"FROM THE TOP OF THE WORLD TO YOU"

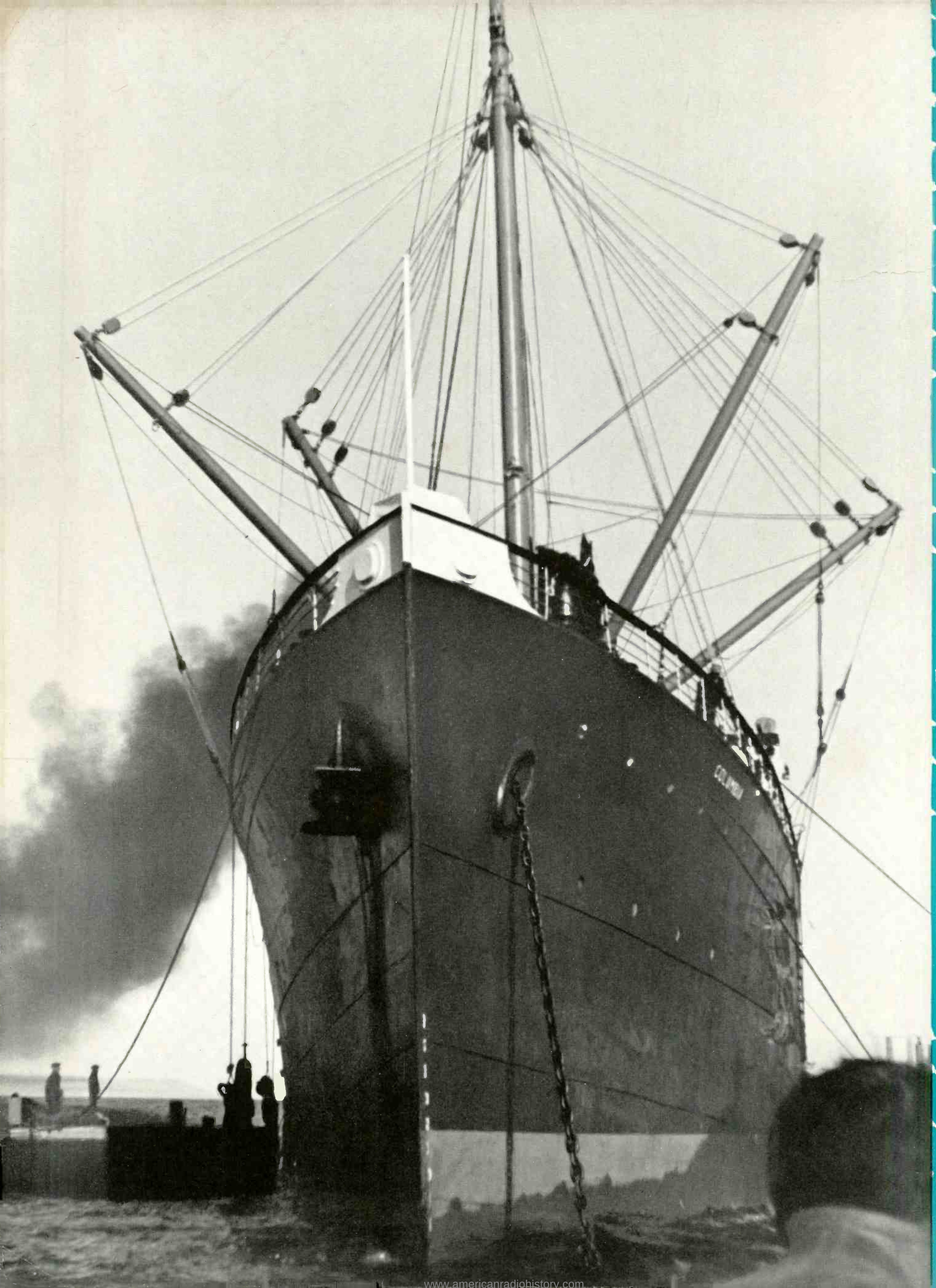
KFAR

Midnight Sun Broadcasting Company

FAIRBANKS, ALASKA

"From the Top of the World to You"

To the Folks at Home
from Gene.
This may help your understanding of the
Romantic North. (February 8, 1940 – College)



S. S. Columbia, one of the recent additions to the Alaska Steamship Co. fleet, plying between Seattle and Alaskan ports.

Photograph by Frederick Hartaugh

KFAR KEYBOOK

OF INTERIOR ALASKA

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PRICE ONE DOLLAR

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SEATTLE OFFICE:
Midnight Sun Broadcasting Co.
1011 American Bank Bldg.
Seattle, Washington
Telephone: Eliot 2414
Gilbert A. Wellington, Rep.

FAIRBANKS OFFICE:
Midnight Sun Broadcasting Co.
Lathrop Building
Fairbanks, Alaska

Book designed by T. R. Lambert
Drawings by Eustace P. Ziegler and T. R. Lambert

1904

Photograph by courtesy of Cal Townsend-Gus Conrad

1938

FAIRBANKS

While thousands of prospectors carry on, each with the conviction that his pick and shovel will reveal the paystreak, Felix Pedro's dreams of riches couldn't possibly have encompassed the golden future.

Since that summer day of 1902 when Pedro's pick revealed the yellow metal on the creek which bears his name in the Fairbanks district, the production of gold from the district has exceeded one hundred million dollars.

Pedro was one of the few whose dreams came true. As the news of his find spread throughout the North and to the States, the rank and file of the pick-and-pan gentry stampeded in his wake, and many other discoveries were made in the Yukon-Tanana region about Fairbanks.

Miners, engineers and builders followed the prospectors, building for the future.

Today a modern steel pontoon type dredge, electrically powered, is digging out the gold-bearing gravel on the creek where Pedro worked with only a pick and shovel.

This change, from hand methods of mining to mechanized operation, is a typical story of progressive development seen in the gold fields and other mining regions of the Northland.

As gold mining grew, so grew Fairbanks, and more diversified industry developed.

The mine camp on the banks of the Chena river became a city, the center of supply for thousands of mining operations. The Alaska Railroad was built with Fairbanks as its northern terminal, and rail line freight exceeded many times the tonnage of earlier river traffic. The natural waterways and sled transportation no longer sufficed for the needs of the new commerce.

Photograph by Pacific Aerial Surveys, Inc.

The Richardson Highway from Valdez on the coast to Fairbanks, and the Steese Highway from Fairbanks to Circle on the Yukon, added tremendously to the natural advantages of the key city, and commercial aviation today is giving Fairbanks a greater trade territory than any other American city.

Every day of the year—and day and night in summer—freight, passenger, and mail planes come and go from the Fairbanks airport. In no other American municipality has commercial aviation achieved the importance it has in Fairbanks.

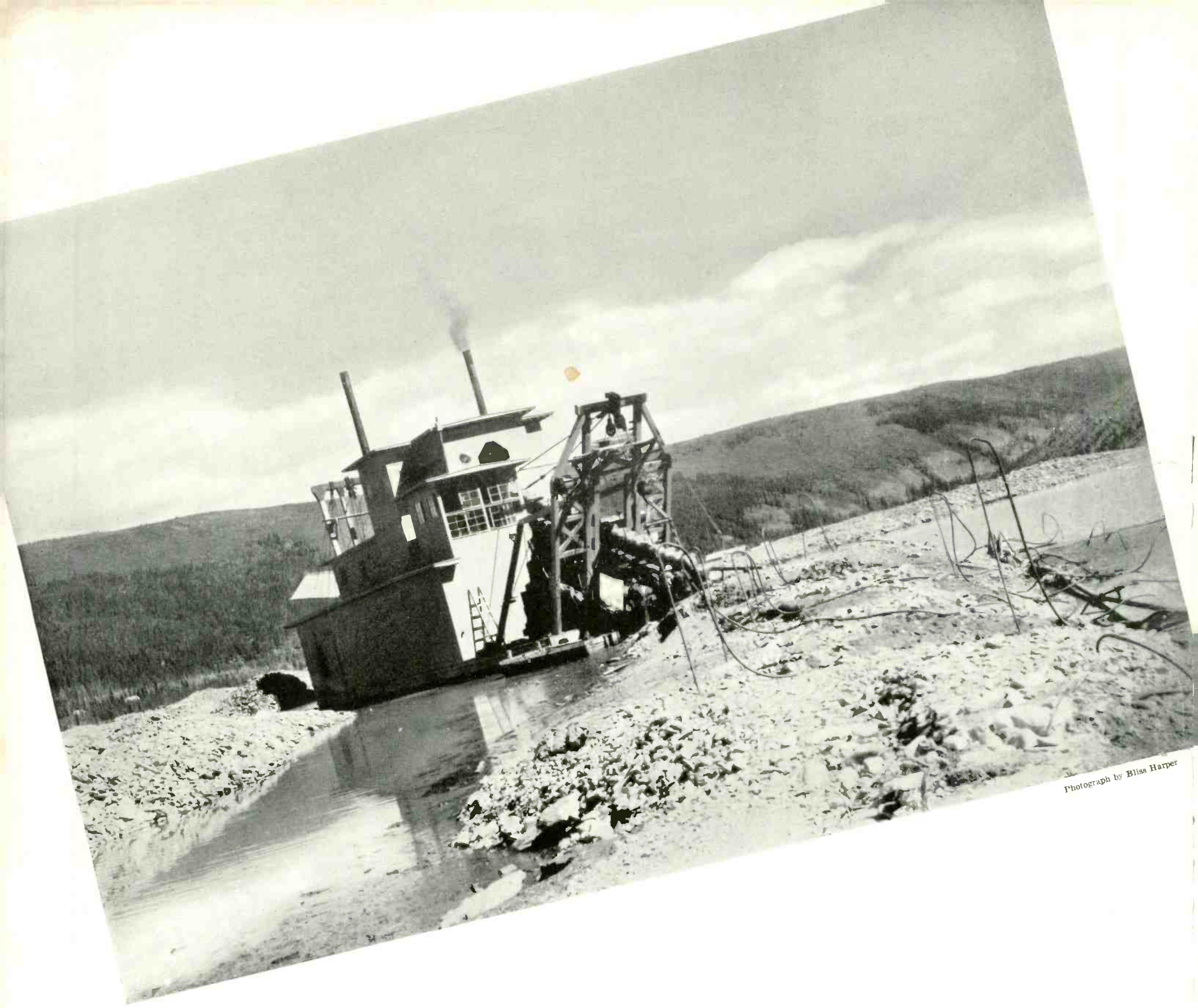
From a mine camp with dreams of gold alone, the city's vision has widened with its range of business.

Besides gold, the city's commercial environs have broadened to include logging and sawmill operations, farming, coal mining, antimony mining, the fur industry, fishing, brewing, machine and carpenter shops and similar manufacturing establishments, as well as numerous businesses engaged primarily in trade and traffic.

The second largest single payroll in Alaska is at Fairbanks.

From the community point of view, the city is a wholesome one, a "home town," with good schools, the University of Alaska, churches, amusements, hospitalization, fraternal groups, sports organizations, commercial groups, newspapers, radios—all combined in a progressive municipality.

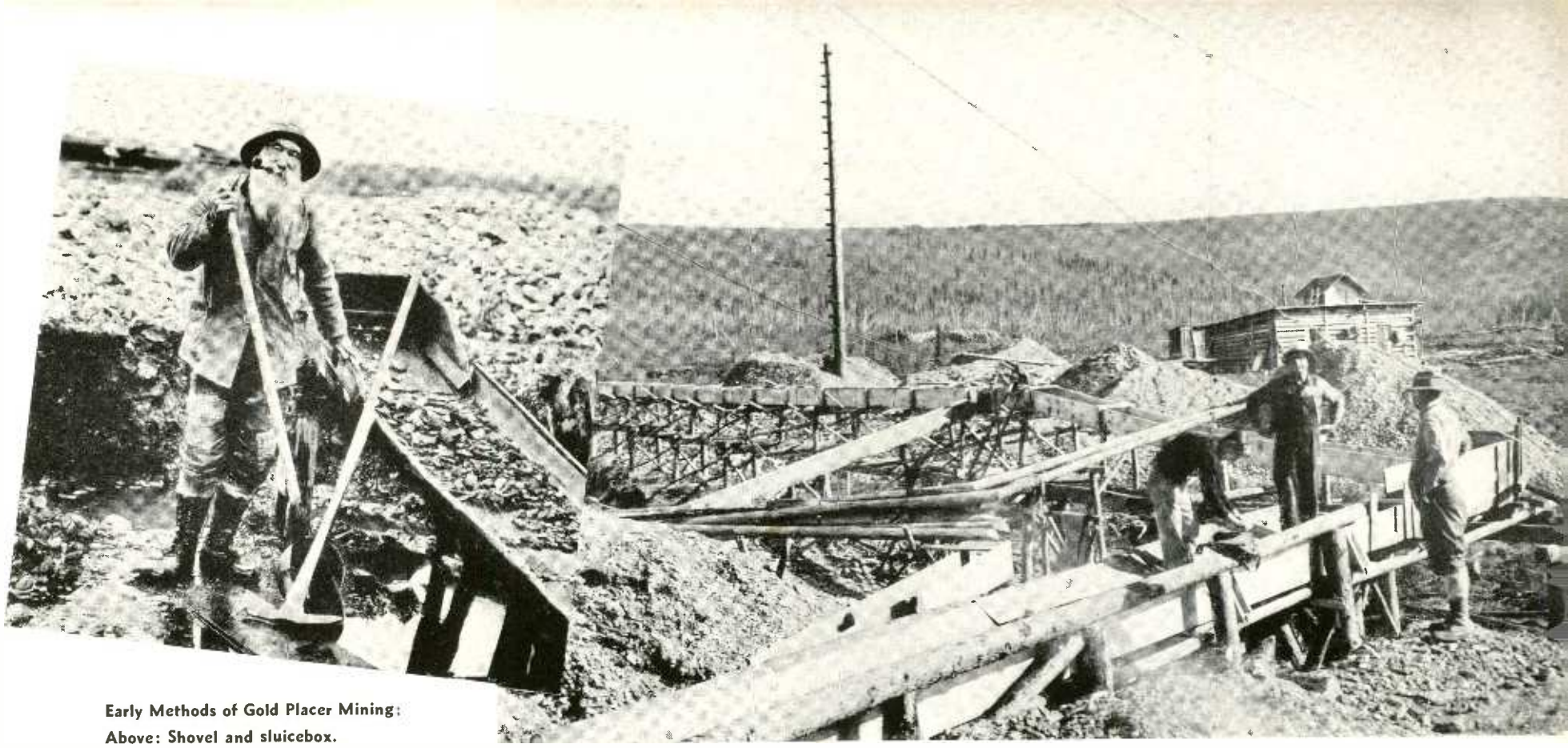
Old Felix Pedro's dreams of gold were bright. But compared with the brighter light of today's realities, they are like the morning star against the day's hot sun.



Photograph by Bliss Harper

Dredge on Mammoth Creek,
Circle Mining District.

MINING



Early Methods of Gold Placer Mining:
Above: Shovel and sluicebox.
Right: Underground drifting operations.

Photographs Alaska Steamship Co. and Bliss Harper

HISTORY

The first accredited discovery of gold in Alaska was made by a Russian engineer named Doroshin on Cook Inlet in 1854. Later there were small discoveries made within the Yukon valley and some active placer mining was undertaken by the Russians before 1867 when Alaska was purchased by the United States.

During the early seventies gold was found in the Tanana valley, later to become the principal source of placer pay in interior Alaska. Prospecting lagged, however, due to the inaccessibility of the region and sparsity of population. It was not until after 1880, when Juneau was discovered, that the first pioneers began moving into the Interior and prospecting began in earnest.

The next fifteen years saw a steady increase in the number of prospectors coming down the Yukon. They spread from the headwaters to the tributaries of that river working the bars of the Lewes, Pelly, Stewart, Sixtymile and others. In 1883 a man named Sullivan discovered gold on the Fortymile river. This strike was followed two years later by discoveries at the headwaters of this river; notably, Franklin Gulch. A camp and trading post was established at the mouth of the Fortymile and the mining of gold in the North had commenced.

Following close on the Fortymile strikes came discoveries on numerous rivers and streams. Leading among these was the discovery of gold in the Koyokuk in 1889, on Minook creek in the Rampart district in 1891, and on Mammoth creek in the vicinity of Circle in 1893. The new born industry began to evidence itself in the crude forms of mining with pick and pan, sluice box and shovel. During the ensuing three years, several hundred men throughout this region were actively engaged in prospecting and mining.

Then came the strike that was to electrify the world. On August 17, 1896, George Carmack and his party found gold on what was then known as Rabbit creek, a tributary of Klondike river. The richness of the placer deposits warranted the renaming of this creek as Bonanza. In the years that followed, Bonanza and its tributary, Eldorado, became synonymous with untold wealth in gold.

The result of this strike in Canadian territory had its far reaching effect. The overflow of the many thousands who joined in the historic rush to the Klondike gold fields brought many prospectors into the virgin regions of Alaska.

Before another discovery of major importance had occurred in the Interior, however, rumors were heard of gold being found on the Seward Peninsula. During the summer of 1898, three men, Lindeberg, Blake and Lindblom, had made a discovery on Anvil creek near the present site of Nome. By the summer of 1899, the further discovery of rich beach placers at Nome had proved this strike to be of potential importance nearly equal to that of the Klondike. Another great rush gathered momentum. It is estimated that no less than 20,000 gold seekers came north on the first and second sailings that summer of 1900.

The rich placer deposits of interior Alaska, as yet uncovered, could not remain so for long. The overflow of prospectors from the Klondike diggings on the one hand, and the Nome area on the other, spread fanwise over the Territory. On a summer day in 1902, Felix Pedro unearthed pay on the creek that now bears his name. This was the third major gold discovery in the North and origin of the Fairbanks camp, destined to rank in gold production second only to the Klondike gold fields.

The feverish days of new strikes and stampedes gripped the North. Prospectors are essentially pioneers—their quest for gold only a means, not an end. Many did not remain to work the rich diggings already uncovered. Others failed to fulfill their expectations of wealth. Together they took the trail for more inaccessible and wholly unprospected regions.

The resultant discoveries made by this hardy vanguard extended throughout the next decade. They were responsible for opening of many of the leading areas of placer gold production of today. Notable among these discoveries was the Kantishna region in 1904, the Chandalar in 1905, the Innoko and Iditarod in 1906 and 1908, Ruby in 1910, Chisana in 1912, Marshall in 1913 and Livengood in 1914.

Gold that started as a fever for sudden wealth remains today in Alaska as a steady, solid enterprise. And the steady growth of all that is Alaska stands as a lasting tribute to the pioneers of the pick and goldpan era.

Modern Methods of Gold Placer Mining:
Right: Dredging operations.
Center: Hydraulic Mining.
Below: Dragline operations.

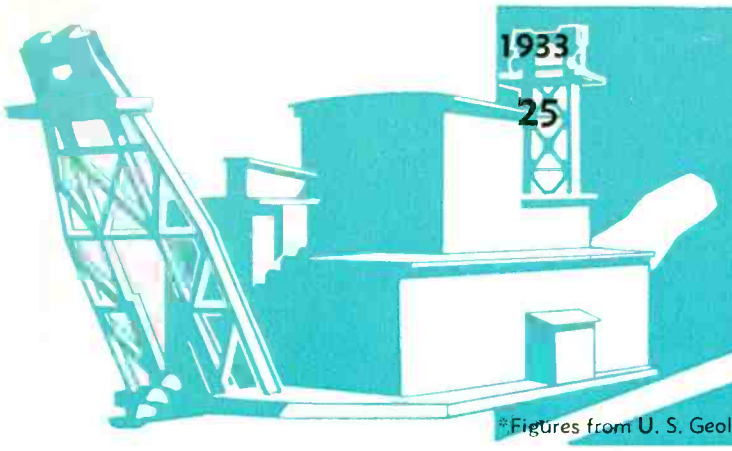
Photographs by Walter Hylen, Alaska Steamship Co., Glenn Carrington

MODERN MINING

Using methods which are regarded today as primitive, the earlier prospectors and miners took only the "easy money," then ventured on to fresh fields. The big pay remained for engineering skill to develop and produce efficiently.

The modern mining engineer in Alaska, especially in the last five years, has changed the whole picture of the industry. Expensive manual methods have been replaced by draglines and bulldozers. Diesel power has largely supplanted steam.

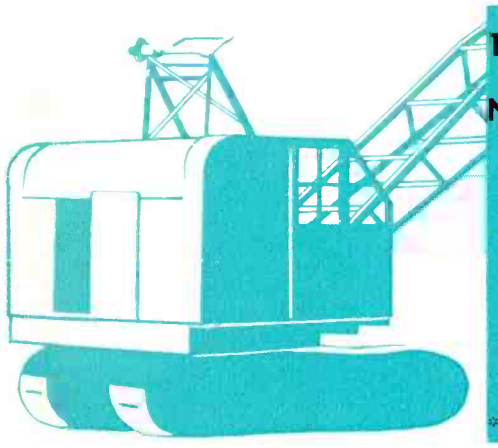
Efficient, light type prospect drills have given such accurate results in determining the amount of recoverable pay in a given area that potential profits can be calculated



1933	1934	1935	1936	1937	1938
25	30	36	38	41	49

INCREASE IN NUMBER OF DREDGES IN OPERATION

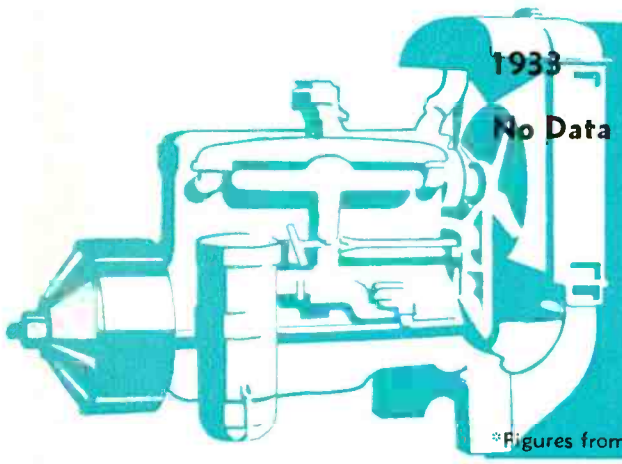
*Figures from U. S. Geological Survey, Minerals Yearbook 1938, KFAR Personal Checkup.



1933	1934	1935	1936	1937	1938
No Data	No Data	No Data	22	34	99

INCREASE IN NUMBER OF DRAGLINES IN OPERATION

*Figures from Territorial Commissioner of Mines.



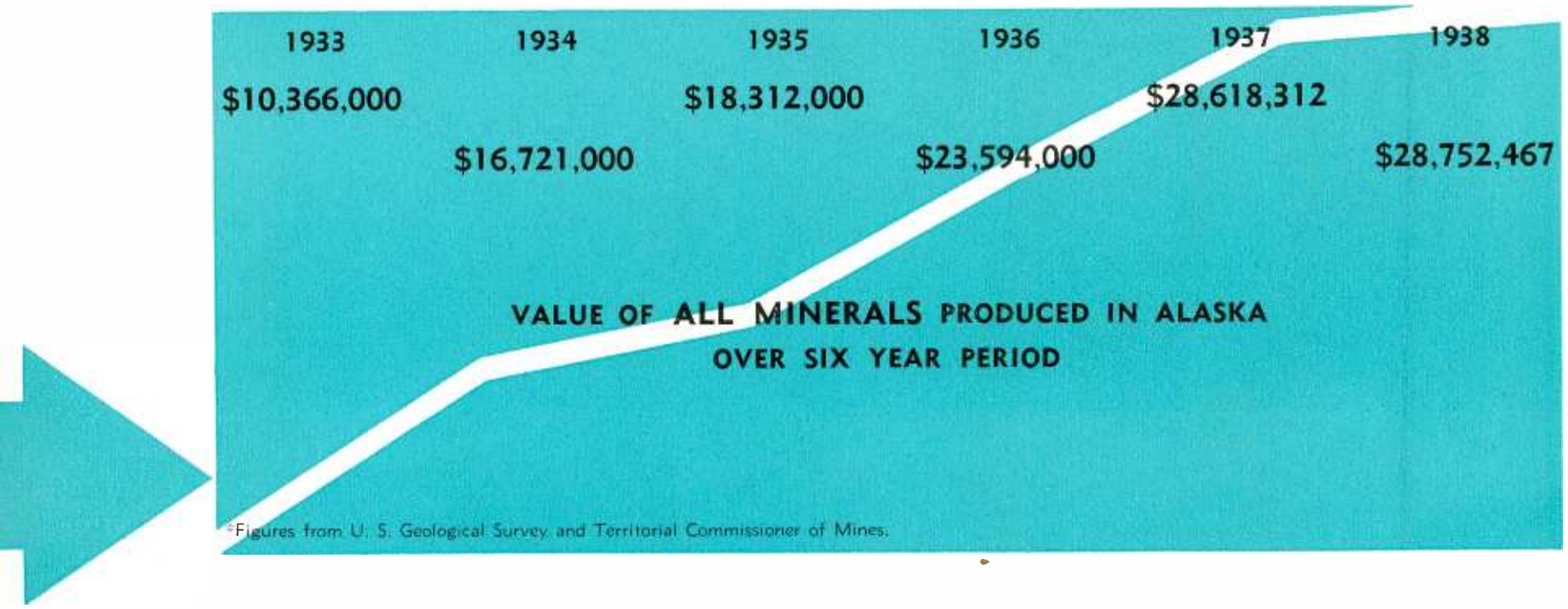
1933	1934	1935	1936	1937	1938
No Data	959 h.p.	1,522 h.p.	5,367 h.p.	12,410 h.p.	16,323 h.p.

INCREASE IN USE OF DIESEL POWER IN UNITS OF HORSEPOWER

*Figures from two leading dealers covering sales in the Second, Third and Fourth Judicial Divisions of Alaska.

before a big operation is undertaken. This advance knowledge has made it possible to secure greater capital investment where capital is needed for large-scale operation.

The increase in prospecting and mining with modern machinery, and the growing number of draglines, hydraulic plants, and all-steel pontoon type dredges, show the trend in the placer mining industry. Five years ago the first caterpillar tractor with 'dozer blade was used in stripping ground for hydraulic operations in the Fairbanks district. Four years ago the "diesel age" began, and this year sees the first important hydroelectric development to supply mine power.



Graphically represented, Alaska's mineral output including gold has steadily zoomed skyward. In 1933, the Territory's total mineral yield was slightly more than $10,000,000.00. Since that time this output has increased to $28,752,467, the 1938 figure.

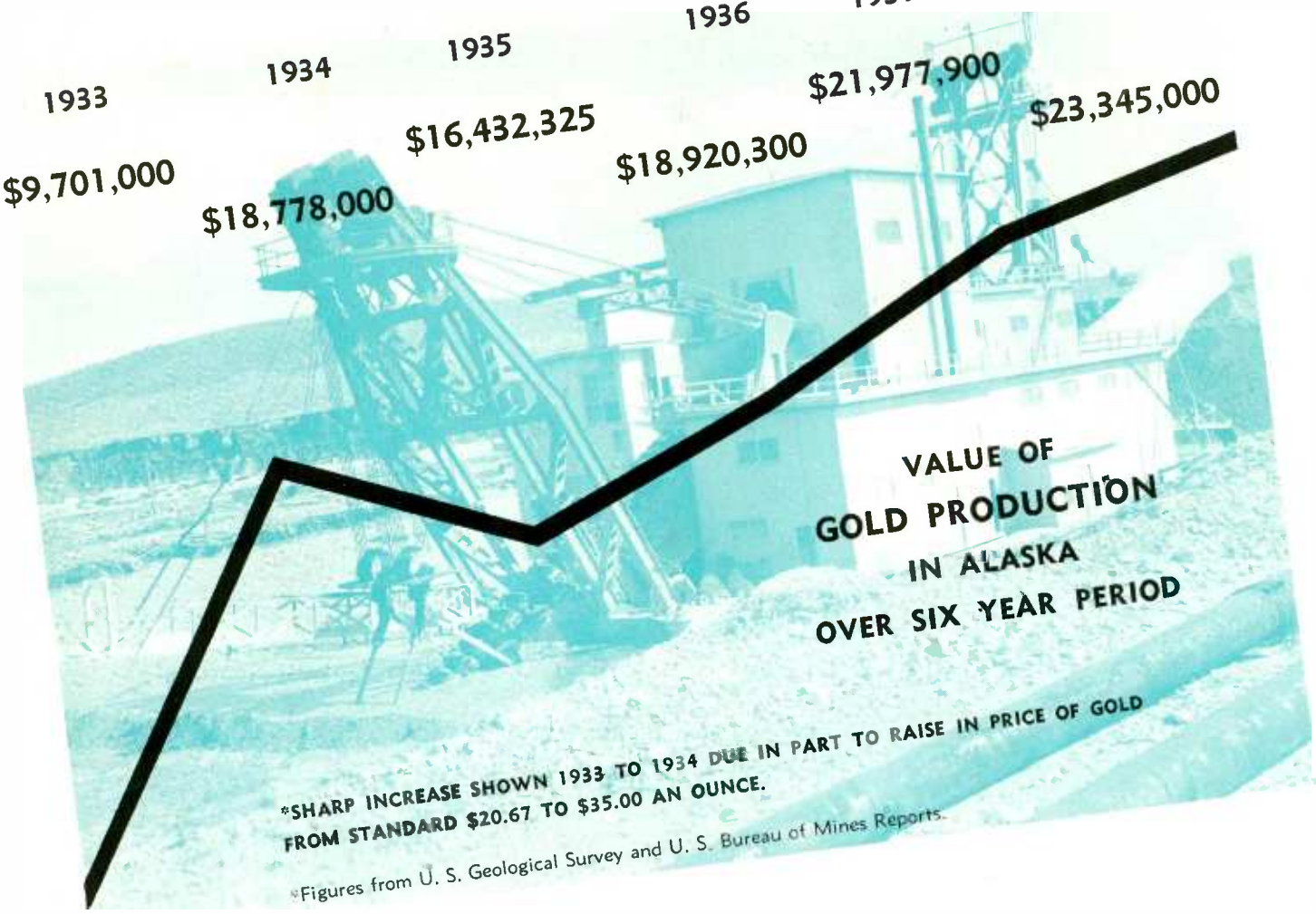
Viewed in perspective, these rapid developments may appear to be merely a boom in the industry. Actually, the changes are much more significant than the superficial term "boom" implies. The new progress is earthy, strong and vital, like the people in the industry. Behind it lies a story of progressive development, of modernization of mining methods, of the mechanization of equipment to fit Alaskan conditions.

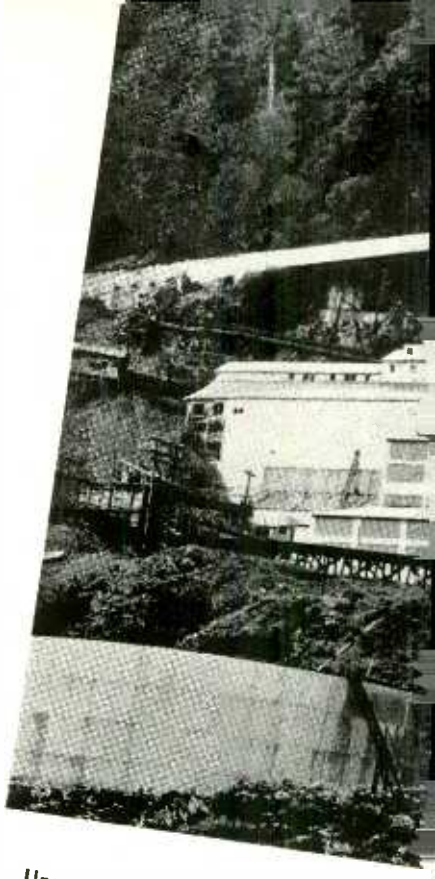
Thus within the comparatively short span of less than three score years has the mineral industry developed from a few scattered prospects to a major industry upon which commerce and the prosperity of the Territory is directly dependent. Over the span of 58 years, from 1880 to 1939, Alaska has produced minerals valued in excess of $779,592,777, a sum more than 108 times the purchase price of Alaska.

Gold mining has led in this progressive development and is accountable for 81 % of the total mineral production. The increased activity in this field, brought about when gold was established at $35.00 an ounce in 1934, has benefited other branches of the mining industry. Capital became available from gold mining for opening placer platinum deposits. Antimony and tin production was stimulated, and coal production was increased.

There are other branches of the mineral industry that have assisted materially in this steady growth. Among these are: Copper, silver, lead, marble and lime rock.

The industry is still young. There are many other minerals and non-metallic substances in the Territory that still lie dormant but will be mined when factors of transportation and market warrant operation at a profit. Some are already under various stages of development. Of this group may be mentioned iron, petroleum, galena, graphite, palladium, zinc, cinnabar, chromite, nickel, molybdenum, gypsum, stibnite, tungsten and sulphur.





Upper: Alaska-Juneau Mill, Lode Gold Mine.

Right: Hydraulic cut at Rex Gulch Placer Gold Mine.

GOLD MINING

Of the various mineral industries, the importance of gold mining may in part be gauged by the fact that at least 60% of the resident white population of Alaska is directly or indirectly supported by this industry.

Of the total production of gold in United States and possessions, Alaska holds third place, being ranked only by the Philippine Islands and California. In the production in the States, Alaska has moved from fourth to second place in the past three years.

The industry of gold mining is divided into two divisions, namely:

1. Lode or quartz, often referred to as hard rock mining, which is the mining of mineralized veins that are in place.
2. Placer mining, which is the recovery of gold from ancient channels and stream bed deposits.

The total gold production of Alaska in 1938 was $23,345,000.00. This figure shows an increase of $1,367,100 over that of 1937. Of the total amount of gold produced from the two divisional sources, lode and placer, the latter in 1938 accounted for 65% of the total recovery.

Photographs by Alaska Steamship Co. and Geo. W. Guiler

GOLD LODE

The area of gold lodes under production is principally confined to southeastern and central Alaska. Within this area fall seven ranking gold lode districts herein listed according to value of 1938 production:

1. Juneau—Chicagof Island in southeastern Alaska.
2. Willow creek district—head of Cook Inlet.
3. Nabesna district—head of Nabesna river.
4. Fairbanks district.
5. Prince William Sound district—vicinity of Valdez.
6. Kenai Peninsula district.
7. Nixon Fork district—head of Kuskokwim river.

Aside from mines under production falling within these districts, there are scores of good prospects and lode projects under various stages of development, both in the districts named and in other regions of the Territory. Many of these are showing sufficiently good results that they are likely soon to be numbered among the producers.

Although hard rock developments are slower than the easier production of placer gold, lode gold production is steadily increasing. As transportation facilities are improved and freight rates are lowered, many more lode gold prospects will be developed.

The U. S. Geological Survey conservatively reports the lode gold production of the Territory for 1938 as $8,337,000.00, an increase of $619,000.00 over 1937.

GOLD PLACER

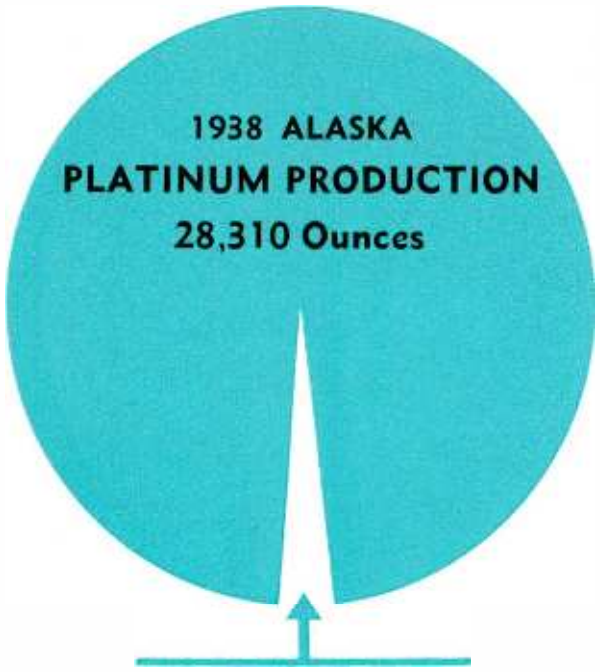
The field of gold placer mining is spread widely over the Territory. The extent and productiveness of these alluvial deposits are as varied as the methods of mining and types of machinery used in extracting the precious metal.

The two principal areas of gold placer production are interior Alaska, in the proximity of Fairbanks, and the Seward Peninsula, the former holding first place in value of production.

Although many forms of power units as well as hand methods of mining figure substantially in the Territory's placer gold production, dredges account for 62% of the placer yield.

The highly important part which central and western Alaska plays in placer production may be gauged by the fact that of 48 dredges mining placer gold in Alaska, 45 are operating within the Yukon valley watershed and Seward Peninsula.

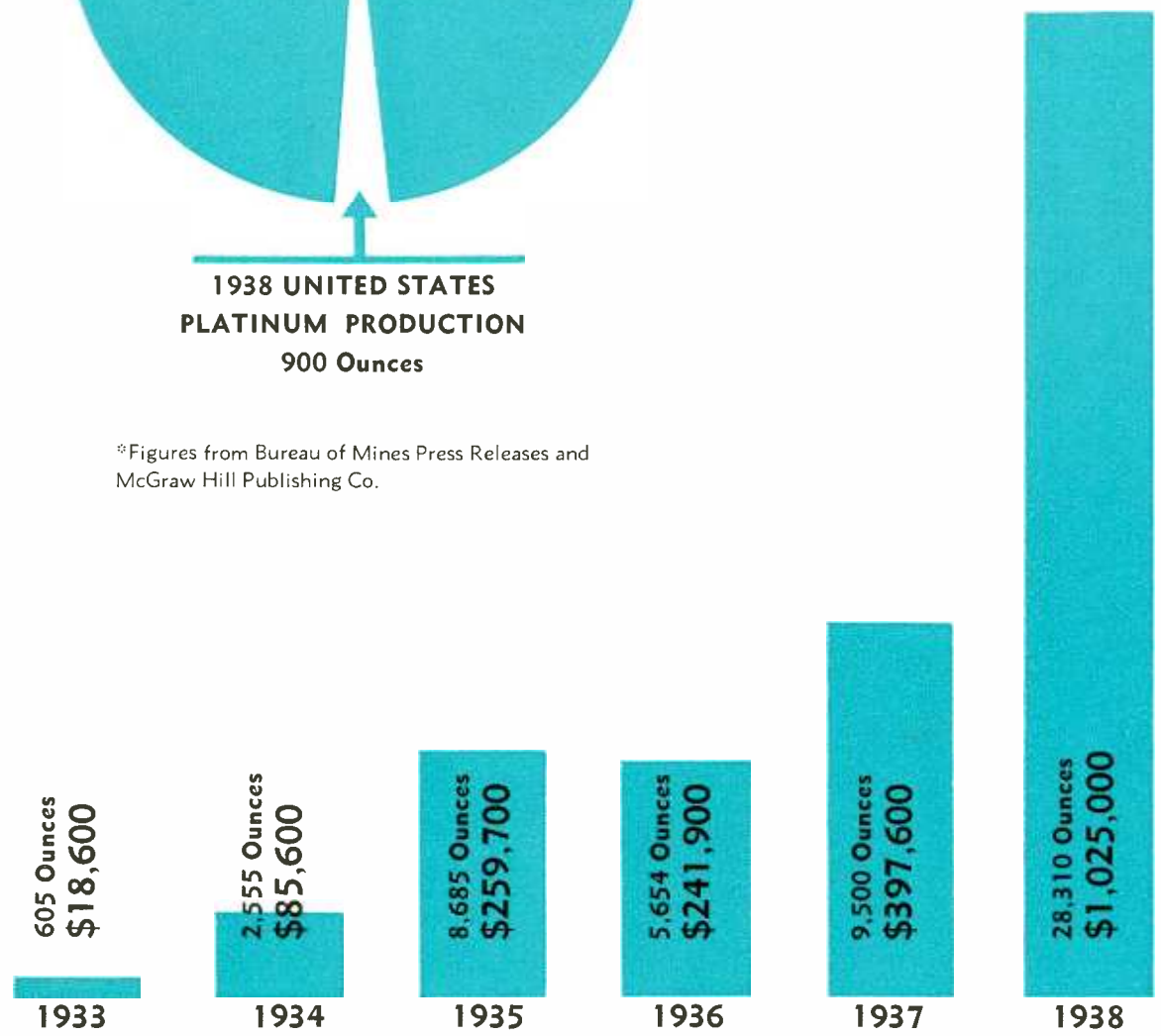
There are eight important placer gold districts within the Yukon-Tanana area. These, as well as several other districts outside this area, fall within the transportation radius of Fairbanks. All have direct connections either by rail, river, highway or air routes. Due to this strategic position, Fairbanks has become the distributing center of this far-flung industry.



1938 UNITED STATES
PLATINUM PRODUCTION
900 Ounces

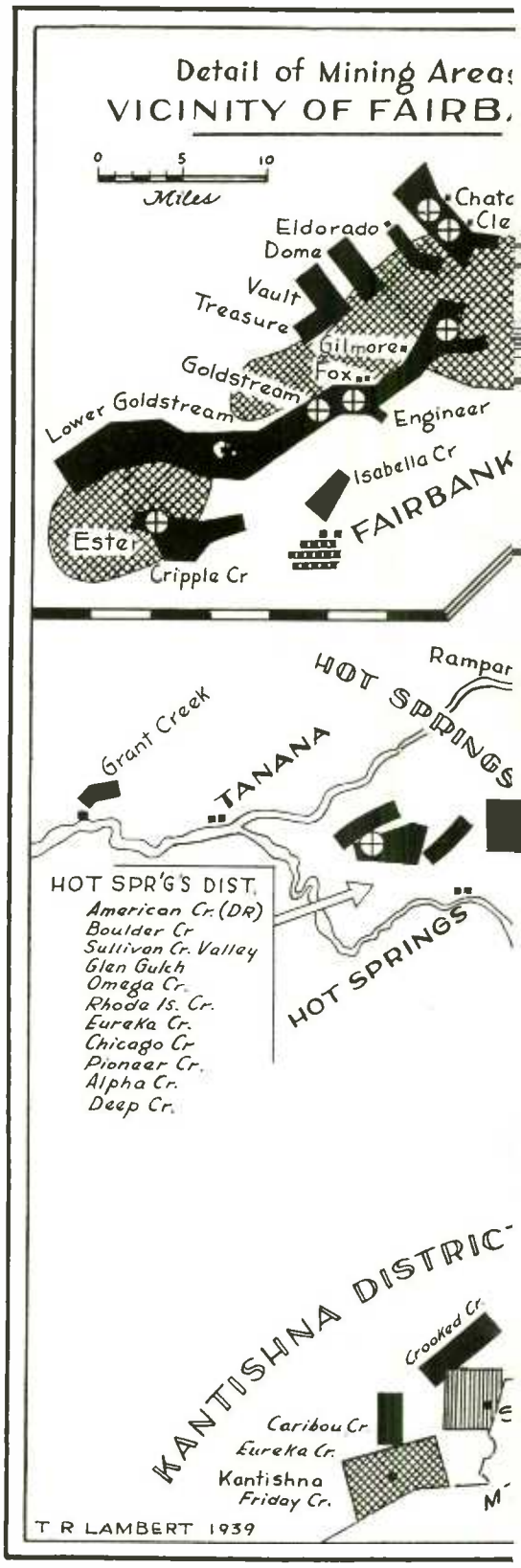
*Figures from Bureau of Mines Press Releases and McGraw Hill Publishing Co.

DIAGRAM SHOWING PROPORTION OF PLATINUM PRODUCED IN ALASKA COMPARED TO UNITED STATES PRODUCTION



INCREASE IN ALASKA PLATINUM PRODUCTION

*Figures from U. S. Geological Survey and Bureau of Mines Press Releases.

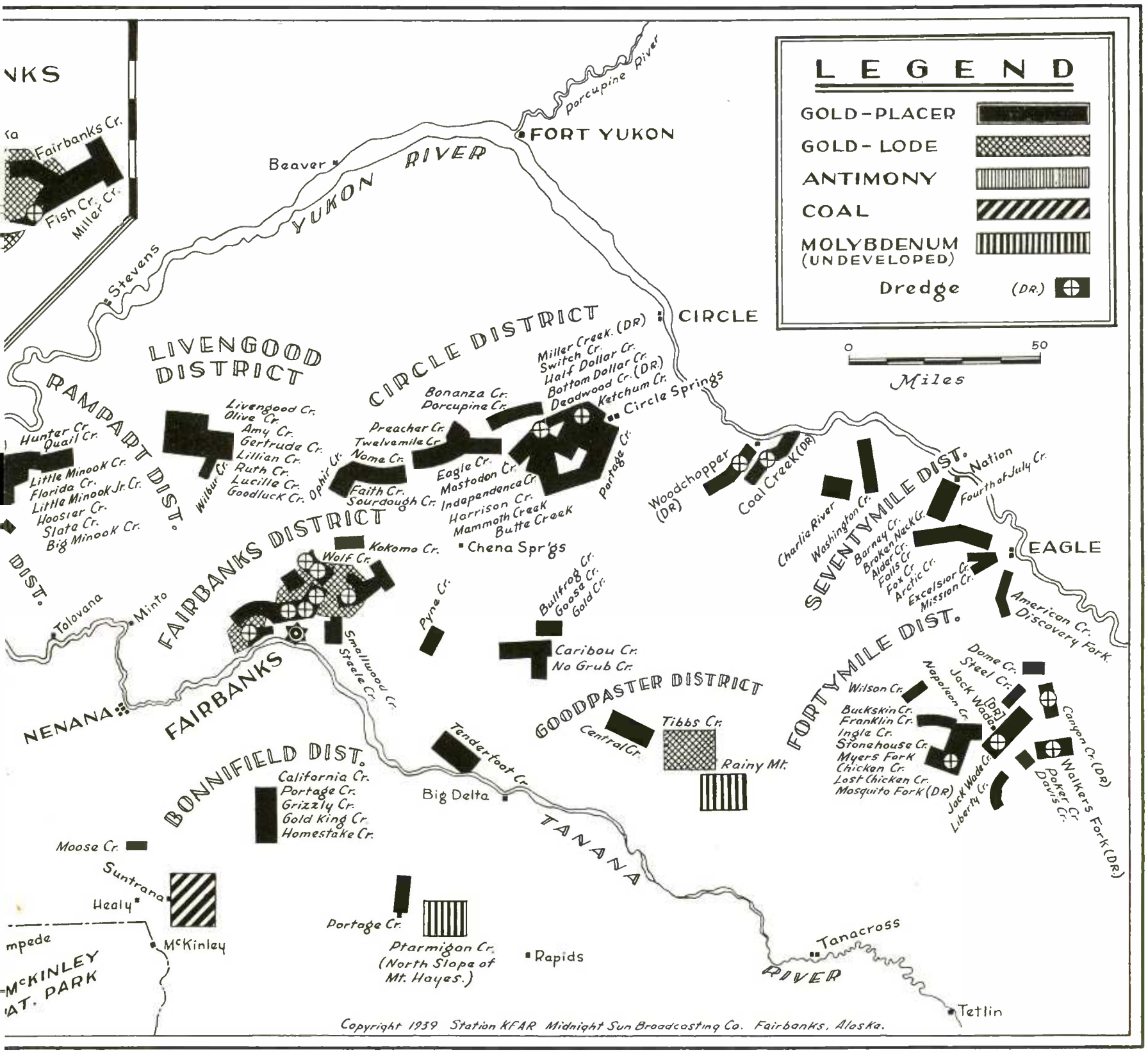


PLATINUM

The phenomenal development and increase in the production of the Territory's platinum is incomparable even to the most remarkable growth of the mining industry in any other field.

The discovery of "white gold" was first reported in the Goodnews Bay area in 1926 by an Eskimo. Subsequent examination proved this to be platinum. Although some claims were filed upon and a small amount of prospecting was done, this area remained nearly uncovered until five years later.

In 1931 an associate mining engineer of the Territory visited the ground and became convinced of its potential richness. His encouraging report interested operators. Since 1933 this region has developed from a prospect to an important factor in world production of platinum. From a production in that year of 605 ounces valued at $18,600.00, the



output has soared to the enormous figure of 28,310 ounces valued at $1,025,000.00 in 1938.

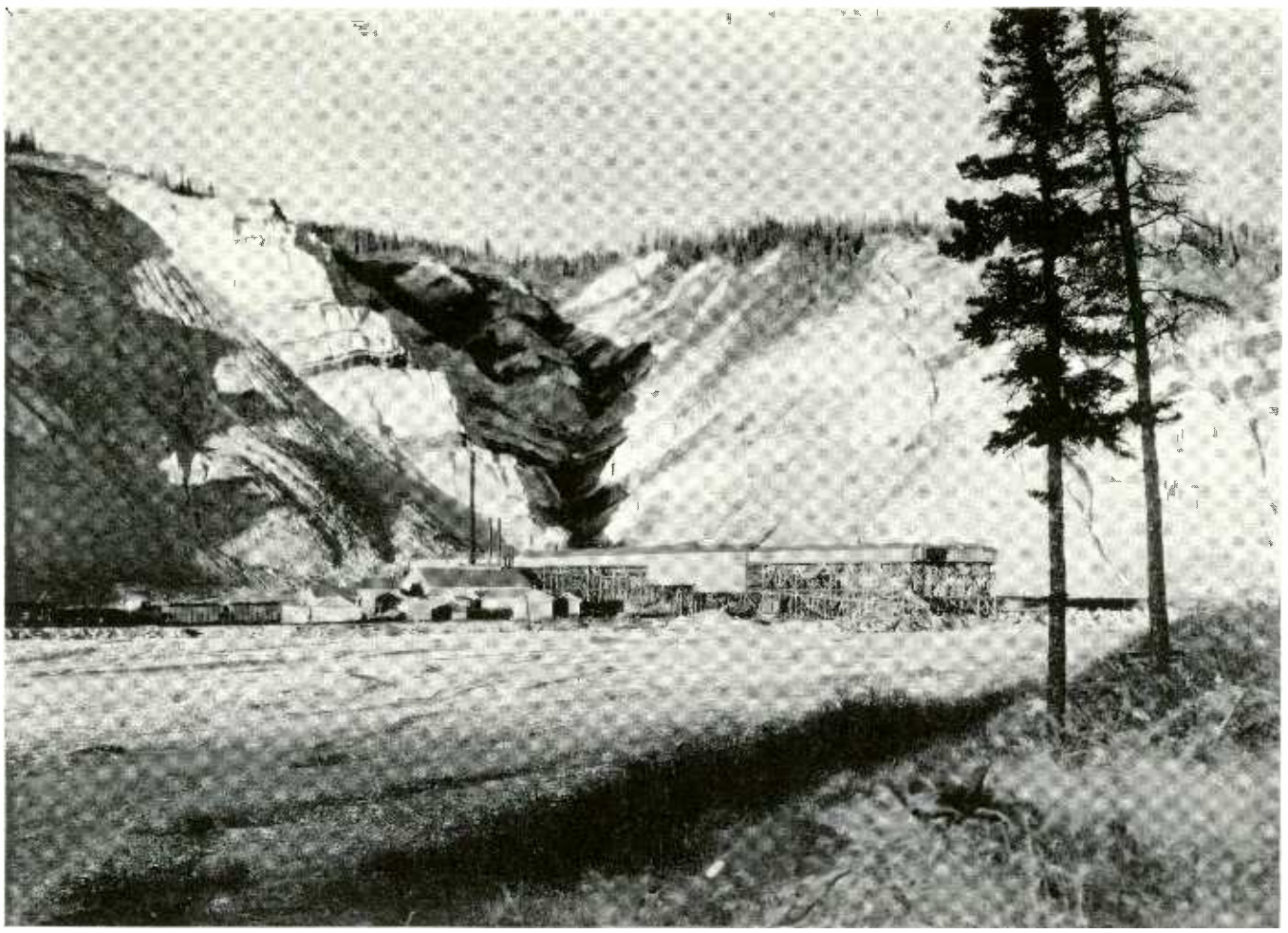
This production from Alaska deposits is of great national significance, for the United States is the world's largest user of platinum. The increase was brought about largely by the highly successful dredging operation in the Goodnews Bay area. While the States produced 900 ounces of platinum in 1938, Alaska produced 28,310 ounces, bringing the Territory to third place in world production—Canada being first and Russia second.

Some platinum metals, principally palladium, are recovered from Alaskan ores carrying accessory values in gold and copper. These ores are being developed on the Kasaan Peninsula and in the Ketchikan district.

Smaller amounts of platinum metals are recovered from placer gold mining operations, especially in the Koyuk district on the Seward Peninsula.

Minerals Map showing locations of active mining in the Yukon-Tanana area and other regions adjacent to Fairbanks.

• Compiled from data obtained through official Governmental and Territorial sources and KFAR personal research.

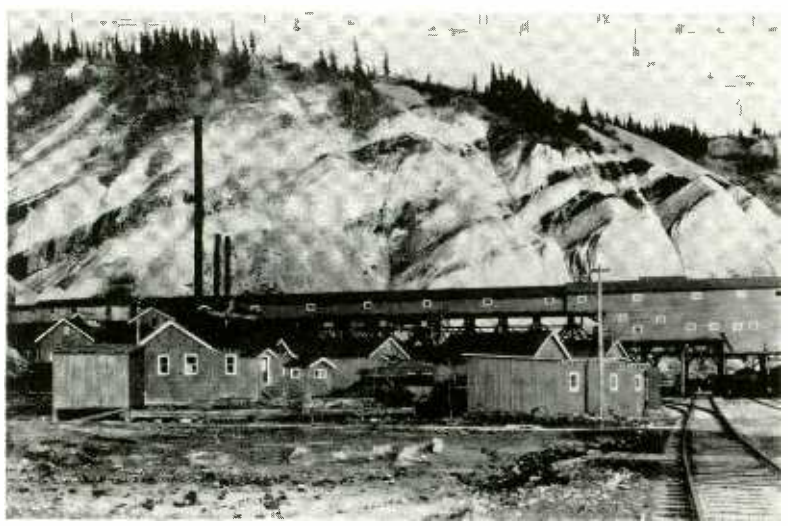


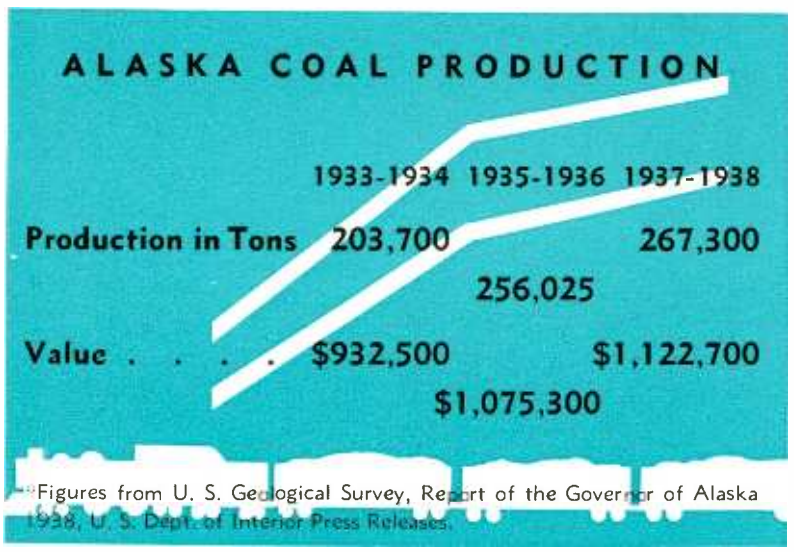
Left: Healy River Coal Mine, Suntrana, Alaska.

Below: Portion of tipple and yard of Healy River Mine. Note coal seams in the sandstone hills.

COAL

Photographs by Cooperative Photo Co.





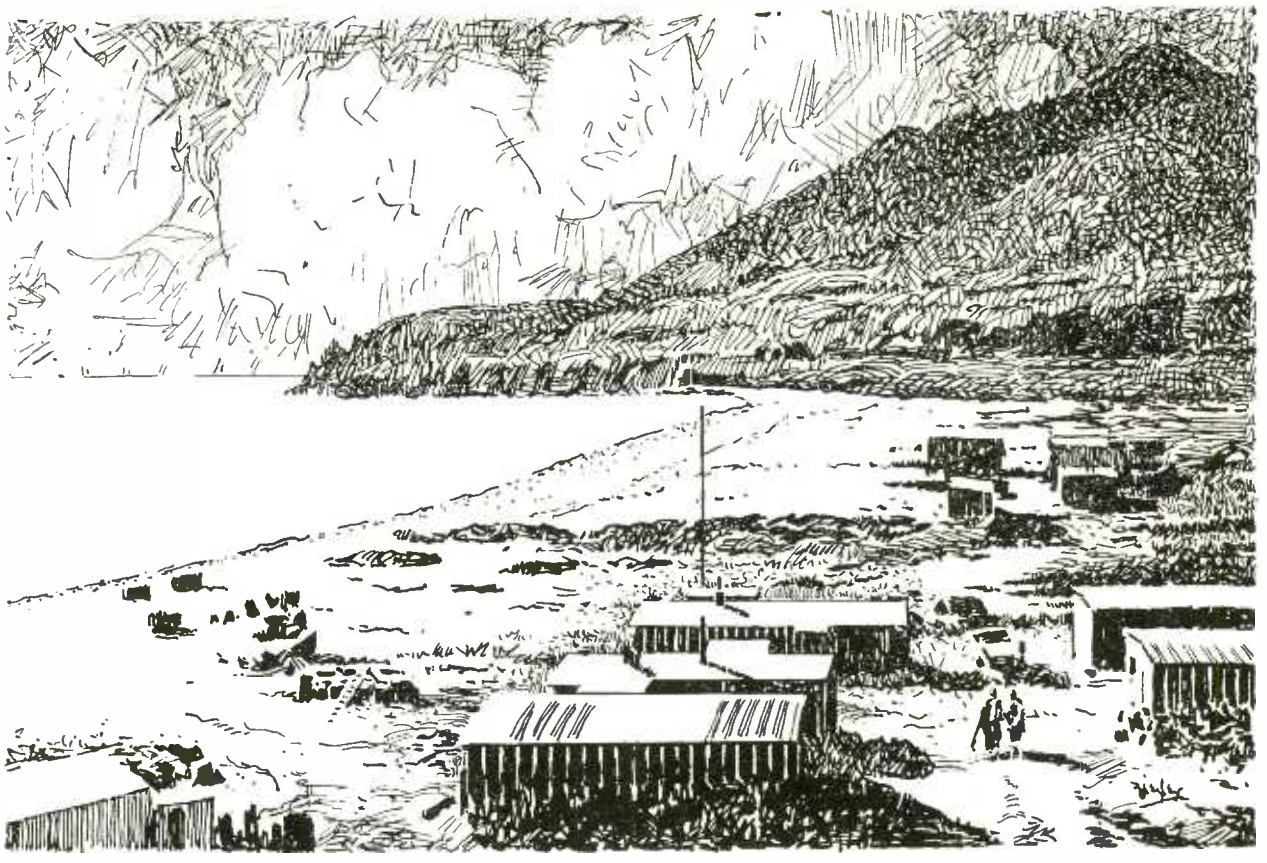
Figures from U. S. Geological Survey, Report of the Governor of Alaska 1938, U. S. Dept. of Interior Press Releases.

Although there are known coal deposits in several sections of Alaska, the only two commercially developed fields are located in the Alaska Railroad Belt, namely: the Healy River field which lies on the northern slopes of the Alaska Range in Central Alaska; and the Matanuska field near the head of Cook Inlet.

The accessibility of the over-ground veins and the modern, efficient plant maintained by the Healy River Coal Corporation at Suntrana, has made possible the marketing of its sub-bituminous coal at a comparatively low figure. This has aided materially in the development of the Fairbanks placer fields as the power furnished the dredges and other mining operations in that district is all generated by Healy coal.

The bituminous coal from the Matanuska field is marketed chiefly to the Alaska Railroad for locomotive use, to canneries on the Alaska Peninsula and for commercial use in Anchorage.

TIN



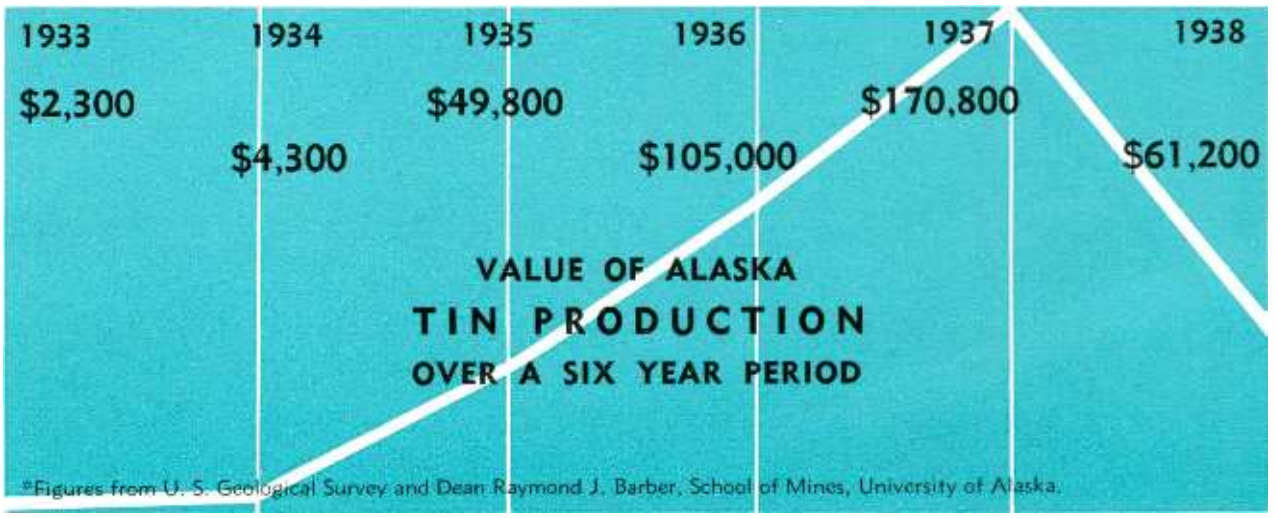
Tin City at Wales on Seward Peninsula. The only producing tin mines in United States or possessions.

Drawing by E. P. Ziegler from photograph

Tin, our commonest household metal, is one of our rarest minerals. In fact, the tin mines at Wales on Seward Peninsula are the only producers of placer tin in the United States or possessions.

As indicated by the graph below, tin production in Alaska grew steadily from 1933 to 1937. Because of development work and installation of new equipment, as well as a slump in the price of tin, production temporarily dropped in 1938. The result of this work undoubtedly will be reflected in a sharp increase of output in 1939.

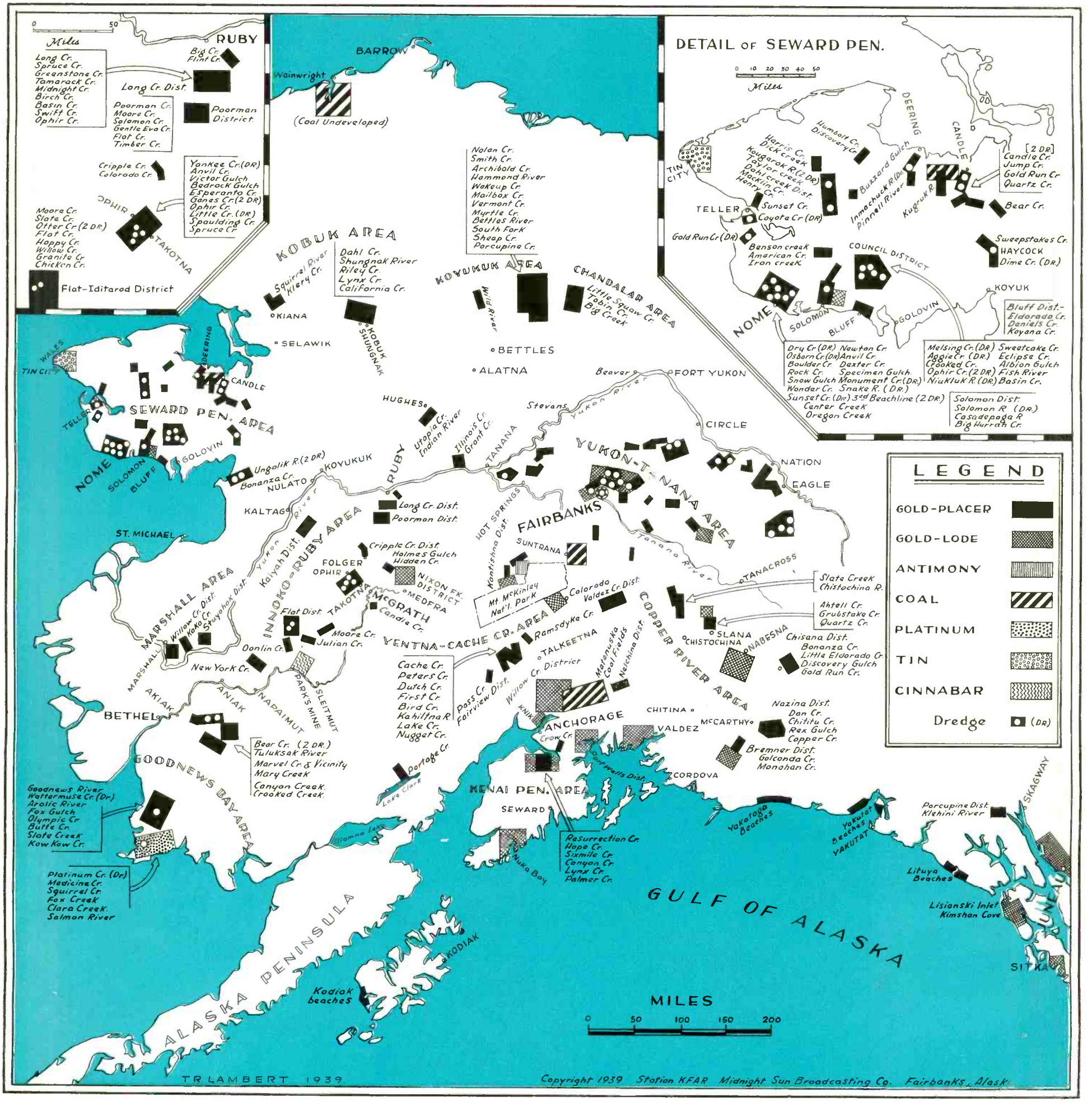
In comparison to its potentialities, the tin industry in Alaska is still in its infancy.



COPPER

Alaska copper mines have produced more than $225,300,000 of the red metal. The major portion of it has come from the Kennecott Copper Corporation mine, although some copper is recovered from the ores of lode mines in the Cook Inlet and Southeastern Alaska regions.

The copper produced by Alaska mines in 1938 is estimated at 29,614,000 pounds, worth approximately $2,932,000.00.



Minerals Map of Alaska showing various mineralized areas under active production.

• Compiled from data obtained through official Governmental and Territorial sources, and KFAR personal research.

SILVER AND LEAD

Considerable silver and lead is recovered each year as a by-product from ores and materials that are valuable principally for some other metal.

It is reported by the Territorial Bureau of Mines that 444,000 fine ounces of silver and 1,075 tons of lead were produced from such sources in 1938. The total value of the last annual production of these two minerals was $389,000.00.

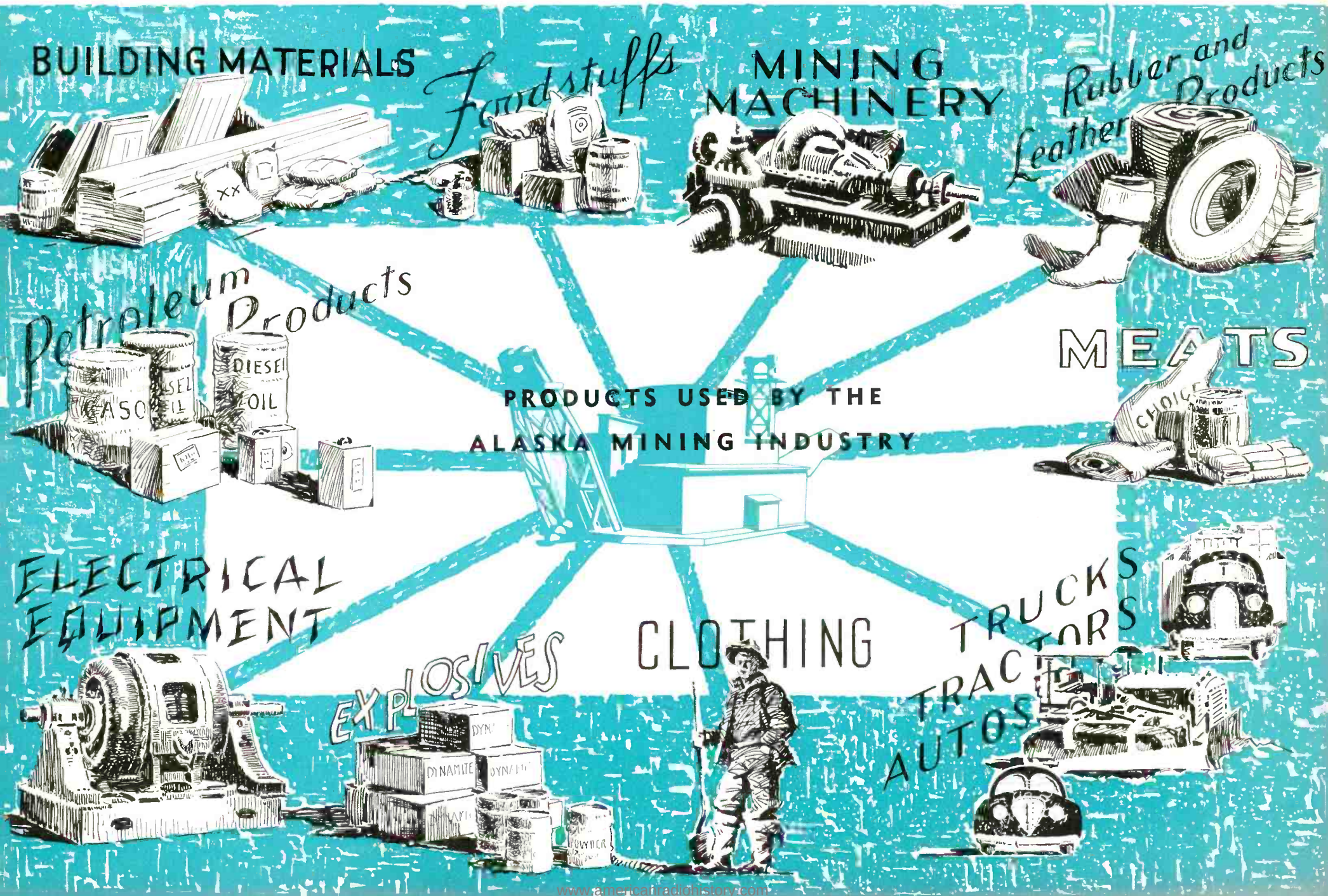
ANTIMONY

Antimony ores, of wide distribution throughout Alaska, comprise valuable reserves since there is no antimony of importance in the United States. The antimony mine on Stampede creek in the Kantishna is the only mine producing straight antimony ore in the United States and possessions.

If America's supply of antimony from the Orient were cut off in case of war, Alaska is ready to supply the national need.

MOLYBDENUM AND CHROMITE

Molybdenum and chromite are two metals that Alaska has in reserves which may be of much potential value to the nation. Besides domestic and industrial uses, molybdenum is a valuable war-time metal. Chromite, used extensively today in modern architectural decoration, is one of the minerals of which the United States has no adequately developed supply.



Photograph by Frederick Eastaugh

Lockheed Electras maintain scheduled service carrying mail and passengers between Fairbanks, Juneau and Nome.

AVIATION

The beginning of aviation in Alaska in 1924. These two Hiso-Standards, operating out of Fairbanks, were the first planes to fly commercially in the territory.

Right: Flying fur out of the Arctic.
Right Below: Modern transport ships today cover distances in a few hours that formerly required months of hardship in traveling with pack horse or dog team.

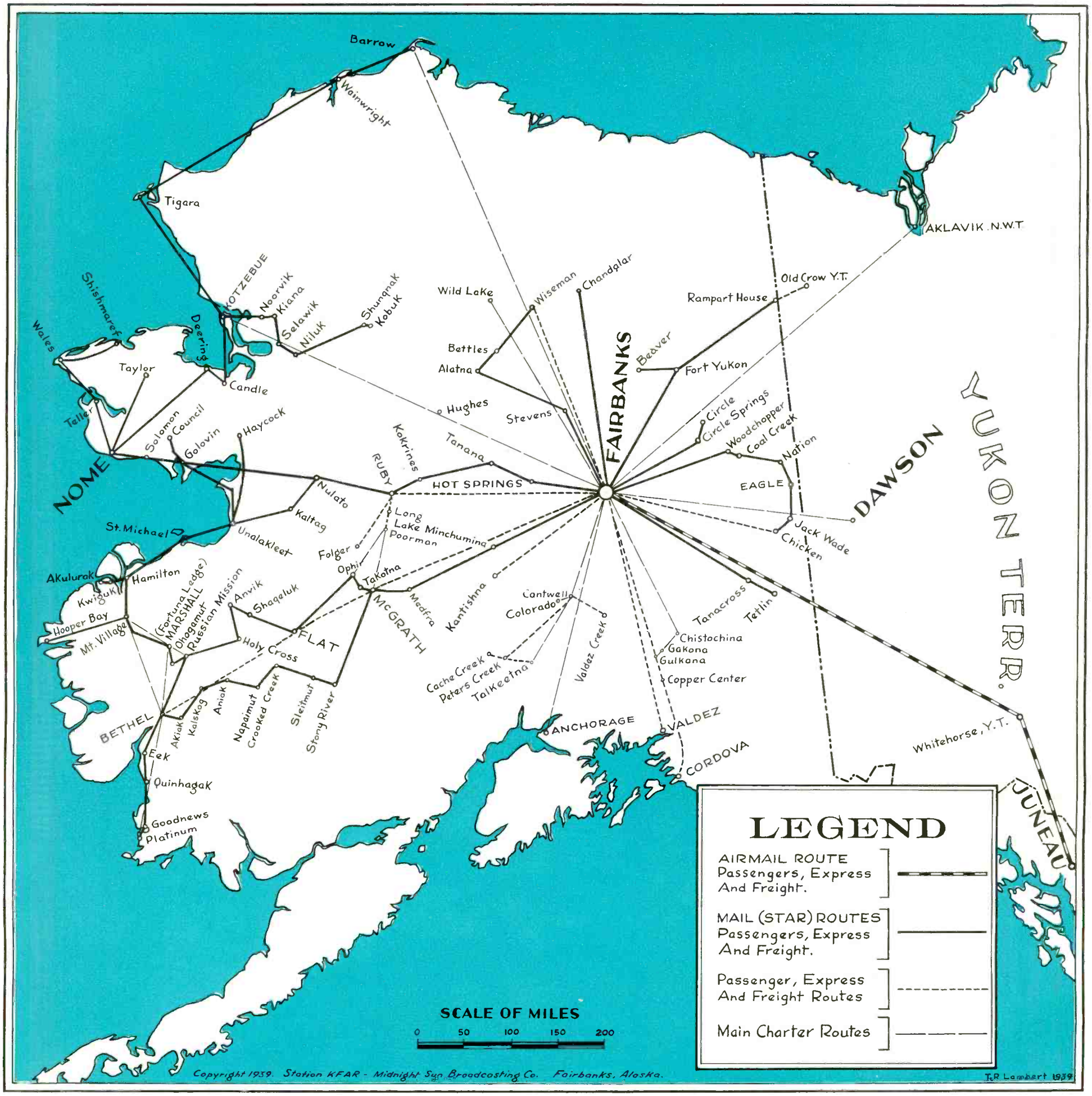
Photographs by Doelwien and Ordway for Pacific Alaska Airways

From dog team to airplane in one jump is the amazing story of transportation transition in the remote sections of interior Alaska. Should commercial aviation stop today in the United States, the tempo of business might be slowed down but not materially affected. If commercial aviation were taken from interior Alaska, business progress would be set back at least thirty years.

The history of the industry from the time Col. Carl Ben Eielson started the first commercial aviation company in Fairbanks in 1924 to the present day when approximately 35 commercial airplanes are based at the local airport is unparalleled in aviation annals.

When one realizes that an airplane can travel farther in an hour than a dog-team goes in a week, it readily can be understood why aviation has made possible the profitable operation of countless remote mining claims which previously were only marginal or red-ink properties.

Everything from airplane drills to dredge parts, from



Map showing mail and main commercial air routes from Fairbanks to various points of Alaska.

• Map drawn for Station KFAR from information obtained from the leading aviation companies based at Fairbanks and Superintendent Railway Mail Service, Seattle, Washington.

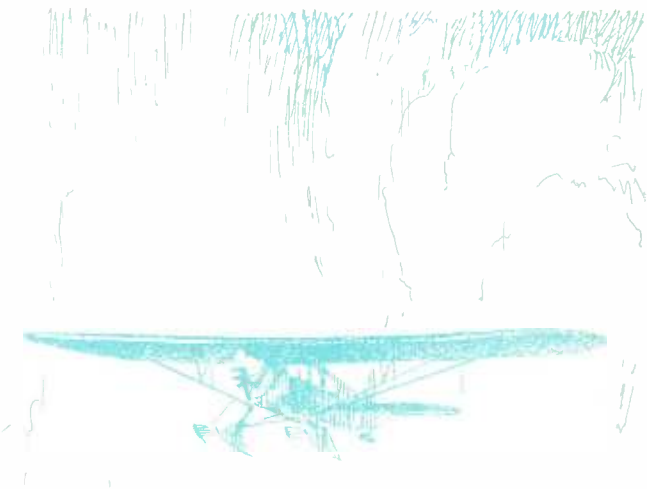
AIR ROUTE DISTANCES FROM FAIRBANKS

FAIRBANKS TO:	
Anchorage	280
Alatna	190
Alatna to Beetles	35
Alatna to Wiseman	95
Akiak	550
Aniak	475
Aklavik, N. W. T.	460
Barrow	550
Bethel	571
Chandalar	200
Cordova	360
Dawson, Y. T.	268
Flat (via McGrath)	371
Flat (via Ruby)	416
Flat to Marshall	144
Golovin (via Nulato)	470
Holy Cross (via Nulato)	505
Holy Cross to Anvik	36
Holy Cross to Russian Mission	60
Holy Cross to Shageluk	28
Iditarod (via McGrath)	371
Juneau	670
Kaltag	354
Kaltag to Unalakleet	70
Kobuk (via Tanana)	318
Kotzebue (via Ruby)	490
Marshall (via McGrath)	515
Marshall to Mt. Village	60
Marshall to St. Michael	112
Marshall to Holy Cross	84
Medfra	232
Minchumina	136
McGrath	272
McGrath to Anvik	169
" " Flat	99
" " Holy Cross	159
" " Ophir	34
" " Shageluk	152
" " St. Michael	230
" " Takotna	15
" " Unalakleet	174
Napaimut	446
Nome	540
Nulato	320
Nulato to Kaltag	34
Nulato to St. Michael	158
Nulato to Unalakleet	104
Ophir (via McGrath)	306
Ruby	240
Ruby to Flat	180
" " Holy Cross	225
" " Kaltag	104
" " Kokrines	29
" " Koyokuk	68
" " Nome	300
" " Nulato	80
" " Poorman	44
" " Tanana	110
" " Unalakleet	174
St. Michael	478
Takotna (via McGrath)	287
Tanana	130
Tanana to Kokrines	81
Tanana to Ruby	110
Unalakleet	414
Unalakleet to Kaltag	70
" " Kwiguk	148
" " Marshall	145
" " Mt. Village	160
" " St. Michael	54
Valdez	284
Wiseman (direct)	190
Wiseman (via Alatna)	285

food to mail, is carried by airplane. In short, Fairbanks today is being brought through the air to hundreds of mining camps throughout the Interior. Ninety airfields are frequent ports of call for airmen, besides the innumerable sloughs, lakes, rivers, bars and beaches which serve the purpose of fields to planes on skis in winter and on pontoons or wheels in summer.

It is natural that in a country where distances are so great, her people have fast grown air-minded. Many children in the Interior who have never traveled by train or automobile have covered many hundreds of miles by plane. The average Alaskan travels seventeen times more by airplane than does the average resident of the United States.

Looking at the international air picture, Fairbanks is considered by aeronautical engineers as the geometric center of the aviation world today. Almost without exception, epochal round-the-world flights have gone through Fairbanks. The day is not far distant when international mail and passenger lines will be routed through Fairbanks and the arrival and departure of mammoth stratoliners will be as commonplace as are the train movements today.



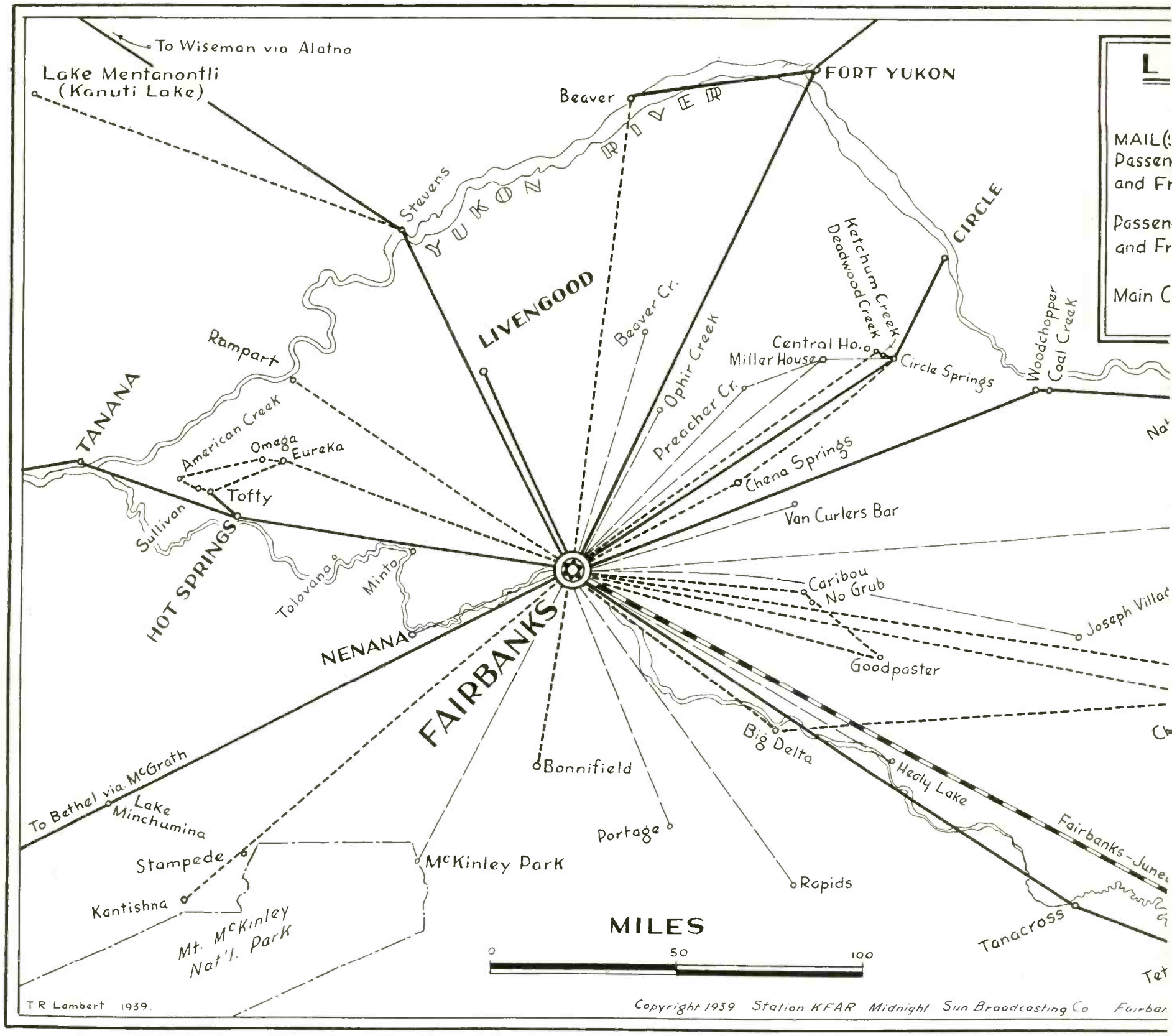
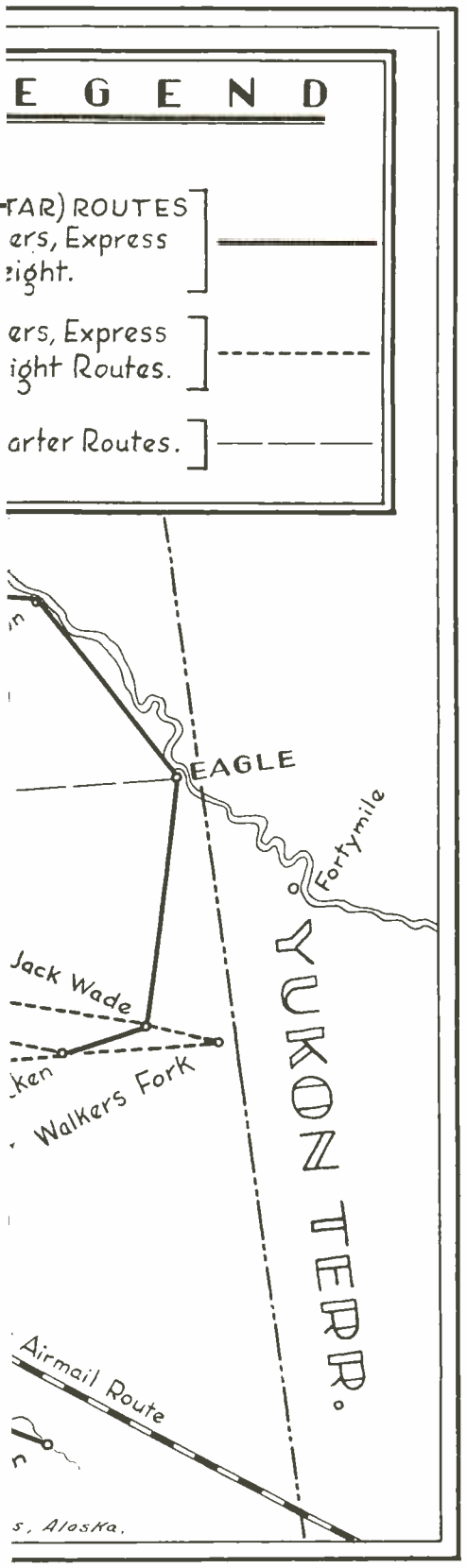


Diagram showing proportion of planes per capita in Fairbanks and all of Alaska to that of the State of Washington.



AIR ROUTE DISTANCES FROM FAIRBANKS:

FAIRBANKS TO:

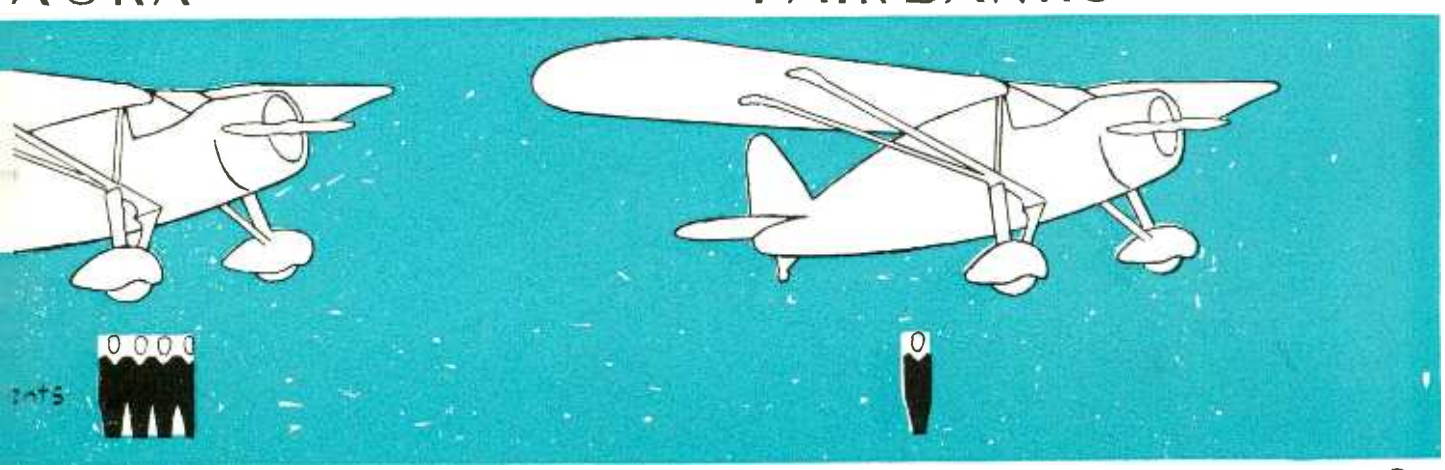
American Creek	105 Miles
Beaver	110 "
Chicken	188 "
Chena Springs	50 "
Circle	128 "
Circle Springs	100 "
Eagle (direct)	190 "
Fort Yukon	140 "
Hot Springs	86 "
Kantishna	150 "
Livengood	54 "
Nenana	45 "
Rampart	86 "
Stevens	93 "
Tanana	130 "
Tanacross	170 "
Tetlin	200 "
Tolovana	64 "

Map showing air routes from Fairbanks to points throughout the Yukon-Tanana area.

• Map drawn for Station KFAR from information obtained from the leading aviation companies based at Fairbanks and Supt. of Railway Mail Service, Seattle, Washington.

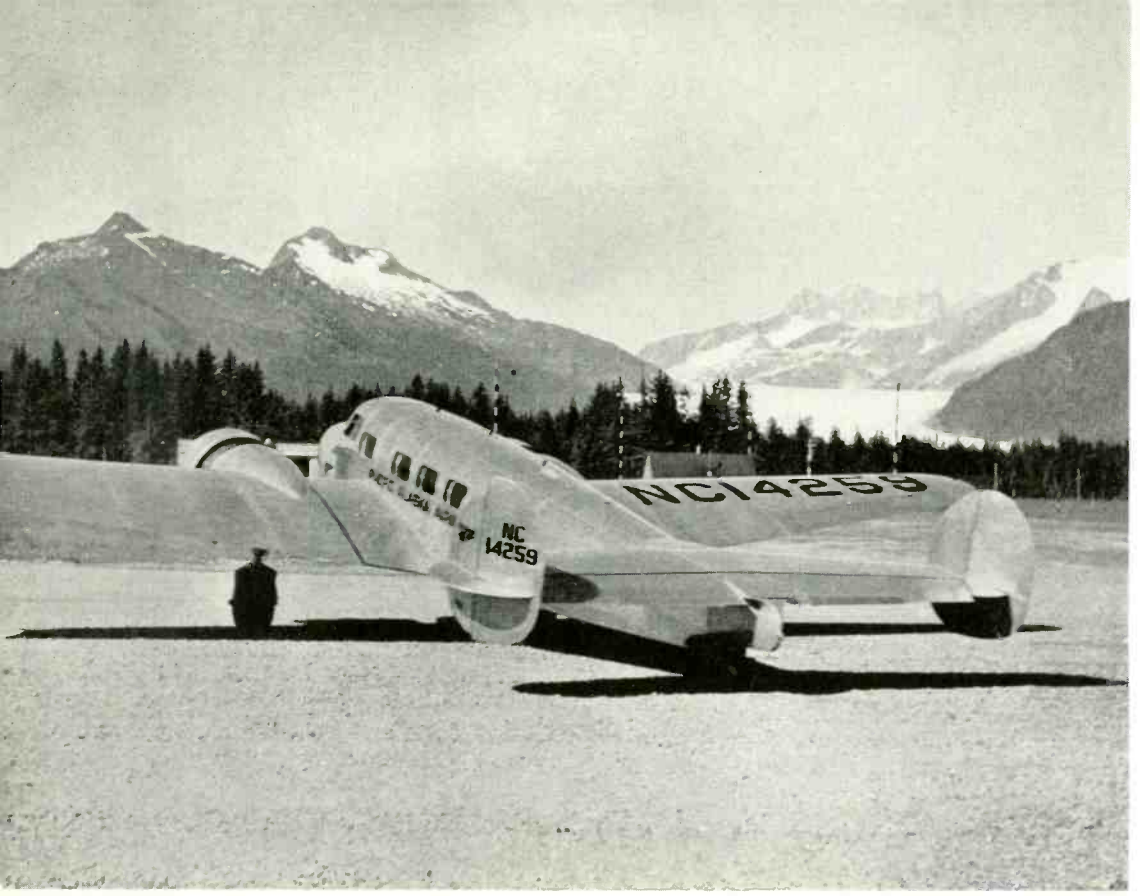
ASKA

FAIRBANKS



RY 382 PERSONS

1 PLANE FOR EVERY 100 PERSONS



Photograph by Ordway for Pacific Alaska Airways

Above and Right: Wheel and pontoon planes operate out of Fairbanks to all points of the territory during the summer months.

Left: Loading heavy mining equipment for air shipment.

Left Below: Plane leaving Cordova for the Interior. Scheduled service is maintained from Fairbanks to this coast port and Valdez during most of the year.

Below: Planes specially equipped for winter flying maintain regular service throughout the coldest weather.

Photos by Ordway for P. A. A., Cooperative Photo Co., Norman Weaver and Noel Wein

One glance at the map shows that Fairbanks is indisputably the hub of aviation in Alaska as well as the northern terminal of the Juneau-Whitehorse-Fairbanks airmail and passenger route. Trial flights already have been made for the extension of this route to Seattle and mail service in less than two days' time between Fairbanks and the States very soon will be a reality.

The establishment and operation of so many airplane companies in interior Alaska is an accurate barometer of the substantial, sizable growth of business in that section —particularly the increase in mining which has assumed almost boom proportions. It is a reciprocal circle. Many mines in the Interior would be nothing more than prospects if it weren't for airplane passenger and freight service. And such a fleet of airplanes could not be operated profitably in a district of comparatively limited population if the business and buying power of those people were not many times in excess of that of Mr. Average Citizen.

INCREASE IN NUMBER OF PLANES IN ALASKA

1934	1935	1936	1937	1938
56	73	79	102	155

INCREASE IN NUMBER OF PASSENGERS CARRIED BY PLANES IN ALASKA

1934	1935	1936	1937	1938
10,194	13,318	16,982	20,958	26,885

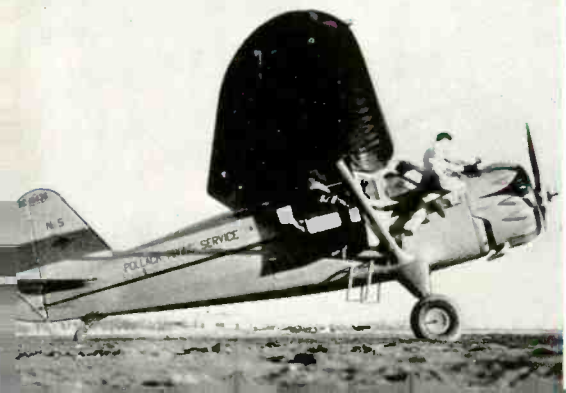
INCREASE IN PASSENGER MILES FLOWN BY PLANES IN ALASKA

1934	1935	1936	1937	1938
1,533,311	2,148,692	3,035,018	4,021,798	5,634,461

INCREASE IN POUNDS OF FREIGHT CARRIED BY PLANES IN ALASKA

1934	1935	1936	1937	1938
869,398	1,496,917	2,138,886	2,947,726	3,415,759

*Figures for graphs on this page furnished by I. K. McWilliams, Senior Aeronautical Inspector for Alaska.

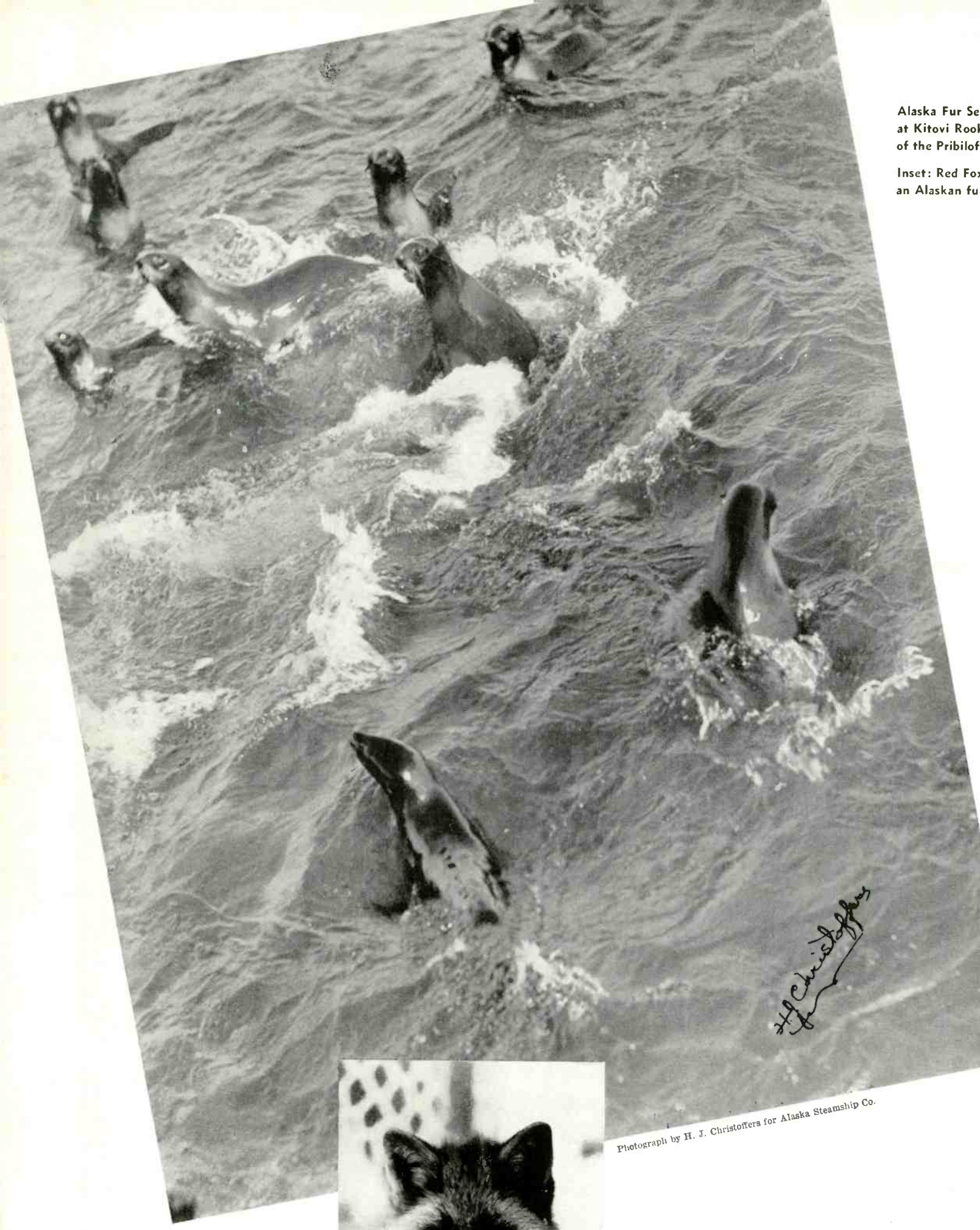


INCREASE IN POUNDS OF MAIL CARRIED BY PLANES IN ALASKA

1934	1935	1936	1937	1938
124,972	225,840	279,730	264,201	342,736

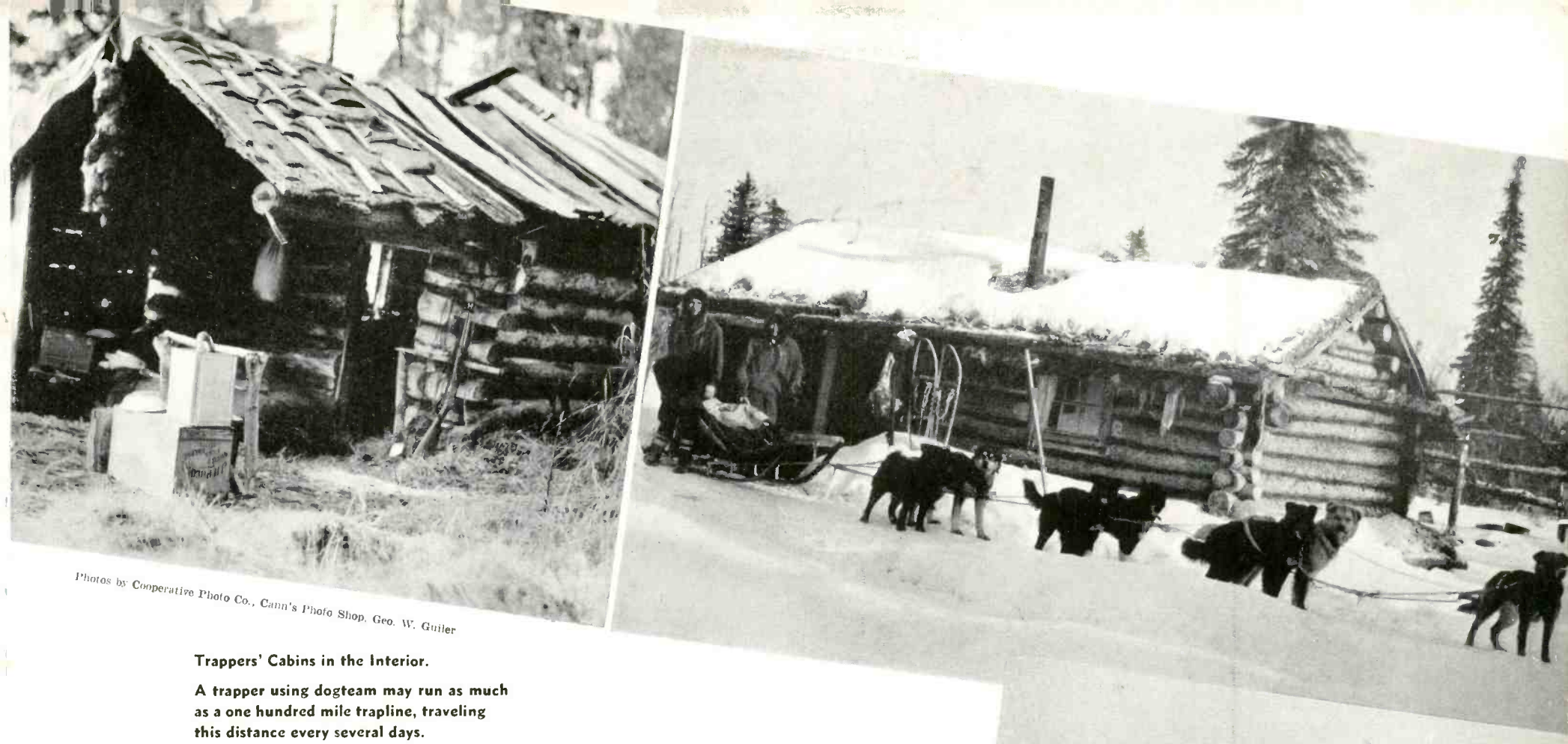
Alaska Fur Seals playing in the sea at Kitovi Rookery, St. Paul Island of the Pribilof group.

Inset: Red Fox raised on an Alaskan fur farm.



Photograph by H. J. Christoffers for Alaska Steamship Co.

FUR



Photos by Cooperative Photo Co., Cann's Photo Shop, Geo. W. Guiler

Trappers' Cabins in the Interior.

A trapper using dogteam may run as much as a one hundred mile trapline, traveling this distance every several days.

The quick, sure profit of fur—not gold—was the lure that originally led to the opening of Alaska to world trade and commerce. The story of the Russian occupation of Alaska is the early history of the fur industry. Alaska still is trying to live down the wilderness-of-snow-and-ice propaganda spread by the Russians to keep other traders from discovering the wealth that lay in the fur resources of her American colony.

Even though the Russians exploited this resource greedily with no thought of perpetuating it for future generations, fur was the magnet which drew pioneers from the states to Alaska for many years after her purchase from the Russians and before the gold rush of the '90's.

Native fur gatherers first produced this wealth for the Russians and later for the shrewd traders and agents from the United States. As Alaska became famous the world over for highest quality fur, white trappers entered the Territory and endured the hardships of frontiersmen to obtain valuable peltries.

Trapper with lynx pelt. Many of the shorter traplines are traveled on snowshoes in this manner.

Photographs by Walter Hylen and T. R. Lambert

Upper: $5,000 fur exhibit. The winter's catch of a Kantishna trapper.

Lower: Trapline shelter tent.

The fur industry has played an important role in the development of the mining resources of Alaska as many of the early strikes were made by trappers. Even today, many Alaskans trap in the winter and prospect during the summer months.

Sea otter, fur seal, and beaver were the pelts of great importance in the early fur trade. Today, excluding fur seal which is government controlled, mink heads the revenue producers with red fox and blue fox close second and third. While beaver now stands fourth, it is significant that Alaska beaver today controls the world's beaver market.

Alaskan furs have an important place in the world fur market not only for their very high quality but in many instances for their scarcity. More marten come from Alaska than from all the states put together; and white fox and lynx, exported from the Territory in large numbers, are not found in any state.

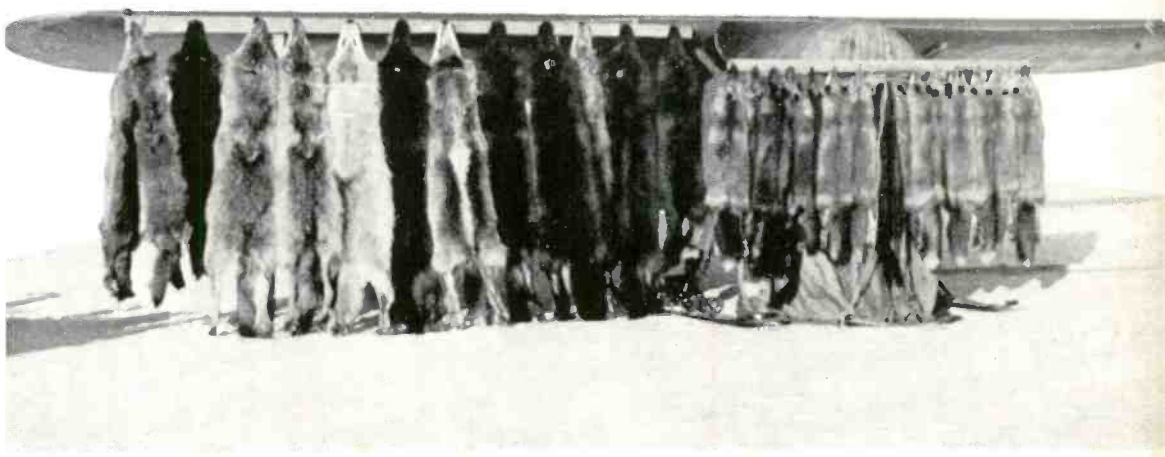
The world's supply of fine sealskin comes from the Pribilof Islands. This industry is controlled by the government under treaty regulations and pays Uncle Sam big dividends.

Left: An Alaskan Lynx.

Left Center: The weasel, also known as ermine. During winter this animal's fur is white.

Below: A winter's catch of wolf and fox from the Bonnifield region of Alaska.

Photos by Cann's Photo Shop and Cooperative Photo Co.



The value of the annual fur take varies with the market but will average close to $3,000,000, it is reported by the Alaska Game Commission.

Trapping is a highly individualistic profession and provides a livelihood for a large and widely scattered number of Alaskans. While the major portion of the fur revenue comes from trapped pelts, the high price that Alaska's fine furs bring on the market has given rise to the development of fur-farming in the Territory. Fish, rabbits, and other feed for fur-bearers being easily available in many sections, mink and fox ranches are becoming increasingly profitable investments.

Listed in order of their importance as revenue producers, Alaska furs include:

1. Mink
2. Red Fox
3. Blue Fox
4. Beaver
5. White Fox
6. Muskrat
7. Lynx
8. Marten
9. Cross Fox
10. Silver Fox
11. Otter
12. Ermine
13. Wolf
14. Wolverine
15. Coyote
16. Polar Bear
17. Black Bear
18. Hare
19. Marmot
20. Squirrel

Right: Polar bear cub.

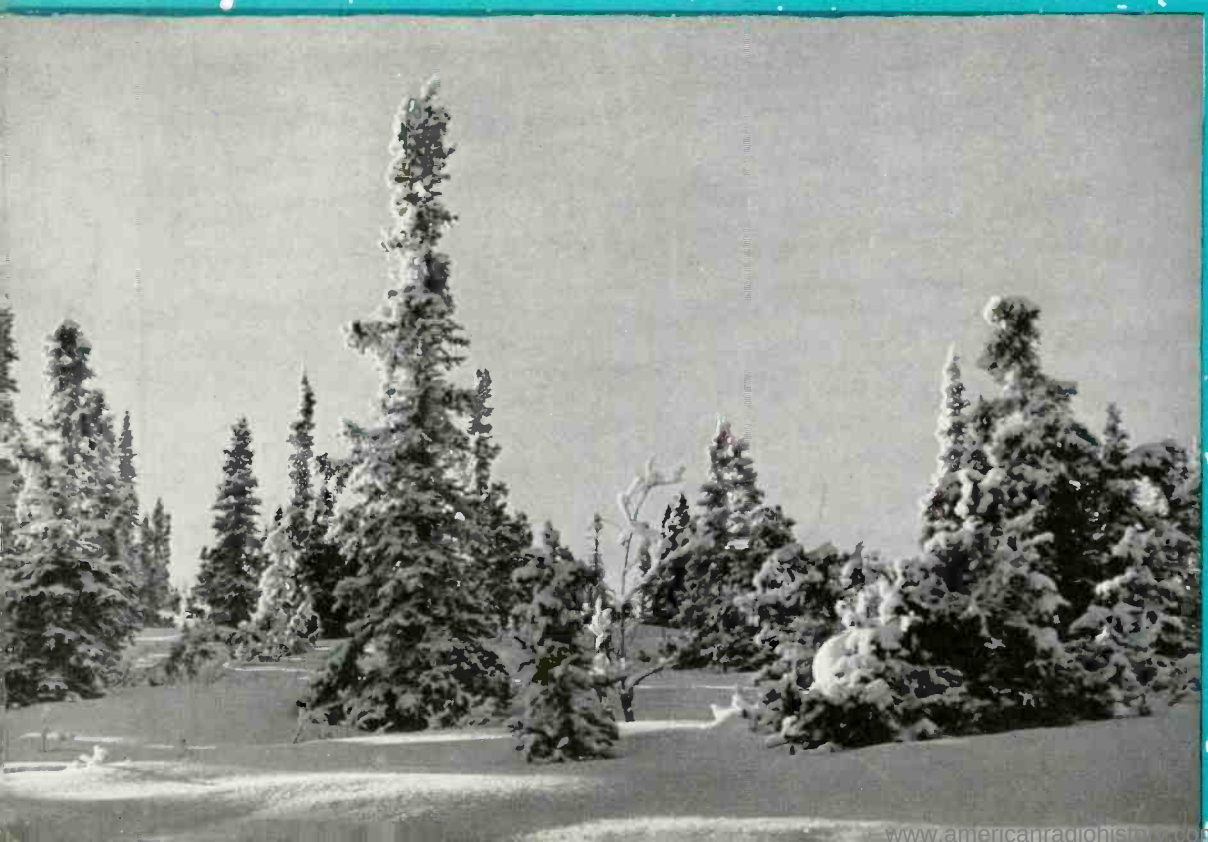
Below: Alaska beaver controls the world beaver market.

Photograph by Frederick Eastaugh

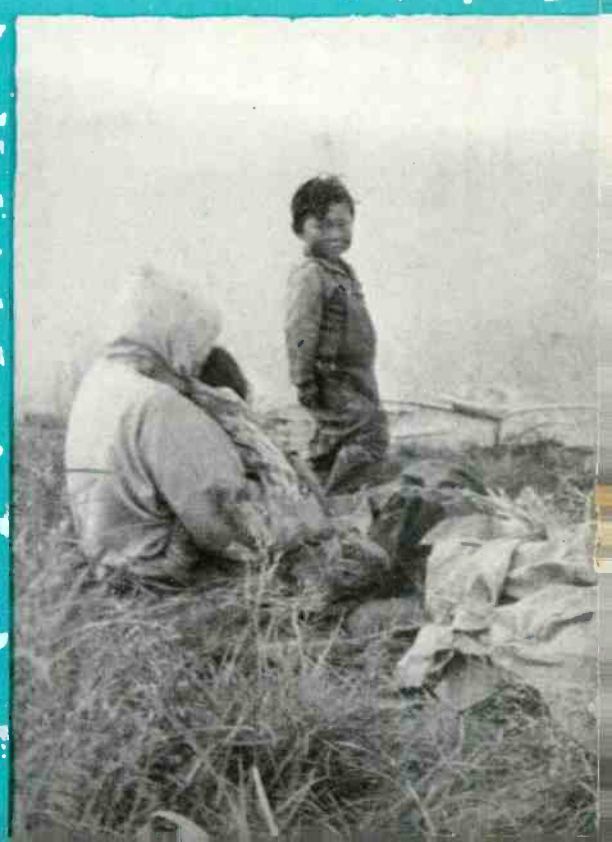
BOAT ON THE LOWER YUKON
The influence of the machine age can be found even in the native boats that travel the northern rivers.

OBVERSE

Winter in Alaska is a season beautiful. The snow lends a charm for the play of light and shadow that enhances even the most uninteresting of landscapes.

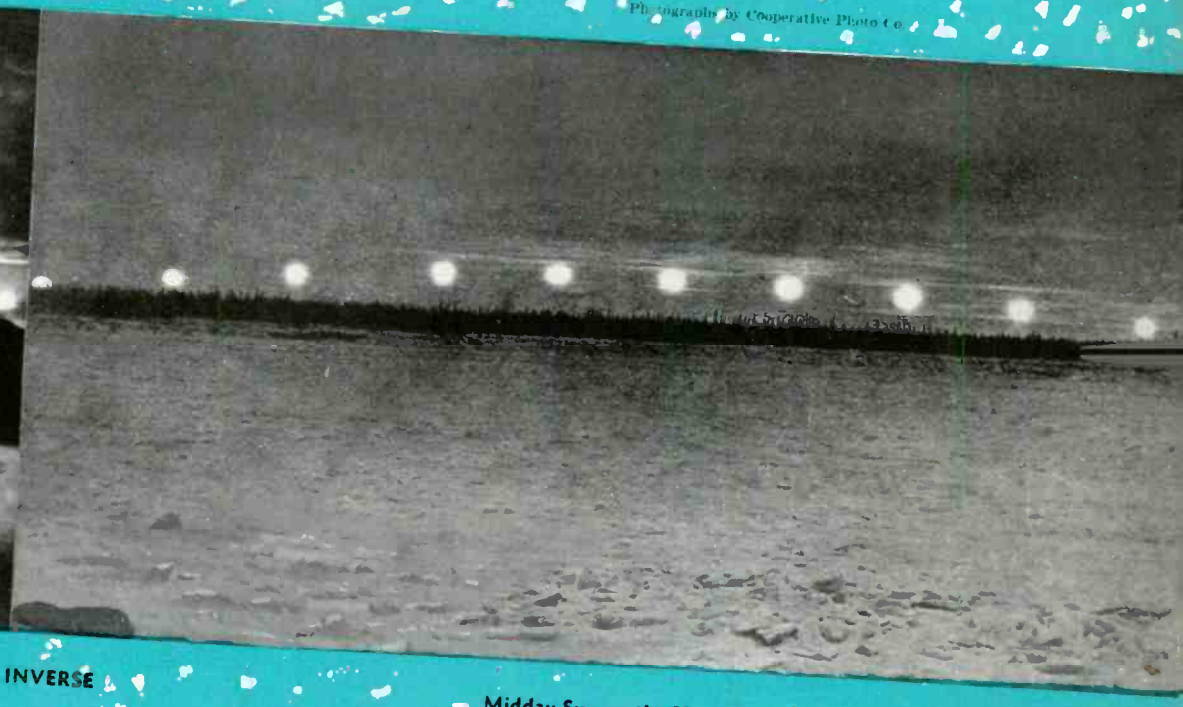


Many native fish camps are scattered along the Yukon and other rivers during the summer months.



Midnight Sun on the Yukon River at Fort Yukon. Photograph taken on the longest day of the year with exposures at fifteen-minute intervals.

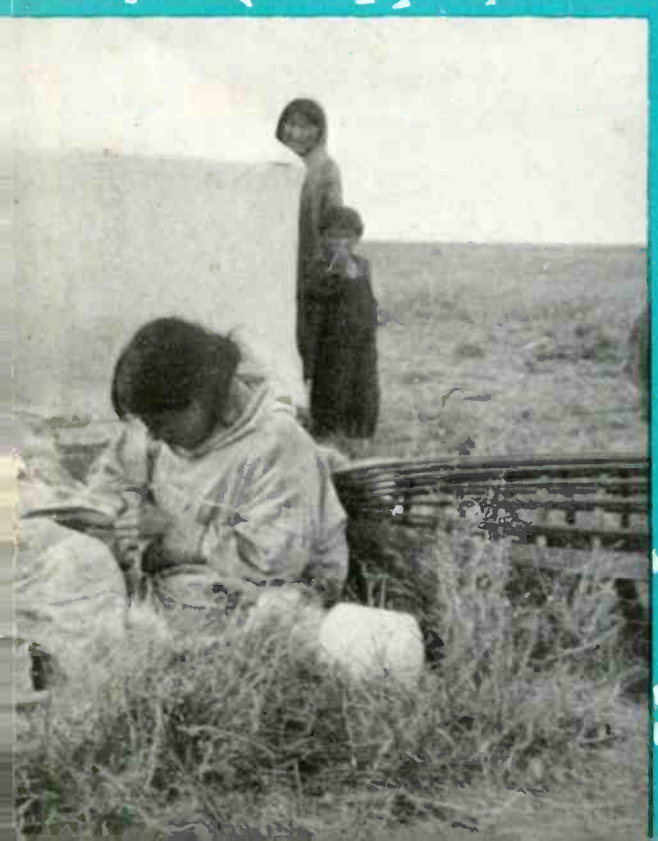
INVERSE



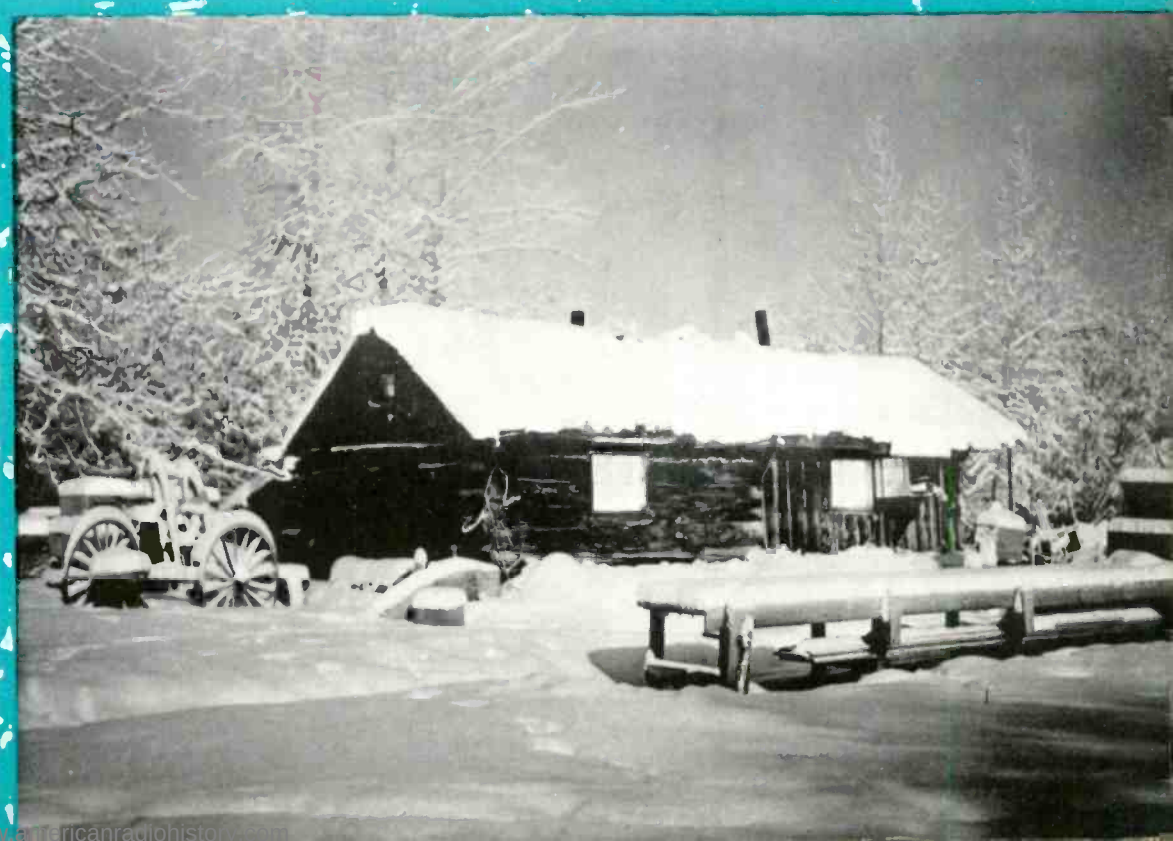
Photographs by Cooperative Photo Co.

Midday Sun on the Yukon River at Tanana. Photograph taken on the shortest day of the year with exposures at fifteen-minute intervals.

Alaskiana



Homesteader's cabin in the winter moonlight.



Photos by Cooperative Photo Co.
T. R. Lambert and Walter Hylen

AGR

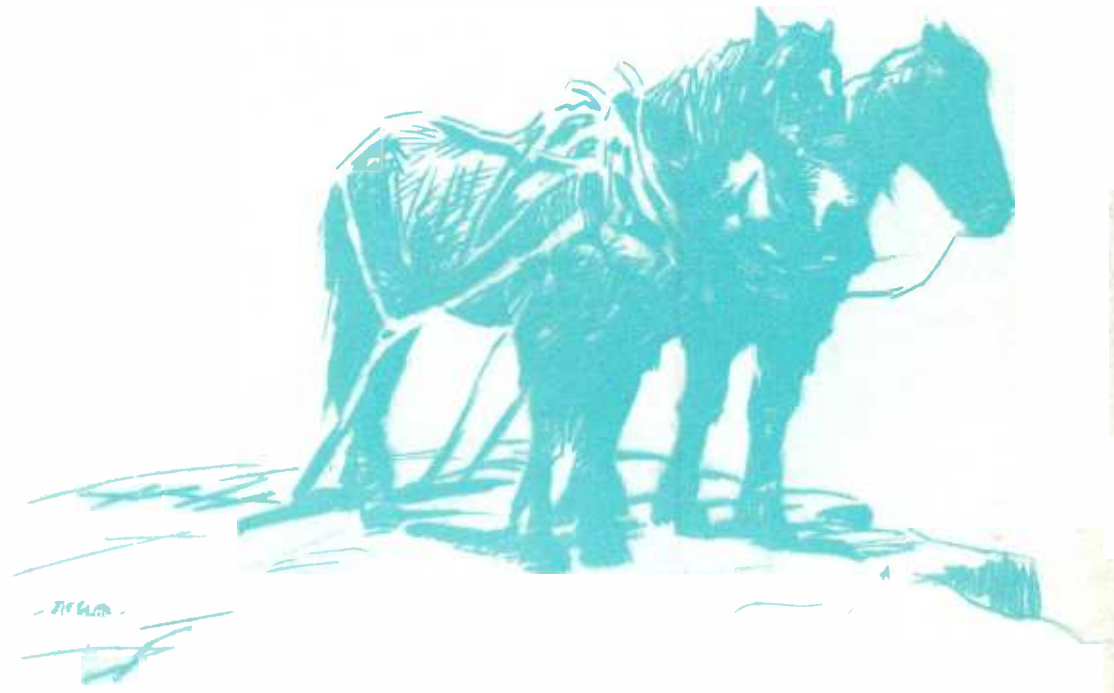
Above: Dairy herd at the Agricultural Experiment Station near Fairbanks.

Right: Experimental Farm at University, Alaska.

Wonderful crops grow here.

Photographs by Cooperative Photo Co.,

ICULTURE



The geography student today must add agriculture to his list of major Alaskan industries for in "that land of snow and ice" there are 100,000 square miles available for agriculture either as tillable land or for hay and pasture—a region as great as the combined areas of the states of Pennsylvania, Maryland, Delaware, New Jersey, Connecticut, Massachusetts, Vermont and New Hampshire.

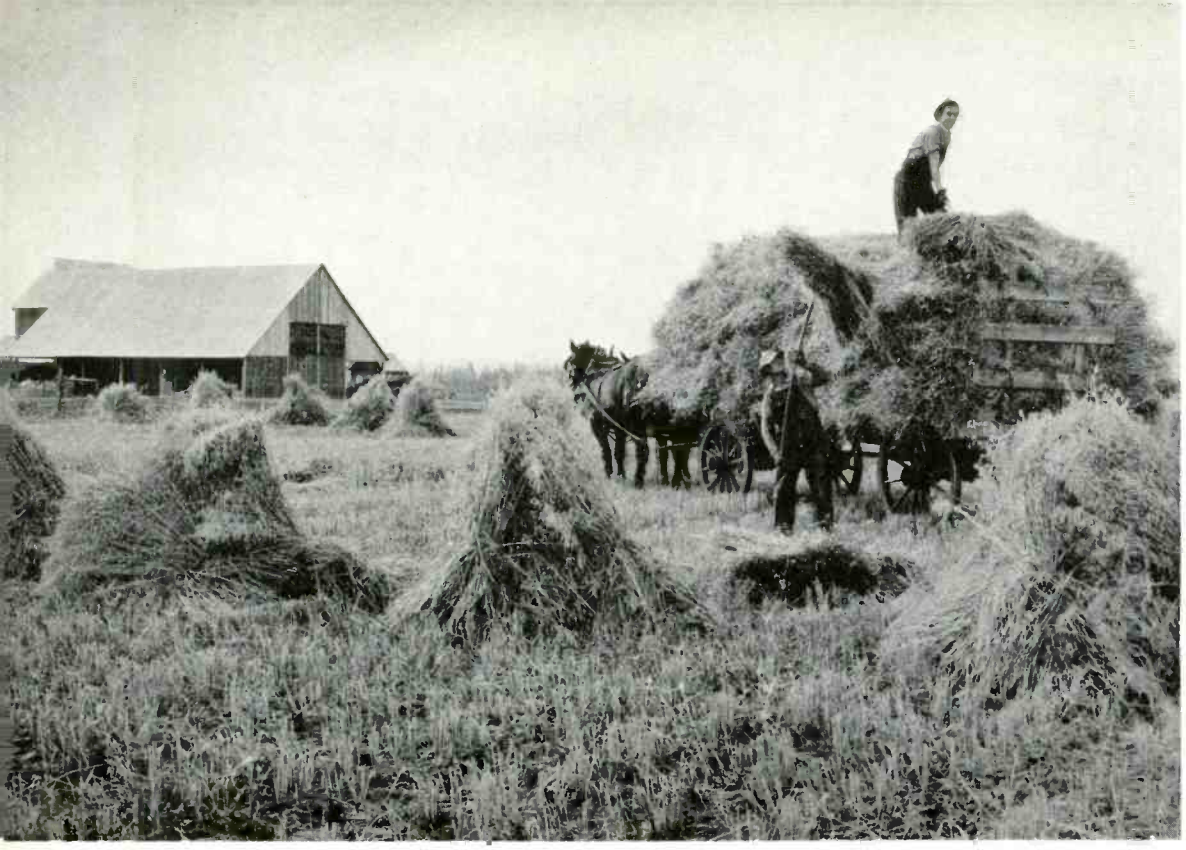
It is hard for a September visitor riding along the "Farm Road" near Fairbanks to realize he is close to the Arctic Circle. Groves of golden birch trees and deep blue skies form the background for fields of grain in shock and extensive fields of potatoes and cabbages add to the harvesting scene. This is not so phenomenal since much of the Interior lies between the same parallels of latitude as the highly developed farming regions in Sweden, Finland and Norway.

The Tanana region is potentially the greatest farming region in the Territory due to its vast areas of rich soil lying close to marketable centers. Most of the land now under various phases of agricultural production and development lies within range of Fairbanks or the towns located within the Tanana-Yukon watershed.

All the essential footstuffs grow well in the Tanana valley—grains, vegetables and fruits. Although the growing season is shorter than that of the States, the long hours of daylight are sufficient for crops to reach maturity. Oats and barley are grown both for grain and forage. Wheat gives an average yield of 20 to 25 bushels to the acre. Oats and field peas are grown extensively for hay, and alfalfa and clover have shown dependable hardiness. Potatoes are the chief cash crop and root crops such as mangles, carrots and rutabagas yield abundantly.

Onions, radishes, string beans and other truck garden produce are being raised profitably. The largest cabbage grown in the Territory, weighing 42 pounds, was grown in a Fairbanks garden. Strawberries, currants and raspberries—both cultivated and wild—grow in profusion. Blueberries, salmon berries, high and low bush cranberries are among other wild fruits which help to swell the housewives' canned fruit shelves each fall.

The Matanuska valley, lying at the head of Cook Inlet, is the best known farming district in Alaska due to the publicity given its recent government-sponsored coloniza-



Above: Harvesting oats on a farm near Fairbanks.

Left: Two Hampshire brood sows of the Agricultural Experiment Station, University, Alaska.

Above: Poultry raising in the Matanuska Valley.
Below: Cutting oats on a farm near Fairbanks.

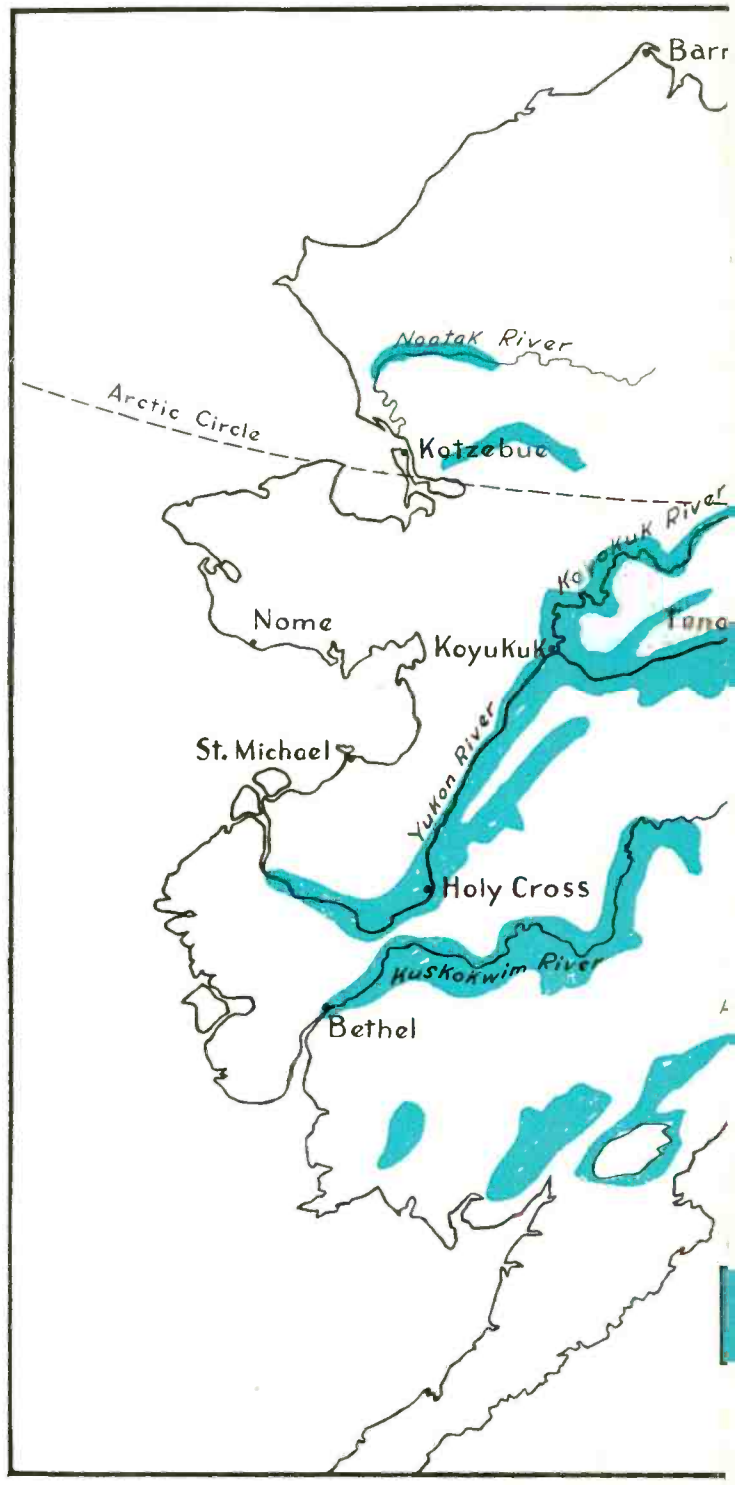


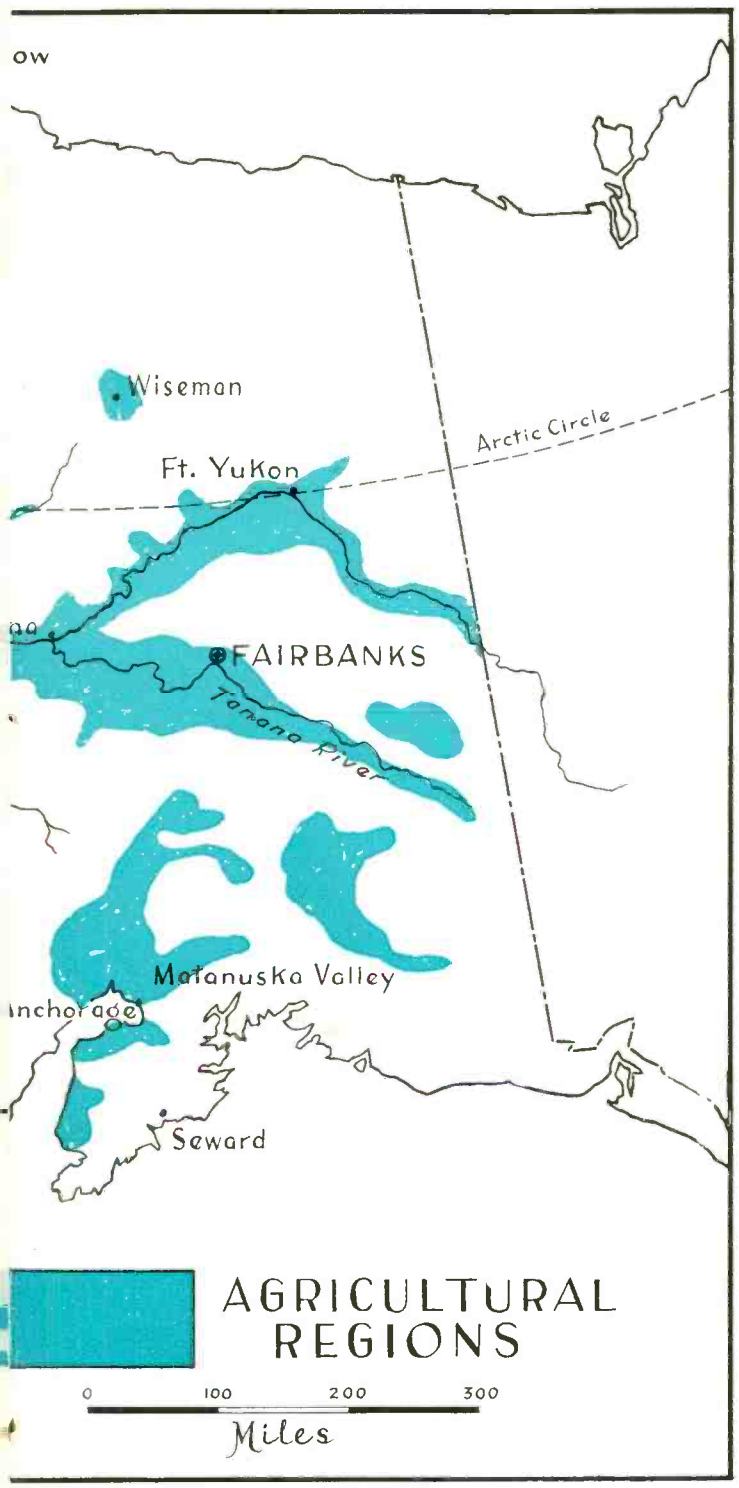
Chart showing main agricultural regions of Alaska.

tion. The winters are comparatively mild, the climate being influenced by the relatively warm waters of the Pacific ocean. A large percentage of fresh vegetables and dairy products consumed by the people of Anchorage and vicinity come from the Matanuska valley.

Aside from the Interior agricultural regions just mentioned, there are two other areas more or less favorable to farming, namely: the Coast and Arctic regions.

The heavy precipitation on the coast is conducive to luxuriant vegetation. A heavy growth of grass is found wherever it is not crowded out by tree growth. The heavy rainfall enables spruce, hemlock and cedar to attain large sizes and all forms of hardy vegetables thrive well.

The climate of the Arctic region is unfavorable to the growth of farm crops, although the constant sunlight



Above: Matanuska Valley farms.

Right: Field of potatoes in bloom at the University Farm near Fairbanks.

Below: Strawberries grown in a Fairbanks truck garden.

Photographs by Prof. G. W. Gasser

Below: Registered Hampshire ewes at the Matanuska Experimental Station.

throughout the short summer makes possible the maturing of excellent vegetables a hundred miles north of the Arctic Circle. Much of this region, however, consists of vast stretches of tundra abounding in moss and lichens, fit only as grazing ground for reindeer.

At Fairbanks, Anchorage, Matanuska and other places in Alaska, large modern dairies supply the leading centers with fresh dairy products. Poultry and fresh eggs are also furnished in limited quantities to Interior points.

In spite of the steady increase in farm production in Alaska, the supply will not meet the demand for many years as import figures still show nearly $1,000,000 worth of fresh vegetables and dairy products being shipped annually from the United States to Interior rail belt points.

TRANSPORTATION

1929

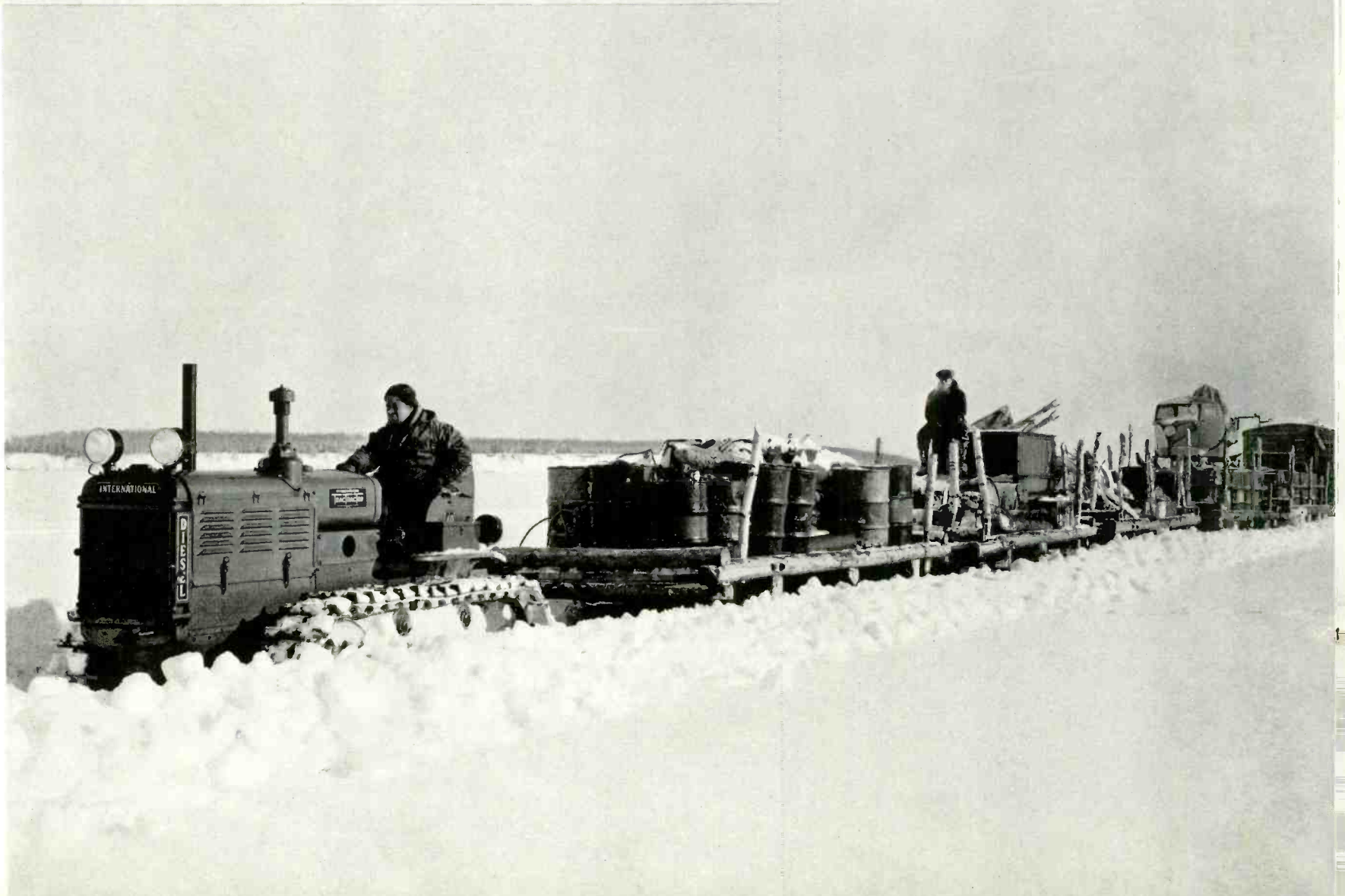
Photograph by T. R. Lambert

Left: Prospectors freighting supplies across Russell Glacier, headwaters of the White River. Much of the early day freighting was done with dogteam in this manner.

Below: Tractor caravan hauling mining equipment along a frozen river. Modern means of freighting, supplanting the dogteam, have opened up many mining regions removed from water, rail or highway transportation.

1939

Photograph by Carrington & Jones



Right: Early methods of transportation in Alaska.

DEVELOPMENT

Gold it was that drew the great influx of men to Fairbanks and interior Alaska. And gold it is that still is the main industry of the country. Fairbanks, however, would not have assumed its place of importance in Alaska had it not been for its unique position in the field of transportation.

By rail, boat, truck, tractor and airplane, the metropolis of interior Alaska serves the rich surrounding areas and in turn is served by them. Through Fairbanks goes the food, fuel, machinery, building materials and labor that make possible the extensive development of the outlying mining and trapping districts. Returning, Fairbanks is the shipping point for the minerals and furs that must reach the Outside markets.

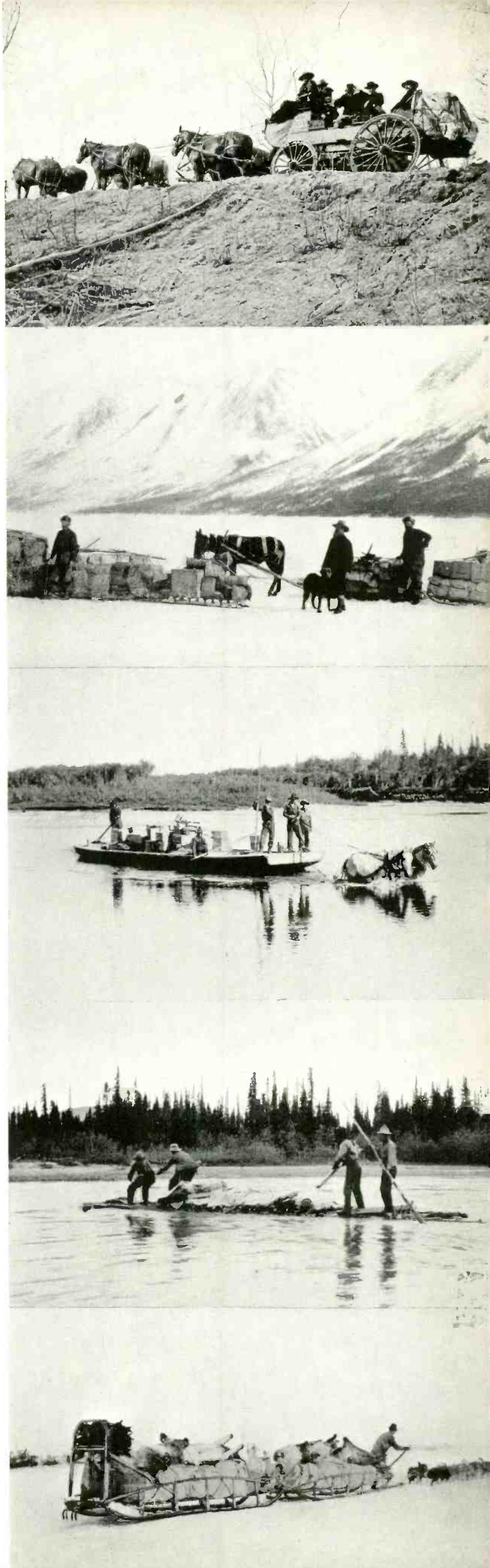
When white men first scanned the vastness of interior Alaska, the native population traveled only by primitive methods—dog teams in winter and crude river boats in summer. As in the history of every land, however, the primitive, the inconvenient and the costly eventually gave way to the demand for speed, comfort and lower cost.

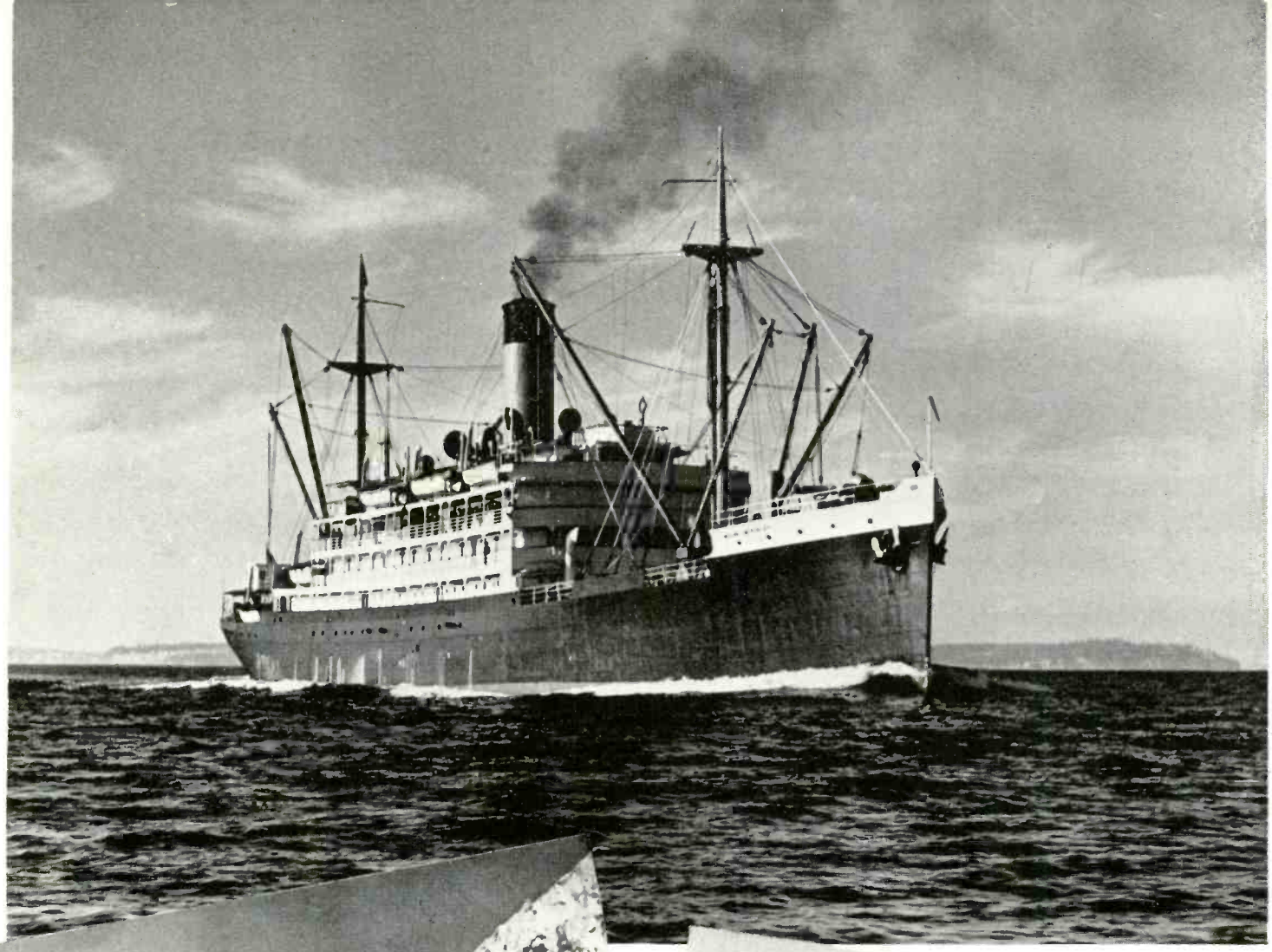
Soon after the Pedro Creek discovery in the Tanana Valley, river boats were unloading provisions and machinery at the landing which today is Fairbanks. For many years, this Yukon-Tanana-Chena river route was widely used for the transportation of heavy freight and passengers. But this route was long and circuitous covering well over a thousand miles of river from St. Michael to Fairbanks.

In searching for a more direct lifeline to the Coast, a trail came into being, leading from Fairbanks to Valdez. Dog teams and horse-drawn sleds handled the winter travel and wagons hauled supplies in the summer. Later, this trail was widened and modernized into a standard road, known as the Richardson Highway.

Continuing the historical picture, in 1923 the government-owned Alaska Railroad was completed, linking Fairbanks and the port of Seward with a means of cheap, fast transportation both for passengers and all classes of freight. This development aided materially in attracting capital and soon was followed by large scale mining operations.

Aviation then came into the picture as a means of travel to remote sections not served by other modes of transportation. (See Aviation Section)





Photograph by
Roger Dudley
for Alaska
Steamship Co.

Photograph by
Ordway's Photo Service
for Alaska
Steamship Co.

Photograph by
Larry Rogge

Many days I had to drive off the road for these.

MODERN TRANSPORTATION

Top: The S. S. Mt. McKinley, one of the fleet of steamships maintaining year 'round schedule between Seattle and Alaskan ports.

Left Center: Passengers arriving at Seward from the Interior and points along the rail belt. The Alaska Railroad maintains year 'round service between this port and Fairbanks.

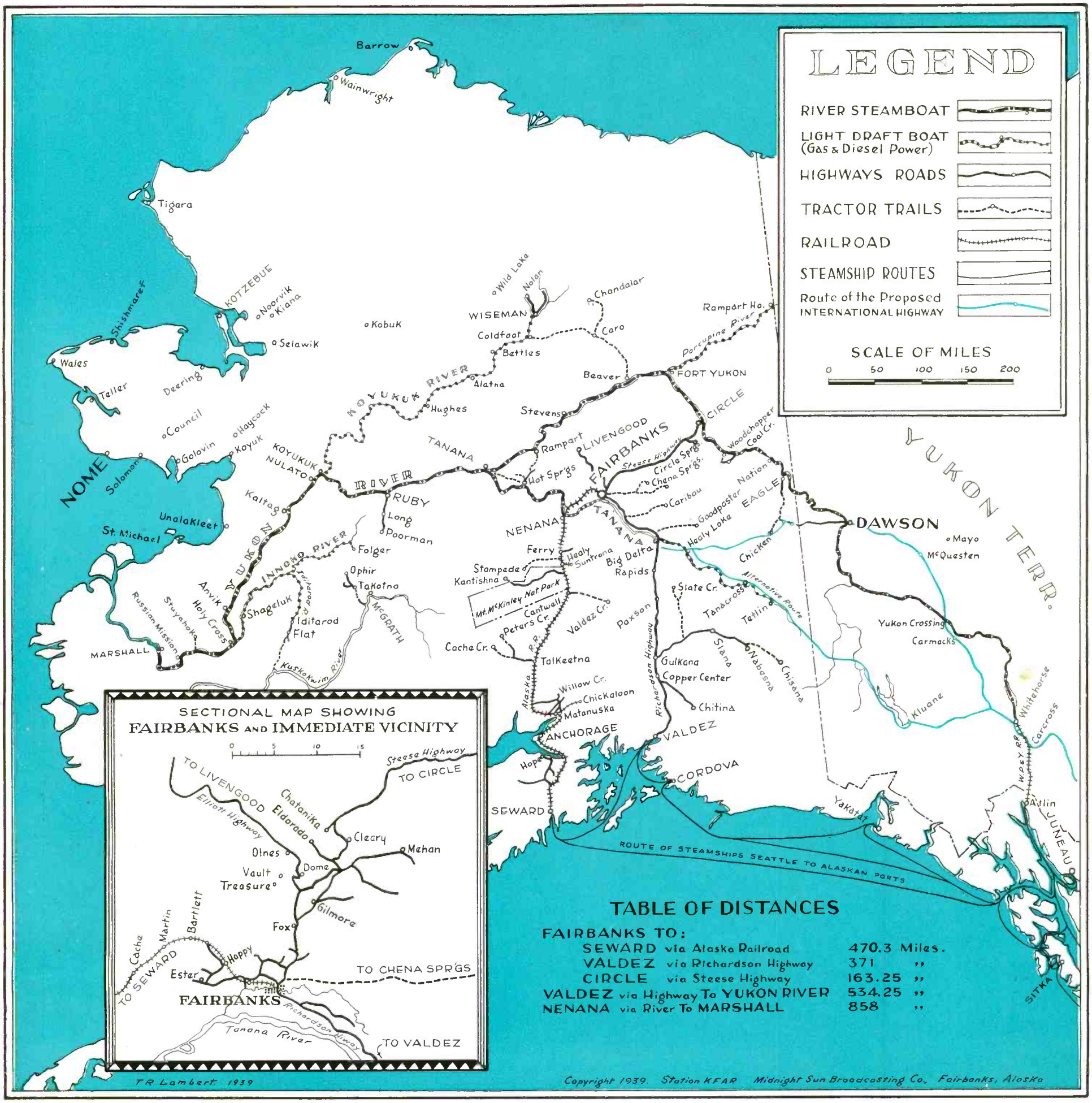
Right Center: Hauling heavy mining machinery and other freight from Valdez to Fairbanks. A fleet of such trucks operate over the Richardson and Steese Highways during the summer months.

Left: Comfortable busses transport summer tourists through Mt. McKinley Park.

Right: Modern stages operate on schedule between Valdez-Fairbanks-Circle during the summer season.

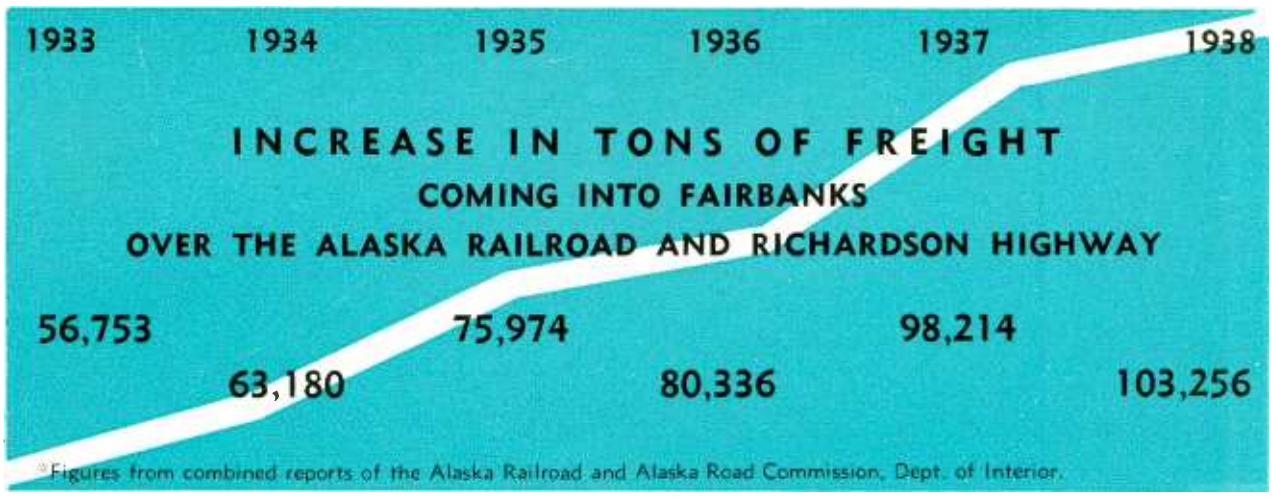
Left Below: River steamers ply out of Nenana carrying passengers, mail and freight between points downriver as far as Marshall and up the Yukon as far as Whitehorse, Y. T.

Right Below: Tractor train hauling freight to an outlying mining camp in the Interior.



Map showing Main Transportation Systems in Alaska as distributed from the Interior (For Air Transportation see Aviation Map, page 22).

• Map drawn for Station KFAR from data obtained from various governmental and private organizations and individuals actively engaged in transportation.



RAIL TRANSPORTATION

The rich Interior region served by the Alaska Railroad extends from Seward, the northern terminus of the Alaska Steamship line, to Fairbanks. Feeding into this 470 mile main line are many tractor trails and automobile roads as well as short rail branches including cut-offs to the Matanuska and Healy coal fields. Besides the enormous supply and coal tonnage which is shipped over the railroad to rail belt points, the freight for the entire Lower River is fed through the railroad to Nenana.

Besides the extensive mining operations of the Fairbanks district, other rich mining regions served by the railroad include: Kenai, Willow Creek, Cache Creek, Yentna, Peters Creek, Valdez Creek, Colorado and Kantishna.

Weekly trains handle passenger traffic to and from such points as Anchorage, Matanuska valley, Curry, McKinley Park, Healy, Nenana and Fairbanks. During the summer season, extra trains are put in service to accommodate the heavy Interior tourist travel.

TRANSPORTATION MAP OF INTERIOR ALASKA

Map showing the strategic position of Fairbanks in relation to the various transportation systems serving the Interior. (For Air Transportation see Aviation Map, page 24.)

• Map drawn for Station KFAR from data obtained from the Alaska Railroad, Alaska Road Commission, and individuals actively engaged in mining and transportation.

HIGHWAYS

The Richardson Highway from Valdez to Fairbanks and the Steese Highway from Fairbanks to Circle City complete a continuous highway from tidewater to the Yukon River, terminating a short distance south of the Arctic Circle. This trunk line, with its branches to various mining regions, consists of over 950 miles of hard surfaced road and represents 40% of the entire Alaskan road system.

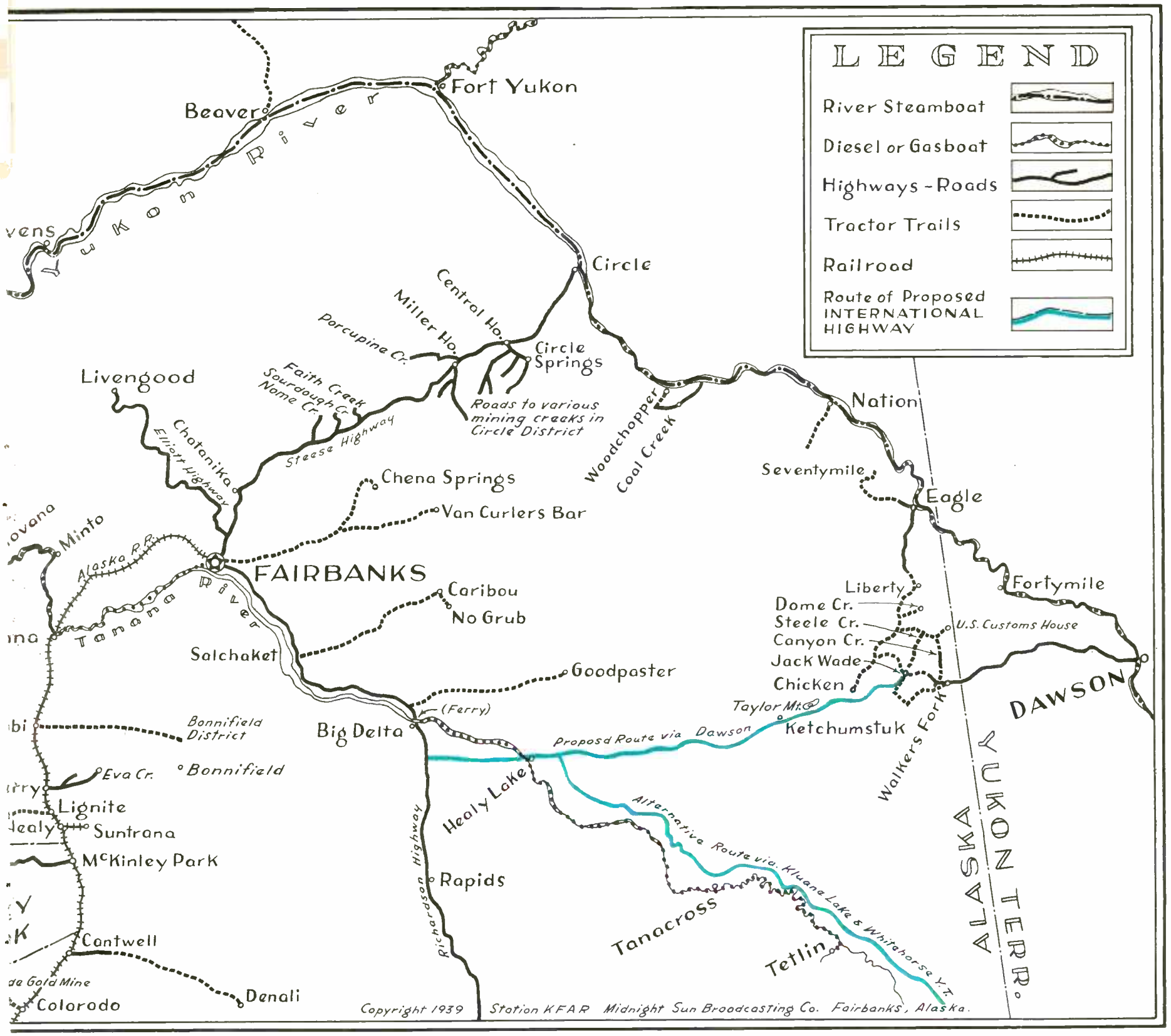
Branches of Richardson Highway

1. Edgerton Cut-off—39 miles.
   Willow Creek to Chitina serving Copper River mining district.
2. Nabesna Highway—107.5 miles.
   Gulkana to Nabesna serving several rich quartz and placer areas as far eastward as the Yukon boundary.
3. Many short roads and tractor trails serving various mining properties located in Goodpaster and Salcha river districts.

Branches of Steese Highway

1. Elliott Highway—71 miles.
   Fox to Livengood serving the extensive Livengood district.
2. Circle Springs Cut-off—16 miles.
   Central to Circle Springs serving noted mineral springs resort.
3. Many feeders serving rich placer properties throughout Circle mining district.

The terminus of the Steese Highway at Circle City is the connecting point for water transportation for both Upper and Lower Yukon river points.



RIVER TRANSPORTATION

Steamboats

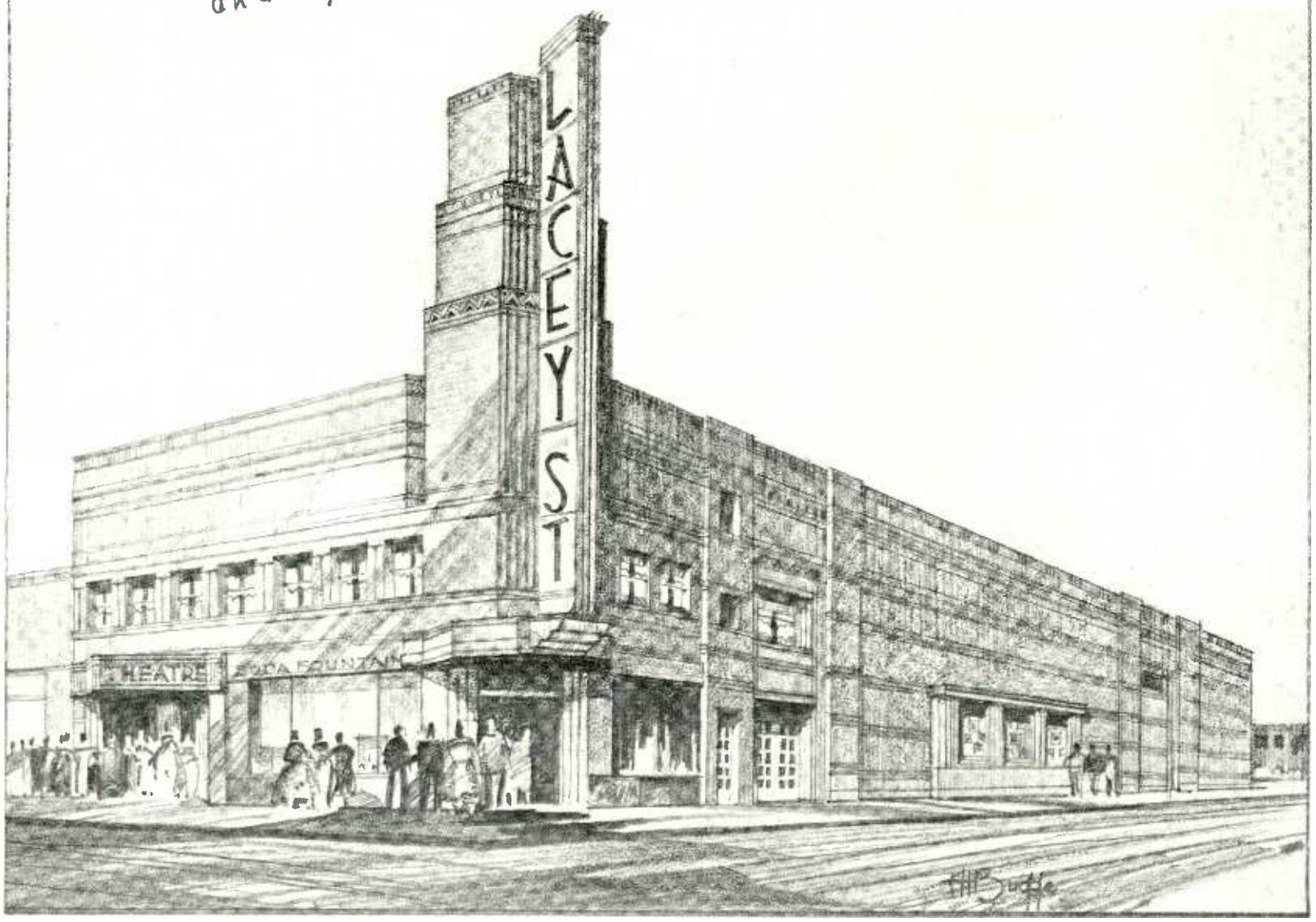
1. Government operated steamboats plying between Nenana and Marshall touching major river points on middle and lower Yukon.
2. Canadian owned steamboat operating between Whitehorse, head of Yukon navigation, touching all down river points to Tanana then up Tanana river to Nenana.

Light Draft Boats

1. Boats operating on Koyokuk river distributing freight to points as far as Wiseman.
2. Boats operating out of Holy Cross up the Innoko and Iditarod rivers serving Kuskokwim-Yukon mining area.
3. Boats on upper Tanana serving various mining districts and trading posts scattered throughout rich fur district.
4. Boats operated by individuals freighting on tributaries of Yukon and Tanana rivers, such as Porcupine and Kantishna.

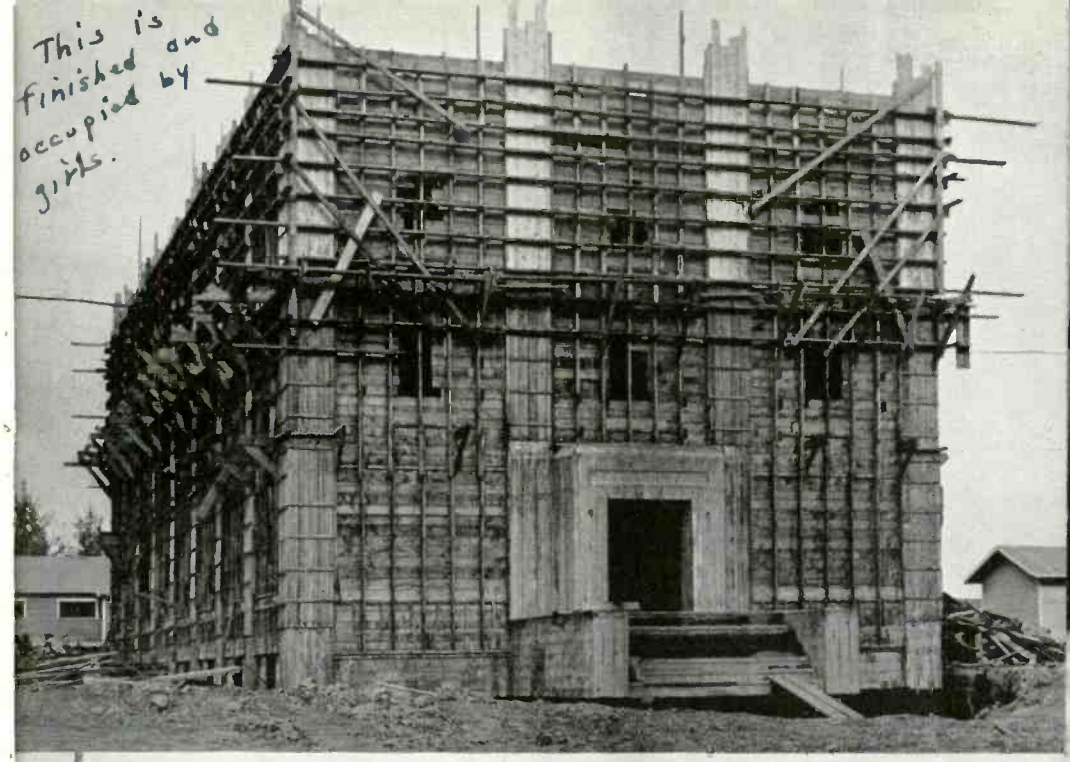
CONSTRUCTION

This was finished in Jan. 1940
and opened, also.



Fairbanks theater and office building now under construction extending full block between First and Second Streets. Building fireproof throughout and constructed of steel and white concrete.

Marcus B. Priteca, Architect



Photographs by Bliss Harper

Above Left: Dormitory under construction, University of Alaska.

Above Right: Interior view of a modern Fairbanks residence.

Below Left: Laying new cement sidewalks in Fairbanks, part of the extensive civic improvements program.

Below Right: Modern residence under construction in Fairbanks. During the seasons of 1937 and 1938 96 new residences were erected.

The construction expansion in Fairbanks during the past five years in a region less accustomed to progress would be termed a "boom." Yet to those familiar with the business trend and potentialities of interior Alaska, this expansion only mirrors the demand for steadi y improving facilities.

For years, Fairbanks was considered a mining camp with problematical life. Buildings lacked permanency—homes were little more than cabins. Today, with mining operations planned for decades ahead and a permanent future assured, Fairbanks is emerging almost overnight from a mining camp to a modern city. All fields of construction—residence, commercial and industrial—are of a definitely permanent nature. The hundreds of homes, business buildings and summer residences erected in the past five years will long outlast the present generation.

Fireproof, concrete structures, ranging in value from $100,000.00 to $600,000.00, are replacing the old frame schools, federal buildings and apartment houses. Homes that one might find in exclusive restricted suburbs are being erected. And each year, Fairbanks becomes "home" to more and more mining people—not merely a summer business address.

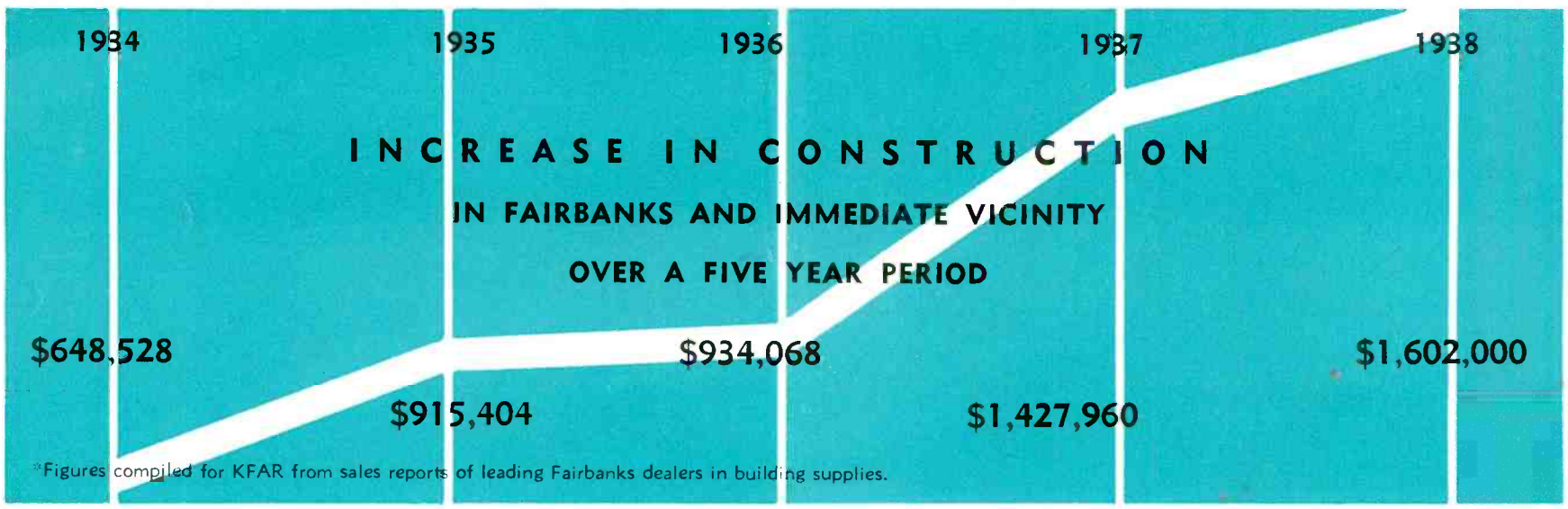
A rough breakdown of the total investment in new buildings shows that residence building and repairs dominated in 1934; an upswing in business construction occurred in 1935 and 1936; and both residence and business construction increased to a marked degree in the last two years. Durirg the summers of 1937 and 1938, 96 new residences were erected in Fairbanks.

Photographs by Bliss Harper and Cann's Photo Studio

Tunner and I worked on this. Enrollments have annually been increasing.

Above: Modern residences in Fairbanks today are replacing the old log cabins of a decade ago.

Right: Fairbanks public school. A $93,640 addition to this building is now under way.



*Figures compiled for KFAR from sales reports of leading Fairbanks dealers in building supplies.

In spite of the fact that Fairbanks can no longer be referred to as "the largest log-cabin city in the world," a survey of the town reveals that housing facilities still are lagging far behind the constantly increasing demand. Decidedly at variance with the experience of most communities in the States, the winter of 1938-39 saw not one office or business location made available for rental.

In many cities, anticipated business development precipitates construction beyond existing needs. In Fairbanks, business is expanding so rapidly that construction, active as it is, will not catch up to the demand for many years.

Buildings and Improvements Under Construction in Fairbanks:

Lacey Street Theater—modern theater and office building.
Transmitting station and studios of radio station KFAR.
Store and apartment building.
Combined garage and apartment building.
$100,000 renewal of steam lines, water mains and concrete conduits.
Installation of a sewer system and further extension of cement sidewalks.
Paving of streets in downtown business district.
Extension to public school building.
Undetermined number of residences.

Anticipated Federal and PWA Projects, Plans for which Have Been Approved:

Army air base—to cost approximately $10,000,000.
Flood control project—$565,000.
Community Center Building (PWA)—$175,000.

UNIVERSITY OF ALASKA

This is finished, the Eielson Building.

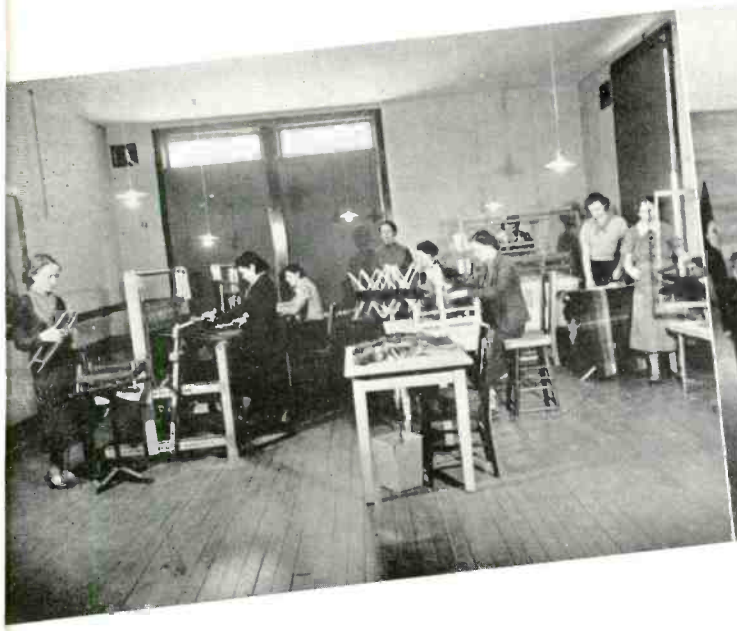
Photograph by Bradford Washburn

Air view of the University of Alaska.

Below Left: Extension class in weaving.

Below Center: R. O. T. C. of the University of Alaska.

Below Right: Chemistry Laboratory.



We drill in here, the "gym"

The X on the picture on the right is Dr. Bastress, my Chem. instructor of Sunbury, PA.

The University of Alaska on July 1, 1935, succeeded to all the rights, powers, privileges and duties of the Alaska Agricultural College and School of Mines.

By its Act, approved March 4, 1915, Congress granted to the Territory of Alaska a site for an agricultural college and school of mines. On this site located about four miles from Fairbanks and with funds appropriated by the Territorial Legislature there was constructed in 1918 the institution's first building. Since funds provided were insufficient for the purpose, the college did not open until September 18, 1922. Subsequently, the benefits of the provisions of Federal Acts in aid of land-grant colleges have been extended to the Territory, and the University of Alaska, operating the same as land-grant colleges in the States, has its departments of resident instruction, agricultural experiment station, and extension service.

Regular four-year courses leading to a degree are offered in agriculture, arts and letters, business administration, chemistry, education, engineering, general science, home economics, and school of mines. In civil engineering, mining, metallurgy, and geology and mining, five-year courses are offered.

ATTENDANCE

	Credit Courses	Short Courses	Extension Courses	Total
1922-23	15	47	----	62
1928-29	89	81	----	170
1933-34	152	49	----	201
1934-35	164	66	----	230
1935-36	193	60	469	722
1936-37	200	49	624	873
1937-38	220	126	609	955
1938-39	291	55*	699*	1,045*

*Registrations not closed

Statistics furnished by Pres. Charles E. Bunnell, University of Alaska

The University operates three agricultural experiment stations commonly known as the Fairbanks, Matanuska, and Petersburg stations, of which the last named has just been completed and will be devoted entirely to the fur farming industry.

To date, there has been no fixed charge for tuition. Fees sufficient to cover the supplies required are charged in courses. An incidental fee of $15.00 per semester is assessed to regular students. Board is $35.00 per month. The room rent is $10.00 per month.

At least 95% of the students enrolled in credit courses earn all or the major part of the costs of their education. A special effort is made to assist worthy students by providing such work as can be made available for them during the school year. The long summer vacation affords students an excellent opportunity to find employment at good wages and thereby earn the major part of funds required for school purposes.

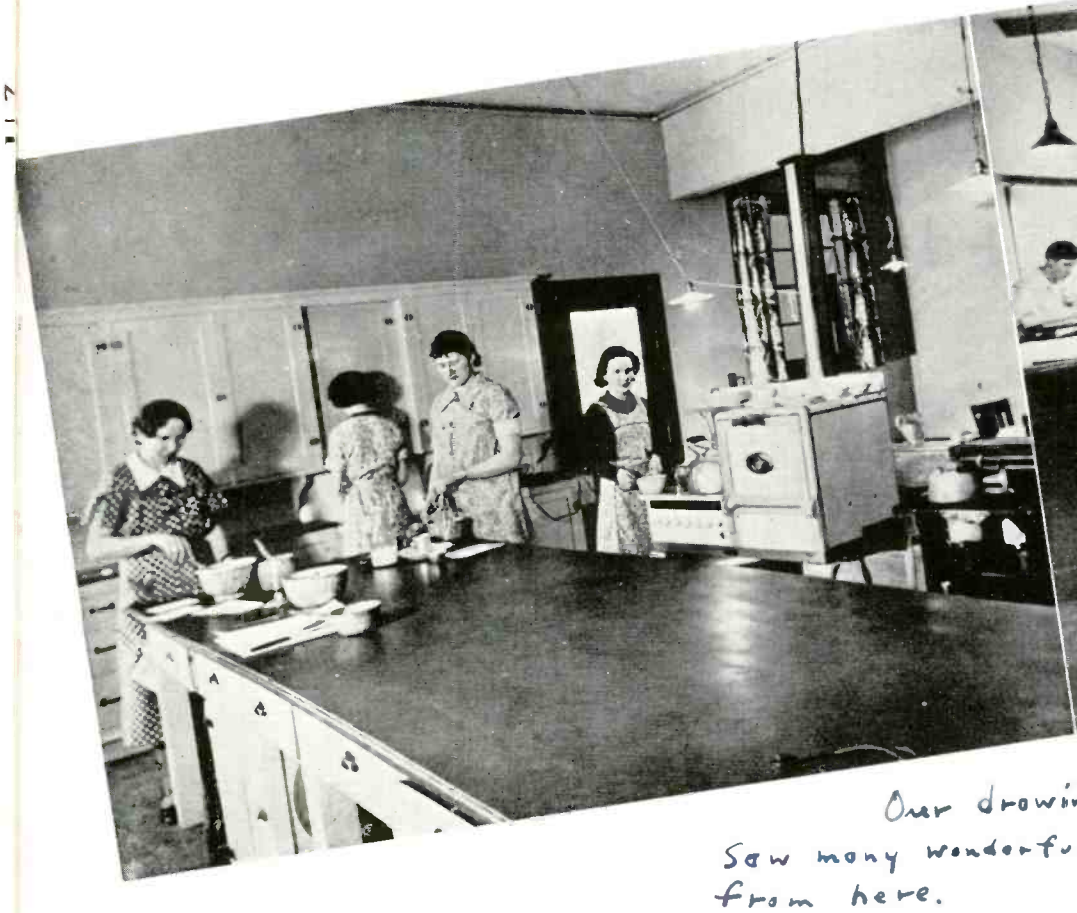
Even if its nearest neighbor university is two thousand miles away, the "Farthest North" University has no lonesome moments. Interesting research problems present themselves faster than facilities are provided for their solution. The campus in 1932-33 was the site selected for the United States to carry out its part in the International Polar Year program. For a period of five years the institution conducted a study of the aurora. A major seismological station has its permanent home in the Eielson Building. Research is being conducted on the Kennelly-Heaviside layer and ionosphere. For a period of ten years, extensive research in archaeology and palaeontology has contributed a major fund of data in the field of science. Latest but not least important is a study in tree ring cross-dating.

To date, the University of Alaska finds itself unable to graduate enough students to fill positions immediately available for them. Most of all, Alaska needs its young men and women. If during the next decade all high school graduates in the Territory attended the University of Alaska and were graduated they would not be sufficient in number to fill positions awaiting them in the Territory.

Above: University of Alaska Museum.
Right: University class in biology.

Below Left: Class in Home Economics.
Below Right: Civil Engineering students at work.

Photographs by Cooperative Photo Co.

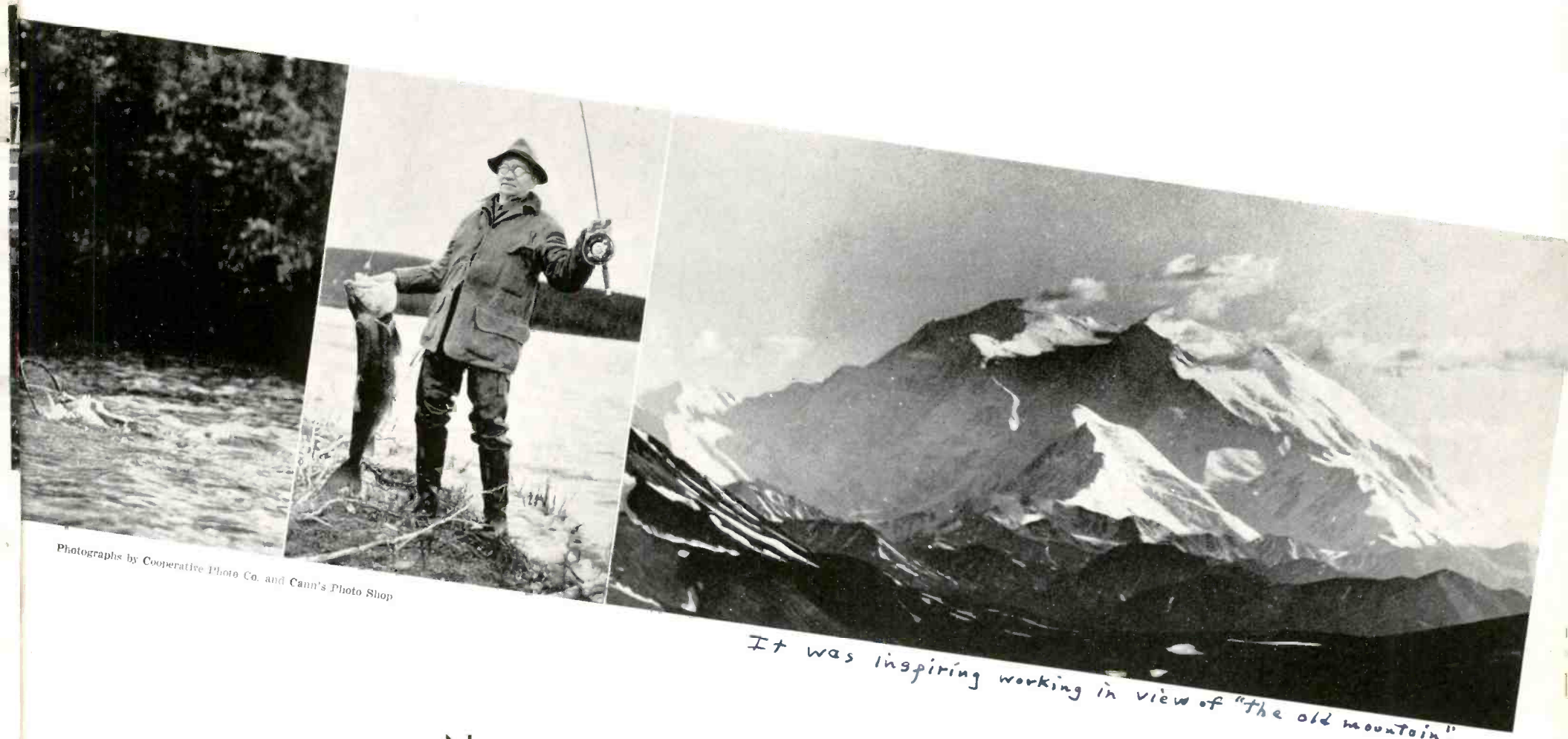


Our drawing room.
Saw many wonderful subjects from here.

Photograph by Cooperative Photo Co.

Cabin at Birch Lake. This and Harding Lake, only two hours drive from Fairbanks, are located in the midst of fishing and hunting grounds.

RECREATION



Photographs by Cooperative Photo Co. and Cann's Photo Shop

Nature's jealous hold on the resources of interior Alaska has made hard work necessary for survival, with little time for diversion. And it is true that Alaskans still must give their best to the job at hand if they would make the most of Nature's rich gifts. But a fortunate change has transpired since the day of all work and no play. Ingenious mechanical devices for the recovery of gold have been developed. Air travel, rail and motor transportation have supplanted the tedious trails of earlier days. Man, in his struggle to better himself, has provided time to enjoy and participate in the wealth of diversions, the price of which is only the taking.

FISHING. This universal sport heads the list of summer pastimes. Hundreds of lakes and streams, most of them teeming with game fish, are within the reach of most residents of interior Alaska. Some of the lakes along the Richardson Highway, such as Paxson and Summit, within easy motoring distance of Fairbanks, are fishing paradises. Much work is being done by the forest service and sportsmen's associations in stocking other streams and lakes.

HUNTING. During the late summer and fall months, fishing rods are neglected and firearms hold the center of the sport stage. Ducks and geese by the thousands are seen daily on their migration southward. Moose, mountain sheep, bear and other animals are hunted not only by Alaskans but by big game hunters from all over the world. And the caribou run in September is one of the most spectacular sights the northland offers. This migration can be seen from an automobile on the Steese and Richardson highways and may number anywhere from 10,000 to 75,000 in one herd.

LAKES. One of the most beautiful lakes of the Territory lies but an hour's drive from Fairbanks. There, at Harding Lake, hundreds of Fairbanks residents spend week-ends and summer vacations. Swimming and boating, hiking in the surrounding woods and restful

Above Left and Center: Some of the best game fishing in the territory is found in lakes and streams of the Interior.

Above Right: The rugged beauty of Mt. McKinley and other points of scenic interest make the Park one of the leading attractions for interior residents as well as tourists.

Photographs by Walter Hylen, Alaska Steamship Co. and Cann's Photo Studio

Upper Row: The wild game of the North makes Alaska one of the greatest hunting fields in the world for sportsmen.

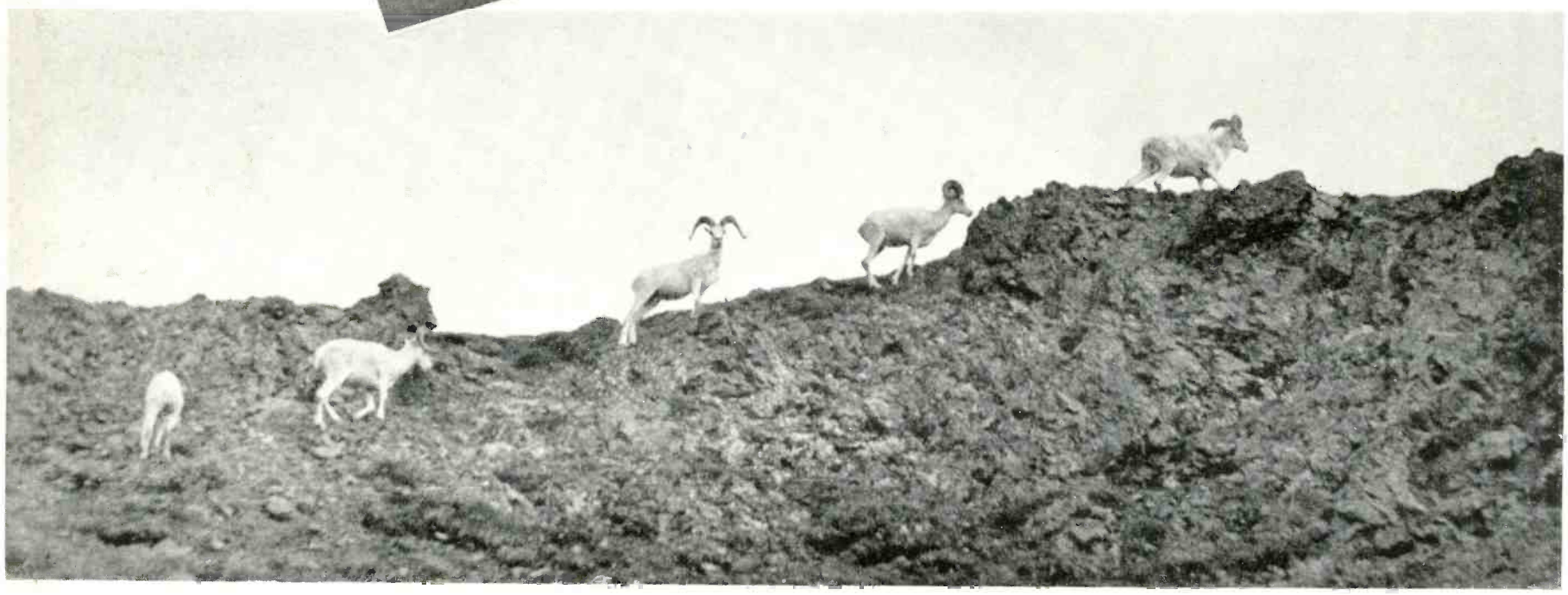
We saw at least 10,000 of Caribou in the Park.

Left: Summit Lake. This and Paxson Lake on the Richardson Highway, are noted for the splendid game fishing in their waters.

Photograph by Cooperative Photo Co.

Below: Sheep hunting in the Alaska Range attracts many sportsmen during the hunting season.

Photograph by Alaska Steamship Co.



Photographs by Cann's Photo Studio and Mutchler Bros.

Above left: Circle Springs hotel and cabins.

Above right: Cabins at Chena Springs.

lounging in the sun all contribute to the popularity of this resort. Nearly a hundred permanent summer homes are maintained at Harding Lake and a score more at nearby Birch Lake.

MT. McKINLEY PARK. Four hours by train from Fairbanks is Mt. McKinley National Park. Its chief attraction is the majestic mountain which rises 20,300 feet from its base and is the highest in the North American continent. The government recently has constructed a modern $400,000 tourist hotel at the Park entrance.

HOT SPRINGS RESORTS. There are three hot springs resorts in interior Alaska that are attracting more attention each year—Circle Springs, Chena Springs and Manley Springs. The medicinal values of these waters compare favorably and in some cases excel those of world famous spas like Carlsbad and Arkansas Hot Springs. The hotel and surrounding cabins at Circle Springs are heated summer and winter from the springs. In the winter months the cabins are filled to capacity by mining men whose nearby properties are closed down until spring break-up.

WINTER SPORTS. In Alaska, winter sports are as popular as in the states. Contrary to popular belief, the weather is not too severe to allow months of skiing, skating and snowshoeing. With the opening of the new hotel at McKinley Park, many tourists from the states will come north in the winter to enjoy skiing, dog teaming and tobogganing.

ICE CARNIVAL AND DOG DERBY. In Fairbanks, the winter sports season is climaxed in March of each year by the annual Dog Derby and Ice Carnival which draws hundreds of visitors from all parts of Alaska and from neighboring Yukon Territory in Canada. Curling, hockey, skiing, basketball and many other sports combine with the great Northland classic, the Dog Derby, to make a carnival as unique as it is festive.

CURLING. No commentary on the recreational life of the North is quite complete without special mention of curling. It was the first organized sport to make its appearance in the North, and many curling clubs were organized in the early days of the camp. The Fairbanks Curling Club originated 30 years ago. Nowhere does it have a more enthusiastic following and both men and women engage in the sport for four or five months of the winter. The climax of each season's curling contests is reached in March when rival teams arrive from Dawson to play for the International Trophy.

Exploring in regions scarcely touched by others than Indians or trappers, hiking over hills and along trails not worn smooth and wide by innumerable feet, and boating on the countless lakes and rivers are just a few of the reasons why Alaskans may well be proud they are blessed with opportunities for recreation and diversion without looking to the artificial.

Curling, a game originating in Holland several centuries ago, is a popular winter sport throughout the North.

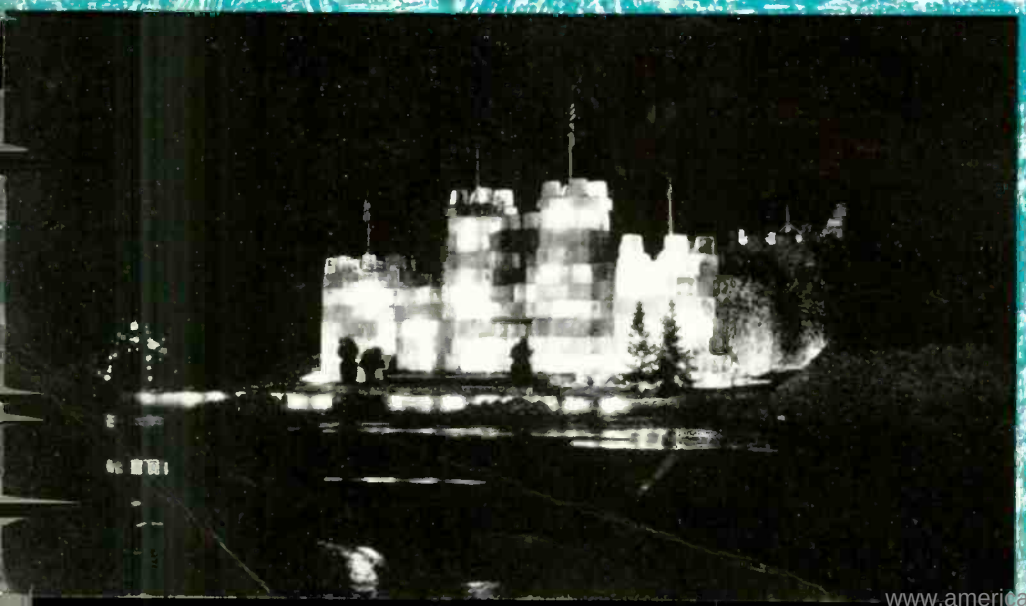
Above Left: Dogteaming ranks as a leading winter sport in the North.

Above Right: The Fairbanks Ski Club at Birch Hill, a few minutes drive from Fairbanks by car.

Night view of Fairbanks during the annual Ice Carnival and Dog Derby.

Below Left: Illuminated Ice Castle, one of the features of the 1937 Annual Ice Carnival and Dog Derby.

Below Right: Women dog drivers as well as men enter the annual dog races in March. This view shows one of the contestants with her string of Siberian racing huskies.



GENERAL STATISTICS

Listed below are a few of the many statistics which could be cited as a barometer showing the consistent upswing of business in Fairbanks and vicinity.

POSTAL RECEIPTS

The volume of mail handled by the Fairbanks postoffice has increased every year for the past five and showed a total increase of 75% in 1938 over 1934. The third quarter of 1938 showed an increase of 45% over the same period in 1937 not only in postal revenues, which can in part be accounted for by the increased use of airmail facilities, but also in postal savings accounts. The average amount held by each postal savings depositor in Fairbanks is approximately $700.00.

Year	Amount on Deposit	Number of Depositors
1933	$311,304	Not available
1934	347,679	" "
1935	344,924	" "
1936	358,094	469
1937	395,129	556
1938	436,959	597

HOMESTEAD FILINGS

The total number of homestead filings in the Fairbanks district have shown a steady increase over a five-year period.

The number filed in 1938 trebled over the 1937 filings and totaled over 5,000 acres.

MINING CLAIMS RECORDED IN FAIRBANKS PRECINCT

1934	1935	1936	1937	1938
393	455	617	947	849

DEED TRANSFERS

	1934	1935	1936	1937	1938
Fairbanks City Property:	167	200	192	243	340
Mining Property:	141	194	169	192	273

CARS REGISTERED IN FAIRBANKS

Year	Trucks	Touring Cars, etc.	Busses	Total
1934	165	392	8	565
1935	211	436	8	655
1936	228	457	8	693
1937	284	459	11	754
1938	420	725	16	1161

NEWSPAPER CIRCULATION

The percentage of increase in newspaper circulation in the immediate trade area of Fairbanks was 29% in 1938 over the previous year and totals over 50% for the past five years.

1934-5	1935-6	1936-7	1937-8	1938-9
6%	1.3%	4%	12.3%	29%

VALUE OF LEADING SHIPMENTS OF MERCHANDISE FROM THE UNITED STATES TO ALASKA 1938

ANIMAL OILS AND FATS, LARD, ETC., EDIBLE	$53,354
ATHLETIC AND SPORTING GOODS	79,110
AUTOMOTIVE EQUIPMENT	
Aircraft and Equipment	308,431
Automobile Passenger Cars	340,770
Automobile Parts and Accessories, Except Tires	209,206
Bicycles and Motorcycles	17,383
Internal Combustion Marine Engines	223,877
Motor Trucks and Busses	271,740
Tractors	595,886
Other Vehicles and Parts	321,386
BEVERAGES AND FRUIT JUICES	2,040,010
CEMENT	112,652
COAL	219,183
DAIRY PRODUCTS	
Butter	567,053
Cheese	95,712
Milk, Evaporated and Condensed	423,378
Other Dairy and Animal Products	67,698
DYNAMITE, OTHER EXPLOSIVES AND FUSES	427,855
ELECTRICAL MACHINERY AND APPARATUS	1,361,308
FIREARMS	63,644
Ammunition, including Fireworks	113,078
FISH AND FISH PRODUCTS	134,415
GLASS AND CLAY PRODUCTS	201,234
Other Nonmetallic Mineral Products	181,237
GROCERIES AND OTHER FOODSTUFFS	
Canned Fruit (Apples, Peaches, Pineapples, etc.)	297,660
Cereal Foods, Shredded, Flaked, etc.	52,773
Cocoa and Chocolate	22,575
Coffee	324,331
Confectionery and Chewing Gum	323,574
Cornmeal	10,899
Crackers and Biscuits	136,031
Dried Beans and Peas	28,942
Dried and Evaporated Fruit (Raisins, Prunes, etc.)	74,735
Eggs	565,174
Macaroni, Spaghetti and Noodles	32,459
Matches	31,906
Molasses and Syrups	34,766
Nuts	45,232
Oatmeal and Rolled Oats	25,719
Onions	41,330
Oranges, Apples and Other Fresh Fruits	335,080
Potatoes	119,627
Preserves	63,762
Rice	46,119
Salt	97,858
Seeds, Field and Garden	13,227
Soap, Toilet and Laundry	150,355
Starch, including Corn Flour	7,339
Sugar	289,915
Tea	73,508
Vegetables, Canned	384,543
Vegetables, Green or Ripe, and Preparations	375,497
Vegetable Oils and Fats, Edible	188,313
Wheat Flour	278,822
Other Vegetable Food Products	31,378
Brooms and Inedible Vegetable Products	34,846
HARDWARE	
Aluminum, Copper, Brass and Other Metal Manufactures	340,353
Cutlery and Kitchen Ware	168,809
Nails and Bolts	160,256
Stoves, Ranges, Furnaces and Parts	293,385
Tools and Building Hardware	222,819
Wire, Tin Plate and Taggers Tin	737,546
Other Hardware and Steel Manufactures	986,277
INDUSTRIAL CHEMICALS	305,106

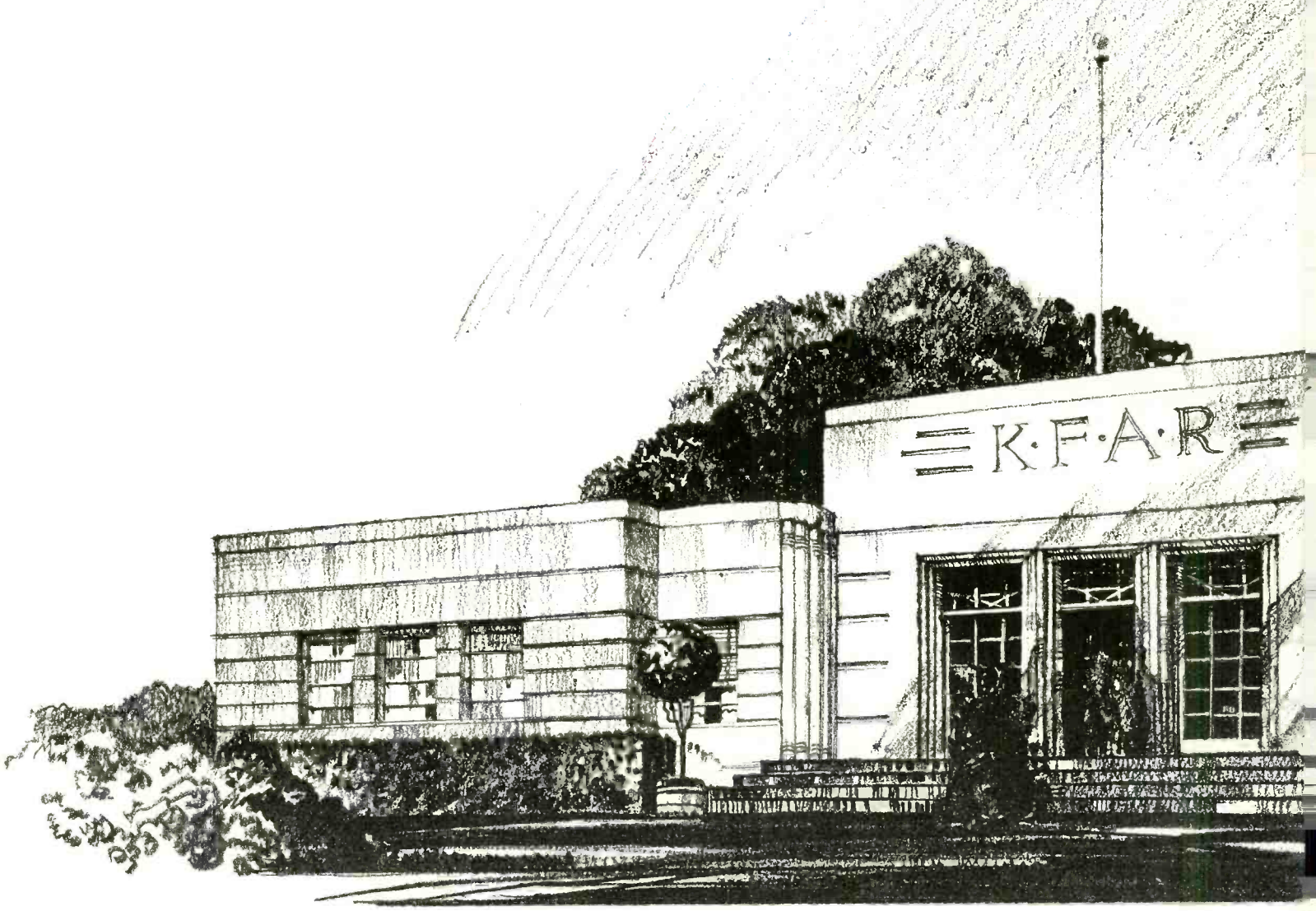
INDUSTRIAL MACHINERY	
Agricultural Machinery	207,290
Construction and Road Making Machinery	348,374
Diesel and Semi-Diesel Engines	129,125
Fish Cannery Equipment, including Tin Cans	6,392,654
Internal Combustion and Other Engines	204,467
Laundry Machinery	18,306
Mining and Quarrying Machinery	2,492,826
Refrigerating Equipment	47,544
Sewing Machines	16,413
Steam Engines, Boilers and Accessories	134,946
All Other Industrial Machinery and Parts	931,654
IRON AND STEEL MANUFACTURES	
Pipe and Pipe Fittings	324,670
Railway Track, Car Wheels and Axles	36,042
Safes, Vaults and Metal Furniture	112,767
Structural Iron and Steel	595,044
JEWELRY, WATCHES AND CLOCKS	71,342
LEATHER GOODS	
Boots, Shoes and Wearing Apparel	159,958
Other Manufactured Leather Goods	52,903
LUMBER, MILL AND OTHER WOOD PRODUCTS	1,462,919
Composition Roofing	29,344
MEAT PRODUCTS	
Beef and Veal, Pork and Sausage	1,025,979
Ham and Bacon	463,141
Mutton and Lamb	80,998
Meats, Canned	242,833
Poultry and Game, Fresh	174,518
MUSICAL INSTRUMENTS	73,197
PAPER, WALLBOARD AND OTHER PAPER PRODUCTS	877,280
PETROLEUM PRODUCTS	
Fuel Oil and Distillate	1,608,808
Gasoline and Other Motor Fuel	1,469,393
Kerosene	58,212
Lubricating Oil and Greases	359,014
Other Petroleum Products	10,392
PHOTOGRAPHIC GOODS	181,617
PIGMENTS, PAINTS AND VARNISHES	279,049
RUBBER GOODS	
Belting, Hose and Packing	156,941
Boots, Shoes, Druggist Sundries	159,298
Tires, Casings and Inner Tubes	73,268
Other Rubber Products, including Toys	40,505
TOBACCO	
Cigarettes	773,892
Cigars, Plug, Smoking and Other Tobaccos	287,729
TOYS	60,965
TYPEWRITERS, ACCOUNTING AND CALCULATING MACHINES	90,196
Other Office Appliances and Equipment	34,035
WEARING APPAREL	
Cotton Clothing, Fabrics and Cotton Manufactures	932,341
Rayon, Waterproof Garments and Other Synthetic Textiles	270,703
Silk Clothing, Fabrics and Other Silk Manufactures	102,015
Woolen Clothing, Fabrics and Woolen Manufactures	508,182
MISCELLANEOUS	
Animals, Edible	21,666
Books, Maps, Pictures and Printed Matter	316,646
Fodders and Feeds	126,772
Household and Personal Effects	233,093
Jute Bags and Other Vegetable Fibers	684,672
Linoleum and Felt-base Floor Coverings	55,849
Medicinal and Pharmaceutical Preparations	250,004
Pencils, Pens and Office Supplies	43,114
Scientific and Professional Instruments	77,312
Wheat, Corn, Oats, Barley and Other Grains	55,507

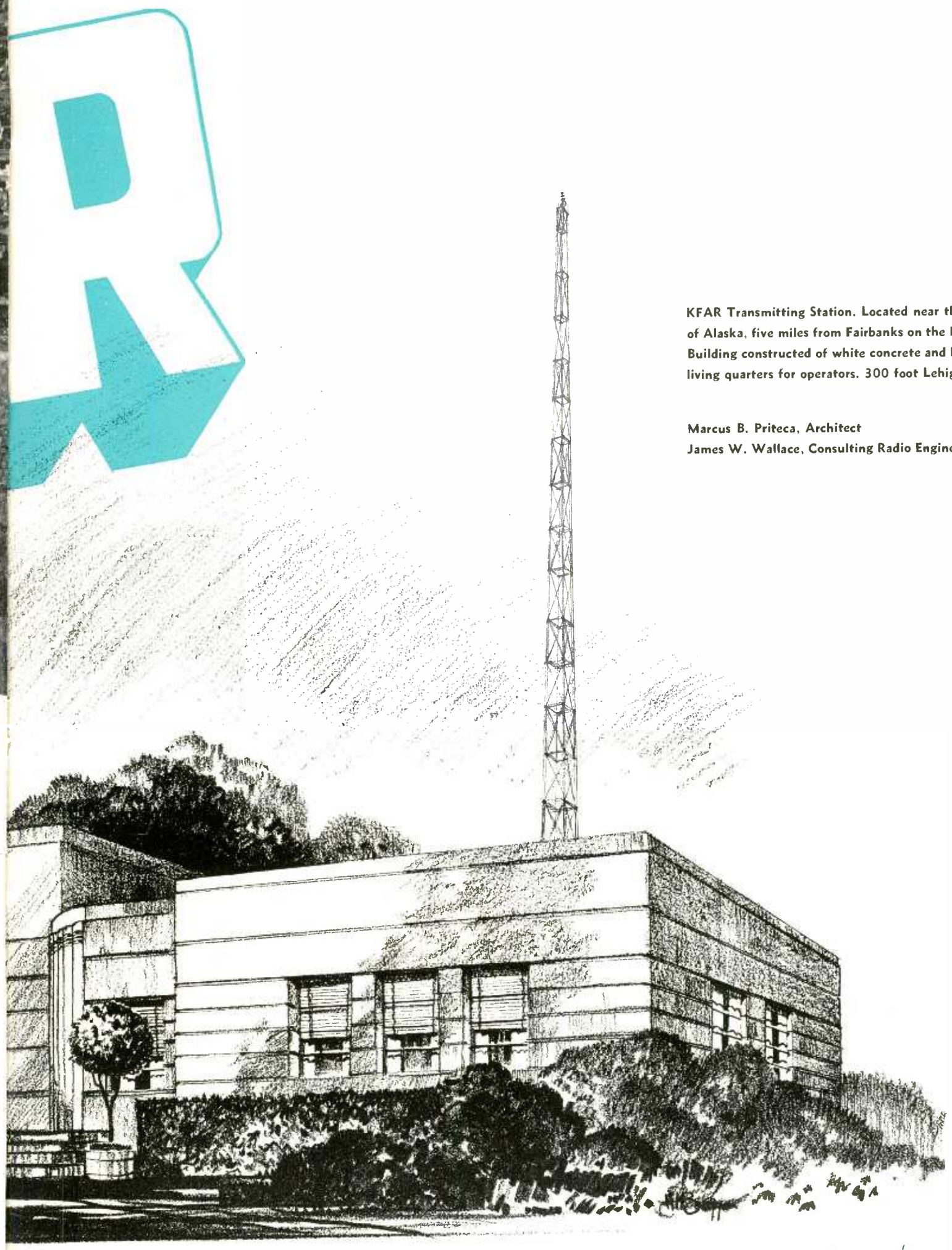
TOTAL VALUE OF ALL SHIPMENTS FROM UNITED STATES TO ALASKA OVER A SIX YEAR PERIOD

1933	1934	1935	1936	1937	1938
$20,685,622	$29,998,840	$32,007,856	$39,060,577	$42,860,774	$42,676,441

*Figures from Monthly Summary of Foreign Commerce of the United States, U. S. Dept. of Commerce.

KFA





KFAR Transmitting Station. Located near the University of Alaska, five miles from Fairbanks on the Farm road. Building constructed of white concrete and having living quarters for operators. 300 foot Lehigh tower.

Marcus B. Priteca, Architect
James W. Wallace, Consulting Radio Engineer

This is finished, but not landscaped.
Tunner worked on it.
It is one of the greatest assets
Alaska has.

KFAR

1. **Provides exclusive radio coverage of interior Alaska, one of the world's greatest goldfields.**

KFAR is the first and only radio station in interior Alaska and includes in its coverage the rich Fairbanks trading area, rail belt points, Circle district, Kuskokwim, Iditarod, Seward Peninsula including Nome, also Dawson and other Yukon Territory points.

2. **Reaches an audience with per capita buying power five times that of the average consumer in the United States.**

The nature of Alaska's resources not only necessitates but justifies the expenditure of large sums in development. Wages are high and much of the money made in Alaska is spent and reinvested there.

3. **Has no competition with other radio stations and covers a field having no other consistent radio reception.**

Fairbanks and other sections of interior Alaska are in what is known as a "dead area" so far as long distance radio reception is concerned and programs from the states not only are received infrequently but are marred with static and fading.

4. **Comes to homes of listeners who depend largely upon radio for their news and entertainment.**

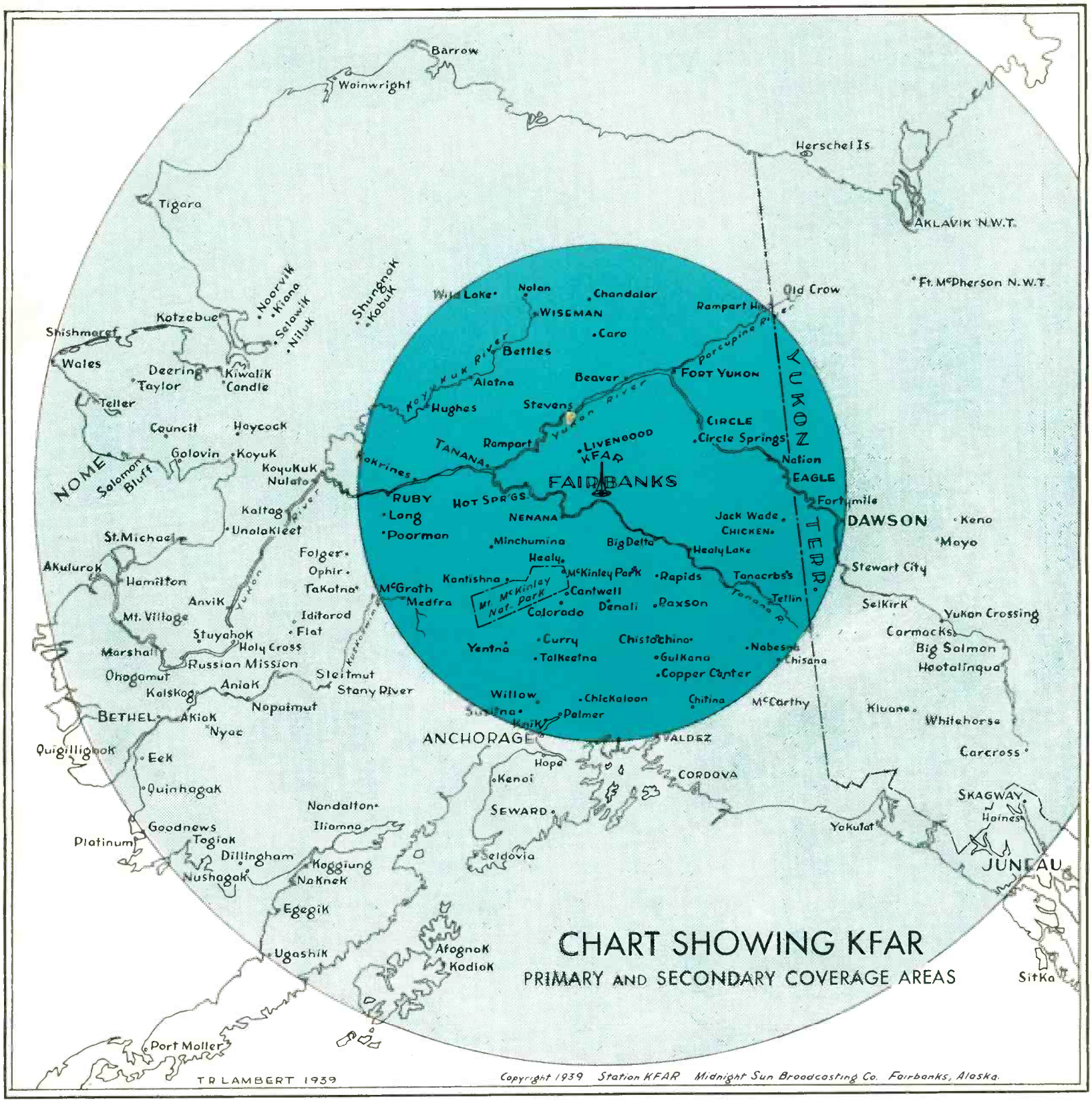
KFAR reaches thousands of listeners away from population centers whose only contact with the outside world is the radio.

5. **Covers a market area dependent almost entirely upon imports from the United States.** **(See Imports, page 56.)**

With the exception of coal, some lumber and a limited amount of farm and dairy products, the people of interior Alaska—merchants and customers—must import from the States all supplies, equipment and materials necessary for the subsistence of life and the operation of her industries.

6. **Reaches a market which is expanding industrially faster than any other comparable area in America.**

Alaska is literally America's last frontier and outside investors have begun to take notice of the vast resources still untouched. New capital means new people. New people mean new homes, more food and more clothing. A rapid industrial expansion is taking place with Alaska's rich resources as its firm foundation.



PRIMARY COVERAGE AREA

Radius: 250 Miles.

Intensity: 150 Microvolts per Meter*

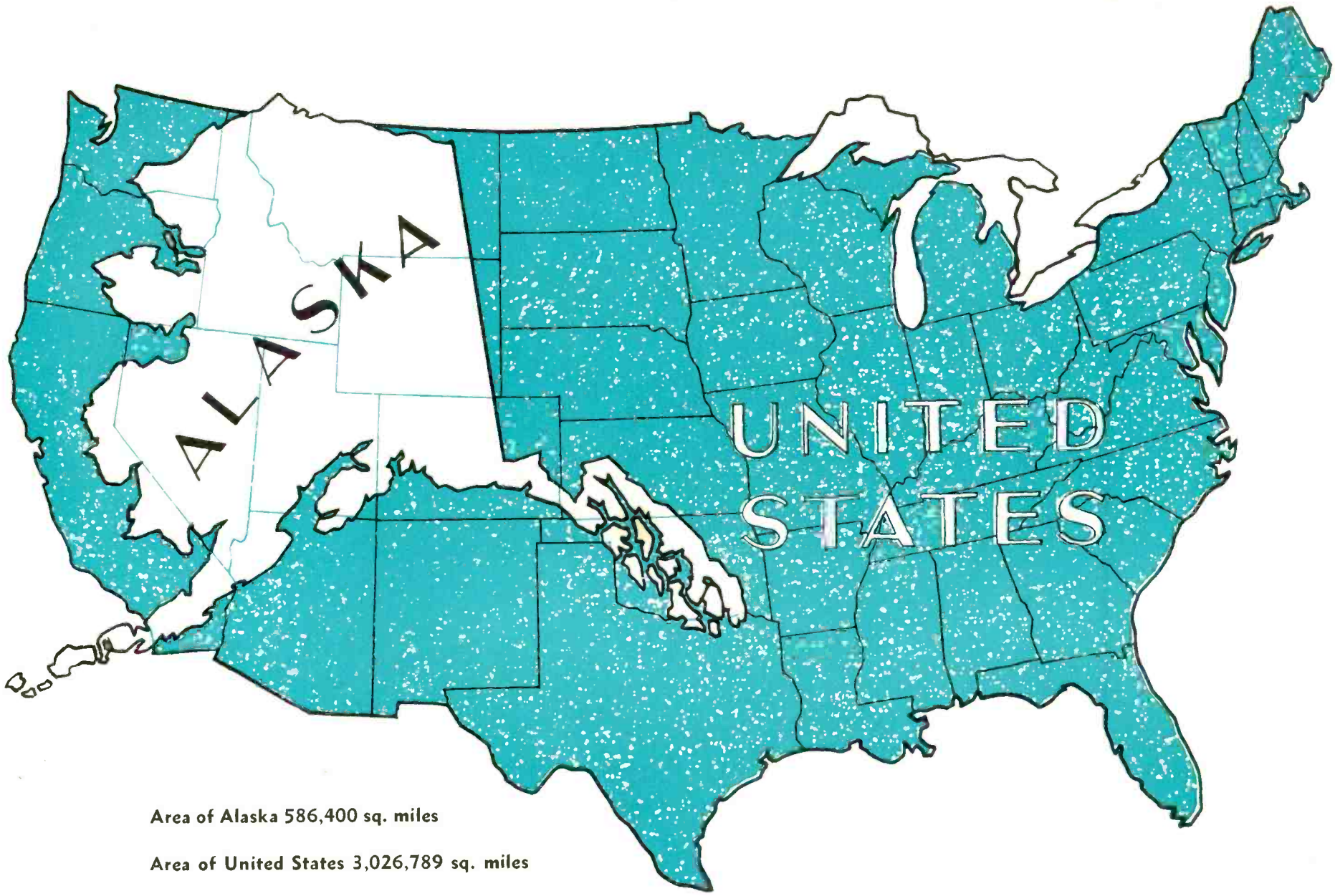
SECONDARY COVERAGE AREA

Radius: 600 Miles.

Intensity: 75 Microvolts per Meter*

*Taken from F. C. C. average skywave field intensity exceeded 50% of the time.

From same data the strongest U. S. reception in Fairbanks is calculated as 30 microvolts per meter.



Area of Alaska 586,400 sq. miles

Area of United States 3,026,789 sq. miles

ALASKA COVERS AN AREA NEARLY ONE-FIFTH THAT OF THE UNITED STATES

★ Radio Station: **KFAR**

★ Power: **1000 Watts.** Frequency: **610 Kilocycles**

★ Owned and operated by **Midnight Sun Broadcasting Co.**
Austin E. Lathrop, President

★ Opening date: **On or about September 15, 1939**

★ KFAR Transmitting Station: **Six miles from Fairbanks on Farm Road near University of Alaska**

★ KFAR Studios and Offices: **4th Floor Lathrop Building, 508 Second Avenue, Fairbanks**

★ For rate schedules and further information write or call:

SEATTLE OFFICE:
Midnight Sun Broadcasting Co.
Gilbert A. Wellington, Rep.
1011 American Bank Building
Seattle, Washington
Telephone: Eliot 2414

FAIRBANKS OFFICE:
Midnight Sun Broadcasting Co.
Lathrop Building
Fairbanks, Alaska

Additional copies of KFAR KEYBOOK may be secured for $1.00 at our Seattle or Fairbanks Offices or Tanana Publishing Co., Fairbanks, Alaska

• We make grateful acknowledgment to the government offices and various individuals who have assisted in collection of data and photographs used in KFAR Keybook

"KEY FOR ALASKA'S RICHES"

Printed by Frank McCaffrey . Seattle, U.S.A.