

HISTORY ON THE CHANNEL
YOUR MONTHLY NEWS FLASH

F O J D C M

FRIENDS OF THE JUNEAU DOUGLAS CITY MUSEUM

THE DAILY ALASKA EMPIRE

"ALL THE NEWS ALL THE TIME"

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JUNEAU, ALASKA, MONDAY, MAY 2, 1938.

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BIG PROGRAM TOMORROW FOR AIR MAIL

May 2, 1938--Elaborate ceremonies starting at 11:00 tomorrow at the Pacific Alaska Airways Airport on the Glacier Highway will inaugurate the first air mail service from Juneau to Fairbanks, via Whitehorse.

Governor John W. Troy, John K. Lamie, director of the international postal service for the Post Office Department, Mayor Leslie Nerland of Fairbanks, Robert E. Sheldon, president of the Fairbanks Chamber of Commerce and Fairbanks Postmaster, Mayor Harry Lucas of Juneau, Juneau Chamber President Charles W. Carter, and other officials will participate as well as the majority of the residents of Juneau. Schools will be dismissed, and transportation will be available to the Airport so that all may be on hand for the gala event. Buses will leave from in front of the Federal Building.

Prior to the ceremonies tomorrow, the chamber of commerce is sponsoring a dinner at 6:30 this evening in Percy's Café at which visiting officials will be guests. Invitations have been extended to all business and professional people in the community.

**CEREMONIES TO
START AT PAA
AIRPORT, 11 A.M.**

Officials Here from Fairbanks to Join in Gala Celebration

**DINNER 6:30 TONIGHT
TO HONOR VISITORS**

Estimated 50,000 "First Covers" Will Leave Juneau on First Flight



Guests of honor at will be Mayor Nerland of Fairbanks...[and other officials]..., Louis Delebecque, PAA traffic representative in Juneau, and postmaster Albert Wile.

Postmaster Sheldon of Fairbanks and Mayor Nerland arrived here yesterday by plane and the former estimated there would be about 20,000 letters with "first covers". Postmaster Wile estimated the Juneau outgo at around 50,000 letters.

NOTES

In the mid-late 1930s, the Lockheed L10 Electra was one of the workhorses of the US and international fleets. With a crew of two, it carried 10 passengers at a cruise speed of 190 mph and had a service ceiling of 19,000 ft.

Before WW2, commercial air carriers serving Alaska built and operated their own airfields and communications networks.

In 1938, Pacific Alaska Airways was a subsidiary of Pan American World Airways. It was later absorbed by the parent airline. Pan Am continued to serve Alaska until the 1960s.



Bill Baker family

Juneau **ONLY 5 HOURS** Fairbanks

Via Picturesque Whitehorse Route

Modern twin motored airliners have been flying on regular schedules for over two years between Juneau-Whitehorse-Fairbanks-Flat-Nome. Planes in continuous two-way radio communication with thirteen ground stations.

Leave	Arrive
*Juneau.....Tuesday.....	Fairbanks
*FairbanksSunday	Juneau
*FairbanksWednesday.....	Flat-Ruby-Nome and re- turn same day.

*—All year round schedule.

NEW REDUCED RATES

\$90.00 JUNEAU—FAIRBANKS

LESS **10%** ROUND TRIP

Pacific Alaska Airways, Inc.

TRAFFIC REPRESENTATIVE

Louis A. Delebecque—Gastineau Hotel

Phone 106 Office—4652 Residence

FIRST AIR MAIL DRWS THRONGS TO PAA AIRPORT

May 3, 1938--A few minutes before 1:00 this afternoon, the twin engines of a Pacific Alaska Airways Lockheed Electra 10 roared to life, drowning the music of the Juneau High School band and the whir and click of cameras, then lifted the big plane out over the crown of Mendenhall Glacier with 400 pounds of the first United States air mail to go from Juneau to Fairbanks.

The history of making the flight was preceded by an elaborately prepared program during which prominent officials taking part in the ceremonies exchanged greetings and spoke over a nationwide radio hookup.

Sunny skies brought out an estimated crowd of 700 persons to witness the program. The school band was out in uniform, and camera enthusiasts at times almost quieted the voices of speakers with whirring movie cameras and snapping still cameras.

Two comely Juneau girls, Mary Jean McNaughton and Katherine Torkelsen, carried symbolic ribbons to a midway point between two poles marked "Interior Alaska" and "Southeast Alaska".

Postmaster of Fairbanks Robert Sheldon in tying the knot in the ribbons with postmaster of Juneau Wile struck the keynote of the occasion when he said "ten years ago, this flight of mail from Fairbanks to Juneau, over the tortuous trails of yesteryear, was but a dream. Today it is a realization"

In speaking for Governor John W. Troy, confined at home with a cold, his Secretary Harry G. Watson stressed the importance of today's occasion:

"The establishment of air mail over Alaska has been one of the featured main aims of the present administration".

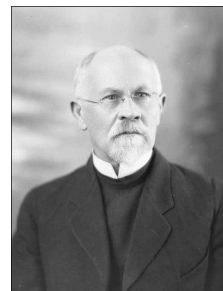
President of the Juneau chamber, Charles W. Carter, recalled days of '98 when he got his first job in Alaska as an employee of a pack train over the Chilkoot Pass, and how a few years later the railroad came through the mountains and now several years later, the air plane. R. E. Robertson, chairman of the committee in charge of the program today harked back to '98 days as well and drew comparisons to the dogs of yesterday and the Electras of today. Autograph seekers pestered pilots and officials and candid camera fans annoyed speakers by aiming at them with gaping lenses.

Speakers talked of history being made, and yet, one person standing in the crowd was more aware than any other person of Alaska's advance through the short years -- Rev. A. P. Kashevaroff.

As a lad of a few years, the Rev. Kashevaroff stood in another crowd at Sitka in 1867 when Alaska was officially turned over to the United States from Russia.

And today, as he did in 1867, the Rev. Kashevaroff cast an eye to the sky, not to see the descent of the Czar's imperial bunting, but with a 1938 outlook on life, just to see what sort of flying weather Pacific Alaska Airways would have on its first flight* with scheduled air mail. **Abridged**

*APK's glance at the sky would have been instinctive. In his earlier days, he had supplanted his priest's income as a professional weather observer.



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