperation" site for enlisted men. Not long after the war began, the cabin burned to the ground. Mary Siebenthaler suspected that "it was probably just some soldier who didn't know how to build a fire right."

Late in the fall of 1941, when Margaret and Paul Swanson were honeymooning in their one-room apartment, Glenn and Mary Lou Briggs celebrated their fifth wedding anniversary in Nome. The events that had led to their marriage began in 1930 in Kotzebue, when trader Tom Barriman's new wife Molly set out to trade for furs upriver. She paid the equivalent of $2.50 for each of the muskrat skins she bought. When Barriman shipped them to his partner, Ernest Patterson, in Seattle, Patterson could market them for only 49 cents apiece. The financial fiasco convinced Patterson that he needed a representative in Kotzebue to handle his business. He sent his daughter, Teresa Campbell, north. A widow, Teresa was no newcomer to Alaska. She had helped her late husband run a store in Nome during the gold rush days. But there were few white women in Kotzebue when she arrived in the early '30's and she was homesick. She sent for her daughter Mary Lou to join her at the trading post.[1]

Glenn Briggs' job with the Reindeer Service took him to most towns on the Seward Peninsula. By the time he got to Kotzebue, however, Mary Lou had left for California to study dress design and millinery. Two years later, when she returned, she and Glenn met. Mary Lou put her new dress-designing skills to work to make a street-length, coral taffeta wedding dress. The wedding ceremony was held Novemeber 18, 1936, in her mother's home. The next day Glenn left by dog team for three weeks of reindeer work.

By the time World War II began, the transfer of reindeer to Native ownership was nearly completed. In December of 1942, Glenn was released from the Reindeer Service. He went immediately to Juneau to enlist in the Army, only to learn that married men over 38 would not be accepted.

In Anchorage, 8,000 servicemen were stationed at Fort

Richardson. Glenn saw the opportunity to help supply the base with fresh meat, which was scarce during the war, by setting up the livestock operation he had planned for so many years. All non-military shipping to Alaska was prohibited during the war, but Glenn received permission from Territorial Governor Ernest Gruening to move a shipment of hogs to Alaska. He arranged with Major General Simon Bolivar Buckner to use garbage from the base to feed the pigs. He asked his brother Dale to buy a carload of hogs — 76 gilts and 4 boars — in Nebraska and ship them to Seattle. While he awaited their arrival, Glenn built special crates, each designed to hold four pigs. Glenn accompanied the hogs by ship to Seward and loaded them on a railroad car for Anchorage. But he had no place to house them once they were unloaded. He set up a makeshift corral beyond town, in the woods at the end of Merrill Field, while he looked for land.

Glenn wanted to settle as near the base as possible. The first piece of private property north of the main portion of the base was Jack Cobol's homestead in Eagle River. By luck, Cobol had already decided to sell the land. A week after Glenn reached Anchorage with his pigs, he paid Cobol $7600 for the 160 acres, the small log cabin, an old Plymouth car, and a few pieces of equipment. On June 1, he trucked his pigs from Anchorage to Eagle River and turned their shipping crates into temporary hog houses. With the $7600, the Cobols bought the Lane Hotel at 4th and C in Anchorage which they operated for several years.

When Glenn and Mary Lou moved onto their new homestead, the valley

Glenn and Mary Lou Briggs on the steps of the Cobol homestead cabin shortly after they purchased it in 1943. (BRIGGS PHOTO)

The original Jack Cobol homestead cabin on Meadow Creek, photographed in 1943. *(Briggs photo)*

George Morelander, left, principal of the Eklutna Industrial School from 1942 to 1945 when students were transferred to Sitka, often visited the pig farm and Eklutna students helped harvest the Briggses' potato crops. (BRIGGS PHOTO)

was a broad expanse almost solidly covered with timber. The only clearings were the 20 acres on their property and the 20 acres that Nyberg had cleared. Their water came from Meadow Creek which flowed down from the Chugach Mountains through their land. They hand-dug wells for water for the hogs. Glenn built a brood house and a farrowing shed. The next spring they planted potatoes in the clearing beside the cabin and that fall they hired students from Eklutna school to harvest the crop.

From the windows of the log cabin, Mary Lou could see the Palmer Highway and the treacherous hill beyond the river bridge. In the winter when the hill was icy, she watched anxiously for the garbage truck which Glenn drove each morning to the base for the day's supply of pig food. It was always a relief, she remembered, when she saw the truck safely reach the bottom of the hill.

The initial hogs which Dale Briggs had hand-picked for Glenn in Nebraska were purebred Hampshires, selected for their hardiness. Glenn brought two carloads of grain to Alaska, along with the hogs, and for the first two years he supplemented the base garbage with the grain. By the time the grain was gone, however, it was apparent that the pigs did not need it and they were fed only the Fort Richardson leftovers.

Probably no pigs ever had a more exotic diet. The Army was wasteful. Some days there would be as many as 25 or 30 carcasses of lambs tossed out almost unused "because the military didn't like lamb," Glenn said. He hauled turkey and dressing and case after case of Spam, the cans unopened but pierced so that they could not be used by civilians. Mary Lou took some of the garbage to feed the chickens which she raised both for eggs and for eating.

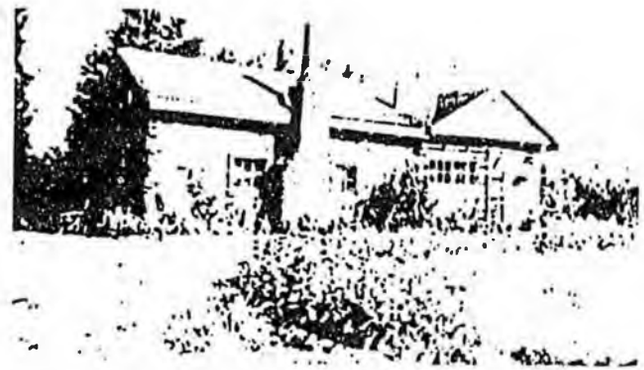
In the winter months, which the Briggses remembered as much colder in the 1940's than they were in later years, Glenn kept a kerosene heater burning under the garbage-hauling truck to keep the oil warm. For weeks at a time, the thermometer registered 40 below zero. After Glenn left in the mornings for the base, Mary Lou moved the heater to the middle of a washtub in the chicken coop "and the chickens perched around the edge of the tub, keeping their toes warm."

At night the pigs were bedded 30 to 40 to a shed where body heat kept them warm. In extremely cold weather, the heat the pigs generated was a problem in itself. When the hogs left the sheds to feed, the sudden exposure to the cold caused occasional cases of pneumonia in the herd.

When Glenn returned with his load of garbage, the feed was spread on eating platforms for the pigs. But the platforms attracted black bears and the bears often stole not only garbage but the pigs, too. The bears came in over the fences and dragged the pigs out. Glenn would find their carcasses later in the nearby woods. He had help, however, from Fort Richardson soldiers in controlling the bear population.

"It was a big deal for military people to get away from the post," Glenn said. "On weekends, they'd come out to help with the farm work, just to get away from the base and have a homecooked meal."

When the bears became a nuisance, Glenn furnished guns for bear-hunting excusions. The first few years more than 40 black bears were killed near the homestead. Mary Lou rewarded the hunters with Sunday dinners which were even more of an attraction than the hunt itself. Hungry for home-cooking, the servicemen enjoyed the pork roasts and hams she served, along with garden produce and home-baked desserts.



In 1944, the flat-topped leaking roof of the Cobol cabin was replaced by the Briggses with a new gable roof. Soldiers from Fort Richardson helped with the repairs in exchange for a home-cooked meal. (BRIGGS PHOTO)

During their first winter on the homestead the Briggses discovered that the flat roof on the cabin leaked. When they decided to replace it with a gable roof, half a dozen men from the base volunteered to help. "We put the gable on in one weekend," Glenn said, "and they wouldn't take any pay."

Years later, the Briggses were still receiving letters from some of the former servicemen, telling them how much they had enjoyed the experience on the homstead.

Despite the volunteer help, there was more work than two people could handle. The need for more land for the expanding hog operation had led Glenn and Mary Lou to buy a 120 acre tract to the south of their homestead which had been staked by a man named Bailey who had never moved onto his property. In 1944, Dale Briggs

came from Kansas to join the livestock operation. He had hardly arrived before he was drafted. Dale was stationed at Fort Richardson and as soon as bans on non-military travel were lifted, his wife Ruth came to Alaska to join him. With her were their four children: Lynn (10), Glenn (8), Michael (6) and Mark (3). Dale was credited by his children with winning the war single-handed. On the day that he was drafted, Germany surrendered. The day that he was sworn in, the Japanese called it quits."

In 1944, Dale Briggs, right, came from Kansas to join his brother Glenn in the operation of the hog ranch. (BRIGGS PHOTO)

Meanwhile, Dale had filed for a 160-acre tract of land adjoining Glenn and Mary Lou's homestead to the north. During his time off from the base, Dale began building a log cabin and proving up on his land.

The shell of the cabin went up in the summer of 1946. The family lived in base housing on Fort Richardson until the house was completed. It was built on a rise overlooking the pig farm. One of the children's tasks during the summer was to haul water from Meadow Creek to the house. Mary Lou's strawberry patch bordered the creek and, in exchange for helping to tend the berries, the children were allowed to sell strawberries at a roadside stand beside the Palmer Highway. The berries were huge and beautiful, their mother remembered. A handful filled a pint-size basket, which the children sold for 50 cents.

In the early days of livestock operation, Glenn took his hogs to Palmer for butchering, but that was so expensive that he began processing the meat himself. He built a smokehouse as well as a slaughterhouse, and sold hams and sausage to most of the hotels in Anchorage. Before long he was grossing $40,000 annually. "It was a lot of money then," he said. "The cost of operating was low."

His only major expense was hauling the pig feed from Fort Richardson. Forty years later, Glenn said there was no chance for hog raisers to make money in Alaska's economy in the 1980's when you could buy pork cheaper in the supermarket than you could raise it.

Except for the Briggs farm, there was little other development along the first few miles of the Palmer Highway north of the Eagle River bridge until the late 1940's. But the Lars Nyberg property had changed hands. Walter Pippel had become disillusioned with the marketing restrictions imposed on farmers in the Matanuska Project. In 1936 his fields had produced the first marketable produce in the colony. "We had the most beautiful crop of vegetables in Palmer you ever saw," Melva remembered.

But Pippel did not want to be told how and when he could market the vegetables. He filed suit against the colony's regulations. Three years later, after Pippel received an out-of-court settlement, the family left Alaska to return to Minnesota. His fight with the government did not dampen Pippel's enthusiasm for the possibilities of agriculture in the territory. Shortly before World War II, the family

The one-lane "highway" between Palmer and Anchorage in the early 1940's passed through thick unbroken stands of birch and spruce. The only clearings were at the Cobol, Nyberg and Laughlin homesteads. (BRIGGS PHOTO)

moved back to Alaska to farm in what is now the Spenard area of Anchorage where they raised potatoes and hogs. Wanting to expand his operation, Pippel bought the Nyberg homestead not long afterwards. He planted crops on the Eagle River land but the family continued to live in Spenard.

Pigs had generated the first agricultural venture on the southern end of Chugiak - Eagle River. Geese marked an early farming experiment on the north.

In 1945, Reese Tatro filed on 130 acres of land north of Peters Creek, which included all of Mirror Lake. Above the lake's eastern shore, Bear Mountain rises precipitously and on early maps the lake was called Bear Lake. Not until 1960 did the name "Mirror Lake" appear on USGS maps, but a mirror was what it most resembled. Sheltered by the mountain above it, the lake reflected the peak and the seasoned colors of the thick stands of birch that surrounded it. Reese, trucking supplies and passengers from Anchorage to Independence Mine in Hatcher Pass in the late 1930's, often stopped long enough to admire the lake's beauty.[10]

Reese had first come to Alaska in 1934 to manage a CCC camp at Cordova and had worked on construction jobs in different parts of the state before moving to Anchorage. During the war, he met Grace, a newly-arrived payroll clerk who was employed by the district Corps of Engineers on Fort Richardson, and they were married not long afterwards. In 1946, Reese and Grace pitched a tent on Reese's Mirror Lake homestead. Grace continued to work during the winter months on Fort Richardson. She took summers off to help Reese clear and farm the land.

Reese built a frame around the tent and the couple lived in the cozy two-layer home for several years, lighting it with gas lanterns and carrying their water from the lake.

They soon discovered that the lake was an ideal home for geese, and Anchorage's growing population offered a good market during the winter holiday season. In the summer they sold goslings. The Tatros built up a large flock: big grey Toulouses, White Chinas, Africans, a few Pilgrims. They named their homestead "Quanta La Goose Farm," a parody of a Spanish song entitled "Quanto Le Gusto" that was popular in the 1940's.

The couple raised chickens as well as geese and sold both eggs and fryers. The chickens led to one of the first experiments with solar heating in the area. Reese built coops with plexiglass windows

facing south to keep the chickens warmer in the winter.

They planted several acres of barley and other grains on the land they cleared but potatoes were their major crop. They sold the potatoes to the Army on contract. In winter, Grace remembered, it was almost a full-time job to keep the potatoes sorted. Like the Pippel fields to the south, the Tatro fields included cabbages and other hardy vegetables. The gravelled Palmer Highway bisected their homestead and Grace planted acres of daisies on either side. She sold daisy plants along with vegetables at a roadside stand.

After the cabbages were gathered in the fall, moose moved into the fields to glean the leftovers and once a moose slept under the Tatros' kitchen window all winter. Loons swam with the geese on the lake in the summer and beavers built a nearby lodge. Homesteading was not easy, but the bonuses were many. "I wouldn't take anything for those early days," Grace said 30 years later.

Between the Briggses' hog ranch and the Tatros' Quanta La Goose Farm, other pockets of land along the Palmer Highway were attracting newcomers. In 1945, small tracts legislation had been extended to Alaska by the Secretary of the Interior. It provided for the sale or lease of tracts not exceeding five acres of "vacant, unreserved, surveyed public land" as "a home, cabin, camp, convalescent, recreational or business site" at a price "which shall not be less than survey costs."[11]

The first five-acre, small-tract homesite in Chugiak - Eagle River was staked south of Peters Creek by Cloyce and Justine Parks. They were Nebraskans and, before the war, Cloyce operated a decorating business, selling draperies, rugs, and furniture. But with the war, all manufacturing that was not essential to the nation's defense stopped. Cloyce could not continue his business. He was nearing 40, the Parkses had two teen-age children, and he was ineligible to enter the service. Instead, he went to work as a civilian with the Corps of Engineers and was offered a one-year assignment in Alaska.

Cloyce was sent to Fort Richardson as foreman of a roofing crew. As soon as civilian travel was permitted, Justine and the children, Virginia and Jim, joined him. Cloyce had found an unoccupied cabin which had been built by Harold Swank on federal land a few miles north of Fire Lake Lodge at mile 18.5 of the Palmer Highway. Swank had not been able to claim the land and had given up the cabin. The Parkses staked five acres which included the cabin as soon as the area was opened for homesite development in January of 1945. Later,

to Eagle River could pick up their mail without driving to Anchorage.

As Christmas of 1947 approached, the families put aside their worries about power, school, and fires for a community celebration of the holidays. They planned a potluck supper and a Christmas party at which Santa would distribute presents. The Parkses volunteered the use of their coffee shop. Three women agreed to make and fill 20 Christmas stockings for the smaller children. Vernon Haik donated a supply of red flagging for stocking material. Cloyce Parks offered to cut and decorate a tree. Fred Hasekoester worked with Cloyce for several days in mid-December to build tables and benches to seat the sixty-three children and adults. Daria Alex said she would make popcorn balls for all the youngsters.

The party of December 23 was declared "a great success." Tables were decorated with candles and baskets of frosted leaves and spruce branches. A report in the Community Club minutes indicates that "Sgt. Lane carved the tasty meat loaves. Sgt. Duncan and his men brought a handsome chocolate cake which was served at the end of the party."

In the midst of after-dinner games, Santa himself arrived, looking suspiciously like Paul Swanson, who had agreed earlier to "extend a personal invitation to Santa." He distributed toys and stockings to the children and the 50-cent gifts which each adult had brought. The party broke up about midnight. "It was a Merry Christmas," the report concluded."

The Eagle River homesteaders did not join the community club until later. In 1947, the only lights to shine through the Christmas dark were from the cabins of Glenn and Dale Briggs and two new families who were homesteading to the east.

Arthur and Eleanor Braendel and Frank and Jo Brink had filed for adjoining land that summer. The two couples had become friends through a Little Theater group in Anchorage not long after they had arrived shortly after the war ended.

It was music, not drama, that had introduced Eleanor and Arthur across the continent in 1943. Both were New Yorkers. Eleanor had enrolled at Cornell University to study accounting. Arthur, who had enlisted in the Navy, was sent to Cornell for a special three-months diesel engineering course. A cellist, he began looking for string players interested in forming a string quartet. Eleanor and her viola answered his bulletin board ad.

At the end of the three months, Arthur shipped out to the South

Pacific where he spent the rest of the war in the tropics. When the war ended, he went in search of "someplace cold" to recover from the heat and humidity of the past two years." He'd planned only a short visit to Alaska. But when he reached Juneau, he was hired by the FAA as a mechanical engineer and was transferred to Anchorage not long afterwards. He proposed to Eleanor by mail.

In the fall of 1946, Eleanor set out for Seattle from her home in New York by train, lugging Arthur's cello, her viola and violin, and a 50-pound chest of silverware Arthur's mother had given them for a wedding present. The conductor let her store the cello in a closet that held dirty linens. It was empty when they left New York, but the farther west the train traveled, the more dirty linens piled up in the closet until finally the cello was crowded out. Arthur met Eleanor in Seattle where they were married. They left immediately for Anchorage and a new life together.

That winter they helped found the Anchorage Symphony, and met the Brinks when they provided music for one of the Little Theater productions that Frank was directing. The Brinks were from Pennsylvania. After he was discharged from the Navy, Frank had taken a job with war surplus in Anchorage. Later, he opened an ice cream business with four other persons on Martin's Dairy near Merrill Field. The business was not a success and Frank's partner skipped town, leaving him to pay off the debts.

Both couples shared a desire to "get out in the woods" although they had not come from farming backgrounds. Besides, housing was difficult to find in Anchorage. Early in the summer of 1947, they drove to Eagle River for a picnic and hiked from the end of the Briggses' road up the mountain, looking for a possible homesite. They chose land bordering Meadow Creek both for the water the creek would supply and for the southern exposure.

The Braendels staked 154.6 acres, the Brinks 160. Arthur hired a "taciturn" bulldozer operator, he said, to brush out a road between the two homesteads to the creek. Brink, whom Arthur described as having "an erring sense of direction," had flagged the road. Arthur, wearing a red shirt, told the dozer operator to follow him while he followed the flags. He hadn't counted on the speed of the dozer operator or the problem in locating Brink's route. "There were trees falling down right behind me and I was running as fast as I could go. Finally the dozer operator stopped to eat lunch. That's what saved me from certain death," Arthur said.

"I used to hate telling people that I lived in Peters Creek," Sunny said, "because people would say, 'Oh, you live out there with all those poor people.' That's how they thought of Peters Creek, as full of poor people.'"

Bill pointed out that Peters Creek families weren't rich, but they weren't poor either. They all worked and had incomes of some sort. "But they were do-it-yourselfers. Maybe they'd go for three years with tarpaper siding on their houses. But later those places were nice homes. People enjoyed building for themselves. They were the sort of people who came up here for roughing it and for freedom."

By the time the Platzeks arrived in Alaska, Eagle River was developing as a more sophisticated part of the community, where more amenities were available and the first subdivisions with city-size lots were appearing.

Early in 1950, Glenn Briggs sold 40 acres and his hogs to John and JoAnn Vanover. The Vanovers had operated a hog ranch in Mountain View but Anchorage was growing up around them. The military population on Fort Richardson and Elmendorf was dropping and Glenn realized that there was no longer going to be enough garbage to support all of the hog farms in the area.

Not long after the Vanovers bought the Briggses' pigs, one of several sides of bacon the new owners were smoking dropped into the fire pit and blazed up. The smoke house also caught fire, burning rapidly. A year later, the log house which Jack Cobol had built in the 1930's went up in flames. The following year their brood house was destroyed by fire. To add to the Vanovers' troubles, a short time later their slaughter house in Mountain View burned to the ground.

Problems of a different kind plagued the area's largest poultry farm, which was located a mile or so to the north. Henry and Bertie Hermann started for Alaska in 1950 from Buffalo, New York, pulling a 36-foot house trailer behind their truck. When they reached Anchorage, they found that there were no trailer courts with spaces large enough to accommodate theirs. Looking for a site, they arranged with Walter Pippel to buy land from him. Hermann was a contractor and he had planned to continue in the building trade when he reached Alaska. But his arrival coincided with a prolonged carpenter's strike. The Hermanns turned to chicken-raising instead.

Before long they had hundreds of chickens housed in a 16,000-square-foot building which was described as "better quarters than a lot of people were living in then." At the peak of its production, the firm boxed as many as 3,300 eggs a day. But the same problems that beset most agricultural ventures in Alaska plagued the Hermanns. The cost of importing feed for the chickens was prohibitively high. Merchants could buy eggs from outside cheaper than the Hermanns' poultry farm could produce them. A few years later, the farm went out of business.

Meanwhile, at the top of the grade north of Eagle River bridge, Tony Bochstahler had opened a woodcraft shop. Bochstahler's handmade furniture was popular throughout the Anchorage area, and the cache that he built beside the shop became something of a landmark over the next two decades. Bochstahler and his wife Betty homesteaded upriver and worked for many years to preserve the natural beauty of Eagle River, as well as for other enviornmental causes.

The beauty of Eagle River valley was proving to be worth the difficulties of reaching it. Milford Johnson and Jack Stewart, whose brother Robert was already living in Peters Creek, built a mile and a half of road up the valley in 1952 in order to reach their new homesteads. Their cabins marked the end of the road.

"All the cars you saw coming up the road were either headed for Milford Johnson's place or mine, Jack remembered. That winter, however, a man named Kochinke and his wife mushed a dog team on past the Johnsons and Stewarts to claim land in the roadless valley and build a cabin. Before the decade ended, the valley was a patchwork of homesteads stretching a dozen miles upriver along a road that each successive settler pushed farther east.

As the population of the area grew, there was an increasing need for services closer to home and Anchorage. In the fall of 1955, construction began on a quarter-million dollar shopping center at Mile 14½ on the Glenn Highway. The *Anchorage Daily News* called the center "one of the most modern and complete in Alaska."[6] The *News* reported that it would be called the Eagle River Shopping Center and would be owned and operated by Tedrow's, Inc., a local corporation, locally financed. Officers were Ray Tedrow, president; Mary Lou Briggs, vice president; Evelyn Sehm, manager, Glenn Briggs, treasurer; and Lucille Tedrow, secretary.

Mrs. Sehm said that the center was the result of three years of extensive research to be sure that it would provide "the businesses, services, and professions best suited to fill the needs and desires of our community and also to attract the general public." She

Glenn Briggs, who had worked hard for orderly growth for Eagle River, was elected as the first Assemblyman from the community. Glenn had supported the establishment of a state park along Eagle River at the Glenn Highway bridge crossing when the Division of Lands a year or two earlier made available lands dedicated to mental health uses, but he wanted to see restrictions on additional land releases proposed for residential use. In a letter he sent to the Division of Lands, Glenn noted that 1800 acres of small tracts in Birchwood and the Eagle River bridge area had been sold with no restrictions.

"Today Birchwood is a blighted area," he wrote. "Spotted throughout are some nice homes and in most instances each is surrounded by shacks, substandard dwellings, and abandoned starts. Today in the Eagle River Small Tract block there is one F.H.A. approved house and perhaps a dozen others which could with some modifications meet F.H.A. minimum requirements. Fewer than half of the original tracts have any improvements. In some instances tracts were not developed because of the impracticability or impossibility of getting access roads to them. Others did not provide reasonably suitable building sites."

He recommended that if the state disposed of the mental health land for residences, lots should be laid out with the contour of the land so each would have a suitable building site; that covenants should be established to make sure homes met minimum F.H.A. requirements and public health standards; and that roads should be roughed in to provide access to all lots.

Briggs warned that although there was justification in 1953 for making small lots available without restrictions, "there is no justification for the policy now with the Eagle River area established as a growing community."[6]

He concluded that the sale of land for residences should be controlled over a period of several years to provide for the extension of fire protection, a school bus system, power and telephones, and during his tenure on the borough Assembly he continued to push for these improvements.

Eagle River had formed its own volunteer fire department in the fall of 1959. Throughout the 1960's, it depended on subscriptions and donations to keep it in operation. The first fire truck was a 750-gallon, 1942 tanker which was kept in part of Walt Pippel's potato barn.

Much of the support for the fire department came from fund drives

organized by the new Lions Club. Almost as soon as the club received its charter, members began sponsoring Bingo games to finance the purchase of new equipment for the firemen. In 1965, the club applied for a long term land use permit for 40 acres near the river bluff which they could develop for recreational use. Part of the Bingo proceeds were used for the recreational program. Lions also helped buy the first Eagle River ambulance. Lion vice president Tom Slanker attended the state's first Emergency Medical Technician training in Sitka and volunteered for ambulance duty when he returned. Lions sponsored community cleanups, brought the circus to town, and conducted rabies clinics.

Little League baseball, the first organized sport in the community, pre-dated the Lions' charter. In 1959, Tom slanker paid the $125 sponsorship fee himself to allow local boys to join the Mountain View League. CBA members volunteered to get a field ready at Eagle River Elementary. In the meantime, youngsters practiced ball in Dale Briggs' front yard. Four years later the program had grown large enough to enable a separate Chugiak - Eagle River league to be formed.

There were no hockey rinks in the community, but at Fire Lake, where the Polyefkos had begun subdividing their property, Bob Boehm pumped water out of the lake in the winter to keep a rink on the lake ice flooded and skateable. He organized a hockey team and coached neighborhood children. In Eagle River, a 10-lane bowling alley opened for business on the hillside above the shopping center. Sled dog racing was popular and mushers organized a local club. One of its members was Shirley Gavin. She won the world's women's sled dog championships in 1966, 1969 and 1970.

East of Chugiak, where Little Peters Creek flowed down out of the Chugach Mountains, Ray Beam and his sons began planning a ski resort on their homestead in 1961. Building roads and putting in three rope tows, the longest one 2,000 feet, were costly and time-consuming. Not until 1967 did they have the area ready to open with an A-frame lodge and a ski rental shop at the base of the nearly treeless slopes.

The Ptarmigan Valley resort was short-lived, however. Plagued with conflicting land claims and beset with financial troubles, the Beams operated the ski area only one year and the land eventually became part of Chugach State Park.

In late March of 1964, when Chugiak High School was under

have given Chugiak - Eagle River direct representation in the State Legislature for the first time, had been struck down by the courts. The new Northeast District which Egan thought should be established was to extend from the Old Knik Bridge south to Mountain View in Anchorage, a distance of 40 miles, to include Fort Richardson and part of Muldoon as well as Chugiak - Eagle River. Although a number of local residents had been candidates for the legislature in primary elections, none had been successful in the at-large races in the single big district that included all of Anchorage.

When Egan's plan was rejected, the community was split instead between the Mat-Su and Anchorage districts. Under a plan formulated by the Supreme Court, Eklutna, Peters Creek, Birchwood and Chugiak were to be part of the Mat-Su District which had one representative in the state house. Fire Lake and Eagle River would be in the Anchorage Northeast district. Five hundred residents sent telegrams to the Supreme Court objecting to the division. Egan expressed concern over splitting "the natural socio-economic area." And the *Star* noted that "This community of 7500 persons, despite the hyphen we use in the name Chugiak - Eagle River, is one. The area on our side of the mountain is different from either the Anchorage or the Mat-Su areas. Our problems are different. Different solutions are needed. Solving the problems of our neighbors to the north and south does not always solve problems here."[4]

One long time Chugiak resident was bitter over the division because, he said, it came just when the community was begining to pull together solidly, overcoming some of the ill feelings and jealousies of past years. Not until the end of 1973, however, was a new reapportionment plan finally approved which reunited Chugiak and Eagle River into a district that included Muldoon and Mountain View areas, with four seats in the House and two in the Senate.

In the intervening year, dissatisfaction with borough government had mounted in the community. There were controversies over where access sites from the old Glenn Highway onto the new four lane freeway should be located; where the proposed extensions of the first public sewers, built in 1972, should go; what site was best for a new elementary school, and for a fire station. Planning for the new facilities, residents felt, was too often done by borough newcomers who were unfamiliar with the community. When officials presented their proposals, residents were apt to find flaws and reject them.

In the summer of 1973, an editorial in the July 26 edition of the *Star* suggested that "The time has come for serious thought and expeditious movement toward some form of incorporation for this community." Already a group had been formed to push for secession from the Greater Anchorage Area Borough. Incorporation, the editorial continued, "would be a barrier against being swallowed up by annexations or through unification" and would allow elected local representatives "to plan for the community's needs and speak for it."

The *Star* noted disadvantages: the increased costs of local government and the possibility that it would still become part of Anchorage if a unification plan were ever accepted. But it argued that the cost of government could be absorbed, and that services which the area needed, like police protection and road maintenance, "would be grandiose" if offered by Anchorage, while local residents were more apt to favor only minimal, and less expensive, plans.

Assemblyman Ed Willis continued to advocate a second-class city as the best solution. Glenn Briggs warned, however, that "It was only with the clout and broad tax base of the Greater Anchorage Area Borough that sewer service was made available to the Eagle River area. Without sewers, the greater part of the business district of Eagle River would have died . . . and many homes . . . would now have been abandoned."

He said an incorporated city could not afford the police protection, road improvements, and public water system that were needed now more than ever.

Up and down the highway, more and more homes were going up. The construction of the oil pipeline from Prudhoe Bay to Valdez was gearing up. Although the pipeline itself would be built hundreds of miles away, many of the workers who were coming to Alaska from the southern oil states were buying homes in Chugiak - Eagle River. As the population continued to grow rapidly, there were thefts and break-ins, traffic tieups on the still-uncompleted highway between the community and Anchorage, and an alarming number of traffic accidents and deaths.

A wave of vandalism began that affected nearly every major local business. George Malekos, who had opened the North Slope Restaurant in Eagle River after a stint as a cook on the North Slope himself, described the damage. "They hit the liquor store, my

restaurant, the candy shop, the local tool rental business, the lumberyard, the taxidermist.""

In alarm, merchants and other residents formed a vigilante group that patrolled the streets at night and checked to make sure doors of businesses were locked.

Then, on December 7, 1973, an event occurred that was more earthshaking for the community than the Good Friday earthquake a decade earlier. At 2:50 a.m., 78,000 pounds of dynamite in a storage bunker on Alaska Railroad land a mile northwest of Eagle River exploded.

The blast jarred homes throughout the area, caused heavy property damage, although no lives were lost, and was felt from Palmer to Rabbit Creek. The storage bunker disintegrated, and the blast blew out a large crater in its place. Trees and brush were knocked down in a wide area.

At Eagle River Elementary, third graders reported their reactions to the explosion.

"I heard some rumbling and then I heard a big boom," one youngster wrote. "My dad told us to get some warm clothes on. We looked out the window and saw a big mushroom shaped smoke."

Another child reported that when the dynamite exploded, "our garage door fell off and flew away and my dad got excited."

A third noted that the first boom he heard "was the explosion. The next boom was my father jumping out of bed!" "

Four persons, three of them 18-year-olds from Eagle River, were arrested. They pleaded guilty to using a home-made bomb to detonate almost 40 tons of dynamite. Property owners filed claims against the railroad and the cases dragged on for several years before settlements were finally made. Despite the dangers that the blast had made apparent, other nearby bunkers continued to be used to store explosives over repeated objections from residents.

The explosion brought to a head the need for police protection for the area. Yet in a special election the following March, voters rejected extension of borough police powers by a margin of 50 votes. The measure passed in Eagle River, Fire Lake, and Chugiak precincts but failed in Eagle River Valley, Birchwood and Peters Creek. A lack of confidence in borough operation of a police department was blamed by some for the election's failure. Others feared that the costs of police protection would increase uncontrollably; some saw the results as a vote not against the proposed service area but against

the borough itself, or the possibility that it would be a step toward unification. One voter said he felt the ultimate solution was "to control our own services by forming a new borough."

Although the separatist movement was gradually gaining support, the one major argument against independence from Anchorage continued to be the lack of a broad tax base. Schools were the major employer in the community. No attempts at establishing industries had been successful. A plant opened in Eagle River to produce foam pellets but closed after only a few months when the building burned. The number of local businesses was increasing but they were small and had few employees. A corporation headed by Glenn Briggs built the community's first large office building, the Parkgate Building, and the office spaces were leased to a savings and loan institution, a travel agency, a beauty salon, a title company, a real estate firm, and others, evidence of the growing sophistication of the area.

Across the river, on its south bank, the state opened the Eagle River Correctional Center, a medium-security facility that was the first in the state to emphasize rehabilitation. Almost immediatley it was criticized for its "country club" design and atmophere. College classes and skill training for inmates were planned. It had "probably the best equipped kitchen in Alaska," a lounge, commissary, music room, library, gymnasium, shop — and a 14 foot fence surrounding it. "It's a nice place to visit," editor Lee Jordan concluded, "but I wouldn't want to live there." A third of its staff lived in Chugiak - Eagle River, but its payroll brought only a few added dollars to the area.

The only real source of income for a separate borough would be from property taxes. But so attractive was the idea of an independent government becoming, in spite of its costs, that in April of 1974, a group of Eagle River residents flew to Juneau to lobby for a bill which would put a vote on incorporation as a separate second-class borough on the ballot in the August primaries. If it failed, a second-class city within the existing borough would be proposed on the November ballot.

When the bill came up for consideration, other local residents, including Assemblyman Ed Willis, rushed to Juneau to testify against it. Willis called for an economic study before any such measure was voted on. Glenn Briggs and Stanley Nickerson warned that large tax increases would result. Anchorage Borough Mayor Jack Roderick agreed, pointing out that he saw no way that a separate Chugiak -

Legis. Resolve 61

IN THE HOUSE

HOUSE CONCURRENT RESOLUTION NO. 32

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

REQUESTING THE STATE GEOGRAPHIC BOARD TO NAME A MOUNTAIN ON THE KENAI PENINSULA AFTER BRUCE MCGHAN.

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

WHEREAS BRUCE MCGHAN WAS BORN AND RAISED IN THE STATE AND SPENT MANY HOURS ENJOYING THE BEAUTY OF CRESCENT LAKE AND THE SURROUNDING MOUNTAINS ON THE KENAI PENINSULA; AND

WHEREAS BRUCE MCGHAN WAS KILLED IN AN INDUSTRIAL ACCIDENT AT THE AGE OF 33 LEAVING BEHIND FAMILY AND FRIENDS WHO KNEW AND LOVED HIM; AND

WHEREAS FOUR GENERATIONS OF BRUCE MCGHAN'S FAMILY HAVE LIVED IN THE STATE, COMING TO THE STATE IN THE 1940'S AND BRINGING THE BRASS RAIL THAT IS STILL INSTALLED IN THE ANCHORAGE FOURTH AVENUE THEATRE; AND

WHEREAS MEMBERS OF BRUCE MCGHAN'S FAMILY INSTALLED THE FIRST TRANSMITTER STATION ON MOUNT SUSITNA AND WORKED ON THE STATEHOOD COMMITTEE; AND

WHEREAS BRUCE MCGHAN'S GRANDFATHER, CLIFFORD D. MCGHAN, DROVE ONE OF THE FIRST CARS OVER THE ALASKA HIGHWAY AND OPERATED ONE OF THE EARLY AIRLINES BETWEEN ALASKA AND SEATTLE; AND

WHEREAS BRUCE MCGHAN'S HISTORIC FAMILY TIES TO THE STATE WERE MADE STRONGER BY HIS FATHER, TERRY MCGHAN, WHO INSTALLED THE FIRST PUBLIC WATER AND SEWER SYSTEMS USED IN SEWARD; AND

WHEREAS BY BEING A CONSCIENTIOUS AND HARD WORKER, BRUCE MCGHAN ACCOMPLISHED MUCH IN HIS SHORT LIFE, BEGINNING AT THE AGE OF EIGHT WHEN, AS THE YOUNGEST PAPER BOY FOR THE ANCHORAGE DAILY NEWS, HE ESTABLISHED ONE OF THE LARGEST PAPER ROUTES IN SEWARD AND WON DOZENS OF AWARDS FOR HIS EFFORTS; AND

WHEREAS BRUCE MCGHAN ALWAYS EXHIBITED THE ALASKA TRAIT OF ACCEPTING ANY CHALLENGE, INCLUDING WHEN, AT AGE 13, HE LEARNED TO RUN HIS FIRST PIECE OF HEAVY EQUIPMENT, FIXED THE BULLDOZER WHEN IT BROKE DOWN, AND BUILT A RUNWAY AT MENTASTA LODGE ON THE TOK CUTOFF, AND

WHEREAS BRUCE MCGHAN CONTRIBUTED TO THE HISTORY OF THE STATE WHEN HE WORKED FOR A REMOTE BUSH CONSTRUCTION COMPANY TO BUILD SEVERAL VILLAGE SCHOOLS; AND

WHEREAS BRUCE MCGHAN WORKED FOR THE FORMER STATE DEPARTMENT OF PARKS AND HELPED TO DESIGN AND BUILD THE BEAR-PROOF GARBAGE CANS THAT ARE USED TODAY; AND

WHEREAS BRUCE MCGHAN EXEMPLIFIED THE SPIRIT OF THE STATE BY SIMPLY BEING A GOOD AND HONORABLE MAN AND BY TAKING PRIDE IN HIS HOME STATE, PRIDE IN EVERY JOB HE DID, AND PRIDE IN THE FAMILY HE LEFT BEHIND; AND

WHEREAS BRUCE MCGHAN'S ASHES ARE SPREAD ON A CERTAIN UNNAMED MOUNTAIN, AMONG NINE OTHER UNNAMED MOUNTAINS, IN THE AREA HE LOVED SO MUCH; AND

WHEREAS IT IS APPROPRIATE THAT A GEOGRAPHIC FEATURE WITHIN THE CRESCENT LAKE AREA BE NAMED IN HIS HONOR AS A PERMANENT TESTIMONY TO HIS MEMORY; AND

WHEREAS THERE IS STRONG PUBLIC SUPPORT FOR THIS ACTION, AS DEMONSTRATED BY LOCAL POLITICAL BACKING, RESOLUTIONS, LETTERS OF SUPPORT, AND A PETITION BEARING MORE THAN 1,200 SIGNATURES; AND

WHEREAS THE UNNAMED MOUNTAIN IS LOCATED ON THE NORTH SHORE OF KENAI LAKE AND SOUTH SLOPE OF CRESCENT LAKE AT SECTION 13, TOWNSHIP 4 NORTH, RANGE 2 WEST, SEWARD MERIDIAN, AT DEGREES 26'00"N, 149 DEGREES 31'30"W;

BE IT RESOLVED THAT THE ALASKA STATE LEGISLATURE URGES THE STATE GEOGRAPHIC BOARD TO NAME THE ABOVE-DESCRIBED MOUNTAIN IN THE KENAI PENINSULA "MOUNT MCGHAN."

A COPY OF THIS RESOLUTION SHALL BE SENT TO THE HONORABLE DAVID G. HOFFMAN, CHAIR OF THE STATE GEOGRAPHIC BOARD AND TO THE MEMBERS OF BRUCE MCGHAN'S IMMEDIATE FAMILY.

No. 1
Bill Version: HB 402
(H) Publish Date: 1/29/92

STATE OF ALASKA
1992 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 01/15/92
Title: Naming the Glenn G. Briggs Bridge

Department Affected: DOT&PF
BRU: Design & Construction

Sponsor: R. Phillips
Requestor:

Component: CIP Program
Component Serial Number: 563

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY93	FY94	FY95	FY96	FY97	FY98
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER FUND SOURCE	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	0

POSITIONS

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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary)

Changes in SCS for CS HB402(Trans) have no fiscal impact. This fiscal note is appropriate.

5/5/92 (date) — Comte Aide (initial)

Prepared by: Katy McHugh, Legislative Liaison — Phone: 465-3900

Division: Office of the Commissioner — Date: January 15, 1992

Approved by Commissioner: Frank G. Turpin — Phone: 465-3900

Agency: Department of Transportation and Public Facilities — Date: January 15, 1992

Distribution By Preparer: Leg. Finance, Leg. Sponsor, Requestor, OMB/DBR, Gov. Leg. Office, Impacted Agency(ies).

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