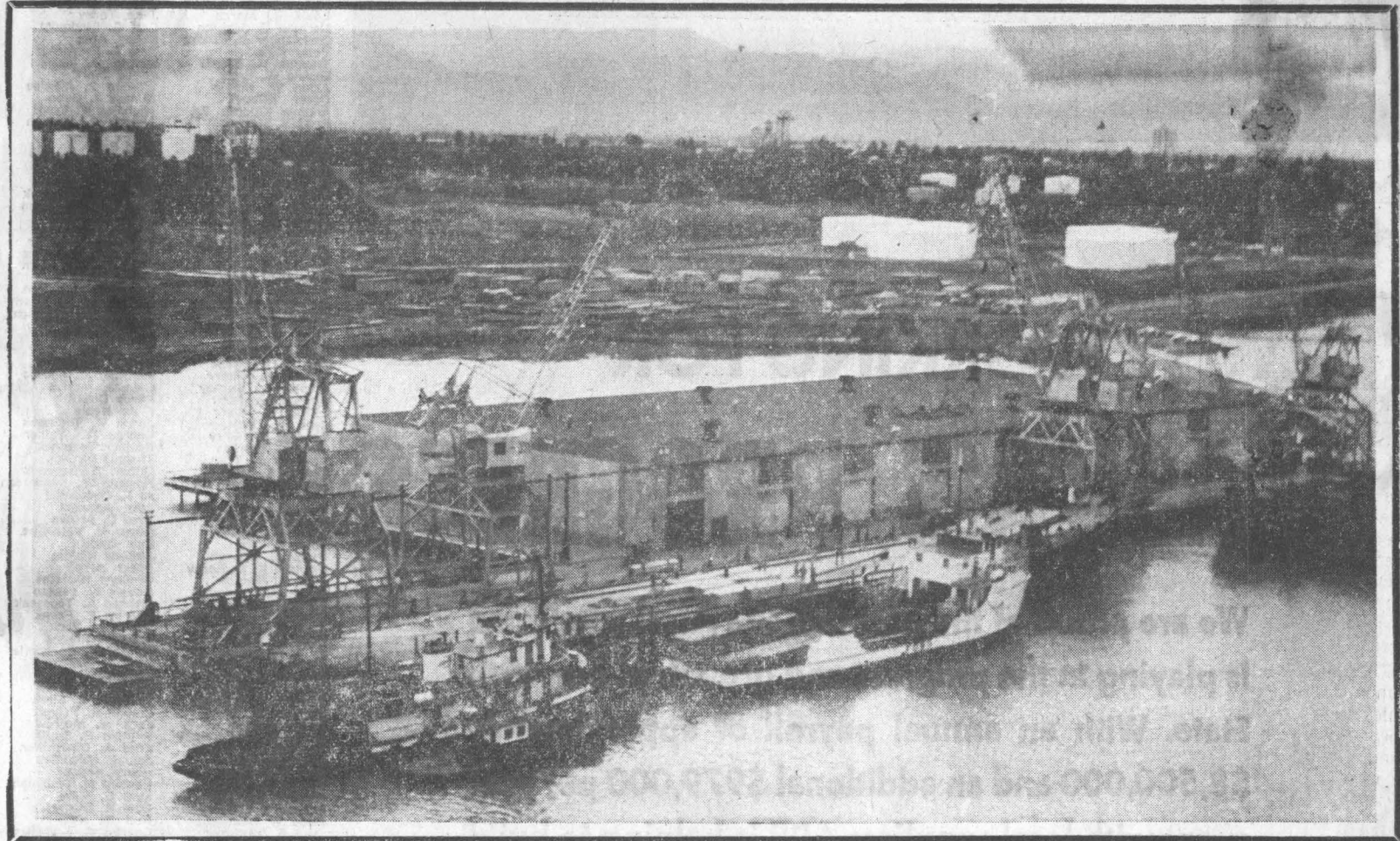


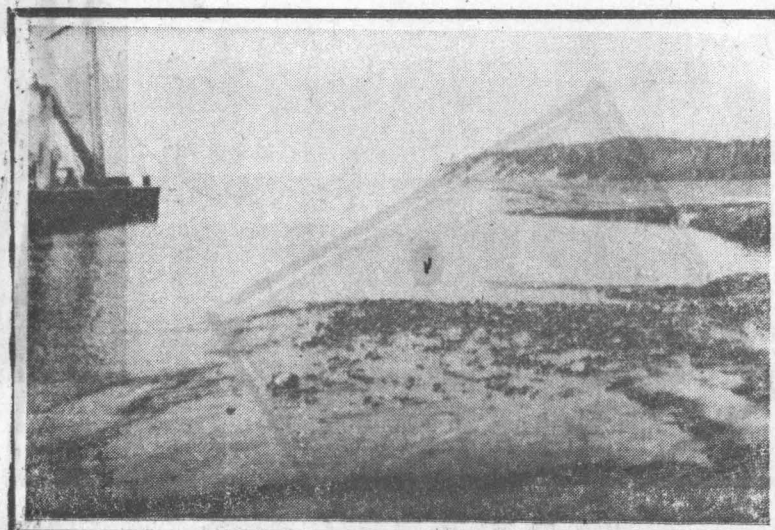
PORT OF PROGRESS



MODERN PORT BRINGS SAVINGS TO ALASKA . . .

It is only since statehood that the Port of Anchorage has been built and developed. An important part of Alaska's growth, the port has contributed a great deal to the economy of the state. It is equipped with Modern Level Luffing Gantry Cranes which speed up loading and turn around time for ships of any draft. A transient storage shed is available to facilitate handling of merchandise of all kinds. All this has been built to aid in the future growth of Alaska. Because of these modern developments, merchandising may be shipped in for all Alaska — from all over the world — at lower cost.

It wasn't always so . . .



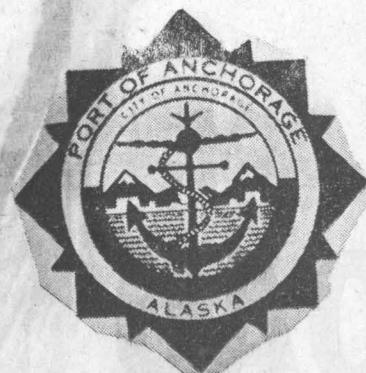
1918



(ARR Photographs)

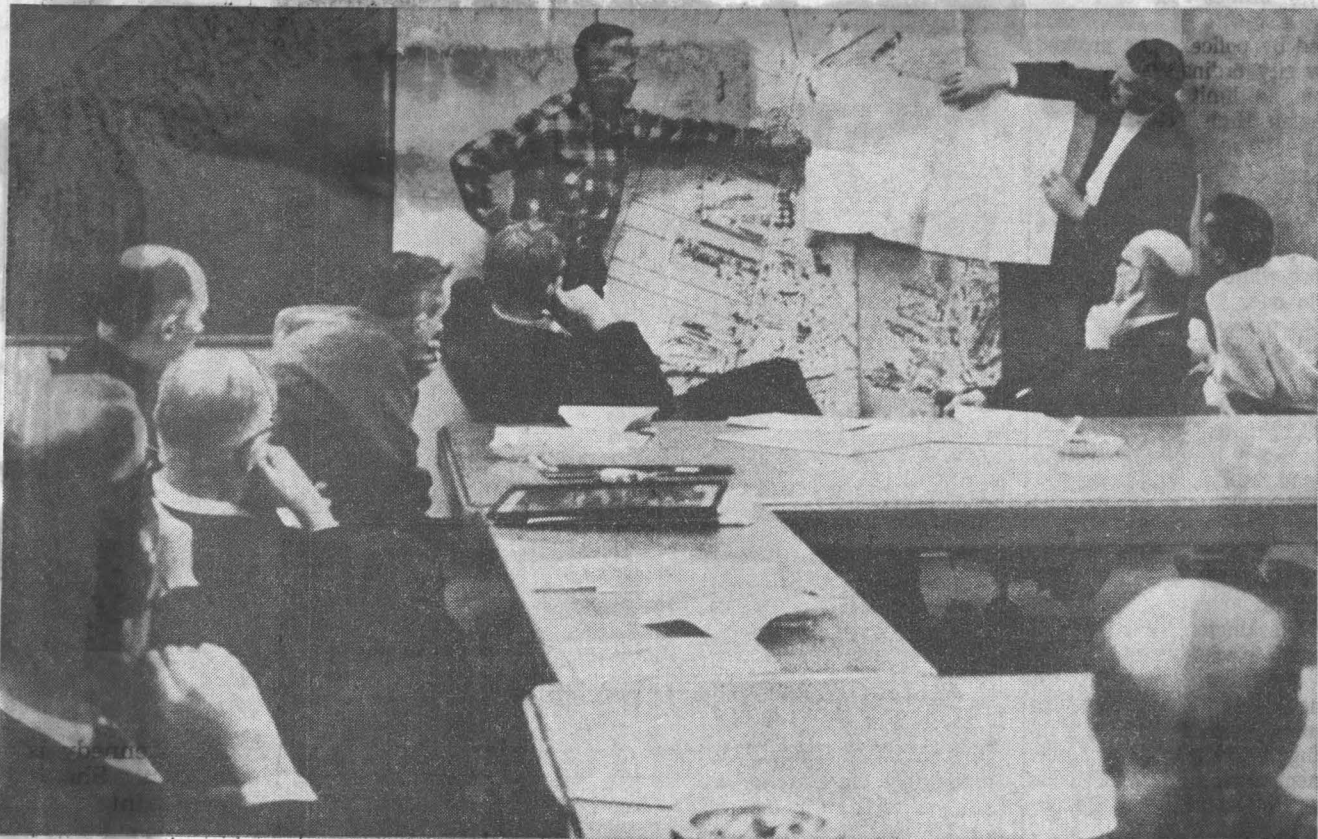
1921

In construction of the port facilities, heavy tides, deep mud, and other hazards had to be overcome. The above pictures show some of the handicaps that were conquered in a few short years. Symbolic of the growth of the state, the Port of Anchorage stands out as an example of the foresight and fortitude of the people dedicated to the development of Alaska.



SHIP VIA
PORT OF ANCHORAGE

60 acres available for new water oriented industry



HEAR OF TIDELANDS APPLICATIONS

Members of the Anchorage City Council and the city's Port Commission listen intently while George Fenn, (standing) left, and Harland Davis, city attorney, detail boundary lines of four applications for

Class I preference rights to the city's tidelands. The council will set the date for a public hearing on the applications when it meets Tuesday.

General Fund Port Aid Will Continue

By JANET ARCHIBALD
Times Staff Writer

The Anchorage City Council, facing immediate and future money needs from the city's port terminal, has agreed on action aimed at protecting this investment.

No formal action was taken at a joint meeting of the council and the city's Port Commission Tuesday night. But the eight councilmen on hand agreed informally to two steps expected to ease financial pressure on the port:

1. Continuation of the present policy of making general fund moneys available for port operation.

2. Development of lands adjacent to the port into an industrial park, separate from the port operation.

Formal action on the proposal is expected at the council's regular meeting next Tuesday. The council is faced with providing money to assure the port meets its \$184,950 bond interest payment Feb. 15. More than \$150,000 of the amount due already is in hand.

Two basic proposals were presented for council consideration.

Under the first proposal, the port would pay back a \$137,413 advance it received from the city's general fund over the past months — with its budget set to meet operating costs.

The alternate proposal calls for port revenues to be used to cover debt service, with the city continuing to assist port operating costs from general fund advances.

City Manager Robert Oldland told the council that anticipated port revenues can cover repaying the general fund advance and meet normal port operation costs.

However, he said, revenue would not then be available for meeting the February and Aug. 15 debt service payments.

"Revenues during 1964 . . . are not expected to be sufficient to pay these operating costs, as well as necessary debt service," Oldland said.

If the council decides on the first plan, Oldland said, it would be necessary to provide \$62,745 to assure the February payment.

Under the second proposal, Oldland said, an advance of \$34,739 would be required to meet next week's payment.

He estimated annual port operating costs at between \$137,000 and \$200,000.

Councilmen apparently feel the general fund must continue to be a source of port operating funds.

"We have no other choice . . .

we have to," Councilman E. N. . .

Councilman Frank Feeman said he felt a limit should be placed on withdrawals from the general fund.

"We can't give, willy-nilly, year after year," he said.

Councilman David Green said he favored giving the port one more year to prove itself.

"If they can't make it then, we should dump it," he said.

Port Director E. A. Harned told the group the port should reach the "break-even" point in 1965.

Councilmen Clifford Groh, Joe Yesenski and George Byer and Mayor George Sharrock also approved advancing operation money from the general fund. Councilman Sewell Faulkner said he wanted more information before he took a stand.

Under the informal agreement reached, the council now must take action to set up the proposed industrial park complex as a general fund expense; certify money already advanced for port operation as a general fund expense, and approve continued payment of port operation money from the general fund.

The establishing of an industrial park is designed to protect the city's interest in lands now under port operation.

The trust agreement under which port construction bonds were sold provides that all port additions become port facilities to back up the port bonds.

City officials contend this view is too broad — and that under this concept all city tidelands administered by the port could be considered port facilities.

In other action, the council also took under consideration tidelands applications from four firms, and will set a date for public hearings on the applications next Tuesday.

The four firms are the Permanente Cement Co., the Alaska Aggregate Corp., the Alaska Fish and Farm Products, Inc., and the Cook Inlet Tug and Barge Co.