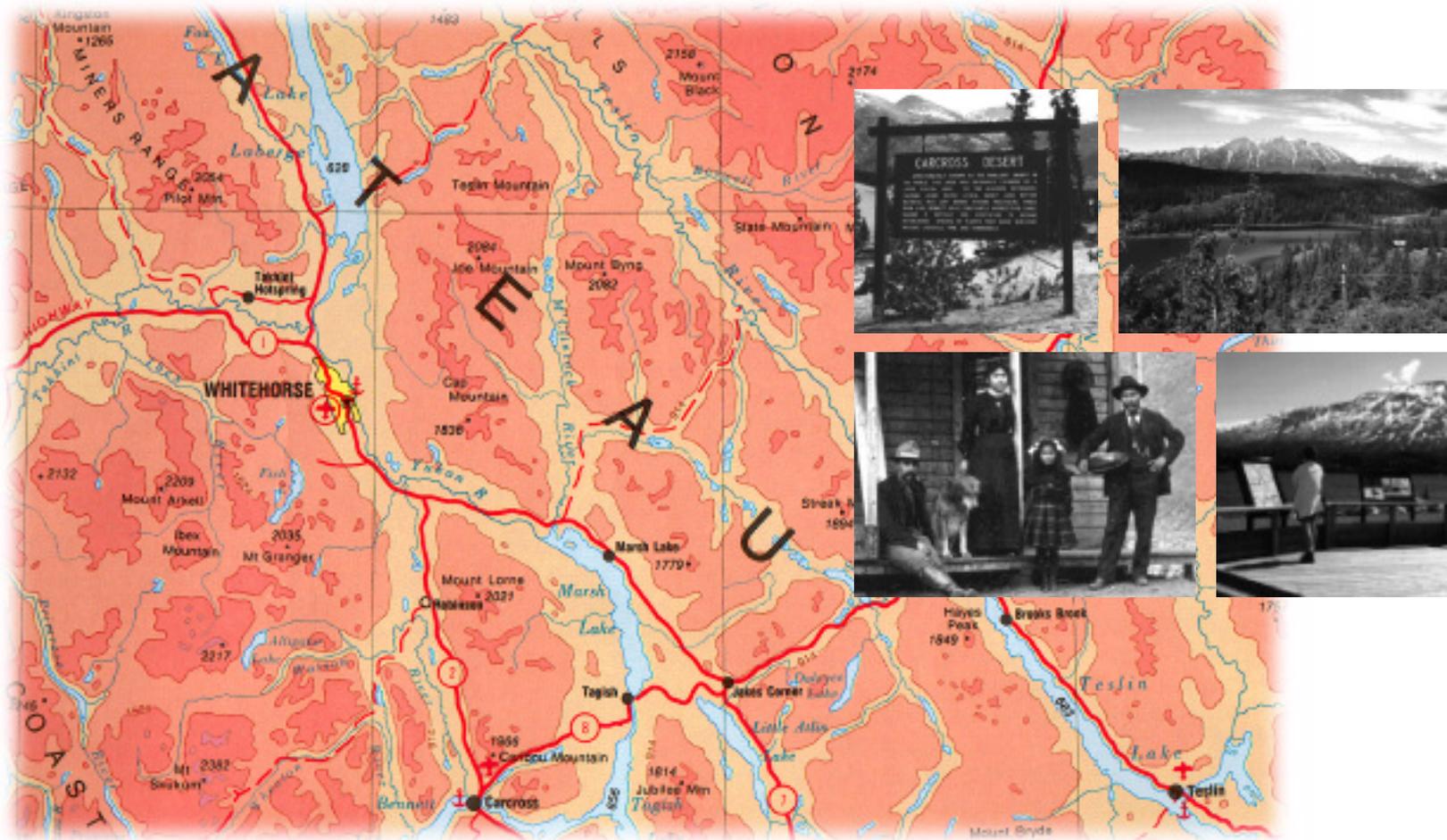


South Klondike Highway Interpretive Plan



Rob Ingram and Helene Dobrowolsky of Midnight Arts

In Association with Wendy E. Wood and Brenda E. Carson

Yukon Department of Tourism

Heritage Branch

January 1997

Revised March 2005

South Klondike Highway Interpretive Plan

**prepared for
Tourism Yukon
Heritage Branch**

**by
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final report: January 1997

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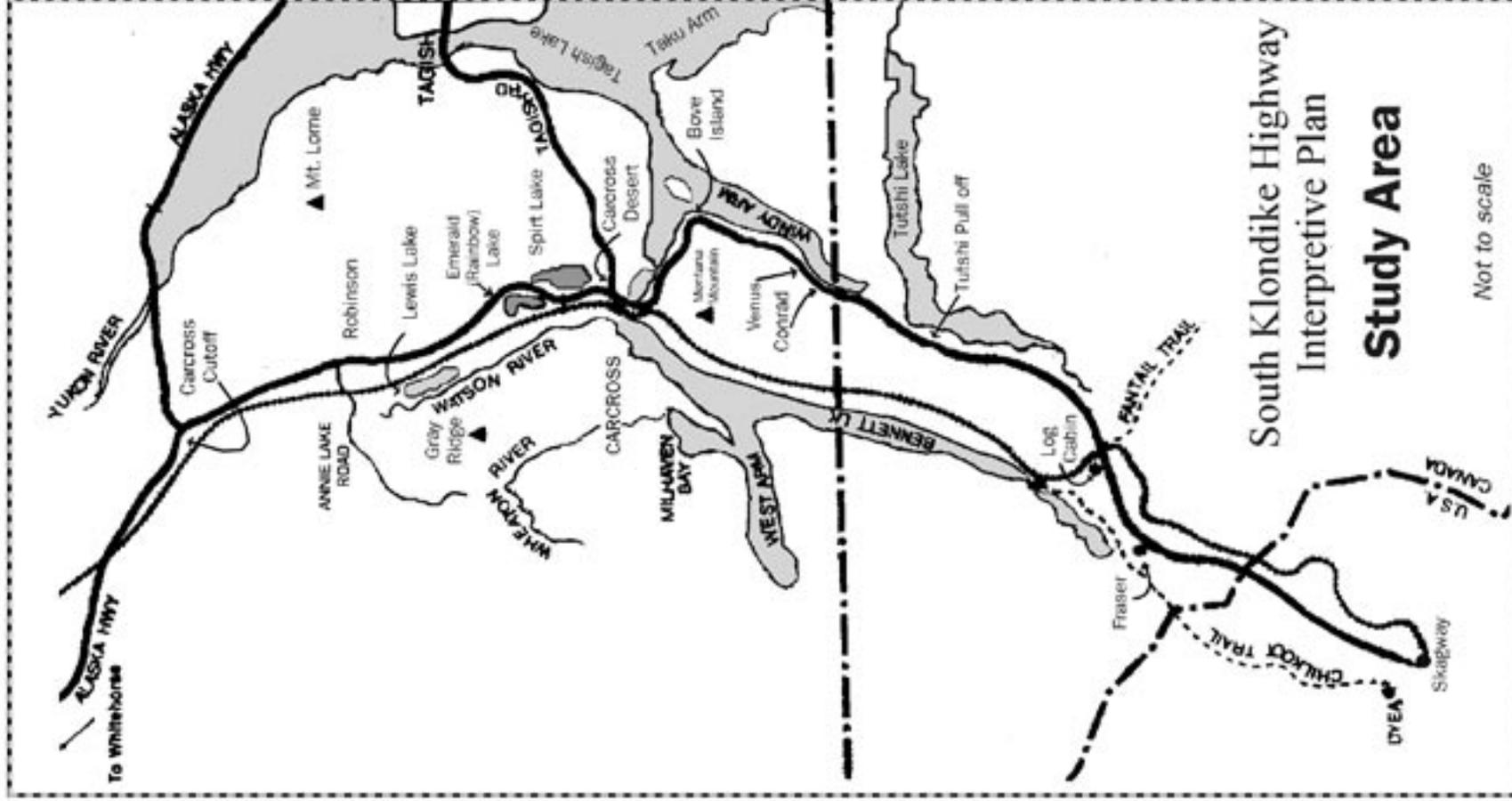
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South Klondike Highway
Interpretive Plan
Study Area

Not to scale

1.0 INTRODUCTION

The South Klondike Highway is a 157.8 km road extending from tidewater at Skagway to the Alaska Highway at the Carcross cut-off, 20 km south of Whitehorse. Within its relatively short length, it crosses an international boundary, a provincial border and some of the most spectacular scenery in the north. For centuries, First Nations people have travelled through this country. Its recent history is evident at sites such as the Venus Mill, the tramway towers, the historic community of Carcross, and Robinson Roadhouse. From the Canadian border to the cut-off, the highway runs 138.5 kilometres within Canada of which 58.1 km is in British Columbia. The cooperation of three governments is required for highway maintenance and snow removal.

The highway has a wide range of users: Skagway and the Yukon residents crossing the border on day excursions, large ore trucks from Faro, tour buses—most connected with cruise ships berthing at Skagway — Chilkoot Trail hikers, and tourists connecting with the Alaska State Ferry system.

The interpretive highway signs serve a number of important functions. They familiarize the visitor with the country they are travelling through, providing names of landmarks and information about the landscape. Interpretive signage sites can be wayside stops, allowing the traveller to stretch their legs, get a breath of air and use picnic, garbage and outhouse facilities. Ideally, they will also provoke the travellers' interest and encourage them to linger in the area to learn and experience more.

1.1 Background

In June 1996, the consultant Midnight Arts was contracted to prepare an interpretive plan for the South Klondike Highway. This is the second such study to follow on the completion of the Yukon Interpretive Signage Strategy (Inukshuk Planning & Development, 1995). In May 1996, an interpretive plan was released for the North Klondike Highway (PRP Parks: Research & Planning Inc.). Both these documents are based on the coordination and cooperation of various government departments in designing, constructing and maintaining interpretive sites. In August 1996, we sent out a draft plan with various development options to be reviewed by various interest groups. This is the final plan, based on the recommendations we received.

The Yukon Interpretive Signage Strategy set out some key recommendations which guide succeeding reports:

- program principles such as: variety in interpretive media; year round accessibility of signs; partnership approaches; and resource based locations which override ideal spacing.
- sign types: territorial entrance signs; regional orientation signs; community signs; site specific signs on highway and the Yukon River.
- program management directions: interagency cooperation; involvement of First Nations; and cooperative

partnership with other agencies and public groups

- site support facility policies regarding the appropriate use of: information kiosks, toilets, picnic tables, garbage containers and viewing platforms
- inspection and maintenance principles such as: responsible agency sets standards, cost effectiveness of maintenance determines responsible party, a standard inspection and maintenance record, and regular inspection. (reprinted from PRP, 1996)

1.2 Project Objectives

The project team was directed to carry out the following tasks:

- To analyze existing signs to identify elimination, repair, improvements and enhancement or additional interpretive opportunities.
- To identify specific themes for the South Klondike Highway corridor and specific topics for interpretation at existing sites and at proposed new sites.
- To confirm location and facilities of existing sites, including available pull-outs, with or without interpretive signage and advance warning signs.
- To identify location and facilities required for proposed new sites and placement of advance warning signs in consideration of facilities provided by others in the vicinity and

economic feasibility.

- To analyze existing advance warning signs and identify types of advance warning signs for various sites, if further standardization should occur and in what form, if new icon development is required, and location and number of advance warning signs prior to a site.
- To provide general concepts for the development of interpretive designs/graphic standards for signage.
- To provide a choice of concepts for design of an appropriate motif for the corridor.
- To obtain commentary on proposed themes and location of sites from government agencies, First Nations and consultative groups along the corridor.

2.0 South Klondike Highway: The Themes & Stories

Introduction

The South Klondike Highway passes through a dramatic succession of landscapes. It is no difficult task to arouse the traveller's interest in the area's many scenic natural features. A goal of the interpretive signage program for the area is to make the traveller aware of the many other stories the land has to tell.

The geological activity of the area created rich veins of gold and silver. The efforts to mine these deposits, and overcome the steep topography created a colourful mining history. The geography of the mountainous barrier, the location of the mountain passes and the Yukon's headwater lakes have all affected the area's rich human history. Three First Nations met to travel and trade in this area. This was the major gateway to the Klondike gold rush — thousands of gold-fevered stampeders passed through these mountains in 1897-98. Two years later, construction of a railway from Skagway to Whitehorse meant that part of this route provided the territory's main supply line to the outside for several decades. In 1978, the South Klondike Highway became the first road link between Skagway and the Yukon. It remains an important transportation corridor and interesting travel experience. This trip can be made even more rewarding by sharing these

fascinating stories with visitors. Table 2 on page 44* shows how these themes and stories have been matched to the proposed interpretive sites.

2.1 Theme: Natural History

The South Klondike Highway offers a fascinating array of natural resources for interpretation. Within 100 kilometres, the highway corridor passes through some of the most varied landscapes in the north from coastal rainforest to the eerie alpine 'moonscapes' to boreal forest and the shores of the southern lakes to the friendly little desert near Carcross. The road passes through the Coast Mountains — a formidable natural barrier, dividing two watersheds and cultures, that has a profound effect on everything from weather patterns to human transport in the area. The traveller views a portion of the headwaters of the mighty Yukon River. The South Klondike Highway also offers opportunities to view a wealth of plant and animal life. Given that most travellers to this area have expressed their greatest interest as the scenery (Yukon Visitor Exit Survey, 1994), the natural resources offer rich opportunities for interpretation.

Klondike Highway South
DRAFT THEMATIC OUTLINE

Natural History

Geology

Climate

Wildlife

Habitats

First Nations History

**Trade & Travel
Route**

**Place Names
& Stories**

**The Gold
Discoverers**

Transportation Corridor

**First Nations
Trade & Travel**

Early Visitors

**Gold Rush
Routes**

**White Pass &
Yukon Route**

Settlement Patterns

South Klondike Highway

Mining History

Early Exploration

**Colonel Conrad &
Conrad Townsite**

**Wheaton Valley
Rush & Robinson**

**Recent Mining
Activity**

Natural History: The Stories

Geology

- The Coast Mountains are old mountains, Cretaceous to Jurassic in age (135 million years), unlike the St. Elias Range which is still growing.
- The Montana Mountain volcanic event occurred during the Cretaceous (135-65 million years ago) and was active for up to 23 million years (until 106-83 million years ago).
- The volcano was part of an island arc called Stikinia that docked or accreted to North America in the middle Cretaceous.
- A large fault called the Nahlin runs up Pooley Canyon. The gold and silver veins of Montana Mountain are intimately associated with this structure.
- Several glacial advances covered this area during the Pleistocene epoch. The last glaciation, the Wisconsin glacial period, began about 80,000 years ago and ended about 10,000 years ago.
- the main ice body that affected this area originated in the Coast Mountains and flowed northward, covering much of the area.
- the glaciers carved out U-shaped valleys which are now filled by the waters of Bennett and Tagish lakes.
- Glacial Lake Carcross covered this area as indicated from wave cut terraces above Nares Lake. As water levels dropped periodically, numerous paleoshorelines were formed between 2700' (825m) and 2400' (730m).
- Many of the ridges found in the Carcross valley are eskers (Emerald Lake and Lewes Lake area) formed by debris deposited by streams beneath glaciers.
- Glacial sediments were deposited on many lake beds. The brilliant colours of Emerald Lake is good example of light reflecting off marl, a whitish granular sediment composed of calcium carbonate mixed with clay.
- Permanent, though inactive, ice sheets are exposed in the headwalls of cirques on high peaks in the Montana Mountain and Mount Skukum areas.
- the Carcross Desert is a result of adiabatic (occurring without loss or gain of heat) winds coming off the alpine glaciers and across Bennett Lake sweeping beach and outwash sands into parabolic sand dunes.

Climate

- The Coast Mountains block most of the moisture from Pacific storms causing a rain shadow over much of south and southwest Yukon, hence the semi-arid interior. The Pacific influence also means that area is more clement than areas at the same latitude further east. The warmest mean tem-

peratures of the Yukon occur in this area due to the coastal influence.

- The Coast Mountains receive high snowfall, an average of 721 cm (24 feet) of snow per year. Many people travel to the pass on sunny spring days to ski, snowboard and ski-doo. The lee side of the Coast Mountains receives less than 250 mm (10 in.) annual precipitation.
- Higher elevations of the mountainous area result in less extreme maximum and minimum temperatures. From April to October temperatures decrease 6-7°C per 1000 metres increase in elevation. Strong radiational cooling from November to February reverses this temperature trend at lower elevations. Temperatures increase with elevation at an average of 5°C per 1000 metres up to elevations of 1500-2000 m. Above that, temperatures generally decrease at 5°C per 1000 metres.
- Due to the storminess of the Gulf of Alaska, this area is one of the windiest in the Yukon. Mountain valleys cause funnelling and channelling effects. Prevailing winds are southerly but the strongest winds are generally from the southwest.
- The large deep lakes of the southwestern Yukon and northern B.C. affect local climate. Strong night cooling in fall can cause fogs, which in turn act as a protective blanket delaying freeze-up. Ice leaves these lakes much later than the rivers and small lakes; this cools the area and may delay spring and the leafing out of trees for up to two weeks.

- The Carcross area is one of the two most arid areas in the Yukon (Kluane Lake area being the other).

Wildlife

- There are numerous animal species in the area. The following is a description of some animals that are special to this area.
- Mountains: *Thinhorn Sheep*: commonly known as Dall and Stone sheep. In spring they can be seen on the south facing slopes along the highway as this is where their food source (grasses, sedges) is found then. In summer they move to feeding grounds higher up the mountains. During winter they inhabit areas where the snow has blown free. Moving south through the Coast Mountains the snowfall is higher and the population of sheep is lower. Montana Mountain is the best area in this region to see thinhorn sheep. Mountain Goat: the Yukon population is approximately 1,700 animals. Southern Yukon is the northern edge of their range. They are adapted to living on steep mountainsides. They occur where snow does not accumulate. The Montana Mountain and British Columbia/Yukon border are good locations to view them. The later is a ear-round range. Mountain goats can also be seen across Tutshi Lake on Lime Peak. Grizzly Bear: the population of grizzlies in this area is not known. They inhabit mountain and forest zones. They are sometimes seen along the highway. Other animals that inhabit the mountains are marmots, pikas (commonly called rock rabbits, they are not rabbits, but are related to

them), gyrfalcons and willow and rock ptarmigan.

- Boreal Forest: *Woodland Caribou*: the large herd that once roamed this area for which Caribou Crossing was named has been reduced to two small herds of about 100 animals each. They used to cross the waters at the narrows of Nares Lake. Woodland caribou make range migrations between summer and winter. Currently the Government of Yukon in cooperation with the Carcross/Tagish First Nation are managing the caribou to increase the population numbers. There are about 10,000 black bears in the Yukon's boreal forests. These are frequently sighted along the South Klondike Highway. Other animals common to this habitat include wolf, fox, marten and coyote.
- Lakes: *Waterfowl*: the shallows of Nares Lake in the spring is a stopping point for tundra and trumpeter swans as well as arctic species of ducks (e.g. scoters, Barrow's goldeneye, occasionally oldsquaw) and geese on their spring migration to northern Yukon. During the summer few ducks are seen here. Fish: because the southern lakes are deep, cold and infertile fish in these waters grow slowly and may spawn only once every two or three years. Species found in the Yukon's deep, cold lakes include lake trout, whitefish, inconnu, burbot and least ciscoe. Frogs/toads: the desert is home to two species, the northern wood frog and the boreal toad. This is the northern limit of their habitat. There are few amphibians in the Yukon as the climate is too cold and the soil too shallow for them to hibernate in winter below the frostline. (note: these two species can also be found in the boreal forest areas like Log Cabin.)

- Carcross Desert: Small mammals that inhabit the desert include chipmunks, snowshoe hare, ground squirrels and voles.

Habitats

- The "moonscape" area near Fraser is subalpine. The vegetation in this area indicates a transition between the treed lower elevations and the true alpine above treeline. The severe wind and dampness here affect the plants. Stunted alpine fir, heather and rock lichen live in the sparse soil. The small twisted alpine firs are survivors of decades of fierce winter storms. In winter, the dense and matted lower branches are buried by snow while the tops of these mop-heads are exposed to icy winds.
- Coast Mountains: typical alpine tundra with white spruce and soapberry at lower elevations; shrub birch, willow, alpine fir, blueberries, huckleberries in subalpine terrain. Treeline is at 1050-2000m (3445-6540 feet) above sea level. Mountain tops and high ridges are comprised of mountain avens, grass and lichen. Exposure and permeable soils contribute to dry growing conditions. Grass replaces lichen where there is more moisture. The height of plants decrease with elevation and exposed conditions. On north-facing slopes and other situations where snow may persist into summer, ericaceous shrubs can occur (e.g. heather, crowberry).
- The Southern Lakes (Nares, Bennett, Tagish, Tutshi) are deep, cold and largely infertile. These huge lakes serve as

reservoirs for snow melt and glacial run-off. These are the headwaters of the mighty Yukon River. Starting less than 100 miles from the coast, the Yukon travels over 2000 miles to empty into the Bering Sea. (also see notes under Climate and Wildlife)

- Carcross Desert: contains sand dune vegetation. Contains rare species of sedge (*Carex sabulos*) which is an Asian plant except for its occurrences in southern Yukon and lupine (*Lupinus Kuschei*). In the 1970s, this unique habitat was proclaimed an International Biological Program site due to its environmental significance within the Yukon. The desert is skirted by boreal forest species such as lodgepole pine and kinnikinnick.
- Boreal Forest: Many northbound travellers are struck not only by the spectacular mountains they pass through but also by the dense coniferous forest. The mature forests consists of open white spruce and lodgepole pine with an understory comprised of various shrubs (e.g. wild rose, willow, kinnikinnick) and wildflowers. In areas where fire has moved through, balsam poplar and/or trembling aspen are predominant. Lodgepole pine and kinnikinnick have an unusual tendency to prevail in areas subject to strong winds, such as Carcross. Because they are more productive, the forest areas support the greatest number of animal species along the South Klondike Highway.

2.2 Theme: First Nations History

The traveller along the South Klondike Highway is motoring through the traditional territory of the Tlingit and Tagish people. This should be acknowledged and respected in the signage interpreting the area. Signposts indicating the names of mountains, lakes and other major natural features should also include the original names used by First Nations people where available. (See Appendix 2)

This is also a good opportunity to inform visitors that people lived and travelled here thousands of years before the Klondike gold rush. First Nations people regularly crossed these mountains to visit, trade and inter-marry. Newcomers relied on the knowledge and expertise of the indigenous inhabitants to find their way and survive in this country. Three First Nations people from the Carcross area were among the discoverers of the gold that sparked the Klondike gold rush

Today, Yukon First Nations people still experience close ties to this land. Every feature has a story and is an important part of their heritage.

Note: The following storylines are preliminary suggestions only. It is important to ascertain that all highway signage complements, rather than duplicates, the interpretive work the Carcross Tagish First Nation (CTFN) is doing in Carcross. Any First Nations stories told in this area need to be reviewed and approved by the CTFN. Also, it should be noted that First Nation experiences are a part of other themes and stories.

First Nations History: The Stories

Trade & Travel Route

- For centuries, the mountain passes were an important travel route linking the Tlingit people of the coast with the Southern Tutchone and Tagish people of the interior and other First Nations further inland. People met to trade, visit and inter-marry.
- The Southern Tutchone and Tagish traded tanned hides, furs and skin clothing for coastal resources such as shells, vermilion, cedar bark baskets and some foods such as seal fat, eulachon oil, dried clams, seaweed and medicinal herbs and roots. After the Chilkats began trade with Russians and other European traders, they also provided items such as blankets, kettles, needles, tobacco, tea and muskets.
- The Chilkat people were unable to maintain control over their traditional lands against the incoming tide of prospectors and traders. Adapting to this change, they capitalized on this new economic opportunity. They charged the newcomers high fees to pack their freight over the steep mountain passes.

Place Names & Stories

- For First Nations people, nearly every landscape feature has a name and often there is a story to go with the name. The story might be a legend from the distant past, refer to a

particular event at the site, or a person who lived there.

- Tutchone, Tagish and Tlingit people might give different names to the same feature.
- An important creation story — the tale of how Animal Mother brought all the animals into the world — is set in the mountains around Carcross. Animal Mother strung her mooseskin swing to four mountains around Lake Bennett. From here she released them into the world. The mountains of the story are Grey Mountain or Takaakí T'ooch', meaning Charcoal Mt. in Tlingit; Caribou Mountain or, Métáatl'e Shéchéé meaning “wind on the forehead” in Tagish; Fourth of July Mountain or Watsix Shaayí, meaning Caribou Mt.; and Chílih Dzéle', meaning Gopher Mountain (Montana Mountain).
- Many newcomers who travelled through here did not realize that most features already had names or else they found the First Nations names difficult to pronounce. They renamed many of the places they visited and wrote those names on early maps.
- In recent years, elders have identified many of the original names for land claim researchers and linguists. The Yukon Geographical Names Board has officially recognized many of these original First Nations place names.

The Gold Discoverers

- in 1896, four Tagish people were travelling with George Carmack in the Klondike area. They included: his wife, Kate Carmack (Shaaw Tláa); Kate's brother, Skookum Jim (Keish); and Keish's two nephews, Dawson Charlie (Káa Goox) and Patsy Henderson (Koolseen).
- On August 16th, 1896, Skookum Jim, Dawson Charlie, George Carmack and Kate Carmack found a significant gold strike at Rabbit Creek, later renamed Bonanza, on the Klondike River. The rush that followed made them all famous.
- Patsy Henderson became a local celebrity in Carcross. For many years, he met tourists from the train and told them about the traditions of his people as well as the story of the gold discovery.



Figure 2: L-R unidentified miner, George Carmack, Mary Mason, Daisy, Skookum Jim and Patsy Henderson. YA/Bohn Coll.

- These four Tagish people were laid to rest in the Carcross cemetery. In 1996, the National Historic Sites & Monuments Board of Canada wish to honour Skookum Jim with a plaque erected at Carcross.

2.3 Theme: Transportation Corridor

The rugged coastal mountains appear to present an impassable barrier between the Alaskan panhandle and the Yukon interior. Yet for thousands of years the country's first inhabitants regularly travelled through the mountain passes. Despite the harsh topography, this also proved to be the best route for the non-native prospectors, explorers and traders who entered the country in late 19th century. After gold was discovered in the Klondike, the Chilkoot and White passes became scenes of frenzied activity over the winter of 1897-98. Thousands of stampedeers packed their 'ton of goods' through the snowy mountain passes, desperate to reach their own Eldorado.

The completion of the White Pass and Yukon Railway in 1900 eased the some of the hardships of travelling through this area. For over 40 years, until the construction of the Alaska Highway, the railway was the territory's main lifeline to the outside. The South Klondike Highway link with the Alaska Marine Highway ferry system seems to have eliminated all the risks of travelling through this area. Nonetheless the highway does pass through an area subject to extreme winter weather and may close temporarily due to heavy snowfall and avalanches.

Transportation Corridor: The Stories

First Nations Trade & Travel

- see “Trade & Travel Route” under First Nations History.

Early Visitors

- Arthur and Aurel Krause, two German geographers travelled to this area to study the Tlingit First Nation people and their environment. Arthur Krause crossed the coast range into the Yukon by the Chilkoot Pass travelling with two Tlingit men in May 1882. The party were forced back by bad weather.
- in 1883, American Lt. Frederick Schwatka did a military reconnaissance of the Yukon from its headwaters to its mouth. He left his mark by naming several geographic features after scientists, patrons and superior officers, often ignoring existing First Nation names. Some of these place names that are still in use include Bove Island, Lindeman Lake, Bennett Lake and Miles Canyon.
- The Canadian government sent its own experts to report on the area when it sponsored the Yukon Expedition of 1887. Two of the expedition members, William Ogilvie and George Dawson travelled through these mountains - Ogilvie while northbound and Dawson on his way south. Their reports contained valuable descriptions of the First Nations people they met, animals, plants, geology and natural features of the country.

- by the late 1880s, the Chilkat monopoly of the mountain passes had been broken. Many prospectors travelled through these mountains in their northward search for gold employing Chilkat guides and packers. In the early years, they headed outside in winter. When northern traders began catering to these miners, many spent two or three years at a time in the Yukon River basin.

Gold Rush Routes

- **The White Pass.** The South Klondike Highway crosses the coastal mountains through the White Pass, a traditional First Nation route that became one of the main gold rush routes in 1897-98. Initially touted as a ‘wagon road’, this rough trail claimed the lives of thousands of abused horses.
- **The Chilkoot Trail.** The other, more popular route through the mountains, was the Chilkoot Pass to the west. Thousands packed their goods over the shorter “poor man’s trail.”
- The influx of largely American stampeders caused fears that the Americans might try to annex Canadian territory. In February 1898, the Canadian government ordered two detachments of North-West Mounted Police to the summits of both passes. They built small customs sheds in a blinding blizzard then hoisted the Union Jack and began collecting customs. The Americans grumbled but accepted Canadian sovereignty. The mountain passes later became the official boundary between Alaska and Canada.

- **The Fantail Trail.** In 1898, the White Pass & Yukon Route built a sled trail from Log Cabin to Atlin, a distance of 45 miles/70 km. When gold was found in Atlin in August 1898, hundreds of railway workers grabbed their picks and shovels and took this route to the new discoveries.

White Pass & Yukon Route

- There were many schemes to build a railway through the mountains from the coast to the Klondike goldfields. The only successful proposal was the White Pass and Yukon Railway. Work began on the railway in 1899 and the line was completed through to Whitehorse in July 1900.
- For over 40 years, the railway was the main lifeline into the territory transporting freight and passengers as well as shipping out ore from the territory's mines.
- The railway closed to full-time traffic in 1982. The company now operates a summer tourist excursion service between Skagway and the summit.
- This 100 mile narrow gauge rail line travels through spectacular country as well as some of the most difficult terrain for construction. In 1994, the line was designated a International Civil Engineering Landmark marking its recognition as a world class engineering feat.
- White Pass also operated a fleet of sternwheelers under the company name, the British Yukon Navigation Co. While most of these vessels operated from Whitehorse downriver, a few navigated the southern lakes. The best known of

these is the Tutshi, built in 1917.

- From early in the century, the White Pass ran a successful tourist operation. On one of the more popular excursions, passengers rode the train to Carcross then disembarked to take a sternwheeler trip to Ben My Chree.

Early Settlement Patterns

- Traditionally, First Nations travelled to a variety of sites throughout their seasonal round. Some campsites were set up near resources such as good fishing sites, hunting areas and berry patches. Other sites were traditional meeting and gathering places.
- Most early settlements in this area were short-lived: their existence arising from their strategic location as a rest stop or relay point for the gold rush, a base for a mining operation, or a work camp or a siding on the train.
- After the rigours of the White Pass Summit, stampeders rested at Log Cabin before continuing on to Bennett. The tent community housed restaurants, stores and bunkhouses. In 1898, this also became a NWMP post and customs office. After a few years, the community died with the gold rush, surviving as a railway work camp.
- Robinson was another railway siding that briefly showed promise as a booming mining camp. (see Mining History / Wheaton Valley Rush & Robinson)
- The short-lived townsite of Conrad, on the shores of Windy

Arm, was born of a mining boom. Here sternwheelers from Carcross delivered supplies for the mines and carried ore to the railway. (See Mining History/Col. Conrad and Conrad townsite)

- Carcross, another gold rush community, was the only settlement to survive this tumultuous period. After the railway was built, it became a transshipment point between the train and sternwheelers on the headwater lakes. This also became a more permanent settlement for the local First Nations people after Bishop Bompas established a school here. From early in the century to the present, the picturesque community has been a popular tourist destination.

South Klondike Highway

- In the early 1970s, construction began on a road linking Skagway to Carcross. The road opened in 1978, but for summer use only.
- Over the next few years, the road was improved to handle heavy truck traffic and opened to year-round use in 1986. This was one of the factors that led to the closure of the White Pass and Yukon Railway. Ore concentrates could be shipped to tidewater more cheaply by road than by the road/ rail combination.
- Winter maintenance expenses for that portion of the road located in Alaska were until recently shared by the Yukon, B.C. and Alaska. The greatest expense is for snow removal which can amount to \$790,000 per year for the stretch be-

tween the U.S. border and the B.C./Yukon border.

- Winter travel can be tricky. A few times a winter, the road may be closed for several hours to a few days during severe snowstorms and avalanches. The plough guides along the highway indicate the depth of the snowfall during winter storms.

2.4 Theme: Mining History

The incredibly rugged terrain of Montana Mountain defines the mining history of this area. The determination required to mine the steep slopes was almost super human. Mining here was also characterized by the technologies. Narrow, hard rock drifts were mined with hand steels. Mules and trams were employed to move the ores to the lakeshore where they were shipped to Carcross and thus by rail to the port of Skagway and the smelters of the south. The mines of Montana Mountain and the Wheaton Valley also created an infrastructure of buildings, roads and small settlements that are part of the built heritage of the area.

Mining History: The Stories

Early exploration & discoveries

- The first mining in the southern lakes area may have taken place in 1893. Apparently Thomas Kerwin and two partners staked claims west of Annie Lake and took out rich silver and gold ore. In 1898, W. F. Schnabel found the camp but not Kerwin's Lost Mine.

- In 1897, stamperders en route to the Klondike actively explored the Wheaton valley area but did no staking.
- In 1899, W. R. Young and Mervin Pooley staked the Montana claim marking the start of mining activity on Montana Mountain.
- Between 1900 and 1904, many claims were staked but there was little development. This changed in 1904 when Colonel Conrad began consolidating claims on the mountain.

Colonel Conrad & Conrad Townsite

- The early development on Montana Mountain owes much to a flamboyant American promoter, Colonel John Howard Conrad.
- With the support of eastern Canadian backers, Conrad embarked on a major construction program between 1905 and 1907— building tramways, roads, docks, telephone lines, a concentrating mill and buildings. The new townsite of Conrad on Windy Arm flourished for a few brief years.
- Two monuments from this era are the Montana Tramway and the Venus mill. Completed in 1908, the mill was the earliest of the large concentrating mills built in the Yukon. It operated for only two years before closing down. The 1500 foot aerial tramway, built to transport ore from Venus No. 1 and No. 2 mines, had a capacity of 100 tons of ore per day.

- By 1907, Conrad’s financiers were questioning the small returns from the Montana mines, given the enormous development costs. By 1912, Conrad was broke and his mines were shut down.
- The town of Conrad died and many of its buildings were later shipped over the ice to Carcross. Some are still standing.

Robinson and the Wheaton Valley Rush

- In 1906, two prospectors struck quartz gold in the Wheaton valley west of Robinson. A staking rush followed with over 500 claims being staked within the next 90 days.
- Anticipating a gold rush, William Grainger and Herman Vance laid out a 320 acre townsite extending on either side of the railway tracks near the Robinson railway stop. Louis Markle, a building contractor, built a roadhouse and named it Gold Hill after a Wheaton Valley mine.
- There was no boom and the town never materialized but for a few years Robinson housed a roadhouse, store and post office.
- Between 1906 and 1909, the government built a road from Whitehorse to Carcross, and two roads from Robinson west into the Wheaton mining area.
- Charles McConnell was the local postmaster from 1909 to 1915. For many years Robinson continued to be McCon-

nell's home. Here he operated a cattle ranch, sawmill and continued prospecting and mining.

Recent Mining Activity

- There were sporadic efforts to mine claims once held by Conrad in the 1920s, in 1946-47, and through the 1960s and 1970s. As late as the 1980s efforts were made to revive the Venus properties.
- Venus Mines Ltd. began development in 1966. Insufficient ore, lack of capital, low ore prices and environmental problems led to its closure within a few years. The new mill on km ** of the South Klondike Highway — north of the old Venus mill site — was opened in 1968. It operated between May and December 1968 and March to October 1969. It closed in 1971.
- Gold was discovered on Mount Skukum in the Wheaton area in 1983. The Mount Skukum mine operated from 1986 to 1988 and produced approximately 80,000 ounces of gold.

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3.0 Site Development Issues and Analysis

As part of the South Klondike Highway interpretation study, the physical locations and infrastructure at all of the existing sites were reviewed. Refer to section 4.0 for specific information on each site. In addition, the preliminary site investigation of eighteen potential sites was undertaken. These potential sites included existing pull-offs along the highway and the Rat Lake area. Given their physical constraints and whether they were appropriate spots to present the missing gaps in the interpretive plan, most were eliminated. A total of three new sites are proposed. Two of these sites would be developed as partnerships with other governments. The third is an orientation site at the Carcross Cutoff.

In reviewing existing sites and planning for new ones, a number of issues must be considered including: safety, physical constraints of a site and appropriate level of development. The costs, both capital and ongoing O&M, must also factor into the final decision. In this draft report, a number of development options have been presented. Once there has been a decision on the desirable level of development, costing can be provided.

3.1 Safety Issues

3.1.1 Avalanches and Rock Slides

The South Klondike Highway between Carcross and Fraser cuts across the lower slopes of south/east facing mountains. Due to this exposure, and the steep faces above, a number of sections of the highway are prone to avalanches. This is a winter/spring hazard, a time period when, fortunately, highway traffic is light. The Department of Community and Transportation Services notifies the public of increasing risks and closes the highway when necessary. Signage is provided warning of the danger zones and they do not plow out the pull-offs in these areas. Site development in the avalanche areas would be at risk and should be designed to minimize damage.

In places, the highway has been blasted through rock outcrops. The steep slope above some of these areas are prone to rock slides. Although the rocks can bounce across the roadway, the greatest risk to person and vehicles is on the west side of the highway. Rock slide areas are well signed.

The only existing site in a hazardous area is the Venus Mill interpretive site. There is a risk at this site of both avalanches and rock slides. Any infrastructure would be at risk. Public use should not be overly encouraged but it should be recognized that this is a popular stop.

3.1.2 Sightlines

Another safety consideration is the sightlines, visibility of on-coming traffic when entering and existing the site. Ideally all access/egress points onto the highway should be at 90 degrees. However, the steep slopes along this highway often prevent this.

Of the nine existing sites, five have accesses that are 90 degree or so to the highway. The pull-offs at Emerald Lake and the Carcross Desert could be redeveloped to sharpen the exits to a better angle. Bove Island and the Venus Mill site, given the physical limitation of the sites (narrow sites on steep slopes) would prove more difficult. A decision needs to be made as to whether this concern is great enough to warrant the closure of either site. A recommendation is made in this document to relocate the Venus Mill interpretive site to improve the sightlines. However, the new site is also narrow.

3.1.3. Advance signage

Advance signage informs the highway traveller of upcoming attractions as well as warning them of potential slow/turning traffic ahead. The number of advance warning signs and their location varies throughout the territory. There can be up to three signs in both directions. On the South Klondike Highway, those sites which have advance warning signs have two each way. One at the two kilometre mark and another just before the entrance. It is felt that this is adequate, two kilometres gives fair warning but is not so far ahead that a traveller will forget. The second sign just before the site allows for safe braking and another chance if

the driver did not see the first. The day use area at Kookatsoon has a five kilometre warning.

There are a number of different types of advance warning signs for interpretive sites on the South Klondike highway including a graphic camera symbol, a 'point of interest', 'historic site', 'viewpoint' and 'scenic viewpoint'. Some consistency is advisable. The use of 'point of interest' is the most generic (covering the others). The camera symbol is the most easily recognizable particularly for visitors whose first language is not English. It is recommended that each site and any new site have two advance warning signs in both directions; a 'point of interest' at two kilometres and a 'camera' just before the entrance. A recommendation was made in the North Klondike Highway report that the Klondike Highway symbol be included. If this is done on the north section it is recommended that the same be done on this section of the highway. It will provide a linkage between the two sections. All interpretive sites should have advance warning signs.

3.2 Level of development

3.2.1 Parking and Platforms

Although it would be nice to provide full facilities at each site, the cost (capital and O&M) may be prohibitive. At a minimum, the sites should provide informative interpretive signage and a parking area. The size of the parking area is dependent on site constraints. When there is unlimited space, the number of vehicles to be accommodated should be dependent on the anticipated length of stay. For example, if a picnic area is associated with the pull-off, the parking area should be larger as people will be spending more time at such a site. There are two well developed sites along the South Klondike Highway, Fraser and Bove Island. Any upgrading of other sites should be similar in design and use of materials (wood viewing platforms & signage) to create consistency. The one exception would be at the Venus Mill site where the risk of avalanches warrants a different approach. The viewing platforms at these sites define the areas where pedestrians will be and vehicles will not. They allow the visitor a measure of comfort and safety. This is particularly advisable at narrow sites.

3.2.2 Signage

Although the high profile brown signs have title lettering large enough to photograph well, they are dated and distract from the view. The sandblasted site identification signs at Bove Island and Fraser are attractive and low-profile. At well photographed sites, such as Emerald Lake and the Carcross Desert, consideration should be given to not only updating the interpretive panels, but

providing sandblasted site identification signs as well.

3.2.3 Toilets and Garbage Containers

The Highway Maintenance Services Supervisor feels that, ideally, there should be both garbage containers and toilets at each developed pull-off along the highway. When highway users stop and these facilities are not available, they often deposit their waste along the roadside. The provision of these services is costly. Consideration should be given to at least providing garbage containers at each site. Given the rural locations, waste containers must be animal proof for the safety of both humans and the wildlife. Three of the nine existing sites have bear proof containers.

Yukon highway standards recommend that garbage receptacles and toilets be available every 80 kilometres. The distance between the Canadian border and the Carcross cutoff is 138.5 kilometres. This includes the 58 kilometres of highway in the province of British Columbia, which the Yukon Government maintains. The Robinson Roadhouse site is the only interpretive site on the highway with a toilet facility. Public washrooms are available in Carcross at the Visitor Reception Centre during summer months. At a minimum, toilet facilities are required between the Canadian border and Carcross. There is a single toilet in the Canadian Customs station however it cannot handle the volume of traffic on the highway. Toilets should take advantage of sanitation infrastructure where possible.

Canadian Heritage has constructed a toilet facility at Log Cabin

to service the Chilkoot Trail hikers. They have a maintenance concern due to the possible use of the facility by highway traffic. However a partnership arrangement for the maintenance of this site might be a possibility. At any site with picnic facilities, waste facilities should also be provided.

3.3 Other Interpretation (U. S.)

By the time visitors reach the Canadian border, they have already been exposed to interpretive messages in Skagway and at pull-offs on the American portion of the highway. The stories tend to focus on Skagway's gold rush history, the construction of the White Pass and Yukon Railway and the White Pass trail during the gold rush.

3.4 Landscaping

We understand that experiments with native plantings at interpretive sites have not been successful to date. The sites have not been maintained and many have been overgrown with grass. Some sites such as Robinson, where fireweed seed has been scattered, look quite attractive. Plantings should use hardy indigenous plants (fireweed, wild rose) and should not require cultivation or watering but be allowed to gradually grow in.

4.0 Site Inventory & Recommendations

4.1 Fraser, British Columbia existing REGIONAL ORIENTATION

Location:

- kilometre 36.8
- just north of the Canadian Customs Station
- east side of highway

Advanced Signage:

northbound - no advance warning signage
southbound - no advance warning signage

Existing Signage:

Introduces north bound travellers to the distinctive black, red and white colour scheme of enamel interpretive signage

Site sign - sandblasted wood sign saying “Fraser.”

Interpretive signs - total of three signs providing interpretive information. One sign lists coming points of interest for northbound travellers.

Existing Interpretive Messages:

Natural History/ climate, habitat (moonscape); Transport Corridor/ White Pass & Yukon Route.



Figure 3. Fraser

Existing Site Conditions:

The Fraser interpretive site is located just north of the Canadian Custom building as the road curves up an incline from the south. Egress and access to the site are good. Sightlines are open along this section of the highway. With the reduced speeds, (because of the Custom station) the traffic is not moving quickly and can react to turning vehicles.

Although the views to the east over the lake are spectacular, the exposed nature of the site is not conducive to extended visits on cool or windy days. This site in comparison to others along this corridor is intensively developed but there are no facilities.

The site development includes:

- a large area for parking which can accommodate a number of vehicles at one time.
- a small island in the parking area with a sandblasted wood site identification site and a planting of native species.
- a raised wooden viewing platform with steps and an access ramp which presents three low profile interpretive panels to the traveller, allowing for an uninterrupted view of the lake and mountain backdrop.
- three wooden benches placed off to the sides of the viewing platform.
- a level grassed area in front of the platform and additional intensive native planting around the edge of the development site.

General Recommendations:

This site is relatively new and is in good condition. Further development at the site should be limited. Due to the exposed nature of the site, people currently do not stay for long and it is unlikely that further development would change this. This is the orientation point for the other sites along the South Klondike Highway, however, so efforts should be made to attract visitors to stop here, particularly northbound traffic.

The addition of advance warning signage would help catch the public’s attention. Consideration could be given to a sign at the customs building (say attached to canopy post). The installation of a bear proof trash container would also enhance the site. The angle of entry/exit points are close to 90o.

This is a potential site for a toilet facility. While there are toilets at the Customs Office, these were apparently designed for staff use and have become overburdened with public use. Exactly who is using the toilets is a matter of some debate. The Chilkoot Trail hikers, cruise ship bus tours and train passengers have all been offered as potential culprits. That the Fraser area requires additional toilet facilities seems clear. What is not apparent is who should be responsible for their installation and maintenance. Where a toilet should be located to best serve the public is also a question. If train travellers are the largest users, then it should be located closer to the border. Bus and highway travelers would benefit equally from a facility at the border or at the interpretive pull off. Trail users seem to need a washing facility more than a toilet. Another determining factor may be the physical limitations imposed by the rocky ground at the interpretive pull off. This may mean building almost entirely above ground or looking at costly blasting. The septic system at Fraser apparently has a limited capacity.

Interpretive Recommendations:

no changes recommended

4.2 Log Cabin MAJOR proposed

Location:

- kilometre 43.88
- west side of highway
- Chilkoot Trail National Historic Park Parks Canada, Canadian Heritage

Existing Interpretive Messages:

none at present

Existing Site Conditions:

Located at the junction of the South Klondike Highway and the White Pass and Yukon Railway, Log Cabin is the only road accessible site in the Chilkoot Trail National Historic Park. Most travellers driving by would not recognize the significance of this site because of its bleak appearance. The site appears to be no more than a rough parking lot. It is an open, barren area with a dense forest as a backdrop.

Canadian Heritage constructed toilet facilities at the site for Chilkoot Trail users over the summer of 1996. With the restructuring of this department, Parks Canada maintenance for the



Figure 4: Log Cabin toilets

Chilkoot trail is handled from Haines Junction. Ongoing maintenance is a concern, therefore, given the distances involved. There have been development plans in the works for a number of years for Log Cabin. Unfortunately budget cuts have put these on hold. Parks Canada has highway signage, advance warning signs and site identification signs for Log Cabin already made. Because of the existing appearance of the site they have not been installed. There are construction plans for this site including, parking lot definition, landscape rehabilitation, and an interpretive kiosk. Interpretive panels have been designed as well. A copy of the panel texts is attached as Appendix 3.

General Recommendations:

Because the development of Log Cabin would benefit the South Klondike Highway interpretive program, YTG should encourage Canadian Heritage to do this. The interpretation planned at this site would fill in many of the thematic gaps in the interpretation plan for the highway. The completion and maintenance of the toilet facilities would fulfill the requirement for public washrooms in the southern section of the study area. Yukon Tourism might consider assisting in maintenance if this site offers interpretation.

Interpretive Recommendations:

The following themes/stories would be delivered in the panels designed by Canadian Heritage: First Nations History/trade and travel; Transport Corridor/Gold Rush Routes, White Pass & Yukon Route, Early Settlement Patterns.

4.3 Tutshi Lake Pull-off MA- JOR proposed

Location:

- kilometre 71.9
- (no Highways calculation)
- east side of highway

Existing Interpretive Messages:

none at present



Figure 5: Proposed Tutshi Lake pull-off, facing southeast

Existing Site Conditions:

There is a large, existing pull-off at the north end of Tutshi Lake. The rough dimensions are 25 by 200 metres. Sightlines are good in both directions.

The views of the coastal and surrounding mountains and the lake are spectacular.

General Recommendations:

This site is in British Columbia close to the border. Renewable Resources has indicated that the BC Parks Department may be open to a partnership in developing facilities on the South Klondike Highway. The physical features of this site are good. It is not in an avalanche zone and the sightlines are clear. There is adequate room to develop parking with sharp ingress and egress points. Facility development should include a low, wood viewing platform, low profile signage, and a bear proof garbage container (Plans 1- 3). Benches and a site identification signage would be an enhancing second stage of development when funds are available.

Interpretive Recommendations:

The following themes/ stories could be interpreted at this site: Natural history/geology, climate, habitats (lakes& mountains), wildlife (goat, sheep). This would also be a good site to indicate area landmarks.

4.4 Welcome to Yukon existing TERRITORIAL ENTRANCE

Location:

- kilometre 80
- on the British Columbia/ Yukon Border
- east side of highway



Figure 6: Yukon border crossing

Advanced Signage:

- northbound - no advance warning signage
- southbound - no advance warning signage

Existing Signage:

A newer (1995), large, painted wood sign with extruded plastic lettering. This is the same design as signage at other entry points like the Whitehorse airport and Beaver Creek.

Existing Site Conditions:

There is an informal gravel pull-off in front of the sign which can accommodate a couple of vehicles. A number of large rocks

have been placed in front of the sign to prevent vehicles from getting too close. To the north, Windy Arm and its surrounding mountains make an attractive backdrop. On closer inspection, however, one notices a sign forest along the highway climbing up the hill. These signs inform the traveller of the various highway regulations.

General Recommendations:

This is not an interpretive site but rather the marking of the territorial boundary. Some tourists will stop to have their picture taken at this point. There are no advance warning signs though the sightline from the south is good, giving the tourist sufficient opportunity to stop should they wish. Southbound traffic may wish to stop as well, although there is a good chance that they have already stopped for a photo at other border crossing sites on their drive up to the Yukon. Turning left into the site can be dangerous as vehicles tend to pick up speed on the downhill approach and most travellers will make a sudden decision when they realize what the sign is. Consideration could be given to advance notice (“B.C./Yukon border, 1 km”) of the border for southbound traffic. It has been suggested that the pull-off be enlarged. Given that many tourists do stop to photograph these eye-catching signs, we suggest that a uniform policy be developed for all border crossing signs with respect to advance signage and parking space.

This site is rather bleak. It could be enhanced by simple measures such as a mass planting of native plant material. The material should be low so as not to obscure the view of the lake behind the sign. Consideration should be given to flowering native ma-

terial such as wild roses and the territorial flower, the fireweed.



Figure 7: Venus Mill existing pull-off

The existing rocks protect the sign, but for further protection and to enhance the visual impact of the site, more rocks should be added, partially buried and arranged in a more amorphous pattern.

4.5 Venus Mill MINOR existing

Location

- kilometre 83.9
- east side of highway

Advance Signage:

northbound - historic site at 2 km mark and camera at site
southbound - historic site at 2 km mark and camera at site

Existing Signage:

A routed clear cedar sign with information on the Venus Mill.

Existing Interpretive Messages:

Mining History / Colonel Conrad & Conrad townsite.

Existing Site Conditions:

A wood routed, high profile cedar sign is situated on a narrow pull-off in front of the historic Venus Mill. This pull-off is very narrow. Turning into the site southbound is dangerous as the view of oncoming traffic is poor. The slope on the west side of the highway is subject to falling rocks. This site is also in an avalanche zone. Community and Transportation Services recommends this site as seasonal (summer only). They do not plow the pull-off in the winter.

The historic mill hanging on the mountain side over the lake is an impressive site. It sparks the traveller's curiosity. Photographing the mill from the present pull-off is difficult because of the limited area and proximity to the large structure. A metal guardrail provides protection to the historic structure and keeps the traveller back from the steep slopes down to the lake.



Figure 8: Venus mill

General Recommendations:

It is recommended that interpretive signage be located at the larger pull-off 200 metres to the south of its current location (Appendix 1, plans 4-5). Not only can the area accommodate more vehicles, the opportunity to photograph the mill is much better. From this site one can see up the mountain to the mine workings as well as view the old buildings along the lake's edge. It is recommended that the pull-off in front of the mill be eliminated and the guard rail be moved closer to the highway edge. This would provide a larger buffer for the historic structure. A gravel walkway would parallel the guard rail on the water side. Should individuals wish to walk up to the mill for a closer inspection, they can do so with the relocated guard rail as protec-

tion from the passing traffic.

The sightlines at this second pull-off are good in both directions. The site would continue to be seasonal only, due to the avalanche hazard. Although the possibility of a slide makes development and maintenance of this site somewhat risky, it is likely that people will stop here whether there is a pull-off and sign or not. Conversely, a developed site would encourage more people to stop.

Advance warning signs should be installed at the new site. The southbound sign is particularly important for directing travellers to the pull-off and deterring them from parking on the west side of the highway to look at the site.

At narrow sites, it is recommended that some delineation be provided separating the parking lot and viewing area. A change in elevation is an excellent way of providing such definition; a break in the metal guard rail should be made to allow access to a level platform slightly above the highway grade. Because of the avalanche hazard, consideration should be given to building the viewing area out of rock rather than wood as at other sites. A low (450 mm high) wood railing should be installed to block easy access to the steep hillside below. This could also function as simple seating. The interpretive signage should be low profile.

Interpretive Recommendations:

The wood routed sign should eventually be replaced to be consistent with other signage. This would also allow graphics to

be included with the material. The interpretive messages can be expanded to include Mining History stories about Early Exploration and Recent Mining Activity.



Figure 9: Old Conrad sign

4.6 Conrad MINOR relocation

Location:

- kilometre 92
- off the highway, down on the lakefront
- east side of highway

Advance Signage:

northbound - no advance warning
southbound - no advance warning

Existing Signage:

brown stained cedar, routed, high profile sign.

Existing Interpretive Messages:

Mining History / Colonel Conrad & Conrad townsite

Existing Site Conditions:

The interpretive panel is located in the historic townsite off of the highway, down on the lake shore. There is no signage on the highway directing the traveller to the site. In fact, one road (there are two) into the site has a do not enter sign where it travels through an old gravel extraction area. The roads down to the sign site are rough and not suitable for large recreational vehicles.

The sign is leaning against a large willow alongside of a sandy road which opens up onto a lake shore. There are a couple of large historic artefacts along the shore.

General Recommendations:

We suggest relocating this interpretive site to the highway.

A new pull-off would need to be constructed in the approximate location of the south access road (Appendix 1, Plan 3). The access road to the old gravel pit and Conrad would be closed. The



Figure 10: View of tramline tower from proposed pull-off.

roadside site offers the opportunity for the traveller to look up Pooley Creek and to see the old tramway tower. Those who wish to visit the historic Conrad site could hike from the pull-off or take the north access road.

This would also be a good location for a toilet as it is a good distance from Fraser and Carcross and, unlike Bove, there is room and suitable ground for installing a septic tank. While not shown in Appendix 1, Plan 3, the toilet would be suitably located near the edge of the woods at the south end of the site.

Interpretive Recommendations:

If a decision is made to interpret the site, the wood routed sign

should be replaced. This would also be a good site to also interpret Natural History/geology, as the Nahlin Fault runs up the nearby Pooley Canyon, in addition to Colonel Conrad and the Conrad townsite.

4.7 Bove Island MAJOR existing

Location:

- kilometre 95.0
- east side of highway

Advanced Signage:

northbound - scenic viewpoint at the 2 km mark and camera at the site

southbound - scenic viewpoint at the 2 km mark and camera glyph at the site

Existing Signage:

sandblasted site identification sign & an Enameltec panel. The design is the same as at Fraser.

Existing Interpretive Messages:

Natural History / Wildlife; First Nations History / Trade & Travel Route, Place Names & Stories; Transport Corridor / First Nations Trade & Travel, Early Explorers.



Figure 11: Bove Island site, upper level

Existing Site Conditions:

Like Fraser, the development at Bove Island is more refined than the others along this highway corridor. The pull-off is long and narrow (roughly 10 by 200 metres). The site offers a fine view of Windy Arm and Bove Island. To take advantage of this view, a two-tier structure steps down over the edge of the highway to a lower level.

At roadside, there is a sandblasted Bove Island site identification sign. Behind this is a low rectangular wood deck with a small access ramp, wide handrails and stairs down to the lower level. There is a double bear proof garbage container at this site. The lower deck has two benches on the back side of the deck and an interpretive panel. The panel is low in profile and offset to one side. This allows clear sight lines to the fine views. The landscaping initially was intensive. There are a number of beds lined with boulders along the pull-off and around the deck structures. Over time, the beds along the pull-off have been filled in with rocks. In the more sheltered beds, the indigenous material has survived.

The southbound sight line on the highway is poor as the approach is on a rise and a curve.

General Recommendations:

This site is in good condition. Having the main development (seating and interpretive panel) off the highway at a lower level makes this site popular. This area gives the tourist a bit of quiet time and a pleasant place to have lunch. Some minor work on the wood decks is required. As the structures have dried and settled, many of the nail heads have popped up and need to be hammered back down.

Consideration could be given to developing a picnic area on the old road bed where the lower deck is situated. Should picnic tables be installed, then toilet facilities similar in design to the Robinson site should also be included. In making this decision,



Figure 12: Bove Island site, lower level. it is important to consider if the development is warranted so close to Carcross.

Interpretive Recommendations:

fine as is

4.8 Carcross Cemetery MINOR close

Location:

- kilometre 107.7
- off to the highway, down on the lakefront
- east side of highway

Advance Signage:

northbound - no advance warning signage
southbound - no advance warning signage

Existing Signage:

brown cedar routed, high profile sign.

Existing Interpretive Messages:

First Nations History / The Gold Discoverers.

Existing Site Conditions:

The interpretive sign is situated on the forest edge on the west side of a wide road/parking area on Nares Lake. The cemetery

is located up a slight rise in the forest and is barely visible in the summer from the sign. There is a narrow beaten trail behind the sign to the cemetery. The views across the lakes are very nice (figures 13 and 14).

General Recommendations:

Although three founders of the Gold Rush are buried here, it is still an active cemetery. The Carcross/Tagish First Nation (CTFN) decided at a recent General Assembly that the cemetery should be closed down to tourists and the sign removed.

The story of the final resting place of famous figures from Car-

cross could be presented at the proposed Carcross Waterfront Park in Carcross. This year, the National Historic Sites and Monuments Board wishes to erect a commemorative plaque to Skookum Jim (Keish) in Carcross. This is awaiting approval by the CTFN.

4.9 Carcross existing

Location:

Carcross

Advance Signage:

notes Visitor Information Centre 2 km ahead from south and north.

Existing Signage:

There are two kiosks on the highway at either side of the entrance to town. These structures were constructed by the community of Carcross under the Department of Tourism streetscape program. These cover a number of topics related to the area including a general history of Carcross, mining and Polly the Parrot. While the content is good and the enamel panels are in good condition, the wooden structures are deteriorating. There is no pull-off at either site and the south kiosk is located in a rather dangerous spot near the bridge should people try to stop. The north site can be reached on foot from the Montana Manor parking lot. The community might wish to consider removing the south kiosk, and renovating and improving access to the north site, perhaps with a footpath.

The VRC covers a broad range of stories. There is signage in the VRC parking lot relating to the construction of the Alaska Highway. Also a number of signs were erected throughout town under the Yukon government Streetscape Program in the mid 1980s. Currently, planning is underway for interpretation in conjunction with the waterfront development project.

Existing Interpretive Messages:

The various interpretive media cover a good range of stories relating to Natural History, First Nations History, Transportation Corridor, and Mining History as well as some specific stories relating to the community itself.

Existing Site Condition:

n/a

General & Interpretive Recommendations:

Although the community of Carcross was not part of the mandate of this project, it is important to be aware of existing interpretation. Highway interpretive signs should complement rather than duplicate the information at the VRC and signs in Carcross itself. One of the difficulties with this approach, however, is that some of the stories covered in the VRC are bet-

ter told on site. For example, it is much more effective to tell the story of mining Montana Mountain at the Venus Mill site where the visitor can actually see the rugged terrain and sites associated with the mines. Some overlap is unavoidable.

4.10 Carcross Desert MINOR enhance

Location:

- kilometre 111.1
- east side of highway

Advance Signage:

northbound - point of interest at 2 km & camera at the site
southbound - point of interest at 2 km & camera at the site

Existing Signage:

brown-stained cedar routed, high profile sign.

Existing Interpretive Messages:

Natural History / geology, habitats; First Nations History / Place Names & Stories.

Existing Site Conditions:

The pull-off at this site is approximately 200 metres long, on a curve in the highway. There is an additional lane, southbound to accommodate the sightline/turning concerns. The desert site is open and roomy. Between the highway and the powerline sits



Figure 13: Carcross Desert sign

a double bear proof garbage container, a standard high profile brown sign and the base for a missing sign. Although the area is interesting, the pull-off does not invite long visits. The pull-off sits on the edge of a 65 ha Renewable Resources Land Reserve. That department had plans to construct an interpretive trail with signage at this site but they have not been implemented.

General Recommendations:

Of all of the sites along the highway corridor, the desert site has the greatest undeveloped potential. It has the space, views, interpretive potential and proximity to Carcross to make it a very

good interpretive site. Any development here must take into account the fragile nature of the desert, protect the area from undue impact and be conscious of Renewable Resources plans and community concerns.

Recommended development at this site includes a wooden viewing platform at the existing site (Appendix 1, plan 3, typical viewing platform). The viewing platform would be similar in design to the existing platforms at Fraser and Bove Island, although on a slightly larger scale. Benches and interpretive panels would be situated on the platform. The panels should be low in profile and can act as a barrier, encouraging people to stay on the platform. A sandblasted site identification sign similar to those at Bove Island and Fraser would be appropriate.

There is room at this site to develop additional facilities such as a picnic area. An informal picnic area now exists in the pine woods to the north. However, consideration should be given to the fragile nature of the site and how the residents of Carcross would feel about such a development. Benches would provide a rest spot and limited picnicking facilities, a fair compromise.

There is adequate room (within the reserve) should the Highway Department have any additional safety concerns to deepen the pull-off and construct the access/egress points with sharp angles.

Interpretive Recommendations:

The wood routed sign should be replaced with a more appropri-

ate low level sign. The interpretive content could expand on the present story, for example - include drawings or photos of the plants mentioned. This site is also a good viewing area for the mountains around Carcross that are mentioned in the First Na-



Figure 14: View of proposed interpretive platform area

tions legend of how Animal Mother brought animals into the world. If the CTFN consent, this would be a good site to present this story. The themes / stories presented at this site would include: Natural History / geology, habitats; First Nations History / Place Names and Stories.



Figure 15: Emerald Lake facing northwest

4.11 Emerald Lake MINOR enhance

Location:

- kilometre 121.4
- west side of highway

Advance Signage:

northbound - scenic viewpoint at 2 km & camera at site entrance

southbound - scenic viewpoint at 2 km & camera at site entrance

Existing Signage:

clear cedar routed, high profile sign.

Existing Interpretive Messages:

Natural History / geology

Existing Site Conditions:

Perhaps the most photographed lake in the Yukon, Emerald Lake is a natural stopping spot on the South Klondike. Even locals tend to slow at this point on the highway to admire the brilliant colours of the lake.

The pull-off overlooking the lake is chip sealed and roughly 30 by 175 metres in size. The existing site development consists of a double bear proof garbage container and a high profile cedar sign. The edge of the pull-off is protected from the slopes down to the lake by a metal guard rail. Recently a local business directory kiosk was installed at the site to the north of the existing sign.

The sight line pulling out northbound at the north end of the site is poor. The rise in the highway limits the view of oncoming traffic. See Appendix 1, Plan 6 for how this can be altered.



Figure 16: Sign at Emerald Lake

General Recommendations:

This high profile sign distracts from the view yet is a photo opportunity. The alternative is to remove the sign (which requires updating in any event) and provide a lower profile interpretive sign and a site identification sign similar to those at Bove Island and Fraser (Plan 2). This would provide a photo opportunity and tie this site to others along the South Klondike highway.

As previously stated, it is recommended that there be a defined

viewing area (Appendix 1, plan 6). Because of the popularity of the site, people stop and photograph the lake all along the pull-off. The placement of the interpretive signs, however, provides the opportunity to redefine the site. It is recommended that a long, narrow wood viewing platform be developed with wide railings (similar to the upper development at Bove Island) to lean on and admire the view. This development should be located to the south of the existing sign on the edge of the pull-off. This would require the removal of a section of metal guard rail. The sandblasted site identification would be placed in front of the platform. Some planting of indigenous plant material would enhance the identification sign.

Consideration should be given to refining the pull-off to address the safety concern over poor sightlines to the north. The ingress/egress could be rebuilt at sharper angles. This would reduce the overall size of the pull-off but with good design the existing volume of traffic could be accommodated. Correcting this safety concern would affect the business directory kiosk, as it would no longer be within the redesigned pull-off area. It is suggested that if new signage is installed, there be consultations with the local business community to better integrate the two types of signs.

Interpretive Recommendations:

The current sign text should be revised and expanded on new signage.

4.12 Lewis Lake MINOR close

Location:

- kilometre 128.5
- off the highway, down near the lakefront
- west side of highway

Advanced Signage:

northbound - no advanced warning signage
southbound - no advanced warning signage

Existing Signage:

brown-stained cedar, routed, high profile sign

Existing Site Conditions:

The interpretive sign is well off the highway (2.1 km) along a rough road where it meets the railway tracks. This road is not suitable for most vehicles. At times, when there is a fork, it is difficult to discern which is the main road and which is a private driveway. In front of the sign there is a small parking area. No other associated facilities exist. The story of Lewis Lake is interesting and the outcome of this engineering mistake is an impressive site. At the location of the sign, however, the lake isn't visible!

General Recommendations:

This site is one that should be closed. Unlike Conrad, providing interpretation on the highway does not make sense, as neither the lake or the railway are visible from the highway.



Figure 17: Lewis Lake facing southwest

Interpretive Recommendations:

Even though this feature will not be dealt with by the highway interpretive program, the story of the accidental draining of Lewis Lake is a dramatic one and deserves to be expanded at the site should the Lewis Lake area ever be developed for area recreational use. Roy Minter provides an excellent account of the resultant flood and its impact on the region in his book *White Pass: Gateway to the Klondike*, pp. 323-325. The Tagish and Tlingit names for the lake should also be presented.

4.13 Robinson Road House MAJOR enhance

Location:

- kilometre 144.3
- west side of highway

Advance Signage:

northbound - historic site at 2 km & camera just before the site entrance

southbound - historic site at 2 km & camera just before the site entrance

Existing Signage:

There is no interpretive sign at this site. The old sign was removed during recent redevelopment work and has not been re-installed. There is a landmark sign for Mount Lorne.

Existing Interpretive Messages:

none at present

Existing Site Conditions:

This site has been upgraded in the past year. A new and much improved access road, large parking lot, two toilet buildings and two bear proof garbage containers have been provided. This greatly enhances the potential of this site. There may be an over abundance of directional signage at this site. It does not appear to have the volume of traffic to warrant the amount of signage. In



Figure 18: View of roadhouse from “no parking” sign

particular, there are two no parking signs and no parking signs. This gives the impression to the traveller that they may not park in this parking lot!

Rehabilitation planting has been undertaken at the site. The plants appear to be in good health. There is a large artefact scatter in an open area to the west of the parking lot with the historic Robinson roadhouse in the distance. On the east side of the parking area is a sign identifying Mount Lorne.

Although the stop is identified as Robinson Roadhouse, vegetation obscures views and the path to the site. There are no interpretive or directional signs for the historic site itself. There is

a large sandblasted site identification sign along the highway. Unfortunately because of the angle at which it is placed (parallel to the highway), the sign is not easily readable to northbound traffic until after they have passed the site.

General Recommendations:

With the recent reconstruction, no major work is required. The installation of interpretive panels and artefact protection signs is required. The following signs should be removed: one of the two no entry symbols from the exit road, both of the no parking signs, and two directional arrows. The site is small enough that people will remember which way they came in and that it is one way. A small no overnight parking sign should help discourage people from camping overnight in their vehicles.

It is recommended that the interpretation panels be located near the parking lot for greater access, people should be encouraged to venture up to the structures on the other side of the railway to appreciate them and their surroundings. Directional signage at the trail head from the parking lot and on the site directing people back to the parking lot are recommended.

Interpretive Recommendations:

The following themes and stories should be interpreted at this site: Transportation corridor / White Pass & Yukon Route; Mining History / Wheaton Valley Rush & Robinson.

4.14 Carcross Cutoff proposed REGIONAL ORIENTATION

Location:

- kilometre 43.88
- at the junction of the South Klondike and the Alaska highways
- west side of highway

Existing Site Conditions:

On the southwest side of the junction of the two highways there is a large, open gravel area. Within this area there is a residence, private commercial development (gas station and restaurant) and a postal station kiosk.

At the nearby Sourdough RV Park, a transmitter broadcasts a “talking sign” over the visitor radio station (93.5 FM sponsored by Tourism Yukon) during the summer months. The sign’s messages include a description of the attractions of the Carcross-Tagish Loop, some natural and human history of the area and some interpretive stops en route. A similar sign is broadcast from Jake’s Corner. There is no data available as to efficacy of these signs.

General Recommendations:

There is a need to provide the travelling public with an orientation to the highway and its attractions at the north end of the road. This is also the ideal location for the business directory kiosk presently located at Emerald Lake. Located here, there is the potential to encourage Alaska Highway traffic to take the Carcross-Tagish loop as a diversion on their trip down the Alaska Highway.

With the other development on this corner it is advised that the South Klondike Highway staging area be intensively developed. This is in order to attract attention and create a positive impression for the visitor. It should be similar to existing developments along the highway to tie them together and create that association (Plans 7-8). A wood platform raised slightly off the ground and low profile signage is therefore recommended. A site identification sign is advisable and the area surrounding the platform should be landscaped with shrubs and native grasses. The development would occur on the south end of this open corner and not obscure sightlines of the highway intersection. If this option seems attractive, further research will be required regarding regulations concerning access and proximity to the intersection. With the proximity of Kookatsoon, Robinson Roadhouse and the private commercial development, toilet facilities are not required at this site.

Interpretive Recommendations:

This would provide a general orientation to the sites and attractions on the South Klondike Highway. This would include a map highlighting other interpretive spots along the way and give an introduction to the natural and human/cultural history. As mentioned previously, the business community on the highway may well be interested in advertising at this site. Interpretation and advertising should be coordinated to avoid duplication/conflict.

Themes / stories that could be addressed might include: Natural History / geology, wildlife & habitats; First Nations History / The Gold Discoverers; Transportation Corridor / White Pass and Yukon Railway, South Klondike Highway; Mining History.



Figure 19: Carcross Road intersection facing east.

4.15 Summation

This report recommends that there be ten interpretive sites along the South Klondike Highway. The Carcross Cemetery and Lewis Lake sites will be closed and the Conrad site relocated to the highway. We recommend that new sites be established at Tutshi Lake and the Carcross Cut-off. While Renewable Resources have some development plans for sites along the South Klondike, they do not plan to develop them until land claims have been settled. They have reserves at the desert, Emerald and Lewis lakes as well as the Jelly Bean Lakes. It is recommended that the interpretation of the Venus Mill be relocated approximately 200 metres south of its present location to a larger pull-off with better views and sightlines. Minor maintenance work is recommended at Fraser and Bove Island. The Robinson site needs some further development. The following table summarizes the recommendations.

Table 1: RECOMMENDATION SUMMARY
FOR INTERPRETIVE SITES ALONG THE SOUTH KLONDIKE HIGHWAY

*maintain as is - does include minor, repair type work, add warning sign, garbage can, etc.

** indicates major site (larger parking area, more developed site, etc.)

	close remove	relocate	*maintain as is	enhancement	new
FRASER **			X		
LOG CABIN **					X
TUTSHI LAKE **					X
VENUS MILL	X	X			
CONRAD	X	X			
BOVE ISLAND **			X		
CARCROSS CEMETERY	X				
CARCROSS DESERT				X	
EMERALD LAKE				X	
LEWIS LAKE	X				
ROBINSON ROADHOUSE			X		
CARCROSS CUTOFF					X

	1	2	3	4	5	6	7	8	9	10
NATURAL HISTORY										
1. Geology			X		X		X	X		X
2. Climate	X		X			X				
3. Wildlife			X							X
4 Habitats	X		X				X			X
FIRST NATIONS HISTORY										
1. Trade & Travel Route		X				X				
2. Place Names & Stories						X	X			
3. The Gold Discoverers										X
TRANSPORTATION CORRIDOR										
2. Early Visitors		X				X				
3. Gold Rush Routes						X				
4. White Pass & Yukon Route		X								
5. Settlement Patterns	X	X							X	X
6. South Klondike Highway		X								X
MINING HISTORY										X
1. Early Exploration				X						
2. Col. Conrad & Conrad townsite				X	X					
3. Wheaton Valley Rush & Robinson									X	
3. Recent Mining Activity				X						

Table 2. THEMATIC ANALYSIS: PROPOSED INTERPRETIVE SITES

- | | | |
|----------------|--------------------|-----------------------|
| 1. Fraser | 5. Conrad | 9. Robinson Roadhouse |
| 2. Log Cabin | 6. Bove Island | 10. Carcross Cut-off |
| 3. Tutshi Lake | 7. Carcross Desert | |

5.0 VISITOR INFORMATION

The following information on visitors is drawn from the Yukon Visitor Exit Survey 1994 conducted by the Government of the Yukon and published in January 1996. Between June and September of 1994, visitors were surveyed as they left the Yukon for the last time. The territory was divided into nine regions. The South Klondike Highway falls into the Carcross/Southern

Lakes Region which includes a portion of the Alaska Highway, the Tagish Road, the Atlin Road and the southern end of the North Klondike Highway. Figure 23 shows the area covered by this portion of the study. A similar survey was last conducted in 1987. Following is a summary of some of the highlights of the Yukon Visitor Exit Survey 1994.

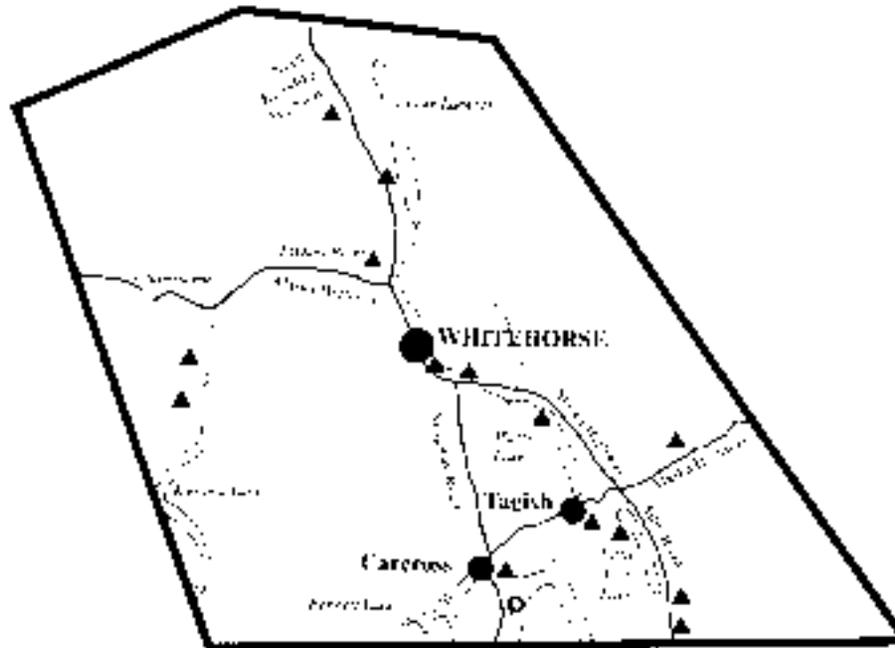


Figure 20: Klondike Highway South (YES, 1994)

5.1 Visitor Numbers & Demographics

In 1994, 206,800 people visited to the Yukon (an increase of 13,100 visitors or 6.8% from 1987). Of this total, 113,033 or 55% of the Yukon visitors, travelled to the Carcross/Southern Lakes region. Thirty-nine percent or 44,061 people actually stopped in the region. Between Skagway and Carcross, 70,400 travelled northwards and 55,800 travelled southwards. Between Carcross and Whitehorse, 65,400 people travelled northwards and 51,700 southwards.

The demographic breakdown of visitors was 50.3% women and 49.7% were men. Fifty-six percent were older than 54 years of age, 35% were between 18 and 54 and nine percent were less than 18 years old.

Visitors were asked how many people were travelling with them in their immediate travel party, sharing expenses, experiences or decisions. The number of travel parties to the Carcross/Southern Lakes region was 19,548 or slightly more than 9% of the total travel parties to the Yukon.

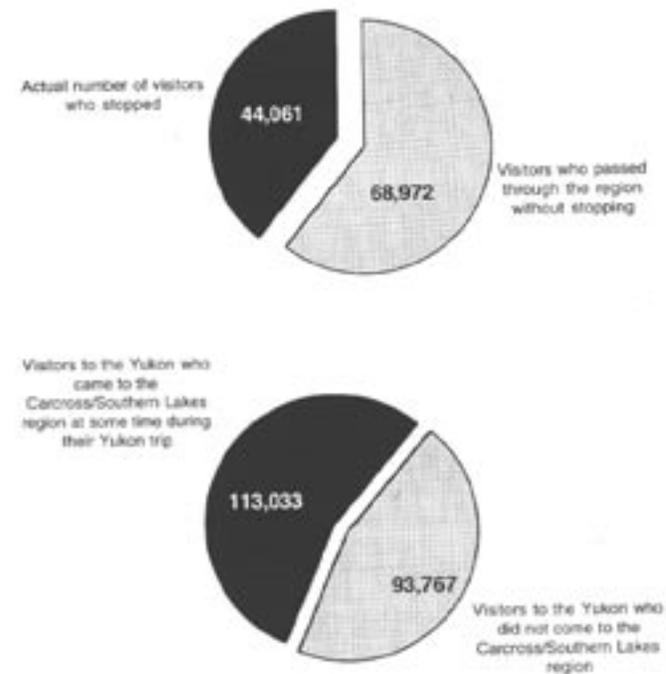


Figure 21: Visitors to the study area (YVES, 1994)

Origins of the 19,548 tourist parties:

TOURIST PARTIES	ORIGINS
14,934 (76.4%)	Americans
3166 (16.2%)	Canadians
1466 (7.5%)	Overseas

Of the 14,934 American visitor parties, the five main states of origin were: Alaska, Iowa, California, Washington and Ohio. Of the 3,165 Canadian parties, 32.5% were from British Columbia, 25.5% from Ontario and 20% were from Alberta. The overseas visitors came (in descending order) from Germany, United Kingdom, Austria, Switzerland, Australia and 11% from other countries.

5.2 Visitor Interests

Most visitors (95.3%) were visiting the region for pleasure with only 4.5% travelling on business. The “pleasure” travellers reasons for visiting break down as follows: 84.3% were on vacation, 8.7% visiting friends or relatives and 3.6% were participating in outdoor/wilderness activities.

Over half of those people who did stop in the region list scenery as the single most positive thing about their visit (56.3%). This is substantially higher than the next most positive thing noted of which 14% listed “people.” When asked what would encourage

the visitor to stay longer in the Carcross/Southern Lakes region the most common response was “time” (54%), meaning that if they had more available time the visitor would have stayed longer in the area. Scenery was listed by 5%, wildlife by 6% and activities by 10% of visitors as factors that would lengthen their stay.

5.3 Length of Stay

Over half (59%) of visitor parties stayed for 1 to 2 nights in the region. The pie chart shows the number of nights visitor parties stayed in the region. Note that 36.2% of parties stayed for less than 1 night.

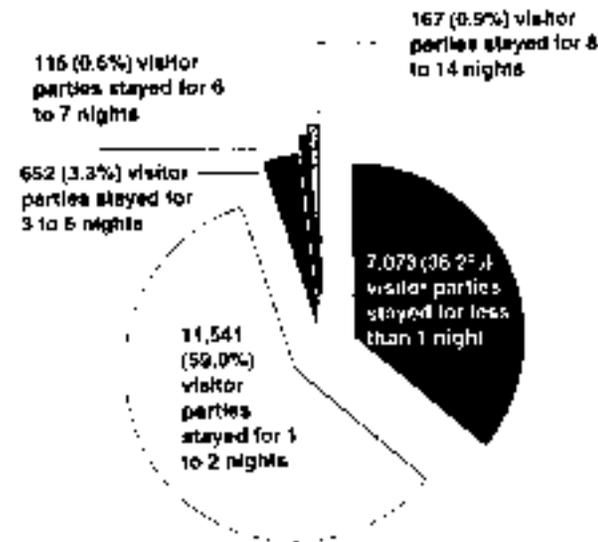


Figure 22: Stays in the study area (YVES, 1994)

5.4 Means of Travel

The means of travel within the region was as follows:

TOURIST PARTIES	TRAVEL MEANS
7,647 (39%)	car, truck or van
7,051 (36%)	bus or motorcoach (most connected with cruise ships)
3,074 (16%)	motorhome, R.V. or camperized bus
1,200 (6%)	camperized car, truck or van
575 (3%)	other (plane, motorcycle, bicycle, canoe, raft or on foot)

5.5 Expenditures

The average expenditure by each tourist party during their visit to the region was \$126 or \$58 per person. Canadians spent the highest average amount (\$160/visitor party), followed by Americans (\$129/visitor party) then overseas visitors (\$77/visitor party). A total of \$3,987,053 was spent by visitors in the Carcross/Southern Lakes region.

5.6 Our Conclusions:

- a substantial number of people simply travelled straight through the region (68,972 or 61%), many of whom could be enticed to stop if roadside stops were more attractive and/or numerous and facilities were improved.
- Given the high interest in scenery, additional pull-outs with interpretive signs would be welcome/appreciated by visitors to the South Klondike Highway.
- By providing additional activities like roadside stops with picnic areas or interpreted walks, visitors will be encouraged to slow down and stay longer in the region.
- The audience for additional roadside pull-outs with interpretive signs is significant. Buses and motorcoach companies take a lot of time travelling up the South Klondike Highway and would welcome more stops. The independent drivers can stop at their own leisure and therefore have the flexibility to make additional stops.
- The northward and southward traffic flow along the South Klondike Highway is fairly equal (56% north, 44% south). Interpretive sites should accommodate this flow, allowing both northbound and southbound vehicles to easily pull in to interpretive sites without disrupting traffic.
- Given that most of the visitors to the area are seniors (p. 4, VES '94), they would probably appreciate easily accessible interpretive points and rest stops, particularly those with facilities such as washrooms, picnic tables and garbage cans. Indeed, these amenities would probably appeal to all visitors.

6.0 Sign Design Concepts

Figure 23: Taken from *Interpretive Plan, Klondike Highway (North)* by PRP & Assoc.

6.1 Introduction

The graphic look for the North Klondike Highway has already been thoroughly detailed in the Interpretive Plan for the Klondike Highway (North) (see extract below). In order to keep the image of the two highway segments linked, we do not intend to deviate significantly from that image. This report also proposed highway unit graphics to identify individual and distinctive highway segments. Given that the South Klondike Highway is so short, one graphic could suffice to characterize this part of the drive. At Carcross, however, the landscape changes from mountains to valley and a separate graphic identity may be appropriate.

6.2 Highway Unit Graphic

At this stage, we are offering a few concepts for a unifying image that characterizes the South Klondike Highway. There are a number of ways to depict the region, depending on what one wishes to stress.

The design would be in keeping with the “hand chiselled” style described in the North Klondike Highway report. The colour schemes for the North Klondike seemed variable but worked with a four colour process allowing for an interesting variety. This is one of the points where it may be desirable to deviate slightly from the established scheme. The colours of the current signage at Bove Island and Fraser are a bold red, and white on black. This is most appropriate considering the strong Tlingit

presence in the area and their traditional use of this colour combination. The colours may not be suited to all the graphic images offered below. It may indeed be desirable to present a contrast in the unit graphics using, for example, blue, green and black on white.

1. The strongest visual element of this section of the highway is very similar to the main graphic that is to appear at the bottom of all interpretive panels: the mountains and water. The main difference is that the South Klondike is characterized by lakes rather than rivers. This can be depicted in landscape profile, much like the main graphic, with a long lake in a mountain valley. The road and railway could be shown running parallel to the lake.
2. The most striking physical reminders of the area's human history visible from the highway are the mining remains on Montana Mountain. More particularly, the Venus Mill and the tramline towers epitomize the hopes, expectations and failures of the early miners. The steep building sites for the mill and tramline also characterize the difficult building conditions dictated by the area's terrain. The strong angular lines of the mill mirroring the rugged mountains, contrasted by the strong horizontal lines of the lakes make a striking graphic. The towers are a simple, distinctive design.
3. Caribou were important to the First Nations people in this area. Carcross derives its name from the annual southward migration of these animals. Using a caribou, or herd of caribou, would provide an interesting zoomorphic contrast to the landscape elements of the main graphics.
4. The railway parallels this road for much of its length and is in evidence at Fraser, Log Cabin, Carcross and Robinson. The White Pass and Yukon Railway figures prominently in the history of the region and the highway itself is largely responsible for its demise. An image of a steam locomotive would be an appropriate image to depict the history of the area.

This is an example of a unifying image for the highway. It could be used for the portion south of Carcross.



Figure 24: Headwater Lakes Graphic

This symbol could be used to represent the boreal region between Carcross and the Alaska Highway.



Figure 25: Boreal Forest Graphic

The caribou symbol depicts Carcross and environs and may depict the area between Carcross and the Alaska Highway.



Figure 26: Caribou Graphic

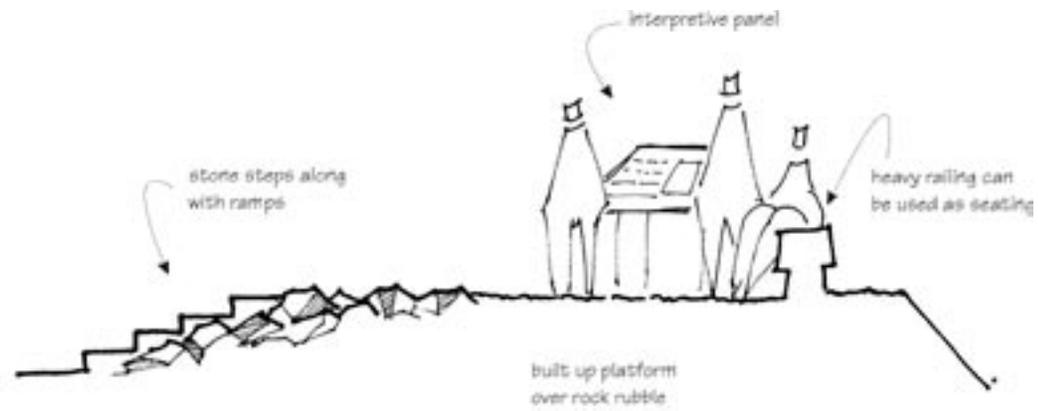
While this symbol may have some commercial connotations, the railway was the main factor responsible for early development through this corridor. Despite referring the Pass, it actually parallels the highway more directly through the Carcross to the Alaska Highway section. It can also be seen at the Robinson Roadhouse site.



Figure 27: White Pass Graphic

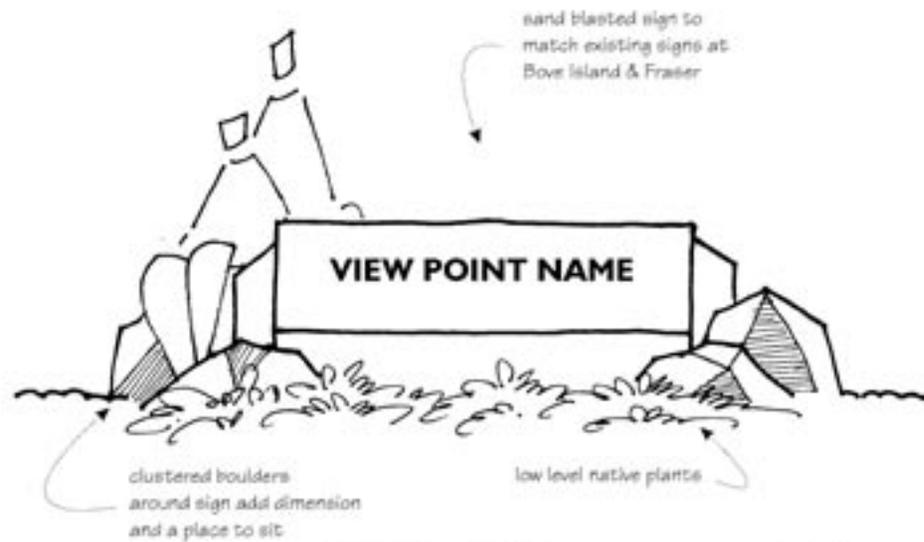
Appendix 1: Site Plans

plan no.	title	page no.
1	profile of typical viewing platform	1
2	typical sand-blasted wood site identification sign	1
3	Conrad & Tutshi proposed pull-off configuratio	2
4	Venus Mill viewpoint	3
5	new Venus Mill pull-off	4
6	Emerald Lake pull-off	4
7	proposed Carcross Cut-off pull-off	5
8	proposed Carcross Cut-off orientation point	6



Profile of Viewing Platform

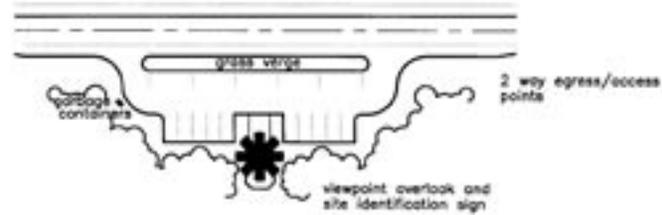
Plan 1



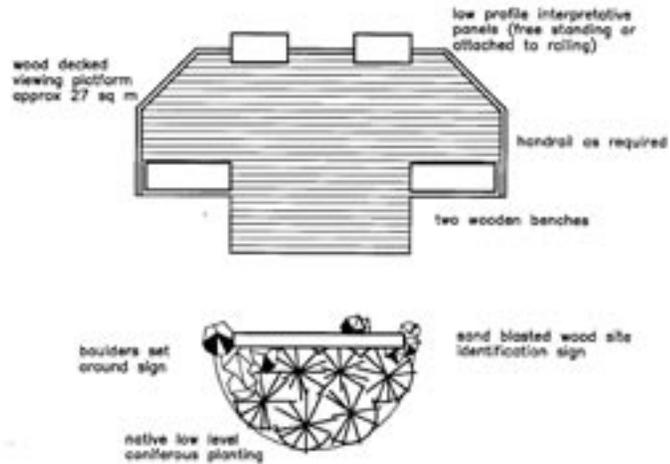
Typical of Sand Blasted Wood Site Identification Sign

Plan 2

pull-off size is roughly 20m x 60m
with parking for 10 small vehicles
and 5 large vehicles



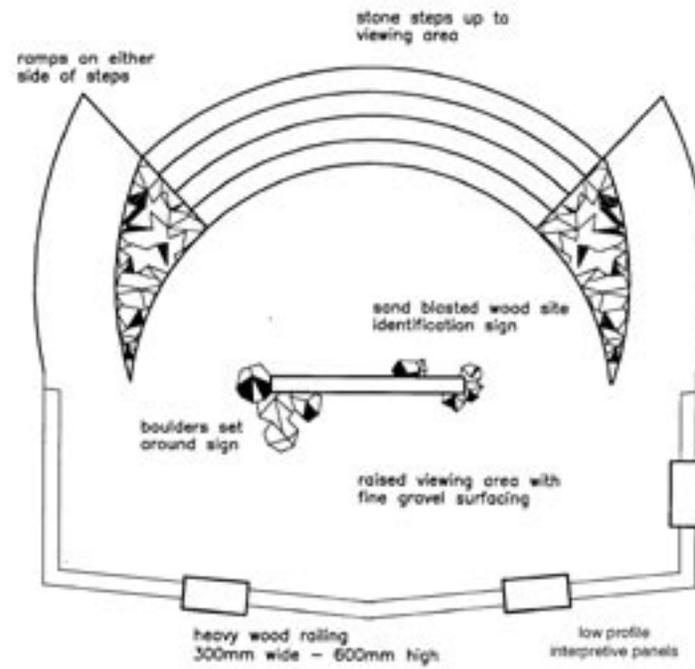
Conrad & Tutshi Proposed Pull-off Configuration



The general layout of the view point shall consist of a site identification sign similar to existing signs at Bove Island and Fraser and a viewing platform. The arrangement of the interpretative panels shall depend on the number to be provided at the site and orientation of views from the platform.

Typical Viewing Platform

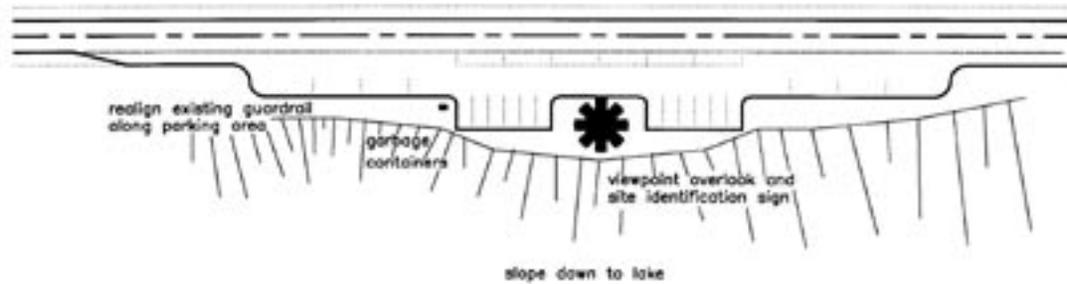
Plan 3



Venus Mill View Point

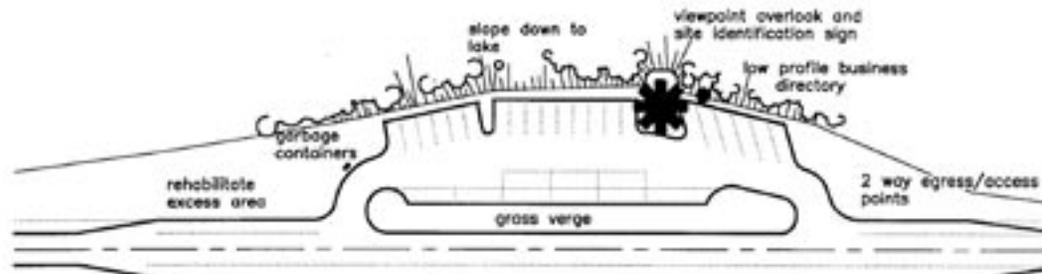
Plan 4

pull-off size is roughly 18m x 135m
with parking for 10 small vehicles, 8 to
14 large vehicles



New Venus Mill Pull-off

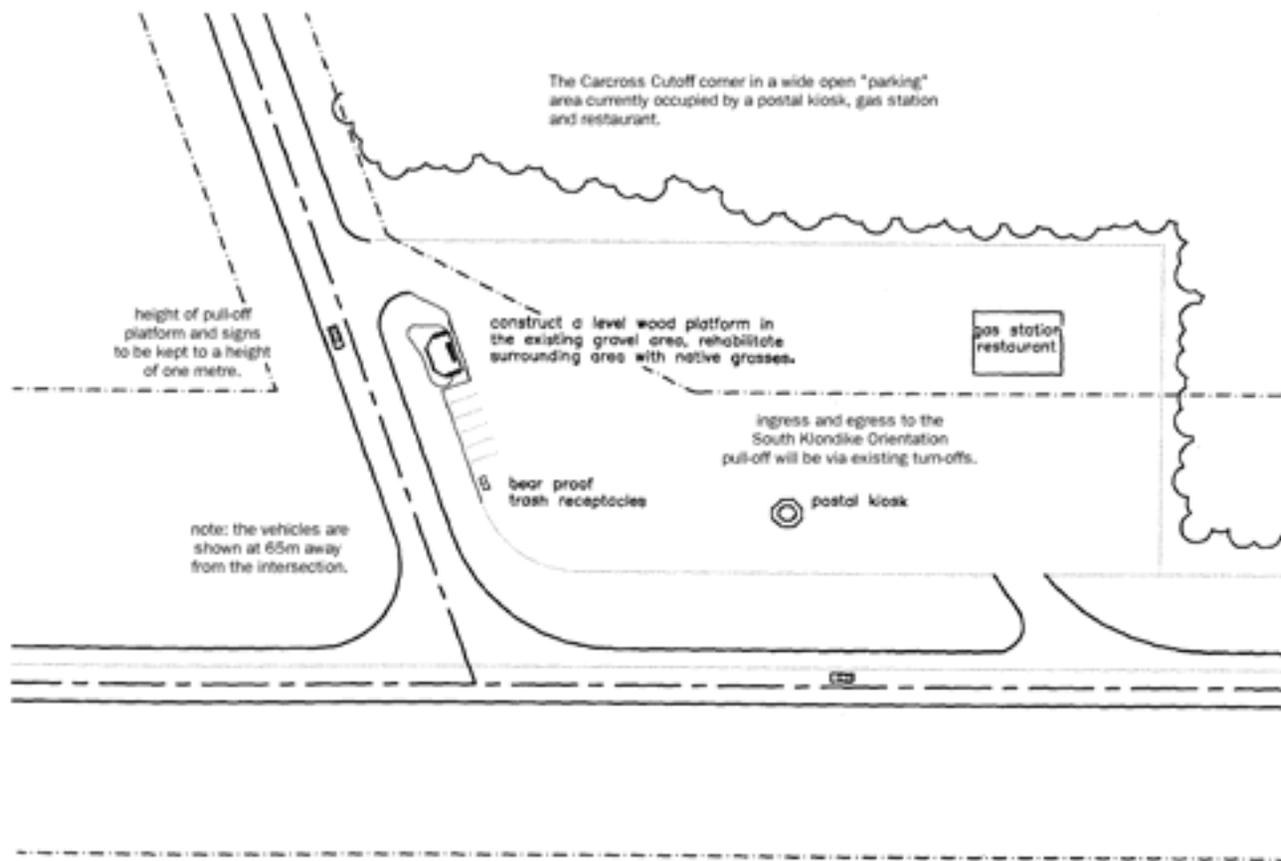
Plan 5



pull off size is roughly 25m x 100m
with parking for 15 small vehicles, 6 medium
vehicles and 9 large vehicles

Emerald Lake Pull-off

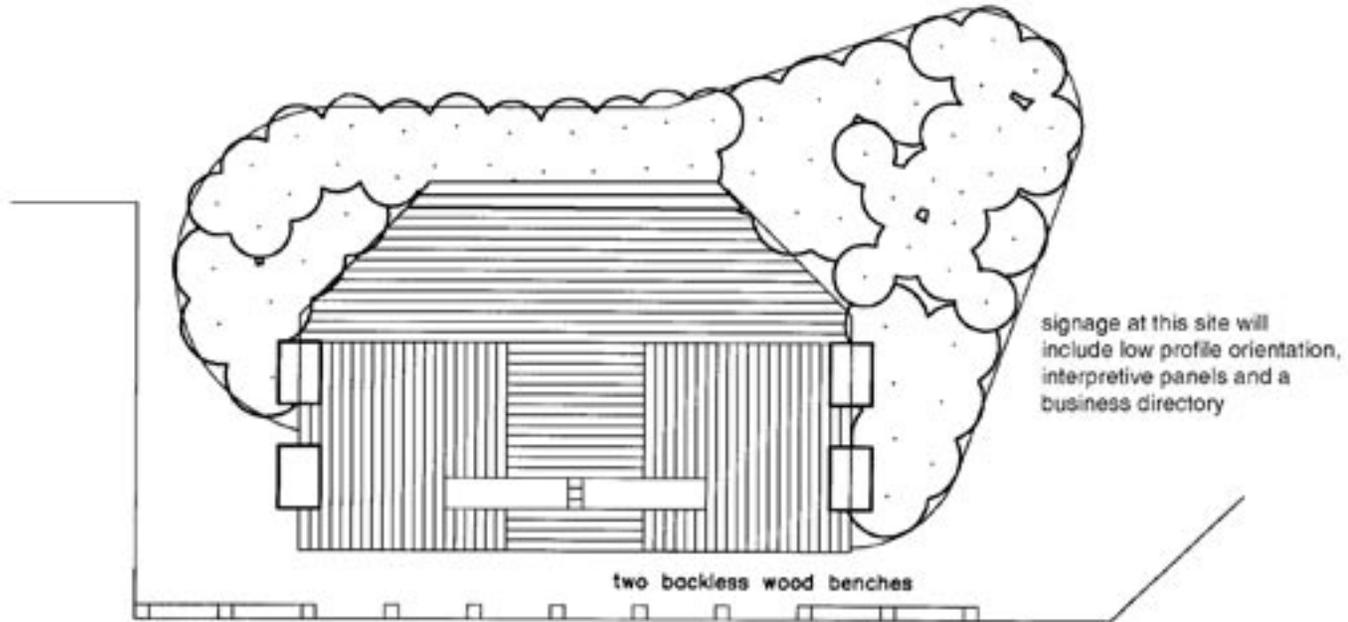
Plan 6



Proposed Carcross Cutoff Pull-off

Plan 7

low level mass planting of indigenous plant material
(such as: junipers, wild roses and potentilla)



signage at this site will include low profile orientation, interpretive panels and a business directory

two backless wood benches

wood bollards and railing to provide separation from parking area as well as protection for the platform structure

Proposed Carcross Cutoff Orientation Point

Plan 8

Appendix 2: Tagish & Tlingit place names for major features along South Klondike Highway

Taken from: Angela Sidney, *Place Names of the Tagish Region, Southern Yukon*, 1980.

Map/Location Name	Tagish Name/Translation	Tlingit Name/Translation
Bennett Lake	Mén Ché/ “big lake”	Chá'kúx Anax Dul.adi Yé / “place for packing skin boats over”
Carcross	Todezáané	Naataase Héen / “Naataase River”
Caribou Crossing - a narrow point on Nares Lake.	Médzí h É'ol “caribou are swimming”	Watsíx Naakwaani Yé “place where caribou swim (across) in groups”
Caribou Mountain	Meé'táatl'e Shéch'ée / “wind blowing on the forehead”	Yaadéwduwanúk / “blowing against the face”
Grey Ridge	Taaghahi / “facing the water”	Takaaki T'ooch' / “rockslide charcoal (black)”
Kootkatsoon Lake		
Lewes Lake	Tékhaaje / “stumpy bottom”	Áa Kawlikuxu Yé / “drained-out place”
Log Cabin	Tóo Ch'ie' Táh Mén / “among the ragged lakes”	Áax 'w Sáani Xoo / “among the small lakes” or Héen Kas'él'ti Xoo / “among the ragged lakes”
Montana Mountain	Chílih Dzéle' / “gopher mountain”	Tsálgi Shaayi / “gopher mountain”
Nares Lake	Taasleyí Méne' / “pike lake”	Taasleyí Áayi or Taasleyí Áak'u / “pike lake”
Nares Mt. / Fourth of July Mt.	Médzí h Dzéle' / “caribou mountain”	Watsíx Shaayi / “caribou mountain”
Rat Lake	Dzéná Méne' / “muskrat lake”	Tsín Áayi / “muskrat lake”
Seagull Islands (east of Bove Island)		Kéitladi X'áat'i / “seagull islands” Kaa Shakee X'áat'i / “overhead islands”
Spirit Lake	Mbéde Méne / “rainbow trout lake” OR Łooge Zhaazhe / “little fish”	Daleiyí Áak'u or X'waat' Áayi / “trout lake”
Windy Arm	Tséi Zhéle' Méne / “howling rock lake”	

Appendix 3: Canadian Heritage Development at Log Cabin

Canadian Heritage has planned to develop the Log Cabin site for a number of years. Due to budgetary constraints, particularly maintenance costs, these plans have been put on hold. In 1996, Parks Canada installed a set of outhouses at Log Cabin. In the past, they have designed and laid out a set of interpretive panels for the site. The signs have not yet been ordered, however.

Wendy Wood spoke with Bob Lewis, Manager of Heritage Integrity. Preliminary discussions indicate that Parks would be interested in a partnership arrangement for developing and maintaining the site. The extent of such a partnership would depend on the degree that the site fits into the overall South Klondike Highway Interpretive Plan, i.e. images and themes.

In the opposite column is a summary of the storylines of the nine interpretive panels. The full texts and photo references are on the following pages.

Panel 1: Log Cabin - Welcome to Chilkoot Trail National Historic Site

Panel 2: The Trails - competition between the White Pass and Chilkoot Trails

Panel 3: Day to Day - life at Log Cabin during the gold rush

Panel 4: Showing the Flag - the story of the NWMP and customs at Log Cabin

Panel 5: Doing Business in Log Cabin - story about entrepreneurs at Log Cabin

Panel 6: The Fantail Trail and the Atlin Rush

Panel 7: White Pass and Yukon Railway

Panel 8: Traditional Life - First Nations who used the area and lived here

Panel 9: Family Life - Stories about life at Log Cabin, berry picking by First Nations.

Panel 1 Log Cabin

Welcome to Chilkoot Trail National Historic Park. (to go on map)

In the days of the Klondike Gold Rush a lively community came into being here. More than 15,000 stamperders travelled along the White Pass trail, resting here after the rigors of the Summit. They were on their way to the headwaters of the Yukon River at Bennett Lake. At Bennett they built boats and continued their journey by water. It was a full day's walk with a heavy pack to Bennett from Log Cabin.

"A thousand pounds of goods could only be considered a fair outfit for one man, and if the man had to carry it himself, it would take him no less than a month to do it."
The Chicago Record

1. Map of area: use Chilkoot Map from Lindeman exhibit
2. Street Scene, Atlin HS P428: Log Cabin was a busy settlement during the gold rush but by 1900 it had been abandoned. Photo: Atlin Historical Society.
3. Visual, ton of goods poster: (Ok without french?) National Archives of Canada.
4. man with pack, Alaska State Library.

Panel 2

The Trails

First Nations people used the Chilkoot Trail as a trade and travel route for countless years. Although they hunted and travelled in this area, the White Pass Trail was not developed until the advent of the gold rush. Promoters advertised the White Pass, lower and less steep than the rival Chilkoot, as an easier route, suitable for pack animals and wagons. In reality, the trail was subject to severe snowstorms in winter and endless mud in the summer and was frequently impassible.

"...my father told me of his trip through a pass leading from a little bay called Skagway...through which he and an Interior Indian called..Skookum Jim picked their way through to Lake Bennett in the month of June...travelling was very hard most of the way."

Bernard Moore, 1887

5. Man in boat 14.8-26: During the gold rush, people struggled over the mountain passes to the headwater lakes, building boats there for the journey to the gold fields.
Photo: Yukon Archives.

6. Horses: So many animals lost their lives in the tortuous conditions on the White Pass trail that it became known as the Dead Horse Trail. Photo: National Archives of Canada.

7. Winter travel, YA 2575 (Hegg, U of W): In winter snow levelled the surface of the White Pass trail and the marshy sections were frozen hard. Note nearby Mt. Halcyon.
Photo: Yukon Archives.

8. sled: Provincial Archives of British Columbia.

Panel 3

Day to Day Life

Log Cabin was a place to rest after struggling through the White Pass from Skagway. Travellers could sleep, eat, pay duty and buy supplies in the settlement. It was a constant jumble of activity; full of horses, dogs, mules and people. There was an unceasing flow of freight through the community; some stacked up ready to be inspected, some loaded on pack animals, some carried on the backs of tired stampedeers.

71 words

9. "My riding habit was not very elaborate, being a short skirt, rubber boots, and cowboy hat. I do not like horseback riding nearly as well as in a comfortable buggy, but would like to see a horse and buggy go where we went in the next three days."

Mrs. Hartshorn

10. Blacksmith: Clarence Hartshorn (centre) was a blacksmith; his wife (above) was the cook at the Kittias Restaurant. Top left: Atlin Historical Society; all others: Yukon Archives; .

11. Piles of freight: Photo: Yukon Archives.

12. Pockets: Atlin Historical Society.

Panel 4

Showing the flag

At the turn of the century, Canada and the United States squabbled about the location of the Yukon-Alaska boundary in the panhandle area. Canada wanted the boundary to be as far seaward as possible. The U.S. wanted the line well inland, which would put communities like Log Cabin and Bennett on American soil. In 1898 Canada seized the initiative and established Northwest Mounted Police posts at the summits of the Chilkoot and White passes. That is still the location of the boundary to this day.

“On the whole, it is my belief that the collection of duties was made as easy as such a species of tax-levying could be.”

Tappen Adney, *The Klondike Stampede*

13. NWMP on horse: As well as helping with the collection of customs, the NWMP carried mail, conducted patrols and prevented cruelty to animals. Photo: Yukon Archives.

14. Two men: Customs duties were a major source of revenue during the gold rush. Thousands of people passed through Log Cabin, each bringing a ton of supplies. Photo, left: Provincial Archives of British Columbia.

15. Double photo HP 97782: The NWMP collected customs at the summit until July 1898, when they moved here (right). Provincial Archives of British Columbia.

16. Blockhouse: The NWMP post housed two officers, four constables and one milk cow. *Seattle Post-Intelligencer*, March 11, 1898

Panel 5

Doing Business in Log Cabin

There were many entrepreneurs in Log Cabin who realized they could make more money from the people on the trail than they could on the creeks of the Klondike. Thomas Tugwell established the first enterprise, the British Hostelry, in the fall of 1897. By 1898 you could buy everything from supplies and hay to five kinds of British beer. Although many stampedeers carried their own goods, Log Cabin also did a good business as a depot for commercial freighting.

“One day, hearing a commotion in the house, I went to see what caused it and found a burro eating off the table and seemingly enjoying himself.”

Mrs. Hartshorn

17. Saloon interior YA 4583: Gold rush communities like Log Cabin were transitory; most businesses, like this saloon, were housed in tents. Photo: Yukon Archives.

18. British Hostelry: Tugwell’s British Hostelry advertised itself as “the only wooden building with rooms”. Photo: Provincial Archives of British Columbia.

19. Close-cut shot of poles and banners: Top: Provincial Archives of British Columbia.

Panel 6

The Fantail Trail

The Atlin Rush

In 1898 the White Pass and Yukon Route built the Fantail Trail from here to Atlin. The 45 mile/70 km sled trail was used for many years. Passengers and freight travelled on horse-drawn sleighs, while dog teams carried the mail. One enterprising butcher even drove cattle over the trail in the late spring. The Fantail Trail was only used in the winter, in the summer passengers and freight travelled to Atlin on lake steamers from Bennett.

78 words

20. Map

21. Man beside tent: Clarence Hartshorn joined the rush to Atlin in search of his fortune. He didn't find it.

22. Group of men, YA (Barley) 5317: In early August 1898, gold was discovered in Atlin, British Columbia. Hundreds of railway workers quit their jobs, collected their cheques and rushed to Atlin, hoping to find gold. Both photos: Yukon Archives.

23. Tents and men, Atlin HS P-446: Top: View of Log Cabin, showing the Fantail route in the distance. Atlin Historical Society.

Panel 7

White Pass & Yukon Route

Thousands of people flooded north during the gold rush. This placed new demands on the existing transportation system and created opportunities for development. In May 1898 a group of British financiers started work on a narrow gauge railway through the White Pass from tidewater to the Yukon. Work on the 110-mile/200 km line was finished in July 1900. At the peak of construction more than 2000 men worked on the railway.

"No passenger allowed to make any remarks if the horses climb a tree, and, if the sled drops through the ice, each one must retain his seat until the bottom of the lake is reached, when all are expected to get out and walk ashore."

"Sitkine Bill" Robinson
Red Line Transportation Company

24. Red Line Camp, YA (Barley) 4900: Below right: By late fall of 1898 the tracks reached the Summit. Freight was stockpiling there at an alarming rate. The Red Line Transportation Company transported freight and passengers from the end of rail to Bennett. Photo: Yukon Archives.

Note: Caption in French will be indicated by "Right" not "Below right" due to position.

25. Snowshoes/train in snow: Above: Rail crews contended with vast amounts of snow. Yukon Archives.

26. People at station, Atlin HS P-611: Thomas and Lilly Tugwell are shown here with friends at the Log Cabin station, about 1900. Photo: Atlin Historical Society.

27. Man beside train YA 5321: Photo: Yukon Archives.

Panel 8 Traditional Ways

The First Nations people of the Southern Lakes have hunted and harvested in this area for thousands of years. People still have close ties to the land. Life continues as a seasonal round of activities; hunting caribou and moose in the fall, ice-fishing and trapping in the winter, fishing and snaring small game in the spring and harvesting berries and plants in the summer.

"I was too small to shoot the gun I guess so I got to set snares. It was more fun to set snares. I did the night check after supper."

Jean Desmarais

28. Winter camp ASL 87-143: Top: A First Nations winter camp, about 1900. Alaska State Library.

29. Ice-fishing CMC J665-19: Dora Austin and another woman set nets through the ice. Canadian Museum of Civilization.

Panel 9 Family Life

Picking berries in the Log Cabin area continues as a tradition of the Southern Lakes aboriginal peoples. Groups of First Nations women, children and elders gather here in late summer to pick blueberries and lowbush cranberries. Each family returns to their own berry patch each year. Traditionally people walked. Once the railway was built they travelled here by rail or, after the highway was built in the 1970s, by road.

30. Berry picking CMC J856: Berries were eaten fresh, preserved for winter eating with melted moose fat, or traded or sold in Carcross. Canadian Museum of Civilization.

31. People on locomotive YA 9600: "The railway delivered our groceries to the berry camp. We really had something going with the railway."

Edna Helm

Photo: Yukon Archives.

32. People with fish YA 9591: The Good family were also long time residents of the area. They spent time near Log Cabin fishing and posing. Photo: Yukon Archives.

Appendix 4: Klondike Gold Rush national Historic Park, Klondike Highway [Alaska section] and Dyea Wayside Exhibit Plan

The attached exhibit plan outlines text and graphics planned for seven wayside panels to be placed on the Alaskan portion of the South klondike Highway and three additional signs on the Dyea pull off. This information is provided courtesy of Cathy Cook, Interpretive Specialist (Klondike), with the U.S. National park Service.

**Klondike Gold Rush National Historical Park
Klondike Highway and Dyea
Wayside Exhibit Plan**

**Prepared by:
Cathy Cook
Interpretive Specialist
Klondike**

Gold Rush NHP

**Edited By:
Winnie Frost
Wayside Exhibit Planner
Harpers Ferry Center**

Chief, Division of Wayside Exhibits Date _____

**Klondike Gold Rush National Historic Site
Wayside Exhibit Plan
Introduction**

This wayside exhibit plan consists of nine new panels that will be produced through Harpers Ferry Center's Task Order Assist Program. The exhibits will interpret features along the Klondike Highway and Dyea.

Design

The park currently has twenty-nine wayside exhibits at various sites connected with the park story. These exhibits were planned, designed, and produced in 1986. The park has requested that these additional nine exhibits follow the same design (without picture fuzziness) as the existing exhibits and should be produced in fiberglass.

Bases

The nine exhibit bases need to be removable since the panels will have to be installed each spring and removed each fall.

Funding

A total of \$50,000 is available for this project through a state grant and must be obligated by the close of FY 97.

Klondike Gold Rush National Historic Site
List of Wayside Exhibits

<u>Ex #</u>	<u>Subject</u>	<u>Location</u>	<u>Bases</u>
1.	White Pass & Yukon Rte. Railroad	Mile 5.5 Klondike Hwy	36x24
2	Brackett Wagon Road	Mile 5.5	36x24
3	Dead Horse Trail	Mile 8.5	36x24
4	White Pass City	Mile 8.5	36x24
5	Construction of Klondike Highway	Mile 11.5	36x24
6	Migration Corridor	Mile 11.5	36x24
7	International Boundary	Mile 16 Summit	36x24
8	Exploring Dyea	Dyea Pull Off	36x48
9	Bulletin Board Case	Dyea Pull Off	36x48
10	Dyea on the Rebound	Dyea Pull Off	36x48

Fabrication Notes:

Panels are fiberglass.

Panel design needs to be similar to existing waysides.

Bases need to be removable. Because of the use of snowplows along the highway, the exhibits will be removed every winter.

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 1

Title
1-1 White Pass and Yukon Route

Subtitle
1-2 *"Give me enough snoose, snuff and
dynamite and I'll build you a road to hell."*
Michael J. Heney
Railroad Contractor

Main
1-3 The White Pass and Yukon Route is
one of the last narrow-gauge railroads built in North America.
Construction began on May 28, 1898, with rail reaching the summit by
February 18, 1899, and completed to Whitehorse by July 29, 1900. In a
mere 26 months, transportation had developed from primitive foot trails to
the most advanced technology of the 19th century.

British investors supplied Michael J.
Heney with the money to complete the 110 mile "lifeline" to the Yukon.
More than 2000 men labored with hand tools to build the railroad that
claimed 35 lives. It remains a striking testimony to the foresight and
tenaciousness of these people.

Photo Caption
1-4 Tunnels and trestles made it possible
for trains to cross the formidable mountain range that had defeated many
stampedeers and destroyed thousands of pack animals during the rush of
1897-98.

Labels (page 2)
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 1

Photo Caption

- 1-5 Work crew using sledge hammers to drill a hole for a dynamite charge.

Photo Caption

- 1-6 Hand labor at the end of the grade near White Pass Summit on August 25, 1898.

Photo Caption

- 1-7 Driving the Golden Spike for the completion of the WP & YRR on July 29, 1900 at Carcross, YT.

Graphics
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 1

Historic Photos

- 1-8 Tunnels and trestle photo.
- 1-9 Drilling photo #RC-32/2878
- 1-10 Hand labor photo #RC-30/2876
- 1-11 Golden Spike photo #RR-14/1054

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 2

Title
2-1 Brackett Wagon Road

Main
2-2 Construction of Brackett Wagon Road, visible on the far slope below the railroad tracks, began on November 8, 1897. By the following March, the toll road was open to White Pass City, ten miles up the valley. Built by George A. Brackett, it proved to be a tremendous improvement over the miserable "Trail of 1897." Brackett had hoped to extend his road to White Pass summit, but lack of money and the construction of the railroad doomed his efforts.

The road was popular with packers and proved to be immensely helpful during railroad construction. However, many chafed at the fees Brackett charged and "toll gate wars" ensued over payment. Finally, after anticipating financial ruin, Brackett sold the road to the railroad for \$100,000 in June, 1898. He continued to collect tolls, however, until early 1899.

Photo Captions

2-3 George A. Brackett, seen kneeling on the far right, built the first toll and wagon road in Alaska.

2-4 Brackett operated the toll without government approval from March 1 until May 14, 1898 when Congress passed the Alaska Homestead Act, allowing the secretary of the Interior to grant toll road privileges.

Labels (page 2)
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 2

Photo Captions (cont.)

2-5

Brackett's enterprise employed

200-250 workers in 7 work camps. Unskilled labor was paid \$2.50 per day, skilled labor \$3.00, and carpenter's \$3.50 per day.

Graphics
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 2

Historic Photographs

- 2-6 BXW photo of George A. Brackett
and capitalists looking at map, Photo # BW-12/1136
- 2-7 BXW photo of toll notice, photo # BW-30/1350.
- 2-8 BXW photo of Brackett's road under construction.

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 3

Title

3-1 The Deadhorse Trail

Main

3-2 At first considered a low-elevation alternative to the nearby Chilkoot Trail,

White Pass Trail never reached its potential. Instead, rains in the Fall of 1897 and the influx of hundreds of inexperienced stampedeers transformed the trail into a quagmire. The carcasses of over 3,000 pack animals soon turned White Pass into Deadhorse Trail.

Although the trail is no longer visible, the entrance to part of it, Dead Horse Gulch, can be seen below the railroad in the far left distance.

Quote

3-3 Jack London, famed novelist, wrote this chilling description of the trail.

The horses died like

mosquitoes in the first frost and from Skagway to Bennett they rotted in heaps. They died at the rocks, they were poisoned at the summit, and they starved at the lakes;...men shot them, worked them to death and when they

Labels (page 2)
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 3

Quote (cont.)

3-3 *were gone went back to the beach and bought more. Some did not bother to shoot them, stripping the saddles off and the shoes and leaving them where they fell. Their hearts turned to stone—those which did not break—and they became beasts, the men on the Dead Horse Trail.”*

Photo Captions

- 3-4 Carnage from the Deadhorse Trail.
- 3-5 Grubstaked by relatives, London arrived in Dyea, Alaska in early ,
1897. His graphic
account of
packing over the
trails, helped
capture human
emotions during
the rush.

Graphics
Klondike Gold Rush NHP
Wayside Exhibit Plan

Exhibit 3

Historic Photographs

- 3-6 BXW photo of Jack London.
Photo
- 3-7 BXW photo of Deadhorse Trail.

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 4

Title

4-1 White Pass City

Subtitle

4-2 *"Drinking, dancing, and gambling shamed the night and mocked the day.*

*Many a young and healthy man succumbed to perils more trying than
fatigue and more deadly than snow."*

Thomas A. Rickard's reflection on White Pass City

Main

4-3 Hidden from view by the distant, sloping ridge is the site of the abandoned

gold rush settlement, White Pass City. It evolved quickly in 1897 as a
good place to rest before making the grueling climb to the summit. A
mass of 1500 to 2000 eager stamperders congregated here in tents,
log-cabins, and makeshift shanties.

The "city" grew with the influx of teamsters, packers, and railroad
workers busily constructing the White Pass and Yukon Route. The
completion of the railroad marked the swift end to this boom-to-bust town.

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 4

Photo Captions

- 4-4** White Pass City, a frontier settlement with all the makeshift provisions of home in the wild.
- 4-5** At White Pass City the wagons were unloaded and pack horses temporarily relieved of their load, fed, and rest before making the steep climb to White Pass summit.
- 4-6** Exhausted by the rigors of the trail, a stamperder naps along the White Pass Trail. "They come from desks and counters; they have never packed, and are not even accustomed to hard labor." — Tappan Adney

Graphics
Klondike Gold Rush NHP
Wayside Exhibit Plan

Exhibit 4

Historic Photographs

- 4-7 BxW historic photograph of White Pass City.
- 4-8 BxW photo of White Pass Trail in winter
- 4-9 BxW of a tired prospector

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 5

Title
5-1
Main

Klondike Highway

5-2 Construction of a road over one of North America's most difficult mountain ranges became a quest after the 1896 discovery of gold in the Klondike. It took more than eighty years to complete the 110 mile scenic highway that provides a direct link from Skagway, Alaska to Whitehorse, Yukon Territory.

Skagway citizens first met in 1905 to plan the road, but it took until 1914 a construction gang to rough out the first 3 miles. Additional sections were built gradually over the next 50 years; then the Alaska and Yukon governments worked together to complete the last fifty miles of road.

After opening to through traffic in 1978, a bus driver remarked: "Between Carcross and the Old Venus Mine is 11 miles of terror, believe me." Since its dedication, the highway has been continually upgraded and is now maintained for year-round travel.

Labels
Klondike Gold Rush NHP
Wayside Exhibit Plan
Exhibit 5 (cont.)

Photo Captions

- 5-3 The highway was blasted out of the mountainside, following some of the most torturous stretches blazed by the gold rushers. It required 6 miles of 8% grade to climb 3290 feet in 14 miles.

Photo Caption

- 5-4 Moore Creek Bridge, a cable-stayed bridge, crosses the 110 foot canyon over Moore Creek. Constructed entirely from the south bank of the gorge, it is named after Captain William Moore, who explored the White Pass valley and later founded Skagway.

Graphics
Klondike Gold Rush NHP
Wayside Exhibit Plan

Exhibit 5

Historic Photos

- 5-5 Color photo of primitive Klondike Highway.
- 5-6 Color photo of Moore Creek Bridge.

Labels
 Klondike Gold Rush NHP
 Wayside Exhibit Plan
 Exhibit 6

Title

6-1 Migration Corridor

A vast network of mountains extends along the Gulf of Alaska's coast. For animals that can't fly, these mountains form a nearly impenetrable barrier between the Pacific Ocean and the interior. White Pass is one of the few low spots—passable travel corridors—that exist. As you drive along the Klondike Highway today, it's easy to forget that this valley is not only a corridor for humans, but for other animals as well.

Main

6-2

During the last ice advance, many species of animals survived in the non-glaciated portions of northern Canada and Alaska. When the ice retreated, they spread out across the land. The ancestors of many animals that now inhabit this region may well have traveled to Alaska's coast by this pass and others like it.

Scan the rocky hillside for mountain goats. They may be closely related to the ones seen near Juneau's Mendenhall glacier, 100 miles south of here.

Photo Caption

6-3 Mountain goat normally summer in high alpine meadows where they graze on grasses, herbs, and low-growing shrubs. Most goats migrate below treeline in winter.

Labels
 Klondike Gold Rush NHP
 Wayside Exhibit Plan
 Exhibit 6

Photo Caption

6-4 Both black bear and grizzly bear can be seen along the Klondike Highway.



Labels
 Klondike Gold Rush NHP
 Wayside Exhibit Plan
 Exhibit 7

Title
 7-1 International Boundary

Subtitle

7-2 *"It was a case of possession being ten points in the law, and we intend to hold possession."*

Clifford Sifton
 Minister of Finance, Canada

Main

7-3 By 1898, the Klondike Gold Rush was in full swing and its potential wealth

rekindled a boundary dispute between the United States and Canada. The border, vaguely defined in an 1825 treaty between Russia and Great Britain, remained unclear when the U.S. purchased Alaska from Russia in 1867. With thousands of stampedeers using the White Pass and Chilkoot trails, both countries laid claim to the boom towns of Skagway and Dyea, the start of these two trails.

In February 1898, a surprise move by the Canadian government ensured that both the White and Chilkoot passes would be controlled by Canada. The North-West Mounted Police were quietly sent to both summits where they established posts, and began collecting customs duties. Each post was equipped with a Maxim machine gun, ammunition, and supplies for six months.

Labels
 Klondike Gold Rush NHP
 Wayside Exhibit Plan
 Exhibit 7

Main (cont.)

7-3 This bold move established a de facto boundary across the disputed territory and helped control the flow of people to Canada. The final boundary line was set in 1903 after much debate by the Alaska Boundary Tribunal.

Historic Photo Caption

7-4 North-West Mounted Police stand by the Union Jack and the Stars and Stripes on the White Pass Summit, April 9, 1899. The Mounties main duty was to collect customs and mark the boundary of Canada.

Historic Photo Caption

7-5 During the winter of 1897-98, the summit detachment was the most desolate post in the north. The men suffered from frostbite, colds, kidney problems, bronchitis, and pneumonia.

Historic Photo Caption

7-6 North-West Mounted police checking stampedeers' supplies at White Pass Summit.