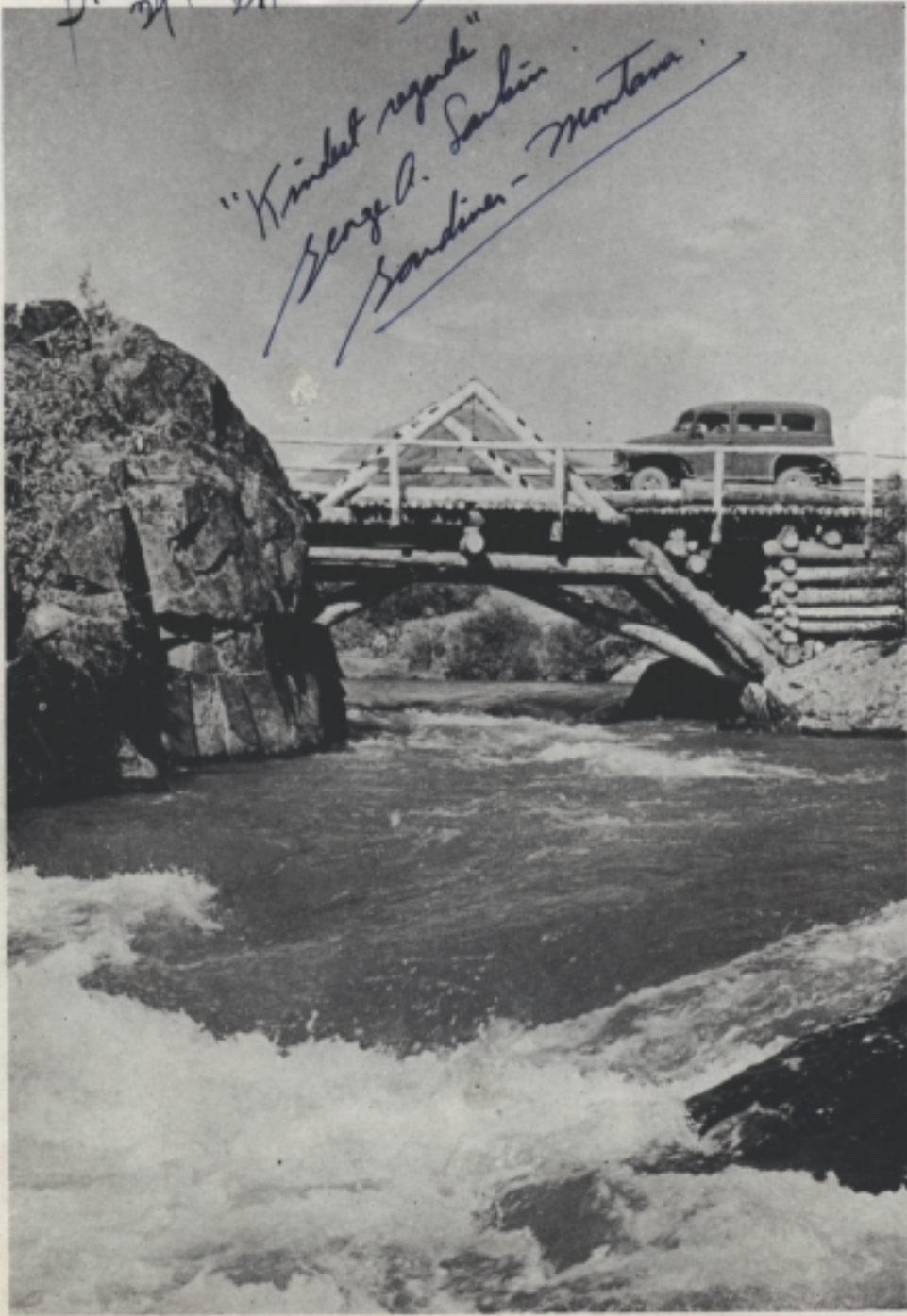


From Newfoundland
Canada.

Allen & Brian
29 Station Road,
Grand Falls
Nfld

"Kindest regards"
Serge A. Sabin
Sandwich - Montana



Wood Butcher
Virgil Noble
Columbus - Ohio

TROUT-FISHING IS GOOD, TOO

(14)

L.P. Hyde
 17 Key to the
 Empire on the
 Accountant-Payroll
 U.S.A.
 (Junior)
 you are a bum.

The Alaska Highway

4. From Watson Lake through mountains west and then northwest to Whitehorse, Yukon gold-rush town, 275 miles.

5. From Whitehorse, past beautiful Kluane Lake and skirting St. Elias mountain range, crossing the Alaskan-Yukon border, northwest to Fairbanks, Alaska, 600 miles. The last 100 miles of this section is a part of the Richardson Highway which has been used for some time.



The whole totals nearly 1,600 miles, the vast majority of the way through rough, wild country, where brown bears and grizzlies had lived without man's interference.

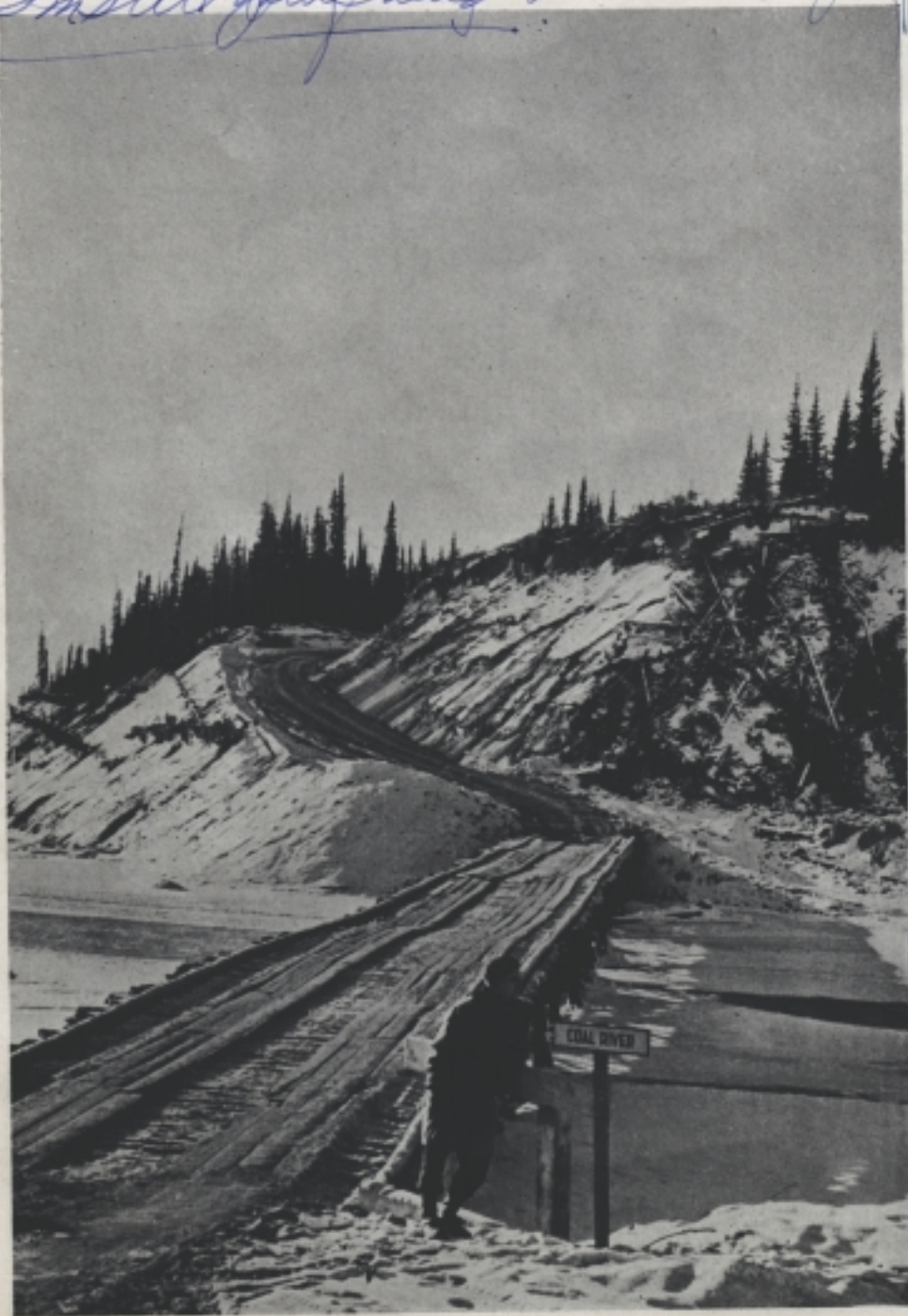


TOURISTS' PARADISE

(15)

Barney Houty
1021 Florida
Los Angeles Calif.
I'm still your friend

The Best Always
Loretta Johnson
M.C. in Oregon
Maine



A LAND FOR POETS

Marion (Kumar)
Berkeley,
Massachusetts

*The Woods -
 Did certainly
 enjoyed your
 well - had
 of success
 Anderson
 Goodhouse, La. Det.*

The Alaska Highway

Swath is Cut Through Bush

The engineers took the lead, smashing down millions of trees and cutting a wide swath through the country. Every conceivable type of obstacle was met, but the highway had to be pushed through at all costs. Engineer officers were given a good deal of leeway and did not stick to formal road-building technique.



The accent was on drainage, and original specifications set down served only as a guide. As it stood in the spring of 1943, the highway was about 24 feet wide, sufficient for a two-lane road. Considerable work, such as permanent bridges, grading, gravelling and straightening, were in the plans for 1943.

Beyond Fort Nelson, The Road rises rapidly and mountains are in view most of the way. Five summits were met at elevations of between 3,200 and 4,200 feet above sea level.

The artery crosses many rivers with colorful Indian and northern names. These include the Cut Bank, Peace, Sikinni, Muskwa, Upper and Lower Liard, Teslin, Lewes, Tanana and others.

In some places, contracting outfits did pioneering work, but generally they followed in the wake of the engineers improving The Road and bringing it up to minimum requirements. Sometimes, the civilian companies by-passed one another as their section of the highway was completed.

*Jan a lovely lady
 my father
 27 as it cuts
 MSC*



*Jan A Anderson
 957 S. Knicker Ave
 Seattle 6
 St. Louis 10 Minn.
 "She lives at the end of the road"*

● DOG TEAMS PLAY AN IMPORTANT ROLE IN TRANSPORTATION IN THE NORTH



Best wishes Wanda
and remember the
engineers
N. W. Yanick
Clifton, Iowa.

The Alaska Highway

In the far north, work did not get into full swing until June. One unit, leaving the White Pass and Yukon Railway at Carcross, started to build east to the highway, reaching it at a point known as Jakes Corners, about 50 miles south of Whitehorse. This unit then pushed southeast.

Another unit in the northern sector made its way by a fairly direct water route to a point 100 miles southeast of Whitehorse, where a base camp was established. Members of this engineer unit started work in both directions.

Striking south from Whitehorse, the Dowell Construction Company smashed through for about 50 miles. The engineers worked north from Whitehorse for 280 miles to near the Alaskan border.

Troops in Alaska were reinforced by civilians working for Lytle and Green, a construction firm. They worked in a southeasterly direction.

With many units working in both directions from base camps, it wasn't many months until they neared one another and finally bulldozer met bulldozer.

During all this time, the men worked under tough conditions. Frigid nights, mud, dust, rain that chilled to the bone, hot days, black flies, gnats and millions upon millions of thirsty mosquitoes were only a few of the hardships encountered.

It's a tough life in the north even for hardened trappers and Indians.

They cursed The Road into being in a dozen American accents.

A few men were lost in accidents, others



With all good
wishes to Wanda -
Warren Gault
37 E 39 St -
N.Y.C.
A bit south East of here.