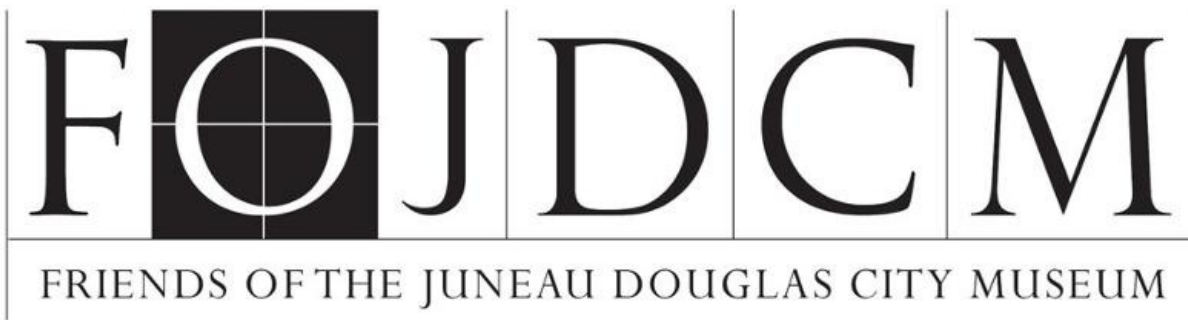


HISTORY ON THE CHANNEL YOUR MONTHLY NEWS FLASH



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CONCRETE IS BEST MATERIAL FOR PAVEMENT

November 12, 1916—Juneau streets need permanent pavements. That fact has been long recognized. The present plan of board walks, calling for constant repairs, is costly.

Mayor B. D. Stewart, while Outside, instigated this phase of the subject, and in an interview with the Dispatch yesterday gave his views:

“I not only inspected the roads in the city of Seattle but many roads in the outlying sections. Both concrete and vitrified brick are used. The latter makes an excellent road but is quite expensive. The former type of pavement I found to be very serviceable and comparatively reasonable with reference to maintenance.

“Then, too, this type of pavement can be easily repaired. Where the concrete or asphaltum wears, it may be easily renewed, the base of foundation being of gravel always permitting of any new surface being added.

“I think such a pavement would be practical for Juneau especially along the water front or Front Street. It might not do so well on steep grades; however, I am favorably impressed with the introduction of this type of pavement in the city and, just as soon as the present pressure of business subsides I am going to prepare a statement of the cost of plank streets and pavements for a certain period, and make comparisons, and submit the matter for consideration by the city council.”



Front Street, looking west from Franklin, about 1910. Wooden planks on gravel fill. ASL P01-2240



Second Street between Seward and Franklin. About 1908. Wooden planks on soil sub-grade. ASL P87-0952

By 1915, Juneau's streets below Fourth Street, plus Willoughby Avenue and a few other arterials, were planked for the most part. The outlying areas, such as Chicken Ridge, Starr Hill, and the Flats got by with gravel and mud. In the early 1920s, the center of town was paved with reinforced concrete, a design that sufficed until about 1950. Asphalt arrived in the late 1940s. By the mid -1950s, nearly all the streets, save the waterfront (where some timber decks remained), had been asphalted.