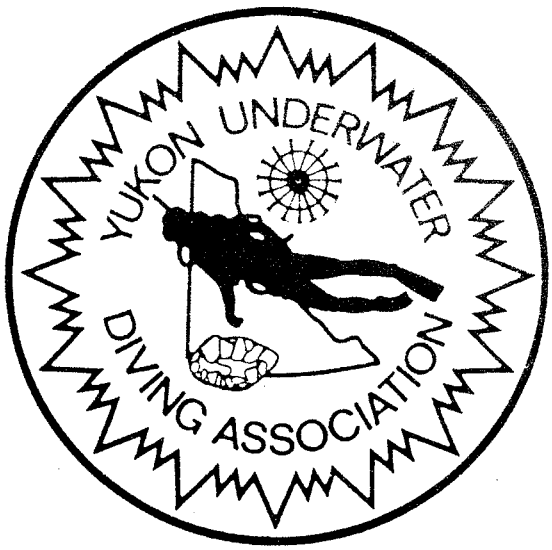
HERITAGE RESOURCES INVENTORY



1986

FINAL REPORT

N. ALEXANDER EASTON

January, 1987

YUKON UNDERWATER DIVING ASSOCIATION

HERITAGE RESOURCES INVENTORY

1986 FINAL REPORT

Prepared for the Heritage Branch
Yukon Government

By N. Alexander Easton
Marine Anthropologist
Principal Investigator
Y.U.D.A. H.R.I. (1986)

The Hon. David Porter
Minister of Tourism
Government of Yukon
Whitehorse, Yukon

HERITAGE RESOURCES INVENTORY

YUKON UNDERWATER DIVING ASSOCIATION

22 January 1987

Re.: Heritage Branch Contract # S-6-0388

Sir;

I have the honour to submit to you the Final Report of research conducted in 1986 by the Heritage Resources Inventory of the Yukon Underwater Diving Association.

We believe that this document will establish both the viability and potential of underwater archaeological research in Yukon. Besides reporting on research carried out during the past year, we have made a number of important specific recommendations regarding future research priorities (see Section 8.0).

We trust that you will find this document to meet the needs of the Heritage Branch and fullfill our Association's contractual obligations. As well, we hope that the material presented will be found interesting in its own right; Yukon's history has been dominated by the use of waterways for transport, and we attempt to show how some of this history may be discovered, recovered, and communicated to the non-diving public.

At this time we would also like to take this opportunity to thank both yourself and the staff of the Heritage Branch for your support of this innovative and important basic research. In particular, special mention should be made of Mr. Richard Collier, Historic Sites Co-ordinator, Heritage Branch, who fullfilled his liason and overseer role admirably.

With Sincere Regards,

N. A. Easton

N. Alexander Easton
Marine Anthropologist
Archaeological Projects Director
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Yukon Underwater Diving Association
Heritage Resources Inventory

Final Report on the 1986 Season

Table of Contents

Page	Section	Title
001	1.0	INTRODUCTION
009	2.0	HISTORICAL IDENTIFICATION OF YUKON WATER TRANSPORT SYSTEMS
009	2.1	Introduction
009	2.2	Native Watercraft
019	2.3	The Southeastern Entrance
023	2.4	The Northeastern Entrance
029	2.5	The Northwestern Entrance
035	2.6	The Southwestern Entrance
041	2.7	Subsidiary and Internal Yukon Water Transport Routes
041	2.7.1	Stikine - Teslin Rivers
043	2.7.2	Stewart River
044	2.7.3	Rampart House to Herschel Island
044	2.7.4	Fort Yukon to Herschel Island
045	2.7.5	Peel - Wind Rivers Entrance
045	2.7.6	Kusawa Lake - Takhini River
045	2.7.7	Arctic Coast
046	2.7.8	Forty-Mile River
047	3.0	RESEARCH GOALS AND ACCOMPLISHMENTS (1986)
047	3.1	Research Goals
051	3.2	Research Accomplishments
062	4.0	RESEARCH METHODOLOGY
062	4.1	Introduction
062	4.2	Historical Research Methodology
068	4.3	Fieldwork Methodology
077	5.0	INDICES OF POTENTIAL UNDERWATER HERITAGE RESOURCES (U.H.R.)
077	5.1	Index of Vessels Wrecked in Yukon Waters, 1878-1939
077	5.1.1	Introduction
079	5.1.2	Named Vessels (alphabetically)

Page	Section	Title
083	5.1.3	Unnamed Vessels (by year)
085	5.2	Geographical Distribution of Wreck by Study Areas
085	5.2.1	Introduction
087	5.2.2	Distribution of Wreck - Yukon River
091	5.2.3	Distribution of Wreck - Other Waters
110	5.3	Potential For Aboriginal U.H.R.
115	5.4	An Index of Potential Historic Midden U.H.R.
115	5.4.1.	Historic Underwater Midden
116	5.4.2.	Location, Description and Distribution
144	6.0	SUMMARIZED 1986 FIELD INVENTORY DATA BY MAP AREA
144	6.1	Introduction
144	6.2	Field Inventory
144		1986-1 Carcross Midden
148		1986-2 Australian
151		1986-3 Gleaner or Mable F.
153		1986-4 Venus Mines Midden
158		1986-5 Conrad Midden
161		1986-6 Tagish Norseman
170		1986-7 Canyon City Midden
175		1986-8 Canadian
182		1986-9 Clara Monarch
191		1986-10 Prospector
196		1986-11 Vidette
201		1986-12 and 13 HRI-1 and 2
204		1986-14 Casca I
208	6.3	Lake Laberge Shoreline Survey
212	6.4	Thirty-Mile Aerial Survey
220	7.0	PRIORITY ASSESSMENT OF YUKON'S WATER TRANSPORT SYSTEM
220	7.1	Introduction
223	7.2	High Priority Study Areas
223	7.2.1	The Thirty-Mile Heritage River
224	7.2.2	Lake Laberge
220	7.2.3	Miles Canyon - Whitehorse Rapids
233	7.3	Historical Reasearch Priorities
234	8.0	RESEARCH SUMMARY AND REPORT RECOMMENDATIONS
242	9.0	AN ANNOTATED BIBLIOGRAPHY

Page	Section	Title
275	10.0	APPENDICES
	A	An Index of European Vessels on Yukon Waters, 1874-1938
	B	An Index of Vessels Unaccounted For (1986)
	C	Research Assistant's Final Report
	D	Proposed Budget for Side-Scan Sonar Project
	E	Agreement of Disposition: Norseman Aeroplane propeller
	F	An Index of Potential Aboriginal U.H.R. (Limited Circulation)

MAPS

Page		
002	01.	Yukon Territory: Major Water Transport Entrance Routes
011	02.	Aboriginal Linguistic Groups of Yukon
020	03.	The Southeastern Entrance: Frances – Pelly Rivers
024	04.	The Northeastern Entrance: Bell - Porcupine Rivers
030	05.	The Northwestern Entrance: Lower Yukon River
036	06.	The Southwestern Entrance: Bennett Lake - Uppper Yukon River
042	07.	Subsidiary Transport Routes
		Wreck Sites Distribution, Yukon River:
095	08.	Bennett Lake - Marsh Lakes
096	09.	Marsh Lake - McCrae
097	10.	McCrae - Lake Laberge
098	11.	Lake Laberge - Hootalinqua
099	12.	Hootalinqua - Little Salmon
100	13.	Little Salmon - Yukon Crossing
101	14.	Yukon Crossing - Ft. Selkirk
102	15.	Ft. Selkirk - Issac Creek
103	16.	Issac Creek - Thistle Creek
104	17.	White - Sixty Mile River
105	18.	Sixty Mile River - Moosehide
106	19.	Ft. Reliance - Forty Mile
107	20.	Forty Mile - Boundary
108	21.	Arctic Coast
109	22.	Stewart River
		Potential Historic Middens:
132	23.	Southern Lakes - Big Salmon
133	24.	Big Salmon - Stewart Island
134	25.	Stewart Island - Boundary including the Klondyke
135	26.	Stewart and Pelly Rivers
136	27.	Central Pelly River
137	28.	Teslin River
138	29.	Southeast Yukon
139	30.	Southwest Yukon
140	31.	White - Donjek Rivers
141	32.	Wind River
142	33.	Porcupine - Bell Rivers
143	34.	Arctic Coast

MAPS

page		
	Inventoried Sites Location 1986	
145	35.	The Carcross Underwater Midden Site The Australian Site The Gleaner/Mable F Site
154	36.	The Venus Mines Underwater Midden Site The Conrad City Underwater Midden Site
162	37.	The Tagish Lake Norseman Site
171	38.	The Canyon City Underwater Midden Site
176	39.	The Canadian Site
183	40.	The Clara-Monarch(?) Site
192	41.	The Prospector(?) Site
197	42.	The Vidette Site The HRI-1 Site The Casca Site
202	43.	The HRI-2 Site
213	44.	Sites Identified During 30-Mile Aerial Survey
230	45.	Historic and Current Course of Miles Canyon - Whitehorse Rapids

FIGURES

Page		
003	01.	Yukon River Modes of Transport a) Aboriginal Canoe b) Sternwheeler Steamer
012	02.	Moosehide Boats a) Moosehide boat b) bow detail
014	03.	Cottonwood dugout canoes
016	04.	Sprucebark canoe
016	05.	Birchbark Canoes a) and b) Canoe construction c) foredeck birchbark canoe
028	06.	Early Trading Posts a) Fort Yukon, 1897 b) Rampart House
033	07.	Early Yukon River Steamers a) The Youkon b) The New Racket
038	08.	Schwatka's raft, 1883
040	09.	Stampeder's craft, 1898
054	10.	Bennett, 1898 a) boat building b) shoreline flotilla
058	11.	Artefacts a) historic artefacts, Carcross midden b) Norseman propellor in conservation "wet box"
059	12.	Interpretative display a) promoting an early appreciation b) crockery
061	13.	YUDA-HRI Fieldwork: Site Access A number of modes of transport were used including boat, car, aeroplane and foot.
063	14.	P.A.C. Registry Record Sample - A.J. Goddard
064	15.	Contemporary Newspaper Account Sample - A.J. Goddard
066	16.	YUDA-HRI Yukon Vessels Index Sample - A.J. Goddard
067	17.	YUDA-HRI Wreck Report Sample - A.J. Goddard
069	18.	Prehistoric Index Sample
071	19.	YUDA-HRI Survey Efforts a) Lake Laberge Shoreline Survey - examining the shores about Goddard Point for sign of wreckage b) Thirty-mile Aerial Survey - view of the Yukon River

FIGURES

page		
073	20.	The Effect of Sediment on Underwater Photos a) The settled sediments of a lakeshore provide good photo opportunities - coffee pot, Venus Mines midden, approx. twenty meters deep. b) The turbidity of a flowing stream makes even shallow waters dark - sternwheel crankshaft, Clara Monarach, approx. two meters deep.
075	21.	"Wet sites" a) The Clara Monarch b) The Casca I
146	22.	Historic Carcross c. 1905, a thriving transport terminus.
147	23.	Representative Artefacts, Carcross Midden a) brass headed boathook b) crockery
150	24.	The Australian and the Gleaner, c. 1899
152	25.	The Gleaner, underwater remains a) midships detail - hullplanks and ribs b) bow detail - mooring ring
155	26.	Venus Mines - mill and cookshack
156	27.	Venus Mines Artefacts - everyday life of hardrock miners a) coffee pot and crate b) spirit bottle c) leather boot
157	28.	Access to Venus Mines Site - hiking to the cookshack
159	29.	Conrad City, c. 1908
160	30.	Conrad Artefact, hand blown spirit bottle
163	31.	A Noordwyn Norseman Aeroplane
164	32.	Locating the Norseman, Tagish Lake a) the wreckage is clearly visible from the air b) a dive boat was talked into position by radio contact with Bob Cameron's Beaver
166	33.	Norseman Fuselage airframe a) in the factory b) underwater remains, Tagish Lake
167	34.	Norseman Control Panel a) operational b) underwater remains, Tagish Lake
168	35.	Norseman Underwater Remains a) the nose of the aeroplane b) the starboard wing

FIGURES

page		
169	36.	Retrieving the Norseman Propellor a) hauling the propellor aboard b) transport to Whitehorse
172	37.	Canyon City, c. 1898
173	38.	Canyon City, 1986 a) aerial b) shoreline
174	39.	Canyon City Underwater Artefacts a) oarlock b) horseshoe
177	40.	The Canadian, c. 1923
178	41.	Surveying the Canadian a) visible remains at low water: the stern b) the boiler at high water; the line was used by divers to maintain position in the swift current
180	42.	Surveying the Canadian a) bow ballards b) port deck - detail
181	43.	Surveying the Canadian a) inspecting a hatchway
184	44.	The Monarch - one of the sources for the hybrid steamer, Clara Monarch
185	45.	The Clara Monarch Site a) aerial view b) stern transom and rudder, low water
187	46.	Clara Monarch, wet site artefacts a) wooden crate b) wooden "washers"
188	47.	Clara Monarch, wet site artefacts a) squirrel skinning board b) skinning knife
189	48.	Clara Monarch, underwater artefacts a) wooden block, or pulley b) wooden barrel
190	49.	Clara Monarch, underwater artefacts a) keel foot ? b) sternwheel hub, detail
193	50.	The Prospector, c. 1903
195	51.	The Prospector, 1986 a) aerial view, high water b) view from ridge to west, low water
198	52.	The Vidette, c. 1898
200	53.	The Vidette. a) wrecked in Lake Laberge, Oct. 1917 b) aerial view of remains, Sept. 1986

FIGURES

page		
203	54.	Unidentified Vessels, Lake Laberge a) HRI-1, a stampede skiff? b) HRI-2, a bow of a clinker-style boat
205	55.	Casca I, c. 1910
206	56.	Casca I, 1986 a) aerial view b) above water wreckage, midships, port side to bow
207	57.	Casca I, 1986 a) bow section b) bow detail
209	58.	Lake Laberge Shoreline Survey a) unidentified bow stem b) detail of 54(a), note square nails
210	59.	Lake Laberge Shoreline Survey a) partially exposed hull and ribs b) ships planking
211	60.	Lake Laberge Shoreline Survey a) transom piece ? b) unidentified structural remains
214	61.	The James Domville, c. 1899
215	62.	The Wreck of the James Domville, c. 1899
216	63.	Aerial View of James Domville bow section, 1986
216	64.	The Evalyn, and underwater structural remains at Shipyard Island
217	65.	The Klondyke I, c. 1929
218	66.	Wreck of the Klondyke I, c. 1936
219	67.	The Wreck of the Klondyke I, 1986 (aerial view)
225	68.	Two views of the A.J. Goddard, c. 1900
226	69.	The Taylor and Drury Co. vessel, Thistle, c. 1930
231	70.	Miles Canyon, c. 1899
232	71.	Whitehorse Rapids, c. 1900

Acknowledgements

This report would not have been possible without the co-operation and support of many individuals and organizations, to whom appreciation is rightly addressed.

Foremost among these must be the general membership of the Yukon Underwater Diving Association, who assisted the principal investigator from initiation through to completion. Without their labour during fieldwork, this research would never have been accomplished. In particular the efforts of Doug Davidge and Boris Dobrowolsky were notable. Other field participants included Dan Finch, Matt Hackwell, Harry Lowry, Al Jacobs, Doug Schildwachter, Mike Wren, Larry Bonnett, Birnie Foster, and my son, Jamie Petersen.

Additional field support was afforded by the co-operation of Gus Karpes and Irene Pugh of Karpes and Pugh, river outfitters, and Bob Cameron, pilot, as well as the services of Isoceles Enterprises and Aquatic Diving Supplies. Each of these have their own interests in the field of underwater heritage resources and I hope we can continue to work towards common goals and discoveries.

Direct finanacial support was received from the Heritage Branch, Department of Tourism, Yukon Government, the Hon. David Porter, Minister. Many branch staff made contributions. Beaufort Archaeologist, Jeff Hunston originally suggested the study. The Director, Dale Perry, assisted in budget formulation, contractual arrangements and approval. Richard Collier, Historic Sites Co-ordinator, su-

pervised our efforts and assisted in its direction. Researchers Helen Dobrowolsky, Scott McNally, and Loree Stewart, all made comments or supplied references of use. Finally, the Minister responsible, the Hon. David Porter, approved the project and expedited its initiation. To all are expressed the thanks and appreciation of the Yukon Underwater Diving Association for the opportunity to act as partners in this enterprise.

Two very capable student researchers assisted in the compilation of much of the historical material upon which this report is based : David Beatty and Marjorie Warren. Their term of employment was made possible through funds provided by the Canada-Yukon Summer Employment Programme - Challenge '86, and the Yukon Lotteries Commission. At the former I would like to thank Gwyn Butler, for the administrative assistance, and at the latter the members of the board which approved our application.

Yukon College graciously provided the project with office space, as well as drafting material, telephone, photocopying and some secretarial support. The Director of the college, John Casey, should be acknowledged for his support of academic research here, and Aron Senkpiel, my expediter par excellance, for his similar goals of promoting academic pursuits.

The Whitehorse Star editor, Massey Padgham, had developed overnight film which would have taken 2 weeks anywere else in town, which was a great help.

Finally, acknowledgement must be made to my family who suffered through the long hours of my absence during the

drafting of this report. They had thought such sacrifice on their part was ended after my graduation.

To all mentioned and unmentioned, for their support and contributions, my acknowledgement and thanks.

1.0 INTRODUCTION

Like elsewhere in Canada, the early history of Euro-american occupation of Yukon Territory was dominated by the use of an extensive network of inland waterways as avenues of transport-- a network of enduring and significant historical value.

There were four major entry routes to Yukon traveled by European explorers and immigrants (see Map #1). During the 1840's, promoted by the Hudson Bay Company's desire to extend the boundaries of their trade, company employees entered the Territory by two major routes: the first from the southeast, via the Liard - Frances - Finlayson - and Pelly Rivers to H.B.C. posts at Frances Lake, Pelly Banks, and Fort Selkirk; the other route gained entry from the northeast, via the Mackenzie - Peel - Rat - Bell - Porcupine Rivers, to the H.B.C. posts at Lapierre House, Rampart House, and Fort Yukon.

The third route was from the northwest; Russian and then American explorers followed the Yukon River into the interior from its terminus in Norton Sound. The fourth route was the last instituted but would become the most important. Beginning in the late 1870's, and used with increasing frequency, a southwest route into the territory was established from Skagway via the Chilkoot Pass and across Lindeman Lake, Lake Bennett, Tagish and Marsh Lakes, along the Yukon River to Lake Laberge, and then continuing to follow the Yukon River northwest into the Klondike (Wright 1976). Together, these

Map #1

Yukon Territory: Major Water Transport Entrance Routes

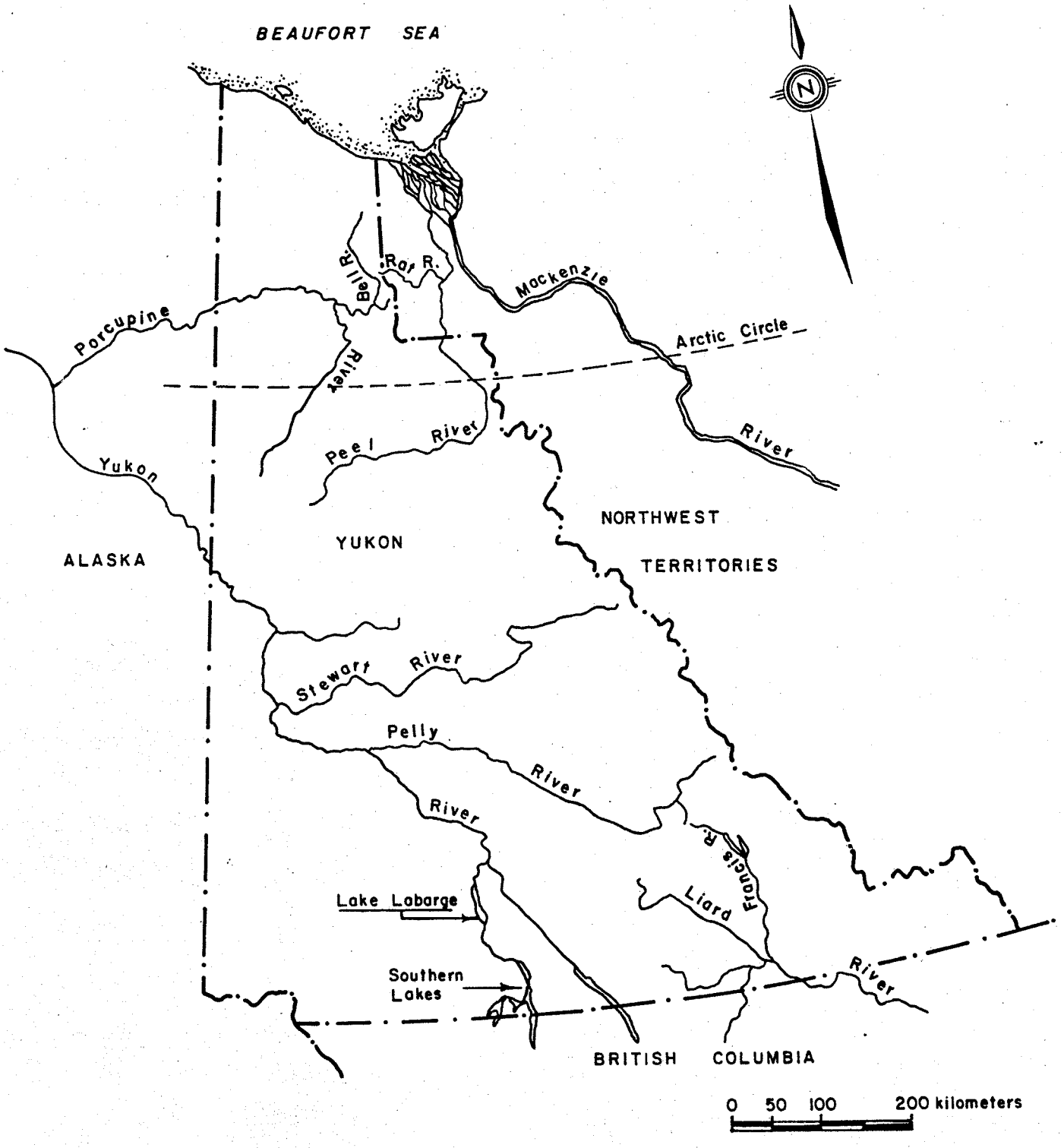
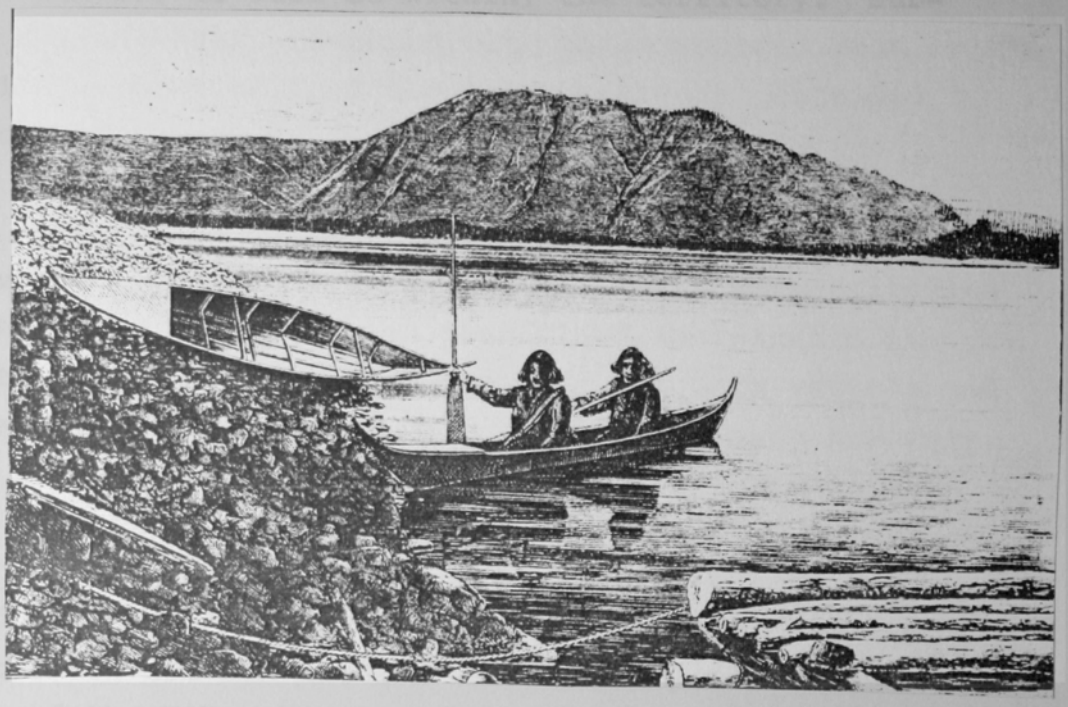


Figure #1

Yukon River Modes of Transport

a) Aboriginal Canoe



b) Sternwheeler Steamer



four water routes allowed for the early exploration and settlement of Yukon by Euro-americans, and continued to serve for many subsequent years as the dominant means of transport into and out of, as well as within, the territory. Subsidiary streams that connected with these routes, such as the Forty Mile, the White, and the Stewart Rivers, extended access even further.

In this regard, it is important to note that ethnohistoric evidence indicates that Euro-americans were following the prehistoric trails of the aboriginal Amer-indian inhabitants of the territory, whose skin and bark vessels had traversed the land by the same waterways for many hundreds, perhaps thousands, of years (Cruikshank 1983; McClellan 1975).

Undoubtedly the most outstanding artefacts of this transportation network are the commercial paddle-wheel steamers of the Yukon River. Significant as well are the thousands of private craft - canoes, barges, river-boats and rafts - which set out from Lake Bennett to the Klondike gold fields during the rush of '98. It has only been recently that this means of transport has been displaced by the construction of overland highways; the last paddle-wheeler to see commercial service on the Yukon River, the S.S. Klondike, was retired in the mid-1950's (Cohen 1982).

Yet, even today, hundreds of individuals each year return to the territory's original water highways as canoeists and rafters, fishermen and drifters, proving these waterways to have an enduring attraction, beyond merely as a mode of commercial transport. The rivers of Yukon are inextricably linked to a quality of its existence, perhaps best

described as its spirit. On reflection, this quality is not unique to Yukon alone, but is a shared facet of the history and character of much of Canada (Morse 1969).

Recently, this aspect of the Canadian identity has received increasing attention and research, most notably with the establishment of the Canadian Heritage River System. This is a country-wide collection of riverine environments of recognized heritage value by virtue of their ecological or historical significance, such as the St. Croix River in New Brunswick, that portion of the North Saskatchewan River which flows through Banff National Park, and the Clearwater River of Saskatchewan (Park News, 1984). At present two sections of Yukon Rivers, the "30 - Mile" of the Yukon River, and the Alsek River in Kluane National Park Reserve, are being considered for inclusion within this national system (Y.T.G. n.d.).

Another developing form of research on river transport systems has been the introduction of underwater archaeological investigations for the remains of shipwreck, spilled cargo, midden accumulations fronting riverside settlements, and washed-out or inundated occupation sites (Lockery 1978; 1985). Until this project, however, this was a component of Yukon heritage largely ignored.

In recognition of this history and in anticipation of the continuing development of heritage resource management of Yukon river systems, in the spring of 1986 the Yukon Underwater Diving Association (Y.U.D.A.) undertook to sponsor the development and implementation of a systematic survey of the underwater archaeological resources within Yukon.

There were, and remain, two goals of this inventory. The first is to assemble, through archival and field research, as complete an inventory of underwater heritage resources in Yukon as possible: their initial history; their present location; the circumstances of their original deposition; their current physical condition; and, their assessment for potential research and/or recreational purposes.

Secondly, through publicity and lobby, argue for the integration of these unique heritage resources into the management plans of various agencies whose mandates include the management of these resources or the environment they are found in, but which to date, due largely to a lack of informed data, have neglected to take the underwater heritage into account. For instance, neither of the two major studies of the Yukon River in the last decade, The Yukon River Basin Study (Yukon, British Columbia, Canada 1984), and the recent application for Heritage River status of the "Thirty Mile" by the Yukon Government (Yukon Government, n.d.), has considered Underwater Heritage Resources in their studies. We hope this document will rectify this neglect.

Towards these ends a research proposal was drawn up and submitted to several grant-funding agencies and subsequently accepted by the Heritage Branch, Dept. of Tourism, Government of Yukon, the Yukon Lottery Foundation, and the Canada/Yukon Youth Employment Programme - Challenge '86. In addition, an archaeological investigation permit was sought from the Heritage Branch and issued to the Principle Investigator, Marine Anthropologist N. Alexander Easton (Archaeological Sites Regulation Permit 86-3ASR) who had been contracted by the Y.U.D.A. to provide professional services in the

development, direction, management and analysis of the 1986 season.

Besides various accounting and interim reporting requirements by all agencies, the Heritage Branch stipulated that funding of the Y.U.D.A. Heritage Resources Inventory (or H.R.I., as the project became known) was contingent on the provision of providing "in report form, advice and recommendations regarding":

1) the identification, delineation and priority assessment of the Yukon's major waterways, and all known data regarding the location and nature of underwater heritage resources that may be found or expected, including a detailed analysis of the expected and extant resources of the Southern Lakes - Yukon River waterway;

2) recommendations and a description of the appropriate research and fieldwork methodology and procedures;

3) a summary description and assessment of each heritage resource inventoried during the 1986 field work;

4) an evaluation of the 1986 field work results, including recommendations for further inventory work.

The report in hand is designed to meet this requirement, as well as disseminate the data collected during the 1986

season to other interested and qualified researchers in the field.

In terms of format, the report will first lay out the historical background which lead to the development of identifiable components of Yukon's water transportation system (Section 2.0). This will be followed by a presentation of the 1986 research goals of the Y.U.D.A. - H.R.I. and the quantifiable accomplishment of these goals (Section 3.0). We will then discuss the research methodology used to achieve these accomplishments. (Section 4.0).

Section 5.0 will present an index of all Underwater Heritage Resources (U.H.R.) which to date have received some form of documentation and might be expected to be verified by field investigation. Those U.H.R. sites actually identified and assessed during the course of the 1986 field season are presented in as much detail as possible in Section 6.0 . From these data, a priority assessment of the identified components of the Yukon's water transport system is proposed, emphasizing the priorization is based primarily on the goal of inventory (Section 7.0) .

Section 8.0 will summarize the Y.U.D.A. - H.R.I. to date, and make positive recommendations for future work. Section 9.0 will present an anoted bibliography of sources consulted/referred to, and Section 10.0 several appendices.

2.0 HISTORICAL IDENTIFICATION OF YUKON WATER TRANSPORT SYSTEMS

2.1 - Introduction

As noted in Section 1.0 there were four major water transport routes which were used historically to enter and traverse Yukon, as well as several routes of lesser importance by which travel to many of the smaller communities, mines and posts was accommodated. This section will place these routes in the context of the historical background which led to the development of these routes.

2.2 Native Watercraft

Based on available materials, reconstruction of the aboriginal use of Yukon waterways as a mode of transport is currently sketchy at best. Ethnographic and ethnohistoric research indicates the widespread traditional use of a variety of craft, both in the context of everyday subsistance pursuits and as vehicles to carry out trade. The prehistoric extent of trade networks prior to their apparent intensification and probable expansion during the fur-trade period is currently unclear, and awaits further clarification by more intensive archaeological investigation in the subject area.

Ethnographic sources cosulted (McClellan 1975; 1981a; 1981b; 1981c; 1981d; McClellan and Denniston 1981; Crow and

Obley 1981; Slobodin 1981) indicate that five distinct types of watercraft were traditionally used in Yukon: rafts; dugouts (generally cottonwood); rawhide (generally mooseskin) frame boats; sprucebark canoes; and birchbark canoes. The geograhical distribution of these forms differed amongst the five major linguistic groups of Yukon, which are: the Inland Tlingit; the Tagish; the Tutchone; the Han; and the Loucheaux Kutchin (Map #2).

It is reported that, in general, "only the Han and some of the Kutchin were to any extent water travellers" (McClellan and Denniston 1981:380). Most southern Yukon peoples preferred walking, and held a healthy fear of the effects of the sudden wind storms which churned up the large lakes, which they avoided crossing when possible (McClellan 1981b:474; 485). In spite of the dangers presented by the windy lakes and swift-flowing river streams, it was not always possible to avoid them and so watercraft were employed.

All groups made use of simply constructed rafts for crossing wide river channels and lakes, and travelling downstream. Four or six logs were lashed together with three-to five-ply mooseskin string. "Cut two trees and halve them, and you've got a raft" explained one of McClellan's informants (1975: 271). Rafts were often abandoned at the end of their downstream course, the passengers returning to their origin by foot.

Another form of watercraft common to all Yukon aboriginal groups was the rawhide frame boat. The skin most often used was moosehide. The details of the framework varied according to available raw material, the need of the

MAP #2

Aboriginal Linguistic Groups of Yukon

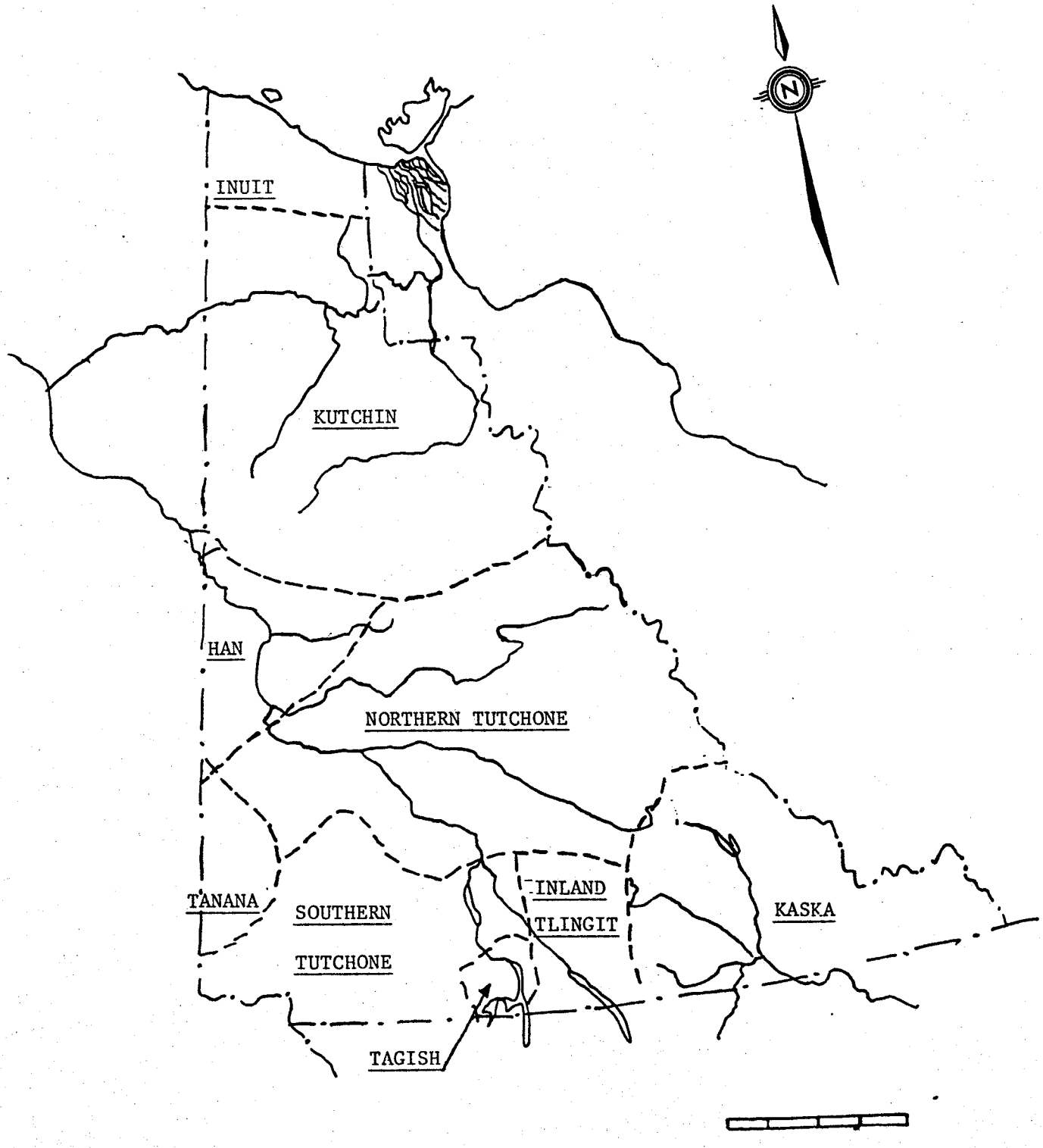


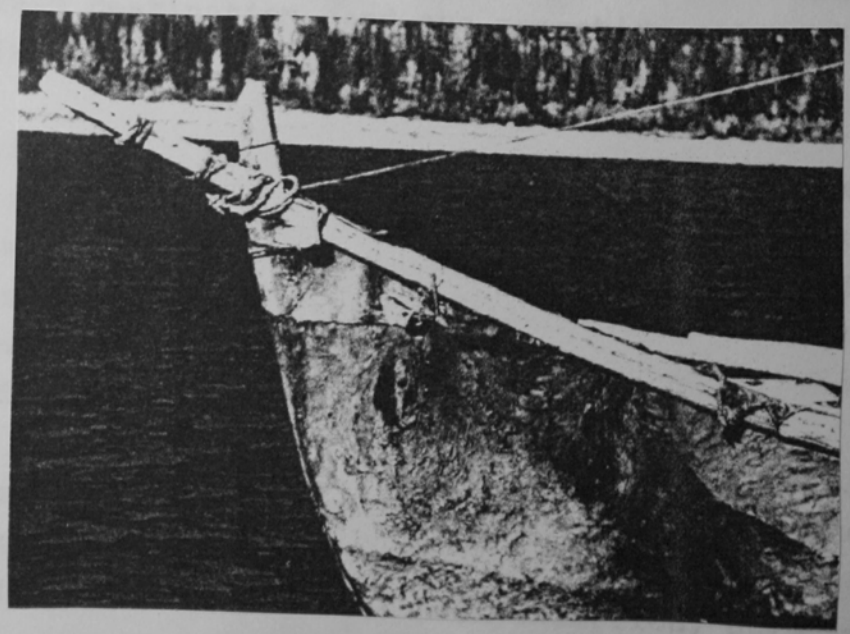
Figure #2

Moosehide Boats

a) Moosehide boat



b) bow detail



vessel, and the amount of time spent building it. Thus they ranged from small hastily constructed craft to large (5 meter length) robust frames capable of carrying "six or seven people as well as heavy loads of meat" (McClellan and Dennis-ton 1981:380). The frame was commonly made of small green spruce poles, covered by fleshed and dehaired rawhide at-tached by sewing, the seams covered with a mixture of spruce pitch and grease. After several hours of drying the boat was ready for use. A moosehide boat seldom took two people more than a day to build (McClellan 1975:269)

A skin boat is light and buoyant when first launched, but becomes waterlogged relatively quickly. Thus its pattern of use was to travel from early morning until noon, when camp was made and the vessel removed from the water in order to dry out for use the following morning. A well made skin boat might last as long as four years if it is properly cared for, and holes are easily mended by the application of either pitch or a skin patch. Due to the relative ease of construction, the framework of the vessel was often abandoned at a downstream destination, and the moosehide salvaged for other uses (McClellan 1975:269).

Curiously, for reasons currently obscure, the mooseskin boat, traditionally rare, was used with greater frequency amongst the western Kutchin during the post-contact period until quite recently, even after the abandonment of their traditional mainstay of water transportation, the birchbark canoe (Slobodin 1987:518, Table 1).

The distribution of dugout canoes was limited to the southern portion of Yukon; it was widely used by the Tagish, Tutchone, and Tlingit. With one known exception, dugouts

Figure #3
Cottonwood dugout canoes





were constructed exclusively from cottonwood. A three foot diameter tree was felled and hollowed out with an adze to a relatively uniform thickness of about one inch. The gunwhales were then spread by filling the canoe with heated water and forcing in spreaders. A finished dugout was between eight and ten feet long(2.5 and 3.1 meters), with little, if any, differentiation between bow and stern. It took a single man at least ten days to construct, and the vessel would carry three to four people (McClellan 1975:270).

The one known exception to cottonwood dugout construction in Yukon is the importation from the coast of a large cedar dugout which was brought up the Taku River and carried over the pass to Atlin Lake by (or for) a prestigous Inland Tlingit (McClellan 1975:465; 270). The canoe's subsequent history is unreported.

Frame canoes were found amongst all aboriginal Yukon groups, however sprucebark canoes were dominant in the south amongst the Tagish, Inland Tlingit and Southern Tutchone, while amongst the Northern Tutchone, Han and Kutchin, frame canoes were made exclusively from birchbark, which were rare in the south. This geographical distribution is clearly a function of the environmental availability of the bark within each area; good birch suitable for canoe construction is scarce in southern Yukon.

The construction of a bark canoe began by finding a suitable tree, twelve feet or greater in height, two feet in diameter, with a minimum of holes. Ten or twelve feet(3.1 or 3.7 meters) of bark was removed in one piece and weighted down under water for the two or three days it took to build the frame. The frame was made of green spruce poles lashed

Figure #4
Sprucebark canoe



Figure #5
Birchbark canoes
a) canoe construction

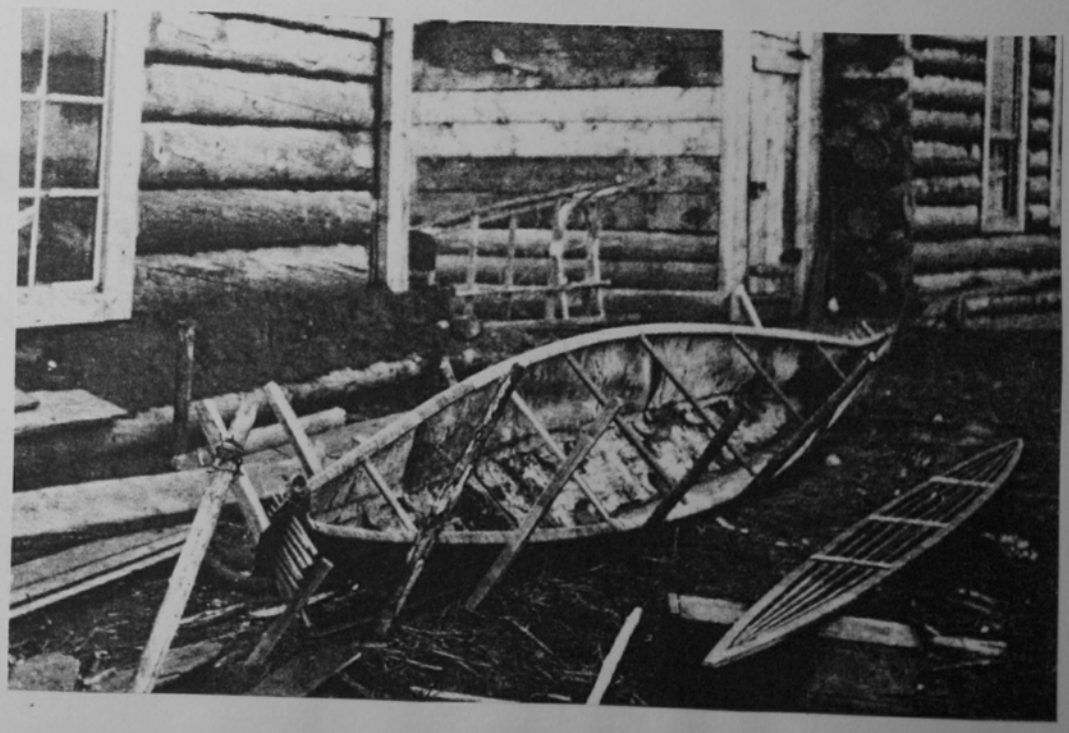
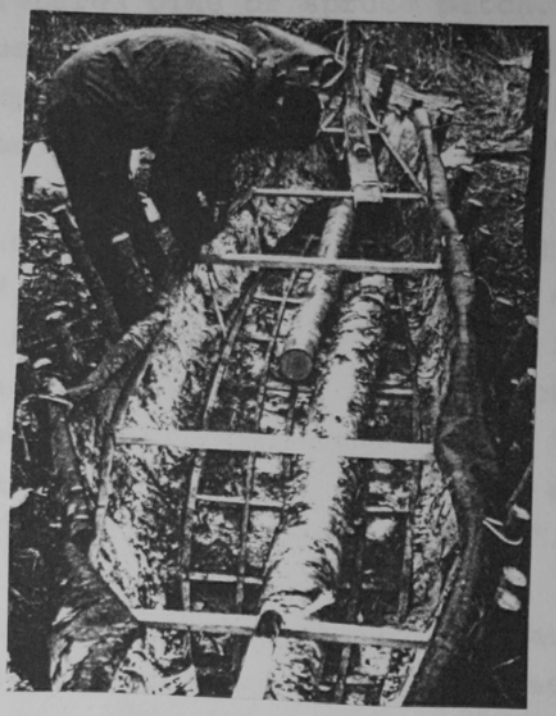


Figure #5 continued

b) canoe construction



c) foredeck birchbark canoe



with spuce roots. The bark was then laid beneath the frame and sewed to it using fine spruce roots. Holes and seams were patched with prepared pine or spruce pitch. In contrast to the care of a mooseskin boat, it was necessary to prevent a bark canoe from drying out. This was done by sinking the vessel into the river when encamped (McClellan 1975:267-268).

The sprucebark canoe made by the southern groups was generally around 3.7 meters long and capable of carrying at most three people. Amongst the Han and Kutchin in the north were made "hunting and travelling canoes of birchbark and spruce frames that were better constructed, and in the case of the travelling canoe, larger than the canoes of any other Cordilleran group" (McClellan and Denniston 1981:380).

While our review of the ethnographic sources have not documented any specific occurances of native wreck to date, it seems likely that not only did they occur, but occured with relative frequency. The fragility of bark vessels was acknowledged: they "could easily be wrecked on snags or rocks" (McClellan 1975:268). Moosehide boats were prone to saturation and sinking. Dugout canoes "always go close to shore because of swamping" (McClellan 1975:270). All boats tended to leak by virtue of their construction and bailers made of sheephorn were essential items of equipment (McClellan 1975:271). Finally, the decided preference expressed by natives for walking if possible rather than exposing themselves to the dangers inherent in water transportation - despite its advantages in terms of time and energy - suggests that wrecks or flounderings occurred often enough to act as a stimulant and reinforcement of their preference.

This fact combined with the excellent preservational

potential of organic remains in Yukon's cold waters indicates that underwater survey efforts have a better than chance possibility of discovering native wreck. Given the present state of knowledge of aboriginal Yukon watercraft, which this review indicates is not at all extensive, any discovery of this sort would indeed be significant.

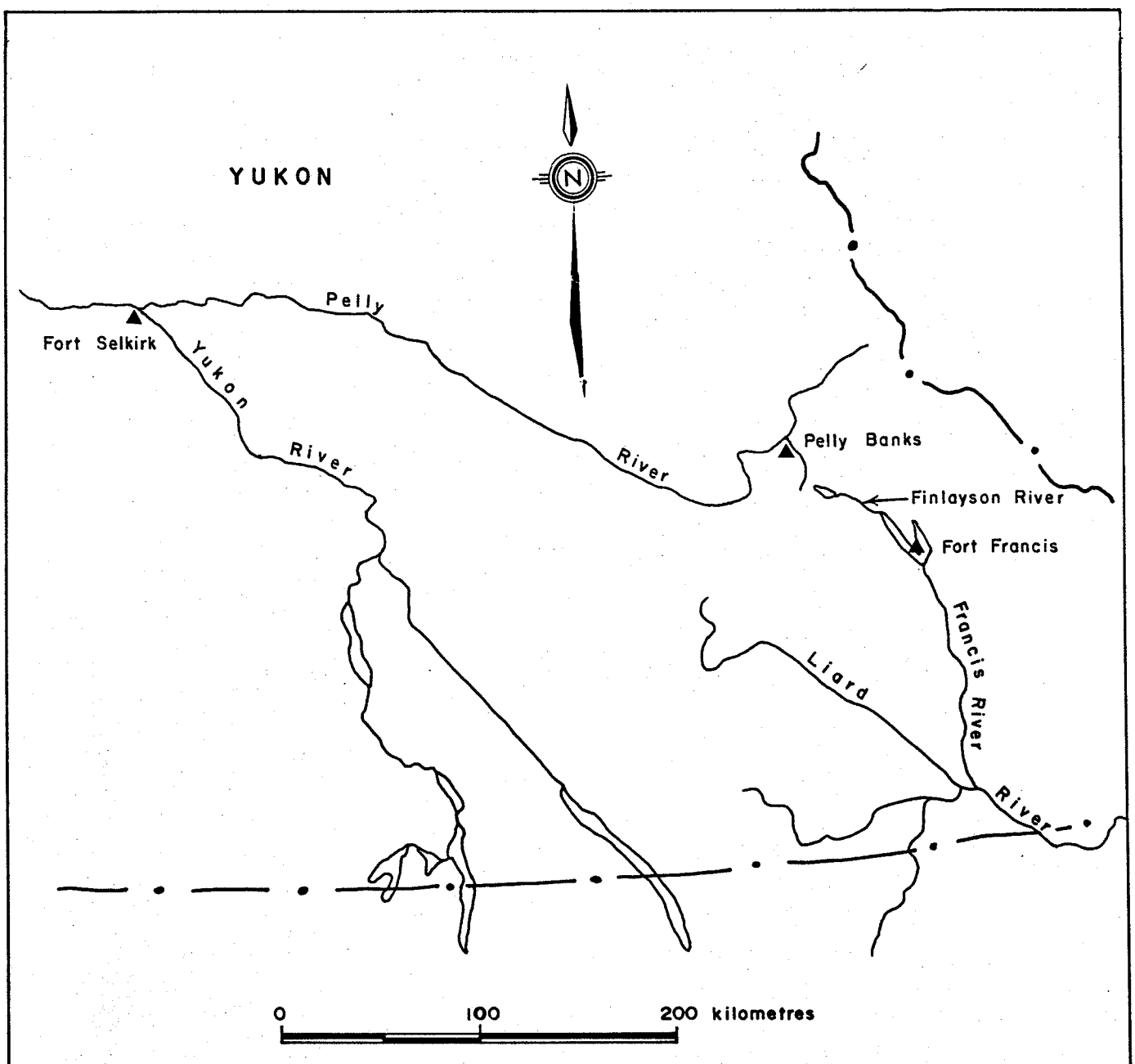
It is hoped that with the basic knowledge of form and construction provided here that future fieldworkers will be in a position to recognize native wreck when encountered.

2.3 - The Southeastern Entrance (MAP #3)

In July of 1840 Robert Campbell headed a band of Hudson Bay Company employees into Yukon by way of ascending the Liard and Frances Rivers to Frances Lake. From here Campbell set off on foot along the west arm of the Frances Lake and ascended the valley of the Finlayson River. At Finlayson Lake the group constructed pine bark canoes and traversed it to the western end. From the high banks at the west end, Campbell saw

> a large river in the distance flowing Northwest. I named the bank from which we caught the first glimpse of the river "Pelly Banks" and the river "Pelly River". . . . Descending to the river we drank out of its pellucid water to Her Majesty and H.B.C..
>
> We constructed a canoe and drifted down the stream a few miles, and threw in a sealed can with memoranda of our discovery, the date, etc., ... After taking possession in the name of the Company by marking a tree "H.B.C." with date and flying the H.B.C. ensign the while overhead, we retraced our steps to Frances Lake, highly delighted with our success (Campbell 1958; in Wright 1976-1937).

Map #3
The Southeastern Entrance: Frances - Pelly Rivers



The Company, always on the lookout for new sources of fur, instructed Campbell to establish a post at Frances Lake, and in August 1842 he returned to Yukon, to construct Fort Frances. After spending the winter here, Campbell had a large birch-bark canoe built at Pelly Banks (the birch carefully transported 600 miles from Fort Liard), from which he embarked in June of 1843 the explore downstream. This expedition took him as far as the confluence of the Pelly with the Yukon (then named Lewes) River.

Campbell spent the following five years consolidating the Hudson Bay Company posts at Frances Lake and Pelly Banks, all the while anxious to continue his explorations downstream. In 1848 he received permission to proceed with his proposal to establish a third post at the Pelly-Lewes (Yukon) River's confluence.

> As early in May as circumstances permitted, we embarked at Pelly Banks on our journey . . . . We had a boat carrying our apology of an outfit, a skiff, and some canoes; also a raft of building boards which we started ahead . . . .
>
> On 1 June, 1848, we safely reached the forks of the Pelly and Lewes with boat, skiff, canoes and raft, all of which were of great service to us afterwards. On selecting a site we proceeded with the erection of the building in earnest and got on rapidly, naming the new post Fort Selkirk (Campbell 1958; in Wright 1976:60).

After two difficult years operating the post at Fort Selkirk, in April 1851 Campbell received the authorization he had sought for nearly a decade: "instructions to explore the Pelly downwards as far as I might deem advisable" (Campbell 1958; in Wright 1976:66). At the end of May, as soon as the ice permitted, he set out.

> We traveled night and day only putting ashore to cook or speak to Indians whom we met in bands along the river. At this season of the year, there is no night in these latitudes.
>
> The river increased in size and beauty as we advanced, its waters swelled by many tributaries, some of considerable size, like the White and Stewart Rivers . . . . The river is skirted with 2 ranges of mountains on both sides, the further range being of greater altitude, many peaks covered with perpetual snow. The slope and bottom flats on our right are generally covered with poplar, spruce, etc., while the left, facing the midday sun, presented beautiful slopes of verdue. Bears and Moose were often seen as we moved along.
>
> But the great attraction was the natives, whom we came across generally in large bands in camps; they all were very friendly and we always landed to have a talk with them. They were astonished at seeing us and our boat, as they had never seen either a white man or a boat{!} before . . . . After descending the river some hundreds of miles, the Indians gave us to understand that there were some white people like us at a fort on the bank of the river some distance down . . . . It turned out to be Fort Youcon, situated at the confluence of the Porcupine River . . . I had thus the satisfaction of demonstrating that my conjectures from the first . . . were correct and that the Pelly and the Youcon were identical (Campbell 1958; in Wright 1976:66-68).

With the linkup to the Porcupine established, the treacherous Liard - Frances Rivers route from the southeast into Yukon was soon abandoned (fourteen lives had been lost along the route in the decade of its use). Fort Selkirk itself would be destroyed in 1852 and abandoned until 1889 when Authur Harper established an independent post.

But there was a final important use of this route yet to come. In 1887, the Yukon Expedition led by Dawson would survey and map the route (Dawson 1898:96-133), and during the

rush of '98 it was promoted as one of the "All-Canadian Routes" to the Klondyke by the municipality of Edmonton (Bennett 1978:25-27).

2.4 The Northeastern Entrance (Map #4)

In 1837 the Hudson's Bay Company sponsored an expedition along the Arctic coastline, instructed to survey the unmapped sections Franklin's expedition had failed to reach, between Return Reef on the east and Point Barrow on the west. During the course of this exploration the mouth of a large river, two miles at the mouth, with an even greater delta, was discovered and named the Colville River. The expedition did not ascend the Colville, but its discovery led to the eventual establishment of the northeastern entrance to Yukon.

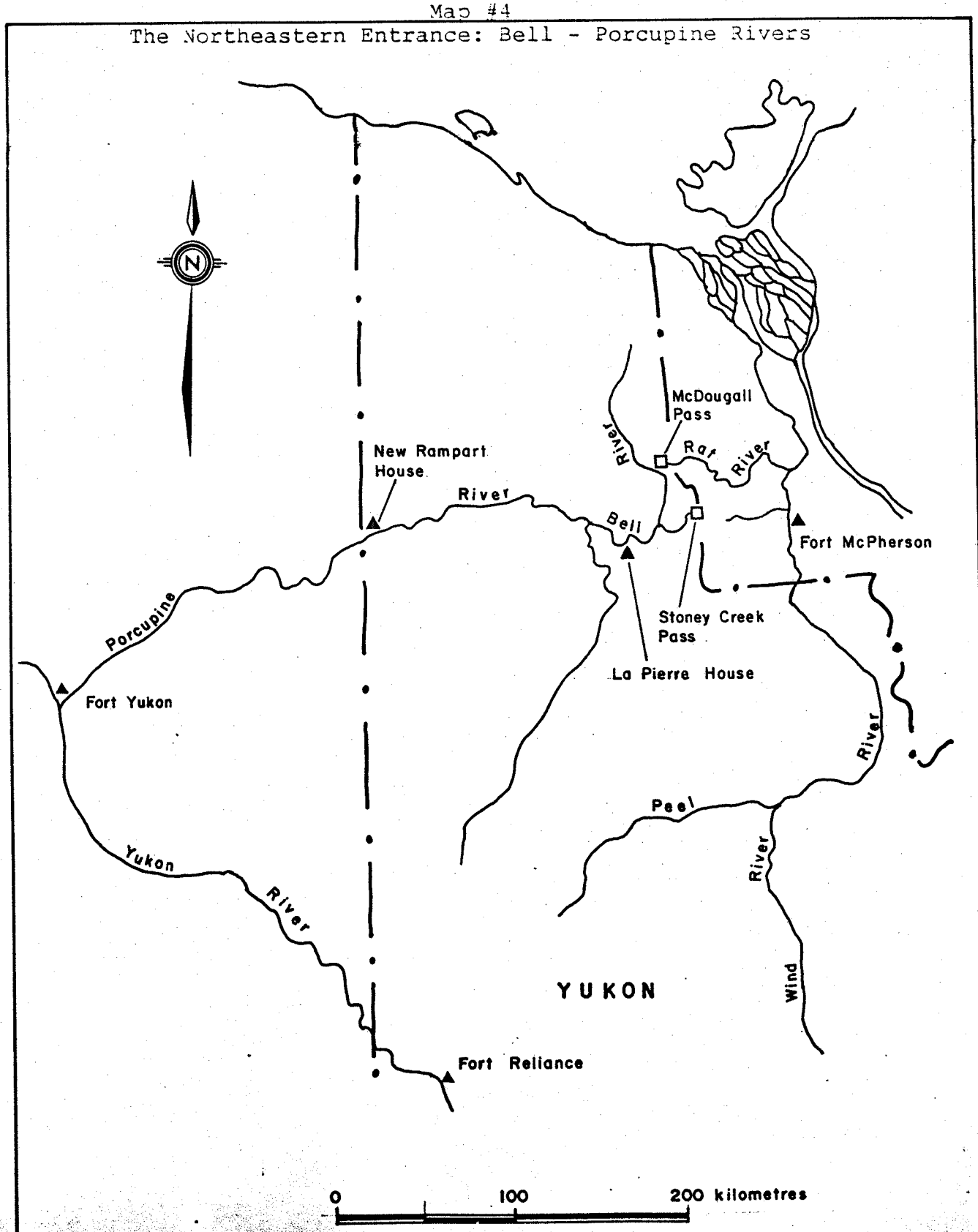
It was envisioned that the Colville was a major drainage of the interior, another great Mackenzie, lying to the west of the Mackenzie Mountains divide, and the Hudson Bay Company was determined to discover its headwaters. The Company administration believed that a tributary of the Mackenzie, the Peel River, might prove to be the most efficient route to the Colville drainage. (Karamanski 1983: 159-160)

The Peel River was initially discovered by Franklin during his second expedition of 1825-1827. His account of the river and the abundance of prime furs led to the direction of John Bell and Alexander Isbister to survey

> Peels River from its mouth [and] endeavor if time and circumstances will admit to trace that stream to its source. Your principal aim will be to select a commodious situation for an

Map #4

The Northeastern Entrance: Bell - Porcupine Rivers



> establishment, and to acquire knowledge of the resources of the country in its vicinity for its support. These objects attained your utmost endeavor must be directed towards asserting whether a practicable communication exists between the Peel and Colville Rivers (author unknown, in Karamanski 1983: 163-164).

Bell and Isbister set out on a preliminary exploration in 1839, and in 1840 established Peel's River Post, eventually renamed Fort McPherson.

During the course of the 1839 survey Bell had in fact been led to the lowest pass through the continental divide - McDougal Pass at an elevation of only 1000 feet above sea level - at the headwaters of a small tributary of the Peel, the Rat River. However Bell did not recognize the significance of the pass. This was due to the discomforts of ascending the Rat, which was too shallow and rapid to canoe, necessitating continual wading through icy waters and mosquito infested bushes, and the reluctance of the native guides to proceed further (because they had no wish to encourage the Hudson's Bay Company to supplant them as middlemen to the west; see: Karamanski 1983: 209-210.)

During the next four years, McDougal Pass was reached several more times; by Isbister in the winter of 1840-1841, who did not recognize the route due to snow cover, and by James Purden in 1843, whose native guides abandoned him at the summit making him reluctant to continue over the divide. And so, for many years an alternate and more difficult route through the higher elevations to the south was the only known northeastern route across the divide.

This route was established by Bell in 1842. Following in-

structions to cross the Richardson Mountains to explore the land to the west he set out in June. They began their journey about a mile downstream of the Peel's River post, traveling through thick forest, across swampy plains, and up through the mountains, reaching an elevation of 2,500 feet. After "four days of hard laborious traveling" they had crossed the divide, through what would come to be called Stoney Creek Pass, and reached a small meandering stream, known today as the Little Bell River (though at the time, confusingly, named the Rat).

Building rafts the party descended the stream which broadened into the Bell River proper, replacing their rafts with native canoes 'found' along the way. They soon joined a larger river, the Porcupine, which they followed to the vicinity of the present day border of Alaska and Yukon, less than 150 miles from the confluence of the Porcupine with the Yukon. Their native guides abandoned them here however, and Bell, reluctant to proceed, retraced his passage to Peel's River post (Karamanski 1983: 204-207).

In the winter of 1842-1843, Bell dispatched La Pierre, a half Iroquois - half French-Canadian, to establish an outpost on the Bell in order to facilitate trade west of the Richardson Mountains, and provide subsistence supplies (caribou and fish) to the Pelly River post. Thus, along with the Frances Lake post, La Pierre House, as it came to be known, was one of the first permanent Euro-Canadian settlements within the boundaries of Yukon. (Coutts 1980: 154-155).

In 1844 Bell was once again instructed to cross the divide for further exploration of the Porcupine. Departing in May 1844 he retraced the "harassing walk of five days" to

cross the divide at Stoney Creek Pass. At the Little Bell he had constructed a canoe of birchbark, which they had carried over the mountains. With this, and the spring run-off, the group made good time and on the 16th of June 1844 they reached the mouth of the Porcupine. Its terminus joined a river nearly two miles wide, interspersed with wooded islets. From natives he met here he recorded the river's name: Youcon, "swift flowing river". After a week of exploration of the area he returned to Peel's River post (Karamanski 1983: 222-224).

In the years to come the northeastern entrance to Yukon would see increasing traffic. In 1847 the Hudson's Bay Company's Fort Yukon post was established at the Porcupine-Yukon confluence, despite its location in what was then Russian territory, and a vigorous fur trade developed.

In 1851, Robert Campbell established the continuity between the Pelly and Yukon river, and the Bell-Porcupine system became the Company access route for Fort Selkirk and the southern Yukon. Even with the destruction of Fort Selkirk in 1852, and the transfer of Hudson's Bay Company operations from Fort Yukon up the Porcupine to Rampart House in 1887, the route continued to see important trade use. It was also used by the first missionaries, scientific explorers and miners to enter Yukon: William Kirby, an Anglican minister, and Father Sequin, an Oblate priest, made proselytizing trips in 1861 and 1862; William Bompas first saw the Yukon by way of this route; the American naturalist Robert Kennicott used the route in 1860-1862, and for ten years continued to receive specimens via the northeast approach; and, in 1873, Arthur Harper, Leroy McQuesten, and Albert Mayo, Yukon's first prospectors, entered the territory via the Rat-Bell-

Figure #6

Early Trading Posts

a) Fort Yukon, 1897



b) Rampart House



Porcupine.

After nearly 50 years of service, however, in 1890 the Hudson's Bay Company discarded the route as uneconomical. LaPierre House was closed in favor of steamboat transport up the Porcupine to Rampart House, which in turn was closed four years later.

In the rush of '98 the northeastern route saw a brief resurgence in use, as the low elevation of McDougall Pass was finally recognized as the easiest crossing of the Continental Divide, though it was by no means the "fastest" way to the Klondyke, as Edmonton promoters of this portion of the "All-Canadian Route" advertised. Stampeders from the east traveled from Edmonton to the Mackenzie River, across the McDougall Pass and down the Bell-Porcupine to the Klondyke gold fields (Bennett 1978:25-27; Morse 1969:108). But it was to be the last gasp of the northeastern entrance to Yukon.

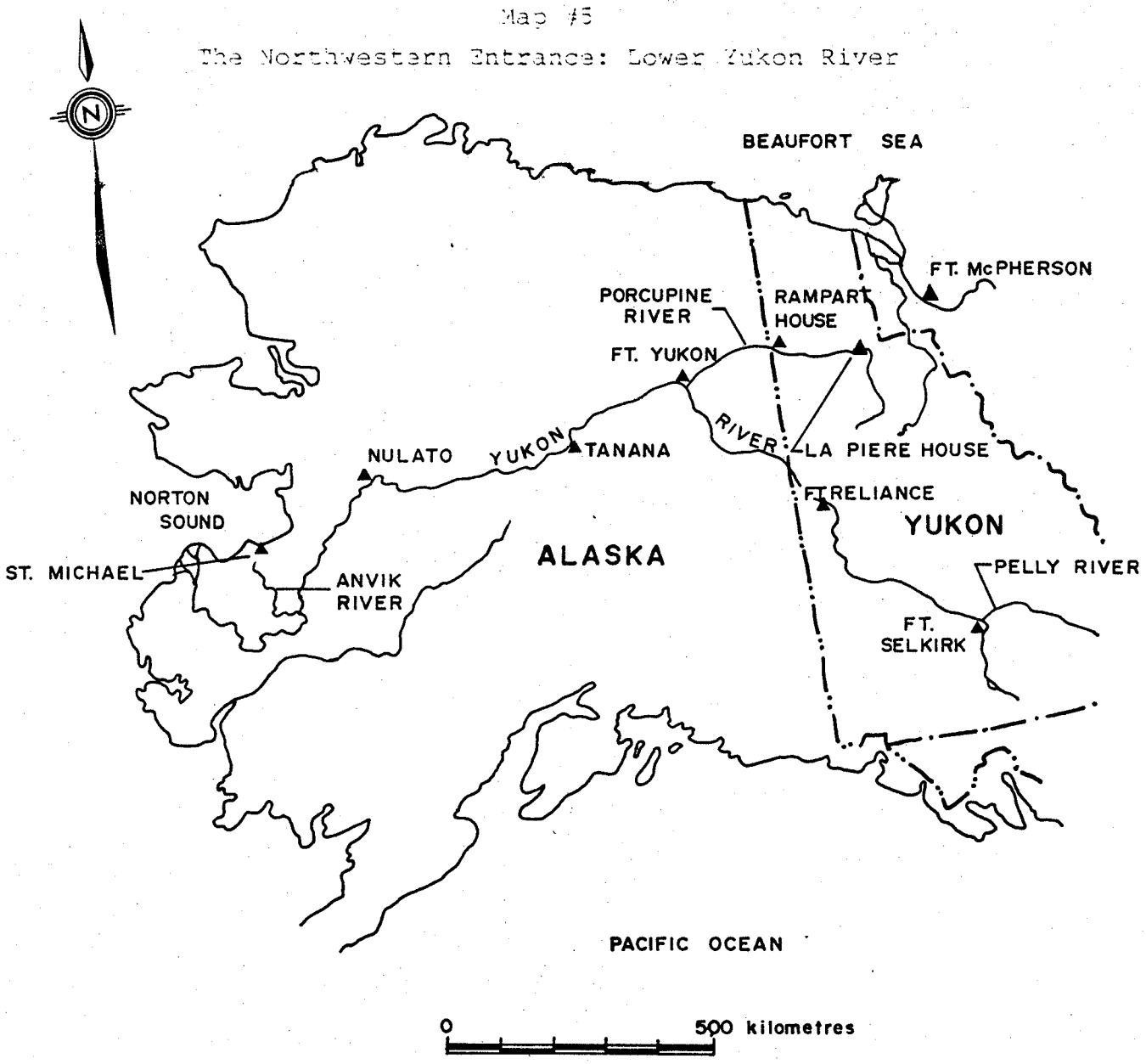
2.5 The Northwestern Entrance (Map #5)

Initial European discovery and exploration of the lower reaches of the Yukon River was made by Russian fur-traders during intermittent forays of exploration between 1833 and 1842. But it seems it was surveyors of the American Telegraph Ex- pedition of 1867 that determined the feasibility of the Yukon River as a northwestern entrance to the interior.

In 1835/36 Andrey Glazunov crossed overland from the Russian post at St. Michael's, to the Anvik river, which he followed to join a great river, known locally as the Kwikpak. In the spring of 1836 Glazunov paddled downstream to the

Map #5

The Northwestern Entrance: Lower Yukon River



mouth of this river, which was in fact the Yukon. Throughout the remainder of the decade several more explorations proceeded upstream, with the establishment of the Nulato post in the winter of 1842.

The following June a Russian Naval Officer, Lieutenant Zagoskin, set out from Nulato with instructions to locate the source of the Yukon. He and his crew had made a large skin boat, after the native fashion, in which they set out. Despite their best efforts, however, difficulties in proceeding upstream in such a vessel produced slow headway; after a month they turned back, having nearly reached the mouth of the Tanana river (Wright 1976:15-24).

For the next 24 years there were no further excursions into the interior beyond the Nulato post. In 1867 the survey team of the American Telegraph Expedition, led by William Dall, established that the Kwikpak was indeed the Yukon, as had long been suspected.

In early March 1867, two members of the expedition, Michael Lebarge and Frank Ketchum, left Nulato by dog team over the ice to Fort Yukon. Soft snow impeded their progress and it was nearly two months later that they arrived at the fort, just before break-up. The two then continued by canoe up the Yukon to the remains of Fort Selkirk (Dall 1870:110).

Following breakup, on 26 May 1867, Dall, accompanied by Fredrick Whymper and three natives, set out from Nulato upstream "in a type of native sealskin boat similar to that used by Zagoskin . . . known to the Russians as a 'bidarra'. It was of flat-bottomed, open construction, adapted from the cargo-carrying 'oomiak' of the Eskimos" (Wright 1978:104).

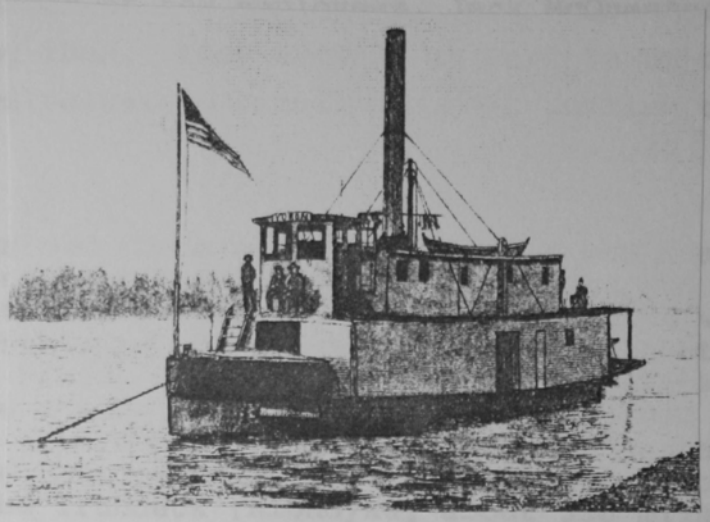
They were prepared for the rapids encountered by Zagoskin which had convinced him further navigation was hopeless; Dall and company successfully pulled the vessels upstream by tracking lines. Continuing their journey they reached Fort Yukon on June 23, having traveled some 630 miles in 27 days. They were soon joined by Leberge and Ketchum returning from Fort Selkirk. On July 8, 1867, the four men left to return to Nulato with the news of a new navigable route into the interior of Yukon - their success dampened by the news that the telegraph project was dead, buried by the successful laying of a trans-Atlantic cable (Dall 1870; Whymper 1869). 1867 also saw the purchase of Alaska by the United States of America from Russia and the purchase of the Russian-American Company's Alaska holdings by Hutchinson Kohl and Company, which was renamed the Alaska Commercial Company (A.C.C.).

In June 1869 an A.C.C. merchant vessel, the Commodore, arrived at St. Michaels carrying on her deck a 49 foot(15.3m) steamboat, the sternwheeler Youkon. On July 4, the Youkon departed St. Michaels on the first commercial steamboat passage up the Yukon river, captained by G.S. (Benjamin) Hall of the A.C.C.. Besides supplying and removing trade goods along the river, the Youkon carried Captain Charles W. Raymond, U.S. Army, who was charged with surveying the lower Yukon, and in particular determining whether the H.B.C. post Fort Yukon lay within American territory. It did, and the H.B.C. was forced to abandon the post (whose structures were assumed by the A.C.C.) and move upstream on the Porcupine to a new location, Rampart House. (As it turned out, in 1889 this new location was also determined to lie in American territory and so was burned and re-established even further upstream) (Raymond 1871; Wright 1876:119; Coutts 1980:219).

Figure #7

Early Yukon Steamers

a) The Youkon



b) The New Racket



The steamer Youkon plied between Fort Yukon and St. Michaels for four more years before its historic voyage into Yukon territory proper. On 7 July, 1874, the Youkon left St. Michaels with a large cargo of supplies for the A.C.C. river posts and a number of new employees, Jack McQuesten and Arthur Mayo among them. They arrived at Fort Yukon on 7 August. McQuesten was to recall the next portion of their journey:

> We remained there a few days and it was finally arranged that I should go up the Yukon and locate at some suitable place . . . . As it was the first time the steamer had been on that part of the River, we had considerable trouble keeping the channel, which necessarily delayed us some. We had only about three ton of cargo and a whale boat in tow. We selected a location near the Trundeck [Klondyke] about 350 miles from Fort Yukon.
>
> We arrived there on the 20th of August, 1874. The steamer discharged and returned the next day leaving F. Barnfield and myself to build our winter quarters (McQuestern 1952:4-5).

The Trundeck was to be renamed the Klondyke River. McQuestern's new post (Fort Reliance) lay well inside Yukon Territory, about ten kilometers downstream from Dawson. The era of commercial steamboat transport in the Yukon Territory had truly begun!

The years that followed saw a steady growth in the use of the lower Yukon as the primary transport route into and out of the Yukon, eroding the economic feasibility of the northeastern Bell-Porcupine route. Vessels such as the first St. Michael (1879), the New Racket (1882), the Arctic (1892), and the John J. Healy (1896), were built and operated by capitalist consortiums engaged in transporting and supplying the growing numbers of immigrant prospectors to the interior.

The rush of 1898 sparked a boom in lower Yukon River steamboat traffic which, although abating somewhat in the new century, remained vigorous until the building of the Alaska Highway in the 1940's.

2.6 The Southwestern Entrance (Map #6)

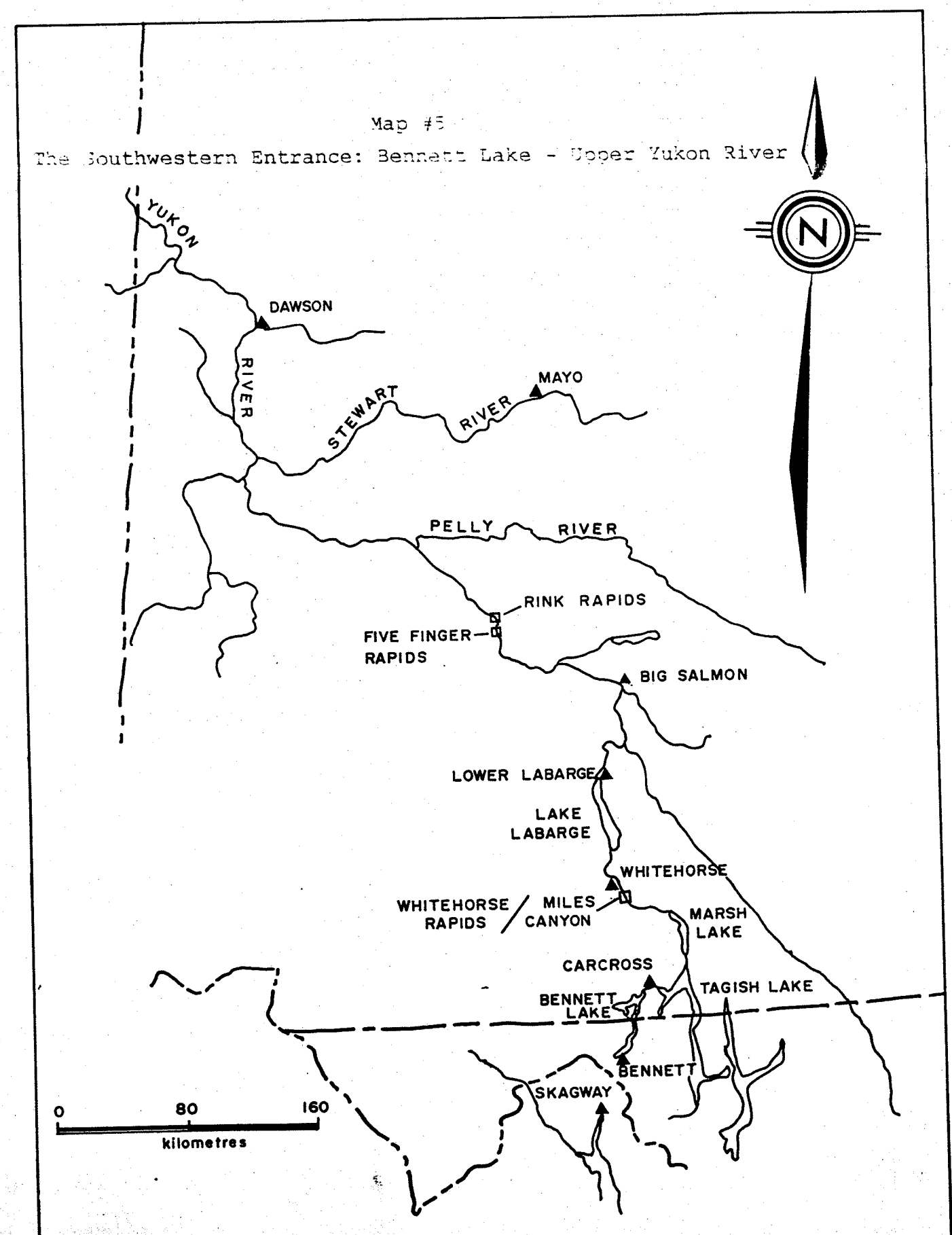
Perhaps more than any of the four transport routes into Yukon, the southwest entrance had the longest and most significant use. With virtually no archaeological work in this area, it is difficult to say how long native Tlingit Indians traversed the Chilkoot and White Passes; the fact that marriage and trade relations were apparently of some antiquity indicates a relatively long-standing use. Native movement seems to have been (most recently, at least) one-way, that is the Tlingit came up into Tagish Territory but the Tagish were prevented from going to the coast, until late in the 19th century (McClellan 1950:138-149; 1964:7-8; 1981:481, 189-10).

> The Tlingit traders who entered via the Chilkoot Trail kept a fleet of boats . . . on Bennett Lake and which were covered with 'walrus' hides imported from Yakutat. Presumably the Tlingit traders traveled to and from Tagish in these boats. Other informants refer to moose- and caribou-covered frame boats which the Chilkoot traders used on their inland trading trips (McClellan 1975:512).

The Chilkoot Tlingit monopoly on the use of the southwest entrance began to be eroded at the end of the 1870's. Sometime between 1875 and 1878 a prospector by the name of George Holt gained passage via one of the passes "to the head of the Lewes [Yukon]". He followed the river down to the lower end of Lake Marsh and walked over the Indian trail thence to Tes-

Map #5

The Southwestern Entrance: Bennett Lake - Upper Yukon River



lin-too (the Teslin River), returning to the coast again by the same route (Dawson 1887:179).

Despite this foray, the Chilkoots continued to enforce their monopoly until the spring of 1880. A year of agitation by prospectors based in Sitka resulted in the negotiation between Native and American military leaders for free access to the Chilkoot Pass. In June of 1880 a party of prospectors crossed the pass, assisted by native packers. Reaching Lake Lindeman on 17 June, the party built some boats and descended the lake on 4 July making their way to the Teslin River for a summer of prospecting, returning to the coast in the fall. Similar small prospecting expeditions followed in the years ahead (Wright 1976:134-140).

In 1883 Lieutenant Frederick Schwatka, U.S. Army, led a military expedition of seven men down the Yukon, from its headwaters at Lake Lindeman to its discharge in Norton Sound, a trip well documented (Schwatka 1894). On 11 June 1883 the group reached Lindeman Lake. Here they constructed the raft which was to take them downstream. Made of "stunted spruce and contorted pine" it was "of the somewhat formidable dimensions of fifteen by thirty feet(4.6 by 9.3 meters), with an elevated deck amid ships . . . . [and] a large bow and stern oar with which to do the steering" (Schwatka 1894:95-96). After entering Bennett Lake on 17 June, the raft was retrofitted, increasing in size to 42 by 16 feet(13.1 by 5 meters), with two side oars added (Schwatka 1894:99).

They departed the head of Bennett Lake 19 June, reaching Caribou Crossing on the 21st. Traversing Nares, Tagish, and Marsh Lakes they entered the main channel of the Yukon 29 June, passed through Miles Canyon and Whitehorse Rapids 2 July

Figure #8
Schwatka's raft, 1883

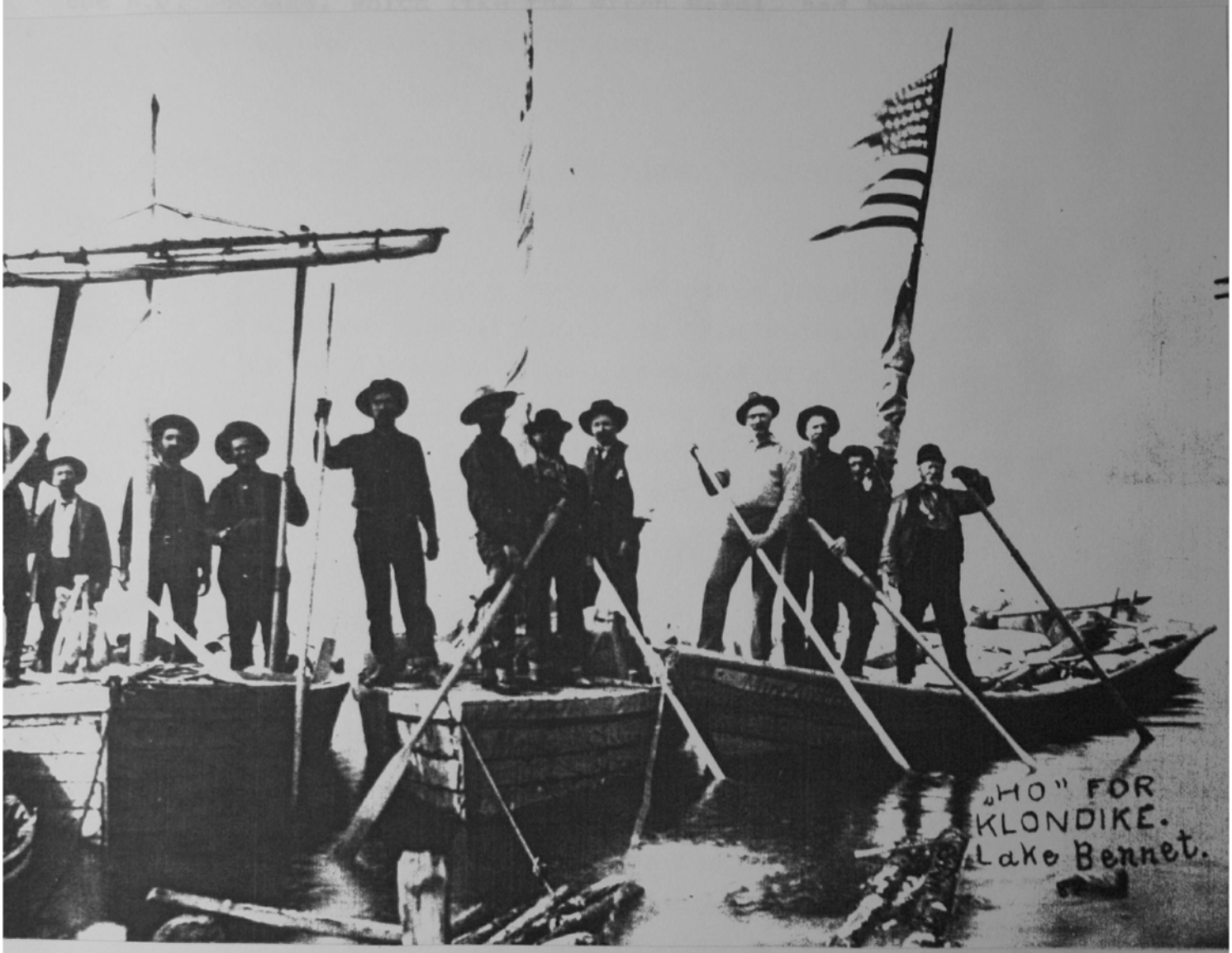


(after portaging the supplies downstream of the rapids), and reached Lake Laberge 6 July without incident. On 12 July they passed through Five Fingers and Rink Rapids, arriving at the remains of Fort Selkirk the next day. Here, by observation and measurement, Schwatka determined that the Yukon he descended was the main stream, and the Pelly was a tributary. Continuing downstream the party reached Fort Yukon 27 July, where the raft met the A.C.C. steamboat Yukon (the second, larger vessel of that name). Arrangements were made to abandon the raft at the A.C.C. post at the mouth of the Tanana and continue the journey aboard a schooner awaiting there. This was reached on 6 August. On 26 August 1883 they had reached the Yukon delta and thus completed the first recorded transit of the Yukon River from its headwaters at Crater Lake to its mouth, a distance of some 3700 kilometers, covered in 76 days.

Schwatka's journey would be retraced several times in the ensuing years, most significantly by members of the Canadian Geographic Survey's Yukon Expedition in 1887; first by William Olgivie's party, heading downstream to the Pelly (Olgivie 1890; 1913) and then George Dawson's, upstream from Fort Selkirk to the Chilkoot Pass (Dawson 1887). The detailed surveys carried out by this expedition, as well as the relative ease and swiftness of the route to the Klondyke, ensured its status as the first choice of most of the stampeders of 1897 - 1898, a status consolidated by the completion of the White Pass Railway from Skagway Bennett in 1900, and extended to Whitehorse in 1901 (Bennett 1978).

In 1895, the steam-screw (propeller) vessel Witch Hazel, was packed in pieces over the Chilkoot and rebuilt at Bennett, then motored down the Yukon River to Fortymile River

Figure #9
Stampeder's craft, 1898



by Frank Atkins and E.L. Bushnell (Klondyke Nuggett 23 June 1989). In the winter of 1897-1898, vessels of all sorts were assembled at Bennett by stampeders for passage to the Klondyke at break-up. Among them were two small paddle-wheel steamers, the first on the upper Yukon, the Bellingham and the A.J. Goddard, which like the Witch Hazel, had been packed in pieces over the pass (Bennett 1978).

2.7 Subsidiary and Internal Yukon Water Transport Routes Map #7

Within Yukon there are a number of other water transport routes of historical significance. In this section I will simply outline very briefly their paths and note their use. It should be noted that the list is only cursory, not exhaustive, and little, if any, documentary research beyond their establishment has been carried out by this study.

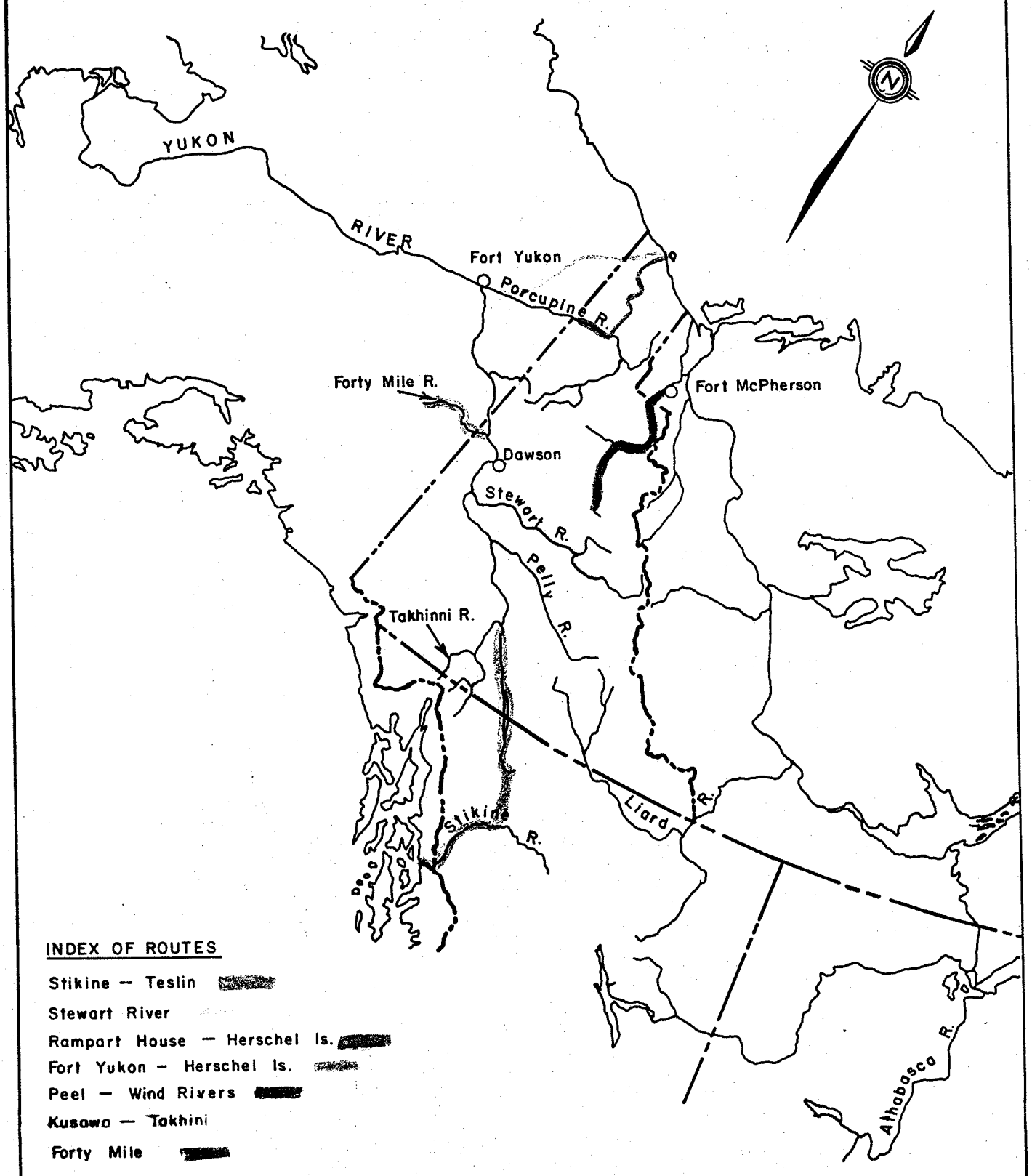
2.7.1 Stikine-Teslin Rivers

This route originated at Fort Wrangell, Alaska, at the mouth of the Stikine River and proceeded upstream to Telegraph Creek, the headwaters of steamer navigation. Passage was then made overland to Teslin Lake, which borders B.C. and Yukon, across the lake to the Teslin River and down the river to the Yukon River at Hootalinqua.

It was promoted by the Dominion Government in 1898 as an alternative "All-Canadian Route" in to Yukon (under treaty rights Canada had free access to navigation on the Stikine). Plans called for a rail line to be laid between Telegraph

Map #7

Subsidiary and Internal Yukon Water Transport Routes



Creek and Teslin Lake, and for either end of this railway to be serviced by a fleet of steamboats. The necessary government funding formula required for this objective was eventually passed by the House of Commons but then rejected by the Senate, causing the project to collapse (Bennett 1978:27-28). Nevertheless some 600 stampeders were to use this route (Innis 1936:196), building boats at Teslin Lake for the passage to the Klondyke. They thus circumvented the hazards of the Chilkoot Pass and Miles Canyon - Whitehorse Rapids. A steamer, the Anglian (or Anglican), was built at the foot of the lake and launched 13 July, 1898, arriving at Dawson on 18 July, with a contingent of 40 R.N.W.M. Police among its first passengers. River traffic continued into the mid-fifties, running supplies to a Taylor and Drury post at the Nisutlin River, first established in 1903 by Tom Smith (Coutts 1980: 263-64; Curtain 1938:289; McBride 1949).

2.7.2 Stewart River

The Stewart River received intermittent prospecting attention from 1884. In 1885 a consortium hired the A.C.C.'s steamer New Racket to work a bar upstream near McQuesten River, using the engines to drive pumps for sluice boxes. The next year Frederick Harper set up a trading post at the mouth of the Stewart, but this was abandoned in 1886. During the Klondyke days the post was revived as a wood stop for steamers and a R.N.W.M. Police post. A hotel roadhouse was operated here from 1900 until 1930 (Coutts 1980:248-252).

With the discovery of gold at Minto Creek, a village was established at the confluence of the Mayo and Stewart Rivers in 1902 (present day Mayo). In 1919 the Keno silver/lead deposits were discovered and for many years the ore was

shipped out via the Stewart River to the Yukon and thence to Whitehorse and the railways. In 1949 road access was completed and commercial river transport stopped.

2.7.3 Rampart House to Herschel Island

This was one of the most well travelled native routes in the northern Yukon. From the confluence of the Porcupine and Old Crow Rivers, the route ascended the Old Crow to Black Fox Creek, up this tributary to its headwaters and over a short divide to the headwaters of the Babbage River, and then descended to its mouth at Phillips Bay on the Beaufort Sea (Coates 1979:175).

The Kutchin natives used this route to reach the whalers of the western arctic who were based out of Herschel Island off the Arctic Coast (Slobodin 1981:529). As well, it was used by the R.C.M. Police for occasional patrols. It is reported that native use lasted well beyond the period of Arctic whaling (1889-1904), until 1937 (Coates n.d.:n.p.).

2.7.4 Fort Yukon to Herschel Island

This was another route established by native Kutchin to access the Arctic coast. It ascended the Firth River, on the mainland across from Herschel Island, crossing over the Davidson Mountains divide to the Colleen River. The Colleen, a tributary of the Porcupine, was descended to the latter river about a hundred kilometers upstream of Fort Yukon. It was "used extensively during the years of whaling activity along the coast" (Coates nd:n.p.).

2.7.5 Peel-Wind Rivers Entrance

Only a short incomplete reference to this route has been found to date. Apparently a French scientist, the Count de Sainville, first explored the route in 1893, and a number of stampeders followed these rivers on the way to Dawson. In 1905 a R.C.M. Police patrol reversed the passage from Dawson to Fort McPherson. Charles Camsell of the Geological Survey of Canada mapped the route in 1906, so a more accurate tracing of the route should be possible (Coates n.d.:n.p.).

A small community, Wind City, was formed on the west bank of the Wind River, about eight miles above the Peel River. Here about 70 men and women stampeders wintered from September 1898 to March 1899 (Coutts 1980:289).

2.7.6 Kusawa Lake-Takhini River

Karpus and Pugh (1985: 12) note that this route was used by Chilkat Tlingit traders - "They built rafts on Kusawa Lake, drifted down the Takhini River to the Yukon and from there drifted downstream on the Yukon River as far north as Fort Selkirk." An overland trail was used to return to the coast.

2.7.7 Arctic Coast

During the years 1889-1904 the Arctic Coast of Yukon saw a significant number of vessels ply its waters, engaged in the pursuit of whales. One authority has documented hundreds of vessels, predominantly American from Massachusetts and San

Francisco, to have traversed these waters, many wintering at the whaling station at Herschel Island (Bockstoe; Cook 1926). In addition, during the early years of the century both missionary steamers and scientific expeditions were present (Amundsen 1908). Not all of these vessels were to return to their home port.

2.7.8 Fortymile River

This river was named because it's mouth lay forty miles below Fort Reliance on the Yukon River. It was an actively mined river after the discovery of coarse gold upstream in 1886, the first in the Yukon watershed to be discovered. This established the credibility of Yukon as a major mining district and led to the first "rush" to the Yukon. In June 1887, the American Commercial Company erected a trading post at the mouth of the Fortymile, which quickly grew into a town serving the needs of several thousand miners. Transport up and down the river increased, and in the early 1890's the river was used to reach new gold digs on the Sixtymile River, in Alaska, via Brown's Creek. Within weeks of the Bonanza Creek gold discoveries on the Klondyke River in August 1897 the river and its settlements were nearly completely abandoned.

3.0 Research Goals and Accomplishments (1986)

3.1 Research Goals

Since to date no research into the nature and extent of the Underwater Heritage Resources (U.H.R.) which may exist within these identifiable water transport routes in Yukon has been undertaken, the first goal of research must be to compile an inventory through historical research and survey field work of extant U.H.R. . From the beginning it was recognized that due to the combination of the physical geographical extant of the study area and the amount of documentary records requiring examination, it would be impossible to do more than initiate this inventory during the first year. In order to restrict our efforts to a manageable level, it was proposed that our 1986 research focus on the southern portion of the Yukon River.

There were other considerations in this focus as well. As detailed later (Section 5.0), a cursory knowledge of Yukon history indicated that the majority by far of U.H.R. would be located in the upper section of the Yukon River. Its proximity to Whitehorse, and thus accessibility (both logistical and financial) by field crews, was another factor. As well, it made sense from the view of management of U.H.R., since the same accessibility afforded the field crew means that they are the U.H.R. with the greatest potential to be impacted by others.

The historical research was intended to collect and assemble material on the following subjects: a) historic shipwrecks and cargo loss on the Bennett Lake - Yukon River waterway; b) aboriginal settlement locations along the same waterway. Information on these subjects would be collected by archival/historic research, as well as oral interviews of knowledgeable individuals. This background material would then be filed for information retrieval, plotted on maps, and used to guide future fieldwork activities. To this end, two graduate students were contracted for 12 weeks (with funding supplied by Lotteries Yukon and the Canada/Yukon Challenge `86 programme), working under the direction of the principal investigator (see their "Final Report", Appendix C).

The projected fieldwork schedule initially developed was structured by two factors: the relatively short open water dive season and the location of known or high potential UHR sites, principally middens. Although it was noted that the final decision for survey dives might change under the influence of discoveries made in the historical or field research, and/or weather conditions, the following six dives were tentatively scheduled:

-- May 24 - 25: Carcross; wreck and midden survey;
-- June 6 - 8: Lake Laberge; wreck search;
-- June 20 - 22: Tagish River; R.C.M.P. post shoreline search and airplane wreck location;
-- July 4 - 5: Windy Arm; Venus Mines shoreline search;
-- July 18 - 20: Schwatka Lake; wreck location;
-- August 1 - 3: Tagish River; R.C.M.P. post and wreck search;
-- August 22 - 24: Nares Lake; unknown wreck location and identification.

In addition, four further dates were set aside for potential field trips; July 25-27; Sept. 5-7; 12-14; 19-21.

It was proposed that minimally, a field crew should consist of four individuals, at least three of whom must be qualified and outfitted divers. Organizationally there would be a designated fieldwork supervisor, responsible for the overall direction of the crew (usually the principal investigator), a safety officer, who would be prepared to render assistance to any diver in the event of an emergency, and, if required, a boat tender, in addition to the volunteer divers designated as field-crew. For logistical purposes, unless exceptional circumstances warranted otherise, a maximum field-crew of six divers would be fielded.

The intent of fieldwork at this stage was to accomplish survey and assessment of Underwater Heritage Resources, to the exclusion of the more demanding excercise, technically, financially, and physically, of excavation or retrieval. However, permission was sought and received, subject to Heritage Branch approval, that any artefact, which in the opinion of the principal investigator, was of especial value or subject to imminent damage or loss, would be recorded in situ and retrieved. As well, underwater surface finds representative of a particular site might also be retrieved for display purposes, given their proper in situ description. Any artefact so retrieved was to be regarded as property of the Crown, as represented by the territory, in accordance with the policy of the Y.U.D.A. and as stipulated by the archaeological permit.

In consultation with the Heritage Branch, the Heritage Resource Inventory would also develop and produce a site and artefact record form appropriate to Underwater Heritage Resources.

A subsidiary, but important component of the reasearch undertaken was to be the publication of research activities and results through both popular and academic media. Through this publicity the efforts of the Y.U.D.A. - H.R.I. would be held accountable, both by the tax-payers at large whose monies indirectly subsidized the research, and by peers in the archaeological community, whose standards must be met for legitimate research of this nature. Included in this accountability process were to be reports, such as this one, directly addressed to financial/ research managers.

Through these activities longer-range goals would be achieved. Most significant is the recognition that an inventory of Yukon's Underwater Heritage Resources would allow more effective management by Heritage officials, particularly within the Heritage Branch, but also by those responsible for the Heritage River System, that is the territorial and federal departments of Renewable Resources.

The inventory would also serve to coalesce and focus the activities of Yukon S.C.U.B.A.-divers, by providing direction, purpose, and goals to their underwater expeditions. It would also encourage their particapation in, and resonsiblity to, the public underwater heritage as partners, by granting the opportunity for assistance in its development, and recognition of their efforts.

The value of underwater heritage sites in the promotion of tourism is often overlooked, yet, on reflection is readily apparent, since diving and shipwrecks are closely associated, the latter acting as a primary attraction to engage in diving. And while package tours of foreign divers to Yukon is not forseen in the immediate future, the S.C.U.B.A. ex-

perience could very well be more fully intergrated into the total tourist promotional package, as long as the integrity of heritage sites is protected.

It was also conceived that this research has potential to make a contribution to the prehistoric record of the territory as well. Since many of the same waterways used for Euro-american transport were similarly used by the aboriginal natives, it is reasonable to assume the existence of native wreck. More significantly, as research has recently shown elsewhere (Easton 1985), important prehistoric sites may be located underwater. These would include sites purposely located within the water, such as weirs and fishtraps, and sites inundated or washed out by geological processes, such as water-level rise or erosion, as well as middens associated with riverside settlement locations. The discovery of such sites have rich potential, especially in the recovery of organic artefacts which are often well preserved by low oxygen water saturation (e.g. see: Bernick 1983; Coles 1984). These artefacts are not usually recovered from land excavations due to a much higher rate (usually 100%) of decay.

3.2 Research Accomplishments

Given these specific and general goals of the Yukon Underwater Diving Association - Heritage Resource Inventory, it is pertinent to assess to what extent they were accomplished during the first season.

Due to the eclectic nature of the sources consulted, early on in the archival research it was decided to expand the focus of our research to include reference to any vessel

operating on Yukon waters. Practically, this meant the entire Yukon River proper, for which a plethora of material is available locally. In general, this entailed the separate recording of every referenced vessel with the view to tracing its history: details of construction, ownership, use, and final disposition.

Primary sources for this research have included newspapers of the day, personal journals, corporate and government records, unpublished archival manuscripts and secondary published material; viz.:

-- corporate and government records..... 11
-- personal accounts and interviews..... 16
-- maps..... 6
-- photographic collections..... 15
-- archaeological/ethnographic studies..... 19
-- books, articles, pamphlets..... 38
-- newspapers..... 8
- Atlin Claim 1899
- Bennett Sun 1899-1900
- Dawson News 1899-1937
- Klondike Nugget 1898-1903
- Seattle Post 1906
- Sitka Alaskan 1894
- Whitehorse Star 1901-1937
- Yukon Sun 1899-1902

TOTAL -113-

Many of the sources contain numerous sections or documents, such as the newspapers and corporate records. As well, this list is an abstract only of sources found to have useful information; a further 68 sources which were examined proved to be of no use, bringing the total number of sources consulted to 181. Finally, a bibliography of an additional 54 potential sources of information was compiled towards the end of the research assistants' terms, providing a solid

foundation for continuing bibliographic research (See Section 9.0, for complete Annotated Bibliography).

As a result of this research information on over 264 named vessels that travelled on Yukon waters has been collected (see Appendix A for complete listing). Research has to date been unable to account for the final disposition of over one-third (106) of the named vessels (see Appendix B for complete listing). However, we have been able to document that 81 of these were wrecked and/or abandoned : 21 in Alaskan territory; and 60 in Yukon waters. The remaining vessels (approximately one-third of the total) are known to have left the territory.

Of unnamed vessels it is documented that in 1898 some 7,124 small boats, rafts, scows, and canoes left Bennett for the Klondyke (N.W.M.Police Annual Report 1898: 38-9). In 1899, 880 vessels (411 scows, 417 boats, 37 canoes, and 15 rafts) were registered at Tagish Post on their way to Dawson (N.W.M.Police Annual Report 1900: 12). In 1901, "ninety-two loaded scows passed or left Whitehorse, during the summer for points downriver or Dawson" (N.W.M.Police Annual Report 1901: 33). In 1902, "four hundred and seventeen scows, carrying 1,1919 people left Whitehorse" (N.W.M.Police Annual Report 1902: 43).

In four years, then, at least 8,513 unnamed vessels travelled the upper Yukon River. To date, 203 of these have been documented to have been wrecked during their passage.

Figure #10
Bennett, 1898

a) boat building



A Portion of Bennett, B. C. 1898

b) shoreline flotilla



Klondykers sailing down Lake Bennett, May 30, 1898

Of all the vessels wrecked in Yukon waters the following geographical distribution is of interest:

-- Lower Lakes to Lake Laberge.....	152
-- Lake Laberge.....	7
-- Thirty-Mile section.....	35
-- Thirty-Mile to Fort Selkirk.....	22
-- Fort Selkirk to Dawson.....	20
-- Arctic Coast.....	4
-- Subsidiary Rivers.....	10
-- Undetermined Location.....	6
TOTAL	-256-

It is clear from this initial inventory that Yukon waters should contain an abundant and varied amount of historical artefacts deposited as a result of these wrecks.

Because of the research focus on the Yukon River, little in the way of material has been examined in connection with the other established routes, discussed in Section 2.0. Of particular interest are the Hudson Bay Company routes. Research of a similar nature elsewhere has discovered significant material at the location of Company transport canoe spills (Megill 1963; Olson and Boxer 1963; Imhoff and Webster 1974). A careful examination of the usually thorough records held by the H.B.C. archives may produce Yukon sites of a similar nature.

This phase of research has also collected information on 250 prehistoric sites contiguous to these waterways, which will form the basis for further research aimed at the discovery of aboriginal U.H.R. (See Section 5.3 and Appendix E).

In terms of fieldwork, our accomplishments have been substantial, notably in more than doubling our anticipated

number of days in the field (31 actual versus 12 projected), accumulating over 100 hours of dive-time. During this period we discovered and assessed the remains of nine vessels (see below), four historic underwater middens (at Canyon City, Carcross, Conrad, and Venus Mine's Cookshack, Assay Office, and Mill), and one aeroplane (a late 1930's model Norseman, located in Tagish Lake). Further details on these sites is contained in Section 6.0, but here are noted the names and locations of the vessels, along with the dates of their examination:

1986 Fieldwork Activities

Date	Site	Survey Hours * Dive	Surface
April 27	Carcross	10	
May 11	Carcross	5	
May 24	Carcross	8	
May 25	Carcross	5	
June 01	Carcross	5	5
June 07	Canadian	4	
June 08	Clara Monarch		6
June 15	Prospector		4
June 21	Lake Laberge	4	
June 22	Lake Laberge	3	
July 01	Canadian - Clara Monarch	1	6
July 02	Clara Monarch		8
July 04	Lake Laberge	6	6
July 05	Lake Laberge	3	4
July 06	Venus Mines	4	
July 17	Tagish Norseman	3	
July 19	Venus Mines	3	
July 19	Conrad	6	
July 20	Conrad	3	
August 02	Lake Laberge	2	8

Date	Site	Survey Hours * Dive	Surface
August 03	Lake Laberge	2	10
August 19	Clara Monarch	4	
August 23	Rink Rapids	2	6
August 24	Rink Rapids	1	6
September 06	Tagish Norseman	3	
September 07	30 Mile Aerial		4
September 11	Tagish Norseman	3	
September 14	Gleaner	6	
September 30	Canyon City	3	
October 05	Canadian	4	
October 12	Whitehorse Rapids	6	
	Total	-109-	-73-

* Note: Dive hours equal the accumulation of participating divers total bottom time.

With the permission of the Heritage Branch, a number of characteristic artefacts (eg. Figure 11) were recovered from some of these sites, largely glassworks and ceramics, as well as the propellor of the Norseman, which the Yukon Transportation Museum Association has agreed to be responsible for (see Appendix G). Cleaning and analysis of these artefacts is still continuing, which will lead to their complete inventory and description.

Some of these artefacts have already been incorporated into a small display which has been shown to great interest at the Yukon Sports Federation show and the fall conference of the Yukon Historical and Museums Association. A larger display, incorporating additional artefacts, photos, and more interpretation will be developed as documentation of the artefacts are completed. Both the Y.T.G. foyer and the McBride

Figure #11

Artefacts

a) historic artefacts, Carcross midden



b) Norseman propeller in conservation "wet box"



Figure #12

Interpretative display

a) promotion an early appreciation



b) crockery



Museum have indicated interest in providing a location for such a display (Figure 12).

These displays are but one component of our committment to information dissemination. Others have included several reports to sponsoring agencies (Easton 1986a; 1986b) radio interviews, and newspaper exposure (Whitehorse Star, 27 June 1986; 8 October 1986; 30 October 1986). In addition, the principal investigator will be presenting a paper outlining the highlights of the first year's research at the 20th Annual Meetings of the Canadian Archaeological Association in Calgary April 1987, in the symposium "Underwater Archaeology: Current Canadian Research", which he is also chairing.

There can be no doubt that the activities of the Y.U.D.A. - H.R.I. have acted as an important stimulant to diving activity in Yukon. The Y.U.D.A. membership nearly tripled during the past year (from 12 to 33 members), with over half of these members actively supporting the H.R.I.. The experience has inculcated many members with a greater appreciation for the importance of the principles of underwater archaeology - careful documentation, proper survey and recording techniques, public ownership of artefacts by right of the crown, the importance of environmental context for the interpretation of cultural remains, and an increased knowledge of Yukon history. Through their incorporation in the research at all levels of planning, execution, analysis, and publicity, these members have begun to accept and promote the fundamental attitudes which can only lead to greater protection and conservation of Yukon's underwater heritage resources. It is felt that this constitutes one of the greatest accomplishments of the research and it is hoped that this "good will" will continue to be nurtured by Heritage

resource managers.

Figure #13
YUDA-HRI Fieldwork Access

A number of modes of transport were used including boat, car, aeroplane, and foot.





4.0 RESEARCH METHODOLOGY

4.1 Introduction

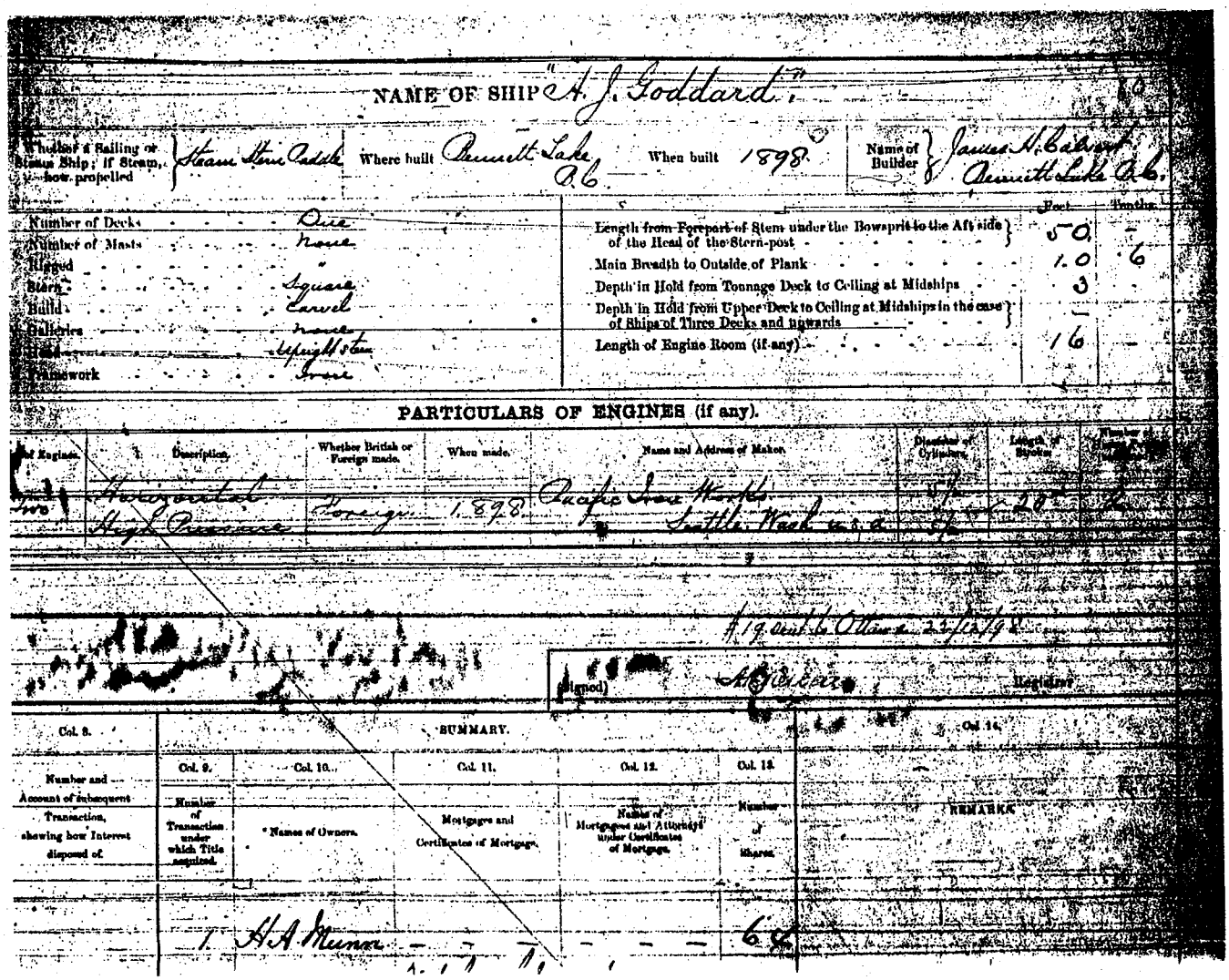
It should perhaps be emphasized that the current research constitutes the initiation of an entirely new field of investigation in Yukon. As such, there is little previous research to draw on and much of the methodology has been developed from general principles of research, and subsequent trial and error; some aspects of this methodology proved more useful than others, a few were less successful than anticipated, while a couple were found to be totally inadequate. Regardless, they all contributed to refinements which will assist future work.

4.2 Historical Research Methodology

Historical research was largely carried out through the examination of material held by the Yukon Archives. Potential source material was identified by consultation of Archives' indices and internal source material cross-references. There was found to be little in the way of detailed information under such index categories as "Yukon shipwrecks" (although with this report such a category is possible). Consequently, it was through the gleaning of historical records, such as newspapers and corporate records, that the most substantial material was eventually discovered. In other words, a basic historical research method was

Figure #14

P.A.C. Registry Record Sample - A.J. Goddard



NAME OF SHIP "A. J. Goddard"

Whether a Sailing or Steam Ship; if Steam, how propelled: Steam Stern Paddle | Where built: Bennett Lake B.C. | When built: 1898 | Name of Builder: James H. Calvert, Bennett Lake B.C.

			Feet	Tenths
Number of Decks	One	Length from Forepart of Stem under the Bowsprit to the Aft side of the Head of the Stern-post	50	-
Number of Masts	None	Main Breadth to Outside of Plank	10	6
Rigged		Depth in Hold from Tonnage Deck to Ceiling at Midships	3	-
Stern	Square	Depth in Hold from Upper Deck to Ceiling at Midships in the case of Ships of Three Decks and upwards	-	
Build	Carvel	Length of Engine Room (if any)	16	-
Galleries	None			
Head	Upright Stem			
Framework	Iron			

PARTICULARS OF ENGINES (if any).

No. of Engines	Description	Whether British or Foreign made	When made	Name and Address of Maker	Diameter of Cylinders	Length of Stroke	Nominal Horse Power
two	Horizontal Reciprocating Steam Engines	Foreign	1898	Pacific Iron Works Seattle, Washington	9"	20"	24

Registered at Ottawa 23/12/98

(Signed) [illegible] Registrar

Col. 9.	SUMMARY.					Col. 14.
Number and Account of subsequent Transaction, shewing how Interest disposed of	Col. 9. Number of Transaction under which Title acquired.	Col. 10. Names of Owners.	Col. 11. Mortgages and Certificates of Mortgage.	Col. 12. Names of Mortgagees and Attorneys under Certificates of Mortgage.	Col. 13. Number of Shares.	REMARKS.
	1.	H.A. Munro			64	

NAME OF SHIP "A. J. Goddard" 60

Whether a Sailing or Steam Ship; if Steam, how propelled	Where built	When built	Name of Builder
Steam Stern Paddle	Bennett Lake B.C.	1898	James A. Calvert Bennett Lake B.C.

		Feet	Tenths
Number of Decks	One		
Number of Masts	none		
Rigged	"		
Stern	Square		
Build	Carvel		
Galleries	none		
Head	Upright Stem		
Framework	Iron		
Length from Forepart of Stem under the Bowsprit to the Aft side of the Head of the Stern-post		50.	-
Main Breadth to Outside of Plank		10	6
Depth in Hold from Tonnage Deck to Ceiling at Midships		3	-
Depth in Hold from Upper Deck to Ceiling at Midships in the case of Ships of Three Decks and upwards		-	
Length of Engine Room (if any)		16	-

PARTICULARS OF ENGINES (if any).

No. of Engines	Description	Whether British or Foreign made	When made	Name and Address of Maker	Diameter of Cylinders	Length of Stroke	Number of Horse Power (nominal)
two	Horizontal High Pressure	Foreign	1898	Pacific Iron Works Seattle, Wash. U.S.A.	5½ 7	20"	8

#19 sent to Ottawa 22/12/98

(Signed) A. J. Cesar Registrar

SUMMARY.

Col. 8. Number and Account of subsequent Transaction, showing how Interest disposed of	Col. 9. Number of Transaction under which Title acquired	Col. 10. Names of Owners	Col. 11. Mortgages and Certificates of Mortgage	Col. 12. Names of Mortgagees and Attorneys under Certificates of Mortgage	Col. 13. Number of Shares	Col. 14. REMARKS
	1	H.A. Munn			64	

Figure #15

Contemporary Newspaper Account Sample - A.J. Goddard

THE DAILY KLONDIKE NUGGET.

DAWSON, Y. T., MONDAY, OCTOBER 14, 1901

RECEIVED BY WIRE.

STR. GODDARD WRECKED ON LAKE LEBARGE

Capt. McDonald, Cook Ransom and an Unknown Fireman Were Drowned—The Boat Was Engaged in Towing a Barge Across the Lake When It Encountered the Worst Storm of the Season--Line Parted But Boat Could Not Reach the Shore--No Bodies Have Reen Recovered.

Lower Lebarge, Oct. 14.—The worst storm of the season occurred on Lake Lebarge on Friday last, as a result of which the steamer Goddard is a total wreck, and Capt. McDonald, Cook Ransom, and the fireman, name unknown, were drowned. Engineer Stockfeldt and C. P. Snyder, who was on board, were saved after struggling in the water for over two hours they were rescued by Robert Clarke, of Clarke & Sons of this place. Clarke went out into the surf in a small boat and succeeded in hauling both men in, although as a result of the cold and exposure they were unconscious.

The Goddard was engaged in towing a big scow down the lake when the storm arose. The line attached to the scow parted, but as the sea was very high the boat was compelled to run before the wind, as the captain did not consider it safe to work toward shore.

Finally the water began breaking over the bow and sides and put the fires out.

When the boat lost its power, a strong gust of wind blew her over. The Captain and Snyder clung to the pilot house and the engineer, cook and firemen succeeded in clinging to fire wood. The captain was finally washed from the pilot house and was drowned. No bodies have as yet been recovered

required. Fortunately, our student researchers had previous general experience in this method, and thus were capable of ferretting out much "new" information, some of which contradicted or falsified wreck reports contained in the popular histories of Yukon river steamboats, such as Cohen (1982) and McBride (1948/49).

The steamer A.J. Goddard, for example, sank in 1901, not 1899, and the steamer Olive May did sink in the 30-mile section in 1904, but was successfully raised and ran on the river as late as 1906. These popular accounts did, however, supply us with a starting point upon which to build our documentation.

For the most part, only "significant" accounts were recorded: these included references to wrecks or strandings, those which contained details on the structure of a vessel which might assist in its documentation in the field, such as gross measurements and tonnage, and information on where it was built, by and for whom. It retrospect, a more complete account of all references to vessels should have been recorded, in order to state when and where a vessel was last known. Recalling that for over 100 vessels we are unable to state their final disposition, the usefulness of such a record should be clear. It would enable us to at least account accurately for its last known recorded appearance and thence allow for a more reasoned search for further information.

Fortunately, many of these "incomplete" vessels were registered and consulatation with the Public Archives, Ottawa, who hold most of the registry records, will undoubtedly provide us with further information. In terms of

Figure #16

YUDA-HRI Yukon Vessels Index Sample - A.J. Goddard

A.J. Goddard Sternwheel

1897/98; San Francisco & Lk. Bennett
; 15 tons
50' x 10' (Klondike Nugget, 23JUN98)
1901 KK.

First boat ~~on~~ from Upper Yukon to arrive in Dawson.
Sunk, 1899, at Goddard's Pt, Lake LaBerge
established the feasibility of navigation on the
upper river (Yukon)
Klondike Nugget 23JUN98: "Successful & Speedy run of new ~"

A.J. Goddard (2)

Dawson Nugget, 9JUL1898 - ... passengers
on Willie Irving report Goddard ... broken
down ... north of Hootalinqua R.
- YA - RC Coutts F-373: MS 78/69-1:
account of Goddard as first ship to navigate
upper river.
- For detailed account of Goddard's first journey see
MS. Coutts 78/69
- Sank LLB

Figure #17

YUDA-HRI Wreck Report Sample - A.J. Goddard

Borden #: _____

Priority Code: 1

Use Value: _____

YUKON UNDERWATER HERITAGE RESOURCES INVENTORY

WRECK REPORT

Vessel Name(s): A.J. GODDARD sternwheel Registration # 107517

Owner(s): A.J. Goddard (Upper Yukon Co.) 28/11/98-17/11/99. Henry Alexander Munn, Victoria 11/99- 7/2/1900. Merchant Bank of Halifax, Victoria

Master(s): A.J. Goddard; Clara Goddard - Lisc. Pilot (wi of AJ); at time of wreck - Capt. Macdonald

Builder: James H. Calvert, Bennett San Francisco & Lake Bennett

Year: 1898 Length: 50' (15.24m)

Beam: 10' (3.05 m) Height: _____

Tonnage: 15 (86.7 reg. tons)

Insurer: _____

Propulsion: steam iron framework, wood hull.

History: (e.g.: date of entry Yukon; regular routes; significant achievments; alterations). First boat tp establish the feasibility of navigation on the Upper River ; arrived Dawson 21 June 1898, 4 days 21 hours out of Bennett (ie trip began 17 June 1898), w/ 10 passengers and crew of 8.

NOTE: The steamer Bellingham is reported to have left Bennett 5 June 1898; The propellor driven vessel Witch Hazel is said to have travelled Bennett Lake Fort Yukon in 1895.

Final Disposition: Date: 11 or 12 Oct. 1901 1899(wrong date) Location: Lake Laberge

Cargo: _____ Salvaged: _____

Details: Said to be visible on a clear day -- this may be confusing the remains of the Viddette, north of Goddard Point.

See newspaper account Klondike Nugget (14/10/01) for wreck details.

Sources: MacBride (1949); Coutts (78/69); Klondike Nugget 14/10/01

Action: Located: _____ Map: _____ UTM: _____

Assessment: _____

Surveyed: _____ Fieldnotes: _____

Photographs: _____

Further Documentation Sought (sources): PAC registry records (✓); Washington State PA ( ); RCMP?/ Medical Inquest Records? ( ); Harold Goddard (nephew)( ) and Mrs. Frank Williston (neice)( ), both Seattle, Wa. Survivors: C.P. Snyder ( ) ? Stockfeldt (engineer)( ); rescued by Robert Clarke of Clarke and Sons, Lower Laberge ( ).

information/storage/retrieval, during the course of research two main formats were used. The first was a simple 3X5 card index file, the second a more detailed "wreck report".

Each named vessel was assigned a file card containing a precis of its construction and history. For vessels determined to have been wrecked while in service the more standardized "wreck report" was issued (See Figures 16 and 17 for examples). Each significant wreck was also issued a legal file, containing a copy of the wreck report, and photocopies of photographs and relevant documents, such as registry papers and newspaper accounts of the wreck. While not undertaken during the term of this report, it is hoped that this information will become electronically filed as well, probably in a programme susceptible to statistical manipulation, such as S.A.S.

The collection of data on 250 prehistoric sites contiguous to the Yukon waterway is currently being held on 5 X 8 file cards (Figure 18). This data was gathered from the most recent computer catalogue inventory of sites issued by the National Museum, Archaeology Section. Each card contains the Borden number, a description of its location, map number and military grid reference, air photo references, the year it was located, a description of any surface materials collected/noted and the internal reference number (See Appendix F, for full listing of catalogued sites).

4.3 Fieldwork Methodology

The fieldwork conducted this season was based on general principles of archaeological inventory and survey. The sites

Figure #18
Prehistoric Index Sample

BORDEN NO. MAP

LOCATION

MILITARY GRID

AIR REFERENCE

YEAR

MATERIALS LOCATED

REFERENCE NO.

NfVe-1 117 A/15E

Shingle Point and adjacent mainland

8WMM E0154 N5593

1954; 1982

Recent Eskimo remains

000018835

which were inventoried were selected largely upon the basis of accessibility. Thus, all are located south of Lower Laberge, although a single visit was also made to Rink Rapids, north of Carmacks.

In addition, the project was fortunate to have received the opportunity to conduct an aerial survey of the "Thirty-Mile" section of Yukon River, with the assistance of Mr. Bob Cameron, who supplied a plane and his pilot skills.

The location of the underwater sites inventoried was accomplished by a) prior detailed knowledge, supplied by Y.U.D.A. members, b) following up on leads established by the historical researchers, and c) detailed coastal survey of the shores of Lake Laberge.

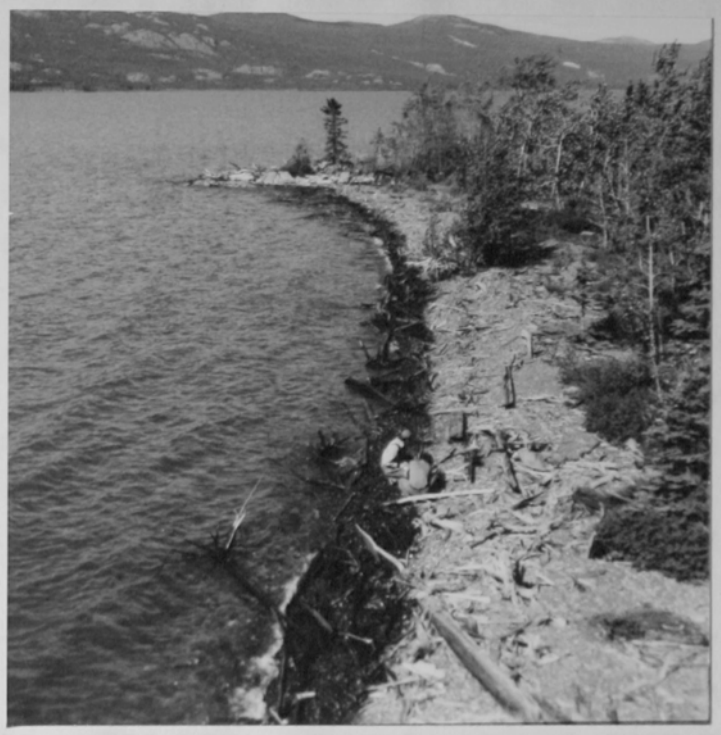
Once located, a site was visually assessed for the nature and extent of cultural remains. Gross measurements of features were collected, and where time and circumstances permitted, more detailed measurements collected; all measurements were to assist documentation efforts.

Such quantified assessments of the site were required in order to determine if the popular identification of the vessel (if there is one) was in fact correct, and to assist in the identification of unknown vessels. For example, most popular accounts and river guides (Cohen 1982; Karpes and Pugh 1985; Batchelor 1975) identify the wreck visible in the waters just south of Goddard Point, Lake Laberge, as the remains of the little steamer A.J. Goddard (Length-over-all = 15.24m). However, our field measurements indicate this wreck to be at least 28 metres, L.O.A.. Clearly, this is not the Goddard. Further historical research confirmed the loss of a

Figure #19

YUDA-HRI Survey Efforts

a) Lake Laberge Shoreline Survey - examining the shores about Goddard Point for sign of wreckage



b) Thirty-mile Aerial Survey - View of the Yukon River



larger vessel, the Vidette (L.O.A. 29.26m.), in this area in October 1917. The remains of the Goddard are yet to be found.

Assessment of a site was conducted by noting the extent and preservation of structural remains, the amount and type of artefacts, and making reasonable judgements, based on these observations, as to the sites integrity and potential for either further research or as a sport-diving location. Since many of the sites are overlaid with surface deposits of silt or gravel, this appraisal must be regarded as provisional, since at least limited excavation would be required to determine their true potential. However, beyond the occasional scooping of deposits to estimate their depth, no excavation, which would require complicated provenience controls in order to be legitimate, was carried out.

Most dives were carried out by teams of three to five individuals, occasionally two, and several times six divers were involved. The use of dry-suits was most common, enabling a number of repetitive dives at the same site to be carried out. Water temperture never exceeded 8 degrees Celcius, and averaged between 5 and 6 degrees Celcius. Without dry-suit insulation (i.e. wet-suit user) a diver rarely made more than one dive.

Towards the middle of the season an underwater photo unit was purchased to assist in visual documentation of the sites. The use of this has been equivocal. Many photos are obscured by either low light or heavy suspended silt in the waters, introduced during run-off. The ideal time for photographs is in very early spring when silt has not been introduced to the system, or later in the summer (September) when sedimentation has significantly decreased. Nevertheless, we have been able

Figure #20

The Effect of Sediment on Underwater Photos

a) The settled sediments of a lakeshore provide good photo opportunities - coffee pot, Venus Mines midden, approx. 25m deep.



b) The turbidity of a flowing stream makes even shallow waters dark - sternwheel crankshaft, Clara Monarch, approx. 2m deep.



to begin to assemble a view on these resources which can portray to the non-diver something of their nature (Figure 20). Additional examples of these will be found in the detailed inventory.

The participants in the project have also begun to develop some of the necessary skills, techniques and technology which will assist them in future inventory and research work. It should be emphasized that the environment in which we are working is less than ideal for controlled scientific research - besides being cold and wet, it is dirty and dark. Visibility was often restricted to a meter or less. Add to this a significant current flow (4-6 knots) and one can begin to envisage the difficulties of this form of field work. But it is a difficulty shared by most underwater archaeological divers in Canada (Lockery 1978; Waddell 1984), who now are are garnering international recognition for innovative field techniques and personnel capability (Lockery 1985).

Due to these environmental constraints some sites have received better assessment than others. This was particularly the case with sites which are better classed as "wet sites" than underwater sites (Coles 1984). Characteristically, a portion of a wet site is exposed, either above high water or within that zone between high and low water, thus it is possible to examine more thoroughly using traditional survey methods, generating a better assessment of the site (See Wreck #1986-9, Section 6.0, for example).

However for many of Yukon's wreck this is not the case and we are faced with the difficulties associated with cold water, low visibility and swift currents. These difficuties

Figure #21
"Wet Sites"

a) The Clara Monarch



b) The Casca I



should be kept in mind when reviewing the substance of the assessments.

Finally, we regret to report the loss of the field book which contained notes on all field work, including field measurements, magnetic bearings, dates and personell, water temperature/conditions of visibility, and artefact records. The satchel it was contained in was stolen during the weekend of October 3, 1986, in the course of a larger burglary of money and materials from Yukon Colledge.

Fortunately, much of the information the field-notes contained was retrievable from other sources, including underwater notepaper for some measurements, other participant's dive books, photo records, datebooks, and simple recollection. Where data is only approximate, it is so noted, but much of the contents of this report may be regarded as accurate for initial inventory purposes.

5.0 INDICES OF POTENTIAL UNDERWATER HERITAGE RESOURCES

5.1 Index of Vessels Wrecked 1878-1939

5.1.1 Introduction

This index is comprised of all documented wreck in Yukon waterways. It includes both vessels wrecked and abandoned, and those wrecked and raised; consequently some vessels have several entries, reflecting their soggy history. It also includes the closest known day/month/year of the wrecks occurrence; in most cases these are exact, however, in a number they are the date of reportage, with the actual date of wreck occurring some unknown days earlier. Where unknown = ?. The final main entry indicates the approximate location of the wreck as reported; in most cases these are unconfirmed, except those which have been located/assessed by the YUDA-HRI. If a vessel was subsequently raised after a sinking and resumed service on the river this is indicated in the final column 4 by the letter: R.

Regarding statistics of wrecks the following may be noted:

- Total number of wreck	
named	66
unnamed	193
TOTAL	-259-(a)

- Total number subsequently raised 22 (b)
- Total number remaining in rivers (a-b) 238

Finally, it should be noted that this list is incomplete. There has been no study of fur-trade records to seek cargo losses. It is anticipated that such a study would add significant information. It should also be kept in mind that additional post-stampede vessels will likely be added when the final disposition of all vessels is traced (see Appendix B). Finally, regarding stampede craft themselves, while well represented in the list (see Unnamed Vessels, Section 5.1.3), they are poorly documented at present. Further examination of archival material, in particular RNWM Police records of the day, should add significant detail regarding ownership, vessel type, cargo lost, and particulars of location.

5.1.2 Named Vessels

	NAME	DATE	LOCATION	RAISED
01)	A.J. GODDARD	12/10/01	Lake Laberge	
02)	ANGLIAN(a)	14/09/98	30 Mile and Hootalinqua	R
	ANGLIAN(b)	29/07/99	Lewes River	
03)	ARCTIC	/ /97	Forty Mile	
04)	ARGONAUT	03/06012	Stewart	
05)	AUSTRALIAN	/ /	Carcross	
06)	BONANZA	09/05/		
07)	BONANZA KING(a)	27/08/00	30 Mile	R
	BONANZA KING(b)	31/05/07	Rink Rapids	R
	BONANZA KING(c)	29/07/10	Five Fingers	R
08)	CANADIAN	/ /38	Whitehorse	
09)	CASCA I(a)	17/06/10	30 Mile	R
	CASCA I(b)	/ /11	Lower Laberge	
10)	CASCA II	09/07/36	Rink Rapids	
11)	CHRISTINE	09/05/11	30 Mile	
12)	CLARA MONARCH	/ /02-07	Whitehorse	
13)	CLIFFORD SIFTON	/11/05	Sunnydale Slough Dawson	
14)	COLUMBIAN	25/09/06	Eagle Rock between Big and Little Salmon	
15)	DAWSON	14/10/26	Rink Rapids	
16)	EMIL	30/08/02	Dawson	
17)	EVELYN	/ /	Shipyard Island	

	NAME	DATE	LOCATION	RAISED
18)	FLORA(a)	28/05/02	?	R
	FLORA(b)	/ /05	Dawson	
19)	FLORANCE S.	/ /00	30 Mile	R
20)	GLEANER	/ /	Carcross	
21)	GLEANER	/ /02	Dawson	
22)	GOLD STAR	/09?/00	Five Fingers	R
23)	JAMES DOMVILLE	12/06/99	30 Mile	
24)	JOSEPH CLOSSETT	/09/98	Miles Canyon	R
25)	KALAMAZOO	/07/98	Casey's Rock 30 Mile	R
26)	KLONDYKE I	12/06/36	30 Mile	
27)	KLONDYKE	29/05/24	Mayo	
28)	LA FRANCE(a)	12/07/07	Fishhook Bend Pelly River	R
	LA FRANCE(b)	26/05/11	12 Mile Point 30 Mile	
29)	LEAH	/05/04	Cliff Creek	R
30)	LENORA	28/03/02	Klondyke City (Dawson?)	
31)	LINDERMAN	/ /	30 Mile	
32)	M.L. WASHBURN	/10/20	Little Salmon	
33)	MABLE F.	/ /	Carcross	
34)	MARJORIE	/06/04	Dawson?	R?
35)	MONA	28/03/02	Klondyke City (Dawson?)	
36)	NASUTLIN	29/05/20	Mayo	R

	NAME	DATE	LOCATION	RAISED
37)	NORA	28/10/99	Marsh Lake	R
38)	OLIVE MAY(a)	fall/02	Squaw Rapids	R
	OLIVE MAY(b)	21/06/04	30 Mile	R
39)	ORA	fall/05	Dawson	
40)	PAULINE	1915/16	Sunnydale Slough Dawson	
41)	PELLY	/07/20	Kirkman's Crossing Yukon River	
42)	PENELOPE	/09/07	Shingle Point	
43)	PHILLIP B. LOW	/ /	various?	R
44)	PRIDE OF THE FORTY MILE	18/09/40	Forty Mile Canyon	
45)	PROSPECTOR	/ /	MacIntyre Creek Slough?	
46)	QUICK	02/20/04	Hootalinqua	R
47)	RAMPART	/ /	?	
48)	REINDEER	27/04/00	Tantalus, Five Fingers	
49)	RELIANCE	06/10/17	Minto	
50)	SEATTLE I	11/06/98	downstream Dawson?	
51)	SELKIRK	/10/20	Stewart River mouth	
52)	TANANA	/11/15	30 Mile	R
53)	THISTLE	30/08/28	Lake Laberge	
54)	TRITON	/ /95	Herschel Island	
55)	W.S. STRATTON	24/10/99	Selwyn	

NAME	DATE	LOCATION	RAISED
56) WILLIAM OLGIVIE	/ /10	Marsh Lake	R
57) WILLIE IRVING	25/10/99	Selwyn	
58) VIDETTE	09/10/17	Goddard Point Lake Laberge	
59) YOUKON	19/05/78	Fort Selkirk?/ Fort Yukon?	

5.1.3 Unnamed Vessels

NAME	DATE (day/month)	LOCATION
01) 1898-1	16/07	30 Mile
02) 1898-2	28/05	60 Mile
03) 1898-3	24/06	Casey's Rock 30 Mile
04) 1898-4	24/06	Casey's Rock 30 Mile
05) 1898-5	?/10	30 Mile
06) 1898-6 to 12	02/07	30 Mile
07) 1898-13	?/fall	Black River
08) 1898-14	23/06	60 Mile
09) 1898-15 to 154	spring	Whitehorse Rapids
10) 1899-1	21/08	30 Mile
11) 1899-2	10/99	Thorpe Rock 30 Mile
12) 1899-3a and b	10/99	Thorpe Rock 30 Mile
13) 1899-5	18/10	Miles Canyon
14) 1899-6	24/06	30 Miles North of Dawson
15) 1899-7	24/06	12 Miles North of Dawson
16) 1899-8	17/10	Miles Canyon
17) 1899-9 to 12	20/06	Five finger Rapids
18) 1899-13 and 14	/	Big Salmon
19) 1899-15	04/17	Bennett Lake
20) 1900-1	05/05	Swede Creek Yukon River
21) 1902-1	15/06	40 Mile River
22) 1903-1	17/06	30 Mile

NAME	DATE (day/month)	LOCATION
23) 1904-1	29/05	Little Salmon, Yukon River
24) 1906-1	07/09	Potter's Store, Klondyke River
25) 1906-2 to 6	27/07	Rink Rapids
26) 1906-7	22/10	Dawson
27) 1908-1	05/06	5 Miles up the Porcupine River
28) 1909-1	/	Shingle Point, Arctic Coast
29) 1910-1	13/06	30 Mile
30) 1911-1	26/05	Hootalinqua/ Big Salmon 30 Mile
31) 1911-2	26/05	Hootalinqua
32) 1918-1	01/11	30 Mile
33) 1919-1	29/05	Selwyn
34) 1924-1	17/05	Klondyke River
35) 1924-2	26/06	Minto
36) 1929-1	28/09	Selkirk
37) 1937-1	13/08	30 Mile
38) 1939-1	09/11	'AXK' Fairchild aeroplane Lake Laberge
HRI-1	unidentified wreck	Lake Laberge
HRI-2	unidentified wreck	Lake Laberge

5.2 Geographical Distribution of Wrecks in Yukon's Waters

5.2.1 Introduction

This index groups by geographical area vessels documented to have been wrecked in Yukon's waters.

The first group lists those in the Yukon River proper, proceeding from south to north. It does not include Bennett Lake; this area requires future study. The following goups list alphabetically the remaining waters and documented wreck therein. The final section lists vessels reported wrecked but whose location is either poorly documented or unreported.

Vessels raised are indicated in the first column by R.

The next column lists the name of the vessel, if known; if not known their designation in the YUDA-HRI card index of wrecks. Two vessels, HRI-1 and-2, in Lake Laberge, represent unknown vessels documented during field work.

The third column indicates, if available, a more precise location of the vessel, either as confirmed (prefix: C) or reported (no prefix).

Finally, the last column indicates, if known, the nature of the site, viz:

I - completely inundated/submerged
W - wet site, partial or seasonal submergence
L - verified land site

Since many of these vessels have not been field located, most vessels do not have this final entry.

The total number of vessels documented for each section is indicated alongside the name of the section thus: (n=x+y=z); where x = the number of vessels reported left in the waters; y = the number of vessels reported raised; and z = the total number wrecked, both left and raised. This entry is followed by the corresponding Map Number on which the section's wreck is plotted. The maps follow the index proper.

5.2.2 Distribution of Wreck - Yukon River

(1) Carcross/Southern Lakes(n = 3+3 = 6) (Map #7)

	AUSTRALIAN	C- Carcross	I
	GLEANER	C- Carcross	W
	MABLE F	Carcross	
R	NORA	Marsh Lake	
R	WILLIAM OLGIVE	Marsh Lake	
R	1899-15	Bennett Lake	

(2) Miles Canyon/Whitehorse Rapids(n = 152+2 = 154) (Map #9)

R	JOSEPH CLOSSETT	Miles Canyon
R	OLIVE MAY	Squaw Rapids
	1898-15 to 154	Whitehorse Rapids
	1899-5	Miles Canyon
	1899-8	Miles Canyon

(3) Whitehorse(n = 3+0 = 3) (Map #9)

CANADIAN	C- South Access	I
CLARA MONARCH	C- Quartz Road	W
PROSPECTOR	C- MacIntyre Creek	W

(4) Lake Laberge(n = 7+0 = 7) (Map #10)

A.J. GODDARD		I
CASCA I	C- Lower Laberge	W

	THISTLE		off Richtoften Is.	I
	VIDETTE/MAY WEST	C-	Goddard Point	I
	1939-1			
	HRI-1	C-	North-East Shore	W
	HRI-2	C-	West Shore	W

(5) 30 Mile Section, Yukon River (n = 27+8 = 35)
(Maps #10 & #11)

R	ANGLIAN		Hootalinqua	
R	BONANZA KING			
R	CASCA I			
	CHRISTINE			
	EVELYN	C-	Shipyard Island	L
R	FLORENCE S.			
	JAMES DOMVILLE	C-	U.S. Bend	I
R	KALAMAZOO		Casey's Rock	
	KLONDYKE I	C-	Big Eddy	I
	LA FRANCE		12 Mile Point	
	LINDERMAN			
R	OLIVE MAY			
R	QUICK		Hootalinqua	
R	TANANA			
	1898-1			
	1898-3		Casey's Rock	
	1898-4		Casey's Rock	
	1898-5			

1898-6	
1898-7	
1898-8	
1898-9	
1898-10	
1898-11	
1898-12	
1899-1	
1899-2	Thorpe Rock
1899-3a and b	Thorpe Rock
1903-1	
1910-1	
1911-1	Hootalinqua-Big Salmon
1911-2	Hootalinqua
1918-1	
1937-1	

(6) Big Salmon - Little Salmon(n = 5+0 = 5)
(Maps #12 & #13)

COLUMBIAN	Eagle Rock	W
M.L. WASHBURN	Little Salmon	
1904-1	Little Salmon	
1899-13	Big Salmon	
1899-14	Big Salmon	

(7) Five - Fingers Rapids(n = 5+2 = 7) (Map #13)

R BONANZA kING

R GOLD STAR

REINDEER Tantalus

1899-9 to 12

(8) Rink Rapids(n = 7+1 = 8) (Map #13)

R BONANZA KING

CASCA II west shore-downstream W

DAWSON downstream

1906-2

1906-3

1906-4

1906-5

1906-6

(9) Minto(n = 2+0 = 2) (Map #14)

RELIANCE

1924-2

(10) Fort Selkirk(n = 1+0 = 1) (Map #15)

YOUKON (?)

(11) Selwyn(n = 3+0 = 3) (Map #15)

W.S. STRATTON	east shore	
WILLIE IRVING	east shore	
1919-1	2 miles north	

(12) Kirkman(n = 1+0 = 1) (Map #16)

PELLY	1.5 miles north	

(13) Stewart(n = 1+0 =1) (Map #17)

ARGONAUT	1.5 miles south	

(14) Dawson(n = 14+0 = 14) (Map #18)

CLIFFORD SIFTON		
EMIL	opposite Klondyke River	
FLORA		
GLENORA	burned	W
MARJORIE		
MONA	burned	W
ORCA		
PAULINE	Sunnydale Slough	
SEATTLE I	downstream	
1899-6	30 miles north	
1899-7	12 miles north	
1900-1	Swede Creek	

1906-7

1924-1 Klondyke River

5.2.3 Distribution of Wreck - Other Waters

(1) Arctic Coast(n = 4+0 = 4) (Map #21)

	BONANZA	C- King Point
	PENELOPE	C- Shingle Point
	TRITON	C- Herschel Island
	1909-1	Shingle Point

(2) Forty-Mile River(n = 3+0 = 3) (Map #20)

	ARCTIC	
	PRIDE OF THE FORTY MILE	Canyon
	1902-1	Canyon

(3) Pelly River(n = 0+1 = 1)

R	LA FRANCE	Fishhook Bend

(4) Porcupine River(n = 1+0 = 1)

1908-1	65 miles from mouth (this may be in American Terr.)

(5) Sixty-Mile River(n = 2+0 = 2) (Map #17)

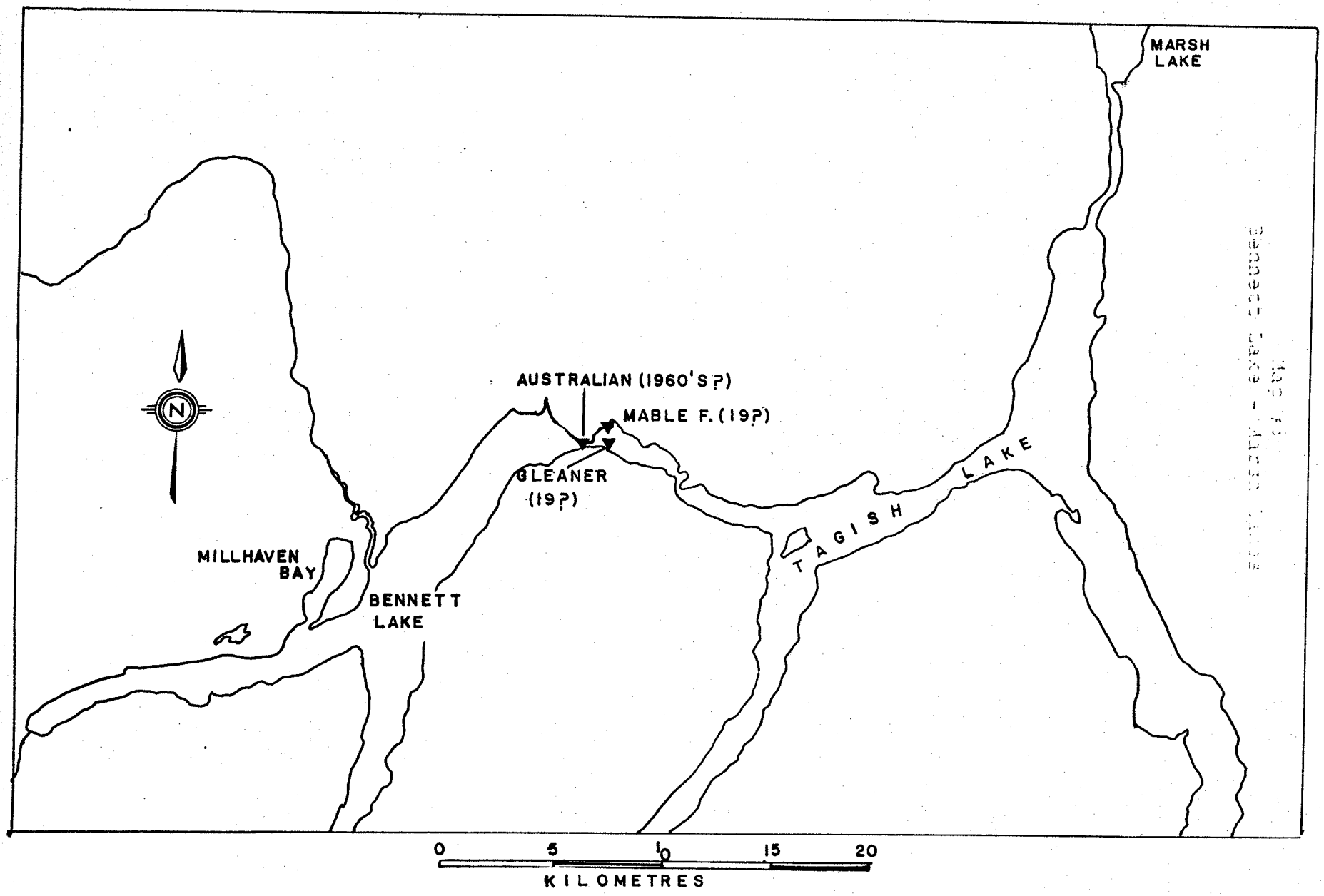
1898-2	at mouth
1898-14	at mouth

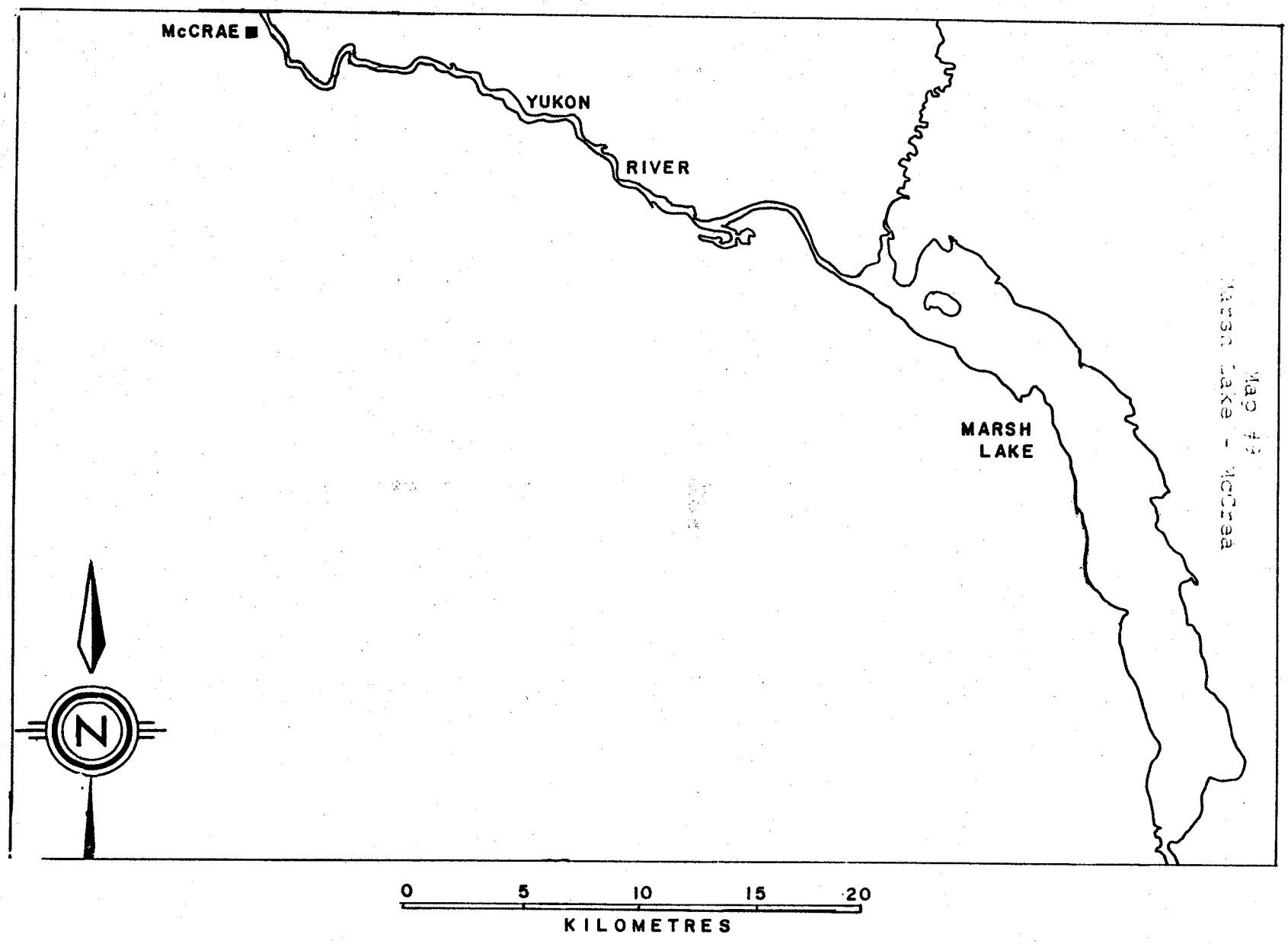
(6) Stewart River(n = 2+1 = 3) (Maps #17 & #22)

	KLONDYKE	Mayo
R	NASUTLIN	Mayo
	SELKIRK	near mouth

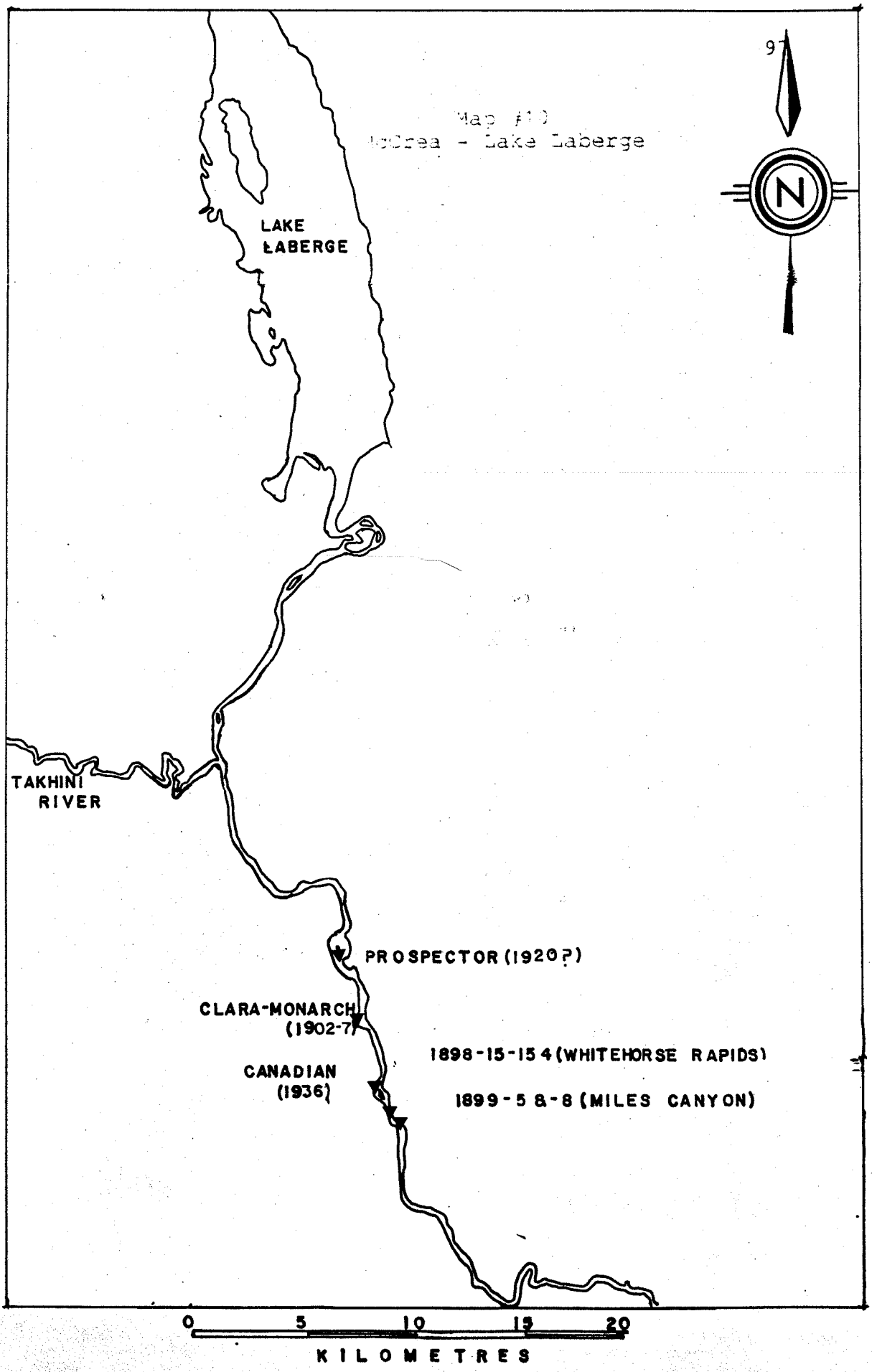
(7) Unknown Locations(n = 5+1 = 6)

	ANGLIAN	Lewes River
R	FLORA	
	LEAH	Cliff Creek
R	PHILLIP B. LOWE	Various
	1898-13	Black River
	1906-1	Potters Store

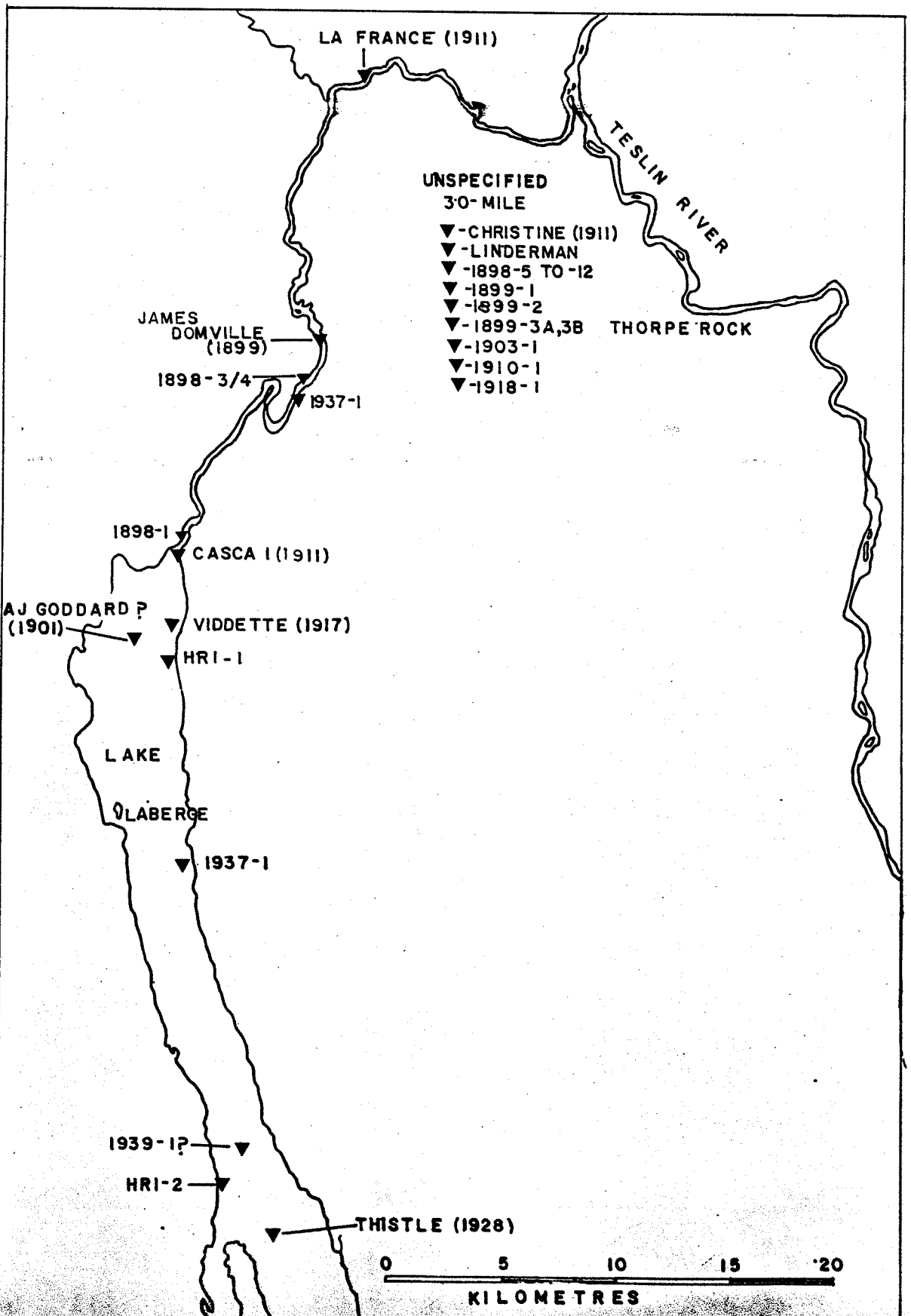

MARSH
LAKE
AUSTRALIAN (1960'S ?)
MABLE F. (19?)
GLEANER
(19?)
MILLHAVEN
BAY
BENNETT
LAKE
TAGISH
LAKE
N
0
5
10
15
20
KILOMETRES

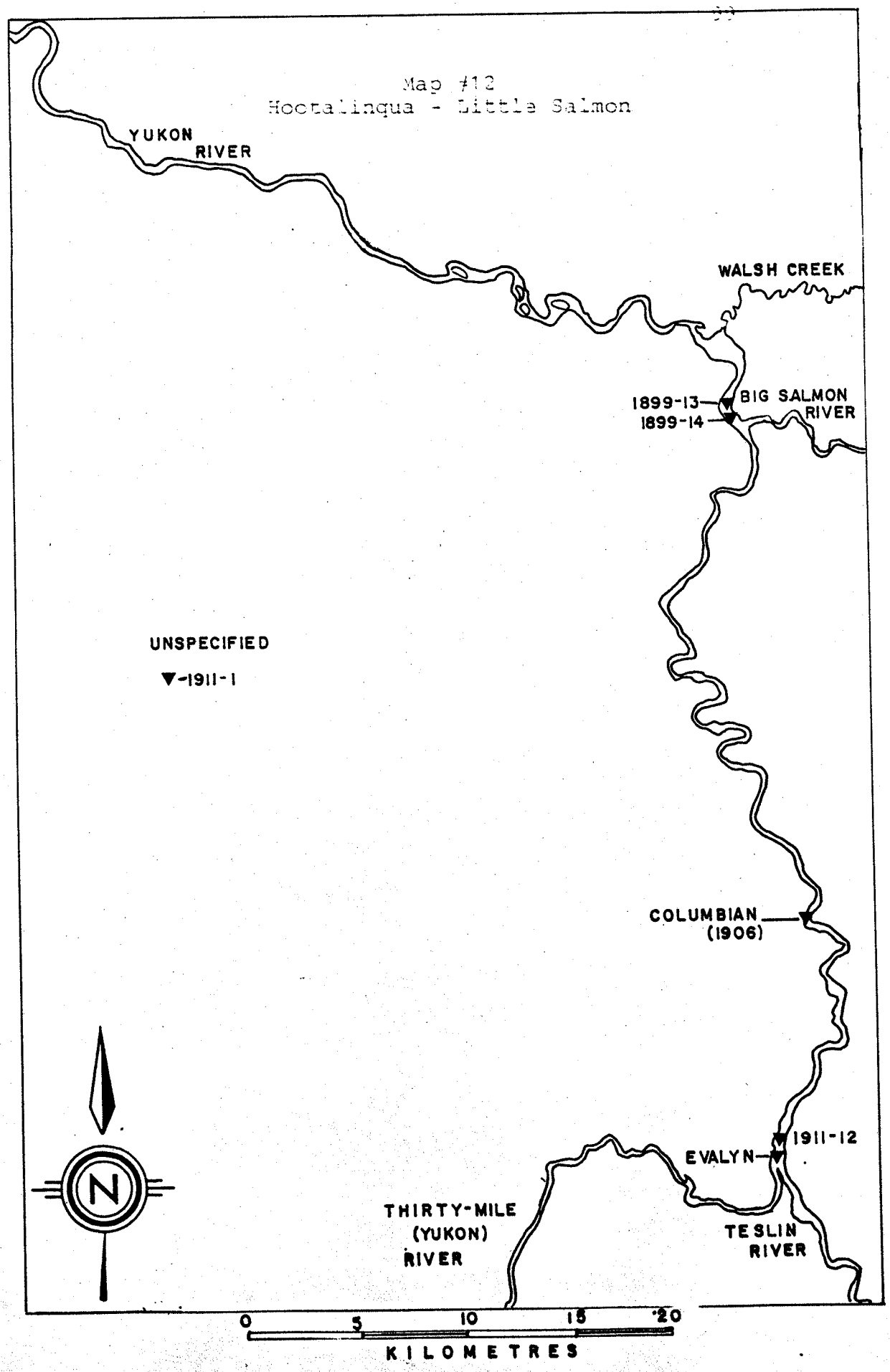


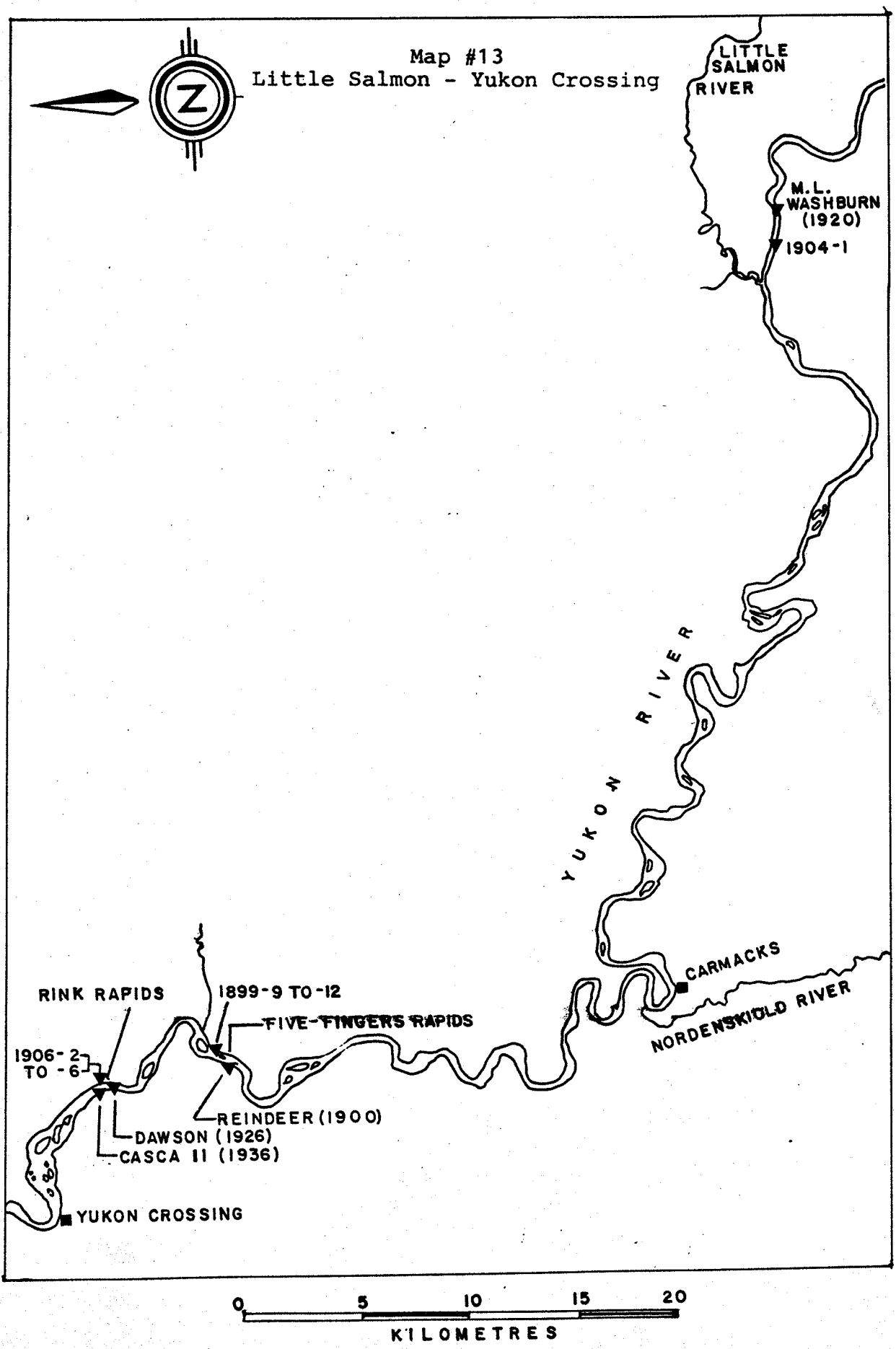
Map #2
Marsh Lake - McCrae

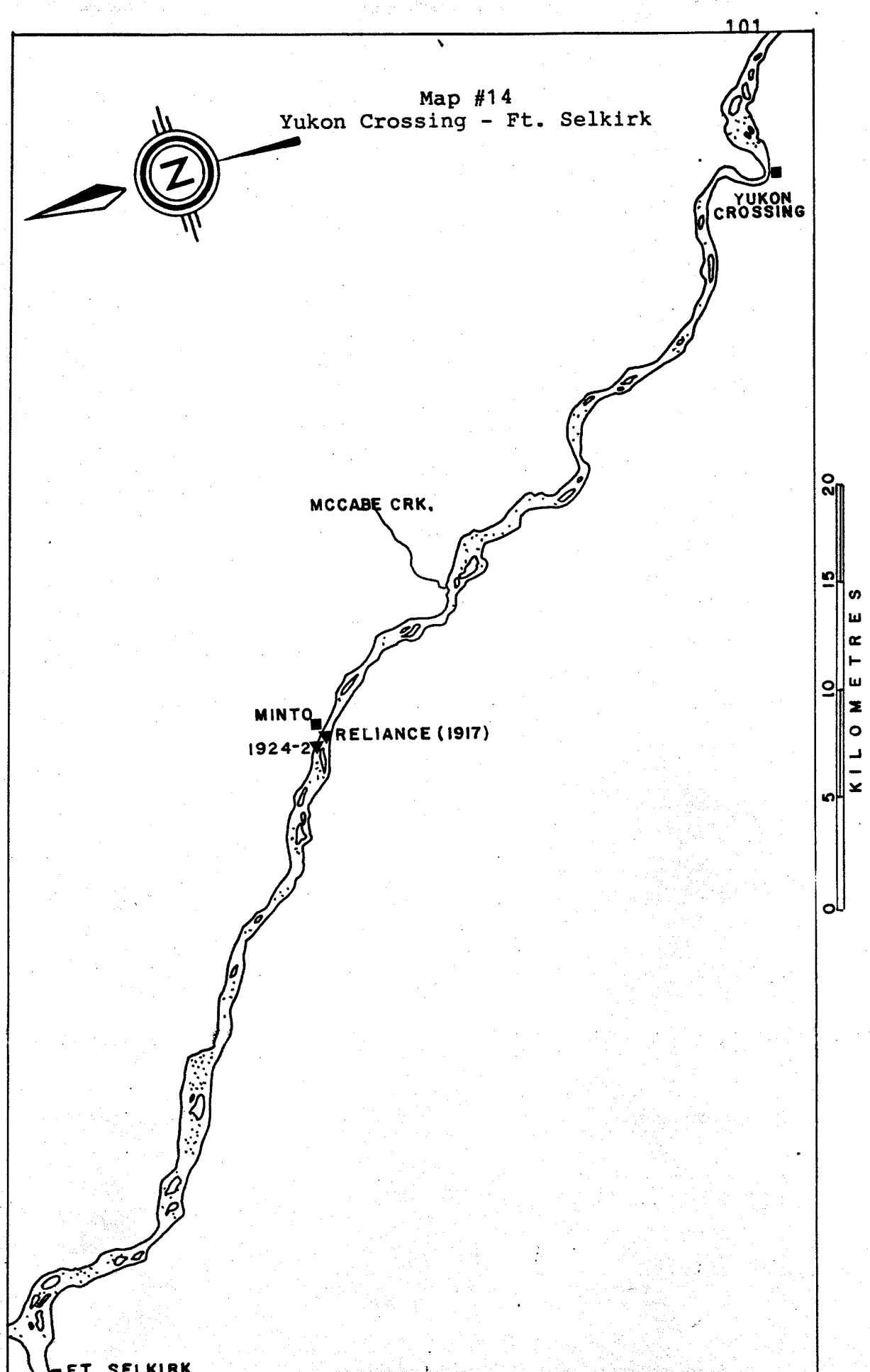

Map #1
McDrea - Lake Laberge
LAKE
LABERGE
N
TAKHINI
RIVER
PROSPECTOR (1920?)
CLARA-MONARCH
(1902-7)
CANADIAN
(1936)
1898-15-154 (WHITEHORSE RAPIDS)
1899-58-8 (MILES CANYON)
0
5
10
15
20
KILOMETRES

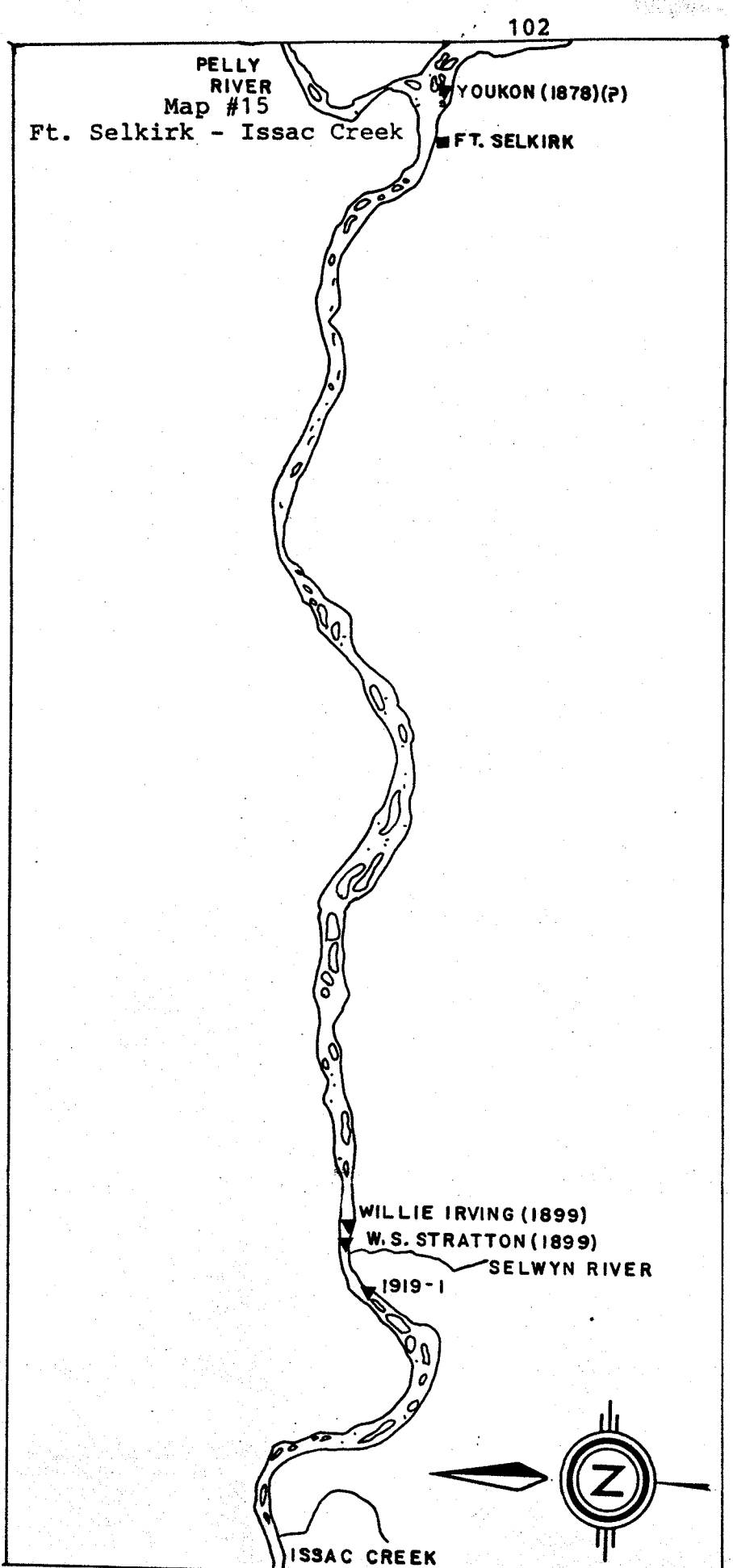
Map #11
Lake Laberge - Hootalinqua

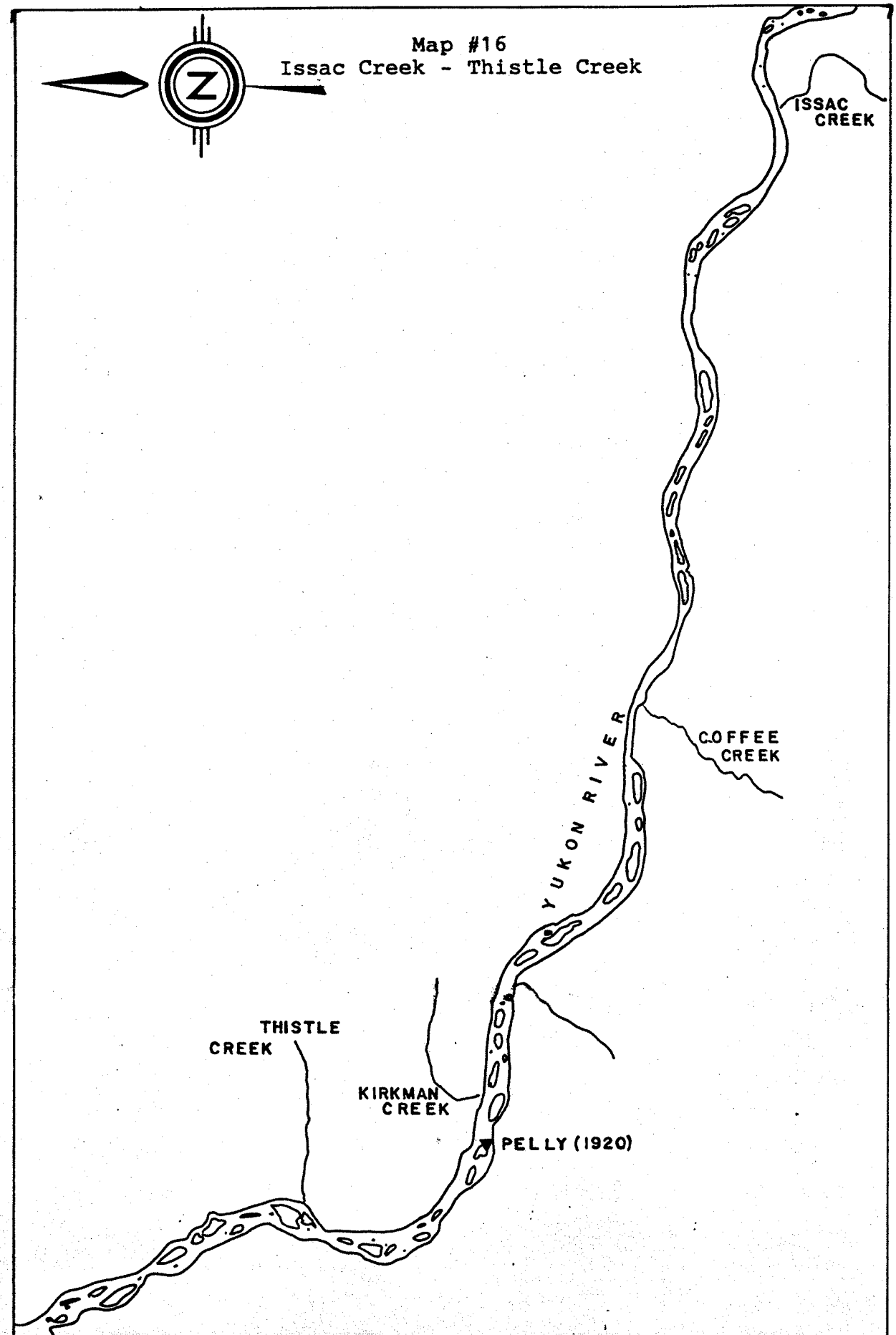


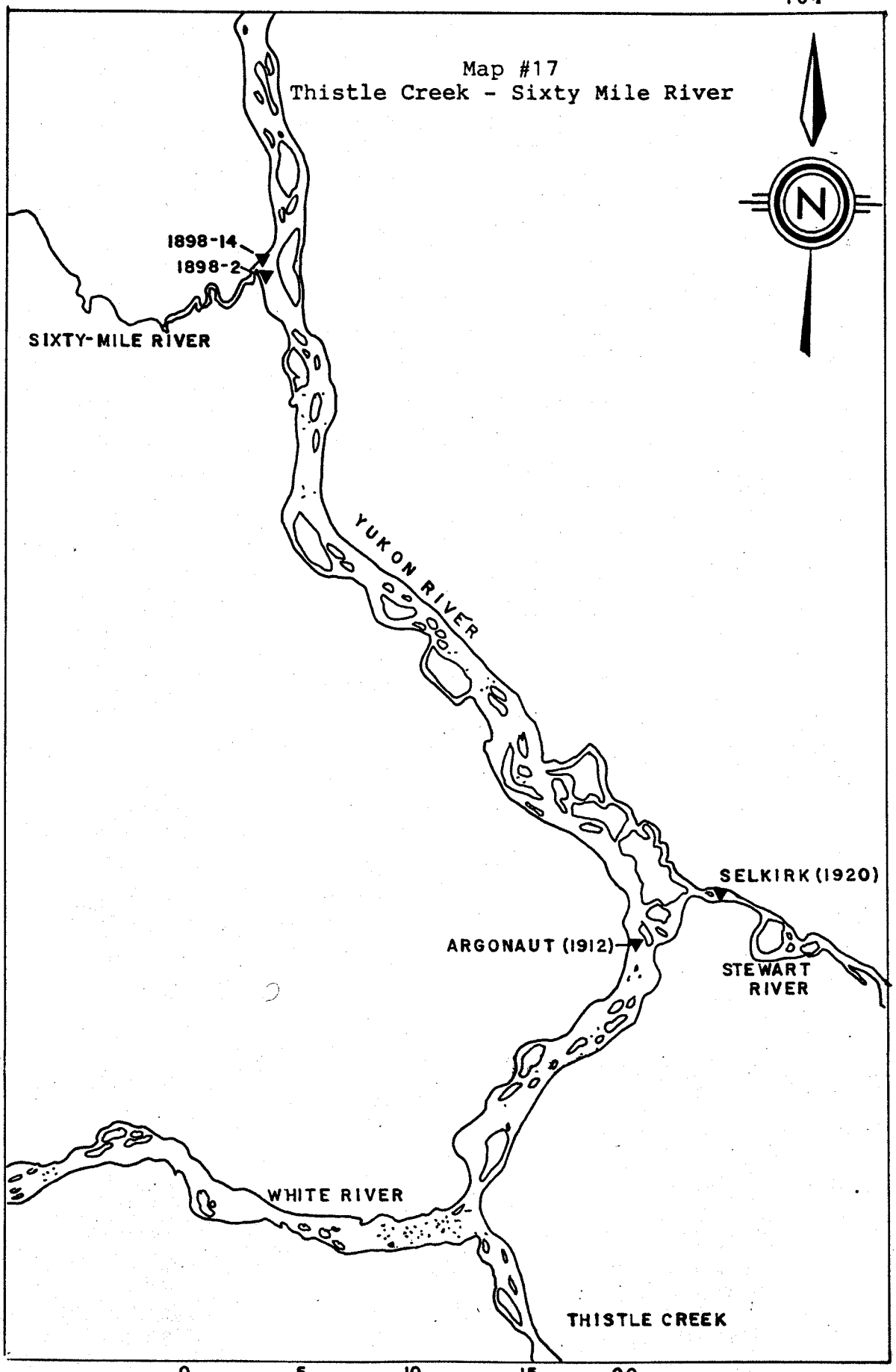

Map #12
Hootalinqua - Little Salmon
YUKON RIVER
WALSH CREEK
1899-13
1899-14
BIG SALMON RIVER
UNSPECIFIED
▼-1911-1
COLUMBIAN (1906)
1911-12
EVALYN
THIRTY-MILE (YUKON) RIVER
TESLIN RIVER
N
0
5
10
15
20
KILOMETRES

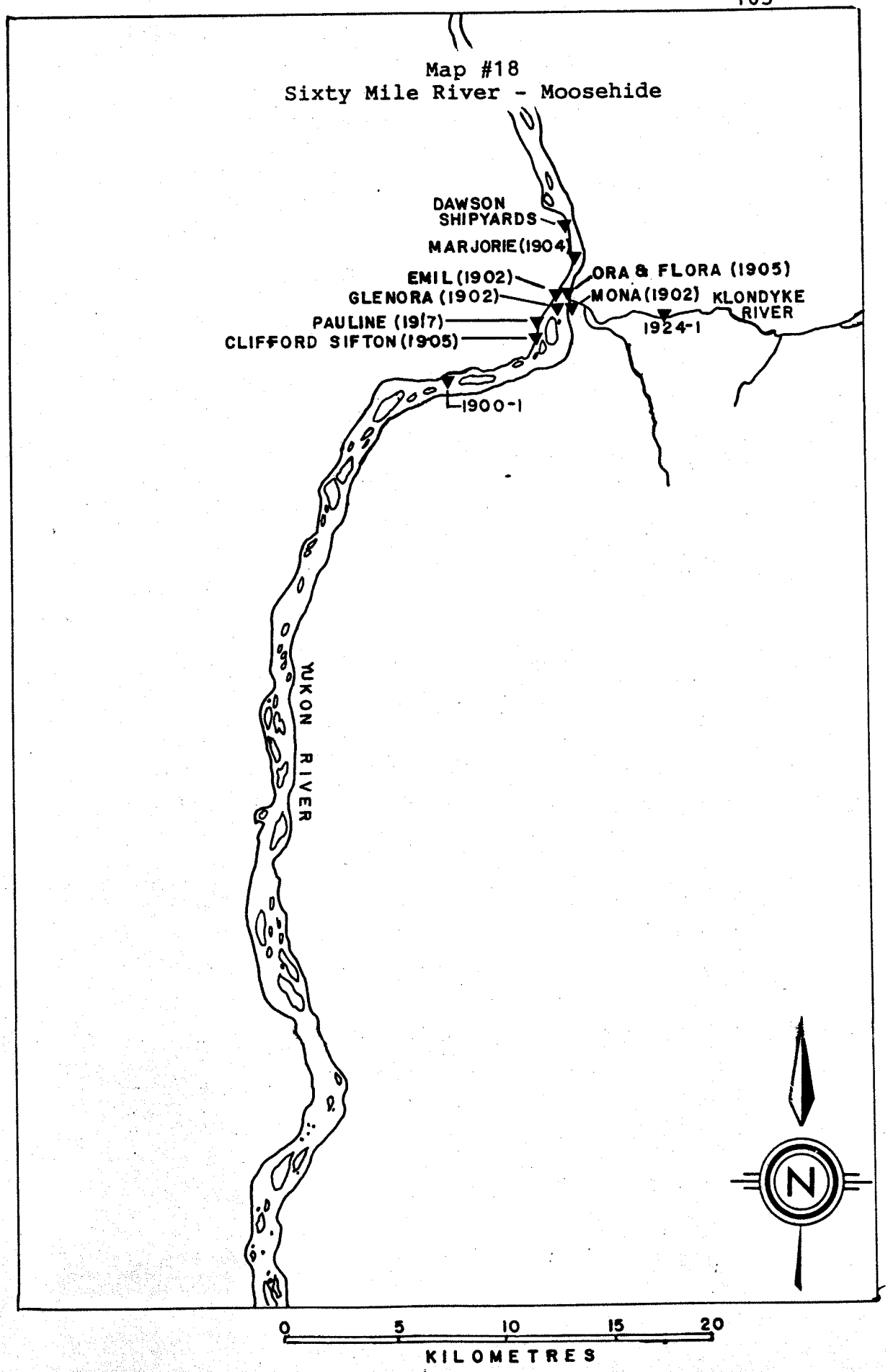

Map #13
Little Salmon - Yukon Crossing
Z
LITTLE SALMON RIVER
M.L. WASHBURN (1920)
1904-1
YUKON RIVER
CARMACKS
NORDENSKIOLD RIVER
RINK RAPIDS
1899-9 TO-12
FIVE-FINGERS RAPIDS
1906-2 TO-6
REINDEER (1900)
DAWSON (1926)
CASCA II (1936)
YUKON CROSSING
0
5
10
15
20
KILOMETRES

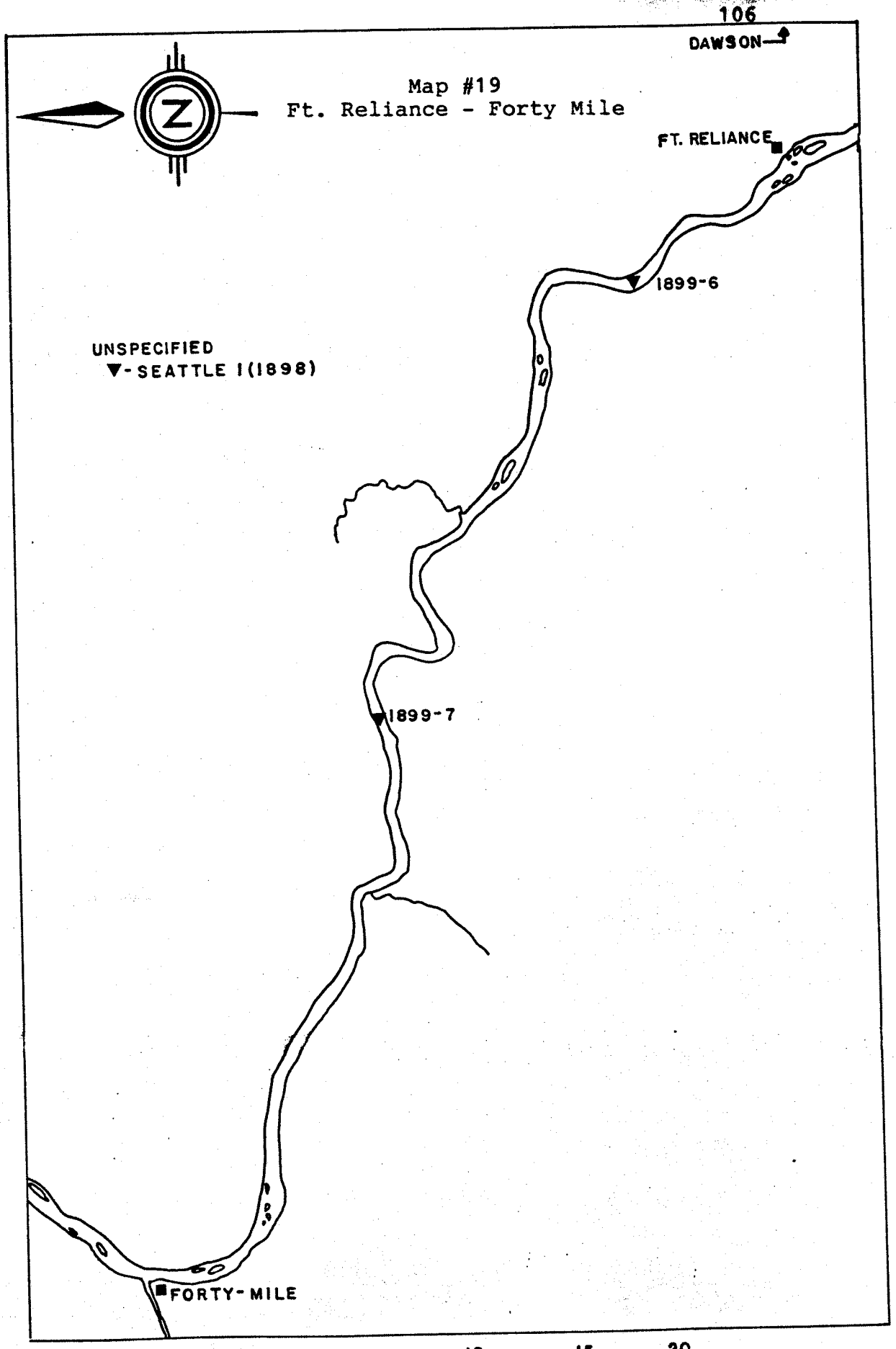

101
Map #14
Yukon Crossing - Ft. Selkirk
N
YUKON CROSSING
MCCABE CRK.
MINTO
RELIANCE (1917)
1924-2
0
5
10
15
20
KILOMETRES


PELLY
RIVER
Map #15
Ft. Selkirk - Issac Creek
YOUKON (1878)(P)
FT. SELKIRK
WILLIE IRVING (1899)
W.S. STRATTON (1899)
SELWYN RIVER
1919-1
ISSAC CREEK
0
5
10
15
20
KILOMETRES
Z

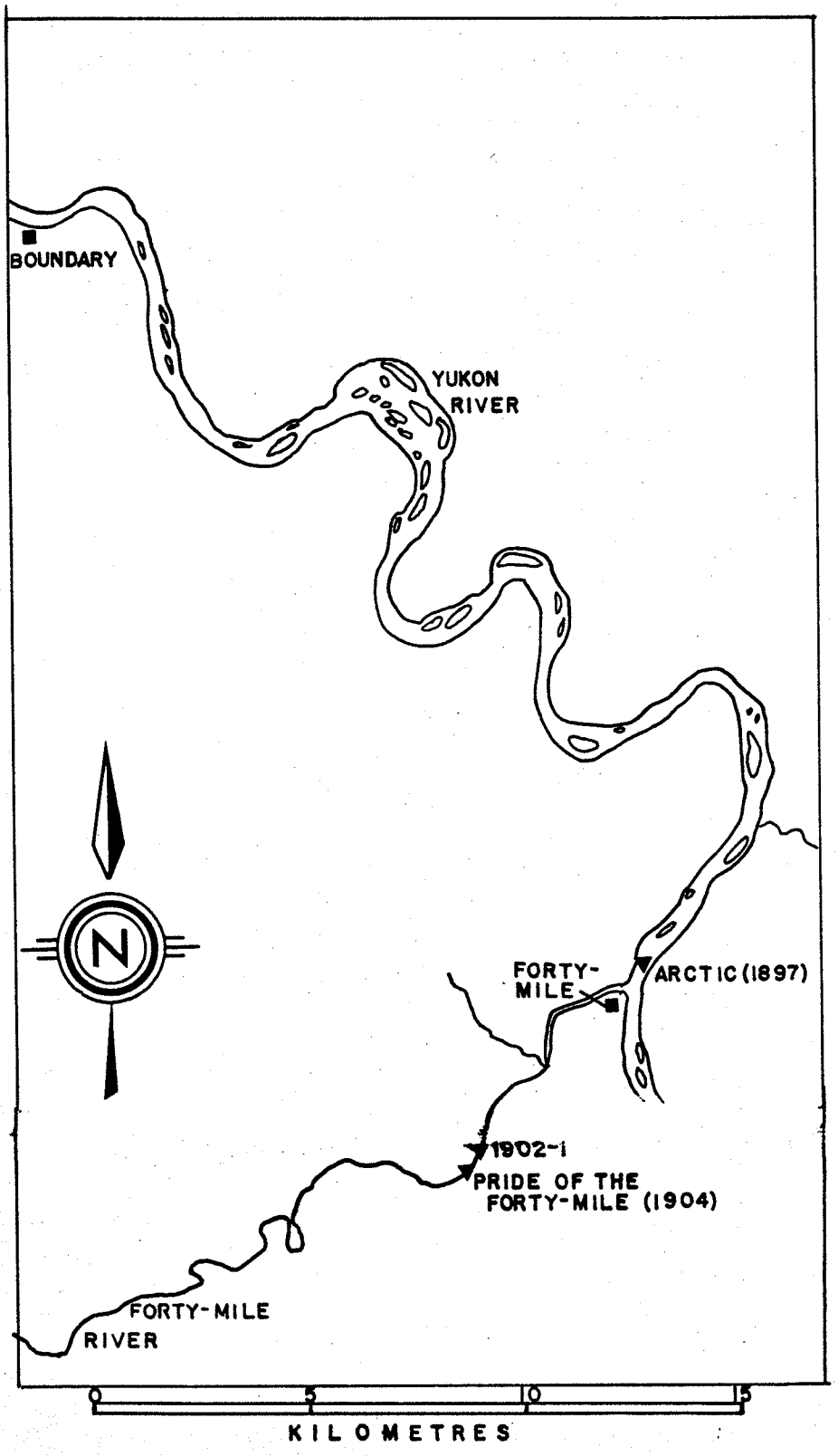

Map #16
Issac Creek - Thistle Creek
Z
ISSAC CREEK
COFFEE CREEK
YUKON RIVER
THISTLE CREEK
KIRKMAN CREEK
PELLY (1920)
0
5
10
15
20
KILOMETRES

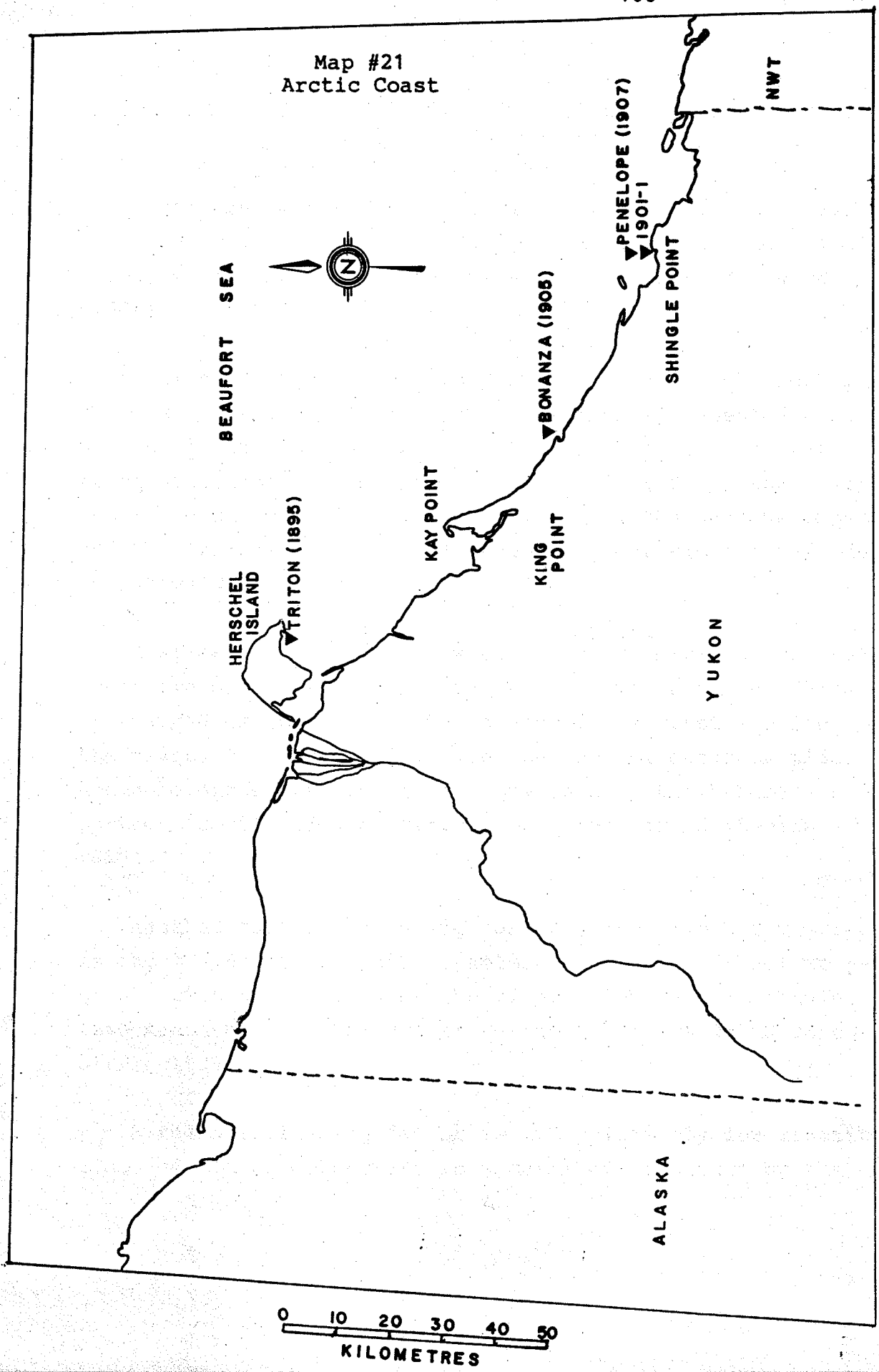

Map #17
Thistle Creek - Sixty Mile River
N
1898-14
1898-2
SIXTY-MILE RIVER
YUKON RIVER
SELKIRK (1920)
ARGONAUT (1912)
STEWART RIVER
WHITE RIVER
THISTLE CREEK
0
5
10
15
20
KILOMETRES

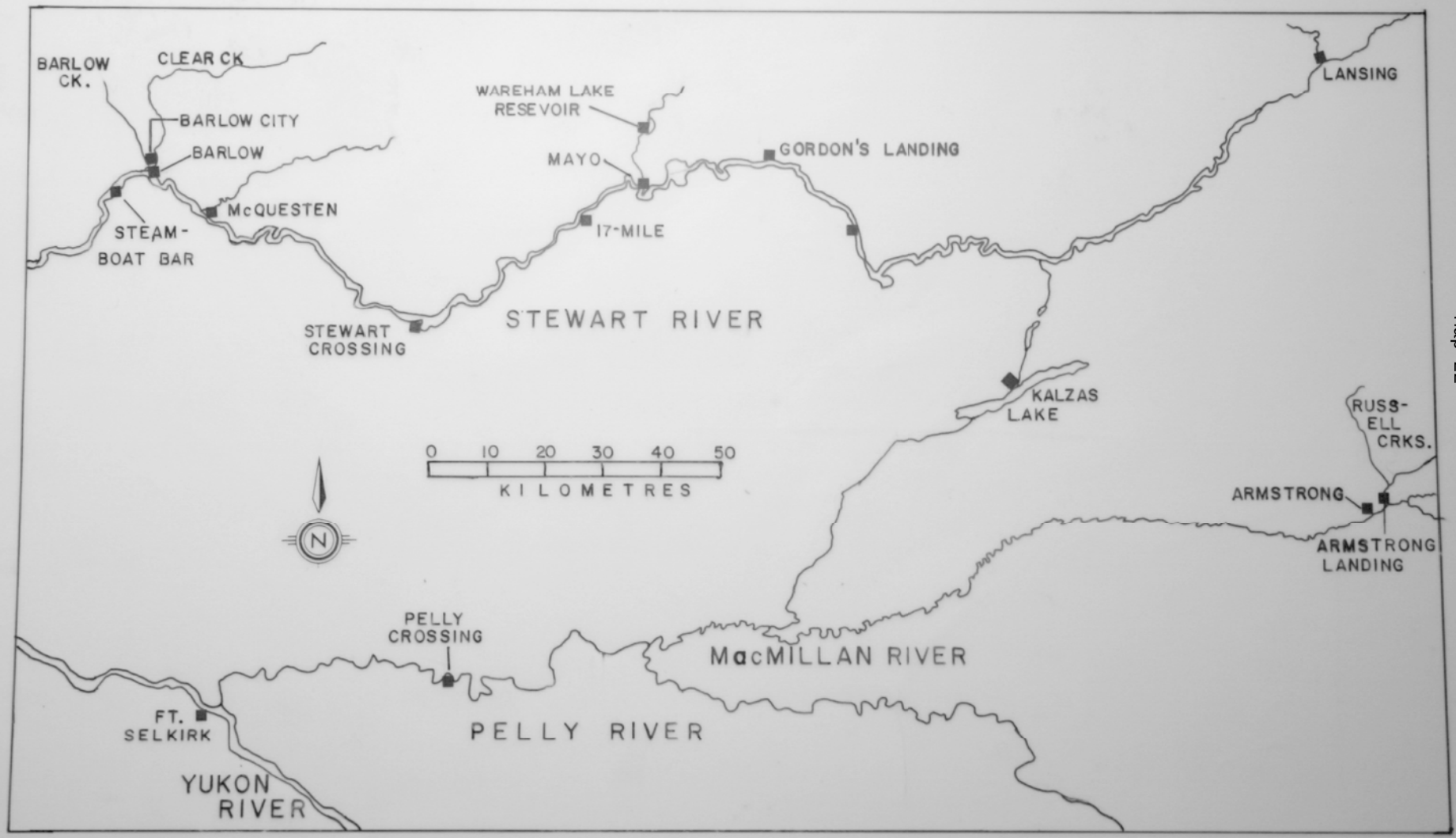

Map #18
Sixty Mile River - Moosehide
DAWSON SHIPYARDS
MARJORIE (1904)
EMIL (1902)
GLENORA (1902)
PAULINE (1917)
CLIFFORD SIFTON (1905)
ORA & FLORA (1905)
MONA (1902)
KLONDYKE RIVER
1924-1
1900-1
YUKON RIVER
N
0 5 10 15 20
KILOMETRES


DAWSON
Map #19
Ft. Reliance - Forty Mile
FT. RELIANCE
1899-6
UNSPECIFIED
▼- SEATTLE I (1898)
1899-7
FORTY-MILE
0
5
10
15
20

Map #20
Forty Mile - Boundary




Map #21
Arctic Coast
BEAUFORT SEA
N
NWT
PENELOPE (1907)
1901-1
SHINGLE POINT
BONANZA (1905)
KAY POINT
KING POINT
HERSCHEL ISLAND
TRITON (1895)
YUKON
ALASKA
0 10 20 30 40 50
KILOMETRES


BARLOW CK.
CLEAR CK
BARLOW CITY
BARLOW
WAREHAM LAKE RESEVOIR
MAYO
GORDON'S LANDING
LANSING
McQUESTEN
STEAM-BOAT BAR
17-MILE
STEWART CROSSING
STEWART RIVER
KALZAS LAKE
RUSS-ELL CRKS.
0 10 20 30 40 50
KILOMETRES
N
ARMSTRONG
ARMSTRONG LANDING
PELLY CROSSING
MacMILLAN RIVER
FT. SELKIRK
PELLY RIVER
YUKON RIVER

Map 22

5.3 Potential For Aboriginal Underwater Heritage Resources

There are four forms of aboriginal Underwater Heritage Resources that might be expected to be found in Yukon: Native wreck, washed-out sites, inundated sites, and underwater middens.

Native wreck would consist of native watercraft lost in the river systems. In an earlier section I presented a brief outline of the form and distribution of Native watercraft. We might reasonably assume that the same areas of the river system which claimed European craft (i.e. the various rapids and the Thirty-mile section), would present similar hazards to native watercraft.

However several factors would serve to mitigate against extensive Native watercraft wreck. One is that many Native groups had established portages around the worst sections of the river, for instance at Miles Canyon-Whitehorse Rapids, and held either watercraft at both ends of the hazard, or portaged both craft and cargo around the hazard (Dawson 1889).

Another factor mitigating against extensive Native wreck is the low draft of their vessels, which allowed them to pass safely through sections of the river which larger, heavier, less maneuverable, and deeper European vessels found more difficult.

A third mitigating factor is the relatively low distribution and use of watercraft as a means of transport by the

aboriginal population. By all accounts, most aboriginal travel was over land, by foot and, more recently, dog-sled (McCellan and Dennison 1981:380).

This does not mean the discovery of Native wreck is impossible, only less likely relative to European wreck. We should also bear in mind the increased use of river transport by experienced coastal navigators acting as trade middlemen in the proto-historic and early historic periods in the southwest (the Tlingit) as well as in the northeast by interior people (the Kutchin). The increased transport stimulated by the European fur trade undoubtedly led to greater and more efficient use of the water transport systems by Native traders intent on beating competitors to markets and extending their own trade networks in order to increase the value of their trade goods (as was the case elsewhere in the sub-arctic -: see Ray 1974; Yerbury 1986; Krech 1984). Unfortunately, we do not have the extensive records which would allow systematic historical research to document locations of Native wreck prior to field work, but nonetheless, we cannot reject the possibility of Native wreck being discovered during the course of fieldwork. Indeed, in the long-term we might expect such a discovery.

Both washed-out sites and inundated sites are also likely to be discovered during the course of field research, though they also present difficulties in their discovery.

A washed-out site would consist of a shoreline occupation site which due to fluvial processes had been eroded by stream flow, removing or washing out aboriginal artefacts for redeposition at an underwater location adjacent to or downstream of the original site.

We might expect such sites to be found at several localities along the river system, since the dynamics of river formation is constant, continually altering its stream over time, eroding and redepositing material according to regular patterns of fluvial activity (Richards 1982; Morisawa 1968).

An inundated site consists of an occupation site which has been covered by slow rise of water and a low rate of stream flow. Such a site would be expected along lake shores which have experienced increased water levels and within river slough formations.

Localities of high probability would therefore be lakes of increased water levels caused by natural sources, such as glacial melt, or natural or man-made obstructions, especially dams for either hydro-electric or flood control purposes. For examples, we can look at the recent creation of higher levels in Schwatka and Ashihik Lakes by hydro-electric developments, and the subsequent flooding which follows natural phenomena such as obstructions of stream flow by glacial movement or land/rock slides in river valleys.

The fourth form of aboriginal U.H.R. we might expect to discover consists of underwater middens. Like the European settlement pattern, Native peoples often occupied sites contiguous to waterways. Thus they had easy access to fresh water for domestic needs, riverine subsistence resources, in particular salmon along the lower reaches of the Yukon River watershed, and a transport route. And we might predict that like European settlements the waters fronting native settlements made a ready receptacle for discarded cultural material, as well as a place where items may have been lost

during day-to-day activities.

The current research strategy to locate these three latter forms of aboriginal U.H.R. - washed out sites, inundated sites, and underwater middens - consists of first gathering locational information on all known aboriginal occupational sites, both prehistoric and historic, contiguous to Yukon waterways. Their distribution is then plotted on the same maps used for field research of European wreck and underwater middens; then, when in the field, seeking out the aboriginal sites and examining them for evidence of any underwater remains.

To date this has been carried out for only a few aboriginal sites. In all cases, the sites have been located too far inland to reasonably expect deposition of U.H.R.. It is anticipated that this pattern may be maintained for the majority of known sites but not necessarily all. With continued systematic examination we hope to eventually discover a locale where the settlement location and fluvial processes combine to create aboriginal U.H.R..

The importance of such a discovery cannot be over emphasized since such a site would have a high probability of containing organic materials seldom preserved in a dry-land site. Since so much of Native material culture consisted of organically derived artifacts from wood, bone, plants and sinew, the recovery of organic cultural remains must be a high priority for a balanced understanding of Native material culture history.

The difficulties of discovering such sites are therefore well worth the effort.

Due to the sensitivity of these site locations, in so far as they require protection from indiscriminate pot-hunting, prehistoric site details are collected in an appendix whose distribution will be limited to the Heritage Branch alone.

Finally, it should be noted that this site distribution does not represent all potential study areas but is restricted to recorded archaeological sites along the Yukon River section, Old Crow Basin and Arctic coast. Further work is needed to gather information on proto-historic and historic native settlement, and in the basins of the north-eastern rivers.

5.4 An Index of Potential Historic Midden U.H.R.

5.4.1 Historic Underwater Midden

There is an established settlement pattern during the historic period for most of Yukon's populations to aggregate in riverside occupation sites. A component of this riverside settlement pattern is the use of the stream itself as a convenient dumping ground for refuse material, inorganic as well as organic. Therefore, we might expect significant underwater midden deposits to have accumulated either directly contiguous to these settlements or at a downstream location where fluvial factors such as current and underwater terrain allowed material to settle out.

Field inspection of several historic middens (Carcross, Venus Mines, Conrad and Canyon City) have borne out this expectation, where a wide range of historic artefacts have been noted.

In this section, we have simply listed alphabetically a number of potential locations at which similar deposits might be discovered. It is admittedly preliminary; it neither lists all potential locales, nor attempts to assess *a priori* their relative value. However, it does serve to indicate the relative geographical distribution of potential underwater middens. Like the potential aboriginal sites, they may be assessed in the field in conjunction with wreck survey efforts in the same area.

In terms of information presented, the Index lists locations alphabetically, followed by a brief description of its

location; this description may be supplemented by a latitude/longitude fix. The location is plotted on the map number indicated in parantheses. Finally, each entry concludes with a statement describing the nature of the site.

5.4.2 Location Description and Distribution

Aishihik Lake - South-West Yukon, (Map #30), (-1967). Long time Indian Community at North end of lake. Flooded and abandoned in 1967.

Angel Lake - Wind River, 3 miles North of Bond Creek, (Map #32). John Berry O'Neil and John J. O'Neil crashed here in 1960 in a small aircraft.

Armstrong's Landing - Mouth of Russell Creek, 63 05N/133 25W, (Map #26), (1901-1926). A steamboat landing place with storage cabins to service operations on Russell Creek.

Armstrong - A half mile downstream of Armstrong's Landing, (Map #26), (1919-1930's). A small trading post estab lished by A. Coward and A. Zimmerlee.

Barlow - Junction of Clear Creek and Stewart River, 63 37N/137 80W, (Map #26), (1903-1920's). Steamboat landing, roadhouse and trading post, placer mining settlement.

Barlow City - Junction of Barlow Creek and Clear Creek, (Map #26), (1903-1920's). Connected to Barlow by rough trail, this small settlement had a roadhouse and trading post.

Bear Creek - A small stream on the Klondyke River 6 miles east of Dawson, (Map #25). Settlement established by Yukon Consolidated Gold Corp. acting as headquarters and service centre until 1966. Now a Parks Canada site.

Beaver City - Junction of Carpenter and Settlemiar Creeks, 64 28N/135 15W, (Map #32), (1923-1925). Small settlement established to supply lead/silver prospecters.

Beaver Creek - Tributary of Snag Creek, (Map #31). Used as supply route and winter trail between White River and Chisana gold field in Alaska. Settlement established 1955. Alaska highway completed here (north met south) on October 20, 1942.

Beloud Post - South end of Dezadeash Lake, (Map #30). Gold mine 1938-1939. Small lodge started, today Deazadeash Lodge.

Big Kalzas Lake - Between the Stewart and McMillan Rivers, (Map #26). A source of fish for Fort Selkirk.

Big Salmon - Mouth of Big Salmon River, (Map #24). Traditional Indian fishing village. White settlement established in 1898, steamboat landing, wood camp, telegraph station. NWMP post across the river.

Bornite City - Mouth of Williams Creek, 62 23N/136 37W, (Map #24), (1907-09). Service settlement for copper mines or Williams Creek, store, hotel, blacksmith shop. Steamship Whitehorse laid up here 1907-08.

Bove Island - Tagish Lake at Windy Arm (Map #23). A navigation waypoint for many boats on Tagish Lake.

Braden's Canyon - On Pelly River 15 miles below Pelly Crossing (Map #24). Riverboat wood supply.

Braeburn - On Dawson Trail, 60 31N/135 50W, (Map #23), (1899-1950's). Roadhouse and small settlement on winter trail from Whitehorse to Dawson.

Bullion City - (aka Kluane) On Slims River 5 miles from Kluane Lake (Map #30), (1905-1910). Mining camp and post office for local miners.

Burwash Landing - Northwest shore of Kluane Lake (Map #31), (1904 to present). Supply centre for local miners and for the Chisana, Alaska gold rush in 1913-15.

Buxton Mission - On Yukon River 1/2 mile above Forty Mile (Map #25), (1887-1896). Anglican mission.

Canyon - East side of Aishihik River (Map #30), (1903-35). Roadhouse and stores on wagon road to Kluane goldfields. Today approximately Km. 1604 Alaska Hwy.

Canyon City (#1) - On White River 10 miles East of Alaska Border (Map #31), (1905-20's). Mining supply settlement and centre of water transportation especially in Chisana gold rush of 1913.

Canyon City - East side of Yukon River near Miles Canyon (Map #23), (1897-1900). Beginning of tramway around Miles Canyon. Thriving settlement (offices,stores,

freightyard, hotel) until 1900 when the railway arrived in Whitehorse.

Carcross - Junction of Bennett and Nares Lakes (Map #23), (1898 - present). Sawmill, boat landing, settlement on the routes to Klondike and Atlin gold rushes.

Caribou City (aka Dominion) - Junction of Caribou and Dominion Creeks (Map #25), (1897-1915). Small settlement with several hotels, post office and stores.

Carmacks - On Yukon River at mouth of Nordenskiold River (Map #24), (1893 to present). Trade and coal centre on Yukon River; riverboat stop and supply point.

Carlisle Creek - Tributary of Yukon River between Kirkman and Thistle Creek (Map #24), (1935-47). Woodcamp for riverboats.

Clinton Creek - Four miles above mouth of Clinton Creek, 64 27N/140 37W, (Map #25), (1967-1979). Large settlement and open pit asbestos mine.

Coal Creek - Tributary of Yukon River six miles below Fortymile (Map #25), (1900-08). Coal powered electrical generators provided electricity for the gold dredges of the Klondyke. Also 12 mile narrow-gauge railway to the river to supply coal to riverboats.

Coffee Creek Post - Mouth of Coffee Creek, 62 55N/139 05W, (Map #24), (1920's-30's). Small trading post for local miners.

Conrad - West side Windy Arm, Tagish Lake (Map #23), (1905-1914). Busy mining and supply settlement, riverboat stop with stores, churches, hotels and mining recorder.

Crawfordsville – East bank of Yukon River at mouth of Teslin River (Map #23), (1898-1899). Active settlement which tried dredging the Teslin River. Quickly failed due to lack of capital.

Dawson - Mouth of Klondyke River (Map #25), (1896 to present). Traditional Indian fishing camp. Active since 1896 as mining supply centre.

Demarcation Point - East of Alaska/Yukon border (Map #34), (1921-1924). H.B.C. post.

Destruction Bay - West side of Kluane Lake (Map #31), (1942 to present). Riverboat stop, Alaska Highway construction camp.

Donjek City - West side of White River one mile below California Creek (Map #31), (1913-1920's). Originally a roadhouse but later a small settlement supplying local miners.

Ear Lake - Southside of Yukon River near Miles Canyon (Map #23). Construction camp of Whitepass and Yukon Railway and camping spot for Whitehorse residents.

Escape Reef - Three miles East of Shingle Point (Map #34), (1910-1912). Anglican mission.

Eureka Landing - On Teslin River (Map #23), (circa 1902). Riverboat landing and supply point for Livingstone Creek miners. Wagon road built 1902 but abandoned soon after.

Firth River (#1 & #2) - Southwest of Herschel Island (Map #34), (circa 1908). Small prospecting settlements.

Fort Constantine - North side of Fortymile River at junction of Yukon River north of Fort Cudahy (Map #25), (1895-1898). First Northwest Mounted Police post in Yukon.

Fort Cudahy - North side of Fortymile River at junction of Yukon River (Map #25). First post office (1894-1898).

Fort Frances - North side of Frances Lake at junction of east and west arms (Map #29), (1840-1930's). First trading post in the Yukon, established as Glenlyon House by Robert Campbell. H.B.C. post and independents.

Fort Reliance - On Yukon River east bank, eight miles North of Dawson (Map #25), (1874-1886). Centre of trading on Upper Yukon prior to Stewart River gold finds. Mile 'O' of the Yukon River.

Fort Selkirk - West side Yukon River near Pelly River (Map #24), (1848-1950). H.B.C. and independent trading post and mission settlement headquarters of Yukon Field Force of Canadian Army (1898). First post originally on east side.

Fortymile River - Large tributary of Yukon, 48 miles below Dawson (Map #25), (settled 1887-1896). Location of one

of earliest finds of coarse gold. Thriving town until Klondyke gold rush.

Franklin Lake - 60 41N/135 18W, (Map #23), (early 1900's). A copper mine operated here.

Fraser Falls - On Stewart River ten miles above Gordon's Landing (Map #26), (1920's-1930's). Trading post operated by Robert Levac.

Glenlyon House (aka Ft. Frances) - North side Frances Lake (Map #27), (1840-1930's). First H.B.C. trading post in Yukon.

Gordon Landing - On Stewart River above Mayo near Janet Creek (Map #26), (1902-?). Trader supply settlement serving local gold miners.

Granville - On Sulphur Creek above junction with Dominion Creek (Map #25), (1903-1965). Settlement and headquarters of Granville Mining Co. and later YCGC.

Hardluck Creek - Tributary of Harrington Creek, 65 05N/141 00W, (Map #25). International Boundary Survey party lost equipment here 1910.

Hatch's Island - On Yukon River 1/2 mile above Dawson (Map #25), (1901-1910's). Site of one of the most successful farms in the Yukon.

Herschel Island - Large island on Arctic coast of Yukon (Map #34), (1889-1938). Most northerly place in Yukon, was busy whaling station, RNWMP post and mission, post

office, trading post.

Hootalingua - Junction of Teslin and Yukon Rivers (Map #23), (1898-1910). Traditional Indian fishing camp; later steamboat landing and supply point for Teslin River miners. Roadhouse.

Johnson's Crossing - On Alaska Highway at Teslin River (Map #28), (1942 to present). Point of ferry/bridge for Alaska Highway/Canol Road construction.

Kay Point - At Phillips Bay on Arctic coast (Map #34). NWMP cabin stop.

Kellyville - North of Carmacks (Map #24). Woodcamp.

Killermun Lake - In Ruby Range, emptying into W. Aishihik River (Map #30). Believed that Indians have traditionally obtained flint here for tools and weapons.

Kirkman Creek - Tributary of Yukon, 15 miles above White River (Map #26), (1914-?). Small gold mining settlement.

Kletsan Creek - South of White River on Alaska side (Map #31). Indian prehistoric copper site.

Klondike River - Tributary of Yukon River at Dawson (Map #25). Traditional Indian fishing river. Scene of Klondike gold rush of 1898.

KlooLake City - North side of KlooLake, 60 58N/137 52W, (Map #30), (1905-?). Small sawmill settlement established to provide lumber for Alsek mines.

Kluane (aka Silver City or Bullion Creek) - South end Kluane Lake (Map #30), (1903-1921). Steamboat landing, mining and supply settlement. Originally an Indian fishing village.

Lake Laberge - On Yukon River, 15 miles North of Whitehorse (Map #23). On route to Klondike gold fields; sight of number of wrecks; fish supply lake for Dawson. Two settlements, Lower Laberge - shipyards; Upper Laberge - RNWMP post.

Lansing - At confluence of Stewart and Lansing Rivers 63 45n/133 32w, (Map #26), (1898-1950's). Trading post and trapping region. Lost importance with coming of roads.

LaPierre House (#1 & #2) - On Bell River near mouth of Rat River 67 24N/137 00W, (Map #33), (1843-1890). Two different sites 35 miles apart. H.B.C. post; supplied meat and fish to Fort MacPherson and Fort Yukon.

Livingstone - Near mouth of Livingstone Creek 61 20N/134 21W, (Map #28), (1898-1930's). Gold mining area, flourishing settlement; stores, roadhouses, dancehall. 16 mile road to Mason's Landing and 40 mile winter road to Lake Laberge.

Lower Laberge - South end of Lake Laberge (Map #23). Steamboat ways and yards.

McCabe Creek - Five miles south of Minto (Map #24), (1953-1970). With closing of Fort Selkirk a settlement grew up here, on old Dawson-Whitehorse winter trail. Post office.

McMillan Lake - One mile West of Hulse Lake 60 31N/127 55W. Trapper's cabin on West side of lake.

McQuesten - On McQuesten River near mouth 63 33N/137 25W, (Map #26), (1885-1950's). Roadhouse and small settlement on winter road to Dawson.

Mason Landing - On Teslin River twenty miles South of Hootalingua (Map #28), (1901-1914). Steamboat landing and stopping place for miners going to Livingstone creeks, via wagon road.

Mayo - Mouth of Mayo River (Map #26), (1902 to present). Steamboat landing (from Stewart River) and supply point for local mining outfits.

Miles Canyon - On Yukon River south of Whitehorse (Map #23). The major obstacle on route to Klondyke. Circumvented first by tramway, later by train. Could be run by small vessels.

Millhaven Bay - North shore Lake Bennett, ten miles West of Carcross (Map #23), (1897-?). O.H. Partridge of BL & KN erected sawmill and shipyards. Building site of Ora, Flora and Nora.

Minto - East bank of Yukon River, fifteen miles SW of Pelly Crossing (Map #24), (18?-19?). Riverboat stop and road-house on Whitehorse-Dawson stage road.

Monument Island - East side of Lake Bennett near BC border (Map #23). Reputed site of construction of first RNWMP boat (Inspector Constantine).

Murray/Myers Creek - Tributary of Yukon River south of Carmacks 62 09N/136 22W, (Map #24). Major woodcutting camp and steamboat stop.

Nordenskiold River - Tributary of Yukon River at Carmacks (Map #24). Important trading spot for Chilkat and Interior Indians. Extension of Dalton Trail.

Ogilvie Island - On Yukon River opposite Sixtymile River mouth (Map #25), (1894-1897?). Trading post and first sawmill in Yukon.

Old Woodcamp - Ten miles below Fort Selkirk on Yukon River (Map #24). Major wood cutting camp. Site of 'Yukon' wreck (per Karpes & Pugh).

Old Crow - On Porcupine River (Map #33), (1911 to present). Native settlement, HBC post and independent traders.

Paris - Junction of Dominion and Portland Creeks (Map #25), (1904-1943). Small mining camp and settlement.

Pelly Banks - North side of Pelly River opposite Big Campbell Creek (Map #27), (1840's-1900's). An H.B.C. post in the early years but later operated by independent traders.

Pelly Crossing - On Pelly River, twenty-five miles East of Fort Selkirk (Map #24), (? to present). Small settlement on Whitehorse-Dawson road. Trading post, roadhouses, ferry.

Policemans Point - Near Upper Laberge (Map #23), (1890-?). NWMP post.

Rampart House - On Porcupine River East of Yukon/Alaska border 67 25N/140 59W, (Map #33), (1889-1911). Originally an H.B.C. post but later operated by independents. Native settlement.

Readford - Located on Quartz Creek flowing from King Solomons Dome to Indian River 63 47N/139 07W, (Map #25), (1905-1952). Small settlement and post office.

Rink Rapids - On Yukon River, five miles downstream from Five Finger Rapids (Map #24). Minor obstruction on Yukon River. Most dangerous rocks blasted in 1902-03.

Ross River - At Junction of Ross and Pelly Rivers (Map #27), (1903-1945) Originally 'Nahanni House'. Ross River was two miles upriver from present town. Native settlement and trading post.

Roy Lake - East of Hulse Lake 60 32N/127 49W. Exploration base; sight of aircraft crash 1968.

Royal Mountain - East of Wind River in Wernecke Mountains (Map #32), (1897). G. Mitchell and party forced to winter here on way to Klondyke. Established small community of Wind City.

Ruby Creek - Small stream joining Lake Creek into Jarvic River 61 05N/137 56W, (Map #30), (1903-?). Small goldrush at Shakwak valley led to this small settlement. Post office, stores, roadhouse.

Selwyn River - Tributary of Yukon River 62 48N/138 17W, (Map #24), (1910-50). Small settlement at mouth;

woodcutting spot, telegraph post.

Seventeen Mile - South bank of Stewart River 63 28N/136 18W, (Map #26). Riverboat woodcamp. Louis Brown's roadhouse nearby.

Shingle Point - Arctic coast (Map #34), (1918-37). H. Liebes and Co. trading post in 1918, H.B.C. in 1920; Anglican mission/school, RCMP cabin stop.

Shipyard Island - North of Hootalinqua (Map #23). Ways and repair post for steamers.

Sixtymile River - Tributary of Yukon River, fifty miles above Dawson (Map #25). Rich gold deposits were found here in 1891.

Steamboat Bar - On Stewart River fourteen miles below McQuesten River (Map #26), (1885). Richest gold bar on Stewart River. Steamboat 'New Racket' converted to mining pump.

Stewart River - Major tributary of Yukon River (Map #24 and Map #26), (NaChonDe). Gold discovered 1884. Settlement (Fort Nelson) established 1886 - closed 1887. Re-established during Klondike goldrush with NWMP post, roadhouse, wood camp.

Sugden Pup - Tributary of Bullion Creek 61 01N/138 44W, (Map #30). Named for Dr. L.S. Sugden, physician/ prospector who cremated a man in the boiler of steamship 'Olive May' at Lake Laberge, the inspiration for R.W. Service's poem, 'The Cremation of Sam McGee'.

Sullivan Island - At mouth of White River (Map #24), (1898-1900). Small sawmill and woodcamp.

Swede Creek - Tributary of Yukon River five miles above Dawson (Map #25). 1898 shortlived gold stampede; small settlement at mouth; woodcutting camp.

Tagish - On narrows between Tagish and Marsh Lake (Map #23), (1897-1901). RNWMP post, customs post, post office. Where all outfits to the Klondike were inspected.

Takhini - Crossing of Takhini River and Dawson Trail (Map #23), (?-1907). Roadhouse and RNWMP post.

Tagish Lake - Large lake near Yukon/BC border (Map #23). Part of the 1898 goldrush route, with especially dangerous areas at Windy Arm and Taku Arm.

Tantalus Butte - Five miles North of Carmacks 62 08N/136 16W (Map #24). Coal supply point for riverboats and WP & YR in 1905. Near Rink Rapids.

Tent Island - On the Yukon/NWT border of Shoalwater Bay (Map #34). Franklin observed several hundred Eskimos here in 1825.

Teslin Lake - Yukon/BC border (Map #28). Part of all Canadian route to Klondike. Steamer Anglican built here 1898. Settlement at southend 1897-1903 H.B.C.. Trading post at mouth of Nisutlin River 1903-55.

Thatchell Creek - Flows into NW corner of Sekulman lake 61 33N/137 35W, (Map #30). Traditional Indian shale

supply.

Thistle Creek/Thistleton - 63 04N/139 27W, (Map #24), (1898-?). Small settlement and steamboat landing serving local miners.

Tom Creek - Eight miles West of Watson Lake, flowing into Liard River (Map #29). Named for Liard Tom, Indian trapper, whose cabin is located here.

Vittrekwa River - Crosses NWT border at Richardson Mountains 67 00N/135 35W, (Map #33). Indian camp, stopping spot for Dawson/MacPherson RNWMP patrol.

Wareham Lake - On Mayo River five miles above Mayo Landing (Map #26), (1952 to present). Reservoir for Mayo hydro dam.

Watson Lake - Southeastern Yukon, Mile 637 Alaska Highway (Map #29), (1941 to present). Town established with construction of the Alaska Highway.

Waugh & Warren Concession - On Wind River five miles south of Wind City (Map #32), (1905-1912).

Weskatahin (aka Naskatcheen Lake) - Near Dalton Post on Tatshenshini River (three miles North of Dalton post) (Map #30). Traditional Indian settlement and meeting place for interior Indians. 1894 site of J. Dalton's main post and headquarters.

Whitehorse - On Yukon River (Map #23), (1899 to present). Shipping, supply and communications centre.

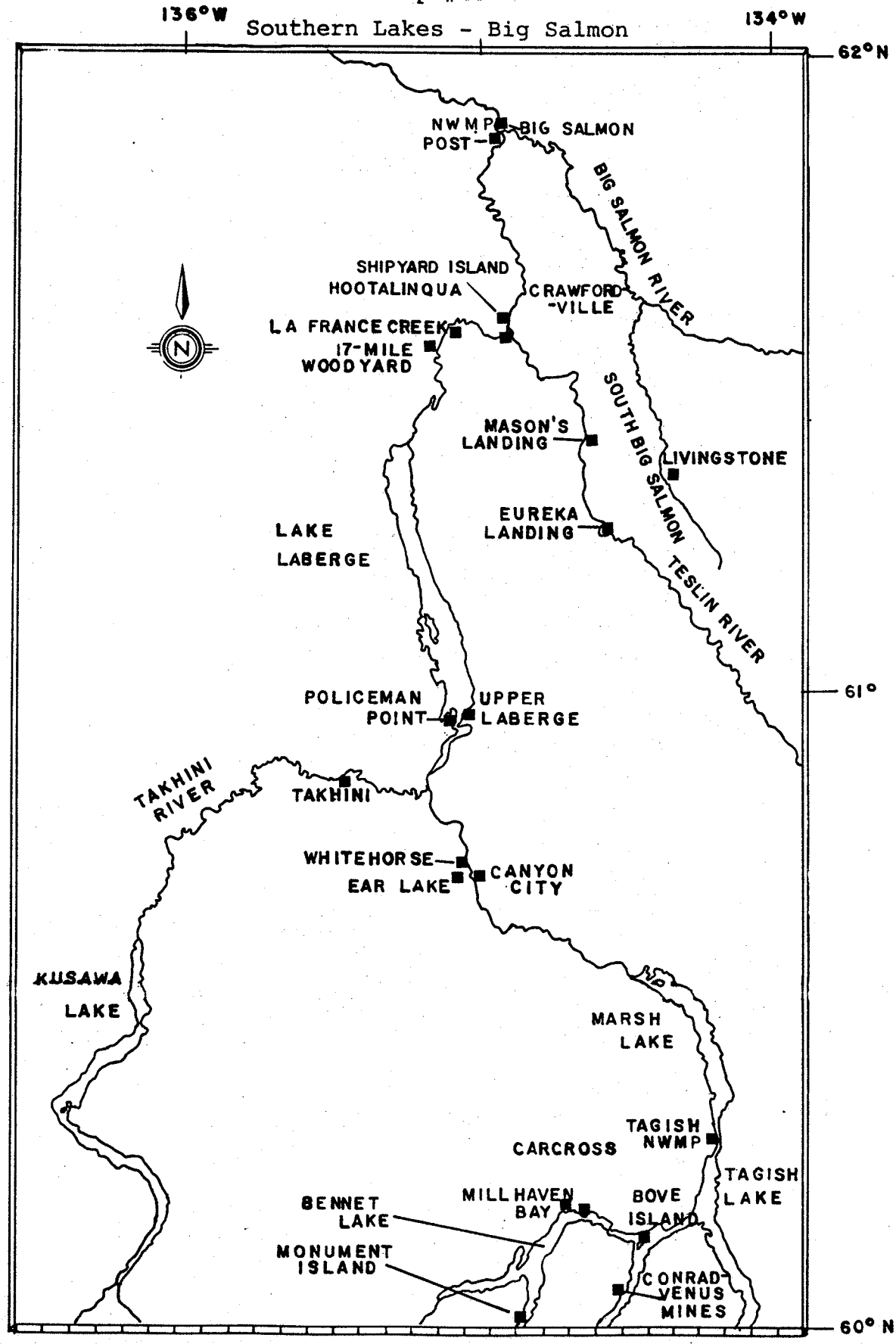
Williams Creek - Tributary of Yukon River five miles below Yukon Crossing (Map #24), (1907-?). Settlement of Bornite City at mouth.

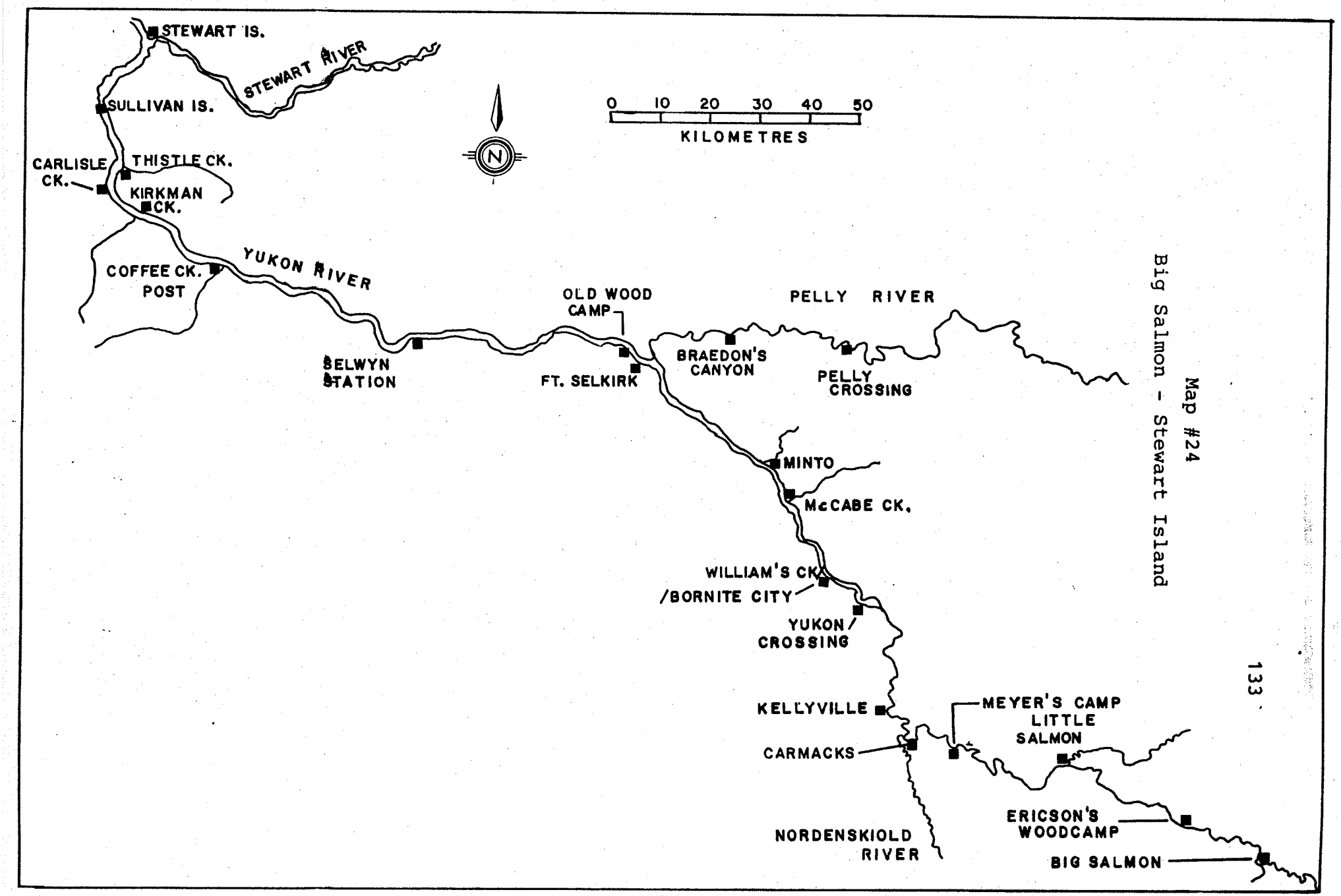
Wind City - West bank of Wind River, eight miles above Peel River 65 43N/135 12W, (Map #32), (1898-1899). Temporary settlement for gold seekers en route to Klondike; ten shacks, forty men.

Yukon Crossing - On Lewes River near Rink Rapids (Map #24). Small settlement on Whitehorse-Dawson Road at Lewes River. Summer ferry, roadhouse, telegraph station.

Map #23

Southern Lakes - Big Salmon



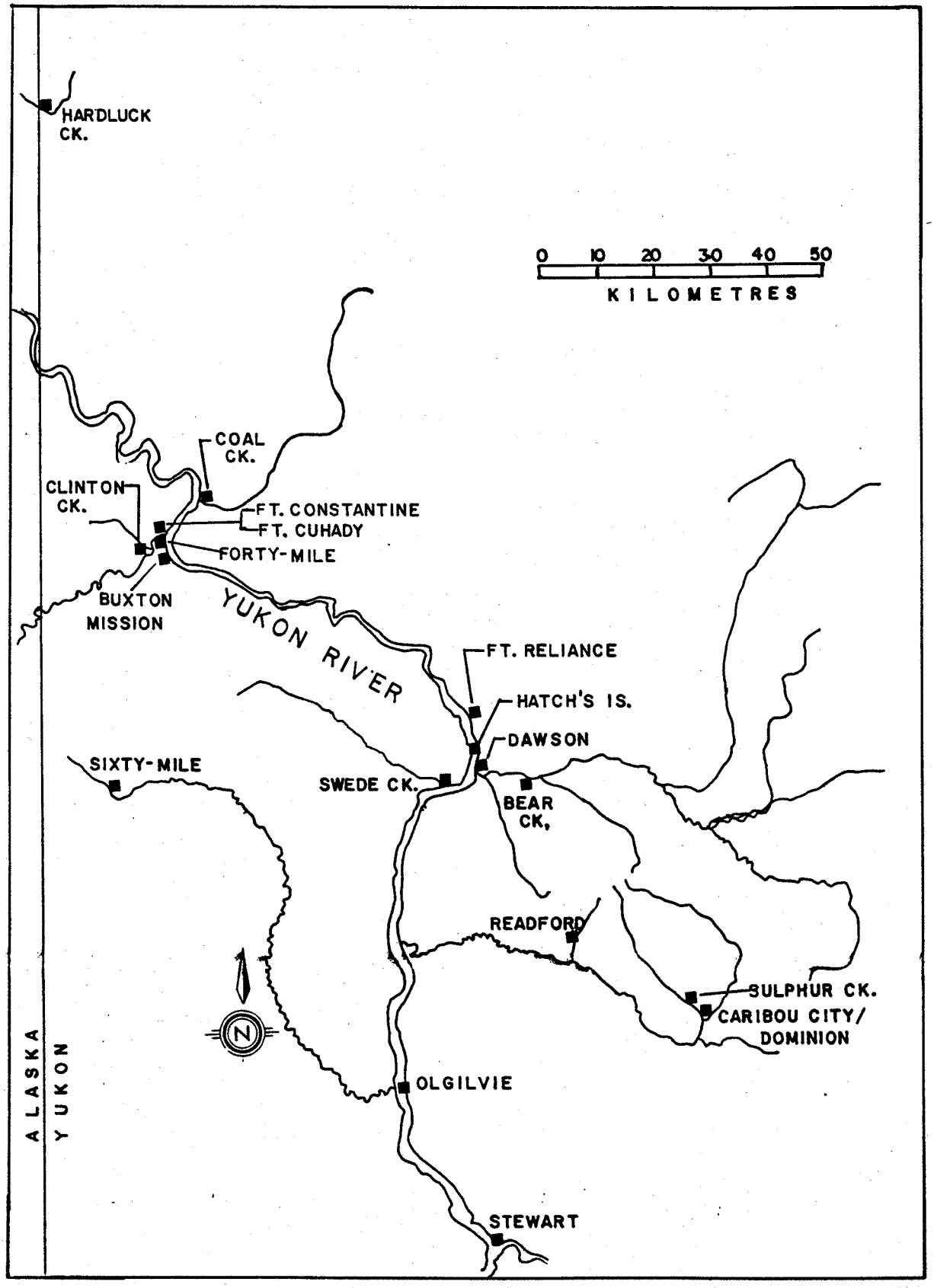


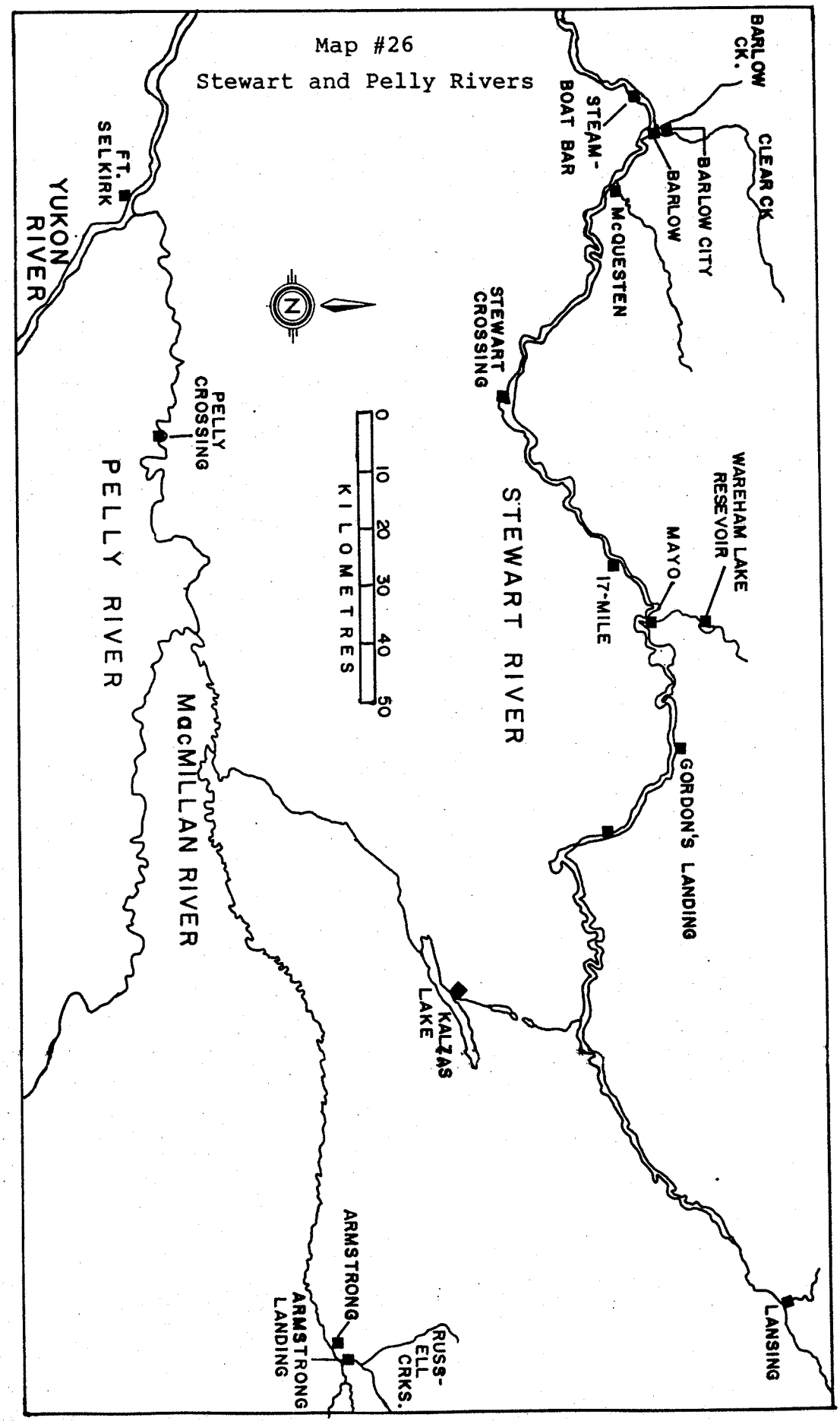
Map #24

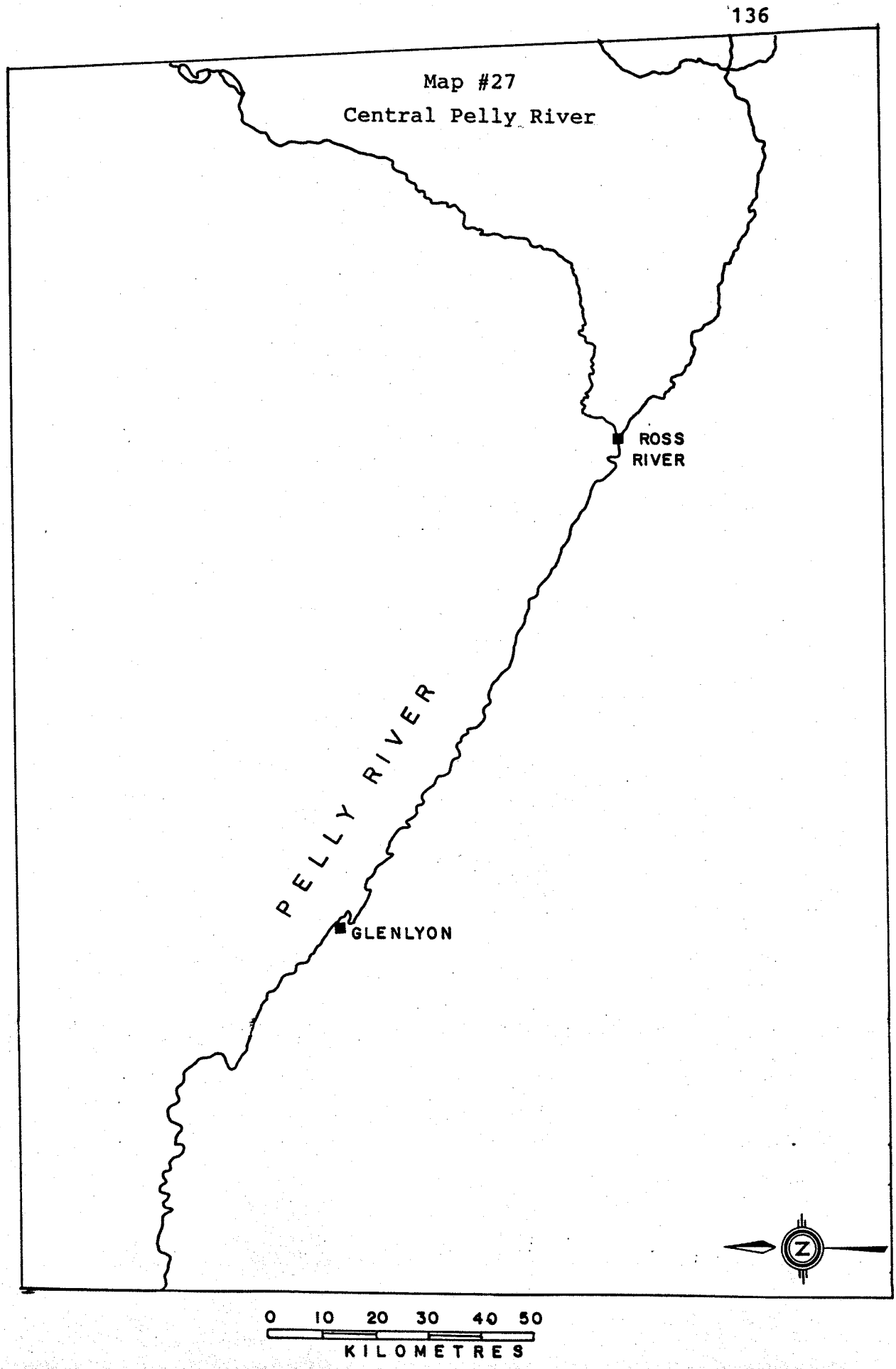
Big Salmon - Stewart Island

Map #25

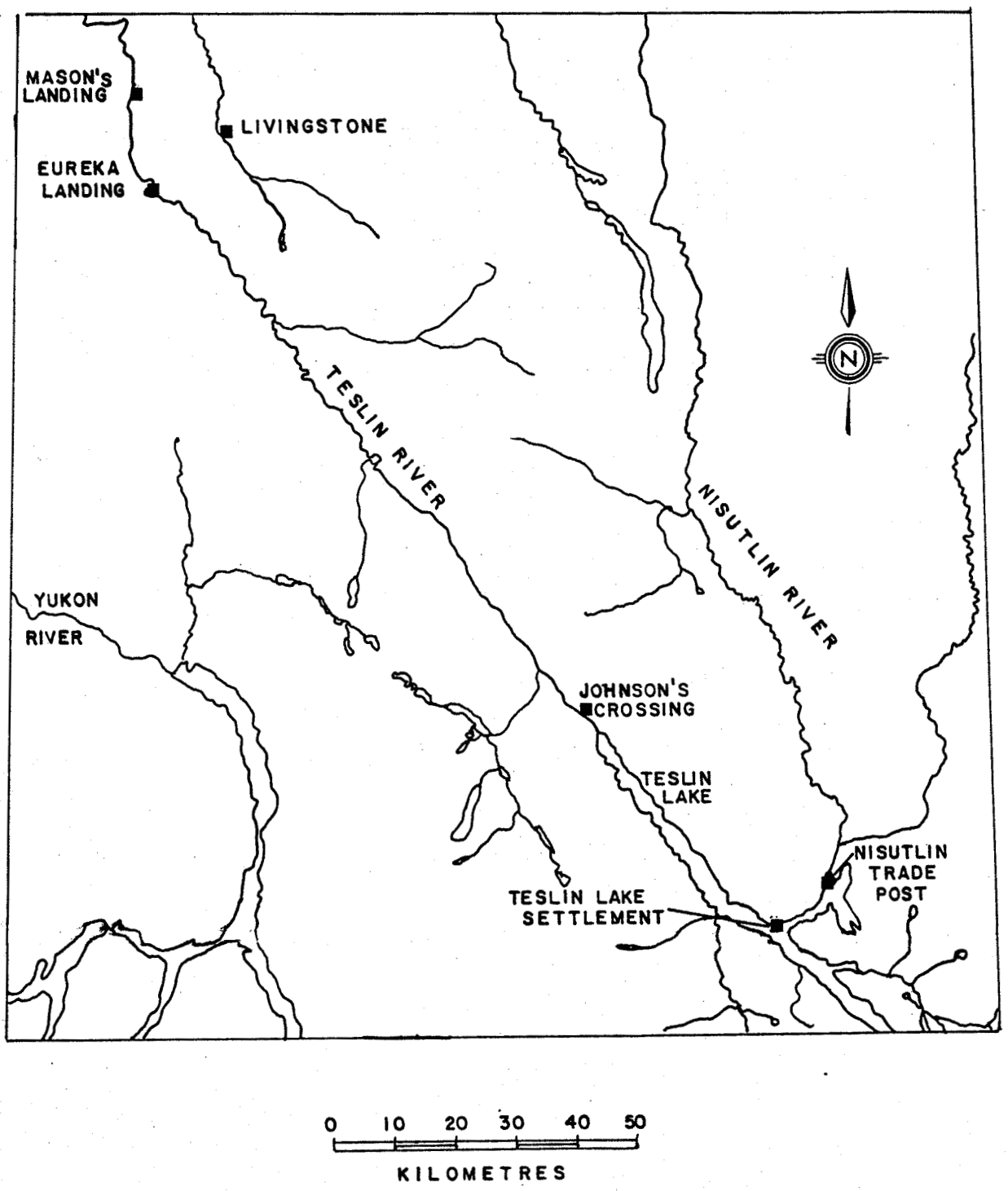
Stewart Island - Boundary including the Klondyke

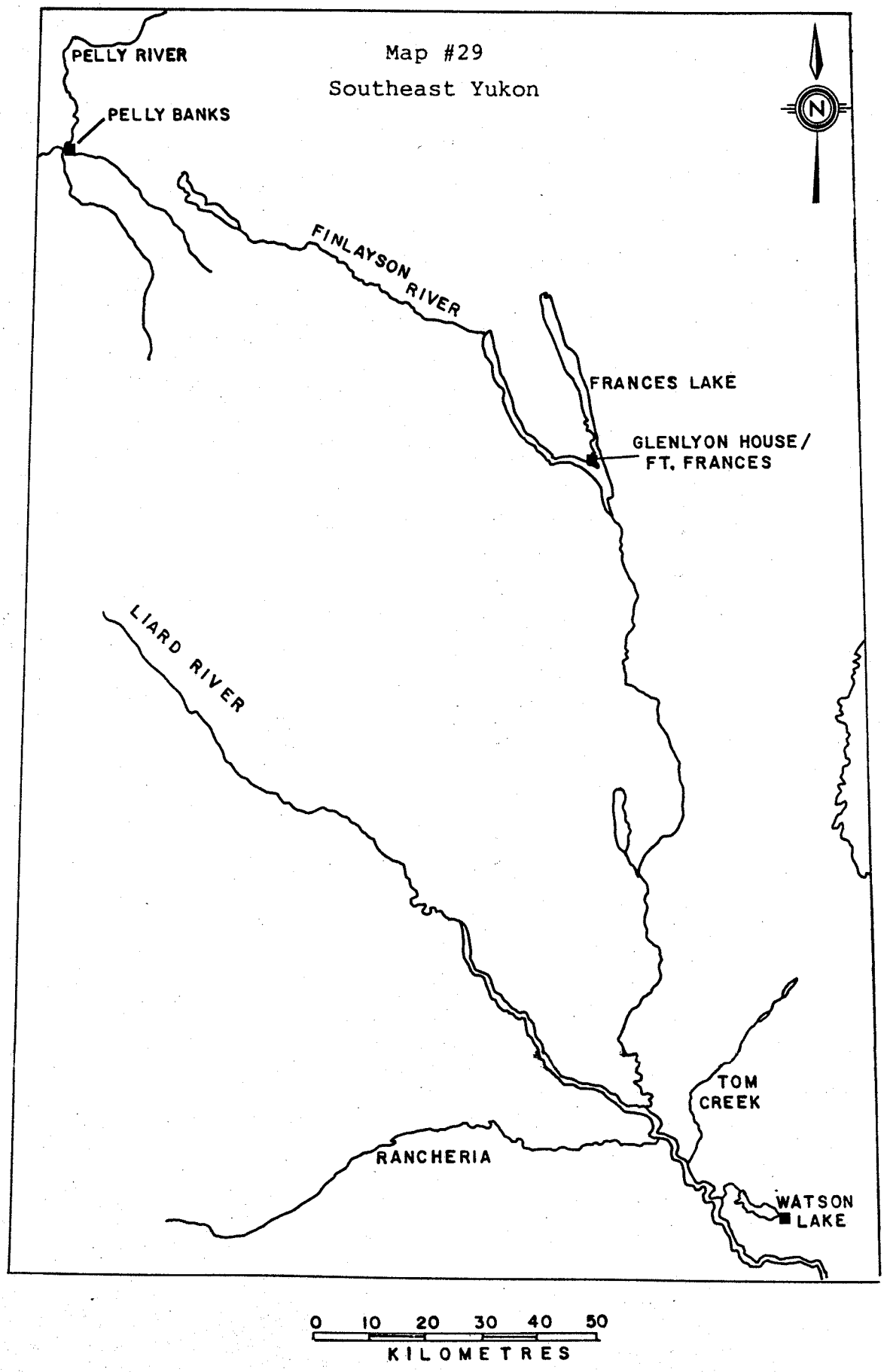



Map #26
Stewart and Pelly Rivers
BARLOW CK.
CLEAR CK
STEAM-BOAT BAR
BARLOW
BARLOW CITY
McQUESTEN
FT. SELKIRK
YUKON RIVER
STEWART CROSSING
PELLY CROSSING
PELLY RIVER
STEWART RIVER
WAREHAM LAKE RESEVOIR
MAYO
17-MILE
GORDON'S LANDING
MacMILLAN RIVER
KALZAS LAKE
ARMSTRONG
ARMSTRONG LANDING
RUSSELL CRKS.
LANSING
N
0 10 20 30 40 50
KILOMETRES


Map #27
Central Pelly River
ROSS
RIVER
PELLY RIVER
GLENLYON
N
0 10 20 30 40 50
KILOMETRES

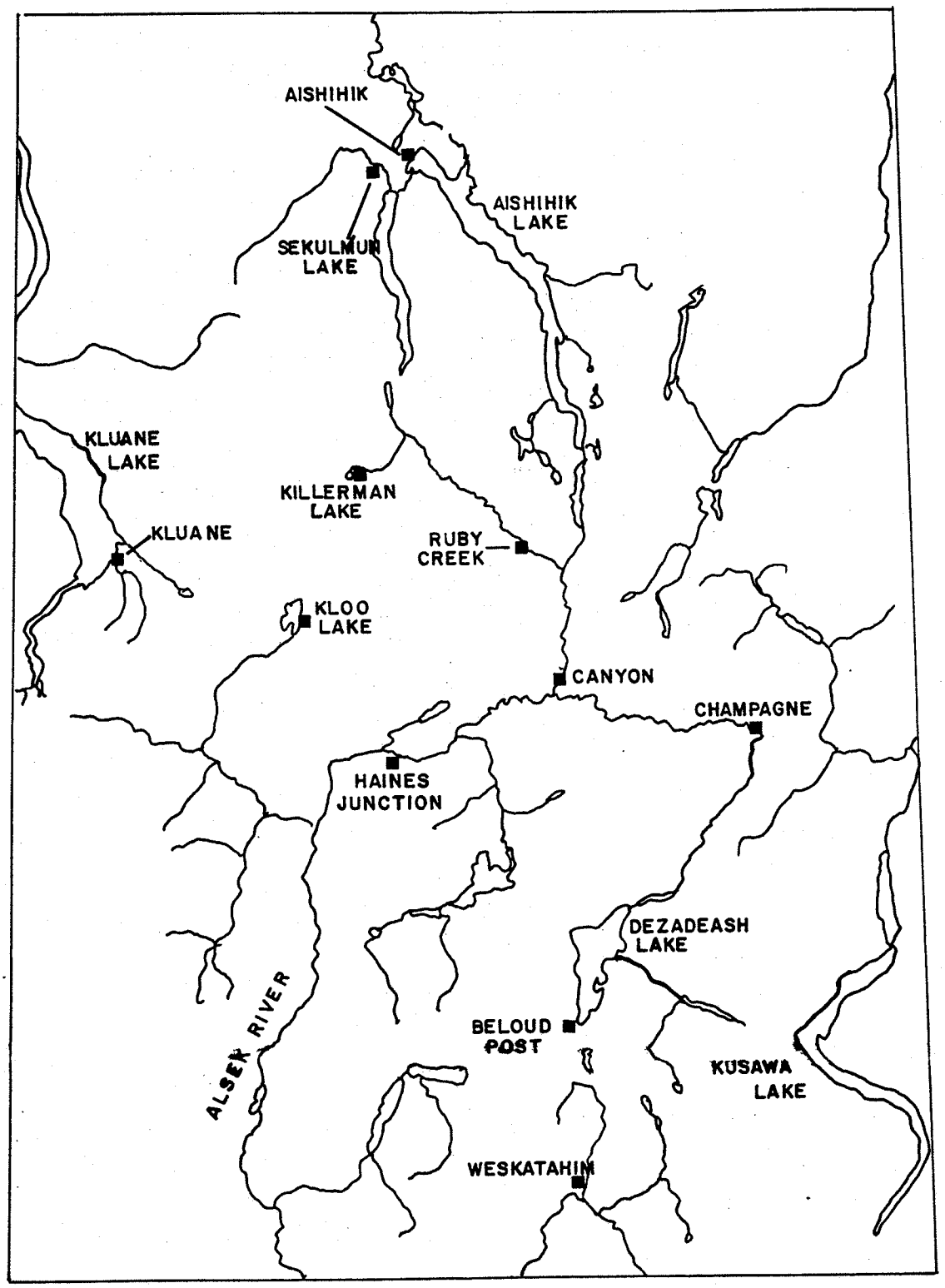
Map #28
Teslin River



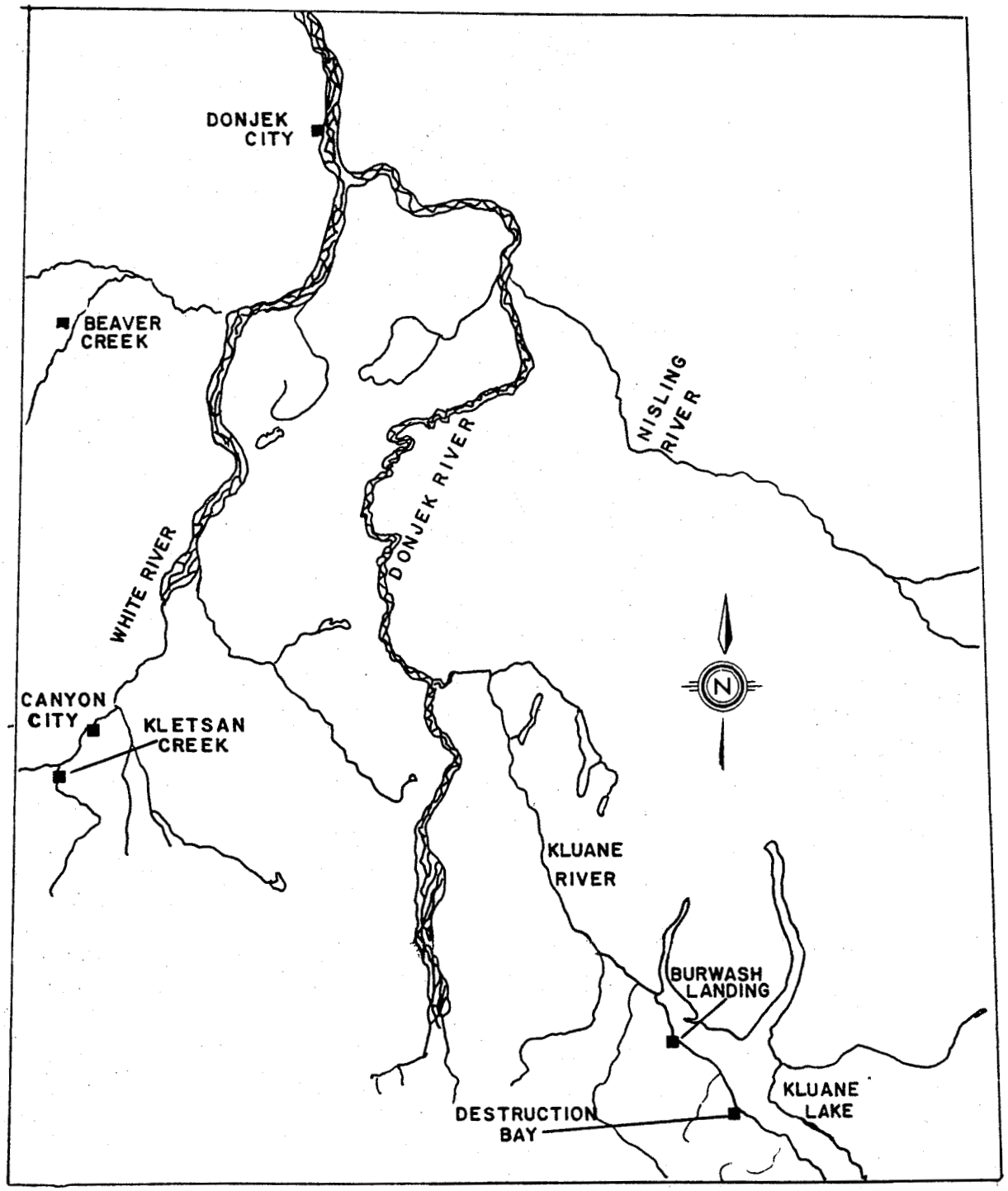

Map #29
Southeast Yukon
N
PELLY RIVER
PELLY BANKS
FINLAYSON RIVER
FRANCES LAKE
GLENLYON HOUSE/
FT. FRANCES
LIARD RIVER
TOM
CREEK
RANCHERIA
WATSON
LAKE
0 10 20 30 40 50
KILOMETRES

Map #30

Southwest Yukon

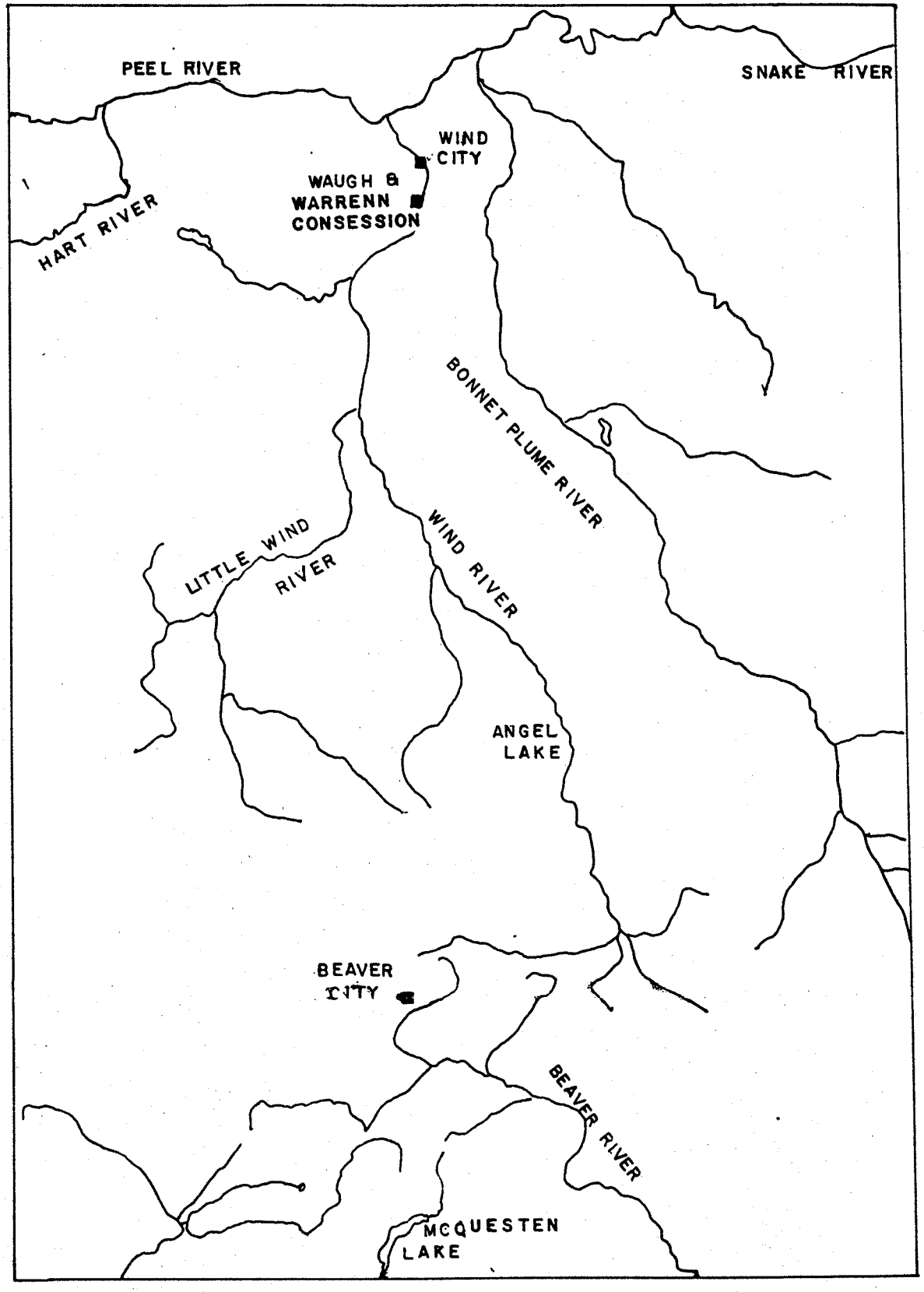


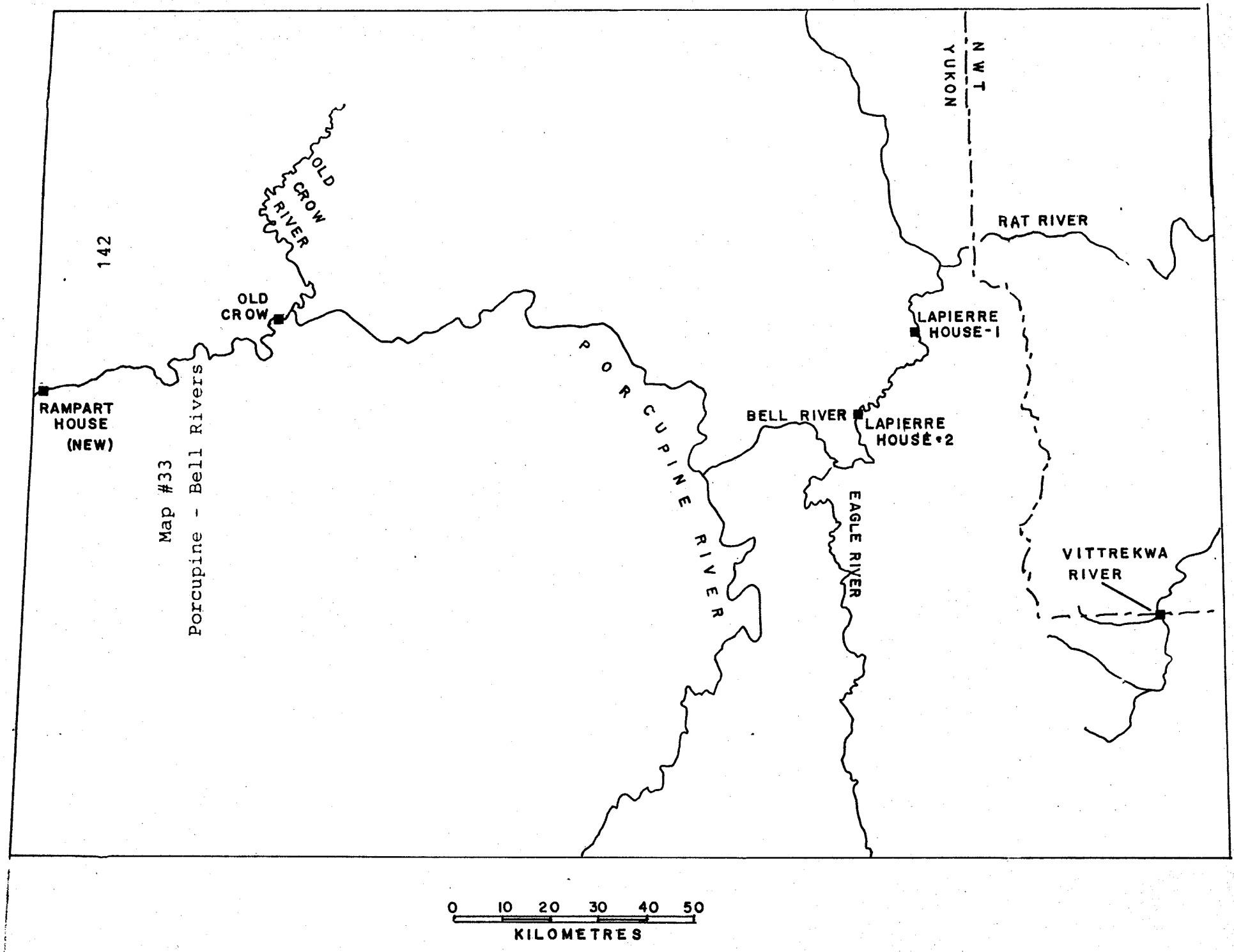
Map #31
White - Donjek Rivers



Map #32

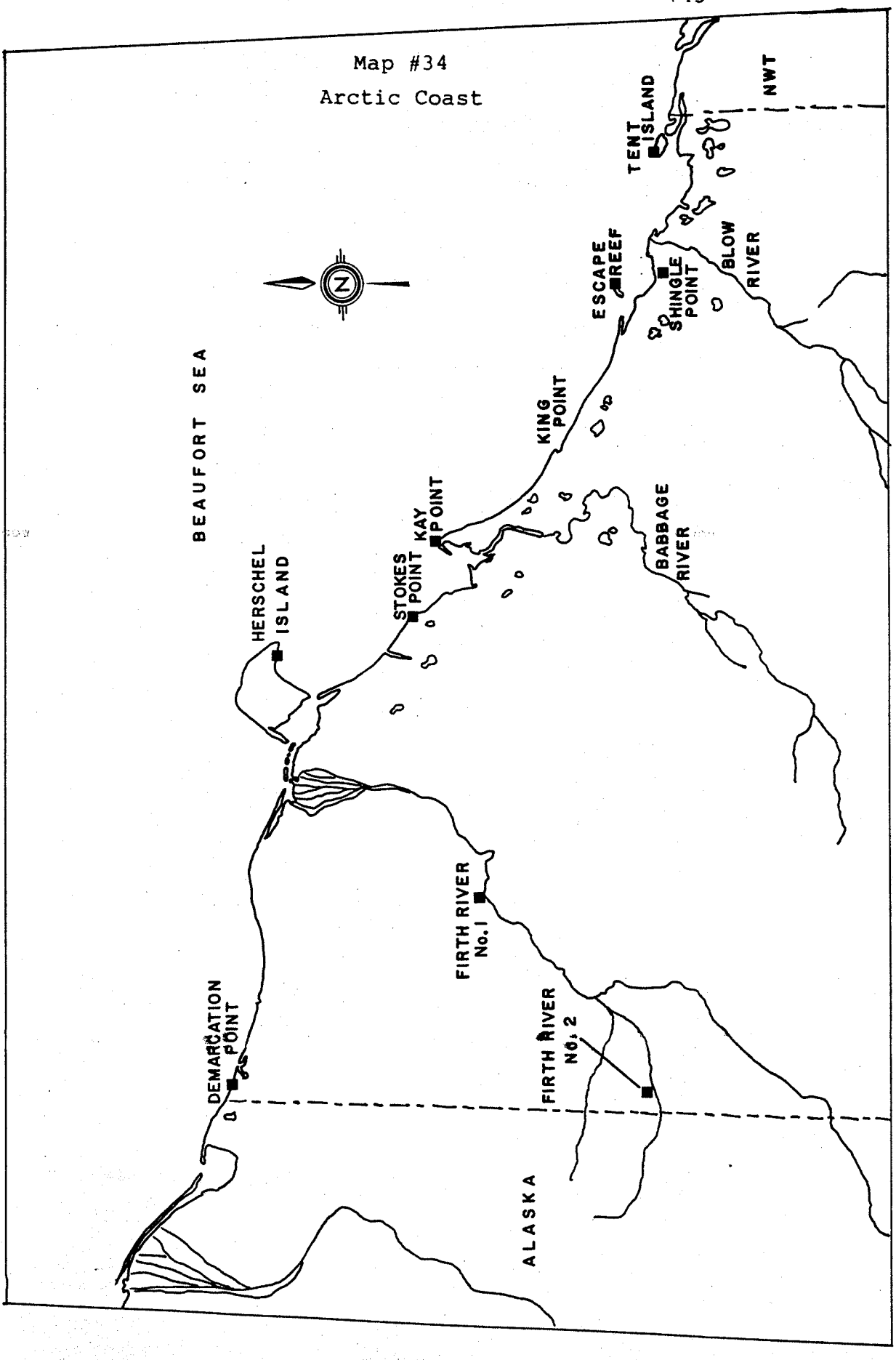
Wind River




142
OLD CROW RIVER
OLD CROW
RAMPART HOUSE (NEW)
Map #33
Porcupine - Bell Rivers
PORCUPINE RIVER
BELL RIVER
LAPIERRE HOUSE-2
LAPIERRE HOUSE-1
EAGLE RIVER
YUKON
N W T
RAT RIVER
VITTREKWA RIVER
0 10 20 30 40 50
KILOMETRES

Map #34

Arctic Coast



6.0 SUMMARIZED 1986 FIELD RESEARCH DATA BY MAP AREA

6.1 Introduction

During the 1986 field season divers of the Y.U.D.A. located and assessed nine vessels, four historic middens and one aeroplane. This section will present the data collected during fieldwork. It shall proceed from south to north, incorporating with the reports map areas which specify their location.

Each site will be discussed in terms of a praesis of its history, significance, its nature and extent, and an assessment of its research/recreational potential.

6.2 1986 Inventoried U.H.R.

1986-1 Carcross Midden Map #35

The Carcross Midden is located in the small stream which connects Bennett and Nares Lake. This settlement has long been used aboriginally for a seasonal hunting camp for the caribou which once forded the stream during the migrations. The name Carcross, is derivative of Caribou Crossing, as the village was known until 1902. Carcross was an important junction for steamboats coming upstream from Whitehorse and downstream from Taku Arm, Tagish Lake. It is currently the

Map #35

The Carcross Underwater Midden, Australian, and Gleaner/Mable F Sites

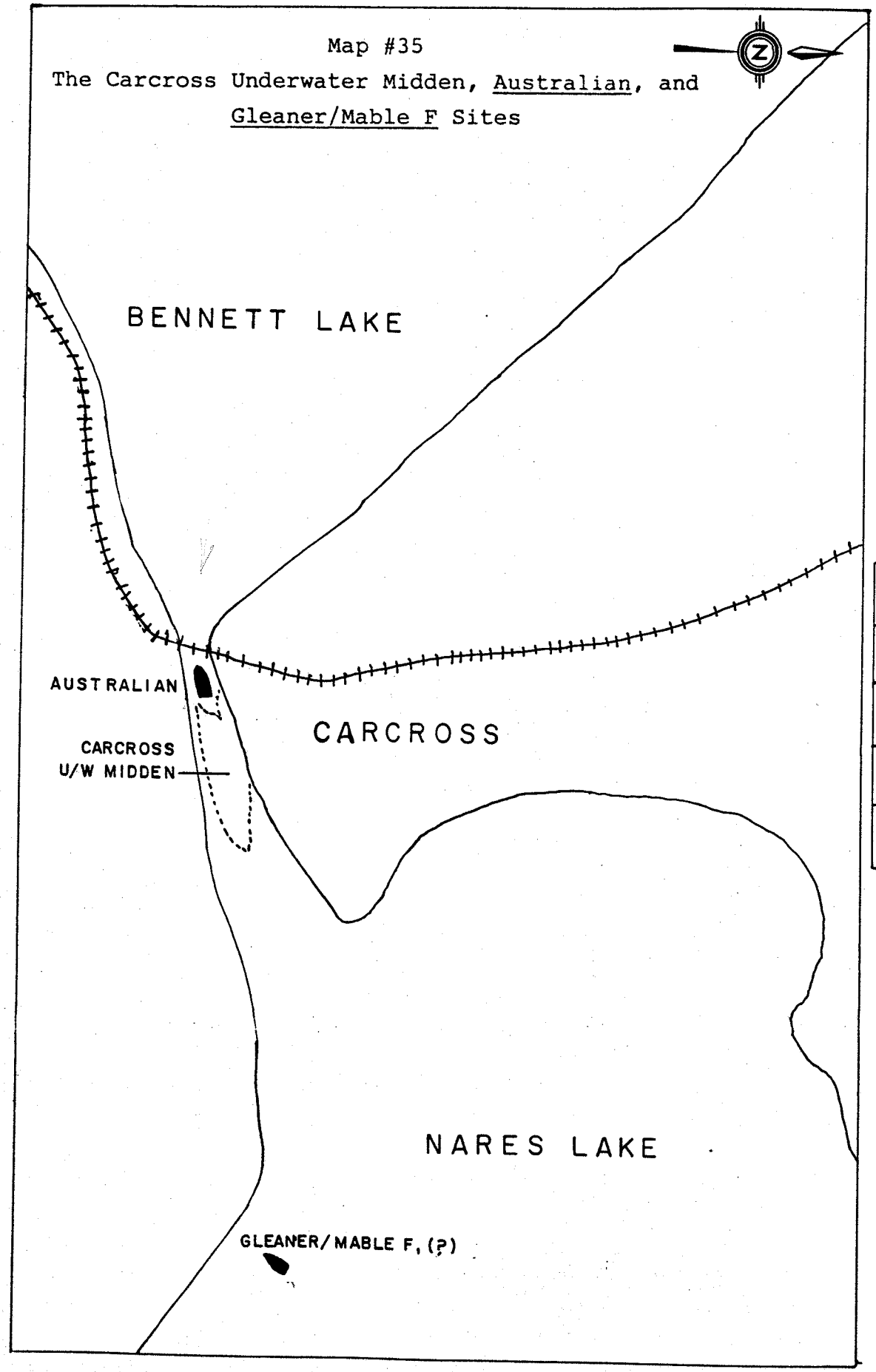


Figure #22
Historic Carcross c. 1905, a thriving transport terminus.

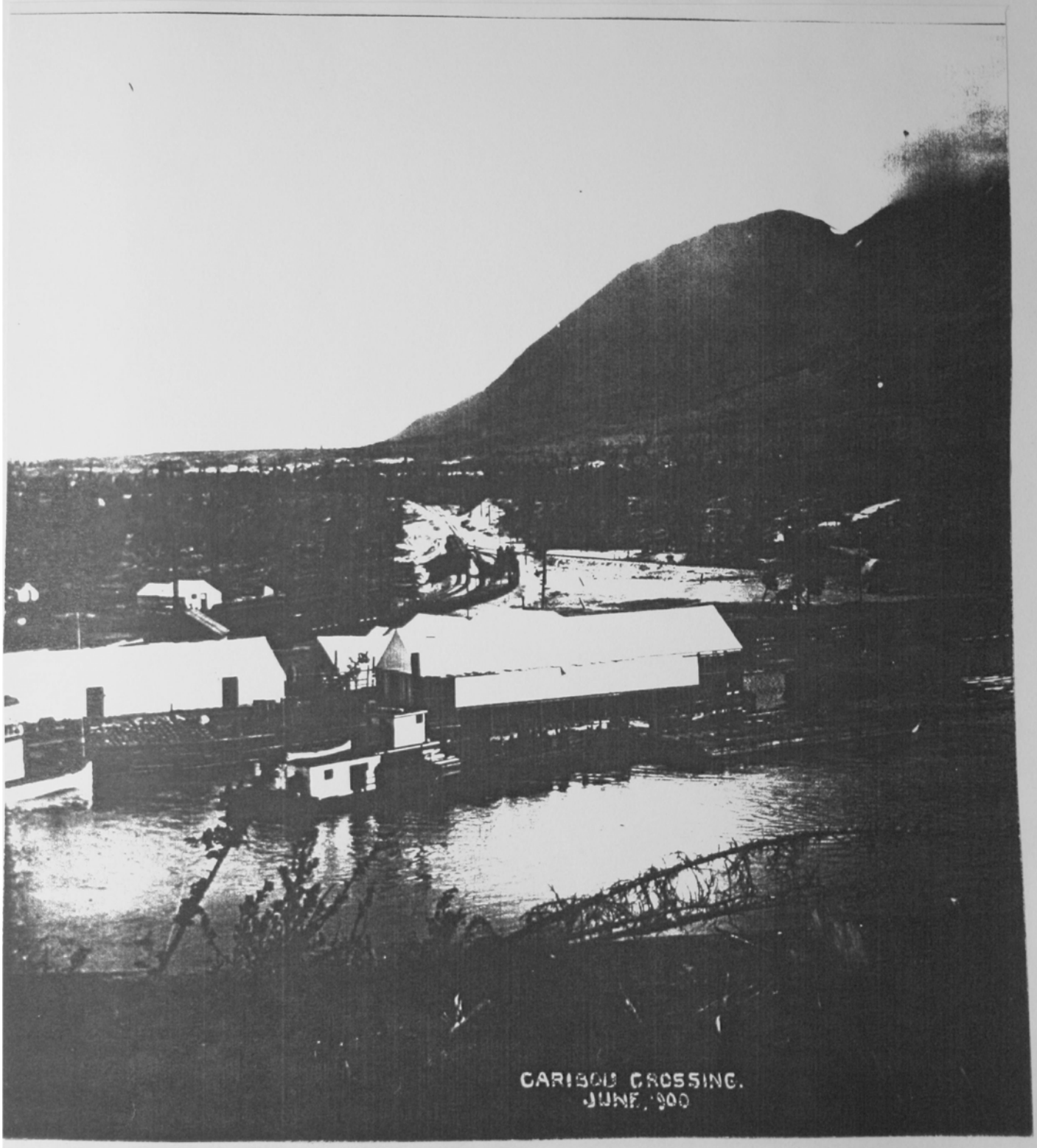
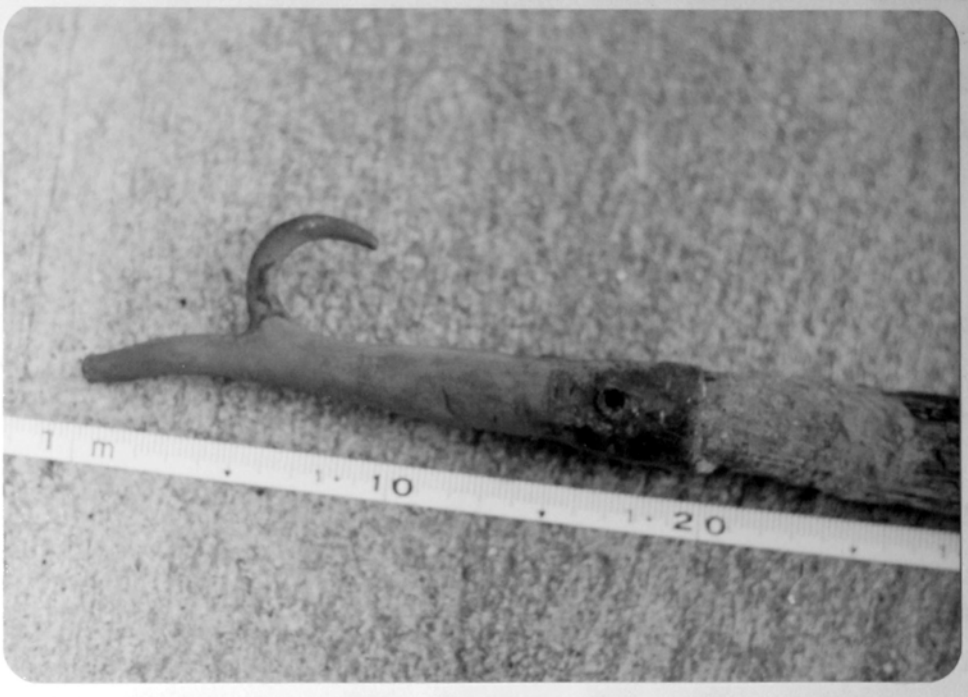


Figure #23

Representative Artefacts, Carcross Midden

a) brass headed boathook



b) crockery



site for display of the steamer Tutshi, which is being restored by the Yukon Government.

The documented midden itself lies between the railway bridge and approximately 400 meters downstream. Its contents include discarded steamer crockery, found along the cribbing of the old dock on the north shore, quite recent material deposited along the south shore, and a mixture along the center stream (Figure 23).

Field observations and inspection of historic photographs indicate that there is a southerly drift of the channel. Silt deposits are being laid along the north shore and the south shore is eroded to cobblestones. The implications of this fluvial pattern is that the oldest historic material which would be expected along the north shore where the steamer dock was, are now overladen with silt; an implication borne out by underwater survey, which revealed several pieces of steamship crockery in these deposits.

Thus, we can expect most of the early historic material of this midden to be relatively well protected for the present, and for the midden itself to give up well preserved material remains if ever properly excavated. It thus merits some protection.

1986 - 2 THE Barge AUSTRALIAN Map # 35

The Australian was originally a paddle-wheel steamer, built in 1899 by the C.D. Company, of Victoria, B.C. There is some indication that it was assembled at Bennett Lake, but this is uncertain. Its length was 35.5 meters, with a beam

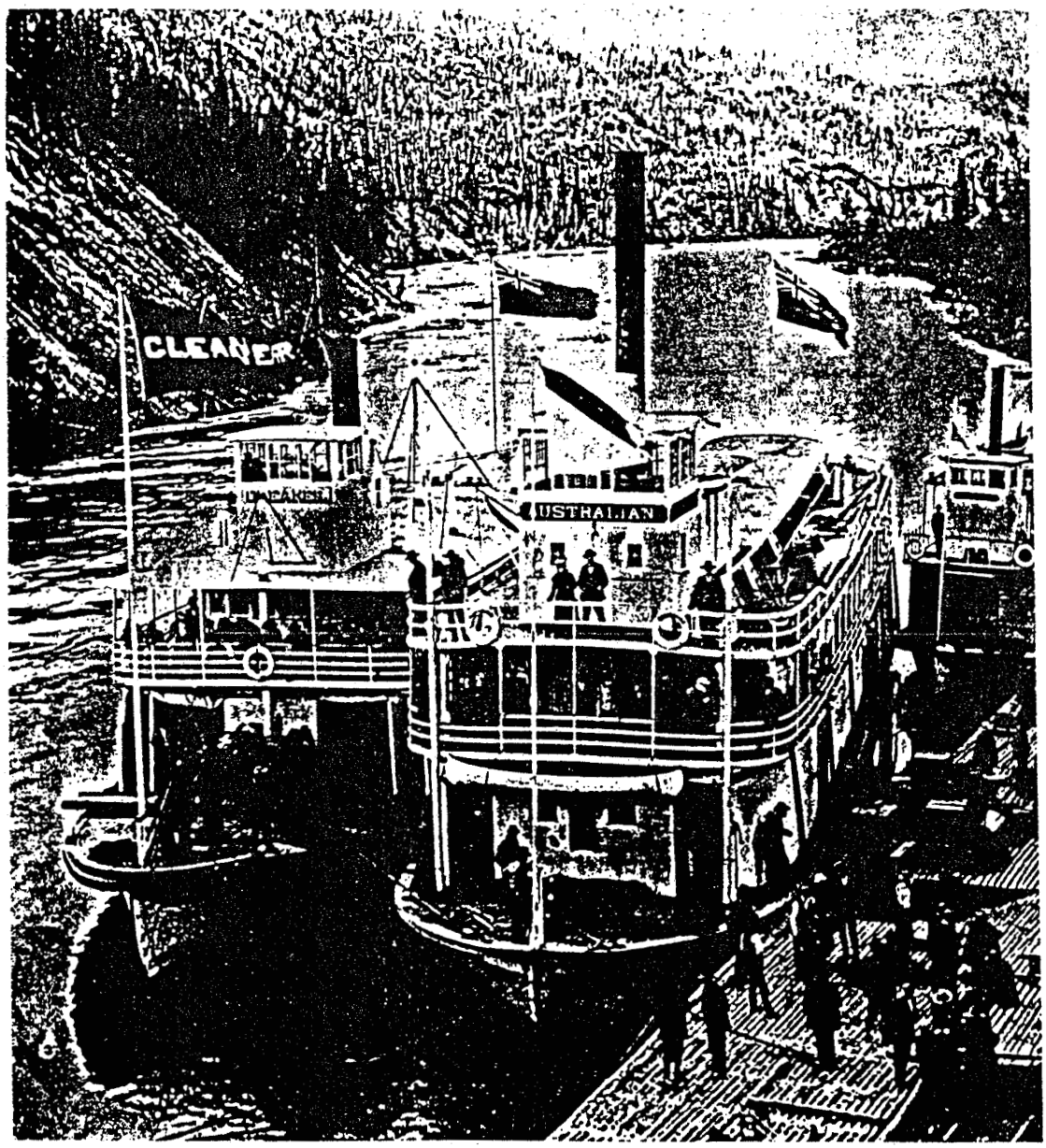
of 7.55 m (Figure 24). It was originally owned by the British Yukon Navigation Co., and first ran between Bennett and Canyon City until the end of 1900. Between 1901 and 1906 it operated on the Carcross-Atlin run. About 1906, according to registry records, it was abandoned at Carcross. In 1942, the builders of the Alaska Highway removed her superstructure and re-commissioned her as a barge, transporting equipment and supplies along the Yukon. Having performed this last major service she lay moored in front of Carcross, below the bridge, for many years. In "recent memory" she was scuttled, and sank in her present location; some say to act as a break-water against erosion, others simply because the pumps which kept her afloat failed.

Today her hull lies in approximately 6 meters of water, bow facing upstream, within 2 meters of the last set of pilings downstream of the trestle bridge. She is perfectly preserved, except for the forward towing bollard, which has been partially torn from her deck, by an abortive attempt to winch her afloat soon after she sank. She is of iron/wood construction and both remain well-preserved in the cold fresh waters. A brass headed boat hook was retrieved, photographed and replaced from this site (Figure 23a).

This vessel, due to its location at an easy dive spot, where the current is relatively slack, is an excellent wreck dive. In addition, since it contained little, if any, artefact material, it is a dive that can be promoted without too much worry of impact on the resource, although due to its contiguity to the Carcross midden, which is located immediately downstream, there is some concern that Australian dives not be allowed to impact this midden.

Figure #24

The Australian and the Gleaner, c. 1899



1986-3 The Steamer Gleaner or Mable F Map #35

This vessel lies in the shallows at the southwestern head of Nares Lake.

It was originally designated by the YUDA-HRI as the Gleaner, a sternwheeler built at Bennett by John Irving, in 1899. The Gleaner was 34.44 m. long, with a 7.62 m. beam, and like the Australian served originally on the Bennett-Canyon City route until 1907, and then served the Carcross-Atlin run (Figure 24). She was retired from the registry in 1917, and sunk at Carcross, to make a breakwater. However, one account maintained that as a result she was no longer visible.

This led us to reconsider our designation. Another source maintains that the Mable F., also built at Bennett, was beached at Carcross. This describes more accurately the remains of vessel 1986-3. It is unfortunate, however, that at present we do not have in hand any further details of the Mable F., such as measurements, which would allow us to conclusively document the vessel. It is probable that this vessel is indeed the Mable F., and that the Gleaner lies elsewhere, perhaps across the water at the northwestern head of the lake. Further field and historic research is required to decide this question.

In any event, the vessel lies at high water (August/September) in about 3 m. of water, while it is nearly completely exposed during early spring low water. Because of this seasonal inundation, and the erosionary force of ice formation, pressure and spring movement, the vessel has been subject to tremendous destructive powers. While the bow

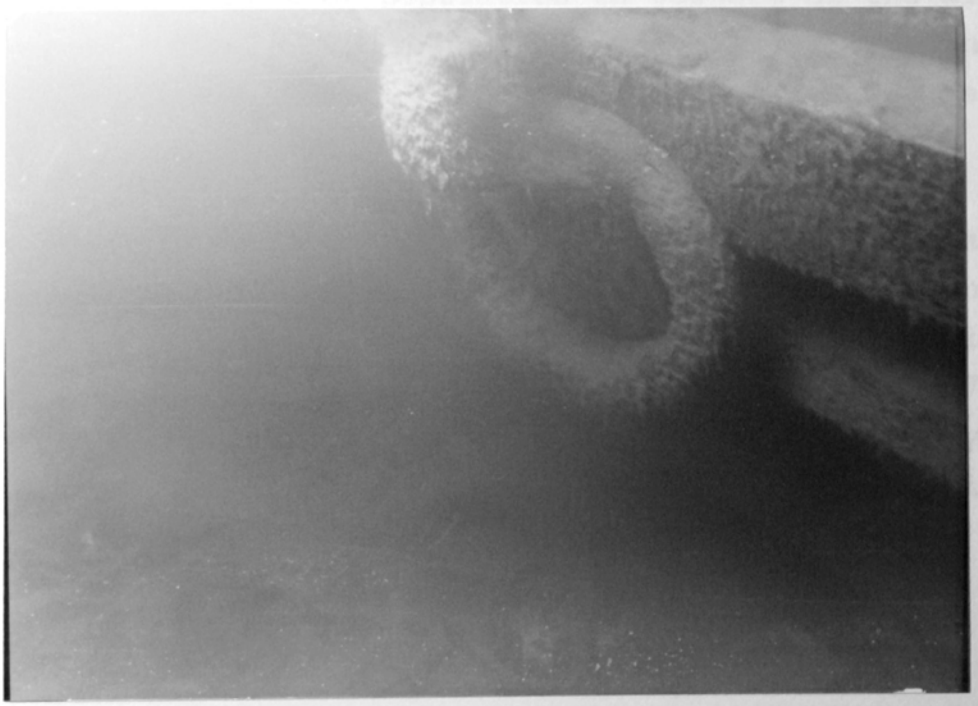
Figure #25

The Gleaner, underwater remains

a) midships detail - hullplanks and ribs



b) bow detail - mooring ring



stem, keel, and transom end remain, much of the forward planking has been removed; some of these planks were found on the surrounding lakebed. However, from about amidships, the vessel's hull-planking is fairly intact. There seems to be little artefactual remains of any note in the area.

The wreck makes an interesting dive but only during the highest waters; even then, in several places one can stand and find one's head above water. It is considered of relatively negligible research value; nor would diver impact on the site be great.

1986-4 Venus Mines Midden Map #36

This midden is located along the west shore of Windy Arm, Tagish Lake.

The Venus Mines were worked during the first fifteen years of this century. The town of Conrad (see 1986-4 below) was the major site of population in support of the mine. At Venus itself was located a cookshack, assay office and ore-mill. Supplies were brought here by the Gleaner; the dock cribbing remains. The mines were shut down in 1914.

The midden debris which was discarded into the waters of Windy Arm has two identifiable components. One, fronting the cookshack is characterized by food containers, animal bones (ungulate), kitchen-ware and leather boots (Figure 27). The other, fronting the assay office, is characterized by assayer crucibles, chemist bottles, and unidentified material cases.

Both middens are deposited upon a steep (approx. 70-80

Map #36

The Venus Mines and Conrad City Underwater Midden Sites

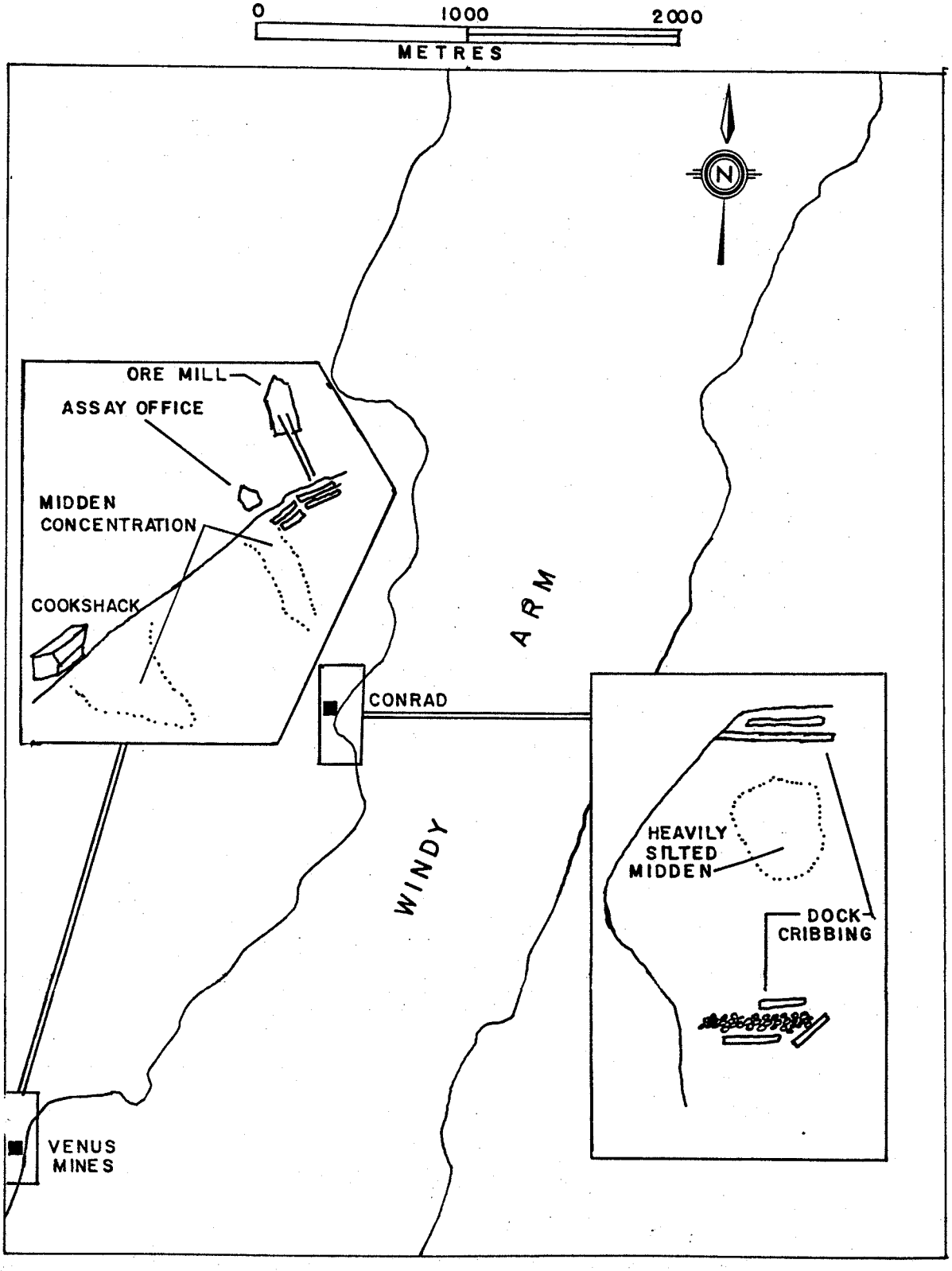


Figure #26
Venus Mines - mill and cookshack

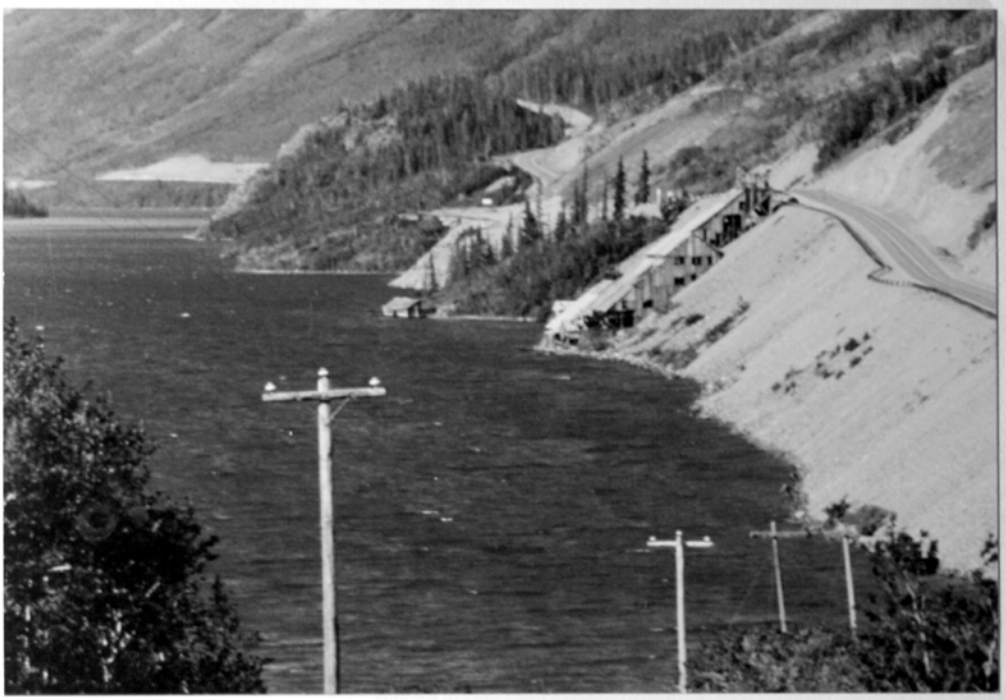


Figure #27

Venus Mines Artefacts - everyday life of hardrock miners

a) coffee pot and crate



b) spirit bottle



Figure #27 continued

c) leather boot



Figure #28

Access to Venus Mines Site - hiking to the cookshack



degrees) shoreline slope, which descends an undetermined distance to the bottom of Windy Arm. Divers who descended to depths of 33 meters along these two components report no end in sight of either cultural deposits or slope.

Because of access difficulties to dive this site (Figures 13b & 28) it is considered reasonable well protected from molestation. Certainly the cultural remains deposited here are of some value, reflecting as they do the everyday life of turn of the century mining activity at the Venus mine.

1986-5 Conrad City Midden Map #36

This midden is located along the west shore of Windy Arm.

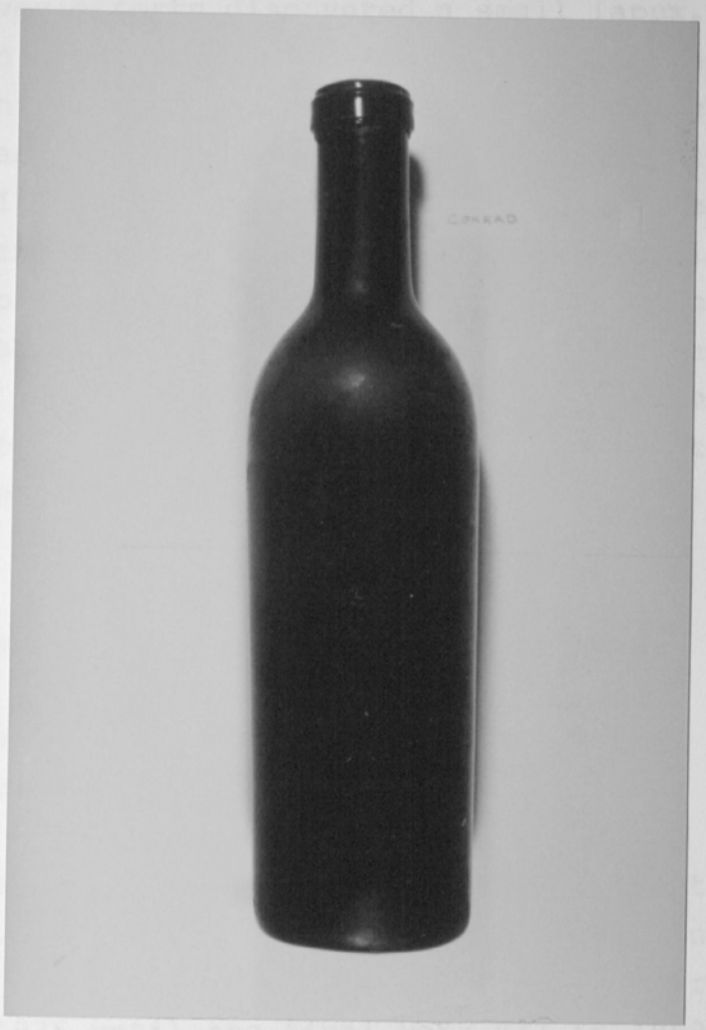
From 1905 to 1914, Conrad was a thriving mining town, with stores, hotels, churches, and regular steamboat service with Carcross, via the Gleaner (Figure 29). The town was originally organized by an American mining promoter, Col. J.H. Conrad, who had acquired control of most of the silver-gold-lead claims on the west shore of Windy Arm. It grew quickly from a small supply base for Conrad's mining operations to a vibrant town, until a drop in world prices for silver in 1914 saw mining activity end. The town was quickly, and permanently, abandoned.

The Conrad underwater midden may be described as being bounded by two structures; one the small dock cribbing at the south and the other the large dock and tramway cribbing at the north. The site itself has received, and continues to receive, significant silt deposition, creating an encroaching sand-beach along the shoreline, a fact which makes it a rela-

Figure #29
Conrad City, c. 1908



Figure #30
Conrad Artefact, hand blown spirit bottle



tively popular campsite along the lake. This deposition is largely restricted to that area within the confines of the small bay here. After passing the headland, the bottom makes a steep drop to the lakeshore bottom far below.

Our survey efforts discovered a small (appx. 70 X 40 m) "pothole" in about the centre of the site, where significant amounts of historical material was observed, including crockery, hand-blown glassware, and several tools (an axe and pry bar). It may be that this area of the midden contains further material which has settled or been overlaid with the fluvial deposits. These cultural deposits, combined with relative ease of access, close camp facilities and largely undisturbed matrix, combine to give the Conrad midden good potential for future controlled excavations. It thus requires protection from destruction.

1986-6 Norseman Aeroplane Map #37

The remains of this aeroplane are found off the northwestern shore of Tagish Lake.

The Norseman was a product of Noorduyn Aviation, Montreal, P.Q., and was for many years the favoured Canadian bush plane, remaining in production from the first Mark I version in 1935 until the final Mark VII in 1959, during which 918 Norseman were built. Over 746 of the Mark VI military versions were purchased by the United States Air Force for use as northern transport vehicles, many of them in Alaska and Yukon, during the construction of the Alaskan Highway. As an historical aside, the swing band leader Glen Miller disappeared in a Norseman between England and the con-

Map #37

Tagish Norseman Site

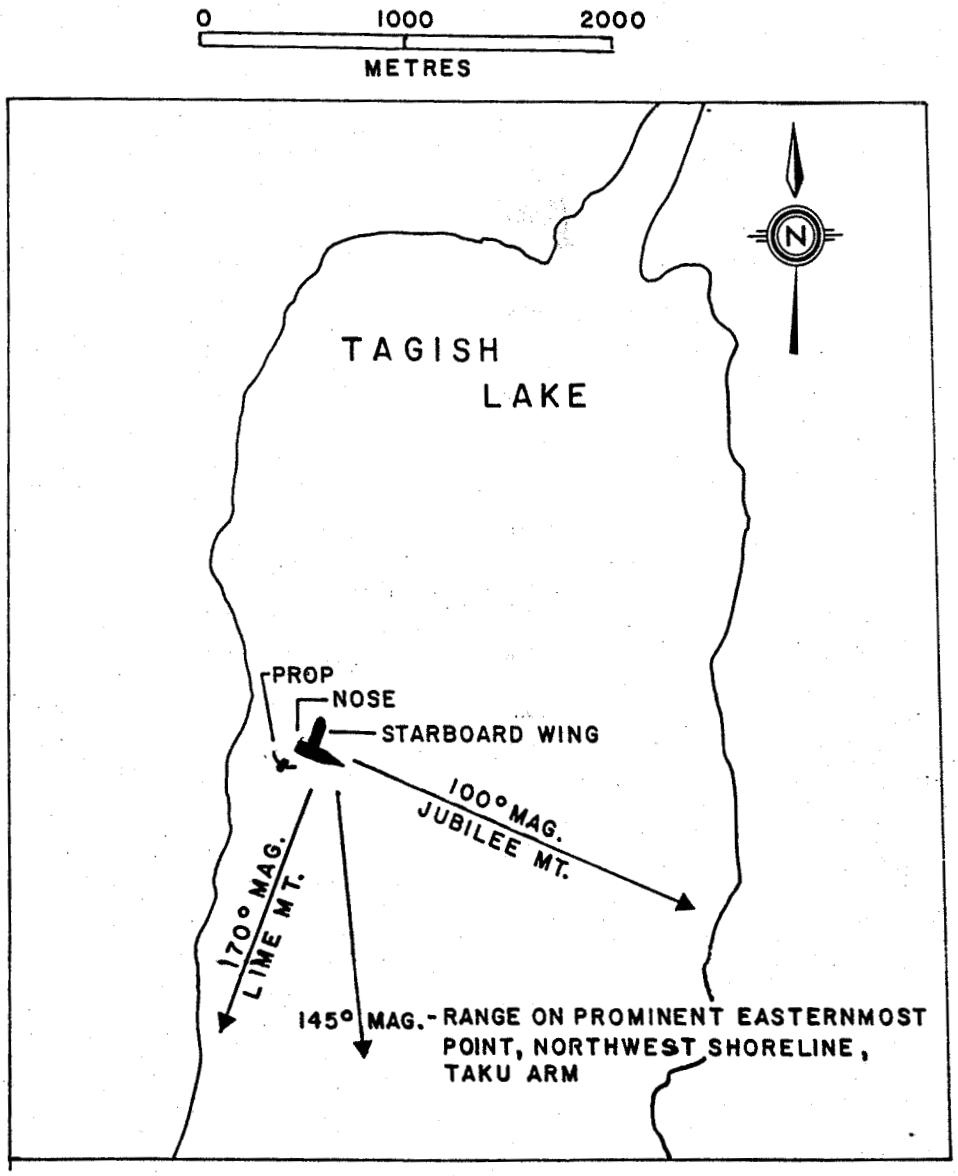
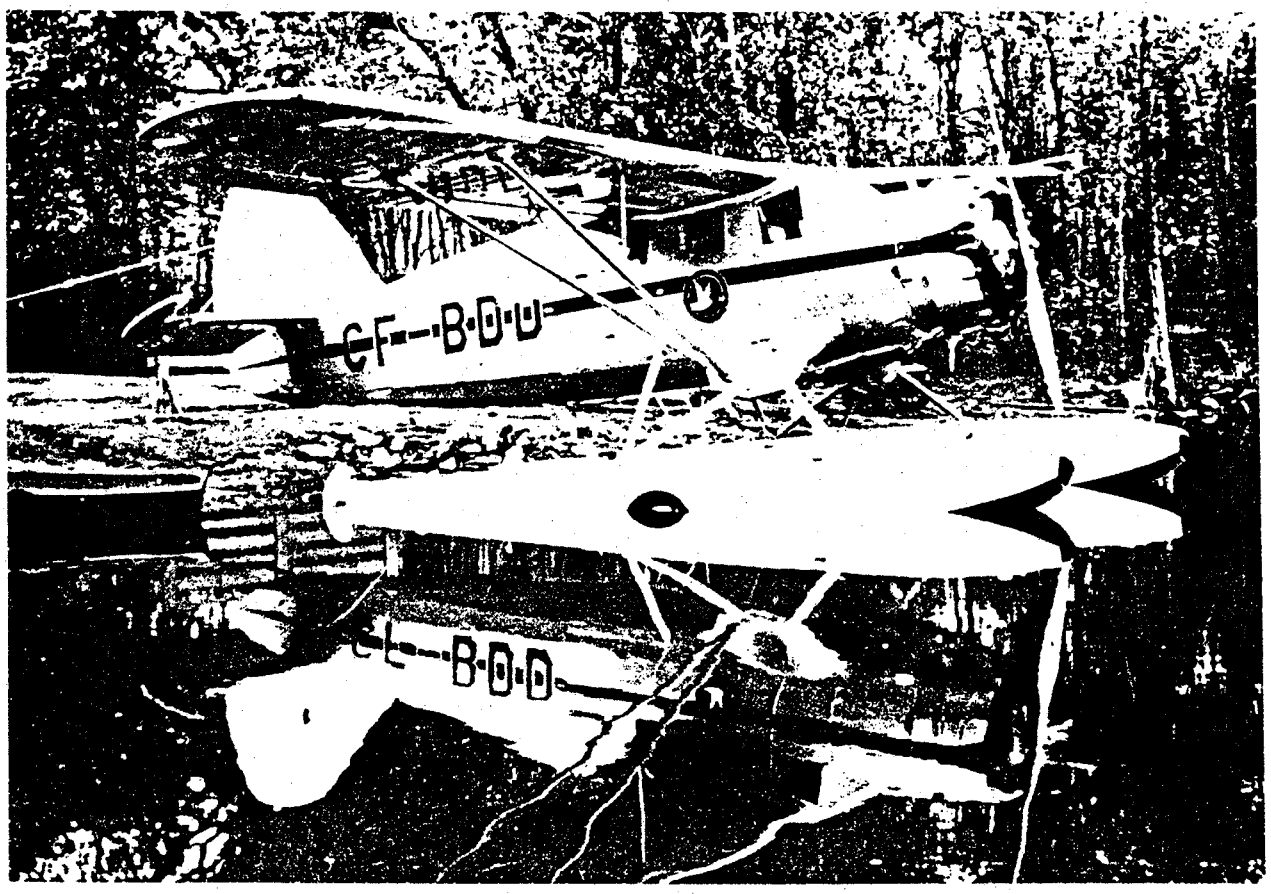


Figure #31

A Noordwyn Norseman Aeroplane



Specifications	
Manufacturer	Noorduyn Aviation Ltd., Montreal, P.Q.
Engine	Pratt & Whitney Wasp S3H1, 550 h.p.
Dimensions	Span 51'6", Length 32'0", Height 10'3"
Weights	Empty, 3,675 lbs., Gross 6,450 lbs.
Fuel Capacity	105 Imp. Gals.
Performance	Speed: Max. 170 m.p.h., Cruise 150 m.p.h., Stall. 55 m.p.h., Climb. n.a., Ceiling 22,000 ft., Range 600 miles

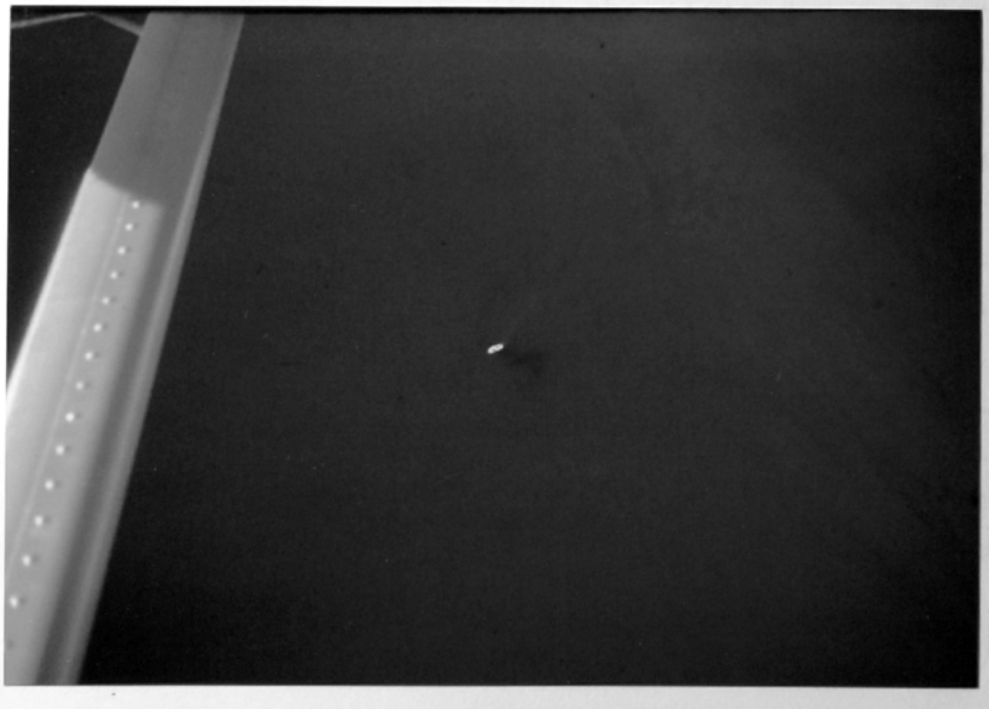
Figure #32

Locating the Norseman, Tagish Lake

a) the wreckage is clearly visible from the air



b) a dive boat was talked into position by radio contact with Bob Cameron's Beaver



tinent in 1945.

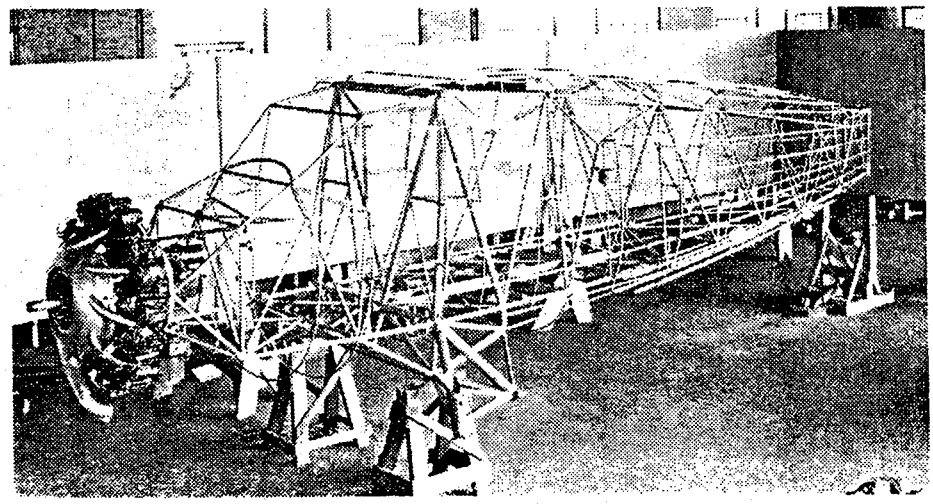
The Norseman located in Tagish Lake has long been known to aviators of the region, who could clearly spot its remains from the air, but had never been able to fix its remains on the water. Several attempts were required for divers to locate it; the first hampered by poor visibility. We received great support in determining its position from a local pilot and aviation historian, Bob Cameron of Whitehorse. Maintaining air to surface radio contact, Mr. Cameron guided the dive boat over the Norseman from his vantage point above us. It was an excellent illustration of the use of this air/surface locational system, one which may be used to our advantage again in the future.

The exact history of this Norseman has yet to be determined. Attempts by both Mr. Cameron and ourselves have produced only the vaguest of circumstances. In the winter of 1941 or 1942, the plane, likely of the USAAF, was forced to land on the ice of Tagish Lake. Examination of the recovered propeller blade showed it to be relatively true to its cast and unchipped. This reveals that the plane did not "crash at power"; that is the blade was not turning fast, if at all, at the time of crash, which would have resulted in extensive damamge to the propeller. It is said that the airforce then salvaged the equipment and, perhaps, the motor, and burned the canvas fabric which covered the frame of the aeroplane, abandoning it to sink into the lake the following spring.

Our examination of the plane revealed that it is missing the port side wing, but otherwise the framework is intact, though fragile and incapable of bearing weight. Little instrumentation remains, except for the throttle and flap

Figure #33
Norseman Fuselage airframe

a) in the factory



b) underwater remains, Tagish Lake

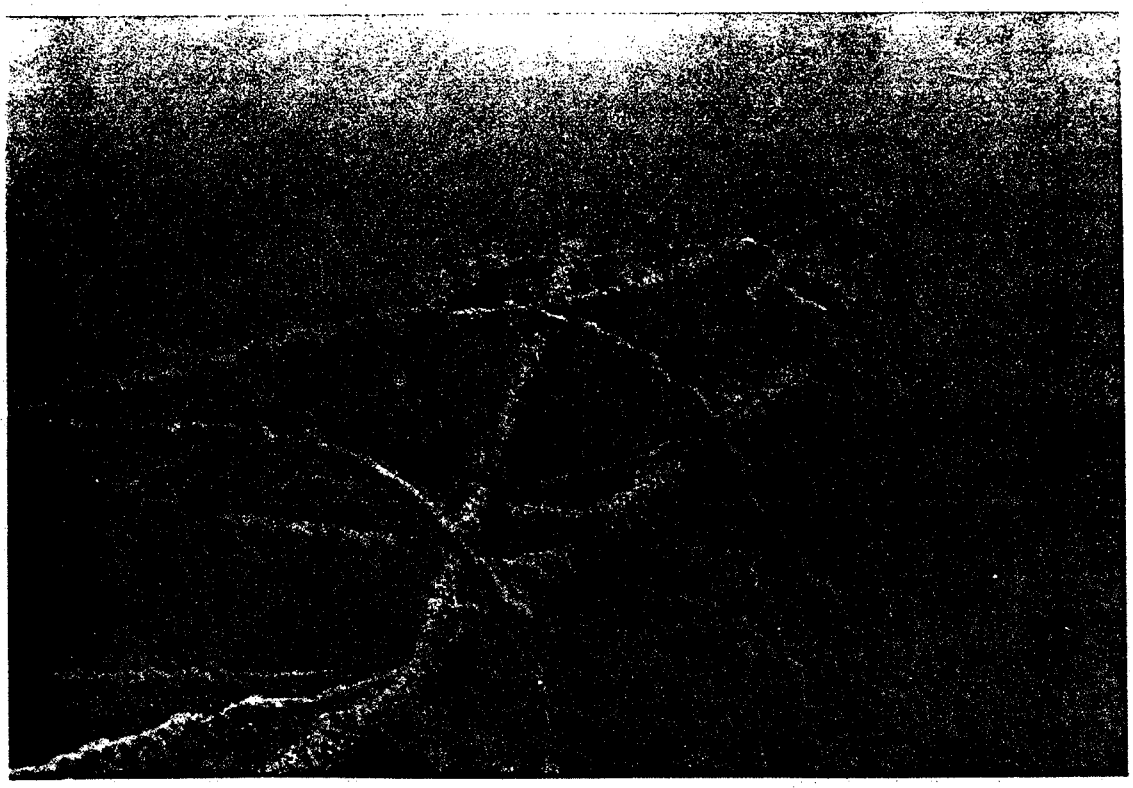
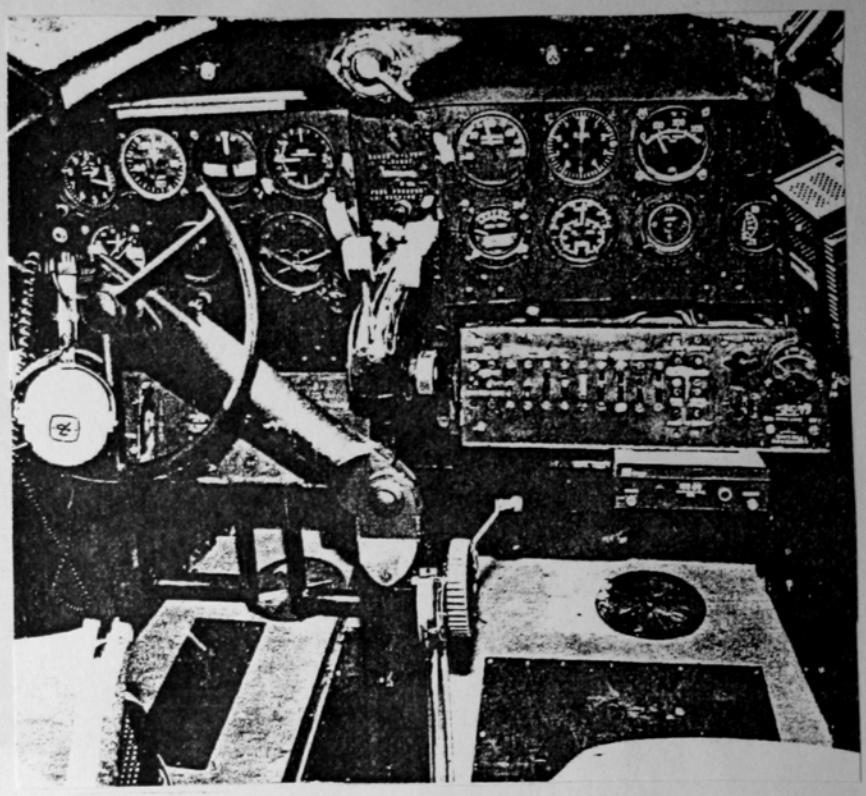


Figure #34

Norseman Control Panel

a) operational



b) underwater remains, Tagish Lake



Figure #35

Norseman Underwater Remains

a) the nose of the aeroplane



b) the starboard wing



Figure #36

Retrieving the Norseman Propeller

a) hauling the propeller aboard



b) transport to Whitehorse



pedals. At first it was thought that the engine had clearly been removed, but further examination of underwater photos in comparison with structural blueprints indicates that the forward cowling has been bent nearly 90 degrees forward. This would place the engine, if present, underneath the forward cowling and unobservable to our examination. A further resurvey should either confirm or negate this possibility.

The propeller of the aeroplane was located appx. 40 m E/S/E of the nose of the plane. After consultation with conservation experts at Parks Canada, Winnipeg, who advised that conservation procedures would be neither technically nor financially difficult, and the Yukon Transportation Museum Society, who agreed to assume responsibility for conservation and display of the blade, permission was received from the Heritage Branch to recover and conserve the propeller.

This site is a little difficult to locate, but makes for an interesting dive. Divers must take care to refrain from handling the framework, which is fragile, but otherwise there is little negative impact visitations could make.

1986 - 7 Canyon City Midden Map #38

This site is located on the east shore of the Yukon River, above the head of Miles Canyon.

During the winter of 1897-98, Norman MacAuley built a wooden tramway from this point, the starting point of an established portage around the turbulent waters of the canyon and rapids below. MacAuley built a dock to receive river traffic, offices, freight sheds, and a hotel, as well. Other

Map #38

The Canyon City Underwater Midden Site

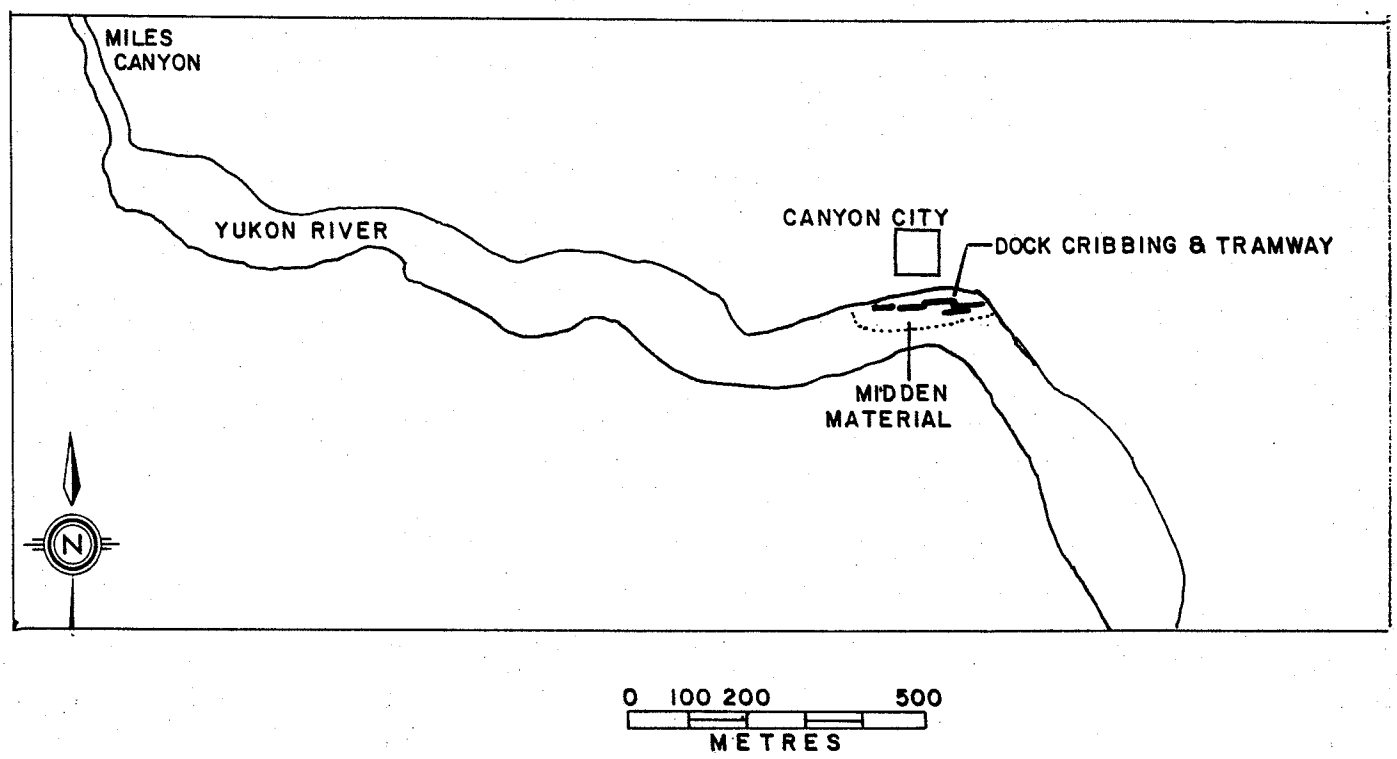


Figure #37
Canyon City, c. 1898



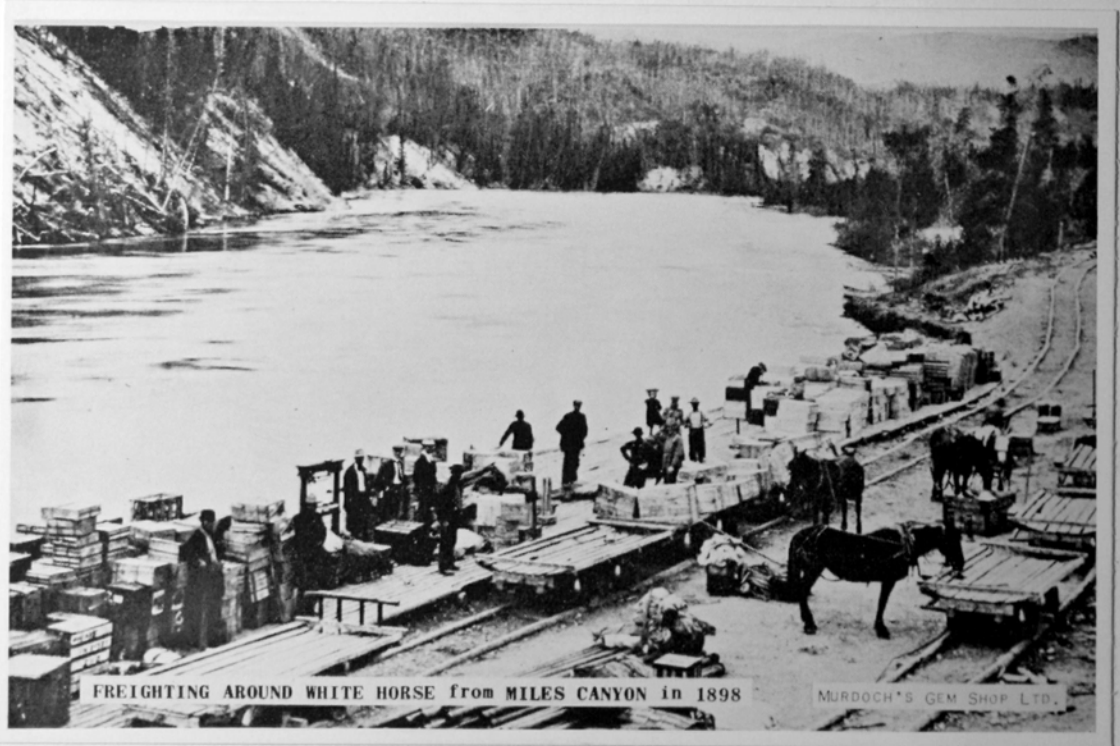


Figure #38
Canyon City 1986

a) aerial



b) shoreline



Figure #39

Canyon City Underwater Artefacts

a) oarlock



b) horseshoe



merchants quickly established themselves here to take advantage of the business of the waypoint, building stores and houses. In July 1900, the railway terminus of the White Pass and Yukon Route reached Whitehorse, and traffic through Canyon City dropped dramatically. The businesses moved operations to Whitehorse and the town was abandoned.

Today little structural remains of Canyon City remains on the land. Below water, however, a substantial dock is found, totally inundated by the water rise caused by the hydro-electric dam downstream. Along the dock are found small discarded or lost artefacts of the once thriving community: spent cartridge shells, horseshoes, ceramics and bottlewares, an old oarlock. It may be that the tramway itself lies along the dock, but this was not determined during the single dive carried out here.

The Canyon City underwater midden is a pleasant river dive, since it is located in a back-eddy of the current, making it easy to maintain position or head upstream. Accessibility is only gained by boat from Schwatka Lake, affording the location reasonable protection. In any case, the most significant features of this dive, the inundated dock and tramway, are too substantial to suffer pillage, while the artefacts noted at the midden are not extensive.

1986 - 8 The Steamer Canadian Map #39

This vessel is located along the banks of the south access road into Whitehorse.

The Canadian was a sternwheeler built by John Todd of

Map #39

The Canadian Site

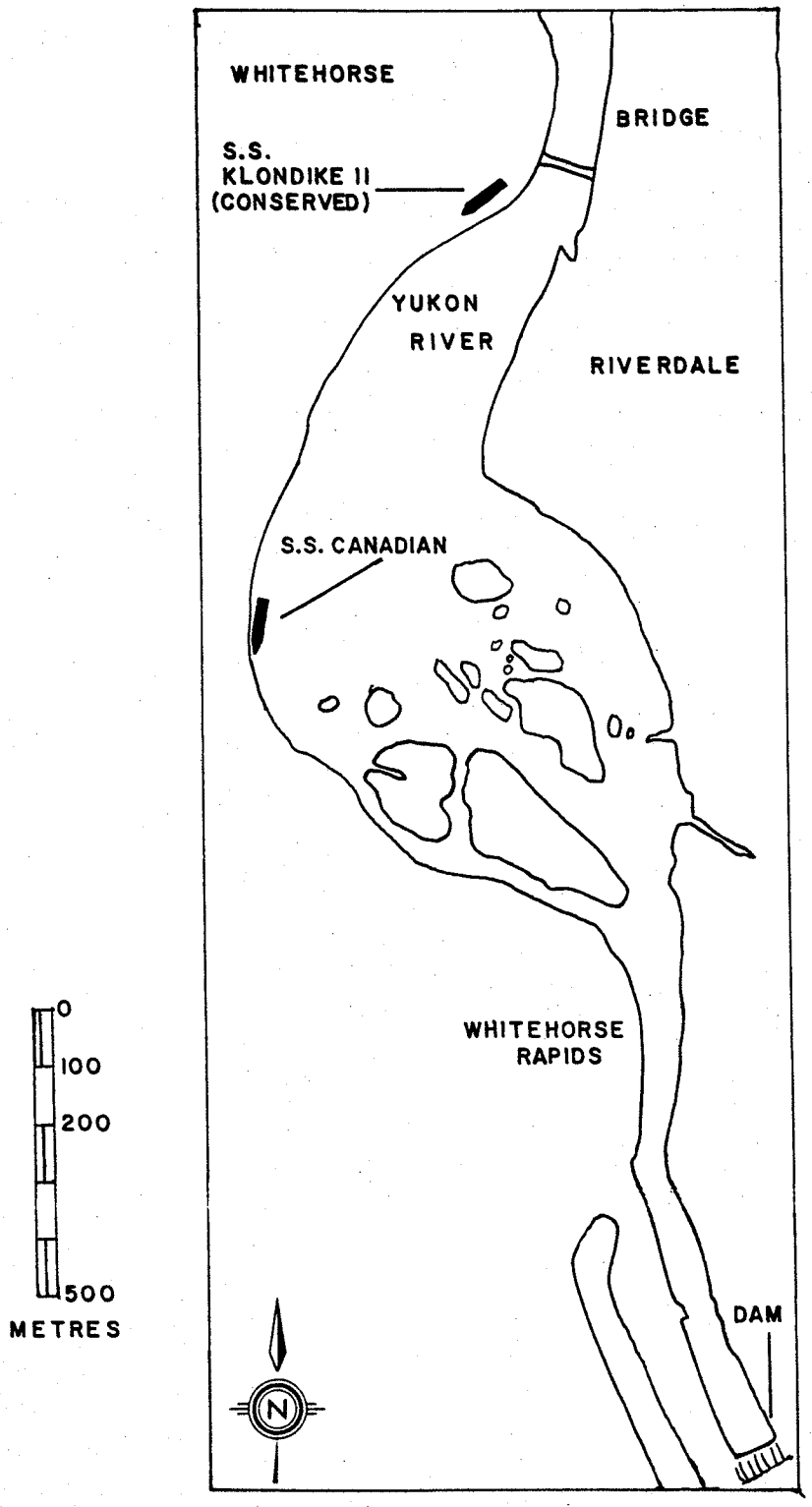


Figure #40
The Canadian, c. 1923

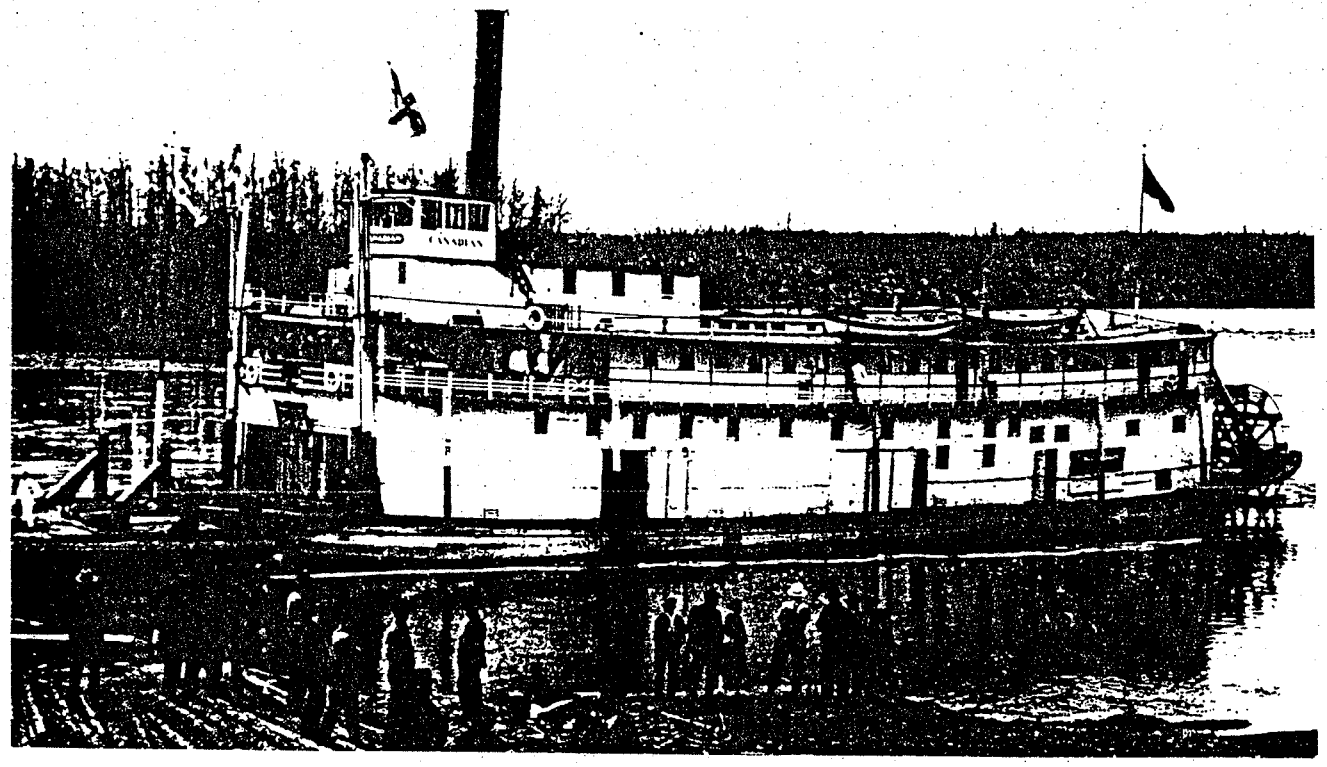


Figure #41

Surveying the Canadian

a) visible remains at low water; the stern



b) the boiler at high water; the line was used by divers to maintain position in the swift current



Victoria in 1898. She held a length of 44.65 m., with a 10.18 m. beam. She arrived in Dawson 24 August 1898 and served for 40 years as a passenger and freight vessel. Her stamina and wide use earned her the nickname, "The Bull of the Woods". From 1902 she was operated by the White Pass and Yukon Route, running up Stewart River, Mayo-Dawson, Mayo-Whitehorse, Whitehorse-Dawson, and Dawson-Fairbanks.

In 1938 she caught fire in her stern end while returning to Whitehorse. Although extinguished, the fire caused extensive damage to her freighting section, which was ready to drop off. Rather than repair her, the Canadian was scuttled along the clay bank south of town, to serve as a breakwater to prevent further erosion below the railway line. Her wheel house and superstructure was stripped, although most of her machinery was left aboard.

Today the location of the Canadian can be determined by the remains of its boiler, which is partially visible practically year round. The hull of the vessel is complete, from bow to stern, though the deck is often obscured by machinery and planking. At the stern, the paddle-wheel hub remains, as well as portions of the pistons which ran it. There was no reported or observed cargo aboard the Canadian, although due to the swiftness of the current her hull holds were not entered.

The current at this site is very strong (8 knots); it is impossible for a diver to proceed upstream except by "crawling" upstream with ground purchase. Like Venus Mines access difficulties, the current will serve as the site's best protection, although its contiguity to the south access road should be noted in terms of future extension of the highway

Figure #42

Surveying the Canadian

a) bow ballards



b) port deck - detail



Figure #43

Surveying the Canadian

inspecting a hatchway





embankment into the river.

The site itself requires greater examination to complete a thorough assessment. Due to its locality it may serve as an ideal site upon which to test and refine newly developed fast-water survey techniques by the Y.U.D.A., since it is both easily accessible and located in fast water.

1986 - 9 The Clara-Monarch Map #40

This vessel is located in the slough north of Whitehorse, to the east of Quartz Road.

The steamer Clara-Monarch was a hybrid riverboat, one of many on the river, which combined machinery from one boat to the hull of another. In the case of the Clara-Monarch the source of each of these components is confusing. One account (Dawson Daily News 23 May 1902) states that "the machinery and other furniture of the Clara was removed to the barge Monarch, which thereupon became the steamer Clara-Monarch". The next month the same paper reported that "the machinery was taken from the old Monarch and placed in the Clara, the whole going by the name of Clara-Monarch" (Dawson Daily News 5 June 1902). Reconciliation of those conflicting reports will likely be attained when registry records are consulted.

In any event, in 1902, the Clara Monarch was the subject of a protracted legal battle between creditors of both original vessels and the subsequent purchaser of the hybrid steamer.

The Captain of the Clara-Monarch, Alex McLean, is said to

Map #40

The Clara-Monarch(?) Site

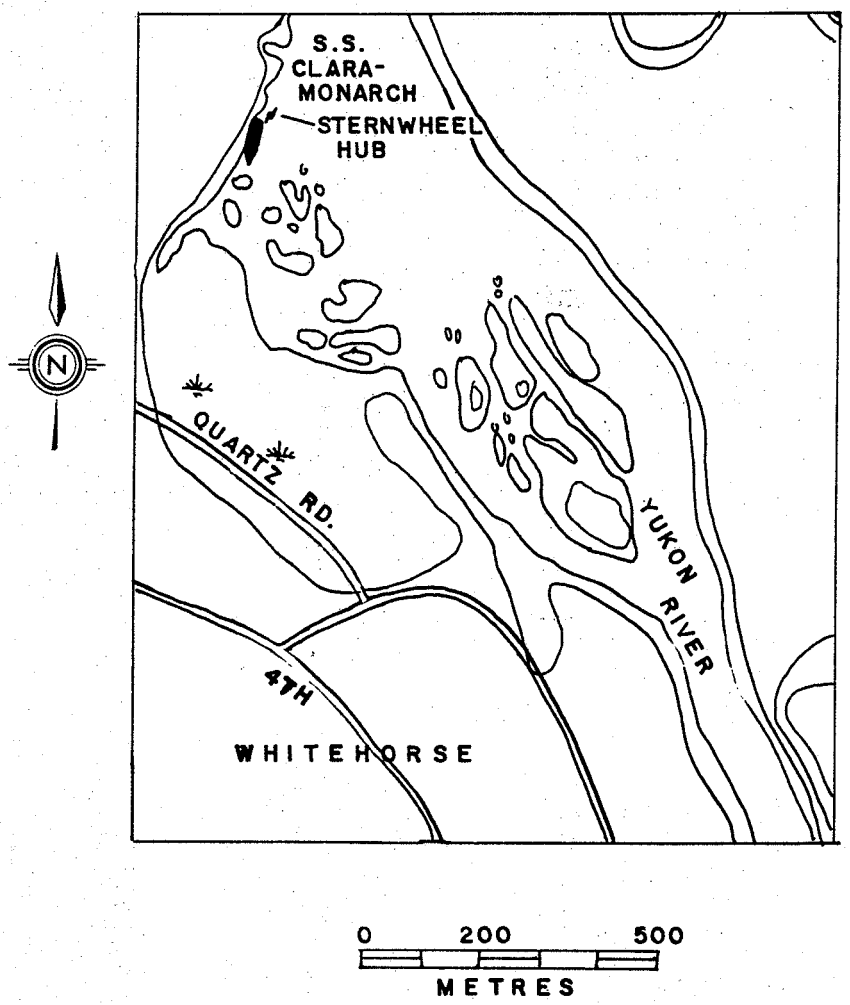


Figure #44

The Monarch - one of the sources for the hybrid steamer, Clara-Monarch

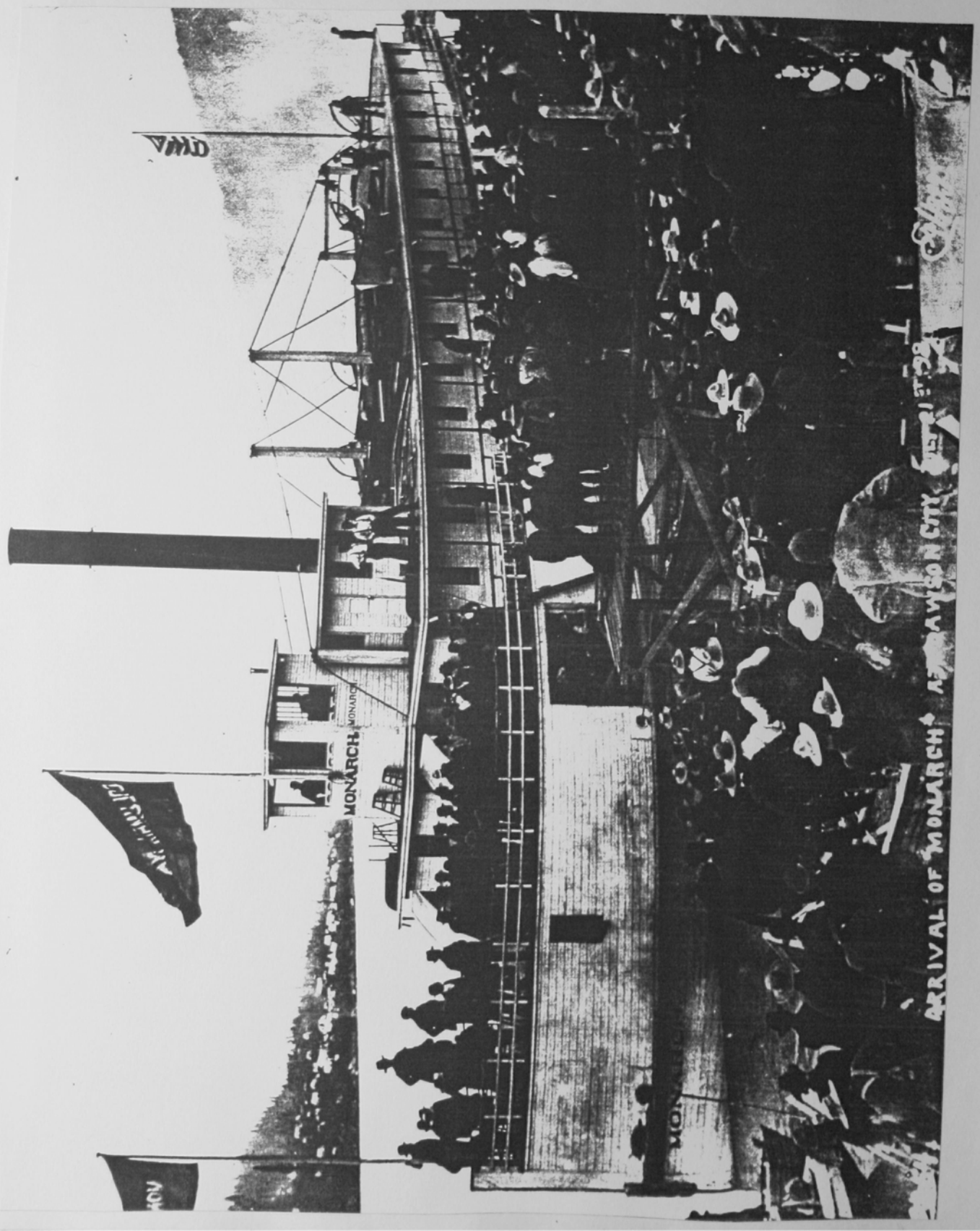


Figure #45

The Clara-Monarch Site

a) aerial view



b) stern transom and rudder, low water



have been the basis for Jack London's literary character, the Sea Wolf (19). The Clara-Monarch herself was known locally as "The Pirate Ship"; whether this was a result of the actions of her infamous Captain McLean, or some other incident is unclear. In 1907, her boilers and machinery were largely removed and installed on the steamer Tana, and the hull abandoned at her present location.

The site of the Clara-Monarch is more properly described as a "wetsite", that is only a portion of her remains (the bow section) are totally submerged, while the starboard stern section is inundated seasonally during high water and exposed during spring low water. Her remains are restricted to her hull; there being no evidence of her upper decks remaining. The hull is nearly completely overlaid with a fine mud-silt, which acts as an excellent preservative for the wood. At the stern, her transom has fallen off, and the rudder lies close by. The remains of her stern wheel hub are also present, though in an advanced state of decay due, no doubt, to the pressures of ice action. A portion of piston tubing was also located approximately 15 metres N/E from the wreck proper. Whether this was a part of the Clara-Monarch is difficult to say.

Examination of the remains of the Clara-Monarch involved both underwater and land survey methods. During the low water as a result of N.C.P.C. dam closure in June, close surface examination of the site was afforded. This revealed that the deposits on the hull were typified by very recent historic material at the top, followed by a variety of older, probably contemporary, material within the matrix of the deposits on the vessel. These included packing crates and barrels, a wooden block or pulley, a skinning board, uniden-

Figure #46

Clara-Monarch, wet site artefacts

a) wooden crate



b) wooden "washers"



Figure #47

Clara-Monarch, wet site artefacts

a) squirrel skinning board



b) skinning knife

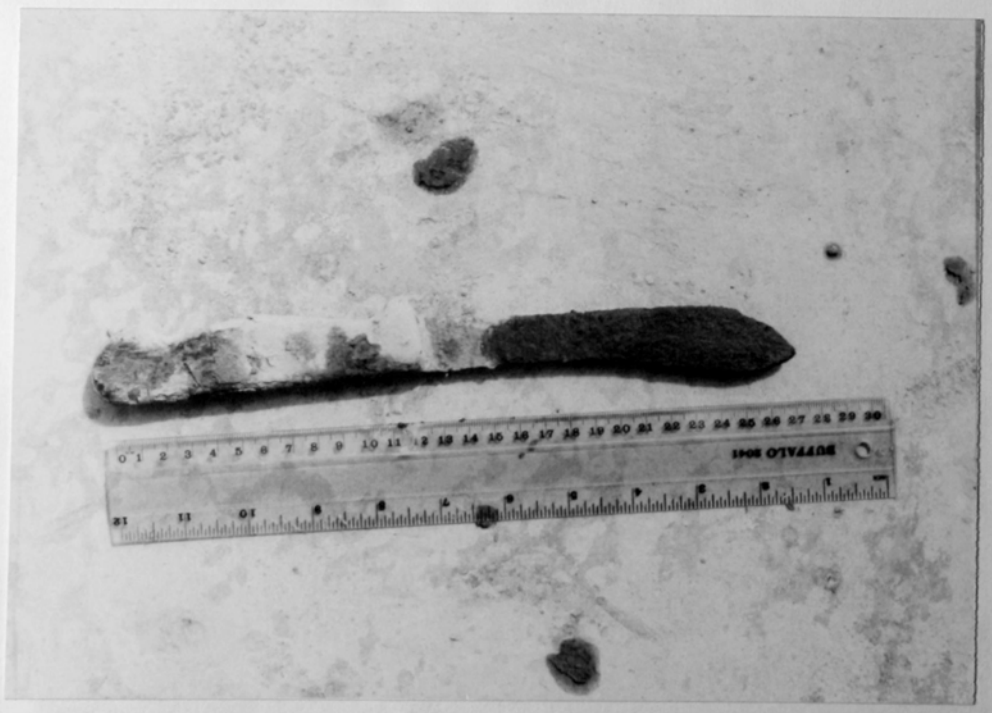


Figure #48

Clara-Monarch, underwater artefacts

a) wooden block, or pulley



b) wooden barrel



Figure #49

Clara-Monarch, underwater artefacts

a) keel foot ?



b) sternwheel hub, detail



tified wooden artefacts, the butt of a rifle, and ceramic and glassware circa first decade of 1900.

The Clara-Monarch site is one which would be amenable to future excavation using wet-site techniques developed elsewhere. This could combine both land and underwater controlled excavation. Because of the silt deposition, we can expect better than average preservation of organic (i.e. wood/leather) cultural remains. Although the overburden present and semi-submerged nature of the site will mitigate site vandalism, its potential requires protection from indiscriminate pot-hunting.

1986-10 The Prospector Map #41

This vessel is another wet-site found on the shore of the large, northwesterly island in the slough where MacIntyre Creek runs into the Yukon River.

The identification of this vessel as the Prospector is tentative, due to the need for further on-site measurement of vessel length/width and comparison with documentary sources. There is general agreement between the vessels' estimate of size and that of the Prospector (33.80 m long X 6.77 m wide).

The Prospector was built at Whitehorse in 1901, by Emil Stauf and H.E. Ridley. Her registered tonnage was 263, and she first worked for the Stewart River Company, running the small sidestreams of the Yukon River. Later in the decade she was purchased by the British Yukon Navigation Co. By 1912, her machinery was removed and placed on the new sternwheeler of the B.Y.N.Co., Nasutlin. She may have been

Map #41

The Prospector(?) Site

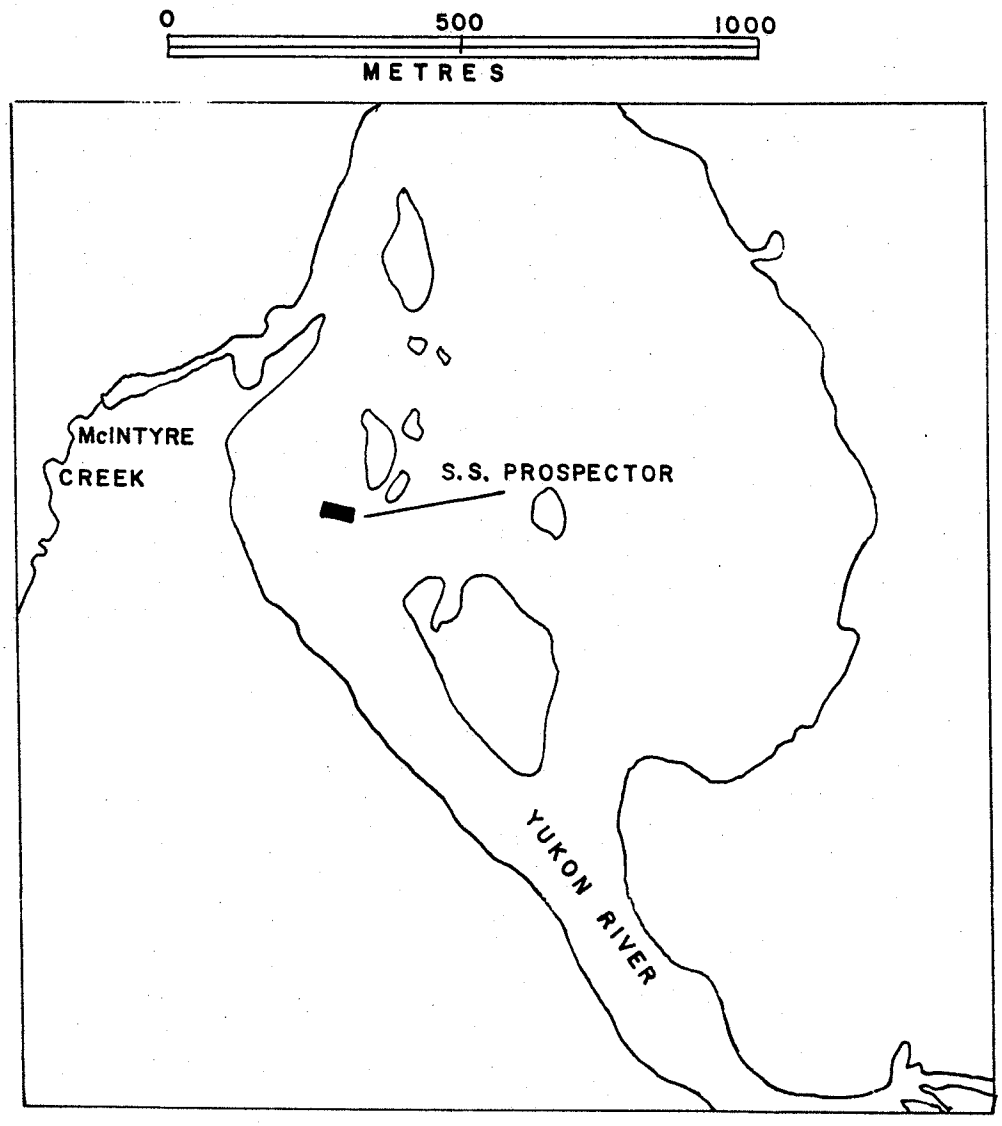
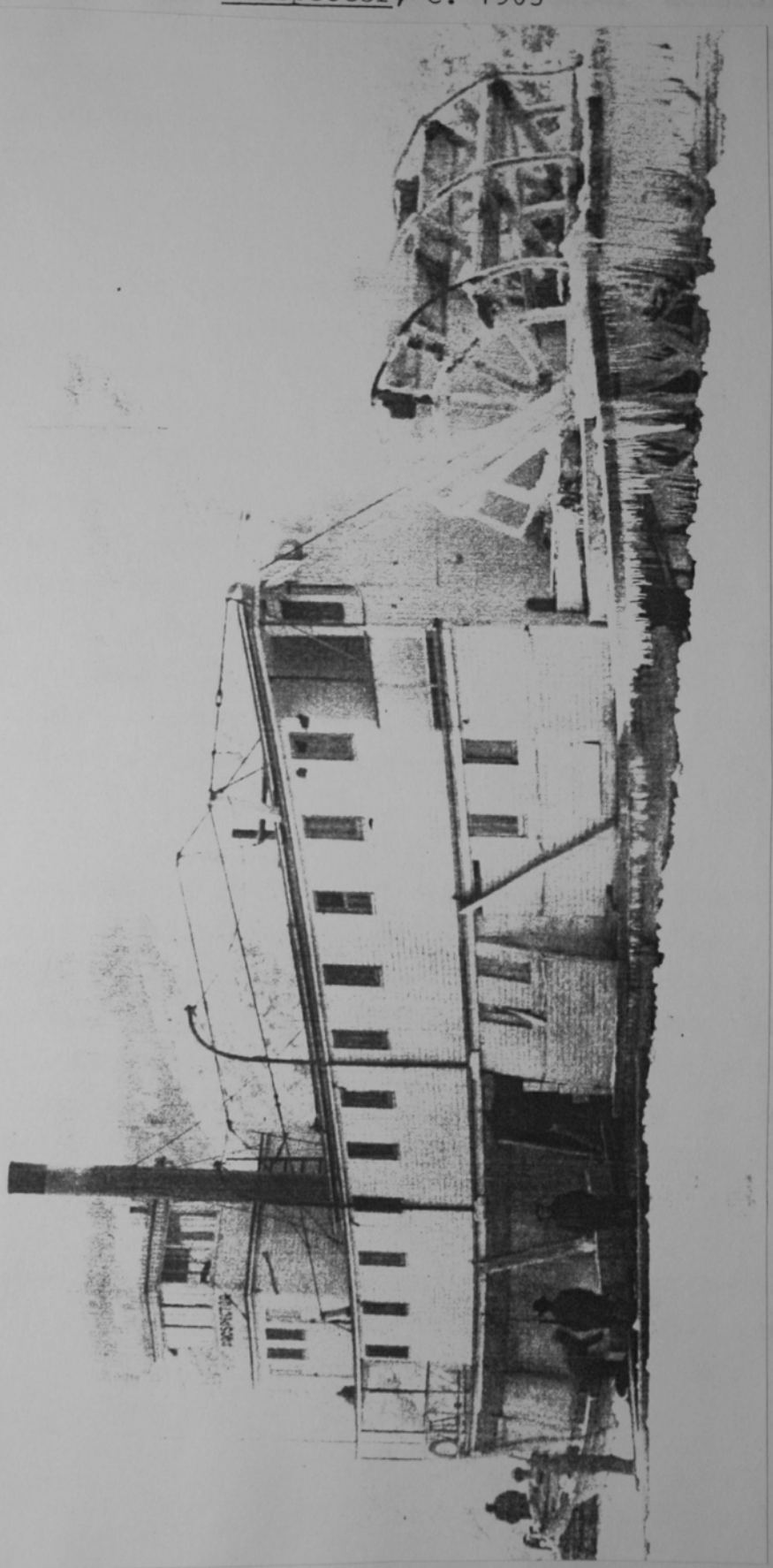


Figure #50

The Prospector, c. 1903



used for a barge for a short while before her hull was abandoned "along the Yukon River, below Whitehorse," according to McBride (1948-49). Other reports have the Prospector being broken-up for firewood (L. Cyr, 1986), a not uncommon fate for many old steamers, or sunk in the river just north of the old Whitehorse shipyards, where her stack was once visible (Blaker 1986).

If either of the two latter accounts are correct, then the hull in the MacIntyre Creek slough would remain unidentified for the present.

In any event, today there is a hull in this slough, the bow end beached at the high water mark, the stern lying below low water. During much of the summer she is largely inundated, during the spring and fall largely high and dry. Her condition is extemely poor - many planks of the hull and most all of the deck are gone. The frame timbers are stout and in reasonable shape, however, except for those along her stern transom, which have likely received the worst of ice-pack chafe.

The low islands of this slough contain widely dispersed artefacts, many no doubt deposited after loss further upstream. This is probably the case for the majority of wooden artefacts, which include ship's timbers, boat planks, the remains of barrels and boxes, and a construction which is believed to have been a hose or line wheel-holder. At least it looks similar to such a device found on the steamer Klondyke II.

The crushed remains of a rivetted iron or sheet-metal pontoon or hull was located on the outer (riverside) edge of

Figure #51

The Prospector, 1986

a) aerial view, high water



b) view from ridge to west, low water

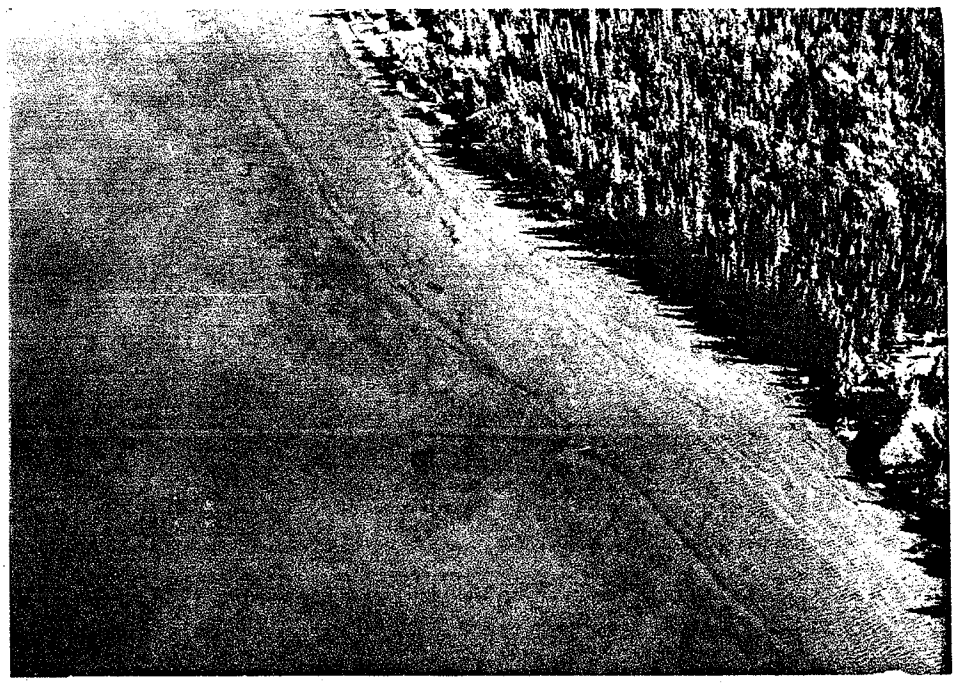


Figure #51

The Prospector, 1986

a) aerial view, high water



b) view from ridge to west, low water

the southern island.

Fragments of hand-blown glass, representing several different bottles, were also recoverd from these islands and restored.

1986-11 The Vidette Map #42

This vessel is located in the waters of Lake Laberge, north of Goddard Point.

The Vidette was built at St. Michael's Alaska in 1896. Originally named the May West, when she was built she had a length of 36.27 m. and a beam of 5.49 m., and a registered tonnage of 254. A stern paddlewheeler, it arrived at Dawson 8 June 1898, the first steamer of the year from the lower river. She was seized by government agents for violation of customs duty and auctioned in lieu of a fine. Bought by the N.W.M. Police and renamed Vidette, she then served as a supply boat for police stations along the Yukon and "in conveying blue ticket delegates, penitentiary candidates and insane patients up the river en route to New Westminster, until 'going out on the Vidette' took on a romantic tinge" (Dawson Daily News, 16 October 1917).

The Vidette was also to see service under two commercial flags: first, the Side Stream Navigation Company, under Captain Sid Barrington; second, with the British Yukon Navigation Company. During these years she navigated the White, the Pelly, the Porcupine, the Stewart and other rivers, as well as the Yukon. In 1911, the Vidette was completely rebuilt, having her length reduced to 29.26 m. and tonnage to 134.

Map #42

The Vidette, Casca and HRI-I Sites

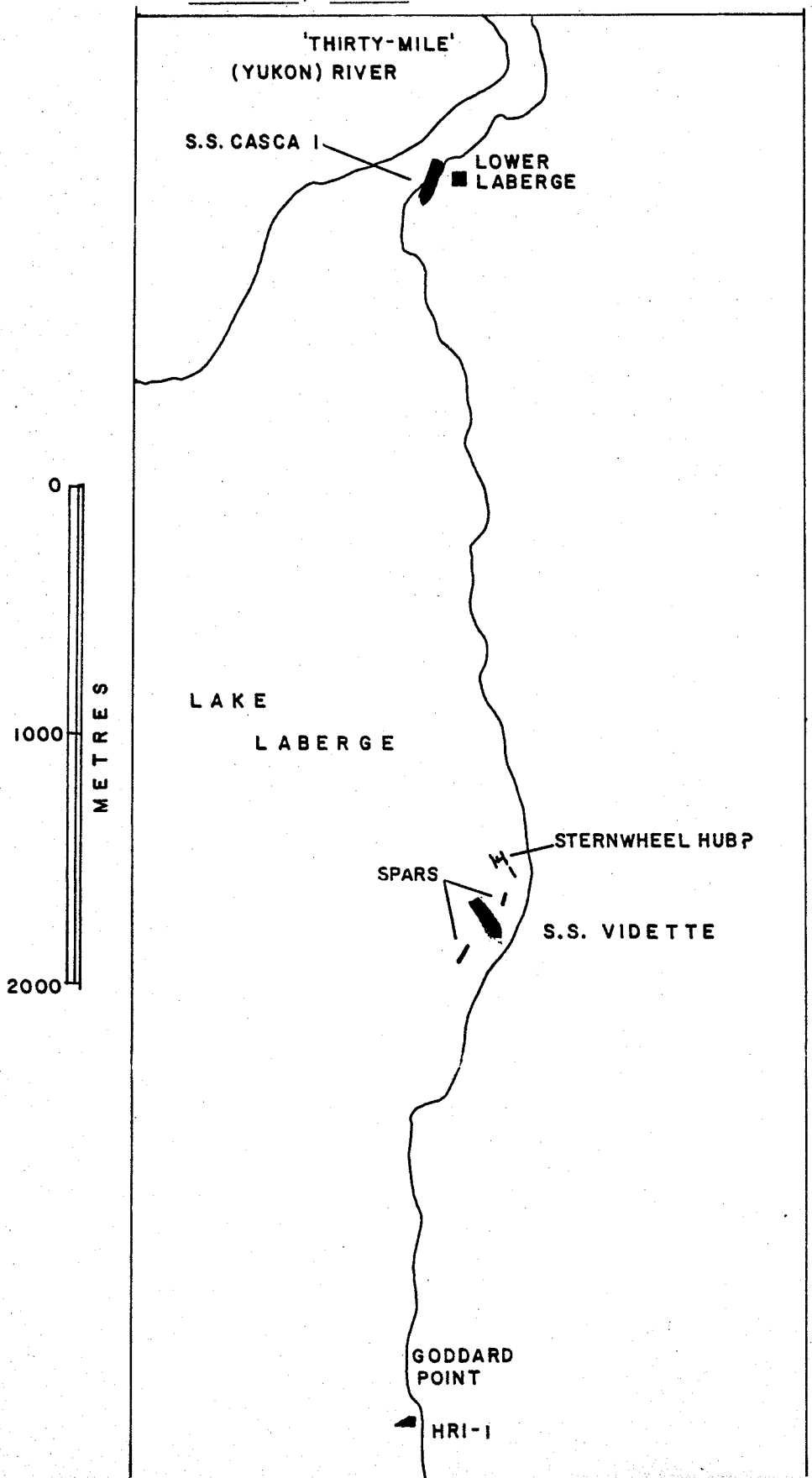


Figure #52
The Vidette, c. 1898



In 1915, the Vidette was retired from active navigation. Two years later, on 9 October 1917, she was being towed to Lower Laberge by the Canadian, where she was to end her days as a bunk-house for B.Y.N. crews stationed there, when a gale blew up, swamping the vessel, which had no steam or steering of her own. She settled in shallow waters along the shore north of Goddard Point.

Since then, she has swung or been pushed by ice a little further north, as seen in air-photos. Over the years her above decks structures were weathered and beaten until they parted the hull. Today, the shoreline downstream of the hull is littered with these remains: pieces of decking, a large deck cleat, assorted timbers and cables.

The main structure of the hull is intact, lightly overlaid with a fine silt. Few artefacts are to be seen - the vessel had been gutted of all machinery during her two year interlude prior to what would be her last voyage, except for her boiler, which was subsequently salvaged by the steamer Dawson.

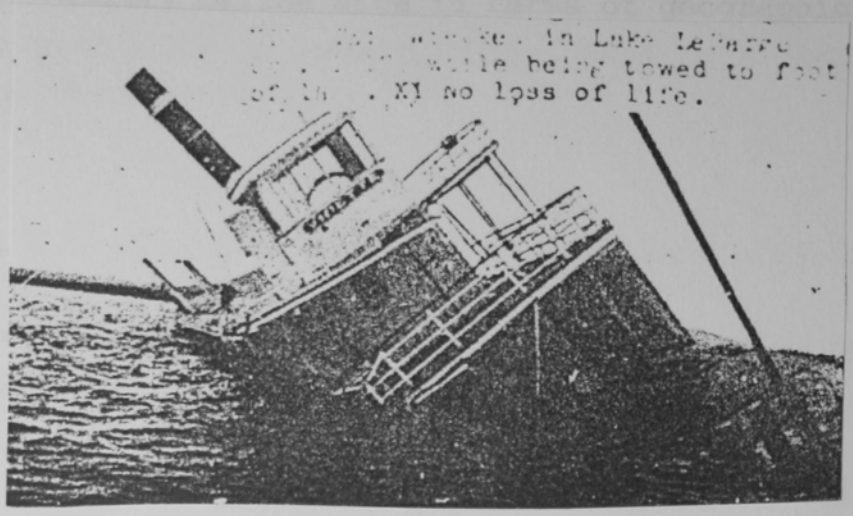
The depth of the Vidette remains are in shallow water from 1.5 to 3 m. and easily visible from a boat during clear water. As a dive site she retains something of the flavour of her years gone by, and at her current depth it seems likely that little more aggressive damage will be done to her remains by running ice.

Aerial survey of the Vidette site revealed three more underwater components which were not discovered during the first survey of the area. One appears to be a long spar, perhaps 20 m. in length. The second may be a portion of her

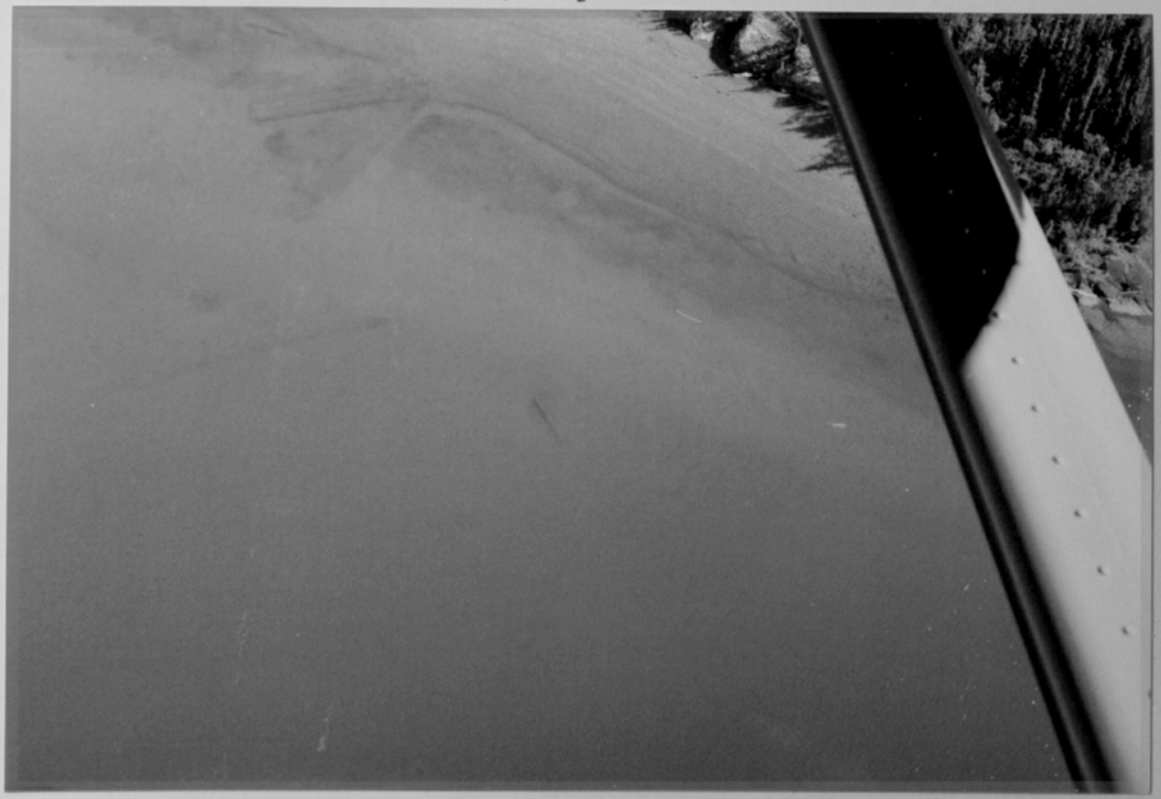
Figure #53

The Vidette

a) wrecked in Lake Laberge, October 1917



b) aerial view of remains, September 1986



wheelhouse, while the third looks like a part of a bow section. Further dives to document these objects are recommended.

The locality of the site in terms of geographical beauty, and its contiguity to Lower Laberge, make it a pleasant, if unspectacular, sport dive.

1986-12 & 13 H.R.I.-1 Map #42 and H.R.I.-2 Map #43

These are two unknown small wrecks discovered by field crew along the shores of Lake Laberge.

H.R.I.-1, is a small, flat bottomed, hard chine vessel which lies buried beneath the gravels of the east shore of Lake Laberge. Only a small portion of her flat transom end is exposed, the rest of her hull buried beneath gravel overburden beneath the water. She may be a stampede vessel. Excavation of the entire hull may confirm her identity, since each small vessel of the day was assigned a number by the N.W.M. Police and painted on her bow. Further search of their records may reveal more information as to her identity.

H.R.I.-2 is the bow end of a small clinker-style vessel, found above high water on the west shore of Lake Laberge. The entire stern portion of this vessel has been broken off. There are no apparent markings on her bow. Her identity remains a mystery.

Map #43
HRI-2 Site

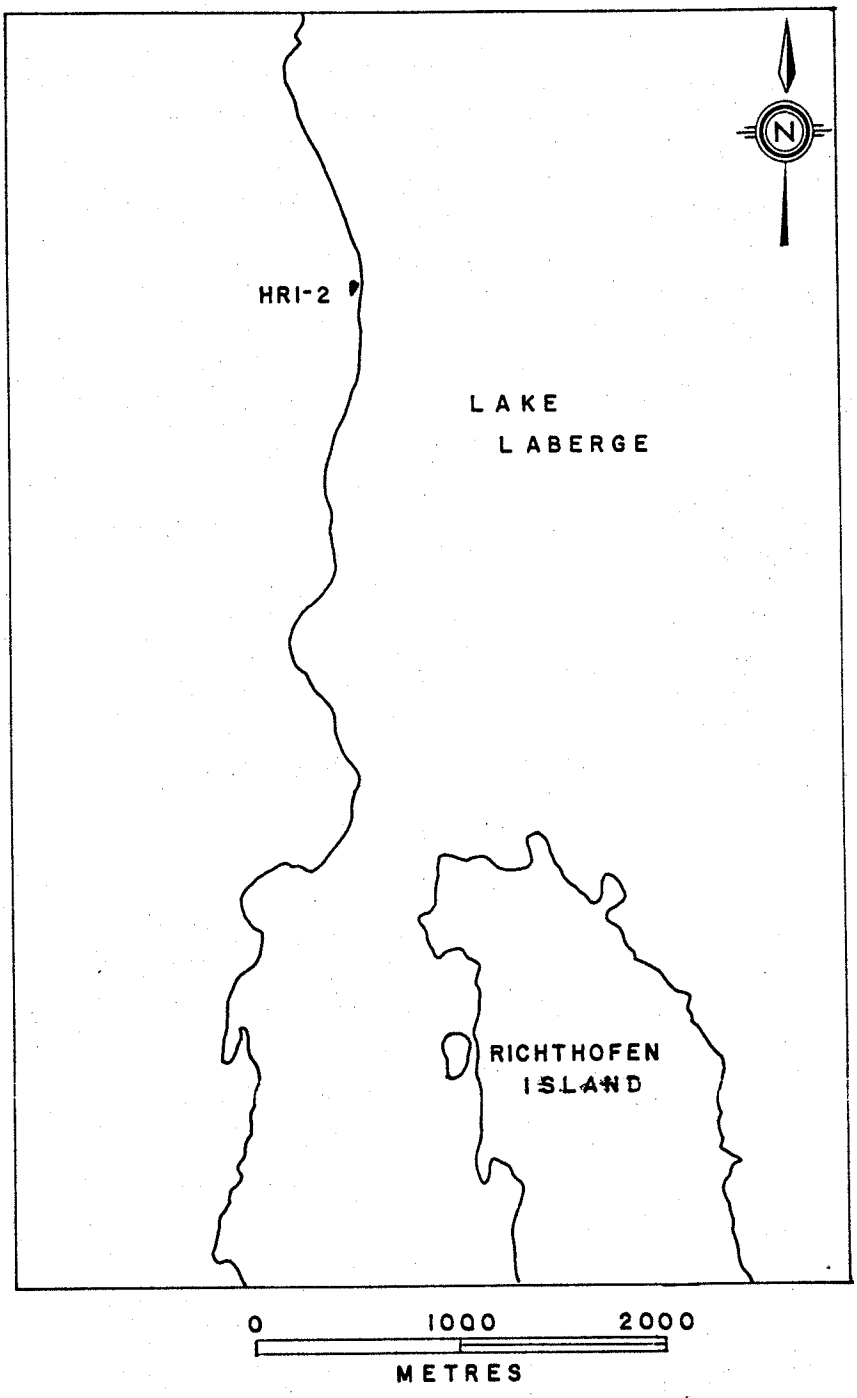


Figure #54

Unidentified Vessels, Lake Laberge

a) HRI-1, a stampede skiff?



b) HRI-2, a bow of a clinker-style boat



1986-14 Casca I Map #42

The remains of the Casca I lie beached at Lower Laberge.

The Casca I was built in Victoria, B.C., by W.F. Bullen, in 1898. She was 42.67 m. long, with a 9.45 m. beam, and a registered tonnage of 590. She was bought by the B.Y.N. Co., and used on the upper river.

Besides these few facts we have little else on her history at the moment, except that she was dismantled at Whitehorse in 1911, and her hull was then towed to serve as a landing barge at Lower Laberge, a service she faithfully performed until the riverboats stopped landing there, and she was abandoned.

Today her stern end lies sunken beneath the waters at the mouth of the "Thirty-mile", while what remains of her bow is slowly sinking into the sands of the beach. A good portion of her decking and planking has been removed by vandals practicing the ancient northern tradition of recycling - they have been clearly sawn off. Divers have not yet examined the sunken stern end, nor the underwater shoreline of Lower Laberge, both of which deserve at least a cursory survey.

Figure #55
Casca I, c. 1910



Figure #56
Casca I, 1986

a) aerial view



b) above water wreckage, midships, port side to bow



Figure #57
Casca I, 1986

a) bow section



b) bow detail



6.3 Lake Laberge Shoreline Survey

Both H.R.I.-1 and -2 were discovered as a result of a shoreline survey for evidence of wreck, conducted by a combination of foot and boat. During this survey, which examined the areas outlined in Maps #43 and #44, numerous substantial ships-timbers were discovered, as well as lost or discarded artefacts from the thousands of travellers the lake has seen pass by her shores.

At many localities these remains were found nearby contemporary campsites, where often as not, the timbers had been used to construct part of a shelter or face combustion in a quaint shoreside fire. Their destruction is needless - the same localities abound with natural driftwood.

Perhaps in future, river outfitters and travellers may work to develope a more preservationist ethic for these relics, and refrain from their senseless destruction.

The information of context/contiguity of most, if not all, of these vessel artefacts is undoubtedly minimal, since most were likely deposited along the shores after travelling many kilometres from their origin upstream. But they nonetheless serve as a visual reminder of the history of the river and arouse in the viewer images of days long-since-past. We would argue that the future traveller deserves to experience the visions as much as those of the present, and for the future promote their continuity, as is, where is.

We will lose them to the inexorable forces of natural decay too soon as it is, without the accelleration of their loss by their cutting to pieces for fuel.

6.4 "Thirty-mile" Aerial Survey Map #44

Towards the end of the 1986 field season, when visibility in the rivers had improved, the Y.U.D.A.-H.R.I. accepted the offer of local pilot, Bob Cameron, to conduct a two hour aerial survey of the Thirty-mile section of the Yukon River.

During the course of this flight the wreck of the James Domville was sighted in U.S. Bend. Extensive underwater remains were sighted off the eastern shore of Shipyard Island. The hull of the Klondyke I was located at Big Eddy. As well, three smaller sites were located but unidentified. They are all plotted on Map #45.

The Thirty-Mile is one of the sections of the Yukon River which documentary evidence suggests has high potential for future inventory work. This initial and brief aerial survey supports this position.

Map #44

Sites Identified During 30-Mile Aerial Survey

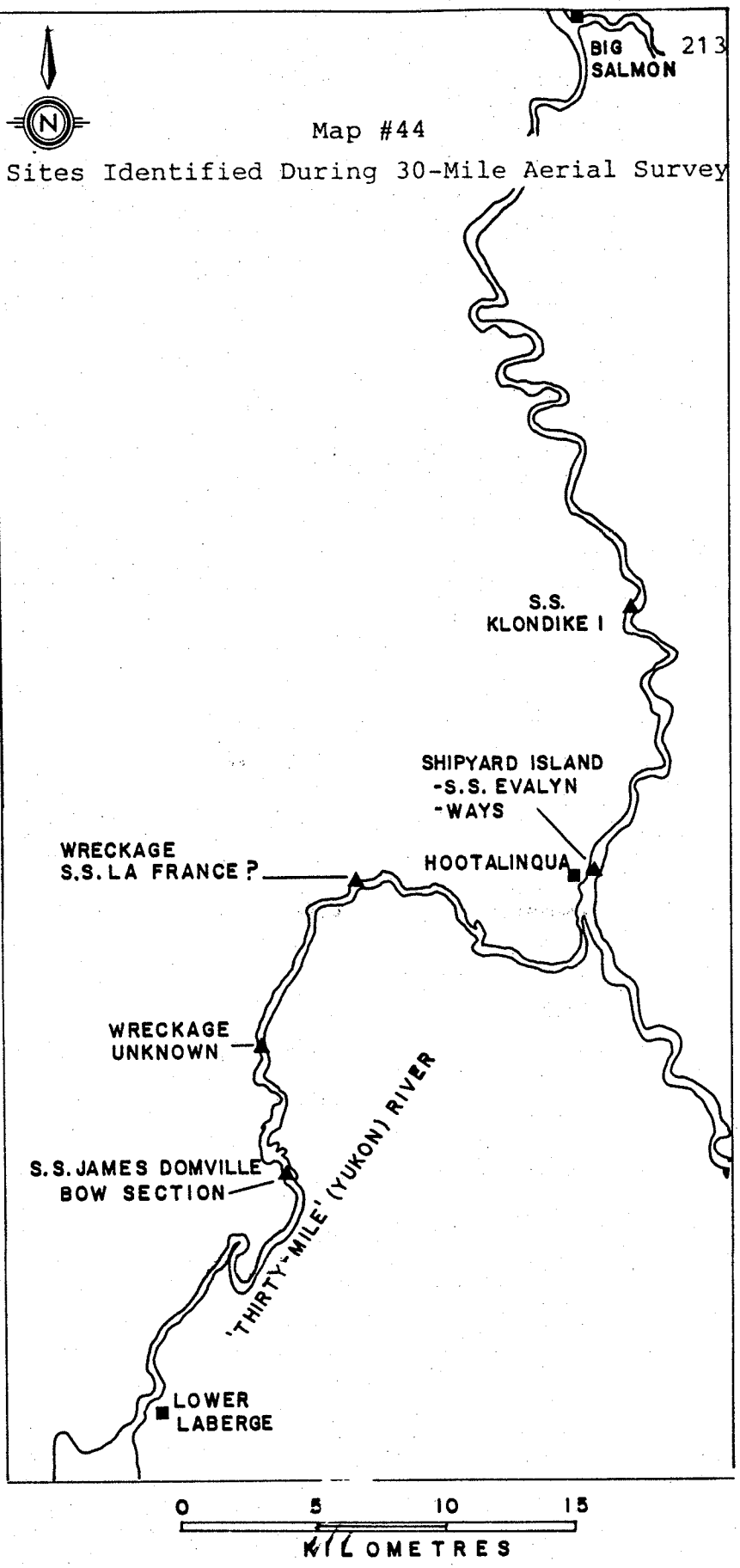


Figure #63
Aerial View of James Domville bow section, 1986

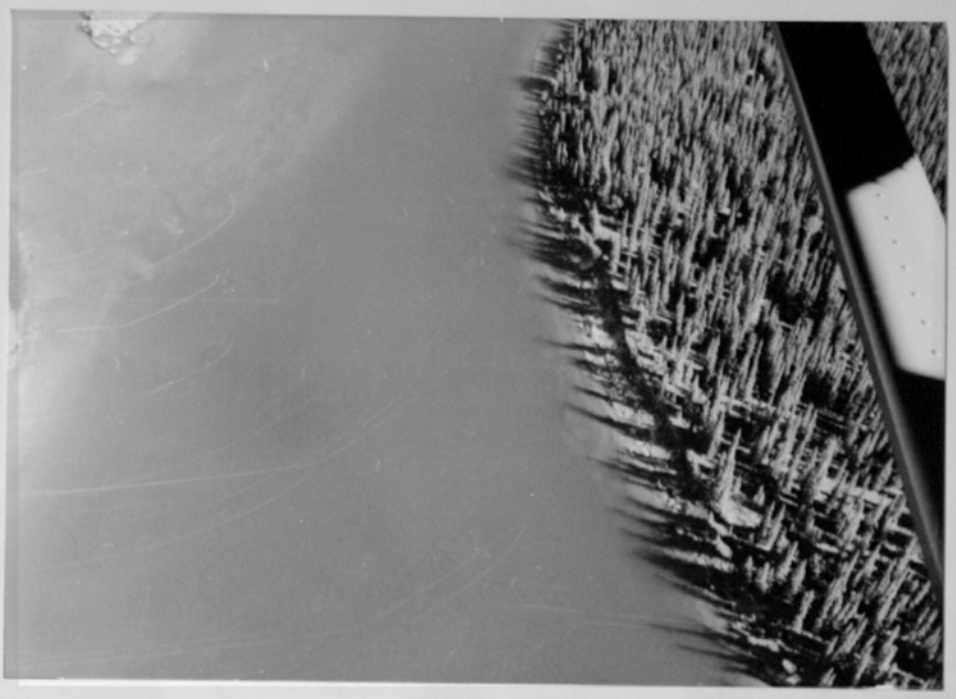


Figure #64
The Evalyn, and underwater structural remains at Shipyard Island

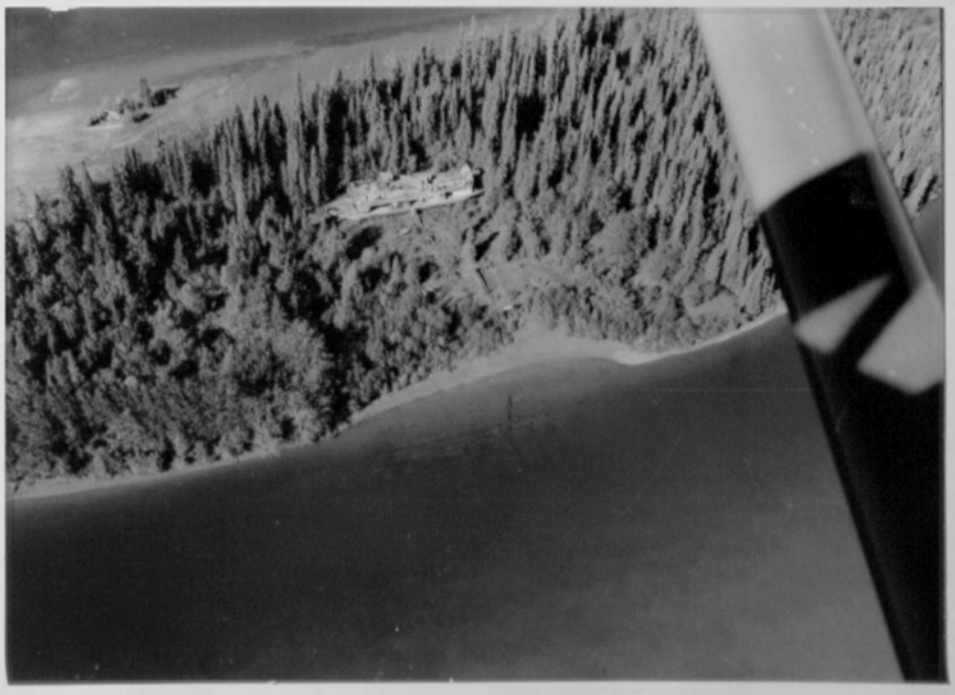


Figure #65
The Klondyke I, c. 1929

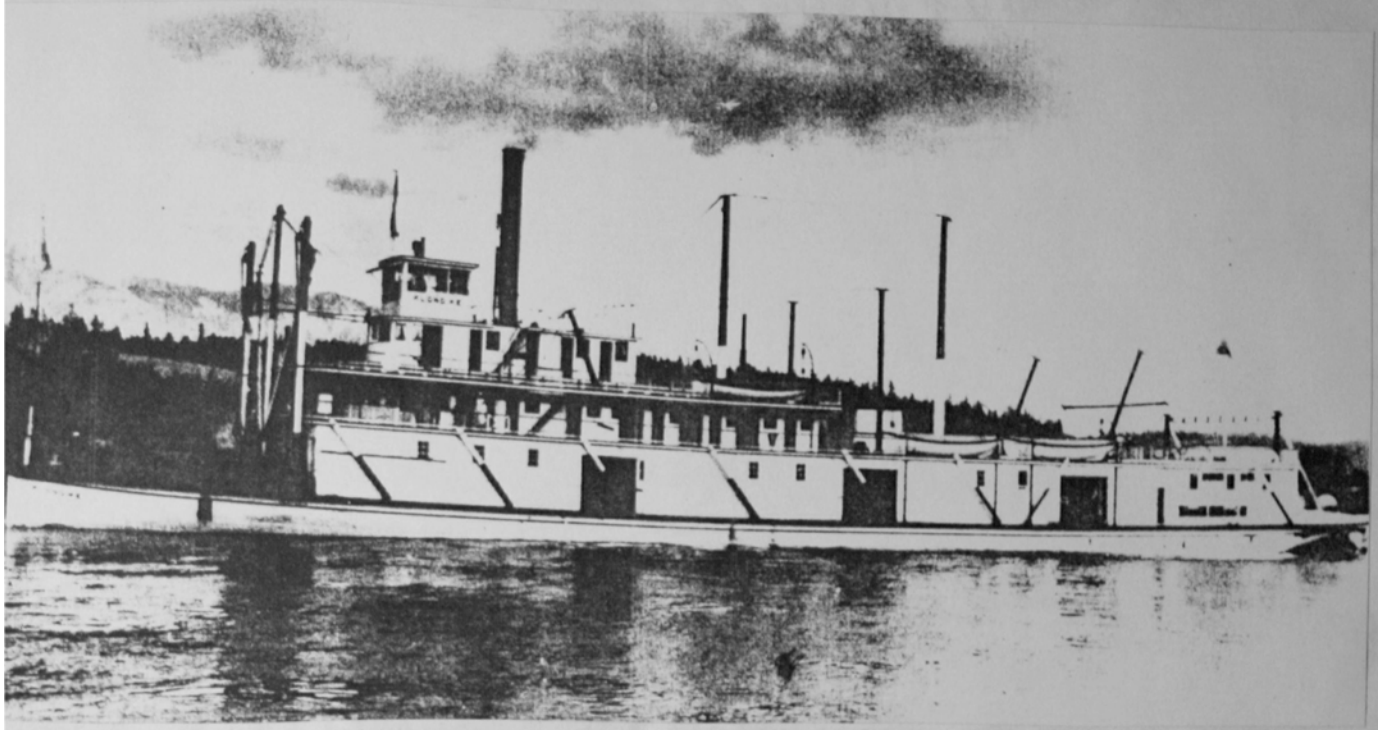


Figure #66
Wreck of the Klondyke I, c. 1936

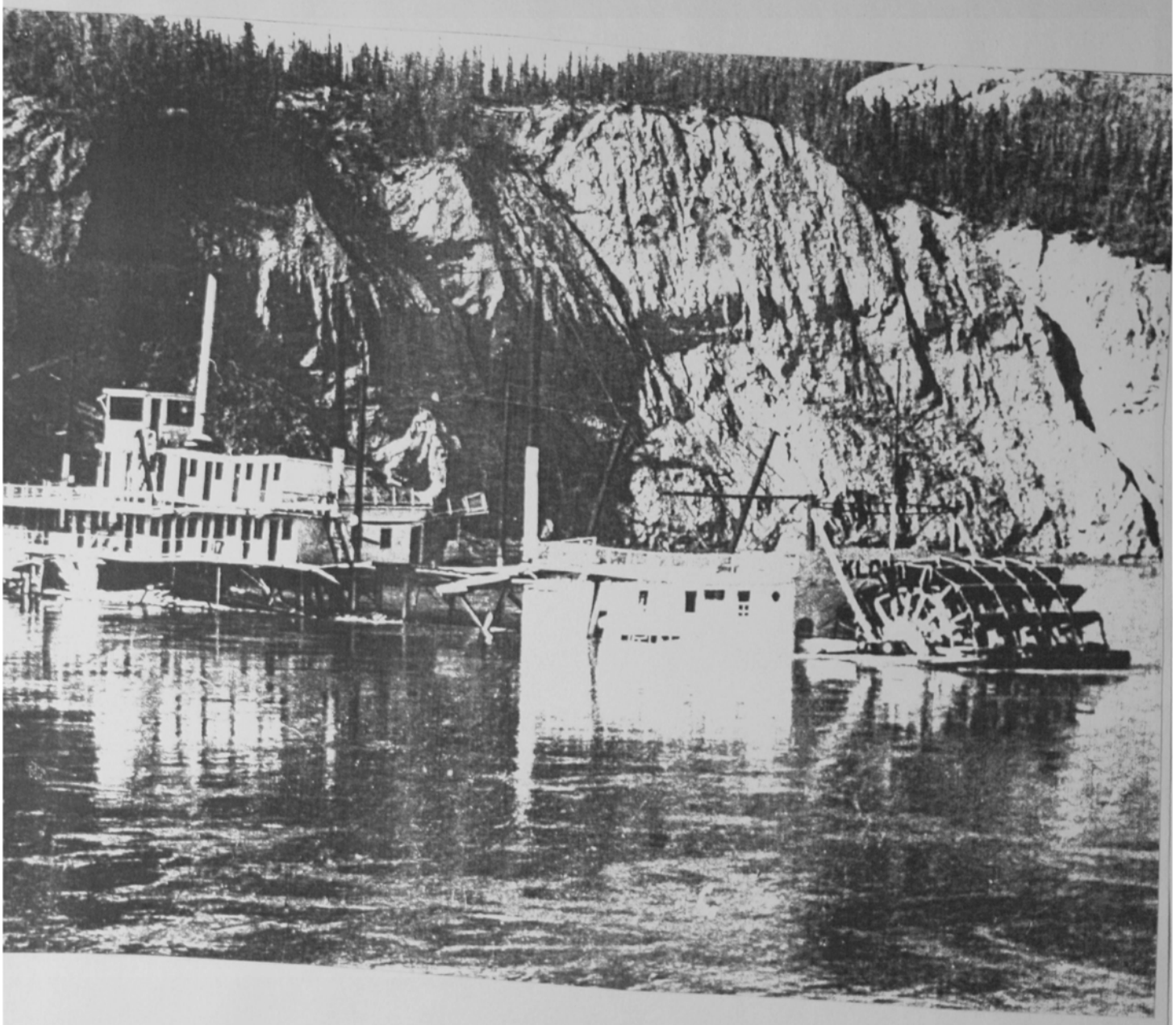


Figure #67
The wreck of the Klondyke I, 1986 (aerial view)



7.0 PRIORITY ASSESSMENT OF YUKON'S UNDERWATER HERITAGE RESOUCES

7.1 Introduction

In earlier sections of this report we have distinguished a number of seperately identifiable components of the Yukon's water transportation network. All of these components might reasonably be expected to contain some Underwater Heritage Resources (U.H.R.), but for many, adequate historical research which would lead to the prediction of the nature and location of U.H.R. has yet to be completed. Nevertheless, the sheer volume of historical traffic associated with the major waterway, the Yukon River, is such that we can confidently predict this route to contain the greatest quantity of U.H.R. .

This prediction is borne out by examination of the historical record which, as we have seen (Section 6.0), documents as many as 246 vessels wrecked along the Yukon River between Carcross and Dawson. In addition, several subsidiary streams have been identified as the location of a lesser number of documented wreck.

However, priorization requires some measure by which rivers, or components thereof, can be compared one to the other; ultimately, one would wish this comparison to incorporate the quality of the U.H.R. present. This quality would be determined by assessment of the resources current condi-

tion and integrity, its determined historical value, the nature and preservation of associated cultural artefacts, and its potential for research and/or recreation. All of these qualities are variables difficult to assess prior to actual physical inspection of the resource. Subsequently, in this report they are largely, though not completely, ignored. Where there are obvious or determined values of these qualitative variables for a potential study area they are noted, but for most areas they cannot yet be fully determined a priori.

Thus we are left with a quantitative measure of the expected number of extant U.H.R. as the prime determinant of the priority assessment for any river or section of river. Since the primary goal of the current phase of research is the inventory of U.H.R., it follows that in this context, a priorization method based upon the quantitative measure of expected numbers of U.H.R. is not inappropriate.

It is only after having located U.H.R. that a more qualitative assessment of their condition and the future potential of these resources is possible. Given the conditions of the form of underwater field work required (eg.: poor visibility, swift currents, low water temperature, cost of accessibility and field support) it is apparent that the greatest return on inventory effort will be generated by the examination of high density U.H.R. study areas, balanced by considerations of accessibility and cost of research.

A final introductory note to this section should be made regarding the identification of study areas. In our initial historical discussions we identified four main waterways and seven subsidiary routes of travel. In terms of gathering

background historical documentation these distinctions are useful because they directly relate to the type of records one would examine in search of evidence for U.H.R. However, in terms of assessing study areas it is more rational to restrict these routes to geographically discrete entities. Thus, the effective study area of the Northeastern entrance, for instance, is constituted by the Bell and Porcupine Rivers, while the study area of the Southeastern entrance would contain the waterways from the upper Liard River to, and including, the Pelly River. Study areas of subsidiary streams, such as the Stewart, White, and Forty-Mile Rivers may likewise be defined as that portion above their confluence with the Yukon River. Finally, the Yukon River itself is best assessed in terms of several components, viz:

- Bennett Lake to Miles Canyon
- Miles Canyon to Lake Laberge
- Lake Laberge
- the "Thirty Mile"
- Big Salmon to Fort Selkirk
- Fort Selkirk to the International Boundary

The priority assessment proceeds by identifying three field-study areas of highest priority : the Thirty Mile, Lake Laberge, and Miles Canyon - Lake Laberge, sections of the Yukon River. This is complimented by three historical research topics of highest priority : native aboriginal sites, R.N.W.M. police records, and H.B.C. records. Each of these are discussed individually in terms of their inherent merit and potential, as well as requirements for their comprehensive study.

The remaining field study areas may be priorized in order of their quantitative merits; that is by proceeding from greatest potential number of U.H.R. to least potential.

7.2 High Priority Study Areas

7.2.1 The Thirty Mile

By virtue of the number of wrecks alone (at least 35 vessels), this portion of the Yukon River merits close field scrutiny. Some of these vessels were substantial, the remains of two of which, the James Domville and the Klondyke I, were located during a preliminary aerial survey late in the 1986 season. Others are of potentially significant historical value for their attendant cargo loss, such as that of 1911-1, a Boundary Survey Corps barge laden with instruments and equipment. On a ratio of wreck-cargo loss per kilometre, there are few study areas of such a high magnitude.

The meandering nature of this portion of the river bodes well for field research as well, for the many curves would act as natural catch basins for both vessels and associated artefacts. In addition, the back eddy currents created at these bends would assist fieldwork as divers could work these areas in relatively slow waters. Finally, due to the settling out of water-borne sediments in Lake Laberge, which immediately precedes the Thirty-Mile section, visibility is relatively clear until the Teslin joins the Yukon north of Hootalinqua. Shipyard Island has an extensive shoreline midden, also visible from the air, which bears examination.

The major difficulties faced in effective survey of the Thirty-Mile section would be logistical support. Access itself is not difficult; the beginning of the stream at Lower Laberge may be reached via boat launched at Deep Creek, Lake

Laberge, within about five hours from Whitehorse. However, the distance does preclude its survey on successive day trips. In otherwords, a survey effort would have to be fielded for an extended period.

Such a field crew would ideally consist of three full-time personnel - two divers and a boat tender. Their full-time effort could be supplemented by the labour input of Y.U.D.A. members attending the site on weekends to more fully survey U.H.R. located by the fieldcrew during the week.

Finally, the importance of a survey of the Thirty-Mile should be placed in the context of its development and management as a "Heritage River". If this designation and development is to have the fullest potential possible it is vital that the Thirty-Mile's underwater heritage resources be properly inventoried so that they may be integrated into its management plan.

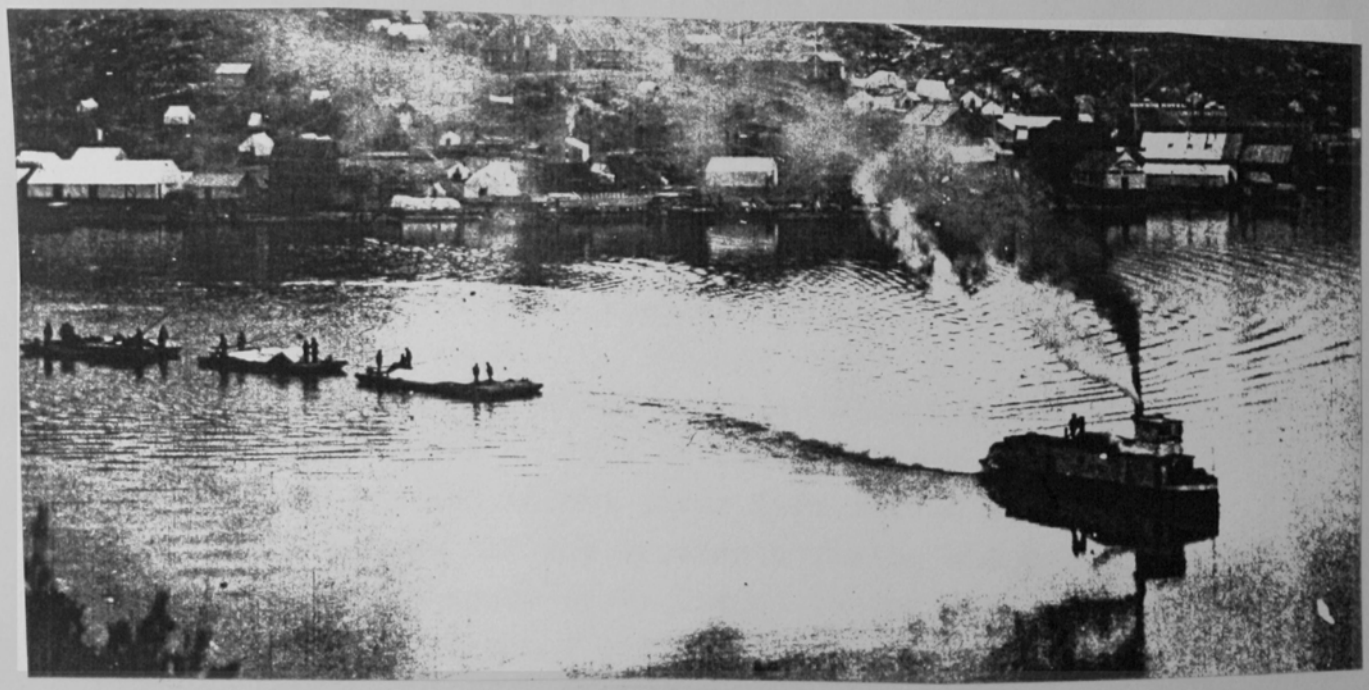
7.2.2 Lake Laberge

Because of its depth, Lake Laberge is one of the few (if not the only) study areas in which it is likely that entire vessels may be found undamaged by current and ice pressures. In addition, the two most likely vessels to be discovered here are of high qualitative heritage value in their own right.

The first is the small (15.24 m) steamer, A.J. Goddard. The Goddard was one of the first steamers to navigate the Upper Yukon. Designed and built in San Francisco in 1897, she was knocked down and carried over the Chilkoot Pass, and

Figure #68
Two views of the A.J. Goddard, c. 1900





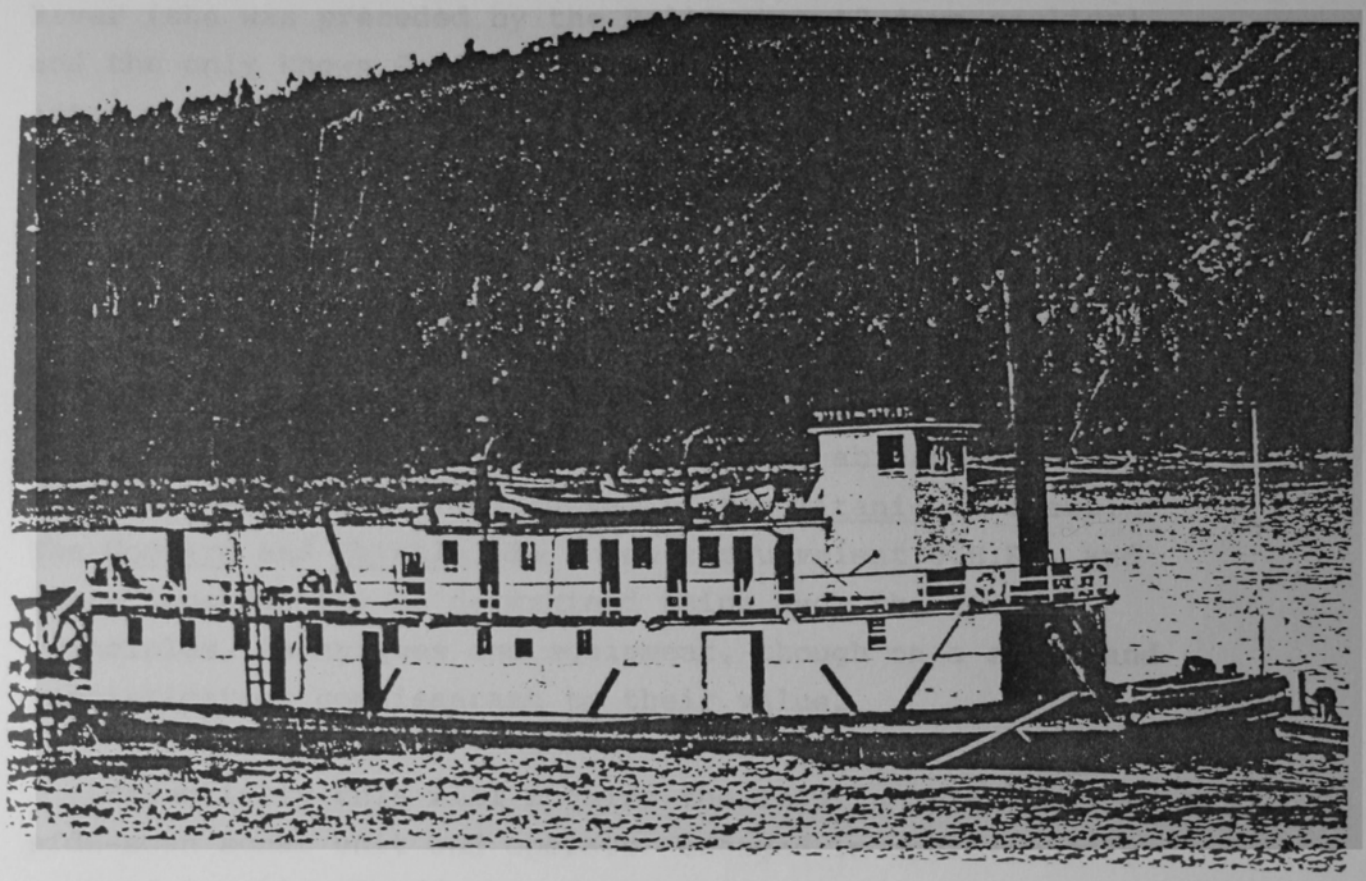
reassembled at Bennett Lake. She left Bennett 17 June 1898 and arrived at Dawson on 21 June, with a crew of 8 and 10 passengers. She was named after her Captain, A.J. Goddard, of Seattle. During the next four years she was a familiar sight along the river, transporting goods and passengers between Dawson and Whitehorse. On 12 October 1901 the Goddard was towing a big scow down Lake Laberge when the biggest storm of the season struck them. Losing the scow, the small boat ran before the wind and high seas. "Finally the water began breaking over the bow and sides and put the fires out. When the boat lost its power, a strong gust of wind blew her over". Three men drowned with her sinking; while two others were eventually rescued (Daily Klondyke Nugget, 14 October 1901).

Popular history maintains the remains of the Goddard may be seen at Goddard Point, Lake Laberge, but field investigations of the Y.U.D.A.-H.R.I. determined that the wreck at this location is not the Goddard, but the Vidette.

According to the contemporary newspaper account the Goddard floundered offshore "as the captain did not consider it safe to work toward shore", and rightly so, for it would have placed his beam on the wind and seas - something no experienced seaman would do. Thus it seems highly likely that the Goddard sank into the deeper waters of the lake.

The other vessel of significance in Lake Laberge is the steamer Thistle, built in 1902 at Lower Laberge. She was 31.09 m. in length and in her later life served as a supply transport for stores for the merchants Taylor and Drury, of Whitehorse. On 30 August 1928, loaded to capacity with the winter merchandise of the T and D Mayo and Keno stores, the

Figure #69
The Taylor and Drury Co. vessel, Thistle, c. 1930



Thistle sank in a storm off the northeastern end of Richtofen Island, Lake Laberge.

Each of these two vessels are potentially significant U.H.R.. The Goddard primarily due to its historic importance as one of the first steam vessels to navigate the upper Yukon River (she was preceded by the Bellingham 12 days earlier) and the only known Gold Rush era vessel which might yet be intact; the Thistle due to the extensive cargo which she carried, as well as her structural remains.

The location of these two vessels in the depths of Lake Laberge is not as problematic as it might seem. During the past ten years, spurred largely by the needs of the offshore oil and gas industry, extensive development of sub-surface locational devices has occured, as anyone abreast of recent news on the discovery and survey of the Titanic is aware. The Goddard and Thistle are Yukon's equivalent U.H.R., and their location may be determined using much the same principles, techniques and equipment, though on a scale and sophistication commisserant to their value.

Essentially this will require the leasing or lending of a side-scan sonar unit and operator engaged in approximately a week of locational effort. The cost of such an expedition has been estimated to be about $6,500.00 (a copy of a proposed budget is contained in Appendix D).

The discovery of either or both of these vessels would not only be of local but national and, in the case of the Goddard at least, international significance. It would certainly serve to focus wide-spread attention to the efforts of the local heritage community in the area of underwater

research. The further potential of research and, ultimately recreational dives on these vessels is also great.

7.2.3 Miles Canyon - Whitehorse Rapids Map #46

The high priority designation of this study area is based largely upon incomplete historical research, which nevertheless indicates the highest known ratio of wrecks-cargo lost per kilometre in the entire Yukon water transport system, higher than even the Thirty-Mile section.

This density of wreckage, however, is mitigated by the velocity of the river's current, here, the high rate of which makes it difficult to dive in systematically. Furthermore, the high stream flow would predictably result in a high proportion of U.H.R. being deposited widely downstream, utterly confusing the contextual information of any recovered cultural remains.

Difficult does not mean impossible, however, and there are both techniques and relatively simple equipment which can serve to overcome the adversity of the current in the survey of these waters. However, while in the case of isolated wreck contextual information may be retrieved from downstream deposition of artefacts, the sheer volume of known wreck and cargo loss make it unlikely that much in the way of this type of archaeological information would in general be possible in this study area.

Nevertheless, due to its contiguity to Whitehorse, the base of research operations, it remains of high potential value in the training of personnel, the testing of fast-water

Map #45

Historic and Current Course of Miles Canyon - Whitehorse Rapids

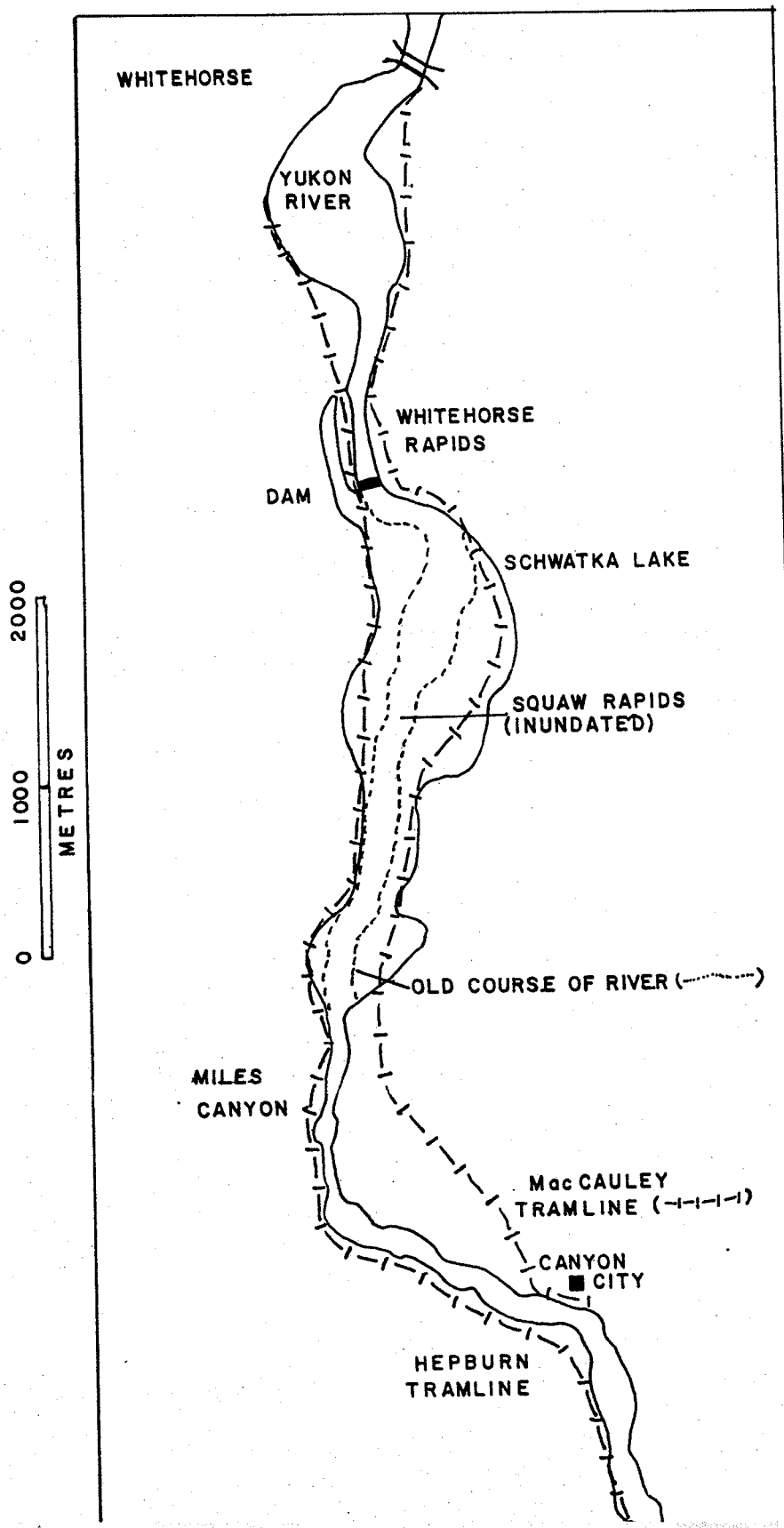


Figure #70
Miles Canyon, c. 1899

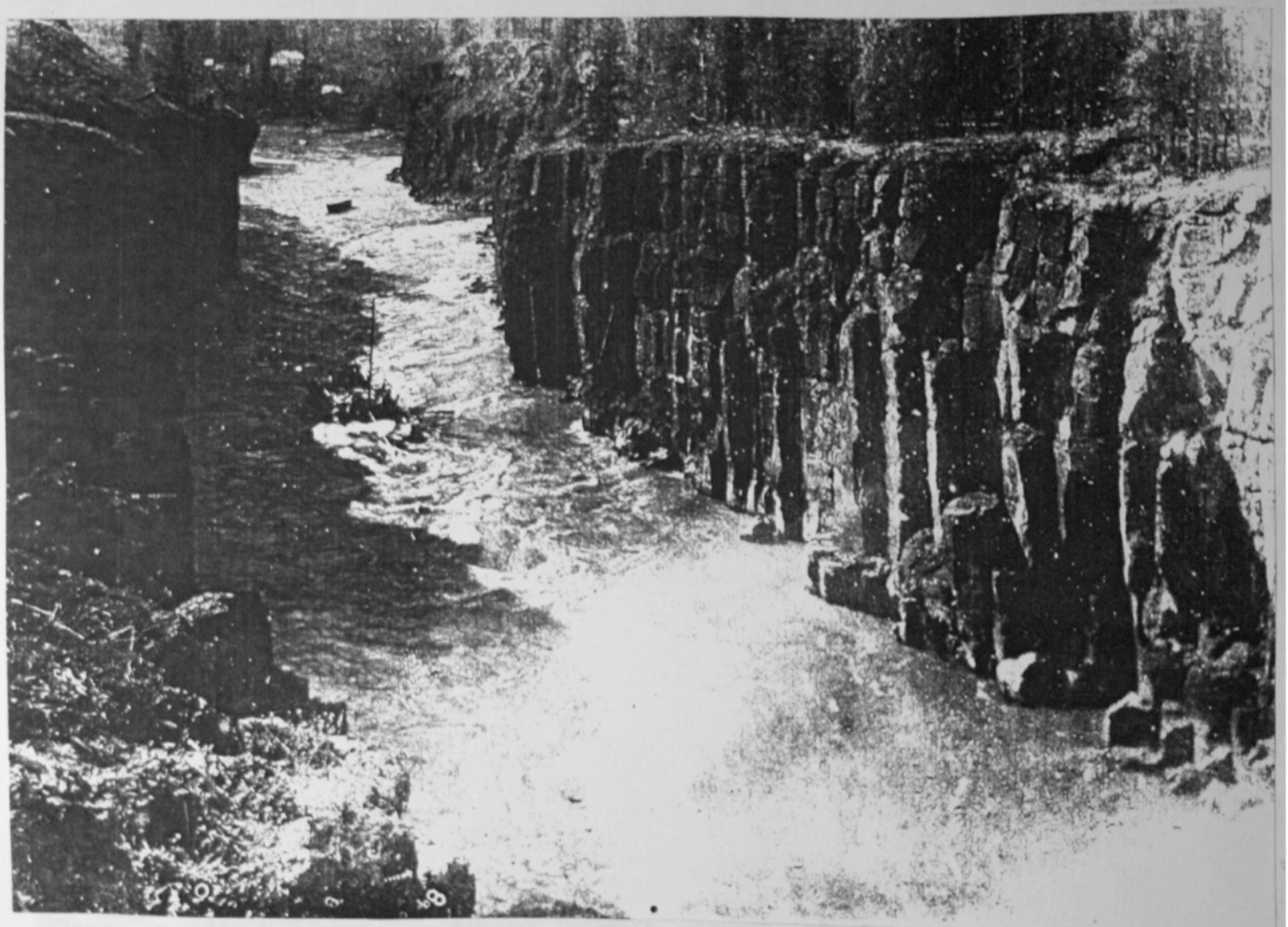


Figure #71
Whitehorse Rapids, c. 1900



techniques and equipment, and the recovery of museum quality artefacts representative of the Stampede population.

7.3 Historical Research Priorities

In continuing research designed to supplement and assist inventory work, there are three identifiable categories of material which are of relative priority: aboriginal site research; Hudson Bay Company records; Public Archives of Canada material.

More specifically, identification of potential aboriginal U.H.R. sites must continue for these waterways not currently covered to date. As well, further research is required on native trade/travel routes.

Hudson Bay Company records are usually of enough detail to assist in projects such as this since the loss of any cargo had to be accounted for.

Finally, Public Archives Canada, is the depository for numerous records relating to this project, in particular shipping Registries, Official Wreck Registers, and R.N.W.M. Police records.

It is anticipated that a good deal of new information and further detail will arise from a systematic examination of these sources.

8.0 SUMMARY AND RECOMMENDATIONS

Specific research recommendations, such as examination of Hudson Bay Company records, and further research on aboriginal sites, are found at relevant sections of this report. The recommendations contained in this section are of a broader nature, calculated to encourage the continued development of underwater archaeological research in Yukon generally, rather than details of the specifics of research design. That continued underwater inventory of U.H.R. is required is clear from the initial data gathered in this report.

This report has presented the historical basis for the proposition that Yukon's waterways contain an extensive and wide variety of Underwater Heritage Resources. It has in the main focused on Underwater Heritage Resources associated with historic post-1898 wreck, but has also indicated, to varying degrees, the existence of other U.H.R., such as shoreline middens, inundated or washed-out aboriginal occupation sites, "wet-sites", Hudson Bay cargo loss, and Arctic coast whaling vessel wreck.

By describing the goals and accomplishments of the 1986 activities of the Yukon Underwater Diving Association - Heritage Resources Inventory, we have identified a methodology whereby Yukon U.H.R. may be, and indeed were, confirmed and assessed.

The report also represents the accumulated documentation of historic wreck in Yukon to date, which allows for the priorization of specific components of the transport waterways in terms of their potential to future inventory efforts. In this regard special mention should be recalled for the Thirty Mile, Lake Laberge, and Miles Canyon - Whitehorse Rapids sections of the Yukon River. Although final assessment of our accomplishments must rest with the adjudication of our peers in the heritage resource community, we feel that under the criteria of our original goals the results of the 1986 field/research work were a notable success.

The question now arises as to how best build upon these first steps in the development of continuing underwater archaeological research in Yukon.

Of the most importance, in the opinion of the author, is the continued cultivation of the diving community as partners in the discovery, investigation, conservation, preservation, and interpretation of underwater heritage resources. During the course of the year there has been a tremendous amount of "good will" developed by both sides of the enterprise - Heritage management officials and sport-divers. It should be clear to both parties that they are engaged in a necessarily symbiotic relationship - heritage managers need divers in order to carry out their mandates of inventory, development and protection of underwater resources; while divers need the expertise, guidance, and legitimization of heritage managers to engage responsibly in their avocation. Compared to the mistrust and sometimes bitter enmity witnessed elsewhere this relationship has been initiated and to date maintained with a refreshing maturity and recognition of common goals and purposes.

But it would be foolhardy to state that there is no potential for the sort of conflict between heritage managers and divers found in other jurisdictions. As long as current legislation regarding U.H.R. at the federal level remains as it now stands, there will always be the difficulties associated with the conflict between the rights of the collective to "protect and conserve" and the rights of the individual to "salvage". While the Yukon Government is not responsible for this legislative state of affairs, it can join other provincial heritage offices in promoting effective change at the Federal level. In the meantime, it can work with the local diving community to develope realistic and enforcable policies regarding U.H.R. preservation and investigation.

****
* Therefore, this report recommends: *
* *
* 1. That a policy committee be struck, comprised of *
* representatives of heritage management, academic *
* research, and sport divers, to formulate effective, *
* enforcable, and responsible policy regarding the *
* discovery, interpretation, development, and pre- *
* servation of underwater heritage resources in Yukon. *
****

The continued development of underwater archaeological research in Yukon requires the commitment of sports divers to respect the integrity of U.H.R. and work to the standards of the archeological discipline. But, again, as has been learned in other jurisdictions, commitment to the <u>idea</u> is not enough, it requires the professional guidance of an experienced archaeologist. Given this guidance, there is ample

evidence that an avocational group can succeed in attaining a standard which bears scrutiny by the professional archaeological community (see, e.g. Gregory 1984; Harvey 1983; Thomson 1982). If Yukon Heritage Branch is serious in continuing investigation and development of U.H.R., given the fact that their labour base must be the sport diving community, as well as the Branch's own mandate of professional standards, then the Branch must be prepared to commit adequate funding to the Y.U.D.A. - H.R.I. for obtaining professional archaeological services.

This may be accomplished by either hiring new personnel or training existing staff to perform this function, or alternatively, providing funds directly to the Y.U.D.A. for the expressed purpose of contracting required services. Of the two, the latter would seem to be both less costly in gross terms of salary and benefits, as well as efficient in terms of required training.

****
* Therfore, this report recommends: *
* *
* 2. That, contingent on the continued development *
* of underwater archaeological research, the funding *
* requirements of the Yukon Underwater Diving *
* Associations's - Heritage Resources Inventory for *
* the contracting of necessary professional archaeo- *
* logical services be met by the Heritage Branch, in *
* order that they may both obtain the standards of the *
* discipline. *
****

Underwater archaeological research is expensive. Like

terrestial archaeology it is labour intensive, but it is also more technically expensive. As well, like terrestrial archaeology, underwater research has long depended on the volunteer efforts of avocational archaeologists or student field schools to offset fieldwork expenses. True to tradition, the 1986 field work of the Y.U.D.A. - H.R.I. was largely carried out by volunteer divers. Their out-of-pocket expenses for travel and compressed air were paid by the project - approximately $1800.00. When you consider that the equivalent amount of dive time alone would have minimally cost $5,000.00, this volunteer effort represents a significant subsidy of the project. Another $5,000.00 of estimated costs in goods and services were provided by interested community members (pilots, boat operators, surveyors, technical equipment loans). Further personnel costs for research assistants were paid for by outside (non-Heritage Branch) funding (approx. $10,000.00).

What these brief financial statements indicate is that a project of this nature is capable of attracting "soft" monies, both actual dollars, as well as donated goods and services (an estimated $20,000 in 1986). But in order to do so requires that the project be viewed as legitimate research with the support of the local heritage community. This was obtained, and will continue to be obtained, through the liason of the Y.U.D.A. with community organizations, such as the Yukon Historical and Museums Association and the Yukon Transportation Museum Association. However, the continued close association of the Y.U.D.A. - H.R.I. and the Yukon Heritage Branch is perceived to be the single most important legitimizing sanction.

The Y.U.D.A. - H.R.I. would like to cast its funding net

wider to encompass national research and philanthropic grant-funding sources. If successful, besides extending the research proper, this effort would result in additional capital infusion to the Yukon economy through the purchase of goods and services required by the project as well as hiring of research personnel.

****
* Therefore, this report recommends: *
* *
* 3. That the Yukon Heritage Branch actively assist *
* in the efforts of the Y.U.D.A. - H.R.I. to obtain *
* alternative sources of funding through promotion *
* (e.g. conference papers) and support of their *
* application (e.g. references). *
****

The study area of highest recommended priority is the Thirty-Mile section of Yukon River. Its designation as a "Heritage River" is forthcoming, yet to date its underwater heritage resources have not been officially recognized. Given the documentation of this report such neglect can no longer be justified. It is imperative that U.H.R. be fully integrated into the management plan of the Thirty-Mile, and that the proper steps be taken to fully inventory the extant U.H.R. contained therein.

****
* Therefore, this report recommends: *
* *
* 4. That the Heritage Branch promote the integration *
* of underwater heritage resources into the management *
* plan of the Thirty-Mile Heritage River, and that the *

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*   responsible departments undertake a field-inventory    *
*   of extent resources therein.                           *
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This report has discussed the importance of U.H.R. to the historical heritage largely in terms of inventory and research. But like museums, U.H.R. have a role to play in the re-creation of the community. By their nature, U.H.R. hold a fascination and excitement for S.C.U.B.A. divers generally, and their importance in the generation of recreational diving should not be overlooked.

At the beginning of this report it was noted that packaged tour dives of Yukon U.H.R. were not expected in the near future - yet recent discussions with divers in both B.C. and Alberta has generated a surprising enthusiasm for diving Yukon wrecks. Divers are, indeed, tourists of a different sort.

Combine this keen interest with the widely-promoted theory of generating greater stop-over days for through travellers, as well as with the apparent fact that Yukon's greatest cultural appeal to the tourist market is its historical resources, and it is sensed that there may be more merit to the concept of tourist diving than perhaps originally conceived.

Once inventory work is completed in a study area, it is believed the Heritage Branch will be in a position to identify a significant number of relatively accessible dive sites which are judged to be amenable to frequent tourist diving - the hull of the <u>Australian</u> is one which springs readily to mind. They can then integrate this new experience of the

Yukon in their tourist promotional package. The appeal and appreciation of the site, as well as protection of the resource, could be further enhanced by both above and below water interpretive plaques, along the lines of those set on wrecks in B.C. and other provinces.

****
* Therefore, this report recommends: *
* *
* 5. That those responsible for the promotion of *
* tourism undertake a study to determine the feasibil- *
* ity and economic potential of integrating diving at *
* selected underwater heritage resource sites as a *
* part of the Yukon Tourism development strategy. *
****

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* Note: YA - Indicates Yukon Archives

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Alphabetically arranged by name and subject. Like the E.W. Jones sternwheeler notebook, but more

comprehensive, including tables and diagrams. Covers less vessels than E.W. Jones. Excellent source.

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Bennett Sun. (1899-1900)
Various issues.

Access: YA - Microfilm Collection

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Dawson News. (1899-1937)
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February 10 issue. Article on seizure of schooners Alexander and St. Paul.

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10.0 APPENDICES

- APPENDIX A -

AN INDEX OF VESSELS ON YUKON WATERS 1874-1938

A.1 Introduction

This index lists some basic data compiled to date on 273 vessels documented to have traversed Yukon waters between the years 1874 to 1938. When available, it notes name, registration, type of vessel, origin and final disposition. The final column indicates whether the remains of the vessel have been located/assessed by the YUDA - HRI, and the page number of this report further information may be found.

It should be noted that, in most cases, further details of construction and history for these vessels is held under their headings in the 3X5 card index and, in the case of wrecks, legal files.

A.2 Abbrevisations

Following is a list of abbreviations used in this index, arranged according to column heading/number.

1)Name: This column gives the recorded name as well as any other by which the same vessel was known as.

aka = Also Known As
rn = Renamed

2)Registration Number: This column lists the registration number assigned the vessel in the Canadian Shipping Register. It is unique and can serve to distinguish similar vessels (either name or type) from each other.

3)Type of Vessel: This column identifies first the type of vessel, then propulsive fuel.

SW : Stern Paddlewheeler
SDW: Side Paddlewheeler
SK : Screw Propeller(2=Twin)
SL : Sail
  BRK = Barque
  C = Schooner
  CAT = Catamaran
Bg : Barge
Rb : Rebuilt

B: Steam-Boiler
G: Gasoline
D: Diesel
K: Kerosene

4)Built: This column lists where and when the vessel was built.

30M - Thirty Mile Section, Yukon River
40M - Forty Mile River
Ads - Adrea of Sky slough
BEN - Bennett, Lake Bennett
CAL - California State
DH - Dutch Harbour, Alaska
ELB - Ellensburg, Washington
FBK - Fairbanks, Alaska
KAG - Kagiong, (Alaska?)
HOOT - Hootalinqua, Yukon River
NY - New York, New York
PTK - Port Blakely, Washington
RINK - Rink Rapids, Yukon River
SF - San Francisco, Califoria
StM - St. Michaels, Alaska
UNA - Unalaska, Alaska
VIC - Victoria, British Columbia
WHS - Whitehorse, Yukon

BAL - Ballard
BS - Beafort Sea
Chg - Chicago, Illinois
DWN - Dawson, Yukon
ENG - England
FFR - Five Finger Rapids, Yukon River
LLB - Lake Laberge, Yukon
OR - Oregon State
PTL - Portland, Oregon
SEA - Seattle, Washington
STK - Stikine River
TAC - Tacoma, Washington
VAN - Vancouver, British Columbia
WA - Washington State
WRG - Wrangell, Alaska

5)Disposition: This column identifies the vessels final disposition, if known, the year and the place. If unknown = ?.

ab - Abandoned/derelict
con - Conserved
ds - Dismantled/destroyed
in-op - In Operation
or - Original Name
rb - Rebuilt
rn - Renamed
wr - Wrecked

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
001)	A.J. GODDARD	107517	SW-B	1897/8 SF+BEN	wr-1901 LLB	
002)	AGNES E. BOYD		?	1898 CAL	?	
003)	AKSALA		SW-B	1913 WHS	ds-197 WHS	YES
004)	ALEXANDER		SL-BQ	1855 N.Y.	wr-1906 Cape Parry N.W.T.	
005)	ALICE I		SW-B	1895 StM	?	
006)	ALICE II		SW-B	1909 SEA	?	
007)	ANGLIAN	107512	?	1898 Teslin Lake	ds-1931 WHS	
008)	AQUILLA		SW	?	?	
009)	ARCTIC		SW	1889 StM	ds-1896	
010)	ARGONAUT		-B	?	wr-1912 Stewart	
011)	ARNOLD		SW-B	1898 UNA	ds-1916 StM	
012)	AUTOGO		SK-G	1908?	?	
013)	AUSTRALIAN	107525	SW-B Rb Bg	1899 VIC 1942	ab-1906 wr-1970?	YES
014)	BAILEY	107715	SW-B	1899 BEN	ds-1931 WHS	
015)	BELLA		SW-B	1896 StM	ab-StM	
016)	BELLINGHAM		?	1987 BEN	?	
017)	BONANZA		SL-SC		wr-1905 King Point	YES
018)	BONANZA KING	107851	?	1898 DH	ab-1912 WHS	
019)	C.H. BRADLEY		SK-?	1898 SEA	ab-? St.M	
020)	CANADIAN	100761	SW-B	1898 VIC	wr-1938 WHS	
021)	CASCA I	103919	SW-B	? VIC	ab-1911 LLB	YES

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
022)	CASCA II	103919	SW-B	1911 WHS	wr-1936 RINK	YES
023)	CASCA III	103919	SW-B	1937 WHS	ds-1974 WHS	
024)	CHANCE		CAT-B	1907 DWN	?	
025)	CHARLES H. HAMILTON		SW-B	1897 StM	ab-? St.M	
026)	CHRISTINE		SK-G	?	wr-1911 30-M	
027)	CITY OF PARIS		SW-B	1898 SEA	ab-? Koyukuk R.	
028)	CLARA	107858	SW-B	1898 SF	ds-1901 DWN	
029)	CLARA MONARCH	107858	SW-B	? SF	wr-? WHS	
030)	CLIFFORD SIFTON	107528	SW-B Rb-Bg	1898 BEN 1904	wr-1904	
031)	COLUMBIAN	107091	SW-B	1898 VIC	wr-1906 Eagle Rock	
032)	CORA		SW-B	1894 ?	?	
033)	CUB		SK-?	1898 SF	wr-StM	
034)	D.A. GRANT		?	1902 ?	?	
035)	D.R. CAMPBELL		SW-B	1898 SEA	?	
036)	DANCELLA		SK-?	? SEA	?	
037)	DAWSON	107836	SW-B	1901 WHS	wr-1926 RINK	
038)	DAWSON CITY rn GUSSIE BROWN		SK-?	1898 SF	ab-? Nome	
039)	DELTA		SW-B	1905 StM	ab-? StM	
040)	DORA		?	?	?	
041)	DOROTHY		SW-B	1898 SEA	?	
042)	DUSTY DIAMOND		SW-B	1898 StM	?	

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
043)	ELDORADO aka PHILLIP B. LOWE	107852	SW-B	1898 SEA	dis-1903	
044)	ELK		Bg	1906 WHS	?	
045)	ELLA		SW-B	1905 WHS	ab-1907 Tanana River	
046)	EMIL		?		wr-1902 Klondike River	
047)	EMMA NOTT		SW-B	1898 BEN	?	
048)	ERMINE		Bg	1906 WHS	?	
049)	EVA FAY		SW-B	?	wr-1899 Alaska	
050)	EVELYN		SW-B	1908 SEA	ab-? HOOT	YES
051)	F.K. GUSTIN		SW-B	1898 SEA	?	
052)	FLAMINGO		SK-?	1821 ?	?	
053)	FLORA	103916	SW-B Rb-Bg	1898 BEN 1902	? ?-1906 DWN	
054)	FLORENCE S.	107857	SW-B Rb-Bg	1898 StM	wr-1900 30M?	
055)	FLYING		SW-B	?	?	
056)	FORTUNE HUNTER aka HELEN BRUCE		SW-B	1898 StM	?	
057)	FRONTIEMAN		SK-G	1907 WHS	?	
058)	GERTRUDE		SW-B	1909 ?	?	
059)	GLASSCOCK		SW-B	1898 PTL	wr-1898 ? Pacific ?	
060)	GLEANER	107526	SW-B	1899 BEN	wr-1917	
070)	GLENORA	107149	SW-B	1898 TAC	wr-1902 DWN	

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
071)	GOLD STAR	107852	SW-B Rb-Bg	1898 StM 1902 DWN	wr-1900 FFR wr-? Tanana R.	
072)	GOLDEN CROWN I		SW-B	1902 WHS	ab?-? Stewart River	
073)	GOLDEN HIND		SW-B	?	wr-1904 FBK	
074)	GOVENER STONEMAN		SW Tug	1898? ?	?	
075)	GUSSIE BROWN see: 038) DAWSON CITY					
076)	GYPSY QUEEN		SW-B	1897 WRG	?	
077)	HANNAH		SW-B	1898 UNA	?	
078)	HELEN BRUCE aka FORTUNE HUNTER					
079)	HERBERT		SW-B	1906 ANVIK	?	
080)	HERMAN		SW-B	1898 DH	ab-? StM	
081)	HETTIE B.		SK Tug	1898? SF	?	
082)	IDA MAY aka W.H. RIDEOUT		SW-B	1898 CAL	ab-1910 StM	
083)	IDITAROD		SW-B	1909? ?	?	
084)	IDLER		SW-B	1911 FBK	?	
085)	INDEPENDENCE		SW-B	1905? ?	?	
086)	INDIANAPOLIS		SW-B	1898 StM	?	
087)	INVESTIGATOR		?	?	ab-1918? Banks Island	
088)	IOWA		SW-B	1898 BEN	?	
089)	ISABELLE		SW-B	1901 StM	ab-1908? StM	
090)	J.P. LIGHT	107860	SW-B	1898 SEA	?-1913	

NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
091) J.W. JACOBS		SW-B	? WHS	ds-194? Nenana	
092) JAMES DOMVILLE	107154	SW-B	1898 VAN	wr-1899 30M	YES
093) JEFF C. DAVIS aka DUCHESMAY		SW-B	1898 PTB	ds-1933 Nenana	
094) JOHN C. BARR	107853	SW-B	1898 UNA	returned US 1902	
095) JOHN CAHUDY		SW-B	1898 UNA	?	
096) JOHN J. HEALY		SW-B	1896 StM	ab?-? StM	
097) JOHN RILEY		SW-B	1898 St.Lorenz	?	
098) JOSEPH CLOSSETT aka JOSIE C.	107621	SW-B	1898 BEN	ab-1905 ds-1931 WHS	
099) JULIA B.		SW-B	1908 BAL	ds-1924 DWN	
100) KELAMAZOO		SW-B	?	?	
101) KARLUK		?	?	wr-1916 Pacific	
102) KATIE HEMRICK		SW-B	1898 SEA	wr-1900 Nulato	
103) KENO	116618	SW-B	1923 WHS	con-1960 DWN	YES
104) KILBURN		SW-B	1898 BEN	?	
105) KLONDYKE(a)		Bg	1900? ?	?	
106) KLONDYKE 1	116627	SW-B	1929 WHS	wr-1936 HOOT	YES
107) KLONDYKE II	116627	SW-B	1937 WHS	con-19? WHS	YES
108) KLONDYKE(b)		SW-B Rb Tug Rb Bg	1898 DH	? StM	
109) KLONDYKE(c)		SW-B	1920? DWN	wr-1923 Mayo	

	NAME	REG#	TYPE	BUILT	DISPOSITION FOUND
110)	KOYUKUK I		SW-B	1902 PTL	wr-1906 Tanana River
111)	KOYUKUK II		SW-B	1906 StM	wr-1911 Tanana River
112)	KLUAHNE		SW-B	1910 WHS	ds-1910? WHS?
113)	LA FRANCE	107866	SW-B	1902 LLB	wr-1911 30M
114)	LAVELLE YOUNG		SW-B	1898 PTL	ds-1920 ?
115)	LEAH		SW-B	1898 StM	?
116)	LENORA		?-B	?	ds-1902 Klondyke City
117)	LEON		SW-B	1898 UNA	ad-? StM
118)	LEOTA		SW-B	1898 CAL	?
119)	LIGHTING	107156	SW-B	1898 VAN	ds-1919 DWN
120)	LINDA		SW-B	1898 UNA	ab-? StM
121)	LINDERMAN		SW-B	1898 BEN	ab/wr-? 30M
122)	LITTLE DELTA		SW-B	1908 FBK	ab-? Iditarod
123)	LITTLE SNUG		SW-B	1910 FBK	?
124)	LIZZIE B.		SW-B	1898 NY	?-? Koyukuk
125)	LOLA LEE COLLINS		SW-B	1898 SEA	?
126)	LORELLI		SW-B	1898 BEN	ab?-1901? LLB?
127)	LOS ANGELES		SW-B	1898 StM	?-? Koyukuk
128)	LOTTA TALBOT		SW-B	1898 SEA	ab-? StM
129)	LOUISE(a)		Bg	1902?	?

	NAME	REG#	TYPE	BUILT	DISPOSITION FOUND
130)	LOUISE(b)		SW-B	1898 UNA	ab-?
131)	LUELLE		SW-B	1898 CAL	ab?-? Koyukuk
132)	LULLY C.		SW-B	1898/99 BEN	?
133)	M.L. WASHBURN		SW-B	1911 StM	wr-1920 Little Salmon
134)	MABLE F.		SW-B	? BEN	ab?-? Carcross?
135)	MARE ISLAND		SDW-?	? SF	ab?-? StM
136)	MARQUERITE		Bg	1902? DWN	?
137)	MARGRET	111811	SW-B	1897 StM	ds-1919 StM
138)	MARIAM		Tug	? StM	?
139)	MARION		SW-B	1901 TAC	?
140)	MARJORIE		SW-B	1898 VAN	wr-1904 ?
141)	MARTHA CLOW		SW-B	1898 CAL	ab-? FBK
142)	MARY		SK-?	?	ab-1852 Beechey Island
143)	MARY D. HUME		SW-B	1881 ELB	?
144)	MARY F. GRAFF	107839	SW-B	1898 SEA	ab?-1904 DWN
145)	MAY D.		SW-B	1898 SF	ab?-? Koyukuk
146)	MAY WEST rn VIDETTE(1903)		SW-B Rb	1896 StM 1911	?-1911 LLB
147)	METEOR		SK-2	1900 SF	in-op 1949 Nome
148)	MILWAUKEE		SW-B	1890 BAL	ab?-? Kuskowin
150)	MINNEAPOLIS		SW-B	1898 TAC	in-op 1949 Chena
151)	MOCKINGBIRD		SW-B	1898 TAC	?

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
152)	MONARCH		SW-B	1898 BAL	ab-? StM	
153)	MONO aka MUNO	107102	SW-B	1898 STK	wr-1902 DWN	
154)	MOUNT ROYAL	111778	SW-B	1903 VIC	wr-1907 Skeena River	
155)	NASUTLIN	133738	SW-B	1912 WHS	wr-1920 Mayo	
156)	NEECHEAH aka KESTREL	116619	SK-G/D	1920 WHS	ab-? WHS	
157)	NENANA(a)		SW-B	1933 WHS	?	
158)	NENANA(b)		SW-B	? FBK	?	
159)	NEW RACKET		?	1822 SF	wr-? Fort Yukon	
160)	NEW YORK		SW-B	1899 ?	?	
161)	NITA		?	1909 VAN	?	
162)	NORA	103915	SW-B Rb Bg	1898 BEN 1903	?	
163)	NORCOM aka EVELYN	116613	SW-B	1908 SEA	ab-1903 HOOT	
164)	NORDICA		SK-B	?	?-? StM	
165)	NORTH STAR		SW-B	1898 StM	?-? Koyukuk?	
166)	NORTHERN		SW-B	1898 StM	wr-? Koyukuk	
167)	NUGGET		SW-B	1898 StM	?	
168)	NUNIVACK		?	?	wr-? Nenana	
169)	OLIVE MAY	107514	SW-B	1898 BEN	ds-1908	
170)	OIL CITY		SW-B	1898 SEA	ab?-? Holy Cross	
171)	ORA	103914	SW-B Rb-Bg	1898 BEN 1903	ab-1905 DWN	

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
172)	PAULINE WEAVER		SK-2	1898 SEA	?	
173)	PAULINE	116611	SW-B	1907 WHS	wr-1917 DWN	
174)	PEARL		SL-SC	1904 SF?	wr-1905 Pacific	
175)	PELICAN		SK-?	?	?	
176)	PELLY(a)		Bg	?	wr-1920 Stewart River	
177)	PELLY(b)		SW-B	?	?	
178)	PENELOPE		SL-SC	1900? SF	wr-1907 Shingle Pt. BS	YES
179)	PHILLIP B.		SW-B	1898 SEA	ds-1903 DWN	
180)	PILGRIM		SW-B	1898 SEA	ab-? StM	
181)	PIONEER		?-B	1911 DWN	?	
182)	PORTUS B. WEARE		SW-B	1892 StM	ab-? StM	
183)	PRIDE OF FORTYMILE		Rft	?	wr-1904 40M	
184)	PROSPECTOR	107865	SW-B	1901 WHS	wr-? WHS	
185)	PUP		SW-B	1905 BAL	ab-? Innoko River	
186)	QUICK	107861	SW-B	1900 DWM	ab-1900 DWN rb-1906 Teslin Lake	
187)	QUICKSTEP		SW-B	1898 SEA	?	
188)	RAMPART	16615	SW-B	1908 DWN	ds-1914 ?	
189)	RANGER		SL-?	?	wr-1843 Cape Durban	
190)	REDLANDS		SW-B	1898 SF	?	
191)	RED RIDER		SW-G	? SEA	?	

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
192)	REINDEER	107099	SW-B	1898 VIC	wr-1900 FFR	
193)	RELIANCE		SW-B	1907 StM	wr-1917 Minto	
194)	RELIEF		SK-?	?	?	
195)	RESEARCH		SW-B	?	wr-1911 Tacotna + Nixon River	
196)	RIDEOUT aka IDA MAY	107829	SW-B	1898 CAL	ab-1910 StM	
197)	ROBERT KERR		SL-B	1898 SEA	con-1980 van	
198)	ROCK ISLAND I		SW-B	1898 SEA	wr-1906 Chena	
199)	ROCK ISLAND II		SW-B Rb-Bg	? StM	?	
200)	ROSALIE		SK-B	1898 SF	?	
201)	ROUGH RIDER		?-B	1902 ?	?	
202)	RUTH		SW-B	1899? BEN?	?	
203)	S.B. MATTHEWS		SW-B	1895 SF	wr-? Koyukuk	
204)	SAIDIE		SD-B	1898 SF	wr-1903 Teller Alaska	
205)	St. JAMES		SW-B	?	wr-1899 Anvik	
206)	St. JOSEPH		SW-B	1898 StM	?	
207)	St. MICHAEL I		SW-B	1879 SF	?	
208)	St. MICHAEL II		SW-B	1898 SE	ab-? ADS	
209)	SAMSON		SW-B	1910 FBK	in-op 1949 FBK	
210)	SARAH		SW-B	1898 UNA	wr-1903 Nation City	
211)	SAULT STE MARIE		SW-B	?	?	
212)	SAYAK		SW-B	1900 KAG	?	

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
213)	SCHWATKA(a)		SW-B	1898 PTB	ab-? DWN	
214)	SCHWATKA(b)		?-B	1905 ?	?	
215)	SCOTIA	107829	SW-B	1899 Atlin	ab-1918 (Atlin Lake)	
216)	SCOUT		?-B	1902 DWN?	?	
217)	SEATTLE I		SW-B	1898 StM	wr-1898 ?	
218)	SEATTLE II		SW-B	1898 SEA	ab-? StM	
219)	SEATTLE III		SW-B	1898 DH	?	
220)	SELKIRK	107835	SW-B	1901 WHS	wr-1930 Stewart River	
221)	SIBILLA I		SK-?	?	? (Carcross)	
222)	SOVEREIGN		SW-B	1898 BAL	wr-? Nome	
223)	STAUF		SK-?	1907? ?	?	
224)	SUSANA		SW-G	1913 FBK	ab?-? FBK	
225)	SUSANNAH		SW-B	1889 SF	?	
226)	SUSIE		SW-B	1898 UNA	ab-? StM	
227)	SYBYL		SW-B Rb-Bg	1898 VIC 1904 ?	?	
228)	T.C. POWER		SW-B	1898 UNA	wr-1905 Tanana River ab-? StM	
229)	TACOMA		SW-B	1898 SEA	ab-? Ads	
230)	TANA		SK-G Rb-B	1905 SEA 1906 FBK	? (Kuskokwim)	
231)	TANANA		SW-B	1904 StM	wr-1915 30M wr-1921 Tanana River	

NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
232) TANANA CHIEF		SW-B	1898 UNA	ab-? Chena	
233) TASMANIAN		SK-B	? BEN?	?	
234) TEDDY H.		SW-B	1910 FBK	wr-? Nanana	
235) TETLIN		SW-B	? FBK	?	
236) THISTLE(a)		SW-B	1896 WA	?	
237) THISTLE(b)	107867	SW-B	1902 LLB	wr-1928 LLB	
238) THLINKET		SW-B	1893 SF	?	
239) TOSI		SW-B	?	(Holy Cross 1949)	
240) TOURIST		SW-B	1907 PTB	?	
241) TRITON		SL-BK	?	wr-? Herschel Island	
242) TUTSHI	138965	SW-B	1917 BEN	ab-1955 Carcross con-1980 Carcross	
243) TYRREL	107159	SW-B	1898 VAN	ds-1912 DWN	
244) VICTORIA(a)		SW-B	1897 StM	?	
245) VICTORIA(b)		SW-B	1898 SEA	?	
246) VICTORIAN	103917(?)	SW-B	1898 VIC	ab-1912? DWN	
247) VIDETTE aka MAY WEST	107869	SW-B	1896 StM	wr-1917 LLB	
248) VIOLA		?	? BEN	?	
aka VIOOLA(?)		SW-B	? BEN	?	
249) VIVIEN		SK-G	1907 WHS	ds-1918 WHS?	
250) W.H. EVANS		SW-B	1898 BAL	ds-1900 Yukon Flats	
251) W.H. SEWARD		SW-B	1898 ?	?	

	NAME	REG#	TYPE	BUILT	DISPOSITION FOUND
252)	W.J. MERVIN		SW-B	1883 SEA	wr-1900 Nome
253)	W.K. McKENZIE	107854		1883 SEA	?-1900
254)	W.S. STRATTON	107859	SW-B	1898 SEA	wr-1899 Selwyn
255)	WESTERN STAR		SW-B	1898 SEA	wr-1898/99 Cook Inlet
256)	WHITE SEAL		SW-B	1905 FBK	in-op 1949 FBK
257)	WHITEHORSE	107837	SW-B	1901 WHS	ds-1974 WHS
258)	WILBUR CRIMMON		SW-B	1901 Couperville, Yukon	returned US 1906
259)	WILD CAT		SW-B	1892 CAL	?
260)	WILL H. ISOM		SW-B	1901 BAL	ab-? StM
261)	WILLIAM OGILVIE		SW-B	1899 BEN	ab-? Taku, B.C.
262)	WILLIE IRVING	103918	SW-B	1898 BEN	wr-1899 Selwyn
263)	WINNIFRED		SK-?	1898 SF	?
264)	WITCH HAZEL		SK-?	1895 OR	? (1898) (Fort Cahudy)
265)	WYVERN		SW-?	1896 ENG	wr-1900 Snake River, Alaska
266)	YORK B.		SK-G	1915? ?	?
267)	YOUKON		SW-B	1868 SF	wr-1878 Fort Youkon
268)	YUKON(a)		SW-B	1873 StM	wr-? Koyukuk River
269)	YUKON(b)		SW-B	1913 WHS	?
270)	YUKON ROSE		SK-?	? ?	ab-? DWN
271)	YUKONER		SW-B	1898 VIC	ds-1974 WHS

	NAME	REG#	TYPE	BUILT	DISPOSITION	FOUND
272)	ZEALANDIAN	107830	SW-B	1900 BEN	ds-1931 WHS	
273)	ZODIAC		?-B	?	wr-1904 Tanana River	

- APPENDIX B -

AN INDEX OF UNACCOUNTED FOR YUKON RIVER VESSELS

B.1 Introduction

This index lists 106 of the vessels found in Appendix A whose final disposition is to date undocumented. If the statistical norm of percentage of vessels, being wrecked holds for this group, we might expect as many as 50% of the total (or approximatly 50) of these vessels to be added to the wreck register once final disposition of these vessels is determined.

The list is arranged alphabetically.

B.2 Yukon River Vessels Whose Final Disposition is Unaccounted For (total n, discounting aka's = 107)

A) ALICE I ALICE II AQUILLA
AUTOGO

B) BELLINGHAM BONANZA KING

C) CLIFFORD SIFTON CORA

D) D.A. GRANT D.R. CAMPBELL DANALLA
DORA DOROTHY DUSTY DIAMOND

E) ELK EMMA NOTT ERMINE

F) F.K. GUSTIN FLAMINGO FLYING
FORTUNE HUNTER/HELEN BRUCE FRONTIESMAN

G) GERTRUDE GOLDEN CROWN I GOVENER STONEMAN
GYPSY QUEEN

H) HANNAH HELEN BRUCE/FORTUNE HUNTER
HERBERT HETTIE B.

I) IDITAROD IDLER INDIANAPOLIS
IOWA

J) J.P. LIGHT JOHN C. BARR JOHN CAHUDY
JOHN RILEY

K) KELAMAZOO KILBURN KLONDYKE(a)

L)	LEAH	LEOTA	LITTLE SNUG
	LOLA LEE COLLINS	LORELLI	LOUISE(a)
	LULLY C.		
M)	MARGUERITE	MARIAM	MARION
	MARY D. HUME	MOCKINGBIRD	
N)	NASUTLIN	NEECHEAH	NITA
	NENANA	NEW YORK	NORA
	NORDICA	NORTH STAR	NUGGET
O)	OLIVE MAY		
P)	PAULINE WEAVER	PELICAN	PELLY(b)
	PIONEER		
Q)	QUICK	QUICKSTEP	
R)	REDLANDS	RED RIDER	RELIEF
	ROCK ISLAND II	ROSALIE	ROUGH RIDER
	RUTH		
S)	St. JOSEPH	St. MICHAEL I	SAULT Ste MARIE
	SAYAK	SCHWATKA(a)	SCHWATKA(b)
	SCOTIA	SCOUT	SEATTLE III
	SIBILLA I	STAUF	SUSANNAH
	SYBIL		
T)	TASMANIAN	TETLIN	THISTLE(a)
	THLINKET	TOSI	TOURIST

W)	W.H. SEWARD	W.K. McKENZIE	WILD CAT
	WILLIAM OLGIVIE	WINNI FRED	WITCH HAZEL
V)	VICTORIA(a)	VICTORIA(b)	VICTORIAN
	VIOLA/VIOOLA		
Y)	YORK B.	YUKON(b)	YUKON ROSE

APPENIX C

Research Assistants Final Report

YUKON UNDERWATER HERITAGE RESOURCE INVENTORY

SUMMER, 1986

RESEARCH ASSISTANTS' FINAL REPORT

Marjorie G. Warren
David A. Beattie
Research assistants

We have been employed for twelve weeks this summer as research assistants under Mr. N. Alexander Easton, M.A., project director for the Yukon Underwater Heritage Resource Inventory. We had four primary responsibilities:

- to assemble as complete as possible an inventory of wrecks in the river systems and on the Arctic shores of the Yukon;
- to assemble a brief history of each vessel, emphasizing the circumstances under which it was wrecked;
- to use available information to ascertain as precisely the actual or probable location of each wreck;
- to assemble a descriptive catalogue of prehistoric archaeological sites associated with transportation waterways throughout the Yukon.

Since we were primarily concerned with gathering information, most of our time was spent sifting through the many documents available from institutions and individuals in Whitehorse. We used a variety of sources:

- records held by the Heritage Branch;
- journals;
- books;
- newspaper accounts;
- corporate and government records;
- personal interviews of knowledgeable persons;
- personal accounts, collections, scrapbooks and manuscripts;
- information gained from Yukon Underwater Diving Association field trips.

Personal interviews were carried out by phone or in the informants' homes. For printed and published material, our major source of information has been the Yukon Archives, where most relevant records and publications are held. In addition, we have used records held in the Whitehorse Public Library, Yukon College Library, and the Heritage Branch.

We have been disappointed in some of our endeavours. Personal interviews turned up little useful information that was not already available from other sources. Many persons whose knowledge would be useful are dead or have moved away. Many of the records that would be valuable to the project are not to be found in Whitehorse - e.g., corporate archival

...2/

material held in San Francisco -, or no longer exist, which is the case with most White Pass and Yukon Route records.

However, we have done the best job possible given the circumstances. We have assembled the largest body of information available on Yukon wrecks. We have corrected some errors or omissions made by other historians. And we leave a well-organized set of files containing all of the information and references that we have gathered this summer.

The records we leave consist of five different files:

- A legal-sized paper file of folders containing notes, photographs, photocopies, etc., dealing with specific wrecks and other relevant subjects. Each individual wreck file also contains a "wreck report", a form containing specifications, dimensions and historical details on the vessel.
- A 3"x5" card file containing relevant information, filed by vessel name (or number for unidentified vessels), on over 300 vessels. Each card is colour coded to indicate where and how the vessel met its end.
- A 3"x5" bibliographical card file containing a standard bibliographical reference, the location and - in pencil on the back - a short description of every useful book, newspaper, map or other record consulted in the course of our research.
- A 5"x8" green card file cataloguing the sites of archaeological digs throughout the major river systems and coastal areas of the territory.
- A set of maps on which all major trade routes are traced and another on which the sites of archaeological excavations or wrecks are denoted.

All card files include a key indicating how the file works. Future workers on this project will find it easy to retrieve information from the files.

Since we have exhausted most archival, library and personal sources in the Whitehorse area, much of the future research assistants' work will involve examining documents from sources outside Whitehorse. We have begun to solicit information from a number of institutions throughout North America: hopefully, these institutions will have forwarded further information for the researchers' use by next summer.

We also encourage future research assistants to investigate

...3/

the possibility of obtaining private records of individuals who were involved in Yukon river transportation, whaling and related activities. At this point, the best way to do this would be to seek out and contact their families or archival sources in the areas where they eventually settled.

We are confident that we have made an important contribution to this project. We wish Mr. Easton and his associates every success in their future work.

Respectfully submitted,

M.G. Warren D.A. Beattie

August 22, 1986

APPENDIX D

A proposed budget for side-scan sonar search for the remains of the steamers A.J. Goddard, and the Thistle in Lake Laberge.

SIDE -- SCAN SONAR SEARCH BUDGET COST BREAKDOWN

UNIT RENTAL (7 days @ $350.00/day)	$2450.00
UNIT AIR FREIGHT ($100.00)	$ 100.00
TECHNICIAN WAGE (7 days @ 400.00/day)	$2800.00
TECHNICIAN AIR FARE (return)	$ 500.00
GENERATOR RENTAL	$ 150.00
MISC. (fuel, site transport, survey equip.)	$ 500.00
TOTAL COSTS	$6500.00

APPENDIX E

Agreement of Disposition: Norseman Aeroplane Propeller.

The Yukon Transportation Museum Society
P.O. Box 4023
Whitehorse, Yukon
Y1A 3S9

January 26, 1987

Mr. N.A. Easton
Project Director
Y.V.D.A. - H.R.I.
Yukon College
Whitehorse, Yukon

Dear Mr. Easton:

This letter will confirm the willingness of the Yukon Transportation Museum to accept responsibility for the care, conservation and eventual display of the Norseman aeroplane propellor which your project retrieved from Tagish Lake.

This agreement is made with the recognition that:

1). The ownership of the artifact remains with the Crown, by right of the Heritage Branch, Department of Tourism, Government of Yukon;

2). the artifact will not be sold, loaned or removed from the territory; and

3). the artifact will be made freely available for research purposes upon request.

The artifact is one more valuable addition to our collection of remnants of our aviation heritage, and will enable us to make the presentation and preservation of our history that much more complete.

Thank you for all your assistance.

Yours truly,

Vern Toews
President,
Yukon Transportation Museum Soc

APPENDIX F

An Index of Potential Aboriginal U.H.R.
(Limited Circulation)

(SEE VOLUME II)