CARTAGE STORAGE

PWA Ends Service To Kitimat To Take Over New Contract

Last Scheduled Flight Closes Colorful Chapter

Pacific Western Airline's last scheduled flight out of Kitimat was made at 3.30 p.m. yesterday.

The pioneer airline which played a large part in the development of the Aluminum Company's project in B.C. is moving into a new field.

S. L. Owen, manager for the company's Kitimat office, said yesterday the office will be closed probably within a week.

"We have been operating a full service up until a few days ago," he said. Actually June 8 was the day we started to slow up."

F. Russell Baker, president and general manager of the company, announced in Vancouver last week that the airline had been awarded a contract for re-supply of the Arctic DEW line.

For Kitimat, yesterday's last take-off of the Mallard brought to a close one of the colorful chapter's in the town's early history.

PWA's aircraft, the Mallard, Widgeon, Norseman, Beechcraft and the staunch old Junkers are linked with the early development of Alcan's B.C. project.

As chartered aircraft of the former B.C. Central Airways, they carried much of the freight and personnel to Nechako, Tahtsa, Kemano and Kitimat from 1951 forward. They merged two years ago with Queen Charlotte Airlines, another air transport company pioneering in this region.

Details of the DEW contract were made known by Mr. Baker, President and General Manager of the airline, after contract had been given final approval by the Air Transport Board. The contract is between Pacific Western Airlines and Federal Electric Company, a subsidiary of International Telephone and Telegraph, **for re-supply of Canada's Distant Early Warning Defence Line in the Arctic.**

Mr. Baker said that time length and value of the contract could not be disclosed for security reasons, but that company aircraft engaged on the supply job will each year fly equivalent of 75 trips around the world.

Pacific Western will use two four-engine DC4's between Edmonton and Fairbanks, Alaska, with stops at intermediate points on the DEW Line north of the Arctic Circle. Contract also calls for other multi-engine aircraft to be operated laterally along the DEW Line from Alaska to a point near the west side of Hudson Bay.

Since commencing operations 10 years ago last July, Pacific Western has been shattering records and making aviation history to become Canada's third largest airline.

Frequently referred to as the world's fastest growing airline, the company services include contract and charter flights, schedule flying, helicopters and air freight. From one Beechcraft in 1946, the company now operates nearly 90 aircraft, ranging from Cessna 180's up through larger, float equipped and amphibian aircraft to multi-engined transports.

Kitimat Life To Be Brussels Fair Feature

Kitimat as a town will be a feature at the Canadian Pavilion in the Brussels World Fair to be held from April to November of next year. More than 50,000,000 people are expected to visit the Fair.

This was the word brought to Kitimat over the week-end by Henry Stub, a public relations officer for Aluminum Limited, and Norman Hallendy, an industrial exhibits designer of the Exhibition Commission, Department of Trade and Commerce, Ottawa.

A unique feature of the exhibit will be a scale model of Kitmiat from the smelter to Neighborhood B. This will be accompanied by screened pictures and sound recordings to show and describe various parts of the town and its social activities.

Some of these features will be presented to readers of The Northern Sentinel before they are embodied in the exhibit, under a plan whereby this newspaper will assist in the preparation of material for the exhibit. Emphasis of the exhibit will be on people rather than industry, Mr. Strub said. The industrial exhibits section of the Department of Trade and Commerce will produce the display.



Ahead Of Schedule

Preparations are well under way in the Kitimat Fire Hall for the Department's contribution to the Dominion Day celebrations. Frank Grogan, Dio Creed and Fred Kempt are here giving the final coat of paint to the grotesque papier mache head which will be worn in the parade by members of the Voluntary Fire Service.

Associated Boards Of Trade Elect Officers

New President of the Associated Boards of Trade for Central B.C. is A. G. Alex Bowie of Prince George. Newly elected vice-presidents are Don Forward, Kitimat and Bill Boardman, Ketchikan. Mr. Boardman was elected associate vice-president for South East Alaska.

Duncan Kerr, Terrace, is the immediate past president.

These officials were elected at the meeting of the Associated Boards of Trade of Central British Columbia at Smithers, Saturday.

The convention observed the 30th anniversary of the organization of the association formed June, 1927.

The organization meeting was also held at Smithers.

Only two of the 14 surviving charter members found it possible to accept the invitation to attend the anniversary convention.

They were Harry V. Taylor and George Ogston.

Both of Vanderhoof.

A colored photograph of Hudson Bay Mountain, suitably

The interests of the North Central British Columbia Mr. Anderson declared are inextricably woven with those of Alaska and particularly Southeast Alaska.

In his opinion what is good for Alaska is good for B.C.

He referred to the water power potential of the Yukon River expressing his belief that some day circumstances will adjust themselves so that those potential might be developed.

He hoped in the not too distant future that Alaska, the Yukon and B.C. would all benefit from it.

Everything favors this development he said.

He called it "a natural" for production of large quantities of hydro power.

port of the proposed car ferry system from Haines, Alaska to Prince Rupert serving island communities of the Alaska Panhandle.

He considered Highway 16 the natural outlet by road for Alaskans. It would mean much to Central B.C. and Prince Rupert would play an important role in the economy of both Southeast Alaska and B.C. if adequate docking facilities were installed there he said.

He also expressed hope that some system could be worked out for the paving of the Haines cutoff to connection with the Alaska Highway in the Yukon.

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