

## ANCHORAGE SPURS PACE OF BUILDING

Work Reflects Venturesome  
Spirit—Pipeline Points  
to Lower Fuel Bills

Special to The New York Times.  
ANCHORAGE, Aug. 13—This ebullient metropolis on Cook Inlet continues to reflect the spirit of a venturesome Alaska with a great destiny, despite complaints along Fourth Avenue that "business is slow."

A visitor returning after an eighteen-month absence is struck by the amount of civilian construction work all over town.

An eighty-mile natural gas pipeline that will cost nearly \$20,000,000 is being built rapidly from the new gas fields of the Kenai Peninsula south of Anchorage. This is being welcomed by many residents with high fuel bills. Jerry Bowkett, a reporter for The Anchorage Times, said he was paying an average of \$35 a month the year round—a total of \$420 a year—for fuel oil to heat his three-bedroom house. His case seems typical.

An \$8,000,000 dock will also be ready for use here this winter. This is looked upon by risk-taking voters as "an \$8,000,000 gamble." Henry H. Roloff, port director who came here from San Diego six months ago to "build up the port from scratch," reported that so far he had no assurances from any of the major carriers that they would serve Anchorage.

## Roloff Sees Rate Threat

Proposal Could Raise  
Alaska Shipping Cost

Anchorage Port Director Henry H. Roloff believes that higher shipping rates to Alaska will result if the Trans-Pacific Freight Conference of Japan is successful in luring three non-conference members into the fold.

"You can bet that any decision to add three operators to the conference membership is based on the fact the operators are carrying considerable amounts of tonnage at rates lower than the conference allows," Roloff commented on a report from the Japan Times of Tokyo that the conference is seeking membership for Yugoslav, Nationalist Chinese and American lines.

ROLOFF SAID the conference is allowed to operate under a special "Shipping" clause of the Sherman anti-trust act. He said that the Trans-Pacific Freight Conference of Japan was made up of most of the shippers who carry freight from Japan to the North American coast. "I doubt that any change in the rates of Yugoslav or Nationalist Chinese lines will make much difference to Alaskans because there is little probability that their ships will dock here anyway," Roloff said, "but a hike for the American lines would affect prices here."

## Proposal For Whittier Hit By Gruening

By A. ROBERT SMITH  
Times Washington Correspondent

WASHINGTON — Sen. Ernest Gruening has asked Interior Secretary Fred Seaton to justify the Alaska Railroad's plans for loading commercial cargoes at Whittier.

The senator transmitted a resolution of the Anchorage Port Commission protesting the railroad's plans. He noted that Anchorage is completing an 8 million dollar port development, and that Seward has an interest in maintaining traffic flowing through its own historic gateway to the Railbelt.

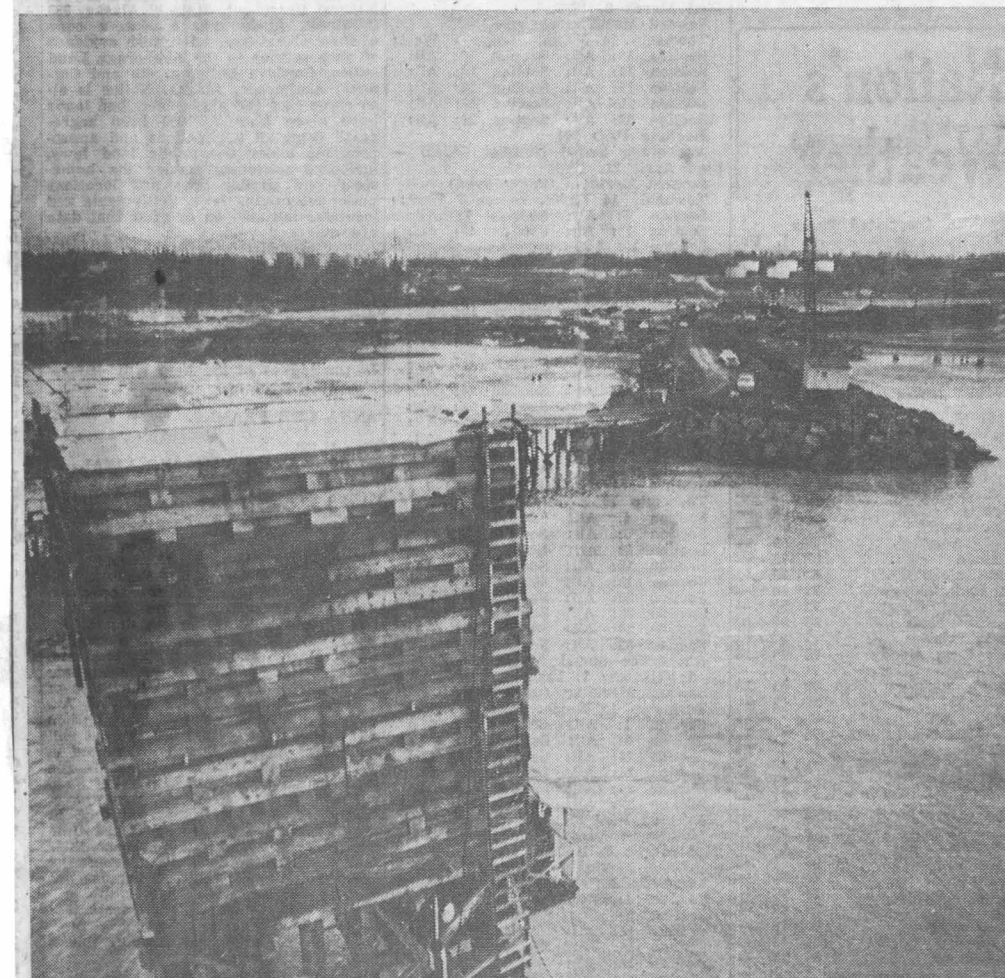
"In the recent years we have heard many statements about how this administration opposes government competition with private enterprise," Gruening wrote Seaton.

"I am wondering whether and how you justify federal government operation of docks at Whittier in competition with the local public body at Anchorage and the community of Seward."

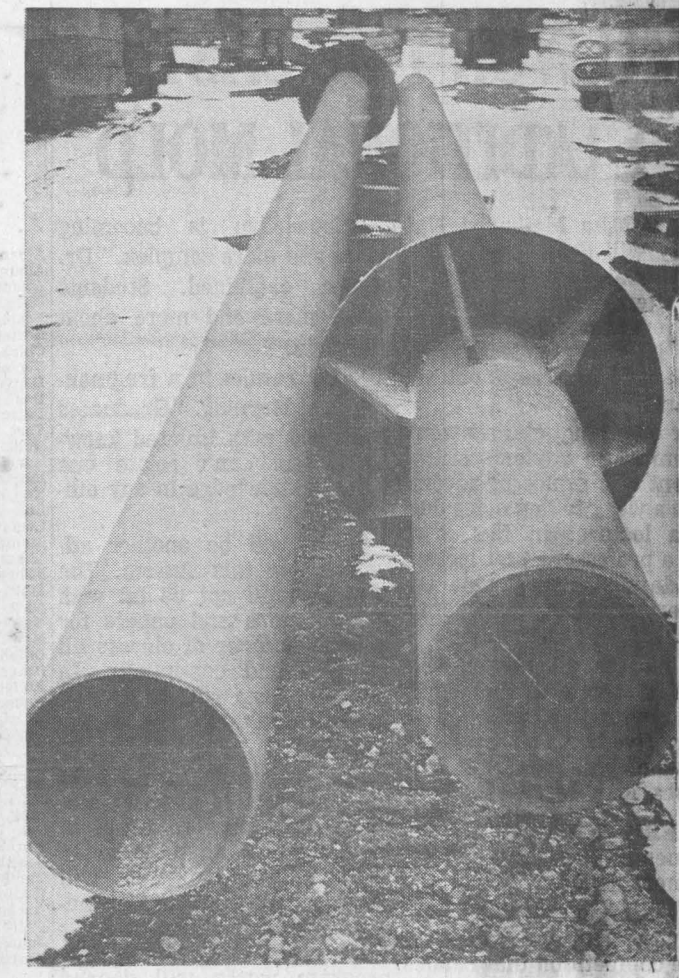
# City Port Seeks Firm Footing



**PORT PENTHOUSE** — Apparently misplaced, a structure similar to this will rise this week in the waters off Anchorage's \$8,000,000 port, now abuilding. The complex of pilings and huge boxes is used to load test pilings for support of the 500 by 300 foot deck.



**GULL'S EYE VIEW** — Atop a crane's boom, the photographer catches a high view of the filled boxes, piled five high and two across, and of the port approach. To be ready for service by Nov. 23, the port is being built 700 feet offshore with a transit shed, two 40 ton gantry cranes for ship loading and rail and truck facilities. About 52 acres of marshland near the facility are being reclaimed for commercial uses.



**PILE SHOES** — Since tests of the Inlet bottom down 150 feet found no bearing rock, a means of supporting the pilings in suspension was devised. Yard-wide "shoes" are welded on many of the pilings near the base to provide bearing surface. The load test determines size of "shoes" needed. Piles are driven 20 to 40 feet down.

## Port Sees Threat In ARR Plans

Commission Fears  
Use Of Whittier  
May Affect Rates

The Anchorage Port Commission sees a threat to the success of its \$8,000,000 docking facility, scheduled to be opened this year, in the intent of the Alaska Railroad to take over the dock facilities at the Port of Whittier from the Army.

Under an agreement between the Department of Defense and the Interior, "the Alaska Railroad will keep the dock facilities at Whittier in operation," according to a recent statement from the U.S. Army Alaska.

IN A letter to Sen. Warren G. Magnuson (D-Wash.), chairman of the Senate Committee on Interstate and Foreign Commerce, Anchorage Port Director Henry Roloff said the local Port Commission has gone on record "as being opposed to the ARR using the Port of Whittier for the discharge or loading of commercial cargoes under the new operating agreement with the United States Army." The letter added: "It is the opinion of the Port Commission that the ARR, a federal entity under the jurisdiction of the Dept. of Interior," should not handle commercial cargoes "in competition with facilities underwritten by the citizens of Alaska."

The port of Anchorage now finds itself in competition with the federal government at two ports of entry on the rail access to the interior of Alaska," Roloff said, since the railroad is the owner of all port facilities at Seward.

The issue "is extremely critical because no regulatory body controls the rates and tariffs established by the railroad for the line hauls or ports charges," Roloff said.

THE INTENT of citizens in financing the Anchorage port "will be entirely abrogated unless realistic federal directives are applied until such time as regulatory controls can be established."

Roloff said the question to be settled is "whether the Department of Interior is operating the railroad in conformance" with the purpose for which it was created.

The main objective of the creation was to develop the then territory.

Roloff said today that "the Port Commission does not want the ARR to create a set of rates for shipping from Whittier to the interior which would work against the Port of Anchorage."

Whittier should be operated as a military port only and not handle commercial cargo, Roloff said. "The commission does not want Whittier operated as a competitive port to Anchorage," he said.

A RAILROAD spokesman said "the railroad is not contemplating that." Further

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MERRILL REEDY, Connellman George Sherrock suggested that connect look into the possibility of placing the city's wharf under control of the port commission and port director, as most cities with both facilities have done. (Reedy referred the matter to the city attorney for further study.)

## Shoal Said Building At Ocean Dock Here

The settling into the mud of the freighter Chocataw at Ocean Dock yesterday may have beclouded the Port of Anchorage's picture.

Henry Roloff, Port of Anchorage director, today said the vessel listed some four to five degrees yesterday when stranded by low tide at the Army-run dock.

He said a shoal is forming near the dock that may continue to cause ships to list at low tide in the future.

This, he added, might result in skippers keeping their vessels out of Cook Inlet and would subsequently hurt the \$8,000,000 port facility now under construction by giving Anchorage a "bad reputation" for shipping.

ROLOFF indicated the shoaling condition may have built out far enough from the dock to create lists among deep-draft ships despite the fact that a berthing barge separates them from the dock.

A second berthing barge, which would hold the ship out in deeper water, would be impractical because it would put the ship beyond reach of present dock cranes. Officials indicate, however, that dredging operations could remedy the situation.

Roloff said marine inspectors have indicated the shoaling condition is building.

BUT PERSONS in charge of unloading material at the dock claim there is no serious problem regarding ships settling into the mud. They also claim there is no shoal.

One of them said there was no list to the Chocataw yesterday, while another said there was.

Roloff said statements that there was no shoal were "ridiculous."

U. S. ARMY officials, who have run the dock since 1941, were unavailable for comment.

Although the Alaska Railroad still owns the dock, railroad officials said any such problems are the Army's and added, "We haven't heard of any trouble."

## Savannah Is Invited Here

City Port Would Be  
Dedicated On Arrival

The Port of Anchorage is adding its invitation to that of Gov. William Egan's to the Nuclear Ship Savannah to visit Anchorage as well as the remainder of the state's ports during her inaugural world voyage sometime next year.

Harold D. Strandberg, chairman of the Anchorage Port Commission, issued the invitation in a letter to Vice Adm. Ralph E. Wilson, chairman of the Federal Maritime Board yesterday.

"THE PORT OF Anchorage would be honored and proud to dedicate" the \$8,000,000 port facility near Ship Creek "upon the arrival of the NS Savannah," Strandberg said.

"This terminal was designed to serve the maritime requirements of the era ahead . . . and is the newest port in one of the newest and certainly the greatest state among the 50," Strandberg wrote.

"In amplifying the invitation of Gov. William A. Egan, the Port of Anchorage can assure you that people of Anchorage and the citizens of Alaska will welcome the queen of the American Merchant Marine in a manner reflecting credit to the U.S. and Alaska throughout the world," he concluded.

The city expects to have a usable port facility by next month.

## Port Workmen Plunge 40 Feet To Inlet Waters

Three men were reported to have plunged about 40 feet into the water of Cook Inlet today when a test piling structure at the city's port construction project collapsed.

The office of the contractor, M. B. Gilbrough Co., said the men apparently were not injured.

Six boxes containing gravel weighing 360 tons broke through supporting wooden piles and dropped to the water at 5 a.m. it was reported. The workers were transferring the load from a permanent steel pile being tested to the supporting structure when they gave way.

Names of the men were not learned.

Resident Engineer Walter Potter said the accident is not expected to delay construction since the test of the piling had been completed. The port is due to open Nov. 23.



**SIX MILES OF PILING** — A Kaiser Steel barge loaded with 2,200 tons of piles for the dock arrived here recently. Over 400 lengths of the pipe of several diameters would stretch about 32,000 feet if laid end to end. A total of 1,144 piles are being driven, equalling about 80,000 linear feet. The city's consulting engineer on the project is Tippetts-Abbett-McCarthy-Stratton. General contractor is De Long Corp. The pile and concrete form work is being done by M. B. Gilbrough Co., and the concrete work by Anchorage Sand and Gravel.