

LAQUE OF PROGRESS — A "new era" in city progress through use of the port of Anchorage was predicted Saturday as Port Commission chairman Harold Strandberg and Miss Port of Anchorage, June Bowdish, unveiled the dedicatory plaque at officials

dedication ceremonies that morning. A special port flag, featuring the seal of Anchorage in gold on a navy blue background, also christened the new \$8,200,000 facility

(Daily News photo)

Railway Cars Due In Port

The first shipment of rail-road cars in the port of An-chorage history will pass through the city facility this month, according to Port Director Henry Roloff.

Monday, Northland Freight Lines will unload five tank cars consigned to Union Oil Co. of Calif. here, Roloff said About Aug. 21, five cement hopper rail cars for Permanente Cement Co. will be unloaded by Foss Tug and Launch Co.

The shipments are from Se-



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Big and Transport as Ship and Transport as Ship and Transport as Ship and Transport as the prost of the prost

Docks at City Port

FIRST MILITARY FAMILY to disembark from the USS Mann when it arrived at the Anchorage port yesterday was that of Capt. James B.Godsey. They are shown above in a photo taken just after they got off the

ship. From left to right are son Crawford, Mrs. Godsey, daughter Ellen and Capt. Godsey. Military men awaiting disembarkation are shown on the ship.

(Daily News photo)

600 Servicemen, Families Debark

music greeted the USS General neat." William A. Mann, a Military Sea
Transportation services shin as

30 minutes later Port director Henry Roloff de-

Transportation services ship, as "And this is a big one compared As the long, steel gray ship it arrived here late yesterday aft- to the barges and tugs we've had, moved into the harbor, onlook ernoon with 600 Army and Air
Force personnel and dependents

THE LARGEST ship to dock at the new Anchorage port, the Mann pulled into the harbor shortly before 5 o'clock and mann pulled ing some shortly before 5 o'clock and mann pulled ing some shortly before 5 o'clock and mann pulled ing some manner to the barges and tugs we've had. The name of the harbor of Roloff also had a reason to be sentimental about the ship. He children waiving to friends they sighted on the dock.

"Met COMING the new arrivals were some of the marbor, onlookers or could see officers, enlisted men, sailors, wives and little sentimental about the ship. He children waiving to friends they wait for me," and "Long time, no see," and "Long time, no see," and "How was the trip?"

passengers began unloading some | WELCOMING the new arrivals were some of the messages hol-(Continued on Page 2)

Safford, chief of staff, U.S. Army Alaska, and several hundred miltary and civilian onlookers. Senior Army officer arriving on the ship was Col. Allen Baker of the Corps of Engineers.

Music for the occasion was A summer shower and stirring scribed the landing as "very furnished by the 214th U. S. Army band of Ft. Richardson,

H. lared across the dock.

FIRST MILITARY family to come off the ship was that of Capt. James B. Goodsey, who will report to duty with the en gineer district at Elmendorf With him was his wife, Betty, and his children, a son, Crawford, 11, and a daughter, Ellen, 7. He is coming to Alaska following two years of duty with the ROTC at the University of Wisconsin.

"It was a very, very bice trip," Virginia born Mrs. Godsey re-ported. Asked if the weather was nice, Mrs. Godsey said it was She qualified this, however, by telling about a rough trip her family made by boat from Europe several years ago, and adding "Anything would be nice after that."

The Mann was built in 1943 and operated in both the Atlantic and Pacific oceans during World War II. During the Korean War, the Mann was placed in the MS-TS, fleet and carried troops to

THE SHIP was named for Maj. Gen. William A. Mann, who served in the U.S. military forces during the Spanish - American War and World War I. During 1960, the ship logged more than 100,000 miles carrying military personnel to their assignments. The trip which brought the military personnel and their famlies to Anchorage yesterday began in San Francisco four days It will depart Anchorage with 850 military personnel and their families at 5 p.m. today, docking in San Francisco later

Drop Surcharge On Japan Cargos

A 20 per cent surcharge on been notified by Gov. William Originally the freight con-ocean freight shipments A. Egan and Sen. Ern-ference set the surcharge at from Japan to Alaska has est Gruening that the Trans- 30 per cent in May 1960. On been suspended by shipping lines, it was learned here today.

Notice of the reduction in

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Notice of the reduction in the penalizing rate on Alaska
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BUT GRIMES and Roloff

rates on general cargo was bound cargos. received by George Grimes, Movement of general cargo officially set, a 30 per cent Anchorage importer-exporter, from Japan now will move surcharge still may be apand Anchorage Port Director from Japan to Alaskan ports plied to Alaska- Japan moveat the same rates as to other ments.

THEY SAID THEY had Pacific Coast ports, they said. Another organization — the Westbound Pacific Freight

PORT SEEKS TO ENTER FREIGHT RATE BATTLE

Anchorage port manager tween Seattle and Anchorage. Henry Roloff has wired the "NORTHLAND is the only Federal Maritime Commiscarrier serving Anchorage, sion for authority for the Anchorage Port Commission to intervene in the rate fight between Northland Freight Lines, and Puget Sound-Alasby Van Lines and Weaver and Puget Sound-Weaver and Puget Sound-Weaver

ka Van Lines and Weaver yet. Roloff and port commis Bros. trucking firm.

The latter two have protested proposed freight rate reductions by Northland for many traces.

Sioner Rodney Johnston will travel to Washington, D. C. when the hearing is set. Bros. trucking firm.

ductions by Northland for ma- If a hearing is not held and terials moving directly be- the Maritime Commission al lows the Puget Sound-Weaver petition, then the Anchorage Port Commission will engage a maritime lawyer and fight the case, according to a motion by commissioner C. R

> NORTHLAND has requested a downward tarriff on a number of commodities it moves, or plans to move, directly to Anchorage. These include anti-freeze, conduit, pipe, newsprint and lumber. The protesting lines have claimed that such action would be "cut-throat in character." Both Puget Sound and Weaver Bros. ship commodities through the port of Seward, then to Anchorage on he Alaska Railroad.

warned that, although never

Conference — consisting of similar membership, set rates on such shipments Grimes said. In answer to his query of last February, the conference "indicated" there would be a surcharge, Grimes

Both men praised Sen. Gruening and E. L. Bartlett "for the fantastic amount of work they have done in accomplishing" the reduction.

THEY SAID THE reduction will "definitely" increase shipments from Japan and other Eastern points, and aid the whole state in developin an export market with th

Although the largest amount of cargo would be shipped to Anchorage, other Alaskan ports will benefit from the reduction, they said. Carrying of small tonnages to other ports would be worthwhile for the ocean lines since they would be calling at Anchorage anyway, it was point ed out.

The reduction will "allow Alaska to infringe upon the 'gravy' shipping by North-west Pacific ports," Grimes said. Formerly, they enjoyed an advantage which allowed them to transship Japanese goods to Alaska because of lower freight rates.

"WE ARE LOOKING forward to a large year in 1962 both in imports and exports," Grimes concluded. "Now our efforts can be concentrated more toward the development of the export of natural resources and methods in which to enter into previously established trade routes and

circles in world trade."

Roloff said, "From the point of view of the port, this is a great victory for the state and incidentally Anchorage. With the help of the congressional delegation and businessmen, the port has been put on a par with the other major ports of the Pacific Coast. It means that in years ahead we will be able to generate tremendous amounts of tonnages in import and export."

COMPARATIVE FREIGHT CHARGES via PORT of ANCHORAGE

For information purposes a comparative analysis of through-landed common carrier freight charges for movement of cargo via barge service direct from Seattle Terminal to Port of Anchorage and delivery from Port of Anchorage within the City of Anchorage by truck on selected commodities is shown below in relation to the through rates for movement from Seattle Terminal to City of Anchorage via barge service to Port of Seward and railroad service from Seward to the City of Anchorage.

	T OF SEWARI
Building Materials 40,000 pounds \$3.07½ per 100 lbs. \$3.2	28 per 100 lbs
Groceries in cargo vans or containers 60,000 pounds \$2.17 per 100 lbs. \$2.5	58 per 100 lbs
Iron or steel angles, beams, bars or pipe · 80,000 pounds \$2.64½ per 100 lbs. \$3.0	09 per 100 lbs
Vehicles; automobiles Any Quantity \$8.12½ per 100 lbs. \$9.2	29 per 100 lbs

TERMINAL STATISTICS

Two 40 Ton level-luffing Gantry Cranes with 5 Ton jib Two 7½ Ton level-luffing Gantry Cranes Length of Dock—600 feet Width of Apron—46 feet Transit Shed on dock 150x350 feet, heated and sprinklered

Loading facilities at rear of transit shed for truck and rail Depth at face of dock is 35 feet at low low water Extreme tidal range in Knik Arm is minus 4 and plus 35 Four acres of open storage area

Staff Members

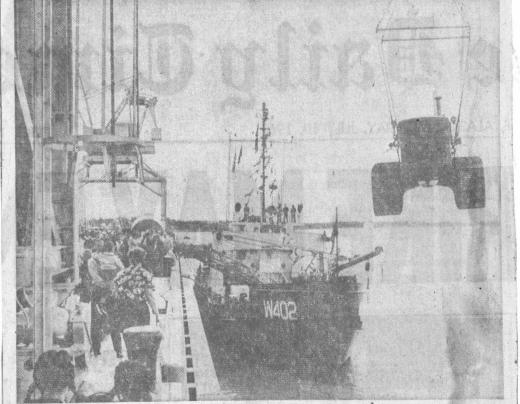
HENRY ROLOFF, Port Director

GROVE L. LAUTZENHISER, Traffic Manager WILLIAM M. BURNETT, Assistant Terminals Manager TED. J. SCHWARTZ, Pier Foreman

DONALD A. WALTER, Port Accountant

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PORT SHOWS OFF AT DEDICATION

One of the port of Anchorage's 40-ton gantry cranes swings a tractor over the side during a demonstration of equipment at the port's formal dedication Saturday. Visitors at a two-day open house also inspected the U.S. Coast Guard Cutter Sedge, seen in background.