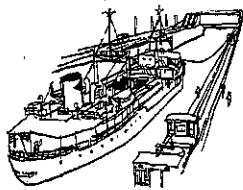


CONSTRUCTION WAS WELL ON ITS WAY IN 1960 WITH THE NEW WAREHOUSE AND AUTO RAMPS ABOUT TO BE POURED.



# CONGRATULATIONS!

**"Nothing to sell but service!"**

**P.O. Box 3-4127**

**Phone 277-1638**

**Offices at 907 W. No. Lights Blvd.**

# MUKLUK FREIGHT LINES, INC.

Serving the State of Alaska and the Four Western Canadian Provinces.

**SCHEDULED SERVICE:**

- Kenai — 7 days a week
- Valdez — 2 days a week
- Fairbanks — 3 days a week



As a consequence of the destruction of Seward and the fact that Anchorage's new marine terminal (1961) was operational immediately after the quake, traffic for South Central Alaska began to be funneled through Anchorage. This major change in marine traffic pattern has not changed to this date, nor would we anticipate that it will in the future. With the exception of the coming of a new mode of marine traffic movement through the Port of Whittier, Alaska (rail barge service), Anchorage is now the Gateway port for the entire state of Alaska.

The first City Dock was built in 1927 at a cost of \$1,000.00. The replacement cost of the present Port of Anchorage is \$19,095,995.00, excluding the land cost — quite a change in just 44 years!

Anchorage, as a townsite in the commercial sense, has existed less than 60 years. The first commercial cargo of record moved over Ocean Dock, built by the Alaska Railroad, in 1914. This new "city" was directly a product of the federal construction of the Alaska Railroad destined to run from the seaport of Seward, Alaska, fronting on the Gulf of Alaska, to the interior city of Fairbanks.

*Photos courtesy of Steve & Dolores McCutcheon.  
Photo of Mayor Sullivan by Bob Musgrave*

*Design & Layout by PJ West, Art Director & Jackie D Lehmborg  
of Lennen & Newell/Pacific, Inc.*

