

west Highway System with headquarters at Whitehorse, Yukon. With a mixed military and civilian establishment the system operates 16 maintenance camps located at strategic points along the Alaska Highway and the Haines cut-off road. The province of British Columbia assumed control and maintenance of the highway between Mile 1.4 and Mile 83.6 in 1961.

Today the highway is straighter, wider and paved in stretches after Fort Nelson, British Columbia, while the entire U.S. section is paved. At Mile 1221.4 the highway crosses the boundary between Canada and Alaska. There are 133 bridges, 6 metres or more in length and their total length approximates 11 kilometres.

The road has become increasingly important in developing the Canadian northwest and Alaska. Snowfall along its length is relatively light and is usually easily removed using appropriate snow removal equipment. Temperatures, however, range from 32 degrees Celsius in summer to -15 degrees Celsius in winter.

Traffic has steadily increased since the highway was opened to civilian use following the war making vast territories available for exploration and development of natural resources, including mining, logging, oil, gas and electric power.

Festivities planned

What was originally a top defence priority has become a world renowned landmark and to mark its anniversary a celebration called the Alaska Highway Adventure has been planned. A special welcome will be accorded to former members of the 18th, 35th, 93rd, 95th, 97th, 340th and 341st U.S. Engineer regiments, the 648th Topographical Engineers, the Royal Canadian Engineers and any other Canadian or U.S. military group that took part in constructing the road.

One of the highlights of the celebration will be a highway symposium in Fort St. John, British Columbia, June 19-20. Canadian Governor General Edward Schreyer will be the keynote speaker and 20 other speakers will discuss the highway from war romances to cost, the social impact and the future of the highway. There will also be a panel discussion with local residents and ex-servicemen who participated in the construction of the highway.

A colour film taken at the time of construction will provide an actual record of conditions on the site.

During June and July, Stage North, a theatrical group will present an appro-



The highway follows Kluane National Park in the Yukon.

priate revue at communities located on the highway.

Winter activities will also be a part of the anniversary festivities with a snowmobile rally that will include participants from around the world. The rally will run from Fort St. John to Fort Nelson, a distance of 395 kilometres.

Visitors along the highway will be presented with Alaska Highway passports

that will entitle the bearer to discounts at many hotels and stores along the route.

Several U.S. regiments involved in the building of the highway are planning reunions during the 20-month celebration. The Peace River-Alaska Highway Tourist Association is offering its services to locate regiment members. The association's address is: P.O. Box 6850, Fort St. John, British Columbia V1J 4J3.

Salmon stocks to be increased

New measures to halt the decline in chinook salmon stocks in British Columbia, affecting both commercial and sport fishermen, have been announced by Fisheries and Oceans Canada.

To help increase the number of returning chinook that escape the nets and hooks of fishermen and make it to the spawning grounds, the commercial troll fishery in some northern areas of British Columbia are being closed for a two-week period in June. During this period the majority of four- and five-year-old chinooks are *en route* to various spawning grounds from the Nass to the Fraser Rivers, where they will spawn in late summer and fall.

The regulations are expected to reduce the catch of chinook with spot closures and special restrictions being considered for all gear types if specific conservation problems are identified during the season.

In the recreational fishery, the chinook bag limit in the Rivers Inlet and Hakai

Pass fisheries will be reduced to two a day and four in possession (from four and eight respectively). In addition, during the period in question the chinook bag and possession limits in all northern B.C. sport fisheries will also be reduced to two and four respectively.

In 1981 the chinook salmon catch in the Alaska troll fishery was reduced from 320 000 to 268 000 fish, primarily for conservation of U.S. stocks originating in Alaska, Washington and Oregon. "Since a significant amount of the catch in the Alaska troll fishery is fish of Canadian origin, the restrictions in Alaska were also of major benefit to Canadian stocks," said Fisheries Minister Roméo LeBlanc in announcing the new regulations. "Similar restrictions are necessary in north and central B.C. waters to ensure that conservation measures in Alaska result in increased escapements to Canadian rivers."

Fishery management actions proposed for implementation this year are designed to increase 1982 B.C. chinook spawning escapements by 20 000 fish.