



OUR YUKON HERITAGE RESERVES MANAGEMENT PRIORITIES REPORT

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ERA

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PREPARED FOR:

Historic Sites Unit
Tourism and Culture
Government of Yukon
867-667-5949

PREPARED BY:

ERA Architects Inc.
#600 – 625 Church St.
Toronto ON, M4Y 2G1
416-963-4497

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1 INTRODUCTION

1.1 Project Background

ERA Architects Inc. (“ERA”) has prepared this Heritage Reserves Management Priorities Report in fulfillment of the final 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 Yukon, these reserves were chosen because of the conservation opportunities afforded and the current context of their management.

The Heritage Reserve sites consist of administrative reserves created by the Government of Yukon over four decades, and managed by the Historic Sites Unit (“HSU”) 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 Heritage Reserves, and to determine appropriate management priorities. In Phase 1 (June-September 2022), we produced the Research Summary Report included in Appendix A,

**The 16 Heritage Reserves include the South Canol Truck Dump and North Canol Sites, the latter of which comprises four distinct boundary areas. Both Heritage Reserves include relict 1940s infrastructure left behind and consolidated following the construction of the Canol Highway. For the purposes of this report, the Canol Truck Dump Sites will be treated as a single Heritage Reserve, which includes all five current boundary areas along the Canol Highway. All further references to the 15 Heritage Reserves, rather than 16, may be attributed to the combined treatment of these two Heritage Reserve sites.*

which provides background information on the history and current condition of all the sites. In Phase 2 (August-October 2022), we undertook public engagement to better understand the contemporary value associated with each site. An overview of the public engagement process and results is provided in Section 1.4.

In the final Phase 3, this Heritage Reserve Management Priorities Report (“HRMPR”) distills an analysis of each site’s importance in Yukon and its future potential to meet contemporary objectives (which might include heritage interpretation / storytelling), and factors in the cost and urgency required for any interventions, to develop a set of site-specific recommendations and a prioritization framework for their conservation.

Statements of Significance have also been prepared for the historic resources on sites that carry significant cultural heritage value; they have been updated from earlier HSU drafts to incorporate the results of Phase 2’s community engagement exercises – see Appendix B.

Project Methodology

The analysis and recommendations in this report are based on ERA’s review of comprehensive information about each site shared by HSU at the outset of the project, including records of previous condition assessments conducted by HSU representatives. This information is summarized in the Research Summary Report in Appendix A. The scope of this project did not include site visits and condition assessments conducted by ERA directly.

1.2 How to Read this Document

Section 1 provides background on the *Our Yukon* project, the location and context of the 15 Heritage Reserve sites, an overview of the public engagement undertaken to date, and key terms found throughout the rest of the report.

Section 2 describes the management prioritization framework this report employs to evaluate the 15 Heritage Reserve sites for their importance to Yukoners and the future potential they offer.

Section 3 applies the management prioritization framework to each of the 15 Heritage Reserve sites, and concludes with an ordered ranking of the Heritage Reserves by importance and by future potential. The concluding analysis also sorts the sites along the two axes of importance and future potential.

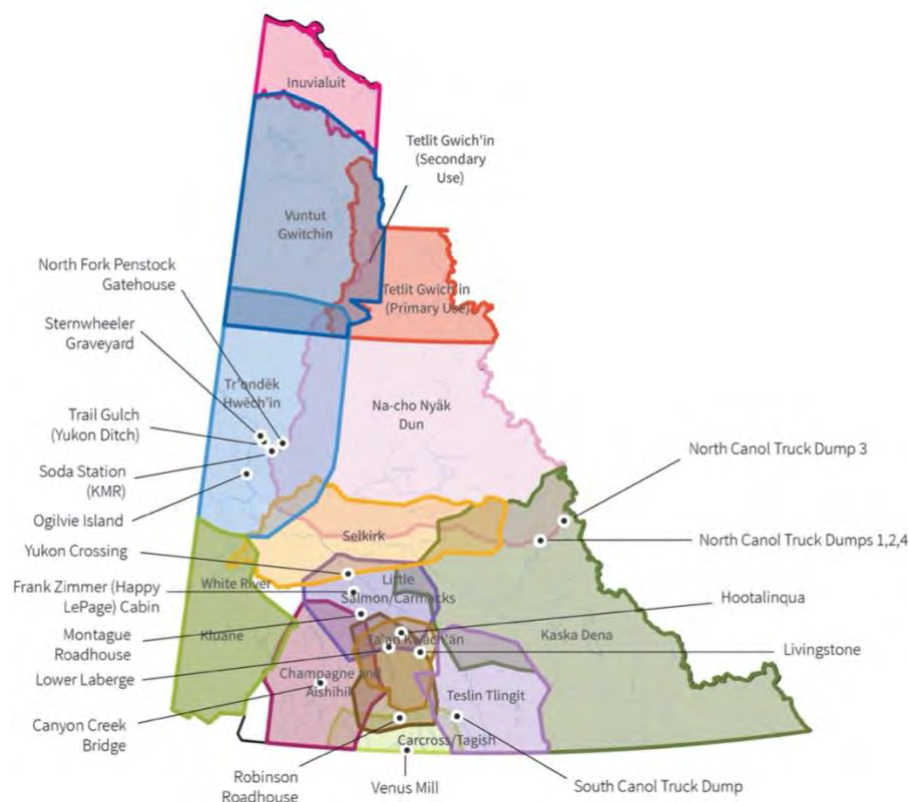
Section 4 provides recommendations for each Heritage Reserve, based on their specific conditions and the potential they offer. The recommendations apply an intervention playbook that includes stabilization, adaptive reuse, network-wide interpretation, and archaeology. They identify the urgency with which intervention is required, and the anticipated relative cost.

Section 5 concludes with a suggested prioritization approach for the recommended interventions, factoring in the cost and urgency associated with each potential project.

Appendix A includes the Research Summary Report, **Appendix B** includes the Statements of Significance for Heritage Reserves of substantial cultural heritage value, and **Appendix C** includes the public engagement results for each Heritage Reserve.

1.3 Location

The 15 Heritage Reserves are located throughout the Yukon Territory, and are located on the traditional territories of several Yukon First Nations (see map below). The North Canol and South Canol sites will be treated as a single Heritage Reserve for the purposes of this report.



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

1.4 Heritage Reserves Overview

The Heritage Reserves were profiled in the Research Summary Report included in Appendix A, with a detailed review that included their historical context and current condition. The following section provides a summary of the data included in the Research Summary Report.

A high-level overview of each site’s current condition is included with a colour-coded assessment for each of the following factors, where Green is the most favourable, Red is the least favourable, and Yellow is mid-range. More details on each factor can be found in the Research Summary Report in Appendix A.

- **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.

1.3.1 Canyon Creek Bridge

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. While the current bridge was built in 1942 as part of the construction of the Alaska Highway, the earliest bridge in this location was built in 1904 by prospector Sam McGee, along the Kluane Wagon Road. Decommissioned as a highway bridge in 1943, it is still used locally.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment		Past Interpretation Investment

1.3.2 Hootalinqua / Shipyard Island

The Hootalinqua / Shipyard Island Heritage Reserve is located at the Thirty Mile Section of the Yukon River (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 former town site and shipyard have been abandoned since the 1930s.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment		Past Interpretation Investment

1.3.3 Livingstone

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, which emerged c. 1900, and grew between 1900-1910 in response to a wagon road built from Mason’s Landing on the Teslin River. At its height, Livingstone included two roadhouses, a store, a North West Mounted Police post, mining recorder’s office, stagecoach, telegraph office and blacksmith, and was home to diverse populations. Today, the former town site is almost entirely abandoned.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.4 Lower Laberge

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 (a Canadian Heritage River) from Lake Laberge. The Heritage Reserve consists of four 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, and an outhouse.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.5 Robinson Roadhouse

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, and 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. Today, the area is used for picnicking and recreational trails.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.6 Venus Mill

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 and within a cultural landscape centered on Chílíh Dzéte’ (Montana Mountain) and Tagish and Bennett Lakes. The 2.2-hectare Heritage Reserve covers the area of the remnant Venus Mill, a seven-level gravity-fed mill constructed in 1908 into the side of a steep slope. The Venus Mill was active between 1908-1912 and again in 1917-1919, when it ceased its operations.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.7 Canol Truck Dump Sites

The South Canol Truck Dump Heritage Reserve is located at the south end of the Canol Road near Johnson’s Crossing. The North Canol Heritage Reserve spans three sites between Kilometres 376-433 of the Canol Road, north of Ross River. The two Heritage Reserves contain(ed) sets of consolidated vehicle remnants dating to the 1940s construction of the Canol Pipeline, and two building foundations (at the North Canol sites). In September 2022, the South Canol site was accidentally cleared, with vehicle remnants transported to the Teslin Dump; several vehicles have since been salvaged and as of February 2023 are awaiting stakeholder consultation on their repatriation.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.8 Frank Zimmer (Happy LePage) Cabin

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 Nordenskiold River. Built in the 1930s as a log single-room primary residence on two major transportation corridors (the Yukon River and the Overland Trail), the cabin was later owned by Happy and Pauline LePage, transportation pioneers who built bridges and early airports, and operated wood camps throughout south-central Yukon. The cabin is presently vacant.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.9 Montague Roadhouse

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 single-storey cache. The current Montague Roadhouse was built along the Overland Trail between Whitehorse-Dawson City in 1915, replacing an earlier one lost to fire. The Roadhouse served travellers by horse along the route until the 1940s, when the Overland Trail was rendered obsolete due to auto and air traffic, and the 1951 construction of the North Klondike Highway. The Montague Roadhouse is now used as a pullout for travellers along the North Klondike Highway.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.10 Yukon Crossing

The Yukon Crossing Heritage Reserve is located at one of four of the Overland Trail’s historic river crossings. The Heritage Reserve contains three structures: a relict two-storey three-volume roadhouse, a barn/stable, and a cabin, all used to support travellers along the historic Overland Trail. Although Yukon Crossing never developed into a town, at its heyday it hosted a North West Mounted Police detachment, a telegraph office and notable residents including Happy and Pauline LePage, who operated the roadhouse when it closed in the 1930s. The Overland Trail’s obsolescence in the 1930s-40s contributed to the settlement’s abandonment.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

1.3.11 Ogilvie Island

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 southern half of Ogilvie Island, and features a small 19th-century settlement and an abandoned farm, with relict buildings including a telegraph office, farmhouse, shed, and remains of an outhouse. Traditionally part of the trade, hunting and fishing territories of the Hän, Ogilvie Island was settled by colonial prospectors beginning in 1892, and existed as a small homesteading community until the 1950s, when sternwheeler traffic along the Yukon River declined in response to the Klondike Highway.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment		Past Interpretation Investment

1.3.12 Sternwheeler Graveyard

The Sternwheeler Graveyard Heritage Reserve is located immediately north of 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’ondëk Hwëch’in settlement land (TH R-68B). The Sternwheeler Graveyard is a popular tourist attraction in Dawson City.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment		Past Interpretation Investment

1.3.13 Soda Station

The Soda Station Heritage Reserve is located ~35 kilometres southeast of Dawson City, at the intersection of the Klondike Mines Railway corridor and the Ridge Road Heritage Trail, a 33-kilometre recreational trail that follows the 1899 Ridge Road. The Ridge Road was the first publicly-funded road in Yukon, built to serve the influx of prospectors and stamperders at Bonanza Creek during the Klondike Gold Rush. The Heritage Reserve consists of a boxcar used as a railway station for new arrivals at the intersection of the Ridge Road and Klondike Mines Railway.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment		Past Interpretation Investment

1.3.14 Trail Gulch

The Trail Gulch Heritage Reserve is located southeast of Dawson City, along the massive Yukon Ditch infrastructure project (built 1906-09) 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.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment		Past Interpretation Investment

1.3.15 North Fork Penstock Gatehouse

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 much larger North Fork Power Plant: (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 broader North Fork Power Plant was the largest early power plant in Yukon, and the first to run through the winter, providing electrical power to dredging operations throughout the Klondike Gold Fields and to Dawson City.

Site Condition	Ease of Access	Risk to Visitors
Past Conservation Investment	Past Interpretation Investment	

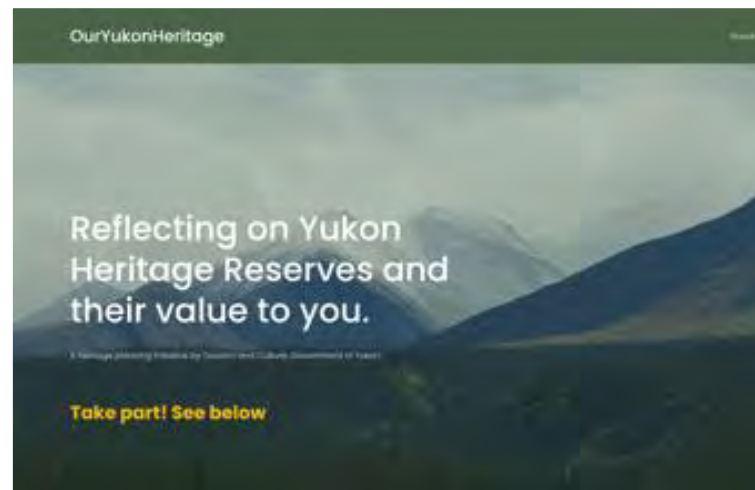
1.5 Public Engagement Overview

Between August and October 2022, we undertook a multi-pronged public engagement strategy to understand Yukoners' perspectives on the importance of each Heritage Reserve site.

The public engagement was intended to inform our understanding of the sites' cultural heritage value (resulting in updates to HSU's draft Statements of Significance for each site), and to provide thoughts and feedback on potential future opportunities for each site.

The public engagement strategy included the following methodologies:

1. **Community Engagement Website** titled "Our Yukon Heritage", which solicited responses to questions on the definition of Yukon's cultural heritage, and the importance of each site including potential future uses and likelihood of visitation. The website was advertised through popular Facebook pages including *Yukon History & Abandoned Places*, *Yukon Indigenous Peoples History & Culture*, and *Dawson City, Blast from the Past*.
2. **Whitehorse Open House**, open to the public, with interactive presentation boards soliciting similar responses to the website questions. Held at the Kwanlin Dün Cultural Centre on September 19, 2022.
3. **Dawson City Open House**, open to the public, in the same format as the Whitehorse Open House. Held at the Tr'ondëk Hwëch'in Community Hall on September 21, 2022.



Home page for the Community Engagement Website (ERA, 2022).



Whitehorse Open House presentation boards (ERA, 2022).

4. **Whitehorse Pop-Up Engagement Session**, with interactive presentation boards, at the Fireweed Community Market on September 22, 2022.
5. **Direct Outreach to Key Communities**, including all First Nations on whose traditional territories the Heritage Reserves are located, the Société d'histoire francophone du Yukon ("SHFY"), and the Yukon Heritage Resources Board ("YHRB"). Direct conversations were held by request with representatives from the Tr'ondëk Hwëch'in First Nation, Champagne and Aishihik First Nations, SHFY and YHRB.
6. **Facebook Group Desktop Scans** to supplement limited public contributions to the Community Engagement Website. We reviewed the pages *Yukon History & Abandoned Places*, *Yukon Indigenous Peoples History & Culture*, and *Dawson City, Blast from the Past* for references to each of the Heritage Reserve sites, to develop a sense of which sites occupied space in the public consciousness, and how people were speaking about them.



Dawson City Open House with presentation boards (ERA, 2022).



Fireweed Market Pop-Up Open House in Whitehorse (ERA, 2022).

The detailed results of these six community engagement prongs are included in Appendix C, organized by Heritage Reserve site, but are summarized below:

- Certain Heritage Reserves occupy significantly more space in the existing public consciousness than others (e.g. Robinson Roadhouse, Sternwheeler Graveyard, Venus Mill, Hootalinqua / Shipyard Island). Other sites were first introduced to stakeholders through the presentation boards at the public open houses, and elicited more curiosity than deep interest in their conservation.
- Accessibility is a key factor for Yukoners informing their likelihood to visit a Heritage Reserve site. The Heritage Reserves with the highest likelihood of visitation were most easily accessible by car, formal trails, and by boat (e.g. Robinson Roadhouse, Montague Roadhouse, Sternwheeler Graveyard).
- There is a desire for wayfinding and interpretation improvements for the Heritage Reserve sites. Digital interpretation methods were suggested for sites that were considered less accessible or less well communicated today (e.g. Venus Mill, Yukon Crossing, Hootalinqua, etc.).
- Yukoners are curious about First Nations' history on the Heritage Reserve sites. There is a desire for interpretive materials to capture the site's full history, including First Nations' past and current uses of an area. Several respondents identified the predominantly colonial focus of the histories of the identified sites.



Facebook post on the Sternwheeler Graveyard (Yukon History & Abandoned Places, 2018).

1.6 Key Terms

The following key terms are used in Sections 2 and 3 of this HRMPR, and are defined for clarity below.

These definitions are reproduced from the Government of Canada's Historic Places Initiative, which extrapolated them from the Burra Charter's internationally accepted definition for cultural significance.

Aesthetic Value refers to the sensory qualities of a historic place (seeing, hearing, touching, smelling and tasting) in the context of broader categories of design and tradition. A place may have aesthetic significance because it evokes a positive sensory response, or because it epitomizes a defined architectural style or landscape concept. Visual aesthetic value is typically expressed through form, colour, texture or materials. It is possible for historic places to have other aesthetic values as well, such as auditory ones. Historic places with aesthetic significance may reflect a particular style or period of construction or craftsmanship, or represent the work of a well-known architect, planner, engineer or builder.

Scientific Value refers to the capacity of a historic place to provide evidence that can advance our understanding and appreciation of a culture. The evidence is found in the form, materials, design and/or experience of the place. Scientific value can derive from various factors, such as age, quality, completeness, complexity or rarity. Scientific value may also be present when the place itself supplements other types of evidence such as written sources, such as in archaeological sites.

Spiritual Value is ascribed to places with religious or spiritual meanings for a community or a group of people. Sacred and spiritual places could include places of mythological significance, landscape features associated with myth and legends, burial sites, rock cairns and alignments, fasting/vision quest sites etc., places representing particular belief system(s) or places associated with sacred traditions, ceremonial practices or rituals of a community / group of people.

Historical or Cultural Value refers to the associations that a place has with past events and historical themes, as well as its capacity to evoke a way of life or a memory of the past. Historical or cultural value may lie in the age of a heritage district, its association with important events, activities, people or traditions; its role in the development of a community, region, province, territory or nation; or its patterns of use. Historical or cultural value can lie in natural or ecological features of the place, as well as in built features.

Social Value considers the meanings attached to a place by a community in the present time. It differs from historical or cultural value in that the value may not have an obvious basis in history or tradition, and relates almost entirely to the present time. Social value may be ascribed to places that perform a key role within communities, support community activities or traditions, or contribute to the community's sense of identity. Places with social value include sites that bring the community together and create a sense of shared identity and belonging.

Definitions quoted from *Canadian Register of Historic Places: Writing Statements of Significance* booklet, November 2006.

2 CONSERVATION PRIORITIES: METHODOLOGY

2.1 Why Prioritize?

The 15 Heritage Reserves within this study comprise a large set of assets on public lands, and managed by the HSU, and they exist within a much larger asset portfolio of Heritage Reserves for which the HSU is responsible.

With limited resources available to manage the conservation of these Heritage Reserves, many of which include building materials that require ongoing careful conservation and maintenance, the *Our Yukon* project has been undertaken to understand how best to allocate the limited financial and staffing resources available.

Although most of the historic resources included in these 15 Heritage Reserves may be considered significant heritage assets carrying some level of cultural value, this project employs a methodology to understand which sites are most important and which sites carry the highest potential to play a role in the communication of Yukon's culture and history, for locals and visitors into the future.

2.2 Management Prioritization Framework

ERA has developed a framework to guide the identification of a priority order for the conservation and management of the 15 Heritage Reserves.

The framework consists of two distinct assessments:

- An assessment that identifies the **importance, or heritage value, of the historic resource** included in the Heritage Reserve (includes four criteria);
- An assessment that identifies the **future potential of the Heritage Reserve**, given its condition and the context of uses, initiatives, access points and activities in the vicinity (includes six criteria).

The assessment framework also includes two supplementary questions, which will not inform the prioritization rankings but are intended to inform the recommendations in Section 4.

All 15 Heritage Reserves will be evaluated under each framework, and then ranked in the order of the points they receive, and positioned along the two axes of importance / value and future potential.

When the ranking orders of both framework results are compared, any sites that fall into the bottom third of *both* lists will be considered lowest priority for conservation activities, which may include stabilization, interpretation, adaptive reuse, or the preparation of Statements of Significance to help guide future conservation efforts.

The assessments and their criteria, and the two supplementary questions, are defined on the following pages.

MANAGEMENT PRIORITIZATION FRAMEWORK

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?	
<p>A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?</p>	<p>This criterion applies three categories of heritage value under Canada's Historic Places Initiative (HPI), which is based on the Burra Charter's definition of cultural significance. The HPI defines heritage value as: "the aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations". The HPI definitions of these categories are included in Section 1.6.</p> <p>These three categories have been included in one criterion because they represent the ways an historic resource might carry cultural heritage value in its own right, rather than as part of a greater story or landscape.</p> <p>Each site will receive a value of 1 (Yes) or 0 (No) in response to this criterion.</p>
<p>A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?</p>	<p>This criterion evaluates heritage value under the historical / cultural category of the HPI definition. It asks whether the historic resource is associated with an important story in Yukon's history, stories that are often (but not always) represented in multiple elements of built fabric across the landscape.</p> <p>Further, it asks whether the historic resource demonstrates a clear, tangible (or physical) association with that story. This is important because it requires the heritage resource to be able to reflect the story with which it is associated. The response to this criterion will necessarily consider the physical condition of the historic resource.</p> <p>Each site will receive a value of 1 (Yes); 0 (No); or 0.5 (does not currently demonstrate a tangible association, but has the capacity to do so).</p>
<p>A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?</p>	<p>This criterion relies on the public engagement and YFN engagement conducted during this study to assess whether the site is considered a place of importance by people in Yukon today. It layers on the social category of heritage value under the HPI definition, which considers "the meanings attached to a place by a community in the present time".</p> <p>A "substantial space in the public consciousness" applies a high bar, for historic resources that were frequently recognized, identified and discussed by members of the public – resources that were on the public's radar and generally well-known before they reviewed the public engagement presentation materials.</p> <p>Each site will receive a value of 1 (Yes) or 0 (No).</p>
<p>A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?</p>	<p>This criterion considers whether the Yukon government and/or other stakeholders have considered the historic resource to be of such value or importance that it has been considered worthy of financial investment in the last 25 years. "Substantial" conservation or interpretation investment is considered to mean more than an interpretive plaque.</p> <p>Each site will receive a value of 1 (Yes); 0 (No); or 0.5 (the investment might not be considered substantial, but still represents more commitment than a plaque / panel).</p>

FRAMEWORK B: What is the Heritage Reserve's future potential?	
<p>B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?</p>	<p>This criterion asks whether there are extant buildings or structures on the site that could be adapted or simply reused for new programmatic uses that are relevant to contemporary community activities or needs today.</p> <p>Each site will receive a value of 1 (Yes) or 0 (No).</p>
<p>B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?</p>	<p>This criterion asks whether there are buildings or structures on site that, rather than being occupied with new uses, could serve as attractions or installations for the educational benefit of locals or tourists. The resources themselves should have the potential to yield information about the place; they could be coupled with interpretation, but should have the extant features to physically convey their interest or value as well.</p> <p>Each site will receive a value of 1 (Yes); or 0 (No).</p>
<p>B3. Is the Heritage Reserve located on an existing vehicular or water-based corridor?</p>	<p>This criterion evaluates the ease of access to the Heritage Reserve, to inform its realistic potential for reuse with new program or as a local or tourist attraction.</p> <p>Each site will receive a value of 1 (location along a vehicular corridor / road); 0.5 (location along the Yukon River as a transportation corridor); or 0 (no access from a road or from the Yukon River).</p>
<p>B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?</p>	<p>This criterion evaluates whether there are existing recreational activities or initiatives adjacent to the site that could be well-served by the historic resource, e.g. a building / structure that could be adapted to serve the recreational program, or an historic resource that could offer aesthetic or educational value to users.</p> <p>Each site will receive a value of 1 (Yes) or 0 (No).</p>
<p>B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?</p>	<p>This criterion evaluates whether the extant historic resource on the Heritage Reserve could serve as part of an interpretation program / strategy along a broader historic route of significance in the broader development of Yukon. It asks whether the resource is located along a significant historic corridor, and is clearly associated with the history of that corridor such that it could help to communicate its story.</p> <p>Each site will receive a value of 1 (Yes) or 0 (No).</p>
<p>B6. Is the historic resource in fair, good or excellent condition?</p>	<p>This criterion is intended to assess the extent of investment that might be required in order for the historic resource to communicate its value over the long term. Resources requiring less investment may be considered more straightforward candidates for adaptive reuse. Some sites will require significant investment, and the balance of other factors in the evaluative framework will indicate whether this investment is warranted.</p> <p>Each site will receive a value of 1 (fair, good or excellent); 0.5 (poor); or 0 (defective).</p>

OTHER CONSIDERATIONS	
<p>Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?</p>	<p>This supplementary question does not inform either of the evaluative framework rankings, but merits consideration to inform the recommendations in Section 4.</p> <p>It is intended to respond to the fact that all the historic resources included in the 15 Heritage Reserves represent settler-colonial histories in Yukon, and that a Reconciliatory approach might merit the prioritization of Yukon First Nation objectives over investment in, conservation or promotion of the historic resource, if those objectives conflict in any way.</p> <p>For each site, the Yukon First Nation(s) on whose traditional territory the site is located have been asked to respond to this question directly. On sites where responses were not received prior to the publication of this report, it is expected that HSU will engage directly with the relevant Yukon First Nation(s) at the outset of any programmatic or conservation planning for the Heritage Reserve to solicit the response to this question and understand how it might impact any initiatives under consideration.</p>
<p>Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?</p>	<p>This supplementary question does not inform either of the evaluative framework rankings, but also merits consideration to inform the recommendations in Section 4.</p> <p>It is intended to respond to the fact that some of the Heritage Reserves are located in remote, infrequently accessed areas of Yukon, and as a result they have been abandoned and allowed to deteriorate to the extent that re-naturalization is beginning to occur. Recognizing that colonial settlement and construction often interfered with existing habitats and ecosystems, this question asks whether, on some sites, natural conservation and enhancement should be prioritized over reinvestment in the buildings / structures / access routes to the site.</p> <p>For this study, this question has been answered with consideration to the location of the Heritage Reserve and condition of the historic resource(s) on site. As conservation activities are pursued, HSU is recommended to coordinate with the appropriate municipal and Territorial departments to confirm whether this might be the case for any sites not identified through this evaluation.</p>

3 CONSERVATION PRIORITIES: EVALUATION

3.1 Evaluation of Heritage Reserves

3.1.1 Canyon Creek Bridge

FRAMEWORK A: What is the importance of the Heritage Reserve’s historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes - The bridge carries exceptional aesthetic value for its unique form and construction, and location of the log-frame structure within a picturesque landscape above the Aishihik River.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon’s history?	Yes - The bridge demonstrates a tangible association with the construction of the Alaska Highway by the U.S. Army across Southern Yukon in the 1940s, by virtue of its location along the highway and its function as transportation infrastructure.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – Based on the public engagement conducted for this project, the bridge does not appear to occupy a substantial space in the public consciousness or a major role serving contemporary stakeholders.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Yes - The bridge was subject to restoration work in 2009, and an engineering study in 2021 to assessing future options for conservation.	1
FRAMEWORK A RESULTS		3
FRAMEWORK B: What is the Heritage Reserve’s future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	No – The Heritage Reserve does not include any flexible structures that could be occupied with a new use.	0
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The bridge is not considered to be a museological resource with substantial potential to provide educational benefit in its own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located alongside the Alaska Highway.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve connects the Alaska Highway-side rest stop to an informal pedestrian trail through Champagne and Aishihik First Nations (“CAFN”) settlement land that follows either the river, or the historic route of the Kluane Wagon Road.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the Alaska Highway and the former Kluane Wagon Road, both historic routes of significance, and could serve as an interpretive installation along the Alaska Highway.	1
B6. Is the historic resource in fair, good or excellent condition?	Med – The bridge is in poor condition and requires immediate attention.	0.5
FRAMEWORK B RESULTS		3.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	The Heritage Reserve is located in close proximity to sensitive CAFN sites. While the conservation of the bridge would not conflict with their objectives, there is a desire to see any interpretation reflect the significance of this place beyond its colonial history, and to direct visitors on how to respect and conduct themselves on CAFN settlement land should they choose to cross the bridge to the trail.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	The Heritage Reserve is located immediately adjacent to the Alaska Highway and is not considered a candidate for re-naturalization.	

3.1.2 Hootalinqua / Shipyard Island

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes – The remnant S.S. <i>Evelyn/Norcom</i> , the ways and capstans along Shipyard Island represent the most intact remnant shipyard infrastructure in Yukon.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site demonstrates an association with settlement along the Thirty Mile Section of the Yukon River, for generations but specifically in service of gold-rush era travel and supply lines down the Yukon River to Dawson City. Shipyard Island represents a particular association with the Thirty Mile Section as a ship repair zone for sternwheelers on their way downriver. The extant telegraph office demonstrates an association with the significant Dawson-Ashcroft Telegraph Line.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	Yes – The public engagement conducted for this project demonstrates that the site is well-known and valued as a stopping point for canoe trippers traveling the Thirty Mile Section of the Yukon River and the Teslin River.	1
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Yes – The telegraph office on site has been subject to substantial conservation investment in the 2000s.	1
FRAMEWORK A RESULTS		4
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The Heritage Reserve includes structures that could be adapted for reuse, beginning with the conserved telegraph office.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The Heritage Reserve retains the potential at Shipyard Island to demonstrate the ways shipyards along the Yukon River operated, notably how ships would have been hauled from the river onto land.	1
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located along the Thirty Mile Section of the Yukon River at its juncture with the Teslin River.	0.5
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve is located adjacent to a Yukon government backcountry campsite and to the Thirty Mile-Shipyard Island backcountry day-use area.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located within the Thirty Mile Canadian Heritage River corridor, and the extant settlement and historic resources have potential to contribute to a corridor-wide placemaking strategy that conveys the area's settlement history in service of gold-rush era travel.	1
B6. Is the historic resource in fair, good or excellent condition?	Med – The Heritage Reserve's condition varies from resource to resource.	0.5
FRAMEWORK B RESULTS		5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Ta'an Kwäch'an Council, Kwanlin Dün and Little Salmon Carmacks First Nations did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the ongoing visitor traffic to this site and the Yukon government's ongoing investment in the site's telegraph office, this Heritage Reserve is not considered a candidate for re-naturalization.	

3.1.3 Livingstone

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The site does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site demonstrates an association with 20 th -century settlement driven by local mining interests in Yukon. The extant collection of buildings and elements reflecting their various uses communicates this association.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – While the site is somewhat well-known, and although there has been some public documentation of its history and value in the early 21 st century, the site does not appear to occupy a substantial or major space in the public consciousness as a place of ongoing prominence today.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The site has not been subject to any conservation or interpretation investment.	0
FRAMEWORK A RESULTS		1
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The Heritage Reserve includes structures that could be adapted for reuse.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The Heritage Reserve does not include museological resources with substantial potential to provide educational benefit in their own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	No – The Heritage Reserve is not located along a vehicular or water-based transportation corridor.	0
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve is located at the end of the Livingstone Trail, a popular winter snowmobiling route today.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	No – The Heritage Reserve is not positioned along an historic route of significance.	0
B6. Is the historic resource in fair, good or excellent condition?	Med – The Heritage Reserve's condition varies from resource to resource.	0.5
FRAMEWORK B RESULTS		2.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Ta'an Kwäch'än Council and Kwanlin Dün First Nation did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the site's disuse and its location away from well-trafficked routes or transportation corridors, as well as its level of heritage value, the Livingstone Heritage Reserve may be considered a candidate for reclamation by nature. Further coordination with local / governmental experts in local habitats and ecosystems would be required to confirm the site's candidacy.	

3.1.4 Lower Laberge

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The site does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site demonstrates an association with settlement along the Thirty Mile Section of the Yukon River, for generations but specifically in service of gold-rush era travel and supply lines down the Yukon River to Dawson City. The extant telegraph office demonstrates an association with the significant Dawson-Ashcroft Telegraph Line.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – Based on the public engagement conducted for this project, the site does not appear to occupy a substantial space in the public consciousness or a major role serving contemporary stakeholders.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Yes – The telegraph office on site has been subject to substantial conservation investment in the 2000s.	1
FRAMEWORK A RESULTS		2
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The Heritage Reserve includes structures that could be adapted for reuse, beginning with the conserved telegraph office.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The Heritage Reserve does not include museological resources with substantial potential to provide educational benefit in their own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located along the Thirty Mile Section of the Yukon River.	0.5
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve is located in proximity to a Yukon government backcountry campsite, separated by Ta'an Kwäch'än settlement land.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located within the Thirty Mile Canadian Heritage River corridor, and the extant settlement and historic resources have potential to contribute to a corridor-wide placemaking strategy that conveys the area's settlement history in service of gold-rush era travel.	1
B6. Is the historic resource in fair, good or excellent condition?	Yes – The Heritage Reserve's central resource, the telegraph office, is in good condition.	1
FRAMEWORK B RESULTS		4.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Ta'an Kwäch'än Council, Kwanlin Dün and Little Salmon Carmacks First Nations did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.. It should be noted that this Heritage Reserve is surrounded by Ta'an Kwäch'än settlement land, which includes other buildings associated with the Lower Laberge settlement. Increased visitor traffic to the Heritage Reserve might incentivize exploration of the other buildings on Ta'an Kwäch'än land, and/or crossing through the land from the backcountry campsite to the Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the surrounding lands' ongoing use by the Ta'an Kwäch'än Council and the Yukon government's ongoing investment in the site's telegraph office, this Heritage Reserve is not considered a candidate for re-naturalization.	

3.1.5 Robinson Roadhouse

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes – The site carries aesthetic value through its picturesque quality, with the collection of rustic buildings sitting in an open meadow, with Mount Lorne as the backdrop.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site is associated with the White Pass & Yukon Route railway as a flag station and roadhouse, and with the emergence of colonial settlements driven by mining rushes over the Territory's early history.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	Yes – The public engagement conducted for this project yielded that the site is well-used as a place of recreation (e.g. picnicking) and is well-known and loved by members of the public.	1
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Yes – The site has been subject to stabilization works in 2014 and 2019.	1
FRAMEWORK A RESULTS		4
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The Heritage Reserve includes a collection of structures that could be adapted for reuse.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The buildings are not considered to be museological resources with substantial potential to provide educational benefit in their own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located just off the South Klondike Highway.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The grassy meadow of the Heritage Reserve is used for recreational day tripping, and connects to a recreational multi-modal trail network.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the abandoned White Pass & Yukon Route railway, an historic route of significance, and could serve as an interpretive installation if the corridor were to be reused.	1
B6. Is the historic resource in fair, good or excellent condition?	Yes – the buildings are generally in fair-to-good condition.	1
FRAMEWORK B RESULTS		5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – Neither the Carcross / Tagish nor Kwanlin Dün First Nations provided feedback in the preparation of this report. Both should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	As a well-trafficked site located just off the South Klondike Highway, this Heritage Reserve is not considered a candidate for re-naturalization.	

3.1.6 Venus Mill

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes – The Venus Mill carries exceptional aesthetic value as a dramatic landmark on the side of the South Klondike Highway and Tagish Lake, and exceptional scientific value as the only remaining gravity-fed mill in Yukon.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The Venus Mill is associated with the shift to industrial-scale mining in Yukon, and its form and scale effectively convey that association.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	Yes – The Venus Mill is a recognizable and valued historic landmark in Southern Yukon.	1
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Med – Although it does not constitute substantial investment, documentation drawings have been prepared for the building, allowing for its potential future restoration.	0.5
FRAMEWORK A RESULTS		3.5
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	No – The Venus Mill's structure is so specific to its original use that it is not considered a candidate for adaptive reuse.	0
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	Yes – The Venus Mill has the potential to serve as a museological resource, where visitors could tour the building and understand the mill and broader site as a functional machine. The Heritage Reserve might yield information about the operations of the mill and the adjacent Venus Mine.	1
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located alongside the South Klondike Highway.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	No – The Heritage Reserve is not positioned alongside any recreational sites or trail systems.	0
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	No – The Heritage Reserve is not located along an historic route of significance or associated with its themes to the extent that it could contribute to a corridor-wide interpretation strategy.	0
B6. Is the historic resource in fair, good or excellent condition?	Med – The Heritage Reserve's condition is dependent on level, with the best condition on the highest levels and the worst condition on the lowest levels	0.5
FRAMEWORK B RESULTS		2.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Carcross / Tagish First Nations did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	The Heritage Reserve is located immediately adjacent to the South Klondike Highway and is not considered a candidate for re-naturalization.	

3.1.7 Canol Truck Dump Sites

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes – The collection and arrangement of trucks and other 1940s infrastructure juxtaposed against a picturesque, mountainous natural landscape carries exceptional aesthetic interest and value. This is particularly evident in the current configuration of the resources at the North Canol Sites, where they are lined up along the Canol Highway.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The 1940s trucks and infrastructure demonstrate tangible evidence of the WWII-era construction of the Canol Highway, and demonstrate a broader association with the theme of rapid investment and subsequent abandonment across Yukon.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – The sites are so low-profile that the South Canol site was assumed to be trash and cleared in late 2022 by the Teslin Tlingit Council. Despite the subsequent interest in the Canol Truck Dump Sites at the Yukon Legislature, these sites cannot be understood to occupy a substantial space in the public consciousness.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The sites have not been subject to any substantial conservation or interpretation investment.	0
FRAMEWORK A RESULTS		2
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	No – The two Heritage Reserves do not include any structures that could be adapted for reuse. The North Canol Sites include only the foundation / platform of a building that no longer exists.	0
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	Yes – The extant trucks and infrastructure represent such a significant collection of 1940s-era artifacts that they could be treated as museological installations along the Canol Highway.	1
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The two Heritage Reserves are located along the Canol Highway, with greater access available for the South Canol Truck Dump reserve, which is positioned along a better-maintained and more highly-trafficked portion of the highway, at its juncture with the Alaska Highway.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	No – The Heritage Reserves are not located on or adjacent to existing recreational sites or trail systems.	0
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserves are located along the Canol Highway, a transportation corridor of significance. They are directly associated with the establishment of the corridor, and can communicate this history.	1
B6. Is the historic resource in fair, good or excellent condition?	Yes – The historic resources <i>are</i> deteriorating vehicles and elements of machinery, so they are considered to be in excellent condition despite their deterioration.	1
FRAMEWORK B RESULTS		4
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Teslin Tlingit Council, Ross River Dena Council and Na-cho Nyäk Dun First Nation did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for these Heritage Reserves.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	The Heritage Reserves may be well-suited for some re-naturalization, given that their overgrown derelict nature is considered an aspect of their cultural heritage value, but should generally be maintained to some degree for public visibility.	

3.1.8 Frank Zimmer (Happy LePage) Cabin

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The building does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	No – Although Happy LePage is considered to be a person of significance in Yukon's development, this site was owned and occupied by the LePage family for a short period of time (not as a primary residence), and nothing about the building demonstrates a tangible association with the LePage family.	0
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – Based on the public engagement conducted for this project, the building does not appear to occupy a substantial space in the public consciousness or a major role serving contemporary stakeholders.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The building has not been subject to any conservation or interpretation investment.	0
FRAMEWORK A RESULTS		0
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The building has the potential to be adapted for reuse.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The building is not considered to be a museological resource with substantial potential to provide educational benefit in its own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located within the Village of Carmacks, on an existing vehicular road.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	No – The Heritage Reserve is not located at an existing recreational site or along a recreational trail system.	0
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	No – The Heritage Reserve is not associated with any historic route of significance.	0
B6. Is the historic resource in fair, good or excellent condition?	Med – The building components are in fair-to-poor condition.	0.5
FRAMEWORK B RESULTS		2.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Little Salmon Carmacks First Nation did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the Heritage Reserve's location within the Village of Carmacks, it is not considered to be a candidate for re-naturalization. However, the Heritage Reserve's location within the high-water zone of the Yukon River may reduce its candidacy for adaptive reuse with a new program.	

3.1.9 Montague Roadhouse

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The site does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site consists of a roadhouse typology along the historically significant Overland Trail, the land route between Whitehorse and Dawson City constructed at the turn of the 20 th century. The site was developed as part of a system of roadhouses positioned at regular intervals 32-40km apart along the Overland Trail.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – While the site is somewhat well-known, and although the <i>Société d'histoire francophone du Yukon</i> has directly indicated an interest in seeing it conserved for its association with local francophones of historical significance, the site does not appear to occupy a substantial or major space in the public consciousness as a place of ongoing prominence today.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Yes – The site has been subject to substantial conservation investment (including restoration and stabilization) in the 2000s.	1
FRAMEWORK A RESULTS		2
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The structures on site are candidates for adaptive reuse, which at a minimum would likely require a roof for the roadhouse.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The buildings are not considered to be museological resources with substantial potential to provide educational benefit in their own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located alongside the North Klondike Highway.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	No – The Heritage Reserve is not positioned at or along a recreational site or formal trail system.	0
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the Overland Trail, an historic route of significance that is no longer fully intact. However, portions of the trail have been adapted for use as a recreational trail, e.g. for dogsledding and snowmobiles. If the Overland Trail were to be expanded or enhanced as an historic route of significance, the site could contribute to a future corridor-wide placemaking strategy.	1
B6. Is the historic resource in fair, good or excellent condition?	Yes – The two buildings are in good condition.	1
FRAMEWORK B RESULTS		4
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Little Salmon Carmacks First Nation did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	The Heritage Reserve is located immediately adjacent to the North Klondike Highway and is not considered a candidate for re-naturalization.	

3.1.10 Yukon Crossing

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The site does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site consists of a roadhouse typology along the historically significant Overland Trail, the land route between Whitehorse and Dawson City constructed at the turn of the 20 th century. The site predates the Overland Trail but continued to be used as part of a system of roadhouses positioned at regular intervals 32-40km apart along the Overland Trail. The roadhouse building represents the last remaining example of the WP&YR's two-storey, three-volume typological roadhouse design.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – While the <i>Société d'histoire francophone du Yukon</i> has directly indicated an interest in seeing the site conserved for its association with local francophones of historical significance, the site does not appear to occupy a substantial or major space in the public consciousness as a place of ongoing prominence today.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The site has not been subject to any substantial conservation or interpretation investment.	0
FRAMEWORK A RESULTS		1
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Med – The structures are in such a state of deterioration that they would require substantial investment to support adaptive reuse.	0.5
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The buildings are not considered to be museological resources with substantial potential to provide educational benefit in their own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located along the Yukon River, a water-based corridor.	0.5
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – There is a regularly-used, informal (non-Yukon government) campsite at Yukon Crossing, including an outhouse, and formal and informal campfire rings.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the Overland Trail, an historic route of significance that is no longer fully intact. However, portions of the trail have been adapted for use as a recreational trail, e.g. for dogsledding and snowmobiles. If the Overland Trail were to be expanded or enhanced as an historic route of significance, the site could contribute to a future corridor-wide placemaking strategy.	1
B6. Is the historic resource in fair, good or excellent condition?	Med – The Heritage Reserve's condition varies from resource to resource.	0.5
FRAMEWORK B RESULTS		3.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	TBD – The Little Salmon Carmacks First Nation did not provide feedback in the preparation of this report, and should be consulted in the early stages of any future project planning for this Heritage Reserve.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the site's disuse and its disconnection from well-trafficked vehicular routes, the Yukon Crossing Heritage Reserve may be considered a candidate for reclamation by nature. Further coordination with local / governmental experts in local habitats and ecosystems would be required to confirm the site's candidacy.	

3.1.11 Ogilvie Island

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The identified historic resource (the colonial settlement) within the Heritage Reserve does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	No – Although Ogilvie Island is associated with important themes and actors in Yukon's history, including early trade along the Yukon and Sixty Mile Rivers, early agriculture, figures such as Arthur Harper and Joseph Ladue, and longstanding settlement at an important strategic river juncture since time immemorial, the historic resource (colonial settlement fabric) is no longer sufficiently intact to communicate any of the themes or associations.	0
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – The identified historic resource (the colonial settlement) within the Heritage Reserve does not appear to occupy a substantial space in the public consciousness. The Tr'ondëk Hwëch'in First Nation has identified the full Ogilvie Island as a place of significance, longstanding settlement and prospective archaeological value, however this significance is not associated with the historic resource identified within the Heritage Reserve.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The site has not been subject to any conservation or interpretation investment.	0
FRAMEWORK A RESULTS		0
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Med – The structures are in such a state of deterioration that they would require substantial investment to support adaptive reuse.	0.5
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – There are no structures on site that could be considered museological resources. Some extant artifacts exist (e.g. early agricultural tools) and could be salvaged for interpretation and education on or off the site.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is located along the Yukon River, a water-based corridor.	0.5
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	No – The Heritage Reserve is not positioned at or along a recreational site or trail system.	0
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	No – The historic resources within the Heritage Reserve do not retain the integrity to contribute to a corridor-wide interpretation or placemaking strategy, e.g. along the Yukon River.	0
B6. Is the historic resource in fair, good or excellent condition?	No – The structures on site are in varying states of collapse.	0
FRAMEWORK B RESULTS		1
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Yes. The Tr'ondëk Hwëch'in First Nation has expressed an interest in partnering with the Yukon government to undertake a large-scale archaeological study covering the full span of Ogilvie Island, which includes their settlement land on the north half, and the Heritage Reserve on the south half, to better understand the site's suspected major role as a traditional camp location for generations.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the site's disuse and its disconnection from well-trafficked vehicular routes, as well as its level of heritage value, the Heritage Reserve may be considered a candidate for reclamation by nature. Further coordination with experts in local habitats and ecosystems, and with the Tr'ondëk Hwëch'in First Nation, would be required to confirm.	

3.1.12 Sternwheeler Graveyard

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes – The historic resource (collection of sternwheelers) carries exceptional aesthetic value for its unique, landmark quality, and scientific value for the information it yields about the design and function of sternwheelers on the Yukon River over the late 19 th -early 20 th century.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The remnant sternwheelers demonstrate tangible evidence of sternwheeler travel up and down the Yukon River, a major mode of transportation connecting the territory for the first half of the 20 th century, and they demonstrate a broader association with the theme of rapid investment and subsequent abandonment across Yukon.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	Yes – The site is well-known and well-loved as a recognizable landmark, just outside Dawson City.	1
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Yes – The site has been subject to substantial conservation and interpretation investment in the 2000s, including graffiti removal, archaeological studies and strategic planning initiatives, and the exploration of a raised interpretive walkway project through the site.	1
FRAMEWORK A RESULTS		4
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	No – There are no buildings included within the Heritage Reserve.	0
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	Yes – The remnant sternwheelers have the potential to serve as museological resources that communicate information about the science of sternwheel steamboats and early colonial travel up and down the Yukon River, with investment in an interpretation program.	1
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is accessible via a brief walk from the Yukon River Campground, just off the Top of the World Highway.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve is located just adjacent to the Yukon government's Yukon River Campground.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the Yukon River, an historic route of significance particularly in the development of Dawson City, and its historic resource is directly related to the travel that drove the development of Dawson City.	1
B6. Is the historic resource in fair, good or excellent condition?	Med – The site is considered to be in an excellent state of preservation as of 2013, but the sternwheelers continue to deteriorate over time.	0.5
FRAMEWORK B RESULTS		4.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Due to high water levels, it is becoming increasingly common for the beach access from the campground to the Heritage Reserve to be cut off, and for pedestrians to seek access to the site through Tr'ondëk Hwëch'in settlement land. Any future investment in the site that is expected to drive or support visitor traffic will require a co-developed access strategy that is acceptable for the Tr'ondëk Hwëch'in First Nation.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the site's level of heritage value, it would be considered a candidate for conservation efforts in the face of re-naturalization / reclamation by nature (i.e. the Yukon River).	

3.1.13 Soda Station

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The boxcar does not carry exceptional aesthetic, scientific or spiritual value.	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The site's location at the intersection of the historic Klondike Mines Railway ("KMR") and Ridge Road, and the use of a boxcar as the station, both communicate the site's association with transportation infrastructure to serve the Klondike Gold Rush.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – Based on the public engagement conducted for this project, the boxcar does not appear to occupy a substantial space in the public consciousness or a major role serving contemporary stakeholders.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The boxcar has not been subject to any substantial conservation or interpretation investment.	0
FRAMEWORK A RESULTS		1
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	Yes – The boxcar is a structure that could be adapted for a future use.	1
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The boxcar is not considered to be a museological resource with substantial potential to provide educational benefit in its own right.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	Yes – The Heritage Reserve is accessible via a brief walk from the Ridge Road Heritage Trail Upper Trailhead, located off Upper Bonanza Creek Rd.	1
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve is located along the Ridge Road Heritage Trail, a multi-modal recreational trail for pedestrians, cyclists and horse riders.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the historic routes of the KMR and the Ridge Road. The latter is an existing recreational trail that capitalizes on its heritage for placemaking purposes. The boxcar is relevant as an interpretive installation to communicate the Ridge Road's history, and its contribution could be enhanced.	1
B6. Is the historic resource in fair, good or excellent condition?	Med – The structure is in fair-to-poor condition.	0.5
FRAMEWORK B RESULTS		4.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Citizens of the Tr'ondëk Hwëch'in First Nation currently use the Ridge Road Heritage Trail and area for trapping and berry harvesting. There is potential for reuse of the Soda Station boxcar in collaboration with Tr'ondëk Hwëch'in users, however any investment intended to drive increased visitor traffic would need to balance interpretation of colonial histories with Tr'ondëk Hwëch'in narratives, and visitor/tourist traffic with existing First Nations uses (e.g. reduce visitor traffic during winter when traplines are in use).	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Tr'ondëk Hwëch'in representatives have noted that there is an intent to foster renewed Forty Mile caribou herd migration through this area, and so visitor traffic would ideally be reduced during caribou migration season.	

3.1.14 Trail Gulch (Yukon Ditch)

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	Yes – The Trail Gulch diversion infrastructure carries exceptional scientific value for its unique potential to communicate the historic function and operations of the Yukon Ditch, a major infrastructure project. Although the structures do not currently retain the integrity to communicate this scientific value, the existence of documentation drawings secures their potential to communicate this value in future.	1
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	Yes – The Trail Gulch diversion infrastructure is associated with the Yukon Ditch project, an historically significant infrastructure project reflecting the facilitation of industrial-scale mining in and around the Klondike Gold Fields. The existence of documentation drawings secures its potential to communicate this association in future.	1
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – Based on the public engagement conducted for this project, the site does not appear to occupy a substantial space in the public consciousness or a major role serving contemporary stakeholders.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	Med – Although it does not constitute substantial investment, the site's watch cabin was subject to stabilization efforts in the 2010s, and documentation drawings have been prepared for the set of structures on site, allowing for their potential future restoration or reconstruction.	0.5
FRAMEWORK A RESULTS		2.5
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	No – If the structures on the Heritage Reserve were to be restored, they would not be sufficiently flexible (in scale, original design, etc.) to accommodate a new program.	0
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	Yes – With appropriate investment, the Trail Gulch diversion infrastructure could serve as a museological resource to communicate the function and operations of the Yukon Ditch.	1
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	No – Although the Heritage Reserve is located along the Ridge Road Heritage Trail, access to the site requires a trek that renders it less easily accessible than a highway-side or river-side site.	0
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	Yes – The Heritage Reserve is located along the Ridge Road Heritage Trail, a multi-modal recreational trail for pedestrians, cyclists and horse riders.	1
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	Yes – The Heritage Reserve is located along the historic route of the Ridge Road, an existing recreational trail that capitalizes on its heritage for placemaking purposes. The Trail Gulch diversion infrastructure is relevant as an interpretive installation to help communicate the Ridge Road's themes of mining in and around Bonanza Creek in the Klondike Gold Fields.	1
B6. Is the historic resource in fair, good or excellent condition?	Yes – The structures on site are in varying states of deterioration.	0.5
FRAMEWORK B RESULTS		3.5
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Citizens of the Tr'ondëk Hwëch'in First Nation currently use the Ridge Road Heritage Trail and area for trapping and berry harvesting. Any investment intended to drive increased visitor traffic would need to balance interpretation of colonial histories with Tr'ondëk Hwëch'in narratives, and visitor/tourist traffic with existing First Nations uses (e.g. reduce visitor traffic during winter when traplines are in use).	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Tr'ondëk Hwëch'in representatives have noted that there is an intent to foster renewed Forty Mile caribou herd migration through this area, and so visitor traffic would ideally be reduced during caribou migration season.	

3.1.15 North Fork Penstock Gatehouse

FRAMEWORK A: What is the importance of the Heritage Reserve's historic resource?		
A1. Does the historic resource carry exceptional aesthetic, scientific or spiritual value in its own right?	No – The penstock gatehouse does not carry exceptional aesthetic, scientific or spiritual value. Its ability to communicate any scientific value connected to the North Fork Power Plant is limited by the defective condition of the structure and the lack of shared management with the rest of the North Fork Power Plant site (i.e. the site could only communicate scientific value as a component of a greater whole).	0
A2. Does the historic resource demonstrate a clear, tangible association with a specific event, activity, person, tradition or pattern of use of significance in Yukon's history?	No – The penstock gatehouse retains insufficient integrity to communicate its role within the North Fork Power Plant, an initiative associated with the early 1900s transition to industrial-scale mining in Yukon.	0
A3. Based on the public engagement conducted to date, does the historic resource occupy a substantial space in the public consciousness, carrying social value as a place of ongoing prominence and/or use today, for general stakeholders or for First Nations?	No – The penstock gatehouse (and the broader North Fork Power Plant) does not appear to occupy a substantial space in the public consciousness or a major role serving contemporary stakeholders.	0
A4. Has the historic resource received substantial conservation or interpretation investment in the last 25 years?	No – The penstock gatehouse has not been subject to any conservation or interpretation investment.	0
FRAMEWORK A RESULTS		0
FRAMEWORK B: What is the Heritage Reserve's future potential?		
B1. Does the Heritage Reserve include one or more flexible structures that could be occupied with a new use, with appropriate investment?	No – The penstock gatehouse is no longer intact as a structure, and even if intact it would not offer the flexibility to be easily reused for a new program.	0
B2. Does the Heritage Reserve include one or more structures that could serve as museological resources for Yukon, with appropriate investment?	No – The penstock gatehouse retains insufficient integrity to communicate its function and the broader operations of the North Fork Power Plant.	0
B3. Is the Heritage Reserve located on an existing vehicular (1 pt) or water-based (0.5 pts) corridor?	No – The Heritage Reserve is located approximately five kilometres off the remote Dempster Highway.	0
B4. Is the Heritage Reserve located at an existing recreational site or along an existing land- or water-based recreational trail system?	No – The Heritage Reserve is not located within or alongside a recreational site or trail system.	0
B5. Is the Heritage Reserve located along an historic route of significance and associated with the historic themes of that route, such that it could contribute to a current or future corridor-wide interpretation or placemaking strategy?	No – The Heritage Reserve is not located along an historic route of significance in Yukon's development.	0
B6. Is the historic resource in fair, good or excellent condition?	No – The penstock gatehouse is collapsed, with interior elements exposed.	0
FRAMEWORK B RESULTS		1
OTHER CONSIDERATIONS		
Are there ongoing or potential conflicting First Nations uses for the site and surroundings that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Existing Tr'ondëk Hwëch'in healing camps, planning educational programming, and existing fishing uses in the greater region should be prioritized over investment that might drive increased tourist traffic to this Heritage Reserve, given its level of heritage value.	
Are there existing or emerging habitats or other re-naturalization activities on the site that should be prioritized over the conservation of, and future investment in, the colonial historic resource?	Given the site's disuse, the structure's condition and the site's level of heritage value, this Heritage Reserve may be considered a candidate for reclamation by nature. Further coordination with local / governmental experts in local habitats and ecosystems would be required to confirm the site's candidacy.	

3.2 Prioritization Results

The two parallel assessments undertaken in Section 3.1 for each Heritage Reserve site have yielded the following results. The first chart indicates the simple order in which the Heritage Reserve sites were ranked under the two parallel assessments.

Where multiple Heritage Reserves were tied in numbers of points in a given assessment, the order in which they fell in the *other* assessment was used to determine their order in the assessment in question. Two sets of sites were tied under both assessments, so they remain tied in the chart below.

	A. IMPORTANCE / VALUE		B. FUTURE POTENTIAL / OPP.	
1	Robinson / Hootalinqua	4	Robinson / Hootalinqua	5
2	Robinson / Hootalinqua	4	Robinson / Hootalinqua	5
3	Sternwheeler Graveyard	4	Sternwheeler Graveyard	4.5
4	Venus Mill	3.5	Soda Station	4.5
5	Canyon Creek Bridge	3	Lower Laberge	4.5
6	Trail Gulch (Yukon Ditch)	2.5	Montague / Canol Sites	4
7	Lower Laberge	2	Montague / Canol Sites	4
8	Montague / Canol Sites	2	Canyon Creek Bridge	3.5
9	Montague / Canol Sites	2	Trail Gulch (Yukon Ditch)	3.5
10	Soda Station	1	Yukon Crossing	3.5
11	Yukon Crossing	1	Venus Mill	2.5
12	Livingstone	1	Livingstone	2.5
13	Frank Zimmer (LePage) Cabin	0	Frank Zimmer (LePage) Cabin	2.5
14	Ogilvie Island	0	Ogilvie Island	1
15	North Fork PG	0	North Fork PG	0

Four sites landed in the bottom 1/3 of both assessments:

- Livingstone
- Frank Zimmer (Happy LePage) Cabin
- Ogilvie Island
- North Fork Penstock Gatehouse

While the initial parallel rankings provide direction as to which Heritage Reserves should be the lowest priority for conservation investment, a non-comparative analysis has been prepared to inform the development of the recommendations in Section 4.

Under this framework, the point values awarded in Section 3.1 are categorized as Higher, Mid-Range or Lower.

On the “Importance / Heritage Value” axis (scale of 4 points):

- Lower is 0 – 1
- Mid-Range is 2 – 2.5
- Higher is 3 - 4

On the “Future Potential / Opportunity” axis (scale of 6 points):

- Lower is 0 – 2
- Mid-Range is 2.5 - 4
- Higher is 4.5 - 6

Higher Value, Lower Opportunity	Higher Value, Mid-Range Opportunity	Higher Value, Higher Opportunity
	Venus Mill	Robinson Roadhouse
	Canyon Creek Bridge	Hootalinqua
		Sternwheeler Graveyard
Mid-Range Value, Lower Opportunity	Mid-Range Value, Mid-Range Opportunity	Mid-Range Value, Higher Opportunity
	Canol Sites	Lower Laberge
	Montague Roadhouse	
	Trail Gulch (Yukon Ditch)	
Lower Value, Lower Opportunity	Lower Value, Mid-Range Opportunity	Lower Value, Higher Opportunity
Ogilvie Island	Yukon Crossing	Soda Station
North Fork Penstock Gatehouse	Frank Zimmer (Happy LePage) Cabin	
	Livingstone	

4 HERITAGE RESERVE RECOMMENDATIONS

4.1 Recommendations Framework

This section includes site-specific recommendations for each of the 15 Heritage Reserves, developed based on their unique conditions and their ranking of importance to Yukoners and future potential. The sites are ordered in this section by their location on the Value / Opportunity axes, from Higher Value / Higher Opportunity to Lower Value / Lower Opportunity.

Each recommendation is selected from a ‘playbook’ of interventions that may be employed in the conservation of historic resources. Each recommendation also identifies the urgency or immediacy with which the intervention should be undertaken, and the anticipated cost of the intervention, relative to the other 14 recommendations.

Interventions Playbook

Each recommendation is centred on one or more of the following site strategies.



Adaptive Reuse for Revenue Generation: This intervention type involves HSU’s partnership with an independent or governmental operator to program the Heritage Reserve with a new, revenue-generating use. Under this intervention type, the historic resource is conserved through renewed activation by contemporary users and ongoing maintenance required to support an active program.



Adaptive Reuse for Recreation: This intervention type involves the conversion of the historic resource to support public recreational programming. Unlike adaptive reuse for revenue generation, this intervention type would not involve a revenue-generating tenant or program undertaken by the Government of Yukon.



(Adaptive) Reuse for Interpretation / Public Art: This intervention type involves the conservation (and potential adaptation) of the historic resource as an interpretive installation or element of public art. In this scenario, the historic resource is conserved as an aesthetic element of the landscape that exists to communicate its history and cultural heritage value.



Restoration / Stabilization: This intervention type centres on physical materials conservation in order to support the historic resource’s longevity, and is likely to be coupled with other interventions.



Network-Wide Signage / Storytelling: This intervention type involves the use of interpretive signage or other creative storytelling methods (e.g. digital) to communicate the history of a broader cultural landscape on site at the Heritage Reserve. It is likely to be coupled with other interventions.



Archaeology: This intervention type is centred on archaeological study as the primary strategic initiative on site. It is most likely to be employed on sites identified as having high archaeological potential.

In Section 4.2, for each of the site-specific recommendations, look for the icons associated with each intervention type to understand where the recommendation sits within this framework.

Relative Immediacy

Each recommendation is also identified by the immediacy or urgency with which it would need to be undertaken, relative to the other projects, to ensure the conservation of the historic resource.

Relative Anticipated Cost

Each recommendation is also marked by its anticipated cost, relative to the other projects. Note that no cost assessment has been undertaken for any of these recommended interventions for the purposes of this study. This cost identifier represents a high-level anticipation of the relative costs associated with the recommended work.

4.2 Site-Specific Recommendations

4.1.1 Robinson Roadhouse

The Robinson Roadhouse Heritage Reserve is recommended to be adapted for reuse with a combination of revenue-generating and public recreational programmatic activities, e.g. as an outdoor centre or community hub.

As a Higher Value / Higher Opportunity site 30 minutes from Whitehorse, the Robinson Roadhouse is well suited for major investment in its conservation and revitalization. Today, visitors frequent the Heritage Reserve's fields and trails on a regular basis, but there is greater opportunity for interaction with the roadhouse buildings.

This proposed recommendation will necessitate stabilization of the buildings on site, identification of programmatic partners, and select adaptation of the buildings to accommodate proposed uses. Programmatic partners may include weekly markets, indoor/outdoor educational initiatives, local small entrepreneurs, concessions, and businesses that might serve nearby recreational activities (e.g. sports equipment rentals). HSU is recommended to undertake a spatial feasibility study and a study of potential programmatic partners, which should include a range of rental revenue-generating options.

As a major investment opportunity for a high-profile site, the Robinson Roadhouse Heritage Reserve may be a candidate for a creative fundraising campaign – see Section 5 for further detail.

Immediacy: Medium

Anticipated Cost: High



Robinson Roadhouse site across the remnant WP&YR tracks (ehcanadatravel.com).



Precedent example: The Deanery Project, in Lake Charlotte, Nova Scotia, is a not-for-profit experiential education centre that includes rental meeting spaces, accommodations, hiking and bicycling trails, and protected wilderness areas (Historic Places Days).

4.1.2 Hootalinqua / Shipyard Island

Hootalinqua Town Site



The telegraph office at Hootalinqua is proposed to be adapted for reuse as a rentable cabin through the Government of Yukon's backcountry campground program.

The adaptive reuse of the well-maintained telegraph office provides an opportunity to conserve this significant resource (part of the nationally-significant 2700km Ashcroft-Dawson telegraph line) through ongoing activation, inter-departmental collaboration and camping rental revenues. The proposed use is appropriate given the building's original design to house a telegraph operator.

The site's location on the Thirty Mile Section of the Yukon River provides ample opportunity for regular use by canoe trippers. The telegraph office's adaptive reuse is proposed to be complemented by a coordinated signage strategy along the Thirty Mile Section, to communicate the layered stories of this Canadian Heritage River, including the use of this area by the Ta'an Kwäch'än Council and other First Nations since time immemorial, and the connections between the colonial settlements along this stretch of river.

The adaptive reuse of the telegraph office as a rentable backcountry cabin would complement the existing Government of Yukon backcountry campsites at Hootalinqua and Shipyard Island.

Immediacy: Low

Anticipated Cost: Medium

Shipyard Island



The infrastructure at Shipyard Island is recommended for stabilization, prioritizing the elements most at risk of deterioration (e.g. the ways within the river), and conservation as an interpretive site along the Yukon River.

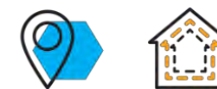
The remnant shipyard infrastructure at Shipyard Island is the best evidence remaining on the Yukon River of historical shipyard infrastructure and operations, notably the intact ways and capstans, and the historical function of hauling ships out of the river.

The *S. S. Norcom* may be fully stabilized as an element of the site, or selectively stabilized so that it remains recognizable as a remnant sternwheeler at a now-defunct shipyard. The conservation and stabilization of the shipyard infrastructure would be appropriately complemented by interpretive signage to help communicate the functions of the shipyard elements.

Immediacy: High

Anticipated Cost: Medium

4.1.3 Sternwheeler Graveyard



The Sternwheeler Graveyard Heritage Reserve is recommended for conservation and ongoing use as an interpretive installation and tourist site just outside of Dawson City, on the Yukon River.

The Sternwheeler Graveyard is recognized as an existing well-known tourist site, ranked as Higher Value / Higher Opportunity, but is increasingly challenged by impediments to access and risk to visitors.

Water levels are increasingly blocking walkable beach access from the adjacent Yukon government campground, incentivizing visitors to access the Heritage Reserve through the adjacent Tr'ondëk Hwëch'in ("TH") settlement land, while a lack of formalized infrastructure encourages visitors to interact directly with the remnant sternwheelers, posing risks to both the visitors and the historic fabric.

HSU is encouraged to pursue in-progress plans to develop an interpretive boardwalk through the site, in collaboration with TH First Nation partners to ensure that access methods respect and delineate boundaries to the settlement land. The project should explore the inclusion of the three sternwheelers on TH settlement land, if desired by TH partners.

The boardwalk project should be complemented by select stabilization efforts for the sternwheelers to conserve their legibility as sternwheelers and the scientific value they each offer to our understanding of the types of sternwheelers used at the turn of the century on the Yukon River.

This recommended intervention is intended to formalize and more effectively manage the existing regular tourist activity at this Heritage Reserve. As a major investment opportunity for a high-profile site, the Sternwheeler Graveyard Heritage Reserve may be a candidate for a creative fundraising campaign – see Section 5 for further detail.

Immediacy: Medium
Anticipated Cost: High



Sternwheeler Graveyard in 2021 (Cate Church, Yukon History & Abandoned Places Facebook).

4.1.4 Canyon Creek Bridge

The Canyon Creek Bridge Heritage Reserve is recommended to be conserved as an interpretive installation along the West Alaska Highway.

The Canyon Creek Bridge Heritage Reserve is recognized as a High Value / Medium Opportunity site, with limited opportunity for reuse beyond its function as an ongoing pedestrian crossing to access trails off a pullout from the Alaska Highway.

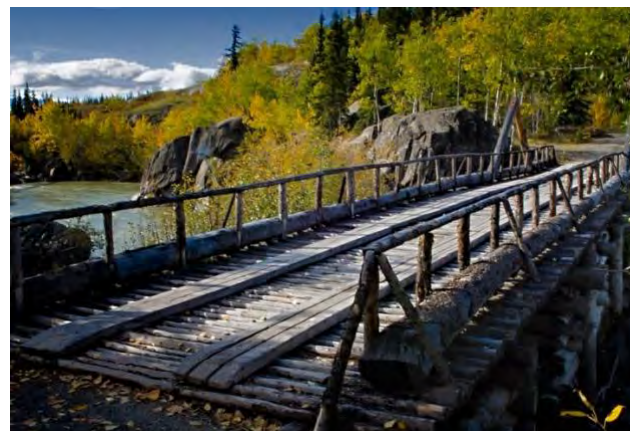
However, as a century-old crossing at this location that also contributes to the story of the U.S. Army-built Alaska Highway in the 1940s, and as an aesthetically appealing and unique log frame structure, there is potential for the bridge's conservation as a storytelling installation with easy access from today's Alaska Highway.

The bridge is recommended to be stabilized and conserved to its U.S. Army era, the infrastructure of which still exists today, however complementary storytelling installations should communicate eras of the site's history associated with the earlier Kluane Wagon Road and with Champagne and Aishihik First Nations ("CAFN") uses in and around this area since time immemorial. Interpretive materials must be developed in collaboration with the CAFN, and should include direction on the respectful use of CAFN settlement land when engaging with the bridge and adjacent trails.

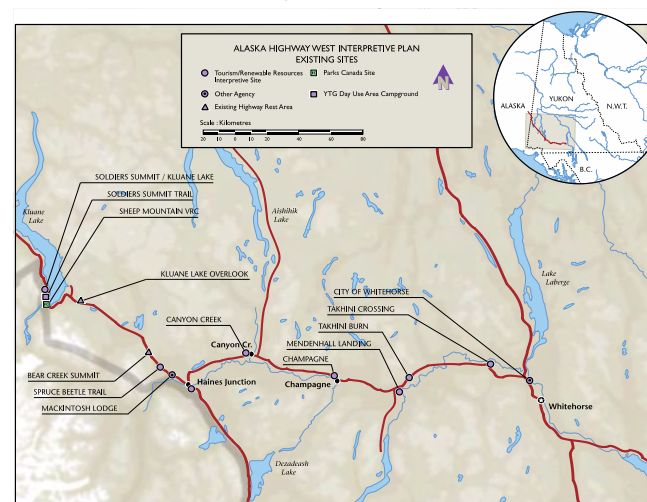
This storytelling is encouraged to be undertaken as part of a broader network-wide strategy along the Alaska Highway, using other key sites as storytelling opportunities as well.

Immediacy: High

Anticipated Cost: Medium

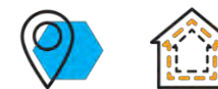


Photograph of the Canyon Creek Bridge, posted in 2021 (Richard Harford Smith, Yukon History & Abandoned Places Facebook).



The Canyon Creek Bridge as one existing site among several addressed in the Alaska Highway West Interpretive Plan (2022).

4.1.5 Venus Mill



The Venus Mill Heritage Reserve presents the greatest conservation challenge of the roster covered in this study, as a Higher Value / Mid-Range Opportunity site with significant condition considerations.

The Venus Mill is recognized as a landmark heritage resource, with scientific value as Yukon's only extant gravity-fed mill, and with remnant infrastructure. It occupies a substantial space in the public consciousness. However, the Venus Mill is not well equipped to be flexibly adapted for new uses, so its contemporary value rests in either an aesthetic offering as a distinct but deteriorating landmark between Tagish Lake and the South Klondike Highway, or as a museological opportunity to communicate its historic function.

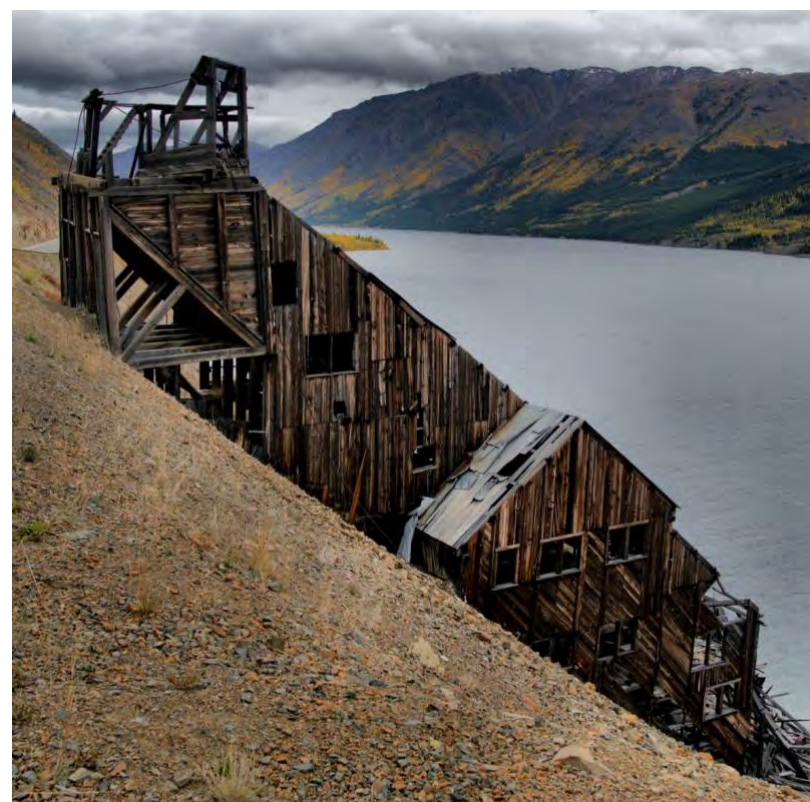
Given the cost of wholesale museological restoration, it is recommended that the conservation of the Venus Mill be phased.

The first phase would involve provisions to increase visual access to the Venus Mill. This could range from a photographic documentation project, published off-site in an exhibit or book, to investment in infrastructure to provide safe access to the site off the Klondike Highway, which might include a highway pullout and viewpoint, or parking and pedestrian access, while providing clear demarcation and barriers to areas that should not be accessed. This type of investment would facilitate the appreciation of the Venus Mill's aesthetic value as a landmark. This phase could also include baseline stabilization to prevent irreversible deterioration of the building.

A second phase could eventually involve the restoration and programming of the mill's interior as a museum offering / tourist site, subject to coordination with key potential collaborators including program operators and the Carcross-Tagish First Nation.

Given its high-profile status, consider whether the Venus Mill Heritage Reserve could be a candidate for a design competition to address the condition challenges associated with one or both of these phases of work. The Venus Mill may also be a candidate for a creative fundraising campaign – see Section 5 for further detail.

Immediacy: High
Anticipated Cost: High



Venus Mill, 2019 (SONICPIX, Atlas Obscura).

4.1.6 Lower Laberge

Like at Hootalinqua, the Lower Laberge telegraph office is proposed to be adapted for reuse as a rentable cabin through the Government of Yukon's backcountry campground program.

The adaptive reuse of the well-maintained telegraph office provides an opportunity to conserve this significant resource (part of the nationally-significant 2700km Ashcroft-Dawson telegraph line) through ongoing activation, inter-departmental collaboration and camping rental revenues. The proposed use is appropriate given the building's original design to house a telegraph operator. The adaptive reuse investment would involve the restoration of flooring materials.

The site's location on the Thirty Mile Section of the Yukon River provides ample opportunity for regular use by canoe trippers. The telegraph office's adaptive reuse is proposed to be complemented by a coordinated signage strategy along the Thirty Mile Section, to communicate the layered stories of this Canadian Heritage River, including the use of this area by the Ta'an Kwäch'än Council and other First Nations since time immemorial, and the connections between the colonial settlements along this stretch of river.

The adaptive reuse of the telegraph office as a rentable backcountry cabin would complement the existing Government of Yukon backcountry campsite at Lower Laberge, and would provide an opportunity for the appreciation of the broader Lower Laberge settlement, some but not all of which is located on the Lower Laberge Heritage Reserve.



Immediacy: Low
Anticipated Cost: Medium



Telegraph Office at Lower Laberge, following its 2015 reassembly (HSU, 2016).

4.1.7 Canol Truck Dump Sites

The Canol Truck Dump Sites are recommended to be altered, with potential relocation of the Heritage Reserve boundaries, in order to adaptively reuse the relict 1940s vehicles and infrastructure as part of the design of one or more public art installations along the Canol Highway.

This recommendation should be applied first (and possibly only) to the South Canol Truck Dump Site, which has not offered and does not currently offer the aesthetic interest that would constitute an “installation” along the Canol Highway.

To date, the Canol Truck Dump Heritage Reserves have been managed as though the location of the consolidated vehicles, post-Canol construction, is a significant attribute of their cultural heritage value. This study has determined, however, that the consolidation of the vehicles in a dump setting does not effectively represent or convey their cultural heritage value. The Canol Truck Dump Sites have the unrealized potential, particularly at the South site, to offer both aesthetic value and a representation of the Canol Highway’s history.

Given the context of the September 2022 dismantling of the South Canol Truck Dump Heritage Reserve and relocation of the vehicles to the Teslin Dump (some of which have since been salvaged), it is even more appropriate to consider the ultimate relocation of some or all of the vehicles to display them in ways and locations that are accessible, visible, aesthetically interesting, and recognizable as heritage resources.

It is recommended that HSU collaborate with the appropriate governmental departments to issue a call for artists to undertake this project. It is possible (and appropriate) that the chosen artist(s) might

select certain vehicles and pieces of infrastructure to employ, and leave others behind. If this project is robust and involves a series of installations along the Canol Highway, it is not considered necessary to retain the remnant infrastructure that is left behind, or to protect it under a heritage reserve. HSU may consider whether or not to protect the art installation sites as relocated heritage reserves.

Note that this project should be prioritized for the South Canol Truck Dump Site, where the longstanding and current context offers significantly less extant aesthetic interest than the North Canol Sites (pictured below).

Immediacy: Low
Anticipated Cost: Low



North Canol Site trucks displayed (rather than consolidated in a dump setting) along the Canol Highway, amid a picturesque natural landscape (HSU).

4.1.8 Montague Roadhouse

The Montague Roadhouse Heritage Reserve is recommended to be adapted for simple reuse as a rest stop and pullout along the North Klondike Highway. This simple reuse is recommended to be complemented by a coordinated storytelling strategy (using signage and/or other creative installations) along the historic route of the Overland Trail.

Given the Montague Roadhouse's immediate adjacency to the Klondike Highway, its recommended intervention is intended to capitalize on its existing most frequent use (and its historic identity) as a rest station for travellers.

Minor upgrades could facilitate the site's adaptive reuse as a rest stop, including the clearing and maintenance of the interior of the uncovered Montague Roadhouse building, and the installation of picnic tables to encourage the site's ongoing use. The neighbouring cache could accommodate complementary uses, which might include covered / sheltered seating, outhouse facilities, or an interpretive display on the Overland Trail and its roadhouses at 32-40km junctures.

HSU should capitalize on the opportunity to mark and identify the locations of the historic roadhouses along the Overland Trail, using coordinated design language and a variety of interpretation strategies. Interpretive media can include building and landscape design, public art installations, plaques and panels, archival photograph displays, historic maps modelled with contemporary media, digital applications, signage and wayfinding design, and more. The interpretive strategy could include installations at both the historic roadhouse sites and along the extant Overland Trail where it is still used for recreational activities.



Immediacy: Low
Anticipated Cost: Low



Montague Roadhouse interior, 2022 (ERA).



Montague Roadhouse cache building, 2022 (ERA).

4.1.9 Trail Gulch (Yukon Ditch)



The Trail Gulch (Yukon Ditch) Heritage Reserve is recommended to be reconstructed and restored as a museological interpretive site, in the second phase of a longer-term strategy centred on investment in the Ridge Road Heritage Trail.

The Trail Gulch Heritage Reserve represents the best remaining infrastructure along the Yukon Ditch for its capacity to communicate the story of this significant infrastructural investment and its impacts, positive and negative. The site's location at the confluence of the Yukon Ditch and Ridge Road Heritage Trail facilitates access by visitors interested in exploring the history of Gold Rush-era mining around Bonanza Creek.

While the extant resources are in a significant state of deterioration, their existing documentation drawings will allow the site to be reconstructed to effectively communicate the operation and function of the Yukon Ditch and its diversions. In the short term, the extant building materials are recommended to be protected for eventual salvage and reuse in the site's reconstruction.

HSU is recommended to first pursue an initial phase that involves investment and publicizing of the Ridge Road Heritage Trail as an interpretive recreational trail, to be used seasonally to avoid conflict with TH First Nation trapping and harvesting, and caribou migration. An updated trail-wide signage and wayfinding strategy should include interpretive storytelling, developed in collaboration with TH partners to ensure that the communications cover TH uses of this area from both before and after the construction and use of the Ridge Road for mining, up to the present day.

Substantial investment in the Trail Gulch Heritage Reserve as a museological tourist site can be undertaken as a second phase, once initial investments in the Ridge Road recreational trail have driven sufficient traffic to merit the investment.

Immediacy: Low
Anticipated Cost: Medium



Collapsed infrastructure at the Trail Gulch Heritage Reserve (HSU).

4.1.10 Soda Station

The Soda Station Heritage Reserve is recommended to be adapted for simple reuse as a sheltered rest stop along the 33km Ridge Road Heritage Trail.

The Soda Station Heritage Reserve is identified as a Lower Value / Higher Opportunity site. Its remnant boxcar does little by itself to communicate the histories of the intersecting Ridge Road and Klondike Mines Railway, but it is strategically positioned as an historic resource along the Ridge Road Heritage Trail to contribute to the trail's broader interpretation framework. Further, its flexibility for adaptation affords the opportunity to reuse it in service of contemporary recreational needs along the Ridge Road Heritage Trail.

Limited investment will be required to convert the Soda Station into a sheltered rest stop for hikers and other recreational users along the trail, as well as for TH citizens who may be using the trail for harvesting and trapping purposes.

Minor investment should include general stabilization of the structure, and interventions that could include seating, insulation, and cafeteria-style tables. The investment could take a light-touch approach, with general covered shelter provided from inclement weather in a structure that is otherwise open and accessible at all times.

This intervention is recommended to be pursued in the recommended initial phase of investment in the Ridge Road Heritage Trail described in Section 4.1.9. The Soda Station boxcar adaptive reuse could serve as an easy investment to help support the Trail's advertisement as a recreational opportunity.



Immediacy: Medium
Anticipated Cost: Low



Soda Station east corner in 2020 (HSU).

4.1.11 Yukon Crossing



The Yukon Crossing Heritage Reserve site is recommended to be used as an interpretive opportunity to communicate the history of roadhouses and stopovers along the Overland Trail.

The Yukon Crossing Heritage Reserve has been assessed as a Lower Value / Mid-Range Opportunity site. It ranks as Lower Value because it does not occupy a substantial space in the public consciousness, has not received any conservation investment in the last 25 years, and does not stand alone as a site of aesthetic, scientific or spiritual value.

It is, however, associated with a significant broader story in Yukon's history, the development of the Overland Trail and construction of roadhouses at 32-40km intervals. In fact, the deteriorating remnant roadhouse on site represents the last remaining version of the WP&YR's typological two-storey, three-volume roadhouse building that was constructed along the Overland Trail. Further, the Yukon Crossing Heritage Reserve represents a significant juncture on the Overland Trail as one of four locations where the Trail crossed a river, and is associated with remnant ferry infrastructure just outside its boundaries.

Given the Heritage Reserve's Mid-Range Opportunity status (location along a river route but not a road, adjacency to an informal canoe tripping campsite, extant buildings in deteriorating condition), the Yukon Crossing site is not recommended for major adaptive reuse or programmatic investment at this time.

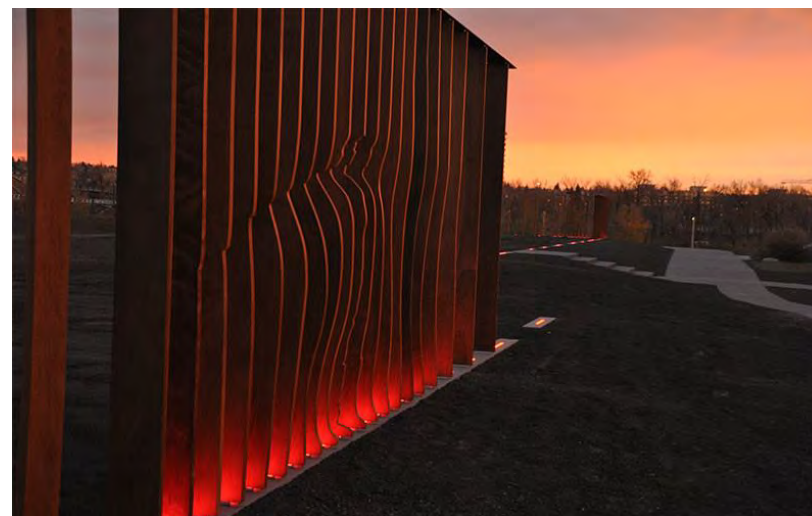
It is recommended that HSU develop documentation drawings of the extant buildings and site plan. A follow-up initiative might involve a large-scale interpretive investment in the site through building or landscape design, e.g. commemoration of the building footprints or

of the structural forms that historically comprised the roadhouse complex and ferry crossing. The audience for such an installation would be recreational users of the informal campsite and the Overland Trail. This is recommended to be undertaken as part of a broader investment in signage, wayfinding and interpretation along the Overland Trail, using coordinated design language and varied interpretation strategies.

An on-site interpretive design strategy could employ salvaged building fabric from the extant deteriorating buildings on site.

Immediacy: Low

Anticipated Cost: Medium



Precedent example: A public art installation called *Marking* identifies the location and boundaries of the historic Fort Calgary, in Calgary, Alberta (Jill Anholt Studio).



4.1.12 Livingstone

The Livingstone Heritage Reserve is one of four Heritage Reserves that fell into the bottom third of both the Importance / Value and Future Potential rankings in Section 3.2. As such, it is not considered a high priority for conservation or investment. A Statement of Significance has not been prepared for this Heritage Reserve.

Livingstone's condition is such that its value is comparable to many of the other abandoned town sites on the roster (e.g. Hootalinqua, Lower Laberge), but its remoteness dramatically reduces both its space in the public consciousness and the opportunity to introduce new programming.

It is recommended to remain in HSU's Heritage Reserve portfolio, as a recognized site of historic interest, but no action is recommended at this time.

4.1.13 Frank Zimmer (Happy LePage) Cabin

The Frank Zimmer (Happy LePage) Cabin Heritage Reserve is the second that fell into the bottom third of both rankings in Section 3.2. It is not considered a high priority for conservation or investment, and no Statement of Significance has been prepared.

This Heritage Reserve appears to have been identified for protection in the 2000s to avoid its demolition despite its location in the Yukon River's high-water zone, however it does not carry an association with significant themes of the Territory's history in the same way as the other 14 Heritage Reserve sites. This site's Heritage Reserve status is recommended to be reconsidered.

4.1.14 Ogilvie Island

The Ogilvie Island Heritage Reserve is the third that fell into the bottom third of both rankings in Section 3.2. Its historic resources are not considered a high priority for conservation or investment, and no Statement of Significance has been prepared.

The buildings on this site are so deteriorated that they can no longer communicate their association with early agricultural settlement in northern Yukon, the primary value that drove the identification of the Heritage Reserve. However, TH First Nation representatives have identified that the island is known to have been a traditional camp site, and are interested in an archaeological study in partnership with HSU, where HSU could offer capacity and funding for the exercise.

HSU is recommended to pursue this archaeological study, and might consider opportunities for co-management of the Heritage Reserve if feasible.

Immediacy: Low

Anticipated Cost: Low

4.1.15 North Fork Penstock Gatehouse

The North Fork Penstock Gatehouse Heritage Reserve is the final site that fell into the bottom third of both rankings in Section 3.2. It is not considered a high priority for conservation or investment, and no Statement of Significance has been prepared.

Given the Heritage Reserve's selective identification of only a small portion of the broader North Fork Power Plant (a site that does carry some historical value) and its collapsed condition, it is recommended that the site's Heritage Reserve status be reconsidered.

4.3 Summary and Additional Considerations

The relative immediacy and anticipated cost recommendations in Section 4.2 are consolidated below, organized by order of immediacy.

Heritage Reserve	Relative Immediacy	Relative Anticipated \$
Venus Mill	High	High
Shipyards Island	High	Medium
Canyon Creek Bridge	High	Medium
Robinson Roadhouse	Medium	High
Sternwheeler Graveyard	Medium	High
Soda Station	Medium	Low
Hootalinqua	Low	Medium
Lower Laberge	Low	Medium
Trail Gulch	Low	Medium
Yukon Crossing	Low	Medium
Canol Truck Dump Sites	Low	Low
Montague Roadhouse	Low	Low
Ogilvie Island	Low	Low

The recommendations in Section 4.2 represent an external perspective on appropriate conservation and management strategies for the 15 Heritage Reserves.

HSU will be required to consider additional perspectives and factors in determining the pursuit and/or prioritization of these recommended interventions.

Additional considerations will include:

- The results of condition assessments to determine detailed conservation scope and cost assessments to confirm feasibility at the high-immediacy sites;

- Interest, support and capacity from key collaborators, including other Governmental departments and potential program operators;
- Available funding; and
- Concurrent program initiatives that may prioritize investment in certain sites over others.

HSU may also wish to engage further on sites that have demonstrated historical value but where the recommendations in Section 4.2 do not include the retention or maintenance of built fabric on site, or where the public interest / social value is unclear, e.g. Yukon Crossing, Ogilvie Island, and Livingstone.

Note that the decision to initiate any of the specific recommendations in this report must be accompanied by engagement with the relevant Yukon First Nation(s) at project outset.

A recommended order of operations is included in the Prioritization Timeline in Section 5.

5 PRIORITIZATION TIMELINE

This HRMPR has identified and assessed the 15 Heritage Reserves according to:

- their value or importance to Yukoners;
- their opportunity or future potential;
- strategic approaches to their conservation;
- the urgency with which conservation efforts are needed; and
- anticipated cost of their recommended conservation efforts.

Factoring in these considerations, ERA recommends the following prioritization process for management of these 15 Heritage Reserves:

1. **Build Momentum:** Consider selecting 1-3 straightforward projects to undertake right away, to establish immediate progress in the roster's conservation. Starting with revenue-generating projects will establish a cash flow to offset conservation work. Consider beginning with the interventions at *Hootalinqua*, *Lower Laberge* and *Montague Roadhouse*.
2. **Promote Major Projects:** Seek internal funding or establish creative fundraising and promotion campaigns for the three highest-cost projects, which are intended for three of the highest-profile sites: *Robinson Roadhouse*, *Sternwheeler Graveyard*, and *Venus Mill*. This study has demonstrated that local stakeholders are engaged and invested in these three sites. Explore fundraising campaigns that leverage aspects of the resources themselves, e.g. events or concerts hosted outdoors at Robinson Roadhouse. Media and promotion will be required to generate interest and donations.
3. **Undertake Urgent Investments:** Pursue stabilization work for recommended interventions with medium-to-high urgency, including *Shipyards Island*, *Canyon Creek Bridge*, *Soda Station*, and any critical interim stabilization at *Robinson Roadhouse* and *Venus Mill*. Develop documentation drawings for *Yukon Crossing*.
4. **Consider Overlapping Initiatives:** Pursue lower-urgency projects based on funds available, and with consideration for overlapping events or initiatives that may serve as catalysts or momentum-builders. For instance, it may be suitable to undertake a *Canol Truck Dump Sites* intervention in direct response to the recent publicity around the South Canol site's clearance. Interest or initiatives from other governmental departments may drive investment in the Ridge Road Heritage Trail, which could kickstart the interventions at *Soda Station* and *Trail Gulch*. The Tr'ondëk Hwëch'in may be prepared to undertake archaeological work at *Ogilvie Island*. Investment in the Overland Trail as a recreational route, or Thirty Mile Canadian Heritage River Projects by Parks Canada and Parks Yukon, might drive interpretation efforts at *Montague Roadhouse* and *Yukon Crossing* or *Hootalinqua* and *Lower Laberge*, respectively.
5. **Address Heritage Reserve Status:** Although this step could be undertaken at any point in the process above, it is recommended that the Heritage Reserve status be reconsidered for the *Frank Zimmer (Happy LePage) Cabin* and *North Fork Penstock Gatehouse* once some momentum has been built around successful conservation initiatives on other sites.

APPENDIX A:

RESEARCH SUMMARY REPORT

OUR YUKON HERITAGE RESERVES **RESEARCH SUMMARY REPORT**

September 30, 2022

A blue-tinted photograph of a rural settlement. In the foreground, a dirt road with tire tracks leads towards a cluster of wooden buildings. On the right, a railroad crossing sign is visible, with the words 'CROSSROAD' and 'RAILROAD' on the arms of the cross. The background shows more buildings and a range of hills under a clear sky.

ERA

Project # 22-105-01
Prepared By PE / SI / LP / EA / LL / CH / PB

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

PREPARED FOR:

Historic Sites Unit
Tourism and Culture
Government of Yukon
867-667-5949

PREPARED BY:

ERA Architects Inc.
#600 – 625 Church St.
Toronto ON, M4Y 2G1
416-963-4497

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1 INTRODUCTION

1.1 Project Background

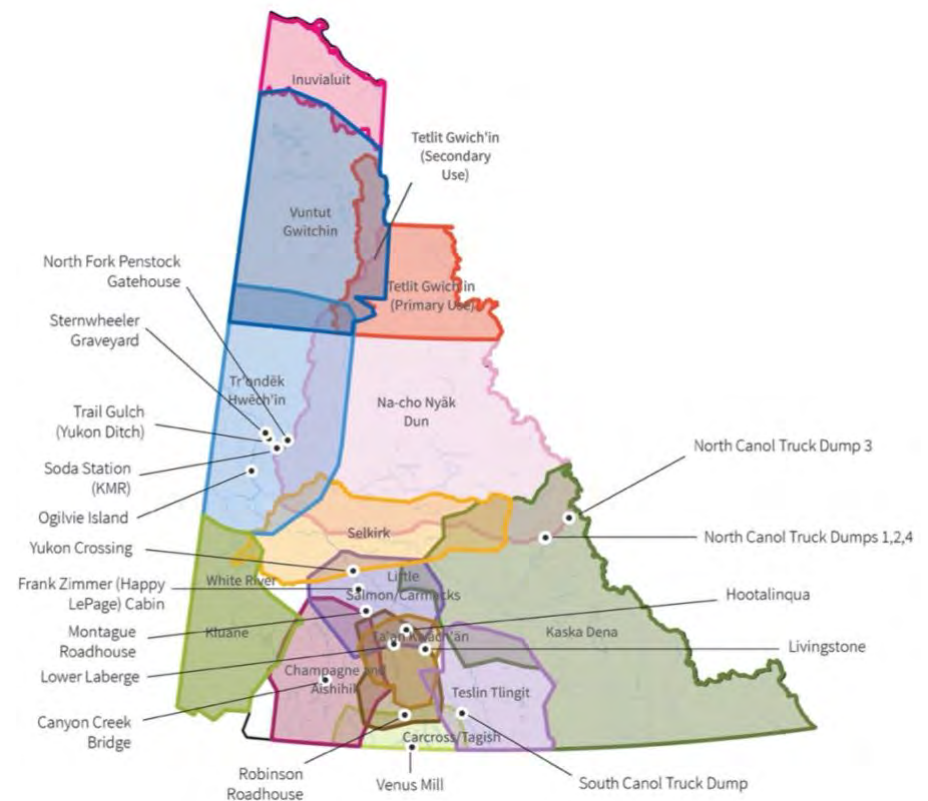
ERA Architects Inc. (“ERA”) has prepared this Research Summary Report as part of the first phase of *Our Yukon*, a Yukon Government project to understand the heritage value and set management priorities for 16 publicly-owned Heritage Reserve sites. While not the only heritage reserves in the Yukon, these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

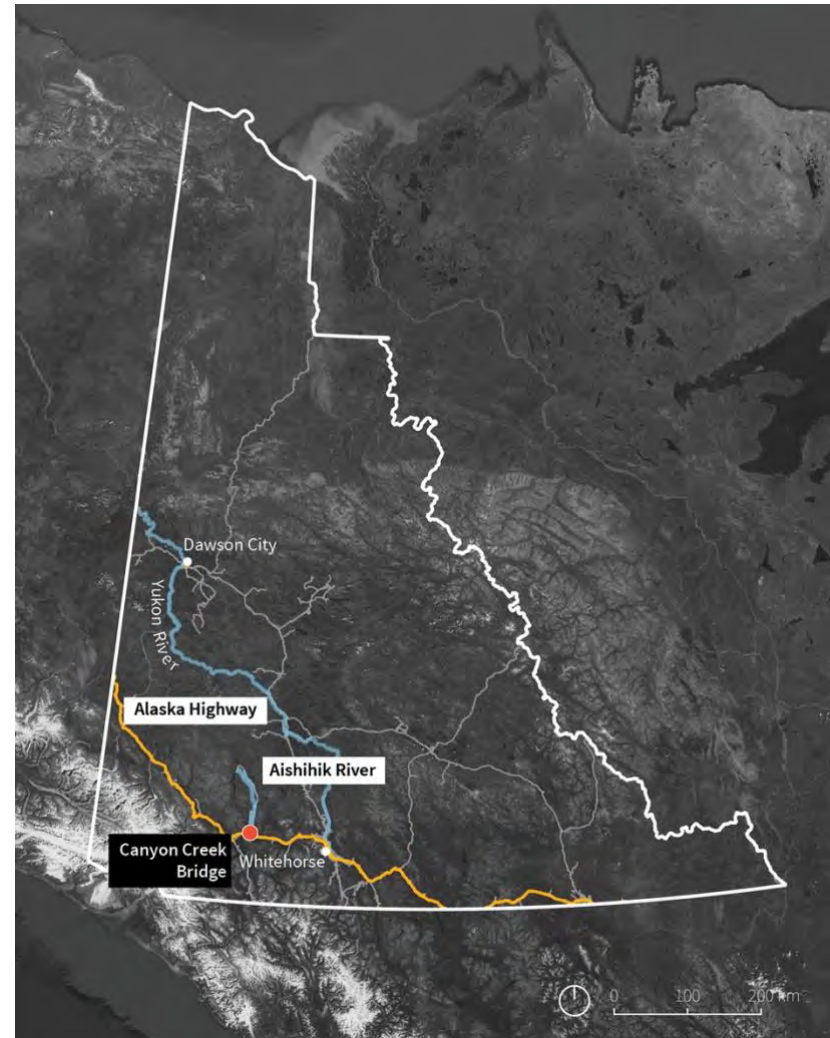
The Canyon Creek Bridge Heritage Reserve is located on the traditional territory of the Champagne and Aishihik First Nations.

Historical Context

The Canyon Creek Bridge Heritage Reserve is associated with early 20th-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*.

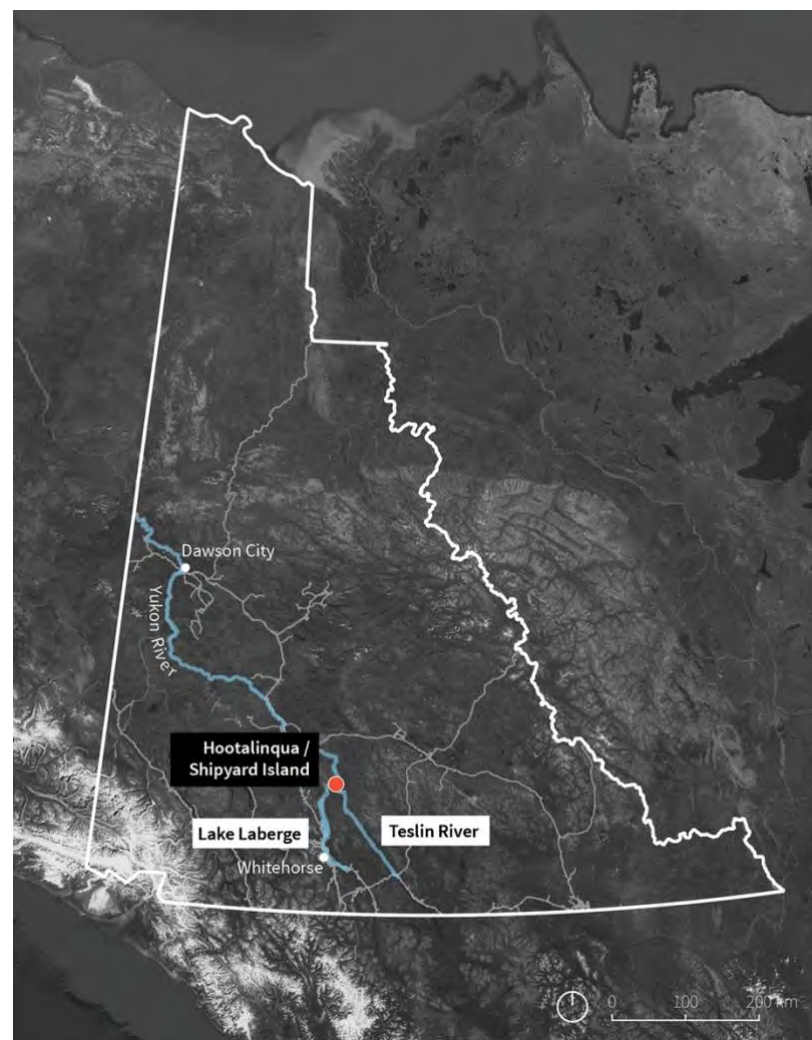
The Hootalinqua Cemetery, which includes a mix of First Nations and settler graves, is located just outside the bounds of the Hootalinqua Heritage Reserve.

The Hootalinqua / Shipyard Island Heritage Reserve is located on the traditional territories of the Ta'an Kwäch'an 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.

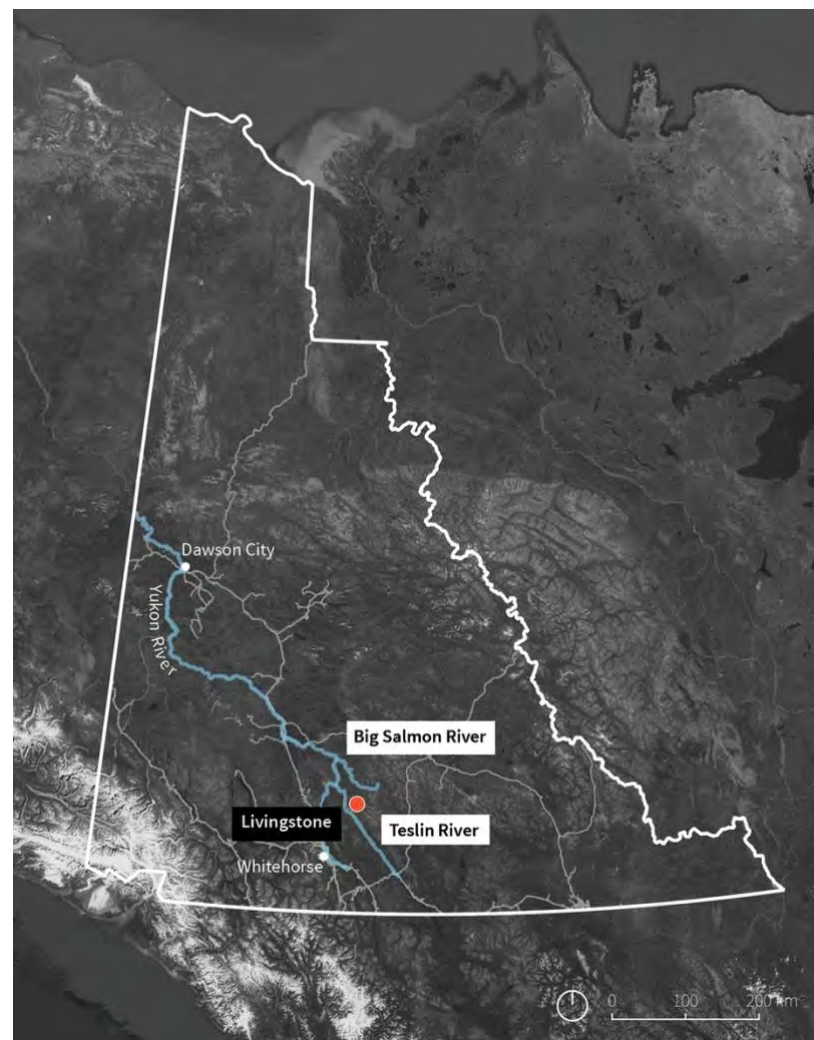
The Livingstone Heritage Reserve is located on the traditional territories of the of the Ta'an Kwäch'än Council and the Kwanlin Dün First Nation.

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 20th 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).

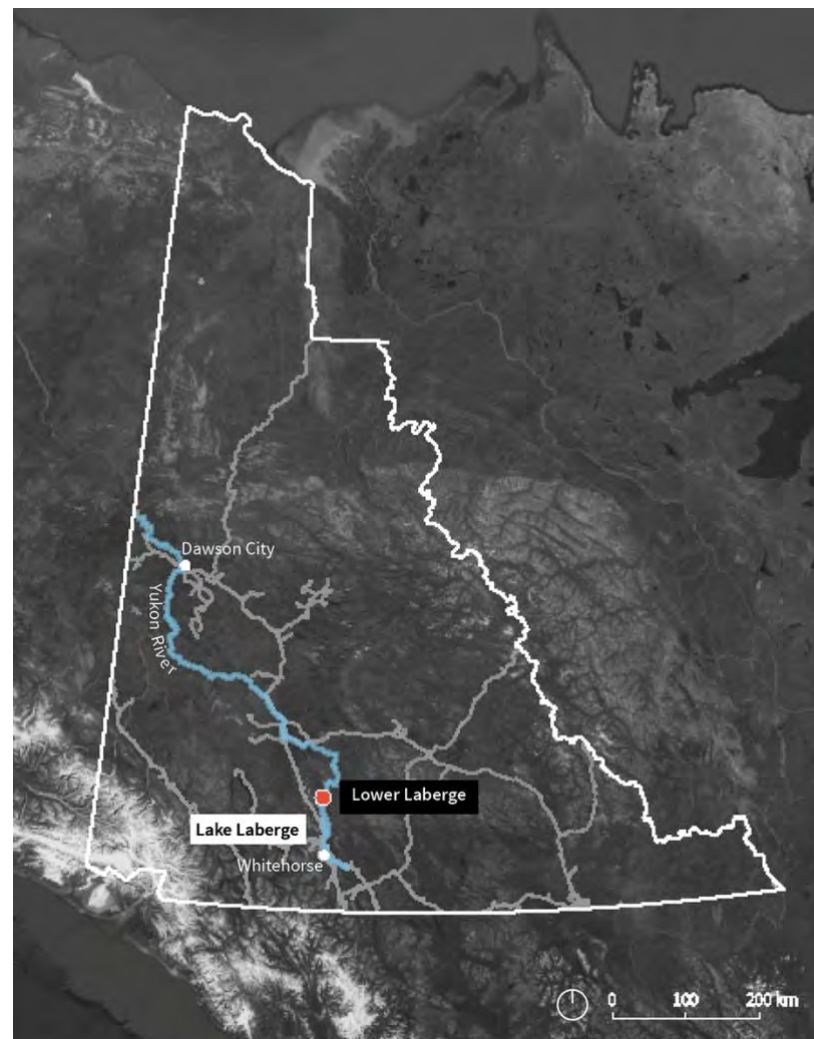
The Lower Laberge Heritage Reserve is located on the traditional territories of the Little Salmon Carmacks First Nation, Ta'an Kwäch'än Council and Kwanlin Dün First Nation.

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 managed by the Ta'an Kwäch'än Council First Nation.

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.

Long a strategic location on the Yukon River, the Lower Laberge site



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

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 First Nation.

Beginning in 1896, the Klondike Gold Rush brought thousands of gold seekers and stamperers 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.

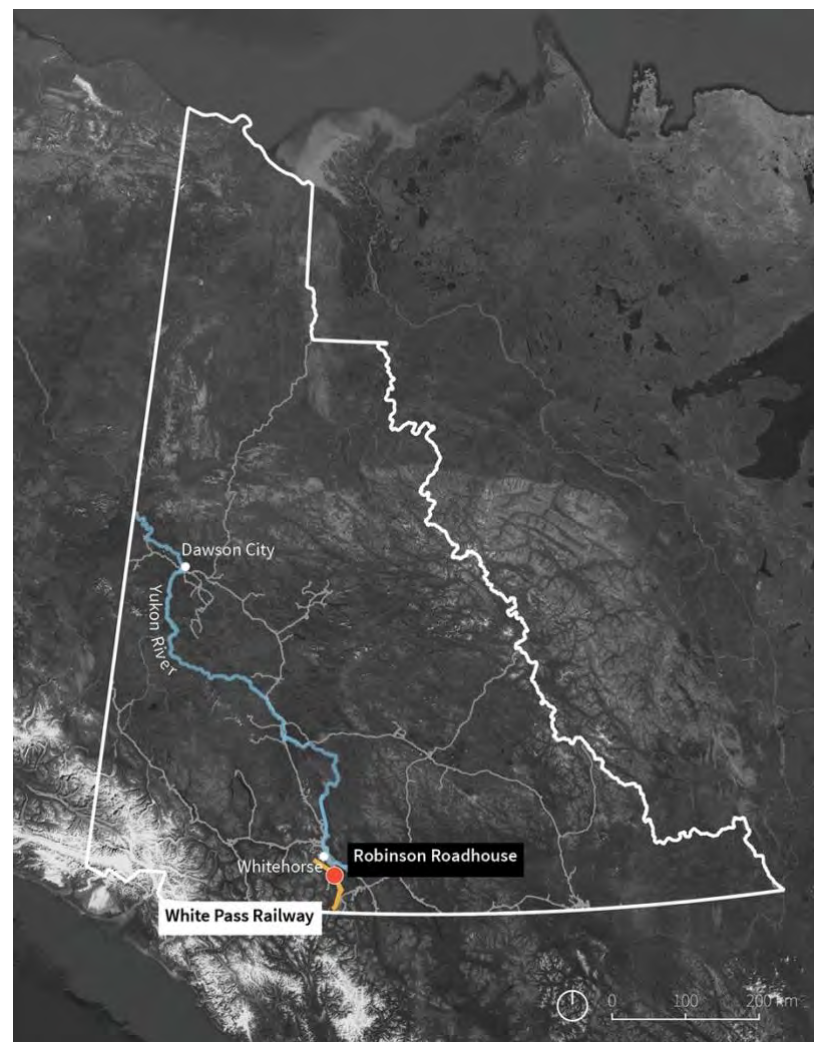
The Robinson Roadhouse Heritage Reserve is located on the traditional territories of the Carcross / Tagish First Nation and the Kwanlin Dün First Nation.

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 20th 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.

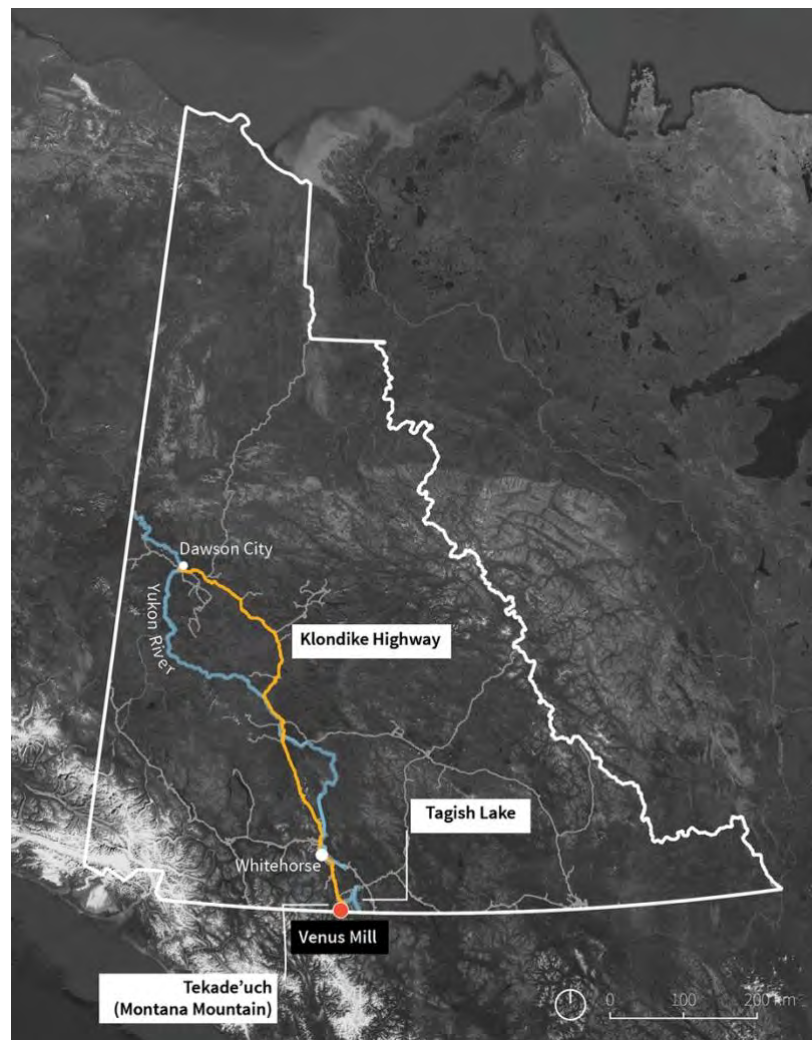
The Venus Mill Heritage Reserve is located on the traditional territory of the Carcross / Tagish First Nation.

Historical Context

The Venus Mill Heritage Reserve is associated with the early 20th-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), 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 several decades later 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 at Johnson's Crossing.

The Heritage Reserve contains a set of consolidated vehicle remnants 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 First Nation.

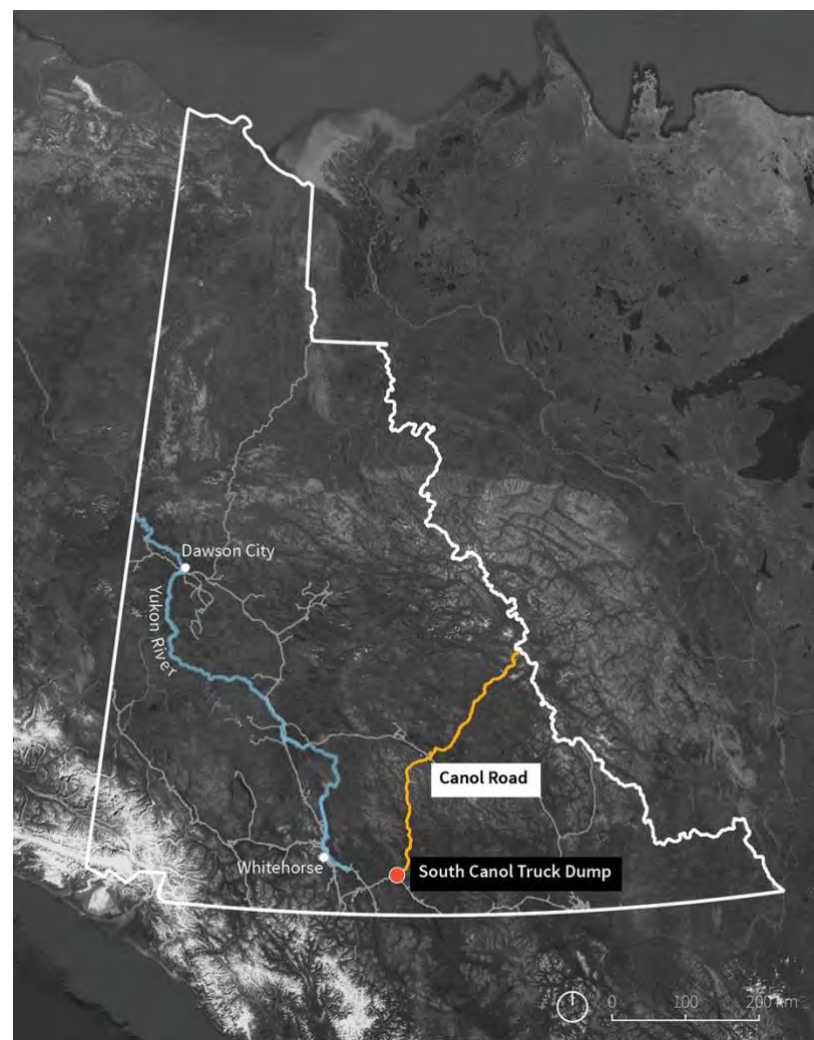
Historical Context

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 (AK), Skagway (AK) and Fairbanks (AK). Norman Wells was chosen because it had known oil reserves and because the oil extracted had



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

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 Site, 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.

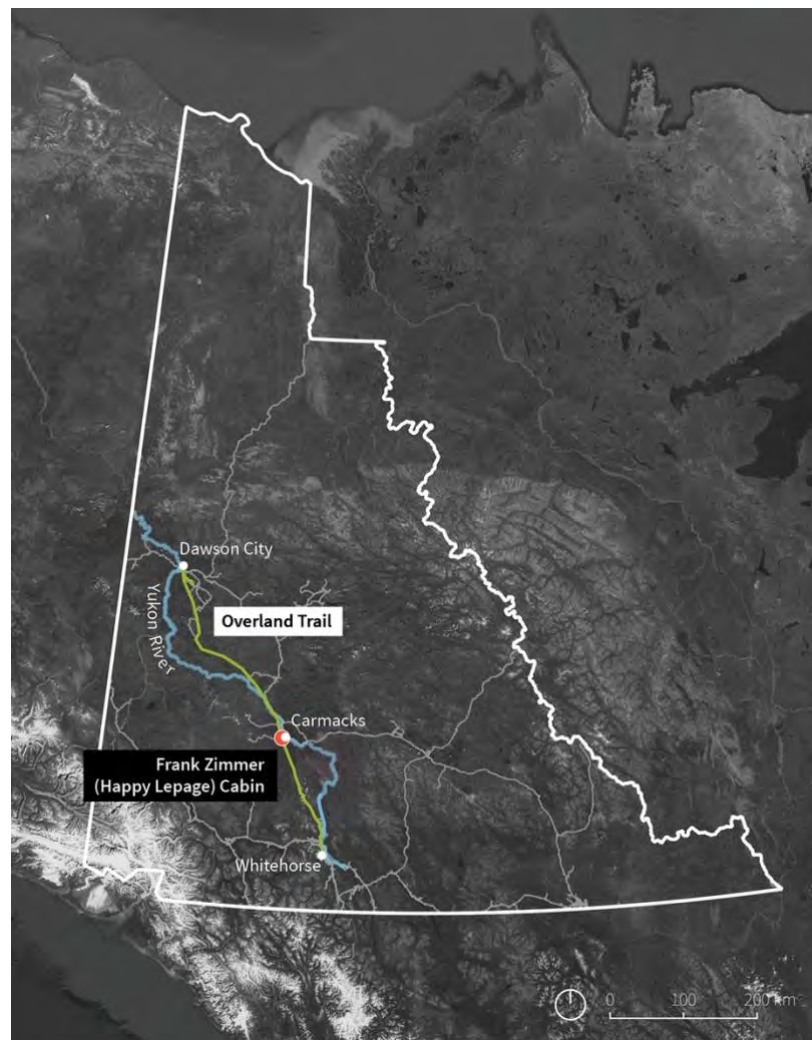
Although the Heritage Reserve is located in proximity to other Yukon historic sites associated with Happy Lepage, the Heritage Reserve covers only the area of the Cabin, which consists of a single-storey vernacular log building.

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 20th 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 (“BYNC”) 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 Whitehorse, 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

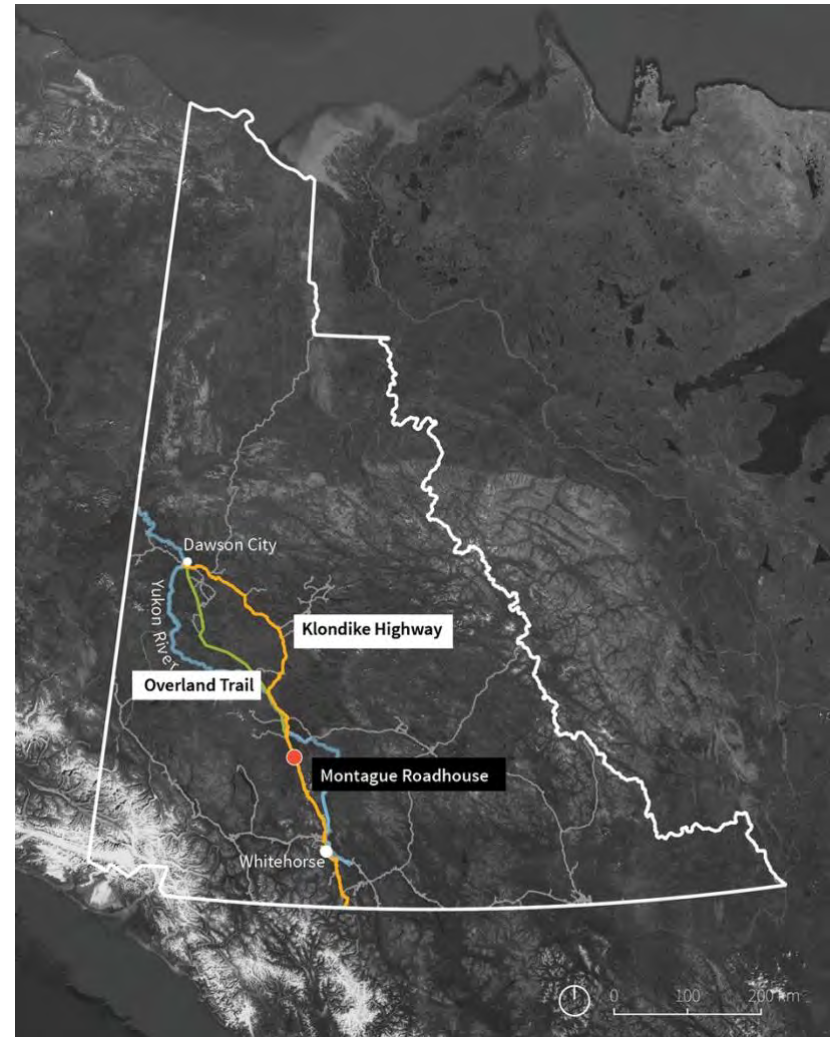
The Montague Roadhouse Heritage Reserve is located at Kilometre 322 of the North Klondike Highway. The Heritage Reserve contains a remnant two-storey log roadhouse and a portion of a single-storey cache. The Montague Roadhouse Heritage Reserve is located on the traditional territory of the Little Salmon 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 20th 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 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. 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.

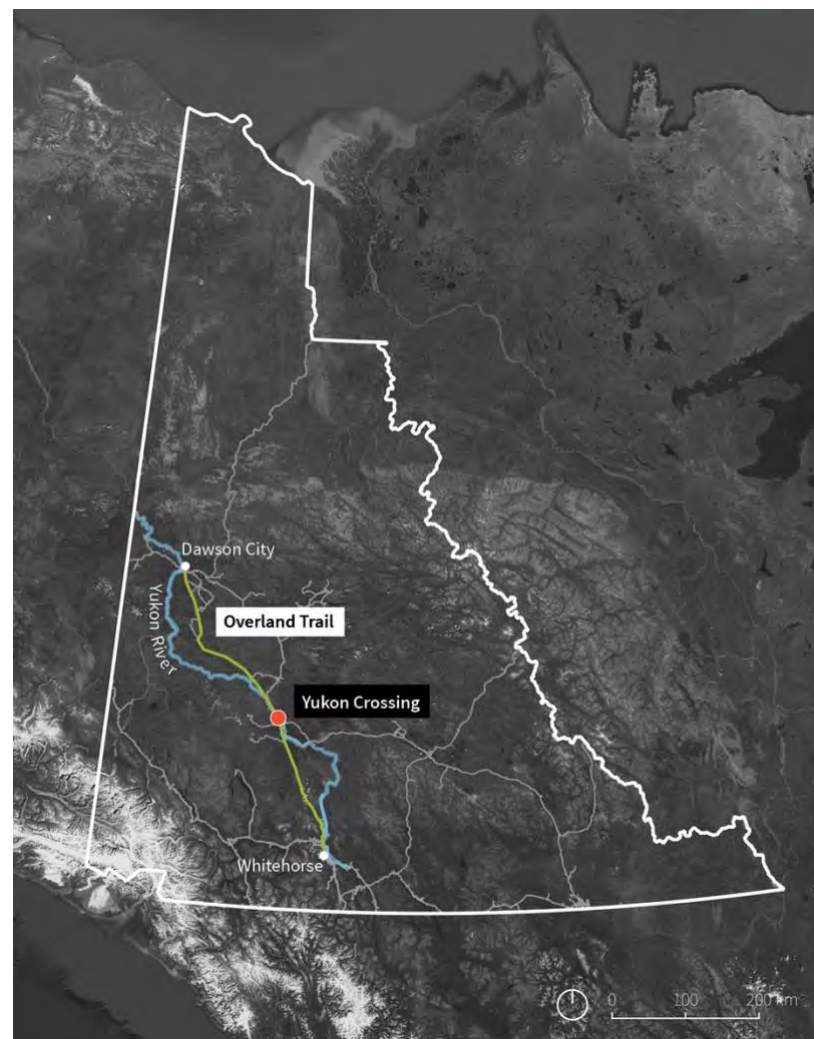
The Yukon Crossing Heritage Reserve is located on the traditional territory of the Little Salmon Carmacks First Nation.

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 20th 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 19th-century settlement and an abandoned farm, with remaining buildings including a telegraph office, farmhouse, shed, and remains of an outhouse.

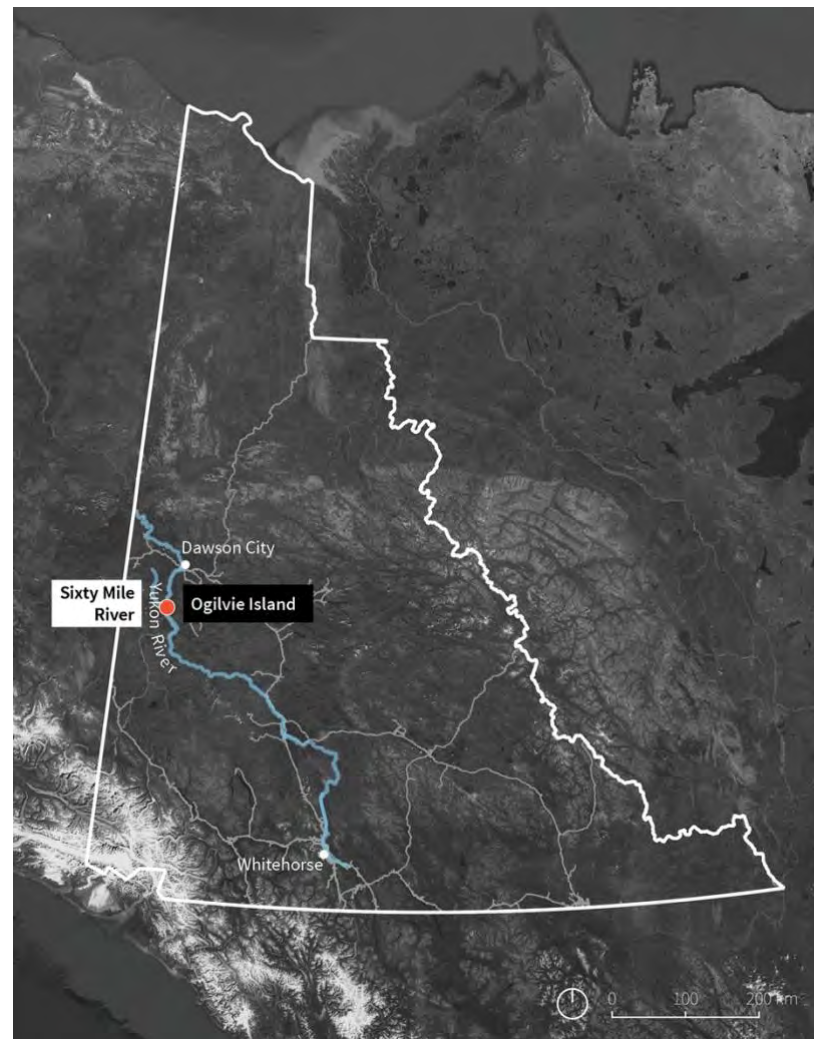
The Ogilvie Island Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in First Nation.

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 as part of the CDPW's 2700km telegraph line between Ashcroft, British Columbia and Dawson City, built of logs in a vernacular style, and laid out and constructed like the other telegraph stations along the line between Bennett, 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.

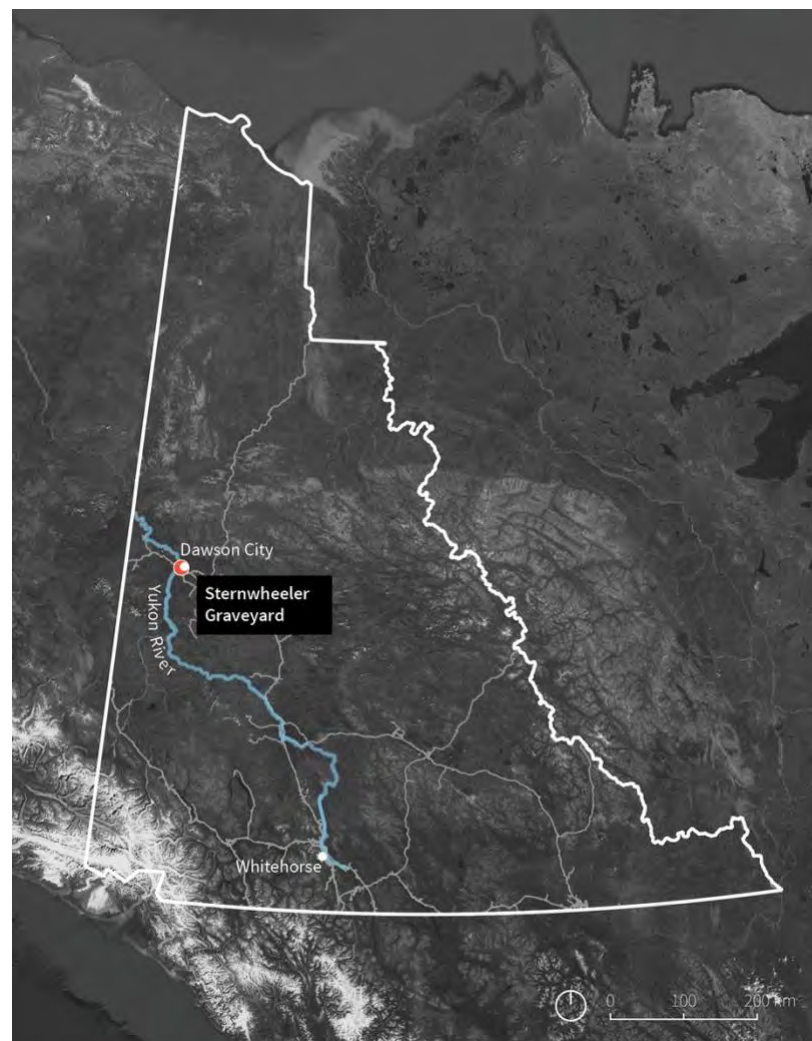
The Heritage Reserve covers a portion of the historic West Dawson Shipyard, and includes four relict sternwheel steamboats located on the Shipyard's southern shipways: *The Lightning*, *The Seattle No. 3*, *The Schwatka*, and *The Julia B*. The Shipyard's northern shipways includes three additional relict sternwheelers, but they are not located within the Heritage Reserve.

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

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 (“BYNC”). 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.

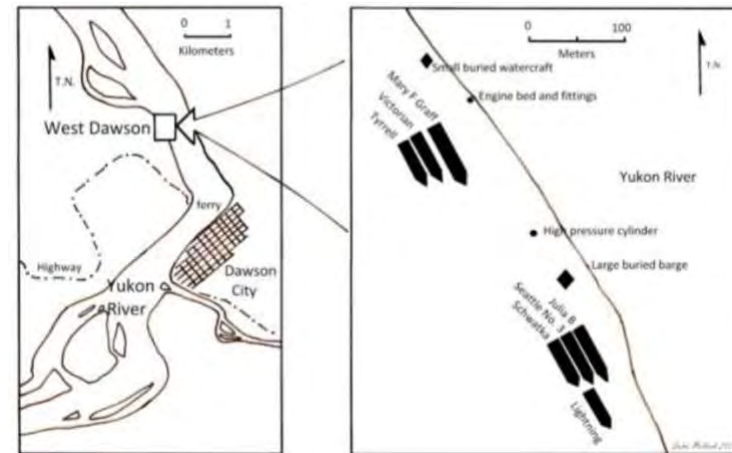
Within the Heritage Reserve, *The Lightning* was constructed c. 1898 in Vancouver by the BC Iron Works for the Stacey-Hiebert and Yukon Syndicate, and retired in 1916 after use by multiple corporations.

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.

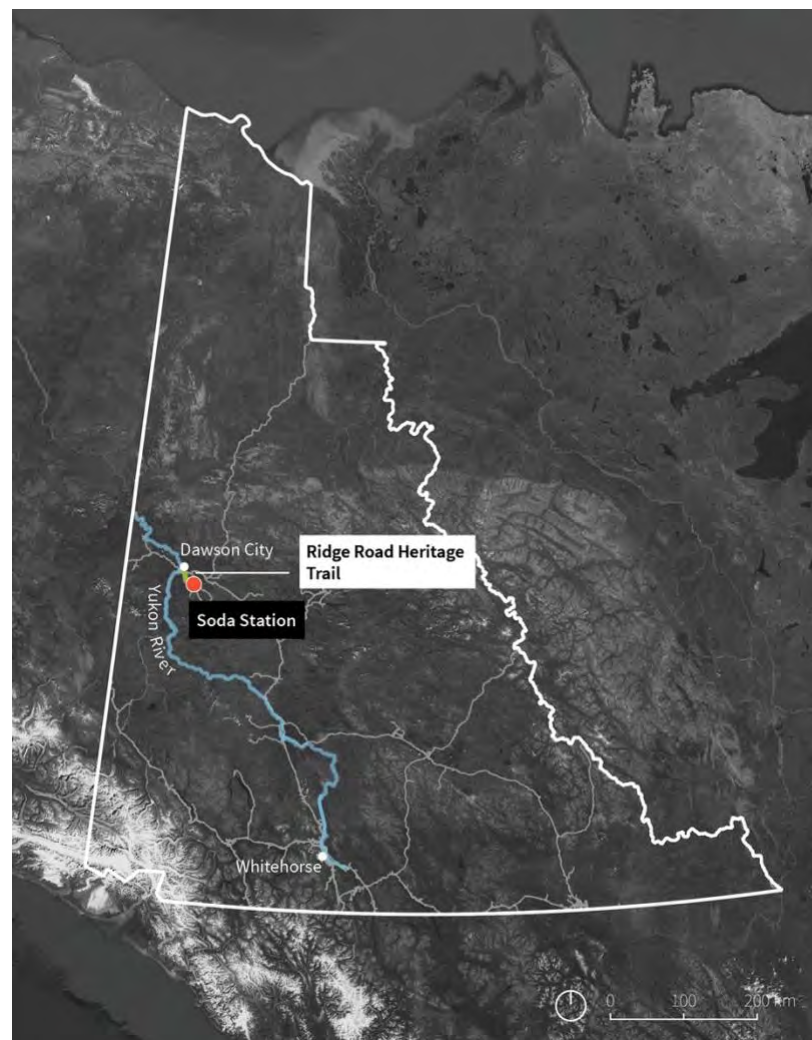
The Soda Station Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in First Nation.

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 First Nation 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 Dawson City 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 remnant 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. Various Yukon historic sites associated with the Klondike Gold Rush are located along the Heritage Trail, although Soda Station comprises the only Heritage Reserve.



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 First Nation.

Historical Context

The Trail Gulch Heritage Reserve is associated with the early 20th-century shift from independent to industrial-scale mining across the Yukon Territory.

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/or 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.

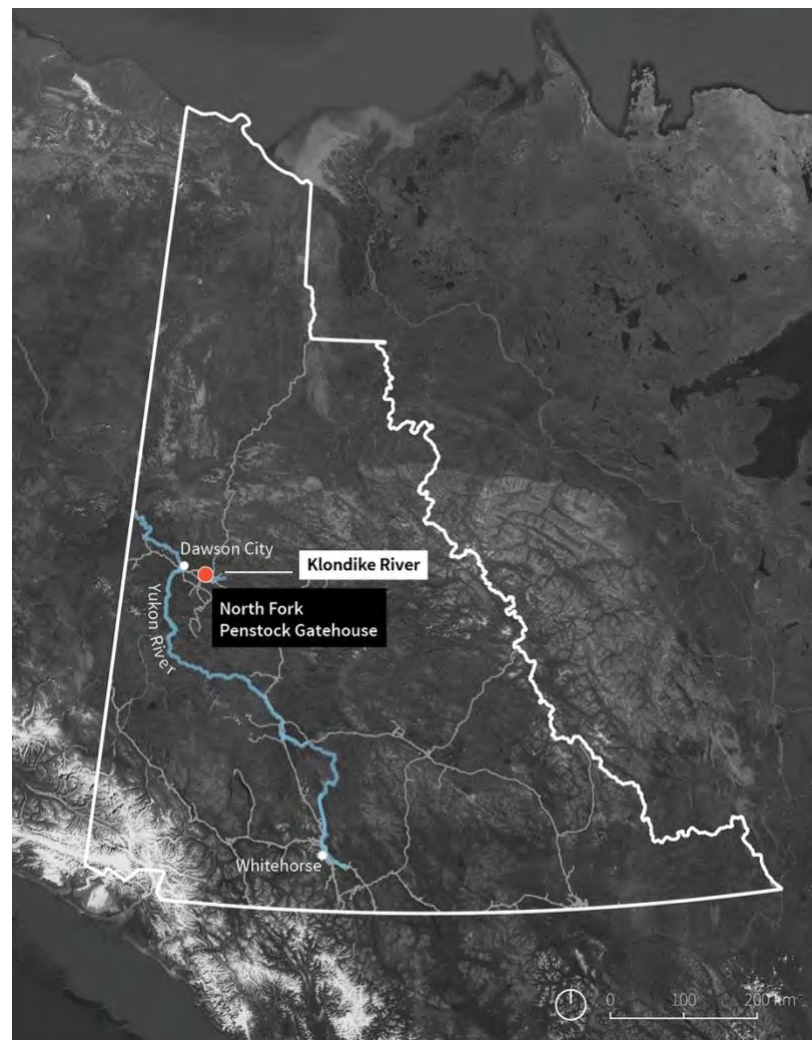
The rectangular 2.5-hectare Heritage Reserve includes a series of structures associated with the North Fork Hydroelectric Project: (1) the North Fork penstock gatehouse; (2) the North Fork diversion spillway; (3) the North Fork penstock and pipeline; (4) the North Fork penstock gatehouse outhouse; and (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 20th-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 hydraulic mining and dredging operations.



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, including his existing YGC, into the Yukon Consolidated Gold Co. (“YCGC”).

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 YCGC’s 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.

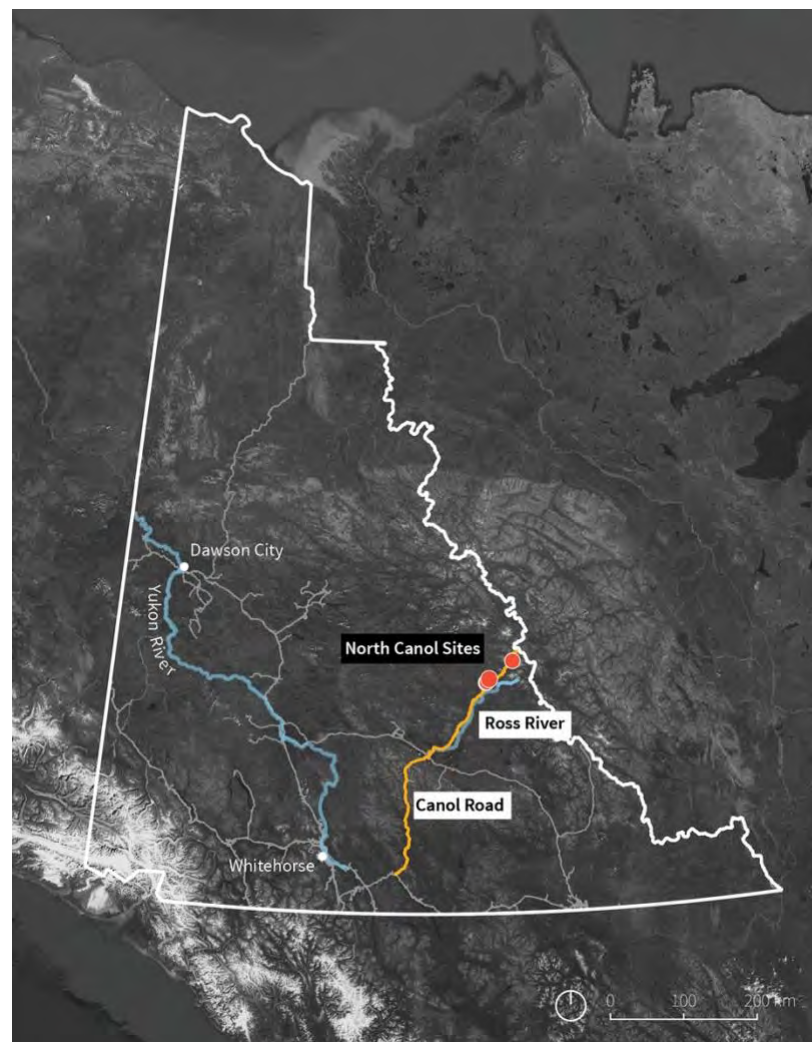
The Heritage Reserve contains buildings foundations and four sets of consolidated vehicle remnants dating to the 1940s construction of the Canol Pipeline, including nine construction vehicles, 55 other vehicles, 2-3 graders, and two building foundations.

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.

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.



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

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 Site, 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	Orange	Green
2	Hootalinqua / Shipyard Island	Orange	Orange	Orange	Green	Green
3	Livingstone	Orange	Orange	Green	Red	Orange
4	Lower Laberge	Orange	Orange	Orange	Green	Orange
5	Robinson Roadhouse	Green	Green	Green	Green	Orange
6	Venus Mill	Orange	Red	Red	Red	Red
7	South Canol Truck Dump	Green	Orange	Orange	Orange	Red
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	Orange
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	Green	Orange	Red	Red

3.1 Site Condition

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge (1 Built Heritage Resource)		<p>1) Canyon Creek Bridge:</p> <ul style="list-style-type: none"> Retains form from its second construction in 1942. Substantially rebuilt and repaired, notably in 1986 and 2009. Rot is noted on supports with significant decay noted on the bridge decking. Remains in use, however, is not recommended that more than a single ATV or six pedestrians use the bridge at one time. <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>
2	Hootalinqua / Shipyard Island (10 Built Heritage Resources – 6 at Hootalinqua Town Site, 4 at Shipyard Island)		<p>Overall site condition:</p> <ul style="list-style-type: none"> Fair condition with site elements in varying conditions. Intermittent brushing has occurred allowing for clearings and grassy paths to connect site elements. Outlines of former buildings located between the creek and the Telegraph Office are overgrown and no longer easily identifiable, assumed to be potential residences of former Hootalinqua inhabitants. <p>Hootalinqua Town Site:</p> <ol style="list-style-type: none"> Cabin No. 1: Rotting walls and roof with a leaning porch. Telegraph Office and surrounding buildings: Stabilized and are in fair condition with poor-to-good elements. Outhouse No. 6: In good condition however cladding is in need of replacement (2020). Shed No.3: Failing rear wall framing, and roof cladding/sheathing in poor condition (2020). Shed No.5: Requires roof repairs. Building No.7: Collapsed with a few log rounds standing (2017). <p>Shipyard Island:</p> <ol style="list-style-type: none"> Northern Capstans: Visually identifiable, but near to complete deterioration. Southern Capstans: Missing elements and show additional deterioration. Workshop: Completely disappeared leaving only a building outline. Some movable artifacts relating to the functioning of the Workshop remain in situ. Ways: Overgrown, although many of the large timbers can still be identified. Norcom/Evelyn: By far the largest and most well-known historic element on Shipyard Island. Generally, in fair condition with elements ranging from poor to good. Portions of the structure have collapsed and most machinery has been removed. Grave of L.M. Davis: Faded paint. Bolted on an angle. <p><i>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.</i></p>

3	Livingstone (20 Built Heritage Resources)	<p>The NWMP Complex:</p> <ol style="list-style-type: none"> 1) Stable: partially intact with a collapsed roof and a few rounds of log walls. 2) Storehouse: rotted and sagging roof, with some repair/rebuilding done. 3) Barracks (including Kitchen and Office): collapsed roof with a few logs standing. 4) Jail: collapsed roof with missing walls. 5) Livingstone Barn: Collapsed roof with a few rounds of log walls (2020). 6) Blacksmith Shop: Partially collapsed with 8 rounds of logs on the west elevation (2018). <p>Downtown Area:</p> <ol style="list-style-type: none"> 7) Roy Churchill Cabin: Mostly intact walls, a collapsed porch shelter/overhang and some interior elements in situ (2018). 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) 9) Trapper's Cabin: In state of collapse (2020). 10) Trappers Cabin Outhouse: Mostly collapsed (2018) 11) Meathouse: Platform holding metal canister still standing. Gable ends remaining but leaning heavily (2018). 12) McGillivray Cabin: Good condition (1990). Destroyed by creek (n/d). 13) Cabin Remains: Walls standing, caved-in roof (1980). Washed away in creek (1990). 14) Dan Snure Roadhouse: Burnt down (1960s) <p>Mining Recorder's Office Complex:</p> <ol style="list-style-type: none"> 15) Outhouse: In good condition with an intact roof that is progressively rotting. 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). 17) Greenhouse: Some rot in the roof and beds. Overgrown with encroaching brush. <p>Kerruish Cabin and Workshop Area:</p> <ol style="list-style-type: none"> 18) Cabin: Roof mostly collapsed. North end addition rotting with form intact. Many windows in good condition (2020). 19) Workshop: Roof partially intact. Wall log rounds partially standing (2018). 20) Outhouse: Walls leaning and coming apart, roof rotting (2018). <p><i>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.</i></p>
4	Lower Laberge (4 Built Heritage Resources)	<ol style="list-style-type: none"> 1) Telegraph Office <ul style="list-style-type: none"> • Good condition with some missing elements. • Building has been stabilized using a combination of temporary bracing and the replacement of elements • Floor system has been removed due to deterioration and yet to be replaced • Rear shed addition under construction, using both original and new lumber. 2) Icehouse:

			<ul style="list-style-type: none"> • Poor condition • Building lacks a frame, north and west wall remain standing while south and east walls collapsed • Roof partially collapsed <p>3) Outhouse:</p> <ul style="list-style-type: none"> • Fair Condition • Walls are standing, however leaning slightly north with sagging roof. • Moss growing around seat hole. • No door. <p>4) Doghouse:</p> <ul style="list-style-type: none"> • Poor condition. • Partially collapsed with west and south walls standing, but missing planks. • Roof in state of deterioration. <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	Robinson Roadhouse (5 Built Heritage Resources)		<p>1) Roadhouse</p> <ul style="list-style-type: none"> • Assembly of three distinct parts (Block 1, 2, 3) and three sheds (with at least one shed missing) • Stabilized. • Logs in varying states of decay, with ant infestations in localized area; replacement of some logs required. • Roof gables and cladding replaced with materials that differ from original structure. • Inadequate load bearing framing in some parts of structure; • Some interior partitions and finishings missing. • Shed No.1 in poor condition. • Little information regarding Shed No.2. • Shed No.3 consists of footprint and few remaining boards. <p>4 Extant Buildings:</p> <ul style="list-style-type: none"> • Appear to be related to roadhouse or ranch functions. • Condition unknown. <p><i>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.</i></p>
6	Venus Mill (2 Built Heritage Resources)		<p>1) Mill Building:</p> <ul style="list-style-type: none"> • Mix of good, fair and poor condition depending on Level: <ul style="list-style-type: none"> ◦ 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.

			<ul style="list-style-type: none"> o 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 3rd level. o Level 3: Fair condition. Contains an ore bin and trommel. o Level 4: Poor condition, appears unstable. Contains vibrating screens. o 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. o 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. o 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. <p>2) Venus Mill Assay Office and Mine Manager's House:</p> <ul style="list-style-type: none"> • Roof nearly gone, walls collapsing, boards missing foundation shifting (2002). • Totally collapsed (2005). • Slope instability potentially pushing building remains towards lake (2020). <p><i>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.</i></p>
7	South Canol Truck Dump (Unknown Number of Resources)		<p>Overall Site Condition:</p> <ul style="list-style-type: none"> • Contains numerous truck and vehicle remains in state of ruins and disrepair. • Most vehicles missing windows, wheels and other easily removed parts. • Remains generally consists of cabs or trucks with boxes with some showing bullet holes. • Scrap metal that is not clearly part of vehicles and may or may not be from the Canol era remains on site. • Mix of debris and bare patches of earth where debris was cleaned up (2019) <p>Note that the state of decay may contribute to the Truck Dump's heritage interest.</p> <p><i>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.</i></p>
8	Frank Zimmer (Happy Lepage) Cabin (1 Built Heritage Resource)		<p>1) The Frank Zimmer (Happy Lepage) Cabin:</p> <ul style="list-style-type: none"> • Original log structure stabilized and in fair condition. • Rear (northwest) addition in very poor condition with a collapsed ceiling and partially intact roof. <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	Montague Roadhouse (2 Built Heritage Resources)		<p>1) Roadhouse:</p> <ul style="list-style-type: none"> • Stable condition

			<ul style="list-style-type: none"> Numerous logs have been replaced to ensure structural integrity of walls, including sill logs (bottom two) and top two rounds. Contains no floor or roof and shows no evidence of either. Rusted stove located within the building footprint <p>2) Cache:</p> <ul style="list-style-type: none"> In good condition Log ends are uneven on the rear corners with some severely deteriorated. Sill logs (bottom two) rotting, building is settling. Missing door and window <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	Yukon Crossing (3 Built Heritage Resources)		<p>Overall Site Condition:</p> <ul style="list-style-type: none"> 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. Presence of logs brought to the site in the 1980s makes large sections unstable to walk on. <p>1) Cabin:</p> <ul style="list-style-type: none"> Partially collapsed roof, walls and gables are mostly intact, although the top logs have significant rot. South corner disturbed by human action, wildlife, or animals (2020). Surrounding area overgrown <p>2) The Roadhouse:</p> <ul style="list-style-type: none"> All four exterior walls of 2-story, 3-section log building are standing. Roof and second floor no longer present. Significant vegetation growing within the building footprint as well as along the north wall. <p>3) Barn:</p> <ul style="list-style-type: none"> 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. Interior of the building filled with wooden debris, likely from the collapsed roof. Some interior artifacts including a washing machine and the potential remains of the Tillycum (a small wooden river skiff) remain in situ. <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>Overall Site Condition:</p> <ul style="list-style-type: none"> Formerly cleared farmland has overgrown (2020) 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).

			<ul style="list-style-type: none"> 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). <ol style="list-style-type: none"> Farmhouse: <ul style="list-style-type: none"> Partially collapsed structure with a fully collapsed roof. North window in west elevation retains eight light, fixed sash with some glazing intact. South window in west elevation appears to have similar design as north window but is in poor condition. Remnants of green paint visible on interior trims. Barn/Shed: <ul style="list-style-type: none"> Roof has collapsed although most of both gables are intact. 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. There is horse tack hanging inside: including double tree, single tree, collars, and tugs. Building 3 (possible remains of NWMP post or Telegraph Office): <ul style="list-style-type: none"> Completely collapsed. Some log courses on southwestern corner remain and show saddle notching. <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>Overall Site Condition:</p> <ul style="list-style-type: none"> Pollack and Adams (Institute of Nautical Archaeology) noted that West Dawson site is in an excellent state of preservation (2013) <ol style="list-style-type: none"> The Lightning Sternwheeler: <ul style="list-style-type: none"> Hull is deteriorating, superstructure is comprised of scattered remains, bow collapsed. 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. The Seattle No.3 Sternwheeler: <ul style="list-style-type: none"> Lies entirely above water. Most of the superstructure has collapsed. Main deck, deck beams and wooden hull are almost completely intact. Bow has separated. 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. Unique four-tiller system that had tiller arms mounted slightly above the main deck is partially intact. Iron-sheathed wooden arcs are affixed to the main deck and intact.

			<p>3) The Schwatka Sternwheeler:</p> <ul style="list-style-type: none"> • Superstructure has collapsed. • Wooden hull is partially intact with a collapsed bow. • Some elements remain in situ but may not be completely intact, including, two engine cylinders, a single boiler and stack, and paddle wheel. • Contains complete tiller-and-roller steering system with four tillers positioned below the main deck. • Contains solid and truss-built longitudinal bulkheads as well as five massive transverse carriers or beams resting on top of side keelsons or stringers. <p>4) The Julia B. Sternwheeler:</p> <ul style="list-style-type: none"> • Major damage due to river ice from the 1979 flood. • Portions of the hull have been destroyed and portions of the superstructure have collapsed. • Ship has been cleaved longitudinally, with some timbers and machinery scattered downstream along the shore of the Yukon River. • Intact elements include the starboard engine (partially disassembled), twin locomotive-style boilers, starboard boiler and the paddle wheel axle. • The vessel has three steam-assisted overhead tillers and wooden rudder posts that pass through rudder wells in a false transom. • The port rudder stock and tiller are disarticulated and lie below the transom. <p><i>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.</i></p>
13	<p>Soda Station (1 Built Heritage Resource)</p>		<p>1) Soda Station Boxcar:</p> <ul style="list-style-type: none"> • Fair condition. • Floor is missing large sections and covered by squirrel detritus. • Roof beginning to show rot. <p><i>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.</i></p>
14	<p>Trail Gulch (Yukon Ditch) (3 Built Heritage Resources)</p>		<p>1) Watch Cabin/Lunchroom:</p> <ul style="list-style-type: none"> • Poor Condition. • Collapsed roof with walls currently braced to prevent further collapse. <p>2) Water Control Features including Pressure Box:</p> <ul style="list-style-type: none"> • Poor Condition. • East wall where water enters the structure is deteriorated. • South wall is partially collapsed and leaning heavily, stabilized with steel braces. • The pipe, which would have exited from the box, is missing.

			<p>3) Section of the Yukon Ditch:</p> <ul style="list-style-type: none"> • Poor condition • Built features around the diversion have all collapsed with much of these materials remaining on the ground and in a state of decay (2015). <p><i>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.</i></p>
15	<p>North Fork Penstock Gatehouse (1 Built Heritage Resource)</p>		<p>1) North Fork Penstock Gatehouse:</p> <ul style="list-style-type: none"> • Missing most of its exterior cladding and almost entirely collapsed with a small section of the southeast wall still standing. • Water control gates and pressure-boxes stand erect and have been exposed to the elements due to collapse of the Gatehouse structure. <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>
16	<p>North Canol Sites (Unknown Number of Resources)</p>		<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"> Accessible by vehicle from a pullout on the north side of the Alaska Highway, from which a gravel path suitable for walking leads to the bridge.
2	Hootalinqua / Shipyard Island	Orange	<ul style="list-style-type: none"> Accessible by boat in the summer, and by motor vehicles equipped to travel on frozen river ice in the winter. <ul style="list-style-type: none"> 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. Motorboat access from Carmacks.
3	Livingstone	Orange	<ul style="list-style-type: none"> Accessible year-round by air from Whitehorse with three airstrips in the Livingstone area located 2.9km, 4.1km and 12km from the town site. Accessible in the winter by snowmobile or heavy vehicle 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'aw Tà'är (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.
4	Lower Laberge	Orange	<ul style="list-style-type: none"> Accessible by boat in the summer. <ul style="list-style-type: none"> Canoe access from put-ins at Whitehorse or the Deep Creek campground on Lake Laberge. 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. Accessible in the winter by snowmobile or other winter travel methods. Accessible by air (float-plane/ski-plane, helicopter) year round.
5	Robinson Roadhouse	Green	<ul style="list-style-type: none"> Accessible by vehicle from a parking lot off the South Klondike Highway, from which a short path suitable for walking leads to the site.
6	Venus Mill	Red	<ul style="list-style-type: none"> Accessible by boat from Windy Arm. Boat launches located at Conrad Campground and Carcross. Most boats are likely able to pull directly onto shore. 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. 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.
7	South Canol Truck Dump	Green	<ul style="list-style-type: none"> Accessible by vehicle 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.

8	Frank Zimmer (Happy Lepage) Cabin		<ul style="list-style-type: none"> • Accessible by vehicle by way of a dirt access road within the Village of Carmacks.
9	Montague Roadhouse		<ul style="list-style-type: none"> • Accessible by vehicle from a pull-out off the North Klondike Highway.
10	Yukon Crossing		<ul style="list-style-type: none"> • Accessible by boat with primary landing point located along the bank of the Yukon River which has room for at least two larger boats or numerous canoes. • Possibly accessible seasonally by vehicle by travelling approximately 31km from Carmacks down the seasonally maintained Freegold Road (width of a single vehicle). 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 unclear if this road is gated.
11	Ogilvie Island		<ul style="list-style-type: none"> • Accessible by boat: <ul style="list-style-type: none"> ◦ Canoe access from put-ins at Whitehorse, Johnson’s Crossing, Carmacks, Minto or Pelly Crossing. ◦ Motorboat access typically from a launch in Dawson City.
12	Sternwheeler Graveyard		<ul style="list-style-type: none"> • Accessible by boat along the Yukon River. • Accessible by vehicle 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 leads to the site.
13	Soda Station		<ul style="list-style-type: none"> • Accessible by bicycle and foot on the Ridge Road Heritage Trail. • Possibly accessible by vehicle however large vehicle use is discouraged on the Ridge Road. ATV travel may be possible seasonally.
14	Trail Gulch (Yukon Ditch)		<ul style="list-style-type: none"> • Accessible by bicycle and foot on the Ridge Road Heritage Trail, from which a 70m path suitable for walking leads directly to the site. • Possibly accessible by vehicle however large vehicle use is discouraged on the Ridge Road. ATV travel may be possible seasonally.
15	North Fork Penstock Gatehouse		<ul style="list-style-type: none"> • Accessible by vehicle from two directions: <ul style="list-style-type: none"> ◦ Approach 1: begin 1.25km down the Dempster Highway and follows the access road to the Power Plant ◦ Approach 2: drive along the ditch embankment for approximately 6.3km. A washout on the ditch requires walking for the last 300m. • Enclosed by an approximately 6’ high chain-link fence with no gate access (date of installation unknown).
16	North Canol Sites		<ul style="list-style-type: none"> • Accessible by vehicle along the North Canol Road, but considered somewhat remote and not easily accessible by the public.

3.3 Risk to Visitors

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

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

3.4 Past Conservation Investment

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge		<ul style="list-style-type: none"> • Late 1980s: Substantial reconstruction of the bridge, with smaller logs harvested locally and larger logs transported from Watson Lake • 2009: Improvement of the attachment hardware and replacement of broken supports by Dimock Timber.
2	Hootalinqua / Shipyard Island		<ul style="list-style-type: none"> • 1982: 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. • 1984: Repairs on Telegraph Office. • 2009: Repairs on Telegraph Office. • 2010: Repairs on Telegraph Office. Shed No.3. • 2011: Repairs on Telegraph Office. Documentation, excavation, testing and sample collection carried out on site. <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"> • 1973: 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. • 1974: Parks Canada announces cancellation of designation. • 2000: Parks Canada officially cancels designation. • 2005: Yukon Historic Sites Unit creates a smaller heritage reserve containing the town site and the NWMP Post. <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"> • 1981-1983: Stabilization of Telegraph Office including repairs to the roof and logs. Brushing of surrounding area. • 2011: Engineering consultant N.A. Jacobson produces report on stabilization and restoration of the Telegraph Office • 2011-2012: Telegraph Office logs tested for decay. • 2015: Telegraph Office emptied and disassembled; replacement of missing/damaged logs. • 2016: Reconstruction of Telegraph Office window sash and doors. • 2018: Installation of mesh on Telegraph Office openings to prevent wildlife from inhabiting building. • 2019: Conservation of interior furnishings and cabinets of Telegraph Office. • 2020: Reassembly and restoration of rear addition of Telegraph Office. <p>There are no known pre-contact archaeological sites within the Heritage Reserve.</p>
5	Robinson Roadhouse		<ul style="list-style-type: none"> • 1983-1985: 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, • 1985: Lorne Mountain Community Association enters into talks with the Heritage Branch on repurposing the roadhouse as a community hall.

			<ul style="list-style-type: none"> • 1986: Talks with Lorne Mountain Community Association fall through. Stabilization of Building 1A and surrounding area. • 1996: Expansion of pullout on the South Klondike Highway. • 2014: Stabilization of site. • 2018: Gathering organized for Robinson Roadhouse, which is selected as a Yukon site of the Canada wide Historic Places Day. • 2019: Stabilization of site, construction of storage shed. <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"> • 2019: Cleanup of non-WWII trash (including large vehicles, appliances, tires and other large items). <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"> • 1994: Stabilization of Roadhouse walls; replacement of sill and top logs. • 1995: Replacement of Cache roof with fresh cut logs, geotec cloth membrane and sod. Some brushing of site. • 2001: Site Inspection. Highways and Public Works place gravel around the structure. • 2013: Suncorp Valuations conduct risk assessment. • 2015: Resistance drilling of logs. • 2016: Replacement of six Roadhouse logs. • 2018: Stabilization of Roadhouse and Cache. Brushing of site. <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"> • 1982: Plans for stabilization/restoration • Mid-1980s: Piling of logs on the north and west sides of the stable (work never carried out and logs left to decay). • 1980s-2020: Intermittent brushing of site. • 2020: Brushing of site. <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>

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

3.5 Past Interpretation Investment

#	Heritage Reserve	Status	Summary
1	Canyon Creek Bridge	Green	<ul style="list-style-type: none"> • 2002: Completion of the Alaska West Interpretation Plan, which includes the Canyon Creek Bridge in its catchment area. • (n/d): Installation of Government of Yukon interpretive panels
2	Hootalinqua / Shipyard Island	Green	<ul style="list-style-type: none"> • 2005: Installation of three interpretive signs the Hootalinqua town site and three interpretive signs on Shipyard Island.
3	Livingstone	Yellow	<ul style="list-style-type: none"> • 1970s: Former Maggie’s Museum purchases salvaged artifacts from site to prevent them being sold out of territory. • 1977: Maggie’s Museum closes. Government of Yukon and Parks Canada purchases the collection.
4	Lower Laberge	Yellow	<ul style="list-style-type: none"> • 1980s: 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. • n/d: The Sites and Sights of the Yukon Website publishes limited information on the Lower Laberge heritage reserve.
5	Robinson Roadhouse	Yellow	<ul style="list-style-type: none"> • 1996: Installation of interpretation panels along path to site.
6	Venus Mill	Red	<ul style="list-style-type: none"> • c.1980s: Installation of interpretive sign; sign since removed.
7	South Canol Truck Dump	Red	<ul style="list-style-type: none"> • (n/d): 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.
8	Frank Zimmer (Happy Lepage) Cabin	Red	There has been no interpretation investment at the Frank Zimmer (Happy Lepage) Cabin.
9	Montague Roadhouse	Green	<ul style="list-style-type: none"> • c.1990s: Installation of wooden “Montague Roadhouse Historic Site” sign and two small metal signs in English and French asking visitors to respect the heritage site. • c.2011: Installation of three interpretive panels.
10	Yukon Crossing	Yellow	<ul style="list-style-type: none"> • c.1980s: Installation of large cedar interpretive sign and sign and two small metal signs in English and French asking visitors to respect the heritage site.
11	Ogilvie Island	Red	There has been no interpretation investment at Ogilvie Island to date.
12	Sternwheeler Graveyard	Green	<ul style="list-style-type: none"> • 2018: Conceptual design prepared for raised interpretive walkway for Yukon Government by engineering consultant, N.A. Jacobson. • 2021: Area cleared for installation of a raised interpretive walkway.
13	Soda Station	Yellow	<ul style="list-style-type: none"> • 1996: Installation of interpretation material along the Ridge Road Heritage Trail, including sign at Soda Station. • 1997: 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. • 2001: Redesign of Brochure (no consultation with Tr’ondëk Hwëch’in First Nation); historic information remains the same. • 2014: Redesign of Brochure (no consultation with Tr’ondëk Hwëch’in First Nation); historic information remains the same. Redesign of Interpretive signs (no consultation with Tr’ondëk Hwëch’in First Nation); signs not installed.
14	Trail Gulch (Yukon Ditch)	Yellow	<ul style="list-style-type: none"> • 1990: Installation of interpretive sign on Ridge Road Heritage Trail.

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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APPENDIX B:

STATEMENTS OF SIGNIFICANCE

Statements of Significance have been prepared for the historic sites / historic resources on 11 of the 15 Heritage Reserves studied in this report.

The Statements of Significance describe the historic resources themselves, in their entirety, rather than the Heritage Reserves on which they are located.

Some Statements of Significance may thus describe elements of historic resources that are located outside the boundaries of their associated Heritage Reserves. For instance, where the historic resource is an abandoned village site, the Statement of Significance describes the full village, regardless of later jurisdictional boundaries drawn through the village.

The Government of Yukon may only be held responsible for the conservation of historic resources and Character-Defining Elements located within the bounds of each Heritage Reserve.

Robinson Roadhouse Statement of Significance

Description of Historic Place

The Robinson Roadhouse is located at kilometre 139.6 of the South Klondike Highway, approximately halfway between Carcross and Whitehorse. The site consists of five early 20th century vernacular log buildings and a number of building foundations located within a grassy meadow. The buildings include a c.1906 roadhouse (Building 1) and four early 20th century ancillary buildings (Building 2-5). Building 1 is stabilized and is in good condition while Buildings 2-5 are in various states of deterioration.

Located on the west side of the White Pass and Yukon Route Railway (“WP&YR”) just south of Annie Lake Road, the Robinson Roadhouse site served as the departure point for a staking rush to the Wheaton Valley in 1906, as a small settlement between 1907-1946, and as a flag station on the WP&YR until 1983. The Robinson Roadhouse site is located on the traditional territories of the Carcross/Tagish and Kwanlin Dün First Nations.

Heritage Value

The Robinson Roadhouse site holds historical and aesthetic value as the most complete remaining example of a roadhouse complex in Yukon. Its c.1906 roadhouse and ancillary buildings, constructed of rough-hewn logs, are representative of the roadhouse complexes constructed in the late 19th and early 20th centuries along settler-colonial transportation routes throughout Yukon.

The Robinson Roadhouse site holds historical and cultural value for its association with resource extraction, infrastructure development, and homesteading in southern Yukon in the early 20th century. Robinson was originally established in 1900 as a flag station and railway siding by the WP&YR, where waiting passengers could signal the train to stop by raising a flag. Following the discovery of gold in the nearby Wheaton Valley in 1906, William Grainger and H. W. Vance staked a 320-acre town plot on either side of the WP&YR at Robinson. In the same year, the government constructed a wagon road connecting Wheaton Valley to the WP&YR railway siding at Robinson, and Lewis Napoleon Markle began construction of a roadhouse.

Although the town of Robinson was never developed, the Robinson Roadhouse served as a community hub for the miners of Wheaton Valley and surrounding homesteaders in the Mount Lorne area, who used the flag station to ship extracted ore and import supplies by rail. Between 1942 and 1943, Robinson was occupied with a camp and sawmill by the United States Army during the construction of the Alaska Highway and improvement of the Carcross-Whitehorse Wagon Road (today’s South Klondike Highway).

The Robinson Roadhouse site carries social value today as a well-used recreational site and point of interest along the South Klondike Highway, and as a hub within an extensive recreational trail network in the Mount Lorne area. Since the abandonment of the roadhouse in 1946, the site’s open grassy meadow and historic ‘spirit of place’ has contributed to its ongoing use as an informal picnic site and location for planned recreational events.

Character-Defining Elements

Key elements that express the historical and aesthetic value of the site as an example of a Yukon roadhouse complex include:

- The complex of five interrelated buildings with their scale and form, which reflect the prominence of the roadhouse and auxiliary nature of the adjacent buildings.
- The spatial relationship between the extant structures, remnant foundations, and features including sections of fencing that once surrounded the site.
- Elements that indicate the historic uses of each building, including:
 - The massing of the roadhouse (Building 1) which dominates the smaller buildings of the site; and
 - The stalls and trough at Building 2 (Stable).
- Rough hand-hewn horizontal log construction with notched corners and chinking of oakum, textile scraps, and mud daubing.
- Varied rooflines with various pitches clad with metal, plank boards, and sod.
- The weathered quality of the buildings and their various stages of decay.

Key elements that express the historical and cultural value of the site's association with resource extraction, infrastructure development and homesteading in southern Yukon in the early 20th century include:

- Proximity to South Klondike Highway, which was originally the Carcross to Whitehorse Road, and part of the Alaska Highway from 1942 to 1943.
- Foundations, including those of buildings built by the United States Army.
- Its location to the west side of the WP&YR, and the Annie Lake Road to the north.
- Railway tracks and remnants of removed railway siding.
- Its location in a valley-floor meadow (created by agricultural use of the site) surrounded by pine and spruce.

Key elements that express the social value of the site as a place of recreation and point of interest include:

- The publicly-accessible nature of the site.
- Its location within an open, grassy meadow on the valley floor.
- Picturesque view of Mount Lorne, and the views across the field to the complex.
- Its location along an extensive recreational trail network.

Hootalinqua / Shipyard Island Statement of Significance

Description of Historic Place

The Hootalinqua / Shipyard Island Heritage Reserve is located on the Thirty Mile River section of the Yukon River at its confluence with the Teslin River. The 13-hectare Heritage Reserve comprises the former townsite of Hootalinqua on the west bank of the Yukon River, and Shipyard Island, located 500 metres north of the townsite in the Yukon River, 1.68 kilometres downstream (north) of its confluence with the Teslin River. The former Hootalinqua townsite contains a telegraph office and five outbuildings, as well as numerous foundations and middens in the vicinity. Shipyard Island includes remnant infrastructure from the abandoned British Yukon Navigation Company (“BYNC”) shipyard, one burial site, and the relict sternwheeler S. S. Norcom, which sits above the ways.

Located outside the Heritage Reserve, the Hootalinqua Cemetery includes a mix of First Nations and settler graves.

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. The name Hootalinqua derives from the Tlingit word for the Teslin River—“Hudinlin”. The Ta’an People know it as Tágà Shäh Jädäli, meaning “big river branching off”.

Heritage Value

The former Hootalinqua settlement holds historical value as an important meeting place and townsite on the upper Yukon River. Located at the intersection of two large rivers and on the traditional territories of the Ta’an Kwach’an, Kwanlin Dün and Little Salmon Carmacks First Nations, Hootalinqua has been a meeting place since time immemorial. Its historic importance to colonial prospectors and settlers began in the 1870s and continued until 1925. By 1900, it was the transportation, communication, and supply hub for the area and in 1902 boasted a telegraph office, shipyard, North-West Mounted Police station, roadhouse, and store. Evidence of this settlement can be found in the still standing Telegraph Office and two of its outbuildings, cemetery, the remains of the S. S. Norcom, the shipyard ways and capstans, and numerous building foundations.

The Hootalinqua settlement’s telegraph office holds historical value for its association with the nationally significant Dawson-Ashcroft Telegraph Line. Completed in 1901, the 2700-kilometre Dawson-Ashcroft Telegraph Line was one of the longest and most remote overland telegraph lines in the world. Constructed by the Government of Canada following the Klondike Gold Rush, it connected Yukon to a world-wide network of rapid communications. In 1899, the Government of Canada approved the construction of the Dawson-Bennett telegraph line from Dawson City to Bennett, British Columbia, which passed through Hootalinqua, where the Canadian Department of Public Works (“CDPW”) built a telegraph office. Soon after completion, the Dawson-Bennet telegraph line was connected to Ashcroft via Quesnel in 1901.

The Hootalinqua Telegraph Office holds aesthetic value a representative example of the frontier vernacular style common to the Yukon in which buildings were erected quickly and simply using local materials where possible. It is also a representative example of a unique subset of this style employed by the CDPW on the telegraph line from Dawson to Bennet to house both the telegraph office and staff in one structure. This can be seen in its simple log construction with vertical corner posts, rectangular footprint, gable roof, front porch, and symmetrical twin entryways flanked by 6/6 windows on the east wall.

The Hootalinqua settlement and neighbouring Shipyard Island hold historical value for their association with transportation on the upper Yukon River, and as a repair and overwintering site for sternwheelers travelling between Whitehorse and Dawson City. The Yukon River was the primary means of transportation, outside the winter months, in 19th and early 20th century Yukon. Following completion of the White Pass and Yukon Route Railway to Whitehorse in 1900, the importance shifted from the lower to the upper part of the Yukon River between Dawson City and Whitehorse. The narrow, rock-filled Thirty Mile River section of the Yukon River between Lower Laberge and Hootalinqua, was particularly treacherous, resulting in frequent damage to vessels. At the confluence of the Yukon and Teslin Rivers, the Yukon doubles in size and is more easily navigated.

The first shipyard, Sifton Ways, operated at Hootalinqua from 1902-09, followed by the BYNC shipyard on Shipyard Island, which operated from 1913-1930s. The shipyards served two purposes: to repair the many sternwheelers wrecked or damaged on the Thirty Mile River section of the Yukon River; and to overwinter sternwheelers downriver from Lake Laberge's late spring ice break-up, allowing cargo to reach Dawson City a month earlier than if the sternwheelers had been over-wintered in Whitehorse.

Shipyard Island holds historical and scientific value as the only remaining shipyard with extant ways and capstans in the Yukon. The four large wooden capstans would have been used to pull vessels out of the river via the ways, to be repaired or overwintered. Behind the capstans sits the relict sternwheeler S. S. Norcom, which was decommissioned and placed on the ways in 1914. Its extant hull, superstructure, and machinery hold scientific value in understanding turn-of-the-century sternwheeler technology used along the Yukon River.

The Hootalinqua/Shipyard Island site carries social value for its role as a stopping point along the Yukon River. Since the town was abandoned and sternwheelers ceased operating in 1953, the site has been continuously used by those travelling on the Yukon and Teslin Rivers.

Character-Defining Elements

Key elements that express the historical value of the site as an important meeting place and former settlement on the upper Yukon River, and for its association with the nationally significant Dawson-Ashcroft Telegraph Line include:

- Location on Yukon River.
- The settlement's relationship to the abandoned shipyard on Shipyard Island.
- The creek running through the site.
- The spatial and visual relationship between built elements and landscape features.
- Location along the former Dawson-Ashcroft telegraph line.
- The Telegraph Office.
- Structures and remains and their location that express the scale of the former community and the centrality of the Telegraph Office such as:
 - Telegraph Office outbuildings including:
 - Shed 3, a frame building constructed from large planks with a shed roof; and
 - Shed 5, a frame building with large planks and a gable roof clad in flattened oil tins.
 - The ruins of cabin B-7, which represent the last remains of numerous residences that formerly lined the creek.
 - Numerous foundations and remains of cabins, including those of the North-West Mounted Police detachment and store.

Key elements that express the aesthetic value of the Telegraph Office as a representative example of the frontier vernacular style and the unique subset of telegraph offices built by the CDPW on the Dawson to Bennet section of the Dawson-Ashcroft telegraph line include:

- Horizontal log construction fastened to vertical corner posts.
- Rough-sawn vertical boards on gable ends.
- Fenestration, including the symmetrical twin entryways flanked by window openings on the east wall.
- Simple interior and exterior trim around window and door openings.
- Steeply-pitched side-gabled roof clad in roll asphalt roofing.
- Interior features such as the log and frame partition walls, interior stair leading to the loft and cellar access in floor.
- Enclosed shed-roofed front porch.

Key elements that express the historical and scientific value of the site as a repair and overwintering site for Sternwheelers travelling between Whitehorse and Dawson City are located on Shipyard Island and include:

- The remains of the sternwheeler S. S. Norcom, including:
 - The recognizable form and massing of a sternwheeler;
 - Its hull, passenger and Texas decks, and remains of paddle wheel axle and stack;
 - Extant mechanical systems; and
 - The names “Norcom” and “Evelyn” visible to varying degrees on the bow.
- The ways’ large, squared-timber skids and horse-turned wood capstans.
- Remnants of the extension of the ways into the river, visible at low water.
- Foundation of the workshop/blacksmith shop, including the base of a forge.
- Scattered artefacts associated with the operation of the site as a shipyard such as: steam box, ladders, and scaffolding.
- Cleared area around the ways linking the S. S. Norcom to the river.
- The site’s location at the end of the dangerous Thirty Mile River section of the Yukon River near the confluence of the Teslin River.
- Gentle slope inland, ideal for the operation of the ways and capstans in pulling sternwheelers from the river.
- Relationship to the abandoned settlement at Hootalinqua.
- The spatial relationship between extant structures, artefacts, and landscape.

Sternwheeler Graveyard Statement of Significance

Description of Historic Place

The Sternwheeler Graveyard is located on the west shore of the Yukon River across from and downstream of Dawson City. The site is part of the former West Dawson Shipyard and consists of the remains of seven sternwheelers and a barge, all dating from the late 19th and early 20th centuries. Constructed between 1898 and 1908, the sternwheelers are located on the former shipyard's southern and northern slipways, with the barge located between them. The two southern slipways are located within the 0.45 ha Sternwheeler Graveyard Heritage Reserve and contain four sternwheelers: the Lightning, Seattle No. 3, the Schwatka, and the Julia B. The Heritage Reserve is located on the traditional territory of the Tr'ondëk Hwëch'in. The one northern slipway is located outside the Heritage Reserve within the surrounding Tr'ondëk Hwëch'in settlement land (TH R-68B) and contains three sternwheelers: Victorian, Tyrrell and Mary F. Graff.

Heritage Value

The Sternwheeler Graveyard holds historical and aesthetic value as the largest collection of abandoned sternwheelers in Yukon. The site is associated with the important role sternwheelers played in the Klondike Gold Rush and the development of Dawson City, the Yukon Territory, and the entire Yukon watershed. It is also representative of the rapid development, contraction, abandonment, and decay associated with resource extraction from the late 19th through mid-20th century in Yukon.

Constructed in 1900 for the repair and overwintering of riverboats, the West Dawson Shipyard supported the rapidly growing riverboat trade on the Yukon River. Following the discovery of gold in the Klondike in 1896, numerous companies repurposed and built new sternwheelers to transport both people and goods to Dawson City. This period of growth was immediately followed by decline due to the contraction of the Yukon economy following the Gold Rush. The decline in riverboat traffic was exacerbated by the First World War and completion of the Alaska Railroad in the 1920s. During this period many sternwheelers were retired and abandoned. Between 1903 and 1924 the Lightning, Seattle No. 3, Schwatka, Julia B, Victorian, Tyrrell and Mary F. Graff were decommissioned, and placed on slipways in the West Dawson Shipyard.

The site holds historical and scientific value for the remaining elements of the sternwheelers, which have expanded current understanding of the types of propulsion systems, mechanical details and hull shapes used during the Klondike Gold Rush before the British Yukon Navigation Company developed a distinct style and hull design suitable for the upper Yukon River. The location of the sternwheelers on the slipways provides an opportunity to better understand the overwintering of vessels.

The Sternwheeler Graveyard has social value for its role in contributing to the sense of identity of Dawson City, as the decaying sternwheelers and overgrown shipyard provide a contemporary representation of the boom and bust of the Yukon Gold Rush and the role these sternwheelers played in shaping Yukon.

Character-Defining Elements

Key elements that express the historical and aesthetic value of the site include:

- The collection of 7 sternwheelers and barge and their placement on slipways adjacent to the Yukon River.

- The configuration of the sternwheelers on the slipways.
- The shallow grade and location of the collection on the west shore of the Yukon River across from Dawson City.
- Visual relationship between the site, Yukon River and Dawson City.
- Elements that identify the remains as sternwheelers, including:
 - Extant hulls;
 - Wooden elements;
 - Smokestacks; and
 - Boilers.

Key elements that express the scientific value of the site include:

- Steam steering system on the Julia B.
- Triple boiler configuration on the Mary F. Graff.
- Varied forms of hull construction and rudder design, including the composite hull construction of the Tyrrell and the hull design and rudder configuration of the Victorian.
- Extant mechanical systems.
- Calculations and marks left by shipbuilders, including the frame numbers, shipwright notations, and penciled calculations on the deck beam clamps.

Key elements that express the social value of the site include:

- View towards Dawson City which includes key landmarks such as Moosehide Slide and the Yukon Sawmill Company building.
- The ruined nature of the sternwheelers.

Canyon Creek Bridge Statement of Significance

Description of Historic Place

The Canyon Creek Bridge is a kingpost-truss (“A-frame”) bridge built from round logs with wooden decking that crosses the Aishihik River at a small canyon. Constructed in 1942 as part of the Alaska Highway, it is the third bridge to have been constructed on the site. It is located within the 0.21-hectare Canyon Creek Bridge Heritage Reserve, near the settlement of Canyon, just north of Kilometre 1547 of the Alaska Highway where it crosses the Aishihik River, west of Whitehorse. The Canyon Creek Bridge Heritage Reserve is located on the traditional territory of the Champagne and Aishihik First Nations (“CAFN”). The canyon is known by the CAFN as Tthe Yänlin, which means “water flowing through the rocks”. The surrounding area, overlooking the canyon, has been used by Indigenous Peoples for over 7000 years.

Heritage Value

The Canyon Creek Bridge holds aesthetic value as a unique example of a timber kingpost-truss bridge in Yukon. The third bridge to have been constructed on the site, it replaced an earlier bridge built in 1923 by prominent Francophone brothers Louis and Eugene Jacquot. Like the earlier bridges, it consisted of a log A-frame span with metal kingposts and an east approach of rock-ballasted log cribbing. For greater strength, the A-frame supports were increased to rest on the bedrock of the canyon just above the waterline. Today, the bridge forms part of a picturesque landscape with its wooden structure suspended between the bedrock canyon walls over the rapids of the Aishihik River.

The Canyon Creek Bridge holds historical value for its association with two major transportation initiatives in southern Yukon: the Kluane Wagon Road (“KWR”), which served the emergent mining industry in the Kluane region beginning in the early 1900s, and the Alaska Highway, constructed expediently by the US Army during the Second World War.

When gold was discovered in the Kluane and Alsek regions in southwestern Yukon in 1903, the KWR was built in 1904-1905 to supplement the existing Whitehorse-Kluane Trail, to support increased year-round traffic and reduce freight costs. The Canyon Creek Bridge was constructed in 1904 as part of the Kluane Wagon Road. Following a decline in the region’s mining industry by 1907, the KWR and Canyon Creek Bridge were primarily used for guiding and outfitting, notably by the Jacquot brothers, who operated a nearby trading post and roadhouse at Burwash Landing from 1904-1942. The Jacquot Brothers rebuilt the 1904 bridge, facilitating automobile access, as part of a government-funded upgrade to the full KWR in 1923.

The 1923 Canyon Creek Bridge was replaced in 1942 with the US Army’s construction of the Alaska Highway, which was built as a secure means to supply Alaska with war material and reinforcements in the event of a Japanese invasion. Its construction transformed the southern Yukon and changed the trajectory of development in the territory with Whitehorse becoming the economic centre of Yukon and later its political hub. The Alaska Highway mostly followed the route of the existing Kluane Wagon Road between Whitehorse and Kluane. As the existing bridge was not adequate, the 1st and 2nd Platoons of A Company, 18th Engineers Regiment, dismantled it and built a new bridge in its place in only eight days. While stronger than previous bridges on site, this new bridge served as an interim solution and, in 1943, an entirely new bridge was built 78 metres downstream, where the current highway bridge now stands. Since 1943, the quickly erected 1942 bridge has been used for recreational purposes and has continued to be repaired when necessary.

Character-Defining Elements

Key elements that express the historical and aesthetic value of site include:

- The form of the bridge with its A-frame span and east and west abutments.
- Rough-hewn lumber construction including:
 - East abutment of rock ballasted log cribbing;
 - West abutment of logs resting on bedrock canyon wall;
 - Kingpost-truss span of round logs, connected by metal hardware; and
 - Bridge deck of round logs and squared timber wheel tracks.
- Use primarily of local materials including logs and rock.
- Location on Aishihik River above a narrow canyon with exposed bedrock.
- The approaches of the roadbed on either side, originally part of the KWR and Alaska Highway.
- Proximity to current Alaska Highway.
- The site's continued use as a crossing point for over a century.

Venus Mill Statement of Significance

Description of Historic Place

The Venus Mill is located three kilometres north of the British Columbia-Yukon border, between the South Klondike Highway and the west shore of Windy Arm on Tagish Lake. The 2.2-hectare Heritage Reserve is a steeply sloping site that includes the Venus Mill and a collapsed Mine Manager's House/Assay Office. A former mess hall at the southern end of the reserve was destroyed in a high-water event circa 2007. West of the heritage reserve, on the opposite side of the South Klondike Highway, is the Venus Mine, which is comprised of several mine openings and the remains of a tram system used to transport ore from the mine to the Venus Mill.

The Venus Mill lies within the traditional territory of the Carcross/Tagish First Nation ("CTFN") and is part of a cultural landscape centered on Chílíh Dzéte' Montana Mountain) and what are now known as Tagish and Bennett Lakes.

Heritage Value

The Venus Mill site may hold spiritual value for the Carcross/Tagish First Nation, for its location on Chílíh Dzéte' (Montana Mountain). Chílíh Dzéte' holds spiritual importance as one of the four peaks from which the Game Mother hung a hammock on which her children, the animals, could dance, sing and celebrate before they were sent out onto the land. This story establishes that Chílíh Dzéte' and its surroundings have supported the Tlingit and Tagish peoples and their lifeways since time immemorial.

The Venus Mill itself holds historical value as a rare and early example of a gravity-fed mill in Yukon. Built in 1908 by Conrad Consolidated Mines Limited, it was the first and largest of the early mills operating in Yukon. Ore was transported from the nearby Venus Mine by a two-bucket tramway to the uppermost level of the Venus Mill. Travelling downward, the ore was processed and loaded onto boats from a wharf at the base of the mill. From there the processed ore was transported via Tagish Lake to Carcross, where it was loaded onto railcars for export. The Venus Mill's relatively intact structural and mechanical elements provide a key to understanding the ore milling process of the early 20th century and the operations of the gravity-fed mill typology.

The Venus Mill holds further historical value for its association with "Colonel" John Conrad and the shift from independent to industrial-scale mining across the Yukon Territory in the early 20th century. John Conrad was an American financier who consolidated gold and silver claims on Montana Mountain under his company, Conrad Consolidated Mines Limited. This consolidation led to the introduction of industrial scale mining and ore processing in the southern Yukon. Prior to this, mining and ore processing was done at a small scale by individual claim holders. Along with the Venus Mill, mine and tramway, Conrad Consolidated Mines Limited owned and operated numerous other mines on Montana Mountain, the town of Conrad, and two other tramways at the nearby Mountain Hero and Vault mines.

The Venus Mill forms part of a mining cultural landscape centred on Montana Mountain. Along with the Venus Mill and aforementioned mines, the cultural landscape includes Big Thing Mine to the northwest, the abandoned town-site of Conrad to the northeast, and the Thistle Mine to the west. With its location along Tagish Lake, framed by steep mountains on either side, the mill's distinct shape and weathered wooden construction contribute to its aesthetic and social value as an easily recognized landmark along the South Klondike Highway.

Character-Defining Elements

Key elements that express the historical and scientific value of site as an early gravity-fed mill include:

- The mill building and extant remnants of the wharf, Mine Manager's House/Assay Office, tramway towers and cables.
- The spatial and visual relationship between the Venus Mill, ancillary structures, mine openings, Montana Mountain, and Tagish Lake (Windy Arm).
- The sloped seven-storey design of the Venus Mill dictated by the sloping grade and machinery.
- Machinery used for processing ore and its configuration, such as:
 - Hardinge Mill;
 - Huntington Mill;
 - Blake Jaw Crusher;
 - Gates Crusher;
 - Trommel;
 - Vibrating screens;
 - Oil floatation tanks;
 - Wilfley tables;
 - 150hp boiler;
 - Water pump;
 - Air compressor; and
 - The presence and layout of steam, water and air lines.

Key elements that express the Venus Mill's association with John Conrad and the area's mining cultural landscape include:

- Its adjacency to the Venus Mine, including mine openings and remnant infrastructure, on the opposite side of the South Klondike Highway.
- Its proximity to the abandoned town of Conrad, and to other Montana Mountain mines.

Key elements that express the Venus Mill's aesthetic and social value as a landmark include:

- The distinct form of the gravity-fed mill structure
- The structure and finishes of the Venus Mill including:
 - Unfinished wood treatment;
 - Post and beam construction with metal bolting;
 - Mono-slope roof divided into two sections;
 - Fenestration and exterior cladding; and
 - Foundations of wooden cribbing, pilings, and concrete.
- Its setting on a steep slope on the edge of Tagish Lake (Windy Arm), framed and surrounded by steep mountains.
- Its location adjacent to, and visibility from, the South Klondike Highway.

Lower Laberge Statement of Significance

Description of Historic Place

The town site of Lower Laberge is located on the east and west sides of the Yukon River, 70 kilometres north of Whitehorse and 100 kilometres south of Carmacks, at the outflow of Lake Laberge and the beginning of the Thirty Mile Section of the Yukon River.

The town site includes 12 historic structures, including a telegraph office, the remains of an icehouse / smokehouse, a doghouse and an outhouse (all within the Lower Laberge Heritage Reserve); the remnants of the hull of the S. S. Casca (on a Government of Yukon recreational reserve, south of the Heritage Reserve), and seven additional structures on Ta'an Kwäch'än Council settlement land (TKC R-6B and TKC S-12B1), including the Johnny Broeren House, the original North-West Mounted Police ("NWMP") detachment, cabin, shed, and a collection of foundations including those of a roadhouse, store and cabin.

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

Heritage Value

Lower Laberge holds significance for the Kwanlin Dün First Nation and Ta'an Kwäch'än Council, both of which have Settlement Land around Lower Laberge. 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 and carries social value for its continued use as a stopping point by First Nations hunters, trappers and fish harvesters, and by travellers and tourists using the adjacent Yukon government backcountry campsite.

Lower Laberge holds historical value as an important stopping point at the beginning of the Thirty Mile River section of the Yukon River, and for its association with the Klondike Gold Rush and river transportation. The Thirty Mile River section of the Yukon River is a Canadian Heritage River recognized for its natural and historical value, which is primarily due to its association with the Klondike Gold Rush and sternwheeler eras.

During the peak of the Klondike Gold Rush in 1898, nearly 30,000 gold seekers passed through the Thirty Mile River on 7,000 boats. The Yukon River was the main travel and communications corridor at the time. NWMP posts, telegraph offices, supply posts and roadhouses were established to meet the demands of the travellers. Wood camps, slipways, winter storage, and repair yards for sternwheelers were also developed along the river. By 1899, Lower Laberge was the location of a NWMP post, roadhouse, telegraph office, and slipways for the repair and overwintering of vessels. While not a major centre such as Bennett B.C., Fort Selkirk or Forty Mile, Lower Laberge was relatively long-lived for a river community and continued to serve important functions in Yukon's transportation system until 1952.

Lower Laberge also holds historical value for its association with the nationally significant Dawson-Ashcroft Telegraph Line. Completed in 1901, the 2700-kilometre Dawson-Ashcroft Telegraph Line was one of the longest and most remote overland telegraph lines in the world. Constructed by the Government of Canada following the Klondike Gold Rush, it connected Yukon to a world-wide network of rapid communications. In 1899, the Government of Canada approved the construction of the Dawson-Bennett telegraph line from Dawson City to Bennett, British Columbia, which passed through Lower Laberge, where the Canadian

Department of Public Works (“CDPW”) built a telegraph office. Soon after completion, the Dawson-Bennet telegraph line was connected to Ashcroft via Quesnel in 1901.

The Lower Laberge telegraph office is a representative example of the frontier vernacular style common to the Yukon in which buildings were erected quickly and simply using local materials where possible. It is also a representative example of a unique subset of this style employed by the CDPW on the telegraph line from Dawson to Bennet to house both the telegraph office and staff in one structure. This can be seen in its simple log construction with vertical corner posts, rectangular footprint, gable roof, front porch, and symmetrical front façade with twin entrances and windows.

Character-Defining Elements

Key elements that express the historical value of the Lower Laberge settlement as an important stopping point at the beginning of the Thirty Mile River section of the Yukon River, and for its association with the nationally significant Dawson-Ashcroft Telegraph Line include:

- Location on the east and west sides of the Yukon River at the start of the Thirty Mile River section.
- Visual and spatial connection to Lake Laberge and the Thirty Mile River section of the Yukon River.
- Telegraph office, outbuildings, and foundations.
- S.S. Casca Hull.
- Johnny Broeren House, truck and drying shed.
- Trapper’s cabin.
- NWMP post building and surrounding foundations.
- Remnants of roadhouse.
- Lower Laberge gravesite.
- Location along the former telegraph line.
- The Telegraph Office, defined by:
 - Exposed horizontal log construction butted to built-up corner posts;
 - Original fenestration including symmetrical twin entryways flanked by window openings, with plain trim around window and door openings;
 - The interior division of rooms showing the allocation of living quarters and office space;
 - Steep pitched side-gabled roof clad in roll asphalt roofing;
 - Doubled vertical rough-sawn boards cladding the gable ends and forming the attic partition wall; and
 - Interior finishes such as plank flooring, five-panel doors, built-in and freestanding wooden cabinets and cupboards, and frame partition walls clad with cove siding.

Canol Truck Dump Sites Statement of Significance

Description of Historic Place

The Canol Truck Dump Sites are a collection of four Heritage Reserves along the Canol Road. The South Canol Road Truck Dump is located 400m northwest of the Canol Road's junction with the Alaska Highway. Located on the traditional territory of the Teslin Tlingit Council ("TTC"), the site consists of a 370-metre dirt loop with derelict vehicles and scrap metal.

The North Canol Heritage Reserve is located between Kilometres 376-433 of the Canol Road, north of Ross River, near the border with the Northwest Territories. The Heritage Reserve is comprised of three individual sites:

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

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

Heritage Value

The Canol Truck Dump Sites hold historical value as the physical remnants of one of the largest construction projects in the history of Yukon. The sites are associated with the nationally significant Canol Road and the flurry of major infrastructure projects constructed in Yukon during the Second World War. Completed in 1943, the 825-kilometre road was part of the larger Canol Project, which included the Canol Pipelines. The Canol Project was one of three major World War II ("WWII") projects, including the Alaska Highway and the Northwest Staging Route, that transformed the southern Yukon from 1942-45. Prior to WWII, the southern Yukon had been remote and largely inaccessible from outside the territory, but these wartime projects increased access for companies to more efficiently exploit mineral resources and the Canadian state to assert further control over the area. 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. By 1975, remediation of the Canol Pipeline project resulted in the consolidation of WWII-era equipment into vehicle dumps along the Canol Road.

The Canol Truck Dump Sites are representative of the rapid development, contraction, abandonment, and decay associated with large infrastructure projects from the late 19th through mid-20th century in Yukon. During this time, Yukon witnessed rapid development driven by the Klondike Gold Rush, followed by decline and widespread abandonment by the 1930s. This was followed by a flurry of construction during WWII, which concluded soon afterward, rendering projects no longer necessary. Between 1942 and 1945, the Canol Road and Pipeline were constructed and abandoned, along with most of the equipment used in their construction. The consolidation of this equipment, as part of remedial efforts, resulted in the creation of the existing truck dumps.

Today, the Canol Truck Dump Sites carry aesthetic value for the unique juxtaposition of groupings of 1940s era vehicles and infrastructure alongside a rural road and a picturesque natural landscape. The recognizable antique vehicles and pieces of infrastructure in particular lend to the site's aesthetic interest as a unique landmark. The arrangement of vehicles in a line along the Canol Road at the North Canol site enhances the site's aesthetic value.

Character-Defining Elements

Key elements that express the historical and aesthetic value of site include:

- Collections of recognizable WWII-era trucks, vehicles and infrastructure along the Yukon section of the Canol Road.
- Arrangement of trucks, vehicles and infrastructure for visibility from the Canol Road.
- Aesthetic of abandonment, which may include arrangement of vehicles, natural regrowth, or other features.
- The location of collections of vehicles juxtaposed against picturesque natural-landscape vistas, including the Mackenzie Mountains.

Montague Roadhouse Statement of Significance

Description of Historic Place

The Montague Roadhouse Heritage Reserve is located at Kilometre 322 of the North Klondike Highway. The partially wooded 1.49-hectare reserve contains a roofless, two-storey log roadhouse, and a log cache with a pole and sod roof. The Montague Roadhouse Heritage Reserve is located on the traditional territory of the Little Salmon / Carmacks First Nation.

Heritage Value

Montague Roadhouse holds historical value as a representative example of the roadhouse typology in Yukon and for its association with the historically significant Overland Trail, being one of only four extant roadhouse complexes with significant remnants along the entire Overland Trail.

Constructed in 1902 under government contract by the White Pass and Yukon Route (“WP&YR”), the Overland Trail is the most important early 20th-century, land-based transportation route in Yukon. The trail connected Whitehorse and Dawson City with reliable transportation during the harshest time of year and helped break Dawson City’s winter isolation by providing a connection to an ice-free port via the White Pass and Yukon Railway.

Along with its stagecoach operations and Royal Mail contract, the WP&YR constructed official roadhouses every 32-40 kilometres along the route. In addition to the opportunity to change teams of horses, the roadhouses also offered food and places to rest. In 1903, the WP&YR built a roadhouse at Montague. Following its destruction by fire in 1915, the current roadhouse was constructed along the Overland Trail two kilometers to the north, in closer proximity to a readily available source of water. In use from 1915 until the 1940s, the roadhouse and cache/shed would have originally been part of a larger complex, including now missing elements such as corral(s), barns or stables.

The Montague Roadhouse Heritage Reserve also holds historical value for its association with the Cyrs of Whitehorse, a family of significance to Yukon’s francophone community. In 1898, brothers Maxime (Mike) and Antoine (Tony) Cyr arrived in Yukon from New Brunswick, where they participated in the development of Whitehorse and the Canyon & Whitehorse Rapids Tramway. While in Whitehorse, they worked guiding boats through the Miles Canyon and Whitehorse Rapids. Later, Maxime ran a stagecoach relay between Whitehorse and Dawson City, building the Montague Roadhouse in 1915.

Character-Defining Elements

Key elements that express the historical and aesthetic value of the site include:

- The Roadhouse structure, defined by:
 - Two-storey scale and form which reflects the prominence of the roadhouse and auxiliary nature of the adjacent cache structure;
 - Mixture of unhewn, axe- and saw-cut log construction with V-notched corners;
 - Irregular fenestration with plain square-edged casings;
 - Exterior openings for 2nd storey floor joists; and
 - Log-cribbed cellar in floor.

- The Cache structure, defined by:
 - Log construction with V-notched corners;
 - Pole and sod shed roof;
 - Fenestration with plain wooden frames and trim;
 - Dirt floor; and
 - Elements that reflect quick, unpolished construction, such as the rear corners.
- The spatial relationship between the Roadhouse and the Cache.
- Location along the historic route of the Overland Trail 32 kilometres south of Carmacks.
- Creek running directly south of the site.

Trail Gulch Statement of Significance

Description of Historic Place

Trail Gulch is located within a 1.5-hectare Heritage Reserve along the Yukon Ditch, which was a gravity powered system to bring water from the Tombstone River area to the Klondike Goldfields, near its intersection with Ridge Road. The site consists of a watchman's cabin / lunch room, along with the remains of timber water control features and a timber pressure box, used for diverting water from a ditch to a pipe for transport to hydraulic mines in the Bonanza valley. The Yukon Ditch, along with this infrastructure at the Trail Gulch diversion, was built from 1906-09 and used for hydraulic mining until 1933.

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

Heritage Value

The Trail Gulch diversion holds historical value as one of the few remaining water diversions along the territorially-significant Yukon Ditch. Constructed between 1906 and 1909 at a cost of \$3,000,000, the Yukon Ditch was the largest infrastructure project undertaken in northern Canada at the time and was called the Panama Canal of the north. Although ditches were common and employed for hydraulic mining and hydropower generation, the Yukon Ditch was the largest ever built in the Klondike. Diversions were a key feature of the ditch, transporting water from the main ditch down to the hydraulic mines where it was used. The diversion at Trail Gulch was the first to supply water from the Yukon Ditch to hydraulic mines, and its structural and mechanical elements provide a key to understanding the early 20th century engineering development of gravity-fed water transport systems and their use for mining in the north.

The Trail Gulch diversion is associated with the early 20th-century shift from independent to industrial-scale mining in the Klondike region. The independent mining era, begun during the Gold Rush of 1898, came to an end around 1905, and a new era of industrial mining began. This era is characterized by consolidated claim blocks, hydraulic mining, and dredging, which drove up the price of entry so that only large companies could participate. Founded in 1906 by A. N. C. Treadgold, and financed by the wealthy Guggenheim family of New York, the Yukon Gold Company constructed the Yukon Ditch for its consolidated gold mining claims.

The Trail Gulch diversion holds historical value as a representation of the negative impacts of resource extraction on the environment and Yukon First Nations peoples. The site and the entirety of the Yukon Ditch is located on the traditional territory of the Tr'ondëk Hwëch'in. The Yukon Ditch was an expansion of the mining footprint around Dawson City, which further limited the ability of the Tr'ondëk Hwëch'in to subsist from the land as they had previously done since time immemorial. The development of mining in the Bonanza Creek valley prevented its use as a place to hunt moose and caribou, while the building of the Yukon Ditch also affected hunting grounds to the north of Dawson, disrupting wildlife habitat in the Ogilvie Mountains.

Character-Defining Elements

Key elements that express the historical value of site as the only surviving water diversion along the Yukon Ditch include:

- The site's elevation above the Bonanza Creek valley bottom, and below the Tombstone River intake.
- The spatial relationship between the Yukon Ditch, diversion, watch cabin and pressure box.
- The Yukon Ditch defined by:

- Nine-foot-wide ditch bed with earthen berm on down-slope side;
 - Horizontal board-and-batten-timber-lined edges; and
 - Remains of wooden water-control gate downflow of diversion.
- The diversion defined by:
 - Remains of horizontal board-and-batten-timber-lined channel leading from Yukon Ditch to pressure box; and
 - Remains of wooden water control gate near intersection with Yukon Ditch.
- The watch cabin and pressure box, defined by:
 - Post-and-beam construction with metal tie-rods and horizontal board-and-batten walls;
 - Gable roof end walls of the watch cabin; and
 - Oval pipe opening in pressure box wall.
- Rough-sawn lumber construction of all features.

Soda Station Statement of Significance

Description of Historic Place

The Soda Station Heritage Reserve is located at the southern intersection of the Klondike Mines Railway (“KMR”) and former Ridge Road, approximately one kilometre north of the Upper Trailhead of the Ridge Road Heritage Trail. The 33-kilometre recreational trail follows the 1899 Ridge Road past Soda Station and McCarty’s Roadhouse to the Upper Trailhead on the Upper Bonanza Road. The Heritage Reserve consists of a railroad boxcar with its wheels and undercarriage removed, sitting between the Ridge Road (to its west) and the overgrown KMR line (to its east). The boxcar was used as a railway station at the intersection of the Ridge Road and KMR between 1906 and 1914.

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

Heritage Value

The Soda Station boxcar carries historical value as a freight depot and station building from the Klondike Mines Railway, which provided reliable transportation to the Klondike gold fields. Between 1905-1906, the KMR was constructed from Dawson City to Sulphur Springs, intersecting with the Ridge Road twice along its route. At the intersection near the top of Soda Creek, the KMR installed a stripped-down boxcar to be used as a freight depot and station building for disembarkation to the nearby Soda Creek, Gold Bottom, and Boxcar Group claims. Although the KMR only operated for eight years before its closure in 1914, the boxcar remained in-situ. Today, it is the largest intact remnant and in-situ structure associated with the KMR and reflects the rapid installation of makeshift infrastructure designed to serve the Gold Rush.

Character-Defining Elements

Key elements that express the historical value of site include:

- Location at the intersection of the Ridge Road Heritage Trail and the abandoned KMR corridor.
- Modified railroad boxcar defined by:
 - Low slung rectangular form;
 - Light framing;
 - Exterior walls clad in vertical boards and the interior in horizontal boards;
 - Floor joists resting directly on the ground;
 - Shallow-gabled roof with milled ridge beam and purlins notched out around roof joists;
 - Exterior platform along the ridge line side; and
 - Barrel-type wood stove in interior.

Yukon Crossing Statement of Significance

Description of Historic Place

Yukon Crossing is a 7.3-hectare Heritage Reserve located on the west side of the Yukon River, midway between Carmacks and Minto. The site is located along the Overland Trail (Old Whitehorse-Dawson Road) at its historic crossing point on the Yukon River. The Heritage Reserve contains three structures: a relict two-storey roadhouse, a barn/stable, and a cabin.

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

Heritage Value

Yukon Crossing holds historical value for its association with the Overland Trail and as the last remaining example of the log two-storey three-volume style of roadhouse built by the White Pass and Yukon Route ("WP&YR") along the trail. It is also one of only four roadhouse complexes with significant remnants along the entire Overland Trail.

Constructed in 1902 under government contract by the WP&YR, the Overland Trail was the most important early 20th-century, land-based transportation route in Yukon. The trail connected Whitehorse and Dawson with reliable transportation during the harshest time of year and helped break Dawson's winter isolation by providing a connection to an ice-free port via the WP&YR. While an overland route, the trail had four river crossings, located at the Takhini, Yukon, Pelly and Stewart Rivers. In the winter months, goods were transported across the frozen rivers, while during the freeze-and-thaw periods in fall and spring, cable ferries were used. The remains of the Yukon River crossing's ferry tower can be found on the north bank of the Yukon River opposite the Yukon Crossing site.

Along with its stagecoach operations and Royal Mail contract, the WP&YR constructed official roadhouses every 32-40 kilometres along the route. These roadhouses were often surrounded by ancillary buildings, including stables for horses. Between 1902 and 1903, the WP&YR built the existing roadhouse and stable at Yukon Crossing, replacing an earlier roadhouse constructed in 1899 for use by the Canadian Development Company. At its height of importance, the Yukon Crossing site included a North-West Mounted Police detachment (shared with the Five Fingers detachment in the summer season), telegraph office, roadhouse, stable, and over ten permanent residents.

Yukon Crossing holds further historical value for its relationship to the extant roadhouses at Montague and Carmacks, which form a series of three sequential roadhouses along the southern section of the Overland Trail. They represent the only area along the Overland Trail, and the only known example in Yukon, where a consecutive series of roadhouses remain, facilitating a contemporary understanding of ways travel occurred along the Overland Trail during its operation.

Yukon Crossing holds social value as a semi-remote stopping point and seasonal campsite used by canoeists journeying on the Yukon River. It is one of many historic sites along the river which contributes to the unique nature of canoe trips along the Yukon River. During the winter, the Overland Trail is used as a recreational trail, with much of it, including Yukon Crossing, used by the Yukon Quest dog sled race.

Character-Defining Elements

Key elements that express the historical and aesthetic value of site include:

- Location on the Overland Trail and southeast bank of the Yukon River.
- Remnant path of the Overland Trail through the site, entering at the southeast and exiting along the Yukon River.
- Proximity to the remains of the Yukon Crossing ferry tower across the river.
- The three buildings with their scale and form which reflect the prominence of the roadhouse and auxiliary nature of the adjacent buildings.
- The spatial relationship between the three extant structures and their orientation to the Overland Trail.
- Elements of the three structures including:
 - Roughly-hewn horizontal log construction;
 - Saddle-notched and Butt and Pass corners;
 - Gabled roofs; and
 - Rectangular plans.
- Elements that indicate the historic uses of each building, including:
 - The three-volume floorplan and two-storey massing of the Roadhouse, which is comparatively more prominent than the smaller buildings on the site;
 - Fenestration of the Roadhouse, including large windows on the ground floor and smaller ones on the upper storey;
 - The large door and small window openings of the Barn;
 - The Cabin's pole and sod roof supported by a large ridge pole and two purlins; and
 - The Cabin's large front porch.