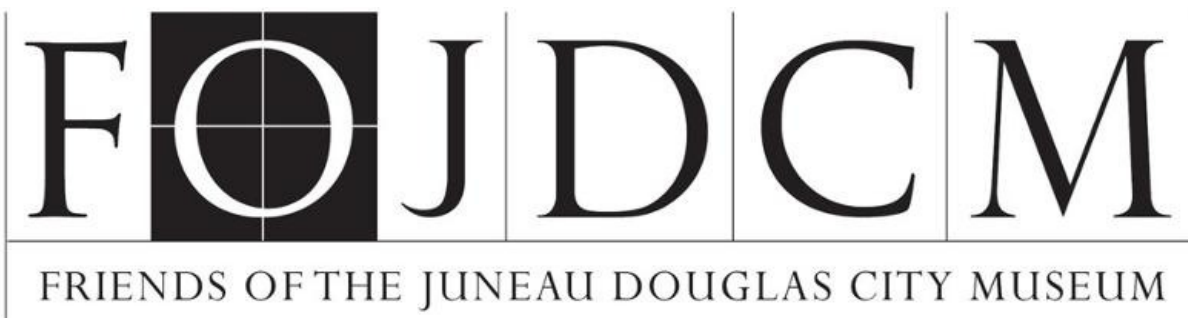


HISTORY ON THE CHANNEL YOUR MONTHLY NEWS FLASH



The Juneau Independent

VOL II, NO. 32

JUNEAU, ALASKA, THURSDAY, January 14, 1954

Price 10c

OUR FIRST FERRY RUNS IN THE RED!!

FERRY CHILKOOT TAKES HALF OF FIRST DIVISION ROAD MONEY; REED EYES 1954 EXPENSE

Faced with major repairs necessary this year on the ferry Chilkoot, the Board of Road Commissioners is concerned over whether it will be possible to continue the Juneau-Haines-Skagway service next summer at Territorial expense, Highway engineer Irving McK. Reed disclosed this week.

Last year the Territory incurred a deficit of \$23,000 in operating the ferry. Receipts were \$31,500 and the expenses \$54,500, including small amounts expended on the ferry ramps at Tee Harbor, Haines, and Skagway.

Major repairs will have to be made, Reid said, to put the converted [LCT] in shape for another year's operation. The Territory has operated the ferry the past three years. The two years preceding, it was run privately.

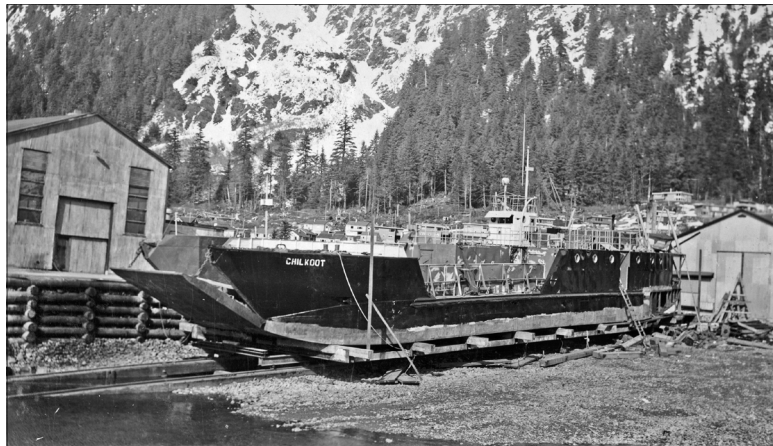
Reed expects to be able to haul the Chilkoot out on the ways here and make the repairs in a Juneau shipyard.

Cost of operating the ferry in its June 9-November 15 season took about 49 percent of all highway money available in the First Division, Reed said.

"At that," he commented, "it was the cheapest road in Alaska, considered mile for mile."



Early in its service, the *Chilkooot* loaded on the shore at the south side of the A-J Rock Dump. The truck belongs to Feusi & Jensen, a Douglas grocer. The smoke in the distance is from Juneau's garbage dump. 1950. (ASL-MS10-4-06-75-680)



***Chilkooot* on the ways at Northern Commercial in Juneau, 1956.**
(ASL-MS10-4-086-07-0889)

The M/V *Chilkooot* was Alaska's first inter-city ferry. The vessel, a converted war-surplus LCT (Landing Craft, Tank) went into Lynn Canal service as a private venture in 1949, but was taken over by the Territorial Road Commission in 1951. The 100-foot-long vessel could carry 13 autos, 20 passengers and had a crew of seven. It had a day lounge, lavatories, a galley, crew quarters and a service speed of nine knots. About nine hours to Port Chilkoot.

Weekly service (more frequent on demand) was offered from Tee Harbor to Haines/Port Chilkoot and Skagway. The *Chilkooot* continued in service until 1957, when it was replaced by the purpose-built M/V Chilkat.

[Read more at http://www.sitnews.us/0706news/070806/070806_marine_highway.html]