

DAYLIGHT
18 hours, 53 minutes
Sunrise 2:37 a.m.
Sunset 9:30 p.m.

Anchorage Daily Times

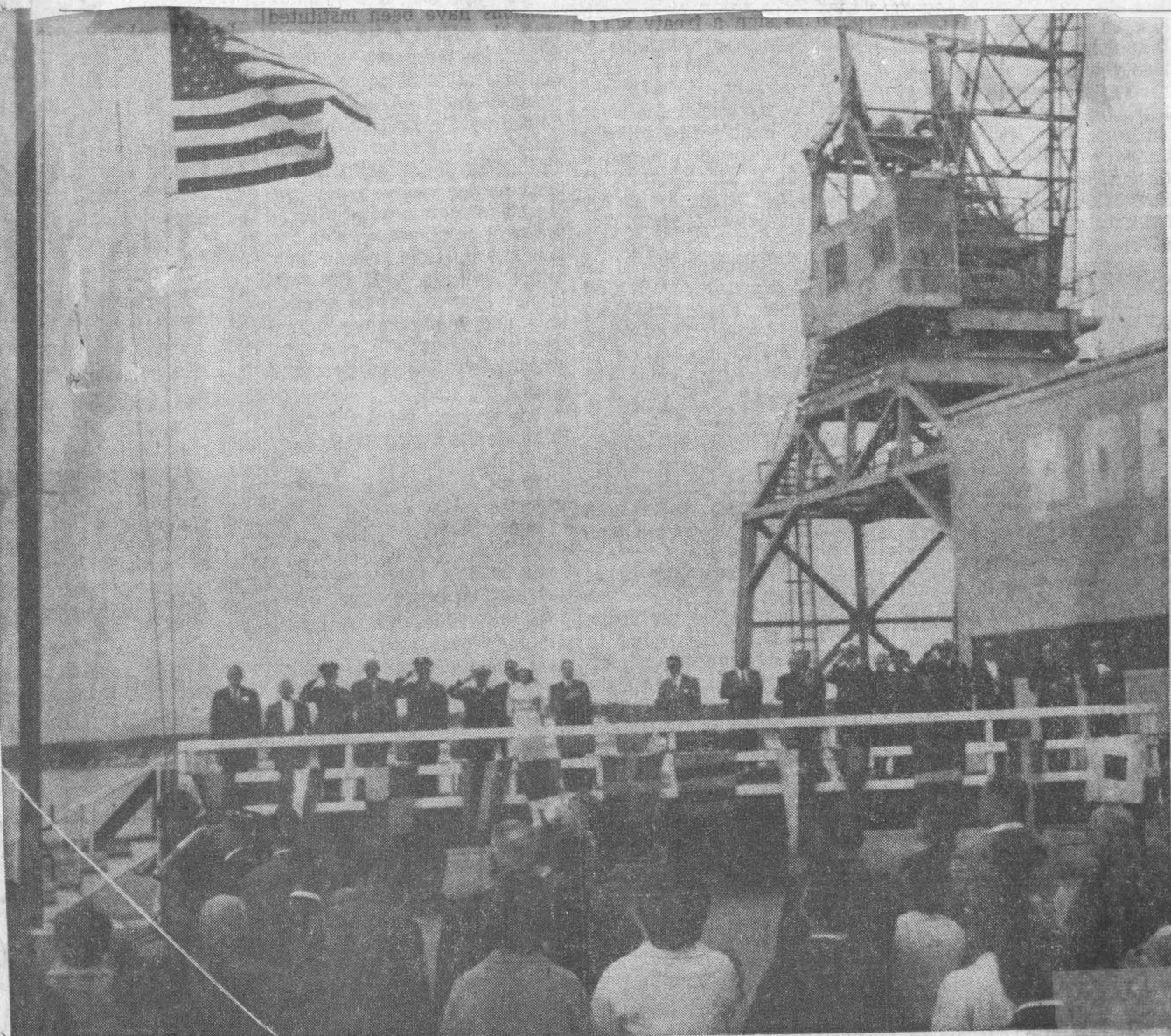
45TH YEAR — 16 PAGES

ANCHORAGE, ALASKA, SATURDAY, JULY 8, 1961

PRICE 10 CENTS

WEATHER
Cloudy, occasional
light rain.
High temperature 57.

WHITTIER BIDS SOUGHT BY ARMY



CITY'S \$8.2 MILLION PORT OFFICIALLY OPENED

Civic and military dignitaries were on hand today when Anchorage's new port was formally dedicated. Above is seen the dock area where ceremonies took place. A public open house is scheduled today and tomorrow at the port.

Port Dedication Held; Seen Playing Key Role

The port of Anchorage will play an important part in the future prosperity of Alaska, asserted Port Commission Chairman Harold Strandberg this morning at formal dedication of the city's \$8.2 million marine facility.

Strandberg was among seven speakers who addressed a throng of visitors and guests at the open air ceremony on the port's concrete dock in the city's Ship Creek waterfront.

"LET US NOT lose sight of the important part the port of Anchorage will play in the development of foreign trade," Strandberg said.

"Alaska's future prosperity depends on the export of raw materials. We know the port will play a very important part in this development."

TRACING the history of the modern one-berth facility, Strandberg said, "This dedication represents the end of the first phase of development of Anchorage as a seaport city."

"The people of Anchorage decided when the bonds for construction were approved that Anchorage would and should be a port city. None of the factors present at that time have changed."

"THE NEXT phase of development will be the selling of what your port can do," Strandberg continued, "not to the people of Anchorage, but to those firms who serve you."

"We recognize that this will mean changes in business methods and traffic patterns but such factors were recognized at the time the project was envisioned," Strandberg said.

OTHER speakers were to be Barnett Silveston, a partner of Tippetts-Abbett-McCarthy-Stratton, the port engineers; Kenneth Shepard, president of the Greater Anchorage Chamber of Commerce; Capt. E. C. Smith, commander of the Kodiak Naval Station; Rear Adm. C. C. Knapp, commander of the 17th Coast Guard District; Rear Adm. H. Arnold Karo, U. S. Coast and Geodetic Survey commander; and Mayor George H. Byer.

8 Anchorage Daily Times
Monday, Nov. 20, 1961

Port Handles Dynamite

214 Tons Unloaded At City's Facility

"Everything went well" in the unloading of 214 tons of dynamite at the port of Anchorage Saturday, a port official said today.

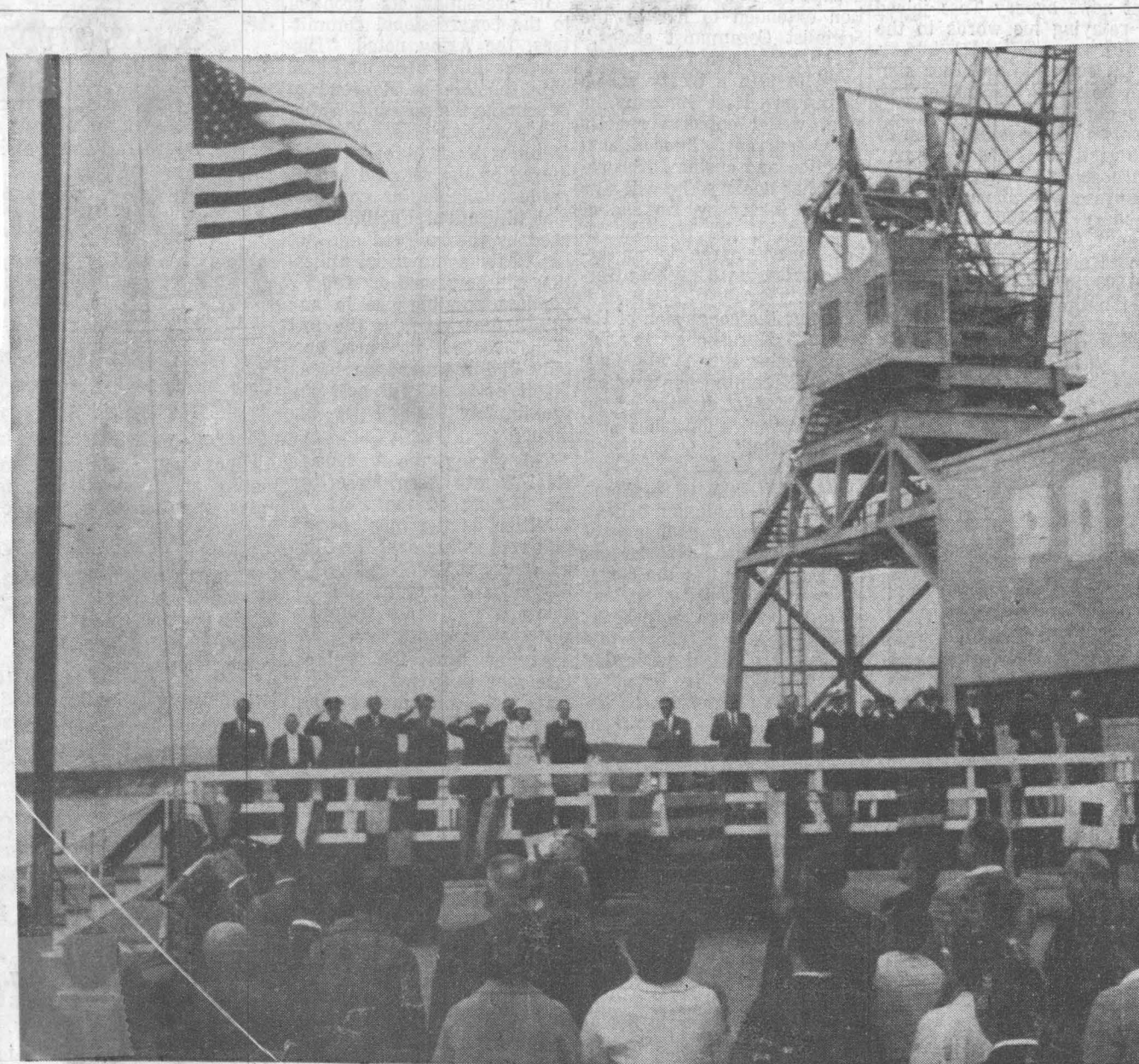
The high explosive, first to be shipped over the city dock, was transferred to Alaska Railroad cars and trucks for shipment to area dealers, Railbelt mines and a road construction project near Cordova.

Extra precautions were taken in handling the dynamite, the official said. City and Coast Guard regulations prohibiting visitors and smoking in the port area were enforced.

Each lift from the Alaska Freight Lines barge to the dock was limited to one ton as provided in regulations, it was said. The explosive was stacked by hand on pallets on the barge, lifted to the dock and sorted inside the terminal shed. Fork lifts were used in the transfers.

Due to dock at 2 p.m., the barge instead was brought in at 1:30 a.m. Saturday. Unloading started at 8 a.m. and was completed at 6 p.m.

Friday, the city council declared an emergency and repealed an ordinance requiring lightening of explosives from the carrier offshore. The change allowed the barge to tie up at the dock.



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\$33 Million Port Facility To Be Leased

Winners Must Expect To Pay Appraised Market Rental Value

The U.S. Army Engineer District, Alaska, will begin advertising for bids Monday on the leasing of the port of Whittier.

Thomas E. Smith, head of the real estate division of the District Engineers, said today that the ads have been prepared and will begin appearing Monday in the Wall Street Journal and Business Week.

THE LEASE proposal prepared by the District Engineers also will be advertised locally, Smith said. The bid opening is scheduled for Sept. 15.

Owned by the federal government, the port of Whittier facilities are valued at some \$33 million. The all-weather port is located about 60 miles south of Anchorage on the Alaska Railroad spurline from Portage.

First word out of official circles of the Department of Army okaying the "go ahead" on the leasing of Whittier appeared in Alaska Sen. E. L. Bartlett's newsletter.

CLEARANCE for the leasing has been obtained from the U.S. Senate and House Armed Services Committees, who were informed by the Army that it proposed to enter into a lease or leases at not less than the appraised market rental value of the facilities.

The port of Whittier was established in 1943 on 4,479 acres of land for military supply purposes. In 1946, the Army withdrew from the port, keeping only 1.01 acres for the Alaska Communication System.

In 1947, the Army resumed (Continued on page 2)

Whittier Bids Being Sought By Military

(Continued from Page 1)

its operations at Whittier, using about 1,330 acres. Construction amounting to \$31,887,357 followed with the facilities now including a supply terminal headquarters, a 14-story building for family housing and facilities for cargo handling and storage.

THE ARMY discontinued its operations at Whittier last September, continuing to handle only petroleum from the port.

In presenting its proposal to the congressional committees, the Army noted, "Discussions have been instituted with the Alaska Railroad to determine the possible continued operation of some of the facilities by it. Areas not required by the railroad can be made available for commercial utilization. Facilities not used by the railroad and not leased for commercial utilization will be placed on standby pending possible use in any future emergency. If the port is not leased, its care, custody and maintenance in an inactive status will cost approximately \$400,000 per annum."

This spring, the Anchorage Real Estate Assn. described the leasing of the Port of Whittier as the most important real estate deal for Alaska since U.S. Secretary of State Seward brought the nation's largest state from the Russians 96 years ago.

At that time, the real estate men proposed that the state make immediate request for the facilities.

Keeping Faith With Our Future

The long awaited day of the formal dedication of Port of Anchorage arrives tomorrow, Saturday, July 8, 1961 with simple but appropriate ceremonies planned.

With city officials, citizens of Anchorage and representatives of the military community present, the blue and gold flag of the Port of Anchorage will be raised, a plaque establishing Anchorage as the farthest north modern port of the United States will be unveiled.

While these ceremonies will be gay and on the lighter side as they should be, there is within the city an underlying feeling of apprehension and from some sources outspoken criticism of the wisdom of the port.

We are not ready for it, some say. We should have gotten traffic lined up first, others say. We have sold our heritage down the river, say others, by obligating ourselves and our children for an eight million dollar debt.

These criticisms are natural and to be expected. Individually every citizen is responsible for paying off more than eight million dollars in bonds whether the bonds be of the general obligation type or the revenue type. Therefore citizens have a right to be concerned over the success or failure of the port.

On the other hand it must be realized that a gigantic and complex facility like a deep sea port is not going to show immediate returns. There are such things as tariffs, schedules, and various other adjustments to be made. The port must "catch on". There is bound to be a time lag between the completion of the port and the period of accelerated use. This is the very reason that financing was arranged on ascending pay-off scale with the lesser amounts due during the early "starting-up" years.

In building the port Anchorage has shown a bit of that individualism gendored of the pioneer spirit which it is frequently bemoaned as disappearing from the American tradition.

Anchorage itself supplied its own funds and built its own port. So many times in modern years the trend is to let the federal government carry the load. Anchorage was unique in defying this tendency.

The port will come into its own over the next two to three years. It is a case of building a better mousetrap. We have done that. A path will be beaten to our door in the form of great ships and bustling cargoes.

It should be remembered that great accomplishments arise amidst criticism. There were many who said America could never survive without England.