New airport ready to use by end April

The $7,500,000 Prince Rupert Airport will be ready for operation at the end of this month on schedule, according to engineer B. R. Souch of the department of transport Thursday as he showed a Daily News reporter over the final installations of electrical cable, sewerage construction, beacon layouts, water supplies, dwelling locations and the radio station.

The temporary airport building is almost complete and sewerage is being laid to service this and other adjacent buildings. To the rear of this building is located a power substation which was recently connected to the city power supply.

This substation supplies runway markers, obstruction, lights marker beacons, night flarepath and incidental lighting for the entire airport.

In addition to the access road from the proposed ferry landing at the entrance to Metlakatla Pass — which is a completed paved highway — two other roads have been cut running from either end of the main runway northwest and southeast to service approach beacons and obstruction and marker beacons situated at the ends of the Digby Island.

Both these roadways are over 2,000 yards in length.

Construction of a base for a water tank on a hill to the east side of the runway is still continuing. Beside the tank site other areas are being levelled for potential dwelling house sites to house airport personnel.

The department of transport radio station, at present, located at Dodge Cove is in the throes of moving to the new site of the station east of the runway and south of the access road where new radio masts will be constructed and the present ones will be pulled down.

Telephone connection to the airport is completed.

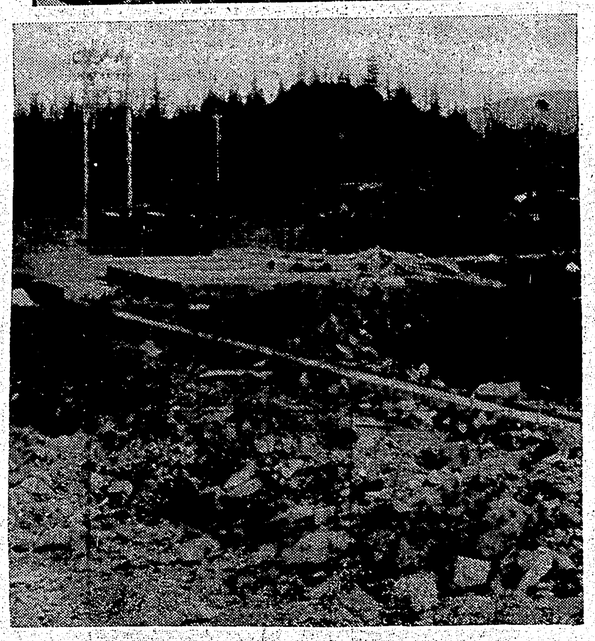
The 2,000 yard runway, which is 200 feet wide, is flanked with lights and shallow trenches have been cut to carry the cable servicing these lights. This cable is still being laid and will be completed shortly.

Although it is not anticipated there will be an official opening of the airport until mid-summer, according to City Administrator R. W. Long, the airport will be able to handle traffic shortly. Just what form this will take is not known at the moment.

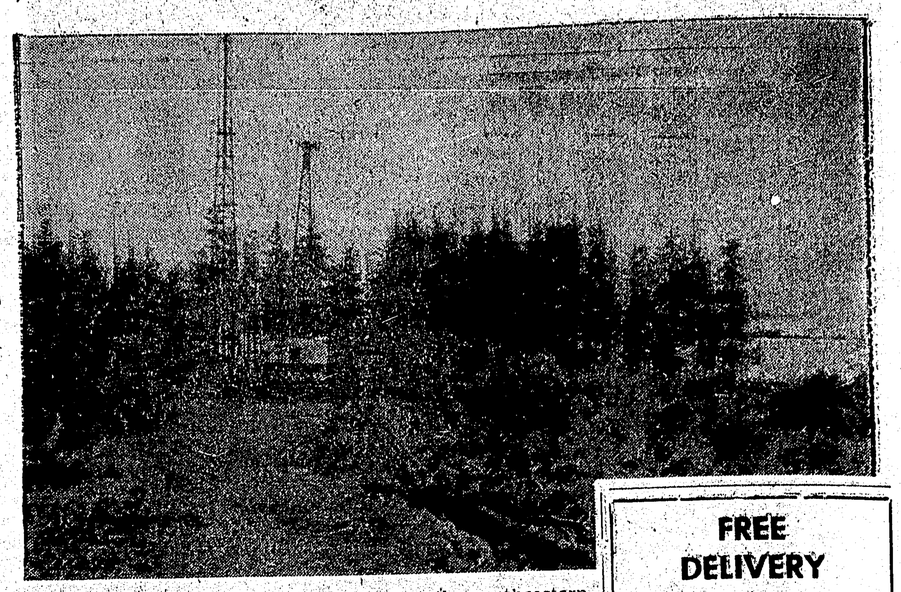
Although there are large cleared areas adjacent to the terminal building and the taxi strip no hangars have so far been constructed or proposed.

Ferry landing construction tender has been awarded to Vancouver Piledriving Co. Ltd. at $79,920, but so far no work has been commenced on the Digby Is. side. The ferry, also will need some servicing, notably for teredo worm, before she is put into service and city council have made arrangements for this to be done.

THE PLAN LAYOUT of the airport, runway, buildings and taxi strip are plainly seen in this picture taken from the top of a nearby hill. The access road from the ferry landing leads in to the right of the temporary terminal building which is clearly visible in the middle distance. Sewerage trenches and cable trenches for aerdrome lighting are also discernible. The northwestern end of the runway, which is complete, can be seen towards the top left of the picture. The dark line running to the right is a trench being dug to house cables for the approach lighting system. A third access road runs northwards for about 2000 yards beyond the runway to allow servicing of beacons and lights. The power substation is out of the picture behind the terminal building. The 200-foot wide, 2000-yard long runway is surrounded by gravel strips. The taxi and parking apron is immediately in front of the terminal building.
— Staff photo by John Pain



POWER SUBSTATION will supply the airport with all power needs. This will include the department of transport radio station situated some distance to the east of the airport itself. Cables lead from the installation along cemented trenches and then are laid underground along the edges of the taxi strip, the parking area and the runway itself. Further cables out to the approach and obstruction lights at either end and the sides of the airport.
— Staff photo by John Pain



HEAVY CLEARING WORK is being done at the southeastern end of Digby Island to make way for a ground approach beacon. This will be an untended installation with equipment housed near the obstruction light mast to the left of the crane boom. Heavy timber, rock and muskeg has slowed normal clearing work down and has hampered construction throughout the airport project. The access road to this beacon runs almost to the tip of the island from the end of the runway.
— Staff photo by John Pain

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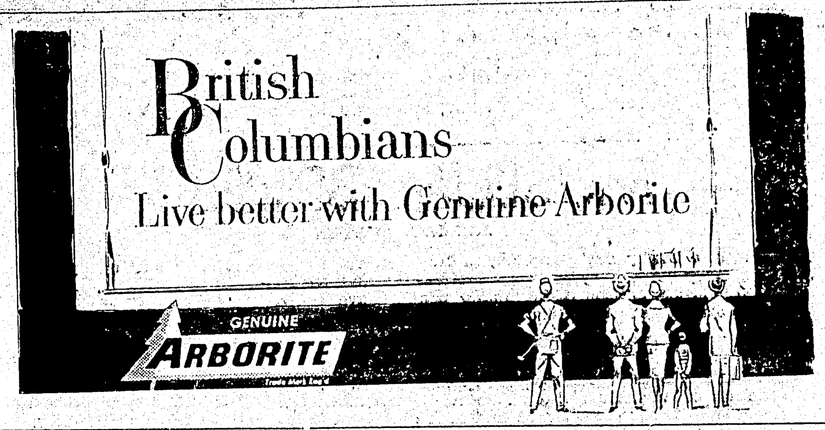


FASTEST FISH

Swordfish, including marlins, are unrivalled for speed among fish, sometimes swimming up to 57 m.p.h.

Many firms handle airport work

Many companies have participated in the construction of the Prince Rupert Airport on Digby Island during the past three years of construction and the full overall cost is not yet fully assessed.

The runway construction was handled by Peter Kiewit Sons Co. of Canada Ltd., of Vancouver; Greenall Bros. Ltd., of Burnaby, have put up the temporary terminal building, power house, dwellings and radio housing.

Water, sewerage and the access road to the radio site was done by A. C. McEachern Ltd., of Vancouver; while F. B. Stewart and Co., of Vancouver, are installing runway and approach lighting, power supply and the radio building. D. E. Guyatt Ltd. of Prince Rupert, is handling certain electrical sub-contracts.

Saltspring Construction Co. Ltd. of Vancouver has completed work on the power line to the airport, while Canadian Comstock Ltd. of Vancouver is installing electrical wiring for all seven buildings which will be completed by the end of this month.

Also handling sub-contract work on the airport is the Prince Rupert company of Alan E. Barr Ltd. who are doing excavating and clearing.

Bedraggled bomb-banners meet at Trafalgar Square

LONDON (AP) — More than 23,000 bedraggled marchers against the H-bomb shuffled through London's wet streets today for a mass rally in Trafalgar Square climaxing a four-day protest trek through the English countryside.

Steady rain poured down on two long columns of chanting demonstrators heading for a linkup in the heart of the capital.

The weather dampened enthusiasm for the rally, which had been billed as Britain's biggest-ever demonstration against nuclear weapons.

More than 15,000banner-waving marchers, with mounted police at their head, tramped into central London at the end of a 54-mile trek from the gates of the Aldermaston atomic weapons factory.

Another 8,000 chanting "ban the bomb" and other slogans, converged from a U.S. air base at Wethersfield in Essex.

In the square itself, beneath Nelson's column, a crowd of about 2,000 waited to greet the two processions.

Organizers had hoped for a turnout exceeding the 70,000 demonstrators who assembled a year ago at the end of the annual Aldermaston - to - London trudge.

Wrapped in raincoats, the marchers kept up a brave show of enthusiasm but even the accompanying jazz bands sounded limp. Some of the demonstrators, mostly youngsters, wore bowler hats with their jeans and carried umbrellas.

Leading the marchers were several Labor Members of Parliament and churchmen, including Canon John Collins of St. Paul's Cathedral. Canon Collins is a leading light of the campaign for nuclear disarmament, which organized the two marches.

ROTARY INTERNATIONAL

TOKYO (AP)—More than 5,500 delegates from 51 countries will attend the annual Rotary International convention here May 29 to June 1.

Secret radio sought in U.K.

LONDON (Reuters)— Britain's secret service is searching for a radio believed to be beaming messages from Scotland to a Soviet trawler fleet operating near the U.S. nuclear submarine base at Holy Loch, the London Daily Telegraph reports today.

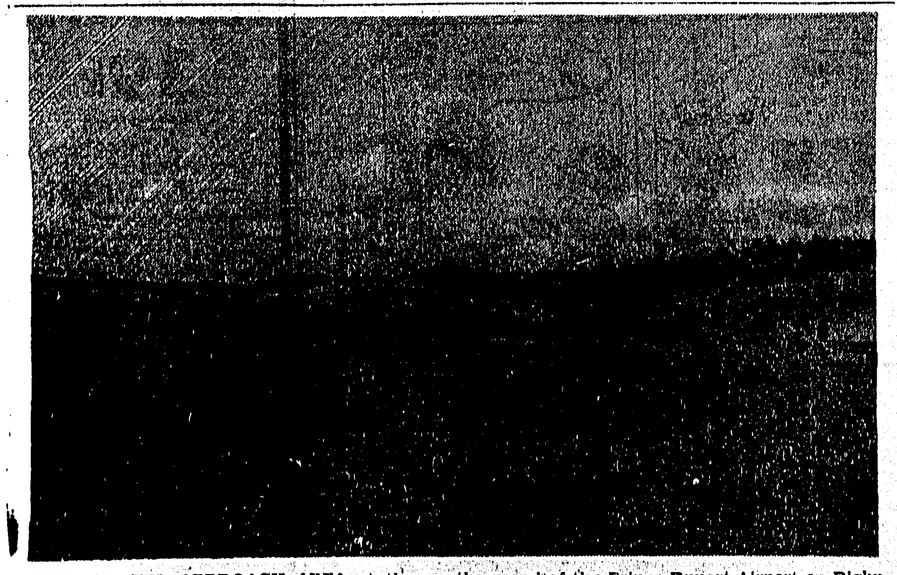
The newspaper, in a front-page story, says security officials in the Glasgow area are trying to pinpoint signals from an unknown source strong enough to reach the trawlers outside the three-mile limit.

REAL BAWL

DUNEDIN, N.Z. (Reuters) — When Robert Lee installed a radio transmitter in his home so that he and his wife could hear their baby's cries while they visited neighbors, he didn't realize the sounds could be picked up by radios for miles around. He was fined £3 for operating an unlicensed transmitter.

SAHARA MAP

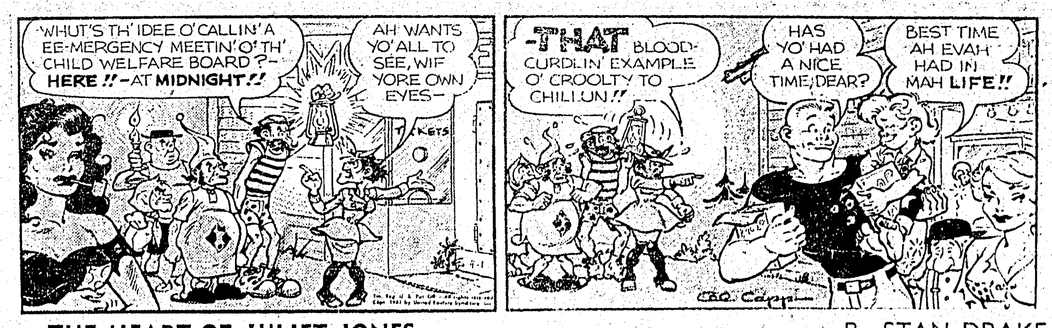
PARIS (Reuters)— Work has started here on the first detailed map of the Sahara Desert. The first part, a series of 20 maps already printed, may be bought only with permission of French military authorities.



WIDE GRAVEL APPROACH AREA at the southern end of the Prince Rupert Airport on Digby Island and the start of the 2000-yard runway is having cables and lighting installed. The scar to the right of the picture shows where the hillside has been levelled to make the final surface of the runway. Cables are being laid in shallow trenches which are filled in to make a smooth surface along the edges of the tarmac. Department of Transport engineer B. R. Souch states that the airport construction work will be concluded by the end of this month. The official opening is not expected to take place until mid-summer.
— Staff photo by John Pain

BLONDIE By CHIC YOUNG

LI'L ABNER By AL CAPP



THE HEART OF JULIET JONES By STAN DRAKE

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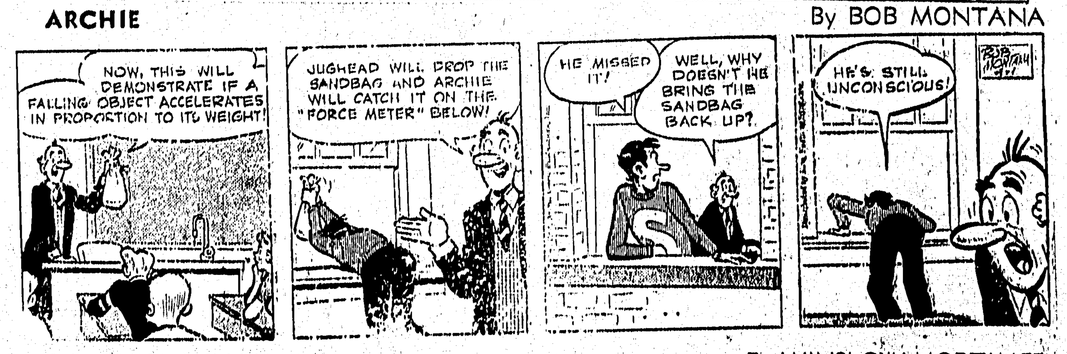
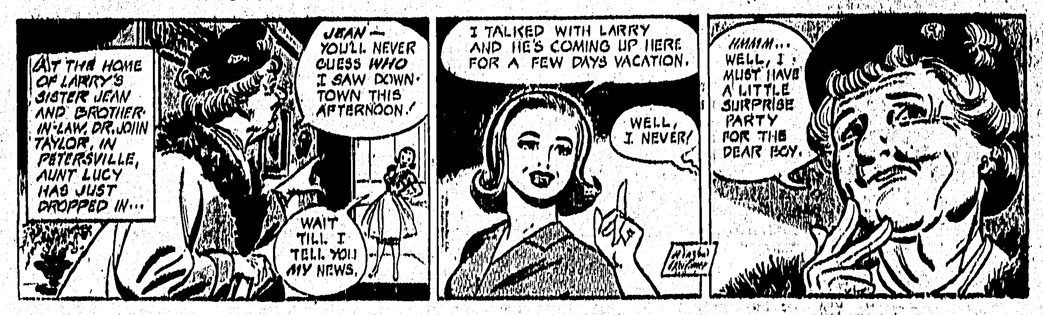
LARRY BRANNON By WINSLOW MORTIMER