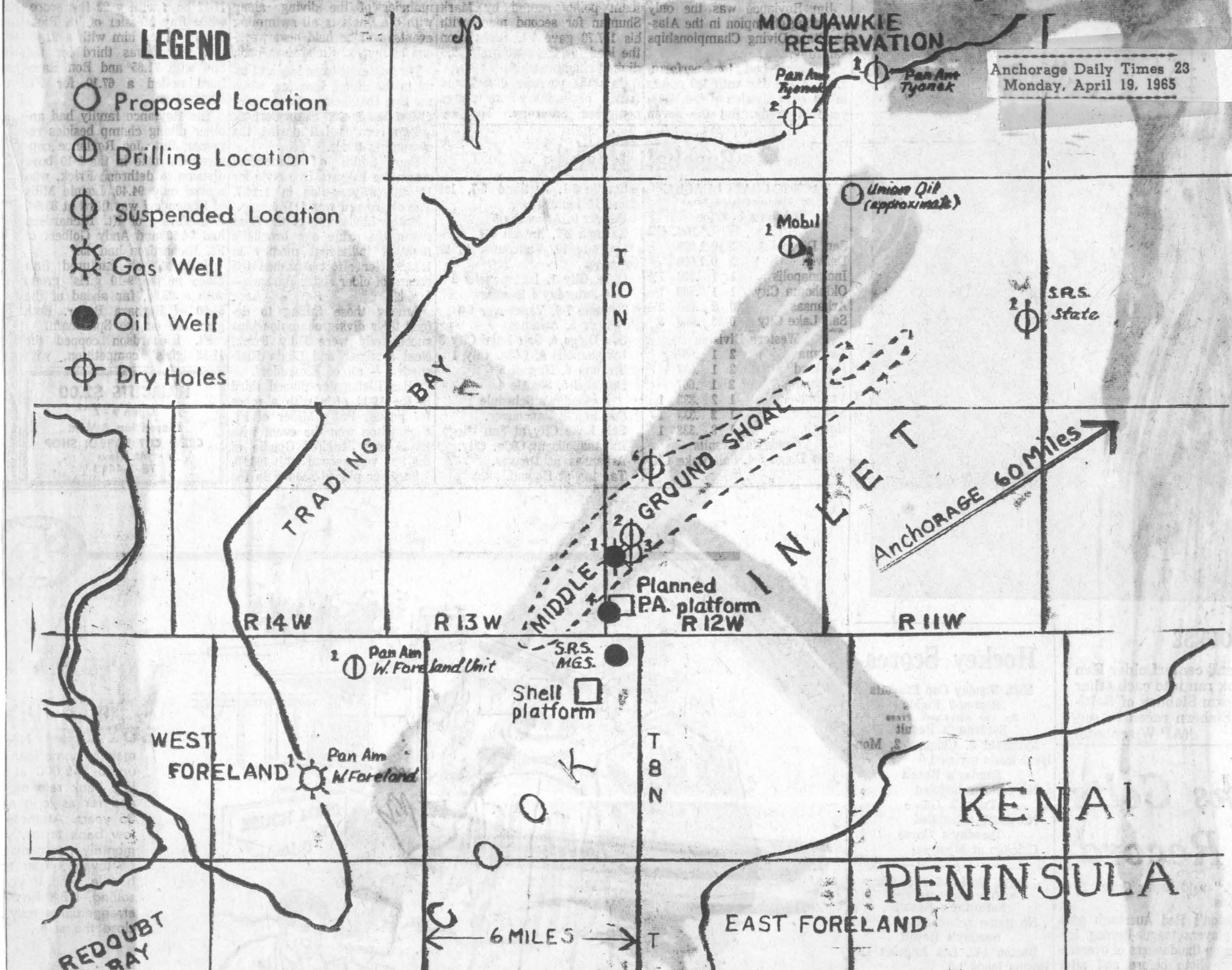


Cook Inlet Oil Drilling Is Pinpointed



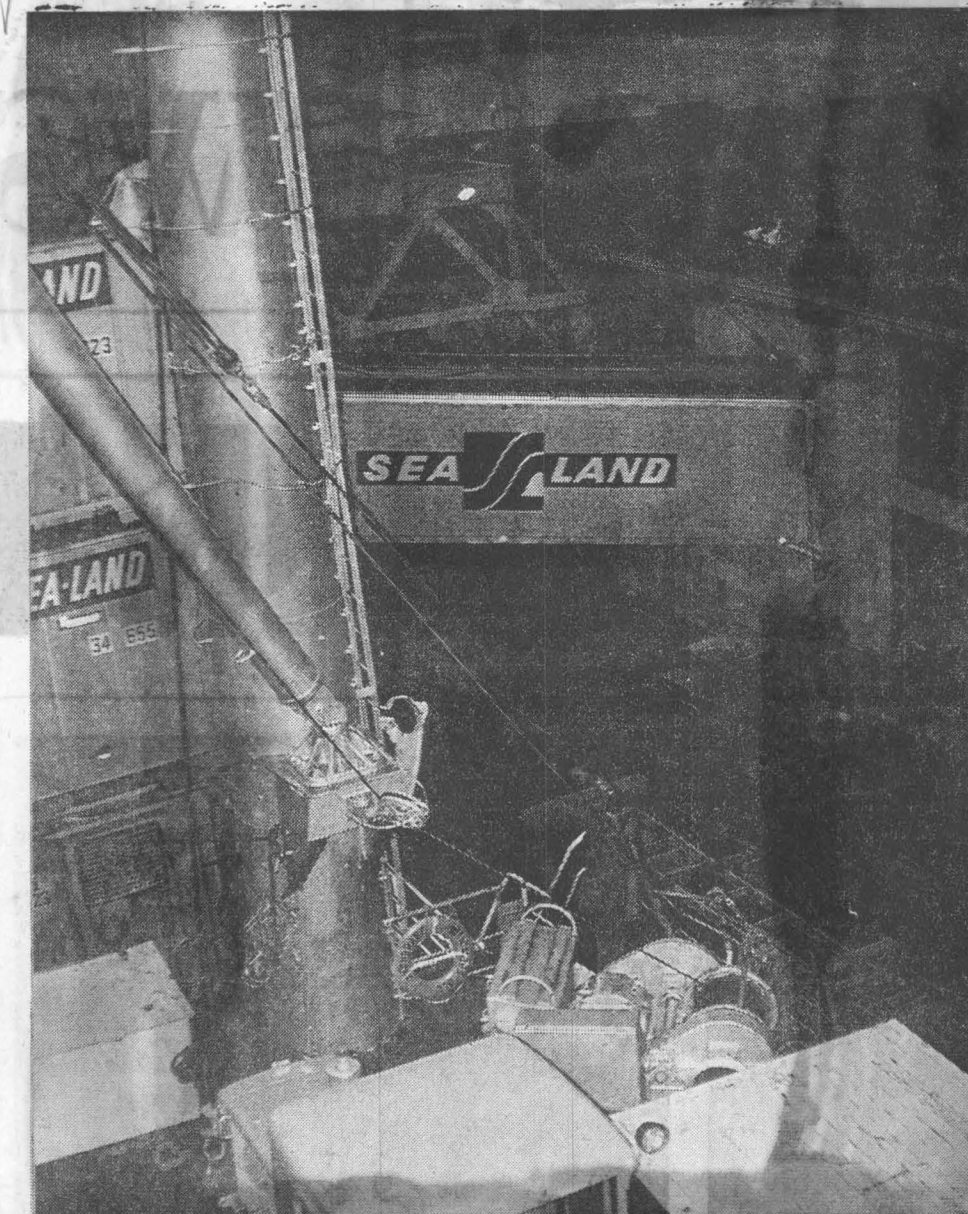
MIDDLE GROUND SHOAL AREA IS CENTER OF DRILLING ACTIVITY

This map shows the area of Cook Inlet where oil drilling is under way at three locations and will commence soon at two more sites. Note legend at upper left. The Pan American Petroleum Corp. West Foreland Unit No. 1 is drilling ahead below 7,000 feet, with drilling being done from a movable jack-up platform. The Shell Oil Co. A1-3, being

drilled from the inlet's first permanent platform, is reported drilling ahead below 5,000 feet. To the northward, and south of the Moquawkie Reservation, Mobil Oil Company's Granite Point No. 1 is drilling below 1,564 feet at last report. Two more drilling operations will start soon in the area. Union Oil will begin work at a site about 2½ miles north of

the Mobil Oil hole. The work will be done from the Wodeco V, one of the world's largest drilling vessels, which was launched in Washington recently. To the southeast of the Mobil and Union Oil locations, Shell Oil is scheduled to resume drilling on the SRS State No. 1. The work will be done by the Glomar II drilling vessel which arrived in Cook Inlet this week.

2 — Anchorage Daily News, Monday, May 3, 1965



TIME FIRST shipment of mail in some time to arrive in Alaska by sea is off-loaded at the port here. Postmaster Tom Schwamm said all the mail arrived intact. The shipment aboard the Sea-Land

vessel contained five vans with 170,310 pounds of mail. Sea-Land recently won the contract for mail that was previously delivered by truck. (Daily News photo)

Anchorage Daily Times 3
Wednesday, May 12, 1965

City Will Lease Disputed Tract

The city will lease 3.2 acres of tidelands it claims although the Anchorage City Council was told Tuesday the federal government plans to bring the tidelands ownership question into court "in the next few days."

Richard McVeigh, U.S. Attorney for Alaska, told the council that the federal government questions the city's right to lease the land, located in the Port of Anchorage.

McVeigh said his office would seek a preliminary injunction against the city.

This action, he said, will be taken on behalf of the Department of Justice, the Department of the Interior, the Alaska Railroad and the Corps of Engineers.

McVeigh told the council he has been directed by the Justice Department "to protect the interest of the U.S. government" in the tidelands question.

He said the federal government holds that the state, which conveyed the tidelands within city boundaries to Anchorage, had never acquired these lands.

The 3.2 acre parcel the city proposes to lease to Union Oil Co. of California lies within those lands, the federal government claims, McVeigh said.

Tidelands' ownership has been under question for some years. McVeigh said his office had intended to bring the matter of ownership into court before now but that these plans were delayed by the 1964 earthquake.

In other action, the council Tuesday:

Upheld a special use permit granted earlier to allow construction of an arcade on Fourth Avenue between C and D streets.

Denied a request from Mr. and Mrs. Elmer Kee that condemnation of property they own on Flower Street be reconsidered but extended the date for vacating the property to Aug. 1.

Approved five street improvement districts, programmed for work this year. They are Juneau and Tyonek Streets, south of 15th Avenue; Primrose Street; D, E and F streets, south of 15th Avenue and 15th Terrace; Cordova Street, 11th to 15th Avenue; Concrete Avenue from Third to Fifth Avenue.

Property owners in all districts will pay 75 per cent of the total cost of improvements. Rogers and Babler was awarded the contract.

2 Anchorage Daily Times Fri May 14, 1965

Chamber Told Distributive Rail Rates Essential

"Distributive freight rates are essential to Anchorage as a distributive center. We're presently in danger of having these rates knocked out and we can't let that happen," a local merchant told the Greater Anchorage Chamber of Commerce board today.

Various positions in the controversy stemming from the new, lower distributive rates of the Alaska Railroad were presented to the board.

The new rates went into effect Wednesday. Protests filed with the Interstate Commerce Commission have resulted in an ICC investigation of distributive rates of the railroad and Sea-Land Service, Inc.

Representatives of Sea-Land and the Port of Anchorage said they have protested the new rates because they are discriminatory and destructive against shippers and truckers using the city port. They contend the rates favor the ports of Whittier and Seward.

"In order for a shipper or carrier to use the new rates, the cargo to be shipped must have been hauled previously by the railroad. This means the cargo must be given to the railroad at Whittier or Seward," R. F. Hoehn, head of Sea-Land in Alaska said.

The Alaska Railroad general manager, John Manley, said the new distributive rates are standard and are no more discriminatory against Sea-Land than Sea-Land's distributive rates are against the railroad.

Edwin Suddock, appearing as a local merchant distributor who deals with all modes of transportation, said that distributive rates are the basis of Anchorage being a distribution center.

"The present controversy stems from the competitive situation here between Sea-Land and the railroad," said Suddock, general manager of Grocers Wholesale, Inc.

"Sea-Land's probable course in order to compete will be to try to knock out all distributive rates and this would destroy Anchorage as a distribution center," Suddock stated emphatically.

Representatives of the Port of Anchorage, the Alaska Railroad, Sea-Land and the local merchants attending the meeting expressed their support of distributive rates in general.

"Simply because the city owns the port, it doesn't mean that we should be against something when it's good for the city but bad for the port, Suddock said.

The board refused to support a motion requesting the Interstate Commerce Commission to include the Port of Anchorage in the new rates.

The chamber's Transportation Committee was asked to report on developments in the ICC investigation of the distributive rates of the railroad and Sea-Land.

Anchorage Daily Times 3
Thursday, May 13, 1965



YO-YO SHOW FOR NORWEGIAN

Port Director A. E. Harned, right, demonstrates the proper use of the Eskimo yo-yo for Capt. Nils Morner, left, skipper of the Norwegian tanker Thordis. The Thordis, first foreign vessel to visit the Port of Anchorage this year, docked here today. The tanker, under charter to Shell Oil Co., is unloading 140,000 barrels of Venezuelan jet fuel.

HEARING IS SET

Anchorage Daily News, Wednesday, May 26, 1965

Government Lays Tideland Claims

A hearing on a complaint of Cook Inlet about two miles south of the city. It begins just south of the Port of Anchorage and continues to an area approximating Eleventh Avenue on Bootleggers Cove.

BOTH THE city and state were named defendants, along with several leaseholders of the disputed territory, in an action filed in Federal Court last Friday.

The government is seeking a preliminary injunction to prevent the city from "attempting to sell or lease" the lands. It seeks also to enjoin the city from "occupying, using or in any other way exercising control over" the area.

Leaseholders named were Union Oil of Calif., Inc.; Fish and Farm Products, Inc.; Cook Inlet Tug and Barge, Inc.; Alaska Aggregate Corp.; Permafrost Cement Co.; Kaiser Cement Co.; Gypsum Co., and Northern Gas, Inc.

The disputed territory, which the city claims is municipal land, runs along the shoreline in 1961 but the government