

#### Dredging Begins in Port Area

A dredge of the Great Lakes Dredge and Drydock Co. is in place in the harbor at the Port of Anchorage, clearing sludge from the harbor bottom under contract to the Corps of Engineers. A new tugboat, the Columbia, at left, is waiting to be used as a dredge and dump scow. The Columbia is operated by George H. Shaver, who is the second member

of the Shaver family to work in Alaska waters. Shaver's grandfather, Capt. George M. Shaver, came to Alaska in 1898 with six sternwheelers which he took up the Yukon River and operated during the gold rush. Work in the dock area will take about two months.

## New Ideal Cement Plant Here Featured In Magazine

The Anchorage terminal of Ideal Cement Co., near completion in the port area, was featured in the September issue of the firm's magazine, *Emphasis Ideal*.

The cement storage and distribution complex is expected to be completed this month. The center will feature four 64-foot-tall cement storage silos, a 5,000 square foot warehouse, terminal office, scale house and general offices.

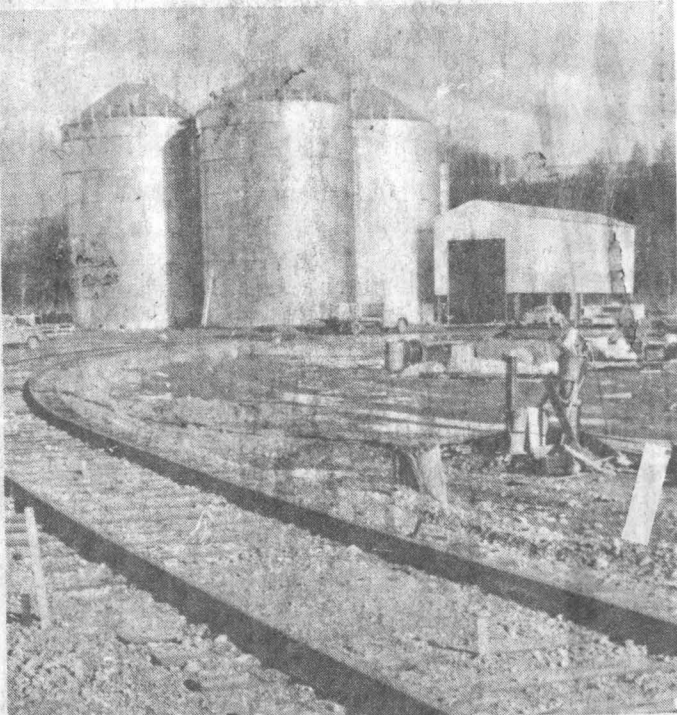
The publication, commenting on the construction project says, "Inquisitive moose, ice eight feet thick, treacherous silt, and a variety of unique problems are all part of construction in Alaska."

"Construction . . . is going forward about on schedule. Ideal's project engineer and contractors moved onto the site last April while winter still gripped the area . . . and would be right on schedule except for a three-week work stoppage which brought all construction to a virtual standstill."

Alaska wildlife is also interested in progress of the plant. The story comments: "Curious moose have stood watching construction at the edge of the site. At least one has ventured into the warehouse."

Also commenting on Alaska resources, the publication says: "The major discoveries of oil on the North Slope around Prudhoe Bay are the hottest thing in the petroleum industry and will generate activity described as the biggest economic project ever undertaken by private business."

"Every year," the story continues, "more and more Americans are discovering Alaska and yielding to the challenge of the Alcan Highway or the beauty of the Inland Passage water route . . . Anchorage, the story states,



#### IDEAL PLANT STORAGE SILOS

Four 64-foot silos at the Ideal Cement Co. plant here will be used for storage and distribution when completed. The firm's complex, in the port area, will serve as Ideal's headquarters in Alaska. The local facility was featured in the company's magazine, *"Emphasis Ideal,"* in the September issue.

will be Ideal's headquarters in Alaska with, "literally, hundreds of millions of dollars worth of construction either in progress or on the drawing board. In addition to Ideal's terminal there are shopping centers, office buildings, subdivisions, schools, industrial buildings, and, of course, the vast construction activity surrounding the North Slope oil discovery."

Ideal's activities here are under the direction of Scotty Marshall-Pryde, general manager of the Alaska division for the company. He has been in charge of local operations since the firm began shipping to Anchorage in 1960.

## RAILROAD PLANNING TO REMOVE DOCK

If a question of litigation is answered satisfactorily, the Alaska Railroad will plan to remove the old Army dock at the port during the equinoctial high tides next spring, according to John E. Manley, general manager of the railroad.

Although an attorney for the city has assured railroad officials that removal of the dock will have no effect on a court case concerning the ownership of the land on which the dock rests, Manley said they would seek an opinion from the Justice Department, legal counsel for the railroad in the case, before proceeding with any action on the removal of the dock which has been an eyesore and a

hazard since the 1964 earthquake.

The federal District Court in July ruled that the title of certain tidelands belongs to the city rather than to the federal government. The railroad plans to appeal of the ruling to the Ninth Circuit Court of Appeals, Manley said.

Manley has indicated that the railroad has no objection to removing the dock and that a proposal for the method of removing it has been considered.

"We want to be prepared operationally to do whatever we're going to do," he said, indicating that the Coast Guard and the Army Corps of Engineers probably would work with the railroad in a joint effort on the project.

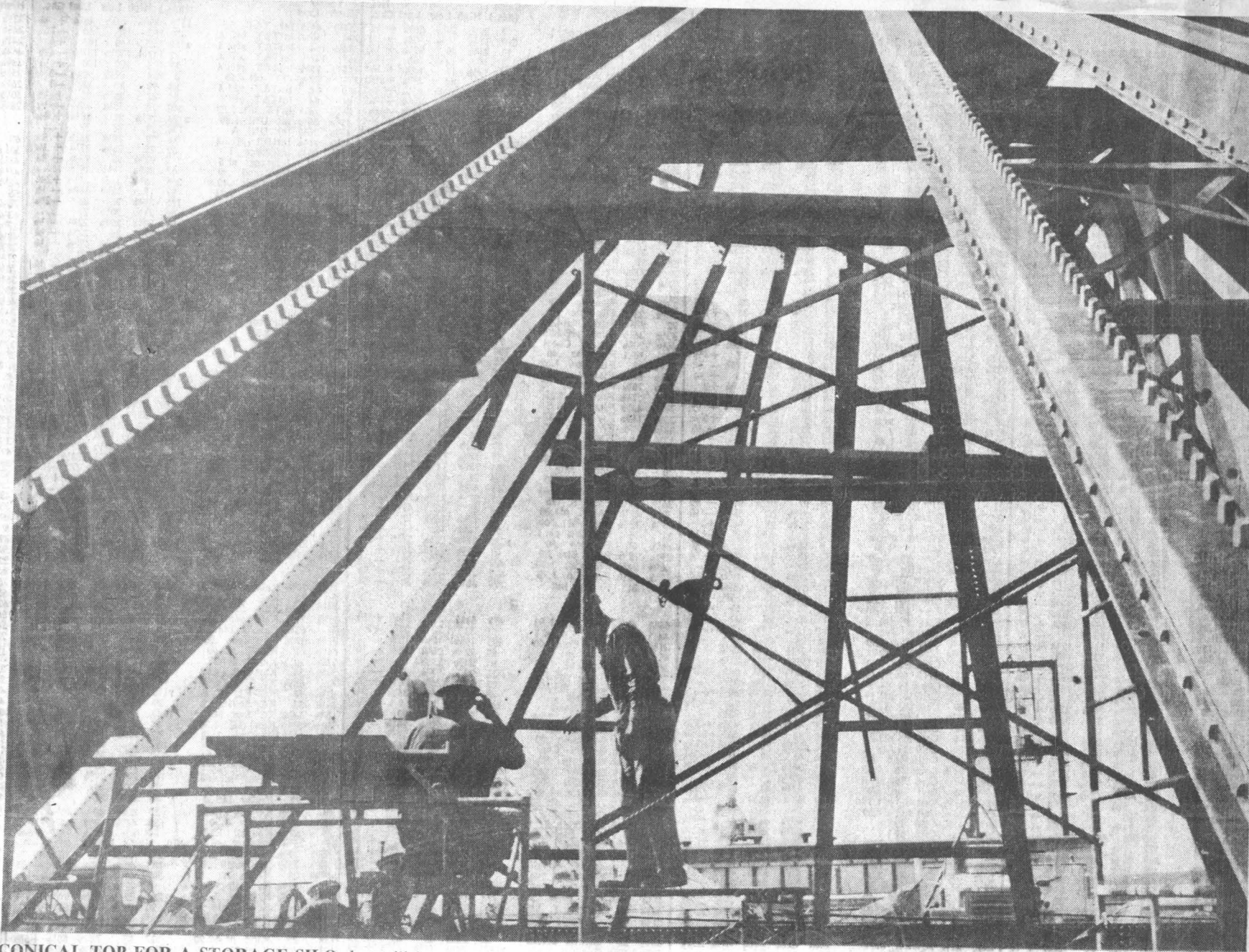


#### 'SUPER SAM' GETS TWIN BROTHER

A twin to Sea-Land's huge Super Sam crane is under construction at the Port of Anchorage and is expected to be in operation in about a month. Not yet named, the new crane is identical to the

vanship-unloading crane which began operation in June, 1966, and will ride the same track as its brother. Towering 171 feet high, the cranes can unload about 20 vans per hour.

## Cement Storage at Anchorage Port



CONICAL TOP FOR A STORAGE SILO that will be part of the new Ideal Cement Co. facility in the Port of Anchorage industrial park is assembled by workmen at the plant site. Work on the facility, delayed for a time by labor strikes in the Anchorage area, is progressing rapidly now and completion

should not be greatly delayed, according to local officials. A pipeline from the city dock has been installed to transport the bulk cement across the open mud flats to the storage silos.

(Daily Newsphoto by A. Cameron Edmondson)

## A LIFT FOR YOUR POCKET BOOK.

Remember when basic things like soups, soaps and cereal costs were outrageously more than state-side prices? Then — Sea-Land Inc. decided to take an Alaskan size gamble. They said it couldn't be done — year 'round service through Cook Inlet? Impossible! Now, of course, that's history! What is important is that we now service Anchorage regularly fifty-two weeks a year. But! Neither Anchorage nor Sea-Land anticipated today's fantastic demand for commerce across Anchorage's dock. To keep consumer costs down, the city must now have a second giant container crane in operation. That's what Tuesday's City Bond Proposition No. 5 is all about. The cost is \$900,000. Sea-Land guarantees the payment. Net result — absolutely no cost to you, the tax payer! Anchorage ends up owner of the crane. You benefit in reduced costs of consumer goods and improved service. Proposition No. 5 is only a part of Anchorage's Bond Progress Package for Tuesday's election.

Vote YES on No. 5!



Ed. photo. by Sea-Land, Inc.