

Yukon Heritage Inventory
Phase III, Part 2

Law Enforcement: A Theme Study

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Yukon Heritage Inventory

Law Enforcement: A Theme Study

Introduction

This study has been conducted under the auspices of the Government of the Yukon's Heritage Branch. The objective is to review the development of law enforcement in the Yukon with particular reference to the federal police force and the historic structures associated with their activities.

The theme of Law Enforcement in Yukon is essentially a study of the Royal Canadian Mounted Police and their predecessors, the Royal North-West Mounted Police and the North-West Mounted Police.¹ Since formal government institutions were slow to arrive in the Yukon, the police were also the sole representatives of the Crown in many remote postings and were usually called upon to act for various government departments. Their civil service role is also part of this examination. The main purpose of this study, however, is to examine the history of the force particularly as it relates to their built history. So far as it is possible, the relative merits of each extant resource has been considered vis-a-vis this history, and the other remaining structures of its type, according to the guidelines established in "Yukon Heritage Inventory: The Evaluation Process". At the request of Heritage Branch, however, no attempt has been made to formally evaluate the buildings.

It is unfortunate in some ways that most historical studies of the Yukon concentrate on the Gold Rush period. This was a very dynamic period in the Territory's development, however, and it sparked the emergence of the political entity known as the Yukon Territory. It was not the rush of '98 which brought the police to the Yukon. Still, they did arrive and build to their greatest strength in a ten year period straddling the boom of Dawson City and the goldfields. The installation of the police in the Yukon did have to do with the discovery of gold but that find predated the great rush of '98. There were a number of other factors involved in the decision to establish the force here as well. These included the need to establish Canadian sovereignty along a western border which had not yet been fully consolidated.

In order to establish a context in which to evaluate the historic resources related to the police in the Yukon, this study includes a general history of the force in the Territory. While it concentrates heavily on the introduction and establishment of the police, this is also the period during which most of the extant historic police structures were built. Rather than providing a detailed accounting of police activities in the Yukon, therefore, this examination concentrates on the historical features essential to the evaluation of the posts.

PART I: The Historical Context

Call the Police

Before the great influx of miners to the Klondike in 1897-98, and following closely after the early traders and explorers to the interior of the Yukon, men came prospecting for minerals. Reports of gold in the Yukon were made as far back as the 1850's and, beginning at that time, miners dribbled into several parts of the Yukon.² These people were scattered throughout the Yukon River valley but were most concentrated around Forty Mile and the mouth of the Stewart River. They were mostly Americans and they brought with them their own form of law and dispute settlement which had sprang up in the goldfields of California. As there were no Canadian government representatives in the Yukon before 1894, save surveyors, mining claims and justice were all managed by the principal of majority rule embodied in the Miner's Meeting. Of course the system was subject to abuse and domination by party interests as is any political body, but for the most part it handled the needs of the small Yukon communities quite adequately until the discovery of large amounts of gold in the Forty Mile area in 1886-87.

The gold in the Forty Mile area drew miners from up the Yukon River and from Alaska. The increasing numbers of men concentrated in a small area brought problems of staking and registering claims. This problem was multifold. First of all, it was not at all clear where the border lay since it had only

been formally established by William Ogilvie in 1887. Even if they knew where the border was, the miners, used to operating according to their own rules, tended to ignore it and pass back and forth in search of mineral wealth. The Miner's Law actually included staking and registry rules roughly based on American mining law but these tended to differ from community to community. The result was that staking rules were variable. Similarly, disputes over staking were settled by the Miner's Meeting, a community court developed in the American mining frontier towns, which made its own rules. This type of direct democracy, popular on the American frontier, was simply not acceptable to a centralized Canadian government which drew its authority from the Crown.³ It was to be some time, however, before the authorities did anything about it.

A white settlement inevitably attracted merchants, mostly American, to supply the miners with food, equipment and entertainment. These trappings of civilization also drew the local Indian population. The concentration of souls invariably attracted the Anglican missionaries. All three groups, the miners, merchants and missionaries, saw the need for government and law enforcement of a less impeachable nature than the Miner's Meeting. For slightly different reasons, all three groups felt the need for a stable society in the Yukon. The call for government services, therefore, arrived in Ottawa from more than one source.

The situation in the Yukon was brought to the government's

attention as early as 1888 by William Ogilvie who had been surveying in the area. In his report to the Deputy Minister of the Interior, he told of smuggling across the international border and of miners staking and mining in ignorance of Canadian mining law. He advised the government to ignore these activities as government intervention at that time might have deterred the American miners from developing the mineral resources of the Yukon.⁴ The government did ignore the Yukon until the 1890's when an increasing number of reports from merchants and clergy called for government supervision. The merchants wanted order since order was good for business and disorder and lawlessness were not. The potential for violence and instability accompanying a gold rush made them willing to put up with government regulations and customs duties in order to maintain the peace and business. The merchants and the clergy were also worried about the potentially violent results of large amounts of liquor coming into the country and getting into the hands of the Indians.⁵ The church was more concerned with the deleterious effects such a trade would have on the Indians rather than what violence they might commit on the white merchants. Bishop Bompas suggested to the government that ten policemen would suffice to control the two hundred miners in the Forty Mile area. Thomas Healy of the North American Trading and Transportation Company also wrote to Ottawa encouraging them to send police after he had received what he felt to be an unjust sentence at the hands of the Miner's Meeting.⁶ The Company's Assistant Manager suggested

in his letter that there might be considerable customs revenue from the area which might even cover the costs of the police force.⁷ While there appears to have been little actual crime around Forty Mile, the resident miners, traders and missionaries seemed concerned that there was a great potential for it.

The Police Reconnoitre

The government in Ottawa acted relatively quickly in sending in a reconnaissance force to assess the situation in the Yukon. Morrison suggests the speedy reaction was due to the government's particular sensitivity to American incursions into Canadian territory following the Oregon Crisis of 1846 and the developing Alaska Boundary Dispute. The police had also proven their effectiveness on the Canadian prairies and seemed particularly well suited to bring "peace, order and good government" to the Territory.⁸ A resolution was passed by the Privy Council, and approved by the governor general, in 1894 that:

immediate provision be made for the regulation and control of the traffic in intoxicating liquor, for the administration of lands containing the precious metals, and for the collection of customs duties upon the extensive imports being made into that section of Canada from the United States with the view of supplying the miners, for the protection of the Indians, and for the administration of justice generally.⁹

Inspector Charles Constantine was appointed to make the trip, accompanied by Staff-Sergeant Charles Brown. Constantine was armed with the authority to represent a number of government departments. He was cautioned to act with discretion since no

one was sure of the disposition of the miners toward the sudden appearance of the Canadian government.¹⁰ Since there were only two policemen and between two hundred and four hundred miners, this was wise counsel.

Constantine and Brown travelled to Forty Mile in the summer of 1894. They solicited the opinions of the miners as to how they felt the area should be developed, observed the condition of the Indians and the liquor trade, then Constantine left the Territory to make his report to Ottawa. Brown spent the winter at Forty Mile. The report indicated that the Yukon was a fairly quiet and peaceful place where a small police force would be adequate to provide law and order. The only spot he expected any trouble was enforcing the mining laws and collecting customs, both unfamiliar to the resident miners.¹¹ While there was some grumbling that first year when Constantine collected customs duties, there was no overt resistance. Canadian law, if not welcomed, was at least accepted by the mining community.

Despite the fact that the government had Constantine's report, and had the winter of 1894-95 to plan, some errors in judgement were made in establishing the police and government services in the Yukon. Part of this miscalculation was due to a lack of appreciation for the size of the task. It was presumed, by the police as well as the various government departments, that the force could handle the few government services required for a small population such as the Yukon's. As mining activity increased and the population grew, however, the police found

themselves seriously understaffed and without a proper administrative structure to cope with the tasks they had assumed. The mail service and customs collection alone consumed enormous amounts of time and manpower.¹²

The Police Arrive in Force

Inspector Constantine and eighteen policemen travelled up the Yukon River from St. Michael's on the *Porteus B. Weare* and arrived in Forty Mile on July 24, 1895. They spent the rest of that year constructing Fort Constantine near the North American Trading and Transportation Company's Fort Cudahy, situated across the Forty Mile River from the townsite of Forty Mile. They completed the task in October of that year and so began their policing duties in earnest.

In July 1895, the Government of Canada had recognized that the Yukon was an entity worthy of a separate identity from the Northwest Territories. It was given status as the District of Yukon under the police district structure.¹³ Constantine was given the authority of land agent and customs collector for the district. While he was at least given formal authority to perform these duties, (something which the police did not always have despite being expected to perform the functions), there were rarely any instructions on interpreting and administering the laws. The police were expected to remember all the laws and regulations for which they were responsible, interpret them, and, when infractions were committed, to act as arresting officers,

judge and jury as well. It was the common sense most police were blessed with, rather than their legal knowledge, which allowed them to function effectively in the Yukon.¹⁴

There was surprisingly little resistance to the establishment of Canadian law and regulation in the Yukon. In 1896, the police met the first challenge to their authority in an incident where Canadian land laws were in direct conflict with the decision made by a Miner's Meeting. The police showed up on the disputed claim, in force and armed, to back up their decision on the matter. It was apparently the only serious contest of police authority in the Territory's history.¹⁵ The incident was a turning point where the American style of frontier justice gave way to the establishment of Canadian law. In retrospect, it appears the police had little to fear from a group of miners who were not adverse to law and order. At the time, however, those in the Yukon were not at all sure. Both Constantine and Director of the Geological Survey, George Dawson, warned that the increasing influx of rough elements would be more than the twenty police could handle. Despite the pleas for an increased force, the tangle of federal politics in 1896 prevented any decisions being made on a government or administrative system for the Yukon. Thus Constantine received orders to do as best he could with what he had and not to venture far from his stronghold at Forty Mile. This situation resulted in a good deal of lost customs revenue and a significant delay in the establishment of Canadian authority in the Yukon.¹⁶

The Rush

Just as the police had themselves settled and their authority firmly established at Forty Mile, gold was discovered on Rabbit Creek. Almost overnight Forty Mile was abandoned and the miners moved to the Dawson area. The police followed them. In the spring of 1897, Constantine moved most of his force to the booming town of Dawson and built another post. So it was that the police were established and moderately well-prepared, at least in terms of facilities, for the stampede of goldseekers who were to flood the Klondike.

The rush of 1897-98 set off a corresponding rush within the police administration. With estimates of 150,000 gold seekers headed for the Klondike, Commissioner Herchmer in Regina rushed to recruit another one hundred policemen to send to the Yukon to control the stampede.¹⁷ The government managed to respond to the developing rush and Constantine's pleas for more men by doubling the Yukon contingent to forty men by May of 1897. By September of that year, the force had risen to ninety-five and to one hundred and ninety-six by February of 1898. Largely due to delayed reaction, the force was not to reach its full complement of three hundred until 1903, well after the rush had ended.¹⁸

When the actual rush of 1897-98 began, the police reacted to the rapid changes in demography with characteristic flexibility. When a new mining community was established, a new police detachment was established, on a titled lot with a timber lot to provide fuel and materials for the new post. They built cabins

in those settlements which looked as though they might be around for a while. Where they suspected their residence would be temporary, tents were set up. In a few places, they took rented quarters. From their two posts in 1897, the police had expanded to thirty-three in the Yukon and northern British Columbia by the end of 1899.¹⁹ It was during this period from 1898 to 1904 that the vast majority of the historic posts were constructed (see Appendices 1 and 2).

The most popular route to the goldfields was from Skagway, over the Chilkoot Pass, down Lake Bennett, through the headwater lakes to the Yukon River, and thence down the River itself to Dawson. The police established posts at the summit of both the Chilkoot and White Passes to collect customs on goods coming into the country. They also established posts at intervals of approximately twenty miles or one day's travel along the river.

In 1898, when Steele sent out orders to build the string of posts from the summits to the goldfields, plans were sent by boat to enable the men to build quarters in a uniform style. Considering the variety in the posts that were constructed, some of the posts never received, or perhaps did not use, these guidelines.²⁰ This year also saw the expansion of Fort Herchmer and the burning of the rented town police station in Dawson. By the end of 1898, the string of posts along the Yukon River and headwater lakes was established. In 1900 and 1901, these were supplemented by posts which covered the newly completed winter road from the southern border to Dawson. Most of the goldfields

detachments were also set up during this boom period in the Yukon's history. As one can see in Appendix 2, 1898 saw the establishment of twenty-one posts in the Yukon. Thereafter, only a few were established each year until 1904 when another dozen were established, seven of them in response to the Kluane Gold Rush.

In 1898, divisional headquarters were established with "H" Division at Tagish subordinate to "B" Division at Dawson. In 1901, "H" Division was moved to Whitehorse.

A Day in the Life

A detachment was usually comprised of two to four men. Each post had a prescribed daily routine of police work which included drills, inspections and caring for the horses and dogs resident at many detachments. The patrol was part of the detachment routine whereby regular visits were made to the communities within the area, supplies were freighted in, mail delivered and general conditions checked. There were also special patrols to pursue criminals, explore or bring aid to people in need.

In addition, the men were expected to carry out the functions of other government departments, including the mountains of paperwork that went with them. For example, the police acted as magistrates and held police court to try most cases in the Territory. The force issued liquor licences and at various times acted as timber and land agents and issued trapping

permits. They acted as elections officers and welfare workers. At Herschel Island detachment, they even assisted local trappers in filling out their income tax forms.²¹ The police also continued to act as agents to the Custom's Collector and Mining Recorder as they had done since arriving in the Yukon.

There was no single date after which the police ceased to perform these duties. In the centres, such as Dawson and Whitehorse, agents of the appropriate government departments assumed many of these functions as early as 1898. In the more remote areas, however, the police continued to be the sole representatives of the government throughout the historic period.

Since they seemed to act as everyone's keeper, the early reports of the police include statistics on accidents, condition of the ice, travel and road conditions, the population, state of the Indians, relief of persons in distress, fish and game, telegraph, the weather and the mail service, which they operated for some time. Over the years, these details disappear from the police reports and they concentrate more on police statistics. Gradually these also disappear and all we receive is a vague idea of what the general conditions were like in the Territory.

The police duties often fell outside of what was required to keep the peace. They became involved in trail development and bridge building among other things. They also became a form of safety officer which was quite outside their legal duty and was, in fact, quite outside the law. When the Great Rush came in

1898, the police imposed a minimal provision requirement on people entering the country, for example. This was actually illegal though it likely saved the police a great deal of work caring for the destitute as a result.²² Both Constantine and Sam Steele, as commanding officers in the Yukon, imposed a rather autocratic rule to maintain what they perceived to be a stable society. The police were determined that Dawson City and the Goldfields would not become another California of '49 or a Skagway, which Steele referred to as "a hell upon earth".²³ This included the system of issuing a "Blue Ticket" to those the police considered vagrants or undesirables. The ticket meant you either got an honest job or you left the Yukon. It was a warning not to be ignored as the police sent many a suspected criminal and pimp packing no matter what time of year.²⁴

Perhaps because the police had such firm control over Yukon, and could enforce or not enforce laws to whatever extent they saw fit, the territory developed a rather unique character. Prostitution and gambling, illegal elsewhere in the country, were tolerated and regulated by the police in Dawson City. The police were most concerned with the "common good" and keeping the peace by acknowledging the common will. During the boom years of 1897 through 1901, the businessmen of Dawson wanted gambling and prostitution in their town. Rather than eliminate these seamy activities, the police regulated. Gambling halls were permitted but the house was not allowed to take a percentage of the take. Prostitutes had to have regular medical examinations and post a

bill of health. Places serving liquor were licensed and women forbidden to drink in them. No liquor was allowed in dance halls. Eventually, the laws prohibiting these activities were strictly enforced but not until the greater part of the wealth and population which supported them had left the North.²⁵

Crimes such as theft, on the other hand, were punished quickly and severely. These were activities not supported or condoned by the majority of the population. Those convicted tended to receive severe sentences by today's standards and served out their full term. In 1899, one poor fellow received a month's hard labour for being drunk.²⁶ Theft was frowned upon in particular and brought harsh sentences, depending on the degree of the crime, of up to five years.²⁷

Yukon was in effect a police state during the early part of the century. The police performed most of the duties of a government. Ironically, the police in this police state were technically civil servants under the control and command of the Commissioner. Since there was little crime to control, most of their time was spent on bureaucratic functions and not in controlling the populace as one would expect. It was a rather calm and peaceful police state.

It is worth noting that the police were paid particularly badly for these immense services. Not only were they performing duties far in excess of their counterparts in southern Canada but they were only paid an extra \$.50 more per day "hardship" pay. The average constable was making \$1.50 per day in the Yukon when

unskilled labour went for as much as \$10. It is little wonder that there was considerable dissatisfaction in the force and a problem of early retirement and resignations by those wishing to take advantage of the superior wages to be found in the goldfields. There were desertions but actually fewer than the national average.²⁸ Despite the temptations there must have been to work both sides of the fence by taking graft or becoming a silent mining partner to augment the pitiful pay, there were almost no incidents of such dealings reported. This makes the dedication and efficiency of the police all the more remarkable.

Throughout their history in the Yukon, the force served numerous functions in addition to representing the law and government. Particularly in the remote posts, they performed critical services that just were not to be had from any other source. They maintained communications throughout the emptier parts of the Territory by carrying news and mail. They frequently served as doctor, nurse, confessor and undertaker as well as holding the flag for their country in some of its loneliest corners.

Hold That Line

While the gold rush may have been over by 1903, there was still a pressing need for the police. That was the year of the Alaska Boundary Settlement. Under that international agreement, Canada had been forced to relinquish its claims to the Alaska Panhandle and any likelihood of access to tidewater and an ocean

port near the goldfields of the Klondike. The Canadian government's reaction to this slap in the face was to consolidate its western and northern boundaries in the Yukon by establishing police posts throughout the Yukon and the Arctic. The main function of these outposts of Canadian authority was to show the flag and ensure that the Americans would not cross Canadian borders by accident or design without recognizing the sovereignty of the Crown. Herschel Island detachment was established in 1903 for just such a purpose.

While maintaining sovereignty on Canada's northwestern frontier continued to be an important function after 1903, the need for police to control the hordes of goldseekers rapidly waned. The population of Dawson City alone dropped from 18,000 to 7,000 in just three ²⁹ years between years between 1900 and 1903.³⁰ There was still a sizable population, however, and since it was now spread out, there was still a need for the police. By 1903, however, the government realized it was pouring a great deal of money into maintaining men and posts for a tiny population. Furthermore, the initial flood of gold revenue had dwindled to a relative trickle and the Yukon was no longer paying for itself as well as it had been. The force of 300 men could no longer be justified. It was reduced to 228 by 1905 and to a diminutive 45 by the end of World War I.³¹

Improved transportation and communication technology following that war allowed the force to patrol much larger areas more effectively from fewer detachments. The need for many

posts, especially on the Yukon River, was over and the police began to centralize their operations in the towns and larger communities. With the advent of radio and air transport, the remote detachments were done away with entirely.

PART II: The Built History

The Posts

Included in Appendix 1 of this study is an alphabetical listing of the police detachments in the Yukon opened between 1895 and 1955. The opening and, where it could be ascertained, closing dates are included for each along with special notes about the nature of the detachment. This list was compiled using A.K. Mathew's study as a baseline and modified and revised as seemed appropriate based on further research. The vagueness of most of the closing dates is due to a number of factors. Quite often a post would change status from fulltime to seasonal or occasional use. This meant that it could be used for only a few days a year but not actually be closed. There was often no formal closing for such posts, they just faded away. Sometimes the police simply did not bother to report a detachment closure, or at least it does not show up in the annual reports.

The detachment names in **Bold Face** are known to still stand. Those posts marked with ? after the name may or may not still stand and have not been confirmed in a field check. At the end of this section the sites are noted which have buildings but

insufficient documentation to confirm their association with the police.

As noted earlier, the great boom in post construction occurred in 1898 to provide for the police controlling the stampedees flowing through the coastal passes and down the Yukon River. From Tagish, posts were constructed approximately every thirty miles along the Yukon River to Forty Mile and the Alaska border. When the winter road was constructed from Whitehorse to Dawson, posts were built where the road deviated from the river. There were a set of detachments, therefore, which were seasonal. Force members would spend the summer in a river post then move to the alternative road detachment for the winter.

Another transportation development which affected the police detachments was the construction of the White Pass and Yukon Route Railway. When it was completed and became the most popular mode of travel from Skagway to Whitehorse, Tagish, Miles Canyon and McClintock River Detachments became obsolete. Tagish went from being Divisional Headquarters, with thirty-nine men, in 1899 to nothing by 1901 when the headquarters were transferred to Whitehorse.³²

After 1903, when the number of police began to drop, some posts closed because there were insufficient men to staff them. The improvement and regularization of transportation between Whitehorse and Dawson also alleviated the need for so many posts along the Yukon River. In 1906, ten detachments closed; seven more shut their doors in 1907.³³ Thereafter, patrols attempted

to cover the territory from Dawson and Whitehorse. Dawson also sent patrols east to cover McQueston, Mayo and Gordon's Landing. The Forty Mile detachment patrolled west to the U.S. border.³⁴ Huge areas were covered by steamer, canoe, dog team and horse. Some posts were built solely to offer police a place to stop and rest their dogs or horses while on patrol. As A.K. Mathews points out, this may sound humanitarian but the main reason for these stops was to save the police the cost of boarding its members at roadhouses where a nights lodging could exceed a day's pay.³⁵ Wounded Moose detachment existed only because it was halfway between Grand Forks and Stewart Crossing. These were very minimal structures that offered shelter and little else. After Fitzgerald's ill-fated "Lost Patrol" of 1911, patrol cabins were built to prevent a recurrence of that tragic mishap. These structures did not warrant the status of a post, however. As the fortunes of the Yukon fell, the money available to support police activity also waned. Budget cuts forced the police to move into smaller, more economical quarters, rent out their more spacious buildings and use portable facilities when patrolling the goldfields. Rather than construct their own buildings, they rented in some locations where there was an established community.

After 1904, and the last burst of post building associated with the Kluane Gold Rush, posts were built or reopened as needed to provide law enforcement for a new or rejuvenated area of activity. This almost always was a mining activity, though there

was a spate of construction following the completion of the Alaska Highway. With the end of sternwheeler traffic in the mid-1950s, all the river detachments closed and the police centralized their operations into the communities in much the same pattern they are in today.

A View to the Structures

The posts established as headquarters were quite large building complexes built as "forts". These included Fort Constantine, Fort Herchmer and, on a lesser scale, Tagish Post, which was originally called Fort Sifton. Of these three, only Fort Herchmer remains even partially intact. These complexes included separate barracks, stables, offices and outbuildings for storage. Tagish Post even included a recreation hall with library and billiard rooms. Fort Herchmer had an impressive two-storey commanding officers quarters separate from the rest of the post.

The majority of the posts were much less grand. When Steele ordered the string of posts built from the southern border to the goldfields, a standard pattern was sent out. While not every detachment utilized the plans, most posts bore a striking similarity to each other. With minor variations, the main detachment building was a single storey rough log rectangle with low gable roof, and a central door on one of the long walls with flanking windows. At most of the smaller posts this building served as kitchen, mess, barracks and, probably, the general

office area. The posts were cheap to build and easy to abandon since they used trees from on or near the site and usually had sod roofing. The main building was accompanied by a variety of outbuildings which included a stable, if the post was associated with a road, doghouses, storage building(s) and latrine. At some posts there was a separate officer's quarters. These buildings were usually located on a reserve of approximately forty acres. To every rule there are the exceptions, of course, and it seems it is the exceptions that have survived in the Yukon.

The Survivors

Since the majority of police posts were not built to last, they did not. The buildings the police put up were only meant to be as solid as the community they served. Thus the more permanent structures were erected in Dawson, Forty Mile and Whitehorse, the major centres early in the century. Detachments constructed at the fleeting river sites like Halfway, Selwyn, Five Fingers and Hootchiku are now barely outlines on the ground. Some of these disappeared due to natural decay and many were salvaged for their materials after the police abandoned them. The police buildings that survive are representative, therefore, not of the typical detachment but of the more important centres. Where police buildings do survive in the smaller centres, they tend to be residences or other auxiliary buildings and not the more significant detachment houses.

The sources noted in this section are those which deal specifically with particular sites. References such as the annual police reports, which provided some of the basic data such as dates, were not included though they appear in the bibliography.

Dawson City

Dawson City actually had two police establishments: Fort Herchmer and the Town Station. The latter was a kind of constabulary and was located in numerous rented buildings. As far as we could ascertain, none of these have survived. Fort Herchmer on the other hand survives in the buildings listed below. By the end of 1897, Constantine had moved the headquarters of his operations to Dawson City. He had staked out a forty acre government reserve and built nine hewn log buildings surrounded by a stockade. The hardware and fittings of several of the Fort Constantine buildings were stripped to supply the new post.³⁶ The fort became headquarters for "B" Division and the and residence for the superintendent. As the focus and headquarters of police activities in the Yukon from 1898 to the end of the historic period, the historical merits of the site are clearly outstanding. The arrangement and coordination of all the Yukon's historic police detachments were done from here.

Under this theme, Fort Herchmer should be considered as a site complex rather than as individual buildings since all of the structures compose the site. The jail, stables and Married

Officers Quarters are all still oriented around a parade square and the compound itself is still an empty space as it was throughout the historical period. The Commanding Officer's Quarters is still close by and the historic spatial relationship with the fort and other period buildings has been maintained. There has been very little modern infill around the police reserve and none inside. The present police detachment is in close proximity to the historic site, lending a certain continuity of use to the area.

Married Officers Quarters

This log building was constructed in 1898 and used by the police until 1923 when the Royal Canadian Signal Corps took it over. It was turned back to the police in 1945 and remained in their possession until 1966. It is presently a staff residence for Parks Canada.

In 1900-01, the annexes along the north wall were added to this house. The sod roof was replaced by shingle the following year. There were some interior alterations to the building in 1923 to accommodate the RCSC radio station. About 1945, the building was converted to a residence and the windows were altered.

Sources:

Canada, Environment Canada, Parks Canada, Thomas Naughten, "Physical Intervention Inventory", 1987.

Richard Stuart, "Dawson City:
Three Structural Histories", 1980.

E.F. Bush, "Fort Herchmer,
Dawson -Past and Present", 1972.

FHBRO Design Drawings, File Nos.

HPKHS/83/P12

HPDC/82/H4

HPKHS/82/P11

NPYK/78/R3

Jail

This building was originally constructed in 1898 as a hospital and was converted to a jail in 1910. It is not certain when it ceased in this function but by the 1940s, it was being used for police storage.

Sources:

Canada, Environment Canada, Parks Canada, Thomas Naughten,
"Physical Intervention Inventory", 1987.

E.F. Bush, "Fort Herchmer,
Dawson -Past and Present", 1972.

B.D. Ross, "Archaeological
Investigations of the NWMP Hospital cum Jail at Fort Herchmer,
Dawson City, Yukon: 1980-82", 1984.

Richard Stuart, "Stabilization
of Dawson Structures", 1982.

D. Bouse, "Stabilization

Drawings-HPDC/81/HB".

Stables

The stables were constructed in 1903. They were severely modified in the early 1920s by the removal of the eastern 40% of the structure. It is not known how long they served the police as stables.

Sources:

Canada, Environment Canada, Parks Canada, D. Bouse, "NWMP Stable, Dawson Barracks 1903", Vol. II, 1981.

E.F. Bush, "Fort Herchmer, Dawson -Past and Present", 1972.

D. Bouse, J. Smith, "Building Analysis-HPDC/81/H19".

J. Smith, "Stabilization Drawings-HPDC/82/HI".

Commanding Officer's Residence

This residence was associated with Fort Herchmer but not clustered with the other buildings. It was constructed in 1902. In addition to its being one of two CO's houses to survive, it rated highly in the thematic study of Dawson housing based on its architecture.

Sources:

Canada, Environment Canada, Parks Canada, see FHBRO report for this building.

Yukon, Department of Tourism, Heritage Branch, Rob Ingram, "Housing: A Thematic Overview of Dawson City", 1990.

Forty Mile

Forty Mile was the site where law, order and government were first introduced to the Yukon in 1895. That was the year the first police detachment was established in the Yukon and the first post built. Unfortunately, there are no surficial remains of the first police detachment in the Yukon, Fort Constantine. Forty Mile does retain two buildings associated with the police, however. Despite the fact that the police moved their headquarters, and the most part of their buildings, to Dawson in 1897, Forty Mile continued as an important detachment because of its proximity to the international boundary. It served as a customs station and was one of the bastions against illegal export of gold. Perhaps most importantly, Forty Mile saw continuous police activity for over forty years.

Building #12

In 1901, the police built a relatively impressive two-storey log building on the Forty Mile townsite, across the river from the Fort Constantine Site. This housed the detachment and the customs, mail and telegraph functions with which the police were

charged. Within a few years the building was found to be difficult to heat and, because the police throughout the Yukon were experiencing budget cutbacks, uneconomical to operate. When they moved into smaller quarters, this structure continued to be used seasonally. The building is architecturally unique among remaining police buildings which were normally single storey and generally less impressive outside of the urban centres.

Building #10

Although the origins of this single-storey log building are not known, it served as the detachment house for the police when the larger building they had constructed proved uneconomical. The exact dates of occupation are not known but the police were on this site until 1924 on a regular basis and seasonally thereafter until at least 1938. While it was not built by or for the police, the building likely served them for some thirty years. It is architecturally quite plain and uninteresting, but that was typical of most police posts outside of the towns.

Sources:

Yukon, Department of Tourism, Heritage Branch, "Forty Mile Historic Townsite Concept Plan", March 1987.

Yukon Archives, North West Mounted Police Search File, Correspondence Zachary Wood to Comptroller, Ottawa, March 7,

1902.

Fort Selkirk

Fort Selkirk actually has three extant buildings associated with the police. The force first arrived in Selkirk in 1898. They erected two simple log structures as part of Steele's chain of posts along the stampede route. These rather poor structures were put up in the northwest corner of the Yukon Field Force Compound (see endnote #1). When the Field Force left, the police moved into their empty buildings. It is likely they used these structures until the detachment was withdrawn in 1911.

Of these buildings, the **Officer's Quarters** and **Orderly Room** still exist, though the original log buildings the police constructed are long gone. The Orderly room stands on its original site in the northwest corner of the government reserve. It has undergone a partial reconstruction and exterior restoration. The Officers Quarters became the Coward Cabin after it was moved into the western part of the townsite. It was substantially altered from its original form with a side and rear addition. Government stabilization work saw the replacement of the entire roof and floor structures.

The force set up a post again at Fort Selkirk in 1932. It was no longer part of a string of river posts, but was the only police detachment between Carmacks and Dawson City. The detachment was now responsible for a much larger area which included the Pelly and Macmillian Rivers. There was now only one

man at the detachment to carry out this work.

When the one-man police detachment was re-established at Fort Selkirk in 1932, it was set up in a cabin built by Afe Brown and rented from the storekeepers, Schofield and Zimmerlee. It remained there until the detachment was transferred to Minto in 1949.

The RCMP Post remains standing and in good condition. It has also undergone stabilization work though the level of intervention was much less than that required for the two earlier buildings.

These buildings are not atypical of police detachments for either the establishment period or the 1930's in that they are reflective of police opportunism and thriftiness. As noted earlier, lean budgets dictated that they use existing buildings rather than build new. Oddly enough the buildings they used at Fort Selkirk are all constructed in the square, pyramidal roof style popular in government buildings on the frontier. As indicated above, however, this was not a style used by the police in the Yukon. The site is rather important in police history as it represents two distinct eras of police activity. While Selkirk was not a major community, it was from regional centres such as this that the type of the work was done for which the police developed their sterling reputation.

Sources:

Yukon, Department of Tourism, Heritage Branch, Fort Selkirk

File, # 4057-10-37.

Helen Dobrowolsky,

"Fort Selkirk Chronology", 1988.

Helen Dobrowolsky, "Fort Selkirk Evaluation Plan", Directed Studies Project, University of Victoria, Diploma Program in Advanced Studies in Cultural Resource Management, 1987.

Livingstone Creek

This detachment was established in 1901 to police the community of Livingstone Creek which sprang up after the gold finds in the area. It closed in 1910. There were five log structures remaining when the site was checked in 1980. All were in poor condition at that time.

Sources:

Yukon, Department of Tourism, Heritage Branch, Livingstone Site File.

Herschel Island

The Herschel Island detachment was established in 1903, ostensibly as a bulwark against American incursions into Canada's Arctic territories. Before the establishment of the post, there had been no formal government representation in the Western Arctic at all. American whalers were known to be fishing and trading in the Beaufort sea without paying customs, and were

trading liquor with the Inuit. Sensitive to such flaunting of Canadian borders following the Alaska Boundary Settlement, two policemen were sent to show the flag and guard the welfare of the area Inuit.

Originally, the police set up their post in two sod huts rented from the Anglican Church. In 1906, they took over the former headquarters of the Pacific Steam Whaling Company where they remained until the headquarters for the Western Arctic Sub-District was transferred from Herschel to Aklavik in 1931. They continued to use the building sporadically until 1964 when they finally closed the detachment permanently.

Once again the police set themselves up in secondhand quarters though, in this case, it proved to be quite a fine building. The Pacific Steam Whaling Company sent up the precut lumber to construct this community house in 1893. It is likely the oldest standing frame building in the Yukon. The police placed their mark upon the interior of the structure by adding partitions finished with calico. They undertook minor repairs and an exterior shingling as well in 1912. Essentially, however, the building is unchanged.

Since it has been the object of Heritage Branch projects, the building is in good repair and has been well-recorded. The police also fell heir to the store and warehouse of the Canalaska Company (Northern Whaling and Trading Company) sometime shortly after 1937. They were used primarily for storage. Although the warehouse was the Canada Customs Warehouse by the

late 1950s, it is not certain if it had that function before 1955.

When the post reopened in 1948, a dog breeding program was begun. The dog kennels and pen on the Island likely date from that period.

The role of Herschel Island's detachment in maintaining Canadian sovereignty in the Arctic has been recognized by the National Historic Sites and Monuments Board. The site has been designated as nationally significant. The Yukon government has also acknowledged this significance in its designation of the Island as its first Territorial Park.

Sources:

Yukon, Department of Tourism, Heritage Branch, R. Ingram and H. Dobrowolsky, "Waves Upon the Shore: An Historical Profile of Herschel Island", 1989.

R. Ingram and H. Dobrowolsky, "Herschel Island: An Annotated Bibliography", 1989.

Herschel Island Site
Files and Drawings.

Champagne Landing

The police first established at Champagne in 1902, using temporary structures consisting of tent frames with canvas roofs. When the minor rush to the Kluane goldfields started in 1904, the police established a string of posts along the most travelled route from Whitehorse. One of the detachments they built that year was at Champagne. This was one of the "pattern" posts; single-storey log construction, low gable sod roof, with a central doorway on a long wall flanked by two windows. The post apparently closed about 1910 and reopened briefly in 1919.

When the police re-established at Champagne, they built a new post. The outside dates for this second period are 1928-1938 though it is not known at what time the "new" post was constructed. It differs little from the first in that it is a simple, single-storey log building. This one was a little larger, however, and has a shed roof addition.

Both structures are in fair condition and, so far as it is known, on their original sites. These two facts are quite remarkable in themselves. The older post is probably the best remaining example of the pattern posts.

The importance of a post like Champagne is difficult to determine. When the post at Dalton Post closed in 1906, the Champagne detachment assumed duties as agent to the Customs Collector for collection along the Dalton Trail. Even this semblance of importance was short-lived, however, and the role of customs collector was moved to Whitehorse in 1909. Its main

function was likely to monitor traffic on the Dalton Trail and the Kluane Wagon Road.

Sources:

Yukon, Archives, YRG, Series 1, Vol. 52, File 31556.

Yukon, Department of Tourism, Heritage Branch, Yukon Heritage Inventory, Champagne Site Form, 1987.

Silver City (Kluane)

This was another post built in response to the Kluane Gold Rush. The records refer to both a Kluane and Silver Creek Detachment but these are thought to be the same place. Built in 1904 where the ruins of Silver City now stand, the post consisted of three buildings; office, stable and barracks. (These are the apparent uses from the size and design of the buildings, though subsequent use has altered them somewhat. If early site plans can be located, the function of these structures can be confirmed). The detachment was closed in 1913 and reopened briefly in 1944-45 when Silver City was mostly a camp for the army building the Alaska Highway.

This may be the only extant set of structures associated with the police and their role in regulating the activity surrounding the Kluane Gold Rush.

The structures are in fair condition but have been modified somewhat by later users.

Sources:

Yukon, Department of Tourism, Heritage Branch , Yukon
Heritage Inventory Site File.

Halfway

This Yukon River detachment, supposedly named for being halfway between Whitehorse and Dawson, but really sort of halfway between Dawson and Fort Selkirk, was one of the chain opened in 1898. It operated briefly between 1898 and 1904, and 1915 and 1920. There are vestigial walls left at the site but little else.

Some Potential Sites

Carcross

There a building in Carcross reportedly associated with the police. The Jackie Good House (YHI File # 105D/2/46) was supposedly constructed in 1900 and served as the police barracks and jail house. This would have to be confirmed through further oral history and record searches.

Mayo

The Commanding Officer's Residence in Mayo (YHI File # 105M/12/12) still stands though its history is unknown. The Detachment in Mayo was open from 1904-06, then not again until the 1940's. This structure looks as though it predates the

second opening but it may not be as old as the first detachment. Further research is required before this site can be evaluated.

Keno

There is a large frame building in Keno (YHI File # 105M/14/43) which, according to one informant, used to be the "police station". Since there was a detachment in Keno from 1923-32 and 1936-37, and the building appears to date from at least as early as that, this may indeed be true. The site would have to be confirmed and some history known to enable evaluation, however.

Teslin

A log garage in Teslin (YHI File # 105C/2/14) may have been built as a police office. Further research is required to confirm this.

Lower Laberge

There is a small cabin (YHI File # 105E/6/4) on the site of the police reserve at Lower Laberge. Further photographic and plan research may confirm this as a police building.

Whitehorse

Some of the buildings in the RCMP compound in Whitehorse may date from the historic period. This possibility has yet to be confirmed.

PART III: Conclusions

The importance of the police in developing the character of the Yukon is undeniable. Peace and order did not come to the Territory after hard fought battles or strenuous pioneering efforts to push back the wilderness. For the most part the police arrived and brought with them the regulation and services of government. There was very little objection from anyone.

While bringing the law to the Yukon was relatively easy, maintaining service to the scattered populace proved difficult in the extreme. Their dedication to the cause of "maintaining the right" under these conditions, while usually underprovisioned and definitely underpaid, was what earned the police their reputation as near mythical heroes, the stuff Hollywood thrived on. To say that the police were really so true blue would be a fallacy. They complained, got drunk, became disorderly, dissatisfied and quit just like real human beings under these trying circumstances. It cannot be denied, however, that they managed to bring the law and services such as mail, basic medicine and even welfare relief to even in the most remote parts of the Yukon.

There are so few police buildings remaining from the once extensive network that it would be a shame to ignore any of them as being unimportant. Even those small posts which were only open for a few years should be seen as representing the comprehensive system that policed the Yukon. The fact that posts

did rapidly open and close and reopen is a statement on the flexibility of the police force in adapting to the boom and bust cycle of the Yukon communities.

There are even fewer buildings remaining associated with this theme that can be said to represent police architecture. As mentioned above, there was no real style. The built-to-plan posts constructed as chains along frequented transportation routes are the most regularized forms of police buildings. Fort Herchmer and Forty Mile were styles distinct from the average post and, at most other places, the police took or rented whatever was available.

Appendix 3 lists those sites which require a field check to confirm their existence or demise. For the most part, these are fairly remote sites best reached by helicopter. At that, it may take some searching to find them as few of them came with maps of how to get there. With the exception of Rampart House, which was a border crossing and fairly important customs collection point, these post are simple links in the chain of detachments and not "anchor" points. With so few remaining "average" posts, however, it would be well worth while checking their status.

Endnotes

1. The short-lived Yukon Field Force, a military unit composed of several army regiments, was brought to the Yukon to assist the police in controlling the hordes of miners pouring into the country. It was feared, since the miners were mostly American, that they may claim the Klondike for their own. The 200 men in the force were stationed at Fort Selkirk and later at Dawson. After only one year the government realized they were not needed and sent them home.
2. William R. Morrison, Showing the Flag: The Mounted Police and Canadian Sovereignty in the North, 1894-1925, Vancouver: University of British Columbia Press, 1985, p. 11.
3. Ibid, p. 13.
4. Ibid, p. 14.
5. Ibid, p. 15.
6. Allen A. Wright, Prelude to Bonanza: The Discovery and Exploration of the Yukon (Sidney, B.C., Gray's Publishing, 1976, p. 256-257.
7. Morrison, Showing the Flag, p. 16.
8. Ibid, p. 18.
9. quoted in Ibid, p. 18.
10. Ibid
11. Ibid, p. 21.
12. Ibid, p.22.
13. Ibid
14. Ibid, p. 23.
15. Ibid, pp. 23-24.
16. Ibid, p. 24.
17. Ibid, p. 32.

18. Ibid, pp. 31-32.
19. Ibid, p. 31.
20. Canada, Sessional Papers No. 15, Northwest Mounted Police Annual Report, 1898, p. 14.
21. Canada, Annual Departmental Reports, No. 21, Vol. LX, No. 4, 1925, Report of the Royal Canadian Mounted Police, pp. 24-25.
22. Morrison, Showing the Flag, pp. 39-40.
23. Ibid, p. 35.
24. A.K. Mathews, "The North West Mounted Police in the Yukon Territory, 1894-1910", (unpublished typescript prepared for retirement of Commanding Officer Harry Nixon, RCMP, n/d), p. 31.
25. Morrison, Showing the Flag, pp. 45-47.
26. Canada, Sessional Papers No. 15, Northwest Mounted Police Report, Report of Superintendent Z.T. Wood, p.8.
27. Mathews, "The North West Mounted Police", p. 32.
28. Ibid, pp. 102-103.
29. Figures Quoted in Margaret Archibald "Grubstake to Grocery Store: Supplying the Klondike, 1897-1907," Canadian Historic Sites Occasional Papers in Archaeology and History, No. 26, p. 63.
30. Ibid
31. Morrison, Showing the Flag, p. 70.
32. Mathews, "The North West Mounted Police", p. 106.
33. Ibid, p. 111.
34. Ibid, p. 107.
35. Ibid, p.107.
36. Ibid, p. 21.

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Yukon. Dept. of Tourism, Heritage Branch. Livingston Creek File.

Appendix 1

Yukon Police Posts Alphabetical Listing

<u>POST NAME</u>	<u>DATES</u>	<u>COMMENTS</u>
Big Salmon	1898-99, 1904	River Detachment cut off by winter roads. Alternatives: Chico Det. and Kynock Det.
Black Hills ?	1918	gold creek det.
Boundary ?	1913	
Braeburn	1902-06	Winter Road det. Alternative: Lower Laberge Det.
Bullion Creek	1904	
Burwash Landing	1920-22, 1943 1966-67	
Carcross ?	1898-1904 as Caribou Crossing 1904-1938, 1942-45, 1956-present	
Carmacks	1916-1932, 1936-38, 1954- present	
Champagne Landing	1904-1910, 1919, 1928-1938	First established during Kluane gold rush
Chico ?	1900	Winter road det. Alternative: Big Salmon Det.
Coal Creek	pre-1904	Summer det. for gold royalty searches.
Conrad	1906 wd 1907	In anticipation of mining development which did not materialize.
Fort Constantine	1895-1901	First Police det. in Yukon. Moved to Forty Mile in 1901.
Dalton House	1898-1906	

Dawson	1896-present	aka Fort Herchmer. Had "town" det. as well.
Dominion	1898-1906	gold creek det.
Donjek ?	1913	
Duncan's Landing ?	1902-03	Moved to Gordon's Landing. Gold creek det.
Eureka	1901-03	gold creek det. Moved due to new road location.
Five Fingers	1898-1902	river det. cut off in winter. Alternatives: Mackay's (Yukon Crossing)
Fortymile	1900-24, 1929-38	Moved here from Fort Constantine to facilitate town policing.
Glacier ?	1902, 1905, 1906	gold creek det. in Sixtymile area.
Gold Bottom	w/d 1907	gold creek det.
Gold Run	1901-1906	gold creek det. Moved to Granville.
Gordon's Landing ?	1903	Moved from Duncan's Landing, moved to Mayo in 1904. Gold creek det.
Grand Forks	1902-1910	aka Bonanza. Gold creek det.
Grand Valley ?	1903-06	aka Clarke's, link point between Stewart Crossing and Selkirk on the winter road.
Granville	1906-32, 1938, 1940-43.	gold creek det moved from Gold Run.
Haines Junction	1945-present	
Halfway	1898-1904, 1915-20	River det. halfway between Dawson and Whitehorse.
Herschel Island	1903	

Hootalinqua	1898-1905, 1909	River det. cut off in winter. Alternatives: Chico, Kynock
Hootchiku	1898-1902	River det. Moved to Mackay's on the winter trail.
Hunker	1899- 1907	gold creek det.
Indian River ?	1898-1904, 1914-17	River det.
Keno ?	1923-32, 1936-37	
Kloo Lake	1904	Temporary det. set up for gold activity at Kluane.
Kluane	1904-13, 1944-45	Moved from Bullion Cree. Kluane gold rush det. aka Silver City.
Kynock	1902-1905	Winter road det. Alternative: Big Salmon.
Little Salmon	1898-02	River det. cut off in winter. Alternative: Montague det.
Livingston Creek	1901-10	gold creek det.
Lower Laberge ?	1898-1904	river det. cut off in winter. Alternative: Braeburn det.
Mayo ?	1904-06, 1940's to present	
McClintock River	1898-1901	Cut off by WP&YR Railway.
MacKay's	(*)	see Yukon Crossing
McQuesten	1900-06	road and river traffic
Miles Canyon	1898-?	withdrawn with the railway
Miller Creek	1904, 1932, 1934	summer det.
Minto	1901-06, 1950-54	River det. to lessen distance between Selkirk and Hootchiku.

Montague	1900, 1902-05	winter road det. Alternative: Little Salmon
Moosehide	1917-23	
Ogilvie	1898-1905	River det.
Old Crow	1911-28, 1929- present	Moved from Rampart House in 1928.
Pelly Crossing	1909	Winter road det. three miles from Selkirk
Pine Creek ?	1904-05	Kluane gold rush det.
Quartz Creek	1907-09	gold creek det.
Rampart House ?	1911-1928	moved to Old Crow
Robinson Siding	1906	Summer det. for mining activity.
Ross River	1921-36, 1967- present	
Ruby Creek ?	1904-05	Kluane gold rush det.
Selkirk	1898-1910, 1932-49	River det.
Selwyn	1898-1905	River det.
Silver Creek		see Kluane
Sixtymile ?	1905, 1935-37	aka Glacier (?)
Stewart Crossing	1901-06	Winter road det.
Stewart River	1898-1907, 1930	River det.
Sulpher	1900-08	gold creek det.
Tagish Post	1898-1901, 1904,	HQ of "H" Division. Aka Fort Sifton. Cut off by WP&YR
Takhini River ?	1902-06	Winter road crossing. Force operated ferry in summer.
Tantalus	1898-1908	River det. cut off in winter. Moved to Carmacks ford due to winter erosion in 1903.

Teslin	1906, 1919-present	Temp. det. to regulate liquor smuggling to Indians from BC.
Upper Laberge	1898-1903	River det.
Watson Lake	1946-63, 1965- present	
Whitehorse ?	1898-present	
Wounded Moose ?	1904-1906	To assist mine creek patrols in winter. Between Grand Forks and Stewart Crossing.
Yukon Crossing	1903-04, 1909	Winter road det. aka MacKay's and Lewes Crossing.

Appendix 2

POLICE POSTS BY OPENING DATES *

1895 Fort Constantine

1896 Dawson

1898 Big Salmon

1898 Carcross ?

1898 Dalton House

1898 Dominion

1898 Five Fingers

1898 Halfway

1898 Hootalinqua

1898 Hootchiku

1898 Indian River ?

1898 Little Salmon

1898 Lower Laberge ?

1898 McClintock River

1898 Miles Canyon

1898 Ogilvie

1898 Selkirk

1898 Selwyn

1898 Stewart River

1898 Tagish Post

1898 Tantalus

1898 Upper Laberge

1898 Whitehorse ?

1899 Hunker

1900 Chico ?

1900 Fortymile

1900 McQuesten

1900 Montague

1900 Sulpher

1901 Eureka

1901 Gold Run

1901 Livingston Creek

1901 Minto

1901 Stewart Crossing

1902 Braeburn

1902 Duncan's Landing ?

1902 Glacier ?

1902 Grand Forks

1902 Kynock

1902 Takhini River

1903 Gordon's Landing ?

1903 Grand Valley ?

1903 Herschel Island

1903 Yukon Crossing

1904 Big Salmon
1904 Bullion Creek
1904 Champagne Landing
1904 Coal Creek
1904 Kloo Lake
1904 Kluane
1904 Mayo ?
1904 Miller Creek ?
1904 Pine Creek
1904 Ruby Creek ?
1904 Wounded Moose ?

1905 Sixtymile (Glacier?) ?
1906 Conrad
1906 Granville
1906 Robinson Siding
1906 Teslin

1907 Gold Bottom
1907 Quartz Creek
1909 Pelly Crossing
1911 Rampart House ?
1913 Boundary ?
1913 Donjek ?
1914 Indian River ?
1915 **Halfway**
1916 Carmacks
1917 Moosehide
1918 Black Hills ?
1919 Teslin
1920 Burwash Landing
1921 Ross River
1923 Keno ?
1928 Champagne Landing ?
1929 Old Crow
1930 Stewart River
1932 Miller Creek ?
1932 Selkirk
1935 Sixtymile ?
1940 Mayo ?
1943 Burwash Landing
1944 Kluane ?
1945 Haines Junction
1946 Watson Lake
1950 Minto

* Some posts were opened and closed several times. If there was less than a ten year span between a closing and a reopening, only the original opening date is shown.

BOLD indicates there are confirmed, structural remains of the post.

? indicates the site has either not been inventoried or remains cannot be definitely associated with the police.

Appendix 3

Posts Requiring Field Check

Black Hills
Boundary
Chico
Donjek
Duncan's Landing
Eureka
Glacier (Sixty Mile)
Gordon's Landing
Grand Valley
Indian River
Miller Creek
Pine Creek
Rampart House
Ruby Creek