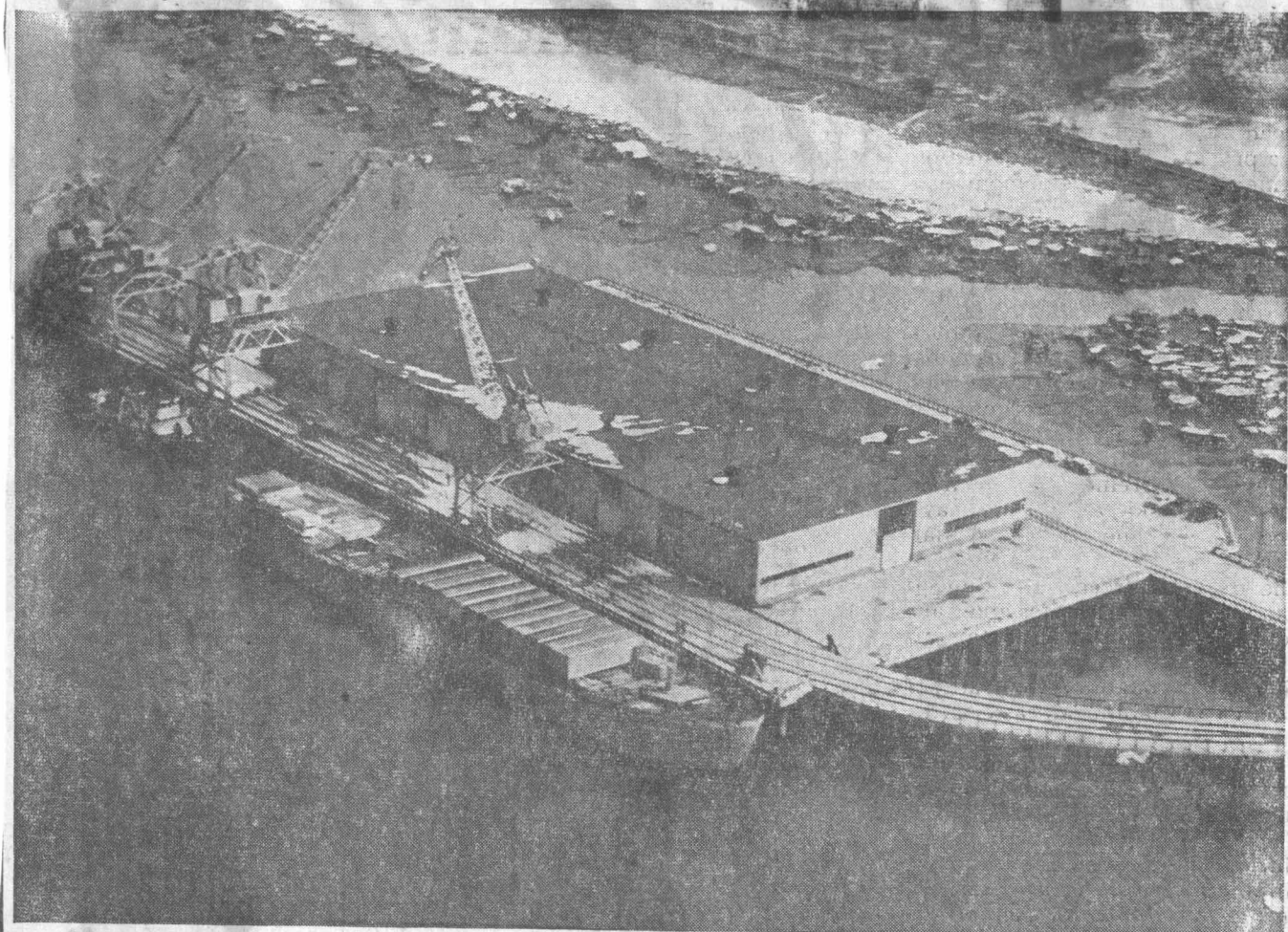


May 17, 1961 Anchorage Times

Announcing

THE NEW PORT of ANCHORAGE



TO THE CITIZENS OF ANCHORAGE

This is the first in a series of articles sponsored by the Anchorage Port Commission. These reports will inform our citizens of the growth and development of the city's new seaport with its new \$8,200,000 cargo terminal.

WHAT IS A SEAPORT?

A seaport is more than just a dock, or a pier — a lot more. A seaport connects our community with every other city in the world. The things we eat, the things we wear, and the materials and tools we need to build a bigger and better City of Anchorage can now come to us **DIRECT** instead of roundabout ways. The new Anchorage Terminal is just the **FIRST STEP** in building for the people of Anchorage a new and promising future in the fields of domestic and foreign trade.

A SEAPORT GENERATES PROSPERITY

THIS IS IMPORTANT: As a community we cannot stand still. Our city must grow, and our citizens must prosper. In order to prosper our city must offer the opportunity for new business and industry to locate here. To attract new firms to Alaska's fastest growing city we need economical and competitive forms of transportation. The opening of the Port of Anchorage gives all of us the opportunity to have ocean freight delivered directly to our own seaport . . . our own front door to the world.

A SEAPORT MEANS JOBS

New industry — new commercial activity — new steamship lines calling directly at the Port of Anchorage — the exporting of Alaska's mineral ores, timber, and coal all add up to **NEW JOBS**. Our seaport is the key to a promising future for the people of Anchorage.

A SEAPORT CAN SAVE YOU MONEY

When steamship lines and barge lines schedule direct calls to our Port, then we will have a strong and more solid economy for the City of Anchorage.

This new transportation service, connecting Anchorage with the major cities of the world means a bustling seaport . . . it means jobs . . . it means opportunity . . . **AND MOST IMPORTANT . . . IT MEANS A SAVINGS ON YOUR TRANSPORTATION COSTS!!!!!!**

ALWAYS REMEMBER THIS . . . Whether you buy a can of beans, a bottle of hand lotion, a ton of sacked cement, or a new station wagon **IT IS YOU WHO PAYS THE COST OF TRANSPORTATION TO GET THE BEANS, THE HAND LOTION, THE CEMENT, OR THE STATION WAGON TO ANCHORAGE.**

THE COST FOR USING THE PORT OF ANCHORAGE TERMINAL IS ONLY 28c per 100 pounds

Listed below are some selected commodities. Opposite each item is the cost **PER TON** for delivering these commodities across the new Anchorage Terminal by the cheapest method of discharge as listed in the Terminal Tariff. When the cost is averaged out it amounts to \$5.57 per ton (2,000 pounds) . . . or only . . . 28c per 100 pounds.

**Commodity	Cost per Ton Dockside Rates
IRON or STEEL	\$4.75 Ton
LUMBER	\$6.40 Ton
GROCERIES, van loads.	
Includes the wheel range of dried, canned, preserved, evaporated, or prepared grocery, pantry or household items. (Complete list upon request)	\$6.00 Ton
FRESH FRUITS, van loads	\$6.00 Ton
FRESH VEGETABLES, van loads	\$6.00 Ton
CEMENT, LIME, PLASTER, DRILLERS MUD	\$4.70 Ton
(above items, cement, etc., in 2 ton pallets)	\$3.70 Ton
BEER	\$6.50 Ton
CHEMICAL FERTILIZER	\$4.70 Ton
MISCELLANEOUS MERCHANDISE, van loads	\$6.00 Ton
VEHICLES: Autos, Trucks, House Trailers, Industrial and Farm Tractors	\$6.50 Ton

(**Add ocean freight rate to items to determine cost from Port of Departure.)

Average Cost All Commodities \$5.57 Ton

TO SAVE MONEY . . . SHIP VIA THE PORT OF ANCHORAGE.

Insist that **YOUR** cargo be shipped via the Port of Anchorage, and ask your grocer, your supplier, or your businessman whether he uses the Port of Anchorage.

THIS IS YOUR SEAPORT. LET'S USE IT TO BUILD OUR CITY.

LET'S USE IT TO CREATE NEW JOBS.

LET'S USE IT TO SAVE MONEY.

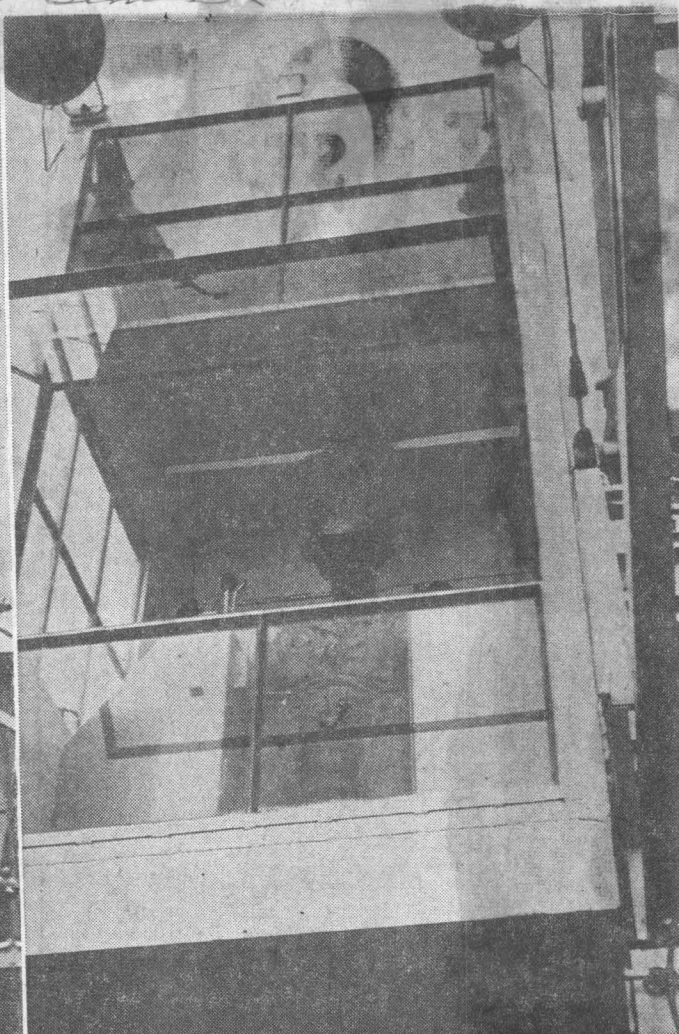
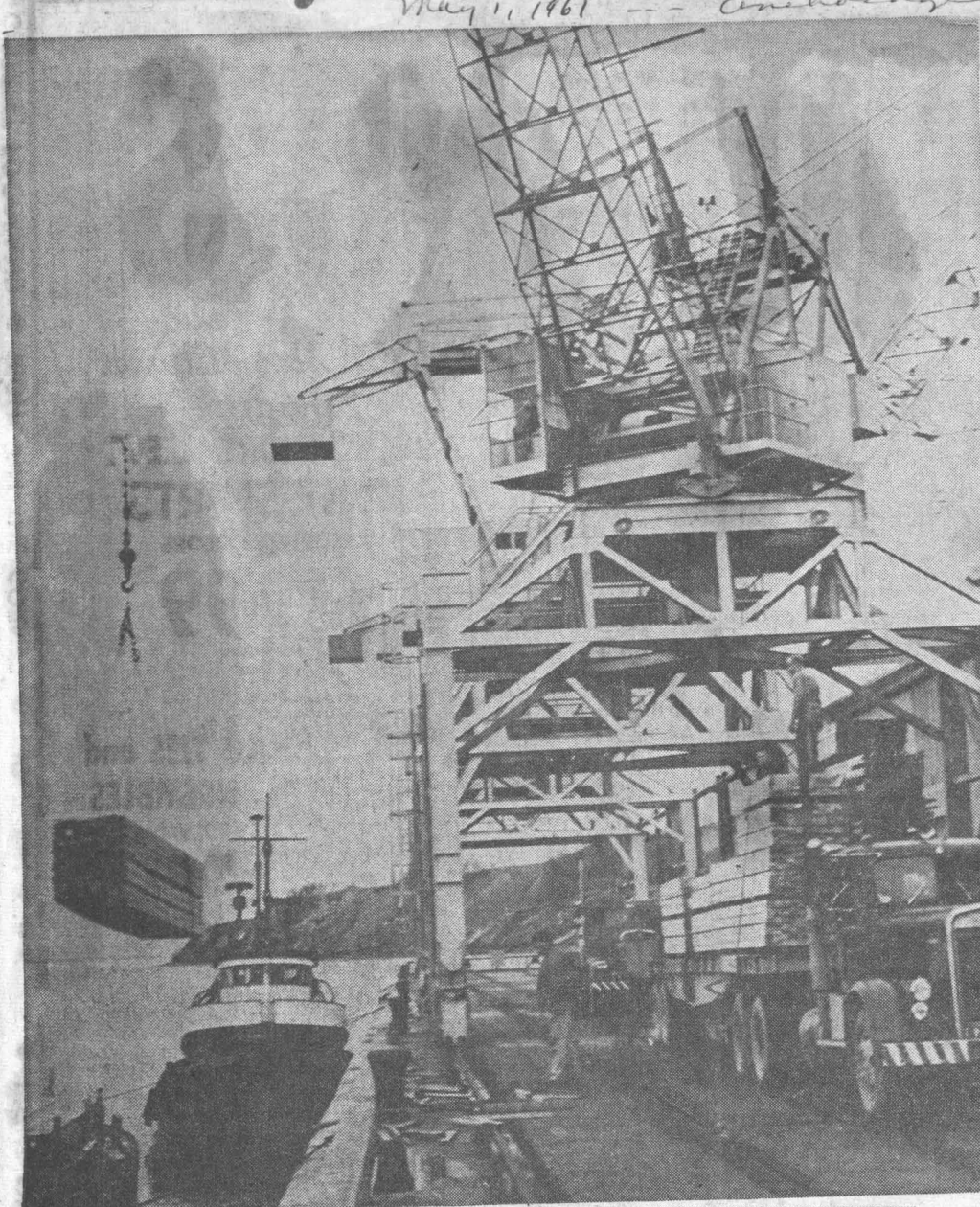
LET'S MAKE THE PORT A COMMUNITY PROJECT.

THE ANCHORAGE PORT COMMISSION

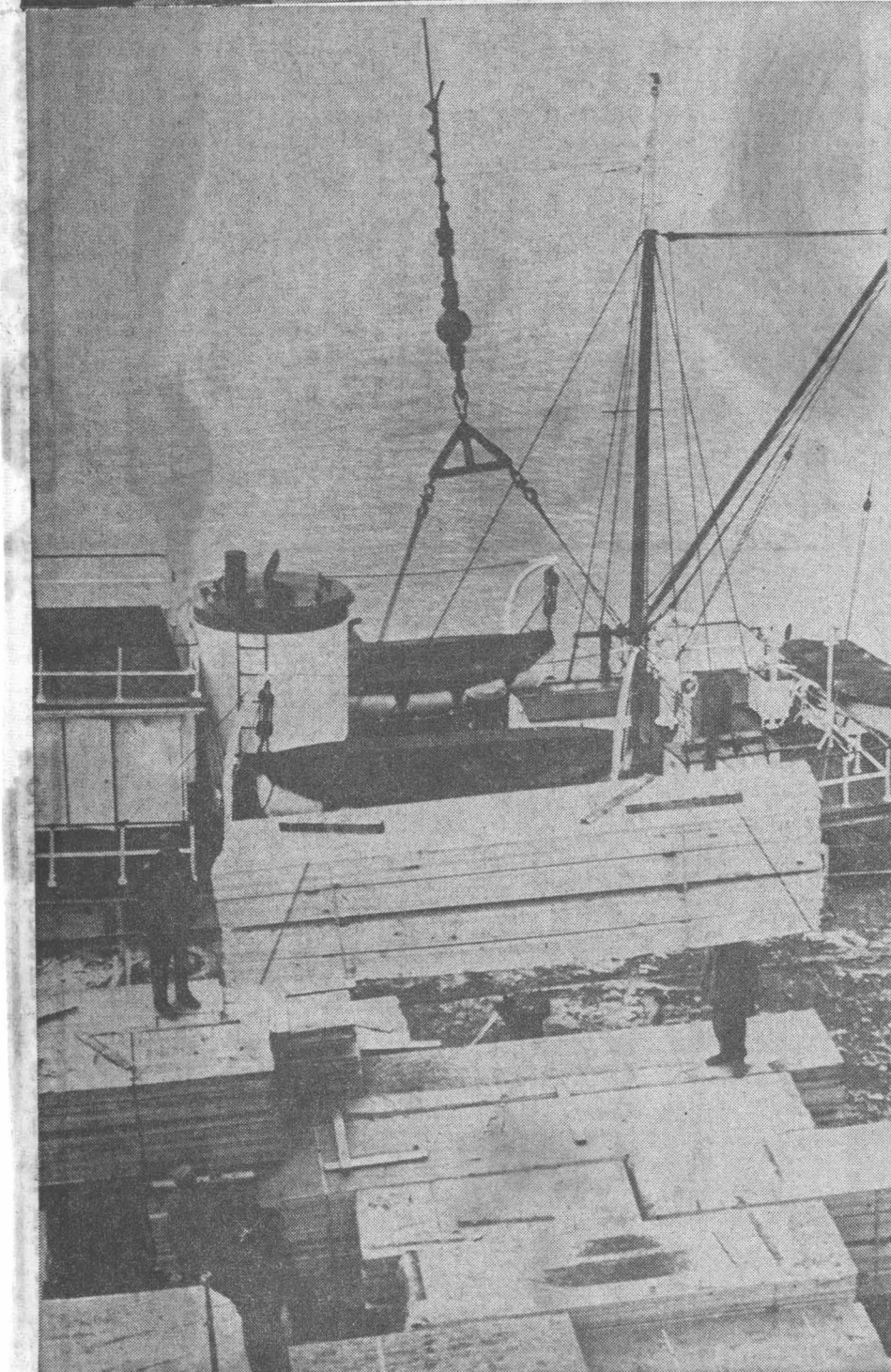
CITY OF ANCHORAGE



City's New Port Comes To Life



NEW PORT SWINGS INTO ACTION — The city's new business — the \$8.2 million Port of Anchorage — opened its first season during the last few days as two barges made unexpected calls. Photo at left shows one of the port's 40 ton cranes lifting a bundle of lumber from the deck of the Foss Launch and Tug Co.'s barge 206 to a waiting Weaver Brothers truck. An Alaska Freight Lines tug takes on water in the background. At the rate of 45 tons an hour, the North Star Terminal and Stevedore Co. crew loaded 314,000 board feet of lumber aboard trucks and Alaska Railroad flat cars. Above, Crane operator Earl Gentry deftly manipulates the giant crane's electric controls to sling lumber from the deck and gently place it on the trucks.



LIGHT AS A FEATHER — A bundle of 2 by 4s is wafted from the barge deck, after longshoremen have slung it, for the ride to a waiting vehicle. The load of lumber came from the Ketchikan Spruce Mills plant at Ketchikan for distribution in the Railbelt area. The tug Patricia Foss rests alongside in the background.



FREE RIDE — A longshoreman rides a bundle to its position on the truck trailer, direct from the barge. The lumber is bound for Anchorage Independent Lumber Co., King Building Supply, Fairbanks Lumber and Supply, and Ketchikan Spruce's outlets in Anchorage and Palmer. Lyle Anderson of Ketchikan Spruce says the firm anticipates using the new port facility regularly.

Harbor Fall Nearly Fatal

A crewman on the U.S. Coast and Geodetic Survey vessel "Pathfinder" narrowly escaped drowning about 2:50 p.m. yesterday when he apparently fell overboard from the craft, docked in the municipal harbor.

The Anchorage Fire Department ambulance was summoned to the scene and a spokesman said the victim, identified only as Jack L. Rose, was picked up by a small launch.

Although artificial respiration was attempted, the man showed no heartbeat when delivered by the launch to the ambulance. Oxygen was administered and heart-beat resumed in about two minutes, the spokesman said. Rose was taken to Providence Hospital where he was treated and then transferred to the Alaska Native Hospital. His condition there today is reported as satisfactory.

No details of the accident were immediately available. Officers of the ship could not be reached for information.

Hearings Slated Tomorrow On Port Arbitration

Arbitration hearing on prime contractor claims against the Port of Anchorage amounting to \$314,806 start at 9 a.m. tomorrow in Z. J. Loussac Library auditorium, the city attorney's office said.

DeLong Corp. of New York claims the amount is due for work outside its contract for construction of the new \$8.2 million facility.

The hearings are expected to continue at least through Sunday.

Port Budget Is Studied By Councilmen

The 1961 Port of Anchorage budget comes up for approval by the city council tomorrow.

The budget is based on a projected net income of \$433,206.44 from 130,000 tons of freight handled through the new \$8 million facility.

The gross income of \$602,500 is estimated in the budget prepared by the firm of Tippetts-Abbett-McCarthy-Stratton. These funds are primarily from dockage, wharfage, service charges, demurrage, storage and use of the dock's four cranes.

Expenses for the port operation are estimated at \$169,293.56. The break-down of this figure includes a payroll of \$69,908.56, contractual obligations of \$90,545, and miscellaneous supplies amounting to \$3,840.

The crux of the budget, of course, is the tonnage base of 130,000 tons. Since this is the first year of operation at the port, which will be dedicated about the middle of May, the projected income must be based on estimates rather than precedents.

2 Plans Are Studied For City's Port

Two plans for 20-year development of the city's port area have been received by the Anchorage Port Commission, Port Director Henry Roloff said today.

The plans are part of a second and final phase of a tidelands use study prepared for the city by its port consultants, Tippetts-Abbett-McCarthy-Stratton of New York, Roloff said.

CONTEMPLATED are two "schemes" for development of land along the northern waterfront to meet the requirements of industry in the Anchorage area up to 1980. Scheme A is estimated to cost \$20,175,000 and Scheme B, \$13,318,000.

TAMS recommends the city follow scheme B.

It proposes development of 218 acres in three units. A proportion of the land would be tidelands turned over by the state to the city. The land would be occupied by water based, water oriented, and petroleum industries.

The study is being turned over to the City Planning Commission to determine whether it fits the 20 year comprehensive plan now being completed, Roloff indicated.