

Formal Port Dedication Set At 11 A.M. Saturday

Formal dedication of the new port of Anchorage will be held at 11 a.m. tomorrow to mark "a new era for the city of Anchorage upon the opening of the port to international trade."

The ceremony, to be attended by officials of the port, the city, Army, Air Force and Coast Guard, and business leaders, will be the highlight of a two-day open house at the port, port officials said.

ANOTHER FEATURE of the weekend event will be the public display of the U.S. Coast Guard Cutter Sedge which will be moored at the dock.

Dock handling equipment and the port terminal building offices and the loading cranes also will be on display. The equipment is being shown by the North Star Terminal and Stevedore Co., the port's cargo handling contractor.

The ceremony at 11 a.m. will be opened by raising of the American flag. The 5040th Air Base Wing band will play.

DEDICATORY speeches will follow by Mayor George H. Byer; Maj. Gen. J. H. Michaelis, U.S. Army Alaska commander; Rear Adm. C. C. Knapp, commander of the 17th Coast Guard District; Kenneth Shepard, president of the Greater Anchorage Chamber of Commerce; Barnett Silveston, partner in Tip-petts - Abbott - McCarthy-Stratton, the port consulting engineers; and Port Commission Chairman Harold Strandberg.

Port Director Henry Roloff will be master of ceremonies. Speeches will be followed by presentation of the port's new flag by Miss June Bowditch, Miss Port of Anchorage.

A BRONZE plaque commemorating the building of the port then will be unveiled.

Among invited guests are members of the City Council; Brig. Gen. J. A. Gibbs, deputy commander of the Alaska Air Command; and Col. Christian Hanberger, District Engineer, U.S. Corps of Engineers.

Members of the port commission will be hosts. PRESENT DURING open house, from 8 a.m. to 5 p.m. Mrs. Patricia Chisum and the two days, will be members of the port staff. In addition to Roloff, they are Grove Lautzenhiser, traffic manager; William Burnett, terminal assistant manager; Donald Walter, business manager and accountant; Ted Schwartz, pier foreman; and Mrs. Ava Tessier, secretaries. Refreshments will be served by the Civil Air Patrol. The Cutter Sedge will be open to public inspection from 1 p.m. to 4 p.m. the two days.

Anchorage Daily Times

Page 4 EDITORIAL PAGE Saturday, July 8, 1961

City Gets Ocean Port After 40-Year Effort

THE ANCHORAGE PORT, dedicated today, represents the sincere ambition of the people of this city to have direct ocean shipping.

Its construction was authorized by vote of the people. Its financing was based largely upon the willingness of the people to carry a \$2,000,000 obligation. New York financiers backed the local populace with an additional \$6,000,000.

The ambition to have an ocean port dates back to the first small beginnings of the community. Old-timers recall that the federal government promised to provide one but reneged.

For 40 years Anchorage has lived under an artificial situation created by federal agencies that blocked direct access to the sea. The waterfront was virtually closed to ocean-going vessels. The only port facility—the old ocean dock—has been owned and controlled by the Alaska Railroad. Only minor traffic has been allowed.

DURING MOST of the 40 years people of Anchorage were told by the Alaska Railroad manager that ocean-going ships could not navigate in Knik Arm. They said the inlet had silted to the point where it was too shallow.

When the late Capt. Heinie Berger won the Nenana Ice Pool and used his prize to buy a small gasboat, and started hauling freight from Seattle to Anchorage, the railroad manager reacted drastically.

Captain Berger found that he could bring his boat into the mouth of Ship Creek and unload on a dippy-doppy ramp hardly suitable for dories. He brought in about 100 tons of freight each trip. The Alaska Railroad stopped Berger by parking a string of box cars across the access road that led to the Ship Creek ramp. Berger could not move his freight to his customers in the city.

Berger retaliated effectively. He carried several sacks of U.S. mail from his boat to the blocked crossing. He then charged the Alaska Railroad with blocking the movement of the U.S. mail. The railroad moved the cars post haste.

Throughout the years there have been periodic attempts to make the railroad's dock available for commercial operations. All were fruitless.

During World War II when there was a shortage of ships, and the Seward harbor was congested with military freight, the big ships were diverted to the railroad's dock in Anchorage. Local residents stood on the bluff overlooking the inlet and watched the ships do what they had been told could not be done—navigate Knik Arm. No ship went aground in the silt that was supposed to have made the water too shallow.

Local residents saw the peculiar phenomena of meat and other cargo repeatedly discharged to the railroad dock so that military freight could be unloaded. The local cargo was then reloaded in the ship's hold to be returned to Seward for subsequent delivery to Anchorage by railroad. This happened when the railroad was 167 trainloads behind in moving cargo from Seward. It happened when the city's meat supply was depleted. Townspeople had to wait several more days before the shipment could be delivered by railroad instead of being taken direct from the dock.

When military requirements called for a second port to supply Alaska, the port of Whittier was built at enormous cost. Two long tunnels were drilled through the mountains. Magnificent buildings were erected on the Whittier townsite. The railroad manager realized his dream of opening Whittier for traffic, but that port has now been abandoned.

TOWNSPEOPLE HERE have never understood why they should pay artificially high freight costs. They have always sought ways of receiving their supplies by the routing and handling that must be the cheapest—by direct water shipments.

Instead of dampening the enthusiasm for the project, lies about navigation and the blocks thrown in the way served to sharpen the local desire to have the port.

Transportation experts told the people they could expect from \$10 to \$18 a ton saving on cargo brought directly to this port. Economists made studies that showed the operation to be feasible.

The new city dock was built after various federal agencies failed to give what would ordinarily be considered normal cooperation. The resistance was interpreted as cooperation among the agencies to perpetuate the throttle-hold of the railroad on the local shipping.

Today as the dock is dedicated there are those who say it is destined for failure. The scoffers are contending that local freight will not move over the magnificent facility.

It can be recalled only a few years ago that there were those who scoffed at the international airport. The people of Anchorage bet heavily and spent substantially from their own funds to encourage the federal government to build it. Yet the scoffers saw it as folly. What traffic in Anchorage would ever need such a large field and such extensive terminal facilities?

Nobody talks like that any more. The airport has made Anchorage a major stop on the global air patterns. Talk now centers, instead on the need for expansion of all the facilities because of the tremendous traffic.

It is recalled that there were scoffers who doubted the feasibility of highways to Seward, Homer and to Glennallen. But the people of Anchorage promoted them anyway. Now the scoffers are silent. The highways are integral parts of the economy of Alaska.

There were scoffers when the Romig Hill High School was built, when the city hall was built, when Fourth Avenue was the first street to be paved. They doubted the feasibility of each.

The scoffers today are chiding the port. They will be as scarce as the dodo bird in the near future.

The new city dock must be a success. The people must make it so. They can and will make it the port of arrival for their major freight items and will see it alter some of the transportation pattern of the state by making it possible for interior points to get cheaper supplies.

The city dock, huge in the minds of local residents, is only a tiny finger extending into the waters of Knik Arm. That finger is beckoning to the ships of the world to come here. Based on the achievements of the past and the omens of the future, we would bet that the people will triumph again.

Anchorage Daily Times

Page 6 EDITORIAL PAGE Thursday, JULY 6, 1961

Rates Stunt Growth Of Alaska Commerce

ALASKA'S U.S. SENATORS should be encouraged in their efforts to make it illegal for trans-Pacific steamship lines to apply freight rates that discriminate against this state.

This strikes at the heart of one phase of a practice that is already throttling economic development.

The Senators have been promised that present practices will be reviewed next fall by the Senate and House commerce committees. The goal is to make it illegal for shipping lines to charge 30 per cent more on tonnage moving from Japan to Alaska than they do for the same freight moving from Japan to Seattle, Portland or San Francisco. The haul to Alaska is shorter. The rates to ports in this state should be lower.

THIS SKIRMISH in Congress is only one of many phases of a conflict that must be fought to conclusion as quickly as possible.

There are special interests in many places that would forbid Alaska her proper place in the American economic system. Each one must be overcome.

Merchandising and shipping interests in Seattle are traditionally opposed to any new artery of trade that would by-pass their city. Alaskans must join all their forces in overcoming them. This battle entails the proposed railroad link through Canada, new ocean service via Prince Rupert, and direct trade with Canada such as has been proposed by State Senator Bob Logan.

The fight to bring ocean vessels to the Anchorage port must be won in order to reduce shipping costs that figure in the cost of living here. It is obvious that direct shipments landed here should be cheaper because they eliminate one handling of the freight and an expensive rail haul over two mountain passes. Only artificialities in

the rate structure could defeat those savings.

MAN-MADE BARRIERS are often more difficult to overcome than those created by Nature. They have been more effective in preventing development than extreme weather, difficult terrain or problem of distance.

Until the man-made barriers to the markets of the world are overcome, Alaska will find it slow and difficult to follow the normal pattern of development.

Under the existing rules fresh strawberries and oranges from Japan are forbidden to come directly to Anchorage. They must go to Seattle first for federal inspection and approval.

Japanese ships carry freight to Europe, via the Panama Canal, at lower rates than those applied to the shorter distance from Japan to Anchorage.

Commodities shipped from industrial centers east of Chicago are routed through Seattle, despite the fact that they could be delivered to Prince Rupert at the same freight cost. Prince Rupert is 500 miles closer to Alaska.

Plans for a railroad link to this state through Canada and improvements to the Alaska Highway are drawing fire from the political leaders in Seattle.

Alaska is experiencing the same discrimination that stunted economic development in the Southern states many years ago. Freight rates compelled the products of the Mid-West to move through New York City instead of New Orleans. The rates encouraged new industries to locate in the North.

Only through the active and coordinated efforts of all Alaskans can these inequities be overcome. Alaska's two Senators in Washington are doing well on their legislative battlefield. Shippers and consumers here can and should be equally active.

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Big Change In Export Of Timber

Export Of Raw Logs Of Minor Species Is Approved By Egan

JUNEAU, (P)—A far-reaching policy statement on timber exports, which eases the state's long-standing requirement of primary manufacture in Alaska, was issued by Gov. William A. Egan today.

Under the new policy, raw logs of minor timber species could be exported for a two-year period to holders of export permits issued by the Department of Natural Resources.

THE RAW LOGS would have to be used for experimental purposes, to develop new markets for minor Alaskan timber species.

After the two-year experimental period for each export permit expires, primary manufacture in Alaska would be required for additional timber could be exported to the holder of the expired permit.

Announcement of the new state policy followed closely a request by the port of Anchorage that it be permitted to ship raw cottonwood logs to Japan.

Much cottonwood grows along the railbelt area. Properly seasoned, cottonwood takes on the character of hardwood.

THE NEW POLICY statement, Egan said, would also apply to such minor species as Alaska cedar, Aspen and Birch.

Primary manufacture in Alaska will still be required on all major timber species, such as Sitka spruce, white spruce and Western hemlock, Egan said.

The new policy applies only to timber from lands outside of the limits of national forests. The U.S. Forest Service still maintains a primary

manufacture requirement for timber cut from national forests.

THE POLICY statement issued by Egan:

"It is the policy of the State of Alaska to protect existing industries, provide for the establishment of new industries, derive revenue from all timber resources, and manage the state's forests on a sustained yield basis.

"The policy of the State of Alaska relating to the export and primary manufacture of timber, within the definition contained in department regulation, is as follows:

"1. PRIMARY manufacture, as defined by department regulations, will be required for all major species such as Sitka spruce, Western hemlock and white spruce.

"2. Minor species, such as cottonwood, Alaska cedar, aspen and birch may be exported in the form of round logs, with the advance approval of the commissioner of natural resources on a showing of need for experimental purposes and for the introduction of the species to new markets, when in excess of that required by local industries but within the total allowable cut. The state may permit the export of round logs of such minor species to introduce Alaskan timber to new markets for a period of two years, beginning with the date of first export to that market. Upon conclusion of the two-year introductory period, primary manufacture will be required."

Monday, July 3, 1961 Anchorage Daily Times 11

Bartlett, Gruening Ready For Shipping Rate Fight

By FRITZ WITTI
Associated Press Special Service
WASHINGTON (P)—Alaska's senators are temporarily holding their fire against a law they say allows rate discrimination against their state on trans-Pacific shipping.

Sen. Ernest Gruening and E. L. Bartlett, both Democrats, were assured a senate committee will soon give consideration to their objections to a law covering dual-rate shipping contracts.

THEY AGREED to withdraw an amendment they proposed to the present law and will seek permanent legislation to protect Alaska against what they consider unfair rate treatment.

They explained present law allows members of steamship conferences to set lower rates

for shippers who contract exclusively with the conference members and higher rates for shippers who do not.

BARTLETT TOLD the Senate that last April the trans-Pacific freight conference imposed a surcharge of 30 per cent on traffic moving to and from Alaska over and above that applied to more southerly Pacific coast ports.

"Of course this is rank discrimination. It prevents the proper economic development of Alaska," said Bartlett.

Gruening said Alaska's budding trade with Japan is seriously jeopardized by imposition of the surcharge.

"THIS IS AN inexcusable and intolerable exaction, whose origin we may well attribute to those who wish to monopolize and restrict Alaska's maritime trade," Gruening added.

Congress has approved extension of the present dual-rate law until Sept. 30, 1961. The Alaskans will seek a review by that time.

In debate on the extension, Sen. Warren G. Magnuson (D-Wash.) chairman of the Senate Commerce Committee, which handles such matters, said he would be "more than glad" to give consideration to some provision "that would meet the problem of what I believe to be discrimination practiced against Alaska."

SEN. CLAIR ENGLE (D-Calif.) Commerce Subcommittee chairman, told the Alaskans, "We hope it will be possible, within the next 60 days, when we can go forward with hearings, to accord the senators from Alaska an oppor-