

# *OUR YUKON* HERITAGE RESERVES **RESEARCH SUMMARY REPORT**

October 4, 2022



**ERA**

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Prepared By PE / SI / LP / EA / LL / CH / PB

Cover Photo: Robinson Roadhouse, 1948  
(Yukon Archives, Peter Bennett fonds,  
86/9 #50 PHO 308)

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# 1 INTRODUCTION

## 1.1 Project Background

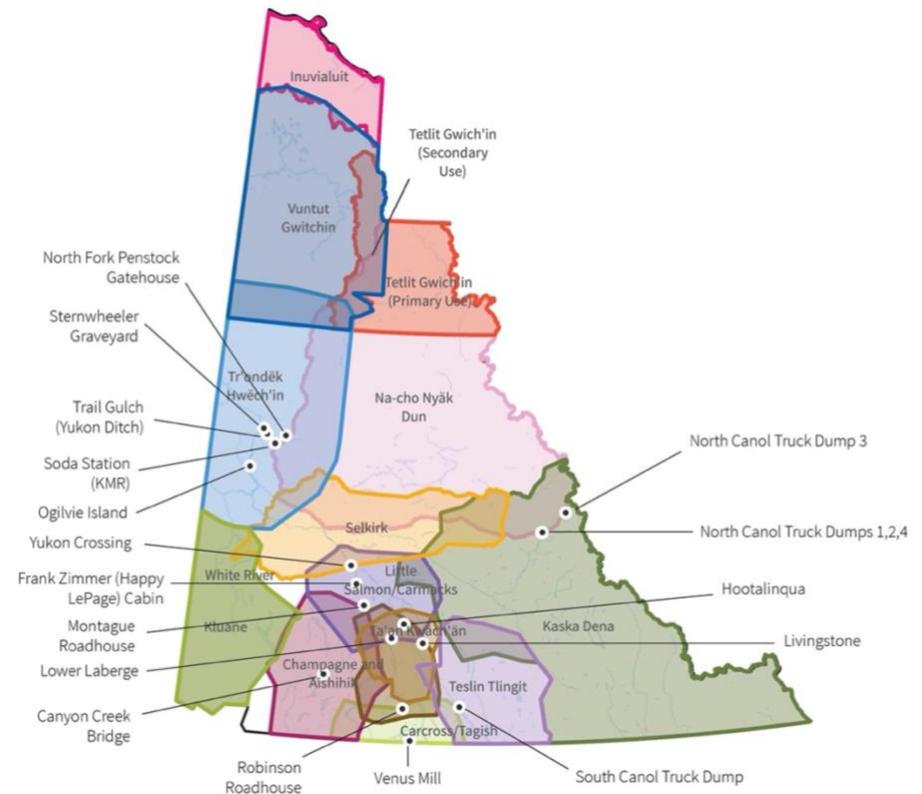
ERA Architects Inc. (“ERA”) has prepared this Research Summary Report as part of the first phase of *Our Yukon*, a Yukon Government project to understand the heritage value and set management priorities for 16 publicly-owned Heritage Reserve sites. While not the only heritage reserves in the Yukon, these reserves were chosen because of the conservation opportunities afforded and their current management state.

The 16 Heritage Reserve sites consist of administrative reserves created by the Government of Yukon over four decades, and managed by the Historic Sites Unit today. Identified for their association with predominantly colonial themes in Yukon’s history, the Heritage Reserves were created to provide for a range of heritage identification, interpretation, and conservation activities. Over time, they have been subject to varying levels of investment by the Government of Yukon.

The purpose of the *Our Yukon* project is to examine the heritage value of each of the 16 Heritage Reserves, and determine appropriate management priorities. In Phase 1 of the project, this Research Summary Report consolidates existing records of the Government of Yukon’s Historic Sites Unit, including historical information, mapping, and records of conservation activities for each site. It sets the stage for the public engagement and strategic decision-making processes to follow in the upcoming Phases 2 and 3.

## 1.2 Location

The 16 Heritage Reserves are located throughout the Yukon Territory, and are on the traditional territories of several Yukon First Nations (see map below).



The 16 Heritage Reserves identified on Yukon First Nation traditional territories across Yukon (ERA, 2022).

## 1.3 How to Read this Document

This Research Summary Report is organized as follows:

- **Chapter 1** provides background on the *Our Yukon* project, and the location and nature of the 16 Heritage Reserve sites.
- **Chapter 2** provides an overview of the 16 Heritage Reserves, including their location, historic buildings and/or structures contained within them, and a brief overview of their historical context;
- **Chapter 3** assesses each of the Heritage Reserves in the context of factors that may influence their future management. These factors include:
  - Site Condition
  - Ease of Access
  - Risk to Visitors
  - Past Conservation Investment
  - Past Interpretation Investment

Each Heritage Reserve is assessed under each factor using a colour code, where Green is best, Yellow is neutral or medium, and Red is worst.

- **Chapter 4** reviews next steps in the *Our Yukon* project, and set out the roadmap for Phases 2 and 3.

## 2 THE HERITAGE RESERVES

### 2.1 Canyon Creek Bridge

#### Site and Location

The Canyon Creek Bridge Heritage Reserve is located at Kilometre 1547 of the Alaska Highway where it crosses the Aishihik River, west of Whitehorse.

The Heritage Reserve is a square 0.21-hectare area that includes a single log bridge and bridge abutments over the Aishihik River.

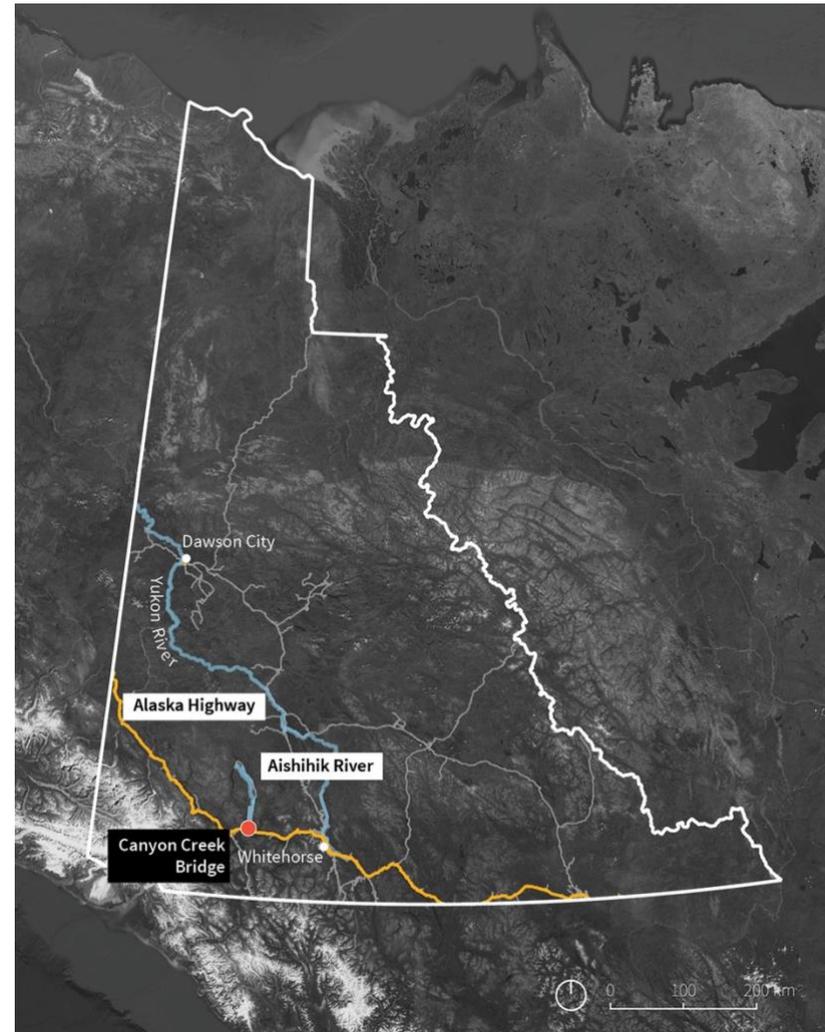
The Canyon Creek Bridge Heritage Reserve is located on the traditional territory of the Champagne and Aishihik First Nations.

#### Historical Context

The Canyon Creek Bridge Heritage Reserve is associated with early 20<sup>th</sup>-century gold mining in the Kluane Region, and with the WWII-era construction of the Alaska Highway.

The current bridge is the third bridge constructed on this site over its history.

The first bridge was constructed in 1904 by local pioneer Sam McGee, who was involved in several road- and bridge-building enterprises of the day throughout southern Yukon. It was built as a component of the Kluane Wagon Road (“KWR”), an initiative sponsored by the territorial government to support the influx of miners and prospectors to the Kluane Region following the discovery of gold there in 1903. The



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

KWR required an all-season crossing of the Aishihik River (then called Canyon Creek by Euro-colonial settlers), which was fast-flowing and difficult to cross during spring run-off.

In 1923, during a KWR upgrade to support motor vehicle traffic, the Canyon Creek Bridge was replaced. The Territory-funded replacement was likely built by brothers Louis and Eugene Jaquot, who had traveled to Kluane during the 1903 gold rush and become successful trading-post operators at Burwash Landing. In the 1920s, the brothers would have been frequent users of the KWR to outfit their store.

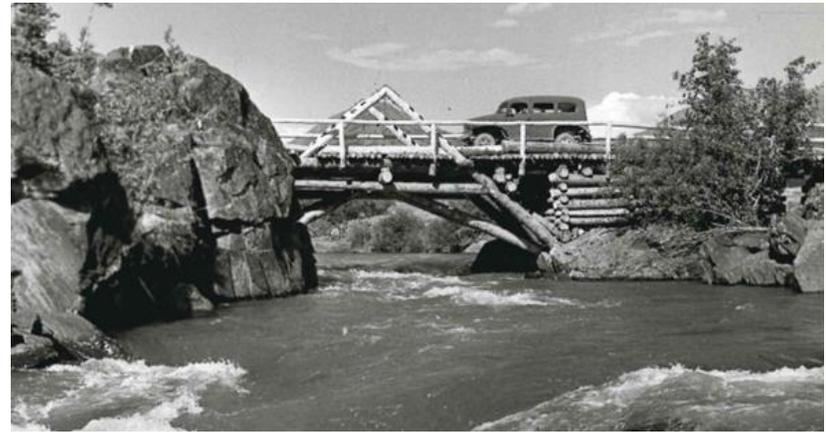
The 1923 bridge was used until the Second World War, when the US Army undertook construction of a major infrastructure project, the Alaska Highway, to supply Alaska with war materials and reinforcements secure from Japanese interference.

The construction of the Alaska Highway transformed southern Yukon, and altered the trajectory of development in the Territory. Whitehorse became Yukon's new economic centre, and later its political hub.

The Alaska Highway crossed southern Yukon westward, passing through Whitehorse and relying on portions of the existing KWR wherever possible. The 1923 Canyon Creek Bridge was deemed insufficient to support heavy military vehicles and did not meet the highway standards, so in 1942, the US Army dismantled it and built a new bridge in its place. Built in eighteen days, mostly by hand, the 1942 Canyon Creek Bridge would survive spring flooding in 1943 that washed out several other bridges along the route.

In 1943, the US Government's construction of a bridge 78 metres downstream rendered the Canyon Creek Bridge obsolete along the Alaska Highway, although it saw continued local use.

The 1975 construction of a hydroelectric dam on the Aishihik River later caused dramatic water-level fluctuation, and the Canyon Creek Bridge sustained significant deterioration as a result. In the late 1980s, the Government of Yukon's heritage branch undertook substantial reconstruction of the bridge, with smaller logs harvested locally and larger logs transported from Watson Lake, but fluctuating water levels continue to damage the bridge today.



c. 1942: Looking north to Canyon Creek Bridge (source unknown).



2020: Looking north to Canyon Creek Bridge (Historic Sites Unit, Yukon).

## 2.2 Hootalinqua / Shipyard Island

### Site and Location

The Hootalinqua / Shipyard Island Heritage Reserve is located on the Yukon River's Thirty Mile Section (a Canadian Heritage River), at its confluence with the Teslin River.

The 13-hectare two-section Heritage Reserve includes (1) the former town site of Hootalinqua on the west bank of the Yukon River, with a telegraph office and five outbuildings, and (2) Shipyard Island, located 500 metres north of the town site in the Yukon River, which includes shipyard infrastructure and the relict *S. S. Norcom*.

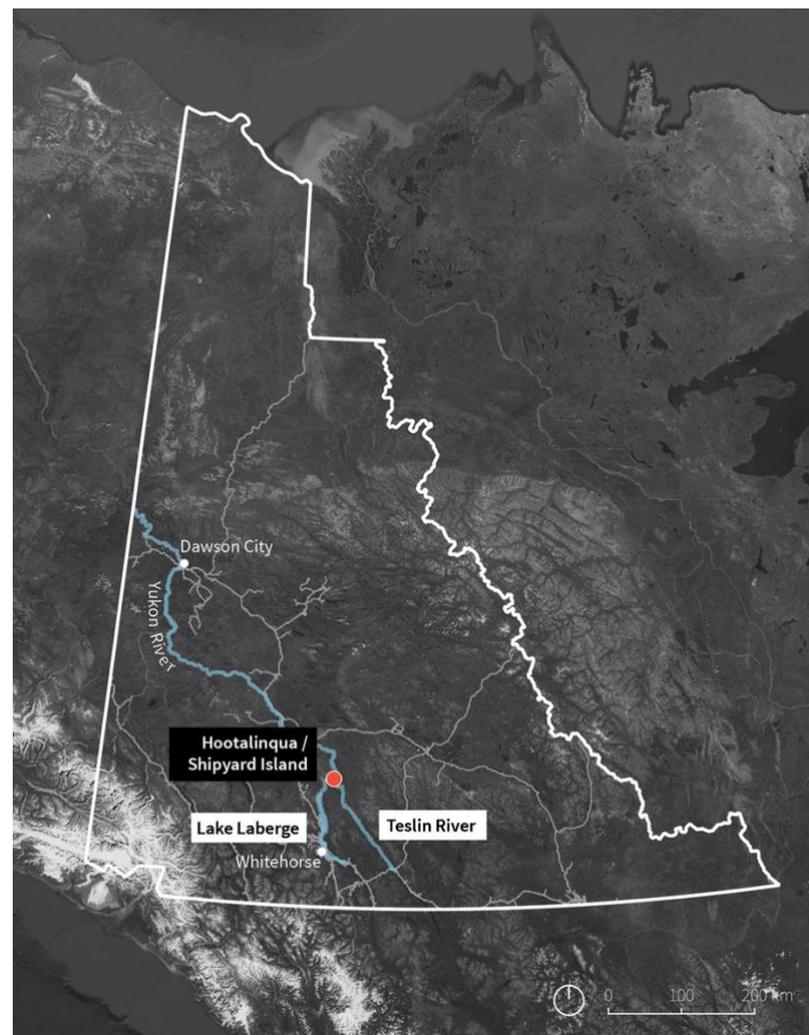
The Hootalinqua Cemetery, which includes a mix of First Nations and settler graves, is located just outside the bounds of the Hootalinqua Heritage Reserve.

The Hootalinqua / Shipyard Island Heritage Reserve is located on the traditional territories of the Ta'an Kwäch'än Council, the Kwanlin Dün First Nation and the Little Salmon/Carmacks First Nation.

### Historical Context

The Hootalinqua / Shipyard Island Heritage Reserve is associated with growth and settlement in Yukon driven by turn-of-the-century gold rush activity.

Positioned at the confluence of the Yukon and Teslin Rivers, Hootalinqua has long been a strategic centre for navigation. Its name is derived from the Tlingit word for the Teslin River: Hudinlin. Ta'an First Nations people know this place as Tägà Shäh Jadali, meaning "big river branching off".



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

Prospectors arrived in the area in the 1870s, following the discovery of gold on the Teslin River. The 1896 Klondike Gold Rush and subsequent discovery of gold at Livingstone Creek brought increased traffic and settlement, with 100 prospectors based at Hootalinqua in 1896.

A town site quickly emerged. In 1897, the North West Mounted Police (“NWMP”) established a detachment, settler Dan Snure opened a store, and the Bennett Lake and Klondike Navigation Company established a roadhouse for travellers passing through. A mining recorder’s office was established to serve gold mining operations just up the Teslin River in Livingstone; the office would shift over to the Livingstone town site by 1903.

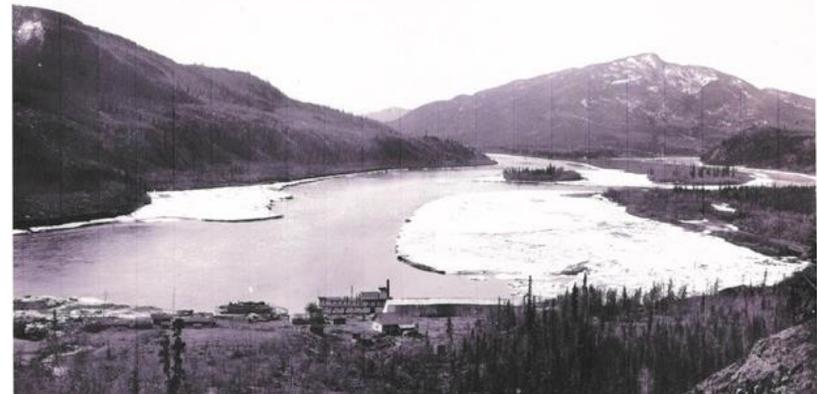
Between 1899-1901, the Canadian Department of Public Works (“CDPW”) built a telegraph office at Hootalinqua, one of several along its 2700-kilometre Dawson to Ashcroft Telegraph Line. The CDPW built log vernacular telegraph offices in a consistent design along the line, with telegraph office space and lodging for the linesman and operator. The telegraph office at Hootalinqua was altered early on to accommodate long-term operator Jack Ward’s growing family. The Wards remained until 1924, and the office closed in 1925, supplanted by radio communications.

Around 1903, the town of Livingstone outpaced Hootalinqua as the main urban centre in the area, but Hootalinqua continued to operate as a transport hub. Shipyards were established to support sternwheel steamboat travel down the Yukon River, a common method of transportation north to Dawson City following the Klondike Gold Rush. The first shipyard, Sifton Ways, operated 1902-09, followed by Shipyard Island, which operated 1913-1930s.

The rocky and narrow Thirty Mile Section of the Yukon River made Hootalinqua a strategic location for ship repairs. It also provided an

important location for overwintering with goods meant for Dawson City; the Yukon River would typically thaw a month earlier than Lake Laberge, and ships overwintering at Hootalinqua could begin their travel northward without waiting for Lake Laberge to thaw.

The Hootalinqua town site’s population fluctuated seasonally, swelling in the summer with ship workers and woodcutters at wood camps along the river (sourcing fuel for steamboats), and declining to two or three families in the winter. The town’s population declined for good in the 1930s, and it has been abandoned since the mid-century.



1904: Hootalinqua (University of Alaska Fairbanks, Andrews Collection 72-54-142).



2021: Looking west at the Telegraph Office and interpretive signage (Historic Sites Unit, Yukon).

## 2.3 Livingstone

### Site and Location

The Livingstone Heritage Reserve is a 15.2-hectare rectangular area located along Livingstone Creek in the South Big Salmon River Valley.

The Heritage Reserve includes relict evidence of the Livingstone town site, including 13 substantial buildings and several other outbuildings.

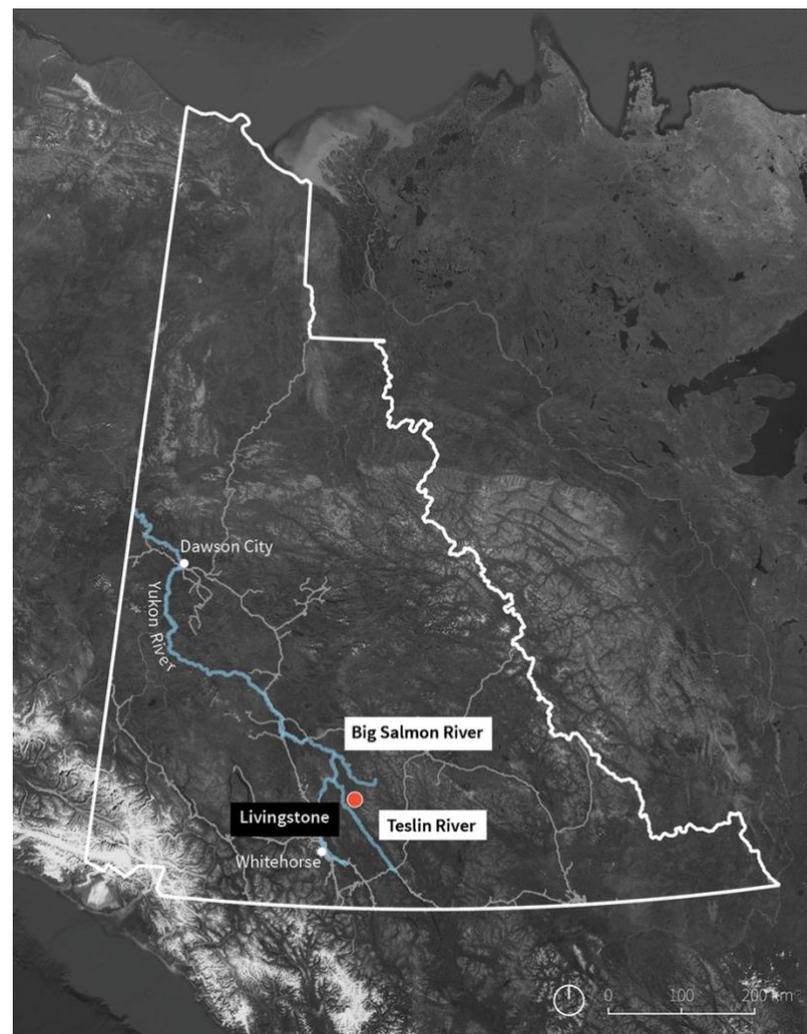
The Livingstone Heritage Reserve is located on the traditional territories of the of the Ta'an Kwäch'än Council and the Kwanlin Dün First Nation.

### Historical Context

The Livingstone Heritage Reserve is associated with growth and settlement in Yukon driven by turn-of-the-century gold rush activity.

A town site was established at Livingstone at the turn of the 20<sup>th</sup> century, following the discovery of gold by George Black and Sam Lough in the Livingstone Creek in 1898, following the Klondike Gold Rush. Black would go on to serve an important role in Yukon's early development, as the Commissioner of Yukon and a territorial and federal parliamentarian between 1905-1949.

Mining began in earnest at Livingstone Creek in 1900, but landscape conditions necessitated large equipment, including timber cribbing, machinery to move large boulders, and pumps addressing subsurface water that would flood mines. Independent mining proved challenging, and by 1902, syndicates formed as miners pooled their resources and sought financial backing, eventually consolidating into larger operations.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

In 1901, the Yukon Government sought to address Livingstone's remoteness through construction of a wagon road from Mason's Landing, following the Teslin River, and by 1902 a rough horse trail from Upper Laberge had also been constructed. Over the next decade, the population of Livingstone grew from 86 residents to around 200.

At its height, the thriving community included two roadhouses, a store, NWMP post, mining recorder's office, stagecoach operation, telegraph office, blacksmith, and butcher / meat house.

Livingstone was a multi-cultural community. With no treaties in place at the turn of the century, local First Nations were forced to adjust to settler practices and ways of life. Many First Nations people participated in Livingstone's mining economy, supplying meat to miners, working in mines, and holding mining claims. Examples included Hootalinqua Johnny, who worked as a porter along Lake Laberge in 1898 and owned claims at Livingstone, and Frank Slim, who prospected and trapped at Livingstone in the 1930s, and later became the only First Nations person to captain a sternwheeler in Yukon. Lillian Mabel Taylor, a Black woman, was employed as a cook and laundress in Livingstone, including at Dan Snure's roadhouse, the largest in town, following Snure's shift upriver from Hootalinqua.

Mining declined at Livingstone after the 1910s, but grew again in the early 1970s under the Constellation Mines company. The winter road from Whitehorse was improved and rebuilt to transport mining equipment into town. The town site was largely abandoned in the 1970s, but families associated with Constellation Mines remained in town, living in one of the cabins until 1986.

Today, Livingstone is largely abandoned, with one 1932 building still in use. The area has seen recent mining activity involving diversion of the Livingstone Creek.



1902: Town site of Livingstone (Canadian Geological Survey, Murray Lundberg's Collection).



2020: North West Mounted Police building, (Historic Sites Unit, Yukon).

## 2.4 Lower Laberge

### Site and Location

The Lower Laberge Heritage Reserve is located on the Yukon River, 70km north of Whitehorse and 100km south of Carmacks, at the outflow of the Thirty Mile Section of the Yukon River from Lake Laberge (a Canadian Heritage River).

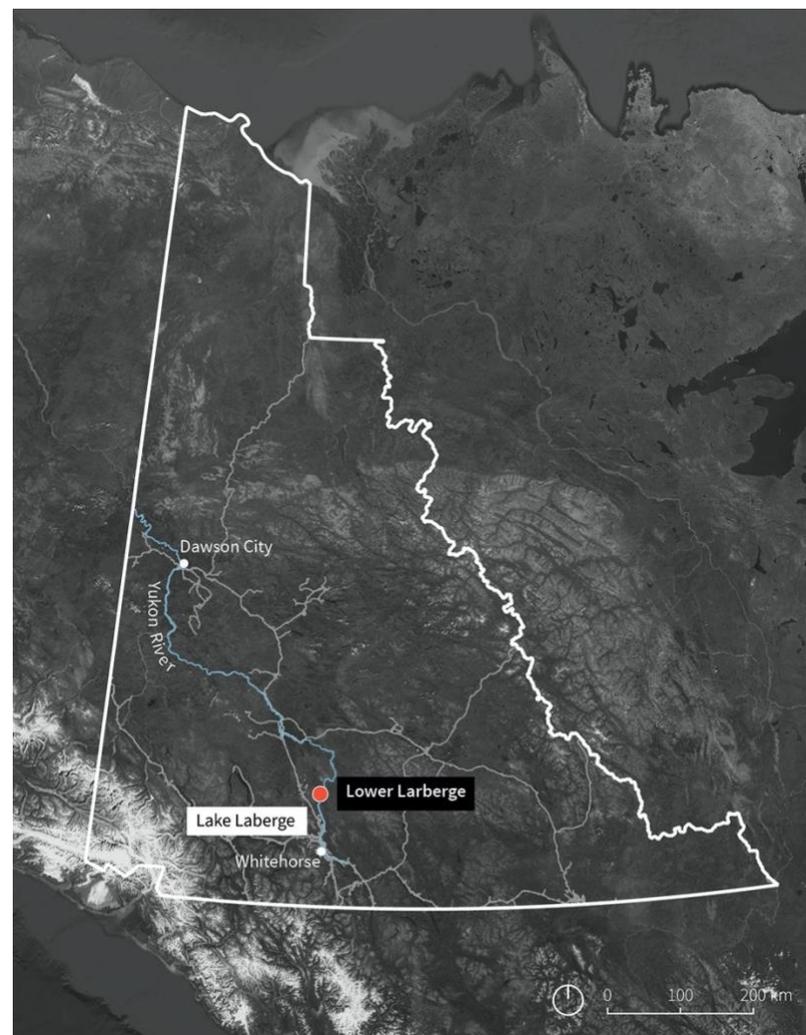
The Heritage Reserve is split into two sections, and consists of 12 heritage resources within the historic settlement of Lower Laberge, a turn-of-the-century townsite established in response to Klondike Gold Rush traffic. The Heritage Reserve buildings include a telegraph office, an icehouse / smokehouse, a doghouse, an outhouse (all in the south section), and a relict sternwheeler, *The Casca* (in the north section).

The Lower Laberge Heritage Reserve is located on the traditional territories of the Little Salmon/Carmacks First Nation, Ta'an Kwäch'än Council and Kwanlin Dün First Nation.

The Heritage Reserve is located within a broader collection of turn-of-the-century heritage resources, where the resources outside the Heritage Reserve (including a cabin, roadhouse- and store foundations, a cabin and shed, and the original NWMP detachment) are located on Ta'an Kwäch'än Council settlement land (TKC R-6B and TKC S-12B1).

### Historical Context

The Lower Laberge Heritage Reserve is associated with turn-of-the-century growth and settlement in Yukon driven by the Klondike Gold Rush.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

Long a strategic location on the Yukon River, the Lower Laberge site was historically used as a First Nations fish camp and stop along a trade route. Today, it continues to be used as a trapping site by members of the Ta'an Kwäch'än Council.

Beginning in 1896, the Klondike Gold Rush brought thousands of gold seekers and stamperders down the Yukon River through to Dawson City. The increase in traffic drove the NWMP to establish a detachment in 1897 at Lower Laberge, on the west side of the Yukon River.

In 1899, two major routes were built through Lower Laberge: the Canadian Development Company's ("CDC") winter route between Whitehorse to Dawson City, built to fulfill its Royal Mail delivery contract, and the Canadian Department of Public Works' ("CDPW") 2700km telegraph line between Ashcroft, British Columbia and Dawson City.

The CDC established a roadhouse at Lower Laberge, known as Post #3, one of 17 stops along its winter route. The CDPW built a vernacular log telegraph office, which was laid out and built like the other telegraph stations along the line between Bennett, British Columbia and Dawson City.

A settlement grew in the area, with a government compound established on the east shore of the Yukon River in 1902, even as the CDC's winter route was replaced by the Overland Trail in 1903, which bypassed Lower Laberge entirely. While the NWMP detachment also closed in 1903, Lower Laberge became an important location for ship construction and overwintering; once the ice cleared on the Yukon River, ships were loaded by sled across the frozen Lake Laberge, and were able to progress down the Yukon River with goods to Dawson City two-to-six weeks before the ice would clear from the lake.

Early buildings were reused as needs evolved. The telegraph office shifted to an NWMP detachment building in 1915, and a new telegraph office was constructed in 1935 (now known as the Lower Laberge Trapper's Cabin). The Lower Laberge telegraph office was one of the last remaining in operation, used primarily for riverboat navigation in the mid-century until its closure in 1952.



1899: View of Lower Laberge, including Telegraph Office and outbuildings (Glenbow Archives).



2016: Telegraph Office, south and west elevations after 2015 repairs (Historic Sites Unit, Yukon).

## 2.5 Robinson Roadhouse

### Site and Location

The Robinson Roadhouse Heritage Reserve is located on the west side of the White Pass & Yukon Route (“WP&YR”) rail corridor, just west of the South Klondike Highway, between Carcross and Whitehorse.

The Heritage Reserve includes five extant buildings, some building remnants and fencing, which comprised an historic flag station and small settlement along the WP&YR Railway. The extant buildings include the Robinson Roadhouse, and others that may have served as barns or residences at Robinson.

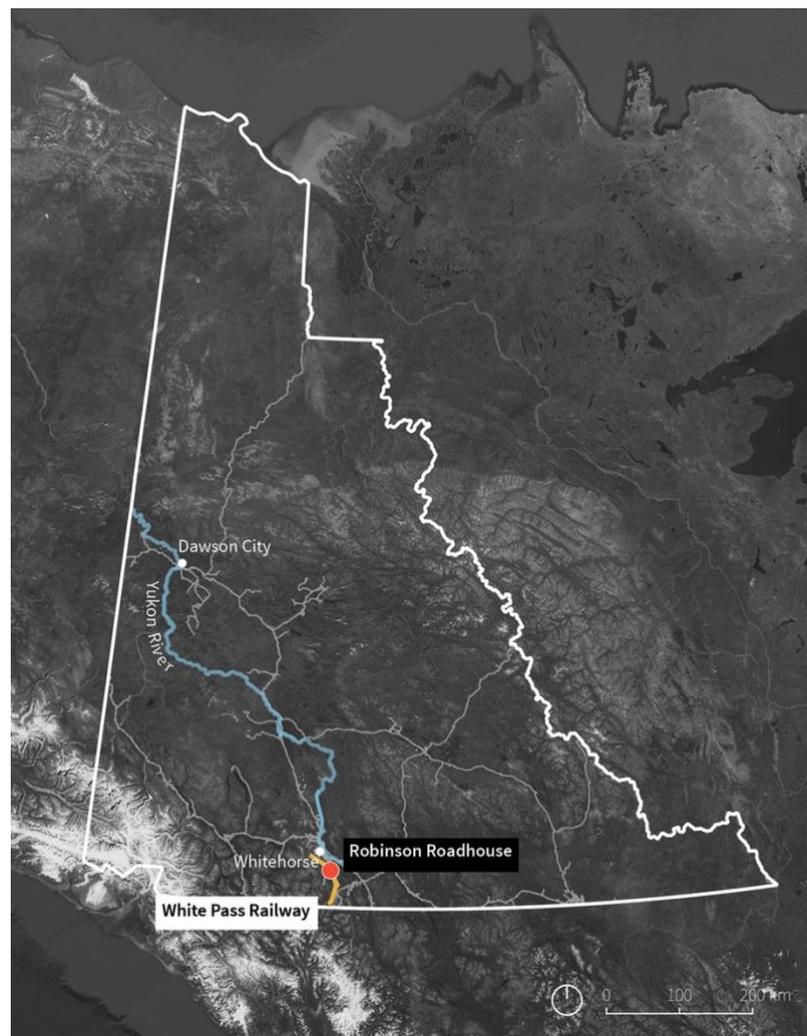
The Robinson Roadhouse Heritage Reserve is located on the traditional territories of the Carcross / Tagish First Nation and the Kwanlin Dün First Nation.

### Historical Context

The Robinson Roadhouse Heritage Reserve is associated with travel and transportation by land between Whitehorse and Dawson City in the first half of the 20<sup>th</sup> century.

Located in a grassy meadow, the lands around the Heritage Reserve have been used for generations by both the Carcross / Tagish and Kwanlin Dün First Nations, including for trapping and snaring gophers.

Euro-colonial settlement began at Robinson with the WP&YR Railway, which was laid between Skagway and Whitehorse in 1898-99 to facilitate travel north for the Klondike Gold Rush. Robinson was established as a flag station along the WP&YR, where no formal station was built, but a flag could be raised if one required the train to stop.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

In 1906, promising quartz discoveries were made up the Wheaton and Watson Rivers, ~48 kilometres southwest of Robinson. Robinson was the closest point from which quartz miners would supply their camps, so the Government of Yukon funded a wagon road from Robinson through the mountains to the mining camps. At this time, local entrepreneurs applied to survey 160-acre town sites on either side of the railway, but the planned town never developed at Robinson.

The roadhouse at Robinson was established c. 1906-07 by Louis and Catherine Markle. Roadhouses provided travellers with the opportunity to eat, rest, and to service their horses, as needed. The Markles soon partnered with Charles McConnell, who began operating the post office at Robinson in 1908.

In 1915, McConnell took over full ownership of the roadhouse, and operated it concurrently with his many other initiatives at Robinson, including a sawmill, a ranch, and overwintering services for horses for the WP&YR Railway and the Canadian Geological Survey. A native of Prince Edward Island, McConnell's ranching represented some of the earliest agriculture in southern Yukon, and helped to drive a homesteading tradition in the Mt. Lorne area that continues today. During McConnell's ownership, the roadhouse was altered and expanded, and today features three distinct gable-roofed sections, with several shed additions.

In the early 1940s, the US Army operated a camp and sawmill at Robinson, during its extensive infrastructural work in southern Yukon building the Alaska Highway. During this period, the US Army leased the WP&YR, and improved the Carcross-Whitehorse Wagon Road (now the South Klondike Highway).

In 1946, after Charles McConnell's death, the roadhouse was closed and abandoned. Robinson ceased to operate as a flag station

following the WP&YR's closure in 1983, and the Government of Yukon established the Heritage Reserve in 1984 (expanded in 1988 and 1989). Today, Robinson's grassy fields are used most frequently for picnicking and recreational trails.



1948: View of Roadhouse and other buildings from across rail tracks (Yukon Archives, Peter Bennett fonds, 96/9 #50 PHO 308).



2002: South and west elevations of Robinson Roadhouse (Historic Sites Unit, Yukon).

## 2.6 Venus Mill

### Site and Location

The Venus Mill Heritage Reserve is located on the west shore of Windy Arm on Tagish Lake, three kilometres north of the British Columbia – Yukon border, off the South Klondike Highway.

The 2.2-hectare Heritage Reserve covers the area of the remnant Venus Mill, a seven-level mill building constructed in 1908 into the side of a steep slope.

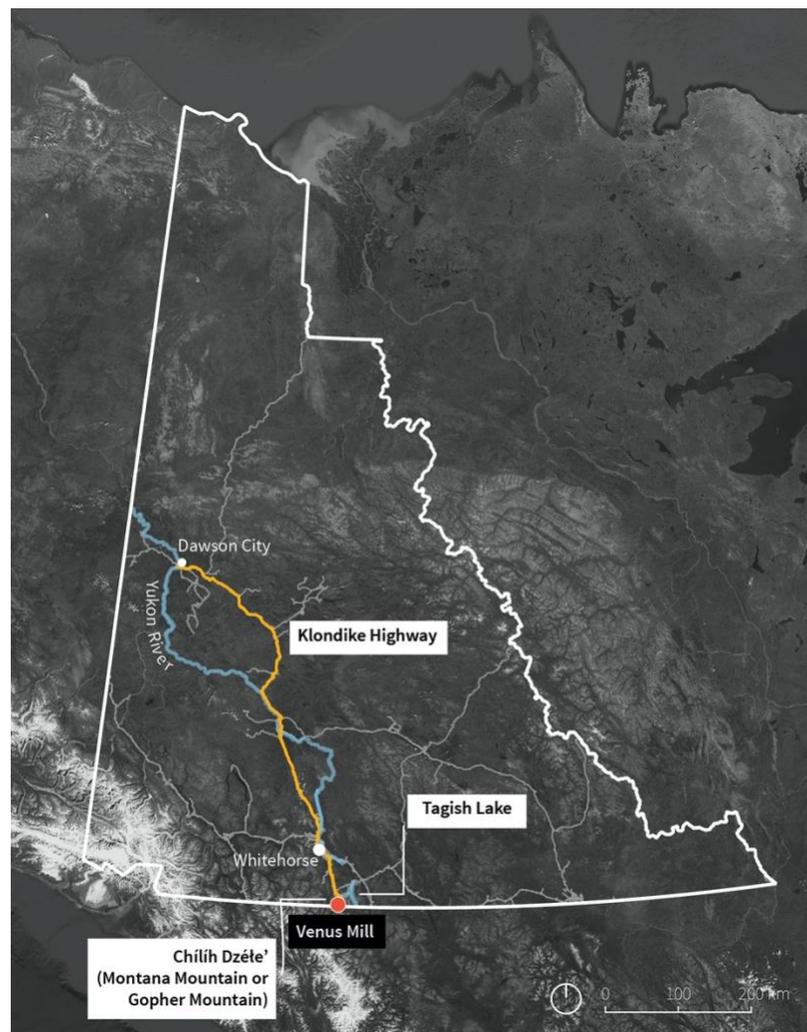
The Venus Mill Heritage Reserve is located on the traditional territory of the Carcross / Tagish First Nation.

### Historical Context

The Venus Mill Heritage Reserve is associated with the early 20<sup>th</sup>-century shift from independent to industrial-scale mining across the Yukon Territory.

The Heritage Reserve is located within a landscape of significance to the Carcross / Tagish First Nation, centred on Chílíh Dzéte' (Montana Mountain, or Gopher Mountain), and the Tagish and Bennett Lakes. Chílíh Dzéte' holds spiritual importance as one of the four peaks from which Game Mother hung a hammock on which her children, the animals, could dance, sing and celebrate before they were sent out onto the land. The story identifies Chílíh Dzéte' for its role in supporting the lifeways of the Tagish and Tlingit peoples for generations.

Colonial miners arrived in the area in 1899, and W.R. Young and John Mervin Pooley staked a claim (the Montana Claim) at Chílíh Dzéte'. Within five years, John Howard Conrad arrived in southern Yukon,



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

backed with extensive funding from Eastern Canadian investors. Conrad began to invest in lode silver and ore mining, and soon became the largest claim-holder in the area. He founded mining companies including Conrad Consolidated Mines Ltd., established mining camps, and gave his name to the early town site of Conrad, five kilometres north of the Venus Mill on Windy Arm (Tagish Lake).

The Venus Mill was established in 1908 by Conrad Consolidated Mines Ltd., and was built as a complex that included not only the extant mill building, but also a wharf at the mill's base (to load ore onto boats, for transportation to Carcross), a dining hall / warehouse, an assay office and a mine manager's house.

The Venus Mill was the first operating mill in Yukon, and at the time of its construction, a geologist with the Canadian Geological Society, D. D. Cairnes, identified the Mill as being "well-designed". Its main machinery included a Blake Jaw Crusher, a trammel, a Huntington Mill, and Wilfley Tables. Its steep slope was a critical part of its operations, with mined ore passing through the Mill via gravity.

At the top of the mill, a two-bucket tramway connected the mill to the Venus 2 adit, a horizontal access passage leading into the mine. Two remaining tramway towers are extant; one is located at the top of the mill, and another further up the slope.

In 1912, as a result of lower-grade ore and lower yields than expected, the Venus Mill closed and was abandoned. It was briefly resurrected between 1917-19 under new ownership, as part of a continued effort to achieve a return on investment at Montana Mountain, and new machinery was installed and its steam boiler upgraded to increase its capacity for production. The Venus Mill never re-opened after the end of the summer season in 1919, despite intermittent efforts to open the mine several decades later in the 1960s, and again in the 1980s.



1930s: Venus Mill (Yukon Archives 98-87 #402, Mervyn-Wood Family).



2020: Venus Mill (Historic Sites Unit, Yukon).

## 2.7 South Canol Truck Dump

### Site and Location

The South Canol Truck Dump Heritage Reserve is located at the south end of the Canol Road near Johnson's Crossing.

The Heritage Reserve contains a set of consolidated vehicle remnants located a short distance west of Canol Road, dating to the 1940s construction of the Canol Pipeline.

The South Canol Truck Dump Heritage Reserve is located on the traditional territory of the Teslin Tlingit Council.

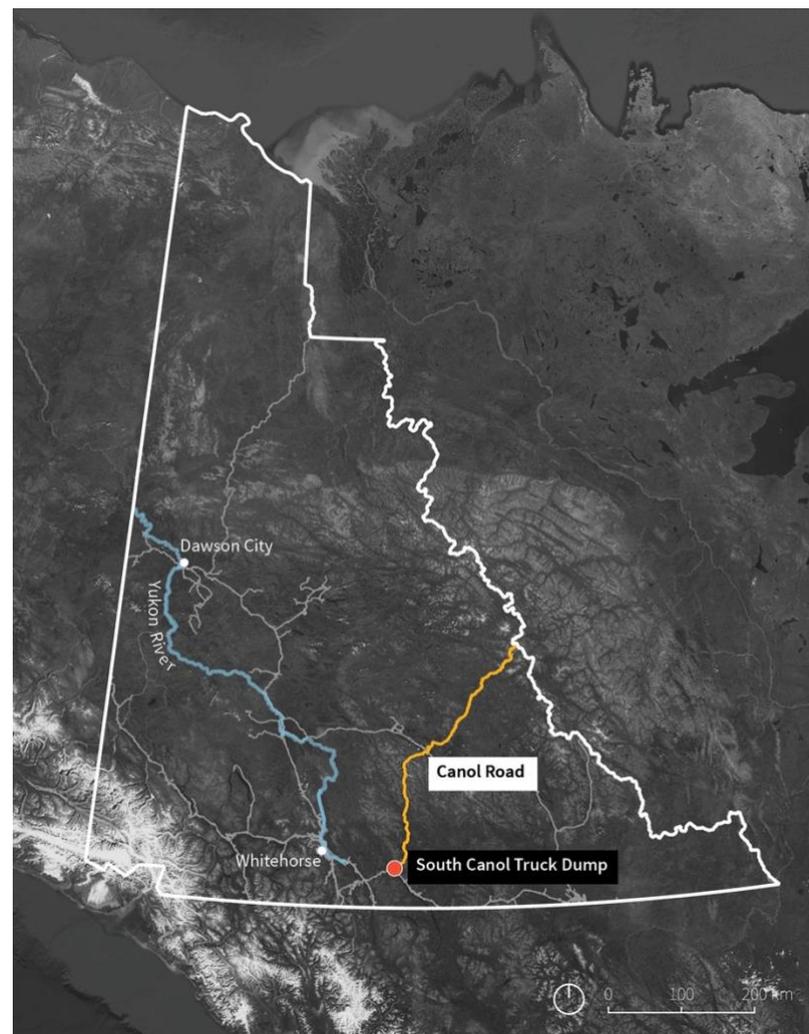
### Historical Context

The South Canol Truck Dump Heritage Reserve is associated with the US Army's 1942-44 construction of the Canol Pipeline, a WWII-era initiative to provide Alaska with oil supply lines secure from Japanese naval forces.

The truck dumps remaining along the Canol Road today consist of remnant vehicles and infrastructure used to construct the Canol Pipeline, which were left along the Canol Road following the project's abandonment in 1945 and since consolidated at a series of sites.

The Canol Pipeline was initiated in 1942 by the US Army, in response to potential Japanese threats to wartime infrastructure along the Pacific coastline.

The US Army funded and assisted in building 1800 miles (c. 3000km) of pipeline between Norman Wells (NWT), Whitehorse (Yukon), Haines



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

(AK), Skagway (AK) and Fairbanks (AK). Norman Wells was chosen because it had known oil reserves and because the oil extracted had a low viscosity which allowed it to be transported by pipeline without additives, even in extremely cold temperatures. A new refinery was built at Whitehorse to develop gasoline and later, aviation fuel.

The Canol Pipeline's construction occurred over two years between 1942-44, and required the construction of 966km of road, the Canol Road. Project costs landed around \$130 million (USD), and employed 25,000 men and 150 women.

Once complete, the Pipeline was prone to leaks and high maintenance costs, and it became clear that the cost to transport oil via the Pipeline was much higher than it had been by tanker. When threats to maritime shipping ceased in the spring of 1945, the Canol Pipeline project was abandoned, with substantial infrastructure left along the Canol Road.

While the refinery in Whitehorse was dismantled in 1947, the L. B. Foster Company acquired salvage rights to the Canol project the same year and continued to operate the Pipeline between Skagway to Fairbanks, supplying Whitehorse and Fairbanks with oil until 1958.

By 1975, remediation of the Canol Pipeline project resulted in the consolidation of WWII-era equipment into vehicle dumps along the Canol Road. In 1983, the Canol Road was designated a National Historic Event, and today is maintained as a seasonal highway.



2007: South Canol Truck Dump (Historic Sites Unit, Yukon).



2019: South Canol Truck Dump (Historic Sites Unit, Yukon).

## 2.8 Frank Zimmer (Happy Lepage) Cabin

### Site and Location

The Frank Zimmer (Happy Lepage) Cabin Heritage Reserve is located in the Village of Carmacks, adjacent to the Yukon River. It is located within the high-water zone of the Yukon River, 350 metres west of its confluence with the Nordenskiöld River.

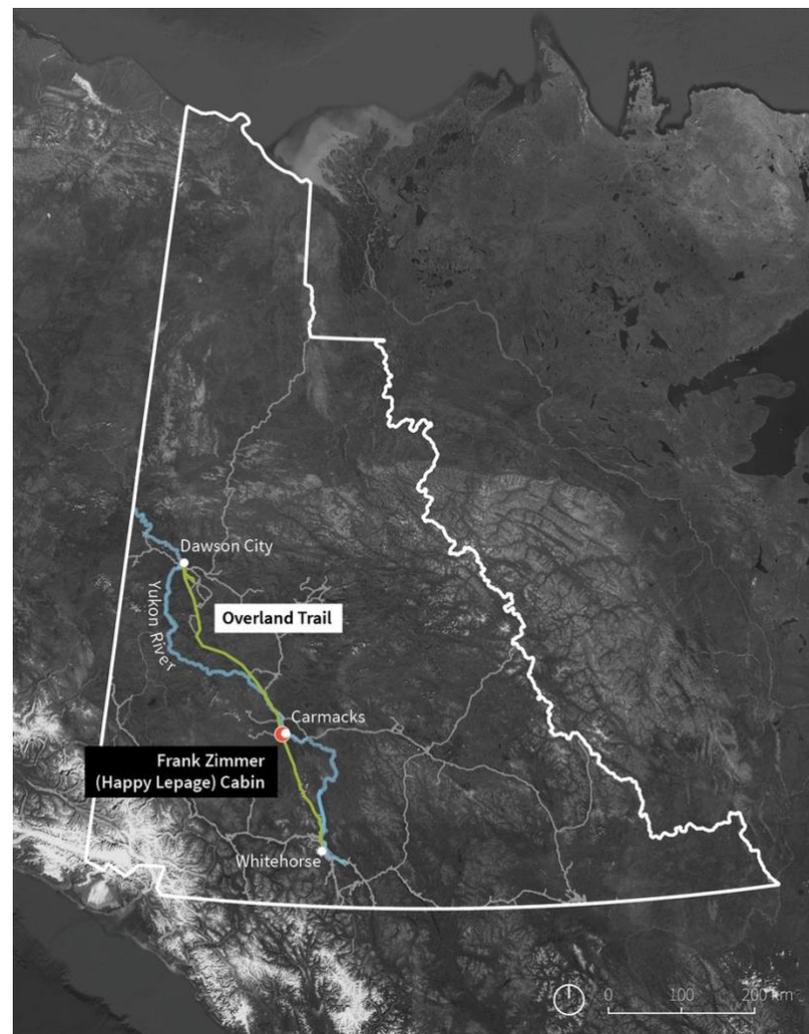
Although the Heritage Reserve is located in proximity to other Yukon historic sites associated with Happy Lepage, the Heritage Reserve covers only the area of the Cabin, which consists of a single-storey vernacular log building.

The Frank Zimmer (Happy Lepage) Cabin Heritage Reserve is located on the traditional territory of the Little Salmon/Carmacks First Nation.

### Historical Context

The Frank Zimmer (Happy Lepage) Cabin Heritage Reserve is associated with Amy R. “Happy” and Pauline Lepage, transportation pioneers in Yukon.

The Cabin was built in the 1930s by Frank Zimmer, a resident of the Village of Carmacks, a town site established in the late 1800s at the confluence of the Yukon and Nordenskiöld Rivers, on the long-standing site of First Nations fishing and hunting camps. Carmacks grew substantially with Gold Rush traffic down the Yukon River at the turn of the century, and further as a stop on the Overland Trail upon its construction in 1902.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

The Frank Zimmer Cabin was likely built as a primary residence in the 1930s, fronting onto the Yukon River, which was a major transportation corridor at that time. It was a single-room cabin built of unpeeled logs with saddle-notched corners.

In the 1940s-50s, the Cabin was sold to Happy and Pauline Lepage, pioneers who had been intimately involved in the early 20<sup>th</sup> century development of the territory. Happy Lepage arrived in Yukon around 1926, and was employed to maintain the Overland Trail in the winters and by the British Yukon Navigation Company (“BYN Co.”) in the summers. He quickly struck out as an entrepreneur on his own, selling wood to fuel the Yukon River sternwheelers out of wood camps he operated at Rink Rapids and Yukon Crossing.

By the mid-1930s, the Lepages owned a series of wood camps throughout south-central Yukon, including at Carmacks. They lived in a one-storey residence in Whitehorse, known as Donnenworth House (a Municipal Historic Site), where their children attended school, but Happy Lepage worked throughout the territory, building bridges during the Klondike Highway construction in the 1950s, and helping to build many of the territory’s early airfields.

The Lepages acquired the Frank Zimmer cabin and surroundings in the 1940s or 1950s, and likely used it as a second residence, and stopover along the Yukon River. They later built a larger, three-roomed house on the property, but added a single-room log addition to the Cabin, with garage doors installed, facing away from the river. The Lepages used the Cabin during this period for storage and repair of their wood cutting equipment and vehicles.

In 1955, following the completion of the Klondike Highway to Dawson City, the Lepages relocated permanently to Whitehorse. In 1997, later owners of the Cabin applied to refurbish and lease it, but its location

in the minimum setback for the Yukon River led the Government of Yukon to reject the application. A subsequent order for its demolition was issued, but in 2008, the Government of Yukon’s Historic Sites Unit created a Heritage Reserve on site to save the Cabin from demolition.



2021: North elevation of the Cabin (Historic Sites Unit, Yukon).



2021: South elevation of the Cabin (Historic Sites Unit, Yukon).

## 2.9 Montague Roadhouse

### Site and Location

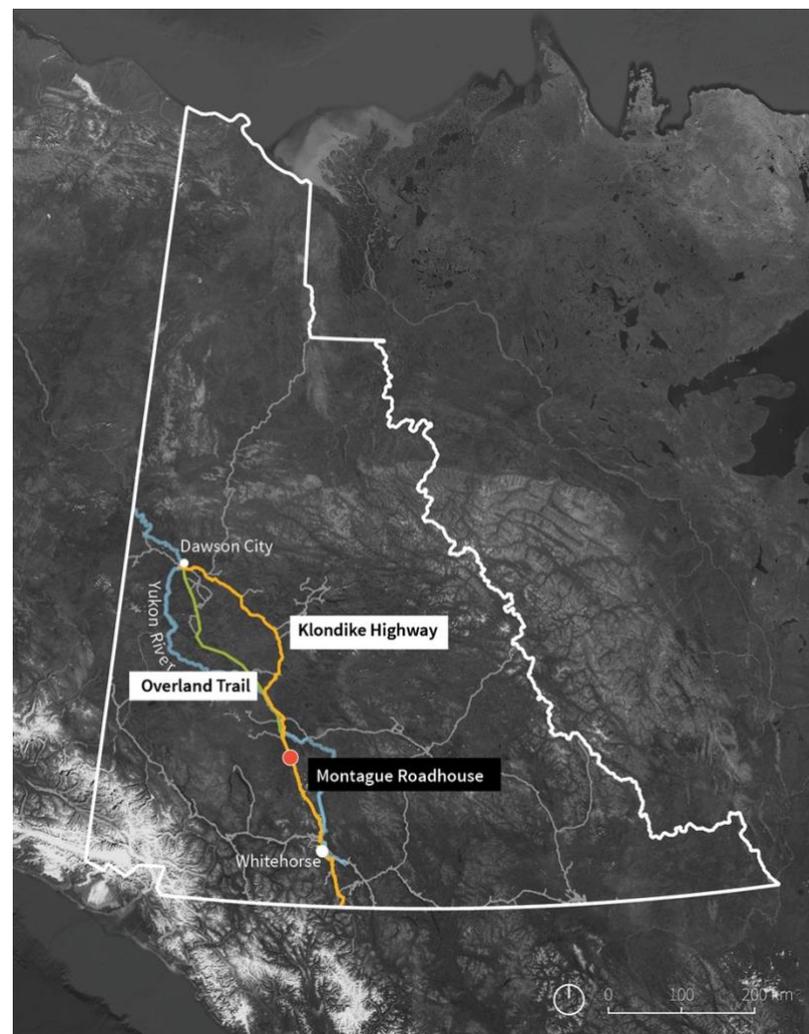
The Montague Roadhouse Heritage Reserve is located at Kilometre 322 of the North Klondike Highway. The Heritage Reserve contains a remnant two-storey log roadhouse and a portion of a single-storey cache. The Montague Roadhouse Heritage Reserve is located on the traditional territory of the Little Salmon/Carmacks First Nation.

### Historical Context

The Montague Roadhouse Heritage Reserve is associated with travel and transportation by land between Whitehorse and Dawson City in the first half of the 20<sup>th</sup> century.

The first roadhouse began operating on this site in 1899, as a stopover point along the Canadian Development Company's ("CDC") winter route between Whitehorse and Dawson City. In 1899, the CDC had been awarded the Royal Mail contract between the two cities, and built the route along the Yukon River to facilitate delivery. The roadhouse was established as a stage stop on the "cut-off trail" a section of the CDC trail that diverged from the fast-flowing Thirty Mile Section, Rink Rapids and Five Finger Rapids on the Yukon River.

In 1902, the Royal Mail contract between Whitehorse and Dawson was awarded instead to the White Pass & Yukon Route Railway ("WP&YR"), and the WP&YR received funding to build a new winter road between the cities. The new road, the Overland Trail, was 113 kilometres shorter than the CDC's route, and was located entirely on land, with four significant river crossings at the Takhini, Yukon, Pelly and Stewart Rivers.



Context map, with the Heritage Reserve indicated in red (ERA, 2022). The WP&YR built official roadhouses every 32-40 kilometres along the Overland Trail, a distance dictated by the need to change horses

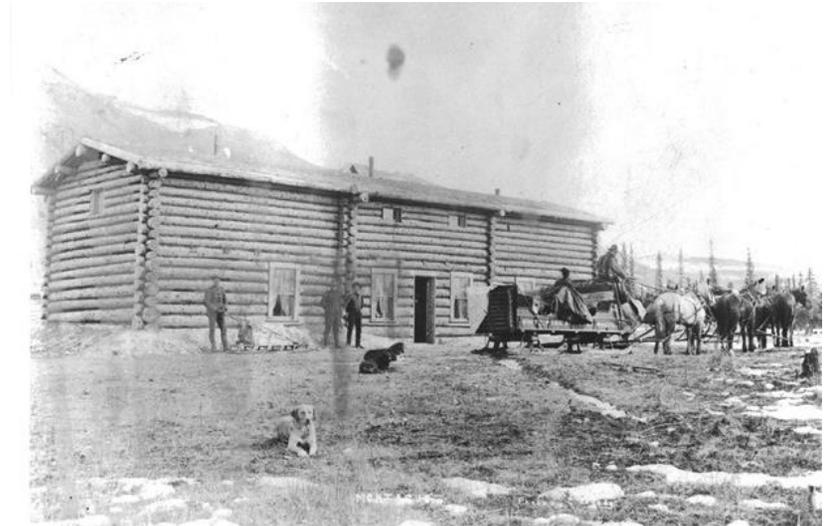
regularly for horse-drawn sleighs. Roadhouses provided travellers with the opportunity to eat, rest, and change over horse teams. Roadhouses typically included associated infrastructure including paddocks, stables and corrals.

In 1903, the WP&YR invested in the replacement of some existing roadhouses along the Overland Trail with larger two-storey, three-volume structures. The Montague Roadhouse, located on a section of trail between the Takhini and Yukon River Crossings, was replaced.

The second Montague Roadhouse operated on site between 1903-1915. During this period, the Overland Trail operated as a stagecoach line, running three times per week between Whitehorse and Dawson. Early Montague Roadhouse owner F. J. Holland (1904-07) undertook renovations that made the Roadhouse an attractive stopping point for travellers. In 1915, the second Montague Roadhouse was lost to fire.

The third Montague Roadhouse, which remains on site today, was built approximately three kilometres north of the original, at a location with better water supply. The new construction would have included outbuildings, including a confirmed stable, although none remain today, save for a cache, a single-storey outbuilding.

The Overland Trail remained in frequent use until the introduction of new transportation methods in the 1930-40s. Beginning in the 1930s, horse-driven mail transport was replaced by Caterpillar tractors (CAT trains), and later replaced by air carrier, which resulted in a loss in Trail maintenance funding from the mail contract. Use declined over this period, until air and mobile travel rendered the Trail and its roadhouses obsolete. The Montague Roadhouse is estimated to have been in operation until the 1940s. Its stables were demolished during the 1951 construction of the North Klondike Highway.



c. 1903-1915: second Montague Roadhouse building, before burning down in 1915 (Yukon Archives).



1966: Montague Roadhouse (left) and cache (right), shortly after stabilization work (Historic Sites Unit, Yukon).

## 2.10 Yukon Crossing

### Site and Location

The Yukon Crossing Heritage Reserve is located at the Overland Trail's historic crossing over the Yukon River. The Heritage Reserve contains three structures: a relict two-storey roadhouse, a barn/stable, and a cabin, all used to support travellers along the historic Overland Trail.

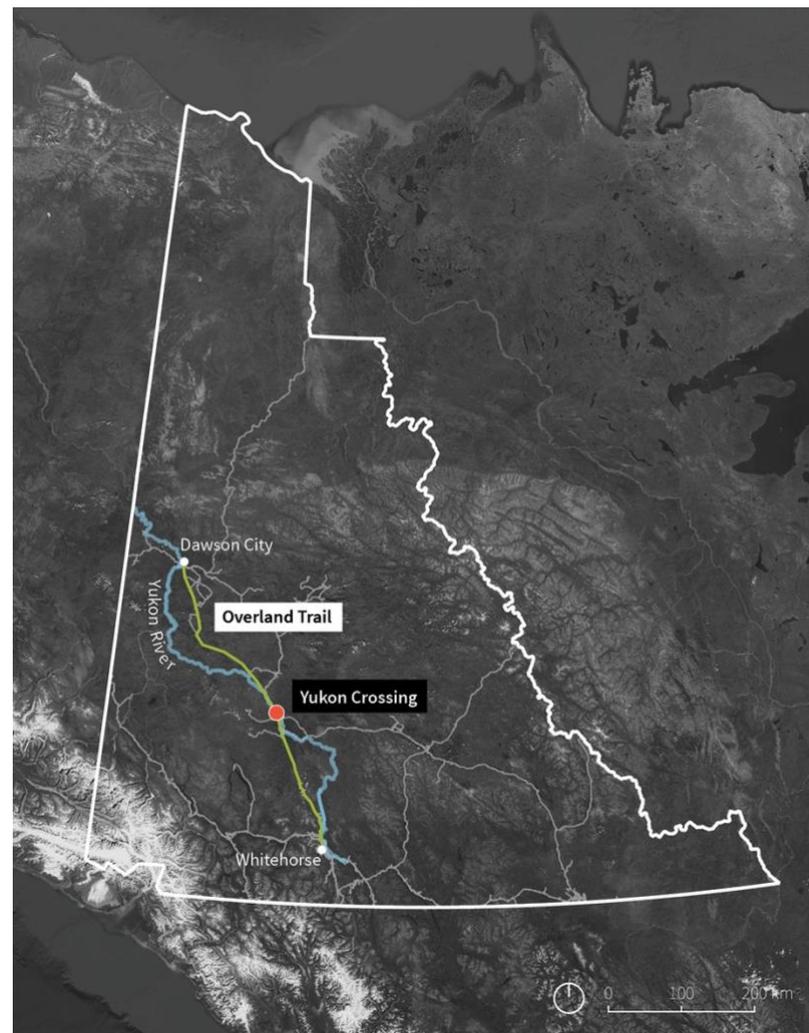
The Yukon Crossing Heritage Reserve is located on the traditional territory of the Little Salmon/Carmacks First Nation.

### Historical Context

The Yukon Crossing Heritage Reserve is associated with travel and transportation by land between Whitehorse and Dawson City in the first half of the 20<sup>th</sup> century.

The first roadhouse began operating on this site in 1899, as a stopover point along the Canadian Development Company's ("CDC") winter route between Whitehorse and Dawson City. In 1899, the CDC had been awarded the Royal Mail contract between the two cities, and built the route along the Yukon River to facilitate delivery. The Yukon Crossing stop was then known as MacKay's Crossing, named for the proprietor of the roadhouse.

In 1902, the Royal Mail contract between Whitehorse and Dawson was awarded instead to the White Pass & Yukon Route Railway ("WP&YR"), and the WP&YR received funding to build a new winter road between the cities. The new road, the Overland Trail, was 113 kilometres shorter than the CDC's route, and was located entirely on land, with four significant river crossings at the Takhini, Yukon, Pelly and Stewart Rivers.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

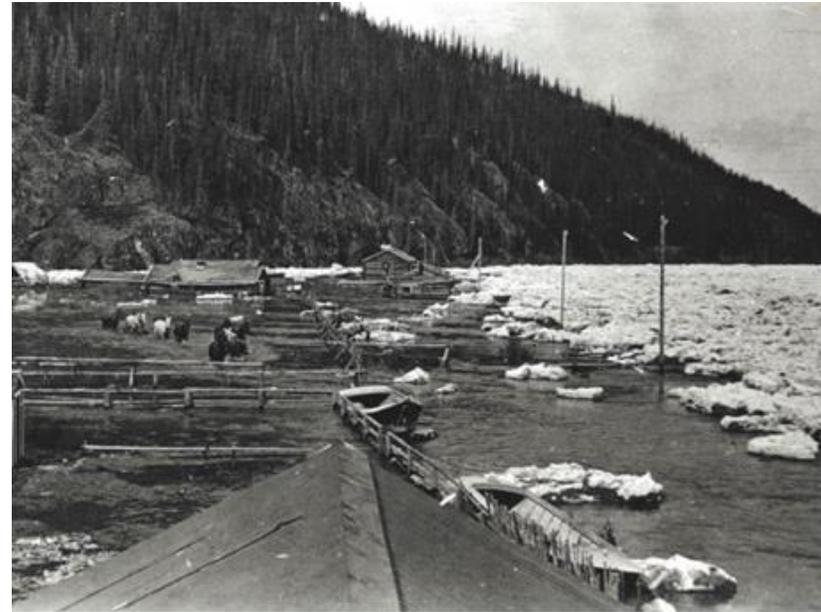
The WP&YR built official roadhouses every 32-40 kilometres along the Overland Trail, a distance dictated by the need to change horses regularly for horse-drawn sleighs. Roadhouses provided travellers with the opportunity to eat, rest, and change over horse teams. Roadhouses typically included associated infrastructure including paddocks, stables and corrals.

In 1903, the WP&YR invested in the replacement of some existing roadhouses along the Overland Trail with larger two-storey, three-volume structures, including the roadhouse at Yukon Crossing.

The Yukon Crossing roadhouse became a somewhat significant stop-over along the Overland Trail, although it never developed into a full town. In 1903, concurrent with the original roadhouse's replacement by the WP&YR, the NWMP established a detachment at Yukon Crossing, and would split their time between Yukon Crossing in the winter and Five Finger Rapids in the summer. The NWMP post closed after 1905, but re-opened between 1909-1912 on the site.

Yukon Crossing also became one of the few sites along the Overland Trail with a Telegraph Office. Other settlement activity included a brief period of homesteading and farming by settler Charles Clark between 1914-1921, and a cable ferry established in 1914 by the Yukon Government to carry six horse teams across the River.

The Overland Trail remained in frequent use until the 1930s, when horse-driven mail transport was replaced by air carrier, which resulted in a loss in Trail maintenance funding from the mail contract. Use declined over the 1930-40s, until air and automobile travel rendered the Trail and its roadhouses obsolete. Happy and Pauline Lepage, transportation pioneers and proprietors of the Yukon Crossing roadhouse in the 1930s, lived briefly at the Yukon Crossing cabin before departing as the final residents at Yukon Crossing.



Undated: Yukon Crossing settlement looking west during a spring floor (Yukon Archives).



2020: Interpretive signage and northwest corner of remnant barn, looking southeast (Historic Sites Unit, Yukon).

## 2.11 Ogilvie Island

### Site and Location

The Ogilvie Island Heritage Reserve is located on Ogilvie Island, in the Yukon River directly opposite the mouth of the Sixty Mile River, ~65 kilometres south of Dawson City.

The 108.8-hectare Heritage Reserve covers the entire southern half of Ogilvie Island, and features a small 19<sup>th</sup>-century settlement and an abandoned farm, with remaining buildings including a telegraph office, farmhouse, shed, and remains of an outhouse.

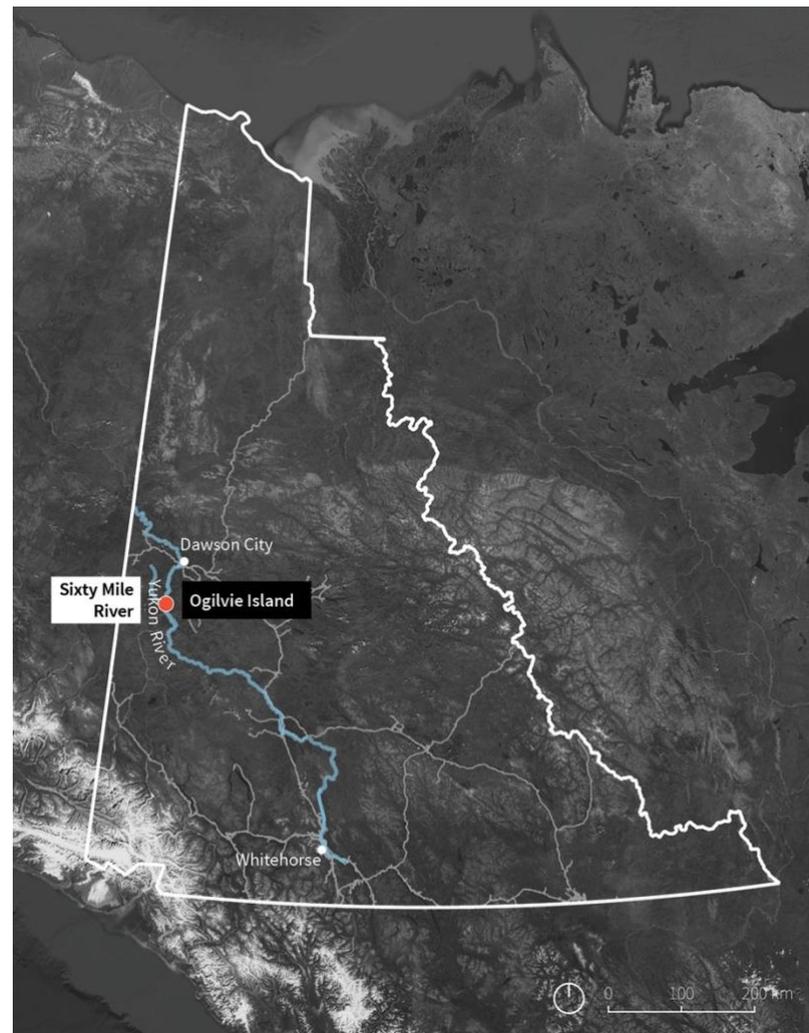
The Ogilvie Island Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in First Nation.

### Historical Context

The Ogilvie Island Heritage Reserve is associated with early Euro-colonial settlement and agriculture in Yukon.

The island and its surroundings have been used for generations by the Hän, the most prominent ethnic community within the Tr'ondëk Hwëch'in First Nation, for trade, hunting and fishing along the Yukon River between Eagle, Alaska and south of the White River confluence.

Euro-colonial settlement at the confluence of the Yukon and Sixty Mile Rivers is recorded as early as 1892, when settlers Arthur Harper and Joseph Ladue were operating a small store and sawmill for prospectors and First Nations in the region. Both Harper and Ladue would go on to profit immensely from the Klondike Gold Rush later in the decade, with Ladue staking out and selling lots 70 kilometres



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

north, at the confluence of the Yukon and Klondike Rivers, a town site he called Dawson City.

The Klondike Gold Rush also drove further development of the Ogilvie Island settlement. A telegraph office was established at Ogilvie in 1899, and an NWMP detachment posted in 1900, in addition to the store's expansion and continued operation. The telegraph office was built of logs, and as part of the CDPW's 2700km telegraph line between Ashcroft, British Columbia and Dawson City.

Easy sternwheel steamboat access up the Yukon River soon brought homesteaders to Ogilvie Island. Louis Cruikshank successfully applied for a 160-acre homestead in 1907, and established a productive farm, with 12 acres under cultivation by 1918. Cruikshank grew wheat, alfalfa, potatoes, hay and oats, and reportedly produced rhubarb wine, possibly for sale to sternwheeler traffic up the Yukon River, or to consumers in Dawson City.

The construction of the North Klondike Highway in the 1950s drove the decline of Ogilvie Island, which was accessed, served and economically dependent on sternwheeler traffic up the Yukon River. The highway's construction was concurrent with the decline in telegraph use, rendered obsolete by radio communications. With the construction of the highway, sternwheeler traffic declined, and the small agricultural settlement on Ogilvie Island became one of many historic farming communities on the Yukon River system that was abandoned in the 1950s.



Undated: Ogilvie Island settlement (Yukon Archives).



2020: Southwest elevation of remnant farmhouse (Historic Sites Unit, Yukon).

## 2.12 Sternwheeler Graveyard

### Site and Location

The Sternwheeler Graveyard Heritage Reserve is located immediately north of and downstream from Dawson City, on the west shore of the Yukon River.

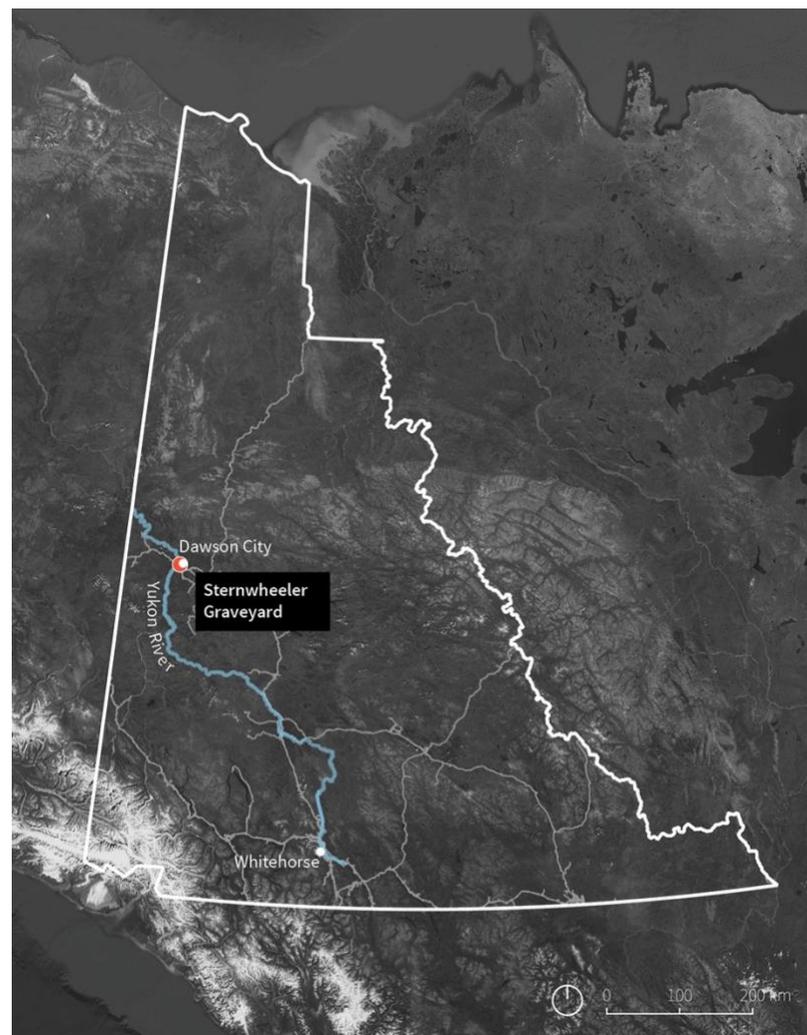
The Heritage Reserve covers a portion of the historic West Dawson Shipyard, and includes four relict sternwheel steamboats located on the Shipyard's southern shipways: *The Lightning*, *The Seattle No. 3*, *The Schwatka*, and *The Julia B*. The Shipyard's northern shipways includes three additional relict sternwheelers, which are located within the surrounding Tr'ondek Hwech'in settlement land (TH R-68B)

The Sternwheeler Graveyard Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in.

### Historical Context

The Sternwheeler Graveyard Heritage Reserve is associated with sternwheel steamboat transportation down the Yukon River during the Klondike Gold Rush.

The 1896 Klondike Gold Rush saw an influx of a ~100,000 stampeders travelling to Dawson City looking to strike gold. The two main routes north to Dawson included travel along the Yukon River, a swift and shallow river well suited to sternwheel steamboats. To meet immense travel demand, sternwheel steamboat production boomed in Canada and the USA, with the rapid production of over 130 sternwheelers at approximately 40 shipyards.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

The Klondike Gold Rush was short-lived, and by 1900 most steamship companies were either consolidated or bankrupt, and many sternwheelers abandoned along Yukon riverbanks. In 2012, 24 relict sternwheelers were identified along the Yukon River and tributaries, concentrated into six areas, including the West Dawson Shipyard.

The West Dawson Shipyard was established in the late 1800s, and by 1900 was controlled by the Canadian Development Company (“CDC”). It was shortly afterward acquired by the White Pass & Yukon Route Railway (“WP&YR”), and in 1901 transferred to WP&YR subsidiary, the British Yukon Navigation Company (“BYN Co.”). West Dawson hosted larger sternwheelers built to travel long distances and transport heavy loads, profitable vessels that remained in service until they were irreparably damaged or deemed surplus due to corporate mergers.

The seven relict sternwheelers that remain at the West Dawson Shipyard represent significant variation in hull design and steamboat engineering, providing insight into turn-of-the-century shipbuilding.

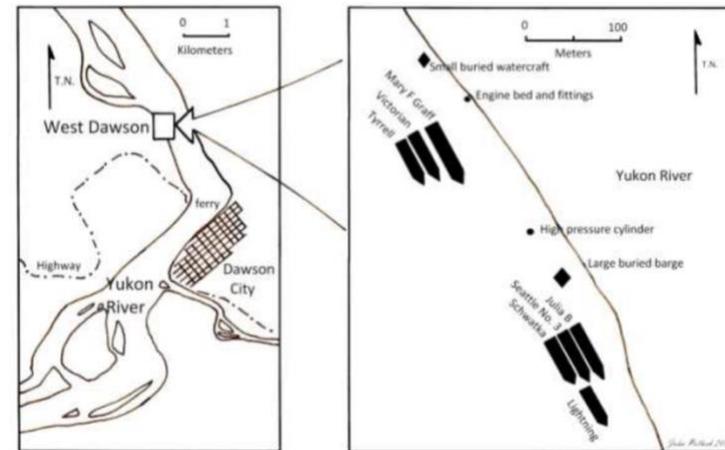
Within the Heritage Reserve, *The Lightning* was constructed c. 1898 in Vancouver by the BC Iron Works for the Stacey-Hiebert and Yukon Syndicate, and retired in 1916 after use by multiple corporations.

*The Seattle No. 3*, *The Schwatka* and *The Julia B* all passed through various owners and ended up in American Yukon Navigation Company ownership before their decommissioning. *The Seattle No. 3* was built c. 1898 in Seattle for the Seattle-Yukon Transportation Company, and worked on the 2,800km run from the Yukon River delta upstream to Dawson City, until its decommissioning in 1922.

*The Schwatka* was built for the Canadian Pacific Railway in Port Blakely, British Columbia c. 1898. Unique for its complete four-tiller and roller steering system with tillers below the freight deck, it

operated on the Yukon River between 1899 to 1917, and was abandoned at West Dawson by 1923.

*The Julia B.* was built in Ballard, Washington for the St-Michaels-Fairbanks route on the lower Yukon River. A heavy steamboat typically carrying 1600 tonnes of cargo, it travelled with a smaller sternwheeler to address groundings in shallow water. It was retired in 1924.



2013: Sternwheeler Graveyard diagram; the south shipways is included in the Heritage Reserve (Pollock and Adams, INA).



2018: Remnants of the Julia B, looking south (N. A. Jacobson).

## 2.13 Soda Station

### Site and Location

The Soda Station Heritage Reserve is located at the confluence of the Klondike Mines Railway corridor and the Ridge Road Heritage Trail, a 33-kilometre recreational trail that follows the 1899 Ridge Road. The Heritage Reserve is located ~35 kilometres southeast of Dawson City.

The Heritage Reserve consists of a boxcar used as a railway station at the intersection of the Ridge Road and Klondike Mines Railway.

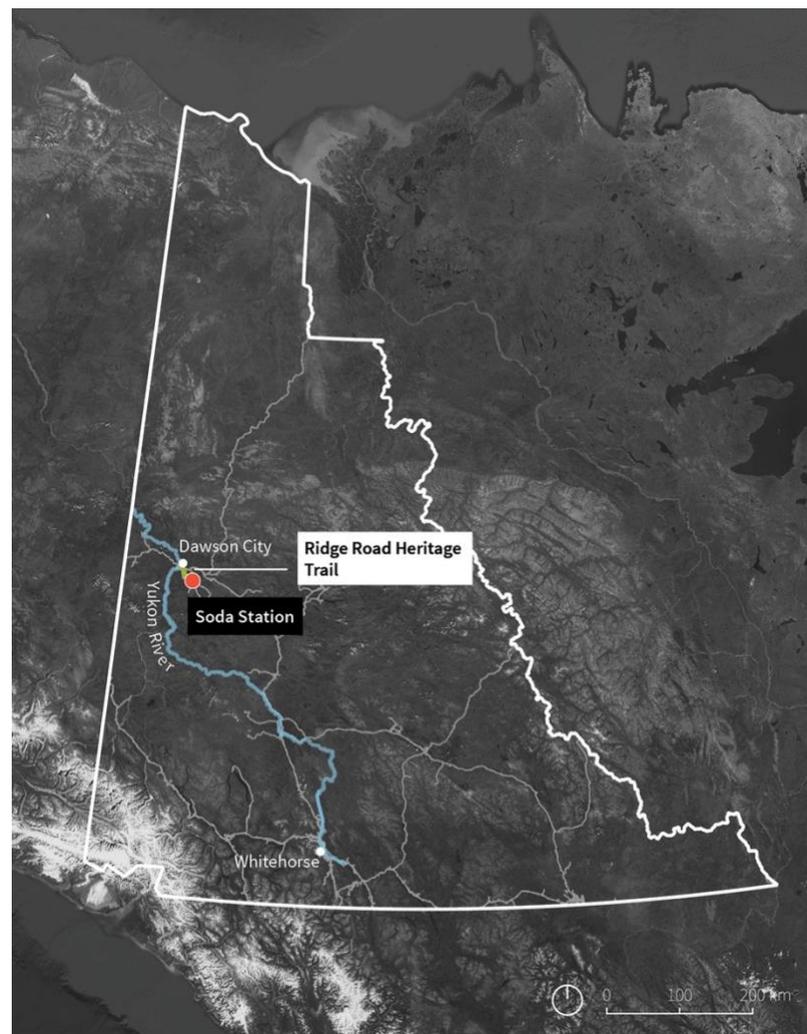
The Soda Station Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in.

### Historical Context

The Soda Station Heritage Reserve is associated with travel and transportation by land during the Klondike Gold Rush.

The Klondike Region has been used and inhabited by the Tr'ondëk Hwëch'in and their ancestors since time immemorial. At the heart of Hän territory is Tr'ochëk, a long-used fishing camp located at the confluence of the Yukon and Klondike Rivers.

The 1897 Klondike Gold Rush drove an influx of colonial prospectors and stampeders to the nearby Bonanza Creek, the first major tributary of the Klondike River. The newcomers displaced the Tr'ondëk Hwëch'in from this important hunting and fishing place, and resulted in numerous relocations and loss of access to their territory, as the Government of Yukon and associated entrepreneurs sought to develop and improve access to the local gold fields.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

In 1899, first Commissioner of Yukon, William Ogilvie, built the Ridge Road as a method of access to the gold-bearing creeks in the Klondike Region. Ogilvie had committed to building numerous roads to access the gold fields, but due to lack of funding, his Council elected to build a single road that would serve several creeks along its route. The Ridge Road was built along a steep natural ridge, and was considered controversial for the potential danger it posed; it was known as “Ogilvie’s Folly” or “the Parachute Road” for its high elevation.

The Ridge Road was constructed between 1899 and 1901, and followed shortly afterward by the short-lived Klondike Mines Railway (“KMR”), built in 1906. The KMR was laid from Tr’ochëk southward to Sulphur Springs, and was intended to facilitate miner access to the gold fields.

The KMR crossed the Ridge Road twice along its route. One intersection was near the top of Soda Creek, where the KMR installed a stripped-down boxcar to be used as a station building for passengers accessing Soda Creek, Gold Bottom, and other creeks. Although the KMR only operated for eight years before its closure in 1914, the boxcar remained in situ. Today, it is the largest in-tact remnant and in-situ structure associated with the KMR.

The Ridge Road was opened for reuse as a 33-kilometre multi-modal recreational trail in 1996, known as the Ridge Road Heritage Trail. In addition to the Soda Station, there are various Yukon historic sites and Heritage Reserves associated with the Klondike Gold Rush located along the Heritage Trail.



1900: A four-horse team pulls a wagon up the Ridge Road (Library and Archives Canada).



2020: North end of northwest elevation of the Soda Station Boxcar (Historic Sites Unit, Yukon).

## 2.14 Trail Gulch (Yukon Ditch)

### Site and Location

The Trail Gulch Heritage Reserve is located southeast of Dawson City, along the historic Yukon Ditch infrastructure project near its intersection with the Ridge Road Heritage Trail.

The 1.5-hectare Heritage Reserve includes a series of structures associated with the Trail Gulch water diversion off the Yukon Ditch: (1) a portion of the Yukon Ditch; (2) a Watch Cabin / Lunch Room; and (3) a pressure box controlling the flow of water to hydraulic mining operations in the Bonanza Creek Valley.

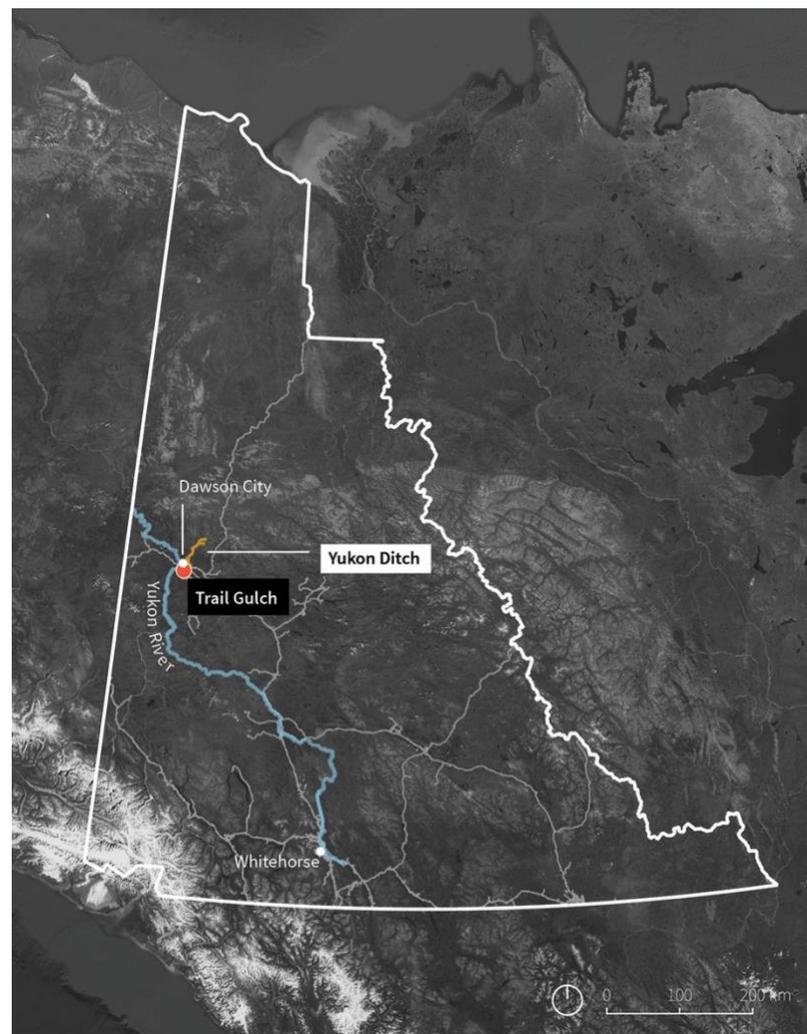
The Trail Gulch Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in.

### Historical Context

The Trail Gulch Heritage Reserve is associated with the early 20<sup>th</sup>-century shift from independent to industrial-scale mining in the Klondike Region.

The Yukon Ditch was a massive infrastructure project initiated by the Yukon Gold Company (“YGC”), and built between 1906-09. Driven by the YGC’s director and Klondike promoter Arthur Treadgold, the Yukon Ditch was built to transport water from the Tombstone River in the Ogilvie Mountains over 112 kilometres to Bonanza Creek in the Klondike Gold Fields, supplying the Bonanza Creek dredging operations with hydraulic water power.

Backed by Guggenheim family financing, the Yukon Ditch project cost over \$3,000,000, with the Main Ditch built through difficult conditions



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

including muskeg landscapes, talus slopes, deep valleys and permafrost. Depending on the terrain, the Yukon Ditch was constructed with steel pipe, redwood stave pipe, flume and ditch. It remains the largest water ditch ever built in the Klondike, and represents a major feat of engineering.

Along the Yukon Ditch, diversions were positioned at strategic locations to funnel pressurized water to hydraulic mining operations. The Trail Gulch Heritage Reserve covers the diversion at Trail Gulch, the first diversion to supply water to hydraulic mines along the route, and the only one that remains today. The Trail Gulch diversion served mines at the Trail and Lovett Gulches.

During its operation, an employee would monitor water levels in the pressure box, and adjust as necessary to maintain consistent water pressure. Operations were only possible in the summer, when the water was not frozen, so work crews would run multiple shifts per day, making use of the midnight sun to operate into the night.

The Yukon Ditch's construction and operations represented a major impact on the lifeways of the Tr'ondëk Hwëch'in First Nation. Mining and prospecting along Bonanza Creek had already caused immense displacement, and the Yukon Ditch's construction both facilitated ongoing mining operations and further affected the moose and caribou hunting grounds north of Dawson City, disrupting wildlife habitats into the Ogilvie Mountains (known by the Hän as Ddhäl Ch'èl Cha Nän or "ragged mountain land").

The Yukon Ditch, and Trail Gulch diversion, continue to operate until 1933. Its ultimate closure was driven by repairs required in the late 1920s, and substantially reduced capacity for water transport. After its closure in 1933, the Yukon Ditch was mothballed, and then abandoned. The Trail Gulch infrastructure remains in a state of decay.



1911: Parts of the Yukon Ditch, Yukon Gold Company (Press of Ferris and Leach).



2015: Decaying Trail Gulch infrastructure components (Historic Sites Unit, Yukon).

## 2.15 North Fork Penstock Gatehouse

### Site and Location

The North Fork Penstock Gatehouse Heritage Reserve is located 35 kilometres west of Dawson City, north of the Klondike River and east of the North Klondike River.

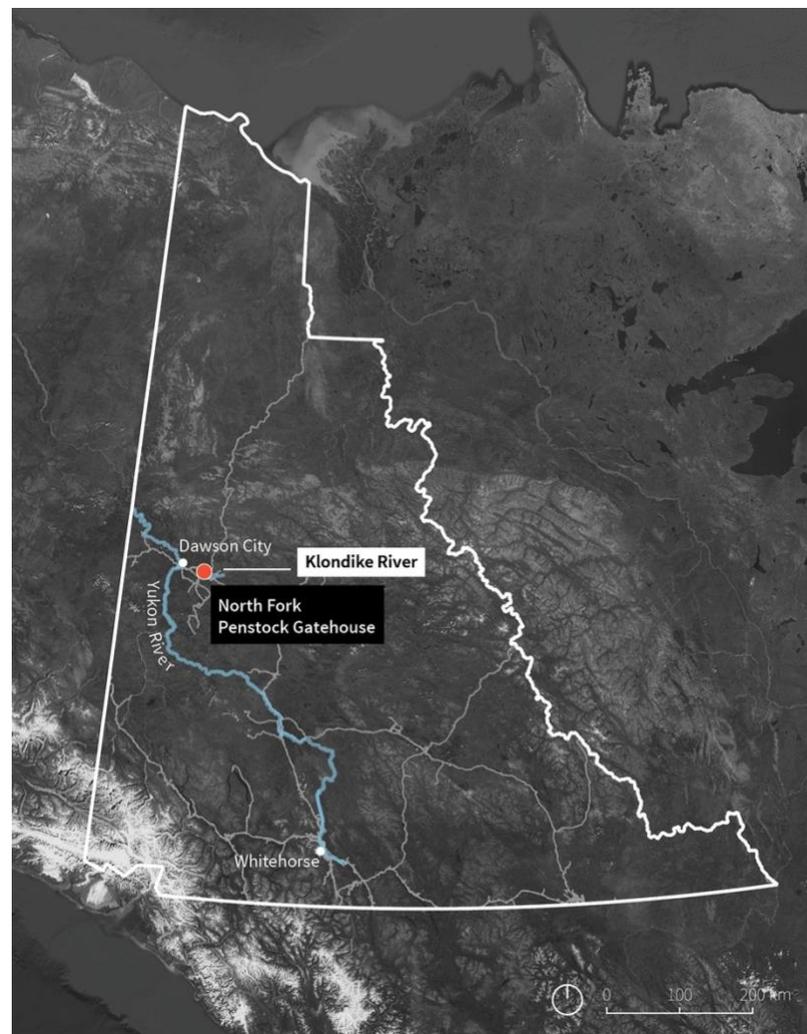
The rectangular 2.5-hectare Heritage Reserve includes a series of structures associated with the North Fork Hydroelectric Project: (1) the North Fork penstock gatehouse; (2) the North Fork diversion spillway; (3) the North Fork penstock and pipeline; (4) the North Fork penstock gatehouse outhouse; and (5) one inspection chamber.

The North Fork Penstock Gatehouse Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in First Nation.

### Historical Context

The North Fork Penstock Gatehouse Heritage Reserve is associated with the early 20<sup>th</sup>-century shift from independent to industrial-scale mining across the Yukon Territory.

After around 1905, independent mining that had been centred on the 1897 Klondike Gold Rush shifted toward industrial mining, with larger conglomerates and more substantial industrial infrastructure and machinery. Water became an important electrical power source, driving generators, and providing cheap, abundant and reliable electricity for public infrastructure, including street lighting, in Dawson City.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

The North Fork Power Plant was built in 1909-11, driven by Arthur Treadgold, the well-known Klondike promoter involved in a series of important infrastructural projects and developments around Dawson City. These included construction of the Yukon Ditch, and consolidation of all Klondike dredging companies.

The North Fork Power Plant was the largest early power plant in Yukon, and the first to run through the winter. The Power Plant project funnelled water through a nine-kilometre ditch from the North Fork of the Klondike River to a powerhouse, where water power was converted to energy. The structures within the Heritage Reserve were critical in transferring water from the ditch to the powerhouse. They included systems to control the flow of water through three penstocks (enclosed pipes): pressure boxes for monitoring water levels, and machinery to prevent the penstocks from freezing. Winter operations were achieved by filling the ditch with water in the fall, allowing an insulating layer of ice to form over the ditch, and heating the ditch below the ice's level to keep the water moving.

By agreement between Treadgold and the Canadian Klondike Mining Company ("CKMC"), the CKMC would operate the North Fork Power Plant. Upon completion, the Power Plant delivered electrical power to dredging operations throughout the Territory, as well as to the burgeoning Dawson City. Mining slowed during World War I, but despite shifts in ownership and management, the Power Plant continued to operate. A boom in dredging in the early 1930s required the Power Plant to increase its power supply, and a new 25-kilometre ditch was built off the South Klondike River, with an additional turbine and penstock added to the powerhouse.

By 1966, following the end of the Yukon Consolidated Gold Corporation's (YCGC) dredging operations, and a decline in population in Dawson City, the North Fork Power Plant was closed.

Various initiatives in the decades since have explored the potential to re-open the Power Plant, including a 1980s study that determined it would not be feasible, a 1990 Yukon Government plan to convert it into a day-use recreational area, and a 2019 project by ORO Enterprises that would build a new hydro plant and reuse elements of the North Fork infrastructure. The project is under review.



c. 1909-13: North Fork Penstock intake under construction. The Gatehouse has not yet been installed on top of the pressure boxes and penstocks (Yukon Archives).



2004: Aerial view of collapsed Gatehouse (Historic Sites Unit, Yukon)

## 2.16 North Canol Sites

### Site and Location

The North Canol Heritage Reserve spans three sites between Kilometres 376-433 of the Canol Road, north of Ross River:

- The North Canol Foundation 1 and Vehicle Dump
- Vehicle Dumps 2 and 4
- Vehicle Dump 3.

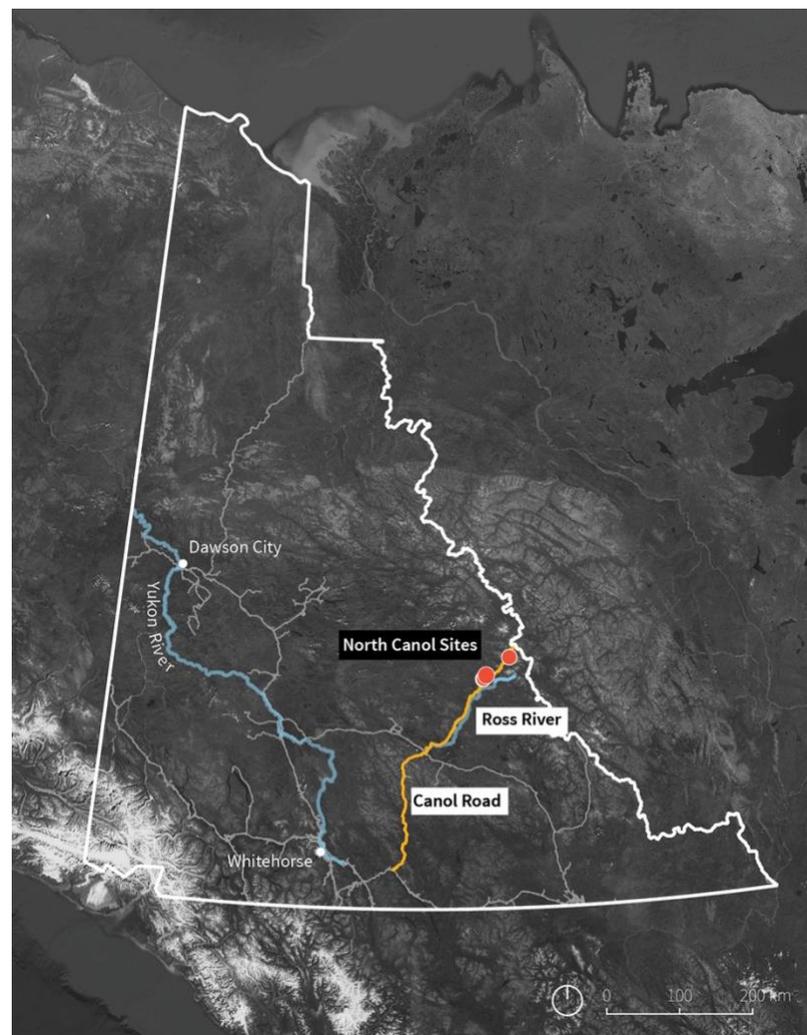
The Heritage Reserve contains buildings foundations and four sets of consolidated vehicle remnants dating to the 1940s construction of the Canol Pipeline, including nine construction vehicles, 55 other vehicles, 2-3 graders, and two building foundations.

Canol Road is also accessible from the Northwest Territories boarder through the Canol Heritage Trail. The Heritage Trail stretches 378 kilometres in length between Norman Wells (NWT) to the Yukon border.

The North Canol Sites Heritage Reserve is located on the traditional territories of the Ross River Dena Council and the Na-cho Nyäk Dun First Nation.

### Historical Context

The North Canol Heritage Reserve is associated with the US Army's 1942-44 construction of the Canol Pipeline, a WWII-era initiative to provide Alaska with oil supply lines secure from Japanese naval forces.



Context map, with the Heritage Reserve indicated in red (ERA, 2022).

The truck dumps remaining along the Canol Road today consist of remnant vehicles and infrastructure used to construct the Canol Pipeline, which were left along the Canol Road following the project's abandonment in 1945 and since consolidated at a series of sites.

The Canol Pipeline was initiated in 1942 by the US Army, in response to potential Japanese threats to wartime infrastructure along the Pacific coastline.

The US Army funded and assisted in building 1800 miles (c. 3000km) of pipeline between Norman Wells (NWT), Whitehorse (Yukon), Haines (AK), Skagway (AK) and Fairbanks (AK). Norman Wells was chosen because it had known oil reserves and because the oil extracted had a low viscosity which allowed it to be transported by pipeline without additives, even in extremely cold temperatures. A new refinery was built at Whitehorse to develop gasoline and later, aviation fuel.

The Canol Pipeline's construction occurred over two years between 1942-44, and required the construction of 966km of road, the Canol Road. Project costs landed around \$130 million (USD), and employed 25,000 men and 150 women.

Once complete, the Pipeline was prone to leaks and high maintenance costs, and it became clear that the cost to transport oil via the Pipeline was much higher than it had been by tanker. When threats to maritime shipping ceased in the spring of 1945, the Canol Pipeline project was abandoned, with substantial infrastructure left along the Canol Road.

While the refinery in Whitehorse was dismantled in 1947, the L. B. Foster Company acquired salvage rights to the Canol project the same year and continued to operate the Pipeline between Skagway to Fairbanks, supplying Whitehorse and Fairbanks with oil until 1958.

By 1975, remediation of the Canol Pipeline project resulted in the consolidation of WWII-era equipment into vehicle dumps along the Canol Road. In 1983, the Canol Road was designated a National Historic Event, and today is maintained as a seasonal highway.



Undated: North Canol Truck Dump (Historic Sites Unit, Yukon).



Undated: North Canol building foundation (Historic Sites Unit, Yukon).

### 3 HERITAGE RESERVE MANAGEMENT FACTORS

The following section includes an assessment of each of the Heritage Reserves in the context of factors that may influence their future management by the Historic Sites Unit of the Government of Yukon.

These factors include:

- **Site Condition** – based on condition assessments conducted in the last decade, where available;
- **Ease of Access** – based on modes of transportation available and access provided at the sites themselves;
- **Risk to Visitors** – based on risk assessments of the site conducted by the Historic Sites Unit;
- **Past Conservation Investment** – an analysis of total known past conservation investments in the site, with greater value placed on recent investment or activity; and
- **Past Interpretation Investment** – an analysis of total known past interpretation investments in the site, with greater value placed on recent investment or activity.

In conjunction with the information gleaned in Phase 2 of this project on each of the Heritage Reserves' value to Yukoners, this analysis will be used in Phase 3 to help determine future management strategies and priorities for these sites.

In the analyses that follow, each Heritage Reserve is assessed under each factor using a colour code, where Green consists of the most favourable scenario, Red consists of the least favourable scenario, and Yellow falls somewhere in the middle.

- **Site Condition** ranges from excellent-good condition (green) to fair condition (yellow) to poor-defective condition (red).
- **Ease of Access** ranges from highly accessible (green) to extremely remote or inaccessible (red).
- **Risk to Visitors** ranges from low-no risk (green) to high risk (red).
- **Past Conservation Investment** ranges from recent or extensive conservation investment (green) to no conservation investment (red). Assessed relative to the other Heritage Reserves.
- **Past Interpretation Investment** ranges from recent or extensive interpretation investment (green) to no interpretation investment (red). Assessed relative to the other Heritage Reserves.

A summary chart of all factors is included on the following page, and more detailed analyses are provided in the sections that follow.

#	Heritage Reserve	Site Condition	Ease of Access	Risk to Visitors	Past Conservation Investment	Past Interpretation Investment
1	Canyon Creek Bridge	Orange	Green	Orange	Green	Green
2	Hootalinqua / Shipyard Island	Orange	Orange	Orange	Green	Green
3	Livingstone	Orange	Orange	Orange	Red	Orange
4	Lower Laberge	Orange	Orange	Orange	Green	Orange
5	Robinson Roadhouse	Green	Green	Green	Green	Green
6	Venus Mill	Orange	Red	Red	Red	Red
7	South Canol Truck Dump	Green	Green	Orange	Orange	Orange
8	Frank Zimmer (Happy Lepage) Cabin	Orange	Green	Green	Red	Red
9	Montague Roadhouse	Green	Green	Green	Green	Green
10	Yukon Crossing	Red	Orange	Orange	Red	Orange
11	Ogilvie Island	Red	Green	Red	Red	Red
12	Sternwheeler Graveyard	Orange	Green	Orange	Orange	Green
13	Soda Station	Orange	Green	Orange	Red	Orange
14	Trail Gulch (Yukon Ditch)	Red	Green	Orange	Orange	Orange
15	North Fork Penstock Gatehouse	Red	Orange	Orange	Red	Red
16	North Canol Sites	Orange	Orange	Orange	Red	Red

### 3.1 Site Condition

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge (1 Built Heritage Resource)		<p>1) <b>Canyon Creek Bridge:</b></p> <ul style="list-style-type: none"> <li>Retains form from its third construction in 1942.</li> <li>Substantially rebuilt and repaired, notably in 1986 and 2009.</li> <li>A-frames have decay at apex and bases</li> <li>Rot is noted on supports with significant decay noted on the bull rails, guard rails, and bridge decking.</li> <li>Subject to frequent ice accumulation and is vulnerable to flooding</li> <li>Remains in use, however, is not recommended that more than a single ATV or six pedestrians use the bridge at one time.</li> </ul> <p><i>Condition was evaluated by ISL Engineering and Land Services Ltd. on September 16-17, 2021, and is detailed in the “Canyon Creek Bridge – Detailed Assessment” report dated March 30, 2022.</i></p>
2	Hootalinqua / Shipyard Island (10 Built Heritage Resources – 6 at Hootalinqua Town Site, 4 at Shipyard Island)		<p><b>Overall site condition:</b></p> <ul style="list-style-type: none"> <li>Fair condition with site elements in varying conditions.</li> <li>Intermittent brushing has occurred allowing for clearings and grassy paths to connect site elements.</li> <li>Outlines of former buildings located between the creek and the Telegraph Office are overgrown and no longer easily identifiable, assumed to be the potential residences of former Hootalinqua inhabitants.</li> <li>Alteration to the creek near the Hootalinqua Town Site led to brief flooding in 2021</li> </ul> <p><b>Hootalinqua Town Site:</b></p> <ol style="list-style-type: none"> <li><b>Cabin No. 1:</b> Rotting walls and roof with a leaning porch.</li> <li><b>Telegraph Office and surrounding buildings:</b> Stabilized and are in fair condition with poor-to-good elements.</li> <li><b>Outhouse No. 6:</b> In good condition however roofing is in need of replacement (2021).</li> <li><b>Shed No.3:</b> Wall stabilized and roof restored (2021).</li> <li><b>Shed No.5:</b> Wall stabilized and roof restored (2021); requires further conservation in the future.</li> <li><b>Building No.7:</b> Collapsed with a few log rounds standing (2017).</li> </ol> <p><b>Shipyard Island:</b></p> <ol style="list-style-type: none"> <li><b>Northern Capstans:</b> Visually identifiable, but near to complete deterioration.</li> <li><b>Southern Capstans:</b> Missing elements and show additional deterioration.</li> <li><b>Workshop:</b> Completely disappeared leaving only a building outline. Some movable artifacts relating to the functioning of the Workshop remain in situ.</li> <li><b>Ways:</b> Overgrown, although many of the large timbers can still be identified. Sustained significant damage from high water in 2021 and 2022.</li> <li><b>Norcom/Evelyn:</b> By far the largest and most well-known historic element on Shipyard Island. Generally, in poor condition. Portions of the structure have collapsed and most machinery has been removed.</li> <li><b>Grave of L.M. Davis:</b> Faded paint. Bolted on an angle.</li> </ol>

			<p>Condition was evaluated in 1972, 2006, 2017, 2020 and the site's 2021 Draft "Heritage Reserve Site Report and Recommendations" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon. Note, it is not always clear what year corresponds to the condition of the each evaluated site element. Dates have been provided where possible.</p>
3	<p><b>Livingstone</b> (20 Built Heritage Resources)</p>		<p><b>The NWMP Complex:</b></p> <ol style="list-style-type: none"> <li>1) Barracks (including Kitchen and Office): collapsed roof with a few logs standing.</li> <li>2) Jail: collapsed roof with missing walls.</li> <li>3) Livingstone NWMP Building (001) (potentially used as a storehouse or additional residence): rotted and sagging roof, with some repair/rebuilding done.</li> <li>4) Livingstone NWMP Building (039) (potentially used as a stable): partially intact with a collapsed roof and a few rounds of log walls.</li> </ol> <p><b>Downtown Area:</b></p> <ol style="list-style-type: none"> <li>5) Livingstone Barn: Collapsed roof with a few rounds of log walls (2020).</li> <li>6) Blacksmith Shop: Partially collapsed with 8 rounds of logs on the west elevation (2018).</li> <li>7) Roy Churchill Cabin: Mostly intact walls, a collapsed porch shelter/overhang and some interior elements in situ (2018).</li> <li>8) Clem Emminger Cabin: Underwent maintenance in 1973, 2000 and possibly later. Relatively intact with a roof that is in need of repairs (2018). Still in use (2020)</li> <li>9) Trapper's Cabin: In state of collapse (2020).</li> <li>10) Trappers Cabin Outhouse: Mostly collapsed (2018)</li> <li>11) Meathouse: Platform holding metal canister still standing. Gable ends remaining but leaning heavily (2018).</li> <li>12) McGillivray Cabin: Good condition (1990). Destroyed by creek (1990).</li> <li>13) Cabin Remains: Walls standing, caved-in roof (1980). Washed away in creek (1990).</li> <li>14) Dan Snure Roadhouse: Burnt down (1960s)</li> </ol> <p><b>Mining Recorder's Office Complex:</b></p> <ol style="list-style-type: none"> <li>15) Outhouse: In good condition with an intact roof that is progressively rotting.</li> <li>16) Mining Recorder's Office: Collapsed roof and walls on the northern addition. South portion of building partially stabilized and is in poor-to-fair condition with a partially bowing ceiling. Relatively intact sod roof and collapsed overhanging eaves. (2018).</li> <li>17) Greenhouse: Some rot in the roof and beds. Overgrown with encroaching brush.</li> </ol> <p><b>Kerruish Cabin and Workshop Area:</b></p> <ol style="list-style-type: none"> <li>18) Cabin: Roof mostly collapsed. North end addition rotting with form intact. Many windows in good condition (2020).</li> <li>19) Workshop: Roof partially intact. Wall log rounds partially standing (2018).</li> <li>20) Outhouse: Walls leaning and coming apart, roof rotting (2018).</li> </ol> <p>Condition was evaluated in 2018 and in the site's 2020 Draft "Heritage Reserve Conservation Report and Recommendations" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon. Note, it is not always clear what year corresponds to the condition of the each evaluated site element. Dates have been provided where possible.</p>
4	<p><b>Lower Laberge</b> (4 Built Heritage Resources)</p>		<ol style="list-style-type: none"> <li>1) <b>Telegraph Office</b> <ul style="list-style-type: none"> <li>• Good condition with some missing elements.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• Building has been stabilized using a combination of temporary bracing and the replacement of elements including the restoration of the exterior shell (excluding window sash and doors).</li> <li>• Floor system has been removed due to deterioration and yet to be replaced</li> <li>• Rear shed reconstruction/reassembly completed (2020).</li> </ul> <p>2) <b>Icehouse:</b></p> <ul style="list-style-type: none"> <li>• Poor condition</li> <li>• Building lacks a frame, north and west wall remain standing while south and east walls collapsed</li> <li>• Roof partially collapsed</li> </ul> <p>3) <b>Outhouse:</b></p> <ul style="list-style-type: none"> <li>• Fair Condition</li> <li>• Walls are standing, however leaning slightly north with sagging roof.</li> <li>• Moss growing around seat hole.</li> <li>• No door.</li> </ul> <p>4) <b>Doghhouse:</b></p> <ul style="list-style-type: none"> <li>• Poor condition.</li> <li>• Partially collapsed with west and south walls standing, but missing planks.</li> <li>• Roof in state of deterioration.</li> </ul> <p><i>Condition was evaluated in the site's 2021 draft "Heritage Reserve Site Visit Report and Recommendations" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</i></p>
5	<b>Robinson Roadhouse</b> (5 Built Heritage Resources)		<p>1) <b>Roadhouse</b></p> <ul style="list-style-type: none"> <li>• Assembly of three distinct parts (Block 1, 2, 3) and three sheds (with at least one shed missing)</li> <li>• Stabilized.</li> <li>• Logs in varying states of decay, with ant infestations in localized area; replacement of some logs required.</li> <li>• Roof gables and cladding on the one-storey section has been replaced with materials that differ from remaining built fabric, which is in original condition or was a historic alteration.</li> <li>• Inadequate load bearing framing in some parts of structure;</li> <li>• Some interior partitions and finishings missing.</li> <li>• Shed No.1 in poor condition.</li> <li>• Little information regarding Shed No.2.</li> <li>• Shed No.3 consists of footprint and few remaining boards.</li> </ul> <p>4 <b>Extant Buildings:</b></p> <ul style="list-style-type: none"> <li>• Appear to be related to roadhouse or ranch functions.</li> <li>• Fair to poor condition.</li> </ul>

			<p>Condition was evaluated in the 2021 Robinson Roadhouse Heritage Structure Report by Brent Riley for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</p>
6	Venus Mill (2 Built Heritage Resources)		<p><b>1) Mill Building:</b></p> <ul style="list-style-type: none"> <li>• Mix of good, fair and poor condition depending on Level: <ul style="list-style-type: none"> <li>○ Level 1: Top level that consists of the open top of the mill building where a tram tower stands along with cables and wheels. Contains an ore bin, chute, and a grizzly (i.e. inclined iron bars to separate large chunks of ore). Appears solid but is shifting south.</li> <li>○ Level 2: Fair condition. Contains the Blake Jaw Crusher which is fed from an ore chute above and transfers the crushed rock down another ore chute to a bin on the 3<sup>rd</sup> level.</li> <li>○ Level 3: Fair condition. Contains an ore bin and trommel.</li> <li>○ Level 4: Poor condition, appears unstable. Contains vibrating screens.</li> <li>○ Level 5: Poor to fair condition. Contains the Hardinge Mill and Gates Crusher, along with flotation tanks, wilfley table, and callow cone settling tanks. The Hardinge mill is almost completely covered by rocks and dirt that have fallen due to people climbing down the slope and causing rocks to slide.</li> <li>○ Level 6: Contains Frue Vanners (endless rubber belt concentrator), Huntington Mill and air compressor. The floor under the Frue Vanners has collapsed, although the air compressor, also on concrete, is still in situ on the south side of the building.</li> <li>○ Level 7: Poor condition. Lowest (located along lakeshore) and largest level. Has collapsed significantly since 2005. Two of the callow cones formerly on Level 6 are resting on the floor of level 7 and the original massing of the building is no longer discernable. There are various pieces of unidentifiable equipment.</li> </ul> </li> </ul> <p><b>2) Venus Mill Assay Office and Mine Manager's House:</b></p> <ul style="list-style-type: none"> <li>• Roof nearly gone, walls collapsing, boards missing foundation shifting (2002).</li> <li>• Totally collapsed (2005).</li> <li>• Slope instability potentially pushing building remains towards lake (2020).</li> </ul> <p>Condition was evaluated in 2002 by unknown, 2005 by Greg Skuce, and in the site's 2020 draft "Heritage Reserve Conservation Report and Recommendations" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon. Note, it is not always clear what year corresponds to the condition of the each evaluated site element. Dates have been provided where possible.</p>
7	South Canol Truck Dump (Unknown Number of Resources)		<p><b>Overall Site Condition:</b></p> <ul style="list-style-type: none"> <li>• Contains numerous truck and vehicle remains in state of ruins and disrepair.</li> <li>• Most vehicles missing windows, wheels and other easily removed parts.</li> <li>• Remains generally consists of cabs or trucks with boxes with some showing bullet holes.</li> <li>• Scrap metal that is not clearly part of vehicles and may or may not be from the Canol era remains on site.</li> <li>• Mix of debris and bare patches of earth where debris was cleaned up (2019)</li> </ul> <p>Note that the state of decay may contribute to the Truck Dump's heritage interest.</p> <p>Condition was evaluated in 2018 and in the site's 2020 draft "Heritage Reserve Conservation Report and Recommendations" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon. Note, it is not always clear what year corresponds to the condition of the each evaluated site element. Dates have been provided where possible.</p>

8	<b>Frank Zimmer (Happy Lepage) Cabin</b> (1 Built Heritage Resource)		<p><b>1) The Frank Zimmer (Happy Lepage) Cabin:</b></p> <ul style="list-style-type: none"> <li>• Original log structure stable and in fair condition.</li> <li>• Rear (northwest) addition in very poor condition with a collapsed ceiling and partially intact roof.</li> </ul> <p><i>Condition was evaluated in the site's 2021 draft "Heritage Reserve Report" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</i></p>
9	<b>Montague Roadhouse</b> (2 Built Heritage Resources)		<p><b>1) Roadhouse:</b></p> <ul style="list-style-type: none"> <li>• Stable condition</li> <li>• Numerous logs have been replaced to ensure structural integrity of walls, including sill logs (bottom two) and top two rounds.</li> <li>• Contains no floor or roof and shows no evidence of either.</li> <li>• Rusted stove located within the building footprint.</li> <li>• Contains remnants of a cellar.</li> </ul> <p><b>2) Cache:</b></p> <ul style="list-style-type: none"> <li>• In good condition</li> <li>• Log ends are uneven on the rear corners with some severely deteriorated.</li> <li>• Sill logs (bottom two) rotting, building is settling.</li> <li>• Missing door and window</li> </ul> <p><i>Condition was evaluated in the site's 2020 draft "Heritage Reserve Report" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</i></p>
10	<b>Yukon Crossing</b> (3 Built Heritage Resources)		<p><b>Overall Site Condition:</b></p> <ul style="list-style-type: none"> <li>• Consists of some meadow that has been formerly cleared, however much of the area (including building footprints) is overgrown, consisting of wild raspberries, wild roses, grasses, willow, alder, balsam poplar and some white spruce.</li> <li>• Presence of logs brought to the site in the 1980s makes large sections unstable to walk on.</li> </ul> <p><b>1) Cabin:</b></p> <ul style="list-style-type: none"> <li>• Partially collapsed roof, walls and gables are mostly intact, although the top logs have significant rot.</li> <li>• South corner disturbed by human action, wildlife, or animals (2020).</li> <li>• Surrounding area overgrown</li> </ul>

			<p>2) <b>The Roadhouse:</b></p> <ul style="list-style-type: none"> <li>All four exterior walls of 2-story, 3-section log building are standing. Roof and second floor no longer present.</li> <li>Significant vegetation growing within the building footprint as well as along the north wall.</li> </ul> <p>3) <b>Barn:</b></p> <ul style="list-style-type: none"> <li>Approximately one- to two-thirds of the walls of the single-storey barn remain standing. Large double plank style door in the north elevation has fallen away and is deteriorating.</li> <li>Interior of the building filled with wooden debris, likely from the collapsed roof.</li> <li>Some interior artifacts including a washing machine and the potential remains of the Tillycum (a small wooden river skiff) remain in situ.</li> </ul> <p><i>Condition was evaluated in the site's 2021 draft "Heritage Reserve Report" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</i></p>
11	Ogilvie Island (3 Built Heritage Resources)		<p><b>Overall Site Condition:</b></p> <ul style="list-style-type: none"> <li>Formerly cleared farmland has overgrown (2020)</li> <li>Deciduous trees dominate the area with dense stands of small spruce on the periphery (2020). Dense thickets of wild roses and plenty of highbush cranberry bushes located around the site (2020).</li> <li>Several artifacts are found on site: horse tack, a cook stove, a horse drawn disk harrow, a horse drawn plow and a fence post with wire (which may be repurposed telegraph wire).</li> </ul> <p>1) <b>Farmhouse:</b></p> <ul style="list-style-type: none"> <li>Partially collapsed structure with a fully collapsed roof.</li> <li>North window in west elevation retains eight light, fixed sash with some glazing intact.</li> <li>South window in west elevation appears to have similar design as north window but is in poor condition.</li> <li>Remnants of green paint visible on interior trims.</li> </ul> <p>2) <b>Barn/Shed:</b></p> <ul style="list-style-type: none"> <li>Roof has collapsed although most of both gables are intact.</li> <li>All four walls are relatively straight and are supported by vertical braces on the interior of the walls. Door is wedged open by a 10cm new growth tree.</li> <li>There is horse tack hanging inside: including double tree, single tree, collars, and tugs.</li> </ul> <p>3) <b>Building 3 (possible remains of NWMP post or Telegraph Office):</b></p> <ul style="list-style-type: none"> <li>Completely collapsed.</li> <li>Some log courses on southwestern corner remain and show saddle notching.</li> </ul> <p><i>Condition was evaluated in the site's 2020 draft "Heritage Reserve" Report by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</i></p>

12	Sternwheeler Graveyard (4 Built Heritage Resources)	<p><b>Overall Site Condition:</b></p> <ul style="list-style-type: none"> <li>Pollack and Adams (Institute of Nautical Archaeology) noted that West Dawson site is in an excellent state of preservation (2013)</li> </ul> <p><b>1) The Lightning Sternwheeler:</b></p> <ul style="list-style-type: none"> <li>Hull is deteriorating, superstructure is comprised of scattered remains, bow collapsed.</li> <li>Has been heavily salvaged and is missing many rare components including compound engines, boiler(s), stack(s), hogging posts, hogging chains, paddle wheel, rudders and tillers, longitudinal bulkheads, central keelson, and hull planking from the centerline to the chines.</li> </ul> <p><b>2) The Seattle No.3 Sternwheeler:</b></p> <ul style="list-style-type: none"> <li>Lies entirely above water.</li> <li>Most of the superstructure has collapsed.</li> <li>Main deck, deck beams and wooden hull are almost completely intact.</li> <li>Bow has separated.</li> <li>Some elements are missing including the stern wheel, engines, rollers, tillers, rudders and rudder posts. Locomotive-style boiler and stack with breeching are in situ.</li> <li>Unique four-tiller system that had tiller arms mounted slightly above the main deck is partially intact.</li> <li>Iron-sheathed wooden arcs are affixed to the main deck and intact.</li> </ul> <p><b>3) The Schwatka Sternwheeler:</b></p> <ul style="list-style-type: none"> <li>Superstructure has collapsed.</li> <li>Wooden hull is partially intact with a collapsed bow.</li> <li>Some elements remain in situ but may not be completely intact, including, two engine cylinders, a single boiler and stack, and paddle wheel.</li> <li>Contains complete tiller-and-roller steering system with four tillers positioned below the main deck.</li> <li>Contains solid and truss-built longitudinal bulkheads as well as five massive transverse carriers or beams resting on top of side keelsons or stringers.</li> </ul> <p><b>4) The Julia B. Sternwheeler:</b></p> <ul style="list-style-type: none"> <li>Major damage due to river ice from the 1979 flood.</li> <li>Portions of the hull have been destroyed and portions of the superstructure have collapsed.</li> <li>Ship has been cleaved longitudinally, with some timbers and machinery scattered downstream along the shore of the Yukon River.</li> <li>Intact elements include the starboard engine (partially disassembled), twin locomotive-style boilers, starboard boiler and the paddle wheel axle.</li> <li>The vessel has three steam-assisted overhead tillers and wooden rudder posts that pass through rudder wells in a false transom.</li> <li>The port rudder stock and tiller are disarticulated and lie below the transom.</li> <li>Area surrounding the site was cleared of trees and shrubs (2021)</li> <li>Archeological assessment completed (2022)</li> </ul>
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			<p>Condition was evaluated in 2008 by Pollock, Woodward and Davidge for the Institute of Nautical Archaeology; 2009 by Pollack et al. for the Advisory Council on Underwater Archaeology Proceedings; 2011 by Pollock et al. for the Advisory Council on Underwater Archaeology Proceedings; and 2013 by Pollock and Adams for the Institute of Nautical Archaeology. Note, it is not always clear what year corresponds to the condition of the each evaluated site element. Dates have been provided where possible.</p>
13	Soda Station (1 Built Heritage Resource)		<p><b>1) Soda Station Boxcar:</b></p> <ul style="list-style-type: none"> <li>• Fair condition.</li> <li>• Floor is missing large sections and covered by squirrel detritus.</li> <li>• Roof beginning to show rot.</li> </ul> <p>Condition was evaluated in the 2020 draft "Ridge Road Heritage Trail and Reserves Report" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</p>
14	Trail Gulch (Yukon Ditch) (3 Built Heritage Resources)		<p><b>1) Watch Cabin/Lunchroom:</b></p> <ul style="list-style-type: none"> <li>• Poor Condition.</li> <li>• Collapsed roof with walls currently braced to prevent further collapse.</li> </ul> <p><b>2) Water Control Features including Pressure Box:</b></p> <ul style="list-style-type: none"> <li>• Poor Condition.</li> <li>• East wall where water enters the structure is deteriorated.</li> <li>• South wall is partially collapsed and leaning heavily, stabilized with steel braces.</li> <li>• The pipe, which would have exited from the box, is missing.</li> </ul> <p><b>3) Section of the Yukon Ditch:</b></p> <ul style="list-style-type: none"> <li>• Poor condition</li> <li>• Built features around the diversion have all collapsed with much of these materials remaining on the ground and in a state of decay (2015).</li> </ul> <p>Condition was evaluated in 2013-2014 by the Technical Arts and Services, 2015 by unknown, 2016 by Brent Riley and in the site's 2021 draft "Heritage Reserve Report" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon. Note, it is not always clear what year corresponds to the condition of the each evaluated site element. Dates have been provided where possible.</p>
15	North Fork Penstock Gatehouse (1 Built Heritage Resource)		<p><b>1) North Fork Penstock Gatehouse:</b></p> <ul style="list-style-type: none"> <li>• Missing most of its exterior cladding and almost entirely collapsed with a small section of the southeast wall still standing.</li> <li>• Water control gates and pressure-boxes stand erect and have been exposed to the elements due to collapse of the Gatehouse structure.</li> </ul> <p>Condition was evaluated in the site's 2021 draft "Heritage Reserve Report" by Nansen Murray for the Historic Sites Unit, Tourism and Culture, Government of Yukon.</p>
16	North Canol Sites (Unknown Number of Resources)		<p>3 sites that include numerous vehicles and building foundations, with an estimated inventory of 9 WWII-era construction vehicles, 2-3 graders, 55 WWI-era vehicles, and 2 WWII-era building foundations. Information on the condition of the North Canol sites is unavailable. Note that the state of decay may contribute to the Truck Dumps' heritage interest.</p>

### 3.2 Ease of Access

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge	Green	<ul style="list-style-type: none"> <li>• Accessible by <b>vehicle</b> from a pullout on the north side of the Alaska Highway, from which a gravel path suitable for walking leads to the bridge.</li> </ul>
2	Hootalinqua / Shipyard Island	Orange	<ul style="list-style-type: none"> <li>• Accessible by <b>boat</b> in the summer, and by <b>motor vehicles equipped to travel on frozen river ice</b> in the winter. <ul style="list-style-type: none"> <li>○ Canoe access from put-ins at Whitehorse, Johnson's Crossing, or Deep Creek on Lake Laberge (sometimes they are ferried to Lower Laberge by motorboat). The Thirty Mile Section of the canoe trip is difficult and requires careful navigation.</li> <li>○ Motorboat access from Carmacks.</li> </ul> </li> </ul>
3	Livingstone	Orange	<ul style="list-style-type: none"> <li>• Accessible year-round by <b>air</b> from Whitehorse with three airstrips in the Livingstone area located 2.9km, 4.1km and 12km from the town site.</li> <li>• Accessible in the winter by <b>snowmobile or heavy vehicle</b> via the Livingstone Trail, which begins in Whitehorse, travels south along the east side of the Yukon River, turns east at the head of Lake Laberge and reaches the National Historic Site of T'áw Tà'ár (Winter Crossing) on the Teslin River. The Teslin River freezes solid in the winter which allows for the construction of an ice bridge and can accommodate travel by snowmobile or heavy vehicle.</li> </ul>
4	Lower Laberge	Orange	<ul style="list-style-type: none"> <li>• Accessible by <b>boat</b> in the summer. <ul style="list-style-type: none"> <li>○ Canoe access from put-ins at Whitehorse or the Deep Creek campground on Lake Laberge.</li> <li>○ Motorboat access from the Teslin and Thirty Mile Rivers from a boat launch at Johnson's Crossing, or by launching at Carmacks and travelling up the Yukon River.</li> </ul> </li> <li>• Accessible in the winter by <b>snowmobile</b> or other winter travel methods.</li> <li>• Accessible by <b>air</b> (float-plane/ski-plane, helicopter) year round.</li> </ul>
5	Robinson Roadhouse	Green	<ul style="list-style-type: none"> <li>• Accessible by <b>vehicle</b> from a parking lot off the South Klondike Highway, from which a short path suitable for walking leads to the site.</li> </ul>
6	Venus Mill	Red	<ul style="list-style-type: none"> <li>• Accessible by <b>boat</b> from Windy Arm. Boat launches located at Conrad Campground and Carcross. Most boats are likely able to pull directly onto shore.</li> <li>• Not easily accessible by vehicle. Involves walking 850-880m along the shoulder of the Klondike Highway, climbing over a concrete highway barrier and walking down a steep, loose scree slope.</li> <li>• Possibly accessible by vehicle in the summer from a former pullout located directly adjacent to the mill. Highways and Public Works closed the pullout due to the danger of avalanches and to discourage access to the Mill, however could potentially be opened seasonally.</li> </ul>
7	South Canol Truck Dump	Green	<ul style="list-style-type: none"> <li>• Accessible by <b>vehicle</b> from a pullout is located 105 meters down the Canol Road from its junction with the Alaska Highway. The Truck Dump is located 280 meters west down a side road from this pullout.</li> </ul>

8	Frank Zimmer (Happy Lepage) Cabin		<ul style="list-style-type: none"> <li>• Accessible through private property, by <b>vehicle</b> by way of a dirt access road within the Village of Carmacks.</li> </ul>
9	Montague Roadhouse		<ul style="list-style-type: none"> <li>• Accessible by <b>vehicle</b> from a pull-out off the North Klondike Highway.</li> </ul>
10	Yukon Crossing		<ul style="list-style-type: none"> <li>• Accessible by <b>boat</b> with primary landing point located along the bank of the Yukon River which has room for at least two larger boats or numerous canoes.</li> <li>• Possibly accessible seasonally by vehicle by travelling approximately 31km from Carmacks down Freegold Road (width of a single vehicle). Freegold Road is a combination of seasonally maintained road and unmaintained dirt track. Water may pose an issue making it difficult to access the site unless travelling by ATV or 4X4 truck. There might be a 4x4 access road from the North Klondike Highway, however it is gated and only provides access to the north side of the river.</li> </ul>
11	Ogilvie Island		<ul style="list-style-type: none"> <li>• Accessible by <b>boat</b>: <ul style="list-style-type: none"> <li>○ Canoe access from put-ins at Whitehorse, Johnson's Crossing, Carmacks, Minto or Pelly Crossing.</li> <li>○ Motorboat access typically from a launch in Dawson City.</li> </ul> </li> </ul>
12	Sternwheeler Graveyard		<ul style="list-style-type: none"> <li>• Accessible by <b>boat</b> along the Yukon River.</li> <li>• Accessible by <b>vehicle</b> via a large campsite operated by the Yukon Parks Branch. Parking is located at north end from which a 22m path along the riverbank suitable for walking at low water leads to the site.</li> </ul>
13	Soda Station		<ul style="list-style-type: none"> <li>• Accessible by <b>bicycle</b> and <b>foot</b> on the Ridge Road Heritage Trail (approx. a 1-kilometre walk from the upper trailhead to soda station).</li> <li>• Possibly accessible by vehicle however large vehicle use is discouraged on the Ridge Road. ATV travel may be possible seasonally.</li> </ul>
14	Trail Gulch (Yukon Ditch)		<ul style="list-style-type: none"> <li>• Accessible by <b>bicycle</b> and <b>foot</b> on the Ridge Road Heritage Trail, from which a 70m path suitable for walking leads directly to the site.</li> <li>• Possibly accessible by vehicle however large vehicle use is discouraged on the Ridge Road. ATV travel may be possible seasonally.</li> </ul>
15	North Fork Penstock Gatehouse		<ul style="list-style-type: none"> <li>• Accessible by <b>vehicle</b> from two directions: <ul style="list-style-type: none"> <li>○ Approach 1: begin 1.25km down the Dempster Highway and follows the access road to the Power Plant</li> <li>○ Approach 2: drive along the ditch embankment for approximately 6.3km. A washout on the ditch requires walking for the last 300m.</li> </ul> </li> <li>• Enclosed by an approximately 6' high chain-link fence with no gate access (date of installation unknown).</li> </ul>
16	North Canol Sites		<ul style="list-style-type: none"> <li>• Accessible by <b>vehicle</b> along the North Canol Road, but considered somewhat remote and not easily accessible by the public.</li> </ul>

### 3.3 Risk to Visitors

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge		<ul style="list-style-type: none"> <li>• Structural integrity of the bridge;</li> <li>• Design of the bridge handrails;</li> <li>• Presence of fast-flowing water; and</li> <li>• Ice build-up in the winter and spring seasons causes load pressure on bridge and risks collapse.</li> </ul>
2	Hootalinqua / Shipyard Island		<ul style="list-style-type: none"> <li>• Structural integrity of some of the structures on site;</li> <li>• Proximity to cold and fast-flowing water; and</li> <li>• General tripping hazards.</li> </ul>
3	Livingstone		<ul style="list-style-type: none"> <li>• Structural integrity of the buildings may pose a risk to visitors; and</li> <li>• Seasonal high waters at the nearby Livingstone Creek limits safe access from the airstrip.</li> </ul>
4	Lower Laberge		<ul style="list-style-type: none"> <li>• Proximity to a large lake and fast-flowing river;</li> <li>• Exposure to wildlife, including bears;</li> <li>• Inclement weather;</li> <li>• General tripping hazards;</li> <li>• Structural integrity of the Outhouse and the Icehouse; and</li> <li>• General remoteness of the site.</li> </ul>
5	Robinson Roadhouse		<ul style="list-style-type: none"> <li>• Uneven ground and general tripping hazards; and</li> <li>• Appears to pose no significant risk to visitors.</li> </ul>
6	Venus Mill		<ul style="list-style-type: none"> <li>• Slope erosion, which is exacerbated by visitors;</li> <li>• Structural integrity of the Mill; and</li> <li>• The steep slope and general tripping hazards.</li> </ul>
7	South Canol Truck Dump		<ul style="list-style-type: none"> <li>• General tripping hazards; and</li> <li>• Presence of scrap metal</li> </ul>
8	Frank Zimmer (Happy Lepage) Cabin		Appears to pose no risk to visitors.
9	Montague Roadhouse		<ul style="list-style-type: none"> <li>• Uneven ground and general tripping hazards</li> </ul>
10	Yukon Crossing		<ul style="list-style-type: none"> <li>• Structural integrity of the Roadhouse;</li> <li>• General tripping hazards; and</li> <li>• Exposed nails.</li> </ul>
11	Ogilvie Island		<ul style="list-style-type: none"> <li>• Eroding riverbank of Ogilvie Island which makes accessing the site difficult and dangerous;</li> <li>• General tripping hazards; and</li> <li>• Exposed nails and rotted wood.</li> </ul>
12	Sternwheeler Graveyard		<ul style="list-style-type: none"> <li>• Structural integrity of vessels;</li> <li>• Thousands of boards with exposed nails resting on the hulls of vessels; and</li> </ul>

			<ul style="list-style-type: none"> <li>• General tripping hazards.</li> </ul>
13	Soda Station		<ul style="list-style-type: none"> <li>• Structural integrity of the Boxcar.</li> </ul>
14	Trail Gulch (Yukon Ditch)		<ul style="list-style-type: none"> <li>• Structural integrity of the Pressure Box; and</li> <li>• Tripping hazards.</li> </ul>
15	North Fork Penstock Gatehouse		<ul style="list-style-type: none"> <li>• Structural integrity of the Gatehouse (however, to access Gatehouse visitors would have to climb a 6'high chain-link fence).</li> </ul>
16	North Canol Sites		<ul style="list-style-type: none"> <li>• General tripping hazards; and</li> <li>• Presence of scrap metal.</li> </ul>

### 3.4 Past Conservation Investment

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge		<ul style="list-style-type: none"> <li>• <b>Late 1980s:</b> Substantial reconstruction of the bridge, with smaller logs harvested locally and larger logs transported from Watson Lake.</li> <li>• <b>2009:</b> Improvement of the attachment hardware and replacement of broken supports by Dimock Timber.</li> <li>• <b>2022:</b> A “Canyon Creek Bridge -Detailed Assessment” report was completed by ISL Engineering and Land Services Ltd., and concluded that the 2009 repairs were not well executed and estimates 3-5 years of remaining service life (2025-2027).</li> </ul>
2	Hootalinqua / Shipyard Island		<ul style="list-style-type: none"> <li>• <b>1982:</b> Stabilization of Evelyn/Norcom, Cabin No. 1, Telegraph Office, Shed No.3, Shed No.5 and Outhouse No.6. Signs posted warning that Norcom/Evelyn was unsafe. Site cleaned, brushed and rotten wood burned. No work was done on Shipyard Island Workshop Area or the Shipyard Capstans and Ways.</li> <li>• <b>1984:</b> Repairs on Telegraph Office.</li> <li>• <b>2009:</b> Repairs on Telegraph Office.</li> <li>• <b>2010:</b> Repairs on Telegraph Office. Shed No.3.</li> <li>• <b>2011:</b> Repairs on Telegraph Office. Documentation, excavation, testing and sample collection carried out on site.</li> <li>• <b>2021:</b> Replace roof on Shed No. 3.</li> <li>• <b>2021:</b> Stabilization of Shed No. 5.</li> </ul> <p>There are no known pre-contact archaeological sites within the Heritage Reserve. The site has been inventoried in 1980, 1981, and 1991 for archaeological resources and is known as JjUr-1.</p>
3	Livingstone		<ul style="list-style-type: none"> <li>• <b>1973:</b> Parks Canada create a 91-ha (225 acres) reserve that includes the entire Livingstone heritage reserve with the intention to designate it as a National Historic Site.</li> <li>• <b>1974:</b> Parks Canada announces cancellation of designation.</li> <li>• <b>2000:</b> Parks Canada officially cancels designation.</li> <li>• <b>2005:</b> Yukon Historic Sites Unit creates a smaller heritage reserve containing the town site and the NWMP Post.</li> </ul> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not been inventoried for archaeological sites to date.</p>
4	Lower Laberge		<ul style="list-style-type: none"> <li>• <b>1981-1983:</b> Stabilization of Telegraph Office including repairs to the roof and logs. Brushing of surrounding area.</li> <li>• <b>2011:</b> Engineering consultant N.A. Jacobson produces report on stabilization and restoration of the Telegraph Office</li> <li>• <b>2011-2012:</b> Telegraph Office logs tested for decay.</li> <li>• <b>2015:</b> Telegraph Office emptied and disassembled; replacement of missing/damaged logs.</li> <li>• <b>2016:</b> Reconstruction of Telegraph Office window sash and doors.</li> <li>• <b>2018:</b> Installation of mesh on Telegraph Office openings to prevent wildlife from inhabiting building.</li> <li>• <b>2019:</b> Conservation of interior furnishings and cabinets of Telegraph Office.</li> <li>• <b>2020:</b> Reassembly and restoration of rear addition of Telegraph Office.</li> </ul>

			There are no known pre-contact archaeological sites within the Heritage Reserve.
5	Robinson Roadhouse		<ul style="list-style-type: none"> <li>• <b>1983-1985:</b> Stabilization of site undertaken by the Department of Renewable Resources (now the Environment Department) on behalf of Heritage Branch, Department of Tourism (now the Historic Sites Unit of the Department of Tourism and Culture,</li> <li>• <b>1985:</b> Lorne Mountain Community Association enters into talks with the Heritage Branch on repurposing the roadhouse as a community hall.</li> <li>• <b>1986:</b> Talks with Lorne Mountain Community Association fall through. Stabilization of Building 1A and surrounding area.</li> <li>• <b>1996:</b> Expansion of pullout on the South Klondike Highway.</li> <li>• <b>2014:</b> Stabilization of site.</li> <li>• <b>2018:</b> Gathering organized for Robinson Roadhouse, which is selected as a Yukon site of the Canada wide Historic Places Day.</li> <li>• <b>2019:</b> Stabilization of site, construction of storage shed.</li> </ul> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not yet been inventoried for archaeological sites.</p>
6	Venus Mill		<p>There has been no conservation investment at Venus Mill to date.</p> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not been inventoried for archaeological sites to date.</p>
7	South Canol Truck Dump		<ul style="list-style-type: none"> <li>• <b>2019:</b> Cleanup of non-WWII trash (including large vehicles, appliances, tires and other large items).</li> </ul> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not been inventoried for archaeological sites to date.</p>
8	Frank Zimmer (Happy Lepage) Cabin		<p>There has been no conservation investment at the Frank Zimmer (Happy Lepage) Cabin to date.</p> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not yet been inventoried for archaeological sites.</p>
9	Montague Roadhouse		<ul style="list-style-type: none"> <li>• <b>1994:</b> Stabilization of Roadhouse walls; replacement of sill and top logs.</li> <li>• <b>1995:</b> Replacement of Cache roof with fresh cut logs, geotec cloth membrane and sod. Some brushing of site.</li> <li>• <b>2001:</b> Site Inspection. Highways and Public Works place gravel around the structure.</li> <li>• <b>2013:</b> Suncorp Valuations conduct risk assessment.</li> <li>• <b>2015:</b> Resistance drilling of logs.</li> <li>• <b>2016:</b> Replacement of six Roadhouse logs.</li> <li>• <b>2018:</b> Stabilization of Roadhouse and Cache. Brushing of site.</li> </ul> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not yet been inventoried for archaeological sites.</p>
10	Yukon Crossing		<ul style="list-style-type: none"> <li>• <b>1982:</b> Plans for stabilization/restoration</li> <li>• <b>Mid-1980s:</b> Piling of logs on the north and west sides of the stable (work never carried out and logs left to decay).</li> <li>• <b>1980s-2020:</b> Intermittent brushing of site.</li> </ul>

			<ul style="list-style-type: none"> <li>• <b>2020:</b> Brushing of site.</li> </ul> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not been inventoried for archaeological sites to date.</p>
11	Ogilvie Island		<p>There has been no conservation investment at Ogilvie Island.</p> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not been inventoried for archaeological sites to date.</p>
12	Sternwheeler Graveyard		<ul style="list-style-type: none"> <li>• <b>2013:</b> Site assessed by Institute of Nautical Archaeology; Issues and Options report produced.</li> <li>• <b>2017/18:</b> HSU staff removes some graffiti from boat hulls.</li> <li>• <b>2021:</b> Area cleared for installation of a raised interpretive walkway.</li> <li>• <b>2022:</b> Archaeological assessment completed.</li> </ul>
13	Soda Station		<p>There has been no conservation investment at Soda Station.</p> <p>There are no known pre-contact archaeological sites at the site. An archaeological survey on the Ridge Road was conducted in 1986.</p>
14	Trail Gulch (Yukon Ditch)		<ul style="list-style-type: none"> <li>• <b>2016:</b> Some stabilization on the Watch Cabin / Lunchroom.</li> </ul> <p>The Trail Gulch Heritage Reserve has not been extensively tested for pre-contact archaeological sites.</p>
15	North Fork Penstock Gatehouse		<p>There has been no conservation investment at the North Fork Penstock Gatehouse to date.</p> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not yet been inventoried for archaeological sites.</p>
16	North Canol Sites		<p>There has been no conservation investment at the North Canol Sites.</p> <p>There are no known pre-contact archaeological sites within the Heritage Reserve, although it should be noted that this area has not been inventoried for archaeological sites to date.</p>

### 3.5 Past Interpretation Investment

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge		<ul style="list-style-type: none"> <li>• <b>2002:</b> Completion of the Alaska West Interpretation Plan, which includes the Canyon Creek Bridge in its catchment area.</li> <li>• <b>(n/d):</b> Installation of Government of Yukon interpretive panels</li> </ul>
2	Hootalinqua / Shipyard Island		<ul style="list-style-type: none"> <li>• <b>2005:</b> Installation of three interpretive signs the Hootalinqua town site and three interpretive signs on Shipyard Island.</li> </ul>
3	Livingstone		<ul style="list-style-type: none"> <li>• <b>1970s:</b> Former Maggie's Museum purchases salvaged artifacts from site to prevent them being sold out of territory.</li> <li>• <b>1977:</b> Maggie's Museum closes. Government of Yukon and Parks Canada purchases the collection.</li> </ul>
4	Lower Laberge		<ul style="list-style-type: none"> <li>• <b>1980s:</b> Installation of large, engraved cedar sign front of the Trappers Cabin. Sign is one of several of same style placed at historic sites across the territory at this time.</li> <li>• <b>n/d:</b> The Sites and Sights of the Yukon Website publishes limited information on the Lower Laberge heritage reserve.</li> </ul>
5	Robinson Roadhouse		<ul style="list-style-type: none"> <li>• <b>1996:</b> Installation of interpretation panels along path to site.</li> <li>• <b>2010s:</b> Annual event for Canada Historic Places Day, including site tour.</li> </ul>
6	Venus Mill		<ul style="list-style-type: none"> <li>• <b>c.1980s:</b> Installation of interpretive sign; sign since removed.</li> </ul>
7	South Canol Truck Dump		<ul style="list-style-type: none"> <li>• <b>(n/d):</b> Installation of two signs at entrances indicating that the vehicle dump is a heritage reserve; signs provide no context regarding historical significance of the site.</li> </ul>
8	Frank Zimmer (Happy Lepage) Cabin		There has been no interpretation investment at the Frank Zimmer (Happy Lepage) Cabin.
9	Montague Roadhouse		<ul style="list-style-type: none"> <li>• <b>c.1990s:</b> Installation of wooden "Montague Roadhouse Historic Site" sign and two small metal signs in English and French asking visitors to respect the heritage site.</li> <li>• <b>c.2011:</b> Installation of three interpretive panels.</li> </ul>
10	Yukon Crossing		<ul style="list-style-type: none"> <li>• <b>c.1980s:</b> Installation of large cedar interpretive sign and sign and two small metal signs in English and French asking visitors to respect the heritage site.</li> </ul>
11	Ogilvie Island		There has been no interpretation investment at Ogilvie Island to date.
12	Sternwheeler Graveyard		<ul style="list-style-type: none"> <li>• <b>2018:</b> Conceptual design prepared for raised interpretive walkway for Yukon Government by engineering consultant, N.A. Jacobson.</li> <li>• <b>2021:</b> Area cleared for installation of a raised interpretive walkway.</li> </ul>
13	Soda Station		<ul style="list-style-type: none"> <li>• <b>1996:</b> Installation of interpretation material along the Ridge Road Heritage Trail, including sign at Soda Station.</li> <li>• <b>1997:</b> Brochure, containing map, history of trail and important sites, including Soda Station, created to accompany the physical interpretation and assist in user's navigation of the Ridge Road Heritage Trail.</li> <li>• <b>2001:</b> Redesign of Brochure (no consultation with Tr'ondëk Hwëch'in); historic information remains the same.</li> <li>• <b>2014:</b> Redesign of Brochure (no consultation with Tr'ondëk Hwëch'in); historic information remains the same. Redesign of Interpretive signs (no consultation with Tr'ondëk Hwëch'in); signs not installed.</li> </ul>
14	Trail Gulch (Yukon Ditch)		<ul style="list-style-type: none"> <li>• <b>1990:</b> Installation of interpretive sign on Ridge Road Heritage Trail.</li> </ul>

15	North Fork Penstock Gatehouse		There has been no interpretation investment at the North Fork Penstock Gatehouse to date.
16	North Canol Sites		There has been no interpretation investment at the North Canol Sites to date.

## 4 NEXT STEPS

This Research Summary Report is delivered as Phase 1 of the *Our Yukon* project. It consolidates and reframes available information on the 16 Heritage Reserve sites in order to understand their relative potential for future conservation, interpretation, management and promotion as significant heritage resources in Yukon.

Phase 2 of the *Our Yukon* project will involve a multi-pronged public engagement strategy to understand Yukoners' perspectives on the importance and value of the 16 Heritage Reserve sites. This will include direct outreach to and engagement with Yukon First Nations communities, to understand their perspectives on the value and/or impact of the Heritage Reserves in the context of their own cultural heritage and practices. Phase 2 will conclude with the development of a Statement of Significance for each site.

Phase 3 will review all information and analysis gleaned from Phases 1 and 2 to inform a management priorities report for the 16 Heritage Reserve sites. The report will provide strategic direction for the management of the 16 Heritage Reserve sites moving forward.

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