



A GIANT SEA LAND CARGO SHIP APPEARS TO DWARF THE PORT AS SHE PREPARES FOR DOCKING AND UNLOADING.



THOUSANDS OF TONS OF CARGO BOUND FOR DESTINATIONS THROUGHOUT ALASKA AWAIT UNLOADING BY THE PORT OF ANCHORAGE'S TWO GIANT CRANES.

It is interesting to note that the site at Anchorage was chosen due to its strategic location at mid-point on this construction project. The geography which justified Anchorage in those days is certainly no less applicable in today's market.

With the completion of the Alaska Railroad, the Port of Seward became the Gateway port for South Central Alaska. Until its demise as a major port in 1964 (year of the Great Alaskan Earthquake), Seward was annually handling 381,764 short tons. For comparison purposes, the municipal terminals of the still new Port of Anchorage handled 196,410 tons for the year 1963.

Maritime traffic to Central Alaska was dramatically changed in 1964 with the destruction of port, petroleum storage and warehousing facilities in Seward and Whittier, and the advent of full container service directly to the Port of Anchorage by Sea-Land Service, Inc. It should be noted, however, that container traffic to Alaska was not a new innovation, as the Alaska Steamship Company had provided van service through Seward for a great number of years.

