

About the Author



Donna Blasor-Bernhardt

Donna Blasor-Bernhardt is a lifelong Alaskan, having moved to Alaska with her parents when she was just six years old. Donna has never looked back. She is very much in love with the magnificent country called Alaska. While she enjoys painting, music and photography, writing is her specialty. She has completed eleven books and has published a full-length book detailing her life in the tent.

Pioneer Road is her second full-length non-fiction book. Donna has also completed two screenplays, which have been optioned for film production.

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PIONEER ROAD

It is December, 1941.

Japanese forces have just bombed Pearl Harbor. President Franklin D. Roosevelt issues his "day of infamy" speech. The United States is drawn, fully, into World War II.

In spite of a few military bases in the north, Alaska, Canada, and the entire west coast of the U.S., lie vulnerable to attack and invasion by the Japanese. It is debatable whether or not the Navy can keep the northern sea lanes open and enemy-free. A better way is needed to defend the north. What can be done?

Build a road!

"The book is wonderful... a masterpiece. It's a honey."

Stanton H. Patty

Assistant Travel Editor (Retired) *The Seattle Times*
Author of *Fearless Men & Fabulous Women*

"The highway, as it stands, is a real tribute to all the men from every part of the continent, who proved to themselves and the world that they had all the spirit and fight of their forefathers."

John Clark Friese

Waiter, Clerk, Truck Driver, First-Aid Medic, Camp Superintendent
Pedersen Brothers Construction Company

ISBN 1-59507-028-1

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PIONEER ROAD

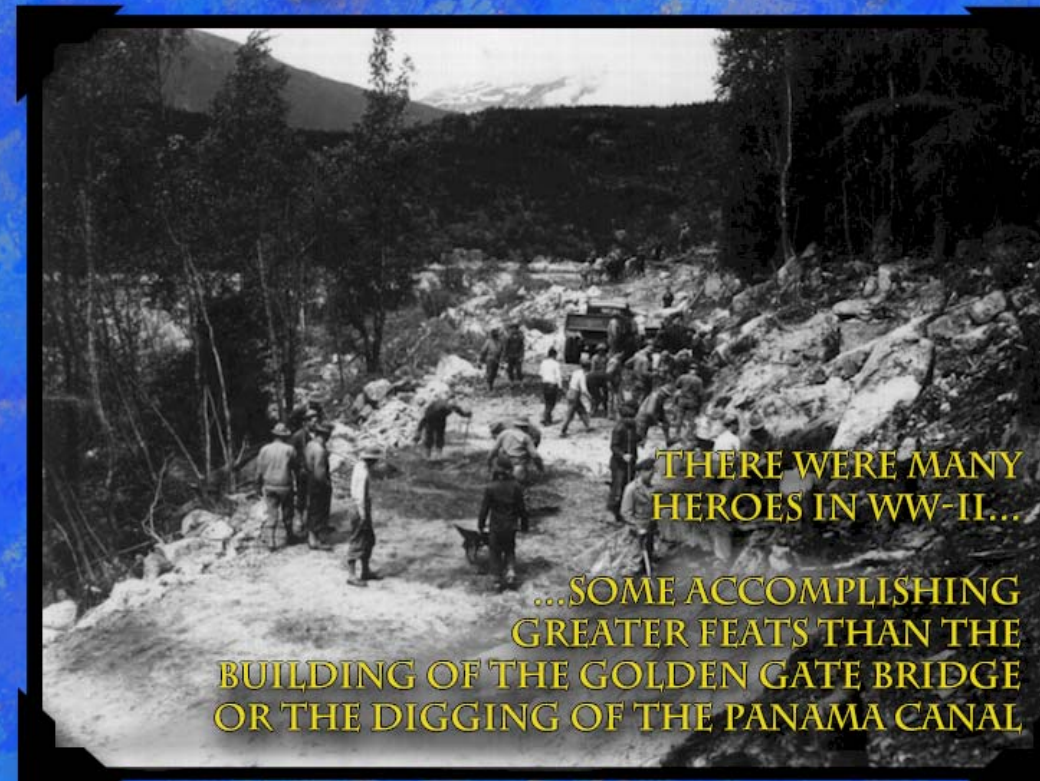
by Donna Blasor-Bernhardt

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PIONEER ROAD

Anthology of the Alaskan Highway



**THERE WERE MANY
HEROES IN WW-II...**

**...SOME ACCOMPLISHING
GREATER FEATS THAN THE
BUILDING OF THE GOLDEN GATE BRIDGE
OR THE DIGGING OF THE PANAMA CANAL**

Donna Blasor-Bernhardt

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1942—A master plan between Canada and the United States is initiated. Canada agrees to waive import duties, immigration regulations, and even sales taxes. They agree to furnish the right-of-way through their country and allow native trees and materials to be taken as needed for the construction of a road. In return, the U.S. will build and pay for its construction. Part of the deal, also, is that the U.S., six months after the war ends, will turn the part of the road on Canadian soil over to Canada. It is an agreement to benefit both countries. The race is on.

On February 14, 1942, the order to start work on the Alcan Highway Project became reality. The road itself would stretch over 1,400 miles, beginning in Dawson Creek, British Columbia, Canada, and ending in Delta Junction, Alaska. In Delta Junction, it would connect with the already existing, Richardson Highway, which provided access to both Fairbanks and Anchorage.

Time was the key—the best way in the shortest amount of time. Build a road; defend the north. The building of the Alcan (Alaska/Canada) Highway was an enormous undertaking and a huge war effort.

In the beginning, U.S. Army Engineer troops were mobilized and sent north to blaze a pioneer road through untamed wilderness, across raging rivers, mountains, mud, mosquitoes and musk. With the Japanese occupation of Alaska's Aleutian Islands, Attu and Kiska, the pressure became intense. Now the enemy had breached North America!

**See how it all happened,
directly from the men and women who
responded to duty's call.**