



**PILING 'ICING'** — Missile shaped layers of ice deposited at high tides on the piling at Anchorage's port are disappearing as the sun rises higher in the sky these spring days. Piling at left — directly in the sun's rays — are almost completely exposed. Those in background, shaded in part by the deck for the port road-

## Start of Regatta



**OUTBOUND ADVENTURERS** of the Chester Creek Outfall Sewer Yacht Club ready the club's flagship for departure on the season's first icy voyage yesterday. On the bridge is Mayor Sharrock, wearing a light-colored jacket. Among other improbables in the event was the German band, near the stern, with Admiral William Van Allen, commander of naval forces, doubling in brass, so to speak, on the tailgate trombone. Van Allen is at the right in the band group. The destination was Point Woronzof, where the fleet was to stage an assault and claim the land for Anchorage. Early intelligence reports on the success of the venture were conflicting, but unanimously hilarious. (Daily News photo)

## Woronzof 'Invasion' Is Success

See Photo Page 3  
The Outfall Sewer Yacht Club's "military" expedition against Pt. Woronzof Sunday was termed "highly successful" today.

Translated by "Admiral" William VanAllen, this means that everybody got back safely to the Port of Anchorage dock and that the club's chamber pot and crossed-plunger banner was planted on the point without incident. The Outfall Sewer Yacht Club has long held the City of Anchorage has a claim to all state-owned lands on Pt. Woronzof. Yesterday, by land and sea, it set out to prove its argument.

The Pan American Petroleum's motor vessel "Low Tide" led the sea strike. Four small boats started out "in company" with the "Low Tide" but one left the expedition early and returned to the port dock.

**LED BY** James Cherry on water skis, the sea borne forces hit the beach at 2 p.m. They joined overland troops after scaling the icy Pt. Woronzof bluffs using ropes lowered by the members of the land arm.

"Gen." Maynard Taylor's Basher Lancer mounted unit arrived at Pt. Woronzof looking more like beaten men than conquerors. The ride from Turnagain stables down Clay Products Road to Woronzof was a 30-minute battle with fallen trees, tank traps and ice-covered trails.

**A SPECIAL** tank corps, under the direction of "Field Marshal" Dan Cuddy, arrived by the time the first boats became visible in the inlet from the bluff.

The tank, a converted hunting rig, came in handy in pulling the bluff climbers to the top.

Four boys on bicycles showed up at the bluff late in the day. Their presence was one of the mysteries of the campaign as it was believed the area was accessible only by tracked vehicles and horses.

James Cahill and Jim Morton of the Port of Anchorage handled launching and removing the boats from the inlet.

The principal task now facing the city's port authority is a selling job. The public and the transportation firms could be inclined to take a "show me" attitude as to the benefits that may be derived from utilizing the port. It is up to the port officials to furnish convincing evidence that the shipping facility here will be efficient, economical and a factor in the growth and development of Anchorage.

This is the objective of the Port Commission's 15-point program.

**IN MANY RESPECTS** the history of the Anchorage port makes it a typical project of this city.

Like the International Airport and other facilities in Anchorage, the port project survived a difficult period when the skeptics said it couldn't be done.

It was one of those "impossibilities" that the people of Anchorage have proved time and again merely takes a little longer to accomplish.

The favorable impact on the life of every Anchorage resident from the sound operation and development of the port goes far beyond the dollars that immediately will be saved in shipping costs.

Well-planned development of the port can make far-reaching contributions to the vigorous economic development of the city and a large sector of the state.

Success of this new municipal facility will give strong impetus to the objective of local economic growth.

## The Anchorage Port Is Everyone's Concern

**AN AMBITIOUS** program to put the city's new port on the "shipping map" has been prepared by the Port Commission.

The 15-point plan is keyed to encouraging shippers to utilize the port facility when it is open for business.

The broad program calls for promoting international trade, encouraging ocean-going tourist vessels to make Anchorage a port of call, and stimulating the development of natural resources for export.

These goals laid down by the Port Commission for development of the dock facility are hand-in-hand with long-standing objectives of Anchorage and all of Alaska.

It is apparent that the success of the port is synonymous with the continued economic growth of Anchorage.

**THE PORT OF ANCHORAGE** is the business of every citizen in the city.

The tax dollars that went into the planning and building of the port and the revenue that is generated once the port is in operation are public funds.

The people of this city have an important interest in seeing that the port prospers and, in time, is expanded to handle a large flow of traffic.

It took some \$8 million to construct the impressive new facility on Anchorage's waterfront. The returns in the form of new commerce that is generated and savings on shipping costs will more than justify the investment if proper acceptance is given to the port.

## Federal Action Needed On Rate Discrimination

**THE FREIGHT RATES** assigned to cargo moving from Japan to Alaska discriminate against this state to such a degree that federal intervention appears necessary.

The rates were devised by a group of private international ocean carriers that meet under the name of the "Trans-Pacific Freight Conference of Japan."

The conference met in February and established what amounts to an across-the-board increase of 30 per cent on freight from Japan to Alaska over the same freight moving to such West Coast ports as Seattle and San Francisco.

Apparently little consideration was given to the fact that the Port of Anchorage, for example, is more than 1,000 miles closer to Japan than San Francisco is. There is a saving to be made on the number of days at sea.

Apparently little consideration was given to the Port of Anchorage's new \$8.5 million dock and storage facility, which should result in the discharge of cargo efficiently and economically.

**THE RATES DEVELOPED** at the Trans-Pacific Freight Conference are so inequitable that it makes one wonder whether the rate-makers ever heard of Alaska, much less recognize where it is.

When compared to cargo moving from Japan to the U.S. West Coast, to the Gulf and Atlantic Coasts and even to Montreal, Canada, the freight costs to Anchorage seem practically prohibitive.

There is the arbitrary 30 per cent addition over freight moving to any West Coast port. For example, the freight costs on 2,000 pounds of general cargo moving from Yokohama to San Francisco amount to \$48. The same cargo from Yokohama to Anchorage would cost \$62.40, even though the voyage is more than 1,100 miles longer to San Francisco.

What makes the situation even more ludicrous is the rate applied to cargo moving to Boston, Mass., or Montreal, as opposed to Anchorage.

The same general cargo destined for Boston, a distance of some 9,882 miles, and for Montreal, a distance of 10,886 miles, both trips requiring passage through the Panama Canal, is shipped at the rate of \$56.50.

Compare those distances with the 3,413 miles between Anchorage and Yokohama. In addition, the voyage to Montreal necessitates passage through the St. Lawrence Seaway.

The trip to Anchorage from Yokohama is shorter by 6,469 miles than the trip to Boston, and by 7,473 than to Montreal.

Despite this, the rate on general cargo to Anchorage is \$62.40, to Boston and Montreal \$56.50 — a difference of \$5.90 per ton.

**THE PLEAS** of Alaskans for more equitable consideration by the rate-makers went unheeded.

Telegrams urging the Trans-Pacific Conference re-examine its freight charges to Alaska were sent by Gov. William Egan, the Alaska State Chamber of Commerce and the Greater Anchorage Chamber of Commerce.

It is time now for stronger presentations on the freight rate. The state government should initiate action, calling the situation to the attention of the proper federal authorities so that steps can be taken to put Alaskans on an equal footing with residents of San Francisco, the Gulf Coast, the Eastern Seaboard and others who enjoy more favorable freight rates from Japan.

A considerable measure of Anchorage's success as a port city depends on a favorable exchange of commerce with Japan. Much is at stake in this matter.

## Letters To The Editor

### Alaska Railroad Doesn't Have The Monopoly

Dear Editor:

As an employee of The Alaska Railroad, I would like to take exception to the statements by the Port Director, Mr. Roloff, in the article headlined "Port Opening Viewed as End of ARR's Monopoly."

In rebuttal to what Mr. Roloff calls railroad monopoly, I would like to offer a few facts.

The Port of Valdez offers competition with the Port of Seward and railroad for west coast freight to Fairbanks. Two barge-truck lines offer competition through Seward.

A barge-truck line offers competition through the Alaska Freight Lines dock in Anchorage. Barges are unloaded at the Hinchey dock, barges unload at the asphalt plant dock, tankers and MTS boats unload at the Army Dock.

Freight is trucked south from Anchorage toward Homer and north from Anchorage to Fairbanks. Freight is trucked north from Valdez to Fairbanks.

Shoe me where the monopoly exists. Yes, the Alaska Railroad does haul some freight north from Seward. That is exactly what the railroad was built to do, but monopoly, no.

On the subject of monopoly, let us go to the other side of

Letters to the Editor must bear the writer's name, address and telephone number, if any. The writer's name may be withheld upon request, but the letters must be signed to be considered for publication.

the ledger. The effect of the Anchorage Port will be to dry up the flow of freight through the ports of Valdez, Seward, and yes, even the little port of Homer, and while doing it, put The Alaska Railroad out of the picture.

Even if the accusations against the railroad were true (which they are not) it would be small potatoes compared to the ambitious plans for the Anchorage Port. Let us place this "monopolistic shoe" on the correct foot. A word of advice to Mr. Roloff, "Beware of the monopolistic practices of the Jimmy Hoffa boys when you start your operation."

I fail to see where much good can come from an operation that dries up the flow of freight to two and possibly three towns whose only other income is fishing for declining runs of salmon, and which operation curtails the operation of the railroad which spends yearly on local purchases an

average of a million dollar and whose 900 and some odd employees spend a great portion of their \$8,800,000 payroll for groceries, meats, gasoline, lumber, homes, cars, etc.

The above figures seem pretty fair return to local merchants for their freight dollar. You can believe that the loss of that kind of revenue will be felt by our merchants and wholesalers. Can the port offer employment to these railroad employees and make up the salary loss for them and the revenue losses to the merchants?

One continuing complaint is that the railroad can adjust rates on one day's notice. I have seen no mention made that I.C.C. controlled carriers can with proper authority also change rates on one day's notice.

We are being presented with only one side of the picture while the other side has some of the most important facts that are kept in the dark. Another complaint is that the railroad on some items is hauling from Seward for practically nothing and that it remains to be seen whether the railroad can economically justify this. The Alaska Railroad was built for just that purpose. To give freight service at the lowest possible rates in line with the development of the state.

Even before the port is operational, the blame has already been placed at the doorstep of the railroad in case the port operation should be limited. Pertinent points such as icing conditions, silting conditions and freight hauled by other carriers have been left unsaid, and the railroad made the whipping post.

At the time the port feasibility study was made, all the above mentioned barge and barge-truck line carriers were then in business. The icing conditions and silting conditions existed then as they do now. In view of these facts it seems a terrible waste of tax money, especially when the operation of this port will have an adverse effect on the local economy and on the economy of three other port towns.

ROBERT FENNELL  
Anchorage

## \$1 Million Tank Farm Is Proposed

### Shell Oil Wants Jet Fuel Storage At Anchorage Port

Shell Oil Co. is negotiating with the Port of Anchorage for construction of a \$1,000,000 jet fuel tank farm on land which would be leased from the port near Ship Creek. Port Director Henry Roloff said today.

The proposal was revealed after Roloff had told the Greater Anchorage Chamber of Commerce yesterday that the port "already has proposals from two major oil companies to build facilities in the Port of Anchorage. He later identified the other firm as Texaco, Inc. but said that it has only made inquiries on how to apply for leased land.

"SHELL is actually interested in beginning construction this year," Roloff said. The tanks, of unspecified volume, could be constructed in one building season, he added.

The oil company is considering a 10-acre area but the Anchorage Port Commission has not made a decision on the size and location of the plot to offer for lease.

Immediately available is about five acres of port land, Roloff said. Another five or six acres is being transferred from the U.S. Army, Alaska, but the transfer probably cannot be completed until mid-June, he said.

**SHELL MAY** go ahead with the first increment of the tank farm and build the remainder on the transferred land later Roloff said.

Shell is seeking the storage facilities "to meet the anticipated needs of jet aircraft in the area for the next five years," Roloff explained.

Negotiator is H. Y. Smith of Shell's northwest division, with headquarters in Seattle, Roloff said.

**CONSTRUCTION** of tank farms might lead to the port building facilities to handle petroleum products, Roloff said. An interim dock, consisting of pilings and catwalks to carry pipelines, would cost about \$200,000, he added. But construction cannot be considered until the dock construction contract with DeLong Corp. is closed, Roloff said.

Roloff and Harold Strandberg, chairman of the port commission, urged C of C members to "sell" the city's port facility.

"A communitywide effort should be made to sell the port in the nation and Japan, and even in the halls of Washington, D.C., and Juneau," Roloff said.

**STRANDBERG** said the commission is interested in development of additional loading facilities, railroad marshalling yards, a Turnagain causeway, and in the tidelands to make the \$8,200,000 facility successful.

"There is a possibility that the state should look into a statewide port authority to have jurisdiction over all forms of transportation," Strandberg said.

### Employees, Active and Retired, and Friends of the Alaska Railroad

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Publication of a very unfair newspaper article, referring to the new Municipal Port and what its rates may or may not be, makes it imperative that every employee and friend exercise his influence. Active Employees—Join the Union. Retired Employees and Friends—Use your economic and Political influence. Both Categories—Patronize your friends—Shun your enemies. Support politically and economically those who support you. Let the community know the effect which almost one thousand year round pay checks have on the economy of this area. Register personally your disapproval of unfair and biased publicity which if continued will destroy your jobs. Organize and exert the influence which employees of a pioneer industry, such as you are, should exert.

William G. Prince—  
Retired Alaska Railroad