

Historic Mile	Sites
~ BRITISH COLUMBIA ~	
0	Dawson Creek, Start of the Alaska Highway, R. Melville Smith Camp, Dowell Construction Camp
2	U.S. Army Cantel Repeater Station, Miller Construction Camp
3	Curan & Briggs Ltd. Construction Camp, U.S. Army Traffic Control Centre
7	Start of W. H. Harvey & Sons Construction Company contract and Army Rifle Range
13	Start of Storms Contracting Co. Ltd. contract
18	Start of the Don Construction Co. Ltd. contract
21	Original Kiskatinaw River Bridge, Wallace A. Mackay Ltd.
25	Start of the Bond Construction Co. Ltd. contract
30	Start of A.E. Jupp Construction Co. Ltd. contract
33	Start of Emil Anderson Construction Co. contract
35	1st Main Army Camp 341 St. Engineers
36	Start of Dufferin Paving Company contract
42	Access Road to Fort St. John Airport
47	Fort St. John/"Camp Alcan"
49	Public Roads Administration Headquarters, Okes Management Headquarters
51	Access Road to Fort Nelson Trail
52	Charlie Lake Mile 0 Army Tote Road
53	U.S. Engineering Division Laundry
57	Army Campsite, Headquarters 477 U.S. Q.M. Regiment
73	Beaton River Flight Strip Access
76	Start of Southern Minnesota Construction Co. contract
101	Blueberry Control Station
104	Start of Adolphson, Huseh, Layser & Welch contract
130	Start of Coghlan Construction Co. contract
143	Coghlan Construction Camp
148	Suicide Hill, Start of Brown and Leguil contract
162	Sikanni River Bridge
175	Start of M. G. Astleford contract
191	Trutch Mountain Summit Elevation 4134 ft.
199	Start of Art Bolier contract
201	U.S. Army Signal Corps Camp
224	Mike Welch Camp, M.H.K.C.B. Co. Camp
225	Start of Thomas Bros. contract
234	Adsett Creek Highway Realignment
249	Start of Sorenson & Volden contract
275	Start of Reese & Olson contract
295	Camp 11 Canadian Army
300	Fort Nelson, Start of Don Construction Co. Ltd. contract
308	Public Roads Administration, Doneghan Construction
320	Start of Reese & Olson contract
335	Start of Highway Paving Co. Ltd. contract
351	Start of Curran & Briggs Ltd. contract
366	Start of Caswell Construction Co. Ltd. contract
375	U.S. Engineers Division Laundry
378	Start of Dufferin Paving Co. Ltd. contract
390	Start of Emil Anderson Construction Co. Ltd. contract
392	Summit Lake
397	Emil Anderson Construction Camp
406	Start of Storms Construction Co. Ltd. contract
408	Camp 120 Storms Construction
417	Start of A. E. Jupp Construction Co. Ltd. contract
422	Camp 138 Jupp Construction
431	Start of W.H. Harvey and Son contract
443	Start of Campbell Construction Co. Ltd. contract
456	Refueling Stop, Checkpoint
459	Start of Wallace A. Mackey contract
460	Camp 177 W. A. Mackey contract
467	Start of the Bond Construction Co. Ltd. contract
477	Start of Wallace A. Mackey Construction Ltd. contract
493	Trout Liard Weather Station
496	Liard Hot Spring American Bridge Co. Camp

Historic Mile	Sites
497	Start of Wallace A. Mackey Construction Co. Ltd.
508	Start of A.E. Jupp Construction Co. contract
514	Smith River Airport Road Impassable
517	Smith Flight Strip Access
523	Start of Emil Anderson Construction Co. contract
534	Start of The Bond Construction Company contract
543	U.S. Army Coal River Relay Station
556	Start of Wallace A. Mackey Ltd. contract
558	Start of Brown and Leguil contract
568	End Fort St. John Division, Begin Whitehorse Division, Start of Morse Bros. Association contract
585	B.C./Yukon border crossing
586	B.C./Yukon border crossing
588	Contact Creek/B.C./Yukon border crossing
592	B.C./Yukon border crossing
594	B.C./Yukon border crossing
596	B.C./Yukon border crossing
620	Lower Post, Haas, Royce and Johnson contract
626	B.C./Yukon border crossing
627	B.C./Yukon border crossing
~ YUKON ~	
627	B.C./Yukon border
635	Watson Lake/The Northwest Staging Route
639	Upper Liard Camp
649	Camp 14-E
666	Camp 13-E Lower Rancheria River
683	Camp 12-E Rancheria River
692	Pumping Station No. 3
710	Highway Lodges/Rancheria
722	Pine Lake Flight Strip No. 5
727	Camp 10 1/2 E
733	U.S. Army Signal Corps Relay Station Swift River
777.7	
790	Camp 8-E
794	Morley Pumping Station Canol No. 3
800	Department of Transportation Range Station
804	Teslin/Deisleen Aayi
805	Teslin Airport
825	Camp 6 1/2 E
829	Brook's Brook Army Camp and Relay Station
836	The Canol Project
836	Johnson's Crossing Lodge
843	Camp No. 5-E Squanga Lake Flight Strip
855	Big Devil Pump Station
866	Jake's Corner
883	Camp 4-E Marsh Lake Camp
897	Camp 2-E Yukon River Bridge
908	M. P. Checking Station
910	McCrae
911	Utah Construction Co. Camp
913	Camp 1-E
914	K.C.B. Camp
917	Radio Range Station
918	Whitehorse
936	Camp 1-W
937	Takhini Crossing
946	Bates & Rogers Camp Takhini River Bridge
956	Camp 2-W Stoney Creek
957	Canol Pumping Station
960	Mendenhall Landing
967	Army Camp Mendenhall River Bridge
968	Mendenhall Village
974	Champagne/Shadhala ra
987	Camp 4-W Cracker Creek
996	Canyon Creek Relay Station Canyon Creek Bridge

Historic Mile	Sites
1000	
1013	Pine Lake Flight Strip No. 7
1016	Haines Junction
1022	Mackintosh Trading Post
1035	Canol Pumping Station
1053	Silver City/Lake Freighting
1055	Camp 150-W Kluane Lake
1061	Soldiers' Summit
1080	Canol Pumping Station
1082	U.S. Army Relay Station
1083	Destruction Bay/Relay Stations
1093	Burwash Landing/Eu'an Man
1094	Burwash Flight Strip
1117	The 18th Engineers/Lieutenant Small Memorial Site
1126	Canol Pumping Station
1130	The Donjek River Bridge
1155	Utah Construction Co. No. 259-W Long's Creek
1163	U.S. Army Koidern River Telephone Relay Station
1165	Canol Camp "G"
1167	U.S. Army White River Telephone Relay Station
1171	Utah Camp No. 5
1183	Utah Construction Camp 283-W Snag, Dry Creek
1186	Snag Road Junction
1202	The Final Link/Beaver Creek
1205	Canol Pumping Station
1221	Plaque
Tagish Road	
7	Wood Camp
Haines Road	
42	Alaska/B.C. border
47	Pipeline Camp
48	The Haines Road
75	Mule Creek Relay Station
87	Construction Camp
94	B.C./Yukon border
103	Relay Camp M.P. 99
118	Klukshu Road
125	Dezadeash Camp
142	Kathleen Lake Camp
Klondike Highway	
66	Carcross
1248	Gardiner Creek
1254	Deadman Lake
1271	"The Alaska Skyway"
1286	Bitters Creek
1292	Dusenber Camp No. 2
1306	40 Mile Roadhouse
1316	Tok Junction
1328	Tanana Crossing
1339	Yerrick Creek
1352	"Father of the Highway"
1368	Dot Lake
1376	"The Crooked Road"
1392	Original Alaska Highway
1400	Big Gerstle River
1409	"Alter the War"
1420	Delta Junction

Legend

- Interpretive Panel
- Historic Sign
- ↑ Historic Milepost

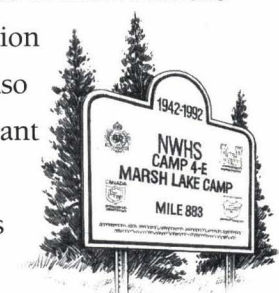
MILEPOST



During your drive along the Alaska Highway look for historic mileposts and interpretive panels. Not only have these mileposts identified points of interest for

highway travellers along this popular route for decades, but they are used by residents to direct mail, identify businesses and guide guests. In commemoration of the 50th Anniversary of the construction of the highway, British Columbia, the Yukon and Alaska have together restored some of the historic markers.

The province, territory and state have selected a number of sites along their respective sections of the highway where special construction-related activities occurred. 183 of these sites are identified by an historic milepost. In addition to mileposts, 58 of the more notable sites also have an historic sign. The 38 most significant sites carry an interpretive panel as well.



Please stop and learn more about this highway that links British Columbia, the Yukon and Alaska together. Bear in mind that these highway markers identify the original highway mileage and are no longer an accurate gauge of distance. Also, they may not have been restored to their exact location.

If you want more information about the highway or other points of interest, just stop off at the Visitor Reception Centres along your route. Good luck on your historical journey!



Funded by British Columbia Ministry of Tourism, Yukon Tourism, Alaska Department of Transportation & Public Facilities and Peace River Alaska Highway Tourist Association.

THE

ALASKA

1942 - 1992

HIGHWAY HISTORIC MILEPOST

A MILE BY MILE GUIDE



~ BRITISH COLUMBIA ~

Historic Mile 0 Dawson Creek/Start of Alaska Highway, Dawson Creek Flight Strip, Public Roads Administration, R. Melville Smith Camp, U.S. Engineers Camp, M.H.K.C.B. Construction Co. Camp, Area No. 1 & 2 Army Camp, Dowell Construction Co. Camp, U.S.Q.M.C., Headquarters Alaska Highway
In the spring of 1942, the "end of steel" became a major terminus for troops, supplies and equipment arriving from Edmonton and destined for the north.

Historic Mile 2 Cantel Repeater Station
Cantel telephone-teletype lines stretched from Alberta to Fairbanks, Alaska, making it one of the world's longest open wire toll circuits at the time.

Historic Mile 21 Kiskatinaw Bridge/Wallace A. MacKey Ltd.
A 162-meter curved structure, one of the first of its kind in Canada, is the only original timber bridge built along the highway that is still in use today.

Historic Mile 35 Taylor and the Peace River Bridge/1st Main Army Camp 341st Engineers
Before the Peace was bridged in 1943, the ferry from Taylor served as the major link across the river. The original Peace River suspension bridge, the longest bridge on the highway, collapsed in 1957.

Historic Mile 47 Fort St. John/"Camp Alcan"
In 1942 Fort St. John "exploded." What had been home to 200 became a temporary base for more than 6,000.

Historic Mile 49 Camp Alcan and the Public Roads Administration Headquarters/Okes Management Contracting Headquarters - Standard Salt & Cement Co., Coghlan Construction Co., M.G. Astleford Co., Southern Minnesota Construction Co., Art Bolier, Sorenson & Volden, R.M. Smith Headquarters
As the southern sector headquarters for the United States Military and Public Roads Administration, Fort St. John was the site of two large construction camps - pyramid tents and Quonset huts - erected in open fields just outside of town.

Historic Mile 52 Charlie Lake Mile 0 Army Tote Road
Site of a major distribution camp for workers and supplies heading north. Three American soldiers also drowned here in 1942 while crossing the lake aboard "pontoon barges."

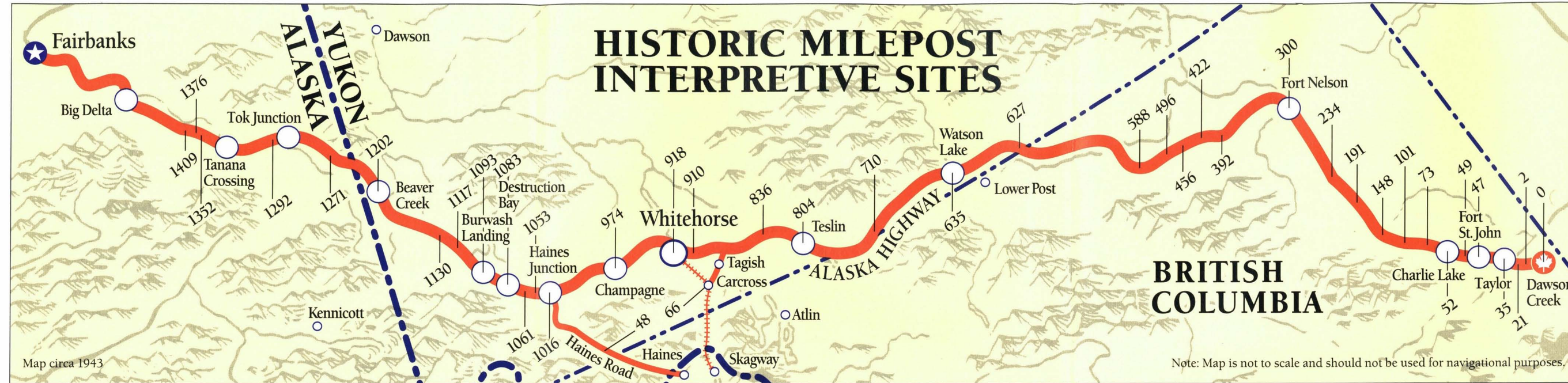
Historic Mile 73 Beatton River Flight Strip
One of the four gravel air strips constructed in northern B.C., Yukon and Alaska to provide emergency landing facilities for American military aircraft heading north.

Historic Mile 101 Blueberry Control Station
Site of the Blueberry Control Gate, a 24-hour military checkpoint operated by U.S. army personnel through the war years.

Historic Mile 148 Suicide Hill
One of the most treacherous hills on the original highway noted for its ominous greeting: PREPARE TO MEET THY MAKER.

Historic Mile 191 Trutch Mountain Summit (Elevation 4134 ft.)
The second highest summit on the original highway. Completed in 1987, the bypass route circumvented the mountain, eliminating the steep, winding climb to the top.

Historic Mile 234 Adsett Creek Highway Realignment
Completed in 1992, this major rerouting eliminated 132 curves on the stretch of highway that originally ran between Miles 234 and 275.



Historic Mile 300 Fort Nelson End Sect. "E" Start Sect. "D"/Start of Don Construction Co. Ltd. Contract
Called "Zero" by the troops because it was the beginning of the roads to Whitehorse and Fort Simpson. Home to approximately 2,000 troops during construction.

Historic Mile 392 Summit
At 1,295 m (4,250 ft.), this is the highest summit on the highway. At Mile 397, crews had to blast through the rock to create a road.

Historic Mile 422 Toad River/Camp 138 Jupp Construction
The community was established by Dennis and John Callison who, upon leading Public Roads Administration surveyors into the area in the winter of 1941, saw opportunities there and staked their claim.

Historic Mile 456 Muncho Lake/Refueling Stop, Checkpoint
The road around the lake was a particular challenge. Workers had to cut their way through the lake's rocky banks and use horse-pulled stone boats to haul the rock away.

Historic Mile 496 Liard Hot Springs
Site of a major construction camp. The natural hot springs were used by the troops daily, although once a week they cleared out, leaving the hot springs to the women of the camp.

Historic Mile 588 Contact Creek: B.C./Yukon Border Crossing
Named by the soldiers of the 36th Regiment from the south and 340th Regiment from the north, who met here September 24, 1942, completing the southern sector of the U.S. military road.

Historic Mile 627 B.C./Yukon Border Crossing
Between Contact Creek and Mile 627, the highway crosses the B.C./Yukon border seven times. Mile 627 marks the official border crossing.

~ YUKON ~

Historic Mile 635 Watson Lake/The Northwest Staging Route
During the early years of World War II, the existing Watson Lake airfield was upgraded to accommodate the steady stream of fighter aircraft en route from the U.S. to Russia. The aircraft flying along this Northwest Staging Route were the result of a lend-lease agreement between the two countries to assist in the Soviet war effort.

Historic Mile 710 Rancheria/Highway Lodges
For a number of years after World War II, travel along the Alaska Highway was restricted and services for the casual traveller were few and far between. Highway lodges sprung up along the route to serve travellers' needs. A few of the original lodges, like Rancheria, are still in operation today.

Historic Mile 804 Teslin/Deisleen Áayi (Tlingit name meaning "long narrow waters")
Long before the Alaska Highway was built, there was a wagon road between Whitehorse and Silver City. Once travellers reached this point at the end of the road, they took boats to various locations on Kluane Lake. The American soldiers building the highway tote road in 1942 also used boats to freight their construction materials.

Historic Mile 836 The Canol Project
The Canada Oil Project was conceived to provide a secure oil supply that would support the Northwest Staging Route and transportation along the Alaska Highway. Oil fields at Norman Wells were developed and a refinery was built in Whitehorse, while 600 miles of pipeline and related support facilities were constructed in between.

Historic Mile 910 McCrae
McCrae originated in 1900 as a flag stop on the newly-constructed White Pass and Yukon Railway. During World War II, this area served as a major service and supply depot, a major construction camp and a recreation centre.

Historic Mile 974 Champagne/Shadhāla ra (Southern Tutchone name meaning "sunshine mountain camp")
When the American army soldiers pushed the "pioneer road" for the Alaska Highway through the Village of Champagne in 1942, they were crossing ground that had been occupied for over five thousand years.

Historic Mile 1016 Haines Junction
The Haines Road is a 160-mile (257 km) link connecting the Alaska Highway at Haines Junction, Yukon with the seaport of Haines, Alaska. Today the road is well known as a scenic attraction and along with the coastal ferries, forms a major route through the Yukon.

Historic Mile 1053 Silver City/Lake Freighting
Long before the Alaska Highway was built, there was a wagon road between Whitehorse and Silver City. Once travellers reached this point at the end of the road, they took boats to various locations on Kluane Lake. The American soldiers building the highway tote road in 1942 also used boats to freight their construction materials.

Historic Mile 1061 Soldiers' Summit
Near this site on November 20, 1942, a ribbon-cutting ceremony in -35° weather was held to officially open the Alaska Canada Military Highway. Follow the path from the parking lot to the original signing site to see and learn more about this ceremony.

Historic Mile 1083 Destruction Bay/Relay Stations
Driving the early Alaska Highway was difficult and often dangerous, causing wear and tear on both man and machine. Destruction Bay was one of the many relay stations spaced at 100-mile intervals to give truck drivers a break and a chance to repair their vehicles.

Historic Mile 1093 Burwash Landing/Zu'an Mān (Southern Tutchone name meaning "place of fish")
After months of rough camp life, American soldiers were surprised and delighted when they reached this prosperous little settlement which seemed like an oasis in the wilderness. Burwash also became the home of Father Eusebe Morisset, an Oblate Missionary, who served as an auxiliary chaplain with the American Army.

Historic Mile 1117 Lieutenant Small Memorial Site/The 18th Engineers
The members of the 18th Regiment built over 300 miles of road from Whitehorse to the Alaska border. They marveled at the spectacular scenery and cursed the arduous conditions. First Lieutenant Roland Small died in a jeep accident near this site in 1942.

Historic Mile 1130 The Donjek River Bridge
Glacial rivers, like the Donjek, posed a unique problem for the builders of the Alaska Highway. These braided mountain streams would flood after a heavy rainfall or rapid glacial melt, altering the waters' course and often leaving bridges crossing dry ground.

Historic Mile 1202 Beaver Creek/The Final Link
Near this Yukon community, American soldiers encountered extensive permafrost. When builders scraped off the insulating layer of overburden, they transformed the permafrost into an ice-bottomed mud bog. On October 28, 1942, the 97th Engineers met the 18th Engineers here, forming a continuous link between Dawson Creek, B.C. and Fairbanks, Alaska.

Klondike Highway Mile 66 Carcross
During World War II, Carcross played an important role in the Alaska Highway construction. The connection here between the White Pass rail and water transportation systems gave the U.S. Army access to the Yukon's interior.

Haines Road Mile 48 The Haines Road
The road constructed by the U.S. Public Roads Administration between Haines Junction, Yukon and Haines, Alaska was a challenge to build and to drive. The narrow roadway and hairpin turns wound through a mountain pass infamous for severe storms. Various measures were taken to make the road travel-safe, including five staffed checkpoints along the road.

~ ALASKA ~

Historic Mile 1271 The Alaska Skyway
Alaskan airfields, like the Northway strip a few miles from here, played a significant role in the development of the Alaska Highway.

Historic Mile 1292 Dusenber Camp No. 2
This camp, on the shores of Midway Lake, was operated by E. M. Dusenber Co. of Iowa. They were just one of about 50 civil road construction contractors or "dirt pushers" working on the highway in 1943.

Historic Mile 1352 The Father of the International Highway
For Donald MacDonald, the construction of the Alaska Highway was the realization of a long-held dream.

Historic Mile 1376 "The Crooked Road"
The road builders were under pressure to finish the road "with all the physical capacity of the troops."

Historic Mile 1409 "After the War"
The Alaska Highway "exposed Alaska to all the good and all the bad in the civilization we always thought was so far away." The Alaska Highway broke the territorial shell of isolation and helped make Alaska into the 49th state in 1959.