OMAR VISITS SEWARD

Continued from page 6

and Smokey the Bear in attendance at the "D-1 Bowl", the OMAR team made a heroic effort to come from behind and tie the Greenies 18-18. With referees C.W. Frog and Mitch Ahool calling the shots, neither team could muster additional points to pull ahead and win. There were no serious football injuries, although it was reported Anchorage Mayor George Sullivan was seen nursing a skinned knee behind an ambulance.

Special guests for the Alaska Railroad made a few "arrests" during a futile attempt at a train robbery at Moose Pass. Among those taken into custody and handcuffed was the poorly disguised mayor of Seward, Ray Hugili, and members of the Seward City Council. The bandits were soon released, however, after they promised to behave themselves.

William L. Seward and his wife, Seward is a descendant of William Henry Seward, who negotiated the sale of Alaska from Russia in 1867.

OMAR would like to thank the following "nice people" for their volunteer effort in making the train charter such a success:

- Liz Lotis
- Connie Parker and Friends
- Mark and Charlene DeWes
- Jinnie Holley
- Carolyn Walters
- Barbara Hinchse
- Kelly Gay
- Pat Laffleur
- Bill Purrington
- Kathy Easley
- Rosalie Danielon
- Gloria Winn
- countless others too numerous to mention.

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WORLDWIDE EFFORT NEEDED ON OCEAN RESOURCES

The Ketchikan Daily News, in an August 19 editorial, stated that Washington Sen. Henry Jackson is discovering "what Alaskans have warned about. If environmentalists can lock up Alaska, they'll go after the other states next," and as a result may not be too eager to create huge reserves here.

What follows is a portion of that editorial.

"In Jackson's home state, 33 environmental groups have banded together to form Citizens for Washington Wilderness. They want one-third of the natural forests in Washington made into wilderness. This would expand wilderness areas in Washington state from 1.6 million acres to 3.4 million.

"The environmentalists are unhappy with a U.S. Forest Service proposal for wilderness designation — it's not enough. They'll go after more which means they'll go after Jackson. Also going after Jackson will be the timber industry in Washington state, whose spokesman say the proposal by Citizens for Washington Wilderness will cost 11,000 jobs.

"Jackson may want to stall things along on Alaska for awhile until he sees what he has to contend with at home. Alaska land may become a valuable trading issue with western senators faced with environmental demands in their home states."

INFLATION BOOSTER

The American Petroleum Institute's "Communicators Hotline" reports that the Council on Wage and Price Stability has estimated federal regulations add three-quarters the regulations cost in 1976) and divide it by family."

"Communicators Hotline" reports that the Council on Wage and Price Stability has estimated federal regulations add three-quarters of a point to the annual inflation rate. If they are implemented, new regulations now in the works may cost businesses and consumers an extra $35 billion.

Add $100 billion to that figure (what the Federal Paperwork Commission estimates the regulations cost in 1976) and divide it by $65.7 million (the number of families in the U.S.) and it "give us a tab of $2,380 per family."
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THE ANCHORAGE QUARTERLY
VALDEZ HAS
POTENTIAL,
PROBLEMS, AS
POSSIBLE PORT
FOR INTERIOR

The Port of Valdez has been the target of much interest from Fairbanks residents, as a potential facility for reducing freight costs and providing faster service to that Interior city. Coast Guard Commander Homer Purdy, in an interview with the Fairbanks Daily News-Miner, said the pipeline terminus community has great potential for development of its port, which he estimated is handling less than ten per cent of its capacity for major vessels. Purdy was quoted as saying that Valdez "has the best natural harbor" in Alaska. The harbor is further enhanced with computer facilities and navigational equipment designed to monitor tankers and other large vessels.

There are, however, natural drawbacks that may slow development of Valdez. Seismic conditions, the Valdez Narrows, High winds and snowfall and several sections of the Richardson Highway which need repair, are among those obstacles which have had a hand so far in Valdez's lack of recognition as a port (other than being the end of the trans-Alaska oil pipeline.)

The Port of Anchorage is a major supplier of goods to Fairbanks and competition for Valdez. The NEws-Miner reports that less than 400 containers maximum are carried on regular container ships, and estimates show that 260 containers now pass through Anchorage on their way to Fairbanks. A few more are also destined for other ports of Interior Alaska. The newspaper states that it is estimated that at least 300 containers would be needed to attract a container ship to Valdez on a weekly basis.

According to Edenso, the state is considering establishing demonstration projects which Edenso speculates will be fairly expensive and regional. The Aleutian Islands are currently the site for most bottomfish activity, and Edenso said he believes there is potential for the industry "all over the state, wherever there is water."

The bottomfish market (pollock, cod, haddock, flat fish, etc.) is extensive in Japan and Korea as well as the U.S. The Danish firm, Alf Tomsen, which operates the Alaska Cod Company, has signed a six week option on building and dock space in Kodiak. That action by the Danes is a major step in the firm's setting up of a $1.5 million salting plant for the processing of pollock, cod and herring. The option will give the Alaska Cod Company time to clear themselves with the Environmental Protection Agency and Kodiak city and borough planning officials. Borough mayor Betty Wallin told the Kodiak Mirror late last month that she anticipates no zoning problems with the potential saltery site, which is owned by T.T. Fuller, and located near the Whitney-Fidalgo plant.

The Danes are also considering building in Port Lions after they have first set up a Kodiak cannery. Port Lions has expressed an interest in being a site for a saltery operation. The Aleutian Pribilof Association was also reported to be discussing the possibility of a saltery on the Aleutian chain with the Alaska Cod Company.

Earlier reports have indicated estimates of between 30 and 40 persons who would be employed at the facility which would process 220,000 to 330,000 pounds of fish daily. The salting operation would involve fish too small for filleting machines now being operated by the New England Fish Company (under 15 inches in length.) The Danes have also stated they are considering plans to set up a fish meal processing equipment in the saltery. The Alaska Cod Co. told the Alaska-Danish bottomfish development committee earlier this summer that the Alf Tomsen firm now has markets for 31 million pounds of salted fish per year in Europe and South America.