

YUKON ARCHIVES PHOTO CAPTION LIST

*Caption information taken from original photo album.
Information in square brackets [] provided by Archivist.*

PHO 525

YA#	Description:
2001/51 #1	Our home-made aerial bridge across the Skagway River in 1932. This crossing saved us approx. 3 miles of a hike. Had a cabin here for two years during prohibition years. River gradually washed out the whole outfit.
2001/51 #2	The west end of the cable. [of home-made aerial bridge. See #1]
2001/51 #3	The Summit of WP&YR Railway Line between Alaska and British Columbia. The Canadian Customs House and Mounted Police Post, April.
2001/51 #4	The fishing camp at First Portage, 40 miles north from Skagway in B.C.
2001/51 #5	Overlooking first Portage looking east. Shack in foreground.
2001/51 #6	Looking northwest in Northern B.C. 45 miles north from Skagway. Grayling and trout are abundant in all these lakes.
2001/51 #7	The most welcome sight our American Cousins could see during the "drought years" in U.S. They came many miles to enjoy this Yukon Territory and what went with it. "They were the good old days." [Photo of sign: "Welcome to the Yukon, Canada. Caribou Hotel Carcross. Moderate Terms - Cafe in Connection - Licensed to Sell - Guinness' Stout, Bass' Ale and Beer"]
2001/51 #8	Taken in 1926 - moving the White Pass. Boat crews over Lake LeBerge [LaBerge] Note the launch and scow alongside the ice, later with planks out the gear is put on the ice and loaded on sleighs then towed by auto across 35 miles of ice to the foot of the lake. These snaps taken at 3 am in month of April.
2001/51 #9	Taken in 1926 - moving the White Pass. Boat crews over Lake LeBerge [LaBerge] Note the launch and scow alongside the ice, later with planks out the gear is put on the ice and loaded on sleighs then towed by auto across 35 miles of ice to the foot of the lake. These snaps taken at 3 am in month of April.
2001/51 #10	Taken in 1926 - moving the White Pass. Boat crews over Lake LeBerge [LaBerge] Note the launch and scow alongside the ice, later with planks out the gear is put on the ice and loaded on sleighs then towed by auto across 35 miles of ice to the foot of the lake. These snaps taken at 3 am in month of April.
2001/51 #11	Loading the Sleighs for the trip across the lake - 1927.
2001/51 #12	My boat on sled on Lake LeBerge [LaBerge] - 1926
2001/51 #13	4 a.m. Testing shore ice before starting our 33 mile hike across lake. April 1926
2001/51 #14	On Yukon River stop for a "Spot of Tea"

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2001/51 #15	Outfit on ice after trip down river from Whitehorse to Lake LeBarge [LaBerge]
2001/51 #16	Mushing across Lake Le Barge [LaBerge]
2001/51 #17	Running the ice on 30 Mile River
2001/51 #18	In camp for the night on the Yukon River bank. 1926.
2001/51 #19	On an ice pan on the [Yukon River] we lashed these two boats together for safety.
2001/51 #20	On a bend of the River. Ice sometimes piles up for 25 feet on the turns and has a habit of falling when you run too close.
2001/51 #21	4 a.m. Early breakfast and then on we go. In camp at Yukon Crossing 20 miles below Five Fingers.
2001/51 #22	We met up with others who had started a week ahead of us but are held by ice jams. Including the mail launch (below) [see #42] we lost three days at this place but killed three bear while waiting for the ice to move.
2001/51 #23	After the ice jamb broke, taken just above Rink Rapids. Note wrecked steamer "Dawson" on the bend. This boat was wrecked in the fall of 1925 and weathered the ice movement in the Spring of 1926.
2001/51 #24	S.S. Dawson Spring of 1926 - But - In 1927 this is what happened and in 1928 it had disappeared.
2001/51 #25	But - In 1927 this is what happened and in 1928 it had disappeared. [S.S. Dawson. See #24]
2001/51 #26	We caught up to the ice jamb and waited for a breakup. We ran the ice for a few miles and were forced to take refuge in a back eddy and let the ice go by. Year 1929.
2001/51 #27	3 a.m. May 1930. The steamer "Keno" following in the wake of S.S. "Casca" breaking thru the slush ice on Lake LeBarge [LaBerge]. Later the broken ice started to take motion with the high wind and we found it necessary to shelter behind an island where we were forced to remain for 24 hours and then continue our trip for the lower end of the lake. Two steamers were "holed" by the ice this season but were repaired and continued on their voyage to Dawson Y.T.
2001/51 #28	The famous Robt Service Cabin in Dawson Y.T, with yours truly sitting on the porch. Taken in 1932.
2001/51 #29	Looking north from a dredge up the Klondyke River Valley. This is virgin ground and extends for many miles around the bend.

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YA#	Description:
2001/51 #30	An old Police Post cabin on Stewart River Y.T.
2001/51 #31	We made a trip in this boat from Mayo to Dawson Y.T. 264 miles, in 54 hours and still had time to shoot 3 bear. Spring of 1935.
2001/51 #32	Caribou packs on the Stewart River Y.T. We never were short of meat in this country. Spring of 1935.
2001/51 #33	The Yukon River in front of the town of Whitehorse. Notice one of the River boats hauled out for the winter - notice dark stain and pool of water on ice. This shows the river current just before the break-up.
2001/51 #34	The first plane in the Canadian Yukon "Yukon Airways Co. "Queen of the Yukon". Note the home made skis on the plane and the method we used in warming her nose up before the "take off". Gasoline was worth 1.50 per gal then and a 150 mile trip cost the passenger \$175.00 - and worth it too. This plane [Queen of the Yukon] took off with skis and put her wheels on in Dawson for the return trip. You will see what happened. [additional info from Bob Cameron 2003: Yukon Airways and Exploration Co. Ltd. Ryan B-1 Brougham G-CAHR "Queen of the Yukon", on her home made wooden skis. 1928 (This is the first commercial airplane to be based in the Yukon – not the first airplane in the Yukon)]
2001/51 #35	In making the landing on our then too small landing field, the pilot hit a tip of a tree and crashed. There were 4 passengers in but none seriously hurt. I was at the field waiting the arrival of plane when this happened - as our only plane was gone, I had to make arrangements to travel by small boat to Dawson which is 490 miles by the ice cluttered river. This I managed in 9 days Year 1928. [additional info from Bob Cameron 2003: The wreck of the Yukon Airways and Exploration Co. Ryan B-1 "Queen of the Yukon", after its landing accident at Whitehorse on May 5, 1928.]
2001/51 #36	In making the landing on our then too small landing field, the pilot hit a tip of a tree and crashed. There were 4 passengers in but none seriously hurt. I was at the field waiting the arrival of plane when this happened - as our only plane was gone, I had to make arrangements to travel by small boat to Dawson which is 490 miles by the ice cluttered river. This I managed in 9 days Year 1928. [additional info from Bob Cameron 2003: The wreck of the Yukon Airways and Exploration Co. Ryan B-1 "Queen of the Yukon", after its landing accident at Whitehorse on May 5, 1928.]

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- | YA# | Description: |
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| 2001/51 #37 | <p>Our company the Yukon Airways again raised enough money to send out for another plane "Queen of the Yukon 2". This was actually the first plane to fly over the Chilkoot Pass - October 1929 - after landing at Carcross we took off for Whitehorse and the engine quit on us - but Patterson our pilot landed her on a dead stick on the Yukon River in front of Whitehorse, the first plane to land at that spot. Later on Dec 11, 1929 Patterson was taking off from Mayo for Dawson with the mail - something went wrong and he crashed in the Stewart River Y.T. - now covered with ice - he was killed instantly - This loss "washed up" our "Yukon Airways Company" and now Big Companies operate but we "Yukoners" had shown them the way and educated them to being air minded.</p> <p>[additional info from Bob Cameron 2003: Yukon Airways and Exploration Co. 's second Ryan Brougham, a B-5, dubbed the "Queen of the Yukon II". 1929. (This aircraft crashed on November 2, 1929, at Mayo after suffering an engine failure on take-off. Pilot John Melville Patterson was killed in the crash]</p> |
| 2001/51 #38 | <p>The end of a 2 mile portage thru the old City of Dyea. We hauled this boat first on a wheelbarrow then on the wagon wheels to this point. We then crossed the Dyea River to the beginning of the Chilkoot Pass trail. These two men returned the boat and my friend and I started on the trip. It was bad weather and we were not able to get any pictures of note, as it took most of our time making the "mush" or "hike" without losing our hides. Sept and Oct. 1929.</p> |
| 2001/51 #39 | <p>Here I am "At Home" on the Summit of Chilkoot Pass approx. 5,500 feet elevation, glaciers all around and a Crater Lake at the back of us, most wonderful view if there was clear weather (but there wasn't) We managed to make a fire from the remains of an old Police Lookout and made the best of it until the following day - that night spent in this location will be long remembered and enjoyed - because it made me appreciate a warm place to eat and sleep in later days - 1929.</p> |
| 2001/51 #40 | <p>Alaska and Yukon Territory are served by many airplanes now and the days of hardships in travel are fast being forgotten, here we have planes, flying over Chilkoot Pass and back to Skagway in 3/4 of an hour, a couple of views of the country I have in days past, travelled on foot. Some of course is such as no human being could travel without the aid of planes. And the wonderful beauty of this unmapped country is something that words cannot describe when viewed from the air.</p> <p>[additional info from Bob Cameron 2003: Ford Trimotor]</p> |
| 2001/51 #41 | <p>[expert of "The Spell of the Yukon" by Robert Service]</p> |

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YA#	Description:
2001/51 #42	We met up with others who had started a week ahead of us but are held by ice jams. Including the mail launch (below) we lost three days at this place but killed three bear while waiting for the ice to move. [see #22]