



Anchorage Daily News/Paul Brown

Ordered out

James Conneely takes his belongings from shanty near the Ship Creek boat ramp Tuesday after the Alaska Railroad ordered him out. Metro, Page B-1.

Railroad removes Ship Creek squatter

By JIM ERICKSON
Daily News reporter

At 7 a.m. Tuesday, somebody knocked on James Conneely's door to let him know his dwelling was about to come down around his ears.

Three hours later, Conneely sat dejectedly on a pallet next to the municipal Ship Creek boat launching ramp, overlooking a pile of rubble that had been the contents of his modest shanty by the inlet. The bulldozer and front-end loader, dispatched by the Alaska Railroad, were scooping up the discarded car seats, hubcaps, beams and pipes and depositing them in a dumptruck.

Conneely had built his shack on land owned by the railroad. On Tuesday, railroad personnel reclaimed it, bulldozed his handiwork and hauled it off.

"I thought it was available to develop as a place to live," Conneely explained as he watched the D-9 Caterpillar plow more of his belongings into the pile. "I didn't

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Railroad removes a Ship Creek squatter

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mean no disrespect to the city," he said.

His rusting Volkswagen van was parked on the plot amid the dry-docked fishing boats and swampland two years ago, he said, because he had figured the land belonged to the city and he could claim it. Conneely, 41, said he lived in the van last winter, gradually athering the trappings of home from dumpsters in the port area, fashioning a roof his summer. Someone had given him a couch, trunks were donated from "professional people." The civic-minded street-person even bought a couple of trees to fix the misplaced homestead.

"I put in hundreds of hours a month trying to develop it," Conneely said, adding he planned to put up a shop and start building furniture to sell. "I made every conceivable honest American effort." The bulldozing of the Conneely homestead marked the second time this summer Alaska Railroad employees policed squatters from their land near the port. In May, numerous street people were evicted in a similar incident. Many ended up living in a tent city on land leased from the railroad by the city. Railroad officials did not return phone calls from The Daily News Tuesday. Conneely acknowledged he had been warned two weeks

ago by a railroad employee that he would have to move. He was angered, he said, because he had been using the restroom in the nearby Alaska Railroad terminal, but he was always careful to empty all the ashtrays and keep papers off the floor of the station.

"I never got paid for that," he said.

He was angered, too, because he had lost all his belongings except what he could carry.

"Everything I own is cleaned out," he said. "I ain't got nothing except my jacket, my bag and my Bible."

"As far as they're concerned, it's all garbage," he said, gesturing towards the dwindling pile.

Wednesday, July 27, 1983

Crowley Maritime to resume Portland-Anchorage service

by Carl Gidlund
Times Business Writer

Monthly barge service between Portland, Ore. and Anchorage will resume "on a trial basis" Aug. 22 after a five-year hiatus, according to Crowley Maritime officials.

"Our trade missions to Alaska have set the climate for this and other business," Portland Mayor Frank Ivancie said Tuesday. "I'd estimate they've generated about \$6-\$8 million worth so far."

The barge line's Portland area sales manager, Marty Richmond, didn't dispute the mayor, but he called the new business "a natural extension of our current Alaska service."

In the past, contrary to virtually all other Alaska freight business, a monthly Crowley barge has been hauled up empty from Portland, then pulled back full. Its cargo is urea, a chemical fertilizer manufactured in Kenai Peninsula refineries.

But Crowley's urea-hauling barge, the 396-by-80-foot "Oregon," will now be hauling freight north.

According to Richmond, commodi-

ties targeted for transport on the covered barge include full truckloads of lumber, plywood, particle board, rolling stock — excluding autos — iron and steel, machinery, building materials and prefabricated homes.

So far, only the August shipment and another leaving Portland on Sept. 22 have been scheduled for the six- to seven-day run northbound run.

Richmond said his firm's freight rates will be the same as those charged by Seattle shippers, 175 miles closer to Alaska. Furthermore, those rates include delivery within the Anchorage commercial zone, he said.

Richmond said Crowley was in the northbound freight business from 1975 to 1978. "But we dropped it after the pipeline was built. We just didn't have the business."

Ivancie noted that Crowley was represented in his Alaska trade missions, the first of which he led in the fall of 1980, followed by a second last December.

"And last June, your governor brought a delegation south. All of those contributed to the growing business be-

tween your state and our city.

"In addition, about a year ago, one of our port planners and I visited Valdez for four to five days to give those folks the benefit of our experience. Valdez now has a permanent full-time representative here studying our port operations."

The mayor said the Alaska connection benefits Portland manufacturers as well as shippers. "A \$1.3-million prefabricated school was just shipped out of here to Little Diomed Island. It was built by Modern Building Systems of Portland."

And he said Hoffman Construction Co., the contractor for Sohio Alaska Petroleum Co.'s new \$50 million building, is a Portland firm.

Ivancie said is so pleased with the results of his previous missions that he's planning another, this one at the end of September.

"Anchorage will be our headquarters, and we're thinking about a mini-trade show there. Perhaps some of the 30 to 50 in the delegation also will attend your state chamber of commerce meeting."