



## **CARCROSS REGION HERITAGE REPORT:**

**Carcross Dunes, Carcross Village and Conrad City & District**

**Brenda E. Carson  
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Front Cover: Front Street Conrad City, Yukon Territory  
(Phelps/Scott Collection, Yukon Archives)

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# **1. CARCROSS DUNES AND CONRAD: PRE-TWENTIETH CENTURY HUMAN HISTORY AND HERITAGE RESOURCES**

## **1.1 INTRODUCTION**

This report section is concerned with the pre-twentieth century human history of the region, as well as the heritage resources which document this history. A general summation of what is known about the area's human past from ethnographic or oral history sources and from local and regional heritage sites is provided. The principal type of heritage resource recognized in the Carcross Dunes and Conrad study areas, archaeological sites, are described. Occupations at the region's archaeological site date to (1) precontact (also referred to as prehistoric) times, when stone tools were locally used; (2) the protohistoric period, when European trade goods were entering the area but European outsiders were not yet; or (3) the historic period, which in this area begins in the late 1870s. Aboriginal place names, another important type of heritage resource, are also reported.

The Carcross Dunes area is defined here in physiographic terms. This unique rectangular-shaped landform feature extends from the mouth of the Watson River southeast along the north shore of Bennett Lake to the narrows between Bennett and Nares Lakes; then northeast along the narrows and Grayling Bay of Nares Lake to around the mouth of the Choutla River; then northwest across the Carcross-Tagish Road and along the front of the bedrock cliff (where the present Carcross Dunes interpretive sign is situated); then in a more or less straight line southwest back to the mouth of the Watson River. The part of Carcross village on the north side of the narrows lies entirely within the dunes physiographic region.

Conrad is situated on the west shore of Windy Arm of Tagish Lake (Figure 1). As used in this section, the Conrad area refers to the large point of land where the former Conrad town site was located; the point extends from c. 60°03'N to 60°05'N.



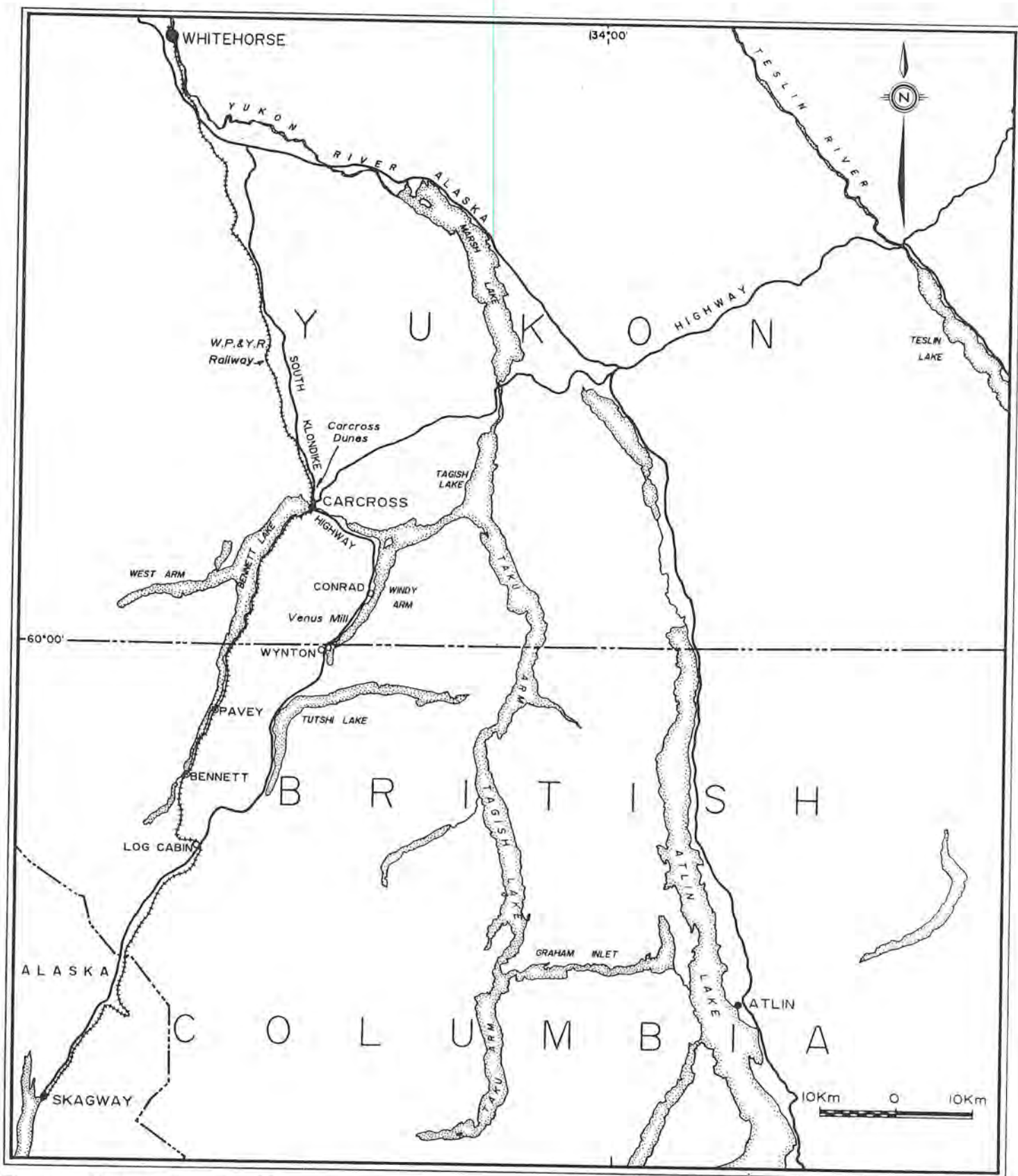


Figure 1. Regional Overview Map.

## 1.2 THE PRECONTACT AND PROTOHISTORIC PERIOD ARCHAEOLOGICAL RECORD

The Carcross region has seen considerable archaeological investigation compared to most other parts of the Territory. Eight sites have been recorded in the Conrad area (Table 1 and Figure 2), 14 in the Carcross Dunes area (Table 2 and Figure 3). The density of sites in these areas, particularly in the Carcross Dunes, shows that these locales were intensely used in precontact times. Despite the number of sites recorded in the study area, however, none has been subject to any form of detailed investigation. Most have been recorded during preliminary survey efforts in the region, and have seen no further excavation work (Tables 1 and 2, "Investigations" column).

The character of the sites found in these areas make them difficult for archaeologists to study. Most of those found in the dunes area were discovered as they were eroding; because of the shifting nature of the dunes, the sites here are very unstable and even difficult to relocate (see Table 2 "Context" and "Concerns"). Those in the Conrad area are shallowly buried if not in surface context (see Table 1, "Context"). Sites in both regions, but especially those around the dunes, have also been badly disturbed by development activities such as airport, road and rail-line construction (for example, site JbUq-2). In fact, it is possible that the north side of the narrows between Bennett and Nares Lakes, where the main part of Carcross village is located today, was once a large archaeological site. It was likely destroyed during construction around the turn of the century.

As a result of the foregoing situations, much of our understanding of the region's human past, particularly the precontact past, comes not from sites actually situated within the Conrad and Carcross Dunes study areas, but from the Southern Lakes region and the southern Yukon in general. The most important summary sources are Greer (1986) and Workman (1978).

Unlike the central and northern parts of Yukon, there are no Pleistocene-aged archaeological sites in the Carcross area. This area was completely ice covered during the glacial period and available for colonization by humans only after the ice

**Table 1. Registered Heritage Sites, Conrad Area**

(west side of Windy Arm, between 60°03'N and 60°05'N)

Refer.#	Who/ When	Investigations	Description <sup>^</sup>	Context	Collections	Concerns <sup>^</sup>
JaUp-4 Conrad Site	Hunston 1980 Minni 1991	Preliminary Survey Detailed Mapping	Precontact component disturbed by historic and Historic features, structures related to mine, settlement	Surface Surface & Subsurface	lithic debitage & bone none (from hist.. occupation)	yes; major historic component present; precontact component of no further concern;
JaUp-5	Hunston 1980	Preliminary Survey	Small precontact site	Surface	lithic tools & debitage	unlikely to be any concerns
JaUp-6	Hunston 1980	Preliminary Survey	Small precontact site	Disturbed Surface	lithic debitage	possibly; further site testing required
JaUp-7	Hunston 1980	Preliminary Survey	Small precontact site	Surface	lithic debitage	unlikely to be any concerns
JaUp-8	Hunston 1980	Preliminary Survey	Small precontact site	Disturbed Surface	lithic debitage	unlikely to be any concerns
JaUp-9	Hunston 1980	Preliminary Survey	Small precontact site	Disturbed Surface	lithic debitage	unlikely to be any concerns
JaUp-20	Easton 1986	Survey and Mapping	Historic midden related to Conrad settlement and mine	Underwater	details unknown; no catalogue	yes; major underwater midden present
JaUp-21	Easton 1986	Survey and Mapping	Historic midden related to Venus mine	Underwater	details unknown; no catalogue	yes; major underwater midden present

Source: CHIN Site Records

Figure 2.  
Registered Heritage Sites, Carcross Dunes Area

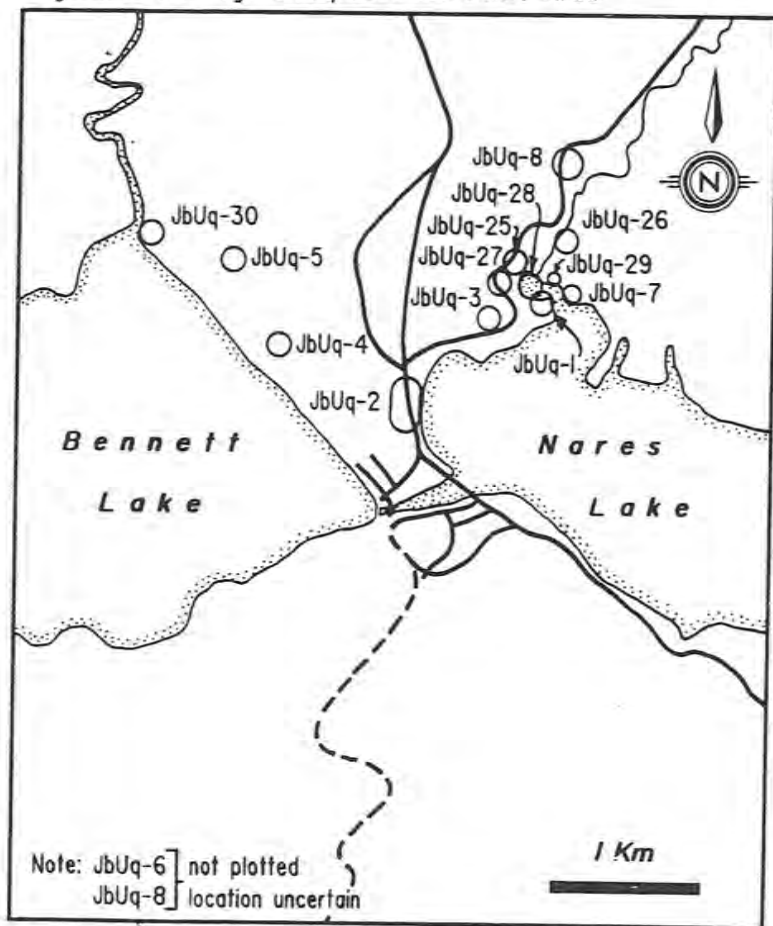
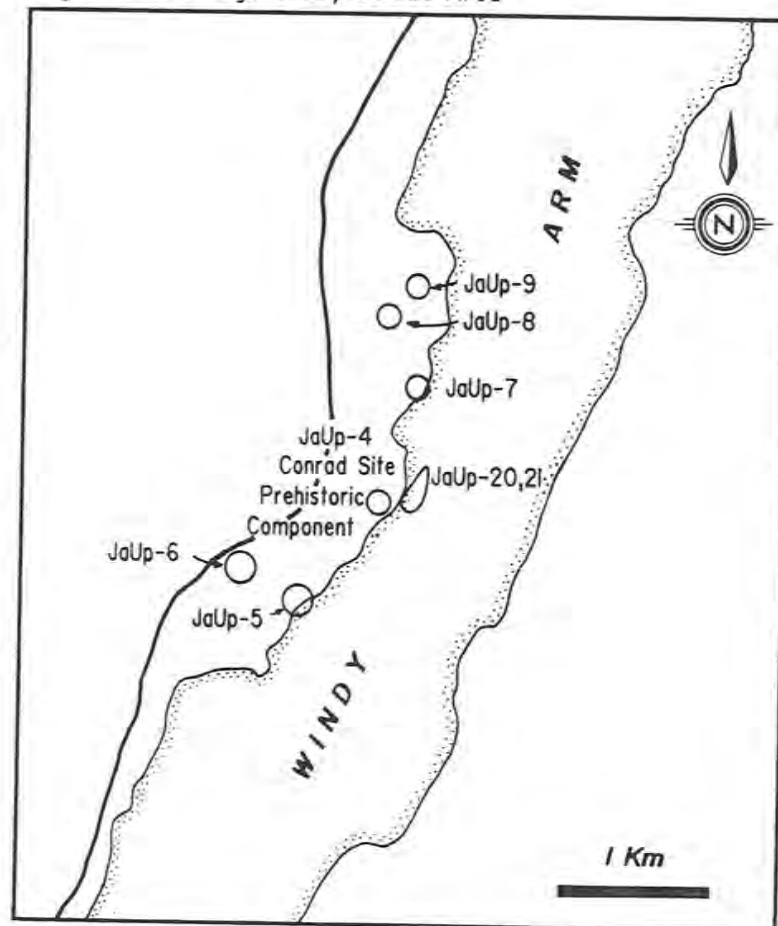


Figure 3.  
Registered Heritage Sites, Conrad Area



**Table 2. Registered Heritage Sites, Carcross Dunes**

(defined as Dunes physiographic feature as seen on air photos)

Refer.#	Who/ When	Investigation	Description <sup>^</sup>	Context	Collections	Concerns <sup>^</sup>
JbUq-1	MacNeish 1957	Preliminary survey	Precontact and native historic period occupations	uncertain; possibly eroding buried	lithic debitage & tools, gun flint	status uncertain; possibly same site as JbUq-28
JbUq-2	Leechman 1946 MacNeish 1948 Gates 1973	Preliminary survey	Late precontact period and historic period native occupations	dunes	lithic debitage & tools, lead ? scrap	status uncertain, but likely has been entirely destroyed by development
JbUq-3	Leechman 1946	Preliminary survey	Precontact site	gravel pit area	lithic debitage & bone	status uncertain, but likely has been entirely destroyed
JbUq-4*	Leechman MacNeish 1964	Preliminary survey	Small precontact site; point fragment found here may be several thousand years old	dunes	lithic debitage & tool	status uncertain; likely cannot be relocated
JbUq-5*	Leechman 1946	Preliminary survey	Precontact and possible native historic period occupations	dune blowout	lithic debitage & tools, grinding stone	status uncertain; may be entirely eroded
JbUq-6	McClellan Leechman 1948	Preliminary survey	Precontact site	borrow pits; likely disturbed	lithic debitage & tools	status uncertain; likely has been entirely destroyed
JbUq-7	McClellan 1963 Irving 1965	Preliminary survey	Precontact site	eroding buried	lithic debitage & tools	status uncertain; possibly same site as JbUq-28

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JbUq-8	Irving 1965 Morlan 1968	Preliminary survey	Precontact site; point found here may be a few thousand years old; more recent precontact occupations as well	dune blowout	lithic debitage & tools, bison bone	status uncertain; possibly same site as JbUq-26
JbUq-9	Morlan 1971	Preliminary survey	Isolated precontact finds	dunes	lithic debitage & bone	unlikely to be any concerns
JbUq-25	Hunston 1980	Preliminary survey	Small precontact site	disturbed surface	lithic debitage & bone	unlikely to be any concerns
JbUq-26	Hunston 1980	Preliminary survey	Precontact site	dune blowouts	lithic debitage & bone	possibly; further site resting required
JbUq-27	Hunston 1980	Preliminary survey	Small precontact site	disturbed & buried	lithic debitage	possibly; further site testing required
JbUq-28	Hunston 1980	Preliminary survey	Small precontact site	disturbed surface	lithic debitage	possibly; further site testing required
JbUq-29	Hunston 1980	Preliminary survey	Small precontact site	eroding buried, disturbed	lithic debitage	unlikely to be any concerns
JbUq-30*	Hunston 1980	Preliminary survey	Small precontact site	eroding dune	lithic debitage	unlikely to be any concerns

Source: CHIN Site Records

\* Indicates sites located in dunes west of train bridge (ca. 135°43"W); all others are in area east of train tracks

sheets retreated, around 12,000 years ago (Government of the Yukon 1983).

The earliest archaeological sites in the southern Yukon date to c. 8,000–4,500/5,000 years ago and feature a distinct type of lithic technology known as microblades that were struck from microblade cores. Sites of this period may also feature burins, spear points, and lithic debitage which is the byproduct of stone tool manufacture and maintenance. Bone preservation is usually poor at these early sites. This early archaeological culture has been labelled the Little Arm Phase (Workman 1978).

Isolated stone tool finds from this early period have been found in the Carcross Dunes area (site JbUq–8, see Table 2), but there have been no large finds or detailed excavations focusing on these early sites. Bison bone has been recovered from several of the southern Yukon's early period archaeological sites, including the previously mentioned JbUq–8 site. Little is known about the lifeways and the cultural relationships of the earliest occupants of the region, however.

More recent precontact occupations in the southern Yukon which are younger than the early period finds but pre-date the fall of the White River volcanic ash layer are assigned to the Taye Lake Phase (Workman 1978). This precontact culture dates to c. 4,500/5,000 to 1,300 years ago. Some of the sites or site components in the Carcross Dunes and Conrad areas likely belong to this precontact culture, although none has yet been specifically dated to it. Elsewhere, Taye Lake sites are commonly small campsites which feature burnt animal bone, cracked rock from old fireplaces and lithic debitage and tools. The latter include such things as spear points, scrapers, bifacial knives, graters, stone wedges, tabular bifaces and boulder spall scrapers. People of this culture likely had an elaborate bone technology, but poor preservation conditions have left only a few bone or antler tool fragments at sites of this age. Land use data indicate that caribou and sheep were important species, supplemented by the taking of smaller game, birds and fish (Greer 1986). Evidence suggests that sites of this period were produced by the distant ancestors of the Tagish and Tutchone people.

The region's most recent, or late, precontact period dates from c. 1,300 years ago to c. A.D. 1800 (Workman 1978). The latter date marks the approximate beginning of the

protohistoric period, the lower temporal boundary for this period is marked by the fall of the White River volcanic ash, which dates to around A.D. 700. Any precontact period site or site components which lie stratigraphically above this ash layer date to this period. Unfortunately, this important stratigraphic layer is not present at most of the precontact sites in the windy Carcross Dunes and Conrad areas. The late precontact period in the southern Yukon has been labelled the Aishihik Phase (Workman 1978). Some of the sites or site components recorded in the Carcross Dunes and Conrad areas likely date to this period, but it is impossible to know specifically which ones. At least some of the occupations at site JbUq-2 (see Table 2) can be assigned to this period on typological grounds.

Like Taye Lake Phase sites, those of the late precontact Aishihik Phase are characterized by shallow deposits of lithic tools, fire-cracked rock and burnt animal bone. Small arrow points were produced, as were stone wedges, scrapers, tabular bifaces, boulder spall scrapers, slate pieces, abraded cobbles, and native copper pieces (points, awls, beads, etc.). There was likely elaborate bone and antler tools, but again, due to poor preservation conditions, little of this now exists. The animal bone from past meals indicate that caribou and sheep, fish and medium and small-sized mammals were all part of the diet of this period. The late precontact period sites in the Carcross and Conrad areas were most likely produced by the ancestors of the historic Tagish people (Greer 1986).

The protohistoric period in the southern Yukon has been labelled the Bennett Lake Phase (Workman 1978). There are two sites (Table 2, JbUq-1 and JbUq-2) in the Carcross Dunes area which have occupations that date to protohistoric times, likely the early nineteenth century. The Tagish people who stayed at these sites had white trade goods obtained from outside, but were still using stone tools.

Carcross-Tagish Band Elders have provided a great deal of information about life in this area in the nineteenth century. Their stories tell us far, far more about precontact lifestyles than we could ever learn from archaeological research. Their information is discussed in the following section.



### 1.3 ABORIGINAL HISTORY AND CULTURE

The Carcross Dunes and Conrad areas lie within the traditional territory of the Tagish people. Their Tagish language is part of the Athapaskan group, closely related to Tahltan, Tutchone and Kaska (McClellan 1981). In the late nineteenth century, the territory of the Tagish extended from the divide of the Coast Mountains and the north end of Atlin Lake, north past Marsh Lake, and east almost to Teslin Lake and River and west to the headwaters of the Watson and Wheaton River. The Tagish exploited all parts of this landscape, from the alpine meadows of the Coast Mountains to the lakes and forest valleys of the plateau country.

Tagish toponyms or place names (Table 3 and Figure 4), show their familiarity with the region's natural resources and physical characteristics. All the mountains around Carcross are named and have stories connected with them (Sidney 1980). While not typically thought of as heritage resources, these place names and the stories connected with them are an important part of the region's history.

The traditional creation stories of the Tagish suggest that some of their ancestors have lived in this region for a long, long time. For example, the Game Mother Story told by the late Mrs. Angela Sidney (see Sidney, Smith and Dawson 1977: 90–92) records how Game Mother, the mythical figure who created all the animals, hung a trampoline on which the animals could rest on the four mountains around the settlement of Carcross (see Table 3). The female ancestors of the Tagish Dakl'aweidi (wolf) and Deisheetaan (crow) clans, however, appear to have originated elsewhere and married into the Tagish area sometime in the distant past (see Sidney in Cruikshank, Sidney, Smith and Ned 1990:37–41, and Smith in Cruikshank et al. 1990:175–178, 186–189).

According to information shared with the anthropologist C. McClellan in the 1940s and 1950s, the Tagish lived for most of the year in small social groups of one to two families in the nineteenth century (McClellan 1975, 1981). They were spread out across their territory, where they hunted, fished and trapped furs. Camps were frequently made around Carcross to take advantage of the local fish resources or to hunt caribou, which used to be much more common in this region. Some trading

11 Table 3. Aboriginal Toponyms in the area around Conrad and the Carcross Dunes

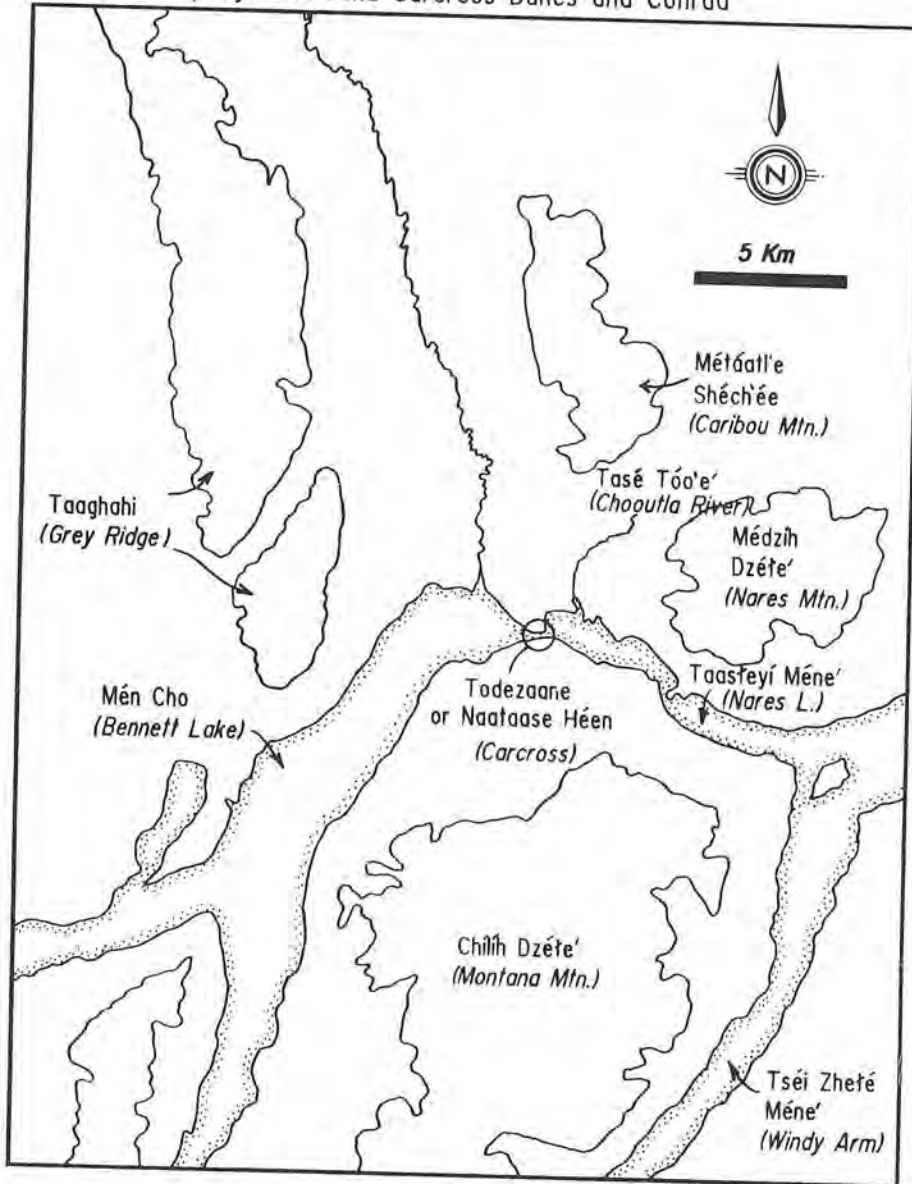
Source: A. Sidney, Place Names of the Tagish Region, Southern Yukon, 1980, Council for Yukon Indians, Whitehorse

Refer #	Name on Map /Location	Tagish Name	English Translation	Tlingit Name	Translation
#89	Nares Mtn also called Fourth of July Mtn.	Médzih Dzé£e' **	caribou mountain	Watsix Shaayí	caribou mountain
#90	Caribou Mtn.	Métaat'l'e Shéch'ée **	wind blowing on the forehead	Yaadéduwanúl	blowing against the face
#91	Grey Ridge	Taaghahi **	facing the water	Takaadí T'ooch'	rockslide charcoal (black)
#92	Montana Mtn.	Chílih Dzé£e' **	gopher mountain	Tsálgí Shaayí	gopher mountain
#94	Carcross	Todezáané	unknown	Naataase Héen	Naataase is probably a Tagish word, translation unknown; heen means river
#95	Chooutla River	T'asé Tóo'e'	grayling river	T'ase Héeni or Keshuwaa Héeni	grayling river
#96	Nares Lake	Taasleyí Méne'	pike lake	Taasleyí A'ayi or Taasleyí A'ak'u	pike lake
#102	Windy Arm	Tséi Zhé£e' Méne'	howling rock lake		
#111	Bennett Lake	Mén Chó	big lake	Ch'akúx Anax Dul.adi Yé	place for packing skin boats over

Transcription note: £ is used here as the symbol for the barred l

\*\* indicates the four mountains on which Animal Game Mother hung her trampoline; see Mrs. Sidney's story "Game Mother" in *My Stories are My Wealth*, 1977, Council for Yukon Indians, Whitehorse

Figure 4.  
Aboriginal Toponyms Around Carcross Dunes and Conrad



activity is believed to have also taken place while people were camped at Carcross.

The ancestors of the Tagish people likely produced most of the precontact sites in the Carcross Dunes area (Table 2), while camped there for hunting, fishing and trading purposes. Camps were also made elsewhere on the shores of the region's other large lakes, such as Windy Arm. These were primarily occupied in the summer, when people would have been hunting and fishing in the surrounding area. The precontact sites recorded in the Conrad area (Table 1) resulted from such activities.

Camps were also made on the region's small lakes, and at many places in the Coast Mountains for hunting. None of the Tagish camps was permanently occupied, although their main camp on the Tagish River was revisited each summer for fishing and trading activities. Two permanent clan houses were located at Tagish in the late nineteenth century (McClellan 1975 and 1981). The rest of the year the Tagish are believed to have lived in lean-to type brush shelters or conical skin tents.

In protohistoric times, the Tagish came together for communal hunting and fishing (McClellan 1981). Brush fences were built in numerous locations around the Southern Lakes for taking caribou; none of these has survived to the present day, unfortunately. Hunting blinds, behind which hunters hid to shoot or spear caribou or sheep, were constructed high in the mountains; one such blind is located on the mountain northeast of the Carcross Dunes (Greer 1986). Fish traps were also built on local lakes and rivers.

Early in the nineteenth century the Tagish became heavily involved in the northwest coast fur trade, trading with their coastal Tlingit neighbours. The Chilkoot and Chilkat Passes through the Coast Mountains were important trading routes. The Chilkoot and Chilkat Tlingit tribes living along the mainland coast forbade the European outsiders from using these trails to the interior; instead they acted as middlemen in the trade, exchanging European trade goods for furs with interior native groups such as the Tagish. The Tagish, in turn, traded with other groups living further inland, such as those in the Ross River area. This trade and its consequences figure prominently in recent Tagish history (Sidney 1982:88; McClellan 1975, 1981).

During this period of active trade, the Tagish interacted extensively with the coastal Tlingit. Some coastal Tlingit married Tagish people. The Tagish adopted many Tlingit social practices and learned the Tlingit language (McClellan 1964). At the time of first contact with non-native outsiders in the 1880s, the Tagish were bilingual, speaking both their own tongue and Tlingit. The trade had negative consequences as well. Disease entered the Tagish area; many Tagish people likely died from epidemic diseases in the late nineteenth century (see Sidney in Cruikshank et al. 1990:52).

The historic period begins in the Carcross area in the late 1870s, after the coastal Tlingit lifted their blockade and permitted outsiders to cross the passes and enter the upper Yukon River country (McClellan 1964). Prospectors then began trickling across the Chilkoot Pass. In 1883 the first formal expedition crossed the Chilkoot Pass and mapped the upper Yukon River basin. It was led by Lieutenant Frederick Schwatka of the U.S. Army (Schwatka 1883, 1885). Schwatka met Tagish families at camps in the Carcross Dunes area, and at their main camp at Tagish. In the 1880s and 1890s, the Chilkoot Tlingit and the Tagish were being regularly employed as packers for both the prospectors and the government officials who crossed the Chilkoot Pass (McClellan 1964).

The Klondike Gold Rush of 1897–98 fundamentally changed the character of the Tagish homeland, as thousands of outsiders flooded through the area. Two short-lived posts were opened in Tagish territory by the Northwest Mounted Police, one at Bennett, the other on the Tagish River (Friesen 1981:78). The White Pass and Yukon Route (W.P.&Y.R.) railway was begun at Skagway in May of 1898; it reached Bennett City by July of 1899. The crews completed the rail line to the narrows known as Caribou Crossing in the summer of 1900, and a town sprung up there (Friesen 1981:99–101).

The new town became the new gathering place for the Tagish people, replacing the old settlement of Tagish. Many families built cabins here, which they occupied seasonally when they were not out on the land trapping, hunting and fishing (McClellan 1975).

Sometime during the nineteenth century, coastal Tlingit people moved into and began living year-round in the Atlin and Teslin regions (McClellan 1981a). The clan histories of these Tlingit people tell of migrations from the coast, up the Taku River and over the height of land into the Yukon basin, which was good fur trapping country. In the early twentieth century, some of these Inland Tlingits married Tagish people while other Tlingit families from the Atlin area also chose to settle at Carcross, taking advantage of wage labour opportunities and access to educational and health care facilities (Greer 1991). The descendants of these various Tagish/Tlingit and Tlingit families form the modern-day Carcross-Tagish First Nation. Throughout the twentieth century, Tlingit has become the dominant aboriginal language for these people.

#### **1.4 HERITAGE RESOURCES AND RESOURCE MANAGEMENT ISSUES**

Tables 1 and 2 list the registered heritage sites in the Carcross Dunes and Conrad areas. These are referred to by their Borden designation number, e.g., JaUp-4. This is the site identification system employed by the CHIN (Canadian Heritage Inventory Network) data base. These lists do not show all of the sites which may exist in these areas, only those sites which have been identified to date. There may well be others which have not yet been recorded. Minni's recent assessment of the Conrad town site (1992) is the only impact assessment study conducted in either area. As well, it appears that past archaeological work has emphasized precontact period sites and concentrated survey efforts along the lakeshore edges. Further survey work is needed in areas which have not been examined for sites, and certainly must be conducted prior to any development in either of these areas.

As previously noted, eight heritage sites have been registered for the Conrad area. The largest of these is JaUp-4, the designation which refers to the historic settlement of Conrad. A minor precontact component has also been recognized at JaUp-4, but it is likely that most evidence for precontact occupations in this area was destroyed by construction related to the mine and settlement development. Recent archaeological mapping by Minni has identified significant historic period features and structures at JaUp-4 (1992). Two large underwater midden sites (JaUp-20, JaUp-21) associated with the Montana tramway terminal at Conrad City and the Venus Mill sites have also

been recorded. Any development in the Conrad area must take these features, structures and middens into consideration. At the same time, it is clear that the Conrad site has significant interpretive potential as a focus for explaining early twentieth century mining activities in the Southern Lakes region.

Five other small precontact sites have been recorded in the Conrad area. The significance of this group of sites is not well understood, as none have been investigated in any detail. As previously suggested, these sites likely relate to hunting and fishing activities in this area by the precontact ancestors of the Tagish people.

Fourteen sites have been recorded in the Carcross Dunes area. Most of these are situated around the edges of the dune feature, that is, not far from the shores of Bennett Lake or Grayling Bay of Nares Lake. It appears that no site survey work has been conducted in the area of the dunes where the present interpretive sign is situated. All of the known sites in the dunes area refer to precontact or protohistoric period native occupations; most were likely produced by the ancestors of the Tagish people, who would have been camping around the edges of the Carcross Dunes, in order to hunt and fish in the surrounding area.

As noted in the "Concerns" column of Table 2, some of the fourteen sites recorded in the dunes area may in fact have been reported more than once. It is very difficult to locate and relocate sites in the changing environment of the Carcross Dunes. The current status of many of these sites is uncertain; a number are believed to have largely or entirely been destroyed by ongoing development activity around the village of Carcross. Nonetheless, further checking of some of these sites is recommended.

## **2. CARCROSS REGIONAL OVERVIEW**

### **2.1 INTRODUCTION**

This section of the report provides a brief overview of the history of the village of Carcross in order to give context to the sections preceding and following. No information was found as to any use of the Carcross Dunes during the historic period.

### **2.2 DISCOVERERS OF GOLD**

Most of the members of the party who discovered gold in the Klondike were Tagish-Tlingit Indians. But it was not gold they were seeking when they were downriver. Skookum Jim (James Mason), his wife Daakuxda.eit and two of his nephews, Dawson Charlie and Patsy Henderson, had travelled down river from Carcross to the Throndiuk River area in 1896 to search for Jim's sisters (Cruikshank 1991). Kate and Aage, his sisters, had gone down river with their non-Indian husbands, George Carmack and Mr. Wilson. Both men were prospectors. Jim found his sisters and was with Kate and George Carmack, Patsy and Dawson Charlie when the now famous discovery of gold was made. The finding of gold, however, was secondary to Skookum Jim's journey to find his sisters (Ibid).

Popular literature often credits George Carmack with the discovery of gold. Patsy Henderson's account of the discovery was that Skookum Jim saw gold when he went to get a drink of water from Rabbit Creek (renamed Bonanza Creek) (Henderson 1949). Other versions have credited Kate with the discovery.

Skookum Jim and George Carmack made a fortune from the discovery of gold and travelled to Seattle with their families. Eventually Kate and Jim returned to the Carcross area and settled in Caribou Crossing to be with their families. Skookum Jim had a large house in Caribou. It is telling that in Polk Directory (1907-08) James Mason is the only Indian listed. He was listed as being occupied in mining. In 1906 he staked at least one claim that was registered with the Conrad Mining Recorder (Gov 1981 F630).



## **2.3 GOLD RUSH PERIOD**

Caribou Crossing was not a major stop along the route of the Klondike stampedeers (Neufeld pers. com.) but it was at least a minor stop for some of them (Photo #1997). The primary stop in the area was at the head of Lake Bennett. It was here that over 20,000 stampedeers spent the winter of 1897-98. After the stampedeers headed down to Dawson in May 1898, Bennett dwindled considerably (Neufeld pers. com.).

The Northwest Mounted Police (NWMP) post at Tagish was a check point for stampedeers going to Dawson. The NWMP numbered 7,124 boats in the spring of 1898 (Berton 1972). The NWMP division was later transferred to Whitehorse where a large post was constructed (NWMP 1900). In 1898 the NWMP built a cabin for men and a stable for horses at Caribou, where they stopped on their patrols (NWMP 1898). With the decision to construct a railway through Caribou Crossing, the NWMP moved their operations from Tagish to Caribou Crossing. In 1899, the NWMP moved into the new telegraph station which they shared with the telegraph operator (NWMP 1899). The telegraph line was constructed by the Department of Public Works from Bennett to Dawson City in 1899 (Ibid.).

## **2.4 BUILDING THE LINE**

The railway was constructed in three portions. The first, Skagway to Lake Bennett, was completed on July 6, 1899. From Bennett, the survey called for the line to border the eastern shore of the lake to Caribou Crossing. There was heavy rock blasting required on this section so the White Pass and Yukon Route (W.P.&Y.R.) company moved most of its operations to the Caribou Crossing-Whitehorse section. Rock crews were left to cut out the route beside the lake (Bennett 1978).

Rails, engines, rolling stock and other materials were moved over Lake Bennett by power barge to the second section. Passengers and supplies going on to Dawson were also moved this way (Ibid.). On June 8, 1900 the Whitehorse to Caribou Crossing section was completed. Using the power barge and rail, a through transportation line from Skagway to Whitehorse was created. The Bennett to Caribou

Crossing portion was completed on July 29, 1900. The Golden Spike ceremony, to commemorate the completion of the railway, was held at Caribou Crossing on July 29, 1900. There were about 2,000 people at the ceremony (NWMP 1900).

## **2.5 A SETTLEMENT GROWS**

Caribou Crossing became a permanent settlement with the construction of the White Pass and Yukon Route railway. It was a maintenance station along the line (Duerden 1971).

In 1900 the Upper Yukon Consolidated Company had sawmills at Caribou Crossing (YRG 1948 F212). The Kings Mill was moved from Bennett to Caribou Crossing where it primarily constructed barges.

A log cabin, originally belonging to King's Mill had been used as the first train station (Dobrowolsky & Ingram 1991). A larger train depot was constructed near the waterfront in 1901. The Caribou Hotel was built across from the train station and a hardware store adjacent to the hotel (Osborne & MacDonald 1980). Some buildings were moved from Bennett for use in Carcross (Ibid.). In later years a number of the buildings from the ghost town of Conrad were moved over the ice to Carcross (Heller 1981, Osborne & MacDonald 1980).

Caribou Crossing may have eventually dwindled into obscurity, except that the local economy grew through both mining and tourism. In 1904 it became a distribution point for the Conrad Mining District (Duerden 1968) which it served into the 1910s.

On December 24, 1909 a fire broke out on the Carcross waterfront which destroyed all of the buildings along the street. The train depot was replaced the following spring, by an almost identical building. It was placed somewhat nearer to the wharf (Star 10/6/10). A new Caribou Hotel was built and a new general store (the former Vendome Hotel from Bennett) was opened by the owner, John M. Stewart (Ibid.).

## **2.6 NAME CHANGE**

The Tagish people called this area *Todezaane*, meaning "blowing all the time", and the Tlingit called it *Naataase Heen* which means "water running through the narrows" (Cruikshank 1991).

The settlement was called Caribou Crossing because of the caribou herd which once crossed at the narrows. In 1903 Bishop Bompas petitioned for a change of name for the settlement. Much of his mail had been delivered to places with similar names to Caribou Crossing, thus causing much delay and confusion. His recommendation was to change the name to Carcross. There were objections locally to the name change, but the Geographic Board of Canada approved the change in 1904 (Grahame 1925). W.P.&Y.R. continued to call the stop Caribou until 1916.

## **2.7 CHURCH OF ENGLAND**

During the summer of 1901 Bishop Bompas and his wife Charlotte left Fortymile for the southern part of his diocese (Grahame 1925). Upon arriving in Caribou Crossing, they purchased a bunkhouse on the south side of the narrows for \$150.00 and used it as the mission house (Sovereign n.d.). Indian and non-Indian people gathered at the mission house for Sunday and weekday services, baptisms, marriages, funerals, children's and adult classes (Cody 1908). From the outset, the mission at Carcross offered day classes for any Indian people who wished to attend (Almstrom 1991).

Bishop Bompas had been instrumental in establishing mission schools in Moosehide, Fort Selkirk and Fortymile and these schools were foremost in his mind in regards to his work in the territory. Bompas noted that Caribou Crossing "forms the centre of hitherto unoccupied area, and forges, perhaps one of the last links of the chain of the Church Missionary Society Stations which girdle the world" (Cody 1908).

Carcross became the centre of a small but ongoing day school taught first by the Bishop in his home. In the summer of 1901, Nellie Brown, a certified teacher, taught at the school. She left in March 1903. In June 1903 the boarding school at Fortymile

was closed. The teacher, Mary Ellis, and the six or eight students were brought to Carcross and housed in a small log cabin near the railway station. Carcross was already on its way to becoming a focal point for Indian education in the Yukon (Almstrom 1991). There was a scarcity of clergy in the diocese at this time but in November 1903, Mr. I.O. Stringer arrived from "outside" to take up the work. Stringer was to be marked by Bompas as his successor (Sovereign n.d.).

Funding was always scarce for the mission schools which Bompas championed. Initially, funds were available from the Church Missionary Society of London, but these dwindled over time; the Canadian Anglican Church centred its support in the eastern provinces. Private donations maintained by energetic personal campaigns were the mainstay of the funds for the schools. In June 1903, seven years after his initial application, Bompas received federal funding for his schools. That year, a mission school was established on the north side of the narrows (Almstrom 1991).

The Indian School at Carcross occupied much of Bompas's time and part of each morning was given to it. In 1904 the building across the river, which had been used for the school, was exchanged for the log police barracks quite close to the mission school on the south side of the narrows (Sovereign n.d). St. Saviours Church was built in 1904 and consecrated on August 8, 1904.

Soon after the completion of St. Saviours, Bishop Stringer, who was consecrated on December 17, 1905, took over the affairs from Bishop Bompas. Bompas had intended to stay active within the church community and continue with his Indian school work and had no desire to retire. Bishop Bompas died on June 9, 1906 in Carcross at the age of 72.

Bishop Stringer continued the work with the mission school in Carcross. In 1907 a log building was erected as a dorm for the increasing number of boys. Two years later a separate one-room school house was built (Almstrom 1991). By 1908 the school had 18 pupils, and by 1909 the mission no longer accepted white children. That year money was granted from the federal government to construct a school equipped for 30 boarders. The initial site for the new school was Tagish Landing, but in June 1910

100 acres land, two miles from Carcross were purchased for it. By December 1911 the school, a three story frame structure, was ready for occupancy. The school was named "Chooutla Indian School". Chooutla, a Gwich'in word meaning "laughing water", was in reference to the stream which ran through the property (Almstrom 1991). Over the next two decades, teachers and principals came and went, and the school continued to be plagued with financial difficulties. Although the capacity of the school was mentioned to be 35 pupils in 1913, by 1934 44 to 48 pupils attended the school. On April 17, 1939 fire destroyed the school building and its adjacent workshop. Matthew Watson made accommodations available by offering the use of a number of empty houses in the village. The former rectory became the girl's residence, the largest available cabin was made into a dormitory for the boys and another was set aside as a schoolroom. W.P.&Y.R. donated its section house for temporary use as a kitchen and dining hall (Almstrom 1991). The school continued to function in this manner for the next few years.

Stringer immediately went to work requesting funds from the federal government to reconstruct the school. Plans went ahead quite quickly to rebuild, but progress on the new school stopped in January 1940 due to the uncertain world conditions of the time. Constructed on the old Chooutla school site, the new school opened in October 1944. In September 1954 a new concrete and frame structure replaced the old school. This facility, which accommodated at least 120 pupils, became the final home for the modest boarding school that Bishop Bompas had moved to Carcross from Fortymile fifty years earlier (Almstrom 1991).

Chooutla school finally closed in 1969 when all Indian children were integrated into territorial schools (Almstrom 1991).

## **2.8 TOURISM**

The Carcross area soon became the primary tourist destination spot in the Yukon. The tourism industry in the southern lakes area grew slowly until the years prior to the First World War. After the war the industry expanded so much that WP & YR expanded its facilities and built the *S.S. Tutshi* in 1917 (W.P.&Y.R. 1902-34).

White Pass and Yukon Route offered two tourist trips in the Southern Lakes area: to West Taku Arm or to Atlin, British Columbia (W.P.&Y.R. 1929). Tourists travelled by train from Skagway, where the steamers remained in port for 36 hours. When passengers arrived in Carcross they boarded the *S.S. Tutshi* (in the early years the *Str. Gleaner* was used) for their trip on Tagish Lake. The trip to the West Taku Arm was spent overnight on the sternwheeler and included a visit to Ben-My-Chree. The Atlin tour included a few days in Atlin (Ibid.).

The tourist business had its ups and downs in the early days, just as it does now. Prior to the First World War it boomed. In 1916 the number of tourists taxed the capacity of the W.P.&Y.R. railway and steamboat divisions. In 1917 the *S.S. Tutshi* was built in Carcross (Stewart pers. com.). During the First World War tourism was down but then it recovered during the 1920s to such an extent that there were several expansions to the *S.S. Tutshi*. In 1923 the number of regular passengers in and out of the country almost ceased, so that the sternwheelers would not be running except for the tourists. Trips continued in the 1930s, but the numbers were down. The end of the train and sternwheeler trips came in 1955 when the stopovers for steamers in Skagway were shortened from 36 to 12 hours (W.P.&Y.R. 1955).

## 2.9 OUTFITTING

Johnnie Johns started in the big-game guiding business in 1917 at the age of 19. In 1923 he obtained an assistant guide's license (McCandless 1985). He first applied for a chief guide's license in 1925 but because he was an Indian he could not be licensed. He applied again in 1926 and a year later was issued a license (McCandless 1976). Meantime he had to surrender his Indian status (McCandless 1985). The Whitehorse Government Agent Larry Higgins complained to the Commissioner "It really means the taking away of the livelihood of guiding from the white man if any more Indians are granted the privilege of acting as Chief Guides" (Ibid.).

Johns went on to becoming one of the most famous guides in North America (McCandless 1985). He advertised at first, but soon had more customers than he

could handle (Green 1985). In the 1930s he was taking out as many as 17 hunters at a time for \$100 a day per hunter. He had to hire one guide for each hunter (Ibid.).

In 1932 there were eight Chief Guides available to big game hunters in the Yukon. By 1940 there were only five which dwindled to three after the war (McCandless 1976). Johnnie Johns was listed in each of these years. The total expenditures in the Yukon in 1939 and 1940 for 10 hunters was \$12,000 (Ibid.).

## **2.10 CONSTRUCTION OF THE ALASKA HIGHWAY**

The United States 93rd Engineer Regiment arrived in Carcross in April 1942. This regiment was comprised of 1,000 black soldiers. They improved the 45 miles of road to Whitehorse (which was just a cart trail) and worked south-east to Lake Teslin (Brown 1944).

Johnnie Johns, a Tagish Indian, worked as a survey guide beginning in May 1942 for the 93rd Engineer Regiment "for the purposes of conducting a road location reconnaissance from Tagish, Y.T. to Teslin River, Y.T. and return to Tagish, Y.T." (Green 1985). He was paid \$10.00 a day for his services and \$2.00 a day for each of eight horses (Ibid.). Johns stated that the Army shot great numbers of wildlife along the route (McCandless 1985). It has been presumed that the soldiers were hunting for fresh meat to improve their rations (Ibid.).

During the war years, the railway was expected to carry over 10 times its prewar tonnage. It managed to carry 500 tons per day but not the 2,000 tons per day required. As a result, the U.S. Army leased the railway in October 1942 for the duration of the war and operated the railway itself (Bennett 1978).

## **2.11 MODERN CARCROSS**

Carcross continued to serve as a railway stop until the W.P.&Y.R. closed down the railway in 1982 (Star 8/10/82). Its role in tourism continued as tour buses came from Skagway to bring tourists to see the S.S. Tutshí. Tour buses continued to stop in Carcross after the S.S. Tutshi was burned in the summer of 1990. With the

development of an interpretive display in the Carcross Train Station, the new Visitor Reception Centre, tour companies will again have reason for longer stops in Carcross. It is hoped by many that W.P.&Y.R. will extend its summer tourist operations and the train will again come to Carcross.

Carcross is a usual stopping point for people on their way to or from Skagway (VES 1987). It also lies along the route of ore transport trucks from the mines in Faro and Watson Lake.

Carcross was considered as a labour reservoir for the area mines but these mines were short-lived (Arctic Caribou in 1968, Venus in 1970). Duerden (1971) claims that 30% of the population was employed in mining, but it is likely that many of these were people who had moved in to work in the mines. Today, many people are employed by the Yukon Government (e.g. school, library, highway maintenance camp).

The population of Carcross has remained fairly constant since the early 1900s (Sharp 1973). This is primarily due to the stable population of Indian people (Duerden 1971, Sharp 1973).

Carcross maintains an historic character, many of its buildings having been constructed before the 1940's (Osborne & MacDonald 1980).





### **3. CONRAD**

#### **3.1 INTRODUCTION**

This section reviews the history of the general area referred to as Conrad or Windy Arm, detailing the development of the area in terms of its economic and social history. Conrad City was located on the west side of Windy Arm about 20 km south of Carcross (Figure 5). The history of the area is representative not only of the early 1900's, but of the Yukon mining industry in general.

#### **3.2 INITIAL CLAIMS**

In 1899 the Montana claim was staked by W.R. Young and John Mervin Pooley and in 1900 they staked the Mountain Hero claim. These were sold to Ira Petty in 1900. The Venus and Uranus claims were staked in 1901 by Arthur Borden Palmer and Josephus Moore Stewart (MinFile 1991). Early prospectors built a log shack near their claims against an over hanging cliff face 1700 vertical feet above Windy Arm (Scott 1981).

In 1902 the Venus #2 and Uranus #2 were staked, followed by the Constitution and Little Johnnie claims in 1903. After their 1903 season J.M. Pooley and J.M. Stewart, of Caribou Crossing, each applied for fives acres of Dominion land on which to locate a mill site (YRG 1952 f448). Together with A.B. Palmer they applied to use and divert water from Pooley Creek to their mining claims. The object was to use the water for milling and concentrating (Ibid.).

The next season, 1904, saw increased activity as an additional eight claims were staked and John Howard Conrad purchased some of the initial claims. At some point during this period he found partners and formed three companies. These were: the Conrad Consolidated Mining Limited (with investor Gustave A. Singer), J.H. Conrad Bonanza Mines, and the Canadian Yukon Mining Company Limited. William Mackenzie, of Canadian Northern Railway fame, held 50% interest in each of the three companies (Inglis 1978).

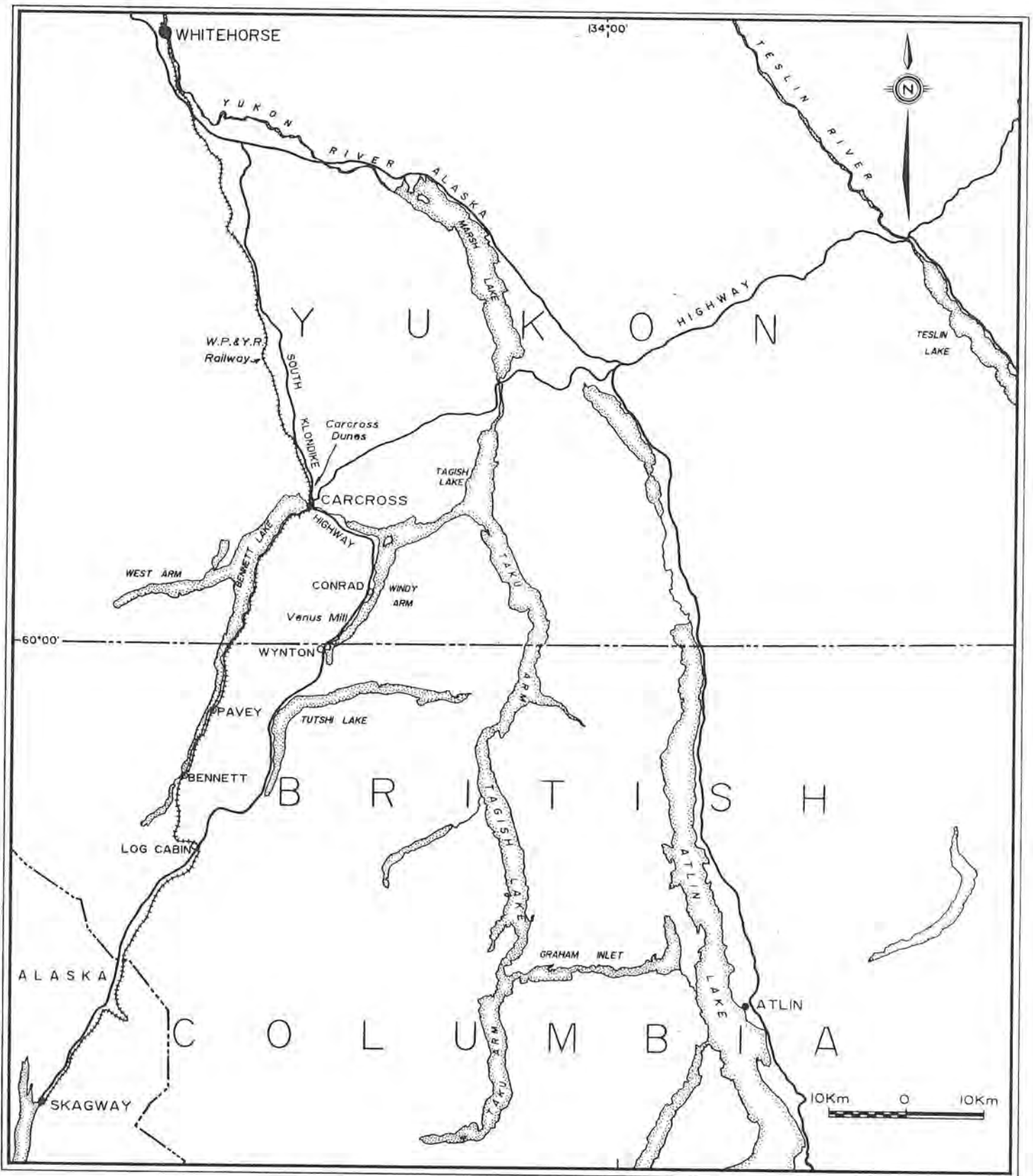


Figure 5: Regional Overview Map

### 3.3 THE BOOM BEGINS

In 1905 the area underwent a flurry of mining activity. During this year staking activity peaked, with at least 182 additional claims being staked (YRG 1981 f630). Col. Conrad continued to purchase claims from prospectors. At this time he entered into a partnership with the Honourable Edmund Bristol, Member of Parliament from Toronto for some claims in the "Big Thing" group (YRG 2002 YQ 4723).

Development work on the claims included the excavation of tunnels and adits and sinking of shafts. The primary element of value was silver, which occurred in a number of metallic minerals including freibergite, pryargyite (Ruby Silver), stephanite and galena (McConnell 1905). A considerable quantity of ore was shipped out at this time (McConnell 1905, NWMP 1905).

In August 1905, according to the *Daily Evening Star*, upwards of 100 men were employed at Windy Arm and that number was expected to increase during the autumn (Star 7/8/05). It was reported later that month that about 60 men were employed at the claims working three shifts of eight hours each. Miners' wages were \$3.50 for an eight hour day, while labourers were paid the same amount for a 10 hour day (McConnell 1905). Herman M. Vance was mine foreman and George Erickson was named as sub-foreman (Star 14/8/05).

The Yukon was abuzz with news of the staking activity. Newspaper reports glorified the work being conducted:

Every new report from Windy Arm is more encouraging than the preceding one and that locality is surely destined to become one of the greatest quartz mining camps of the northwest (Star 7/8/05a).

...in one year from today the present outlook justifies the Star in asserting that there will be in operation in the Little Windy Arm locality ... one of the largest money producers on the American continent (Star 14/8/05).

Mining development work completed in 1905 delineated important veins on both the Montana and Venus #2 claims with other veins of interest in the Uranus, Venus #1,

Ruby Silver and Humber claims (McConnell 1905). These veins all demonstrated principal values of silver with some good assays in gold in the Venus #2 vein (Ibid.).

During 1905 the ore was sacked and transported down the mountain by packtrains. Once at the shore, it was transported by steamer to Carcross where it was loaded onto the W.P.&Y.R. railway bound for the port of Skagway (McConnell 1905, Cairnes 1907). From Skagway the ore was shipped to smelters in Washington or British Columbia (Star 7/9/06). Freight bound for Conrad City was carried over this same route (NWMP 1905).

In order to facilitate easier transport of the ore to port, it was suggested that a spur line of the railway be "built from Caribou Crossing, along the shores of Lake Nares, Tagish lake and Windy Arm to Conrad City..." (McConnell 1905). W.P.&Y.R. had surveyed this area for the line from Skagway to Whitehorse as well as a second route extending from Log Cabin through Whynton, British Columbia to Conrad (Cairnes 1905 & 1907, NWMP 1905, McConnell 1905, Scott pers. com.) There was considerable talk of building a branch line (Star 5/4/06, 27/7/06) but neither of these lines were ever constructed.

In August of 1905, 320 acres of waterfront land was purchased from the Crown by Messrs. Conrad and Singer for a tram terminal, mill site, wharfage and other business uses, and a tent settlement by the name of Conrad City was beginning to form (Star 14/8/05, YRG 1954 f 591). Telephone lines were installed between the claims and Conrad City (Star 14/8/05, Tyrrell 1906A).

### **3.4 MONTANA TRAMWAY**

In order to facilitate the transport of large quantities of ore from the Montana mine to the wharf on Windy Arm, an aerial tramway was built. The Montana tramway was four miles in length, extending from the site of the new townsite of Conrad City on the shore of Windy Arm (Figure 6), 3,700 feet up the mountain to the northern extension of the Montana claim: the Mountain Hero claim (Cairnes 1906, McConnell 1905, Star 29/6/06g). It was built for a reported cost of \$75,000.00 (NWMP 1905, Star 5/4/06c) to

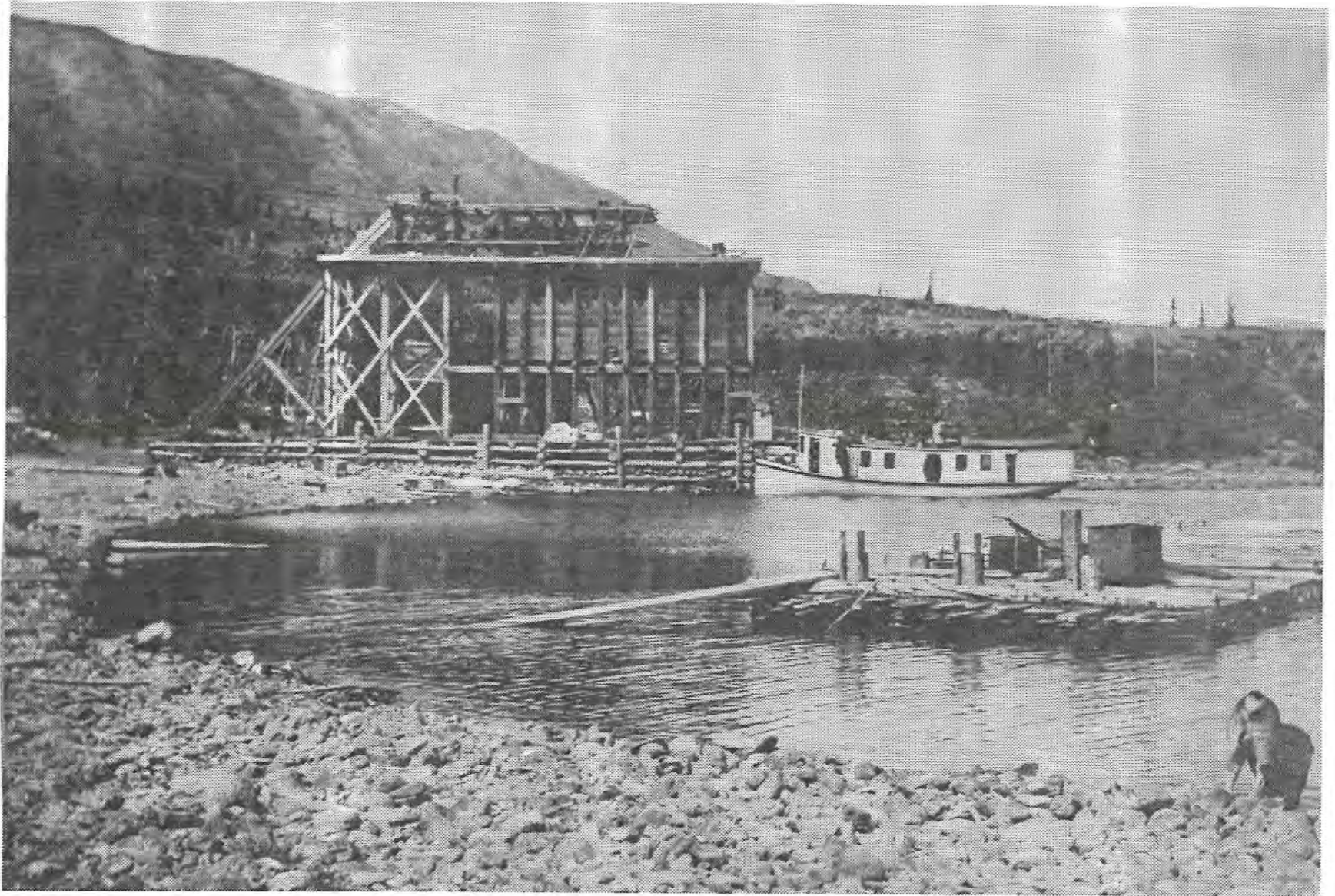


Figure 6: Montana Tramway Terminal at Conrad City, the steamer *Mabel F* is at dock  
(Phelps/Scott Collection Yukon Archives)

\$80,000.00 by the Riblet Cable Tramway Company of Spokane, Washington (Scott 1979, Star 14/8/05, Tyrrell 1906B).

Construction as undertaken in August and September of 1905 (McConnell 1905) but the tram did not operate until the following June (Tyrrell 1906B). In the meantime supplies for the mines were transported up the mountain by mules and horses. Billy Weisdeppe operated a packtrain that even carried the materials for the construction of the tramway (Star 7/8/05c).

### **3.5 GOVERNMENT INFRASTRUCTURE**

A government telegraph line was built from Conrad City to Carcross in October 1905 (NWMP 1905). Assistant Commissioner Wood of the Northwest Mounted Police felt that it would soon become necessary to establish a detachment at Conrad City or at some point near the mines (NWMP 1905). Inspector Demers of the Whitehorse detachment noted that this police post would need an officer and a number of men given the proximity of the area to British Columbia and Alaska (Ibid.).

In the autumn of 1905 the government began construction of the Windy Arm Road with a sum of \$5,000.00 being allocated for this project. Robert Lowe, then a member of the Yukon Council, was given authorization to select a foreman for the project. He chose the infamous W. Samuel McGee at a wage of \$5.00 per day plus board (YRG 1912 f204). Over the course of 1 1/2 years, numerous businesses at Conrad submitted bills for services and goods provided to the work crew (Ibid.) thereby benefiting from the road project. The wagon road was built from the terminal of the Montana tramway, on the townsite waterfront, to the Thistle and Uranus groups via the Montana, a total of four miles in length (Star 29/6/06). Other trails were also built by the government that summer (NWMP 1905, Star 29/6/06).

### **3.6 END OF SEASON?**

At the end of the summer of 1905 Col. Conrad left for Seattle and New York where he planned to raise further capital for the development of his properties (NWMP 1905,

Star 13/11/05). He had not only the rave reviews from McConnell's report and the local press, but also from other miners and investors. William Clark, described as "...the most experienced and ... most conservative of all the quartz miners who has ever come north, years of experience in Montana and British Columbia having taught him that prospects are not mines" (Star 30/10/05) told the press that Windy Arm "is the greatest mineral belt discovered in recent years and I believe from 5,000 to 10,000 men will be employed there within a year" (Ibid.).

Gustave Singer remained at the mines for the winter, reportedly continuing the work (Ibid.). Government records show that claims were staked in December 1905 and January 1906, and that work did indeed continue through the winter (YRG 1981 f630).

### **3.7 CONRAD CITY**

Like all Yukon settlements Conrad City began as a tent city (Star 14/8/05). The first public house to be built was a hotel and store constructed by Barney J. McGee, who had moved from Whitehorse after his hotel, the Vancouver Hotel, burned down (Barney was no apparent relation to Sam) (Wright & Whyard 1991, Star 14/8/05). By March 1906 there were many business in Conrad including: hotels, a hardware store, drug store, restaurants, a lumberyard and a bath house and laundry (Polk 1907-8, Star 26/03/06). A wharf was built at the foot of Miller Street, and warehouses were constructed along the waterfront (YRG 1955 f610) (see Appendix A).

A survey was completed in 1905 by H.G. Dickson, Dominion Land Surveyor. The survey entitled *Conrad. Being Plan of Subdivision of Part of Lot 17, Group 6, Yukon Territory* had 12 blocks, or portions thereof, with 24 lots for a total of 160 acres, four blocks of which were reserved for government. (Map H-590). This land was owned by G.A. Singer (Figure 7). The addition map for Lot 19 Group 6 held at Yukon Archives shows that more lots had been surveyed for Lot 17 Group 6, but there is no such map for the latter in the Archives holdings (Map H-1496).

To the north of this was 160 acres owned by J.H. Conrad: Lot 18, Group 6 (Figure 7) (YRG 1954 f591, Scott pers. com.). There is no survey map for Conrad's property,



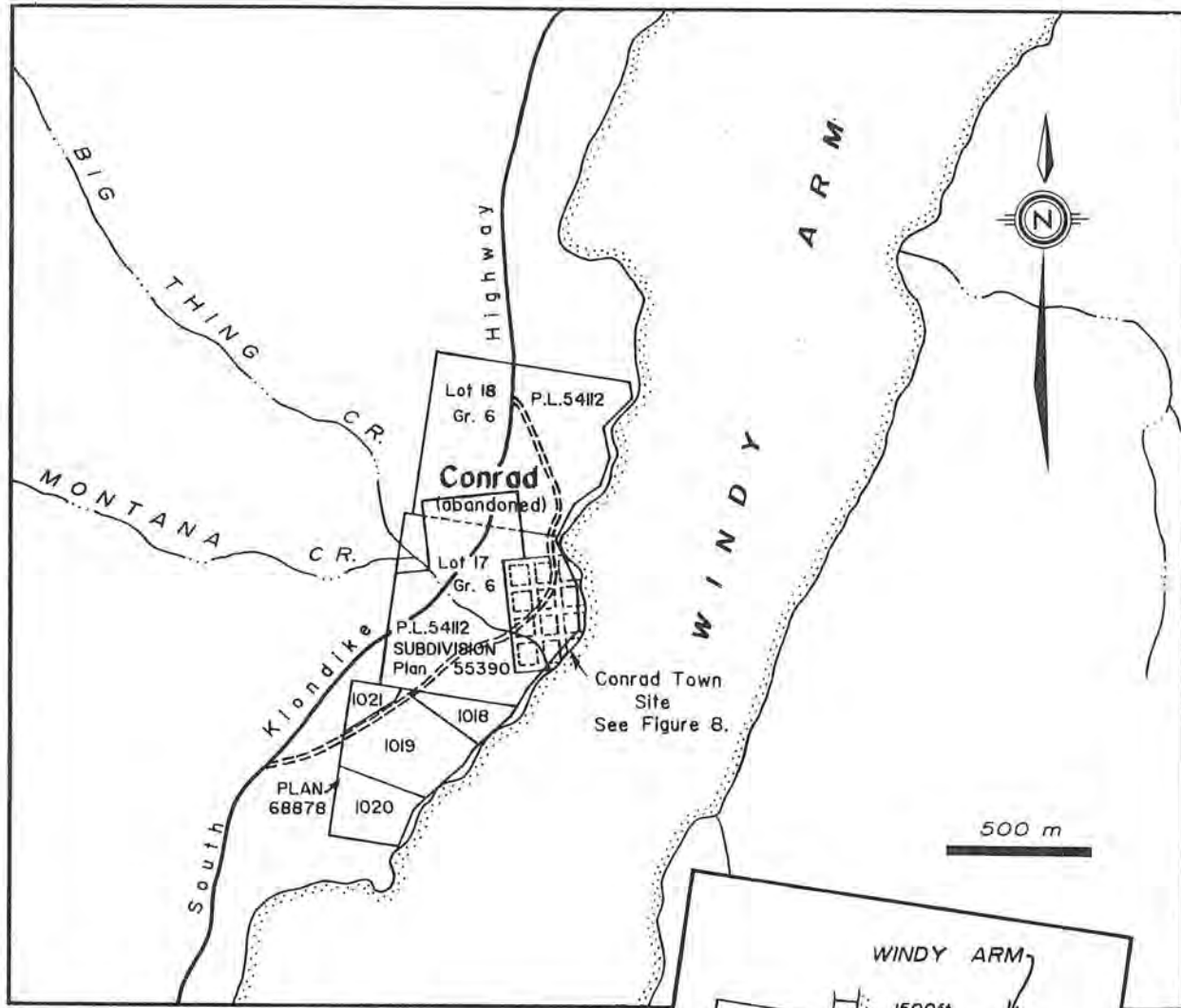
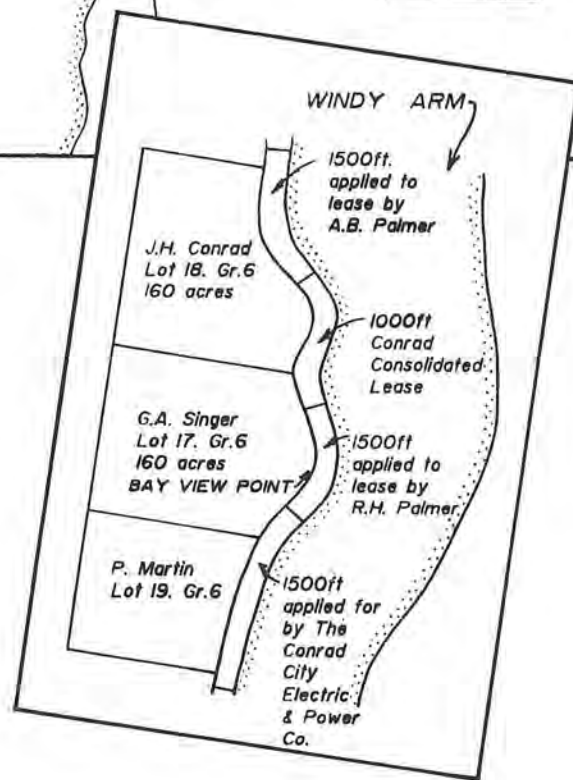


Figure 7. Conrad Townsite and Adjacent Lots (Existing Surveys).  
 Source: Dept. of Lands map



Original Surveys (1905/06)  
 Source: Gov. 1954, F591.

though the map of Singer's land does show that the tramway terminal was on Conrad's land (Figures 6 & 8).

It was reported that the lots available for sale at the townsite were sold immediately, the prices ranging from \$50 to \$300 (NWMP 1905). However, the available government records indicate that many of the lots were leased. There was much confusion as to who owned what piece of land as applications came in for lots supposedly already leased (YRG 1956 f663, 1957 f664) (Figure 8). According to the *Daily Evening Star*, by March 26, 1906 these lots were disposed of and Thomas A. Dickson, surveyor, was busy surveying an addition to the townsite (Star 24/3/06).

Patrick Martin owned Lot 19, Group 6 (Figure 6) (YRG 1953 f562). He applied for the land in July 1905, the survey was completed in June 1906 and the patent for the land was issued in June 1908 (YRG 1953 f562, Map H-1496). This lot was comprised of 100.56 acres (Map H-1496). A.B. Palmer signed the survey map "For the Owners" and the streets and avenues of this lot were named after individuals who were employees or had holdings in the various Conrad companies (Ibid.). This is curious as the patent was issued to Patrick Martin, who operated his own business, general merchandise (Polk 1907-8 & 1909-10), and was not by any evidence involved in the mining companies. In addition to the Conrad, Singer and Martin lots, there were applications for land along the waterfront. The clearest description of this is shown in A.B. Palmer's file (YRG 1954 f591) (Figure 7).

The Conrad City townsite proper was the front portion of Singer's lot. Company buildings were located on Conrad's lot. This is evidenced by the map produced by Minni (1992) and by photos of the period.

One might expect some orderly development to the townsite given the efforts of surveying it out. However, Yukon Government Records files along with the archeological assessment by Sheila Minni demonstrate that this was not so. People erected buildings or tents and then applied for land (Scott pers. com., YRG 1954 f600).

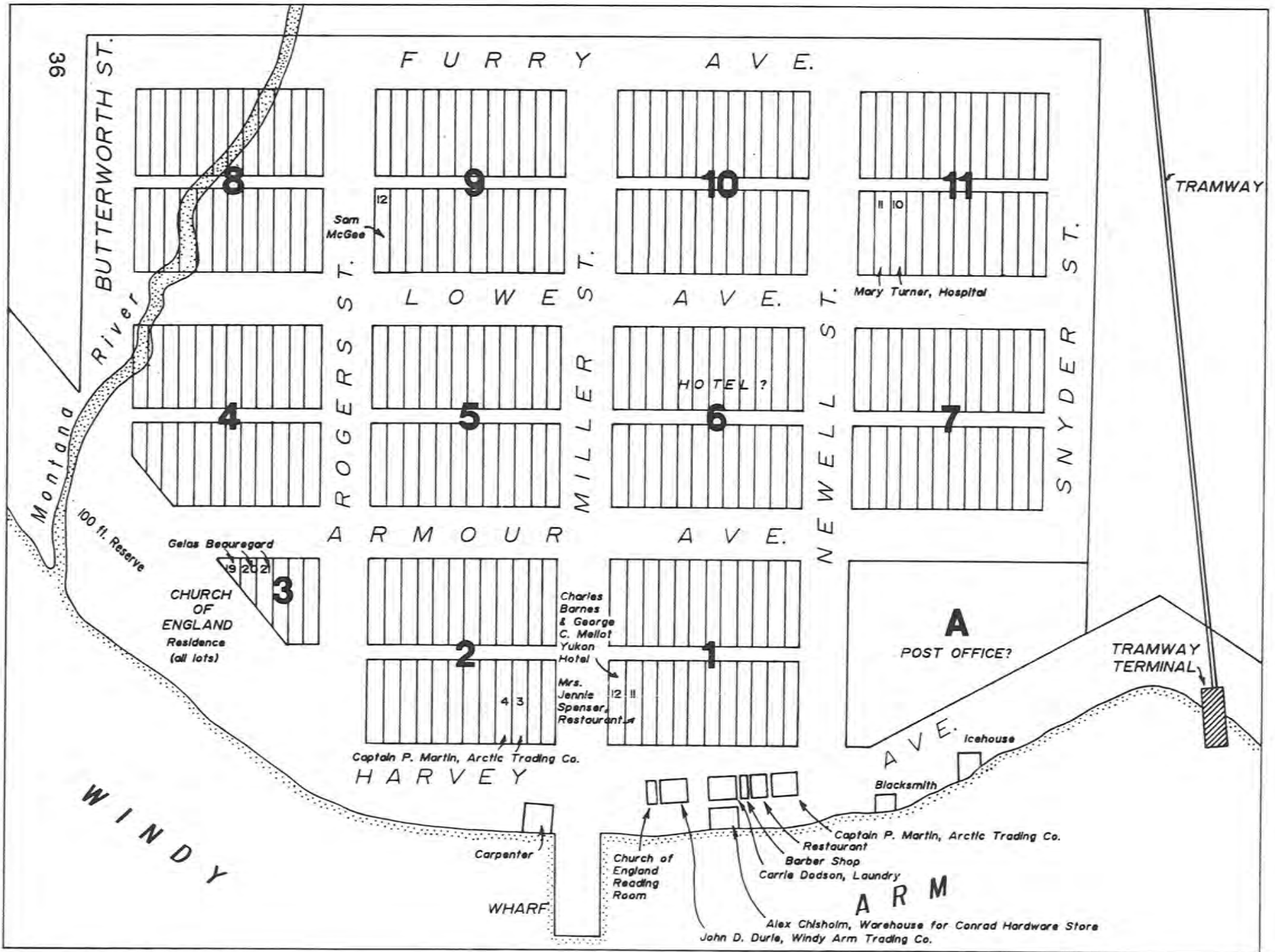


Figure 8. Conrad Townsite Showing Known Locations of Leases.

Source: Map H-590 Yukon Archives

### **3.8 CAMPS**

Mining camps were built at each of the major mining properties. Thus the population of Conrad was spread throughout the district. Stone houses were built for cook houses, offices and bunkhouses at the Montana, Thistle and Big Thing properties for winter quarters (Cairnes 1907, Star 17/8/06a). Icelandic people built the first stone houses for Conrad (Scott pers. com.). Given that these claims were located above treeline, stones were the best available building material. The house at the Mountain Hero claim was 100 feet long, 16 feet wide and seven feet high (inside measurements) (Tyrrell 1906A). At the Vault a large house was built into the canyon with wood that was packed up from the beach. Initially, "a place large enough for a small tent had to be blasted out of the sides of the canyon" (Cairnes 1907). The camp for the Venus #2 was situated on the beach below the mine workings (Figure 9) (Cairnes 1907). It consisted of an engine house, bunk house and cook house. Other claims also had camps along the shore of Windy Arm (Cairnes 1916, Scott pers. com.). At the terminal of the Venus tramway, three miles up the arm from Conrad, W.P.&Y.R. established a steamer landing called Canyon (Star 14/8/1905).

### **3.9 POLITICS AT CONRAD**

There is little information on the formal political happenings at Conrad. The *Daily Evening Star* (14/8/05) boasted that Barney J. McGee, who was "popular and law abiding", would by acclamation be made the first mayor of Conrad City.

In 1909, when the Yukon Council became a wholly elected body, Conrad was included in the Whitehorse and area district which was entitled to two members. Robert Lowe came in first, and Willard Phelps second (Wright & Whyard 1991).

### **3.10 WYNTON, BRITISH COLUMBIA**

One and a quarter miles away across the border into British Columbia (just a foot path away) was the townsite of Wynton (also spelled Winton or Whynton) (Scott pers. com., Star 24/8/06). It was built about the same time as Conrad City and boasted two hotels:

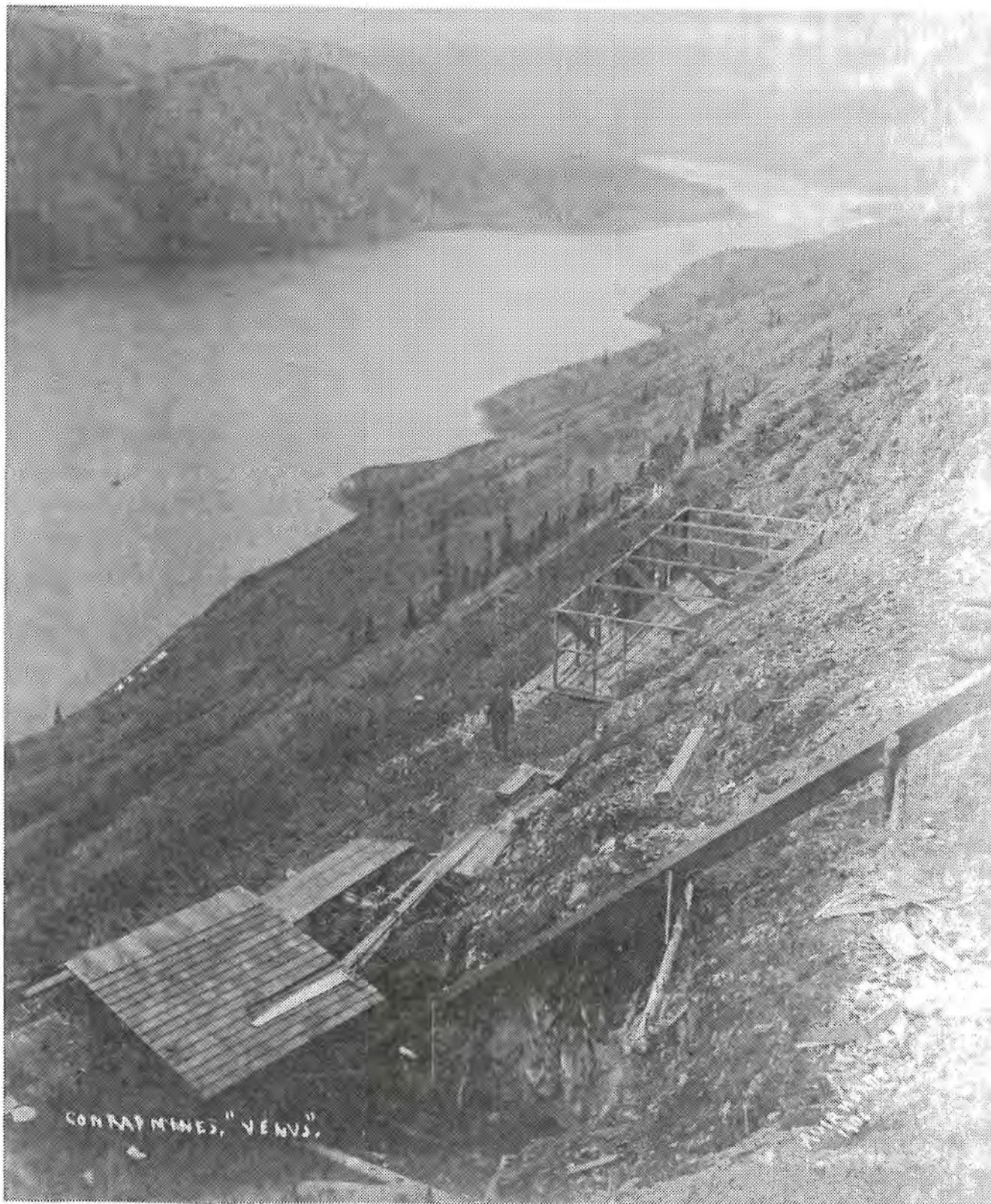


Figure 9: Venus Mine Site with Camp Down Below (Muirhead Collection, Yukon Archives)

the Lakeview and the Wynton (Figure 10) (Scott pers. com., Star 24/8/06). There was prohibition in the Yukon at the time, so the miners would walk down from Conrad to satisfy their thirst (Scott pers. com.).

According to the *Daily Evening Star*, (26/3/06) "Big" Bill Anderson moved to Wynton to erect one of the hotels. The other hotel was owned by Gould and Simpson (Star 24/8/06). A Dr. Scharschmidt visited Wynton and predicted that there would be half a million people, more or less, at Whynton during the summer of 1906 (Ibid.). There is no information available to indicate why this would be so. In 1907 W.A. Anderson was town Mayor (12/4/07c).

The steamer *Mabel F* (Figure 6) regularly made the 30 minute run to Wynton from Carcross and Conrad City during 1906 (Star 29/6/06d, 24/8/06, 26/4/7c) while the *Str. Gleaner* was used to make occasional trips there (Star 25/5/06; W.P.&Y.R. 1899-1955, 1903-27). For the winter of 1906-07 the *Gleaner* was put on ways at Wynton (Star 2/11/060).

The *Daily Evening Star* (6/4/06) reported that Messrs. Baker and Parker went to Wynton "where they intend to erect a saw mill". A brief archeological investigation of the area reported some artifacts from a saw mill, but little of the site remains (Gates & Cassidy 1973). Mrs. Mary James has had a cabin in the area for about 20 years and the James family trapped in the area, near Taku Arm (Greer pers. com.).

### **3.11 1906 SEASON**

In the spring of 1906 the ownership of the Conrad properties changed hands. Colonel Conrad had originally investors in Seattle and in 1905 several businessmen advanced money to option the properties (Star 5/4/06, 12/4/06). In 1906 William Mackenzie bought out the original investors. Mackenzie and Conrad together owned all of the stock (Star 5/4/06, 10/4/06, 12/4/06, 26/4/06). Two of the investors remained involved with the companies; Gustave Singer became General Manager while E.R. Butterworth became Vice-President of the Conrad group (Star 12/4/06, 17/8/06).



Figure 10: Hotels at Wynton, B.C. (Phelps/Scott Collection, Yukon Archives)

The summer of 1906 again saw extensive prospecting and mining work on all of the principal claims held by the Conrad group of companies: Venus, Vault, Montana, Mountain Hero, Uranus and the Big Thing (NWMP 1906; Star 7/4/06, 12/4/06; Tyrrell 1906A). Equipment, including: pipe, lumber, groceries 100 tons of machinery, was shipped from the south (Star 10/4/06, 12/4/06, 26/4/06b). Robert Lowe, member of the Yukon Council, reported that 130 men were employed on these properties with a total of two to three hundred men working the Conrad area (13/7/06). E.R. Butterworth stated that they were working 100 men (17/8/06).

Silver was the primary economic element for all of the claims except for the Big Thing, which also returned high assays for gold (Cairnes 1906, NWMP 1906). Cairnes (1906) stated that the Vault claim was "the most promising looking property in the Windy Arm district". The NWMP (1906) also noted that there would eventually be several very prosperous mines here. There were companies other than Conrad's working claims in the district (Star 13/7/06). The Anglo-American Company headed by T.M. Daulton of Seattle owned the Dail properties (Cairnes 1906; Star 7/4/06, 12/4/06, 18/5/06). Daulton was also finding high assays in gold and silver and employed many men (Star 7/9/06). Edmund Bristol's company still owned the Big Thing at this time (Conrad was still a part owner) (Star 12/4/06, 28/12/06b).

Development of infrastructure continued. The government road along the beach from Caribou Crossing to Conrad City was completed, as were several trails which ran along the shore of Windy Arm to and between the primary claims (Cairnes 1907). The Pooley Water Plant was started this summer (Cairnes 1906, Tyrrell 1906B&C). A hydraulic power plant, with a Pelton Wheel and air compressor was installed at a cost of \$5,283.04 on Windy Arm to create power from the water of Pooley Creek to furnish compressed air for the power drills in the tunnels and drifts (Star 13/7/06, Tyrrell 1906B&C). The water level fell causing the plant to be shut down after a short period of operation (Ibid.). The company built several buildings: a warehouse, residences, general office and an assay office and a wharf (Minni 1992, Star 12/4/06).

In the autumn of 1906 geologist Joseph Burr Tyrrell came from Toronto to assess the claims in which his client, William Mackenzie, held interests (Inglis 1978, Loudon



1930, Star 14/9/06, Tyrrell 1906). He was accompanied by Mr. J.H. Hoare, an agent for Mackenzie and Mann (Star 14/9/06b&c).

Tyrrell (1906A) concluded that many of the claims worked that year were of no value. He recommended to William Mackenzie that he not take up the option held on the properties, considering the excessive amounts of money already spent on the work. Tyrrell (1906A,B&C) provides total costs for many of the claims as well as wages of crew members. Many of the claims were worked by contracts, which in some cases created difficulties in completing the work (Cairnes 1907, Star 26/3/06, Tyrrell 1906B&C). The cost of driving tunnels and sinking shafts by contract was \$15.00 and \$17.00 respectively per running foot (Tyrrell 1906B). After discontinuing the use of contracts and appointing foremen, Tyrrell (Ibid.) noted that the cost was \$56.37 per running foot (exclusive of the costs to the tramways and electric plant).

Tyrrell (1906B) condemned the management of the properties:

You will see by this report that the work so far done has not proved the existence of any large body of payable ore in any of the claims; that the Development work has been conducted ignorantly and extravagantly; and that large sums of the money provided for such work have been diverted to the erection and installation of permanent improvements.

He criticizes the report of the foreman, Mr. Vance, doubting that the figures provided by the company were accurate. According to one of Tyrrell's biographers, Mackenzie held a 50% interest in Conrad's three mining companies which could have cost him close to one million dollars (Inglis 1978). Inglis states that Mackenzie pulled out of the venture and saved considerable monies thanks to Tyrrell (Ibid). However, YRG files show him as a partner in later years (YRG 2002 YQ 4718). In Loudon's (1930) bibliography of Tyrrell he reports that nothing came of Tyrrell's reports to Mackenzie and that Tyrrell was frustrated that Mackenzie did not rely on his judgment. According to *The Weekly Star* (21/12/06) Colonel Conrad travelled to Toronto to consult with William Mackenzie to straighten out a "misunderstanding". Conrad was successful and work, which had apparently halted, resumed at the Venus, Vault and Montana mines (Ibid). Presumably the Colonel convinced Mackenzie to remain as an investor.

Tyrrell questioned the results of the assay work, noting that hand-picked specimens must have produced the high results reported by the Conrad assayer, Mr. W.N. Musgrave. Tyrrell's own assays usually produced lower results (Tyrrell 1906 A,B&C). There were several shipments that summer to the smelter in Tacoma, Washington. The *Str. Gleaner* ran twice a week between Caribou Crossing, Atlin, B.C., Conrad City and Wynton, B.C. (Cairnes 1907, Star 31/8/06, W.P.&Y.R. 1899-1955, 1903-27).

Cairnes (1907) was more positive about the work done at Windy Arm:

A great many men have been employed, the mineral resources of the district are in a fair way to being developed, and what promises to be a permanent industry has been established. The commencement of the work on these Windy Arm properties, therefore, marks an important era in the history of the district, even though the properties in question are all, as yet, in the development or prospect stage.

He commented that there had been many difficulties to overcome: packing materials high up into the mountains, finding skilled labour, high cost of wages and the rigours of the northern and alpine climates (Ibid.).

Near the close of 1906, *The Weekly Star* was reporting on the bright prospects for mining in southern Yukon and that the next few months would see more activity in the Windy Arm mines (Star 9/11/06a). However, the work on the mines was suspended in mid-November due to a reported "Misunderstanding at Toronto" (Star 21/12/06, 18/1/08). Col. Conrad travelled to Toronto to confer with William Mackenzie and by December 21 the mines were reopened (Ibid.). Perhaps Tyrrell had been temporarily successful in stopping the work. According to Mr. Musgrave, the company assayer, by the end of 1906 approximately \$450,000 had been invested in Conrad's properties (Star 28/12/06b).

### **3.12 CONRAD MINING DISTRICT**

With the increase in mining and exploration activity in the Windy Arm area and the importance that the region was then given, a new mining district was formed out of the previous Whitehorse Mining District (Figure 11). The Conrad Mining District was

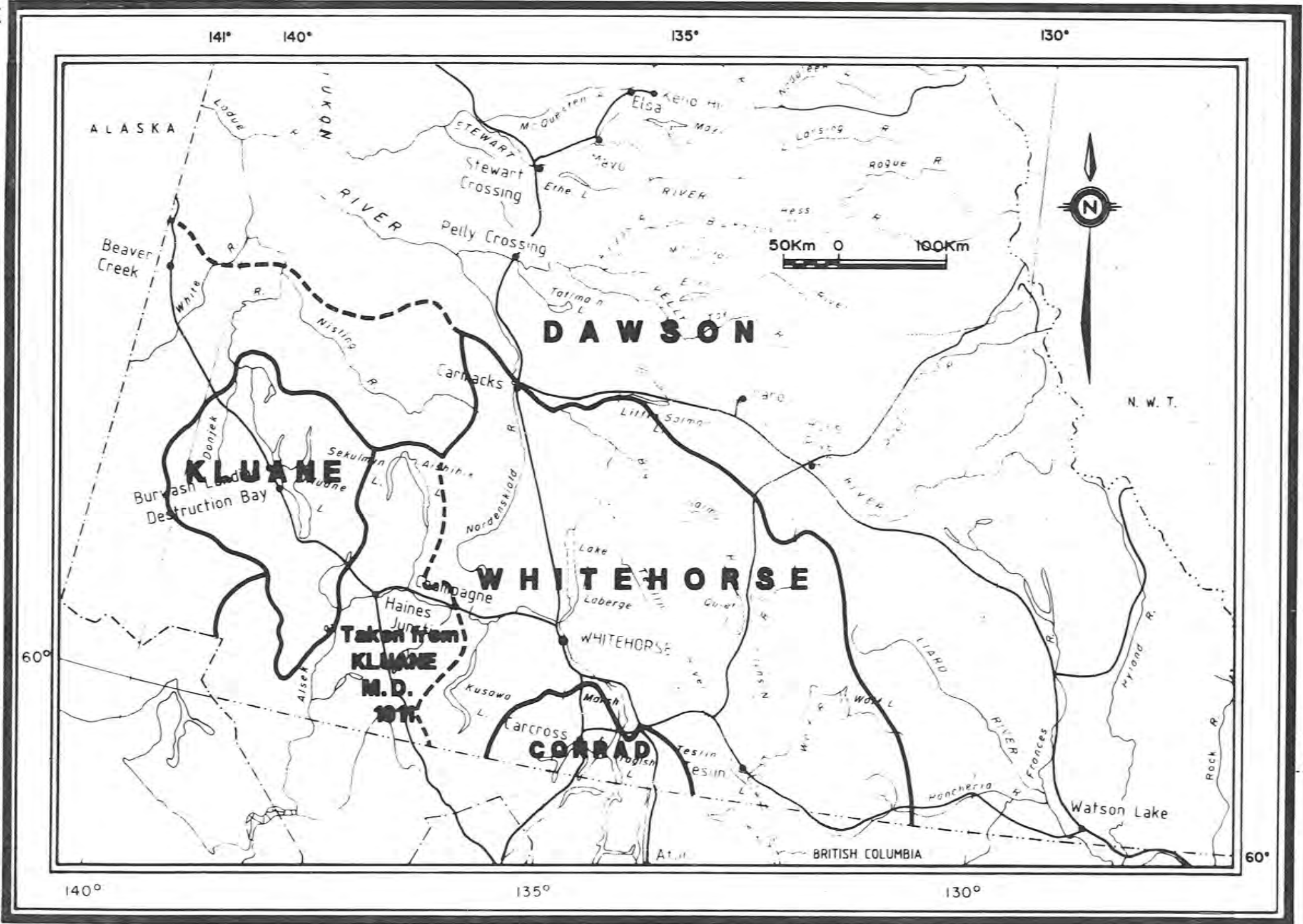


Figure 13. Conrad Mining District.

Source: Gov. 2034, 1729 pt 1

proclaimed on August 1, 1906 (YRG 2034 f172). This district included not only the Windy Arm area, but also the Watson and Wheaton Rivers area (Cairnes 1907). A mining recorder's office was set up at Conrad with Percy Reid as the first Mining Recorder (Cairnes 1907, Star 29/6/06, YRG f172).

### **3.13 MORE TRAMWAYS**

The Montana tramway was put into operation in June, 1906 but was soon out of order (Tyrrell 1906B). The tramway worked by gravity which meant that the buckets had to be filled at the top to move them along the cables. No ore<sup>1</sup> was discovered on the Mountain Hero claim so the buckets were filled with waste rock in order to power the tramway and bring supplies up from the shore (Scott pers. com., Tyrrell 1906B). Several men had to shovel loose rock into the buckets and the rock was dumped at the lower terminal. Eventually the tramway was abandoned and horses and mules were again used to pack supplies up the mountain (Ibid.).

The summer of 1906 saw the construction of three additional tramways, which had been surveyed the summer before (MP 1905; Star 12/4/06, 29/6/06g, 17/8/06a) (see Figure 14). A 1,525 foot long Riblet two bucket tramway was installed in August 1906 to the Venus claims at a cost of \$5,329.73 (Tyrrell 1906C). A third, temporary tram, using the lead line from the Montana tram, was placed across the canyon to the Vault mine to transport wood and supplies (Cairnes 1907, Tyrrell 1906C). By the end of the season, a Riblet standard aerial tramway, 4,800 feet in length, was being built from the Vault to the beach on Windy Arm at an estimated cost of \$16,000 (Ibid.). Mr. Royal M. (or N.) Riblet himself was reported to have come to the Yukon to survey and construct at least one of these tramways (14/8/05).

The construction of all the tramways turned out to be unwarranted. The mines that they were intended to serve never produced sufficient ore. The Montana tramway "was built to the mouth of a cross-cut tunnel started on the Mountain Hero, and was intended to tap the Montana vein at a considerable depth, but ore has not as yet been

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<sup>1</sup> Ore is rock containing valuable minerals or elements that can be extracted at a profit. Waste rock may also contains valuable minerals, but these cannot be extracted for a profit.

struck in this tunnel" (Cairnes 1907) and it "now stands as a monument of erroneous judgment and reckless and wasteful extravagance" (Tyrrell 1906C). Of the Vault tramway Tyrrell wrote "Unless further development should by good fortune reveal some payable ore this tramway will stand, like the [Montana] tramway, a monument to foolish and incompetent management" (Ibid.).

### **3.14 SETTLEMENT GROWS**

In 1906 the Northwest Mounted Police established an outpost at Conrad City (NWMP 1906). A noncommissioned officer and a constable were stationed there. They boarded during the summer at a hotel, but lived in a tent (Ibid.). The NWMP (1906) mentioned the need to erect a permanent detachment, or for the men to rent a house for the winter.

Late in 1905 or early 1906 Mr. A.E. O'Meara of Toronto arrived to be placed in charge of the newly started mission at Conrad (Cody 1908). On June 26, 1906 Bishop Isaac O. Stringer applied to the government for a free grant of land in Block 3 on which he wanted to erect a church, residence and reading room (YRG 1954 f600). The block was noted to be the equivalent of about four ordinary lots (100 by 130 feet in total) and was triangular in shape (Ibid.). A residence for Rev. O'Meara was constructed, but on which lot is not known (Star 7/9/06).

Bishop Stringer established the reading room and lending library at Conrad City in the spring of 1906 (YRG 1915 f240). Materials were available for the free use by the public and the person overseeing the reading room, Mr. W. D. Young, circulated materials to the surrounding mining camps (Ibid.). Bishop Stringer applied to the Yukon Council for a grant of \$50 per month for the operation of the reading room which he was successful in obtaining. Rev. O'Meara was "in charge" of the room. The Bishop also solicited funds from private sources to cover the remaining costs. The Council grants continued until at least 1908 at which time there was also a reading room in Carcross (Ibid.). The Reading Room in Conrad was still in operation in December 1908 with Mr. Young as lay minister (Star 4/12/08). It is not apparent as to exactly when the Conrad reading room was closed. Rev. O'Meara served at Conrad

until 1909, working in central Yukon occasionally during that time (Genn 1950). He left the Anglican Church in 1909 to return to work as a lawyer "outside" (Ibid.).

On June 4, 1906 Mrs. Mary Turner notified the Whitehorse Mining Recorders Office that she had begun to clear Lots 11 and 12, Block 11 for the purposes of a hospital (YRG 1953, f619). She had already built and was operating a hospital on these lots (Figure 8). Reverend John Pringle (Presbyterian) had previously applied for Lot 11 for the purpose of his church and was not willing to waive his claim. The Agent for the Mining Recorder recommended that Mrs. Turner's application be approved "subject to the rights of the Presbyterian church and subject to the provision that the said lots can only be held so long as they are used for hospital purposes" (Ibid.).

On July 1, 1906 a post office opened at Conrad City. The first postmaster was James M. Murray (Robinson 1973, Woodall 1976). The post office continued until October 12 or December 10, 1910. There are no postmarks known from this post office (Ibid.). It was located in the block labelled "A" on the townsite map (Scott pers. com.).

By August 1906 Conrad City had approximately 100 houses and tents and several stores (Figures 8, 12 & 13) (Star 17/8/06b). There were 200 to 300 men employed in the mines (Star 13/7/06a). A census was conducted by the Royal Northwest Mounted Police in September 1906 which reported 12 children of school age (Star 21/9/06). The full results of this survey might be in the RCMP files National Archives in Ottawa.

There was much talk about building public facilities such as a public hospital (Star 2/11/06b) and a school (Star 6/7/06b, 2/11/06c). It appears that neither were built but a school was operated out of a private home with Miss Myrtle Turner as teacher (Star 2/11/06, 9/11/06). There were three different religious denominations in Conrad, the most active being the Church of England (Star 24/8/06).

A newspaper, the Conrad City Miner, was printed by E. B. White (known as the Stroller in the Whitehorse and Dawson papers, and A.B. McEachern in the summer of 1906 (Star 6/7/06b, 13/7/06b). No copies of this paper have been located.



Figure 12: Alex Chisholm's Hardware Store at Conrad City  
(Muirhead Collection, Yukon Archives)



Figure 13: View of Conrad City Looking Up Miller Street  
(Donaldson Collection Yukon Archives)

Captain P.H. Johnston provided steamer service between Carcross, Conrad and Wynton with the *Mabel F* from June until November (Star 29/6/06, 14/9/06, 9/2/06). It could carry 15 to 20 passengers (Star 29/6/06).

The towns people enjoyed a social life during the winter of 1906 with dances held in the Northern Hotel (Star 5/10/06)

### **3.15 PROSPECTS IN DECLINE**

Work continued through the winter of 1906-07 with 20 to 30 men being employed (Star 28/12/07, 25/1/08). It was generally felt that work would be resumed on a larger scale in the spring as rich finds had been made during the winter (Star 25/1/07, 8/2/07, 1/3/07).

The summer of 1907 was not as active as the previous two. There were only 15 to 30 men employed that summer (NWMP 1907). Police Superintendent A.E. Snyder felt that the town of Conrad had died a natural death for the time being, "not to poverty of the mines but to difficulties among the owners, for the ore shipped from there has been of good quality" (Ibid.). G. A. Singer, General Manager left the Conrad group to become president of the company working the Livingstone Creek claims (Ibid.) . However, the ever positive *Weekly Star* reported that the merchants at Conrad City were doing a good business (Star 9/8/08).

It is likely that Col. Conrad's investors were not happy with the significant amounts of money invested in the Windy Arm properties with so little payable ore recovered. The minerals of value in this ore are finely dispersed throughout it (Scott pers. com.). The ore was being sacked and taken out at high freight rates on W.P.&Y.R. steamers and railway (Cairnes 1916). The methods of mining had to change if the area was to be any more profitable. Thus, in early October 1907 the Venus mine was closed temporarily with the decision to construct a concentrator by the next summer (Star 11/10/07, 25/10/07). Merchants remained optimistic that mining operations would boom again (Star 18/10/07).



The Northwest Mounted Police withdrew their detachment at Conrad as part of a larger effort in reducing the strength of the Whitehorse division (NWMP 1907). The police at Carcross made frequent patrols to Conrad City in their launch, *Gladys*, and to the mines on horseback (Ibid.). The patrols continued through to at least 1911 (NWMP 1908, 1909, 1911). Inspector Fitz Horrigan was stationed at Carcross from November 1905 to April 1907. He was in charge of the Conrad City detachment during that time (Star 12/3/07a).

Some of the businesses moved from Conrad at this time. John Durie shipped his stock from his Windy Arm Trading Company to Whitehorse (Star 26/4/07).

The Whitehorse press remained as optimistic as ever though: "late reports from Conrad City are to the effect that the Windy Arm mining district is far from being a dead one. The Venus mine is a magnificent property and will alone make that a prosperous mining camp" (Star 12/5/07b).

### **3.16 VENUS MILL**

The need for a concentrator was first noted by Tyrrell (1906C) when, in his cynical fashion, he wrote:

Mr. Vance sagely intimates that the ore needs concentration, but there would be very much more chance of making a mine of the property if the concentration had been done by nature, than if it must be conducted by imperfect and expensive human agencies.

During the summer of 1907 the Conrad Consolidated Company operations were reportedly examined by "two noted experts, Messrs. Kennedy and Parks" (NWMP 1907) who advised the mine owners to install a concentrator (Star 26/7/07b).

The concentrator was brought in from the outside in the spring of 1908 (Star 24/1/08, 10/4/08, 17/4/08). It took several months to complete. The concentrator was the subject of many articles in the *Weekly Star* which reported progress with great enthusiasm and maintained that the Conrad area would be booming once the mill was

working (Star 24/1/08, 17/4/08a, 22/5/08, 19/6/08, 4/9/08a, 25/9/08).

The Venus mill was completed by October (Cairnes 1916, NWMP 1908, Star 16/10/08). It was built immediately below the mouth of the lower adit and was connected to the mine, 900 feet above it, by the aerial tramway (Brock 1909, Cairnes 1916). Cairnes (1916) describes the mill as follows:

It was said to have a capacity of 100 tons a day. The equipment includes a 100-horsepower boiler and a 75-horsepower engine, for generating the motive power, also a partly installed hydraulic plant to obtain power from Pooley canyon. The concentrating equipment embraces a grizzly, Blake crusher, trommels, high-speed rolls, a Huntingdon mill, jigs, four Callow screens, six Callow settling tanks, three Wilfley tables, and two Frue vanners.

The *Weekly Star* (4/12/08) reported the operation of the mill as follows:

An aerial tramway carries the ore from the mouth of the mine tunnel to the top of the concentrator building where, by an automatic dump, it is discharged in a flume which carries it to the first portion of the treatment which is a powerful crusher having the capacity of thirty stamps. On leaving the first crusher the ore is carried by gravitation and heavy flow of water, the discharge of a five inch pipe, down through the remaining half dozen stories or departments of the mill, through several other crushers and ore segregators, all the pulverized rock being carried on and discharged in the bay, only the concentrates remaining. Even the flue sand is all machine washed and the finest particles of minerals saved.

The intention was to operate the mill night and day all winter in twelve hour shifts for which only 12 to 15 men would be employed per shift (Star 16/10/08, 4/12/08). However, many more employed at the outset, including 15 in the mine (35 to 40) (ibid.). With the installation of the mill it appears that mining activity resumed at a greater level than had been seen since 1906 (Star 13/11/08). A total of 117 claims were worked in the Conrad district that year (Star 19/3/09). Conrad's company was even considering installing a second and larger mill at the mouth of Pooley Canyon for ore from the Vault mine (Star 4/12/08).

A light plant was installed in the mill and extended to the Venus mine and the

messhouse (Star 20/11/08). A steam heating plant was installed to heat the entire mill as work continued into the winter (Star 18/12/08).

The mill operated through the winter and into the summer of 1909, though it was shut down in February to install a new driving wheel (Star 19/2/09, 18/6/09). When it was closed down for good is not evident, but likely in the winter of 1909/10 as efforts shifted to the Big Thing mine. According to Cairnes (1916) the "losses in the slimes were found to be very high". It was operated in later years and an oil floatation process was added in June 1917 (15/6/17).

### **3.17 BUSINESS AND LIFE AS USUAL?**

The townsite of Conrad had dwindled in population since 1906 but those who had faith remained on Windy Arm. Some of the business people who stayed were Charles Watson, Captain Martin, Frank McPhee, Alex Chisholm, Jennie Spencer and "Missouri" Sibbit operated his stage line (Star 6/11/08, 13/11/08, 4/12/08). The 1909 federal election showed the voter count at Conrad as a total of 28, about 1% of the total vote (Star 22/1/09). Keeping in mind that only Euro-Canadian men over the age of 21 could vote at the time, the total population of Conrad would have been somewhat higher<sup>2</sup>.

In 1908 Colonel Conrad was quit active in seeking investors and buying and selling mining claims (Star 3/7/08). Conrad sold the Venus Extension to the Yukon District Gold Mining Company Limited in May 1908 (YRG 2026 YQ 8514). He reportedly bought out all of the Windy Arm holdings of William Mackenzie, except for the Venus group (Star 3/7/08).

Conrad and his cohorts again had high hopes as they continued to plan even more improvements. Mr. Riblet, the tramway builder, was again invited to survey for an aerial tram (NWMP 1909, Star 9/10/08). This time the plan was to run a tramway over the Chilkoot Trail so that ore could be barged to Lake Linderman and then carried over the summit by tram to Dyea from where it would be shipped to smelters in British

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<sup>2</sup>Note for comparison: the Carcross voter number was 42, Whitehorse was 185.

Columbia or Washington (NWMP 1909, Star 9/10/08, 18/6/09). The reason for such a scheme would be to avoid the prohibitive W.P.&Y.R. rates (NWMP 1909). This tramway was never constructed, perhaps because W.P.&Y.R. gave Conrad better rates in the autumn of 1909 (Star 12/11/09).

### **3.18 MINING METHODS**

In the early 1900s mining methods were labour intensive and fraught with difficulty. As mechanized mining was still in the future, early miners let gravity do all the work. They made tunnels into the mountain, called adits, either following a vein or to crosscut one. The adits maintained a slight uphill grade, to allow water to run out and to allow loaded ore cars to roll out (Photo 82/15 #64). Underground excavations, called stopes, would be developed in profitable portions of the vein, termed ore shoots, whereby the vein would be mined along its length and width with the broken ore being 'pulled out' via drawpoints into ore cars. The ore would be sent to the mill for further processing while any waste rock would be dumped at the adit collar, or entrance. Old adits can often be recognized from a distance but their distinctive mounds piled on a hillside.

Once out of the adit the ore was transported to the mill where the gold and silver would be extracted. The Venus mill was built in typical fashion on the hillside. This allowed the ore from the mine to be dumped into the storage bin at the top and gravity pulled the ore from one process to the next down through the mill. At the bottom, the waste product or tailings was ejected, while the finished product, metals or a shippable concentrate, would be retained and shipped to a smelter.

### **3.19 WHEATON AND WATSON RIVER COUNTRIES**

In 1906 Colonel Conrad took options on several of the newly staked claims in the Wheaton and Watson rivers area (NWMP 1906, Star 27/7/06). A camp was reportedly established but little work was done before the onset of winter ceased operations (Ibid.). Though there was some assessment work reportedly done in the 1907, there is no mention of Conrad's involvement in the Wheaton that year (NWMP 1907). He was

likely seeking investors, for during the next summer (1908) he purchased a group of quartz claims near Gold Hill. He started work there and purchased options on several other groups in the area, including the Sunrise group (NWMP 1908, Star 4/9/08). Once again he had raised capital in eastern Canada to undertake this work and to buy out William Mackenzie's interests in the Wheaton and Watson country (NWMP 1908, Star 3/7/08).

Conrad did some work done in the Wheaton area in 1908 (Star 4/9/08, 18/9/08) and by 1909 was talking of building a concentrator on the Wheaton River (Star 15/1/09). He also worked properties on Porcupine Creek, Alaska for several years (Star 3/7/08, 27/11/08, 2/4/09, 2/8/12, 16/8/12).

### **3.20 THE BIG THING**

In the autumn of 1906 there was a flurry of activity at the Big Thing (Star 14/9/06, 21/9/06). Along with the Venus, the Big Thing claim was worked the most extensively of any of the claims on Montana Mountain (Star 28/12/06b).

Col. Conrad, Edmund Bristol and William Mackenzie "grouped a large number of their claims [in 1908] which they are planning to operate on a large scale next year. The celebrated 'Big Thing' mine is included in one of the groups" (NWMP 1908). Work continued through the winter of 1908/09 (Star 5/2/09, 19/2/09). During the next summer "work is being pursued with more vigour than ever on the 'Big Thing' and 'Venus' mines (NWMP 1909, Star 20/8/09b). Conrad had brought in 40 tons more of mining equipment (Star 20/8/09b, 10/9/09a).

Yet another survey was conducted for a tramway, this time from the Big Thing to the WP & YR railway a distance of 4 miles (NWMP 1909, Star 18/6/09). The cost was estimated at \$80,000 (Star 18/6/09). This tramway was never constructed.

In 1909 the Colonel sold a portion of his interests in the Dail properties to "eastern capitalists, who have incorporated a company at \$2,500,000" (NWMP 1909, Star 20/8/09a). The properties were originally located by Dail and Fleming and were under

option to Conrad (Star 18/9/08). The Empire Mining Company began work on these properties in September 1909 (Star 20/8/09a). It was expected that the Venus Mill would be used for the ores extracted from both the Venus and Empire mines (NWMP 1909). The new company was installing machinery and appeared to be planning to expend large amounts of capital (Ibid.).

The townsite of Conrad had greatly diminished by this time. Many businesses had moved out and applications for lots were withdrawn by the applicants. In 1909 Jennie Spencer did not have money to pay the \$50 due on the sub-lease of the land on which she had her hotel and restaurant. There were "six people in the town of Conrad so it is hard to get money when there is no business" (YRG 1956 f663). Polk's Directory (1915-1916) shows Mrs. Spencer's business as being the last non-mining business in Conrad. She left Conrad for California in the autumn of 1911 (YRG 1956 f663). Captain Patrick Martin closed his store at Conrad in October 1909 and moved back to Whitehorse where he continued to operate the Arctic Trading Company (Star 5/11/09).

Carcross became the service centre for the Big Thing as Alex Chisholm reopened his hardware store there and Frank McPhee took over the general merchandise store of Hansbrogh & Robeson (Star 10/9/09). The miners seemed to live either in camps at the Big Thing or in Carcross by 1909.

Work on the Big Thing continued though the winter of 1909/10 for which the government built a "good highway" from the Big Thing mine to Carcross to aid in the hauling of ore (Star 10/9/09b). Col. Conrad claimed to have paid \$7,506 of the total cost of \$12,506 of the wagon road (Star 1/9/11). As well, the government built a wagon bridge over the narrow arm at Carcross (Star 18/3/10).

Mr. Vance, manager, stated that the mine would be shipping 50 or 60 tons of ore a day all winter and that 35 men, including the teamsters, would be employed (Star 12/11/09a). Sixty men would be employed at the Venus mine and mill (Ibid.). Equipment for the Big Thing tramway would be hauled by the teamster over to the mine (Ibid.). The company was successful in arranging "satisfactory rates" with W.P.&Y.R. so that ore could be shipped at a profit (Ibid.). Colonel Conrad was also

successful in the winter of 1909 in raising \$460,000 for the Big Thing, Venus and Dail & Fleming properties in the eastern money markets (Star 24/12/09).

Work on the Venus and Big Thing continued through the 1910 season with shipments being made to smelters in Tye and Tacoma, Washington (Star 18/3/10, 29/7/10, 11/8/10; YRG 1990 f950 & f951). The crew was down to 15 men (Star 29/7/10). In 1910 the only claims in the area being operated, according to the Assistant Gold Commissioner, were those of the Conrad Consolidated Mines (Big Thing, Venus and M&M) (YRG 1990 f950). Colonel Conrad continued to lobby W.P.&Y.R. for reduced freight rates and claimed that unless rates dropped, he would close down his mines (Star 26/8/10).

The winter of 1910/11 and the following spring were busy at the Big Thing. Teamsters were kept busy hauling ore daily from the mine to Carcross (Star 16/12/10, 3/2/11, 28/4/11).

The letterhead that accompanied statements of shipping from the Big Thing for 1911 was for the British Yukon Gold Mines, Ltd. of Carcross Yukon (YRG 1990 f951). Edmund Bristol transferred his crown grants for a number of claims in the Big Thing group to this company, which was later granted the patents (Ibid.). Carl F. Faulk signed for the company though the letterhead listed H.W. Vance as Manager. The company was still generally referred to as being operated by the Conrad Consolidated Mines (Ibid.). The British Yukon Gold Mine Limited owned by Col. Conrad, took the claims to lease in 1910 (MinFile 1991). William Mackenzie was still a partner with the Colonel (Star 12/5/11). At that time the claims of the Big Thing group were listed as (YRG 1990 f951):

Pride of the Yukon No. 2	Caribou
Eureka No. 2	Nipper
Pride of Yukon	Vanguard
Eureka	

In July 1909 Colonel Conrad informed the *Weekly Star* that a vast body of medium grade ore had been found and work at the Big Thing would continue through the

summer into the autumn and winter (Star 14/7/11). The workforce would be increased to 150 men (Ibid.).

In August, however, the mine was threatened with closure as W.P.&Y.R. announced that freight rates on ore would increase from \$1.75 to \$2.75 per ton (Star 11/8/11). Col. Conrad stated that if rates did increase, he would have close the mine (Ibid.).

Conrad presented his case to the Railroad Commission stating that W.P.&Y.R. charged him excessive rates thereby contravening agreements that he had made with that company over the years (Star 1/9/11). His testimony makes good reading and provides an interesting summary of the development of the Conrad mines. He was successful in his case; the ore tariff was fixed at \$1.75 per ton which resulted in the continued operation of the Big Thing (Star 8/9/11).

A 250 horse power plant at the mouth of McDonald Creek was installed to supply power and light for the mine (NWMP 1911; Star 8/9/11, 15/9/11). Over 100 men were employed at the mine and on the electric power plant, with an estimated total of 200 men to be employed by the winter. The wagon road from the mine to the railroad was worked on by two road gangs (NWMP 1911).

Work continued night and day at the Big Thing in the autumn of 1911 as the miners worked towards located the main ore ledge (15/9/11). By mid-September they were 1750 feet down the tunnel, averaging 10 feet per day (or shoot) (Ibid.). As evidence of the importance of this work, Col. Conrad stayed on for the winter, his first, to oversee operations (Ibid.). The company had to hire 30 to 40 men to cut and haul wood to the power plant to keep operations going (Star 19/1/12). Finally, in late March, 1912 the main ore ledge was located, "five hundred feet below the surface cropping" (Star 29/3/12). Upwards of 2300 feet of tunnels had been driven (Ibid.). The construction of a smelter was considered to treat the ore near the mine (Ibid.).

Work continued on into the summer but after August 2, 1912 there is no further mention of Colonel Conrad or the Big Thing in the *Weekly Star*. According to the remaining files from the Office of the Assistant Gold Commissioner, there were no



further shipments from the Big Thing after October 1911 until 1917 (YRG 1990 f951).

It is generally understood that Conrad went bankrupt after the summer of 1912 and that the properties were taken over for money previously advanced by the Mackenzie and Mann interests (Cairnes 1916, Scott pers. com.). As noted above, William Mackenzie had invested considerably in the Conrad properties over the years. No further mention of Mackenzie was found in the existing government files.

### **3.21 COLONEL CONRAD**

John Howard Conrad was born about 1856 in Virginia but spent most of his life in Montana, having moved there at the age of 14. He came from a well known Montana family (Scott pers. com., Star 8/4/10). His first marriage to Mabel Barnaby on December 17, 1884 ended in divorce, each accusing the other of adultery (Montana Historical Society). At the time they married it was reported "he was the largest cattle owner in the Northwest, a dealer in merchandise with establishments in Wyoming territory, a bank at Buffalo and two large houses in Chicago, with an income of \$150,000 a year and a capital of \$4,000,000" (Conrad n.d.). He and Mabel had three children (Helena Daily Herald 26/9/1893).

He married Nellie Elizabeth Robertson on March 15th, 1910 in her hometown, Muscatine, Iowa (Muscatine 1992, Star 8/4/10). At the time of marriage Nellie was 36 years of age and Conrad was 54 years old (Muscatine 1992). They had one son, John Howard Jr. born about January 1911 (Star 19/5/11).

After his bankruptcy in 1912, he borrowed \$500 from W.L. Phelps to purchase a ticket back to New York. Within two years he was a rich man again through his trading activity on the stock exchange (MacBride Museum 1990). He died impoverished in Seattle in 1928 (Conrad n.d.)

Conrad was convinced that there was mining potential in the Montana Mountain area (Star 2/4/09). At one point he said that he would not shave his beard until the mine opened again (Scott pers. com.). There was a great deal of support for Conrad's

efforts in the Yukon. The *Daily Star*, later the *Weekly Star*, newspaper often touted his accomplishments and there was great hope that Conrad City and Carcross would develop into large cities (Star 21/12/06). In Carcross the "Ten Thousand Club" was formed which was working towards a population of 10,000 people in Carcross by the year 1910 (Star 17/4/06c). In recognition of the investment that Col. Conrad made in the area and his commitment, the Ten Thousand Club declared April 27th as "Conrad Day" (Star 28/4/06).

### 3.22 POST-CONRAD YEARS

During the years between 1912 and 1916 little work happened in the district. In 1916 two companies obtained leases on the Conrad properties. The Lakinaw and Tagish Mines of Seattle, Washington (also known as the Harper Mines Corporation) obtained a lease and bond on properties including the Montana, Mountain Hero, Vault, Venus #1 and #2, M and M and Uranus #1 and #2 (Cairnes 1916). The Alaska Corporation of Seattle obtained a working lease on the Big Thing group.

Lakinaw and Tagish Mines confined operations to the Venus #2 and made shipments in at least the summers of 1916, 1917 and 1918 (Star 15/6/17, 20/7/17; YRG 1990 f950). In 1917 Mr. H.W. Newton was superintendent of the mill (Star 15/6/17, 20/7/17). At that time the *S.S. Tutshi* was making one to two trips a week to the mill to transport ore out and there were four to twelve men hauling ore to the landing (Star 20/7/17). In 1918 Mr. J.E. MacFarland was Superintendent of operations. Mr. Wikidal the General Manager, from Virginia City, Montana ordered a new Harding's mill and two double-deck Diester sliming tables for the mine (DDN 1/7/18). The mill capacity was still 100 tons daily (its original capacity) but was to be doubled (Ibid.). A large wood contract had been let, presumably to provide fuel for the mill. In July 1918 new investors from Montana visited the Venus Mine (DDN 1/7/18). The Montana-Yukon Mining Company took over the property from Lakinaw and Tagish Mines in early September.

The Alaska Corporation also began operations in 1916, primarily on the Caribou claim (Big Thing group) with E.R. Wilcox as Superintendent (Cairnes 1916, YRG 1990 f951). Ore shipments were made in the spring of 1917 and between April and December

1918 (YRG 1990 f951). The mine was closed as of May, 1918 (Ibid.).

Newspaper articles were again extremely positive in tone about the mining operations. Mr. MacFarland reported that the mill was operating to capacity (DDN 29/5/18). The article notes that MacFarland was taking his wife and daughter to the mine for the summer (Ibid.). They likely resided at a camp by the mill so the townsite of Conrad was probably not inhabited.

The Mining Recorder's office had been moved from Conrad to Carcross in May 1907 after the initial activity with Conrad's companies (Star 31/5/07). Percy Reid continued to serve as mining recorder until at least 1913 (YRG 1981 f630). On January 31, 1917 the Carcross Mining Recorder's office was closed due to "diminishing revenue" (Ibid.). Matthew Watson had been Acting Mining Recorder at the time. He was appointed a sub-agent for the Whitehorse district, continuing to administer the area previously under the Conrad District (Ibid.). He served in this role until he retired in 1960 (Osborne and MacDonald 1980).

The Montana-Yukon Mining Company worked the Venus property in the summers of 1919 and 1920 (YRG 1990 F950). During the summer of 1919 the file shows that there were only four men "working on the property" with no ore being taken out. The four men were likely the owners, so exactly how many were in a working crew is not known. Nels Nelson, one of the owners, wrote that they repaired and remodelled the mill and started it up again in 1920. They did not intend to reopen the mine in 1921.

The machinery for the new Ball mill, to replace the old Huntington plant, arrived in Carcross in June, 1919 (DDN 16/6/19). W.L. Phelps, lawyer for the "new lessees" stated that there were about 15 men employed in the mine, plus there was a small crew of wood cutters (Ibid.).

The south end of the main Venus vein, plus the Red Deer and Humber veins were known as the Dail-Fleming group (after George Dail and Ivan B. Fleming) (MinFile 1991, Polk 1915-16). This group was comprised of the following claims (YRG 1990 f959):

Venus Extension or Fraction  
Beach  
Humper # 1 & #2

Nipper  
Red Deer  
Ruby Silver

The Anglo-American Consolidated Company optioned these from 1906-08 as did the Conrad Consolidated Mining Limited in 1908 (Ibid.). In 1917 these claims were being worked by the Caribou Mining company under the management of Mr. A.B. McDougal (MinFile 1991, YRG 1990 f959). Some shipments were made in 1917 but by the summer of 1918, due to a lack of capital, operations ceased (YRG 1990 f959). The owners of the Venus Extension were noted as Ivan Fleming<sup>3</sup> and a Mr. Miller, though a Jack Trainer was later noted as Fleming's partner (Ibid.). Fleming was "negotiating with outside parties with a view of having the mine opened up again" (Ibid.). Fleming and Jack Trainer were both lost in the wreck of the Princess Sophia in October 1918. George Fleming, the father of the late Ivan Fleming, and Jennie L. Miller, executrix of John Millers' estate, owned the Venus Extension, Humper #1, Red Deer and Bull Moose claims in 1920 (YRG 1996 YQ 2932). The last information on file shows that they gave power of attorney to Robert Lowe (Ibid.).

### 3.23 LATER YEARS

Through the 1920s, in 1946-47, and again in 1963 there was some work done on claims in this group but otherwise these were idle (MinFile 1991). In 1966 the Venus Mining Limited built a road from Carcross and carried out some drifting and drilling work (Ibid.). Production commenced in the mine in September 1970 and by June 1971 the company was bankrupt (MinFile 1991, Sun 19/6/71). There was little likelihood that the mine could again be brought into production (Sun 19/6/71).

United Keno Mining Limited optioned the Tagish Lake Syndicate property in 1979 (MinFile 1991). There was some exploration work over the next few years but the area has not gone into production again.

The Big Thing group saw little activity between 1918 and 1962. In 1965 Arctic Mining

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<sup>3</sup> Note: there was some confusion over Fleming's given names which appear as Ivan B. in Polk (1915-16), Jack and Ivan E. in YRG 1990 F959 and O. in Coates & Morrison (1990).

and Exploration Limited did some initial work on the Big Thing and Montana claims and decided to concentrate on the Big Thing vein (Stephens 1968). In 1968 the mine began operation with a mill of 300 ton/day capacity through the plan was to produce at 200 tons initially (Ibid.). The mill operated between May and December 1968 and March to October 1969 (MinFile 1991). It closed due to poor recoveries (Ibid.). Some stockpiling work took place in the 1970s and trenching was carried out in the 1980s (Ibid.).

## **4. GEOLOGY OF THE MONTANA MOUNTAIN AREA**

### **4.1 INTRODUCTION**

The old mine workings, roads, buildings and mining equipment in the Montana mountain area testify to the extensive mineral exploration the area has undergone since the late 1800's. Total mineral production from the area exceeds 37,550 ounces of gold and 1,228,813 ounces of silver from approximately 165,000 tonnes of ore (Hart & Radloff 1990). The Venus deposit, located above the shore of Windy Arm, and the Arctic Caribou (Big Thing) deposit, located further north, furnished most of the production (Figure 14). In addition, tens of millions of dollars have been spent in the search for ore bodies.

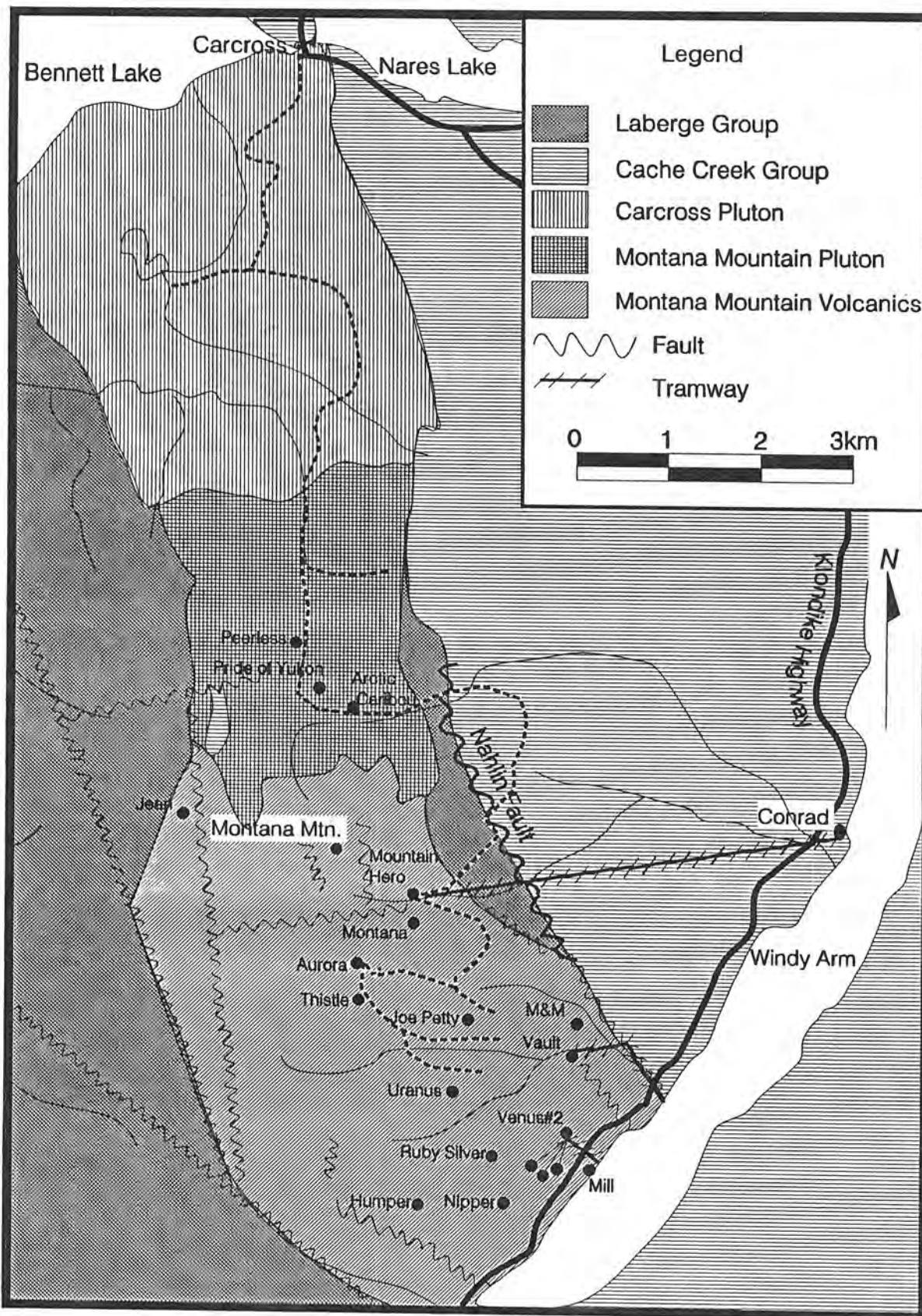
### **4.2 REGIONAL GEOLOGY**

The Montana Mountain volcanic complex is situated on the eastern margin of the Whitehorse Trough, part of the Intermontane Belt or superterrane, that collided with ancient North America millions of years ago. From east to west across the Intermontane Belt, through the Montana Mountain volcanic complex, four different rock packages are encountered namely: the Cache Creek Terrane, Stikinia Terrane, Nisling Terrane, and the Coast plutonic Complex (Hart & Radloff 1991).

The Cache Creek Terrane is composed of oceanic rocks such as volcanics and their intrusive equivalents, cherts, and fossiliferous limestone. Stikinia Terrane rocks are composed of sedimentary rocks, volcanic rocks and their intrusive equivalents. The Nisling Terrane is composed of quartz-rich and carbonaceous metasedimentary rocks, limestones, and gneisses. The Coast Plutonic Complex is a composite body of granitoid rocks that extends the length of the Canadian Cordillera. The Coast Plutonic Complex links the Intermontane Belt with the next Superterrane located to the west, the Insular Belt.

The three terranes of the Intermontane Belt, the Cache Creek, Stikinia, and Nisling Terranes are linked by younger sedimentary rocks of the Whitehorse Trough derived,

Figure 14: Simplified Geology, Montana Mountain Area



at least in part, from the erosion of the three terranes. Younger volcanic rocks, including the Montana Mountain volcanic complex, are in turn overlaying these younger sedimentary rocks of the Whitehorse Trough. Intrusive rocks, mainly granitic, of different ages intrude the above rocks.

Major faults cut all rock packages described above and often mark terrane boundaries. Movement on some of these faults has been considerable, kilometres vertically, and up to hundreds of kilometres horizontally.

### **4.3 MONTANA MOUNTAIN COMPLEX**

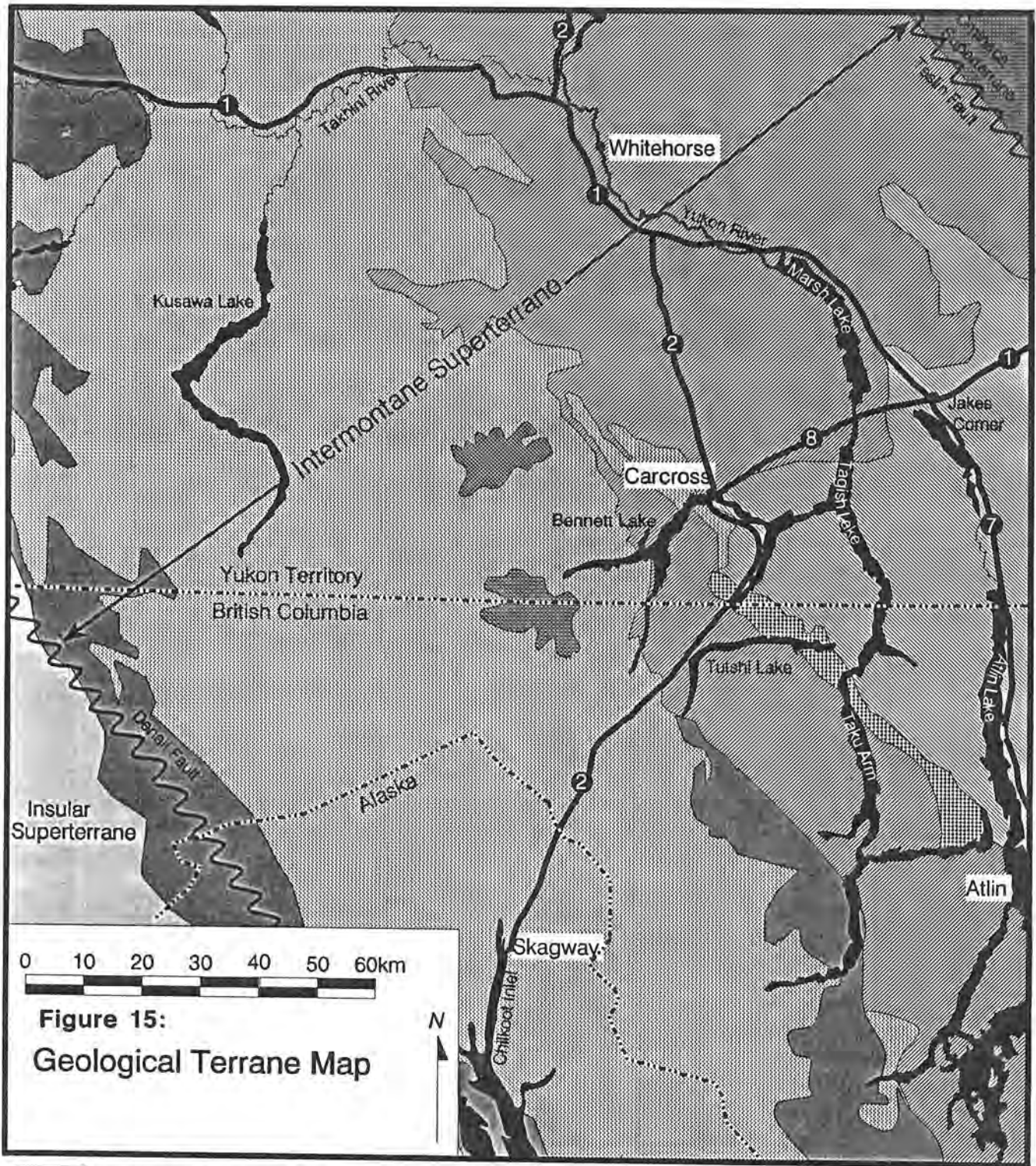
Gold and silver bearing minerals are found in approximately 20 quartz veins, shown on Figure 15, that are hosted by rocks of the Montana Mountain volcanic complex (Hart & Radloff 1990). This complex is thought to rest on sedimentary rocks of the Whitehorse Trough. The complex is bounded on three sides by faults and an intrusive granite, the Carcross Pluton, on the north side. The volcanic rocks cover an area of approximately 80 km<sup>2</sup>. Three major volcanic rock units, of different composition, make up the complex.

The Montana Mountain volcanic event occurred in the Cretaceous system (135-65 million years ago) and was active for up to 23 million years, from approximately 106 to 83 million years ago (Hart & Radloff 1990). The abundance of breccias, debris flows, and volcanic bombs suggest explosive volcanism near vents that were quite high. It is thought that the volcanos were formed on land versus under water. Based on changes in rock type composition, from the oldest rocks at the bottom of the volcanic pile to the youngest rocks capping the complex the volcanos evolved from a strato volcano type to a caldera type (e.g. Mount Saint Helen's).

### **4.4 MINERALIZATION AND MINERAL DEPOSITS**

Mineralization is younger than the volcanic complex and thought to be related to the reactivation of a major regional fault, the Nahlin Fault, that forms the eastern boundary of the volcanic complex (Hart & Radloff 1990). The Nahlin Fault is exposed in Pooly





**Figure 15:**  
**Geological Terrane Map**

- |  |                      |  |                                   |  |                  |
|--|----------------------|--|-----------------------------------|--|------------------|
|  | Omneca Superterrane  |  | Coast Plutonic Complex            |  | Alaska Highway   |
|  | Insular Superterrane |  | Montana Mountain Volcanic Complex |  | Klondike Highway |
|  | Nisling Terrane      |  | Skukum Volcanic Complex           |  | Tagish Road      |
|  | Stikine Terrane      |  | Bennett Volcanic Complex          |  | Atlin Road       |
|  | Cache Creek Terrane  |  |                                   |  |                  |

Creek, north of the South Klondike Highway, to the top of the mountain in a northerly direction. The Nahlin Fault itself extends from Atlin to Montana Mountain and penetrates the earth's crust for several kilometres (possibly 10-20 Km). It is one of a series of major regional faults in this area. Mineralized quartz veins have been found up to a distance of 3.5 kilometres west of the Nahlin Fault oriented obliquely or perpendicular to the Nahlin Fault. Mineralization has not been found east of the fault, possibly because these older volcanic and sedimentary rocks are not brittle enough to allow the formation of quartz veins, unlike the brittle quartz rich rocks of the Montana Mountain complex. As a rule, mineral deposits found near the Nahlin Fault are richer in gold, while more distant quartz veins contain more silver.

The gold and silver are found in their native state, or associated with, or contained in, sulfide minerals such as arsenopyrite, pyrite, sphalerite. The mineralizing event(s) at Montana Mountain is thought to have taken place as follows: Hot waters ( $>225^{\circ}\text{C}$ ) circulating deep within the earth's crust dissolve and carry a suite of elements including: silica, arsenic, gold, silver, lead, zinc, sulphur and various gases. When the water reaches a zone of low pressure, such as a fault, they flow towards the surface. Near the surface they enter a zone of lower pressure and cooler temperatures, altogether a different physical-chemical environment than deep within the crust. The hot water carrying its dissolved solids and gases is no longer stable (in equilibrium) with its environment. The fluid therefore cools, it may boil, its gases (e.g. possibly carbon dioxide) stream off and the dissolved solids fall out of solution and are deposited. If there is a suitable 'trap' to hold or slow down the cooling mineralizing solutions, a mineral deposit may form over a period of time ranging from tens of thousands of years, to millions of years. As silica (Si) and oxygen (O) are two of the most common of the elements, quartz ( $\text{SiO}_2$ ) is generally the most common mineral. One reason the Nahlin Fault itself may not be mineralized, is that it could be too large or 'open' to contain suitable 'traps'.



## **5. RECOMMENDATIONS**

### **5.1 INTRODUCTION**

From the above review of existing heritage resource materials, it can be concluded that the Carcross Dunes and Conrad areas are significant heritage resources worthy of preservation and public interpretation. It is apparent from the research on the Conrad City site that its history extends beyond the townsite and includes the area of Montana Mountain upon which numerous mining claims, mines and tramlines were developed. These structures must also be considered in any preservation and interpretation plans.

The mining history of the Conrad area is ongoing. The area provides an excellent opportunity for cooperation between the Government of the Yukon and the Yukon mining community. Recognition that history is continually being made and an effort to preserve and interpret it is a relatively new site concept in Canada known as an "eco-museum" in which heritage artifacts are left on their original sites and other related activities continue around these.

Based on the foregoing review of the existing heritage data and resource concerns, the following general recommendations can be made.

### **5.2 SITE MANAGEMENT**

#### **Carcross Dunes**

##### **General**

1. Impact assessment work should be conducted prior to any proposed development in the Carcross dunes area to identify and assess heritage resources which may be affected by construction activities or changes in land use patterns in these areas.

## **Conrad Mining District**

Montana Mountain continues to be an area of mining and exploration activity. Mining claims cover, or are adjacent to, land that some of the mining heritage sites in question are on.

1. Designation and/or development of any of the mining related heritage sites should occur with the involvement of the Yukon Chamber of Mines. Discussions should be initiated prior to any major planning initiatives. The possibility of a working partnership with the Chamber for these sites should be considered.

## **Conrad City**

### **General**

1. Impact assessment work should be conducted prior to any proposed development in the Conrad area to identify and assess heritage resources which may be affected by construction activities or changes in land use patterns in these areas.

### **Camping**

1. In concurrence with concerns expressed by Minni (1992) and by Heritage Branch staff as to the damage that would be wrought upon the site and the value of the site in terms of Yukon history, it is recommended that the Conrad City townsite not be developed as a campground.
2. Based on the apparent need for a campground in the area, it is recommended that Parks Branch working with Heritage Branch to investigate other sites in the area for a campground (including any possible campground developments on the British Columbia section of the South Klondike Highway).

3. The selection of a campground location must be done with consideration to the proximity of the Conrad townsite to a campground and the damage that campers could do to the historic remains, while considering the recreational opportunity that the site would create for campers. The location of a campground should take into consideration the traffic flow through Conrad townsite (e.g. if a campground is placed south of the site out of walking distance, people are less likely to visit the site than if they can walk to it or drive by it on their way to the campground for the evening).

### **Designation/Development of the Site**

1. Based on the history of the Conrad area and the significance on mining history to the Yukon, and the high number visitors along the South Klondike Highway, it is recommended that the site should be developed as an historical park or site.
2. The designation process should consider: other structures remaining that represent the history of the Conrad Mining District (see below), the level of development that the Government of Yukon is willing to pursue for these sites (and thus the resulting aesthetics of the sites), the level of visitation that is desired for the sites and the impact upon the sites that increased visitation will result in.

### **Management Plan**

1. A site management plan should be developed immediately in order to prevent any further deterioration of structures. Park or historic site development should thus be small-scale with simple visitor facilities installed.
2. It is recommended that stabilization and clean-up of some structures be undertaken, but that large scale restoration or reconstruction work not be undertaken.
3. As part of the site management, Conrad City should be cleared of debris in the summer of 1992. The site should be designated "No Camping" and measures undertaken immediately to prevent the seasonal camping that has occurred at the site for some time.

### **Venus Mill**

The Venus Mill is a significant artifact representing the history of the Conrad Mining District. It is in relatively good physical condition and is an easily visible attraction along the South Klondike Highway.

1. Given the historical, technological and tourism significance of the Venus Mill site, it is recommended that the mill be designated an historic site or included in an area historic park.
2. The mill should be stabilized immediately to prevent further deterioration.

### **Tramways**

1. There are a few tramway structures within view of the highway from from the Venus Mill and one tripod at the entrance to Conrad that should also be designated as heritage sites and stabilized.

## **5.3 INTERPRETATION**

### **Carcross Dunes**

1. The interpretation of the dunes should contain a human heritage element, albeit in a regional context.

### **Conrad City**

1. The town site of Conrad (JaUp-4) is a significant heritage resource worthy of public interpretation.
2. The primary interpretive theme for the site should be of its mining history in the 1899 to 1912 era. Secondary themes should include: mining history in later years and the context of the history of Conrad to the entire history of the Yukon (particularly the

mining elements).

3. Other themes should include regional references to First Nations prehistory and history.

4. The interpretive media suggested are: self-guided walking tours with signs and an interpretive kiosk.

a) Pathways through the townsite as well as along the lake shore. Historic trails around Conrad City should be investigated to determine whether these would also make suitable routes for visitors.

b) Interpretive signage should be comprised of photos and maps to give the visitor a clearer perspective of how the site appeared over 80 years ago.

c). Stabilization of buildings as suggested by Minni (1992) for their use as interpretive kiosks is an excellent suggestion.

### **Venus Mill and Venus Mine Site and Tramways**

From the highway pull-off at the Venus Mill, the old mine site is visible up the mountain.

1. Interpretive signage should be erected at the existing highway pull-off to interpret both the mill and the mine.

2. This pull-off is also an opportune location to interpret the tramway supports visible from the South Klondike Highway.



## **5.4 FURTHER RESEARCH**

### **Carcross Dunes**

1. Further archaeological work should be undertaken in the Carcross dunes area to clarify the status of some of the previously recorded archaeological sites and to examine the potential for sites in areas which have not yet been surveyed for sites, such as around the present dunes interpretive sign.
2. Consultations should be held with interested parties concerning the public interpretation of local history. Protocol demands that the Carcross–Tagish First Nation be involved in deciding the process, content and format of any public interpretation of their history and heritage resources, including the use of their place names.

### **Conrad City**

1. Interviewing of Yukon elders and seniors who know the history of Conrad City should be undertaken as soon as possible while these people are still available. On-site visits with those people who know the site are recommended. Note, some of these individuals only reside in the Yukon during the summer season.

### **Venus Mill**

1. Further research should be conducted on the specific workings of the mill for use in stabilization and for interpretive signage.

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## APPENDIX A

CONRAD BUILDINGS AND BUSINESSES

NAME OF PERSON	BUSINESS NAME	BUSINESS TYPE	LOCATION	BUILDING DESCRIPTION	OTHER INFORMATION	SOURCE(S)
Gelas Beauregard	N/A?	N/A?	Lots 19, 20&21 Block 3	62x24'	Built on land applied for by hospital and by the Anglican Church.	Gov 1954 f600
Alex Chisholm	Conrad Hardware Store	Hardware	Waterfront 50' Opposite Lots 5&6, Block 1 Front St.	Warehouse. One story log building with annex.	Remained at Conrad until 1911 when he moved to Carcross and opened a store there.	*26/3/06,13/11/08 Gov 1955 f610 Photo #6411
J.H. Conrad	Conrad Consolidated Mining Company	Mining	160 acres north of Singer's land. 1000' waterfront	Wharf, warehouse, general office, assay office. Dwellings for Singer & Conrad.	Col. Conrad also has his own dwelling in Carcross.	*19/4/12 Gov 1955 f616
Conrad Post Office	Government of Canada	Post Office	Block A	?	Postees : James M. Murray, Frank McPhee, Mary Turner. 1906-10.	Robinson ('73), Woodall ('76), Scott
George W. Curtis D. O'Hara partner	Northern Hotel	Hotel	?	3 stories Annex: 20x50' Another story added Summer '06.	Alvilla Chausse was a partner with Curtis (sold out in July 1906).	*26/3/06, 24/8/06 *6/7/0626/3/06
T.M Daulton (President & Superintendent)	Anglo-American Mining Company	Mining	?	?	F.T. Fisher of Seattle was a "heavy stock holder"	*18/5/06, 6/7/06
Mrs. Carrie Dodson	?	Laundry	Waterfront. 50' opposite Lots 5&6 Block 1.	Tent at first.		*26/3/06 Gov 1955 f598 Gov 1957 f664
John D. Durie	Windy Arm Trading Co.	Furniture & mattress store	Waterfront 50' opposite Lots 8&9, Block 1.	Tent.	Moved business to Whse in Spring 1907	*26/3/06,26/4/07 Gov 1956 f635 Photo 89/31 #212



Gauld & Simpson	?	Dock & lumberyard	Waterfront 200' south of Miller Street	?	Not sure if this is the wharf and lumberyard appearing in Photo 82/15/#54&55.	Gov 1955 f612
Str. Gleaner	WP&YR	Transportation (used to ship ore & supplies)	N/A	N/A	Supt. Scharschmidt, Commodore Richardson. Travelled between Carcross, Conrad & Whynton.	*25/5/06, 31/8/06 WP&YR 1899-1955, 1903-27
Archie Gould	Woolridge Hotel	Hotel	?	?	Took it over in September 1906.	*21/9/06
Captain P.H. Johnston	Mabel F (Steamer)	Transportation	Nares & Marsh Lakes & Windy Arm.	N/A	Carried 15-20 passengers. Wanted to make 2 round trips daily between Carcross & Conrad. Not in service in 1907	*29/6/06, 26/4/07 Photo 89/31 #157. Photo 89/31 #199.
Department of Interior	Mining Recorder's Office	Government	?	?	Percy Reid moved from Kluane District to run Conrad office	*3/4/06, 29/6/06
Dr. Kerr	?	Dentist	?	?		*14/9/06
Robert Lowe	Robert Lowe & Co.	General Merchandise	?	At least 2 stories.	Post office occupied the 2 stores below. Opened Sept. '06 Postmaster lived in flat above.	*27/7/06, 24/8/06 *31/8/06 Polk '07,'09
Captain Patrick Martin	Arctic Trading Company	General Merchandise	Front St. 50 ' Opposite Lots 1&2 3&4 Block 2.	Store & warehouse	Remained at Conrad until 1911.	*26/3/06, 9/4/06 *13/11/08 Gov 1959 f770 Polk '07,'09
Charles Barnes & George C. Mellot A.R. McDonald & Peter Engler	Yukon Hotel	Hotel	Block 1 Lot 12 or 13?	2 stories, wood siding.	? Barnes & Mellot bought out Engler & McDonald (who took over bar of Scott Bros Hotel at Carcross). Hotel later operated by J. Spencer.	*31/8/6 *5/10/06 Polk '07

B.J. McGee	?	Hotel & store	?	?	Not clear as to which hotel this was.	*7//8/05,14/8/05
W.S. McGee	N/A	N/A	Lot 12 Block 9	No house built?	Conrad Consolidated Mines transferred the title for this land to McGee.	McGee ms
Wm. S. McGee & Frank Johnson	?	Lumberyard	200' Waterfront opposite s end of Block A	?	Leased the Racine mill at Taku Arm Autumn '05 Lumberyard at Conrad & possibly Carcross. Cancel application Nov '07.	*4/5/06, Gov 1951 f415
Dr. W.A. McKeown	Conrad Drug Store	Druggist	Front St.	?	Mr. W.A. Frost was in charge of store.	*26/3/06,29/6/06 *19/4/07
G.C. Mellot & H. Baxter	Baxter & Mellot	Hardware	?		Mellot was an agent for White Pass & Baxter a bookkeeper for Whitney & Pedlar.	*4/5/06 Polk '07
Rev. O'Meara	Residence	Anglican Church		255'sq; 2 stories		*7/9/06
Otto H. Partridge	?	Lumberyard	?	?	Business did not operate long if at all	*5/4/06, 6/4/06
W.C. Pedlar & Mr. Whitney	Whitney & Pedlar	General Merchants	?	?	Branch store, other store at Whse, (once had other branches).	*19/4/07
John Mervin Pooley	?	Mining	100 acres on eastern shore Lake Bennett s of Carcross.	?	For a tramway terminal for the Big Thing.	Gov 1646 f25170
John Pringle	Presbyterian Church	Church	?	Not clear if a church was built.	Was acting pastor of Dawson Presbyterian Church	*4/5/06
Proulx & James Hume	Havana Cigar Store?	Tobacconists	Second Ave.	Tent?	The "Havana Cigar Store" appears in Photo 89/31 #212. The tent store shown is south of J. D. Durie's.	*26/3/06 Photo 89/31 #212

Public Works	Telegraph Office	Government	?	Log Building	Tyrrell used is during his stay for the winter 1906-07.	*2/11/06
A.P. Queen	Frank McPhee, Mngr A.P. Queen, owner	Grocers	?	Covered large tent w/ lumber, inside & out.	Queen resided in Vancouver.	*19/10/06,15/2/07 *13/11/08 (McPhee) Polk '07,'09,'11,'15
Arthur "Missouri" Sibbit	?	Drayage/ Freight/ Stage line.	?	House with wood siding.		Photo 89/31 #204 *6/11/08, 2/2/12 *13/11/08
A syndicate G. A. Singer representative	?	Hotel	Block 6, Lots?	3 story, 36X120 feet	Was "a ready-to-put-together hotel, shipped from Vancouver in 2 portions	*14/4/06
Mrs. Jennie Spencer	No name.	Restaurant General Store	Lots 11 & 12 Block 1	One story buildings, wood siding.	Sub-leased land from James Nichols. Owned store in later years.	Gov 1956 f663 Photo 80/15 #22 Polk '09,'15
Issac O. Stringer	Church of England	Church, residence & reading room.	Block 3	Tent at first.	Reading Room operated out of a tent on the waterfront for some time. (See "O'Meara" above).	Gov 1954 f600 Photo 78/67
Mrs. Mary M. Turner	?	Public Hospital	Lots 10&11 Block 11	?	Land also applied for by Presbyterian Church, but hospital is granted lease. Opened July '06	Gov 1954 f600 *6/7/06
Mr. A. Voepel	?	?	Waterfront 50'		To build over the water	Gov 1955 f611

Charles Watson & Son	Windy Arm Hotel	Hotel	Corner Newell & Harvey St. Front St.	28x60' 2 stories high (3 stories?) Log, caulked w/ oakum, roof of iron, floored & ceiled w/ outside lumber	Remained in Conrad until 1911.	*26/3/06,29/6/06 *6/7/06,24/8/06 *30/11/06 Photo-Tyrrell Polk'07,'09
William "Billy" Weisdeppe	Diamond W	Stage Line/ Freighting	?	?	R.J. Britain: Agent at Caribou C.W. Watson: Agent at Conrad 4 horse team.	*7/4/06, 6/7/06 *19/10/06 Photo 82/15 #28
E.J. White, owner&ed. A.B. McEacheran, co-owner	Conrad City Miner	newspaper	?	?	White also known as "The Stroller" in newspaper circles McEacheran died Oct. 5, '06.	*6/7/06 *13/7/06 *5/10/06
Mr. H.M. Wooldridge	Conrad Restaurant	w/ Barber shop	Front St.	?		*26/3/06
S.S. Wright	?	Lumberyard	?	?	Not clear if the yard was at Conrad or Whynton.	*29/6/06
Yukon Council	School	School	?	Jack Hope's house (temporary quarters).	Miss Myrtle Turner teacher, school to have 10-15 pupils.	*2/11/06
?	Sisters' Hospital	Hospital	?	20x24' with lofty ceilings & shingled roof.	Under construction In November.	*2/11/06
?	?	Japanese Restaurant	Waterfront	?		*26/3/06
?	Yukon District Gold Mining Company	Mining	Group Lots 17, 18 & 19.	?	Held these in 1961	Gov 1954 f600 Polk '11,'15
?	Conrad Hotel	Hotel	Second Ave	3 stories, wood siding.	No mention of this hotel in any directory or newspaper. Existed in 1906, as did the other big hotels.	Photos 80/15 #22 Photo 89/31 #188



## APPENDIX B

### CONRAD PEOPLE

- Sergent Ackland**, in charge of the NWMP post from May to October. (Star 5/10/06).
- Charles S. Barnes**, Owner Yukon Hotel. (Polk '07, Star 5/10/06).
- Mr. & Mrs. James Barrager**, bookkeeper & stenographer for Conrad Consolidate Mining Company. He quit company in Nov 1906 to go to Seattle (to his family) and then to Alaska in the spring with J.P. Rogers. (Star 19/10/06).
- Harry Baxter**, Owner hardware store with partner George C. Barnes. (Polk '07, Star 15/2/07, 5/4/07).
- Caroline Beauregard** (nee VanHuerck) of Douglas, Alaska. (Star 5/4/06).
- Gelos Beauregard**. (Star 5/4/06).
- F.O. Breen**. (Star 3/4/06).
- Scotty Burney**, Mining Contractor. (Star 7/4/06).
- Anvilla Chausse**, partner with G. Curtis for a time (Northern Hotel). (Star 17/4/06).
- Alexander Chisholm**, Hardware store owner. (Polk '07; Star 10/09/09, 4/12/08).
- Colonel J.H. Conrad**, President Conrad Consolidated Mining Co.
- George Curtis**, owner Northern Hotel (Star 5/10/06).
- George Dail**, Miner in partnership with I.B. Fleming. (Polk '15).
- Mr. & Mrs. T.M. Daulton** & daughter, President and Superintendent of Anglo-American Mining Company. Bought out holdings of William Anderson at Wynton including hotel. Partner with Bert Chadwick (Star 24/8/06, 14/9/06). Moved to Atlin by April 1911. (Star 18/5/06, 31/8/06, 15/2/07, 26/7/07, 28/4/11).
- John D. Durie**, Oner Windy Arm Trading Co. Was in Conrad for a year until April 1907 when he moved his business to Whitehorse. (Star 10/4/07).
- George Erickson**, miner (Star 5/4/06).
- Carl Faulk**, Clerk/Bookkeeper Conrad Mines. (Polk '07,'09, Star 22/9/11, YRG 1990 f951).
- Ivan B. Fleming**, Miner in partnership with G. Dail. (Polk '15).
- Mr. & Mrs. W.A. Frost**, In charge of W.A. McKeown's drug store which was closed in April '07 and moved to Whitehorse. Mr. Frost took a position with Taylor & Drury (Star 19/4/07).

Appendix B cont'd

- Mr. & Mrs. Archie Gauld** & daughter 'Dimple', Owner of Wynton Hotel with Simpson. Contractors.(Note: usually referred to as "Gould" by newspaper). (Photo 89/31 #190;Star 24/8/06, 1/2/07).
- Hugh Hamilton**. Was buried Saturday July 20, 1907 at Conrad. (Star 26/7/07).
- Wert Hansborough**, Nephew of Colonel Conrad. Lived at Carcross. (Star 17/4/06, 26/4/07).
- A.H. Hoare**, Agent/Manager Wm Mackenzie's company (Polk '07, Star 24/1/08)
- Jack Hope**, Telegraph Operator. Was later a telegraph in other Yukon communities. (Star 3/4/06).
- J.H. Horner**, Manager Yukon District Gold Mining Co. (Polk '09).
- Mr. & Mrs. James Hume**, Owned tobacco store with Proulx. (Star zf31/8/06).
- W.H. Ireland**, Mine Foreman for the Big Thing in 1912. (Star 26/7/12, 2/8/12).
- Claud Irwin**, Mining Contractor (Star 7/4/06).
- Patrick Kennedy**, Miner/inspector. (Polk '15, Star ? ,20/7/17 ).
- Thomas Kerruish**, Foreman the Empire Mining Company. Moved to Carcross and leased the Scott Brothers Hotel in March 1910. (Star 20/8/09, 18/3/10).
- George or Walter Lawrence**, Mining Contractor. (Star 7/4/06, 6/7/06,27/7/06)
- H.M. Lay**, Accountant Conrad Consolidated Company. Left Conrad City in Nov, 1906. (Star 25/5/06, 2/11/06).
- Mrs. D. Madbury**, Resident & investor in mining property. Formerly of Dawson. (Star 27/7/06).
- Captain Patrick Martin**, General Merchandise store owner. Closed shop in Conrad in October 1909. (Polk '07,'09; Star 7/4/07, 5/11/09).
- William McDonald**, Foreman. (Star 8/2/09).
- Mr. & Mrs. A.R. & Mamie McDougall/McDougal** (nee Piper from Whitehorse), Manager Caribou Mining Company. (MinFile 1991, Star 15/6/17).
- Robert McLaughlin**, Prospector. (Star 27/7/06).
- Archie McLean**. (Star 17/1/08).
- Stanley McLennan**. (Star 5/4/07).
- Hector McNeil**, Employed in Conrad Mining District for a few months until April, 1906. (Star 7/4/06).

Appendix B cont'd

**Mr. Frank McPhee & Mrs. Carrie McPhee** (nee Doelker of Atlin), Manager for A.P. Queen, grocers. Post Master 18/10/1907 to 28/6/1909. According to Robinson 1975 McPhee died in office but he moved to Carcross by September 1909 and operated Hansbrough & Robeson (Hansbrough was Conrad's nephew). Had lived in Atlin. Married October 1, 1907 in Atlin.(Polk'07,'09; Robinson 1975; Star 4/10/07, 18/10/07, 10/9/09, 19/8/10).

**George C. Mellott**, owner Yukon Hotel, hardware store. (Polk '07).

**Mr. Mullen**, Woodcutter. (Star 2/11/06).

**Mr. & Mrs. James Murray** & daughter Muriel, Post Master (1/7/1906 to 10/10/1907 - Resigned). Was in charge of R. Lowe & Co. for a year or so until August 1907. Agent for The Weekly Star until he moved to Whitehorse in September 1907. (Polk '07; Robinson 1975; Star 14/6/07 ,9/8/07, 13/9/07).

**W.N. Musgrave**, Assayer. (Star 19/10/09).

**Mr. Newton**, in charge of Venus Mill. (Star 15/6/17).

**James D. Nichols**. Landowner (sub-leased to Jennie Spencer). (Gov1956 f663,Star 3/4/06).

**Percy Reid**, Mining Recorder. Moved office to Carcross in May 1907. (Star 31/5/07).

**J.P. Rogers**, Employee of Conrad Consolidated. (Star 26/4/06).

**Fred Ronkendorf**, Proprietor of restaurant in the Yukon Hotel. Left the Yukon in February 1907 (was at Conrad for nearly a year). (Star 15/2/07, 1/3/07).

**Arthur ('Missouri') Sibbitt**, Drayage/freighter. Left Conrad when it was abandoned for Carcross and continued to work for the Conrad mines. Came to the Yukon in 1898 and left in 1912.(Polk '07, Photo#, Star 4/12/08, 3/2/11, 2/2/12).

**Gustave A. Singer**, An original investor in Conrad's companies, later bought out by Mackenzie and Conrad and became General Manager of the companies. Became president of the company working the Livingstone Creek claims in 1907 (NWMP 1907, Star 12/4/06).

**F.P. Slavin**, Employed at Venus Mill. (Star 18/12/08c, 18/12/08d).

**Mrs. Jennie Spencer**, Restaurant owner and later General Merchandise store owner and laundry. (Polk '09, '11,'15; Star 4/12/08).

**Theodore Sweet**, Employee at the Big Thing (Star 29/7/10).



Appendix B cont'd

**Mr. & Mrs. Joseph Talmire**, Had a log building on lot next to Proulx & Hume. Later moved to Atlin (was there in August 1907). Not sure if he was married at the time he was in Conrad. (Star 19/10/06, 2/8/07).

**Miss Myrtle Turner**, Teacher, Postmistress 1/5/1910 to 10/12/1910 or 12/10/1910 - Resigned because office was closed. (Robinson 1975, Star 2/11/06).

**Mr. & Mrs. Herman W. Vance**, daughter Vega. Superintendent & later General Manager Conrad Mines. In May 1909 he resigned from the Venus mine and Managed operations at the Big Thing mine of which he was an owner. Started townsite at Robinson. (Polk '07,'09; Star 27/7/06, 14/9/06, 21/12/06, 7/5/09, 14/7/11, 15/9/11).

**Charles Ward**, Mining Contractor. (Star 7/4/06, 8/2/07, 12/11/09).

**Mr. & Mrs. Charles Watson**, Owner Windy Arm Hotel. (Polk '07).

**Theodore Watson**, Son of Charles Watson. (Star 17/5/07).

**William (Billy) Weisdepp**, Owned horses which he used for a stage line and for hauling supplies. (Star 19/10/06, 5/4/07).

**E.J. White**, Newspaper editor & owner. Moved from Whitehorse for a time during 1906 to start the *Conrad City Miner*. (13/7/06).

**Fred Whitman**, Mining Contractor. (Star 7/4/06).

**F.L. Wood**, Venus Mill Foreman. (4/12/08, 18/12/08a).

**Mr. & Mrs. H.M. Woolridge**. (Star 2/11/06).

**W.D. Young**, Ran the Reading Room (Gov ?Star 26/4/07a)

## APPENDIX C

### WYNTON PEOPLE

**A.R. McDonald**, secured a plan of Wynton while in Skagway. (Star 6/4/06).

**William Anderson**, Owner of Lakeview Hotel. (Star 26/3/06, 24/8/06).

**F.D. Bokien**, In charge of Wynton Hotel until January 1907. (Star 11/1/07).

**Mr. & Mrs. Archie Gauld & daughter 'Dimple'**, Owner of Wynton Hotel with Simpson. Contractors. (Photo 89/31 #190; Star 24/8/06, 1/2/07).

**Mr. Baker**, Sawmill owner. (Star 6/4/06).

**Mr Parker**, Sawmill owner. (Star 6/4/06).

**W.H. "Simmie" Simpson**, Owner of Wynton Hotel with A. Gould/Gauld. Contractors. Came to the Yukon in 1897 for the Klondike Rush. Settled at Bennett, moved to Atlin and then to Whitehorse. Then he went to Conrad and Wynton and then to Carcross where he was living in 1912. (Photo 89/31 #190; Star 24/8/06, 6/12/12)

**S.S. Wright**, started a lumber yard in Conrad. (Star 29/6/06e).



## APPENDIX D

### PHOTOGRAPH COLLECTIONS WITH PHOTOGRAPHS OF CONRAD CITY AND MINING DISTRICT

#### Collections At The Yukon Archives

NAME	NUMBER OF PHOTOS	COLLECTION
Anglican Church	1	78/67, Pho 91
Bratvold, Larry	1	80/103, Pho 122
Donaldson, G.	1	80/15, Pho 120
Harrington, Richard	9	79/27, Pho 102
Karpes, Gus	1	78/87, Pho 98
Janes, Vic	2	catalogued (#4317-4347)
Muirhead, L.P.	171	cataogued (#6407-6456)
Nowlan, Erika	1	78/81, Pho 98
Phelps, John/Scott, John	27	89/31, Pho 399,398,397
Scott, John	4	91/6, Pho 427
Tyrrell, Joseph Burr	49 <sup>2</sup>	82/15, Pho 157

#### Private Collections

Phelps, Willard	# unknown (at least 1 photo of Col. J.H. Conrad <sup>3</sup> )
Scott, John	# unknown (includes 2 photos of Col. J.H. Conrad <sup>4</sup> )

<sup>1</sup> This collection was donated by Jim Robb. Mr. Robb does not hold any additional photos of Conrad in his personal collection.

<sup>2</sup> Originals are at the Thomas Fisher Rare Book Collection Library in Toronto, Ontario.

<sup>3</sup> Photo on display at MacBride Museum.

<sup>4</sup> Most of Mr. Scott's photos have been donated to the Yukon Archives. The photos of Col. Conrad are not in the Scott collection at the Archives.



## APPENDIX E

### NOTES FROM INTERVIEWS WITH MR. JOHN SCOTT

#### February 28th Interview

Mr. Scott showed us his manuscript *Life in the Yukon* (1981) which has a section on the history of the Conrad area. The following is from that manuscript:

"Col. Conrad was from a well-known family in Montana. In 1898 Pooley and Stewart first located the Venus vein. They build a log shack against an overhanging cliff face 1700 vertical feet above the lake" [photo of this shack in the Archives].

The Ribblet Tramway Co. built the tramline (from Spokane WA).

Sir Clifford Sifton and MacKenzie and Mann interests were involved at Conrad

The Venus Mill built ~ 1910. The mill ran for 6 to 8 months. It recovered ~ 80% gold through gravity concentration. The Mine shut in the autumn.

Windy Arm Trading Co. J.D. Durie Manager.

"1963- Giant Yellowknife had Mr. Gordon Brown examine the Venus property. Mr. G. Brown recommended the property but it was turned down and sat dormant for several more years.

Arctic came into prominence and other properties were taken an interest in.

They [Scott and Phelps] were approached by Jim O'Brien, Michael Warren and Freddy Christianson to take over the Venus. Jim O'Brien was a mining engineer with some experience and was reported to be a smart young man. His father was wealthy mining engineer from Eastern Canada with international reputation. Michael was a young lawyer with a mining background, Freddy a financial man, a self described gentleman adventurer. Things looked good, they appeared to have the expertise needed for the venture and metal prices were good.

"Unfortunately the Arctic Mine turned out to be a huge promotional scheme and a rather shameful failure. ... Many innocent investors [lost] money. John [Phelps] and I were determined that this would not happen to our property.... [However, they did lose money]. The episode resulted in underground development work - could have been viable if properly managed."

February 28th Interview cont'd

## **PERSONAL COMMUNICATIONS**

Wynton B.C. had two hotels: The Lakeview and Wynton. There was prohibition in the Yukon so the miners from Conrad went to Wynton to drink. A foot trail joined Conrad to Wynton.

Stone buildings at the head of Pooley Creek was built by Icelanders for Col. Conrad [stone buildings were used on other claims].

Col. Conrad spread himself thin building structures and therefore went bankrupt. He did not concentrate on one area.

Mr. Scott thought that there were about 300 people at Conrad and at the camps.

Venus was operated again in the 1970's. It ran out of money after mining was started.

Arctic Caribou lasted approximately 6 months or more.

Mr. Scott donated his collection of photographs to the Yukon Archives about three years ago.

Montana Mine tramline: the upper terminal was on the Montana Hero claim (more favourable topography there than at Montana claim. The tramline never handled any ore. The tram buckets were filled with waste rock and sent down the hill in order to supply the power needed to pull buckets of supplies to the mine.

The miners had expected that the Montana vein would extend across the Montana Hero claim and would be easy to locate with a tunnel driven from the upper terminal building. The vein was not located.

Mr. Scott was never able to duplicate the results that were reported in the early reports (e.g. Cairnes) and therefore questions those early reported values.

### **Other notes (general):**

Horses were used to pull the wood up the mountain for the supports in the mines. Both steam and air drills were used in the mining.

Conrad area gold was very fine and consequently was difficult to recover.

They used a gravity concentration process in the Venus Mill.

Waste ore was disposed of in the lake.

## March 22, 1992 Interview

Q. Do you know what is left in Wynton now?

A. Not much.

Q. Do you know anything about a sawmill at Wynton in the 1920s?

A. It was likely built during the gold rush or during the Conrad years. The Kalamazoo Boys built a steamer on Windy Arm and travelled on it to Dawson. [We were shown a copy of a diary from one of the Kalamazoo Boys which referred vaguely to a mill].

He noted that the Wynton area was surveyed by White Pass as part of the original route but there was too much rock work.

Q. Do you know what buildings in Conrad were moved to Carcross, to Atlin, anywhere else?

A. No. Nor did he know when.

Q. Where was the 1919 mill ?

A. Did not know of this mill.

Q. Are you any relation to the Scotts (Scott Hotel) in Carcross?

A. No

Q. How many of the buildings were there when you first visited the site?

A. First saw the place in 1923 on a boy scout outing. There were a number of buildings then. Dorothy Scott talked of visiting the site when she was a girl and seeing the buildings full of people's belongings. The miners had left the area for the winter when the Montana site was shut down for the season [1912?] expecting to return to work the next summer but work did not resume. Most of those people did not return to remove their belongings.

Q. Were all the buildings located along or near the waterfront (any in the back portion of the surveyed townsite)?

A. He remembers that the business were all up one street [possibly between the [Singer and Martin land]. There was a board walk along this street



March 22 Interview cont'd

Q. What do you think of the government putting up interpretive signs and making a walking path through the Conrad townsite?

A. He thinks that would be interesting and probably enough. The sight that is more unique in Mr. Scott's opinion is the Venus Mill site itself. The mill was damaged after someone removed the tin roofing and water got inside and damaged the machinery. The machinery is too large for people to remove/vandalize. Compared to the dredges in Dawson and the Conrad townsite, he feels that the mill is far more unique.

Q. How many tramways were there and where were these?

A. Vault - there was a switchback road up from Windy Arm to a tent city. From that point there was a small tramway up to the vault. This tramway had a single cable and a horse whim powered it. Mr. Scott said that workmen, instead of horses, turned the whim at times.

Vault - a 2nd tramway was built all the way up. The towers were there but Mr. Scott was not sure whether the cable was ever put in.

Venus - a two cable tramway with a third cable in the middle to move the two buckets (one up, one down).

Montana- the long one: four miles in length. There was a large terminal at the top. this was the last tramway constructed. It went down to Conrad.

Spoke about his involvement in the 1960s with the group that reopened the Venus Mine. There were three young fellows, one a lawyer, from Vancouver. This mill only operated for a few months.

Said that he thought that Patrick Martin owned a chunk of land/his own townsite south of Conrad.