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## **6R-9-1.0 ADDITIONAL COMMERCIAL LAND USE INFORMATION**

### **6R-9-1.1 TOURISM**

#### **6R-9-1.1.1 The Campbell Region**

The Campbell Region includes the communities of Pelly Crossing, Minto Landing and Carmacks among others further south of the project. Carmacks is a stopover for both road and river travellers. The town offers accommodation, road side services, campgrounds, a riverside boardwalk, and the Tage Cho Hudan Interpretive Centre. Several kilometres north of Carmacks is the popular scenic view of Five Finger Rapids. Situated on the Yukon River between Carmacks and Pelly Crossing is Fort Selkirk, a significant historic site accessible only by boat. Tours can be arranged from a boat landing at Minto, as well as at various Whitehorse-based tour operators. Pelly Crossing is home to the Selkirk First Nation and is a midway stopping point between Whitehorse and Dawson City. (Department of Tourism and Culture, 2006).

#### **6R-9-1.1.2 The Silver Trail Region**

Further north the Silver Trail Region begins at Stewart Crossing. Once a thriving mining district, the community of Mayo is now a regional centre for tourism, outfitting, and mining operations, along with the First Nation of Nacho Nyak Dun. Visitors can find a range of services including accommodations, air charter, restaurants, and historic and visitor information at the Binet House Interpretive Centre (Department of Tourism and Culture, 2006).

### **6R-9-1.2 MINING AND AGGREGATE EXTRACTION**

#### **6R-9-1.2.1 Brief History of Mining in the Project Study Region**

The earliest account of mining potential in the project area came from observations made by George M. Dawson. In an exploration trip for the Geological Survey of Canada he noted coal deposits in the Tantalus Butte area. Further exploration by George Carmack in 1893 resulted in the discovery of coal seams in the Five Finger Rapids area, and another near Tantalus Butte. Carmack (one of the three individuals credited with the start of the Klondike Gold Rush) settled in the area in an attempt to develop a coal mine. His cabin was known as Carmack's cabin, and soon became a trading post. This was the beginning of the present day Village of Carmacks. Carmack moved on to bigger and better things and left the coal mining to others. "As Carmacks continued to grow, a store was added in 1904. By the turn of the century, it was developing a reputation as a coal mining centre, with mixed results. At its peak in 1903, over 8,000 tons of coal per year were being shipped to Dawson City. It was used for heat in homes and to power the Dawson Electric Light Company. By the late 1930s production reached 10,000 tons a year. (The mine) closed in 1935, and was reopened sporadically after that. In 1978 the Tantalus Butte mine caught fire and was permanently sealed" (Spotswood, 2004).

6R-9-1.2.2 Department of Highways Aggregate Inventory along the Klondike Highway

IDENT	HWY	KM	SIDE	NAME	STATUS	TERM	PIT USE	JURISDICT	RES STATUS	FEDERAL RESERVE #	BAND	BLOCK
115-I-02	2	363.00	L	CARMACKS LAGOON	A	L	GRAVEL	FED	A	115I01-0000-00048	CARMACKS/LITTLE SALMON	NONE
115-I-11	2	381.50	R	TATCHUN CREEK S	A		GRAVEL	FED	P		CARMACKS/LITTLE SALMON	NONE
115-I-03	2	383.40	R	KM 1.0 TATCHUN RD	A	L	GRAVEL	FED	A	115I08-0000-00011	CARMACKS/LITTLE SALMON	R38
115-I-12	2	389.00	R		A	L	GRAVEL	FED	P	115I08-0000-00012	CARMACKS/LITTLE SALMON	NONE
115-I-04	2	396.70	L	YUKON XING	A	L	GRAVEL	FED	A	115I08-0000-00010	CARMACKS/LITTLE SALMON	R52
115-I-05	2	414.60	L		A	L	GRAVEL	FED	A	115I07-0000-00007	CARMACKS/LITTLE SALMON	R17
115-I-15	2	430.80	R	MINTO	A	L	GRAVEL	FED	X		SELKIRK	NONE
115-I-06	2	432.00	L	POLICEMAN HILL	X	X	GRAVEL	FED	X		SELKIRK	R11
115-I-16B	2	438.60	L		A	L	STKPILE	FED	C		SELKIRK	R10
115-I-16A	2	438.60	R		A	S	STKPILE	First Nation	C		SELKIRK	R3
115-I-13	2	446.00	R	VON WILCZEK LAKE	X	X	BORROW	FED	X		SELKIRK	R2
115-I-17	2	457.40	L		A	L	QUARRY	FED	X		SELKIRK	NONE
115-I-07	2	461.20	L	PELLEY XING	A	L	GRAVEL	FED	A	115I15-0000-00001	SELKIRK	R45B
115-I-08	2	482.90	R		A	L	GRAVEL	FED	P		SELKIRK	NONE
115-P-17	2	491.60	R	NWTEL TOWER	X	X	MAINT	First Nation	C		SELKIRK	R14
115-P-01	2	500.20	L		A	L	GRAVEL	FED	P		SELKIRK	NONE
115-P-02	2	508.30	L	TOP OF 11% HILL	A	L	GRAVEL	FED	P		SELKIRK	NONE
115-P-03	2	514.90	R		A	L	MAINT	FED	A	115P02-0000-00001	SELKIRK	Near S45

IDENT	HWY	KM	SIDE	NAME	STATUS	TERM	PIT USE	JURISDICT	RES STATUS	FEDERAL RESERVE #	BAND	BLOCK
115-P-04	2	518.70	L		A	L	GRAVEL	FED	A	115P07-0000-00033	SELKIRK	NONE
115-P-30	2	522.50	L		X	X	GRAVEL	FED	X		SELKIRK	NONE
115-P-18	2	523.60	R	ETHEL LAKE ROAD	A	L	GRAVEL	FED	A	115P07-0000-00032	SELKIRK	NONE
115-P-05	2	529.50	L	STEWART DUMP ROAD	A	L	GRAVEL	FED	A	115P07-0000-00034	SELKIRK	NONE
115-P-06	2	533.60	L	STEWART XING	X	X	STKPILE	FED	X		SELKIRK	NONE

*(Source: Yukon Government, Department of Highways 2006)*

Note: While this table represents the most recent gravel pit inventory available from the Department of Highways, it has been noted to be inaccurate for various reasons. Since it was first developed, the km markings on the Klondike Highway have been altered, and the identification numbers are inconsistent with the NTS land use mapping data.

6R-9-1.3 OIL AND GAS EXTRACTION EXPLORATION REGIONS IN THE YUKON

