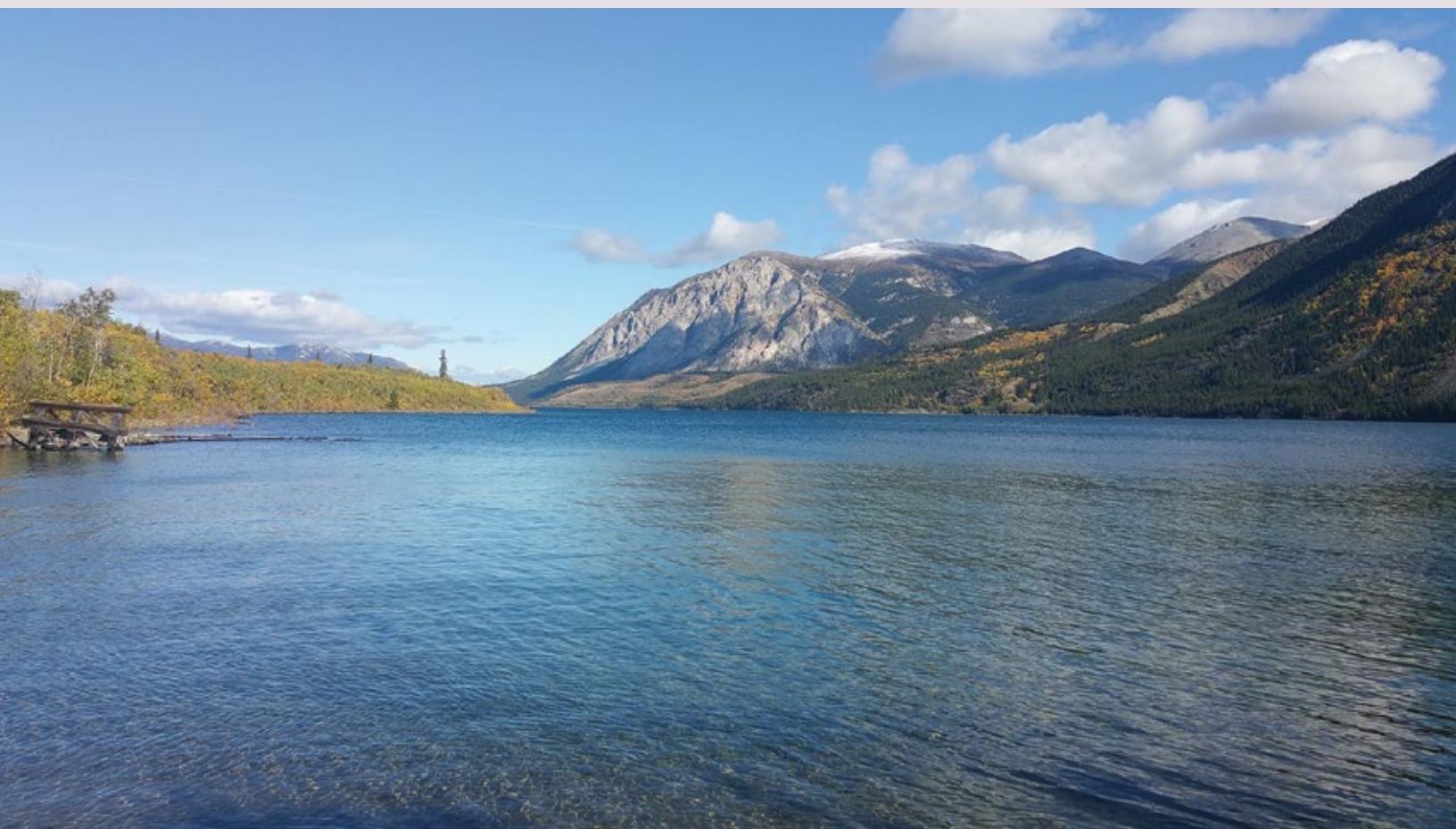




# Tséi Zhéle Sinwaa Éex'i Yé Conrad Historic Site



**MANAGEMENT PLAN**  
**2022**

The Tséi Zhéte / Sinwaa Éex'i Yé / Conrad Historic Site was prepared for the government of Yukon in accordance with the requirements of the Carcross/Tagish First Nation Final Agreement. The Heritage Management Plan was guided by the Conrad Historic Site Steering Committee.

## Steering Committee Members

The Steering Committee consists of three members from the Carcross/Tagish First Nation and three members from the Government of Yukon guided the planning process:

- Patrick James, Carcross/Tagish First Nation
- Colleen James, Carcross/Tagish First Nation
- Sean McDougall, Carcross/Tagish First Nation
- Eileen Wally (alternate), Carcross/Tagish First Nation
- Derek Grose (alternate), Carcross/Tagish First Nation
- Barbara Hogan, Government of Yukon
- Rebecca Jansen, Government of Yukon
- Ty Heffner, Government of Yukon

Shannon Van Bibber, Historic Sites, Government of Yukon, provided support to the Committee and the consultants.

Former Steering Committee Members:

- Heather Jones, Carcross/Tagish First Nation
- Jen Herkes, Carcross/Tagish First Nation
- Greg Hare, Government of Yukon
- Deborah Baerg, Carcross/Tagish First Nation
- Art Johns, Elder, Carcross/Tagish First Nation

## Acknowledgements

The Tséi Zhéte / Sinwaa Éex'i Yé / Conrad Heritage Management Plan reflects the care and understanding that Yukon residents have for their heritage places. For their dedication and hard work, the Conrad Historic Site Steering Committee would like to thank: Brent Riley, Historic Sites Restoration Planner, Government of Yukon for his work on the descriptions for the heritage resources at Conrad; the Yukon Heritage Resources Board for their review and recommendations to the Plan; and the Carcross/Tagish First Nation Citizens, the community of Carcross and the many people of the Yukon who have provided their comments and input on the history and vision for the Tséi Zhéte / Sinwaa Éex'i Yé / Conrad Historic Site.

## Art Johns, Lingít name, Xiná; Yanyeidi clan leader



Art Johns at Conrad Historic Site, August 2021

The Conrad Steering Committee would also like to honour the legacy and contributions of Art Johns, who passed away in February 2021. Art was a respected Carcross/Tagish First Nation Elder, hunter and outfitter who called the mountains of his Traditional Territory, home.

Having spent decades living and working in this landscape, Art was intimately familiar with its geography and its resources. In his later life, he was generous with sharing that knowledge to promote understanding and appreciation for heritage.

Art was extremely dedicated and proud to represent C/TFN on the Steering Committee tasked with the development of a Management Plan for the Conrad Historic Site. Often the meetings were held on the beach at Windy Arm, and he would reminisce about all the times he played at Conrad as a child, while looking across the lake and pointing out the sheep that were on the mountain. We appreciated Art's guidance in moving the management planning process forward for the Conrad Historic Site. Art's contribution and hard work are incorporated in the contents of this Plan.

Art's knowledge, commitment and energy contributed to the success of the team and the project, and he shared this energy with other communities in Yukon. One of our cherished memories of Art was from a Steering Committee trip to Dawson City in 2015. He shared his experiences and perspectives with Elders and the Tr'ondëk Hwéch'in Heritage Department, while visiting their ancient hunting grounds on the Forty Mile River. Art, and Elders like him, have helped us understand and interpret the places we study and the resources we have documented. There are things that can be learned through analysis and measurement, but it is through the lens of culture and tradition that these places take on meaning. Art was proud of his people's history and he shared his sense place with all Yukoners. Because of this, when we look out onto a landscape of lakes and mountains, rather than seeing an empty wilderness, we witness a landscape imbued with history, meaning and significance.

The Conrad Historic Site Steering Committee will be forever grateful to Art for sharing his passion for being on the land, his stories and cultural knowledge. Through our work we will continue to honor his truly authentic contributions to Yukon history. He has left us all an invaluable legacy.

## Foreword

The purpose of the Tséi Zhełe / Sinwaa Éex'i Yé / Conrad Historic Site Management Plan (the Plan) is to prepare and implement a vision for this important historic site that will ensure that its heritage resources are conserved and its heritage values are shared with the Carcross/Tagish First Nation (C/TFN) and Carcross community, Yukoners and visitors. The Carcross/Tagish people have been responsible for the stewardship of their traditional territory since time immemorial. Through the signing of the Carcross/Tagish First Nation Final Agreement, the Government of Yukon and C/TFN have acknowledged their interest in and responsibility for protecting and managing the historic site.

The recognition of Conrad Historic Site has led to the collaborative development of a plan that will help to preserve the traditional, cultural, natural and historical values of the historic site. The Plan has been prepared with valuable input from the Steering Committee and the participation of community members. The Plan ensures that heritage resources are conserved, and the heritage values are articulated. The future of the site will require ongoing collaboration and cooperation of the parties to ensure the conservation and promotion of the site.

The preparation of the Plan complies with the terms of the Carcross/Tagish First Nation Final Agreement, Chapter 13, Schedule B.

Nothing in this Management Plan will, or is intended to, abrogate the rights guaranteed under the Carcross/Tagish Final Agreement (Self Government Agreement) or impair the Carcross/Tagish inherent right to practice traditional pursuits.

As long as the intent and good will of both governments that participated in the development of this Plan continue during its implementation, the historic site will continue to illustrate and honour a heritage and culture that will be shared, respected and cared for by all Yukoners. The success of the Plan will be a result of effective collaboration between Yukon government and Carcross/Tagish First Nation and will benefit all community members, Yukoners and others who visit and want to understand more about this unique historic site.

Upon approval of the Plan by Carcross/Tagish First Nation and Government of Yukon, the site will be designated a historic site under the *Historic Resources Act* as identified in the Carcross/Tagish First Nation Final Agreement.

*The Tséi Zhéte / Sinwaa Éex'i Yé / Conrad Historic Site is a place for sharing,  
protecting and reconnecting with our heritage and culture.*



Carcross/Tagish people on a berrying picnic, September 1950. Back row: Doris Johns on left, Clara Johns next to her, Annie Austin on far right. Bottom row: Leslie Johns with can on his head.

Canadian Museum of History, Leechman/McClellan photo collection, #J856

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## 1.0 Introduction

The Tagish name for Conrad is Tséi Zhéle (Howling Rock). The Tlingit name for Conrad is Sinwaa Éex’i Yé (Grey Ridge Yelling Place). The historic site is situated on the shore of Tséi Zhéle Méne’ (Howling Rock Lake), also known as Windy Arm, near the base of Chílín Dzéle’ (Montana Mountain, or Gopher Mountain). See Figure 1 (page 2).

The site was a traditional harvesting place, located on Windy Arm. The place became known as Conrad after the development of the townsite in 1905. The Indigenous and English names help to tell the story and illustrate the heritage values of this important place.

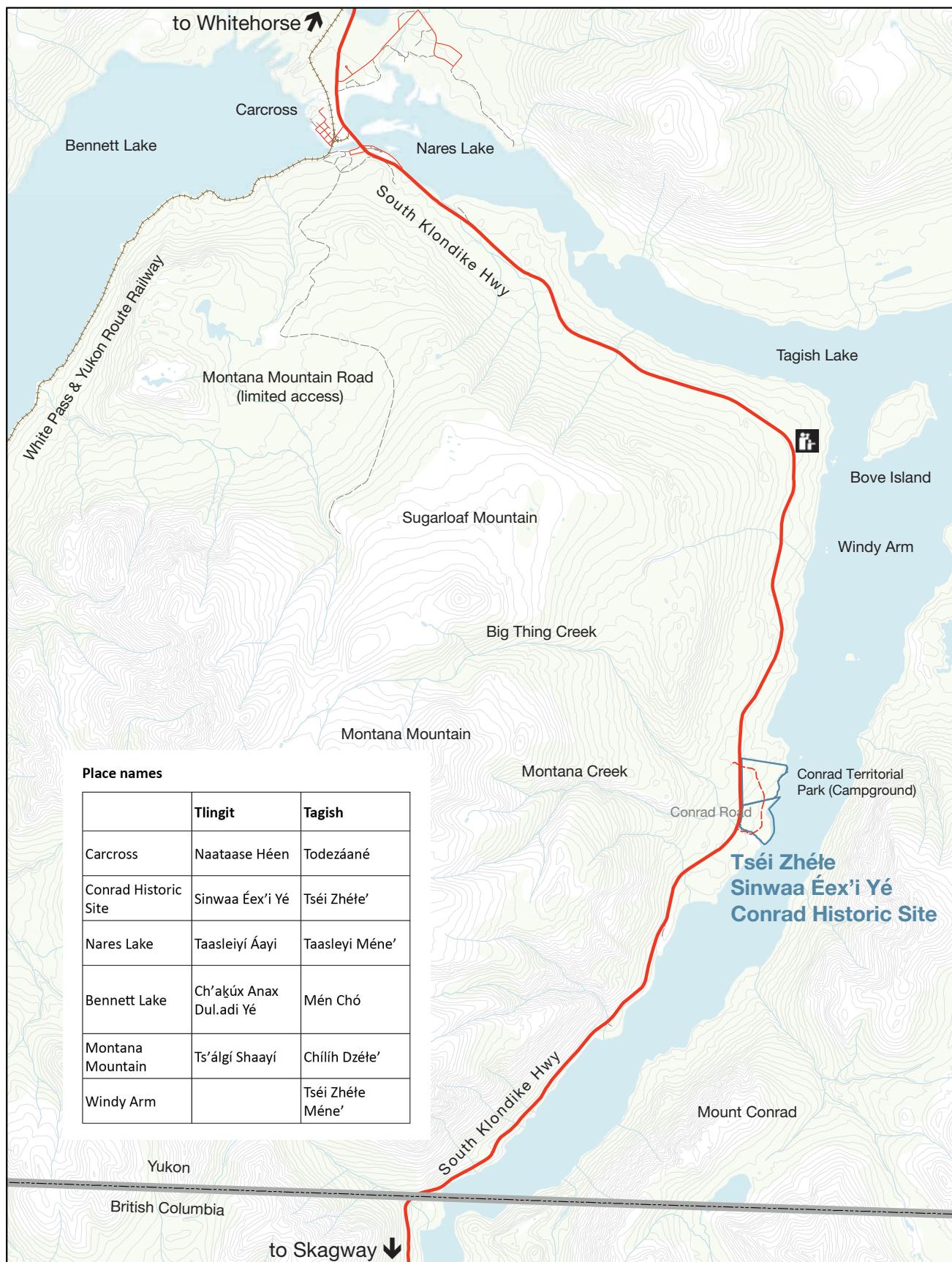
The recommendations for conservation included in the Plan are based on the oral narratives of C/TFN Elders and Citizens and on the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Second Edition).

The preparation and development of the Conrad Historic Site Management Plan is a requirement of Chapter 13, Schedule B of the *Carcross/Tagish First Nation Final Agreement*. The inclusion of the site in the Final Agreement illustrates its importance and value to the people of the Carcross/Tagish First Nation, and to all Yukoners. Schedule B outlines the process for the development of the Management Plan.

Valued for the site’s abundance of natural features, and pre-contact and post-contact heritage resources, its cultural associations with C/TFN people and culture, and its mining history, Conrad Historic Site will be co-owned and co-managed by Carcross/Tagish First Nation (C/TFN) and Government of Yukon (YG) and shall be designated a Yukon Historic Site under the *Historic Resources Act*, R.S.Y. 2002, c. 109.

In 2005, Conrad Historic Site was withdrawn from mining, prospecting, and exploration and development of oil and gas as described in Appendix B of the Carcross/Tagish First Nation Final Agreement.

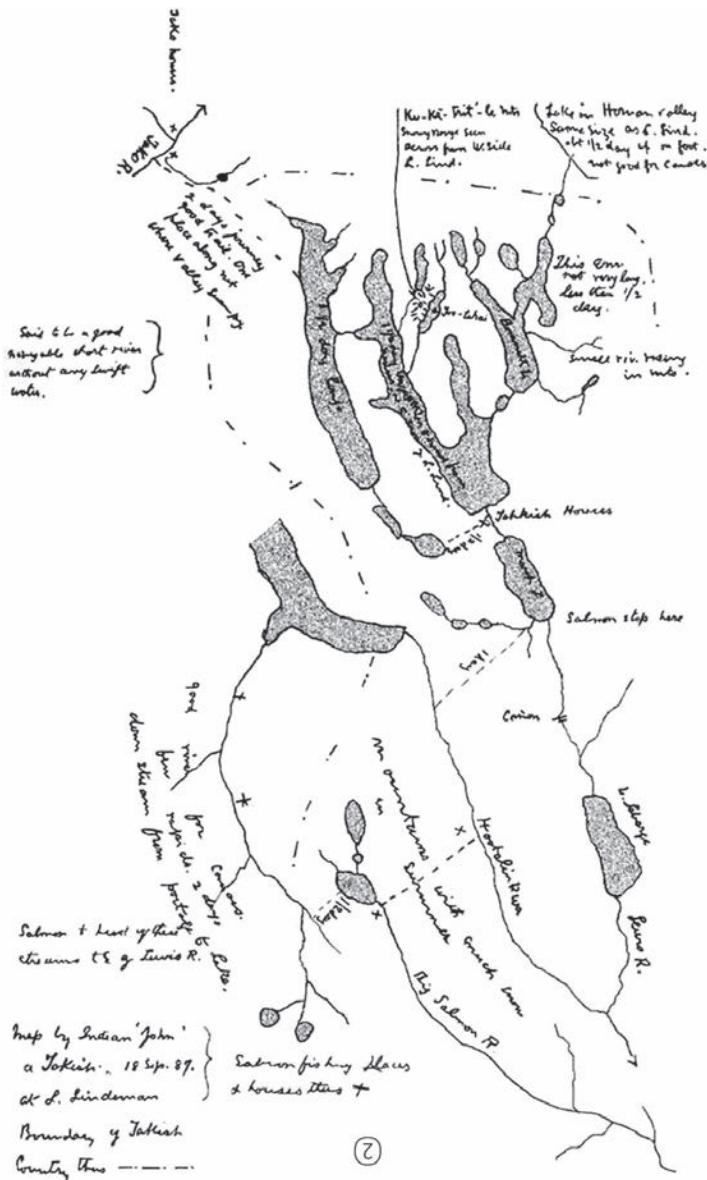
*Above: Remnants of the tramline terminal at Conrad Historic Site.*

**Figure 1. Map of area**

Windy Arm is named for the strong winds throughout the area. Windy Arm has always been a place for harvesting and processing fish, berries and medicinal plants. Use of the site by the Carcross/Tagish people for traditional practices was punctuated by the development (1905) and subsequent abandonment (1914) of the Conrad townsite.

Conrad was developed because of mining interests on Montana Mountain, which led to a period of intense exploration and development in mining, technology and transportation in the region. Continued use by Carcross/Tagish people demonstrates the resilience of their traditional practices, the values of a living heritage, and the Carcross/Tagish people's longstanding connection to the area.

Following the paths of their ancestors, Carcross/Tagish people value the site for various berries and harvesting plants for medicinal purposes during the summer and for fishing in the spring and fall. Today the citizens of the Carcross/Tagish First Nation live their heritage and continue to use the site for harvesting as they have for generations. The land provided many resources to the Carcross/Tagish people as they moved across the land, following the seasons and the resources. The Carcross/Tagish people sustained connections with the area for thousands of years, as evidenced in the archaeological record and through oral histories.



Map drawn in September 1887 by a man identified as Indian John. The map reveals Indian John's detailed knowledge of the land, travel routes and resources. The handwritten notes are by explorer George Mercer Dawson. Note that the map is oriented with north at the bottom.

Geological Survey of Canada, Field Notebook of George Mercer Dawson, 1887, Notebook No. 2762

In a story shared by Angela Sidney in 1951, she mentions the Tséi Zhéte (Southern Lakes Region) in terms of its resources and how it fits into the creation of the world:

*Who had ín [“flint” in Tlingit] first? Xóots [“grizzly bear” in Tlingit] had it. And they say that all of the animals had gathered together. And they decided that they are going to steal it from him. And I forget what bird — I think it was a chickadee — hid the ín under his tail. The bear had the flint where no one could touch it. Just he alone had fire to cook. And the rest of the animals decided to get the flint. The chickadee untied it, and he got away. And he flew a little ways and dropped it. And the next person grabbed it. And when that person got tired, the next one grabbed it. Finally, at the last, the red fox got it. And while Xóots was just running one mile, the fox was [already] over two mountains. At the end, the fox threw [the flint] onto a big rock and said, “Fly [to pieces] all over the world, so they can get the best ín (flint) all over the world.” You can get ín on the Windy Arm [of Tagish Lake], on the left side when you go up.*

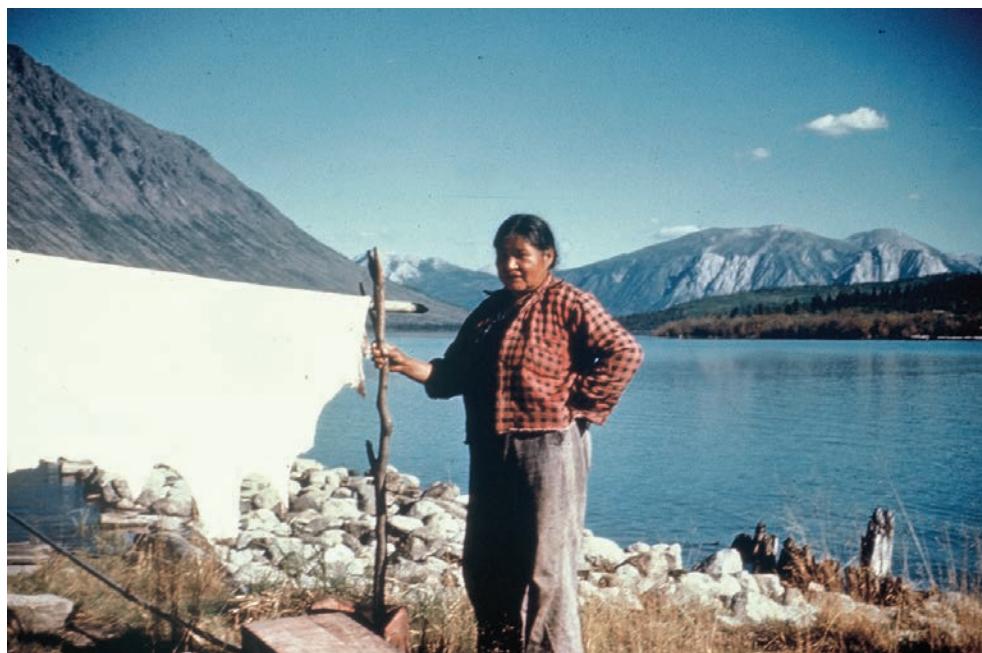
Source: McClellan 2007

Today, the site continues to be valued for its abundance of resources and for its cultural, historical, natural and recreational values. The site is open for the use and enjoyment of all Yukoners and visitors.

The Management Plan provides long-range goals and objectives that will guide the protection, conservation and interpretation of the heritage resources of the Historic Site in accordance with national standards as accepted or modified by the Carcross/Tagish First Nation and Government of Yukon. The plan recommends moderate intervention, with a phased approach.

One of the foundational narratives of C/TFN is the Game Mother story, which illustrates C/TFN's relationship to the land and animals. It is an important contributor to understanding the traditional lifestyles and connections to the land and water.

*“This is about game (animal) mother and our people’s story of how animals came to be. Game mother was a woman who lived in this place that we now call the Yukon, near Lake Bennett amongst the*



Angela Sidney/Ch'ünèhtè' Mā/Stuw with washed moosehide, August 1949, Carcross; Howling Rock is in the background at right. Canadian Museum of Civilization S71-645

*mountains. She lived here with her husband and brothers. One spring, game mother was about to give birth to all of the animals. Her husband and brothers were to go to the coast, but she didn't want to go. She was getting big and tired and stayed in a camp they made for her.*

*First thing you know moose was born, but it had grizzly bear teeth. So she called it back and took the teeth out and showed him how to eat willow. Caribou came next and she told him to lose his horns once in a while and showed him how to eat moss.*

*Then came grizzly bear with his great strength and need for sleep, then wolf who travels alone and is a great hunter. Beaver with his beautiful coat and teeth that never stop growing. And so came all the animals, which live in this place, they all came from game mother.*

*With each one she teaches them what to eat, how to live and how to behave. And the animals all stayed around this place with game mother.*

*Game mother, she wanted the animals to live across the land so she told them she was going. She made a giant hammock and hung it from the four mountains tops here in this special place where all animals came to be. The hammock had four strings — one tied to each mountain — Tekade'uch, Weji'tsay, Cheli'chele and Tatlachechi (Montana, Grey, Caribou and Nares Mountains).*

*She invited all the animals on the hammock and they danced and sang to each other and had a great celebration. Game mother had taught them all they need to know to live. She told them it was time for them to move across the land and to look after themselves. And so all the animals moved across this land and live amongst us now."*

As told to Janet Lee by Elder Clara Schinkel: [www.C/TFN.ca/haa-kusteyi/stories](http://www.C/TFN.ca/haa-kusteyi/stories)

## 1.1 Vision and goals for the historic site

The vision for the historic site reflects the motivations and desired outcomes for the management of the site and was developed from the feedback received during the community consultation:

***The Tséi Zhéle / Sinwaa Éex'i Yé / Conrad Historic Site is a place for sharing, protecting and reconnecting with our heritage and culture.***

The management goals are based on the vision for the site, the community values and the guidance provided by the C/TFN Final Agreement, which will help guide future conservation, development, interpretation and programs at the site.

These are the goals for the management of the site;

1. To ensure the protection, conservation and interpretation of the historical use of the historic site;
2. To ensure the recognition and protection of the traditional and current use of the area by Carcross/Tagish people and the past and current use by other Yukon residents;
3. To ensure the encouragement of public awareness and appreciation for the natural, historical and cultural resources of the historic site; and
4. To allow recreation and enjoyment of the historic site while respecting and conserving its cultural and natural heritage value.



## 2.0 Planning Process

The Conrad Steering Committee was established in December 2014, with equal representation from both the C/TFN and Government of Yukon to prepare and recommend a Management Plan for the Conrad Historic Site, per the requirements of Chapter 13, Schedule B of the Carcross/Tagish First Nation Final Agreement. The Management Plan is guided by *The Standards and Guidelines for the Conservation of Historic Places in Canada* (2nd Edition) and complies with the *Carcross/Tagish First Nation Final Agreement* and the *Historic Resources Act*.

Management Plans that have proven successful at other co-owned and co-managed sites, such as Forty Mile, Fort Constantine and Fort Cudahy Historic Site, Rampart House Historic Site, Lapierre House Historic Site and Fort Selkirk Historic Site were reviewed. The Conrad Steering Committee made a site visit to Forty Mile in 2015 and met with Tr'ondëk Hwëch'in Heritage Staff to learn more about the management and operation of Forty Mile to help inform management options for Conrad Historic Site.

### 2.1 Conservation Planning

The preparation of the Plan follows the phased process recommended in the *Standards and Guidelines for the Conservation of Historic Places in Canada*, which includes Understanding, Planning and Intervention.

Using this process as a guide, the first step, Understanding, is based on knowing the site and how it is valued by the community. Research, documentary and oral history or interviews must be undertaken to gain understanding of the history and evolution of the site. The next step is to inventory and document the existing heritage resources found on site. The inventory analysis identifies the tangible and intangible heritage values associated with the resources and the character-defining elements that must be protected in order for heritage values to be safeguarded. The historical research and community

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Above, front to back: C/TFN Elder Art Johns, Heather Jones, Barbara Hogan, Ruth Gotthardt, Joan Dale and Ty Heffner at Conrad.

knowledge help to inform the findings of the inventory; together, this evaluation provides an essential foundation for decision making about the extent and condition of the resources and how they are to be conserved. Section 3.0 (Understanding Conrad) describes the first phase in the planning process.

The second step, Planning, analyzes information about the site's past uses and its heritage resources, including the archaeology, buildings, structures, cultural landscape features and their values. The Planning phase is based on a Heritage Character Statement that summarizes why the site is significant, what its character-defining elements are, its heritage values and the vision for the future of the historic place. Planning involves selecting the appropriate conservation approach for the heritage resources. In the case of Conrad, the continued preservation, stabilization and rehabilitation of the buildings and structures has been determined as the way to ensure that the heritage resources are safeguarded. It also accommodates new uses for programming, traditional practices and interpretation, ensuring that these activities are integrated within the site without having an impact on its heritage character. Section 4.0 (Cultural Landscape Features) and Section 5.0 (Heritage Character Statement) define the significance, character-defining elements and heritage values for the historic site.

The third step of the recommended process is Intervention. This is the phase that lays out a schedule for operations and conservation works, their associated costs and staff requirements, and identifies economic opportunities that may be part of the future of the Conrad Historic Site. Intervention activities may include capital works as well as ongoing monitoring and maintenance. The recommended interventions may be accomplished in phases over several years. The schedule is guided by the Steering Committee and based on the priorities identified in the Management Plan and subsequent annual workplans and Interpretation Plans. Section 6 (Management Directions) and Section 7 (Interpretation Overview) and Section 8 (Implementation) describe the proposed interventions for the site.

## 2.2 Community guidance

It is important that there is a shared understanding of the heritage values at the site: a recognition of the lived heritage as well as the built heritage, the importance of the intangible connections between the people and the land, as well as the material culture that is left as reminders of those connections. The steering committee relied on their personal connections and knowledge of the site and on site investigations, historical research and photographs when identifying and discussing these values. The steering committee also relied on input received in order to gain a full understanding of the sites history and values. Combined, this knowledge and understanding provided guidance to the Steering Committee in creating this document.

*Open house at Conrad Historic Site for input into the draft Conrad Historic Site Management Plan.*



Several facilitated interactive workshops were held in January 2016: two in Carcross and one in Whitehorse. A questionnaire related to the values and future of the historic site was distributed at the workshops and was available on line. Additional facilitated interactive workshops, one in Carcross and one in Whitehorse, were held in January 2017. A summary of the draft Historic Site Management Plan was presented; the public was asked for feedback on the objectives. A second questionnaire, related to objectives, was distributed at the open house and on line. Information was compiled along with comments and feedback from meetings and discussions at the workshops.

Subsequently, additional open houses were held in Conrad and Whitehorse in September 2018 to discuss the final draft of the Management Plan. The final plan reflects the input from the public and the Steering Committee and is based on the application of current best practices in heritage conservation to the historic site.

The engagement activities, meetings, open houses, questionnaires and one-on-one interviews have provided valuable information about how important the connection is between the historic site, citizens, community members and visitors to the site. This information is integrated in the planning process. (Refer to Appendix G for Community Input information.)



## 3.0 Understanding Tséi Zhéle / Sinwaa Éex'i Yé / Conrad

### 3.1 The place

Located 14 km southeast of Carcross in the Southern Lakes region of Yukon, the historic site lies within the traditional territory of the Carcross/Tagish First Nation, along Tséi Zhéle Méne' (Howling Rock Lake), also known as Windy Arm of Tagish Lake, near the base of Chílh Dzéle' (Montana Mountain, or Gopher Mountain), the place where Game Mother made camp and gave life to the animals. See Map 1, Appendix F.

The Windy Arm area, including the historic site, has been occupied by the Tagish and Tlingit people for thousands of years. Traditionally, the Carcross/Tagish people used Windy Arm — as well as other lakes and rivers — in combination with a vast network of overland trails to move across the region. People travelled from place to place to gather resources, trade and connect with family. This area was important to the Tagish and Tlingit people as part of their seasonal travel through their territory to obtain fish, game and plant resources as nature made them available.

Conrad has a small cove and level topography that served as a protected location for people to set up camp, set nets and dry fish. The area is known to have been a primary harvesting area. People would also go up Montana Mountain to snare gophers (Arctic ground squirrels) and ground hogs (“whistlers”) and to hunt sheep, goats, caribou and moose. The land provided many resources to the Carcross/Tagish people.

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Above: Windy Arm from Montana Mountain.



*People in front of A. Chisholm Hardware, Conrad, n.d. The woman on the far left is Indigenous, and is possibly from the Carcross area.*

YA, E.J. Hamacher fonds (Margaret and Rolf Hougen collection), 2002/118 #347

continued to use the site for traditional pursuits, with seasonal camps that included traditional structures such as meat caches and fish drying racks. The continual use of the site by the Carcross/Tagish people during and after the demise of the mining town demonstrates the resilience of their traditional practices, the values of a living heritage and their longstanding connection to the area.

Many wildlife species still inhabit the area. They include woodland caribou, moose, mountain goat, Dall's sheep, mule deer, black bear and other large carnivores including wolf, coyote, fox and lynx. Fish species in the area include Lake trout, Arctic grayling, Whitefish and Northern pike. Bird species that have been observed in the area include Orange-crowned Warbler, Hammond's Flycatcher, Warbling Vireo, Western Wood-Pewee, Yellow-rumped Warbler, Dark-eyed Junco, eagles, ravens, Gray jay, chickadee and Northern shrike.

Conrad is located off the South Klondike Highway (Highway 2), which links Skagway, Alaska and Whitehorse, Yukon. The site is approximately 33 hectares and is on a sloping, tree- and shrub-covered lot. It is physically bounded on the north by the Conrad Territorial Park (Conrad Campground), on the east by Tséi Zhéle Méne'/Tagish Lake; to the south by Big Thing Creek; and on the west by the South Klondike Highway and Chílh Dzéle'/Montana Mountain, which rises to an elevation of more than 1,600 metres. The natural setting of Conrad is dramatic in its variety of elevations, geology, vegetation, wildlife and scenic views. The overall character of the site is one of tranquillity and natural beauty.

Conrad's physical address is 110 Conrad Road. This road is currently the only means of entering the historic site; it is not maintained during the winter. The entrance at the southern end of the site is not passable since the timber bridge there has collapsed. The site is also accessible by boat; there are boat launches in Carcross and Tagish and at Marsh Lake.

Place names illustrate the Tagish and Tlingit relationship with the land and the water. This connection to the land was interrupted briefly from 1905 to 1914 when mining exploration and extraction in the Montana Mountain region took place, causing the development of the Conrad townsite. During the time when Conrad was flourishing, the Carcross/Tagish people adapted and worked at Conrad, employed to do laundry, provide fish, cut wood and stake claims for the newcomers.

The Carcross/Tagish people

Summer use at the historic site begins in May and extends through September, depending on the weather. Winter use of the site includes snowshoeing, skiing and snowmobiling on trails throughout the site and onto Windy Arm. The Carcross/Tagish people continue to fish and harvest in the area and at the historic site. Since the early 1970s, other people have also been using the site for recreation, camping and fishing.

A public campground, immediately north of the historic site, was constructed in May 2016. Road access from the South Klondike Highway is shared by the two facilities. Day parking for the historic site is located along Conrad Road, north of the historic site boundary.

Under an MOU with Parks Branch, Department of Environment, maintenance of the parking area is the responsibility of Historic Sites, Tourism and Culture.

To preserve the heritage resources at the site, a locked gate was installed in July 2016 and the historic site was closed to vehicle access, except for service vehicles. The site remains open to the public via walk-in access from May to September, and the gate is unlocked from September to May to allow access, primarily for Carcross/Tagish First Nation citizens, who use the site for traditional harvesting, fishing activities and cultural events.



*Walk-in camp area in Conrad Historic Site, overlooking Windy Arm.*

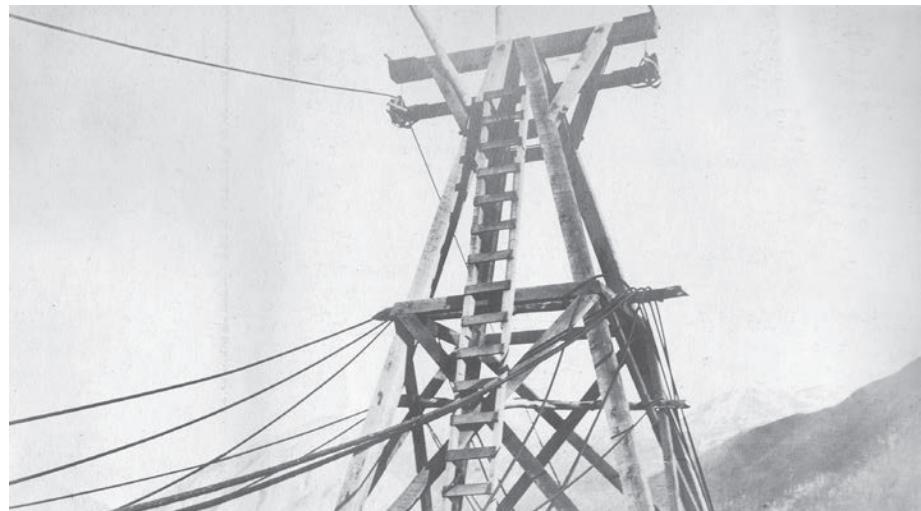
## 3.2 Historical Overview

For a short period of time at the beginning of the twentieth century — from 1905 until 1914 — Windy Arm became the hub of a mining industry that promised much, yet after a few years, realized little.

At the time the Conrad townsite was developing, the area's Káa sháade héní (Leader, or Chief — "Stands at the head of people") was Tagish Jim, a Dakl'awéidí Wolf Headman for the Carcross area. The Dakl'awéidí held responsibility for this area. Clan leaders are chosen by their respective clan members to be their spokesperson and speak on behalf of the clan at meetings, ceremonial activities, and any other public events. The clan leader is referred to as the Naa sháade hán (clan leader — "Stands at the head of a clan").

Silver and gold were first discovered on Montana Mountain in 1899 and by 1905 "Colonel" John Conrad, president of the Conrad Consolidated Mines, owned most of the mining rights on Windy Arm.

A 160-acre townsite was surveyed and a community sprang up quickly, with a tramway terminal located at the north end of town in a small cove on Windy Arm. The tramway carried ore from the Montana Mountain minesites to the water's edge for transportation via vessels to the railway at Carcross, and from there to smelters. A townsite with businesses, hotels, warehouses and residences developed south of the tramway. The community continued to grow until 1907, after which mining returns dwindled and major operations ceased.

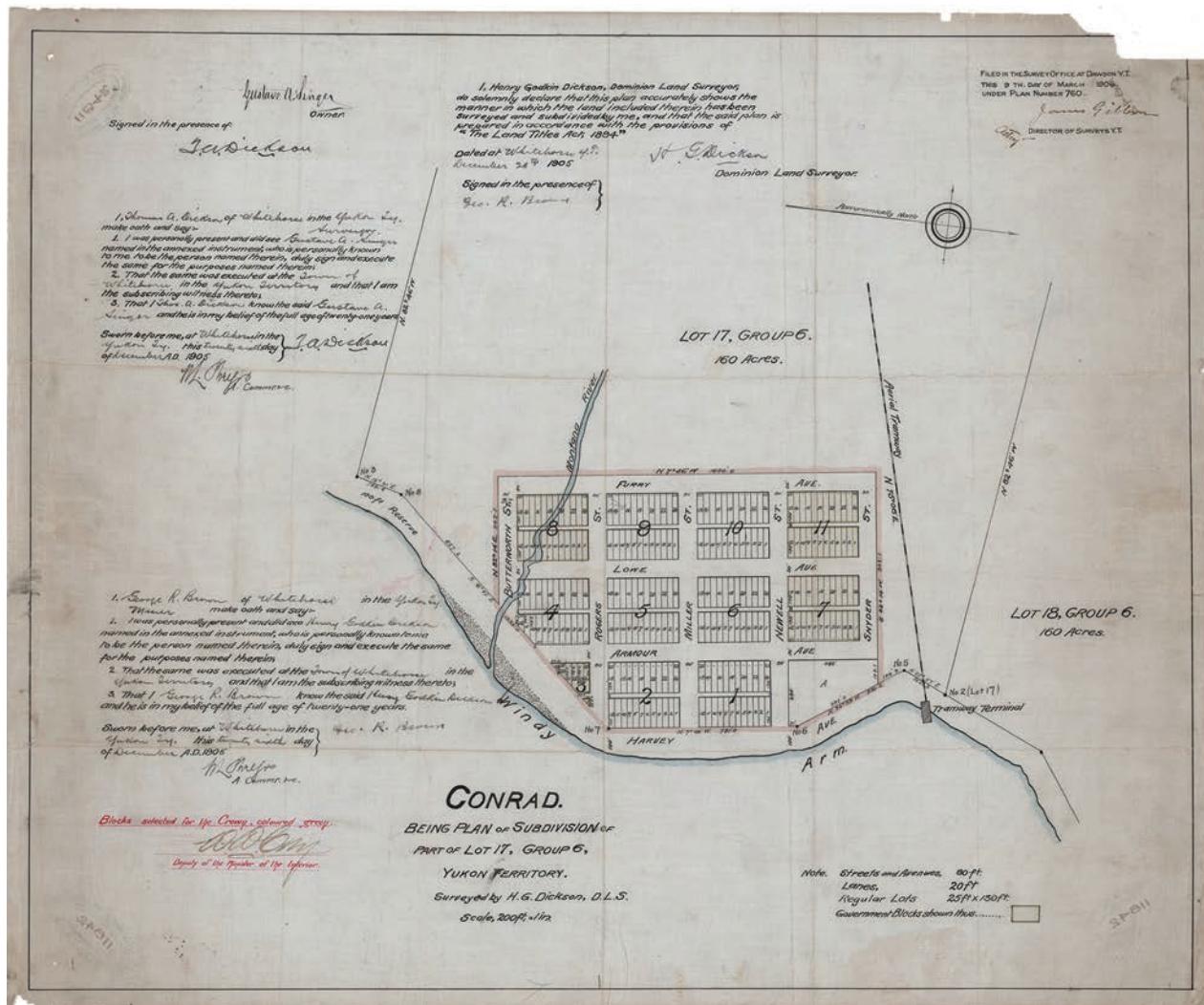


*The Montana tramway, circa 1905.* University of Washington, neg #UW 3650

The townsite was abandoned by 1914. At its peak, the community was home to more than 300 residents; it became the largest settlement in the area at the time.

The formal survey of the townsite consisted of 247 lots, each 25 feet x 130 feet in size. The streets were laid out with an 80-foot width and lanes with a 20-foot width. One-third of the townsite lots were assigned to the federal government, including a 100-foot setback along the waterfront. Archival information, oral histories, and archaeological data indicate that the actual alignment of streets and buildings responded to the environmental influences of the topography. This resulted in a more vernacular configuration for the collection of residential, institutional, commercial and service buildings that were quickly built to service the eagerly anticipated economic boom.

The townsite development included a wharf, tramway terminal and towers, tents, log/tent structures, sawn plank cabins, sawn log and round-log cabins of one and two storeys. Several of the commercial buildings had false fronts and many were built with offices or stores on the main floor, and housing above. Over the short number of years that the townsite was occupied, there was a mix of buildings that included a private hospital, a reading room, lending library, two churches, a telegraph office, a post office, a Royal North-West Mounted Police office, numerous commercial operations, a laundry and bath house, barber shop, hardware store, restaurant and several hotels. This was in addition to numerous residences.



Subdivision of Part of Lot 17, Group 6, Conrad Townsite, 1905.

Canada Lands Survey System 11842 CLSR YT

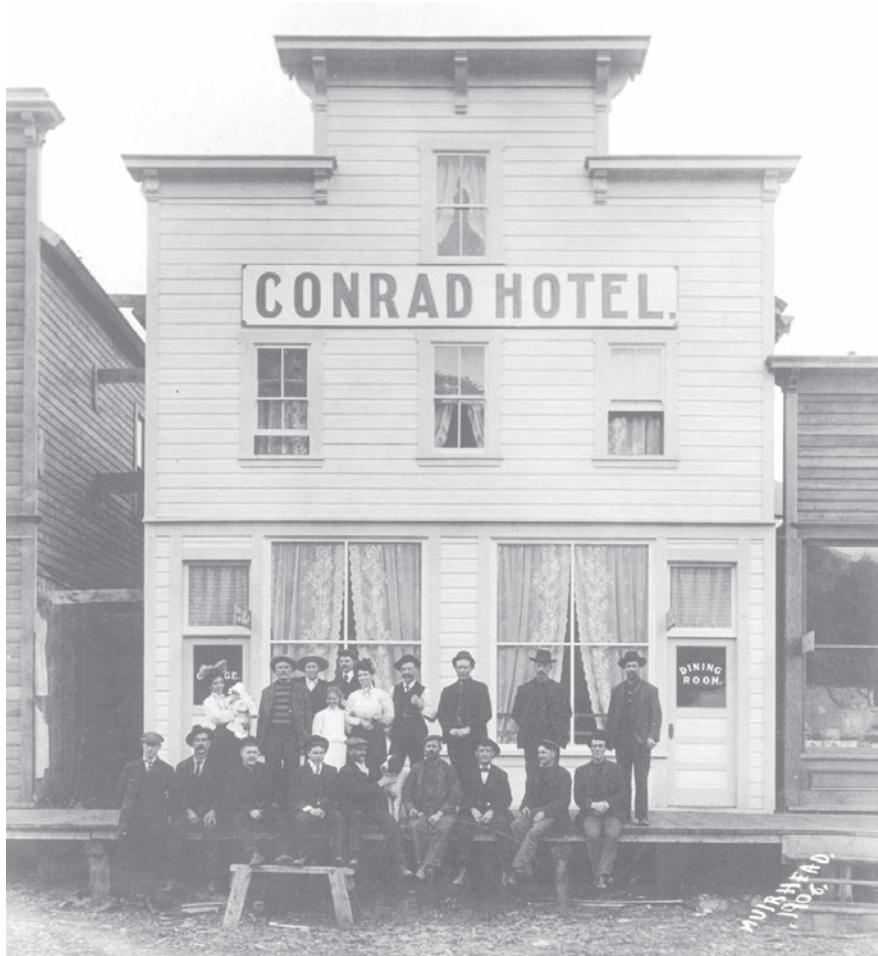
There was one main north-south street, Armour Avenue, along which most of the commercial buildings were sited. This street is in use today as the main access into the site. The buildings that historically lined this street faced the street rather than the waterfront.

Goods and supplies for the town and mine were brought by steamboats such as the *Gleaner*, the *Gladys* and the *Mabel F* that connected Conrad to Carcross and thus to the White Pass and Yukon Route Railway. The steamboats and railway also transported ore out of the Yukon to processors in Vancouver and Seattle.

The relatively flat sand, gravel and cobble beach along the shore at Conrad accommodated wharves and docks for the steamers to land and for the other boats that moved materials and people here. In contrast to this area, much of the remainder of the shoreline around Tséi Zhéle Méne'/Windy Arm is steep at the water's edge, making it unsuitable for landing and unloading of boats.

The rapid population growth and the introduction of sternwheelers to the area increased the hunting activities of miners and visitors from outside the territory. As a result, much of the local wildlife was over-hunted, creating a lasting impact that affected the First Nations people, who wanted to continue their traditional practices.

The mining activity around Conrad made use of extraction, transportation and communications technology that was advancing rapidly in the early 1900s, as evidenced by the aerial tramway and towers and the Dominion Telegraph System that connected Conrad to Carcross. The amenities in Conrad were intended to support the workers and benefit from the prosperity that everyone expected. However, declining silver prices, complex geology, difficult engineering, high transportation costs and mismanagement contributed to the failure of the mining enterprise and John Conrad was forced to file for bankruptcy. The community was abandoned by 1914.



*Conrad Hotel, Conrad, 1906.* YA, J.B. Tyrrell fonds, 82/15 #483

The process of dismantling or salvaging many of the buildings and moving them to Carcross began after the Conrad mine shut down. Historical research indicates that there are many buildings in Carcross that have come in part or in their entirety from the historic site. The transfer of Conrad buildings to Carcross demonstrates an historic Yukon practice of reusing and repurposing materials and buildings. These relocated buildings illustrate the many character-defining elements of building design, materials and finishes that were found at the historic site.

### 3.3 Inventory of Heritage Resources

One of the important steps leading to understanding is to inventory and document the existing heritage resources found on site. The inventory analysis identifies the tangible and intangible heritage values associated with the resources that are part of the planning process and the character-defining elements that must be protected for the heritage values to be safeguarded. This evaluation provides an essential foundation for decision making about the extent and condition of the resources and how they are to be conserved.

Extensive archaeological research and investigation has been undertaken at the heritage site and a large number of historical and archaeological features have been documented. The site was first formally recorded in 1980 in a study that identified historic features at the Conrad townsite as well as evidence of pre-contact occupation represented by a scatter of lithic artifacts and bone near Big Thing Creek. Further archaeological research in 1986 located an underwater midden associated with the historic occupation of the townsite.

Further surveys and mapping at the site in 1991 focused on mapping historical features, and a small pre-contact archaeological site was recorded at the same time (Minni 1992). In August 2015 an archaeological survey resulted in the identification and mapping of numerous historic features and artifacts, including 40 of the 42 historic features recorded in 1991, and identification of 166 additional historic artifacts and features including structural features, crates, cans, bottles, middens, stove pipes and a variety of other items. Another small pre-contact archaeological site was recorded during this work. An overview of archaeology is shown on the map in Appendix C.

The built heritage features include remnants of two log buildings (Cabin 1 and Cabin 2), a double out-house, a cold storage facility (dug into the earth and reinforced with log framing), three tramline towers, piles of waste rock, and the terminus of the Mountain Hero tramway, now collapsed at the shoreline. Other built components include evidence of the stone-filled wharf and docks, scattered artifacts from the mining period, and numerous depressions, indicating former building locations remaining from the historical period. Detailed descriptions of the built heritage features are included in Appendix A.



*St. John the Baptist Catholic Church was brought from Conrad to Carcross in 1939.*

The collection of built heritage resources at the historic site are the survivors of a larger collection of buildings that are now in part found in Carcross. Together with the buildings in the historic site, these structures are a rich source of information about the building techniques and practices of the turn of the twentieth century. The buildings in the site are in their original locations and have a high level of authenticity despite their condition. The Management Plan will address how to conserve these



*Public reading room run by the Anglican Church at Conrad, circa 1905.*

YA, Anglican Church of Canada General Synod Archives fonds (Stringer Collection), 78/67 #P7517-279

books and in the stories and memories of the Carcross/Tagish people and others who are familiar with the site.

In-depth historic and archival research was conducted to understand the use of the site during its time as a town. Similarly, a traditional knowledge project was conducted by C/TFN in 1993 to better understand how the Carcross/Tagish people have experienced the site through generations.

structures for compatible use as part of the interpretation strategy for the historic site.

Any burial sites known or found within the boundaries of the site will be managed according to relevant legislation, guidelines, values and priorities.

### 3.4 Land-use research

An analysis of past uses of the site also informs the planning process, since there are many periods of significance associated with the historic site.

Information about the site is found in archives, in



## 4.0 Cultural landscape features

The *Standards and Guidelines for the Conservation of Historic Places in Canada* define Cultural Landscapes as “any geographical area that has been modified, influenced or given special cultural meaning by people, and that has been formally recognized for its heritage value” (Parks Canada 2010: 49). The Standards and Guidelines recognize that cultural landscapes are made up of a variety of different components that individually and collectively contribute to the heritage values of the historic place. The historic site satisfies the definition of a cultural landscape valued by the Carcross/Tagish First Nation and Government of Yukon.

Understanding the site as a cultural landscape allows for the many contributors to its significance to be considered in the Management Plan. Cultural landscapes are made up of a variety of different components that contribute to the heritage values of the historic place. Together they demonstrate how the natural setting of the historic site has, through past human activity, been given tangible and intangible heritage values (Table 1).

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Above: View from tramway tower on Montana Mountain, overlooking Conrad Historic Site and area.

**Table 1. Components of cultural landscapes**

<b>Components</b>	<b>Definition*</b>	<b>Landscape features, Conrad Historic Site</b>
Evidence of land use	<p>This includes features that express or support a past or continuing land use (the human use of the natural environment).</p> <p>Land use can evolve over time. (p.51)</p>	<p>Land uses reflective of the site's history are seen in the remaining physical features and artifacts. These include early First Nations use, mining infrastructure, and the townsite with its historic commercial, institutional and residential structures evident in the historical record of documents and photos. Evidence of these uses remain on site today.</p> <p>Traditional place names and oral histories reflect continuing use and knowledge of the land. Cleared open spaces in the forested site near the lake edge reflect the site's use for camping, fishing, picnicking and as a place for viewing Tséi Zhéle Méne' (Howling Rock Lake/Windy Arm).</p>
Evidence of traditional practices	<p>Traditional practices are based on the close observation and understanding of a local landscape by a cultural community who has a long association with that place. (p.55)</p>	<p>The engagement process has contributed oral histories that confirm that Tséi Zhéle' Ani/Conrad and the surrounding area are sites for traditional practices such as fishing, berry picking and camping. The place names and archaeological resources are also evidence of the longstanding connection of the Carcross/Tagish people with the historic site.</p> <p>Place names reflect an understanding of weather patterns at the site, particularly noted for its strong winds. The topography of the area creates a wind tunnel, with winds funneling along Tutshi Lake and into Tséi Zhéle Méne' (Howling Rock Lake/Windy Arm).</p>
Land patterns	<p>Land patterns help us understand how naturally occurring elements (mountains, lakes, hills, forests, valleys) fit together and fit with human-made elements (farm fields, built features, major circulation systems, etc.). (p.59)</p>	<p>Chílín Dzéle' (Montana Mountain/Gopher Mountain) rises west of Conrad, with a level terrace or bench along the shore of Tséi Zhéle Méne' (Howling Rock Lake/Windy Arm). This levelling of the base of the mountain has provided an ideal site for traditional camps and eventually a townsite. The gradual slope on the beach provided for landings and access by means of wharves and docks for unloading and loading.</p> <p>The tramline and trails provide a tangible connection from the top of Montana Mountain to the townsite.</p>

<b>Components</b>	<b>Definition*</b>	<b>Landscape features, Conrad Historic Site</b>
Spatial organization	<p>Refers to the arrangement of spaces in a cultural landscape and how they are visually and physically connected.</p> <p>Landscape features whether natural or human-made can define the volume of an outdoor space. (p.63)</p>	<p>The spatial organization has changed over time as the naturalized vegetation has become overgrown, converting areas that were open and cleared of trees, as seen in historic photos, to areas that are now covered in aspen, willow, alder and white spruce.</p> <p>Openings in the forest cover are currently found along the beach, along Armour Avenue (now part of the service road), on trails and around the small clearings along the shore. These open spaces are defined by the tall forest that surrounds them.</p> <p>Montana Mountain rises steeply on the west side above the forest cover, providing a commanding sense of scale. Big Thing Creek, Windy Arm and the top of slope topography (now the South Klondike Highway) provide natural boundaries for the site, with the Conrad Territorial Park providing the northern boundary.</p>
Visual relationships	<p>Visual relationships are between an observer and a landscape or landscape feature (a viewscape) or between the relative dimensions of landscape features (scale). (p.67)</p>	<p>Views from along the beach at Tséi Zhéle Méne' afford scenic views north and south along the lake. Views west include Chílín Dzéle' (Montana Mountain/Gopher Mountain) and Dall Peak. To the east, across the lake, there are views of the White Range and Escarpment Mountain and Ramshorn Creek, and opportunities to see wildlife.</p> <p>Close-up views within the historic site include the built heritage features, the building depressions, abandoned mining equipment and the tramline towers.</p> <p>There are views into the site along the service road from the north approach.</p> <p>Views at the south boundary by Big Thing Creek are along the main service road into the site, a panoramic view north and west of adjacent mountains and views south and east along the creek toward Windy Arm.</p>
Circulation	<p>Refers to individual elements that facilitate or direct movement and travel. Linkage of these elements create circulation systems. (p.71)</p>	<p>A hierarchy of trails and paths provide access to most of the site and the heritage resources. The service road, which leads from the entrance from the Conrad Campground and runs across the site to Big Thing Creek, follows the alignment of Armour Avenue (on the original townsite survey).</p> <p>The access road, shared with the campground, connects with the South Klondike Highway. This facilitates connection to Carcross, Skagway and other places.</p> <p>Tséi Zhéle Méne' provides a further travel route. Previously used by steamers linking with the White Pass and Yukon Railway, it now provides boat access to the site.</p> <p>The historic tramway connected the Windy Arm wharf and landing with the Montana Mountain minesites.</p>

**Table 1, continued**

<b>Components</b>	<b>Definition*</b>	<b>Landscape features, Conrad Historic Site</b>
Ecological features	An ecological feature is a natural element... which can be part of a larger ecosystem. Ecosystems at an historic place should be evaluated and managed for their natural values, this plan will only apply to those features. (p.75)	<p>The vegetation today is dominated by trembling aspen, with a few specimens of spruce and a dense understorey of willow, aspen, alder, soapberry, prickly rose, raspberry, kinnickinnick and grasses.</p> <p>The dendrochronology of large spruce trees within the site revealed that they are approximately 80 to 100 years old, indicating regeneration after the townsite was abandoned.</p> <p>Many fish and animals come to the site to take advantage of the abundance of vegetation and habitat.</p>
Landforms	Landform relates to the shape of the earth's surface at a particular place. They may be naturally occurring or human-made. Whether natural or built, it is important to consider shape, slope, dimensions and geological material. (p.82)	<p>The landforms at Conrad vary, from the naturally occurring steep upper slopes of Montana Mountain to the gentler slope of the terrace or bench, which is suitable for seasonal camps and the townsite.</p> <p>The site is on the western edge of the Boreal Mountains and Plateau Ecoregion. The environmental conditions are strongly influenced by low precipitation due to a rain shadow caused by the Coast Mountains.</p> <p>The landscape was formed by several glacial advances that covered the area during the Pleistocene Epoch. The last glaciation, the Wisconsin glaciation, ended about 10,000 years ago.</p> <p>The gradual slope of the beach is in sharp contrast to the remainder of the Windy Arm shoreline, making the location suitable for landings and for the wharf and docks.</p> <p>The area's geology contributed to the formation of the sandy gravel/cobble beach and the surrounding mountain. The large Nahlin Fault runs nearby, up Pooley Canyon, and the gold and silver veins that attracted miners to this area are associated with this geological feature.</p>
Water features	Water features may include constructed elements as well as natural elements. Their role maybe functional or aesthetic or a combination of both. (p.86)	<p>Big Thing Creek is a narrow, winding stream that originates high up on Chilíh Dzéle'/Montana Mountain. The creek is a natural boundary for the historic site. People fish at the mouth of the creek.</p> <p>Tséi Zhéle Méne'/Windy Arm is part of Tagish Lake and forms the eastern boundary of the site. Views from the beach are open and capture a scenic view, usually of sky, clouds, and mountains reflected in the vivid blue-grey water.</p> <p>The low sloped beaches provide easy access to Windy Arm and its depth contributes to a rich fish habitat and supported the vessel traffic that was vital for mining.</p>

<b>Components</b>	<b>Definition*</b>	<b>Landscape features, Conrad Historic Site</b>
Built features	Built features can include archaeological remains, residential, commercial and institutional buildings, structures. They may play a role as character-defining elements in a cultural landscape in addition to having their own heritage value. (p.90)	There are several built heritage features at Conrad that contribute to its heritage value. The cabins, remnants of the mining equipment and technology, the outhouse and the cold storage structure all reveal the stories of the townsite when it was in operation. Detailed descriptions of the built heritage features are included in Appendix A.

\*All page numbers cited in column 2 are from the Standards and Guidelines for the Conservation of Historic Places in Canada (Second Edition).



## 5.0 Heritage Character Statement

A *Heritage Character Statement* explains the reason for designation of a historic place and what is significant about the place (the heritage character), and identifies the key elements or features (character-defining elements) that must be protected in order to preserve the heritage value of the site. The *Heritage Character Statement* can guide the preparation of conservation and maintenance plans, and ensure proper stewardship of the site.

Conrad Historic Site is a protected heritage site with an abundance of natural features and pre-contact and post-contact heritage resources, as well as post-contact underwater heritage resources. Conrad's heritage significance is multi-layered, as a part of C/TFN culture and use and later for its mining history and role in Yukon's history.

The Carcross/Tagish people sustained connections with the area for thousands of years, as evidenced in the archaeological record. The land provided many resources to the Carcross/Tagish people as they moved across the land, following the seasons and the resources.

A number of built heritage features and some pre-contact archaeological sites (stone tool flakes) have been recorded in the vicinity, dating to 5,000 to 8,000 years ago. Historic features at the site related to its mining era, consist of cabins and structures in various stages of collapse, cellar depressions, log and earth building outlines, middens, pilings and the substantial remains of an aerial tramway.

The natural setting of the heritage site, at the base of Montana Mountain on the gradually sloped shore of Windy Arm, contributes to the significance of the historic site. It is a place of scenic beauty, where traditional practices occur and a historic industrial centre and townsite was located.

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*Above: The remains of Cabin 2 at Conrad.*

For a brief period, from 1905 to 1914, Conrad provided support for a hard-rock mining industry led by an entrepreneur, “Colonel” John Conrad. He successfully solicited investors in Ontario, the United States and Europe to invest in what was believed to be gold and silver deposits that would surpass the placer gold fields of the Klondike.

The Conrad townsite was originally laid out in an orderly street grid pattern in 1905; this would accommodate the large population that was expected to move there. The environmental influences of the topography resulted in a more vernacular configuration for the collection of residential, institutional, commercial and service buildings that were quickly built to service the anticipated economic boom. The buildings display a variety of materials, construction techniques and form, revealing the skills of the builders. The remaining structures demonstrate construction methods and details, such as the “Yukon corner,” where two rough sawn boards are nailed together to form an L-shaped structural member and spiked to the wall logs at the corners.

Many of the buildings or parts of the buildings were relocated to Carcross and continue to be used by community members. These buildings make an ongoing contribution to the history of the building techniques that were used at the heritage site.

The natural setting of the heritage site on the shores of Windy Arm provides both scenic beauty that supports recreational activities but also creates and enhances a sense of well-being for visitors.

Today, the heritage site is used as a place to connect to Yukon’s history and culture, and for hiking, fishing, traditional harvesting and camping.

## 5.1 Description of Heritage Values

The cultural and historical values of the heritage site are found in the early and ongoing use by the Carcross/Tagish First Nation, the development and abandonment of the mining townsite of Conrad, and the contemporary use of the site for traditional pursuits and recreation.

The heritage site, on the shores of Windy Arm of Tagish Lake, is notable for its scenic value, tranquil setting, outstanding views of the lake and mountains and its small-scale open spaces defined by naturalized vegetation. The site’s gently sloping topography, formed by glacial activity, meets the clear waters of Windy Arm at a gravel/cobble and sandy shore and a small picturesque beach. These aesthetic features, together with the site’s cultural significance and values that are found in C/TFN’s languages, place names and life stories, such as the Game Mother story, create an outstanding sense of place.



*Example of a Yukon corner, Cabin 2.*

The history of hard rock mining, both regionally in the Southern Yukon and as part of the mining history of Yukon in the early twentieth century, is associated with the heritage site. The site's heritage value is communicated through the historic buildings, foundations and structures in their original locations within the natural setting of the historic townsite. In addition, heritage values associated with wildlife, berries, medicinal plants and fish are expressed in the continued traditional practices of C/TFN. The heritage site and the surrounding area continue to have a strong connection with C/TFN.

Several historic figures are associated with the heritage site, including Tagish Jim (Dakl'aweidí head-man), Colonel Conrad, Anglican Bishop Bompas, Sam McGee, J.B. Tyrrell (Canada's foremost geologist of the day), and local entrepreneurs who established hotels, stores and haulage companies. Conrad is also associated with ever-changing technology for mining, communication and engineering.

By the time of the Conrad gold discovery, there was considerable colonial governance in the territory, with a Claims Registrar and a newly formed Conrad Mining District that was separate from the Whitehorse Mining District. This was additional to the traditional governance practised for thousands of years by Indigenous people.

Conrad was located close to the White Pass and Yukon Route Railway. Vessels on Windy Arm transported the ore to the railway at Carcross; from there, it was transported to Skagway for shipment to processors in Vancouver and Seattle. The introduction of sternwheelers and other vessels to the area also increased access for visitors from outside the territory, which increased hunting activities. As a result, much of the local wildlife was over-hunted.

This created a lasting impact on the Carcross/Tagish people, who had to change the locations of their hunting activities in order to continue their traditional practices.

Recognizing the heritage values associated with the heritage site is a key step in the understanding of the site. It is these values that will be safeguarded through the Management Plan and shared with the community and visitors through the interpretation plan for the site.



*The Gleaner at Conrad, circa 1905. YA, John Scott fonds, 89/31 #221*

## 5.2 Character-defining elements

The Standards and Guidelines for the Conservation of Historic Places in Canada describe character-defining elements as: “The materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place which must be retained in order to preserve its heritage value.” (Parks Canada 2010: 5).

When this definition is applied to Conrad Historic Site several features of the natural and human-made landscape are important character-defining elements that have heritage value:

- viewscapes of Windy Arm, Escarpment Mountain, Ramshorn Valley and Mount Conrad along the eastern shore, Montana Mountain to the west, views from the north and south into the site along the existing road, and close-up views of historic structures and building depressions;
- the natural features of landforms, wildlife habitat and vegetation;
- archaeological evidence of prehistoric and historic use and occupation;
- the three extant buildings, remains of historic structures and numerous foundations
- the architectural details such as the materials, form, construction methods, fenestration and roof styles;
- the Mountain Hero tramline terminal remnants at the shore and the three remaining timber towers located within the historic site;
- the various remnants of equipment found throughout the site;
- the informal pattern of trails and paths that are evidence of a vernacular circulation system throughout the historic site;
- the generally level terrace and gradual slope of the sand and gravel/cobble shoreline along the heritage site frontage at Windy Arm.



*View of Windy Arm from Conrad Historic Site.*

These character-defining elements should be conserved and interpreted as a means to continue the intangible heritage values associated with the site, especially its contribution to sustaining the heritage and culture of the Carcross/Tagish First Nation.



## 6.0 Management Directions

The Management Plan describes the approach to management for the historic site, including the identification of conservation areas, requirements for protection of heritage resources, and key considerations for use of the site. To best manage the resources at the historic site, and to provide the best opportunities to highlight the identified values, the management strategy includes a zoning analysis. This analysis allows for areas to be managed in the most appropriate manner based on their heritage resources, values and sensitivity.

Recommendations for further site development at the historic site allow for continuation of the current use of the site that takes advantage of the lakeside setting while conserving the remains of the historic Conrad townsite and mining infrastructure. They allow for the current use of the site by Yukon residents and visitors for summer lakeside walk-in camping and winter recreation.

### 6.1 Planning and intervention

The *Standards and Guidelines* includes current best practices for Conservation, which is defined as: “*all actions or processes aimed at safeguarding the character-defining elements of an historic place to retain its heritage value and extend its physical life.*” Conservation activities may include preservation, rehabilitation and/or restoration. Reconstruction, replicas and removals are not considered conservation treatments and are therefore not addressed in the *Standards and Guidelines*.

In many cases, it will not be a single treatment that is selected for intervention on any one feature but rather a combination of several treatments. For example, portions of a structure may be preserved, although the overall treatment will be rehabilitation.

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Above: Conrad, n.d. YA, G.Donaldson Collection, 80/5 #21

Each feature within the historic place will be treated based on a number of factors, including the condition of the feature, the need to use the feature to provide a contemporary use within the historic place, and knowledge of the original or other period appearance and materials of the feature. See Table 2.

**Table 2. Key definitions and preferred treatments, based on the Standards and Guidelines (Parks Canada 2010)**

Key definitions	Preferred treatment in these circumstances
<p><b>Preservation</b> is the least intrusive of treatments. It includes maintaining and stabilizing the existing form, materials and integrity of the historic place. Preservation activities can include work such as stabilization, both temporary and permanent.</p>	<ul style="list-style-type: none"> <li>(a) Materials, features and spaces of the historic place are essentially intact and convey the historic significance, without extensive repair or replacement;</li> <li>(b) Depiction during a particular period in its history is not appropriate; and</li> <li>(c) Continuation or new use does not require extensive alterations or additions.</li> </ul>
<p><b>Rehabilitation</b> is the most common type of treatment when a feature or structure is required to fulfill a continuing or contemporary use. It can include the selected preservation, restoration or re-creation of various elements while protecting its heritage value</p>	<ul style="list-style-type: none"> <li>(a) Repair or replacement of deteriorated features is necessary;</li> <li>(b) Alterations or additions to the historic place are planned for a new or continued use; and</li> <li>(c) Depiction during a particular period in its history is not appropriate.</li> </ul>
<p><b>Restoration</b> is not commonly undertaken. It can be quite intrusive and damaging to the historic resource as it may involve the removal of some elements and the replacement of elements. Restoration is designed to reveal, recover or represent the state of a historic place or individual component as it appeared at a particular period in its history. Detailed information is required to accurately restore a place while protecting its heritage value.</p>	<ul style="list-style-type: none"> <li>(a) An historic place's significance during a particular period in its history significantly outweighs the potential loss of existing, non-character-defining materials, features and spaces from other periods;</li> <li>(b) Substantial physical and documentary or oral evidence exists to accurately carry out the work; and</li> <li>(c) Contemporary additions or alterations are not planned.</li> </ul>
<p><b>Reconstruction</b> is the process of rebuilding a no-longer-extant building or feature. Reconstruction is appropriate only where the recreation of a missing historic feature is required for interpretive purposes or to complete a historic landscape that would be unreadable without it.</p>	<ul style="list-style-type: none"> <li>(a) A seasonal structure, such as a wall tent or brush shelter;</li> <li>(b) Does not impact known resources</li> <li>(c) Has sufficient information as to the design and materials that would have been found in here; and</li> <li>(d) Based on documentary or oral evidence.</li> </ul>
<p><b>Removal</b> is appropriate only when the feature is not deemed to have any heritage value or when there is too large a hazard or liability that cannot be remediated effectively and the risk to the public outweighs the heritage values of the site. Documentation of the site must be undertaken prior to removal.</p>	Not recommended

The site's potential for future use and recreational and economic development is an important aspect, as long as activities respect and retain identified heritage values. Suggested opportunities for development range from commercial ventures to appreciation of nature, with activities such culture camps, programming and guided tours.

All existing timber and log structures, foundations and artifacts will be retained in their current locations in the landscape. Historic buildings and tram towers within the site will be assessed, and where feasible, stabilized and preserved. Whether stabilized and left in place, rehabilitated or re-used, these structures are a significant part of Conrad and represent an opportunity for scientific study and research.

Camping at the legacy sites along the lakeshore (those that have historically been used by visitors and C/TFN) will have walk-in access only, and amenities will be limited to picnic tables, fire pits and garbage bins. Firewood will be provided and outhouses and garbage will be managed. Interpretive signs and seasonal activities are recommended to interpret the history and cultural activities of the site. The gates will open in the fall to allow for traditional harvesting such as fish camps at the site.

## 6.2 Conservation Zones

By recognizing the variety of resources found throughout the site and by applying a zoning analysis, it is possible to identify areas with similar challenges and opportunities. Four zones have been identified that capture the values of the site and the immediate area, defined as the Neighbouring Lands (see Map 4, Appendix H). Guidance is provided for each zone to assess any contemplated changes. The application of these guidelines will ensure that the character-defining elements are safeguarded in any future undertaking. The four zones are described in Table 3, along with the management directions recommended for each zone (Table 3).

**Table 3. Description of zones**

Zone	Description	Recommendations
Access Zone	There are two access zones; these are the areas that introduce the historic site to the visitor. The northern access zone may be used by pedestrians and cyclists, and by vehicles when the gate is open. The southern access zone is not passable at the current time because of the collapsed bridge.	<ul style="list-style-type: none"> <li>Develop pedestrian and cycling access in the southern zone (replace bridge).</li> <li>Ensure accessibility throughout this zone.</li> <li>Develop interpretive signage in this area to communicate the values and themes of the site (details guided by the Interpretation Plan).</li> </ul>

## 6.0 MANAGEMENT DIRECTIONS

Natural Zone	<p>This is the largest area of the historic site and includes the lands surrounding the townsite core and extending west to the South Klondike Highway (Highway 2). The Natural Zone consists of forested areas where natural processes dominate and undergo annual changes.</p>	<ul style="list-style-type: none"> <li>• Carry out regular monitoring to identify any changes that may affect the Natural Zone.</li> <li>• Allow the vegetation (naturalized trees and shrubs) to continue to grow and mature.</li> <li>• Remove hazardous vegetation.</li> <li>• Allow the use of this zone for harvesting materials for cultural purposes (berry harvesting, brush shelter construction, etc.)</li> <li>• Maintain existing trails to sustain circulation and access for visitors.</li> <li>• Allow for modest trail development if identified in future planning.</li> </ul>
Historic Zone	<p>This includes archaeological sites, the townsite, built heritage features, depressions of former building locations, the trails and paths (which are informal access routes that contrast with the original formal street grid layout).</p> <p>The Historic Zone contains sites for day-use activities and camping at the cove and legacy campsites.</p>	<ul style="list-style-type: none"> <li>• Continue to maintain the campsites with provision of wood and outhouses.</li> <li>• Continue to clear and clean campsites.</li> <li>• Add bear poles to campsites to improve safety.</li> <li>• Maintain the existing service road and trail network</li> <li>• Clear vegetation within and immediately surrounding the buildings and building depressions to increase the visibility of these historic values.</li> <li>• Clear and maintain the view from the shore to the cold storage structure.</li> </ul>
New Amenities Zone	<p>Located at the northern boundary of the site, between the Conrad Territorial Park (Campground) and the Historic Zone, this zone is the area in the historic site where new structures may be considered.</p>	<ul style="list-style-type: none"> <li>• Allow development of new structures.</li> <li>• Allow for economic development.</li> <li>• Ensure that new amenities complement the character-defining elements of the site.</li> <li>• New design should follow the guidance provided in the Standards and Guidelines (in particular, Standard 11), and be visually compatible with, subordinate to, and distinguishable from the historic place.</li> <li>• Consider the location and scale of any new structures to ensure that no archaeological resources are affected.</li> </ul>

## Neighbouring Lands

The Historic Site boundary contains the majority of the heritage resources that have value. Tram Tower 4 is located in the highway right-of-way and is outside the surveyed historic site. Identification of Neighbouring Lands indicates that any changes in these areas should be reviewed to determine if they have the potential to have an impact on the heritage values of the historic site.

### Recommendations

To conserve heritage values in the historic site, the following recommendations for the Neighbouring Lands were developed:

- communicate with the agencies responsible for activities within the Neighbouring Lands to ensure that they consider heritage issues;
- review any potential changes that are proposed to occur in the lands surrounding the historic site to determine if they will impact the historic site; and
- if an impact is likely, enter into a discussion with the proponent to discuss ways to mitigate the impact. Strategies for mitigation may involve avoidance, screening or relocation or other techniques that will lessen the impact.



*Conrad, 1906. A bag, probably containing food, is suspended above the tent doorway. YA, John Scott fonds, 89/31 #200*



## 7.0 Interpretative Planning

The National Association of Interpretation defines interpretation as “a mission-based communication process that forges emotional and intellectual connections between the interests of the audience and meanings inherent in the resource” (NAI 2018). In the context of the historic site, any interpretation should serve to illuminate and connect people with the multifaceted history, stories and meanings associated with the site. Interpretation should strive to educate, but should also allow visitors to make their own personal associations with the site. This approach to interpretation enables visitors to forge a meaningful connection with the historic resource, empowering them to become advocates and champions for the site, protectors of its cultural values and historic resources.

The historic site will potentially become a destination for more and more people over the next ten years. Based on the priorities developed within this Heritage Management Plan, an Interpretive Plan should be developed between Government of Yukon and the Carcross/Tagish First Nation to finalize interpretive themes, messages and storylines.

Interpretation developed for the historic site should reflect the following principles that are outlined in Chapter 13 of the Carcross/Tagish First Nation Final Agreement:

- 13.1.1.1 “to promote public awareness, appreciation and understanding of all aspects of culture and heritage in the Yukon and, in particular, to respect and foster the culture and heritage of Yukon Indian People.”
- 13.1.1.2 “to promote the recording and preservation of traditional languages, beliefs, oral histories including legends, and cultural knowledge of Yukon Indian People for the benefit of future generations.”

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Above: Looking south from Cabin 1 within Conrad Historic Site.

Interpretation at the historic site will celebrate the culture of the Carcross/Tagish First Nation and their relationship to the site, along with the landscape's unique character and defining features, layering the history of mining and recreation with the experience of Indigenous use, languages and traditions.

## 7.1 Audience Identification

Any Interpretive Plan must consider the needs of its users. The presentation of materials, the type of activities, and the infrastructure support can vary according to the different people or groups visiting or working on the site. Themes and methods of interpretive exhibits should take into consideration the potential for a range of audiences. Based on available information, the potential audiences can broadly be defined as follows:

- Citizens of Carcross/Tagish First Nation;
- Yukon residents;
- Visitors from outside Yukon; and
- Conrad campground users.

During the development of the Interpretive Plan, it is recommended that further research and analysis be conducted into site visitation and use, and into visitor types, their need for infrastructure and their expectations for interpretive experiences.

## 7.2 Overview of Interpretive Themes

Interpretive themes are based on the site's purpose, significance and primary resources. This section suggests four possible topics with potential themes for information, education and interpretation related to the historic site. These themes and the possible ways to present them have been prepared through a consideration of the heritage values and resources on the site, and in part, through a review of ideas from stakeholders at the workshops and through the questionnaire.

The proposed topics and themes should be analyzed and refined through the process of developing a future Interpretive Plan for the historic site.



*The remains of the tram terminal at Conrad Historic Site.*

**Theme 1**

Located at the heart of Carcross/Tagish Traditional Territory, the historic site has been a place for Carcross/Tagish people's traditional practices, hunting, fishing and harvesting for thousands of years, both before and after the short-lived mining period.

**Rationale and ideas for theme****development**

This theme is about the long-established uses of the site. Stories of hunting, berry picking, and plant gathering for medicines on the site and of fishing on the lake and at the mouth of Big Thing Creek can all convey what the site was like before the arrival of newcomers and the advent of mining and newcomer settlement. The theme can give the visitor a sense of the year-round value of the site, including when, how and why it was visited by the Carcross/Tagish people over the course of a year. It can explain how people have interacted with the natural features of the place, such as the extensive lake network, the climatic extremes of summer and winter, and the site's vegetation.

**Theme 2**

The discovery of deposits of gold and silver in the mountains above the site briefly transformed the site into one of the most significant early twentieth century hard rock mining hubs in Yukon.

**Rationale and ideas for theme development**

This theme is about the transformation of the site into a place to support the extraction of minerals. It brings in the story of newcomers arriving in the area, the economy of resource extraction, and the creation of infrastructure to support the mining of ore and shipment to market. The theme explores how the area's geology has contributed to its mining history, and explains mining technology, including the ways in which claims were discovered, how the ore was located and extracted, and the infrastructure that was required for these purposes. This theme allows an understanding of the hard rock mining process, which requiring blasting and tunneling.

**Theme 3**

A walk through the site reveals how the topography of the land created the informal layout of the settlement, compared to the historic street grid of the survey in 1905 that was planned to accommodate an influx of residents drawn by the discovery of gold and silver on Montana Mountain.

**Rationale and ideas for theme development**

This is the theme about the settlement of the town of Conrad, and can be the theme that interprets the layout of the settlement and the construction of its buildings. It can interpret the impact of property speculation, the pattern of hope for prosperity in the future followed by the disappointment so common when the reality of limited resources is discovered, and the relocation of Conrad buildings to Carcross. This theme can help explain the simple log and timber building technologies of the remaining buildings, along with the use of cribbing for underground storage rooms beneath houses, protected from the extreme climate.

**Theme 4**

Your visit to the historic site is connected to countless journeys here by the Carcross/Tagish people, settlers, miners and migrating wildlife.

**Rationale and ideas for theme development**

This is the theme that makes clear the ways in which animals and people have historically moved through the area. It can relay the narrative of the movements of caribou, fish and birds, and the related movement of the Carcross/Tagish people. This theme also addresses the arrival of newcomers, resource extraction, sternwheelers and other vessels on the lake and rivers, related railway routes, and most recently, highway and recreational snowmachine and mountain bike routes.



*Looking down on Conrad past tramway lines, September 1906.*

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### 7.3 Interpretive Tools

The historic site presents a number of opportunities to develop interpretive tools and experiences.

Table 4 summarizes how various interpretive products and infrastructure development could be phased in through an Interpretive Plan based on research and community engagement.

**Table 4. Interpretive products**

Interpretive Product or Program	Audience	Phases (see Table 5)
Trails – clearing, directional signage, interpretive signage	All audiences	Phase 2
Interpretive Centre- Rehabilitate Cabin 1 for reuse as an interpretive centre	All audiences, especially C/TFN citizens and Yukon residents	Phase 2
Storytelling Cabin – Rehabilitate Cabin 2 for storytelling and hands-on demonstrations	All audiences	Phase 3
Cold Storage	All audiences	Phase 3
Digital interpretation (apps, downloadable audio tours)	Visitors to Yukon	Phase 2
Non-personal on-site interpretation	All audiences	Phase 2
Personal Interpretation	All audiences – C/TFN has placed high importance on an onsite guided interpretive program	Phase 2
Interpreter's Manual	All audiences	Phase 1



## 8.0 Implementation of the Management Plan

The implementation of Heritage Management Plan will be achieved using a phased approach. Implementation will be based on available resources, including both personnel and financial resources. Phase 1 of site improvements started in 2016 and completed by December 2020, prior to the approval of the Plan. See Table 5.

The phased approach will use a process of adaptive management, which means monitoring and assessing what is or what is not working on the site and changing or developing new management strategies to address challenges. This leaves planning and management open to new educational and economic opportunities, and adapts to changing preservation priorities.

The successes, weaknesses and development progress of the site will be evaluated on an annual basis, including an assessment of camping, how people want to use the site, programming and physical impacts. Visitor use surveys and other tools could be used to understand the current experiences and future visitor desires.

Heritage planning is a cyclical, open-ended process. The results of monitoring and evaluation activities may indicate a need for resource managers to change the plan to respond to new circumstances and changing priorities. For example, if the concept of a fee structure for private site uses (weddings, retreats, group experiences) and for participation in public site events and programming is adopted, a system for managing the revenue stream will be required.

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Above: View of Conrad from across Windy Arm, circa 1906. YA, J.B. Tyrrell fonds, 82/15 #480

**Table 5. Implementation Strategy**

Phase	Activity	Key Actions	Responsibility
<b>2016 – 2020</b>			
<b>Completed Site Improvements to December 2020</b>			
Site Improvements Phase 1 – Preparation  Human Safety Protection Assessment Stabilization	Carry out site improvements	Install gate at entry to Historic Site (installed 2016) Gate will be locked from May to October (ongoing) Place boulders at entry of cove (completed 2016) Install gate anchor to keep gate open from October to May (installed 2017)	C/TFN, YG
	Develop public day use area near tramline terminal	Develop cove area for day use including the addition of (1) common outhouse, (1) fire pit, (1) common woodbin and (2) picnic tables (completed 2017) (1) single bear-proof garbage container	C/TFN, YG
	Develop legacy camping areas	Develop legacy camp sites including fire pits at each site (5), (1) common wood bin, (1) common outhouse, (completed 2017) bear-proof garbage containers	C/TFN, YG
	Carry out condition assessment and public safety assessment	Carry out condition assessment of structures (completed 2017) Place boulders on both sides of the gate (completed 2018) Restrict access to bridge on Big Thing Creek (installed boulders 2018)	YG C/TFN C/TFN, YG
	Develop access plan for structures	Stabilize historic resources in their current condition (Cabin 1 stabilized 2017; Cabin 2 stabilized 2018) Cold Storage (installed fencing around Cold Storage – safety 2018)	YG
	Develop Conrad Historic Sites Parking area	Developed Historic Sites Parking in partnership with Parks, ENV; MOU signed by HSU and Parks (completed May 2018)	YG

## 8.0 IMPLEMENTATION OF THE MANAGEMENT PLAN

Phase	Activity	Key Actions	Responsibility
	Monitor site use	C/TFN monitoring use and maintenance of the site, 2x week. C/TFN provided maintenance reports. (Underway each summer since 2017)	C/TFN
	Ensure local benefit from employment opportunities that may exist on some projects		C/TFN, YG
	Research options for removal of collapsed bridge over Big Thing Creek 2020	Initiate design phase for pedestrian footbridge at Big Thing Creek. Conrad Steering Committee selected design of the Big Thing Creek pedestrian footbridge. (completed December 2019)	C/TFN, YG
	Removal of collapsed bridge over Big Thing Creek	Bridge removed December 2020	C/TFN, YG
	Ensure site activities do not affect riparian areas or fish habitat	Plan for low-impact site activities Annual monitoring of use and maintenance of site Continue brush and clear as planned and as required	C/TFN, YG
	Develop Interpretive Plan	Interpretive Plan completed December 2020	CTFN, YG
<b>February 2021</b>			
Final Conrad Historic Site Management Plan approval	Final Conrad Historic Site Management Plan reviewed and approved by: Conrad Steering Committee, YHRB, C/TFN and YG	Final Plan approval and signature by C/TFN and YG	C/TFN, YG
<b>2021– 2024</b>			
Phase 2 – Planning	Implement the Conrad Interpretive Plan	Minimal signage: highway sign, gate sign and information signage at the parking area Install first phase of interpretive media per Interpretive plan	C/TFN, YG

## 8.0 IMPLEMENTATION OF THE MANAGEMENT PLAN

<b>Phase</b>	<b>Activity</b>	<b>Key Actions</b>	<b>Responsibility</b>
Interpretive Plan Implementation	Big Thing Creek Bridge	Construction of new pedestrian footbridge	C/TFN, YG
	Develop work plan for conservation of buildings and structures		C/TFN, YG
	Implement rehabilitation of historic structures	Cabin 1 deconstruction and construction	C/TFN, YG
Work plan for built heritage	Continue to ensure site activities do not impact riparian areas or impact fish habitat	Plan for low impact site activities Annual monitoring of use and maintenance of the site Continue to brush and clear as planned and as required.	C/TFN, YG
<b>2025 - 2027</b>			
Phase 3 – Continued development (based on priorities)	Conduct a five-year review of Goals and Management Plan (2025)		C/TFN, YG
	Implement rehabilitation of historic resources	Cabin 2: deconstruction and construction Cold Storage: planning for restoration and implement conservation of cold storage	C/TFN, YG
	Continue to ensure site activities do not impact riparian areas or impact fish habitat	Plan for low impact site activities Annual monitoring of use and maintenance of the site. Continue brush and clear as planned and as required.	C/TFN, YG
<b>2028 - 2030</b>			
Phase 4 – Review of Conrad Historic Site Management Plan	Assessment of the Conrad Management Plan, as per Schedule B, 5.5 of the Carcross/Tagish First Nation Final Agreement	The Carcross/Tagish First Nation and the Yukon shall jointly review the management plan no later than ten years after its initial approval and no later than every ten years thereafter.	C/TFN, YG

## 8.1 Management Structure

In accordance with the Carcross/Tagish First Nation Final Agreement, Chapter 13, Schedule B, Section 6.0 (Implementation), “The Carcross/Tagish First Nation and the Yukon shall manage the Conrad Historic Site in accordance with the *Historic Resources Act*, R.S.Y. 2002, c. 109, and the management plan.”

After the approval of the Management Plan by both governments, the management structure for the historic site will be developed to reflect a Working Group of heritage staff from both governments who will implement the Management Plan and manage the site. This group will be referred to as the Working Group and will be made up of equal representation from C/TFN and YG.

A suitable management structure ensures that the historic site and its resources are cared for over time. This management structure must achieve the following:

- ensure the protection of the resources of the historic site;
- acknowledge and protect the rights and interests of the Carcross/Tagish First Nation and the Government of Yukon;
- provide clear roles and responsibilities for the Working Group;
- reflect the capacity of the local community; and
- be responsive to changes in local conditions.
- The management structure may include the following administrative activities for the implementation and management by the Working Group:
- ensure that the site is maintained on a regular basis and that any changes in conditions or use are monitored to ensure that the heritage resources are conserved;
- plan regular maintenance and removal of vegetation in heavy-use areas to improve visibility and a sense of security for visitors;
- develop annual detailed implementation plan actions and budgets, staffing and contracting plan principles and schedule;
- monitor levels of use to assess impacts on heritage resources and confirm that the existing visitor infrastructure is adequate, and, if visitation levels increase, consider alternatives.
- develop a conservation plan to guide preservation activities for built heritage;
- develop interpretation plan to guide interpretive activities at the site; and
- secure funding and have authority to approve expenditures for the development of programming and maintenance for the site.

The group will meet at least four times per year to evaluate progress, and to prepare work and programming plans and budgets for the summer season.

## 8.2 Capital and Operating Costs

As a co-owned and co-managed site, financial and human resources are expected to be made by both governments, subject to annual budget appropriations.

Tables 6a–6d outline the estimated key Management Plan actions in terms of priorities, type of activity and projected costs.

**Table 6a. Key Management Plan Actions**

1 – 25K = \$    26 – 50K = \$\$    51 – 100K = \$\$\$    101 – 150K = \$\$\$\$    151 - 400K = \$\$\$\$\$

	Description	Year 1	Year 2 – 4	Year 5 – 7	Year 8 – 10 2029/2030
Site Maintenance	Monitor use and maintenance of the site	\$	\$\$\$	\$\$\$	\$\$\$
	Operations: 2 portable toilet rentals, supply and maintenance	\$	\$	\$	\$
Interpretive Plan: Implementation	Interpretive programming	\$	\$\$	\$\$\$	\$\$
	Oral history and traditional knowledge documentation		\$\$		
	Interpretive centre displays		\$\$		
	Interpretive signage fabrication and installation	\$	\$\$		
	Educational materials; planning and development	\$	\$\$		
	Development of digital interpretation			\$	
	New amenities (TBD)	\$\$\$	\$\$\$\$\$	\$\$\$	

**Table 6b. Key Management Plan Actions: Conservation Plan**

	<b>Description</b>	<b>Year 1</b>	<b>Year 2 – 4</b>	<b>Year 5 – 7</b>	<b>Year 8 – 10</b>
Conservation: Implementation	Building and structure conservation, stabilization and rehabilitation (as required based on priorities)  Cabin 1 and 2 - rehabilitation  Cold storage, towers (budget TBD)	\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$

**Table 6c. Key Management Plan Actions: Special Projects**

<b>Description</b>	<b>Year 1</b>	<b>Year 2 – 4</b>	<b>Year 5 – 7</b>	<b>Year 8 – 10</b>
Conrad Day /Special Events	\$	\$	\$	\$

**Table 6d. Estimate of annual inflation factor**

	<b>Year 1</b>	<b>Year 2 – 4</b>	<b>Year 5 – 7</b>	<b>Year 8 – 10</b>
Annual inflation factor estimate <sup>1</sup>	2.1%	2.3%	2.6%	2.9%

Table note: 1. Inflation factors are estimates based on the 2016–2021 Economic Outlook for Canada, Treasury Board of Canada.

Cost estimates are a projection of the future financial requirements for management implementation. These cost estimates are organized as multi-year estimates to allow budget planning flexibility.

Cost estimating is typically based on a specific “class” of estimate. The cost estimates used in the Management Plan are defined by the Treasury Board of Canada Secretariat as “Class D Estimates (Preliminary).” Class D is a low-order-of-magnitude estimate based on a conceptual description for a treatment that is considered accurate within plus/minus 30% of the actual costs for the recommended treatment. The cost estimates required to implement the Management Plan at the time of contracting or detailed planning should be based on the actual cost/quotes received from contractors.

### Site maintenance

Site maintenance will ensure the regular servicing of the historic site to maintain facilities and structures in a safe, sanitary, socially acceptable and environmentally sound condition. It consists of site inspections and opening and closing of the site with weekly maintenance, to ensure the ongoing conservation of the heritage features, and for the maintenance and cleanliness of the site as a whole.

## 8.3 Impacts, benefits and opportunities

### Land-use impacts

Marketing and word of mouth may increase visitation at the historic site, resulting in some increased land-use impacts. Conversely, the establishment of the no-vehicle policy, the prohibition on motorized boat launching and the walk-in-only camping will mitigate destructive site impacts.

In all cases, visitors should be able to understand the potential vulnerability of the historic resources and artifacts. The provision of information about the historic site, the interpretive program and ongoing monitoring can be an effective way of promoting site stewardship and influencing public behaviour, such as avoiding disturbance of artifacts and ensuring that cyclists and pedestrians stay on developed trails.



Remains of spool of tramline cable.

### Access

Pedestrian entry to the site by the general public on a day-to-day basis is not controlled. Vehicular access into the site is controlled by locking the gate during the summer season. The gate will be open from fall to spring to allow for traditional harvesting activities. A planned new bridge over Big Thing Creek will provide pedestrian access only. Control of summer vehicular access is relaxed to allow admission of Elders/Seniors at any time, and of people or equipment, tents or other items needed to stage a special event.

### Economic opportunities

Local benefits may accrue to the Carcross/Tagish First Nation from employment opportunities that may exist on some projects during the development phases of the site. Future economic activities may be developed through site fees for camping and special events and through increased programming at the site.

Economic opportunities at the historic site may result from pursuits such as bus tours, and cultural or educational activities developed for specific groups such as schools or special-interest groups, or special events such as weddings and celebrations. There may be economic opportunities through the development of a fee-for-service protocol, along with reservation systems, access regulations and other procedures. Other ideas arising from community engagement included food services, coffee shop, craft sales and canoe rentals. These initiatives may be considered by the Working Group to ensure the heritage values are respected.

### Site appreciation

The conservation and interpretation strategies identified in the Historic Site Management Plan will lead to an increased appreciation of the site. Through education and programming the story of the historic site will be shared with greater audiences, which in turn will help build appreciation and respect for the site. The goal of increased site appreciation is to create a new generation of stewards for the site.



## Appendices

### Appendix A: Description of built heritage resources

#### Wharf



The wharf extends from the remnants of the tramway terminal base out into Windy Arm. Historic photos show that the terminal base was actually constructed on top of the wharf. The wharf was a rock-filled log structure approximately 12 metres wide and 27 metres long, each built in three repeated sections approximately 8.7 to 9 metres long. One of the three sections is visible, one is mostly buried in waste rock below the tramway terminal base, and one is exposed only when there is low water.

The wharf was constructed of rock-filled cribs with relatively large logs ( $\pm 10\text{--}15" \varnothing$ ) as beams running from the shore into the lake at 1–1.3-metre spacing and cross ties of a similar size laid at approximately 1-metre centres. A layer of tightly placed smaller logs ( $\pm 6\text{--}10" \varnothing$ ) were also used to fill in between the lower layers of cross ties. The larger cross logs sit in shallow saddle notches in the large beams. Drift pins or spikes were used occasionally to connect one layer of logs to the layer below. The spacing, size and number of the spikes or drift pins are not known. The logs used are relatively consistent in size and show signs of having been felled or cut to length and notched with an ax.

There is no evidence remaining of the original decking on the wharf.

The logs are all in poor condition. Much decay and weathering is present, although they are still recognizable as logs. Most of the upper layers of logs are missing. Where logs are missing the rock fill has slumped in an attempt to reach its angle of natural repose.

No drawing is provided for the wharf, and further documentation is required.

#### Four Log Piling

These log pilings are possibly the remains of an extensive pier visible in at least one historic photograph. One of them was observed and has been reduced to near the level of the beach sand at this time. The end that is visible is  $\pm 12" \varnothing$  and shows no evidence of how the pier was constructed. The other piles were not visible during the field investigations but may exist below the water level, similar to the wharf. They were identified during the 1992 work by Sheila Minni.

## Mountain Hero Tramway Terminal



The Mountain Hero Tramway Terminal is a complex structure that is very incomplete at this time. Two large sections still exist. Both appear to be portions of the upper structure of the terminal. One appears to be in or close to its original location on or near the end of the wharf. The other has toppled to the southeast and sits in water when the lake levels are high. Both structures are composed of horizontal, vertical and angled Douglas fir timbers of varying sizes. The timbers are connected by bolts/threaded rod, timber washers and nuts. In addition to the wood components and metal fasteners there are a variety of metal components used for the operational requirements of the tramway.

The remaining timbers are in fair condition. Where visible they appear to be sound. Hidden areas and areas in close contact with the ground are likely to be affected by decay. Those pieces that sit in the water for a large portion of the year are likely in worse condition than others. Portions of the timbers used in these structures were cut and removed in 2015 by vandals.

The metal components are covered in surface rust, but otherwise appear to be stable.

## Mountain Hero Tramway Tower 1

The main structural elements (legs, cross members, main braces) consist of large timbers connected with bolts/threaded rod, timber washers and nuts. Smaller timbers are used for cross and horizontal bracing. These members are connected by spikes. The supports for the base of this tower are not known, but they can be assumed to be similar to those present on the other towers: either short blocks below each leg or a continuous beam connecting two of the legs. Both options would be similar in size to the main timbers. All structural timbers (main and secondary) appear to be Douglas fir.

All of the timbers are weathered, but where they aren't buried in the ground appear to be sound. The legs show evidence of extensive decay at the grade line of the waste rock. One of the legs of the tower (southeast) is unattached and is lying on the ground at the top of the pile of waste rock. It had rotted through at the grade line of the pile of waste rock; the top of the leg appears to have decayed above the bolt attaching it to the main cross member, allowing the leg to drop out of position. The condition of wood components below grade is not known. Lichen is present on the surface of some timbers.

Very few of the metal components that supported or moved the cables and ore cars remain on this tower. All metal components (connection and operational) are rusted to some degree, although rusting appears to be mainly confined to the surface. There is some staining of the wood around the metal components that may indicate the presence of decay.

Approximately half of this tower is buried by waste rock that was used as ballast to enable the gravity operation of the tramway when it hauled materials up to the mine sites. This waste rock surrounds all four of the tower legs, nearly covering the lower cross bracing and completely covering the lower horizontal bracing and the bases for the legs. The waste rock is loose and unstable, posing a potential hazard to the members of the public who visit the site. More fine waste rock ("fines") is found in the waste rock at this location than at Tram Tower 2; this reduces the ability of the ground to drain water away from the tower legs and base.

A historic ladder is in place above the grade line of the waste rock and once provided access to the top of this structure. This is a potential hazard to the public, since the wood used in its construction has weathered extensively and the nails have rusted. Several of the lower rungs (above the waste rock) are currently missing, but the lowest existing rung is still accessible.

## Mountain Hero Tramway Tower 2

This tower is constructed of two components. The main structure is similar to the majority of the other towers. In addition to the main structure there is a secondary structure located to the south, constructed of logs. There is a minimal connection made by a log spanning the space between the two components at the upper horizontal bracing. Other logs are present that appear to be related to this secondary component, although they may have been displaced from their original positions. One log is resting on the top of the waste pile and the existing tie log, while a second log appears to be wedged in place at the top of the tower and is angled upwards.

The main structure is constructed of large timbers connected with bolts/threaded rods, timber washers and nuts. Smaller timbers are used for cross- and horizontal bracing. These members are connected by spikes. One of the leg supports (northwest) is visible and consists of a short section of timber similar in section to the tower legs. Since most of it can't be seen it may be longer and may actually connect the two north legs, although shorter blocks below each of the tower legs is more common with the taller towers. All structural timbers (main and secondary) of the tower appear to be Douglas fir. The secondary structure (log) was likely constructed using a local species such as spruce.

All timbers show evidence of weathering, but where they aren't buried in the ground (waste pile) appear to be sound. Several of the cross and horizontal braces have been cut off and removed from the site, although evidence remains of their former presence. The blocking/beam that supports the tower is extensively decayed. Lichen has grown on the surface of some timbers. The condition of wood components that are below ground is not known.

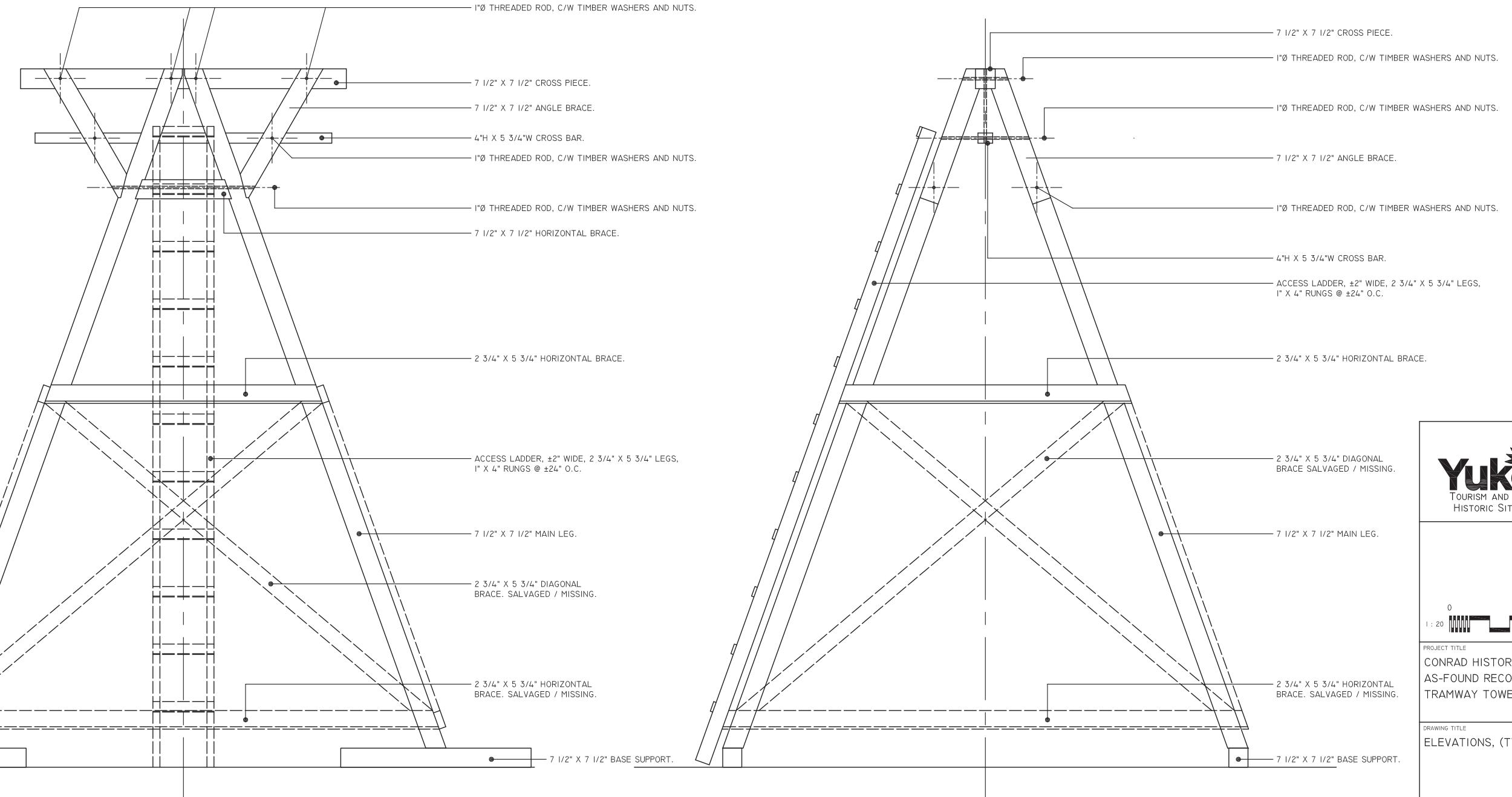
One of the cable guides is still present at the south end of the main cross beam. No other metal operational components are present at this tower, although one of the cables is still draped over the guide. All metal components (connection and operational) are rusted to some degree, although rusting appears to be mainly confined to the surface. There is some iron oxide staining of the wood around the metal components that may indicate the presence of decay.

Approximately one-third of the height of this tower is buried by waste rock used as ballast to enable the gravity operation of the tramway. This waste rock surrounds three of the four tower legs covering much of the lower cross and horizontal bracing, and three of the four bases for the legs. The waste rock is loose and unstable, posing a potential hazard to the members of the public who visit the site. There are fewer "fines" visible in this pile of waste rock than there are in the one surrounding Tower 1, allowing water to drain away from the tower legs and reducing the amount of decay at and below the grade line of the top of the waste pile.

Only the top portion of the ladder that provided access to the top of the tower on the west side is still in existence.

## NOTES:

1. DO NOT SCALE FROM THE DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
3. THIS DRAWING IS INTENDED TO REPRESENT A GENERIC TOWER RATHER THAN A SPECIFIC TOWER.
4. DIMENSIONS FOR THIS DRAWING ARE TAKEN PRIMARILY FROM TOWER 4 (WITHIN THE HIGHWAY RIGHT OF WAY) ALTHOUGH SOME COMPONENTS ARE DRAWN FROM MEASUREMENTS OBTAINED ON OTHER TOWERS.
5. MISSING COMPONENTS ARE SHOWN AS DASHED OR BROKEN LINES.
6. HEIGHTS, BASE SIZE, AND CONDITIONS VARY CONSIDERABLY FROM TOWER TO THE NEXT.
7. THE CONSTRUCTION OF THE GENERIC OR TYPICAL TOWER VARIES CONSIDERABLY FROM WHAT IS SHOWN ON THESE DRAWINGS COMPARED TO THE TERMINAL STRUCTURE AND OTHER SPECIALIZED TOWERS.



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PROJECT TITLE  
CONRAD HISTORIC SITE  
AS-FOUND RECORD  
TRAMWAY TOWER (TYP.)

DRAWING TITLE  
ELEVATIONS, (TYP.)

DRAWN BY  
B. RILEY  
DATE  
28/II/2017

DESIGNED BY  
B.R., T.D.  
DATE  
21/I/1992

REVIEWED BY  
DATE

SCALE  
I : 20  
Y.H.S.I. NO.  
105D/02/0

PROJECT NO.  
FILE No.  
DRAWING NO.  
I OF 2

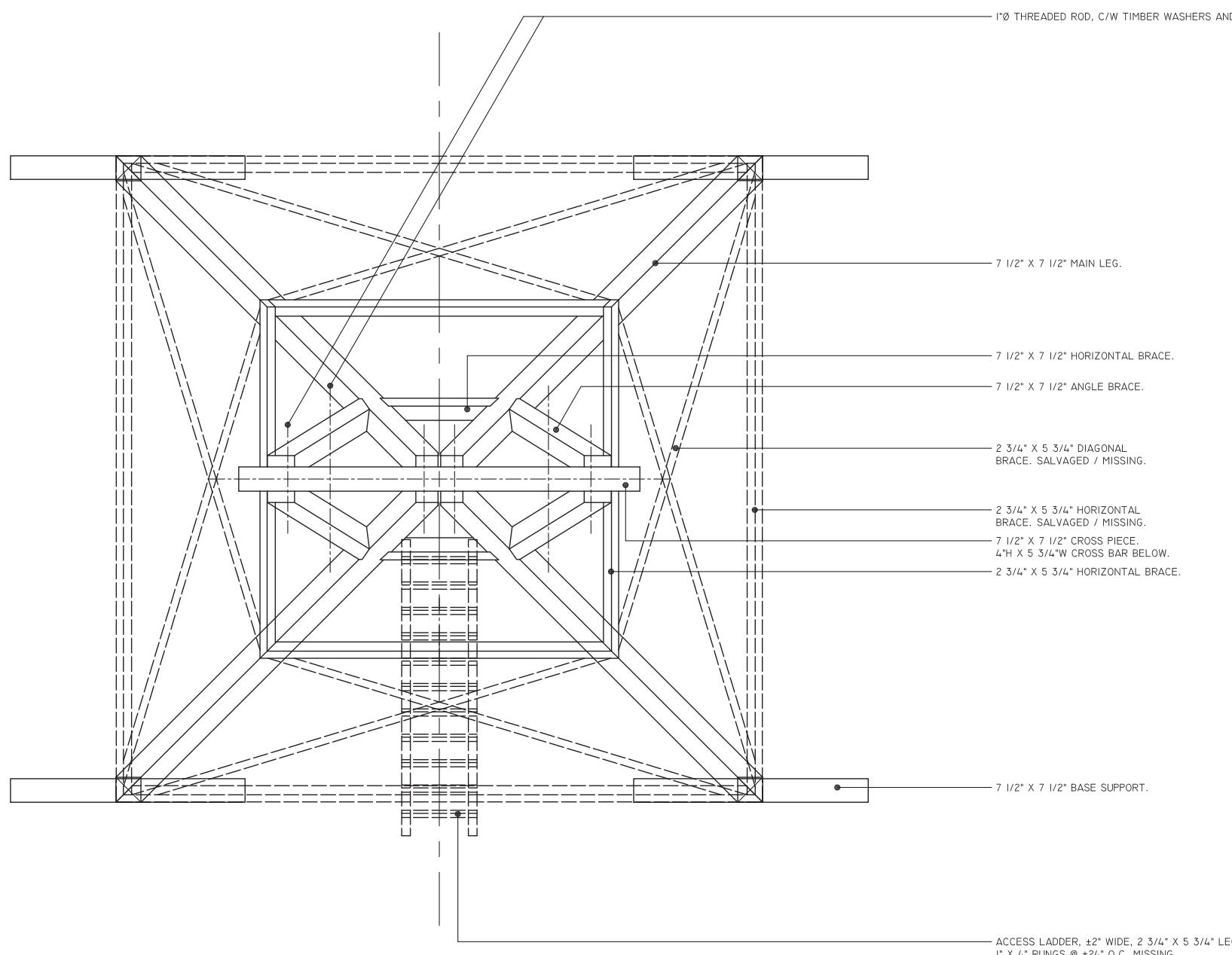


## NOTES:

1. DO NOT SCALE FROM THE DRAWING.
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3. THIS DRAWING IS INTENDED TO REPRESENT A GENERIC TOWER RATHER THAN A SPECIFIC TOWER.
4. DIMENSIONS FOR THIS DRAWING ARE TAKEN PRIMARILY FROM TOWER 4 (WITHIN THE HIGHWAY RIGHT OF WAY) ALTHOUGH SOME COMPONENTS ARE DRAWN FROM MEASUREMENTS OBTAINED ON OTHER TOWERS.
5. MISSING COMPONENTS ARE SHOWN USING DASHED/BROKEN LINES.
6. HEIGHTS, BASE SIZE, AND CONDITIONS VARY CONSIDERABLY FROM TOWER TO TOWER. THE SIZES OF COMPONENTS AND CONNECTION DETAILS ARE CONSISTENT FROM ONE TOWER TO THE NEXT.
7. THE CONSTRUCTION OF THE GENERIC OR TYPICAL TOWER VARIES CONSIDERABLY FROM WHAT IS SHOWN ON THESE DRAWINGS COMPARED TO THE TERMINAL STRUCTURE AND OTHER SPECIALIZED TOWERS.



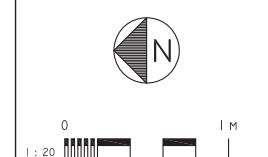
2017\DSC\_0144



PLAN



2017\DSC\_0137

2017\DSC\_0146  
TOWER 3  
NTS

0  
1 : 20  
M  
PROJECT TITLE  
CONRAD HISTORIC SITE  
AS-FOUND RECORD  
TRAMWAY TOWER (TYP.)

DRAWING TITLE  
PLAN

DRAWN BY  
B. RILEY  
DATE  
29/II/2017

DESIGNED BY  
B.R., T.D.  
DATE  
21/I0/1992

REVIEWED BY  
DATE

SCALE  
1 : 20  
Y.H.S.I. NO.  
I05D/02/0

PROJECT NO.  
FILE No.  
DRAWING NO.  
2 OF 2



## Mountain Hero Tramway Tower 3

This is one of the shorter towers of the tramway and the shortest within the Historic Site.

The main structural members (legs, cross members, main braces) consist of large timbers connected with bolts/threaded rod, timber washers and nuts. Smaller timbers are used for cross and horizontal bracing. These members are connected by spikes. The base of this tower is exposed and consists of two north/south beams connecting the legs on the east and west sides of the tower. The beams are the same size as the tower legs and are connected to them with shallow notches and a metal bolt inserted from the bottom of the beam. Where needed the beams are supported on blocking to level them. All structural timbers (main and secondary) appear to be Douglas fir.

All timbers show evidence of weathering, but where they aren't buried in the ground appear to be sound. The beams and the bottom ends of the legs are in very poor condition due to decay caused by ground contact, wicking of moisture up the legs and the growth of vegetation around the beams, which delays these areas from drying out. The lower horizontal bracing and the cross bracing have been removed from this tower. The connecting spikes are still in existence and there are ghost images on the legs that indicate their former presence. Lichen is present on the surface of some of the timbers.

The cable guides are still present at both ends of the main cross beam. There are no other metal operational components present at this tower, although one of the cables is still draped over the tower. All metal components (connection and operational) are rusted to some degree although rusting appears to be mainly confined to the surface. There is some iron oxide staining of the wood around the metal components, which may indicate the presence of decay.

The ladder that used to provide access to the top of this tower is missing.

## Mountain Hero Tramway Tower 4

Located within the highway right-of-way, Tower 4 is the only portion of the Mountain Hero Tramway visible from the lake side of the highway. This tramway tower is not detailed in this plan, since it is located outside the historic site.

## Cabin 1

This small (6.5 m x 7.8 m) log structure is rectangular, with the long front wall facing the lake; historically it faced the street (east). A door was located in the centre of both the east and west walls. There were hung windows on either side of the door in the east wall, two windows in the north wall and one in the south wall. No windows were located in the rear (west) wall of the building. A small framed addition, 3.2 m wide and the full length of the wall, was constructed on the rear (west) side of the building.

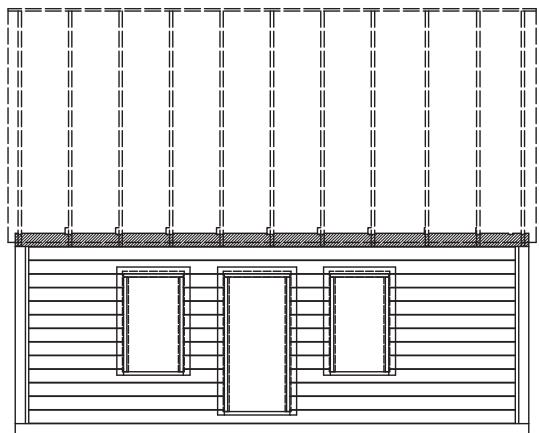
The construction techniques used in this building are typical of the site and are also found throughout the southern Yukon. Other than the sill logs, which are connected with half-lap notches, there are no notched connections between logs. The remainder of the wall logs butt against and are spiked to a rough-sawn board at the corners. These boards are nailed together to form an L-shaped structural member. In this building the boards of the two shorter (north and south) walls extend up to and are spiked to the ends of the cap logs of those walls. The cap logs of the long walls (east and west) extend past the boards and are spiked to the north and south walls. This particular detail has been documented only at this site. Logs are hewn on their interior surface and left round on the exterior. The top and bottom surfaces of the logs were additionally hewn as required to provide a tighter fit than would otherwise be possible. The logs are generally in good condition. The cap logs and sill logs show evidence of extensive decay, but the remainder of the wall logs show evidence of weathering, with small areas of decay present in the lower portions of the wall. The walls are fairly plumb and the joints between logs and framing members remain tight overall.

Openings are framed with rough-sawn lumber connected to each log end with two 6-inch spikes. The rough framing was also the finish frames for the openings. Some of the additional elements typically found associated with openings, such as stops and much of the trim, are still in existence, although none of the sashes or doors remain.

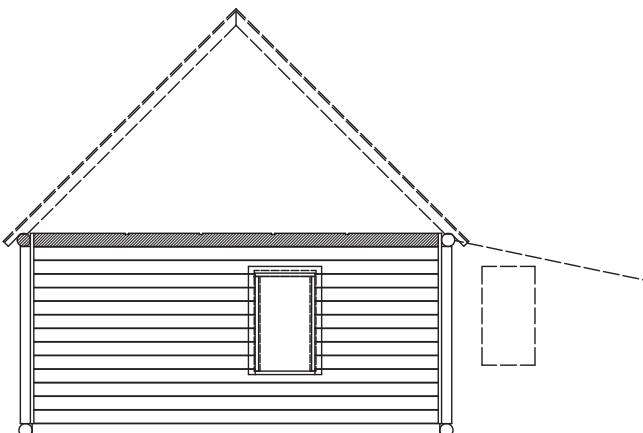
The roof is missing, but evidence on the cap logs provides most of the information required to enable a near complete understanding of its appearance. The rafters were cut off near the walls, leaving the end of the rafter sitting in a notch in the cap log as well as the eave overhang along the east and west walls. It is presumed that the roof sheathing was removed along with the rafters for reuse elsewhere. The gable walls (north and south) were framed, with the studs sitting in distinct notches in the cap logs. No evidence remains of the sheathing or cladding used in this area. The overhang of the eave along the gables is not known, but it was likely similar to that of the other two walls. There is no evidence of the original roof cladding.

The lightly framed shed-roofed addition constructed along the west wall of the main building has mostly collapsed, although enough of it remains to show its size, how it was constructed and the materials used. Much of the south wall and part of the west wall of the addition are still standing. A small portion of the north wall remains attached to the main building, providing evidence of the location of a window. Several of the rafters have fallen into the building, along with roof sheathing. No remnants of the roof cladding were noted.

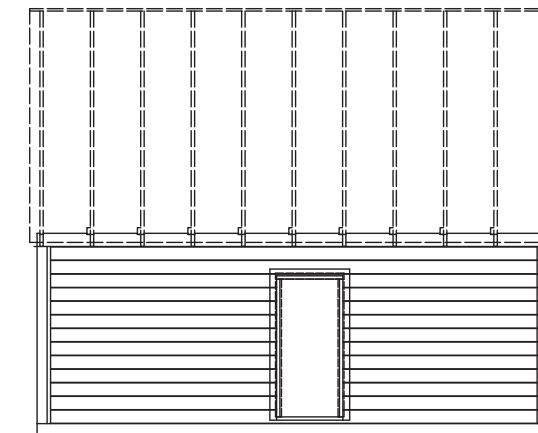
Sandwich bracing was added to the east wall of the building in 2016 in order to stabilize the wall. This occurred after the cap log along this wall had rotted through and fallen off the building, leaving it susceptible to further collapse. Although the remaining cap logs were severely rotted they were fastened to the logs below them to secure them in place. A single sandwich brace was added to the west wall, south of the door opening, to stabilize that wall and opening. Several trees around the exterior of the building were removed at the same time and trees inside the building were also removed. No bracing was added to the frame addition, although numerous poplars/aspens were removed that had been causing additional damage to it.



EAST ELEVATION  
1 : 50



NORTH ELEVATION  
1 : 50



WEST ELEVATION  
1 : 50



SOUTH ELEVATION  
1 : 50



2017\DSC\_0124



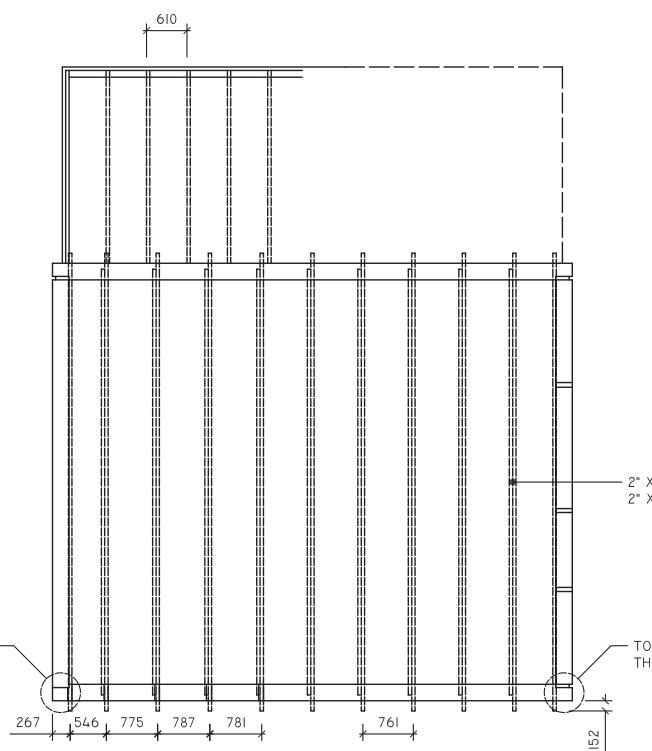
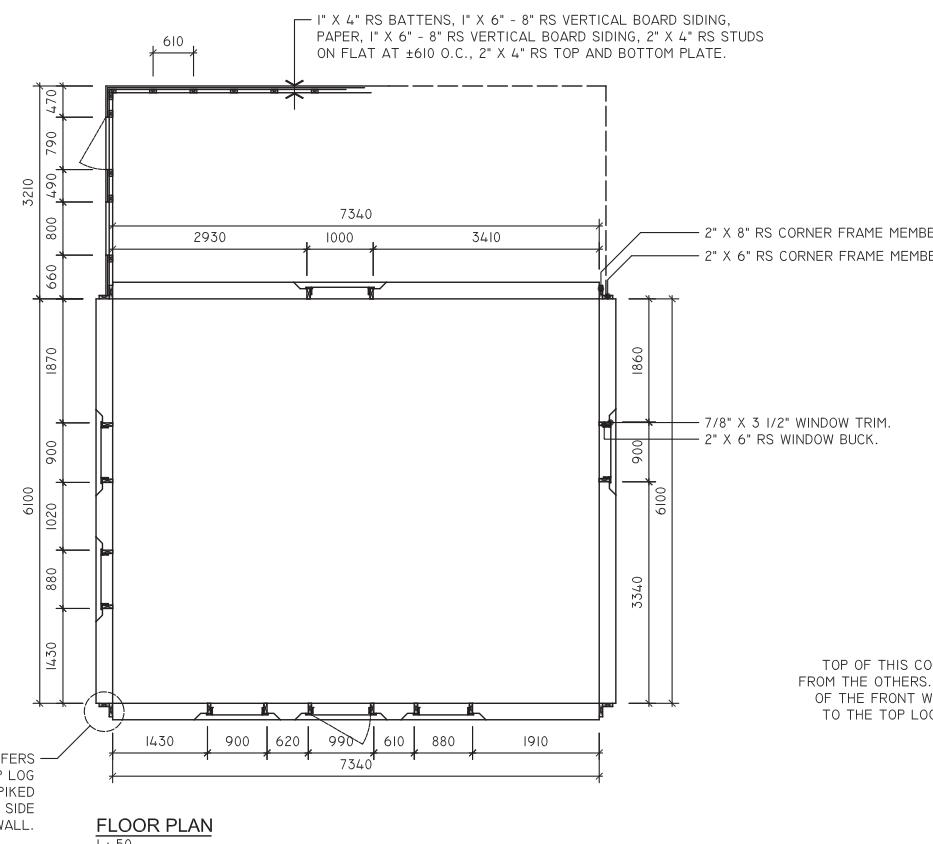
2017\DSC\_0127



VIEW FROM THE NORTHWEST  
NTS

**GENERAL NOTES**

1. DO NOT SCALE FROM THE DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
3. LOGS VARY FROM 200 - 300 MM Ø, NO EVIDENT PEELING MARKS, HEWN TOP AND BOTTOM FOR A TIGHT FIT WITH LOGS ABOVE AND BELOW, INTERIOR SURFACES OF THE LARGER LOGS ARE HEWN, EXTERIOR SURFACES ARE LEFT ROUND.
4. LOGS ARE ATTACHED TO ROUGH SAWN FRAMING MEMBERS AT THE CORNERS WITH 2 SPIKES AT EACH LOG END.
5. LOGS ARE HEWN ON THE EXTERIOR TO A 6" WIDTH AT ALL OPENINGS TO ACCOMMODATE THE WIDTH OF THE ROUGH BUCK AND TO ALLOW FOR EXTERIOR TRIM.
6. ROOF SHEATHING AND CLADDING ON THE ORIGINAL PORTION OF THE BUILDING HAVE BOTH DISAPPEARED LEAVING NO TRACE.
7. SHALLOW NOTCHES ARE FOUND IN THE TOP SURFACES OF THE CAP LOGS THAT ARE WIDE ENOUGH TO ACCOMMODATE BOTH A ROUGH SAWN 2" X 6" RAFTER AND A ROUGH SAWN +1" WIDE CEILING JOIST/COLLAR TIE. THE ENDS OF SEVERAL OF THE RafterS STILL EXIST PROVIDING INFORMATION OF THE BIRDSMOUTH NOTCHES USED.
8. SHALLOW NOTCHES ARE LOCATED ON THE TOP SURFACES OF THE END WALL CAP LOGS. ALL HAVE NAILS PROTRUDING FROM THEM. THEY WERE LIKELY THE LOCATIONS OF ROUGH SAWN 2" X 4" STUDS/FRAMING FOR THE GABLE WALLS.
9. FRAME ADDITION WALLS (EXT. TO INT.): RS 1" X 4" BATTENS, RS 1" X 6" - 8" VERTICAL BOARD SIDING, PAPER, RS 1" X 6" - 8" VERTICAL BOARD SIDING, RS 2" X 4" STUDS ON FLAT AT ±610 O.C., RS 2" X 4" MID HEIGHT BLOCKING, RS 2" X 4" TOP AND BOTTOM PLATES.
10. FRAME ADDITION ROOF (TOP TO BOTTOM): RS 1" X 6" SHEATHING, RS 2" X 4" RAFTERS AT ±610 O.C. NO EVIDENCE REMAINS TO INDICATE THE TYPE OF ROOF CLADDING USED.



0  
3.5 M

PROJECT TITLE  
CONRAD HISTORIC SITE  
AS-FOUND RECORD  
CABIN 1

DRAWING TITLE  
FLOOR PLAN, RAFTER PLAN,  
EXTERIOR ELEVATIONS

DRAWN BY  
BRENT RILEY 27/04/16  
RECORDED BY  
B. RILEY, T. DOWD 26/08/92  
B. RILEY, J. LeBARON 26/04/16

REVIEWED BY  
DATE

SCALE 1: 50 Y.H.S.I. NO. 105D/02/072

PROJECT NO. 3745 DRAWING NO. 1 of 1



## Cabin 2

Cabin 2 is a small (5.4 m x 6.1 m) log structure is rectangular, with the shorter (front/east) wall facing the lake; historically, it faced the street. A door was located in the north half of the east wall, with a window in the south half of the same wall. No other openings are known to exist in the building, but minimal evidence suggests that a door may have been present in the west wall.

The construction techniques used in this building are typical of the site and are also found elsewhere throughout the southern Yukon. There are no notched connections between any of the logs in this building. The wall logs butt against and are spiked to a rough-sawn board at the corners. These boards are nailed together to form an L-shaped structural member. In this building the boards of the two shorter (east and west) walls extend up to and are spiked to the cap log of these walls. The sill logs extend past the boards in these walls. The boards used to contain the logs of the longer walls (north and south) are reversed from the condition described above for the shorter walls. Here, the cap logs of the longer walls are notched to fit around the boards used to hold the short walls. The sills are nailed into the boards on these walls. This particular detail has been documented only at this building and differs slightly from that found in Cabin 1.

Wall logs are hewn on their interior surface and being left round on the exterior. The top and bottom surfaces of the logs were additionally hewn as required to provide a tighter fit.

Openings are framed with rough-sawn lumber connected to each log end with two 6-inch spikes. No finish frame exists in the window opening and there is no evidence on the rough frame to indicate that it served this function. A finish frame does exist in the door opening, complete with ghost images of the hardware. No evidence was noted regarding trim at either of the openings.

The roof of the building is an east/west gable framed and sheathed with rough-sawn spruce. Rafters are 2-inch x 6 inches at ±24-inch centres; the ends of the rafters are shaped to fit notches in the south and north cap logs. The roof sheathing is horizontally installed 1-inch x 8-inch rough-sawn laid tightly together. Remnants of 1-inch cedar shingle roof cladding laid with a 5-inch exposure are present, although most of the shingles have disappeared.

The gables are not framed. Instead, they are sheathed with 1-inch x 8-inch rough-sawn spruce similar to that used on the roof, and nailed vertically to the exterior face of the cap logs and to the last rafter couple. The exterior surface of the gable is clad in 1-inch cedar shingles laid with a 6-inch exposure. The east gable is intact, but is leaning dramatically towards the interior of the building. The west gable is missing approximately half of both its sheathing and cladding. A 1-inch x 4-inch frieze board is found at the junction of the gable wall and the roof sheathing.

All of the flooring is missing from this building. Floor joists are small logs (less than 6-inch Ø) hewn on their top surfaces only. End connections at the walls are not known. Several of the joists have been cut and partially removed, especially where they span the cellar. The remaining joists are in fair condition, considering that they rest on grade.

A 1-inch x 4-inch board is found on the interior of the cap logs. It is not known if this is related to a missing ceiling or to missing wall finishes. No other evidence of the interior finishes used in this building were noted.

A chimney is assumed to have been located in the north slope of the roof near the east end of the building. No evidence other than the hole through the roof exists to indicate this.

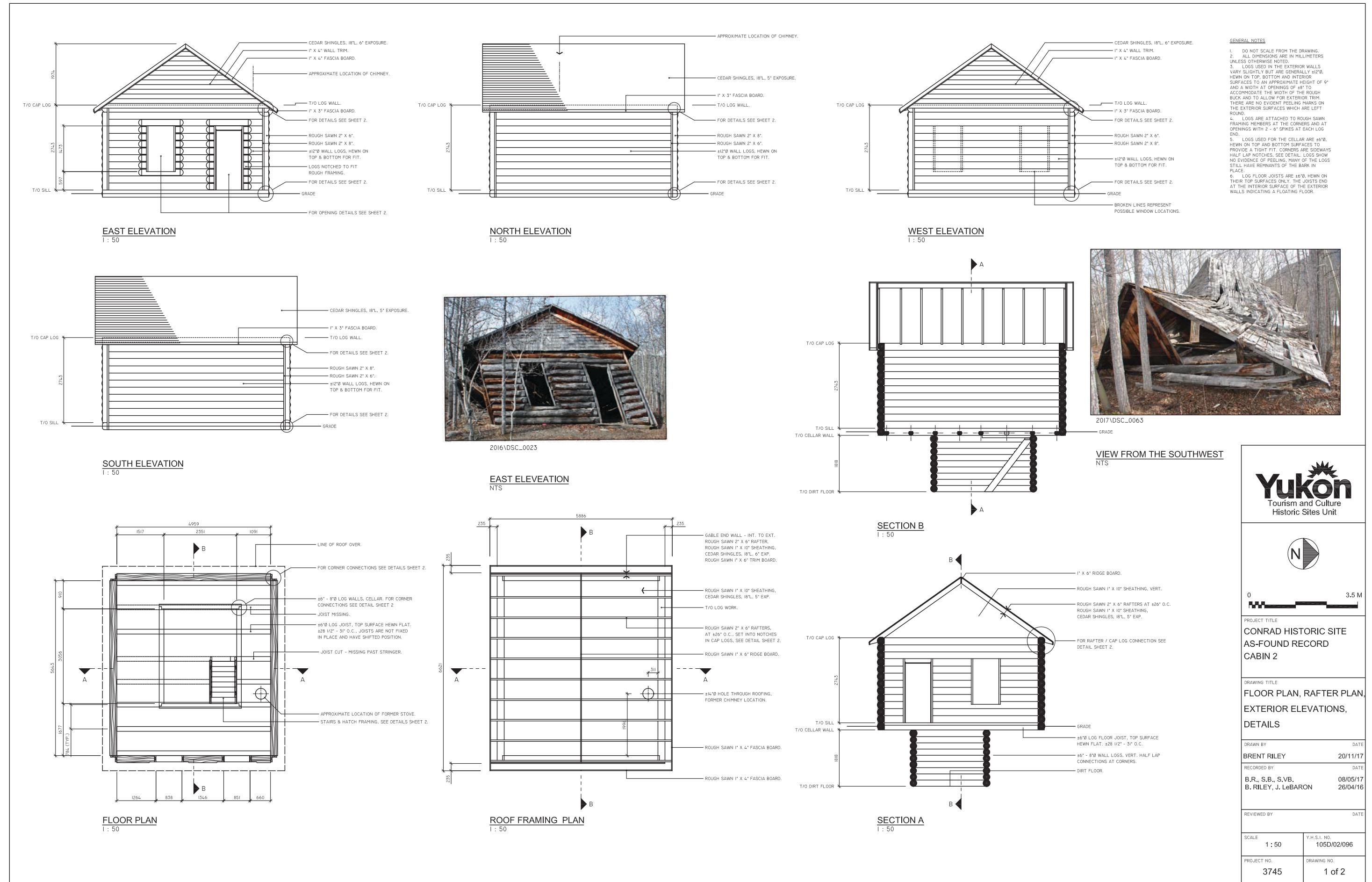
A log-lined cellar is approximately centred in the building. It is constructed of horizontal logs, approximately 6 inches Ø that are connected at the corners with vertical half lap joints. The logs have been left round. Some of the logs have been left with the bark on them, but most appear to have been peeled or to have lost their bark. The logs that form the cellar appear to be in good condition. The soils surrounding them appear to be well drained and although there is certainly decay that is hidden from view it may not be significant. The stairs that provide access to the cellar are still in existence and in fair condition.

Overall, however, this building is in very poor condition. Three of the walls have partially collapsed: the south, west and north. The east wall is still standing but is wracked to the south and leaning to the west. The boards used at the corners of the east wall are intact at the northeast corner and cracked at the southeast corner. All of the rough opening bucks have bowed under the stresses that the shifting logs have placed on them. The sill log is in very poor condition due to decay; this is to be expected as the log is partially buried in the ground.

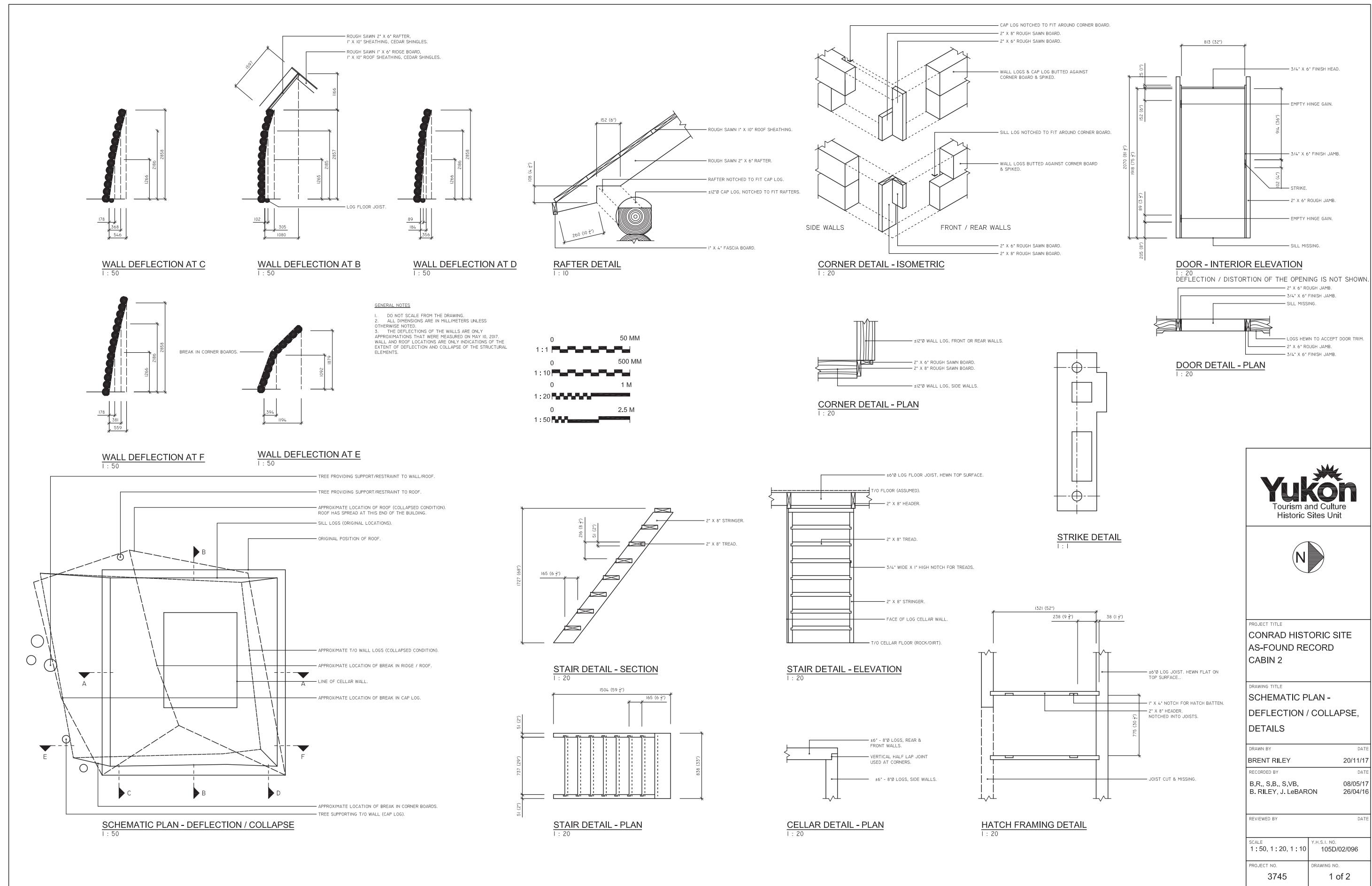
Logs in the walls that have partially collapsed or collapsed have deteriorated where horizontal surfaces are now exposed to standing water or where they are in ground contact. It is possible that one or two of the north wall logs are in good enough condition to reuse, and it is probable that half or more of those in the south wall could be reused.

The west wall appears to have been substantially removed, either for salvage, firewood or to create a large opening. No additional structural elements appear to have been added, leading to the loss of structural integrity of the wall. This is the major driver for the collapse of the other walls discussed above.

The roof collapsed with the walls and is in very poor condition. The northwest corner of the roof sits on the ground; leaf litter has accumulated on it, causing this area to hold more moisture than elsewhere. The southwest corner is close to sitting on the ground but has not dropped quite that far yet. The rafters are separating from the ridge board and from the collapsed and broken cap logs. The ridge has cracked close to the mid-point and the resulting front and back sections have separated slightly.

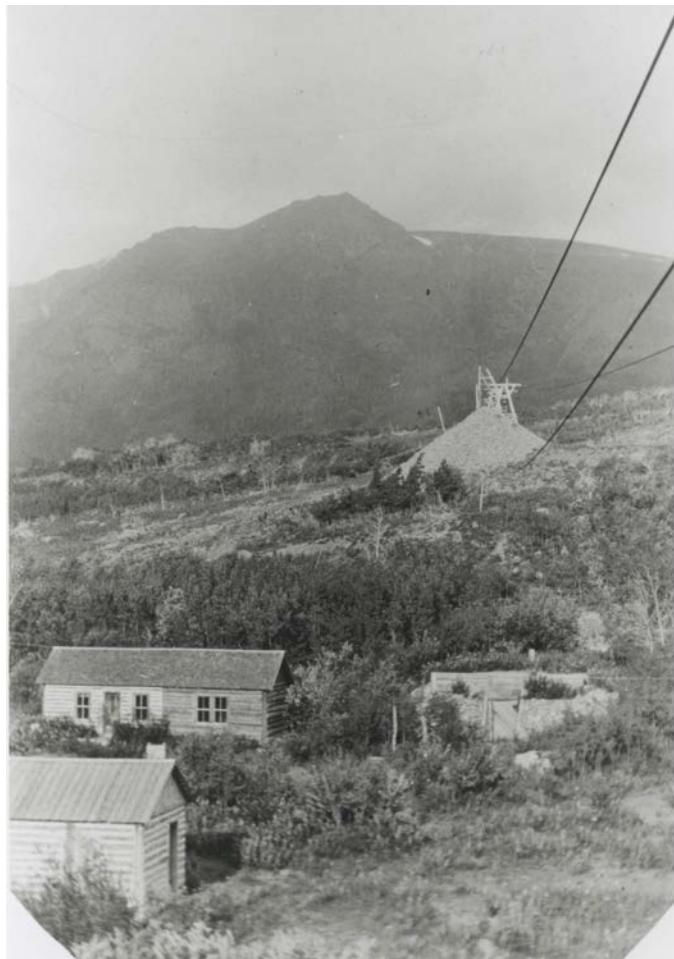








## Cold Storage/Powder Storage Building



Yukon Archives. Janes Collection. #4326



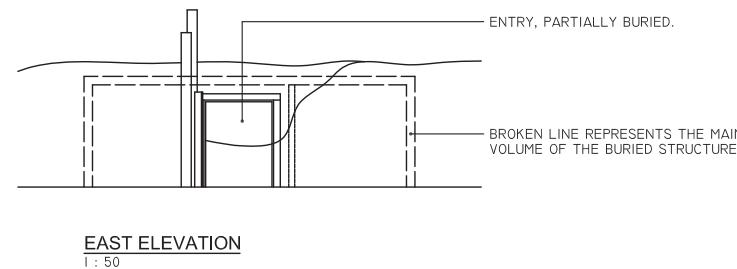
## Cold Storage

The Cold Storage building is a large (6.6 m x 11.4 m), rectangular post-and-beam structure clad with round logs and buried below the ground. The short front wall originally faced the street and lake (east). This structure was built so that its back end is located within the natural slope of the site. The roof (soil) and front walls (waste rock) were covered with the material excavated from the rear of the building and possibly from two borrow pits located immediately above (west of) the structure. This building was not constructed with enough headroom to allow a person to stand upright.

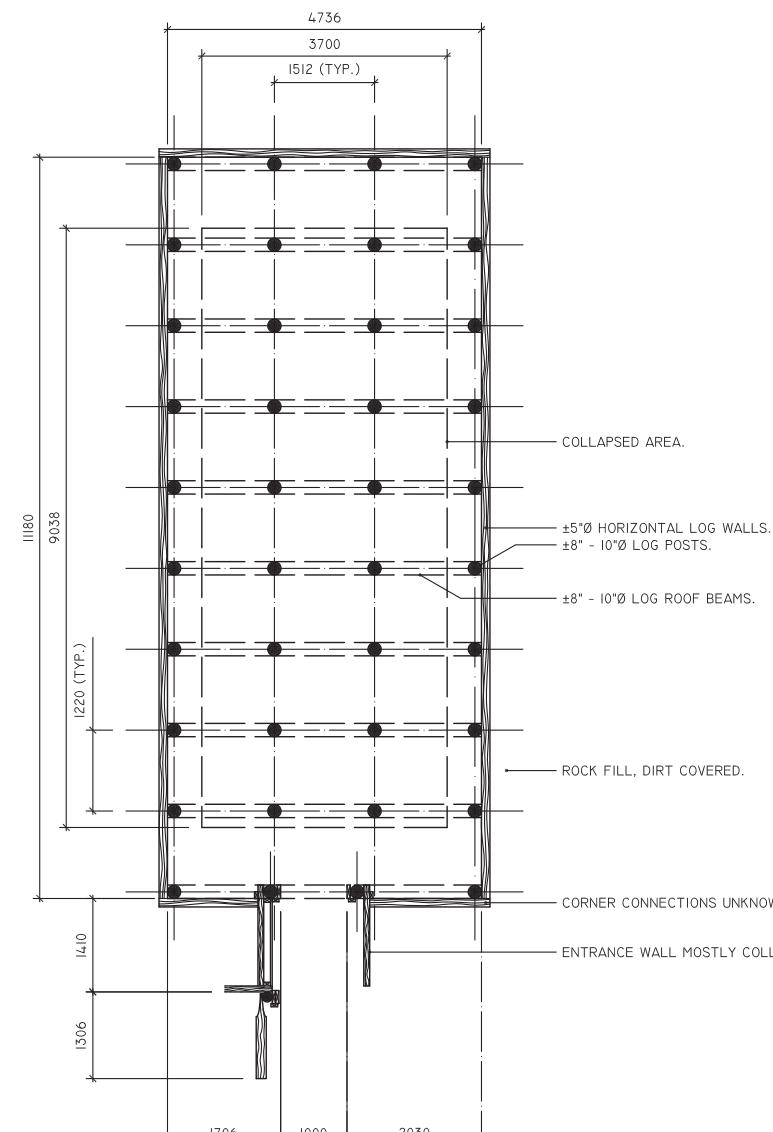
The interior is partially accessible along the front (east) end and the east ends of the north and south walls. The wall logs are generally smaller in diameter ( $\pm 3.5$ - to 5-inch Ø) than the logs used for the main structural elements of posts and beams ( $\pm 8$ - to 10-inch Ø). The structural system is laid out on a regular grid. The beams have shallow notches to fit the posts. No additional support (pads, etc.) was noted at the lower ends of the posts. The log posts at the north and south ends of the beams also hold the wall logs in place. Those portions of the wall logs that were visible appear to be in very good condition. They are, however, buried in the ground and are likely to show evidence of severe decay on their hidden portions. The posts and beams are generally in poor condition, likely due to the water that would have drained through the roof structure.

The roof has collapsed except for around the edges near the front (east) end of the building. The rear of the building was not accessible during field investigations. The roof consists of  $\pm 5$ -inch Ø logs laid east/west and supported by the north/south beams as well as by the front and rear walls. It was not observed how the logs are joined over the beams; it is presumed that the roof logs did not span the full length of the structure.

An air lock/cold entry (tunnel) is located approximately in the centre of the front (east) end of the building. The front of the tunnel is mostly missing, leaving little evidence of its appearance other than overall size and location. The south wall is extant; the north wall is partially extant, but mostly buried under debris. The roof and front (east) wall are missing. There is evidence of the interior door to the cold storage building, but that is limited to its overall size and hardware locations.

GENERAL NOTES

1. DO NOT SCALE FROM THE DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
3. THE LENGTH OF THE STRUCTURE IS APPROXIMATE ONLY DUE TO THE COLLAPSED ROOF AND THE INACCESSIBILITY OF THE INTERIOR TO OBTAIN AN ACCURATE MEASUREMENT.
4. THE STRUCTURE IS DRAWN AS IF THE ROOF HADN'T COLLAPSED. THE BROKEN LINE IS THE APPROXIMATE AREA OF THE MAJOR COLLAPSE. CONDITIONS AT THE REAR OF THE STRUCTURE ARE NOT KNOWN AS THIS AREA WAS NOT ACCESSIBLE.

VIEW OF THE FRONT (EAST)  
NTS

2017\DSC\_0007

VIEW OF THE COLLAPSED ROOF  
NTS

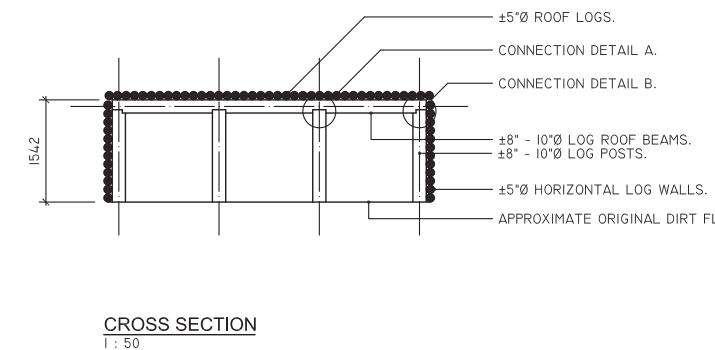
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CONNECTION DETAIL A  
1 : 10

2017\DSC\_0004

CONNECTION DETAIL B  
1 : 10

2017\DSC\_0004



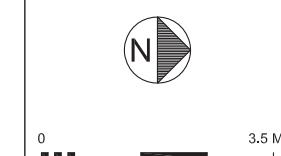
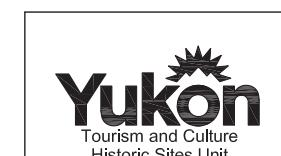
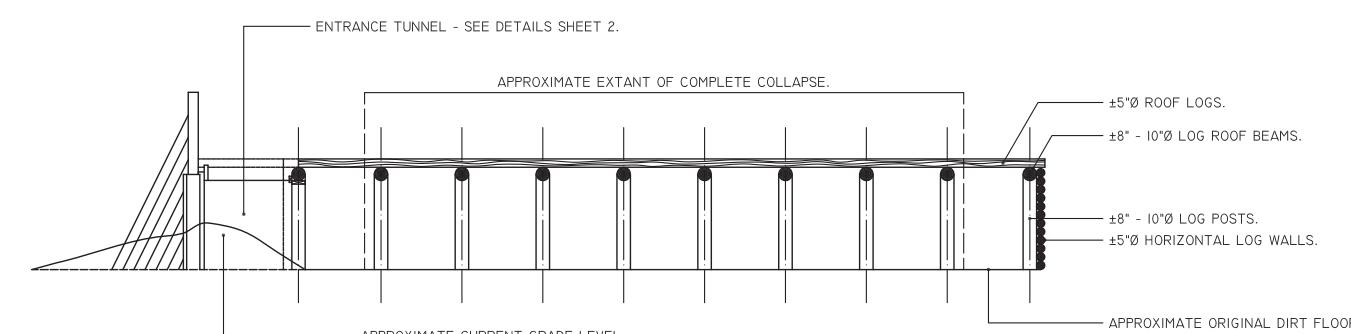
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LONGITUDINAL SECTION  
1 : 50

2017\DSC\_0004

INTERIOR - FRONT WALL  
NTS

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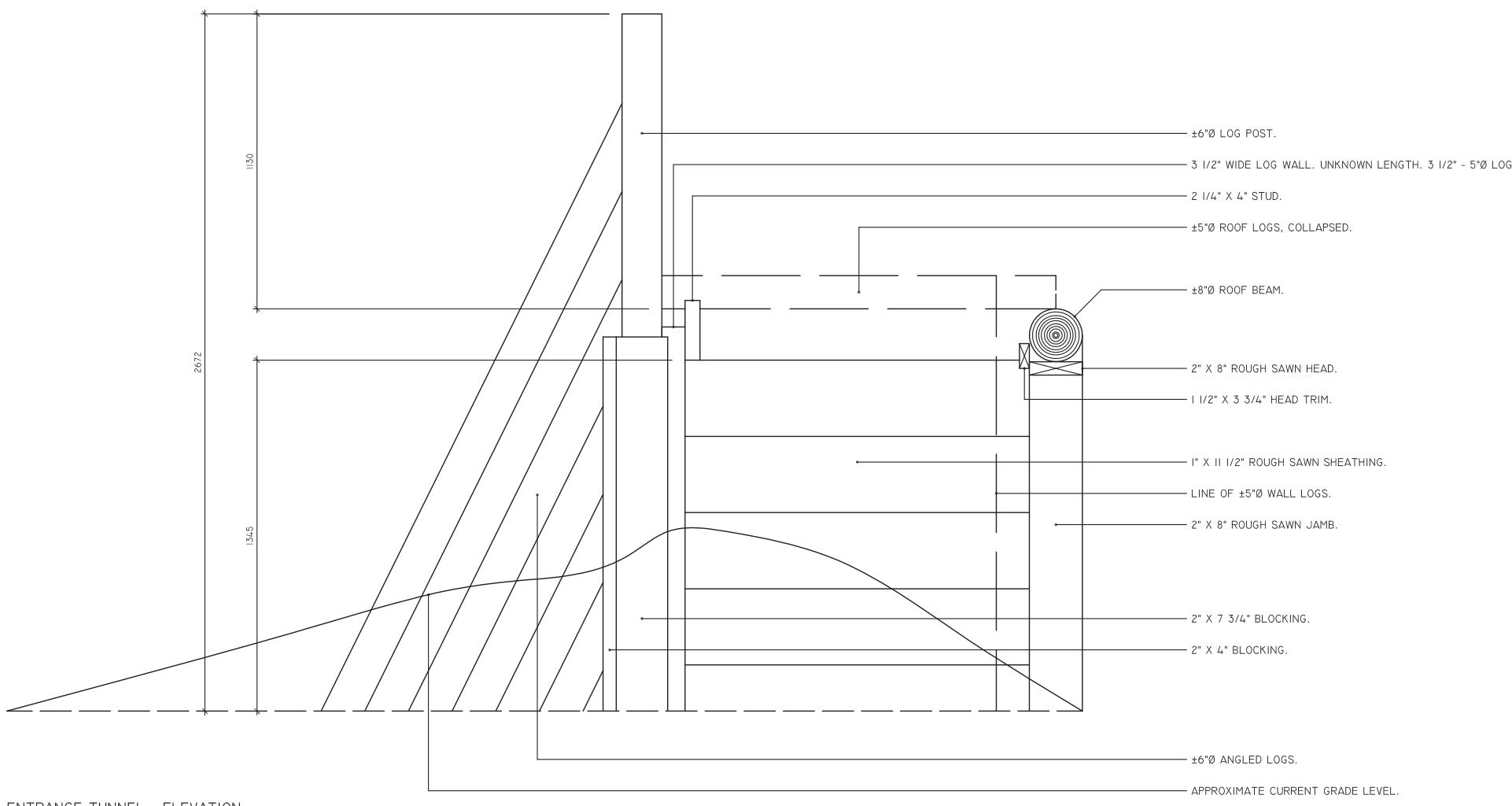
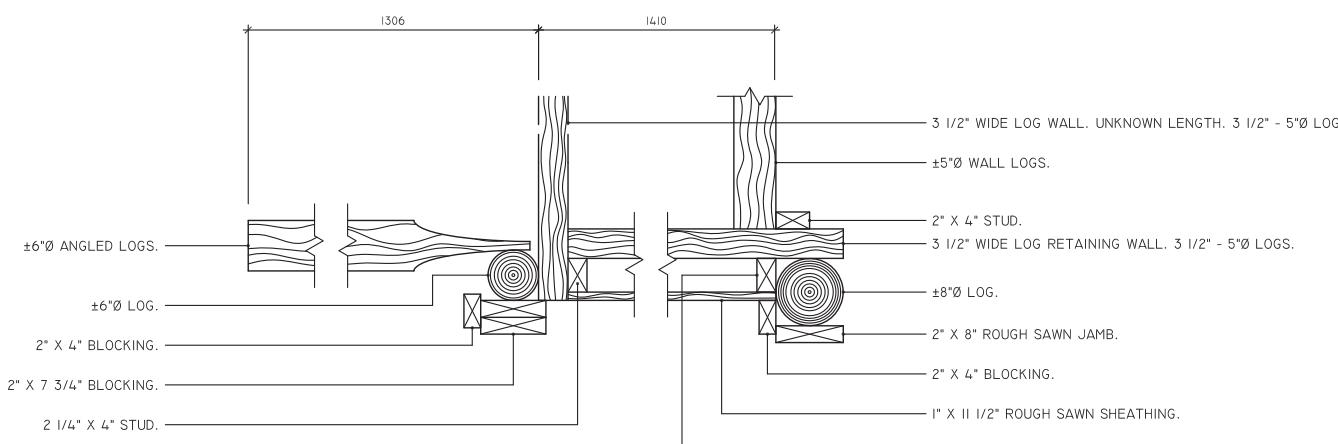
PROJECT TITLE  
**CONRAD HISTORIC SITE  
AS-FOUND RECORD  
COLD STORAGE BUILDING.**

DRAWING TITLE  
**FLOOR PLAN, SECTIONS  
EXTERIOR ELEVATIONS,  
DETAILS**

DRAWN BY  
**BRENT RILEY** 04/10/17  
RECORDED BY  
**B.R., S.B., S.VB,  
B. RILEY** 08/05/17  
12/09/17

REVIEWED BY  
SCALE  
1 : 50, 1 : 10 Y.H.S.I. NO.  
105D/02/073

PROJECT NO.  
**3745** DRAWING NO.  
1 of 2



**Yukon**  
TOURISM AND CULTURE  
HISTORIC SITES UNIT



0 500 MM  
1 : 10

PROJECT TITLE  
CONRAD HISTORIC SITE  
AS-FOUND RECORD  
COLD STORAGE BUILDING

DRAWING TITLE  
DETAILS

DRAWN BY DATE  
B. RILEY 04/10/2017

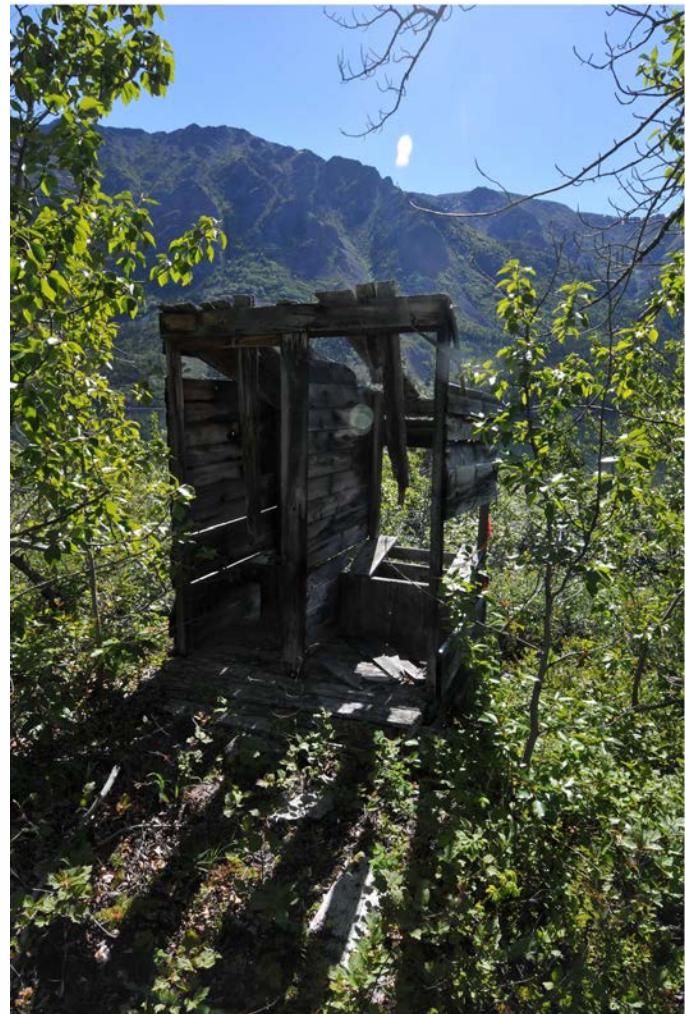
RECORDED BY DATE  
B.R. 12/09/2017

REVIEWED BY DATE

SCALE 1 : 10 Y.H.S.I. NO. 105D/02/073

PROJECT NO. DRAWING NO.  
3745 2 OF 2

## Outhouse (Two-Seat Outhouse)



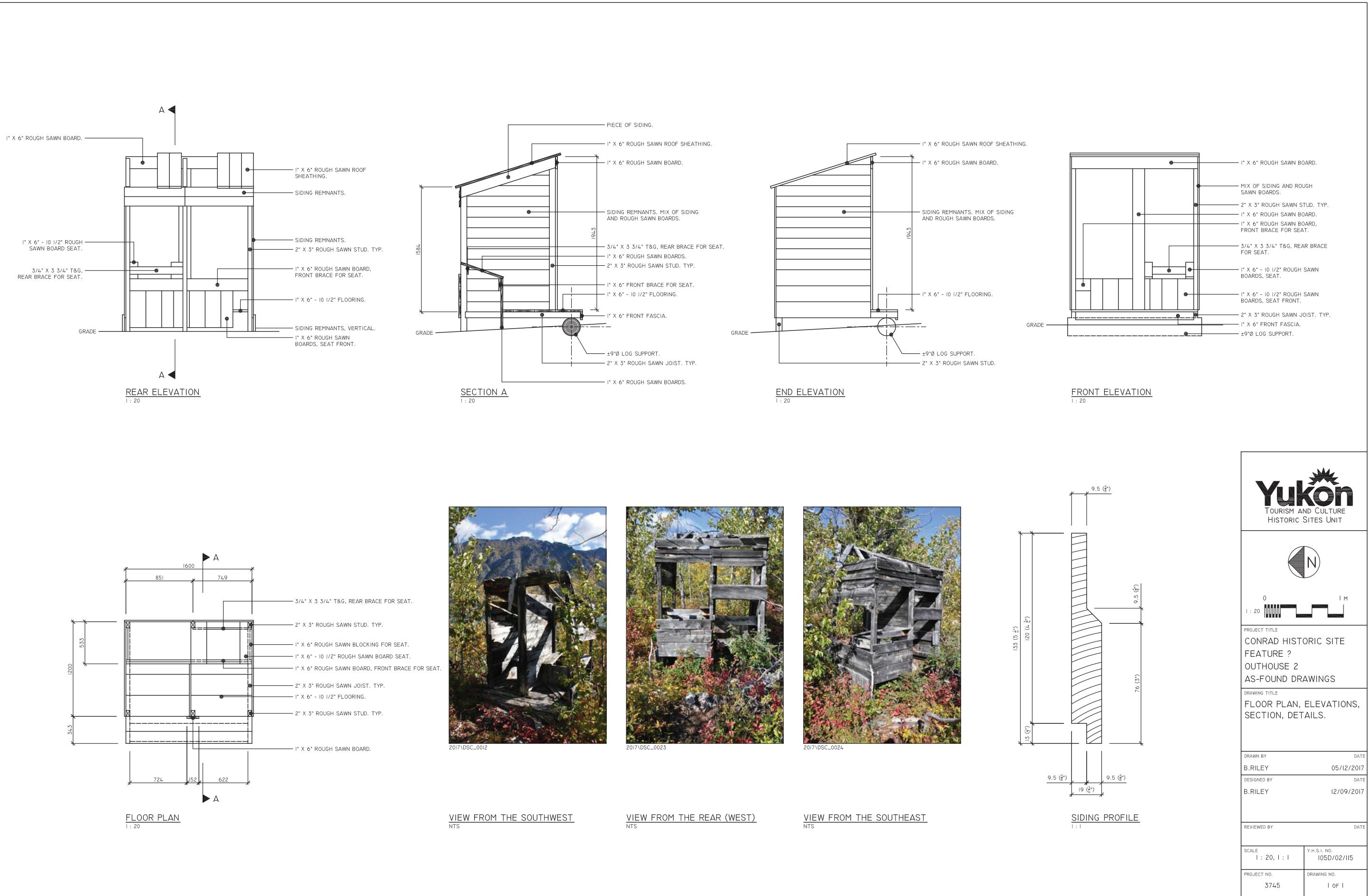
## Outhouse (Two-Seat Outhouse)

This small (1.2 m x 1.6 m) lightly framed structure faces west, away from the lake. It is minimally framed using rough-sawn 2-inch x 3-inch spruce and clad with a mixture of shiplap siding and rough-sawn boards. The rough-sawn boards used for the cladding are possibly a repair. The seat is sloped (although much of it is now missing), which is not a detail typically found in outhouses. As is typical of outhouses it is not finished on the interior, although there is a partition wall framed and finished similar to the exterior walls. There are two openings in the west wall, one on either side of the partition. All that remains of the doors is a single handmade catch on the wall. There is no indication of the location or type of hardware or any information regarding the swing of the north door.

The floor is supported on rough-sawn 2-inch x 3-inch joists at either end of the structure and consists of 1-inch x 6–10½-inch rough-sawn boards. It extends beyond the front wall of the building to form a small platform that adds 0.35 m to the 1.2-m width of the building. The front of the building is supported on a log.

The building has a low-slope shed roof consisting of rough-sawn sheathing supported on the rear and front walls. Although there is no roof framing an angled piece of siding on the interior of the side walls and at the partition wall provides additional support to the tops of the side walls and the roof. All that remains of the roof are several deteriorated boards. There is no evidence of any roof cladding.

All of the wood components of this structure are weathered. No significant amounts of decay were observed, although decay will likely be found in those boards that are in ground contact, particularly on the uphill side of the structure.





## Appendix B: Comments on condition and conservation approaches

### **Wharf**

The wharf is essentially stable; however, parts of it occasionally become submerged. The wharf is slowly deteriorating, but short of complete reconstruction there are few if any alternatives. It will continue to deteriorate until it becomes unrecognizable, but this will likely take many years. During this period, it is possible that the wharf will become a hazard to the public, although as long as people take care when exploring, there should be minimal danger. The wharf will need to be inspected annually to ensure it is not dangerous to the public.

Reconstruction is not recommended in the *Standards and Guidelines* since it would create a new structure with no heritage components. Instead, documentation and interpretation are recommended strategies.

### **Four Log Piling**

There are challenges in conserving the pilings. Due to the proximity of a natural water body there is not much that can be done to conserve these elements in situ. Further investigation to determine if there is evidence of the pier could be explored.

Further research could be undertaken for interpretation or use of the site.

### **Mountain Hero Tramway Terminal**

The sections of the tramway terminal that remain are relatively stable, although they will continue to slowly deteriorate. Consideration should be given to moving the remnant that is sitting in the water for significant portions of the year to slow the deterioration that will occur if it is left in situ.

Further research could be undertaken for interpretation or use of the site.

### **Mountain Hero Tramway Tower 1**

Several issues will have to be dealt with to ensure the continued existence of this feature as a part of the landscape. Preservation is the recommended treatment. This tower is also located on a relatively steep slope; this reduces the ease of access to it as well as its danger.

The main issue that affects the feature is the loss of one of its legs. An engineer should review the feature for structural stability; it is likely that additional support should be provided to that corner of the tower. Attention should be paid to the stability of the other legs as there is a significant amount of decay present at the grade line. Consideration should be given to the application of preservatives to these areas, possibly through the use of boron rods. Additional areas that could be considered for the installation of boron rods are near the connections at the top of the tower. Selected braces may need to be replaced to ensure the stability of this feature. An added benefit of the replacement of these missing components would be the return of the tower to an appearance more like its original. A conservator should examine the metal components to determine if a treatment should be applied to them to ensure their longevity. It appears, however, that these components are relatively stable and it is not likely that treatment will be required in the near future.

The second issue that affects this tower, and Tower 2, is the instability of the loose rock that was dumped around it. This rock is prone to movement when people climb on it. Historic photographs show that these waste rock piles appeared very early in the life of the towers and therefore form part of the

Heritage Values or Character-Defining Elements of the site. The waste rock has allowed for conditions to develop that are causing the decay of the tower legs. Consideration could be given to the removal of the rock and its potential replacement in a manner that would allow for water to drain to lessen the conditions for decay. The hazard to the public posed by their climbing on the loose rock could be addressed by fencing the area to reduce access.

## **Mountain Hero Tramway Tower 2**

Several issues will have to be dealt with to ensure the continued existence of this feature as a part of the landscape. Preservation is the recommended treatment. This tower is also located on a slope, although it is not as steep as that found at Tower 1.

The main issue that affects the feature is decay, which is present in the legs and base supports. An engineer should review the feature for structural stability, paying attention to the stability of the legs, as a significant amount of decay is present at the grade line. Consideration should be given to the application of preservatives to these areas, possibly through the use of boron rods. Additional areas that could be considered for the installation of boron rods would be near the connections at the top of the tower. Selected braces may need to be replaced to ensure the stability of this feature. An added benefit of the replacement of these missing components would be the return of the tower to an appearance more like its original. A conservator should examine the metal components to determine if a treatment should be applied to ensure their longevity. It appears, however, that these components are relatively stable and it is likely that treatment will not be required in the near future.

The second issue that affects this tower, and Tower 1, is the instability of the loose rock that was dumped around it. This rock is prone to movement when people climb on it. Historic photographs show that these waste piles appeared very early in the life of the towers and therefore form part of the Heritage Values or Character-Defining Elements of the site. The waste rock has allowed for conditions to develop that are causing the decay of the tower legs. Consideration could be given to the removal of the rock and its potential replacement in a manner that would allow for water to drain to lessen the conditions for decay that are present. The hazard to the public posed by their climbing on the loose rock could be addressed by fencing the area to reduce access.

## **Mountain Hero Tramway Tower 3**

This is the shortest of the tramway towers within the Historic Site and is in the best condition. Preservation is the recommended treatment. Alternatively, if it is desired to restore one tower to its original appearance this would be the easiest one to work on and the easiest to provide safe public access to.

This tower is located in a relatively open flat area and is not surrounded by waste rock. Decay is concentrated in the base beams and at their interface with the tower legs. In the near term it would be possible to stabilize the tower and reduce the rate of decay through the installation of boron rods within the base beams and in the lower portions of the tower. In the long term it will likely be necessary to replace the base beams and possibly the lower ends of the legs. It may be necessary or desirable to replace the missing braces as well. A conservator should examine the metal components to determine if a treatment should be applied to them to ensure their longevity. It appears that these components are relatively stable, however, and it is not likely that treatment will be required in the near future.

## **Mountain Hero Tramway Tower 4 (located within the highway right-of-way)**

This tramway tower was not examined, as it isn't located within the historic site. No potential conservation treatments are therefore discussed here, although the addition of this element to the site should possibly be considered, as it is the most visible portion of the tramway on the lake side of the highway and is easily accessible from the site. There would probably have to be an agreement with the Department of Highways and Public Works in order to do this.

### **Cabin 1**

Cabin 1 is one of the two above-ground buildings that are still standing within the Historic Site.

The building has been temporarily stabilized and should, at a minimum, be permanently stabilized. Permanent stabilization could entail the replacement of several deteriorated structural elements at the base and tops of the walls to allow the structure to stand without additional bracing. Alternatively, a more complete bracing system could be designed to fit the historic shell of the building. Neither of these options would return the structure to its former appearance, but would allow the building to continue standing with minimal maintenance or other work.

Enough information exists regarding both the original portion of the building and the addition (other than the roof cladding, windows and doors) to allow the exterior to be restored to its former appearance. There are some indications of the previous interior finishes, but an interior restoration would involve a large amount of conjecture. This would likely result in an interior that has a period appearance but lacks authenticity. The lack of information regarding the interior provides the opportunity to rehabilitate the structure for interpretive purposes.

### **Cabin 2**

Cabin 2 is one of the two above-ground buildings that are still standing within the Historic Site. Since this structure has largely collapsed any work other than the stabilization of the front (east) wall will almost certainly require the disassembly and reassembly of much of the structure and the substantial replacement of deteriorated or missing historic material. If it is decided that preservation of the front wall through its stabilization is the extent of work to be undertaken the rest of the building will have to be separately supported and disconnected from the front wall so that its eventual collapse (managed decline) does not threaten the one remaining near-intact wall.

Enough information currently exists or resides within the historic fabric to allow for the substantial restoration of the original building shell. As with Cabin 1 there is not much information regarding the windows or doors to allow for the accurate reconstruction of these missing elements. There are some indications of the previous interior finishes, but an interior restoration would involve a large amount of conjecture. This would likely result in an interior that has a period appearance but lacks authenticity. The lack of information regarding the interior provides the opportunity to rehabilitate the structure to provide any infrastructure needed for the Historic Site.

### **Cold Storage/Powder Storage Building**

The cold storage building has largely collapsed, although there is still minimal access to the interior along the front wall. The front of the structure and the fill along the sides is relatively stable. At this time preservation of the structure should not require any actions other than possibly adding some bracing to the remnants of the wing wall at the entrance. In effect this is more managed decline rather than preservation.

Several issues should be addressed that relate to the safety of the public in the vicinity of this feature including blocking the access to the interior in a manner that would allow the interior to remain ventilated and potentially reducing or denying access to the roof of the structure.

### **Outhouse (Two-Seat Outhouse)**

This is a lightly framed structure that faces west, away from the lake. Although its condition could best be described as fair at this time it is still essentially intact and could be stabilized for the long term through the insertion of a few selected structural elements to brace weak areas. These new elements would not be hidden but could be installed in a relatively unobtrusive manner. Some currently loose elements should be secured to the structure sooner rather than later if they are to remain a part of it. Additional supporting elements will likely have to be added to the base of the building in the near to mid-term due to the deterioration of elements that are in close contact with the ground and also relatively exposed.

This building could be substantially restored to its former appearance if desired, although some elements such as the doors will remain an unknown. This not a typical site feature that is found in many historic photographs, so it is unlikely that the appearance of these completely missing elements will be discovered.

## Appendix C: Archaeology

The site was first formally recorded in 1980 in a study that identified historic features at the Conrad townsit as well as evidence of pre-contact occupation represented by a scatter of lithic artifacts and bone near Big Thing Creek. Further research in 1986 located an underwater midden associated with the historic occupation of the townsit.

Further survey and mapping at the site in 1991 focused on mapping historical features, and a small pre-contact archaeological site was recorded at the same time. In August 2015 an extensive archaeological inventory resulted in the identification and mapping of numerous historic features and artifacts, including 40 of 42 previously recorded historic features as well as identification of 166 additional historic artifacts and features, including structural features, crates, cans, bottles, middens, stovepipes and a variety of other items. Another small pre-contact archaeological site was recorded during this inventory.

Several other pre-contact archaeological sites (with stone tool flakes), dating to 5,000 to 8,000 years ago, have been recorded in the vicinity, providing evidence of Indigenous people at the site making stone tools as part of their movements through this area.

See Appendix E: Bibliography, and Appendix H, Map 2: Archaeological sites

## Appendix D: Documentary and other resources

Known documentary evidence exists for the historic site at Yukon Archives, University of Washington Libraries, Special Collections, MacBride Museum and the Thomas Fisher Rare Book Library, University of Toronto. This consists of photos, maps and archival material, which primarily document the period of historic occupation at Conrad circa 1903–1914 and the construction of the Mountain Hero tramline. Contemporary personal photo collections held by Carcross/Tagish First Nation citizens provide information on more recent use of the area.

In addition to these primary sources of information, there are several secondary sources of information in the form of local histories. Oral histories and local knowledge are an important source of information to help understand changes in use and condition over time. This has been illustrated during the community engagement. Citizens of the Carcross/Tagish First Nation have memories, stories and knowledge relevant to the development and interpretation of the site, as do others who live in nearby communities.

## Appendix E: Bibliography

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- Parks Canada. *Standards and Guidelines for the Conservation of Historic Places in Canada*. Second Edition. Gatineau: Parks Canada, 2010. <http://publications.gc.ca/site/eng/9.693482/publication.html>.
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## Appendix F: Maintenance checklist

### **2019 Conrad Historic Site Maintenance Checklist**

Date: \_\_\_\_\_ Time In: \_\_\_\_\_ Time Out: \_\_\_\_\_

Crew: \_\_\_\_\_

#### **Garbage Bins** (empty all garbage bins and note how full it was)

Day Use Parking	<input type="checkbox"/> Emptied	<input type="checkbox"/> Full	<input type="checkbox"/> Half-Full	<input type="checkbox"/> Empty
North Bear Proof	<input type="checkbox"/> Emptied	<input type="checkbox"/> Full	<input type="checkbox"/> Half-Full	<input type="checkbox"/> Empty
South Bear Proof	<input type="checkbox"/> Emptied	<input type="checkbox"/> Full	<input type="checkbox"/> Half-Full	<input type="checkbox"/> Empty

#### **Dog Waste Bag Container** (Refill the container as needed and note how full it was)

<input type="checkbox"/> Refilled	<input type="checkbox"/> Full	<input type="checkbox"/> Half-Full	<input type="checkbox"/> Empty
-----------------------------------	-------------------------------	------------------------------------	--------------------------------

#### **Portable Toilets** (check the toilets and note their use, cleanliness, and if supplies are needed)

North	<input type="checkbox"/> Checked	<input type="checkbox"/> Well-used	<input type="checkbox"/> Some use	<input type="checkbox"/> Minimal use
	<input type="checkbox"/> Clean	<input type="checkbox"/> Semi-clean	<input type="checkbox"/> Dirty	<input type="checkbox"/> Supplies needed
South	<input type="checkbox"/> Checked	<input type="checkbox"/> Well-used	<input type="checkbox"/> Some use	<input type="checkbox"/> Minimal use
	<input type="checkbox"/> Clean	<input type="checkbox"/> Semi-clean	<input type="checkbox"/> Dirty	<input type="checkbox"/> Supplies needed

#### **Woodbins** (refill both woodbins and note how full they were before filling)

North	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Empty	<input type="checkbox"/> Half-full	<input type="checkbox"/> Full
South	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Empty	<input type="checkbox"/> Half-full	<input type="checkbox"/> Full

#### **Fire Pits** (clean out unburnt materials and note if it seems to have been used or not)

1 (north)	<input type="checkbox"/> Emptied	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
2	<input type="checkbox"/> Emptied	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
3	<input type="checkbox"/> Emptied	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
4	<input type="checkbox"/> Emptied	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
5 (south)	<input type="checkbox"/> Emptied	<input type="checkbox"/> Used	<input type="checkbox"/> Not used

#### **Picnic Tables** (Wash down benches and table tops. Note if it looks like the site was used or not)

1 (north)	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
2	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
3	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
4	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
5	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
6	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used
7 (south)	<input type="checkbox"/> Cleaned	<input type="checkbox"/> Used	<input type="checkbox"/> Not used

#### **Area Checks** (clean up debris and garbage around site and note the number of cars and people)

Day Use Parking	<input type="checkbox"/> Cleaned	# of cars _____	# of people _____
Camping areas	<input type="checkbox"/> Cleaned		

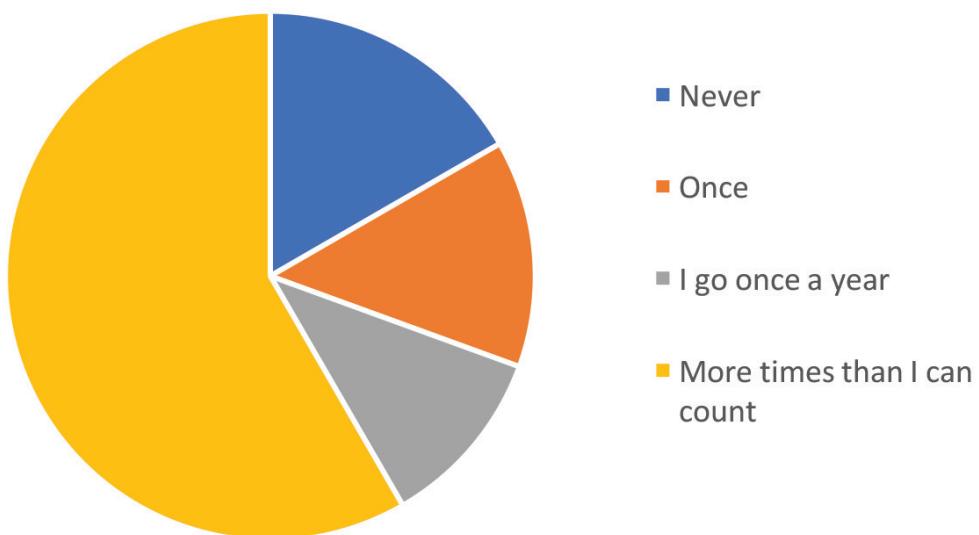
Notes (anything extra that you noticed):

## Appendix G: Summary Report of Conrad Historic Site Management Plan Questionnaire

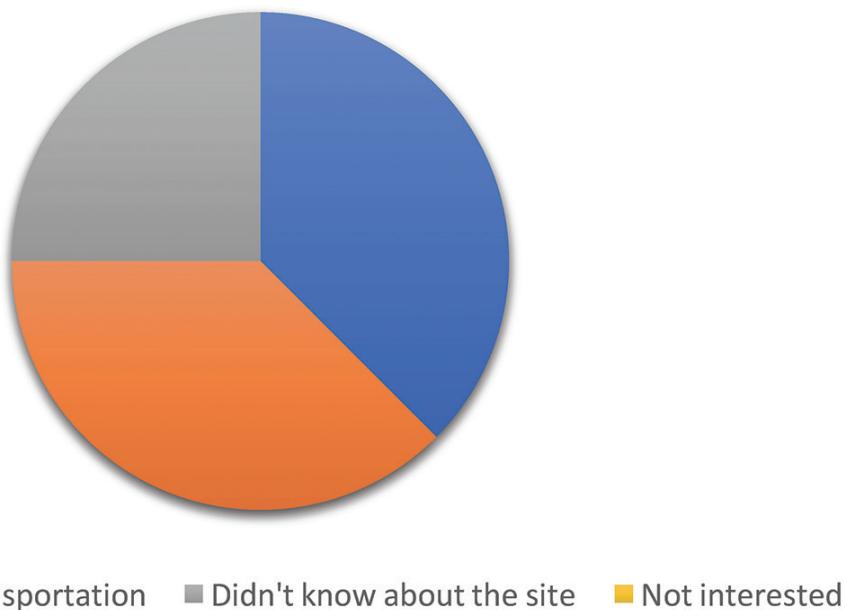
Questionnaires were distributed at the Conrad Historic Site Management Plan open houses, on September 5, 2018, at the Conrad Historic Site and September 6, 2018, in Whitehorse. Questionnaires were available from September 5 to 30, 2018.

18 responses were received from the Conrad session; 7 responses received from Whitehorse. Carcross/Tagish First Nation provided an online questionnaire on their website and Facebook page; they received 22 responses. See Figures G1 to G7.

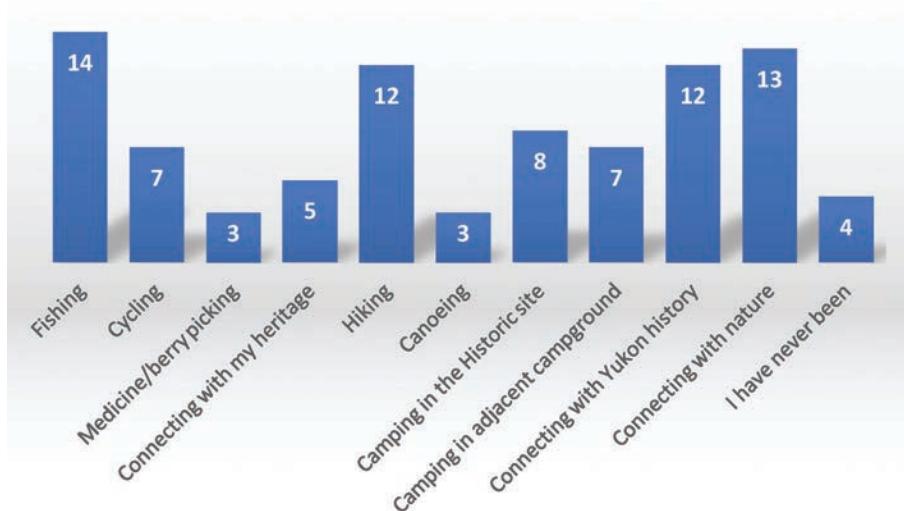
**Figure G1. How many times have you been to Conrad Historic Site?**



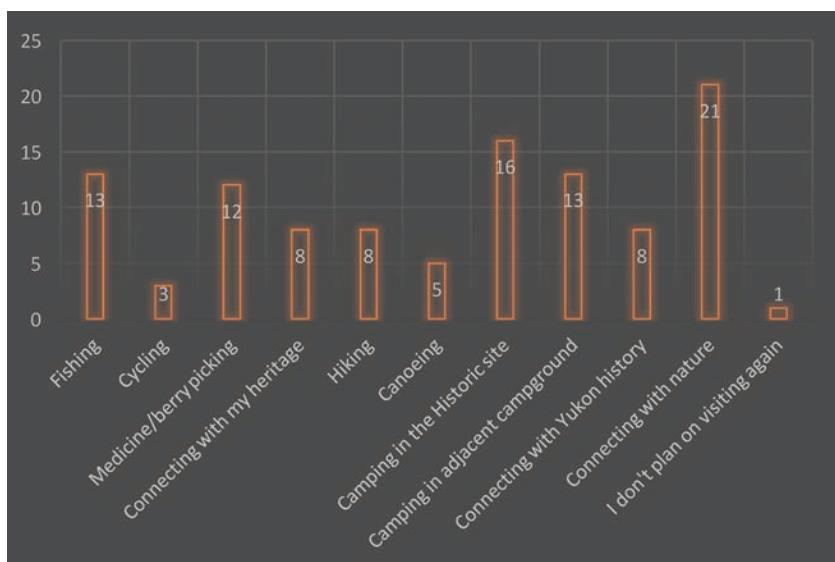
**Figure G2. If you have never been, why not?**



**Figure G3. What activities did you do the last time you visited Conrad?**

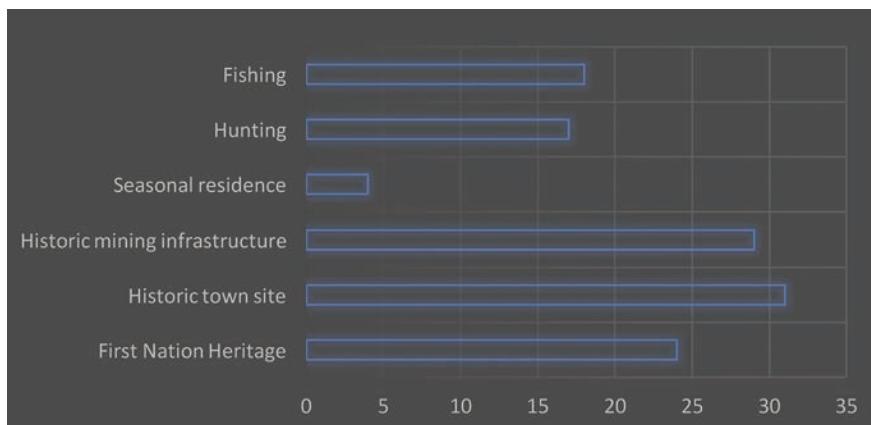
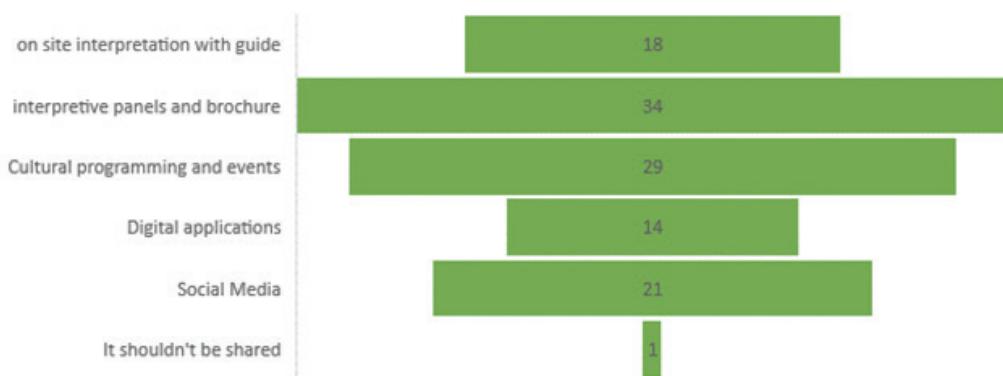


**Figure G4. What activities do you plan to do the next time you visit?**



**Figure G5. What do you think would encourage people to visit the site?**



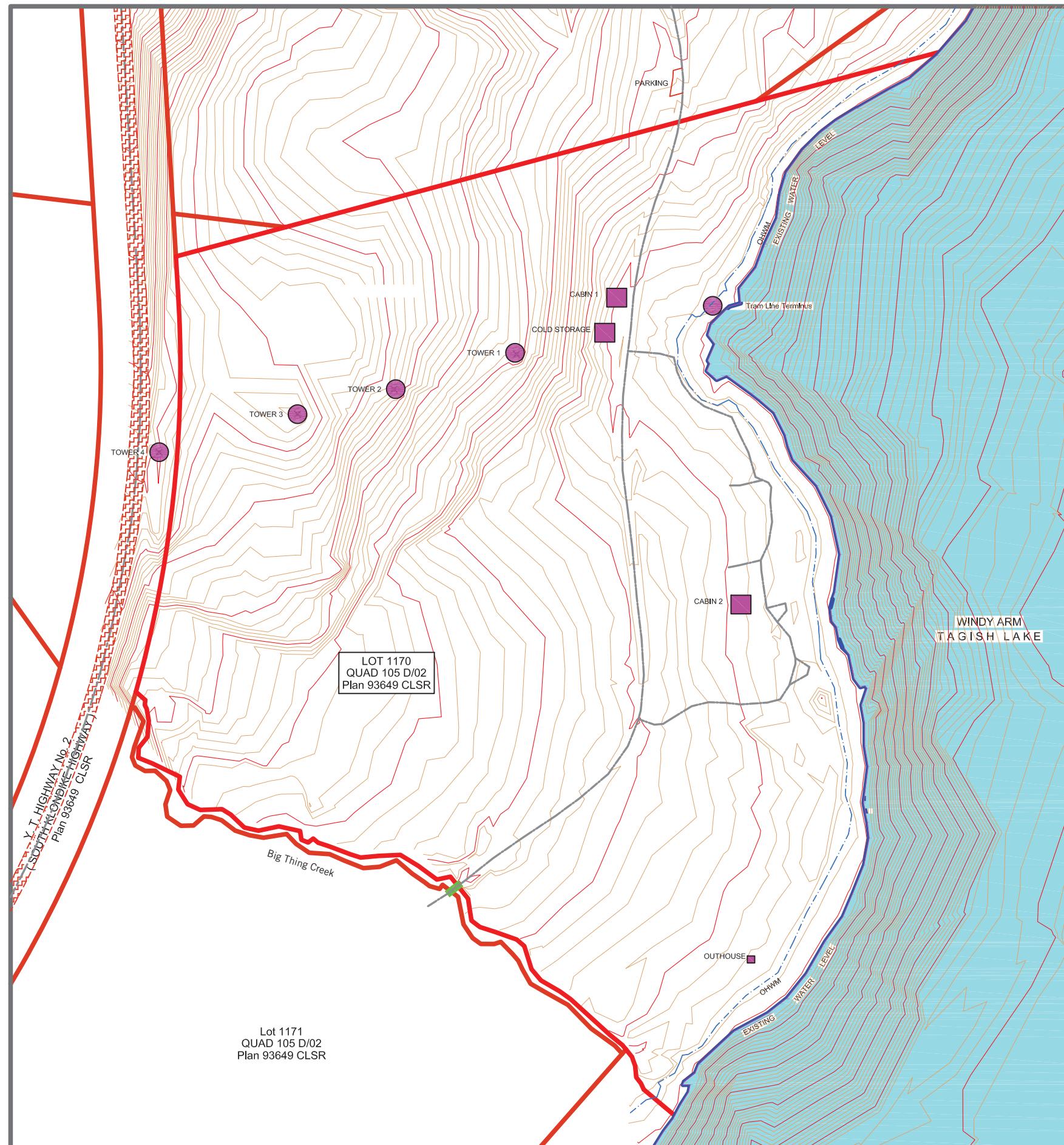
**Figure G6. What do you feel are important elements of the site?****Figure G7. How should stories, heritage and traditional use at Conrad be shared with others?**

## Additional comments:

- Does not warrant a ton of public money. Keep it simple.
- keep the site clean. its a beautiful area. keep the squatters away.
- dont make it too complex.
- Dependent on available resources.
- Advertising on weekends and after bike events
- The grassy bald spot up above Conrad is a place where I've commando camped in the past and I always loved it there where we could see all around us
- so many stories, but my daughter was digging through a "dump site" behind the old hotel/cafe and found pieces of pottery, which she glued together and a complete coffee cup emerged.
- Mountain Hero hike and bike. Enjoyed a wonderful weekend of camping when the family came to visit. Eating raspberries, cranberries, moss berries, blueberries all along the Mountain Hero trail. What a smorgasbord!
- Great place to camp.
- I have hiked, biked, camped, photographed, researched and explored this area extensively.
- So happy to see a formal campground and an end to the previous situation.
- I have had the opportunity to hear stories shared by elders about spending time on the land, and growing up on the shores of Windy Arm
- see comment above about fire ecology
- To many to share. All good family experiences.
- Grandma's camping site
- camping, picnics, family
- working on archaeology of the area
- Family, picking medicine
- camping, family, picnics, fish camp
- connection to the land
- mining
- hunting stories of local people
- history
- camping, berries, exploring
- family history (first nation)
- traditional territory
- Please tell me. All I know of that particular small site is the mining history. I'm sure the whole area has 1st Nations history.
- it's a great place to connect human and natural history
- Protecting for future generations
- The story of mining as boom/bust and, as with Conrad, the story of mining (then and now) as selling dreams that never materialize. People are likely aware that the business of mineral exploration today is all about selling medium-term interest on capital markets much more than ever actually developing and selling minerals. The story of Conrad is a great interpretive opportunity for people to learn that this is not new.

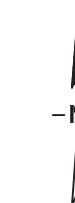
- It is a beautiful sheltered location that I find peace at. The old town and mine site should be preserved, and a hiking trail preserved leading over Montana. (not a bike trail).
- it is part of the Yukon history and it is probably an important place for YFN since the place is by the water (fishing)
- It's a beautiful area and people just drive by. Having the campground and the hikes stops people from just driving past and not knowing what's around them.
- Part of the land claim agreement and it is still used traditionally.
- Artifacts and historical uses
- Traditional Fish camp, Windy arm stampede, boom bust story of mining. Montana mtn access trails
- The location allows for access to many important resources like fish, moose, gopher and also has some important mining history
- I'm not sure what significance the site has for C/TFN - at the least, I'm sure C/TFN used the lake access. For the Yukon, it's a beautiful place and a lesson for the mess that mining makes years later. The whole site could be reframed as to how the mining was only part of the history - the lake and nature were/continue to be important even after mining sites were abandoned. (In addition to the well documented mom if history)
- historic mining - interesting freeze up on windy arm - mountain biking/hiking is an investment light tourism opportunity. Also the 2018 fire across the lake opens up interesting opportunities to discuss/explore fire ecology in the north.
- The historic townsite. Traditional use of the site by C/TFN? I'm not as familiar with the traditional aspect of the site.
- I think its important to preserve the history and significance so we can pass that on to our children
- Part of our history, cultural significance
- First Nation historic fishing/camping. Yukon mining history-access to nature, Windy Arm recreation opportunities
- traditional
- First Nation land and heritage area. The history of the area
- Historic significance
- it's a part of is and history and history in the Yukon
- It's awesome
- Home lands of the Carcross/Tagish First Nation and historic use of the area
- Because it played a role in the short history of the territory
- There are very few quality campgrounds in the Yukon. This one is great. The historic mining artifacts are fascinating. The ability to walk trails is nice
- Traditional use area, strong historical use of the area. History, education, cultural education





### CONRAD HISTORIC SITE BASE MAP / HISTORIC SITE BOUNDARY

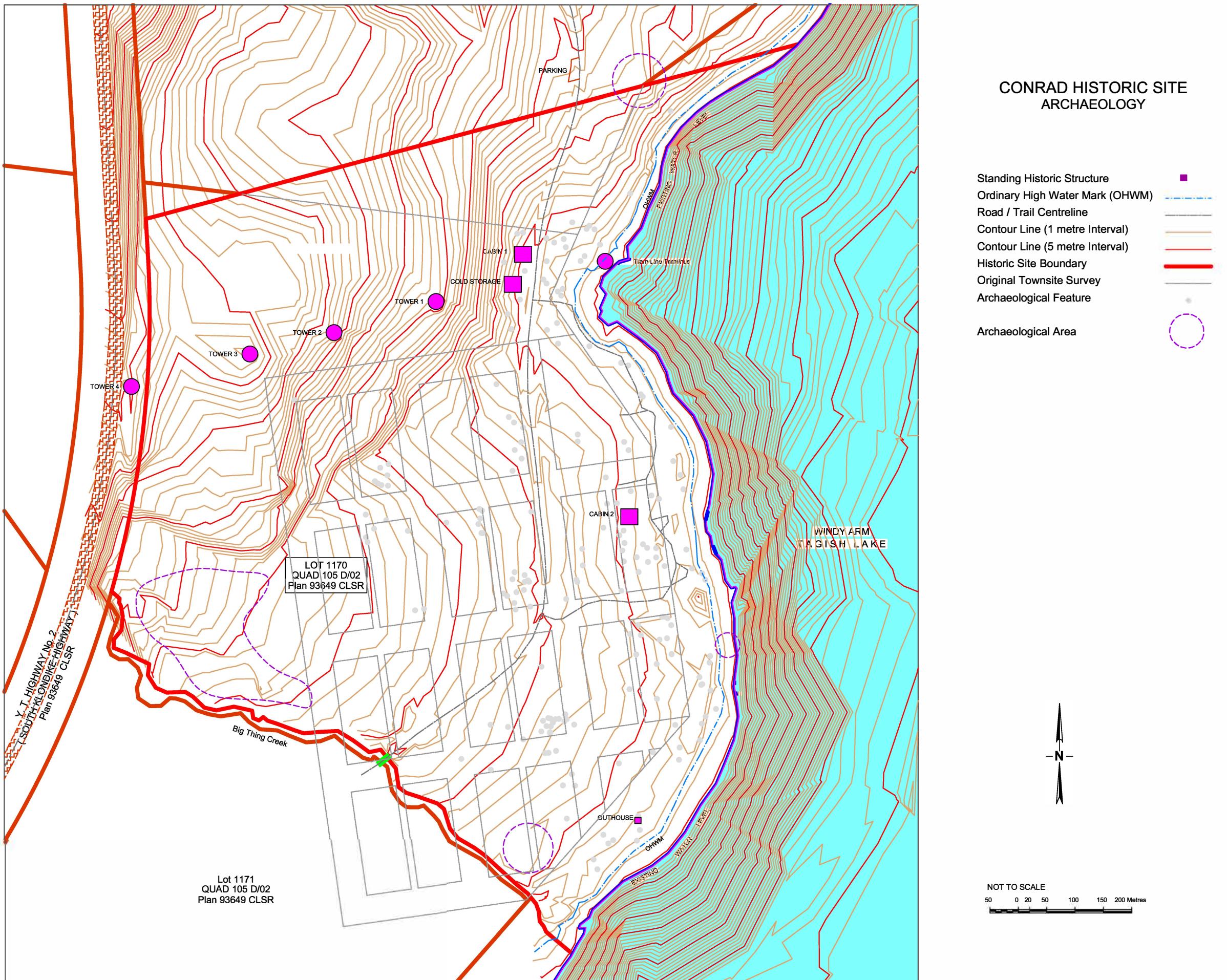
- Standing Historic Structure
- Ordinary High Water Mark (OHWM)
- Road / Trail Centreline
- Contour Line (1 meter Interval)
- Contour Line (5 meter Interval)
- Historic Site Boundary

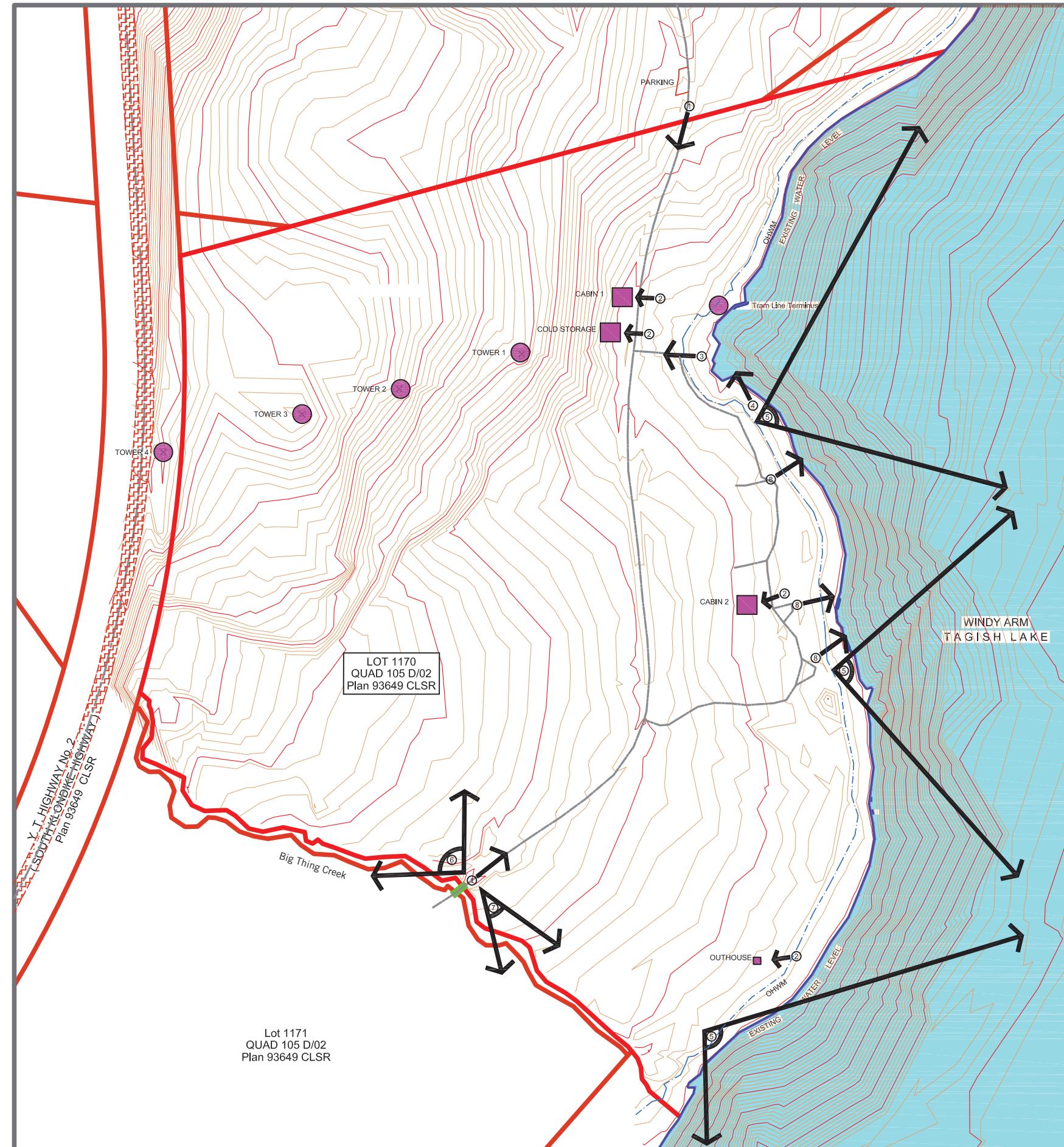


NOT TO SCALE  

 50 0 20 50 100 150 200 Metres

Map 2. Archaeology





### CONRAD HISTORIC SITE VIEWSCAPES

- Standing Historic Structure
- Ordinary High Water Mark (OHWM)
- Road / Trail Centreline
- Contour Line (1 meter Interval)
- Contour Line (5 meter Interval)
- Historic Site Boundary

#### VIEWSCAPES:

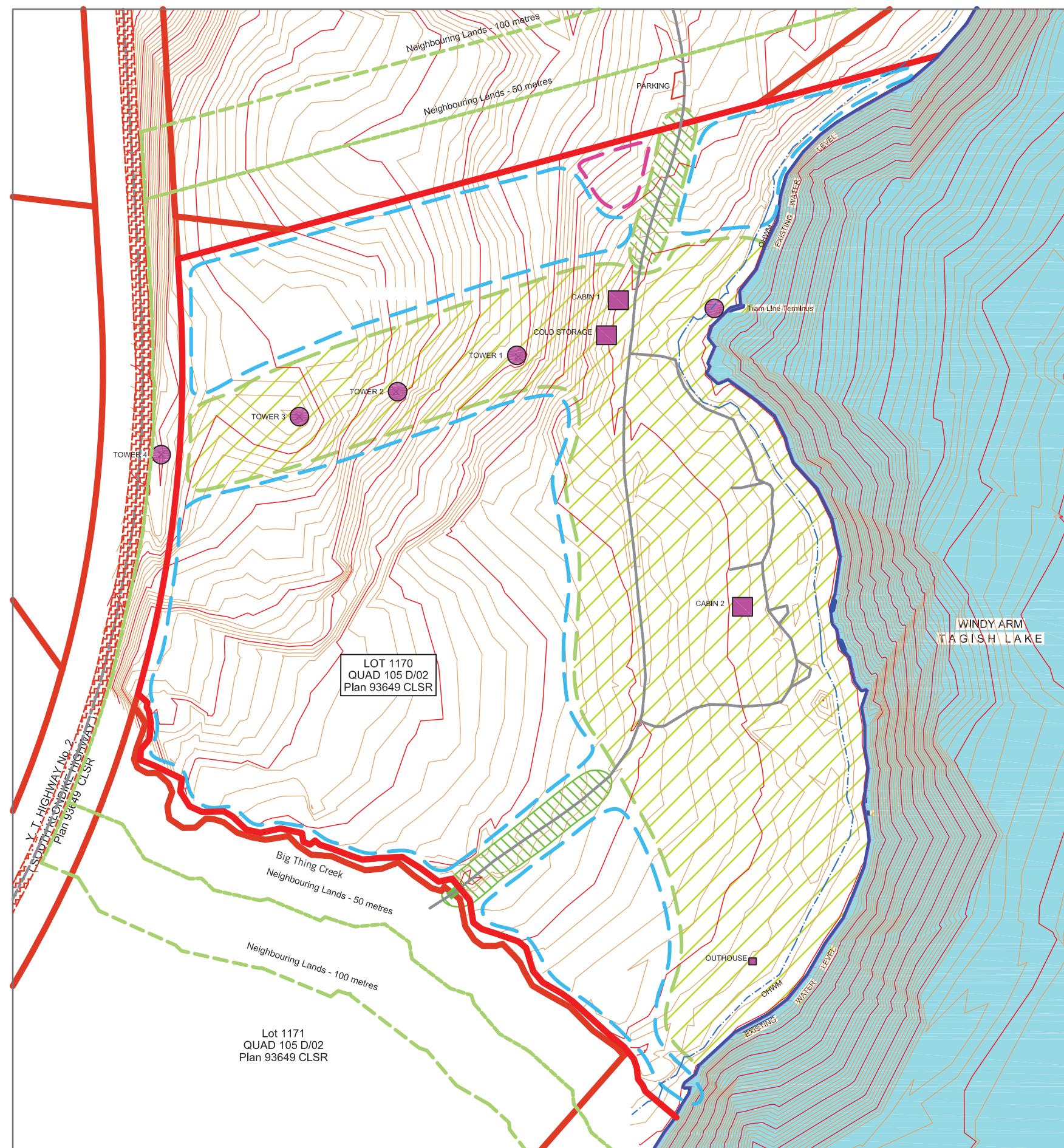
1. VIEW INTO SITE ALONG EXISTING ROAD.
2. CLOSE UP VIEW OF HISTORIC STRUCTURES.
3. VIEW FROM SHORE TO TRAM TOWER ABOVE.
4. VIEW OF TERMINUS AT SHORE.
5. PANORAMIC VIEWS OF WINDY ARM AND ESCARPMENT MOUNTAIN, RAMSHORN CREEK (VALLEY) AND MOUNT CONRAD ALONG EASTERN SHORE.
6. VIEW OF MONTANA MOUNTAIN.
7. VIEW OF WINDY ARM FROM BRIDGE AREA.
8. VIEW OF WINDY ARM FROM LEGACY SITES.



NOT TO SCALE

## Map 4. Zones

## APPENDIX H: MAPS



## CONRAD HISTORIC SITE ZONES

- Standing Historic Structure
- Ordinary High Water Mark (OHWM)
- Road / Trail Centreline
- Contour Line (1 metre Interval)
- Contour Line (5 metre Interval)
- Historic Site Boundary
- Neighbouring Lands - 50 metres
- Neighbouring Lands - 100 metres

The Neighbouring Lands Also Extends to the Top  
of the Mountains on the Opposite Side of Windy Arm.

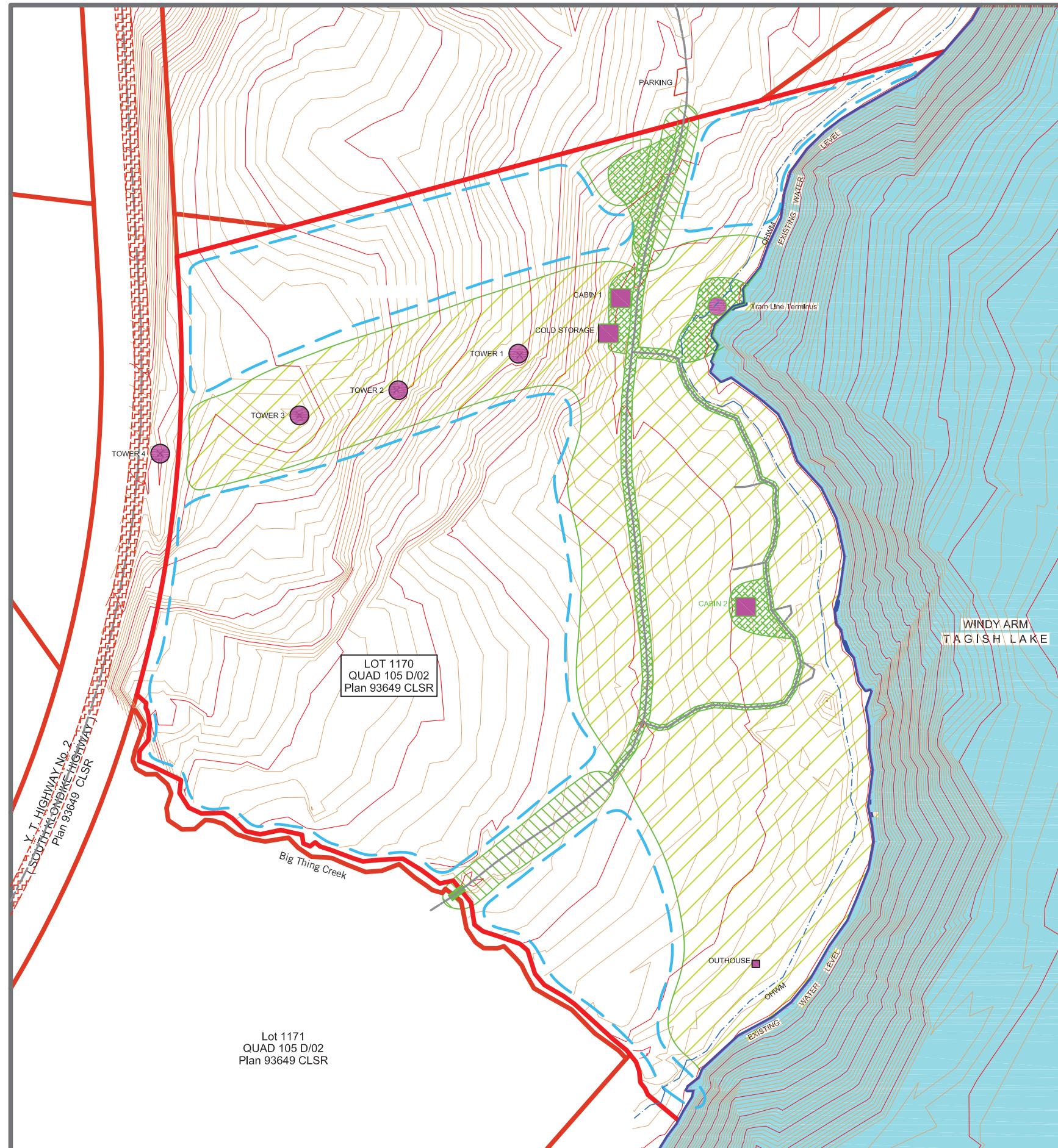
Access Zone	
Natural Zone	
Historic Zone	
New Amenities Zone	



NOT TO SCALE

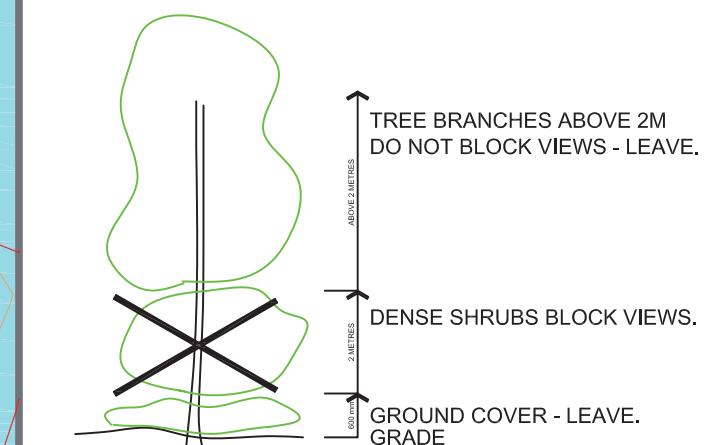


50      0      20      50      100      150      200 Metres



### CONRAD HISTORIC SITE IMPLEMENTATION - BRUSHING

- |                                 |                           |
|---------------------------------|---------------------------|
| Standing Historic Structure     | [Solid purple square]     |
| Ordinary High Water Mark (OHWM) | [Dashed blue line]        |
| Road / Trail Centreline         | [Solid grey line]         |
| Contour Line (1 metre Interval) | [Orange line]             |
| Contour Line (5 metre Interval) | [Red line]                |
| Historic Site Boundary          | [Solid red line]          |
| Access Zone                     | [Light green shaded area] |
| Natural Zone                    | [Blue curved arrow]       |
| Historic Zone                   | [Yellow curved arrow]     |
| New Amenities Zone              | [Pink curved arrow]       |
| Areas to be Brushed             | [Hatched green area]      |



NOT TO SCALE











People, baby, children and dogs in front of Arctic Trading Company, Conrad, circa 1906.  
YA, E.J. Hamacher fonds (Margaret and Rolf Hougen collection), 2002/118 #329

#### Contact information:

Carcross/Tagish First Nation, Heritage  
Box 130, Carcross, Yukon Y0B 1B0  
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Box 2703 (L2), Whitehorse, Yukon Y1A 2C6  
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[www.yukonheritage.com](http://www.yukonheritage.com)