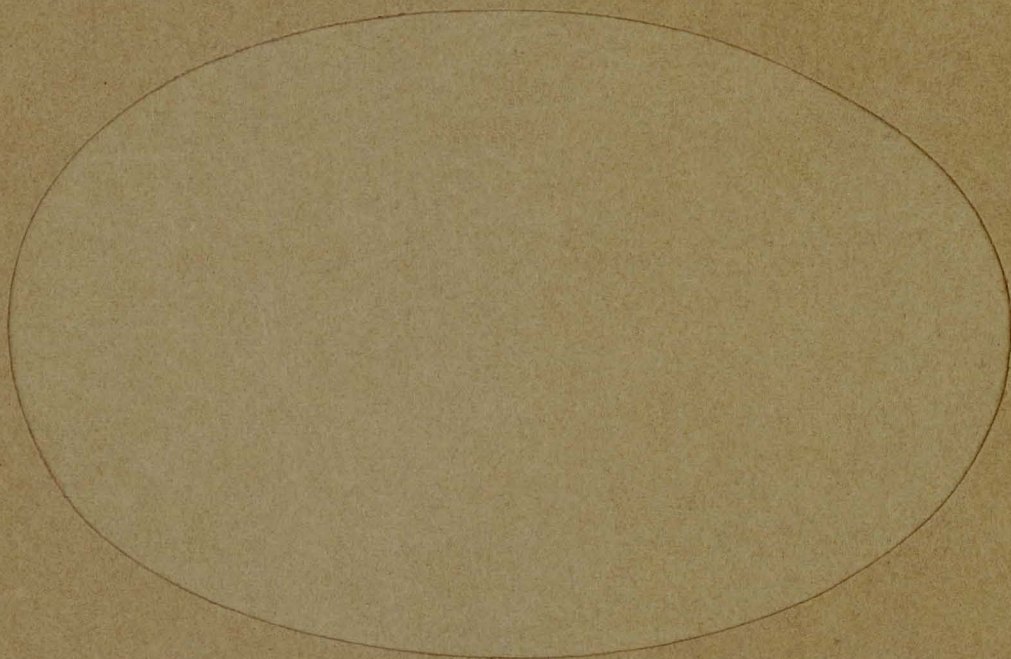


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View Book of The Alaska Highway



A SERIES OF VIEWS DONE IN
GENUINE PHOTOGRAVURE



ALL PHOTOGRAPHS BY COURTESY OF THE PUBLIC ROADS ADMINISTRATION WITH THE EXCEPTION OF PAGE 2 WHICH IS BY THE NATIONAL FILM BOARD



ARMY CARRY-ALL ON THE PACKED SNOW ON THE ALASKA HIGHWAY NEAR MORLEY BAY.
DAWSON PEAKS IN THE BACKGROUND.



AERIAL VIEW OF PART OF THE ALASKA HIGHWAY



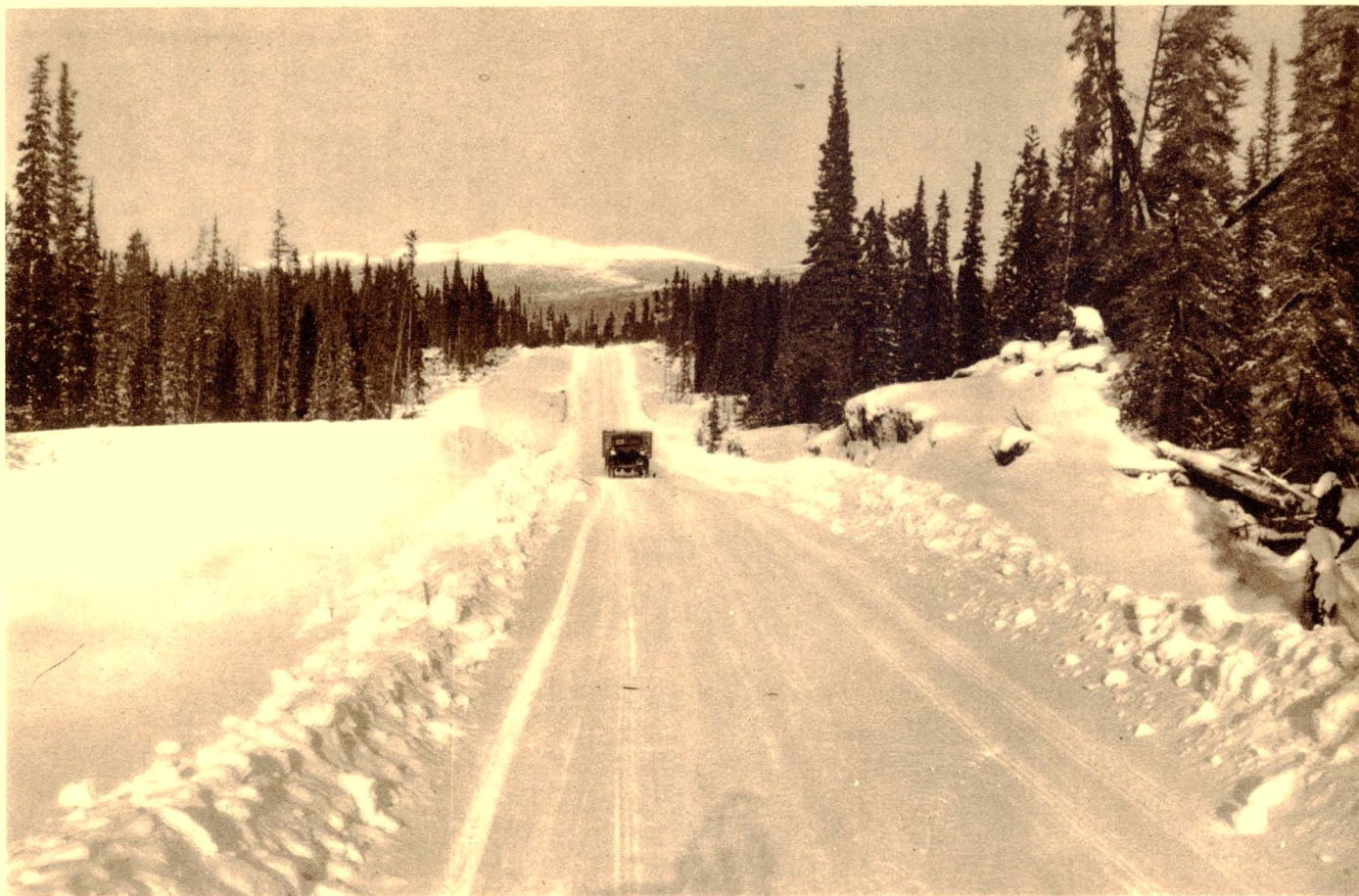
THE PEACE RIVER BRIDGE



ALONG SQUANGA LAKE ABOUT 50 MILES SOUTHEAST OF WHITEHORSE



SNOW CLEARING ON THE ALASKA HIGHWAY NEAR BEAR CREEK SUMMIT, YUKON TERRITORY



SNOW CLEARING NEAR SQUANGA LAKE ON THE ALASKA HIGHWAY



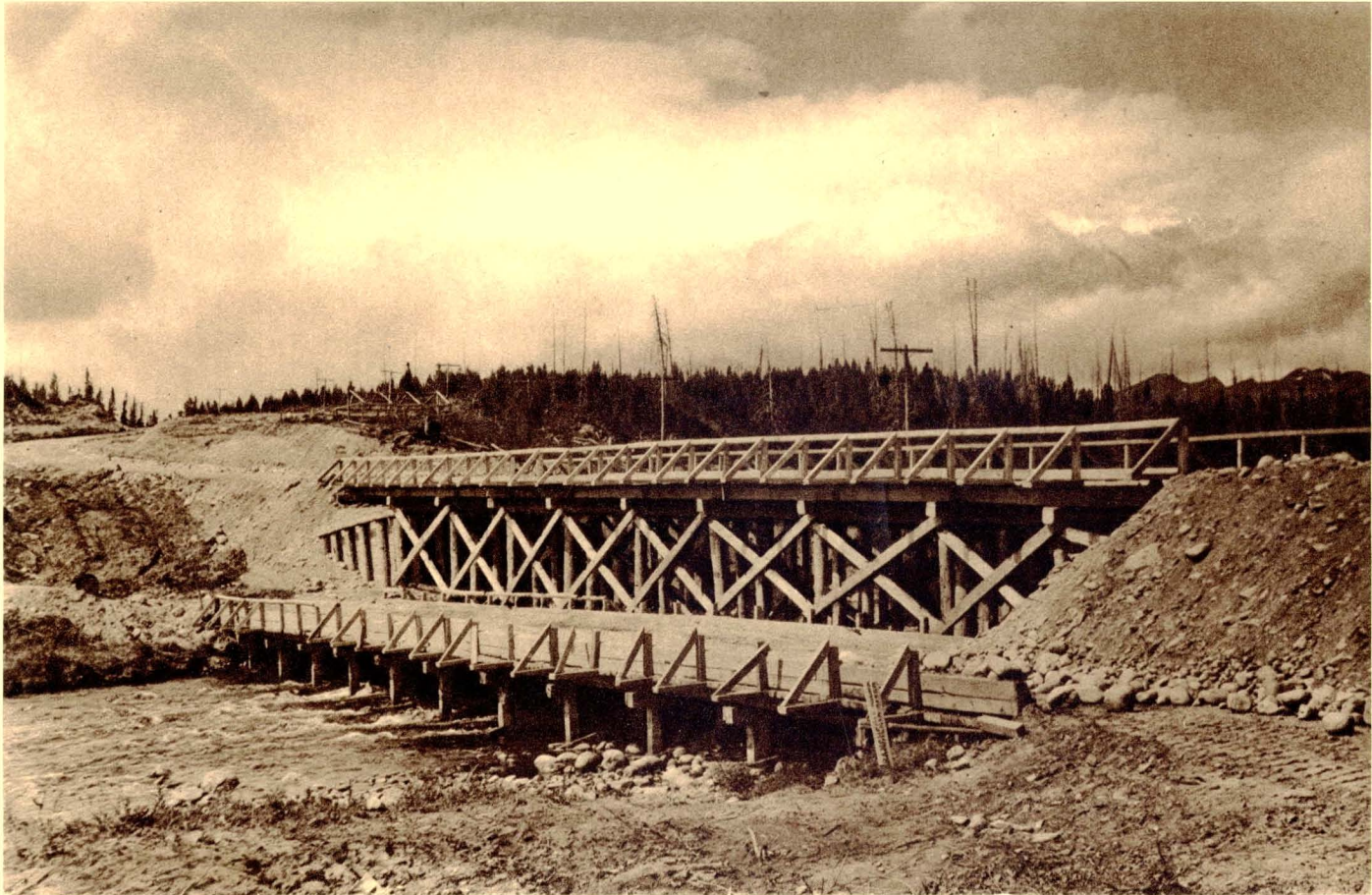
ALASKA HIGHWAY NORTH OF FORT ST. JOHN



TRADING POST JUST ACROSS THE BRITISH COLUMBIA LINE IN YUKON, IS LOCATED IN THE VILLAGE OF TESLIN WHERE THE ALASKA HIGHWAY CROSSES NISUTLIN BAY ALONG TESLIN LAKE



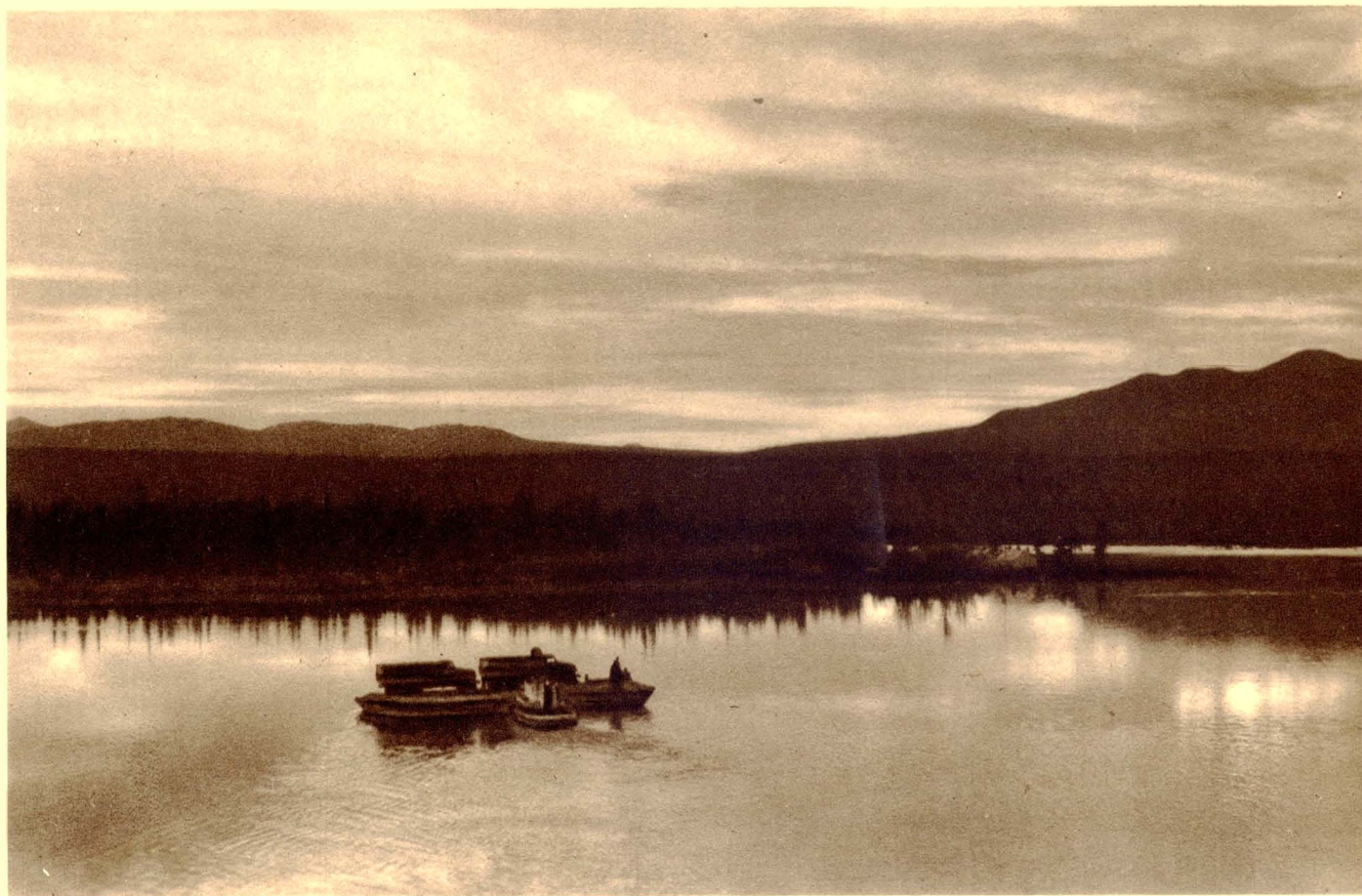
BUILDING THE ALASKA HIGHWAY ACROSS 1½ MILES OF SILT FLATS AT THE MOUTH OF THE SLIMS RIVER AT KLUANE LAKE ABOUT 160 MILES WEST OF WHITEHORSE



TEMPORARY LOW-LEVEL PIONEER BRIDGE AND THE NEW STRUCTURE ABOUT 200 MILES BELOW WHITEHORSE. AFTER CROSSING THE RANCHERIA RIVER AND PARALLELING IT FOR ABOUT 35 MILES, THE ALASKA HIGHWAY CROSSES IT AGAIN AT THIS POINT



THE SIKANNI CHIEF RIVER CROSSING MIDWAY BETWEEN FORTS ST. JOHN
AND NELSON ON THE ALASKA HIGHWAY



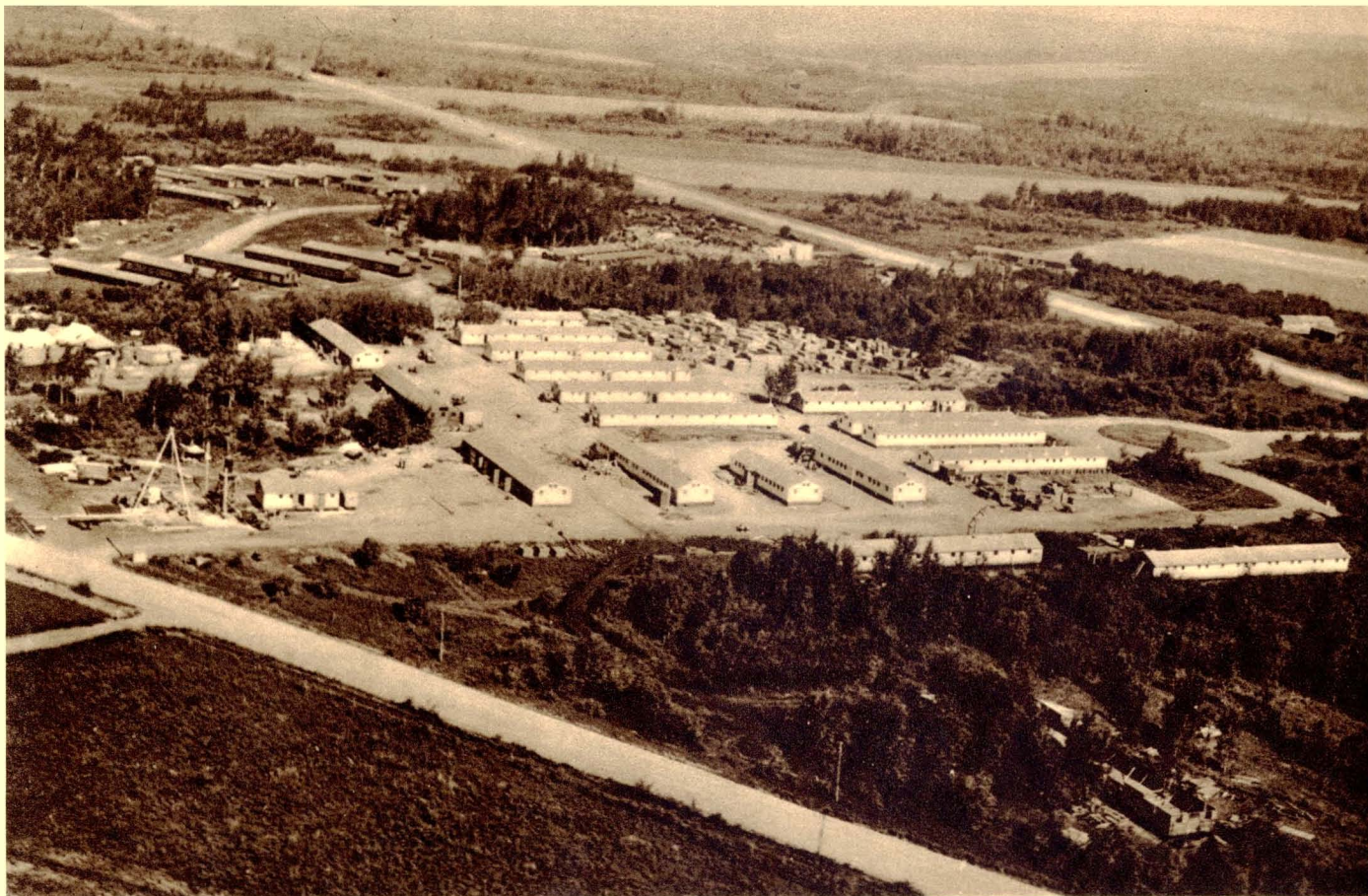
SUNSET ON THE ALASKA HIGHWAY



FROZEN DIRT PLACED ON THE SECTION OF THE ALASKA HIGHWAY TO LESSEN ICE HAZARDS



HEAVY-DUTY GRADER SKIRTING A MOUNTAIN LAKE



A PUBLIC ROADS ADMINISTRATION CAMP. IN THE FOREGROUND IS THE OLD FORT NELSON ROAD. BEYOND THE CAMP IS THE ALASKA HIGHWAY



ON THE ALASKA HIGHWAY, OVERLOOKING THE SLIMS RIVER—TEMPORARY ROAD

Etched by Raoul Pellissier, A.R.P.S.

The Alaska Highway

The Alaska Highway was built through 1,650 miles of uncharted wilderness in eight months between March 19, 1942, when the first survey party reached Dawson Creek, B.C., and November 20, 1942, when it was officially opened by Canadian and United States officials at Soldier's Summit near the Yukon-Alaska border.

"The Road" as it is familiarly known, was built primarily for the purpose of connecting the chain of existing Canadian Airports from Edmonton to Fort St. John, Fort Nelson, Watson Lake and Whitehorse with an overland line of supply necessary to maintain service for large numbers of United States aircraft which used the route either for the defence of Alaska or for the transportation, by air, of aircraft to Russia under lend-lease agreements.

Construction involved bridging more than 200 turbulent rivers and streams which, in the first few months of construction, swept out every existing temporary bridge either with sudden floods or ice floes. Estimates of construction costs vary from \$115,000,000 to \$175,000,000 and the road, when completed for tourist traffic will cost possibly twice the expenditures which have been put into it. It is estimated that, at the peak of building, more than 50,000 men and 6,000 trucks and other mechanized equipment were employed.

Dan E. C. Campbell, Director of Publicity, Government of Alberta.

INTAGLIO GRAVURE LIMITED

322 KING STREET, WEST

TORONTO, CANADA

