



### 'RED DOG' FOUND

"Red Dog," mongrel mascot of the crewmen aboard the Coast Guard icebreaker Storis, was found the other day after being missing in Anchorage for more than a week. "Red Dog" went AWOL here from the Coast Guard cutter Sedge, which originally picked him up in Seward after he "jumped ship" from the Storis. Here he is shown hugging up to Don Walter, port of Anchorage business manager.

## Mascot Goes Home After Sojourn Here

Red Dog is on his way to Kodiak today aboard a Pacific Northern Airlines plane, accompanied by a written plea for clemency from Anchorage Mayor George Sharrock.

The canine mascot of the Coast Guard cutter Storis recently found Anchorage irresistible and went absent without leave from the vessel on a visit here.

He was located by an Anchorage city police officer and turned over to port officials.

After being presented with a key to the city and a certificate as "Honorary Canine Citizen of the Community," along with the letter requesting clemency, Red Dog was placed aboard the plane as a guest of the airline at 7 a.m. today.

The mayor's letter said: "It should be noted that as a member of the Coast Guard, Ned Dog, during his 3-week sojourn in Anchorage became more acquainted with the advantages and assets of Alaska's largest city than possibly any other member of the Coast Guard."

The letter also recommended that "crewman Red Dog be granted clemency for his extended stay in our city."

### Port Director Schedules Trip To Seattle Area

A travel request by Port Director Henry Roloff to go to Seattle next week was approved last night by the City Council. Roloff said today he will be gone about five days, attempting to solicit business for the Port of Anchorage.

Roloff said high on the list will be an attempt to make an agreement with major oil companies to aid the city in building a 450 foot extension onto the new city dock to accommodate oil tankers.

He will also talk to the oil companies regarding storage facilities here. Shell Oil Co. is looking into a five-acre tract of city property for a tank farm, and final details will be worked out on the trip, he added.

In addition Roloff will be contacting major ocean carriers in an attempt to get more direct service to Anchorage.

## Fur Rendezvous Queen Search Is Beginning

Henry Roloff, director of the port of Anchorage, has been appointed chairman of the beauty and talent committee for Greater Anchorage, Inc., according to an announcement by President Richard D. Beaulieu.

In his new capacity, Roloff will lead the search for Fur Rendezvous queen contestants in the Anchorage area and will maintain control of the coronation pageant Feb. 24.

**RULES UNDER WHICH** a successor will be named to reigning Queen Teresa Hanson remain much the same as in 1961, Roloff said. Miss America qualifications still prevail and the winner of the Rendezvous pageant will compete with representatives from throughout the state for the title of Miss Alaska.

The winner of the Miss Alaska contest will journey to Atlantic City next September where she will compete for the title of Miss America.

Contestants must have been residents of Alaska for not less than six months prior to next Feb. 24. They must never have been married, must be graduates of high school by September and must be between the ages of 18 and 28 on September of 1962.

**CONTESTANTS WILL BE** judged by a panel of judges, who live outside of Anchorage, in three sequences — ball gown, swim suit and talent.

Talent will be displayed in a three minute routine and it may consist of singing, dancing, playing a musical instrument, dramatic reading, dress designing, art display, speaking, or any other talent approved by the judges.

Official rules for the contest may be obtained at Greater Anchorage, Inc., headquarters in the visitor's log cabin at Fourth avenue and F street. For additional information, interested persons may call BR 7-8333.

**ROLOFF URGED THAT** anyone who knows of a qualified contestant or of an interested sponsor call the Greater Anchorage office.

## Icebreakers And Barge Make Port

After fighting severe ice condition in Cook Inlet since last weekend, the Alaska Freight Lines icebreaker Milton II with a barge made the port of Anchorage yesterday, escorted by the Coast Guard icebreaker Storis, from Kodiak.

The Milton II went down the inlet to bring up an Alaska Freight Lines barge with 800 tons of cargo a week ago yesterday. The vessels were due back Sunday.

But cold weather and bad tides combined to inflict damage to the new icebreaker, a converted Navy rocket ship, making its third trip to Anchorage. This was its second voyage. The first one arrived last Friday.

The Milton was reported to have sustained ice damage to a propeller guard. One propeller was shut down causing a loss of horsepower, it was reported.

**THE STORIS** was called from Kodiak Tuesday, but did not find the Milton II until Thursday because the Milton's radio transmitter went out. Later a radio-telephone was taken aboard by helicopter.

The Milton was originally located near the Foreland, a Coast Guard patrol plane, it was reported. Besides ice damage, a broken tow winch was reported to have caused the Milton to take its barge alongside, which lessened its effectiveness in breaking ice.

Veteran seamen say ice conditions in the upper inlet are the worst in several years.

When found the Milton had

unloaded immediately and the other 10 were unloaded Monday. The newsprint delivery was continuing today and was scheduled for completion tomorrow.

Bob Atwood, Anchorage Times publisher, said it is too early to know how the ship-help Anchorage and certain ment worked out economical-points in the (Alaska) railway. Charges for dock operations and handling have not been computed.

**"THE SHIPLOAD** of newsprint was ordered for three reasons," Atwood said. "It was the first time we have gotten newsprint suppliers to sell newsprint f.o.b. Anchorage. Until now we have always been compelled to take delivery in Seattle and handle the shipping ourselves."

"The second reason for the shipment was to provide an inventory at the newspaper plant. It is comfortable to have a good supply on hand instead of depending upon small shipments."

"The third reason, perhaps the most important one, was to use the Port of Anchorage. The Anchorage Daily Times was among the local agencies that urged construction of it, and we feel an obligation to use it. We hope that our experience with this shipment will prove the dock is economically sound. We want to speak with first-hand experience. However, we won't know the answer to this until the bills are in."

The six tanks proposed for immediate construction will have a capacity of 341,400 barrels.

**FUTURE construction** will see eight additional storage tanks planned with a 398,000 barrel capacity.

The planned tank farm lies to the east of the Anchorage Port Road and the Alaska Railroad tracks.

The permit was issued to W. B. Waterman, Shell Oil Co. official, earlier this week.

## State Taking Steps To Protest Alaska Steamship Rate Increases

JUNEAU (AP) — Gov. William A. Egan said today the state is taking steps to protest against freight rate increases sought by the Alaska Steamship company and the Trans-Pacific Freight Conference of Japan.

EGAN CALLED the proposed tariff hikes "unwarranted and unreasonable."

He said the Washington, D.C., law firm of Chapman, Wolfson and Friedman has been retained to file a protest of the Alaska Steamship request and seek its suspension by the Federal Maritime Commission. The action must be filed no later than next Monday.

Egan said action to protest the proposed Trans-Pacific tariff filing would be taken after receipt of the formal notification of filing from the commission.

**H. SAID** he then plans to exercise prerogatives granted by Congress to governors of various states to protest freight tariffs proposed by such steamship conferences. The protest would automatically suspend the tariff for a period of up to 180 days until the FMC rules on the request.

The Governor charged Alaska Steamship is "presumptuous" to propose a new increase while a protest to an earlier 10 per cent increase, requested by the company in December of 1959, is still pending before the commission.

**UNDER THE LAW**, the commission is authorized to suspend the tariff.

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Roloff said the conference could conceivably be monopolistic. He cited that the four carriers applying—Alaska Steamship Co., Puget Sound Tug and Barge Co., Consolidated Freightways Corp. and Weaver Bros. trucking firm—already have working agreements.

Alaska Steam hauls vans to Alaska for Consolidated and Puget Sound does the same for Weaver Bros., he said. "And though all four are recognized by the Federal Maritime Commission, only Alaska Steam and Puget Sound are actually engaged in water transport."

A conference can set rates, dictate schedules and vote on its own membership, he added. All this is done by vote of the conference members, Roloff said.

**THE FOUR** firms applied for conference rights early in October, and there has been no ruling on the application yet.

Earlier this week Sen. E. L. Bartlett, D-Alaska, questioned the purpose of the proposed conference and what effect it would have on Alaska.

Bartlett said in a letter to the applicants, "I think it is unnecessary to remind you of the predominant position in the Alaska trade occupied by the members of the proposed conference or to enumerate the many abuses which may be perpetrated from a monopolistic posture."

PELLY, responding, said: "A Canadian government-owned and subsidized barge line might temporarily serve the needs of the Alaska trade, but it is not a long-term solution."

PELLY SAID he agreed Alaska's future is dependent upon reasonable and economical transportation rates.

"But," he added, "any shipping off of available cargo from existing American and privately owned carriers is bound to result in a reduction by them of scheduled trips and an increase in their costs which means even higher than present freight rates."

Pelly said more than 80 steamship operations to Alaska have failed because of the seasonal and marginal nature of the trade.

"My position," he said, "is that the way to lower freight charges and improve service is to increase rather than diminish available cargo to existing carriers."

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## Port Chief Hits Back At Rep. Pelly

Anchorage Port Director Henry Roloff today charged Washington Republican Congressman Thomas M. Pelly with "serving the vested Seattle interests that have long attempted to control the trade and transportation economy of Alaska."

Pelly yesterday said he will battle the agreement between the Alaska Railroad and the Canadian National Railroad, whereby freight cars will be brought from the east to Prince Rupert, B.C., then loaded on barges and connect with the Alaska Railroad at Whittier.

Roloff charged, "Pelly has not only alienated our Canadian friends, but has also assumed the position that he is representing Alaska's best economic interests. This is a presumptive attitude and does not reflect Alaska's interests nor, I would hope, the national policy."

"When the Washington congressman defends the Seattle-based carriers he is defending the same interests who for a half century have stifled the Alaskan trade with high rates and mediocre service."

"THESE same carriers to-

day do not offer economical service — they do serve Alaska's largest city, Anchorage, and further, these carriers have continually petitioned the Federal Maritime Commission for exclusive routes and higher rates," Roloff continued.

"As port director I have always been a strong competitor of the Alaska Railroad. But when Rep. Pelly accuses the Alaska Railroad of almost unpatriotic and 'bureaucratic' motives in their proposed service with the Canadian National Railroad, then it is time that Alaskans join together and serve notice on prejudiced Washington congressmen to tend to his own small district and represent the people who elected him," Roloff said.

"Alaska's future is dependent upon reasonable and economical transportation rates. Our growth is and will be more closely allied with our Canadian neighbors than it is with the small district that Pelly represents. If Canada is willing to provide a service which is beyond the ability or inclination of those he represents, then the Canadians should be permitted to compete," Roloff added.

PELLY SAID Congress "should be concerned" about any agreement involving the government-owned Alaska Railroad that would hurt trade in the northwest.

(In Anchorage, Donald J. Smith, general manager of the Alaska Railroad, made a one-sentence comment charges. Smith said: "The economy of Alaska should not be dependent upon any one particular part of the 'lower 48' states.")

Sidney G. Hayman, manager of the service department of the Alaska Steamship Co., said it was not possible to determine immediately what might be the impact of the proposed new service.

"IT CERTAINLY will not help Seattle if its successful," Hayman said. "It will further confuse an already complex Alaska transportation picture."

Howard M. Burke, general manager of the Port of Seattle, said the Prince Rupert-Whittier service has been under discussion for many years.

"It will make it pretty rough for Seattle jobbers and shippers," Burke said.

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## Second Firm Cuts Rates

Alaska Freight Lines, Inc., today confirmed that it has lowered its freight rates on shipments of groceries to Anchorage from the lower 49. The rates are in line with reductions announced yesterday by another carrier.

"Alaska Manager Peter Rude said the lines' policy has been to maintain rates completely competitive with others involved in Alaska trade."

"Our rates will be exact and equal with our competition," he stated.

Yesterday Puget Sound-Alaska Van Lines announced rate reductions of from 15 to 47 per cent, depending on the commodity.

Rude also noted that the Alaska Freight Lines icebreaker, the Milton II, departed the Port of Anchorage this morning on its second scheduled trip down Cook Inlet this week.

## Shipper Has New Position

Thomas E. Garside, veteran shipping executive, who has been with Northland Freightlines, a Seattle firm, serving the port of Anchorage, has taken a new position with Pacific Inland Navigation Co. and its affiliate Alaska Barge and Transport, Inc. It was announced today.

Garside will move to Vancouver, Wash. from Seattle, where he will assume new duties March 1. Pacific Inland and Alaska Barge and Transport maintain offices in Seattle, Vancouver, Wash., The Dalles Ore. and Anchorage.

## Roloff Hits Shipper Plan

Conference Could Be 'Monopolistic'

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## Pelly Attacks Sea Freight Service Plan

SEATTLE (AP) — Rep. Thomas M. Pelly, R-Wash., said today he will propose a congressional investigation of plans for the Alaska Railroad to handle freight shipped to Alaska through Canada.

Pelly commented in a telephone interview from Washington, D.C., after Canadian National Railways announced yesterday it would extend freight service by sea from Prince Rupert, B.C. to Whittier, Alaska.

CNR said it would transport freight for Alaska by rail across Canada, then move it to Whittier on barges to connect with the Alaska Railroad.

"This could be very serious for Seattle," said Pelly.

At present much freight from the eastern and central states is shipped by rail to Seattle; then transported by barge or ship to Alaska.

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