

Summary of Carcross Historic Sites



View of south Carcross, circa mid-1960s. James Quong photo

**Prepared by
Patricia Halladay and Helene Dobrowolsky
for Historic Sites Unit
March 2008**

**Revised by Barbara Hogan, Historic Sites Unit
September 2008**

CARCROSS: Overview History

Introduction

This report and the accompanying maps have been compiled to assist with future planning for the community of Carcross. Using these maps and historic site summaries as a tool, planners, community members and Carcross/Tagish First Nation citizens can assess the value of individual sites and, in turn, determine other values such as historic neighbourhoods, view lines and the context of these structures within their spectacular natural setting.

The extant historic sites have been divided into five general areas:

- South Carcross, on the south side of the Narrows;
- the Carcross Downtown Core, centred around the hotel, depot and including the waterfront area;
- Bennett Ave;
- West Carcross area; containing the historic residential properties; and
- East Carcross, along the shore of Nares Lake.

This is one way of grouping the sites; future planners may come up with different categories.

The historic sites or heritage resources include dwellings, commercial and industrial buildings, remnants of the S.S. Tutshi and structures such as the Swing Bridge and remains of the breakwater. The cemetery has not been included in this report although this is definitely an area of historical significance as well as of family and spiritual importance.

The information provided for each site is an abridged version of a more extensive report in the Yukon Historic Sites Inventory (YHSI) database. For each site we have provided summary information such as site name, address, YHSI number, photograph, legal and zoning information and any available historical data. The original inventory of Carcross historic sites took place in the early 1980s, the most recent in 2002. Part of our work entailed determining whether the sites were still standing or had undergone any major alterations.

The Yukon Historic Sites Inventory is a work in progress. If you can add new information or provide corrections for any of the site listings, please contact Barb Hogan at Yukon Government Historic Sites (phone 667-8258 or e-mail Barbara.Hogan@gov.yk.ca).

Many thanks to our very helpful project manager Barbara Hogan. We also appreciate the assistance of Heather Jones on behalf of Carcross/Tagish First Nation and her mother, lifelong Carcross resident and local historian Millie Jones.

Helene Dobrowolsky and Patricia Halladay

March 2008

Carcross: An Overview History

The area by the Narrows — the short river between Lake Bennett and Nares Lake — was an important site to the Tagish and Southern Tutchone people in their annual round of fishing, hunting and gathering. This was the crossing place for a large herd of caribou during their annual range migration. Hence the early name of Caribou Crossing, later shortened to Carcross. The waters of the nearby lakes abounded with lake trout, whitefish, inconnu, burbot and herring. The nearby mountains provided sheep and goat habitat. The land by the narrows was a major camp for the spring herring fishery and fall caribou migration as well as other hunting and fishing activities. According to archaeological evidence, people occupied this site for thousands of years. This area is also at the centre of an important creation story: the account of how Game Mother strung her mooseskin swing to the four mountains surrounding Carcross and from here sent all the animals into the world.

Carcross was also on the route inland from the Alaskan panhandle over the Chilkoot Pass. For centuries, the Tlingit people of the Alaskan panhandle crossed this mountain pass to trade, visit and inter-marry with the Tagish and Southern Tutchone people of the interior. They also controlled access to the interior along this route. By the 1880s, this monopoly had been broken and an increasing number of non-native prospectors, traders and explorers began travelling north via this route, many of them hiring First Nations packers and guides. In 1897 and 1898, this became the “poor man’s route” to the Klondike gold rush. Tens of thousands of people travelled over the passes then built an armada of various water vessels to travel to the Klondike gold-fields.

The present-day community of Carcross owes its existence to the construction of the White Pass and Yukon Railway. The narrow-gauge railway between Skagway and Whitehorse, a distance of 110.7 miles, was built in just two years (1898–1900) over some of the most challenging terrain in the world. This feat has been officially recognized as a world-class engineering achievement.

In March 1899, the chief engineer of the White Pass and Yukon Railway, E.C. Hawkins, directed his assistant John Hislop to proceed to the north end of Lake Bennett to survey the large parcel of land required for railway yards, a depot, and a good steamboat landing, “all within the grounds to be occupied by the railway.” He also added the following directive: “If there is available ground for a townsite adjoining the track I think it would be well to have it surveyed and filed upon.”¹

The site chosen by Hislop was on the north side of the narrow river connecting Lake Bennett to Nares Lake. He also selected a 160-acre parcel of land on the south side of the river under the ground where the track and bridge crossed the river. White Pass put in an application to the Canadian government for 640 acres of land. The initial survey was conducted by R. Joue for the British Yukon Mining, Trading and Transportation Co. on May 5, 1900. This property was laid out into four large blocks of property later known as Lot 1 (160 acres), 2 (160 acres), 3 (110 acres), and 4 (160 acres), all within the former Group No. 6.²

The townsite was later surveyed within the western end of Lot 2. One-third of the land was set aside for federal government use as required by law. Most of the land within the townsite, along with other assorted parcels, was sold by the company’s land division, the British Yukon Land

CARCROSS: Overview History

Company Ltd.³ The railway station and train yards were all within the southeastern portion of Lot 2 along the south side of the Nares River. Land along the waterfront fell within the Crown reserve, the 100-foot strip extending inland from the ordinary high-water mark. Initial investigations do not show that White Pass ever made a separate lease arrangement for this property with the federal government as they did in Whitehorse.

Once the railway was completed, the town of Bennett, at the south end of the lake, languished and a few of its structures were transported to Carcross. About 1905–07, this area became very busy following the gold and silver discoveries on Montana Mountain and major investments by the legendary promotor and investor Colonel John Howard Conrad. Supplies and ore were shipped between Carcross and on Windy Arm by lake steamer and the railway. About 1906, a rough wagon road was built between Carcross and Whitehorse. As with many early mining endeavours, operating and shipping costs made these ventures uneconomic. Many buildings from the short-lived settlement of Conrad were later moved to Carcross. The small settlement received a major blow when a fire destroyed the downtown core including the railway station in 1909.

During World War II, Carcross became an important depot and work camp for American-sponsored defence projects. On October 1, 1942, White Pass leased the railway and its structures to the American Army for the duration of the war. This also included the use of the railway right-of-way. This agreement was covered under Order in Council P.C. 10067, dated 6 November 1942.⁴ The U.S. government also leased several parcels of land for work camps, pumping stations, offices and various other purposes. Hundreds of soldiers were bivouacked in the area during construction of the link from Carcross to Tagish and Jake's Corner.

In 1979, the South Klondike Highway opened to summer traffic; three years later, the railway closed down its service between Whitehorse and Skagway. The residents of Carcross wanted to promote their community's historic attractions and encourage tourist traffic. The Yukon government became interested in developing the area around the S.S. Tutshi and building a visitor centre but were reluctant to do this until they acquired ownership of the property. In 1984, White Pass sold the newly-surveyed lot 1025 to the Government of Yukon for the Tutshi Interpretive Centre. This parcel included the S.S. Tutshi and a large area to the west and north for parking. The adjoining property, lot 1026 (immediately north of the tie plant), remained the property of the British Yukon Railway Company.⁵

People living within the 100-foot federal reserve on the shore side of Bennett Avenue and by Nares Lake were considered squatters. When squatter regulations were updated in 1983, most tenants were given the opportunity to obtain their properties by purchase or long-term lease.

In 1994, plans were made to reroute the main access route into town. The old lot 1025 became part of the somewhat larger 1035. The immediate area surrounding the S.S. Tutshi relic (the vessel and adjoining visitor centre were destroyed by fire in 1990) was made a heritage reserve. The remainder was transferred to the Yukon Government for a parking area. White Pass had leased the train depot to the Department of Tourism for use as a Visitor Interpretive Centre in August 1991.⁶

Recently, two major events affecting the Carcross/Tagish First Nation were the signing of the Umbrella Final Agreement in 1993 and the ratification of the CTFN final agreement in October 2005.

CARCROSS: Overview History

Endnotes

1. Roy Minter. 1987. *White Pass: Gateway to the Klondike*. Toronto: McClelland & Stewart, p. 300.
2. Yukon Archives (YA) plan H-279, "Amended plan for survey of lot __, group __, located at Upper Caribou Crossing for the British Yukon Mining, Trading & T. Co."; Executed by R. Joue, 2/5/00. Although the title refers to an earlier plan, this particular survey appears to be the basis for a government survey carried out by C.W. McPherson a month later in which the blocks are numbered and a fifth block is laid out on the south side of the narrows for a government reserve. (YA plan: H-163)
3. Helene Dobrowolsky and Rob Ingram, *Edge of the River, Heart of the City*, (Whitehorse, Lost Moose Publishing, 1994), p. 9; Dobrowolsky and Ingram, *White Pass and Yukon Railway Station, Carcross, Yukon* (prepared for National Historic Sites and Monuments Board of Canada, 1991).
4. YRG I, Series 1, vol. 7, f. 466 ci, pt. F GOV 1613.
5. Telephone communication from employee, YTG, Dept. of Justice, Land Titles Office, 24 Feb. 1997 referring to Plan 70266; Tourism file #4057-10-83-1.
6. *Ibid.*; Loree Stewart, personal communication, 20 Feb. 1997.

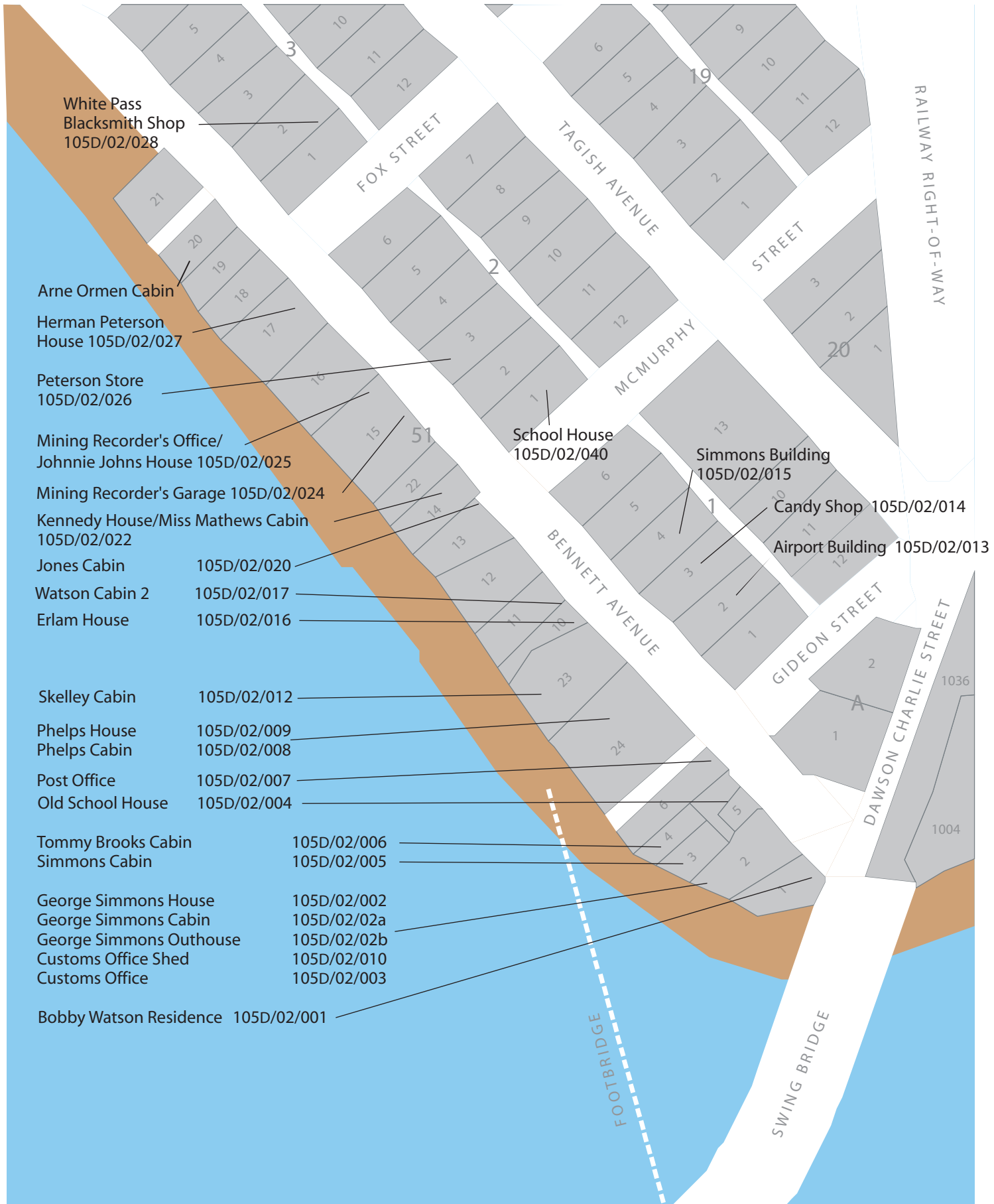
Bennett Avenue Sites



Looking north at Bennett Avenue, circa 1942. Yukon Archives, Preston collection 85/78 #120

Map of Bennett Avenue sites	8
Bobby Watson Residence	9
Customs Office	10
Customs Office Shed	11
George Simmons Outhouse	12
George Simmons Cabin	13
George Simmons House	14
Tommy Brooks Cabin	15
Simmons Cabin (Archie Moore Cabin)	16
Old School House	17
Post Office	18
Phelps Cabin	19
Phelps House	20
Skelley Cabin	21
Erlam House	22
Watson Cabin 2	23
Jones Cabin	24
Kennedy House/Miss Matthews Cabin	25
Mining Recorder's Garage	26
Mining Recorder's Office/Johnnie Johns House	27
Peterson Store (previously known as Gordon Yardley House)	28
Herman Peterson House	29
White Pass Blacksmith Shop	30
School House	31
Simmons Garage	32
Candy Shop	33
Pumphouse	34

Bennett Avenue sites



Bobby Watson Residence

Location Bennett Avenue Ownership private
Designation none FPTR ID 105D/02/001

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1	51	65231



Cultural History

This house was built on site as a residence in 1903/04 by Mr. J. Pooley, who worked at the Venus Mine. It was sold to Matthew Watson in 1914 when he took up residence here with his family. This building was used as NWMP barracks, complete with jail cell, in the 1920s. In 1939, after the Chooutla School burned down, the principal, Rev. H.C.M. Grant and his family lived in this house. They stayed until 1941. Bobby and May Robson ran a tea room and barbershop out of this house ca. 1948–50. The RCMP operated a barracks here again in the 1950s.

It is believed that Matthew Watson maintained ownership of this building throughout these years and rented it to various Carcross residents when it was not being used in the above endeavours. It became the year-round residence of Bob and Nellie Watson, Matthew's son and daughter-in-law ca. 1955–1983. This generation of the Watson family took up winter residence in Abbotsford, B.C in the mid-1980s but still come back to their Carcross home every summer.

CARCROSS: Bennett Avenue

Customs Office

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/003

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	51	68140 CLSR YT



Cultural History

In 1900 this was used as the first Customs Office by Leo Simmons. It was operated for a time as a candy shop/tea room by Gladys Simmons.

It was the Northern Airways Office from 1930–1950.

George Simmons ran mail out of it to Atlin.

CARCROSS: Bennett Avenue

Customs Office Shed

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/010

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	51	68140 CLSR YT



Cultural History

This building may have been used as a storage shed for the customs office.

CARCROSS: Bennett Avenue

George Simmons Outhouse

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/02B

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	51	68140 CLSR YT



Cultural History

This outhouse likely dates from the 1930s–1940s.

CARCROSS: Bennett Avenue

George Simmons Cabin

Location Bennett Avenue
Designation None

Ownership Private
FPTR ID 105D/02/02A

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	51	68140 CLSR YT



Cultural History

No information available

George Simmons House

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/002

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	51	68140 CLSR YT



Cultural History

The house was moved from Conrad City to this location in 1909, possibly by Leo Simmons, a local rancher of mink and fox. Simmons owned this house and with his wife, Grace who was known as Ma Simmons, raised three children here: Aubrey, who became the Yukon's Member of Parliament in the 1950s; George, who started Northern Airways in Carcross in the 1930s and operated it until its decline in the 1950s; and Gladys, who worked for George and Northern Airways.

George married Emily Hill in 1948 and they lived most of their married life in this house. George died in 1985 but Emily continued to live here during the summers until poor health forced her to go into a nursing home out of the territory.

Tommy Brooks Cabin

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/006

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		4	51	68140 CLSR YT



Cultural History

Tommy Brooks, a prospector and poet of some note, lived in this tiny house for many years between the late 1920s and the early 1960s. Poor health forced him to leave his beloved home and take up residence in a seniors' home in Whitehorse.

Several people had lived in it after Tommy Brooks died. Albert Peterson and his wife, Jennifer Stephens, bought the house in 1989. Peterson and Stephens completely renovated the house and made it their home until 1997.

Simmons Cabin (Archie Moore Cabin)

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/005

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		3	51	68140 CLSR YT



Cultural History

This cabin was built by George Simmons but was known as the Archie Moore cabin, according to Douglas Watson and Daniel Patterson. Moore lived here during the 1940s. Prior to that, in the late 1930s–early 1940s, Jack Wallace lived here.

Old School House

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/004

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		5	51	68140 CLSR YT



Cultural History

The building was used as a school house after 1909 when the Anglican mission no longer accepted non-First Nations students. The residents circulated a petition to request the establishment of a government school. The following January the school opened and operated until about 1914 when the population declined. In 1923 eight school age children justified the opening of an assisted school taught by Miss Katie Martin and by 1927 enrolments had increased to ensure full-time government support.

In 1936, the school house burned. It was owned by W.L. Phelps, who wrote to offer to rent another building that he owned for use as a temporary school. In this correspondence (dated 1936) Mr. Phelps described the building as having been used as a school house 15 to 20 years previously. From these documents it appears that this building was the original school house in use from 1910 to 1914, and then again in 1936. The building was converted to a garage in 1940.

CARCROSS: Bennett Avenue

Post Office

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/007

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		6	51	68140 CLSR YT



Cultural History

The Carcross Post Office first opened on this site on June 12, 1902, in a building that also served as the telegraph office and the NWMP detachment. That building existed prior to 1899, when the NWMP moved into it. The first postmaster was W.J. Scott. It is uncertain what happened to that structure, but the present post office stands on the same site and has been there since 1910.

Phelps Cabin

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/008

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		24	51	90368 CLSR YT



Cultural History

The cabin was moved up from the beach on skids; the other parts of the building were added later.

Phelps House

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/009

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		24	51	90368 CLSR YT



Cultural History

The south section of the house was constructed in 1902 and was an office and bunkhouse. Colonel J.H. Conrad constructed the north part of building in 1904 as a residence. Conrad deeded the property to Phelps to pay a debt in 1917. Phelps was a lawyer who represented Conrad in his business dealings. Phelps later became owner, with T.C. Richards, of the transportation company Klondike Airways. His grandson, Willard Phelps, currently owns the property.

Additions off the west wall were built in 1977. The addition off the east wall was constructed in the 1980s. The two buildings were joined in the early 1980.

Skelley Cabin

Location Bennett Avenue (waterfront) Ownership Private
Designation None FPTR ID 105D/02/012

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		23	51	90368 CLSR YT



Cultural History

This cabin was occupied by a prospector, Gilbert Skelley, for many years until his death in 1952. He prospected during the summer but in the winters during the 1930s and 1940s, Skelley — as he was known — would make sourdough pancakes on Sunday mornings for all the kids in town. He had nicknames for all the kids who came and enjoyed his Sunday breakfasts. Matthew Watson purchased the property when Skelley died, and rented the property in the summers. Bobby Watson sold it to Pat Kehoe.

Erlam House

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/016

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		10	51	68140 CLSR YT



Cultural History

Previously owned by Phelps, this house was rented during 1930s and 40s. Paul Erlam used it circa 1965–80. Bernie Phillips purchased from Erlam, and sold it to Robert Fendrick.

Watson Cabin 2

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/017

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		11	51	68140 CLSR YT



Cultural History

Matthew Watson owned several properties in Carcross and rented them to Northern Airways employees. There was no plumbing in the cabins, and they were later rented as summer residences. Bobby Robson rented this cabin from 1948–49. Millie Jones lived in here in 1951.

During the Alaska Highway construction, water lines were installed along the street and were used in the summer months; however, by the 1960s, the wells were collapsing and were sealed off. In the 1960s, the Arctic Gold and Silver Mine (Venus Mine) put wells in but by 1978 residential houses had water delivery and septic pump-outs.

Jones Cabin

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/020

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		13	51	68140 CLSR YT



Cultural History

This cabin was rebuilt in this location in 1938 from logs that came from a house in Conrad City. The date of the original house is unknown but thought to be ca. 1902.

The cabin was constructed as a guest house by Alf Dickson, who lived in a larger log home next door. (That home was demolished in 1996 and replaced with a new log cabin on the same site.)

The Jones Cabin continued to be used as a guesthouse and occasional rental unit by Dickson until 1952, when it was purchased by Don Jones.

Herman Peterson, a pilot with Northern Airways in Carcross, rented the cabin ca. 1940. He converted the back room into a makeshift darkroom where he documented some of the community's history.

The Jones family still own this cabin and use it as a summer residence and guest cabin.

Kennedy House/Miss Matthews Cabin

Location Bennett Avenue Ownership Designation:
Designation None FPTR ID 105D/02/022

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		14	51	68140 CLSR YT



Cultural History

This home was built by a Mr. Kennedy from Conrad City in 1905. He is thought to have left the Carcross area when the Conrad operations slowed to a halt ca. 1907.

Matthew Watson acquired the cabin ca. 1910 and used it as a rental property for many years. At some point it became the local teacherage, housing the area's single teachers.

In the mid-1960s an Anglican missionary, Miss Ruth Matthews, rented this cabin. It very quickly became locally known as the Miss Matthews Cabin, likely as a result of her great involvement in the community for the few short years she lived here.

Bobby Watson sold it to two nurses from Whitehorse, Helen Williams and Margaret Wilson, ca. 1980, and title was first given in 1983. Williams and Wilson completely renovated the cabin in 1988 just before Helen died.

It is presently owned by Muffy MacDonald.

Mining Recorder's Garage

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/024

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		15	51	68140 CLSR YT



Cultural History

See entry for Mining Recorder's Office (105D/02/025).

Mining Recorder's Office/Johnnie Johns House

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/025

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		15	51	68140 CLSR YT



Cultural History

This is a reconstruction of the Conrad City Mining Recorder's Office, which was dismantled and moved to this site in 1909. The building was moved to Carcross, log by log, in the summer of 1909. It was a government house built in 1900 and owned by the Scott brothers. Percy Reid was the first Mining Recorder in the Carcross area and was Gold Commissioner of the Yukon from 1925 until 1927.

CARCROSS: Bennett Avenue

Peterson Store (previously known as Gordon Yardley House)

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/026

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		3	2	55771 CLSR YT



Cultural History

This was constructed as a store and was operated by Joyce and Doris Peterson circa 1947.

Herman Peterson House

Location Bennett Avenue
Designation None

Ownership Private
FPTR ID 105D/02/027

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		17	51	68140 CLSR YT



Cultural History

Herman Peterson built this house using material from a house at Engineer Mine. The building was used as a schoolhouse from 1953 until the present school was built circa the 1970s.

Peterson was hired as a pilot for Northern Airways in the early 1940s when one of the company's pilots transferred to Whitehorse.

CARCROSS: Bennett Avenue

White Pass Blacksmith Shop

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/028

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	3	42228 CLSR YT



Cultural History

No information available

School House

Location Bennett Ave. and McMurphy St. Ownership Private
Designation None FPTR ID 105D/02/040

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1	2	55771 CLSR YT



Cultural History

This building was constructed in 1939–40 by William Geddes, the Anglican Bishop of the Yukon, as a school for the territorial government. It was used as a school until 1953. The Anglican Church later used the building as a parish hall.

Simmons Garage

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/015

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		4	1	42228 CLSR YT



Cultural History

This building was moved from the airport and was likely used as a garage or repair shop by George Simmons. Johnny Williams lived here, as did Bateman.

Candy Shop

Location	Bennett Avenue	Ownership	Private
Designation	None	FPTR ID	105D/02/014

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		3	1	4228 CLSR YT



Cultural History

This was built in the street on the north side of Bennett Ave and the British Yukon Railway right-of-way (now Dawson Charlie Street), to the general dismay of the town. It was built by L.E. Simmons, the customs officer, to be run as a confectionary by his daughter. After a formal complaint was made in 1921 by Matthew Watson about the building's location, it was moved to the waterfront next to Mr. Simmons's residence that June. The order was enforced by the Crown and Timber land agent, F. C. Berton. The building was later used by George Simmons as a garage.

Pumphouse

Location Bennett Avenue Ownership Private
Designation None FPTR ID 105D/02/013

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	1	42228 CLSR YT



Cultural History

This served as a pumphouse for the U.S. Army well during World War II, according to information provided by Johnnie Johns in 1987. According to Millie Jones, it was part of the Simmons Airway building located by the railroad bridge.

Downtown Core Sites



Movie cast and crew at Carcross, c. 1930. MacBride Museum, J. Feaster Collection, 1996.30.1.

Map of Downtown Core Sites	37
Matthew Watson Store	38
Caribou Hotel	39
St. Saviour's Anglican Church	40
Edwards Cabin	41
Jackie Good House/NWMP Barracks	42
Johnnie Johns Jr. Cabin	43
White Pass Railway Station	44
White Pass Railway Washrooms	45
White Pass Warehouse	46
White Pass Swing Bridge	47
S.S. Tutshi	48
Map of Carcross East Sites	50
Carcross Hangar	51
WP&YR Breakwater	52

Matthew Watson Store

Location Dawson Charlie Street Ownership Private
 Designation None 105D/02/041

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1	A	68558 CLSR YT



Cultural History

Shortly after the 1909 fire, a number of buildings were moved to Carcross from various towns and mine sites, including both sections of the Matthew Watson General Store. The south section was probably moved from Conrad by George Fickhardt (general merchandise store owner) sometime after 1909, and the right section (the former Vendome Hotel) was moved from Bennett, B.C. in the spring of 1910. According to the Whitehorse Star of June 10, 1910, a new general store was opened by owner John M. Stewart.

Matthew Watson Jr. bought the left section of store in 1911; he renamed the store that year. It would appear from photos that Watson owned the one-storey building on the left for a number of years and that there were two general stores in Carcross for a time. The north, two-storey section was owned by Bill Fraser in the 1920s. The building is still in two sections in photos dated 1927 and 1936. According to John Scott, the buildings were joined sometime between 1936 and 1948. The false front of the original Matthew Watson Store was extended to cover the one-storey section as well. Bobby Watson and his wife Nellie owned the store from 1959, when Bobby's father Matthew retired, until 1982 when Stan and Jean Tooley bought it. When the Tooleys purchased the store it still contained top hats in silk-lined hat boxes, dusty jars of liniment and thick woollen underwear.

Caribou Hotel

Location Dawson Charlie Street Ownership Private
 Designation None 105D/02/042

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	A	68558 CLSR YT



Cultural History

The Caribou Hotel is one of the oldest buildings in the Southern Lakes region and one of the last two historic three-storey frame commercial buildings in the Yukon dating from the early 20th century. The Caribou Hotel has housed one of Yukon’s longest continuously operating food and lodging businesses. Originally located in Bennett, it was moved and renamed the Anderson Hotel. In 1903, it was sold to Dawson Charlie (Káa Goox), a Carcross resident and one of the original discoverers of Klondike gold. He had the building extensively remodelled and renamed it the Caribou Hotel. Following Dawson Charlie’s death in 1908, Annie (Charlie) Auston inherited the hotel, and Edwin and Bessie Gideon rented and operated the hotel. The hotel burned to the ground on Christmas Eve, 1909, along with an adjacent store and the railway depot. A new hotel was constructed by contractor WH Simpson, at the same location in 1910, and the business continued. During the construction of the Alaska Highway, the U.S. Army and private road construction crews used the hotel for housing and a mess hall. From 1918–1972, Polly the Parrot lived here and entertained the guests with her renditions of “I Love You Truly” and “Springtime in the Rockies.” The ghost of Bessie Gideon is said to roam the third floor. Edwin died in 1925 but she continued to run the hotel until her death in the hotel in October 1933.

St. Saviour's Anglican Church

Location Lot 1024 Ownership Private
Designation None 105D/02/044

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1024	N/A	68901 CLSR YT



Cultural History

This simple frame building was originally constructed on the south side of the channel between Lake Bennett and Nares Lake in 1904. Its construction was arranged by Bishop Bompas three years after he moved to Carcross. There were problems with the location however: the Anglican Church did not own the property and the building was within the 100-foot reserve next to the water.

Consequently, Bishop Stringer arranged to move the building to a lot on the other side of the Narrows in 1917. This was the year that the S.S. Tutshi was launched and the ship's ways were used to ease the building onto the opposite shore. The building's chancel and vestry were added after the move.

The building has historical significance for its strong associations with both Bishop Bompas and Bishop Stringer. Its simple design marks it as one of the early frame structures that supplanted the plain log-cabin churches of the Anglican Church's early missions.

CARCROSS: Downtown Core

Edwards Cabin

Location Lot 1026
Designation None

Ownership Private
105D/02/047

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1026	N/A	68901 CLSR YT



Cultural History

The Henry Edwards family lived here for many years from approximately 1930 up until the late 1990s, when Konnie Edwards moved to McCauley Lodge in Whitehorse.

Jackie Good House/NWMP Barracks

Location Lot 1026 Ownership Private
Designation None 105D/02/046

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1026		68901 CLSR YT



Cultural History

This structure was built in 1900 as the NWMP barracks and jail. Sgt. Evans was first posted here.

CARCROSS: Downtown Core

Johnnie Johns Jr. Cabin

Location Lot 1026 Ownership Private
Designation None 105D/02/045

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1026		68901 CLSR YT



Cultural History

This cabin was built by Johnnie Johns circa 1915.

CARCROSS: Downtown Core

White Pass Railway Station

Location Dawson Charlie Street Ownership Private
Designation None 105D/02/065

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1004	N/A	67794 CLSR YT



Cultural History

The original depot was constructed by WP&YR in 1900 and burned down in the 1909 fire. This building was constructed in 1910 and was used as the train depot and ticket office until 1982. In the 1990s the interior was renovated for use as a Visitor Information Centre. Exterior restoration occurred at the same time. In 1991, the depot was designated as a Heritage Railway Station under the Heritage Railways Stations Protection Act.

White Pass Railway Washrooms

Location Dawson Charlie Street Ownership Private
Designation None 105D/02/65A

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		pt 1004	N/A	67794 CLSR YT



Cultural History

In 1928 washrooms for women were added to the depot, along with a privacy wall that connected the washrooms to the east side of the station. The roof, walls and windows underwent an exterior restoration in the 1990s.

White Pass Swing Bridge

Location Foot of Dawson Charlie Street Ownership Private
Designation None 105D/02/066

Legal address

Town Site Map No.	Group	Lot	Block	Plan



Cultural History

In 1900 the Puget Sound Bridge & Dredging Company built this 125-metre railway bridge for the WP&YR. The 46-metre midsection pivoted on a central axis, allowing large boats to pass on either side. Commercial navigation dwindled after the railway began operating and the swing span was opened only a few times before it was permanently closed. In 1969 pilings were set under the bridge to increase its load tolerance.

CARCROSS: Downtown Core

S.S. Tutshi

Location North side of the Narrows Ownership Private
Designation None 105D/02/067

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1024		



Cultural History

The S.S. Tutshi was built by the British Yukon Navigation Company (BYN), the river division of WP&YR, in the spring of 1917 at Carcross. The vessel was launched June 12, 1917 and travelled the southern lakes as both freight carrier and excursion boat to Taku Landing and Ben My Chree until 1955. The vessel was beached at Carcross in the fall of 1955 and left untended until acquired by the Yukon government in 1971. Restoration of the S.S. Tutshi by the Yukon government was nearing completion when it burned in July 1990.

Carcross East Sites



CARCROSS: Downtown Core

Carcross Hangar

Location Near north shore of Nares Lake Ownership Private
Designation None 105D/02/071

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		pt 1008		67795 CLSR YT



Cultural History

The hangar is composed of two buildings. One was built in Conrad City around 1905 and used as the drug store there. On April 18, 1939 it was skidded across the Tagish Lake ice to its present site at the Carcross airstrip. It was moved by Rowell, Reg Love, Jim Tizya, George Simmons, Burke and Cyril Charters.

In 1942 George Simmons of Northern Airways built an addition to create an airplane hangar. The hangar section was built to house the company's single-engine aircraft. The original building was a residence for Simmons and his wife Emily, a workshop and storage for aircraft maintenance. He carried out mail runs for the federal government and provided aircraft maintenance and storage for the U.S. army during WWII.

According to Ed Lishman, the addition off the east wall of the south section housed a compressor for a machine shop.

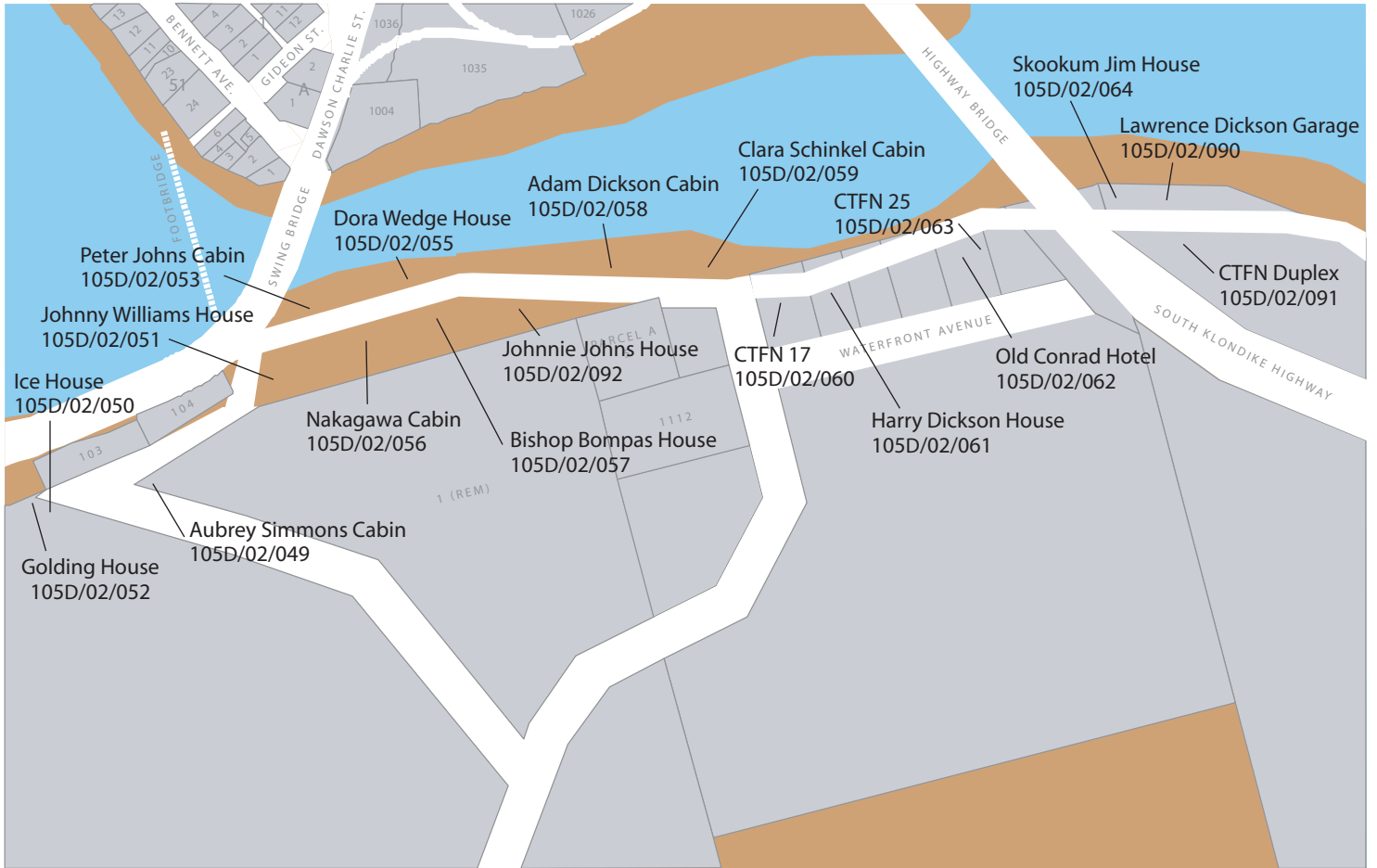
South Carcross Sites



View of south Carcross, circa mid-1960s. James Quong photo

Map of South Carcross sites	55
Golding House	56
Ice House	57
Aubrey Simmons Cabin	58
Johnny Williams House	59
Peter Johns Cabin	60
Nakagawa Cabin	61
Dora Wedge House	62
Bishop Bompas House	63
Johnnie Johns House	64
Adam Dickson Cabin	65
Clara Schinkel Cabin	66
17 (CTFN 17)	67
Harry Dickson House	68
Old Conrad Hotel	69
11 (CTFN 25)	70
Skookum Jim House	71
Lawrence Dickson Garage	72
CTFN Duplex	73

Map of South Carcross sites



CARCROSS: South Carcross

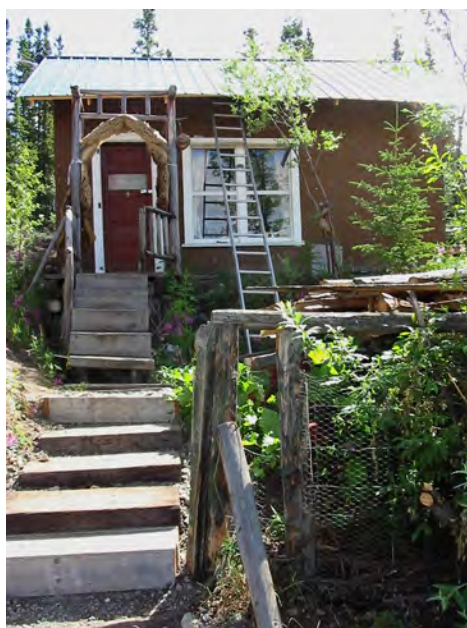
Golding House

Location South Carcross
Designation None

Ownership Private
105D/02/052

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1 REM		8554 CLSR YT
Settlement Land				



Cultural History

The original owner of this house was Ernie Golding, who built it in 1936–37. He had a small store and sold candy and ice cream in his front room. Dorothy Hopcott-Maclennan owned the building in the 1980s. She also owned the Caribou Hotel.

CARCROSS: South Carcross

Ice House

Location South Carcross
Designation None

Ownership Private
105D/02/050

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		ROW		56383 CLSR YT
Settlement Land				



Cultural History

This building was used for storing ice during the summer months. The ice house was used by Ernie Golding, who had a little store and sold candy and ice cream in the front room of his house (105D/02/052).

Aubrey Simmons Cabin

Location South Carcross
Designation None

Ownership Private
105D/02/049

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1		8554 CLSR YT
Settlement Land				



Cultural History

This cabin was built circa 1945. Its longest residents were Aubrey Simmons and his wife Della. Simmons arrived in the Yukon at the age of four, when his family moved here from Revelstoke, B.C. He fought in WWI, was wounded and returned north. He became the telegrapher at Tagish and held a variety of jobs in the following years: riverboat purser, Juvenile Court judge, and collector of customs at Whitehorse. In 1949 Simmons was elected to Parliament representing the newly created Yukon-Mackenzie River District; he held this seat until 1957 (a separate Yukon riding was created in 1952). Simmons died in December 1979 in Vancouver.

CARCROSS: South Carcross

Johnny Williams House

Location South Carcross Ownership Private
Designation None 105D/02/051

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		N/A	N/A	N/A
Settlement Land	CTFN C-68B			



Cultural History

This building was constructed in 1923 by Johnny Williams, who was section foreman for WP&YR. It is very similar to the Barracks and the Barry Garage, which both have elliptical roofs and are similar in size and shape. Williams built five houses during the time he lived in Carcross. There used to be a stable opposite this house; only its foundation was visible in 1980. When Arctic Mine was operating, horses used to make the round trip from here to the mine and back. The original house (no longer extant) was built next to the water. The house was used as a classroom for Choutla School after it burned in 1939.

Bishop Bompas House

Location South Carcross Ownership Private
 Designation None 105D/02/057

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		N/A	N/A	N/A
Settlement Land	CTFN C-67B			



Cultural History

Bishop William Carpenter Bompas and his wife Charlotte came to Carcross in 1901 with the intent of opening a mission school. They rented a bunkhouse on the south side of the river, and purchased it shortly thereafter.

School and church services were held in that building until a mission school was established in 1903 and St. Saviour’s Church was built in 1904. Bompas recommended that the land occupied on the south side of the Narrows be set aside exclusively for First Nations people.

This building used to be t-shaped and more than twice as long as it is today, and extended back into the bank. In the early 20th century it was a school. In 1980 Ray Moore owned the building and the Baptist Church used it for services.

CARCROSS: South Carcross

Johnnie Johns House

Location South Carcross Ownership Private
Designation None 105D/02/092

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		N/A	N/A	N/A
Settlement Land	CTFN C-67B			



Cultural History

Johnnie was the son of Tagish John and Maria. He ran a successful outfitting business for many years in the southern Yukon.

The main part of the house originally came from downtown Whitehorse. It was moved to Porter Creek and from there Johnnie Johns brought it to Carcross circa 1977. He then built a porch on the north side.

The cache behind the house came from Conrad. The smokehouse was originally built on the other side of the narrows and then hauled to its present location next to the lake.

CARCROSS: South Carcross

17 (CTFN 17)

Location South Carcross Ownership Private
Designation None 105D/02/060

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		5 to 3		57817 CLSR YT
Settlement Land	CTFN C-79FS/D			



Cultural History

Johnny Johns bought this house in Conrad from a man named Hope, and moved it to this site in 1924. Art Johns was born in the house and Johnny Johns's mink farm was just behind it. This is the site of the first North-West Mounted Police barracks in Carcross, a two-storey building built in 1896–97 to house 30 to 40 men.

After the Klondike Gold Rush, that building was converted into an Anglican Church school.

Johnnie's daughter's son, Darrell Beattie, lived here in 1980 with his wife and family.

CARCROSS: South Carcross

Harry Dickson House

Location South Carcross
Designation None

Ownership Private
105D/02/061

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		4 to 5		57817 CLSR YT
Settlement Land	CTFN C-79FS/D			



Cultural History

The original owner/builder of this house was Harry Beattie. This house was moved to its present location. It used to be located where Bill Grant's house is now. In 1980, it was claimed by Shorty Schroeder, and was repaired and renovated twice by the Yukon Association for Non-Status Indians. The Bratvolds also lived here.

Old Conrad Hotel

Location South Carcross Ownership Private
 Designation None 105D/02/062

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		5 to 7	N/A	57817 CLSR YT
Settlement Land	CTFN C-79FS/D			



Cultural History

This building was part of the Yukon Hotel brought from Conrad by Johnny Johns and Ernie Butterfield. Johns and Butterfield sold it to Tommy “Togo” Takumatsu and his wife Jessie Jim (Ganaxteiti). During WWII, when the Canadian government was relocating Canadians of Japanese descent, Takumatsu started living at 10 Mile in a cabin built into a cave and he died there one winter. Jessie Jim remarried and lived in the house until she sold it to Tony Richard, who raised a family here. At one time the house had an attached log shed.

CARCROSS: South Carcross

Lawrence Dickson Garage

Location South Carcross Ownership Private
Designation None 105D/02/090

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		N/A	N/A	N/A
Settlement Land				



Cultural History

This building was a prefabricated structure used by the U.S. Army. It was originally located in Whitehorse on the site of the present-day Elks Hall and was used as the Baptist Church school for First Nations students. It was moved to Carcross between 1957 and 1959 and moved to this location circa 1970. It was used as a garage by Lawrence Dickson.

CARCROSS: South Carcross

CTFN Duplex

Location South Carcross Ownership Private
Designation None 105D/02/091

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		N/A	N/A	N/A
Settlement Land				



Cultural History

Originally Deisheetan owned all the land from the bridge to the graveyard; Daklaweidi owned all the land across the river. This is the site of the house where Johnnie Johns lived when he was a child. In 1980, the Carcross Band office was located in this building. There were four offices and a board room on one side as well as storage. The Carcross/Tagish First Nation offices moved and this building is now a duplex.

West Carcross Sites



Carcross, circa 1920. Yukon Archives, J. Campbell collection #6301

Map of West Carcross sites	77
St. John the Baptist Church	78
Matthew Watson House 1	79
Matthew Watson House 2	80
Matthew Watson Garage	81
Matthew Watson Large Shed	82
George Barry House	83
George Barry Outhouse	84
George Barry Garage	85
Pumphouse	86
Schneider House	87
RCMP Barracks	88

Map of West Carcross sites



CARCROSS: Residential area

St. John the Baptist Church

Location Tagish Avenue and McMurphy St. Ownership Private
Designation None 105D/02/034

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		12	2	42228 CLSR YT



Cultural History

This was one of the churches erected during the increased Catholic presence throughout the territory in the early 1940s. It was moved from Conrad to this site in 1939. William and Winnie Atlin were the first couple to be married here.

CARCROSS: Residential area

Matthew Watson House 1

Location Fox Street and Tagish Avenue Ownership Private
Designation None 105D/02/030

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		1	18	42228 CLSR YT



Cultural History

This house was built by Matthew Watson, who came over the Chilkoot Pass in 1898. He settled in Carcross, married the community's schoolteacher and raised a family. He operated the Matthew Watson General Store from 1911 until his eldest son Bobby took over.

It appears the property was owned by the Crown from 1904 to 1961, when Matthew Watson purchased it. A tennis court was located here in the 1930s. Henry Wilkenson owned the property in the 1970s, and his wife ran a craft shop.

CARCROSS: Residential area

Matthew Watson House 2

Location Fox Street and Too-chi Avenue Ownership Private
Designation None 105D/02/031

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		11 and 12	18	42228 CLSR YT



Cultural History

Matthew Watson lived and operated a fox and mink ranch here from 1920 to 1957 when Carcross was much smaller and this property was “out of town.”

The house is constructed from several buildings that were moved from Carcross and Conrad. The original structure was stuccoed, and the addition was constructed approximately 20 years prior by Walter Helm. The kitchen area was previously a porch and a separate building from Conrad. The sunroom was moved from the lot across from the present-day library, where Mary Nichols house stood. Her house was demolished and its sunroom was moved to this site.

CARCROSS: Residential area

Matthew Watson Large Shed

Location Fox Street and Too-chi Avenue Ownership Private
Designation None 105D/02/033

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		11 and 12	18	42228 CLSR YT



Cultural History

This building was moved from Conrad. The additions were affixed after it was moved to this site. "P. Martin, Conrad YT." is hand-lettered on the side of the building. Patrick Martin owned general merchandise stores in Conrad and Whitehorse

CARCROSS: Residential area

George Barry Residence

Location McMurphy Street
Designation None

Ownership Private
 105D/02/037

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		12	19	42228 CLSR YT



Cultural History

George Barry, a section foreman for WP&YR, built this house in 1942. It was owned by Emily Simmons for a time. It is constructed of bridge timbers.

CARCROSS: Residential area

George Barry Outhouse

Location McMurphy Street
Designation None

Ownership Private
 105D/02/037A

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		12	19	42228 CLSR YT



Cultural History

No information available

CARCROSS: Residential area

U.S. Army Pump-house

Location McMurphy Street
Designation None

Ownership Private
 105D/02/039

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		12	19	42228 CLSR YT



Cultural History

The U.S. Army installed a water system in Carcross during WWII and the construction of the Alaska Highway. This pumphouse was part of the water system at that time. By the early 1960s, the wells were collapsing, as was the underground pipe, and the water system was abandoned. The pumphouse was originally between the White Pass bridge and Bobby Watson's cabin.

CARCROSS: Residential area

Schneider House

Location McMURPHY Street
Designation None

Ownership Private
105D/02/036

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		3	20	42228 CLSR YT



Cultural History

Built circa 1910-1920, originally with log construction, this was known as the John Rose House from 1953 to 1968. Herby Morris stuccoed the house after 1959. M. Dineen lived here in the 1930s and 40s.

RCMP Barracks

Location Tagish Avenue Ownership Private
Designation None 105D/02/035

Legal address

Town Site Map No.	Group	Lot	Block	Plan
		2	20	42228 CLSR YT



Cultural History

This building was built in 1920 by Johnny Williams, who was a section foreman for WP&YR. Because the larger trees had been used to build boats, he constructed his home with smaller logs and erected them vertically. Unusual logs were used to make the rounded doorway and veranda.

Tom Lewis, a section hand for WP&YR, lived in this house with his family for many years in the 1930s and early 1940s. Although it has been known locally as The Barracks for some time, in fact it was used for only a few summers by the RCMP in the early 1960s. At that time Carcross only had RCMP protection during the busy summer season. It was used as a rental property by the Matthew Watson family after the RCMP no longer required it. It was often unoccupied until 1987 when Rhonda Passmore and Brian Twigge refurbished it and turned it into a craft store. Janice Wotten purchased the property in 1993 and made it into a craft store and gift shop.

Appendices

Appendix 1: Chronology

This area is the traditional home of the Carcross and Tagish people, a blend of coastal (Tlingit) and inland (Tagish/Athapaskan) cultures.

Tagish, located on the Tagish River between Tagish and Marsh Lake, was the main place where families gathered for trading and seasonal celebrations in the 19th century. The place name Tagish in the Tagish language refers to the sound of the break-up of river ice in the spring.

Carcross, located on the narrows between Bennett and Nares lakes, is the community where most families have had their homes in the 20th century. The modern name for this settlement is a shortened version of Caribou Crossing, the name outsiders gave it at the turn of the century. The Tagish language name for this place is Todezane; the Tlingit name is Natase Hin (CTFN website).

- 1880s Various non-native explorers passed through this area including German geographers, Aurel and Arthur Krause (1882); American Lt. Frederick W. Swatka (1883); William Ogilvie and George Dawson of the Canadian-gov't sponsored Yukon Expedition (1887).
- Late 1880s, Chilkoot people lost their monopoly on the trade and travel route through the mountains. An increasing number of prospectors travelled through, employing First Nations guides and packers.
- Early visitors referred to this site at the narrows between Bennett and Nares lakes as Caribou Crossing due to the thousands of caribou that migrated through here twice a year.
- 1896 Tagish men, Dawson Charley and Skookum Jim, were co-discoverers of the gold find that triggered the Klondike Gold Rush. The third, non-native George Carmack, was married to Skookum Jim's sister Kate.
- 1897 Construction of Tagish Post by the North-West Mounted Police on Six Mile River between Tagish and Marsh lakes.
- 1898 Height of the Klondike gold rush. Thousands of stampeders passed through the site of Carcross after travelling over either the Chilkoot Pass or the White Pass.
- NWMP put up a cabin at Caribou Crossing "to be used by us when freighting stores down the lake."
- 1898 The Mounties enlarged Tagish Post and it became the headquarters for police operation in southern Yukon. At the height of the gold rush, over 7000 boats and 28,000 people passed by en route to Dawson City.
- Commencement of construction of the White Pass railway from Skagway.
- 1899 Log building erected in Carcross by DPW for use as a telegraph office and police building.
- 1900 29 July, Last Spike ceremony in Carcross, celebrated the completion of the White Pass and Yukon Railway between Whitehorse and Skagway. The first railway station was a small cabin belonging to King's Mill.

Appendices

- 1901 Construction of a more permanent railway station.
- Anglican Bishop Bompas and his wife Charlotte moved to Carcross where they purchased a bunkhouse on the south side of the narrows to use as a mission house and day school.
- 1902 Customs collection: Carcross listed as a sub-collection point under authority of Whitehorse. Leo E. Simmons hired as sub-collector in 1905.
- 1903 Bishop Bompas requested that the name of the local postal address be shortened to Carcross, thereby avoiding confusion with other settlements named Caribou Crossing.
- Dawson Charlie bought the Anderson Hotel (originally moved from Conrad and then called the Vendome), did extensive renovations and renamed it the Caribou Hotel.
- 1904 St. Saviour's Anglican Church constructed on the south side of the channel between Lake Bennett and Nares Lake.
- 1905 Isaac O. Stringer became Anglican Bishop of Yukon when Bompas retired. Bishop Bompas died shortly thereafter and was buried in the Carcross cemetery.
- 1904/7 Short-lived mining boom on Windy Arm fuelled by heavy investments from the legendary Col. John Howard Conrad. Later many buildings from the short-lived town of Conrad ended up being moved to Carcross.
- 1906-9 Government of Yukon built a wagon road from Whitehorse to Carcross and two roads from Robinson west into the Wheaton mining area.
- 1907 About this time, Carcross became a destination for big game hunters guided by local First Nations men.
- 1908 Death of Dawson Charlie.
- 1909 Christmas eve, fire destroyed railway station, Caribou Hotel and much of the downtown core.
- First customs office burned down. Customs office later operated out of building on the Simmons estate known as the Candy Shop.
- 1910 Mining Recorder's office was established in Carcross; transferred from Conrad. First recorder was Percy Reid, later Gold Commissioner of the Yukon. Log cabin office was built ca. 1900.
- Construction of current railway station building
- New Caribou Hotel built and a new general store opened.
- 1916 Death of Skookum Jim
- 1917 Launch of the S.S. Tutshi. The newly-built ways were used to haul the Anglican Church onto the opposite shore when it was moved to its current location.
- Johnnie Johns began guiding in the big game outfitting business.

Appendices

- 1926 Tourism booming. Waiting room of Carcross station was enlarged, alterations to the steamer Tutshi and expansion of the Atlin Inn.
- Johnnie Johns was issued a licence as a chief guide but had to surrender his Indian status.
- c.1930s Chief Patsy Henderson entertained tourists with his stories about the early days including his own role in the Klondike discovery.
- 1942 Construction of the Alaska Highway, soon followed by the Canol Pipeline. Carcross became a major base for troops and supplies for both projects.
- U.S. Army soldiers constructed road between Teslin and Carcross.
- Johnnie Johns was hired as a guide to survey the route between Carcross and Teslin.
- 1940s Construction of St. John the Baptist Roman Catholic Church. Bishop Coudert purchased the lot from the British Yukon Navigation Co. in 1946 but the church was likely built some years earlier. Only visiting priests used this building; the community never had a full-time priest.
- 1955 S.S. Tutshi hauled out on ways and permanently taken out of service. Shorter layovers in Skagway of coastal steamers meant that tourists no longer had time for rail and sternwheeler excursions in the Yukon.
- 1978 The South Klondike Highway to Skagway was opened for summer use only.
- 1982 Closure of the White Pass and Yukon Railway to commercial service.
- mid 1980s Streetscape Program, a community beautification program that involved information signs and kiosks.
- 1986 After improvements to allow for heavy-duty year-round traffic, the South Klondike Highway was opened year round.
- 1988 Death of Johnnie Johns.
- 1990 Destruction by fire of the S.S. Tutshi and adjacent visitor centre on 25 July
- Visitor centre relocated into the railway depot.
- 1993 Signing of the Umbrella Final Agreement
- 2005 Signing of the Carcross/Tagish First Nation Final Agreement in October

Appendices

Appendix 2: Sources

Reports and Publications

Carson, Brenda E. with S.C. Greer, R. Hulstein and A. Wearmouth. 1992. Carcross Region Heritage Report: Carcross Dunes, Carcross Village and Conrad City and District. Prepared for Government of Yukon, Dept. of Renewable Resources.

Cruikshank, Julie. 1991. Reading Voices. Vancouver: Douglas & McIntyre.

Dobrowolsky, Helene. 1995. Law of the Yukon. Whitehorse: Lost Moose Publishing.

Hare, Greg and Sheila Greer. 1994. Désdélé Méné: The Archaeology of Annie Lake. Government of Yukon publication.

Lundberg, Murray. 1996. Fractured Veins and Broken Dreams. Pathfinder Publications.

Midnight Arts (Rob Ingram and H. Dobrowolsky). 1997. Carcross Waterfront Research Project. Prepared for Yukon Gov't., Dept. of Justice.

- 1997. South Klondike Highway Interpretive Plan. Prepared for Tourism Yukon, with Wendy E. Wood and Brenda E. Carson.
- 1995. Montana Mountain Research and Inventory Project. Prepared for Yukon Gov't, Heritage Branch.
- 1991. Railway Station Report: White Pass and Yukon Railway Station, Carcross, Yukon. Prepared for Historic Sites and Monuments Board of Canada.
- 1990. Customs Offices: A Theme Study. Prepared by Rob Ingram for Heritage Branch, Government of Yukon.
- 1990. The Church in Yukon: A Thematic Study. Prepared by H. Dobrowolsky for Heritage Branch, Government of Yukon.
- 1990. Law Enforcement: A Theme Study. Prepared by Rob Ingram for Heritage Branch, Government of Yukon.
- 1990. Mining Recorders: A Theme Study. Prepared by Rob Ingram for Heritage Branch, Government of Yukon.

Websites

Carcross Tagish First Nation.www.ctfn.ca

Yukon Historic Sites Inventory (contact Barbara.Hogan@gov.yk.ca re: access)

