

BROTHERS **in the YUKON**

2015 Final Edition Part 1 of 2

The "Jacquot" and "Dickson" brothers were instrumental in taming Yukon's Kluane Lake wilderness area. This is the most complete and comprehensive family autobiography today of the "band of brothers". A thrilling saga unfolds of lives lived and lost in the "Land of the Midnight Sun".

John Reisenauer, Jr.

Alaska and the Yukon are lands of a thousand superlatives, the mother land where legends are born. Some legends have lasted the test of time such as the **Dicksons, Jacquots** and **Van Bibbers** who ventured north during the Klondike Gold Rush. They carved out their own niche in the northern wilderness. Their lives became intertwined not only by friendship and business but also by marriage. Their legacies continue today through their offspring. The purpose of my manuscripts;

BROTHERS IN THE YUKON and **VAN BIBBERS IN THE YUKON** is to reveal the ties that made them true frontiersmen taming Alaska and the Yukon.

***IN DEDICATION TO THE JACQUOTS
AND DICKSONS IN THE YUKON AND
ALASKA.***

WHO WERE THEY?

Yukon entrepreneur brothers of the **Jacquot** and **Dickson** clans are pioneer relatives in the “**Land of the Midnight Sun**”. They compiled a striking photo album of the strong-willed and determined men and women who were so influential in the development of the Kluane Lake area. Soon after Louis and Eugene **Jacquot** arrived in the area, they started to work in the guiding business with Tom **Dickson** who they met a year before (1898) going over the Chilkoot Pass. In the next few years Adam, Andrew and Bill **Dickson** would join their brother Tom in the Yukon. Guiding became a family business when Gene **Jacquot** married Tom’s eldest daughter, Ruth. The **Jacquot/Dickson** joint venture was writing the history book of the Kluane Lake area in the south western Yukon Territory!

THEY WERE:

- G**ourmet Chefs, Bakers, Barbers and Wranglers
- G**endarmes of the Arctic- North West Mounted Policemen
- G**old, Copper and Coal Miners and Veterinarians
- G**ame Hunters, Merchants, Carpenters and Lumbermen
- G**uides, Outfitters, Blacksmiths, Farmers and Restaurateurs
- G**eneral Contractors, Traders, Shippers and Innkeepers
- G**ame Wardens, Linemen, Fishermen and Furriers

BROTHERS in the YUKON- 2015

FINAL Edition

DISCLAIMER- The purpose of this edition is to further expose the lives of the Yukon and Alaska frontiersmen brothers, **Jacquot** and **Dickson**, and their families. From earliest known information to present day, **BROTHERS in the YUKON EBook 2015** is the most comprehensive writing about their lives. It will be my final edition as I turn over a new page in my life. Permission is granted to copy or distribute by any means portions or the entire book for “educational purposes” provided the author is given credit.

COVER PHOTO- Derelict cabin on Kluane Lake. Seven crumbling cabins remain, dating back to around 1902 when Kluane (Silver City) was established as an RCMP post (aka Kluane Post or Silver City Barracks). In 1924 it served as a fox farm only to be abandoned a few years later. In 1942 it was used by the US Army during the construction of the Alcan Highway. The ghost town, a piece of Yukon history, is slowly being claimed by Mother Nature. The brothers **Jacquot** and **Dickson** spent much of their lives on the lake hunting, fishing, freighting and homesteading. Freight for **Jacquot** Post at the north end of the lake was brought from Whitehorse by road as far as Silver City then taken down Kluane Lake to their trading post. Today **Jacquot** descendant Doug Sias runs a B&B nearby.



WHO IS JOHN REISENAUER, JR?

John Reisenauer, Jr., a northern admirer and Amateur Radio operator (ham radio) lured into the lives of the brothers **Jacquot** and **Dickson**, was a native of North Dakota and has spent a considerable part of his life exploring, living, working, researching and writing about Alaska and the Yukon. What started out as a **Jacquot** book soon included the name **Dickson**. The more he heard of the **Jacquot** and **Dickson** brothers, the more he had to know about them. His questions; “who are they” and “how did they come to settle in the Yukon” had to be answered. Since he was spending so much time on Kluane Lake, deep down he just had to know. He often talked about being blessed to combine several of his hobbies together when up North. He was addicted to camping, fishing, canoeing, writing, photography and operating Amateur Radio north of sixty-degrees north. John has been venturing North ever since his younger days, and from 1990-1994 and 2008-2010 he called Alaska and the Yukon home. Working on the Trans-Alaska Pipeline from Valdez to Prudhoe Bay, and being exposed to Alaska and the Yukon as no tourist saw it, gave him the push he needed to write about his explorations of the North Country first hand. Two irresistible forces continue to draw him north; the powerful spell the Yukon and Alaska has on him, including his insatiable interest for glaciers, and uncovering the history of the Kluane Lake area. He’d said several times, “I am a much better person for having lived in the North”. His family is instructed to deposit his ashes in Kluane Lake so that he will never leave there again!

Thank you all for the kind words about earlier releases of **BROTHERS in the YUKON**. I am flattered some of you consider me an expert on the Jacquot and Dickson history! You have inspired me to dig further into the lives of the brothers who left exciting legacies for their families. This edition will be my final. It’s been fun updating you on **BROTHERS in the YUKON** for the past fifteen years. It has been a wonderful experience for me learning of your past and meeting you! A special thanks to Yukon Archives and the libraries in Whitehorse, Burwash Landing, Haines Junction, Destruction Bay, Skagway and Haines, for your support. I bid you farewell my friends until we meet again in the North.

John Reisenauer, Jr.
February 10, 2015

CONTENTS

-WHO WERE THEY? (p 3)

-WHO IS JOHN REISENAUER, JR? (p 5)

-PREFACE (p 7-12)

-DEDICATION (p 13)

Chapter 1 TIME BEFORE RECORDED TIME

Chapter 2 BIRTH OF THE YUKON

Chapter 3 1894 THE GOLD RUSH YEARS

Chapter 4 1898-1909 JACQUOTS and DICKSONS:
THE EARLY YEARS

Chapter 5 1910-1929...THE SUCCESSFUL YEARS

Chapter 6 1930-1949...PROSPERITY AND DEATH
YEARS

Chapter 7 1950-2000...LIFE GOES ON

Chapter 8 2001-present...LIFE CONTINUES

-Acknowledgements and Name Index

PREFACE

Canada, like the United States, seemed a fairly homogenous land of highways and fast food, a well-mapped network of established places. The Yukon and Alaska, on the other hand, wasn't- and isn't- even completely explored. Nature is still being shaped to vast scale and subtlety. Each region, whether populated or not, is unique far beyond my ability to portray. Both the Yukon and Alaska are so vast and new, unconquered and exquisitely real, as to defy words. They truly are a land of fire and ice. Summer temperatures sometimes reach 90 degrees Fahrenheit, making you think you're on a Florida beach. You're rudely awakened in the dead of winter when the thermometer is often pegged at forty below! Although this book will portray people and activities that took place mostly in the Yukon, Alaska is also closely related and intertwined in the happenings. Today about 30,000 hearty people call Yukon home and about 60 percent live in Whitehorse, the capital city. About 23 percent are Aboriginal.

In the summer of 1989 I made my first journey into the Yukon Territory. I no sooner stepped off the jet plane in Whitehorse when a feeling of total familiarity overcame me. I had been here before, long before...perhaps in another life or feelings experienced from tales inherited from a past family member...it was a strong sensation, one I'd never experienced before. I knew grand things would follow. Funny, I still get the same sensation (you know the prickly feeling on the back of your neck that makes your hair stick straight out!) twenty-five years later! How ironic, from 1990 to 1994, and 2008-2010 I called Alaska and the Yukon home, now (2014) I'm hanging my hat wherever the road takes me! I still venture north every couple of years- that will never stop. Many good times were enjoyed by me in the North Country. A spiritual ambiance of a great provider as well as a potential destroyer is evident there. The North can at times seem timid with its wonderful scenery but is seldom forgiving when mistakes are made. Geography and climate rule here. Let me tell you a little about the Yukon, past and present, and what I like best about the way of life “up here”- it's the people, the majestic backdrop, Yukon River, Kluane Lake and the serenity that winter brings.

Most everything in the Yukon is “big and heavy duty” (the Alaska word is “skookum” for big **Skookum Jim** who started the Klondike stampede) but with a certain beauty found nowhere else. The water systems of the Yukon are colossal- one-hundred superlatives would just begin to give her justice! Never have I seen a vast area with so many picturesque rivers, lakes and streams. Recreational opportunities abound. It was June 1989 when I first laid eyes on the famous Yukon River in Whitehorse. All I could do was stare in disbelief, hoping to get my breath back. Never before had I seen a river so clear that clouds vividly reflected off the mirror like finish. This was mind boggling for me since I grew up on the muddy Missouri River near Bismarck, North Dakota. The mighty Yukon River, an emerald-green river of power and wealth running 1900 miles strong, is no doubt

the most scenic river known by me. The Yukon is a 78,000 square mile (200,000 km squared) territory in Canada's northwest. A wild land with a rich history of glory and determination, the Yukon's rhythm lies deep within us all. The most notable feature of the territory is the great river that gives the region its name. The mighty Yukon River flows in part through British Columbia, the southern three-quarters of the Yukon and much of Alaska. Its source is less than twenty miles from salt water at the Lynn Canal and flows 2,000 miles to its mouth near St. Michael on Alaska's Bering Strait. From remote sections of the globe, the Yukon has drawn many thousands in search of wealth, fame, solitude and scientific truth. The lure of the North with its vast boundaries, hearty inhabitants, cold and ice is still very much alive today. From crystal clear lakes, rugged snow-capped mountains, vast plateaus to arctic sea, the Yukon Territory will quench the deepest thirst for adventure and self-fulfillment in true wilderness style. Experience the magic and mystery of the Yukon fueled by the legends of indigenous peoples and tales of excitement from the Klondike Gold Rush through today. You'll be a better person for it!

BROTHERS IN THE YUKON is by no means another Gold Rush book, nor a detailed historical manuscript of any kind of the Yukon, or my lengthy comments to any controversial topics of today. My sole purpose for these bound pages is to expose the lives of Louis and Eugene **Jacquot**, Tom, George, Adam, Andrew and Bill **Dickson**, including their siblings and descendants by reliving their trials and tribulations in the Land of the Midnight Sun. Scattered information exists thanks to the internet, and a few books have been written briefly mentioning the “band of brothers” whose adventures and accomplishments helped shape the future of the Kluane region of the Yukon Territory. As far as I know, this is the first writing exclusively about the lives of the brothers **Jacquot** and **Dickson** in the Yukon Territory. It is my intent to pull all the information available in a timeline format to fully understand just how they existed in the Yukon Territory, as she was called back then. I will also attempt to touch on the early history of the Yukon and major world events to give the story perspective, and further describe any other happenings experienced by the brothers. They were but two families of courageous brothers in a strange and wild land bursting wide open with raw opportunity. How I envy them. They really were “in the right place at the right time”. What an exciting era, complete with all the success and hardships of the North that must have been! I really don't know why the brothers have intrigued me so, only that the more I learn of them the more I “have” to know. This manuscript is my most prized literary accomplishment. My best “words to paper” reflections of the historical account of the **Jacquot** and **Dickson** families, past and present surviving in the beautiful Yukon wilderness. I cherish sharing these words with anyone interested. I hope that you will feel part of the adventures described within the bound pages as I have.

John Reisenauer, Jr.

[Other books John has written about Alaska or the Yukon include; **GO NORTH, JOHN!, OF ICE AND MEN, VAN BIBBERS IN THE YUKON (*)** and **AMATEUR RADIO IN CANADA'S NORTH** (all available through LuLu.com including a pictorial, **KLUANE LAKE- Yukon's "Ace-In-The Hole"**). John currently lives in the Dominican Republic with his Alaska sweetheart Claire. Now retired, they travel to other tropical islands and back North to the land he loves.]

* "Van Bibbers in the Yukon" and "Brothers in the Yukon" books are available in Ebook (pdf file) from Yukon Archives and the libraries in Burwash Landing, Destruction Bay, Whitehorse, Selkirk, Haines Junction and Haines and Skagway, AK

OVERVIEW OF KLUANE LAKE AREA (1903 to 1950s)

The Kluane Lake area of the southern Yukon was starting to take shape. From the trading post and settlement constructed by the **Jacquot** brothers and hunting outfitting business established by Thomas **Dickson** in 1903, to the building of the Alaska Highway in 1942, the Kluane area progress clock was ticking loudly. Many occupations evolved for the locals in order to survive the changing times there. The **Jacquot** and **Dickson** families were flourishing with time. With the deaths of the pioneer brothers in the 1950s, time stood still, even if for a brief period, as if to pay tribute to the fallen frontiersmen **Dickson** and **Jacquot**. The clock again ticks loudly as new generations of **Dickson** and **Jacquot** emerge and take root in the Yukon and Alaska.

...In 1903 the discovery of gold near Kluane Lake, on Ruby Creek, caused a rush of prospectors and gold miners into the region. The discovery was made by Keish (Skookum Jim) and Káa Goox (Dawson Charlie), Tagish-speaking men already famous for their roles in the discovery of Klondike gold. Louis and Gene **Jacquot**, originally from the Alsace region of France, came from the Klondike Goldfields to prospect near Kluane. They established a trading post at Burwash Landing about 1904. First Nation families from the upper White and Donjek rivers would stop there to trade during their seasonal travels. Taking advantage of the location and their skill as chefs, the **Jacquots** and Thomas **Dickson** started one of Yukon's first big-game outfitting businesses.

The founders of Burwash Landing (was **Jacquot** Post, or **Jacquot** Landing), Eugene and Louis **Jacquot**, came to the Kluane area during the short-lived gold rush of 1903. They stayed on to establish a trading post and successful big game guiding business. Many area natives worked here as guides, ranch hands, and woodcutters. Their experience later



The Alaska Highway along Kluane Lake today

proved valuable to army surveyors in choosing the best route for the road (Alaska Highway). Like many other local families, the **Jacquots** were generous with advice and assistance to the newcomers. They provided the army with horses, the use of their two launches and a steam-powered sawmill. They enthralled the soldiers with stories of

hunting trips, the great glaciers, and a caribou herd that took two days to pass. Best of all, they gave the soldiers a touch of the home life that they sadly missed.

The **Jacquots** hauled their supplies from Whitehorse and constructed warehouses on the east side of Kluane Lake to stockpile their goods before ferrying them across the lake. Kluane, later renamed Silver City, grew to be a sizable community with a North-West Mounted Police post and a mining recorder's office. Charlie Baxter, a hunting guide from Whitehorse was also active in the Kluane region. Baxter often hired **Morley Bones**, an early prospector on Bullion and Sheep creeks. Bones stayed in the area to become a successful fox and mink rancher at Silver City. Freight for **Jacquot Post**, near the north end of the lake, was brought from Whitehorse by road as far as Silver City and then taken down Kluane Lake to present day Burwash Landing. You owe it to yourself to



experience the **Alaska Highway**. It is truly a vacation in itself! I have marveled at the jaw-dropping scenery and animals seen many a time on my trips to/from Alaska and the Yukon. This is the same highway that split up the **Jacquot/Dickson** hunting grounds some 60 years ago. Today one can easily travel from Whitehorse to Anchorage in one long day of driving thanks to the highway that brought civilization and progress to the north.

Although Gene and Louis **Jacquot** cursed the highway that ruined their hunting grounds, today they would no doubt see the benefits of a modern road through their wilderness!

[The **Alaska Highway** (also known as the Alaskan Highway, Alaska-Canadian Highway, or ALCAN Highway) was constructed during World War II for the purpose of connecting the contiguous United States to Alaska through Canada. It begins at the junction with several Canadian highways in Dawson Creek, British Columbia, and runs to Delta Junction, Alaska, via Whitehorse, Yukon. It was completed in 1942 at a length of approximately 1,700 miles. As of 2012 it is 1,387 miles long. The difference in distance is due to constant reconstruction of the highway, which has rerouted and straightened out numerous sections. The highway was opened to the public in 1948. Legendary over many decades for being a rough, challenging drive, the highway is now paved over its entire length.] (cr- Wikipedia)

Burwash Landing Lodge today on Kluane Lake along the Alaska Highway. The RV park where the author frequents is to the right. The building replaced the old Jacquot cabin (Jacquot Post) that burned down in 1948.



The bond between the brothers was very strong. The mutual respect and love they shared for one another was evident, even in the names they bestowed upon their children. Eugene and Ruth Jacquot named their sons Eugene, Jr., Louie (after his brother) and Joe (after Eugene's father Joseph). Tom Dickson named his son James (Buck) after his father and brother. Louis Jacquot named his daughter Rosalie for his mother and other daughter Josephine for his father Joseph. This was only the beginning of the name legacy.

DEDICATION

I dedicate my humble literary efforts to; the **Jacquots** and **Dicksons** of the Yukon and Alaska, past and present and to my family, especially my grandchildren to also “follow their dreams”! I've discovered many things about myself while exploring in Alaska and the Yukon. There's just something about the way of life “up here” that kind of reaches inside you and rearranges you. Most of my memorable adventures, including Amateur Radioing, have been experienced in the North. It's my hope an interest for the North will be instilled in all my grandchildren and they'll prosper forward just like generations of the **Jacquot** and **Dickson** families have.

Special heart-felt thanks goes to the following kind individuals for opening their lives up to a total stranger, so that their history is repeated in print; David, Teena and Richard **Dickson** (Whitehorse, Yukon), Kaireen Morrison (Ontario) Sue Van Bibber (Whitehorse, Yukon), Larry **Jacquot** (Skagway, Alaska), Hank **Jacquot** (Haines, Alaska), Edith Bohmer and Karla Des Rosiers (Whitehorse, Yukon) and Carrie and Mary Jane (**Jacquot**) Valentine (Haines, Alaska).

I very much appreciate your enlightening me and further encouraging me to write this book. To all my friends at the Burwash Library and Yukon Archives, it was a pleasure to meet you and especially for considering me an expert on the **Jacquot** and **Dickson** history in the Kluane area! For those of you I may have offended by asking the personal questions that flavor this book, I truly apologize.

...I am a modern day Yukon prospector, but I carry neither pick nor shovel. My trade tools are my cameras, notebook computer and what's stored on the hard drive of my soul. I experienced the same beauty as those Klondikers before me- perhaps I see things more clearly, without the “golden” hue. Of all the wonderful parts of the earth, God surely had a special place in His heart when He created Alaska and the Yukon- especially Kluane Lake. In my own strange way, I've turned a page of my ancestral history. I was born to wander and will always be a Northerner...

John Reisenauer, Jr.

.....**There's a land that beckons and beckons and I want to go back there and I will.....** (Robert Service)

Chapter 1 TIME BEFORE RECORDED TIME

Exactly when and who the first humans were to set foot in the Yukon is not known. There is ample evidence that when the Ice Age ended or slowed down, people were able to move between Asia and North America. The Americas were the last to be populated as a result of humans who moved across the Bering Sea on a land/ice bridge called the Bering Land Bridge into North America in an area now called Beringia (parts of Alaska and the Yukon). The Bering Land Bridge is widely accepted as mankind's long ago route to this continent from Asia. Therefore, people first entered the hemisphere through western Alaska and migrated to the rest of North America through the Yukon Territory. The Yukon together with Alaska is the oldest continuously inhabited part of North America. Vast changes have occurred in the land that was Beringia. Animals from this time period have become extinct or evolved into smaller cousins of the giants that once dominated the land. The land bridge has been replaced by the Bering Strait and fertile grasslands gave way to boreal forests. The shape and the nature of the land changed so drastically that the first humans who lived in the Yukon 25,000 years ago would not recognize it. Much of the history and folklore of the Yukon is linked to or with her neighbor, Alaska. The two are almost inseparable even today.

Beringia then.



Alaska and the Yukon were home to many native societies of Inuit and Indian people for thousands of years. The earliest inhabitants, the Inuit, occupied the Arctic coast of Alaska and

Beringia now.



Herschel Island, off the northern coast of the Yukon. The Indians came later. Archaeologists recognize several periods in the development of Inuit culture. By around 1700 B.P. (before present time), a Paleo-Eskimo group referred to as Pre-Dorset were thinly distributed across eastern Arctic and over the next 1000 or so years developed into the people called Dorset by archaeologists, and known as Tuniit by the Inuit. The Inuit still tell stories and sing songs about the Tuniit whom they describe as a large and gentle people. A cooling trend during the Dorset era (800 BP-AD 1000) saw the Arctic become even colder than it is today. Around 740 AD a huge volcano erupts near the headwaters of the White River (present day Wrangell-St. Elias National Park). The ash from the eruption spreads easterly across most of the Yukon forcing both the animals and people survivors to flee the southern Yukon for generations. Sometime after 1000 A.D., another warming trend was experienced by the Thule who had moved across the Arctic from Alaska. At

about this same time, the Norse were sailing east from Greenland and establishing a settlement in later what would be Newfoundland.

The oldest traces of man in the Yukon show evidence of hunter-gatherer societies going back about 11,000 years in the Porcupine River area, even earlier around Old Crow, dating back to 500 B.P. Evidence of First Nations people indicated their existence in an area around Whitehorse. They had seasonal fish camps above and below Miles Canyon and Whitehorse Rapids. Lower sea levels caused by the Ice Age created the Bering Land Bridge, 25,000 to 12,000 B.P. between Asia and what is now Alaska. That land bridge was the first gateway to Alaska. These ancient travelers were hardly on holiday. They were simply pursuing their subsistence way of life as they followed great herds of mammoth and giant bison across the grassy tundra and gentle steppes of Beringia.



They came in waves of different ethnic backgrounds and generations of people and animals over thousands of years. They were hunters and hunted. As the **Ice Age** drew to an end and the seas claimed the land, these people moved to higher and drier places- the land that, as the continents split apart further, would one day become Alaska and the Yukon. Some of these ancient wanderers settled here giving rise to the interior peoples, while others roamed in all directions. Some historians believe around 24,000 B.P. the first humans migrated here. Others believe in an earlier crossing to North America at around 33,000 B.P. Who is right? The controversy continues today.

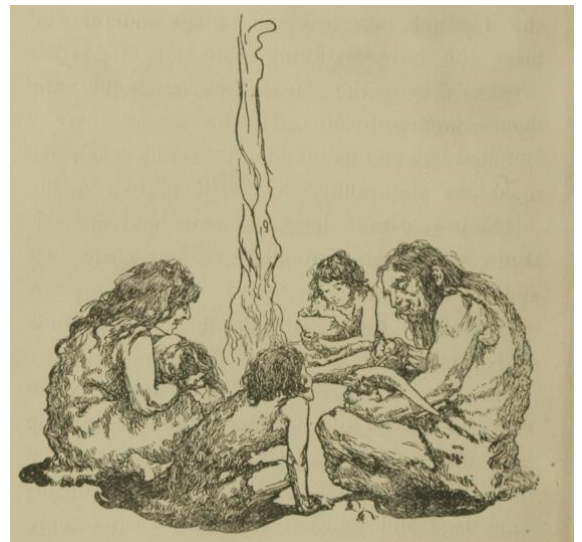
Old Crow Basin, in northern Yukon Territory, is important for the richness of its fossil record and the discovery there of some of the oldest artifacts in Canada. Among the vertebrate fossils are bones that bear the distinctive marks of breakage and cutting by people who may have killed or scavenged the animals. Radiocarbon dating indicates an age of 25,000 to 30,000 years. Scientists continue to unearth fossils, frozen "mummies", and other remnants of the last Ice Age from the Old Crow area. These discoveries are helping to piece together the story of a time long past. Archaeologists tell us that native Indians were living in the Yukon about 8,000 B.P. They inhabited the shores of Kluane, Aishihik, Dezeadish, Tagish, Marsh, Kusawa, Laberge and Teslin Lakes. Inland Tlingit, related to the Tlingit Indians of the Pacific Northwest coast, lived in the area of the southern lakes. The Athabaskan peoples- the Kutchin, Han, Tutchone and Kaska, covered

much of the territory.

Selkirk First Nations Elders tell stories of a volcanic eruption that occurred nearby an estimated 7,000 years ago. Stone tools discovered near Fort Selkirk have been dated at 8,000 to 10,000 years old. The discovery of 1.3 million year old caribou bones across the river indicates that a food supply adequate for supporting human life existed here long before people inhabited the region. Oral traditions and artifacts found near Fort Selkirk give us information about the people who occupied the land long ago. Northern Tutchone people of the lower Pelly region stopped here during their seasonal round. Following the migrating fish and game upon which they depended for survival, these indigenous people roamed over a large area including the Upper Pelly and Macmillan Rivers. They hunted wood bison, which were plentiful in the region until a few hundred years ago. They also hunted caribou, sheep, moose and also trapped lynx, muskrat and beaver. Fort Selkirk was an important fishing location where family groups returned each summer to harvest migrating salmon.

South of the glaciers, during the middle of the Last Ice Age, the northern world abounded with large tundra areas populated by caribou, mammoth, bison, horses and other large animals. These animals were hunted by Old-World Upper Paleolithic people, some of whom crossed the Bering Land Bridge and passed through arctic North America to become the ancestors of the American Indians. The only traces of their passage are bone tools found in the Old Crow Flats area of the Northern Yukon, which have been dated to about 30,000 years ago. These bones continue to be unearthed today to help us piece together the puzzle of our past. **The Klondike was one of the few areas of Canada that benefited from the Ice Age.** Because it was located in a semi-arid zone the Klondike escaped the scourge of glaciation; hence the gold bearing gravels were not removed by glacial ice or buried under glacial accumulations. However, the region was subjected to extreme cold which lead to the formation of permafrost.

Winter, not cavemen with sharpened wooden spears, was the major enemy of the animals living in the Arctic and is so today.



While permafrost added to the burden of mining it did have a singularly desirable result. By arresting weathering of the rock, it retarded the natural transportation of gold and its dispersal into quantities that would have precluded extraction. The gold fields yielded other kind of treasure, one that startled the miners and the rest of the world. From the

permafrost came bones and sometimes even mummified carcasses of strange Ice Age animals. Placer miners dug into the permafrost, frozen silt that originated in the Ice Age, searching for gold-bearing gravel and sometimes were quite surprised to their finds. They unearthed a wide range of flora and fauna from the tusks and carcasses of mammoths to lupine seeds that germinated more than 10,000 years after being stored away by an Ice Age ground squirrel. Even tools of the First people have been discovered by miners, such as a caribou antler pouch dated ca 11,350 BP found at Dawson mine on Hunker Creek (Harrington and Morlan, 1992). At a claim outside Dawson City, several youngsters found a horse's shoulder bone with a scrap of flesh still clinging to it. Their fathers later found a freeze-dried foreleg. It was then determined to be from an extinct horse and was dated to be from about 26,000 years ago.

Consider how hostile it was in winter when the sun is absent for many months and the temperatures plummet. Bitter winds lash the lands. It takes great amounts of metabolic energy to endure these conditions, but winter is the time when plant growth ceases. Most life slows down or stops, and the availability of energy reaches rock bottom. Between 12,000 - 9,000 B.P. many of the large mammals of the North died off, including the woolly mammoth, mastodons and giant beavers. Was it human over hunting, disease or climate change? No one is certain why. The debate continues today.

As we fast forward in time, we are immersed in the exciting events leading up to and shortly after the Klondike Gold Rush and how the band of brothers- **Jacquot** and **Dickson**- united forces to tame the virgin wilderness that we enjoy today. The present location of Burwash Landing was first used as a summer camp by the Southern Tutchone Athabascans until a trading post was built in the early 1900s by the **Jacquot** brothers. From temporary dwellings to permanent living quarters, the Yukon is growing and becoming popular to many seeking that "special something" that has drawn them North.



Cabin building in the Yukon (100).

Cabin building in the new settlement of **Jacquot** Post would now be an ongoing occupation for many years to come. The **Jacquots** and **Dicksons** built numerous log cabins in the Yukon, and a few still stand today (see 1929).

Chapter 2 BIRTH OF THE YUKON

Between 1350 and 1870 the Yukon underwent massive changes caused by The Little Ice Age. Ice caps and glaciers expanded enormously. Sporadic exploration took place in Alaska and the Yukon. In 1826, the Franklin expedition fought through the heavy ice and reached Herschel Island. They were the first Europeans to see the Yukon. **Arthur Harper, Howard Hamilton Hart** and others were one of the first prospectors in the Yukon and in the White River area in 1873-1874.

The 1870s saw mining activity on creeks and rivers dumping in to Kluane Lake. It would be another 30 years before the likes of the brothers **Jacquot** and **Dickson** would give mining a try on Kluane Lake.

IN PROSPECTING, IT'S ALWAYS ABOUT THE NEXT BIG DISCOVERY

“The Yukon Valley was prospected for nearly a quarter century before the Klondike was discovered and thousands of hopeful people converged on the region during the gold rush. It has been prospected ever since. Before the Klondike, prospectors poked around the sand bars and creek bottoms along the Yukon River and its tributaries hoping to make the next big find. From the bars along the Yukon, and then the Stewart River, their discoveries progressed to tributary creeks....



Early mining on Burwash Creek near Kluane Lake.

There were as many as 1,600 miners in the Yukon Valley when the Klondike was announced in 1896. The Klondike is still the biggest producer of placer gold in the Yukon more than 100 years later. English explorer Edward Glave and frontiersman Jack

Dalton ventured into this blind spot (Yukon valley) on the map in 1891, using the first pack horses ever brought into the Yukon. They wandered blindly about the region around

Kluane Lake, but none of the resident population was overly eager to lead them to the legendary “white river.”

Jack Dalton later made a number of trips into this region looking for copper, especially with a mine developer named Henry Bratnober, who was later involved in the establishment of the Kennicott mine in Alaska. American geologist Alfred H. Brooks travelled through the White River area in 1899, and while others explored the region looking for good prospects, no big mine was established.

During the height of the Klondike rush in 1897, gold was found in present-day Kluane National Park on Shorty and Alder creeks near Dezadeash Lake. A large syndicate of prospectors came in during 1898 and staked or bought up most of the claims on these creeks, but despite the initial flurry of interest and rumors of a big investment to follow, they failed to renew their claims the following year. Shorty Creek was displaced by the next big gold discovery in the fall of 1898 - Porcupine Creek on the Dalton Trail below the Chilkat Pass. The Alaskan newspapers covered this discovery, even predicting that 15,000 miners would soon be there. The small town of Porcupine sprouted overnight, lasted a couple of years, and then was slowly abandoned. A few miners still work the creek today....(see Gold Rush:Alaska,TV series for Porcupine Mine in 2010 and 2014).

By the time that Porcupine was dwindling, new placer streams were discovered in the Kluane region. In late June of 1903, Skookum Jim, Dawson Charley and Jim Boss found gold on Ruby Creek, northwest of Whitehorse. Involvement of the original discoverers of the Klondike gave it credence; in short order, every horse in Whitehorse was bought up and a stampede of 500 prospectors headed to the Kluane district. In the frenzy that followed, Ruby, Fourth of July, Twelfth of July, Allie, Dixie, McMillan, Lamoureaux, McKinley, Marshal and Granite Creeks were staked. In late September, a party of four miners from Porcupine including **Morley Bones**, who remained in the region for decades, staked Bullion Creek, a tributary of the Slims River. The four stakers on Bullion managed to recover 43 ounces of gold in nine days, before cold weather set in. Soon, Sheep Creek, Burwash and Gladstone creeks were the subject of interest as well.

News of the gold find on Bullion Creek started another stampede to the area in early spring, 1904. Three hundred men were reported to be in the district by May 11 and 2,000 claims staked in the region. The Daily Evening Star predicted that there would be 10,000 men in the region that summer. As many as 1200 men actually went there to prospect, but most left as soon as the season ended. The following year, the population in the area dwindled to less than a hundred, and then a mere 40 in 1906. More than quarter of a million dollars was invested in a hydraulic operation on Bullion Creek, which, over three years, is reported to have yielded a meagre \$1,000 in gold... Mining continued on a small scale in the Kluane region over the ensuing years until gold was found in the Chisana region of Alaska in 1913, and then on Squaw Creek, a tributary of the Tatshenshini River near Dalton House...”. (cr- M Gates, Yukon News Oct. 7, 2011)

Animals were the chief source of food and clothing for First Nations people, and hunting was an ongoing activity. Most Yukon First Nations Peoples belong to one of the Athabaskan and Tlingit language families: Gwitchin (Old Crow), Han (Dawson City), Northern Tutchone (Mayo, Carmacks, Fort Selkirk, Pelly Crossing), Southern Tutchone (Whitehorse, Haines Junction, Burwash Landing, Champagne), Kaska (Ross River, Watson Lake, Liard), Tlingit (Carcross, Teslin), and Upper Tanana (Beaver Creek).

For centuries the Southern Tutchone Indians of the Yukon and the Tlingit-speaking Chilkats of Alaska climbed the mountain passes on foot to trade goods and to intermarry. The Southern Tutchone acted as intermediaries in trade between coastal and interior Indians. The routes traveled by the Tlingit and Tutchone 5000 years ago are still in use today- army and civilian engineers have not found any better. The Tutchone were skilled hunters. They developed technology that allowed them to hunt caribou, sheep and moose, as well as squirrels, rabbits, beaver and other fur bearing animals. The Southern Tutchone peoples were known to travel 1000 miles north to trade with the Inuit. The Tlingit peoples are thought to have crossed the Bering Land Bridge from Asia to settle in the interior of the Yukon and British Columbia then to have crossed the mountains back to the coast.

The Tlingit were a warlike tribe as most tribes of the Northwest. They raided and took revenge on neighboring tribes, and later fought with early Russian settlers in Alaska. The Tlingit were also traders, especially with several Yukon First Nations. These people of the interior, known variously as Sticks by 19th century European explorers, or Athabaskans by 20th century anthropologists, lived quite different lives than their coastal trading partners. In contrast to the rich array of concentrated marine and land resources of the coast, the Yukon interior provided more thinly distributed resources. The Athabaskans moved frequently to harvest the more dispersed sources of food and shelter of the interior. Alaska and northwest Canada are home to about 7,000 Gwich'in Indians, the most northerly location of all Indian nations. Gwich'in means "people of the caribou", an appropriate name for a people who rely almost entirely on this mammal for their existence and spiritual needs. Gwich'in villages who are closely associated with the Porcupine Caribou herd live in the following villages; Arctic Village, Venetie, Fort Yukon, and Chalkyitsik in Alaska and in Old Crow, Yukon and Fort McPherson, Inuvik and Aklavik, Northwest Territories. Frequent visitors to Fort Selkirk, home of the Northern Tutchone, were the Chilkats, a Tlingit tribe from the east. Partnerships and marriages helped keep the peace between these tribes when trade negotiations took place. The Northern Tutchone traded their furs, hides and clothing for goods from the coast. These included shells, walrus ivory, vermilion, obsidian, seal fat, eulachon oil, dried clams, seaweed and medicinal herbs and roots. Starting in the 1790's, the Chilkats brought European trade goods such as guns, wool blankets, tea and tobacco.

Most Yukon natives were peaceful and friendly to the white outsiders, but some were not

“visitor friendly”. In 1878, **George Holt** was the first white prospector to go through the Chilkoot Pass. He brought out a small amount of gold, but most importantly, he came out alive. He didn't notify or even seek permission from the Chilkoot Indians who guarded the pass against outsiders. He was most remembered for escaping with his life. On July 2nd, 1882, **George Krause** became the first white man allowed to cross the Chilkat Pass to the interior. In the summer of 1886, the **McQuestens, Mayos and Harpers** established Fort Nelson at the mouth of the Stewart River in the Yukon Territory. Later at Forty Mile, a gold rush community near the Alaska border grew into a large and active community.

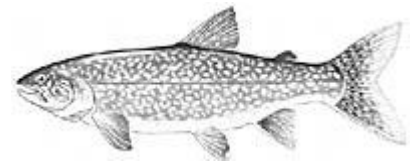


Arthur Harper (1835-1897, standing in photo from left with large hat on) was a successful American fur trader and boatman on the Yukon River. (Circa 1883, from Old Yukon, page 159).

Long before and continuing after the **Jacquots** and **Dicksons** lived on Kluane Lake, the Yukon River was a way of life for most Yukoners

to exist and conduct their business. Yukon waterways formed the only transportation links in many areas where there were no established trails. Like our jet planes of today, the Yukon River was their sky way. Instrumental for forming the backbone of the Yukon's history, the Yukon River is a legend in itself. A mighty water power unequalled to none provides not only transportation but rich fish food and a vast amount of timber from her islands and banks even today.

Yukon Salmon



The magnificent runs of salmon, as well as other fish, formed the major diet proportion of the local native people. The Yukon River provided the only feasible access by itself and its tributaries to almost 70% of the territory. It provided the main route for people and traffic before the major highways of today. I'm still awed by her each time I visit Whitehorse. Hundreds of steam boats plied her waters carrying gold miners, freight, passengers going up or down river on business or even tourists to all parts of the territory.

In 1846, the name Yukon was given by the HBC trader, **John Bell**, who descended the Porcupine River from the MacKenzie Delta to its junction with the Yukon River. He called the river "Youcon", meaning "Great River or Greatest River". The length of the Yukon River is about 1980 miles from Marsh Lake to Alaska's Bering Sea. Today the mighty river has reclaimed her wild and natural beauty giving up her past duties to automobiles, trucks, trains and airplanes.

The Yukon River was never easy on the ships that plied her waters. Miles Canyon and the White Horse Rapids were major navigation hazards on the mighty Yukon River. Captains had to "navigate by the seat of their pants" and familiar landmarks were named usually by the mistakes made in judgment by the masters of the sea. The river runs swift (5-6 miles per hour), is very shallow in places during certain times of the season and is littered with many obstacles from narrow channels to rapids. The Yukon Flats area around Fort Yukon is 20 miles wide, but its only 250 yards wide at the lower ramparts above Tanana, Alaska. The huge delta at its mouth in Alaska is 80 miles across. Major tributaries of the Yukon River are the Teslin, Pelly, Stewart, White and Klondike in the Yukon and the Porcupine, Tanana, and Koyukuk rivers in Alaska. Below the White River, the Yukon changes from its beautifully wild emerald green color to a discolored grey from the glacial silt deposits. In winter, boats were wrecked from floating ice and fall freeze-up. Shifting sandbars were most annoying to the captains and often resulted in delays and damage to the ships when they got caught on the sandbars.

Perhaps no other form of transportation has excelled in the high level of popularity and



romanticism as the steamboat in North America. These large wooden ships of one form or another called steamboats or sternwheelers have traversed the Yukon for nearly ninety years up until 1955. The mighty Yukon River is slowly taking back what was once hers. Between 240 and 280

SS Tarahne 1921. (116)

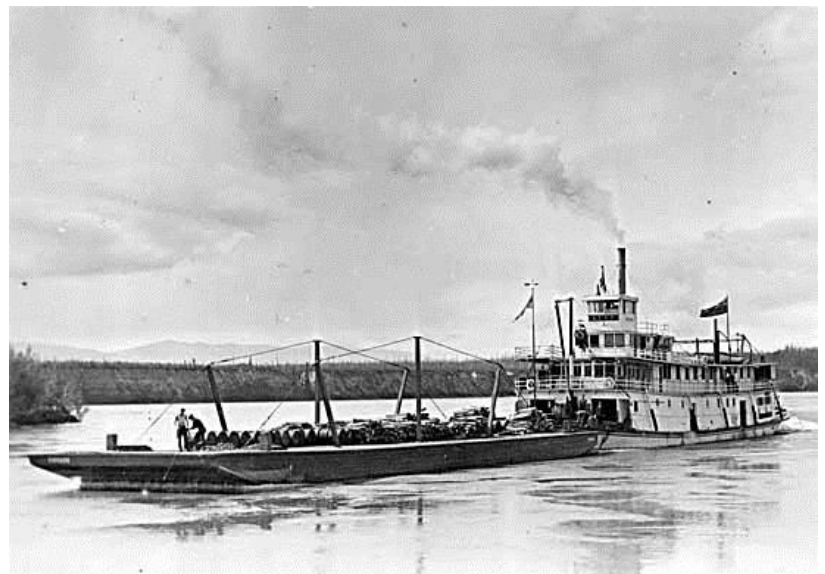
sternwheelers operated the northern rivers of Alaska and the Yukon. The exact count is unknown since record keeping back then was not a priority. The boats ranged from whipsawed scows (a large open barge used to transport freight) powered by a sawmill boiler to Mississippi-style floating palaces. It is sad to say, the "Tarahne", "Klondike II", "Keno" and the "Nenana" are the only intact survivors of this huge fleet.

In the early days the sternwheelers were fueled by wood, and stops had to be made

frequently to resupply the hungry boilers. A steamer could burn 120 cords of four-foot long wood on a trip from St. Michael, Alaska upriver to Dawson, Yukon. It was nothing to burn 20 cords every 8 hours on upriver runs. Can you imagine the vast amount of trees that took over the years? Operation of the boats on the Yukon River was seasonal of course; long winters prevailed at this latitude. The shipping season usually started in mid-to-late May and commenced through early October. Sometimes on the last run of the season, a boat had to race against river freeze-up. Sometimes they won, sometimes not. Losing the race meant abandoning the boat for the winter only to have the spring break-up crush the hulls.

The SS Keno pushing the barge Tookeno loaded with oil barrels near Mayo in 1932. (117)

Whitehorse, the present day capital of the Yukon Territory, was built to take advantage of the Yukon River as a transportation corridor. Although two-thirds of the Yukon River resides in Alaska, the Yukon Territory would not have advanced as such without the powerful river. As Whitehorse rapidly grew, the river became the vital link to the outside world and Dawson City. In 1866, the sternwheeler "Wilder"; owned by the



Russian-American Telegraph Company went into service on the lower Yukon. The Whitehorse shipyards built many of the steamers who plied the Yukon River. Dates listed after some of the many boats that worked in the North indicate the time period of northern service. The "Alaska" (later named "Aksala", 1913-1952) and the "Yukon" were designed for lower river traffic. The "Whitehorse" (1901-1955) and the "Casca" handled the tourist trade. The "Keno" (1922-1951) was built for the Stewart River to freight ore downstream from Mayo to Stewart Island at the confluence of the Stewart and Yukon rivers. Steam powered river transportation was the central element in the development and connection of the Yukon to the outside world for almost a century after the first vessel reached Fort Selkirk in 1866. The character of the system that developed was shaped by the geography of the Yukon and the technology of the riverboats. Alternative transport options developed slowly.

Overland winter travel supplemented the summer river transport, but in the late 1920's a more direct challenge appeared as aircraft began regular service to Yukon communities. It

was only during and after World War II that road transport finally ended the importance of the inland water transport system in the Yukon.



SS Klondike I (1936) aground and sinking on a sandbar.

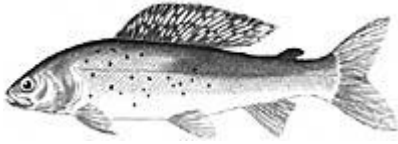
In 1929 the British Navigation Company built the sternwheeler "Klondike" (1929-1936) in the Whitehorse Shipyards as a cargo vessel. The ship could handle over 300 tons without pushing a barge. She transported passengers and general cargo downstream to Dawson, and silver-lead ore

transshipped from Mayo on the upstream trip. In 1936 the "Klondike" ran aground but the company salvaged its machinery and built an identical boat, the "Klondike II" (1937-1955) in 1937. The "Klondike" and "Klondike II" were most known for transporting the silver-lead ore up the Yukon River from Stewart Island to Whitehorse. The "Canadian" (1898-1930), built in Victoria in 1898, traveled north to the Klondike Gold Rush via the Alaska coast and up the lower Yukon River to Dawson. It was originally operated by the Canadian Development Company which sold to the British Yukon Navigation Company (BYNC) in 1901.

The BYNC dry docked its fleet each winter in the Whitehorse shipyards where the company's steamer operations were based. By 1903, the 111 foot "Prospector" (1901-1911) was the first steamer to reach the head of the Macmillan River. She belonged to the Stewart River Navigation Company. That's enough about the Yukon sternwheelers for now. Later we will discuss more about the "SS Princess Louise" and the "SS Princess Norah" used by Eugene **Jacquot** on his jaunts to and from the United States. (see 1938 and 1941).

Kluane Lake was also vital to the locals for their way of life, just as the mighty Yukon River was to others. Goods from Whitehorse were freighted along the trail to Silver City and then barged to communities along the lake. The lake is the largest in the territory; its azure blue waters extend for 70 km, draining north until they eventually mix with those of the Yukon River. Today about 80% of the melt water draining out of the Kaskawulsh Glacier flows north into Kluane Lake via the Slim's River. The rest of the melting ice feeds the Kaskawulsh River, which flows east and south into the Alsek River and on to the Pacific Ocean. The lake's name was first reported by Professor Krause on his expedition in 1882. A well-known gold rush era tributary of Kluane Lake, Slims' River, was named for a prospector's pack-horse who drowned while attempting to cross the river.

Arctic Grayling



Tasty grayling fish are abundant in the river. Slim's River, or what's left of it, enters the southwest end of Kluane Lake at Alaska Highway milepost 1059.5. The Slim's River delta formation, where the river dumps into Kluane Lake, has silt ten feet deep. Often times the winds blows this fine dust called loess making for almost winter white-out like conditions. I've seen it many times while passing through the area. The delta spreads a mile upstream and it advances 160-240 feet per year. It took 8,000 years for the Kaskawulsh Glacier to recede from the lake to its present position. From Slim's River bridge, on the Alaska Highway at km 1705, the very scenic Silver City Island (aka Fish Heart Island), the smaller Kluane Lake island, shines in the background. [From an email in 2009 I learned from Cecile Sias the name of the small island near their Bed and Breakfast at the ruins of Silver City is "Fish Heart".] The area seems to be constantly changing. In fact, up to a few hundred years ago, the Slim's River flowed the other direction. Today the river serves as a corridor for hikers heading for the Kaskawulsh Glacier. The two-day trek takes you right to the ice.

It's most always dusty and "grey-out" conditions here due to the wind-blown silt from Slim's River as in above picture of new bridge. Modern-day Yukon travelers will recognize the following entities as some are mentioned in this manuscript. Alaska Highway milepost (approximate) is listed with each entity. Christmas Creek (1049), Silver Creek (1051), Silver City exit (1052), Kluane Lake (1055), Slim's River bridge (1060), Sheep Mountain Visitor Center (1060), Cottonwood RV Park (1067), Destruction Bay and Cluett Creek (1083/84), and Burwash Lodge/Kluane Museum (1093).

Ten years before the gold rush, miners took out about \$100,000 worth of placer gold from areas around the Stewart and Yukon Rivers. Activity flourished and by 1894, 1,000 miners were scampering around the Yukon. In the spring of 1873, the Canadian Parliament passed a bill creating the North-West Mounted Police (NWMP). News of this wasn't all that exciting because **George A. Custer** was the big news item then, especially when he and all his troops were annihilated in the Battle of the Little Big Horn just a few months later. This single event had so captivated the minds of the North Americans and world public, including thousands of historians, that all surrounding events seemed insignificant. Meanwhile, America's wild-west legends and comic book heroes continue to evolve. Interesting enough, the Yukon would not be big news for another 25 years until the discovery of gold.

"The Chilkat Tlingits controlled the three main trade routes to the interior over the Chilkat, Chilkoot and White passes, thus monopolizing trade with the Athabaskan Indians. The name "grease trail" was given these routes, as the most important trade item carried over was eulachon oil extracted from the tiny candlefish that still run area waters each May.

The Ganaxtedih Ravens and the Daklawedih Eagles of Klukwan owned the route over the Chilkat Pass and the Tluknahadi Ravens of Chilkoot and Yandestakyah owned the trails over the Chilkoot and White Passes. Other clans were allowed to participate in the trading, but the chiefs of the owner clans organized the trips and conducted the formal trading operation. Each Tlingit chief had an Athabascan trading partner with whom he dealt exclusively. Traditionally, Tlingits returned with furs, hides and copper nuggets gathered by the Athabascans. Trading parties, lasting a month or more, often consisted of as many as 100 men, each of whom would carry 100 + pound loads. Upon the arrival of white traders, the Chilkats acted as middlemen between the traders and Athabascans and became quite wealthy. This trade monopoly was not broken until 1890 when **E.J. Glave**, John (**Jack**) Dalton, a 45 year-old Oklahoma born cowboy and logger, and several others were hired by Leslie's Illustrated Magazine of New York to explore the interior of Alaska and discover the headwaters and tributaries of the Yukon, Copper, Alsek and Chilkat Rivers. An article, "**Interior Alaska**" - published in the Alaskan Magazine issue 13 September 1890, describes Dalton and Glave- "Dalton and I decided to stay to see the last of the caravan and pick up any odds and ends that might be left behind; we found plenty of this material with which we brought up the rear of the procession, loaded with a curious assortment of property. Dalton carried three pairs of snowshoes, one gold pan, one bread pan, four saucepans, (all about the same size, strung around his waist on a belt), besides which he had a rifle, revolver, ammunition, etc. I was loaded with one bucket, one big kettle, teapot, blankets, sack of books and camera, overcoat and a wild duck. We had pots and pans, whose musical melodies might have aptly served as the heralding strains of the Salvation Army; but the climax of our eccentric march was reached when Dalton packed me and my load on his back across a stream. How glad I was that no camera fiend was nigh to have taken that perambulatory mass of grotesquely smothered humanity!"



Jack Dalton (1856-1944, photo by Kathleen Dalton).

From "**Pioneer Packhorses in Alaska- Century Magazine, Sept. 1892**", by EJ Glave; "Dalton and Glave, seeing the potential of a trade route, returned in the spring of 1891 to check the feasibility of taking packhorses over the Indian "trails." "Fearing that we might have a lot of soft snow to cross on the summit, we constructed sets of four snowshoes for our horses ... The horse's hoof was placed in a pad in the center of the shoe, and a series of loops drawn up and laced round the fetlock kept it in place. When first experimenting with these, a horse would snort and tremble upon lifting his feet. Then he would make the most vigorous efforts to shake them off. Standing on his hind-legs, he would savagely paw the air, and then quickly tumble onto his forelegs and kick frantically. We gave them daily instruction

in this novel accomplishment till each horse was an expert; . . ." From "**Alaskan Sunlight and Shadows** (Alaskan Magazine, Nov. 1891) by EJ Glave; "This journey was important to Alaska history in that "It proves a possible transport where none before existed.... The inaccessibility of the interior of Alaska has barred out the miner and the prospector; but now the road is open." Glave died a few years after this trip, but Dalton remained in the Chilkat country. He developed trading posts and a toll road along the Chilkat "grease trail," into the interior. At this time, Pyramid Harbor (west across the Chilkat River from Haines) was the deep-water port for this region and the beginning of **Dalton's trail**. By 1896, Dalton had established trading posts at Dalton Cache (the building can still be seen at U.S. Customs 40 mi. up the highway), Dalton Post Oust off the highway at 106 mi. in the Yukon) and Champagne (on the Alaska Highway). Miners, prospectors, cattle drives and even a reindeer drive followed his trail to the interior. The trail, 246 miles long, led from Pyramid Harbor to Ft. Selkirk on the Yukon River. From Ft. Selkirk, log rafts would float men, horses and cattle to Dawson City. Dalton hired out to guide groups over his trail and in 1898; he established the short-lived pony express to carry mail and people between the Yukon River and Pyramid Harbor. Many fortune-seekers walked the Dalton Trail including the "mysterious thirty six." On March 9, 1898, 36 men arrived at Pyramid Harbor aboard the S. S. Farralon. Sworn to secrecy as to their destination and intentions, these men created quite a stir of speculation. Unofficially it was learned that **ex-Lt. Adair** of the U.S. Calvary represented the Standard Oil Company as he led these men, gathered from all over the country, in search of gold. They traveled up the Dalton Trail as far as Champagne and established Pennock's Post.



The Dalton Cache is a pre-Klondike Gold Rush outpost built around 1895 by Jack Dalton for storing trading goods before transport over Chilkat Pass into the Yukon Territory. When the Klondike Gold Rush hit in 1897-98, the cache became a stopping place for miners streaming toward Dawson. Though partially restored and marked by an interpretive sign, it is not open to the public today.

Finally, in April 1898, they arrived back at Shorty Creek 'Where they staked and worked some 40 claims. Like most gold seekers of the days of '98, they returned with many memories and little gold. (cr- McBride Museum, Whitehorse.)

By 1899, Dalton received official permission from the U.S. Government to charge a toll for the use of his trail:" . . . "The trail did not become a toll- road till the spring of 1899,

Dalton's Trading Post (Jack is 4th from left.

when by license of the United States Government; tolls were authorized on March 9th and April 10th to be levied as follows:



Cattle, horses, mules, burros.....	each \$2.50
Goats, sheep, swine.....	each.. .50
Single horse, w/sled or wagon, unloaded.....	2.50
Two horses, w/sled or wagon, unloaded.....	5.00
Four horses, w/sled or wagon, unloaded.....	10.00
Dog team, two dogs.....	1.50
(25 cents each additional dog)	
Merchandise of all kinds.....	per pound,.01
Foot passengers with pack of more than 25 pounds.....	1.00
Foot passengers with pack of 25 pounds or less.....	.25
Natives of Alaska with pack of 25 pounds or less.....	free
(See File-Book for further particulars.)	

No tolls, of course, can be collected under this license in Canadian territory." (Martin, Archer, Porcupine - Chilkat Districts. Report under the Porcupine District Commission Act 1900. Victoria, B.C. 1901.)

(cr- McBride Museum, Whitehorse, Yukon.)

The discovery of gold at **Porcupine Creek (*)**, 36 miles up the highway from Haines, and of course the Klondike Rush in 1898 caused a brief flurry of use on the trail. By 1900, the use of the White Pass and Yukon Railroad and the construction of new trails from Porcupine to Haines by miners wishing to avoid the toll caused a decline in the use of the Dalton Trail. After a many thousand dollar and several year investments, Jack Dalton moved on to other projects. In the 1920's a road was cut to the Canadian Border along the east side of the Chilkat River. The Haines Cutoff Highway, built in the 1940's, follows the

general route of the Dalton Trail. Today, the old Tlingit "grease trail" provides an important road link to the interior of Alaska and the Yukon". (68)

*Airing on the Discovery Channel is the weekly series **GOLD RUSH: ALASKA** that takes place on **Porcupine Creek** north of Haines, Alaska (they are into Season 4 as I work on the EBook edition in early 2014. See 2014 for updates). This area is where the **Jacquot's** later settled in Alaska.



GOLD RUSH: ALASKA, follows six men who risk everything in the face of an economic meltdown — their families, their dignity, and in some cases, their lives — to strike it rich mining for gold in the wilds of Alaska. Inspired by his father Jack Hoffman, Todd Hoffman of Sandy, Oregon, leads a group of greenhorn miners to forge a new frontier and save their families from dire straits. While leasing a

gold claim in Alaska, Todd (pictured) and his company of mining rookies face the grandeur of Alaska as well as its hardships, including an impending winter that will halt operations and the opportunity to strike gold. In an effort to keep the operation running, the team takes fate into their own hands with a make or break venture that will change their lives forever.....The mine at Porcupine Creek is located in the heart of one of the last great wildernesses, where weather conditions can change in an instant. The claim is surrounded by the largest bald eagle population on earth, and a nearby river is the site of a year-round salmon run. Grizzly bears and moose sightings happen daily, and the team must be prepared for some seriously close encounters. Armed with the hope and ferocity to rekindle the original American Dream, **GOLD RUSH: ALASKA** shines a spotlight on this group of enthusiasts. In essence, these are the new "'49ers," going back to the roots this country was founded on: hard labor, blood, sweat and tears. The men put it all on the line in the biggest gamble of their lives, and the hunt is on to strike it rich — or go bust. (cr- Discovery Channel website)

If you have a love for Alaska and the Yukon complete with all the rich history and spectacular scenery, and you can see past and accept the "greenhorn miners", you just might have liked the television series as I did. It was refreshing to see familiar sights again; the ferry terminal at Haines and small planes landing and taking off at the airport, "blue canoes"(AK State Ferries) departing the port, eagles soaring freely, black bears roaming and the scenery on the road trips to Anchorage, Haines or Whitehorse for supplies. And it kind of made you look forward to the next show to see who was fighting with whom, or most importantly, if they'd find gold!

Chapter 3 1894- THE GOLD RUSH YEARS

On May 26th, 1894, the North-West Mounted Police were authorized in to the Yukon for the interests of peace, good government and public revenue. By June 26th, Inspector **Charles Constantine** and Staff-Sergeant **Charles Brown** were at Juneau, heading for the goldfields of the Yukon (other records indicate the detachment boarded the steamer “Excelsior” on June 5, 1895 in Seattle bound for the Klondike).

In 1895 miners were taking large amounts of gold from the Yukon- over \$400,000 from the Forty Mile region and from Miller Creek deposits in the Sixtymile gold field. The population around Forty Mile was around 1,000, of which most were Americans. One year later gold was discovered on Rabbit Creek by Californian **George Washington Carmack**, his wife **Kate**, **Skookum Jim**, **Tagish Charlie** and **Patsy Henderson**. This historic event happened on August 16th, 1896, when they pried a nugget from the bed of Rabbit Creek, a tributary of Canada's Klondike River. The very next day they staked their claim and renamed Rabbit Creek Bonanza Creek, setting in motion one of most frenzied and fabled gold rushes in history.

Before long, prospectors were combing every creek in the Klondike and Indian River drainages southeast of present-day Dawson City (officially Dawson but known locally as Dawson City). **Robert Henderson** is often called the true discoverer of Klondike gold because he urged Carmack to prospect the tributaries of Indian River. This tip leads to the discovery of gold on Bonanza Creek by Skookum Jim. It was George Washington Carmack's name which appeared on the claim application, however. The Klondike gold field forms an area roughly 2,080 square kilometers (800 square miles) in size, extending from the Klondike River on the north to the Indian River on the south. Its east-west limits are Flat and Dominion creeks and the Yukon River.



Can you imagine what it must have been like trudging through deep mud on a crowded main street frontier town, newborn with thousands of fool-hardy gold seekers and the like? During the spring thaw, the streets became muddy quagmires. It's 1896 in Dawson City, (soon to be) Yukon Territory. Dawson became the largest community north of Seattle and west of Winnipeg, with an estimated population of between sixteen and thirty thousand. You are smack in the throes of the Klondike Gold Rush. Perhaps you are just off one of the sternwheelers up from Seattle. May be you've lived here always. The make-shift settlement of small clapboard storefronts was alive with the loud clanging of a blacksmith

pounding out horseshoes, children scurrying about on wooden sidewalks,



Front Street, Dawson City, Yukon 1898 (cr- Yukon Archives)

miners everywhere carrying sacks of gold to or from their peaked canvas homesteads, pack mules and sordid brothels lining the street, dancehall girls laughing and frolicking

from the ramshackle saloons. What boomtown madness wouldn't be complete without a pack or two of mangy dogs roaming the brackish soupy streets? From an adjacent street a teamster stood on a severely overloaded freight wagon sunk to its hubs and cursed the two-horse team trying to escape the slough.



In 1897, the first gold to leave the Klondike by steamer was aboard the "Alice" (1895-1914), belonging to the Alaska Commercial Company in June. The 175 foot "Portus B. Weare" left two days later. A month later, the famous "Excelsior" and "Portland" arriving in San Francisco and Seattle, would solely be responsible for the start of the Klondike Gold Rush. On July 22nd, the 120 foot "Capilano I" set out for the Klondike from British Columbia, Canada.

Foolhardy miners climbing the Chilkoot Pass during the Klondike Gold Rush.

Routes to the goldfields were often treacherous to follow and claimed many unwary gold seekers. The different routes to Dawson are told to be: The Edmonton route, The Copper

River route, The Stikine route, The Takau route, The Dalton trail, The White Pass or Skaguay Trail, The Chilkoot Pass or Dyea Trail and The St. Michael's All Water route.

White Pass was soon dubbed Dead Horse Trail. The stench from the rotting horses scattered all along the trail was enough to make one sick, if the thoughts of animal abuse didn't first. Countless horses and mules were overloaded so much that the poor beasts simply dropped in their tracks dead or were put out of their misery by the RCMP when excessive bleeding on their backs was discovered. Most of the pack animals were broken-down horses that would have been lucky to survive the trek under ideal conditions. Sadly enough, this inhumane abuse happened on many routes to the Klondike. Reports of people dying from raging fevers from eating the rotten horse meat were common.

Travel by the overland and river routes from Edmonton took up to three grueling years to reach the Klondike. You were lucky if the Mackenzie River or the Arctic winter didn't claim you. When heavy snow made the White Pass trail impassable, the flow of gold-seekers switched to the Dyea Trail, also called the "Poor Man's Trail" because it was too steep for pack animals. The Klondikers were forced to hire Indian packers, for as much as fifty-cents per pound or else lug the supplies themselves. Some may have walked the 40 mile trail 30 or 40 times leap-frogging their loads and spending 3 months doing it. In this bedlam, only one thing remained constant- the lively body of people, animals and freight continued to stream northwards onto the lakes, bringing with them their civilization and its politics. Bicycles were common in the Yukon, especially in winter, when it was possible to pedal across frozen rivers and lakes. In the midst of it all, in February, 1898, the North-West Mounted Police set up a boundary post that effectively and permanently established the boundary between Canada and the United States.

The Chilkoot Pass was the original route to the Klondike Gold fields led over an ancient Tlingit trading route. The route to the Pass left tidewater at Dyea (Alaska), a small inlet next to Skagway. The trail cut back and forth across the Dyea River, through such landmarks as Stone House and the Scales to the base of the Pass itself. The pass was a formidable, nearly vertical pitch which the stampedeers scaled in a row, single file. At the base of the treacherous Chilkoot Pass, North West Mounted Police (NWMP) officer **Sam Steele** described the scene: "Neither law nor order prevailed, honest folk had no protection from the gang of rascals who plied their nefarious trade. Might was right; murder, robbery and petty theft were common occurrences." The NWMP maintained law and order in Dawson City. They tolerated rampant prostitution and gambling, but murder and thievery were not. Andrew **Dickson** was discharged from NWMP duty in Dawson City on November 20, 1900. It is not known if any other **Dickson** brother was assigned to Dawson City. This book would not be complete if I omitted the dastardly legendary character Soapy Smith of Skagway, Alaska. Jefferson Randolph "**Soapy Smith**", along with his 200 to 300 gangsters seized control of Skagway in 1898. He was the uncrowned king of the

Skagway underworld. Six months later he was killed by citizen **Frank Reid** in a gun fight. Frank also died. Although Smith himself may never have stepped foot in the Yukon, his world of crime, prostitution and gambling in Skagway had a major impact on those who did. I wonder if a **Jacquot** or **Dickson** had the misfortune to meet up with Soapy Smith or his thugs while passing near Skagway. No doubt they learned how it was in Skagway as this kind of news travels fast.

All hell was breaking loose on July 14th, 1897, in San Francisco after the grimy little steamer "Excelsior" (operated by the Alaska Commercial Company) docked with several men carrying huge quantities of gold from an unknown land called Klondike. Thirty passengers on board were carrying \$500,000 in gold. Three days later the 191-foot "Portland" (operated by the North American Trading and Transportation Company) arrived in Seattle with two tons of gold on board, about \$1,000,000 worth. "Klondike Fever" started. Can you imagine the excitement and flurry of people boarding any vessel they could find for the North Country? Conditions on most of the boats ranged from terrible to horrific. Practically anything that floated was game for transportation to the gold fields. The boats were overcrowded, poorly manned and under equipped. Some boats had horse and cattle stalls built on the roofs of rough cabins, so that urine and feces from the animals would drip onto the men below in their bunks. Ships leaving the harbors bound for the Klondike were so overloaded it was doubtful they'd make it very far. Surprisingly enough, there were relatively few accidents. The stampede north was on.

So quickly did word of the wealth of the Klondike affect the outside world that 57 registered steamboats, carrying more than 12,000 tons of supplies, docked at Dawson City between June and September 1898. One year later, 60 steamboats, 8 tugs and 20 barges were in service on the river. It's hard to visualize activities of this magnitude all taking place in one small area! Had Carmack's discovery happened in early spring, word of his gold find would have reached the outside world in two weeks instead of 11 months. Once the rivers froze up, and the heavy snows came, communication with the outside world was nearly impossible. Within the next two years, over 100,000 people would leave for the Klondike. The vivid image of endless lines of prospectors struggling up the Chilkoot Pass says it all. Gold indeed was there, wealth beyond their wildest fantasies. I wonder how many of the stampeders also knew of the dangers lurking there. The Yukon is utterly unforgiving of mistakes. Arctic survival was a skill only known by a few. The Yukon would no doubt become a land of legends.

Francis Joseph Fitzgerald served in the Yukon during the gold rush and was a member of the 1897/1898 expedition that blazed the overland trail to the Yukon from Edmonton, Alberta, via Ft. Saint John, British Columbia. In 1873, **Arthur Harper**, **Alfred Mayo** and Leroy Napoleon "**Jack**" **McQuestin**, traders and prospectors, made their way overland to the Yukon from British Columbia. They traded for furs, developed ties with Native people

and married Koyukon Athabascan women. Athabascan are the indigenous peoples of Alaska's interior and Canada's western interior. **Jennie Harper**, **Margaret Mayo** and **Kate McQuestin** introduced their white husbands into the Athabascan world. For over two decades, these American traders supplied prospectors in the Yukon River basin. Their trading posts were long-lasting. Of all the three pioneer American traders, Al Mayo was the only one to live out his days in the north with his wife by his side.

On May 28th, 1898, construction started on the White Pass and Yukon Route Railway (WP & YR). Twenty-six months later (June 29, 1900) this engineering marvel was completed at a cost of about \$10,000,000. Total work force was 35,000 with a peak force of no more than 2,000 at any one time. Starting in Skagway from sea level, the WP & YR climbs 2885 feet to White Pass summit in only 20 miles of track. Of its entire 110 miles of track, about half is in the Yukon and the remainder in Alaska and British Columbia. Lake Bennett saw many visitors on May 28th when the ice was going out. In the next few weeks some 7,100 boats carrying 28,000 people past the NWMP post at Tagish. Although the WP & YR was completed after the great stampede to the gold fields was over, it would prove valuable later on serving in the war effort and the Canol Project.

The Commissioner of the Yukon Territory orders that no person will be permitted to enter the Territory without satisfying the N.W.M. Police Officers at Tagish and White Horse Rapids that they have with them two months' assorted provisions and at least \$500 in cash, or six months' assorted provisions and not less than \$200 in cash, over and above the money required to pay expenses from the border to Dawson. This order will not apply to residents of the Yukon Territory returning, if they are identified and prove their competence to pay their way into the country. By order of (signed) **S.B. Steele**, Supt., Commanding N.W.M. Police, Yukon Territory." The Mounties order was for adequate supplies required to survive a Yukon winter.

The long winter nights were anything but dull and boring in the northern boom towns. Where entertainments were not available, the gold seekers made their own. Card playing, gambling and storytelling filled many miners' evenings. The miners came for the gold whereas the saloonkeepers, gamblers, merchants and women of pleasure came for their own individual freedom, and some I suppose to mine the miners. Women were scarce in the mining towns, often outnumbered 5 to 1. Women who went to the gold fields unchaperoned were often treated with contempt. They were the targets of abuse and ridicule by both men and "respectable" women- those who were fortunate enough to be accompanied by husbands, or who thought they were superior because of their social standing in southern communities. Red light districts prospered in northern settlements like Ketchikan, Nome and Canada's **Dawson City, Yukon**.

The dance hall queens, performers like **Klondike Kate**, were at the top of the less

respectable side of society in the turn-of-the-century Dawson City. A little further down the social scale were the chorus line dancers who danced with miners after a show for a dollar a dance and encouraged them to buy drinks. In the summer, heat, mosquitoes, deprivation and scurvy plagued the miners. Yukon winters were often brutal with temperatures frequently below –25 degrees F. Fresh meat was plentiful if miners wanted to take the time to fish or hunt.

Just as the Canadian Government made its northern presence known by the establishment of RCMP posts, the United States did likewise in **Skagway, Alaska**. Soldiers of the 14th Infantry arrived in Skagway to maintain order and “show the flag” in February, 1898, because of complaints of boundary and customs violations. In May of 1899, they were relieved by Company L of the 24th Infantry (one of the US Army’s four black units). Skagway, the jumping off point to the Klondike was growing at a rapid pace by now. Skagway and neighboring Dyea were overrun with thieves and con men. Along the trails the stampedeers punished lawbreakers in their own way. Across the divide, the Canadian Mounties kept order and maintained a sense of security among the masses. The Mounties required the stampedeers to bring enough provisions, curtailed travel on the rapids, tended to the sick and injured, restricted the use of firearms and meted out justice. That the vast majority of men, women and children reached the Yukon safely is not just a tribute to their endurance and resourcefulness; much of the credit goes to the Mounties, whose efforts diverted countless disasters. Other unsung heroes of the Gold Rush era must surely have been the mail carriers who braved the elements to maintain that thin thread of contact with the outside world.

In April 3rd, a killer avalanche swept down the Chilkoot Pass burying 76 people alive. A few others were fortunate to be rescued by friends who dug for survivors and to retrieve the dead, including Jack, Shorty Fisher's dog who survived for eight days under the snow slide. The Yukon belonged to the Northwest Territories at the time, and their tax dollars went to fill the coffers of the territorial government. It didn't take long for Ottawa to learn of the all the revenue created by hard-drinking stampedeers and the tax volume that could be collected. To do this, Ottawa made the Yukon a distinct territory, subject to the



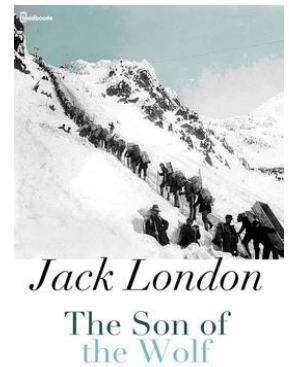
Discovery Claim on Bonanza Creek (2009).

administrative control of the Canadian federal government, on June 13th, 1898. Between 1896 and 1898 more than 619,000 ounces of gold was recovered from the Dawson City, Yukon area. In 1899 the rush to Nome, Alaska ended the heyday of the individual

miner in the Yukon. A new railroad line from Skagway was completed in the summer, opening up the way for big mining businesses with their mechanical dredges which did the work of a hundred miners.

The dredges mined the land abandoned by the miners for another 50 years taking out millions of dollars in gold. Along comes **Ed Jesson** in 1900. He rode his bike over 1,000 miles from Dawson City, Yukon, to Nome, Alaska, using the frozen Yukon River as his trail. Two mail pouches were found that had been lost two years before by Mounties, one of whom had lost his life. Among the letters and valuables was a bank draft for \$100,000 which was duly honored and cashed. By 1901, a mail trail ran nearly the whole length of the Yukon River.

The Son of the Wolf, **Jack Landon's** first book on the Klondike, was published in 1900. Jack London gained his first and most lasting fame as the author of tales of the Klondike gold rush. Bonanza Creek was one of the world's most famous gold-bearing streams ever discovered. The word Bonanza means "rich ore deposits" among Spanish miners. The creek was phenomenally productive for a length of almost 12 miles. The first form of mining here was by hand, pick, shovel and fire to thaw the frozen gold-bearing gravel.



NWMP Yukon 1900



Grants volumes, lists almost 20,000 numbered grants and the names of their owners

Between 1897 and 1900, this was the heyday of the Klondike period and Dawson was known as the "Paris of the North". After gold was discovered in 1896 on Bonanza Creek, thousands of claims were staked along tributaries of the Yukon and Klondike Rivers. The Yukon Gold Commissioner's office issued "Placer Mining Grants", enabling prospectors to become miners and work their claims for "placer" findings (mineral deposits containing gold, left by rivers or glaciers). The first of three Placer mining

By 1899, the rush was over. As quickly as it had grown, Dawson City was reduced to a town of less than 1,000 people by 1902. A century later, the population has only doubled. Banks in Dawson City were no longer accepting gold dust as legal tender- the frontier days of the gold rush were truly over. Dawson City was one tough, hard to die settlement having survived three major fires which burned the town to the ground (1897, 1898 and 1899). [Major fires three years in a row is not a good track record. Insurance requirements along with building codes was probably non-existent then (?)]

NWMP records at Lake Bennett indicate Constable Dickson (TA Dickson) and Ole Dickson passed through the area from the boat SS Australian (outward) on August 11, 1899 and July 9, 1899 respectively.

This book would not be complete without a brief description of some of the more colorful Klondikers, male and female who earned their parts in the history books.

It's impossible to list every man and woman who had an impact on the Yukon during the Gold Rush Era, so I'll begin with the ladies of the north, whether they ended up in Alaska or the Yukon, they certainly ventured to far off and desolate places paying the price to work. Women came north as miners, tourists, housewives, shopkeepers, nuns, medical professionals, cooks, entertainers, prostitutes, teachers, secretaries, journalists and authors. Many women struck it rich through mining claims, some even from hard and honest work and some by catching the eye of a wealthy man. Some of the far north women included: **Georgia Lee, Cheechako Lil, Gabrielle Mitchell** (aka Louise Vassiaux), **Irene Wallace, Annie Fields** (aka Woodpile Annie), **Dutch Kate** (aka the Dutch Kid), **Kate Ambler, French Alice, Gertie Lovejoy** (aka Diamond Tooth Gertie), **Klondike Kate** and **Marie La Fontaine**.

Today, Dawson City's world famous non-profit gambling hall is named after bona fide dance hall queen Diamond Tooth Gertie. During the Gold Rush of 1898, in order to distinguish herself from numerous Klondike kings and queens, Gertie Lovejoy wedged a sparkling diamond between her two front teeth. Any discomfort this caused paid dividends. Instead of working the creeks for her riches, Diamond Tooth Gertie made her fortune by mining the lonely prospectors who readily opened their gold pokes in return for her affections. In Dawson City today, Gertrude Lovejoy's moniker lives on at the town-run Diamond Tooth Gertie's Casino. Replete with cancan dancers and a singing master of ceremonies named Gertie, Canada's oldest gambling hall gives you a chance to re-live the heady days of Dawson's Gold Rush era.

Gold Rush renditions survive today at Diamond Tooth Gertie's in Dawson City, Yukon (photo and write up courtesy of Klondike Visitors Association in Dawson City).

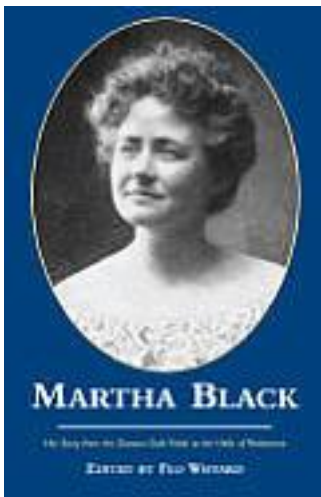
In Dawson City today, Gertrude Lovejoy's moniker lives on at the town-run Diamond Tooth Gertie's Casino. Replete with cancan dancers



and a singing master of ceremonies named Gertie, Canada's oldest gambling hall gives you a chance to re-live the heady days of Dawson's Gold Rush era. With three nightly shows by Gertie and her Gertie Girls, Diamond Tooth Gertie's is today a fixture of fun-filled entertainment where patrons can enjoy a beverage while playing blackjack, roulette, Texas Hold'em poker and an array of glittering slot machines. [I remember my first time at Gertie's and at the Frantic Follies, I was blown away! What a neat experience it was.]

Even famous gunfighters such as **Wyatt Earp and Doc Holliday** ventured to the Yukon for gold. Doc's woman, **Big Nose Kate Elder** accompanied him north. Wyatt and wife Jose took part in the Alaska Gold Rush in 1896 spending time in Nome and the Yukon and other mining cities that popped up overnight. So, some folks were already famous before heading north! Of all the Canadian and foreign correspondents who reported on the gold rush, New York journalist **Tappan Adney** stands out as one of the few who bothered to write about native people- two short articles. The other reporters were too busy writing about the relentless pursuit of gold and mining of it, the hardships of getting to and living in the Yukon, the excesses of those who struck it rich, and the folly of those who squandered their wealth. It's sad to say not much was written about native people who had an impact on the discovery and mining of gold, other than the odd mention of **Skookum**

Jim or Tagish Charlie. The natives were a race of self-sufficient people before they were invaded by the white men who brought alcohol, segregation, racial discrimination and new diseases. I'm afraid today we all carry this scar; call it what you will, wherever we go or whatever we do.



Martha Black by Martha Black.

Martha Louise Black (then Martha Munger Purdy) hiked over the Chilkoot Pass in 1898 after she was abandoned by her husband enroute to the Klondike. She sailed down the Yukon River pregnant, bore her child in a cabin, raised money and purchased a saw mill. She bossed 16 men on a mining claim then married George Black in 1904, a Dawson City lawyer who became Yukon's Member of Parliament. He served until 1935 when illness forced him to retire. Martha ran in his place and won his seat. Martha became Yukon's first, and Canada's second, woman Member of Parliament. She was indeed a remarkable woman. The Blacks were the first "real Yukoners" to hold high public office in the Yukon Territory. [The car ferry at Dawson City is presently named after her husband, George Black. I first used this ferry in July, 1991 and a few times later.]

In 1897 **Belinda Mulrone**y, a coal miner's daughter from Pennsylvania, began her business quest for riches in the Yukon selling rubber boots, cottons and hot water bottles at

a 600% profit. She built a roadhouse at Bonanza Creek, owned a dozen mining properties by 1899 and eventually built the Fairview Hotel, one of the swankiest establishments in Dawson City boasting of brass beds, fine china, fancy glass chandeliers, chamber music in the lobby, even electricity generated by the engine of a yacht anchored in the harbor. She also opened the Grand Forks Hotel in Dawson. She was known as the "Queen of the Klondike".

Mollie Walsh was born in 1872 and later headed for the Klondike. She was a gentle and loving person who was well known for her kind deeds to others who were less fortunate. She stayed in Skagway working in a restaurant and attending church. After some time in Skagway operating an eating place, Mollie became disgusted with the crime and filth around her and moved to Dawson in June of 1898 and married Mike Bartlett. The next year she was living in Seattle with her 13 month old son, hiding from her husband who had turned into a drunkard and gambler.

Molly Walsh

In 1902 Mike caught up with Mollie in Seattle and chased her down an alley and shot her in the back. He was convicted of murder and placed in an insane asylum. There's a memorial park in Skagway, complete with her bust and inscription, to honor Mollie and her Klondike efforts. The inscription reads "Alone and with help this courageous girl ran a grub tent near Log Cabin during the Gold Rush of 1897-1898. She fed and lodged the wildest gold-crazed men. Generations shall surely know this inspiring spirit. Murdered October 27, 1902."



Grace Bartsch accompanied her husband to the Klondike in 1900 on horseback driving a herd of 500 sheep, 50 cattle and a goat. They were newlyweds of about two months when they reached partially frozen Lake Laberge on May 8th. They were lucky enough to make it across the weak ice. The next morning brought sounds of panic and crashing ice. Several heavily-loaded, horse-drawn outfits had gone through the ice of Lake Laberge. In her diary Grace wrote "The faithful horses would be trudging along with their loads, when suddenly they would be through into the water. I could see them struggle, trying to get a foothold, but each time the hollow, penciled ice would crash into the water and the poor animals were helpless. If they could not be disconnected quickly from their loads, loads and all would soon disappear". The Bartschs and their animals arrived in Dawson City on May 24th to the delight of the entire town. Fresh meat had arrived! **Dick Lowe**, a South Dakotan was forced to work his own small claims after many unsuccessful attempts to sell them. "Lucky Lowe" made over a half million dollars- the richest claim per square foot ever staked in the Yukon. **AJ Goddard** was another ambitious man who cashed in on the Gold Rush by establishing the first steamboat link between the gold fields and the Pacific

coast. This entailed dismantling the steamboats and carrying them over White Pass piece by piece in the brutal winter, thus allowing the boats to take the first cargo down the river in spring.

Joe Ladue was often referred to as a French-Canadian, but was born in New York and ventured north after working a short time in Juneau. He was one of fifty who crossed the Chilkoot Pass into the interior of the Yukon in 1881. He spent that winter testing creeks with **William Moore**, who would later gain fame for locating the town site of Skagway. In 1883 Ladue met up with **Jack McQuestin**



Joe Ladue's lumber built Dawson City, Yukon Territory.

and **Arthur Harper** to conduct a trading operation along the river. During his travels that summer, Ladue also met up with US Army Lieutenant **Frederick Schwatka** near the Alaska-Yukon border. The group proceeded to drift down to Fort Yukon, a distance of 350 miles. Once there, they obtained supplies from the steamer Yukon. By 1893 they had established a new post at the mouth of the Sixtymile River (60 miles upriver from Ft. Reliance) and named it Ogilvie, in honor of **William Ogilvie**, the first government official they had met. Joe Ladue was a man with vision, and realized he was in the right place at the right time.



Studio Portrait (left to right previous page): George P. MacKenzie, Chief Jim Boss, Skookum Jim, and Reverend Blackwell. [Skookum Jim was Tom Dickson's brother-in-law] (137)

Loading a raft with lumber from his sawmill, he drifted down to the mouth of the Throndiuck (Klondike) River, and on August 28, 1896, staked the rather boggy flats to the northeast of the mouth as a town site. Within a few days the, the town site of Dawson had been registered in the Mining Recorder's office at Forty Mile. Joe and his sawmill moved to Dawson in October. The town grew fast, by late July there were 5,000 people in the district as Joe sold them city lots and lumber. The money continued to pour in from the Yukon for Joe, but could not cure his tuberculosis which eventually killed him in 1900.



Steamboats on the Yukon River played a role in the development of Alaska and Yukon. Access to the interior of Alaska and Yukon was hindered by large mountains and distance, but the wide Yukon River provided a feasible route. The first steamers on the lower Yukon River were work boats for the Collins Overland Telegraph in 1866 or 1867, with a small steamer called *Wilder*. The mouth of the Yukon River is far to the west at St. Michael and a journey from Seattle or San Francisco covered some 4,000 miles. (cr- Wikipedia)

Chapter 4 1898-1909 JACQUOTS AND DICKSONS...THE EARLY YEARS

Louis and Eugene **Jacquot** first met up with Tom **Dickson** in 1898 shortly after the three arrived in the Yukon. The significance of their meeting will be exemplified for over one-hundred years in the history of the Yukon Territory. The **Jacquots** and **Dicksons** were smack dab in the middle of the Klondike Gold Rush, historically famous at the turning point of the century, but their lives were not centered totally on finding gold. Some of them would have other interests including; hunting, guiding and outfitting, trapping, fishing, wildlife management, running a trading post and hauling freight, construction or coal and copper mining. They lead very interesting lives as we are about to learn. I'll bet it was the most exciting time of their lives starting out in a new land bursting at the seams with opportunity. One can only imagine just how exciting it must have been! Picture the **Jacquot** brothers, Louis and Eugene, who probably knew very little about the Yukon, but with a proud determination to make new lives for themselves, had the "guts to go for it"! Tom **Dickson**, along with his brothers Adam, George, Andrew, Alfred, James and Bill, were probably more comfortable here since they grew up in Canada to begin with. I find it terribly exciting just reading everything I can find out about the big gold rush in a faraway frozen wilderness that impacted thousands and thousands of lives forever. The **Jacquots** and **Dicksons** were but a few of many, more than could be realized, brave and courageous adventurers who forced their will to survive on a new frontier.

In the time period of the "early years", just before and ten years after the Gold Rush, the **Dickson** NWMP (North West Mounted Police) brothers are establishing themselves up north as policemen, and then later mining or hunting and outfitting would bond some of the brothers to the Yukon. The Yukon possesses a striking geographic diversity. Along the southern border, a series of major lakes dot the landscape. For many centuries, the native people have inhabited the shores of Kluane Lake and many others nearby. This is where Eugene and Louis **Jacquot** and Tom **Dickson** eventually settled and raised their families. Like most other families, they had good years and bad years with many obstacles to overcome.

"Louis immigrated to Canada in 1894 or 1895 to escape military service with the Germans. He worked in Winnipeg as a cook then moved to Chicago. He later returned to France (Alsace Lorraine region in northeastern France) to convince his brother Gene (Eugene) to come back with him and also escape from the Germans. They both worked as cooks in Dawson and saved their money to buy a claim. The **Jacquots** first met Tom **Dickson** in 1898 while they were traveling through Alaska enroute to Dawson City. (3)

Somewhere I read that Louis was more of a loner compared to his brother Eugene. This certainly fits the personality trait so far, as Eugene is more known in print than his older brother. I don't mean to take any glory away from Louis, as I'm sure he was back stage making things happen, but socializing was probably not his cup of tea. Louis' daughter Josephine described her father as the "doer" and her uncle Eugene as the "businessman" (all the business letters I've seen were written or typed by Eugene). In **Land of the Midnight Sun** by K Coats & Wm. Morrison, the **Jacquots** are mentioned several times with Eugene always taking the honors and Louis appears to merely be riding on his brother's shirt tail. Perhaps this is just how it was described back then. What I thought was odd, the name **Dickson** was not mentioned once in the book.

"Early in the century, gold had been discovered on creeks emptying onto the west side of Kluane Lake. Prospectors and speculators once more raced to the strike, set amidst the towering mountains and emerald lakes of the southwest. The stampede, like so many others, lasted a year or two. A couple of the prospectors, Eugene and Louis **Jacquot**, stayed on, their imagination captured by the dramatic potential of the Kluane district. The **Jacquots** established a trading and shipping company, and were among the first to recognize the opportunities for big-game hunting in the Territory. Their hopes of reproducing the success of Joe Ladue, the fast-moving businessman who capitalized on the Klondike rush had been dashed by the inconsequential gold discoveries captivated by the beauty of the region; however, the brothers married local Indian women and settled in the Kluane district". (73b)

Since 1904, The **Jacquot** brothers have been concentrating on mining, hunting, and operating a trading post on Kluane Lake. "High prices, improved transportation, and the opportunity to combine prospecting with trading led to a rapid expansion in the number of independent traders active in the field. Many had little attachment to the area; and exploited the trade for quick profit. But in contrast with the general northern experience, a number reputable, reliable, and trustworthy traders also opened shop in this period. Taylor and Drury quickly expanded throughout the Territory and Eugene and Louis **Jacquot** put down roots at Burwash Landing". (73b)

1894

From Gold Rush Database Sources; "Crime ran like a river through the north during the early years of gold prospecting. On Dec. 1, 1894, the Yukon Order of Pioneers (YOOP) was created to maintain ethical standards. Living by the motto "do unto others as you would be done by," YOOP's pledged to protect other members and share news of gold discoveries. This database features membership records from the early years of the Order." (82) The directory lists a T.A. **Dickson** and a Thomas **Dickson** (Thomas was probably TE Dickson the miner).

1898

In 1898, the **Jacquot** brothers Louis (age 26) and Eugene (age 21) from Alsace Lorraine region of northeastern France, are competing to exist in a new country, a land wild and free enticing to be tamed. They came over the Chilkoot Pass in 1898 heading for the Klondike. On the pass they met up with Tom **Dickson** who was part of a survey team. Tom came to the Yukon from Alberta, Canada, as a member of the Northwest Mounted Police also in 1898. A long-time friendship had just been started (see 1904).

From Scottish and Canadian roots, Thomas Alexander **Dickson** and brothers, Adam, George and Andrew joined the Northwest Mounted Police (NWMP) in 1888 (Andrew in 1896) in Peterborough, Ontario. The NWMP later became the Royal Canadian Mounted Police (RCMP) which the police are called today. The NWMP brothers eventually ended up in the Yukon a bit later (George?), where they put down their own roots as pioneer brothers. James **Dickson**, their father, was married twice over the years and had eleven children which include; John Lent, Adam, James, Jr., Isabel “Bella”, Thomas, Alfred, George, Andrew, Helen Grace, William and Lydia. John Lent, Adam and James, Jr. are half-brothers to the remaining clan- parents were James and Lydia. Lydia Lent **Dickson** was 23 years old when she died in 1865. In 1867 James married Mary Pratt. James died in 1883. Tom’s brother William (1873-1895) died at age 22.

THOMAS A. DICKSON (1869-1953)- RCMP records show: Thomas Alexander **Dickson**, reg. #2101, joined the NWMP at Peterborough, Ont. on Apr. 9, 1888. At the time of his engagement he is shown as 5’10’ tall, 22 years 9 months of age and his previous occupation is shown as lumbering. His next-of-kin is shown as his mother, Mrs. **Dickson**, of Keene, Ontario. Cst. **Dickson** was stationed at pendant D’Oreille in 1893, at Writing on Stone from 1893 to 1896, at Lethbridge in 1896 and in the Yukon, mainly at Tagish, from 1898 to Nov. 20, 1900 when he took his discharge “time expired”. He was promoted to Cpl. On April 21, 1893, and reverted to Cst. on March 14, 1899. RCMP files further indicate that Thomas was 22 years and 9 months old when he enlisted in the NWMP on April 9, 1888. This would put his birthday in July 1865, so there is a strong likelihood that Tom added 2 or 3 years to his age to accommodate his brother George who gave his age (Apr. 9, 1888) as 21 years, rather than his actual 19 years. Perhaps age 21 was a requirement....Thomas Alexander **Dickson** was appropriately named for his paternal grandfather Thomas **Dickson** and his maternal uncle Alexander Pratt... (71)

T.A. Dickson NWMP (1888)



ADAM DICKSON (1863-1939) The RCMP service files refer to Adam as follows: Adam **Dickson**, reg. No. 2102 engaged in the NWMP on the 9th of April 1888 at Peterborough and (left) the Force on the 13th of June 1889 at Pendant D'Oreille detachment, which was in Lethbridge district. His occupation was given as sawyer; his residence as Keene, Ontario and his religion as Presbyterian. His next-of-kin is shown as his brother T. **Dickson** of Keene, Ontario. At the time of his engagement he was 24 years old, 5'7" tall. 160 pounds had light brown hair, gray eyes and a fair complexion....Bill **Dickson** of Whitehorse (son of Alfred **Dickson**) recalled that: "Adam was in the NWMP. He was discharged after he injured himself and lived his remaining years at Tagish" (Adam was Tom's half-brother.) (71)

GEORGE DICKSON (1869 -1958)- The RCMP files reveal: George **Dickson** Reg. No. 2100 was engaged in the NWMP on the 9th of April 1888 at Peterborough and also (left) from Pendant D'Oreille Detachment. His occupation on engagement is shown as lumbering, his residence as Keene, Ontario, and his religion as Presbyterian and his next-of-kin as Mrs. James Dixon (note the spelling!) of Keene, Ontario. He was 21 years old, 5' 10" tall, weighed 155 lbs., had brown hair, brown eyes and a dark complexion. One of his engagement papers had been signed **Dickson** but the others were signed Dixon. The one paper that had been signed **Dickson** was thus changed to Dixon.... The reason he gave for spelling his name another way was, "I just liked Dixon better". (71) [I'm sure he had no idea something this simple would complicate things later!] I've seen Dixon and even Dickinson on documents where it should have been **Dickson**. It is not clear whether George actually spent any time in the Yukon. He came to the United States at age 18 and served in the Spanish-American War. He died in 1958 and was buried in Minnesota where he apparently lived all his life. [Or did he? There was a "George **Dickson**" mentioned in *Prelude to Bonanza* (A. Wright) on page 189 and *Early Days on the Yukon* (W. Ogilvie) on page 39.]

ANDREW DICKSON (1875-1902)- RCMP files reveal: Cst. Andrew **Dickson**, reg. #3164, engaged in the NWMP at Lethbridge in November 5, 1896 and was discharged on Nov. 20, 1900 at Dawson. At the time of engagement he was 5' 8-3/4" tall, weighed 145 lbs., and was 21 years old. His next-of-kin is shown as his mother, Mrs. **Dickson** of Cobourg, Ontario. His file indicates he was a brother of Cpl. T.A. **Dickson**. It goes on to list, Cst. **Dickson** drowned in Lake Tagish, Yukon, on Nov. 19, 1902. (71)

It is interesting to note that there was a Belle and a Bella **Dickson**. I had first thought the records I gleaned contained a typographical error. Isabel "Bella" **Dickson** Morley, born 1876, sister to the NWMP brothers, wed William Morley and lived in Montana until her death in 1949. Belle was Tom's daughter.

Most venture's north, even today, are either running to something or running away from something. Back at the end of the 19th Century it was no different for Louis or Eugene **Jacquot**. Louis immigrated to Canada in 1894 or 1895- to escape military service with the Germans who had occupied his home land of Alsace-Lorraine, France. He first worked in Winnipeg as a cook, and then Louis moved to Chicago. He returned to France to bring Gene to Chicago, also to avoid service with the Germans. In Dawson City the brothers worked as cooks and saved their money to buy a claim.

From 1898 to 1905 the following notable miners staked their claims..."The CR&MM (Copperbelt Railway and Mining Museum) is located on a rich copper-bearing skarn, 4 km west of the city of Whitehorse. Copper deposits were first discovered in this area in 1898 as Gold Rush Stampeders were making their way to Dawson. Because of the Gold Rush, most people overlooked the outcroppings of copper on their way to the Klondike. However, a few men did choose to stay in Whitehorse to stake claims. Some of these more notable individuals were John McIntyre, William P. Grainger, John Hanly, Andrew Olsen, Ole **Dickson** (Tom's son), H.E. Porter and Sam McGee".... (130).

1899

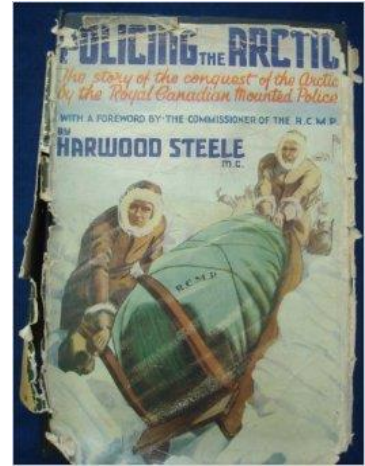
From Gold Rush Database Sources, "The North West Mounted Police were dispatched by the Canadian federal government to maintain law and order in the midst of Klondike chaos. The Mounties set up a post along the Canadian-American border at the summit of the Chilkoot Pass. Here, they confiscated guns, and maintained written records of every individual who arrived at the summit. This database contains some of those records (December 1898 to May, 1899)". (82)

In the records, O. **Dickson** is listed as coming to the Yukon in boat # 291 (from Mt. Vernon, WA) on June 18, 1899. (4) This is most likely Ole **Dickson**. O. **Dickson** and Constable **Dickson** (TA **Dickson**) were listed as arriving in the Yukon (Klondike) on July 9 and August 11 respectively on the SS Australian-Outwards. (114) "Ole **Dickson** staked one of the first copper discoveries in the Whitehorse area, the Rabbit's Foot claim, on 7 July 1899. He prospected actively in these parts for many years". [Ole dies in 1919] (4) **Dickson** Hill, just south of the Wheaton River is named in his honor. (see 1903)

Out of 24,200 gold rush participants on record for Alaska and the Yukon, not a single **Jacquot** was listed. However, several **Dicksons**, notably Ole **Dickson**, were. (80) (see 1919 for Ole **Dickson**)

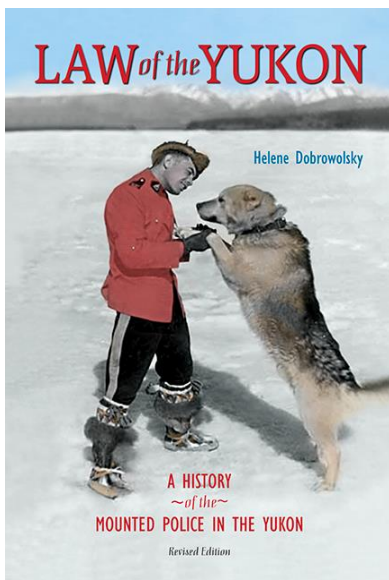
1900

“In the book, *Policing The Arctic*, by Harwood Steel, Corporal T.A. **Dickson** is described as being in charge of management of the passage of Miles Canyon in 1898, and also participating in the arrest of George O’Brien in 1900” (71)



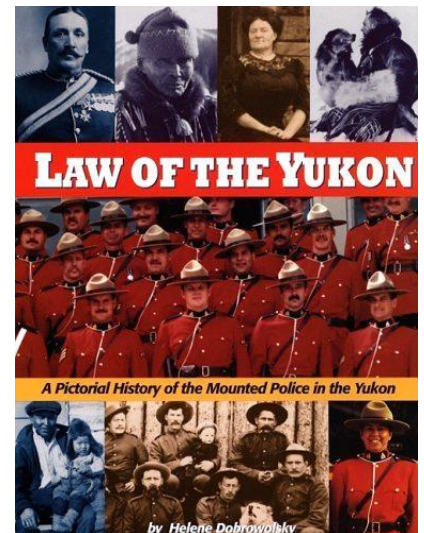
“In the early years, the Mounties of the Yukon achieved national renown for solving the O’Brien and Labelle-Fournier murders. In both cases, a continent-wide manhunt located a suspect or a key witness- proving the adage that “the Mounties always got their man.” Skilled forensic work recreated the crimes and lead to convictions.” (83) The Steel story is of the conquest of the Arctic by the Royal Canadian (formerly North-West) Mounted Police. An excellent account of Dominion police work in the Canadian Arctic and the Yukon from the time of the Klondike gold rush awaits the reader. Tom left the NWMP in 1900 to marry a very young First Nations woman- “Tom may have been asked by the NWMP to resign, as his intended bride was very young (13 or 14) and the military and police frowned on that...” (45) (see 1903/1904).

“Relations between the Mounted Police and the indigenous people varied. Many senior officers looked upon Yukon First Nations people as an unwanted responsibility and treated them as demanding children. On a personal level, however, many individual Mounties established good relationships with their Aboriginal neighbors and were well-liked by the native community. A number of ex-members married First Nations women and adapted their lifestyle. Men such as **Harold Frost** of Old Crow and Thomas **Dickson** in the Kluane area and their families were well-respected by both First Nations and non-native people despite the prejudice of the time against mixed marriages.” (83)



On page 80 of *Law of the Yukon*, by Helene Dobrowolsky, the very same copy of a photo of Constable Thomas A. **Dickson** that I have from Kairen Morrison is featured including his biography: “Five generations of Yukoners can trace their ancestry to a remarkable Mountie and his First Nations wife.

In 1888, Tom **Dickson** and his



brothers, Adam and George left their lumbering jobs in Keene, Ontario to join the North-West Mounted Police. Their younger brother, Andrew, would follow in their footsteps twelve years later. During his service at various posts throughout the west, Tom gained a reputation as an excellent marksman and horseman. In 1898, he headed for the Yukon, where he helped build Tagish Post and Carcross detachment. On January 7, 1900, **Dickson** arrested one of the Yukon's most infamous murderers, George O'Brien. According to family legend, Constable **Dickson** declared, "Hands up or your lights out". [Regretfully, I could not find any information linking **Dickson** to O'Brien's capture. Constable Pennycuick is known for gathering much of the evidence against O'Brien.]

"However, on Christmas day, 1899, that's what happened to three men (murdered) who were leaving the Yukon. Fred Clayson was a gold buyer from Skagway; Ole Olsen, a telegraph lineman and Lynn Relfe, a bartender from Dawson. They had banded together to help each other on the overland winter journey to the coast. The three had stopped at Minto Roadhouse, signed a guest book, and continued down the frigid Yukon River trail. At Hootaliqua Post, Corporal Ryan, of the NWMP, had been expecting his friend Olson for Christmas dinner. When Olsen did not arrive, Ryan began a search and made a gruesome discovery. The three men had been shot, robbed, and dumped into a hole in the ice. Ryan also found some of the stolen goods hidden nearby.

NWMP Constable **Pennycuick**, who had been patrolling the Yukon River, remembered seeing a man named **George O'Brien** in the area where the bodies of the three men were found. O'Brien had spent time in a British jail for shooting a man. And, in the Yukon, he had spent time in jail for theft. They took O'Brien into custody and his trial took place in Dawson in June 1901. With more than four hundred pieces of evidence, the Mountie's case against O'Brien was ironclad. He was convicted and hanged in Dawson City on August 23, 1901". (cr-Yukon Nuggets- 1900s)

People peered in the windows of the courthouse during The O'Brien murder trial in June 1900.



"Upon reaching the Yukon, the American Maguire teamed up with North West Mounted Police Constable Alexander Pennycuick, an Englishman, to find evidence of Clayson's whereabouts.

Here is where the story becomes interesting. In the manner of modern day forensic science, the two men embarked on a quest for clues to the fate of the missing brother. Together,

they returned to the vicinity of where the group was headed, and to where O'Brien was seen at about the same time. Locating O'Brien's camp, the two detectives found the remains of a fire. In the ashes they uncovered the remnants of burnt clothing. This was not

a damning fact in itself, but who would want to burn clothing in a land where the temperature was reaching forty below?

.....His trial took place in July of the following year. It was, in its era, a high-profile event. The courtroom was packed. Crowds of the curious milled around outside the old log courthouse in Dawson City peering in through the windows to catch a glimpse of O'Brien and the proceedings. The events of the trial and the verdict made the newspapers across the country. The Crown had assembled an impressive array of evidence and the testimony of 63 witnesses, each of whom contributed a tiny piece to the puzzle that became a highly incriminating set of circumstances.....Given a final opportunity to confess his guilt, O'Brien refused, maintaining his innocence to the end. At 7:35 a.m., before a small and silent crowd, a newspaper noted that he was "launched into eternity." (cr- How The Mounties Got Their Man by M. Gates. Yukon News, Nov. 23, 2012)

In "Canada Death Penalty Index", O'Brien is listed as having killed the 3 men and was hanged in Dawson City. The records note O'Brien's occupation as "career thief"!

Tom Dickson left the force in 1900 to marry Louise, a Tagish First Nation woman. Louise's uncle, Skookum Jim Mason, was one of the discoverers of Klondike gold. Skookum Jim employed **Dickson** as a bodyguard and to protect his gold. **Dickson** also ran a fish camp on Tagish Lake with his three brothers, all of whom had left the NWMP by this time. In 1902, Andrew and another man were canoeing on Tagish Lake when a sudden gale blew up and swamped their boat, drowning them both (sic). Not long after this, Tom and Louise **Dickson** settled in the Kluane area near Burwash Landing, where they raised 13 children. Tom became renowned as one of the Yukon's first big game guides. The family kept busy caring for their horses, big game outfitting business, mink farm, garden and trap line."

Present day view of Kluane Lake and the Alcan Highway near Slim's River and Silver City.

My favorite place to camp is on the large pull out. From it a single lane path extends out a bit in to the lake. Now do you see why the lake attracts me?





Jacquot and Dickson Family Tree Started in 1921

Eugene Jacquot (1877-1950) married Ruth **Dickson** (1904-1982) in **1921**. Offspring: Eugene, Jr. (1923-1945), Joe (1927-1996), Louie (1930-1991), Hank (1934-) and Larry (1937-).

Louis Jacquot (1872-1948) married Mary Copper Joe (1900-1996) in **1920**. Offspring: Louis, Jr. (1923-1994), Rosalie (1920?-1993?) and Josephine (Sias) (1927-2012).

Tom Dickson (20 May, 1868 to 16 Feb., 1952) married Louise George (1886-1971) in **1900**. Offspring: “Buck” (James 1908-1961), Richard Alfred (1921-), Sue (Van Bibber, 1914-2011), Bobby (adopted name “Austin” 1916-1962), Belle (Des Rosiers, (a 1922-xxxx), Ollie (Olie) (xxxx-1919), Edna “Babe” (Southwick) (1925?-1965), Mary (xxxx-xxxx), Dorothy (xxxx-xxxx), Grace (Chambers) (xxxx-xxxx), Kluane (Hash/LeRoy) (xxxx-xxxx), Ruth (Jacquot) (1902?-1982) and Mollie Grace (1900-1907).

Tom's siblings: Adam (1863-1939), John Lent (1861-1936), Isabel “Bella” (1876-1936), Alfred (1880-1966), George (1869-1958), Andrew (1875-1902), Helen “Nellie” Grace (1871-1953), William (“Bill” 1873-1895), Lydia (1882-1960) and James (named for Tom’s father, 1864?-1930?)

Tom’s father, James **Dickson** was married twice. James and Lydia had: John Lent, Adam and James, Jr. James and Mary had the remaining children.

[although Tom’s tombstone reads 1859-1952, his parents (James and Mary) were only married in 1867 as per the marriage certificate. Tom was probably born in 1869 as 1901 Yukon census puts him at age 32 then. See also 1898 for age discrepancy.]

[Bob Dickson mentioned later in the book is the son of Russel Dickson who is Buck Dickson’s son. Thanks D Dickson. Tom’s daughter Sue married Alex Van Bibber in 1946.]

1901

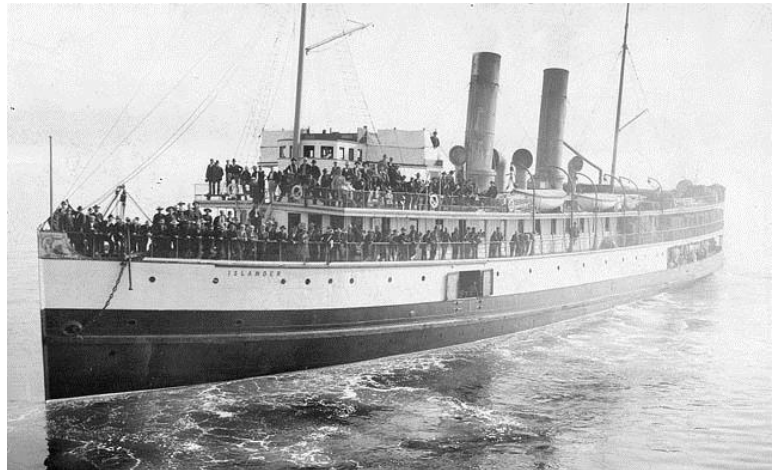
“**Bull Creek** was named in the early 1900s by Tom Dickinson (should be **Dickson**), ‘98er, ex-NWMP and noted big-game guide in the area around Kluane and the White River region. He lived and hunted here for many years. He had killed a number of very fine bull caribou near this stream”. (4) (One would think with all those accomplishments that the correct name spelling would be a must!)

In 1901-1902 Eugene **Jacquot** and Louis **Jacquot** staked and recorded claims for claim# 381-70-1 and 37867 respectively. Louis is listed for claim #65922 for 1901-1904 (*see below). (114)

Adam (Tom’s brother), Ole (Tom’s son) and Thomas A. **Dickson** are listed in the 1901 Yukon census (Adam was 35 and TA 32 then). There were no **Jacquots** listed in 1901, but for 1911 in Kluane, YT there were (see 1911).

The SS Islander, A Canadian flag vessel that carried much of the gold from Dawson, sank in 1901 from striking an iceberg near Douglas Island, Alaska.

SS Islander (cr- Wikipedia)



***1901 Placer Mining Claims for Louis or Eugene Jacquot puts them (Louis for sure) in Dawson City, Yukon Territory. Louis on application #65922 for hillside lot numbers 10 and 11 on Bonanza Creek, and Eugene for #38170 which appears to be for Burwash Creek near Burwash Landing. This is the first time I believe I have seen the signature of Louis (see next 2 pages).**

Eugene Jacquot # 38170
 Oct 23, 1901
 JR Barwash Creek?
 FORM H.—Application for Grant for Placer Mining and Abandonment of Applicant.

38170

I (or we) Eugene Jacquot
710 83413 Yukon Barwash Oct 18-01
 of Dawson, Y.T. hereby
 apply, under the Yukon Placer Mining Regulations, for a grant of
 a claim for placer mining as defined in the said Regulations, in
 (here describe locality.)
Creek claim #9004 Bliswartz Creek

and I (or we) solemnly swear :—

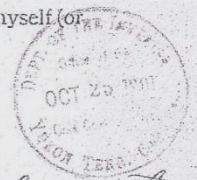
1. That I (or we) am (or are) unaware that the land is other than vacant Dominion Lands.

2. That I (or we) did on the 23rd day of Oct 1901 mark out on the ground, in accordance about 5:30 in every particular with the provisions of the mining regulations for the Yukon Territory, the claim for which I (or we) make this application, and in so doing I (or we) did not encroach on any other claim or mining location previously laid out by any other person. year

3. That the length of the said claim, as nearly as I (or we) could measure is 250 feet, and that the description of this date hereto attached, signed by me (or us) sets forth in detail, to the best of my (or our) knowledge and ability, its position.

4. That I (or we) staked the claim by planting two legal posts numbered 1 and 2 respectively and that No. 1 is Dawson discovery.

38170 5. That I (or we) make this application in good faith, to acquire the claim for the sole purpose of mining to be prosecuted by myself (or us) or by myself and associates, or by my (or our) assigns.



SWORN before me at Dawson
The Y.T. this 25th day of Oct 1901
Robertson
 Eugene Jacquot

Form No. 67.

Louis Jacquot #65922
May 2, 1901
Bonanza Creek JR

65922

FORM H.

APPLICATION FOR GRANT FOR PLACER MINING,

AND AFFIDAVIT OF APPLICANT.

I, Louis Jacquot #81954
of hereby apply, under the Yukon Placer Mining Regulations, for a grant of a claim
for placer mining as defined in the said Regulations, in Skilside

R. L Nos 10 & 11 above Dawson,
on Bonanza Creek being 170 feet
on No 10 and 80 feet on No 11

and I solemnly swear:—

- 1. That from indications I have observed on the claim applied for I have reason to believe that there is therein a deposit of gold.
- 2. That I am, to the best of my knowledge and belief, the first to observe such indications.
- 3. That the said claim was previously granted to Skellerman

but has remained unworked by the said grantee for not less than 12 months

4. That I am unaware that the land is other than vacant Dominion Land. 1901 about 5 am

5. That I did, on the 2nd day of Apr. 1901, mark on the ground, in accordance in every particular with the provisions of the Mining Regulations for the Yukon District, the claim for which I make this application, and that in so doing I did not encroach on any other claim or mining location previously laid out by any other person.

6. That the length of the said claim as nearly as I could measure is 700 X 1000 feet, and that the description of this date hereto attached, signed by me, sets forth in detail, to the best of my knowledge and ability, its position.

7. That I make this application in good faith to acquire the claim for the sole purpose of mining to be prosecuted by myself, or by myself and associates, or by my assigns.

Sworn before me at Dawson
in 40
this 2nd day of May
1901
J. Donald

Louis Jacquot

Form No. 1100.

MINING RECORDED

65922 E



1902

“Andrew **Dickson**, born 1857 (possibly in Keene) drowned Nov. 19, 1902 in Yukon Territory. Andrew was unmarried. Excerpt from 1902 Annual report NWMP: On Nov. 19, while two ex-policemen named David Holland and Andrew **Dickson** were crossing Lake Tagish in two canoes, the one, which Andrew **Dickson** was in, swamped 11 miles above Tagish in the middle of the lake. They left Ten Mile Point about 10 a.m. that morning and about half way across the lake, two and a half miles from either shore, they encountered a gale. Holland who was leading by about 40 yards heard a shout and looking back saw **Dickson’s** canoe swamped. Before he could get his canoe turned in the heavy sea, **Dickson** and his canoe had disappeared. The Caribou Detachment was ordered out to search for the body, but was unable to find any trace of it. **Dickson** and his three brothers’, all ex-members of the Force, have been conducting a fishing establishment for the past two or three years in the neighborhood of Caribou. The Dawson Daily News (Nov. 20, 1902) and the Yukon Sun (Nov. 22, 1902) both carried stories of Andrew’s drowning. Only the Yukon Sun mentioned a cause, besides the fierce gale; “The canoe, which was low in the water, filled from a swell and went to the bottom. **Dickson’s** feet evidently caught under the thwart, holding him fast until he drowned”. In a letter from **Jessie Spear Shrumm**; “Andy was the one drowned in the Yukon crossing the lake. His brothers believed he was shot. He was such an expert canoeist they couldn’t believe anything else...” (71)

1903

Louis and Eugene **Jacquot** met up with **Albert Cluett** on the trail to the Kluane goldfields on December 25, 1903. Albert came from England to Canada in 1895. Cluett Creek, flowing in to Kluane Lake at Destruction Bay was named for Albert. Gladstone Creek, flowing in to Kluane Lake (east of **Jacquot** Island), was named in 1903 during the original stampede to the Bullion Creek (Bullion Creek empties into Slim’s River northwest of the Kaskawulsh River) country of the Kluane district. At the end of 1903, 2,000 claims had been staked in the Kluane Lake area. It was not until 1911 that **T.T. Murray** and **Axel Swanson** found the first payable gold on it (see 1905).

Harry Chambers, brother of George Chambers (Sue **Dickson’s** first husband) filed for land applications, one for 100 acres and one for 10 acres near Champagne Landing for 1903-1933. (85)

Slim’s River Roadhouse near Silver City was owned by **Charles S. Barnes** and **William F. Rogers** from 1903-1904. This rest stop was undoubtedly visited by the **Jacquot** and **Dickson** brothers regularly to/from hunting trips and business in Whitehorse.

THE OTHER GUY WHO STAKED "RABBIT'S FOOT" CLAIM...

Ole **Dickson** had a partner when he staked Rabbit's Foot mineral claim. He had 3/5 interest, and John Patten Whitney had the other 2/5 interest. Who was J P Whitney? A century ago, he was part owner of "Whitney and Pedlar", one of the two big merchants in the territory. The other "big" merchant was Taylor and Drury. In fact, it appears that Whitney and Pedlar's store was built right across 1st Avenue from the White Pass Railway Station, where T & D's - and Horwoods - now stand.....Its name, "Rabbit's Foot" is the name of a copper claim. Two people staked that claim: John Patten Whitney and Ole **Dickson**, both of Whitehorse. Such claims comprised some 42.34 acres.



And here is a **1903** photo of Ole **Dickson**, in the doorway of the old Takhini Roadhouse. The photo shows a sleighing party, including William, Anna and Deyo Puckett, the ladies' bowling team, Mrs. Wilde, and Mary Helm's parents.

(The Yukon Archives holds the original, as part of the Mary Helm Collection- 89/25#1).

(http://marchforarch.blogspot.com/2006_09_01_archive.html)

“ROADHOUSES” AND “POSTS” IN THE FAR NORTH....AN OASIS IN THE WILDERNESS!

A roadhouse was a camp settlement situated on a busy transportation route used by miners.

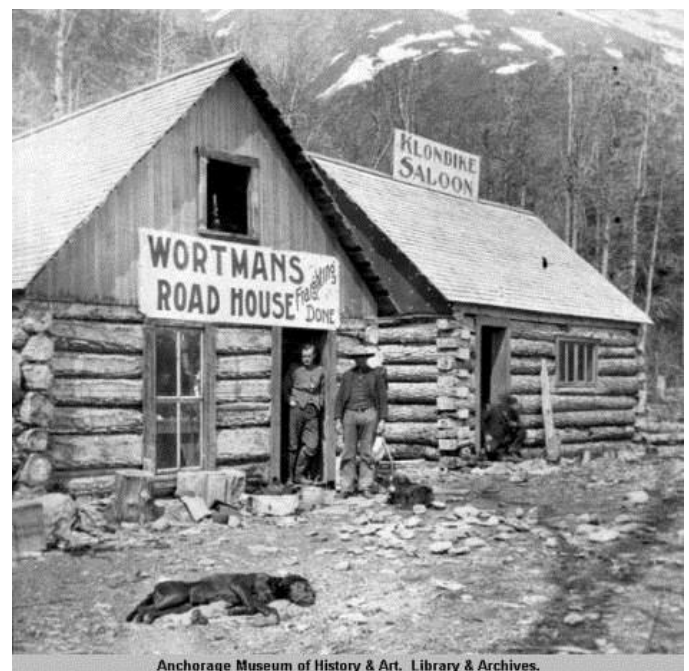


There were many roadhouses in the day along most major transportation routes in the Yukon and Alaska. They often included a main lodge, saloon and accommodations. Some provided trapper cabins with bunks for accommodations while others pitched tents and were more like a tent city. According to Mr. Webster, a “roadhouse” is a restaurant or bar that is on a main road outside of a city or town, and a “post” is one of a series of stations for keeping horses for relays. **Jacquot**

post was used for trading and then catered to the traveling public much like the Burwash Landing Resort today is. The **Jacquot** brothers ran the only business in the Yukon north of Bear Creek Lodge and the operation included a hotel, restaurant, a general store and a big-game outfitting business. (2) (Bear Creek Lodge was located a few miles west of present day Haines Junction.) A roadhouse is a modern day “truck stop” complete with all the amenities for travelers. In some areas the roadhouses were spaced 15-20 miles apart and offered hot meals. A trek of 20 miles was considered a good day of travel back then.

Pictured above is Slaven’s Roadhouse in Alaska, typical log cabin style construction used in the 1900s. Below is Workman’s Alaska Roadhouse.

The first roadhouses in the Yukon were developed after 1899 as mail posts for winter mail delivered via dog sled. These roadhouses were built at about 20 mile intervals to provide rest, food and shelter for the mushers and their dogs. Then came the roads and the horse



Anchorage Museum of History & Art. Library & Archives.

drawn wagons and eventually the automobiles.

A partial list of the roadhouses that were on or near Kluane Lake include: **Slim's River**, Kluane (1903-1904)...**Jacquot Post**, Burwash Landing (1904-present)...**Canyon Creek**, Kluane (W. Sam McGee, 1904)...**Kaskawulsh**, on Kaskawulsh River (John French, 1911-1912)...**Roadhouse**, Kluane Lake (Melvin Clark, 1913)...**Bear Creek**, Kluane [Haines Junction?] (Joe Bishaw, 1920). No doubt Tom **Dickson** and the **Jacquot** brothers frequented these establishments on their business ventures. (see 1919 for more on Bear Creek Roadhouse).

1904

In the spring of 1904 **Albert Cluett** helped the **Jacquots** build their trading post at Burwash Landing. Another page of Yukon history was unfolding as the **Jacquot** name, along with the **Dickson** name, was taking roots in a wild but incredibly scenic wilderness area of the Yukon Territory. The rush to Kluane probably brought the first white men to the area.

Louis and Eugene **Jacquot** owned claim #38170, 38171, 37867, 37886 and 65922 from 1901-1904. (Bonanza Creek claims were all stamped in various months of 1901). (7) In 1904 Louis and Eugene sold their claims and joined the rush to Kluane on Ruby Creek. By now, Tom **Dickson's** hunting business was in full swing from Kluane Lake area. Was it only the gold that enticed the **Jacquot** brothers to join the rush to Kluane, or perhaps was it something else- a yearning of some sort? Perhaps the Jacquots weren't so unlucky after all when they failed to strike it rich in Dawson City! What brought the **Dicksons** north, if not the glamour associated with the NWMP, is not known but doesn't really matter. The important thing is the fact that they stayed in the Yukon. I'm sure the majestic scenery they enjoyed from Skagway and north surely caught their attention (it does me!) The azure blue skies and crystal clear cold lakes are extremely difficult to ignore. The fishing and hunting would certainly have to be excellent as they soon discover.

Eugene and Louis **Jacquot** first met Tom **Dickson** at Dyea, Alaska in 1898 enroute to the Klondike Goldfields, and worked in the guiding business with **Dickson** shortly after they settled in Kluane about six years later. Later, it would turn guiding into a family business when Gene married Tom's eldest daughter Ruth in 1921. They were not only friends and business partners, but relatives as well. The **Jacquot** and **Dickson** lives are becoming interlaced. In small and remote places, especially with a harsh climate and geography, relationships are all important. People depend on one another. They rely on family and form close bonds with their neighbors and within their communities. Then natives and whites mixed freely in the back country void of tourists, government officials and today's

prejudices. Perhaps out of necessity or convenience, it was common to be friends and business partners and also related by marriage. Yukon whites often shunned other whites who married Indians.

"My Grandfather Tom **Dickson** came to the Yukon from Lethbridge, Alberta as a member of the Northwest Mounted Police in the late 1800's. Shortly thereafter, he began guiding hunting parties on 60 day trips into some of the same region we still hunt today. Embarking from Whitehorse, the trip consisted of a train of horse drawn wagons that would head northwest to Kluane Lake, site of the **Dickson** family homestead. All the wagons would be left at Kluane Lake and Tom would then lead the hunting parties further by horse into the regions surrounding the Donjek, White and Generc rivers.

Of the twelve [13 as we later discovered] children born to Tom and Louise **Dickson**, most were born at the homestead on Kluane Lake. Four **Dickson** children later owned and operated outfitting concessions of their own throughout the Yukon Territory, Sue (Van Bibber) had concession #16, and Bobby (Austin) **Dickson** had concessions #2, #3, and #4 while Belle (Desrosiers) owned concession #14 and #15.

Buck (real name "James") **Dickson**, the oldest son born to Tom and Louise, bought his father's hunting territory in the early 1940's. Like the entire family, Buck learned to hunt, trap and fish from the time he was old enough to walk. When the Alaska Highway was built in 1942, Buck was able to drive his hunters to the Base Camp on the Alaska Highway, the camp we still use today. From here, Buck would guide trips that averaged 30 days in length.

When it became necessary to form registered outfitting areas in the Yukon, Buck's area became concession #10. In 1959, my father, Richard **Dickson** bought the area from his brother Buck. Dad kept many members of the **Dickson** family working with him over the years. I learned the many bush skills I know today from my Dad, uncles and cousins who all helped guide in the same area. Dad successfully owned and operated the business for thirty years, selling it to me in 1989. We continue to operate the area using the same principles as my Dad, Uncle and Grandfather". (57) "The Tom **Dickson** offspring were; Bobby (later adopted by Austin), Belle (Des Rosiers), Buck (real name was James), Edna "Babe" (Southwick), Mary, Ruth (**Jacquot**), Dorothy, Grace (Chambers), Sue (Van Bibber), Kluane (Hash) and the twins, Richard and Ole [we would later learn of Mollie]. Adam, Alfred and Bill were Tom's brothers. Henry Dickson, the Whitehorse surveyor, is not related to us. I know Sue was born in a cabin on Wolverine Creek. The old cabin is about gone now". (33)

[Wolverine Creek is not mentioned in "Yukon Places and Names"]

Ira Van Bibber prospected in the Pelly area with **Del Van Gorder** in the 1900s (59)

(my other book "[Van Bibbers in the Yukon](#)" details Ira and his descendants).

In "Claims (Previous and Current) Work History", Discovered between 1904 and 1914 by the **Jacquot** Brothers, who explored by hand trenching. Restaked as Kluane cl (sic) (4466) in November 1944 by L. **Jacquot**. (1)

Eugene used their cabin as a small trading post while Louis took up mining. In the fall of 1904, they built a larger trading post at **Jacquot's** Landing, which was later changed to Burwash Landing after Lachlin Burwash, the mining recorder at Silver City. The **Jacquots** brought their supplies from Whitehorse along the old Kluane Wagon Road to Silver City or Christmas Bay, a route that was later followed by the Alaska Highway. In the spring and fall, the freight was stored in several log cabin style warehouses along Kluane Lake and shipped across Kluane Lake in small boats when the water was calm. The community at Burwash Landing grew during the Alaska Highway construction. The **Jacquots** ran the only business in the Yukon north of Bear Creek Lodge and the operation included a hotel, restaurant, a general store and a big-game outfitting business. (2) (Bear Creek Lodge was located a few miles west of present day Haines Junction.)

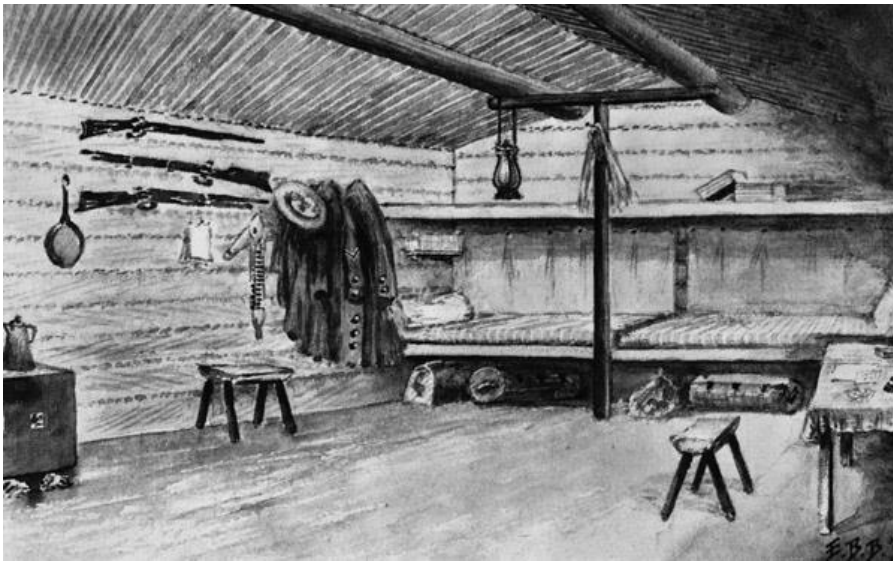
Gene had traditional respect for his older brother. Gene was the "business man" while Louis was the "doer". Together in 1904 they founded a trading post near Kluane Lake in Burwash Landing. Their post was locally referred to as "the landing". Most of the native people used this area for a summer stop, but after the **Jacquots** built some cabins in the area, the families from the upper White and Donjek River area moved closer to the post and began to lead a more stationary life-style. Louis' father-in-law Copper Joe was most responsible for this move to Burwash Landing. The community sprung out of a gold strike on Fourth of July Creek in 1904. **Jacquot** Post was blessed with an unbelievably beautiful panoramic view of Kluane Lake from the shore on the extreme north end. Kluane Lake is the largest in the Yukon. The Aishihik people also traded at Burwash Landing. They came through Isaac and Gladstone Creeks and built huge signal fires on the shore of Kluane Lake. The traders would send a boat over to pick up the people who wished to trade. The **Jacquots** had forty or fifty horses which packed supplies from Whitehorse to Christmas Creek and later to Kluane from where the supplies were boated to Burwash Landing. Christmas Creek flows into Christmas Bay of Kluane Lake (both are north of Kluane or the ghost town of Silver City).

Richard Fullerton and **Reverend John Pringle**, a Presbyterian minister, found gold and staked a claim on Christmas Day 1903. Kluane Lake is deep and often has dangerous boating conditions at certain times of the year. The first non-natives to try boating on Kluane Lake, E.J. Glave and Jack Dalton (of Dalton's Trail fame) almost died in the attempt. Louie and Gene later took over **Morley Jones'** outfitting business (Yukon Prospectors Association lists a Morley Bones who prospected the Kluane area and helped discover gold on Burwash Creek). Most of their clients were wealthy businessmen".

Their friend **Bill Dickson** (son of Alfred **Dickson**- Tom's son) was not in the outfitting business long due to unspecified problems. He did accompany the **Jacquots** on many hunts. He was a great story teller but not a good guide. He eventually settled at the outlet of the lake and farmed. [Tom also had a brother Bill.] Life in Kluane required complete dependence on your own resources. The **Jacquots** read a lot of books to help them to survive (difficult child deliveries and veterinary science to name a few) in this wild frontier. (3)

Not much is known of Morley Jones, other than the odd mention with the **Jacquots**. He did take out a homestead application in 1915. (see 1910) (58)

NWMP post at Silver City (aka Silver City Barracks) was active from 1904-1924, then again in 1944-1945 during the construction of the Alaska Highway. The interior of one of the cabins would have looked similar to this picture. (93)



E.J. Glave, an English explorer and Jack Dalton (Dalton Trail fame) are mentioned in Frank Leslie's "Illustrated Newspaper Expedition" in 1891. They are believed to be the first whites known to visit Neskatahin (60N 137W), an ancient Indian village and important meeting place for trade between the interior and

coast Indians. Neskatahin is 3 miles north of Dalton Post. (see 68). Edward James Glave, along with Louis and Eugene **Jacquot** are mentioned in Allen A. Wright's fonds. James (Buck) **Dickson** is also mentioned (Information on the James **Dickson** family) in Allen A. Wright's fonds. (50)

Thomas A. **Dickson** (1859-1952) became the first big-game guide in the Yukon. In 1916 he was the game warden at Kluane Lake and his homestead was on **Dickson** Creek (61N 138W), a tributary to the Duke River. Many of his descendants are still in the Yukon today. (4) Ole **Dickson** (Tom's son) was one of the discoverers of the Whitehorse copper belt in 1899. (59)

A belt of copper deposits lies along the western slopes of the Whitehorse valley. Surface ores were discovered by prospectors and mined between 1900 and 1919. Later on, advanced mining techniques between 1967 and 1982 led to a second period of mineral

production. Total value of copper, silver and gold mined near Whitehorse is almost 500 million dollars.

Adam **Dickson** (Tom's brother) was a lineman on the telegraph line that followed the lakeshore from Tagish to Carcross. Adam's half-brother Alf also lived in Carcross. [the author is an ex-lineman and has a souvenir roll of that abandoned telegraph line from a 1998 trip to Carcross! Adam would be amazed that I worked off of 400 foot tall steel towers (river crossings) for a 345 KVA transmission line, and that I was the 2nd lineman in the state of ND to "barehand" 345 KVA!] In 1906 Adam **Dickson** took out an application to purchase 15 acres of land on an island in Six Mile River. Also, in 1926 he took out an application for a homestead in Tagish. His half-brother Alfred also took out a land application for Tagish in 1926. Ole **Dickson** took out an application for "coal location" in 1910. (5)

Many **Dicksons** are mentioned in "**Alaska-Yukon Gold Rush Participants**". The list included; hotel proprietors, miners, linemen and an engineer- Benjamin, F.C., J.R., J. Warren, Ole and Robert- several more "brothers in the Yukon". Listed in British Yukon Navigation Company and WP and YR personnel records for 1903-1948 was Donald J.H. **Dickson**. (60) Don was Alfred **Dickson** and Ella von der Fecht **Dickson's** son who passed on in 1944.



The **Jacquot** brothers brought in perishable meat and vegetables and distributed them to area miners and First Nations hunters and fishers. The Gas House Dugout, built in 1904, is typical of many caches built around the lake to keep the goods refrigerated. The **Jacquots** favored underground storage dugouts because they could keep block ice, cut from Kluane Lake in the winter, frozen for several months. The dugout (see below) may have been first used for storing vegetables.



More recently it served as gas storage for the freighting boats.

On previous page, Jacquot Gas House Dugout remains as of July 2009 photo. Note the "1904" date in right photo and inscription barely visible in left vertical post in following picture.

To say there was a lot of activity going on in this part of the Yukon would certainly be an

understatement. Just the mining and settling of **Jacquot** Post brought together hundreds of people, including local natives, looking for a better life. A new market existed; therefore hotels or roadhouses were built to accommodate the needs of travelers. The Kluane Road brought the roadhouses or hotels which made traveling a bit easier and more comfortable then. Roadhouses sprung up on the regularly traveled routes, and ranged from dugouts and dirty tattered tents to completely modern establishments catering to the traveler. Later, another road, the Alaska Highway will bring more progress for the North. A list of some roadhouses in the Kluane area include: Slim's River Roadhouse- Kluane 1903-1904 (Charles S. Barnes/William Francis Rogers); Canyon Roadhouse- Kluane Lake 1904-1905 (Gilbert Skelly 1904, Sam McGee 1905 and Edwin W. Gideon 1905); Clark Roadhouse- Kluane Lake 1913 (Melvin Leroy Clark) and Bear Creek Roadhouse- Kluane 1920 (Joe Bishaw- See 1906). (6)

About this same time frame, a new “soon to be” literary hero comes on the scene as a bank teller. **Robert W. Service** was transferred to the Canadian Bank of Commerce in Whitehorse. Less than five years later Service was again transferred, this time to Dawson City. The frenetic days of the Gold Rush were over and the once rip-roaring town of Dawson was all but abandoned. Service was famous as a poet who had chronicled the Klondike gold rush and the savage beauty of the frozen north. From his small cabin, Service took the yarns and stories he had overheard and transferred them into the stuff of myth and legend. Many of the Yukon wilderness tales of Robert Service read as if they were explaining the lives of the **Jacquots** and **Dicksons**! We know the **Jacquot** brothers were banking with the Canadian Bank of Commerce (ref. 2014 and 1915-1920 letters by Eugene **Jacquot**) from 1915-1920, so they may have also been banking there when they settled on Kluane Lake when Robert Service was employed in Whitehorse. The **Jacquot's** and Tom **Dickson** likely may have met Robert Service.

From as early as 1904 all the way to 1938, “**Dickson**” was very actively mining the following areas (especially 1912-1914). Many were listed. This is a partial listing: (stream, tributary, year and Plan#) (92)

Bullion Creek, Slim's River, 1904, FB7856

(Newbauer Creek, Shaw Creek, Sixtymile River etc. 1912-1914)

Rush Creek, Nisling River, 1912, 2005

Fourth of July Creek, Jarvis River, 1913, 34666-68

Bonanza and Eldorado in 1933

Indian River, Yukon River, 1934, 1936, 1938, 39217-18

(Note: Only the last names were listed on the survey lists, but I believe this was Thomas E Dickson who was not related to Thomas A. **Dickson**. I have a copy of a 1911 permit for TE Dickson). I do not believe TA Dickson did much mining at all.

1905

Not far from where the **Jacquots** were settling Burwash Landing, the Bullion City camp, at the mouth of Bullion Creek on the Slim's River, was being built (60N 138W) to service the miners in the rush to Bullion Creek. A post office was opened in 1905.

In 1906 the name was changed to "Kluane", but the settlement lasted only a few more years. Apparently the name Kluane was given earlier to a small settlement near the mouth of Silver Creek during the 1903-1904 Kluane gold rush. Sometime later Kluane was renamed Silver City. When Kluane Lake was open, steamboats from here carried the supplies brought from Whitehorse to Burwash Landing. Silver City is near the south end of Kluane Lake where Slim's River drains in to. By 1924 Silver City was all but abandoned. In 1942 during the construction of the Alcan Highway, a temporary camp was again established here. Approximately 23 structures including the military complex,



1991 photo of what's left of now "ghost town" Silver City left and right is 1980 photo.

the NWMP post and fox farming pens and buildings remain at Silver City as vigils to a once prosperous historical town. Shortly before the First World War, record high prices for fox pelts made fox farming a popular industry in the Yukon. By early 1915 there were three fox farms in Carmacks, and one at Silver City to name some in



the area. Fox farming continued here until the late 1930s when it became unprofitable. The most dramatic of the "metal" stampedes (gold to silver) in the Yukon took place in the spring near Carcross. Development of silver claims by

John Conrad

began on a large scale. The town of Conrad City was born only to become a ghost town about 18 months later.

1906

From 1906 to 1907 it was recorded that F. **Jacquot** owned claim #90821. (He was the nephew Frank (Francois) Bea of which Louis and Eugene brought out to help in mining,

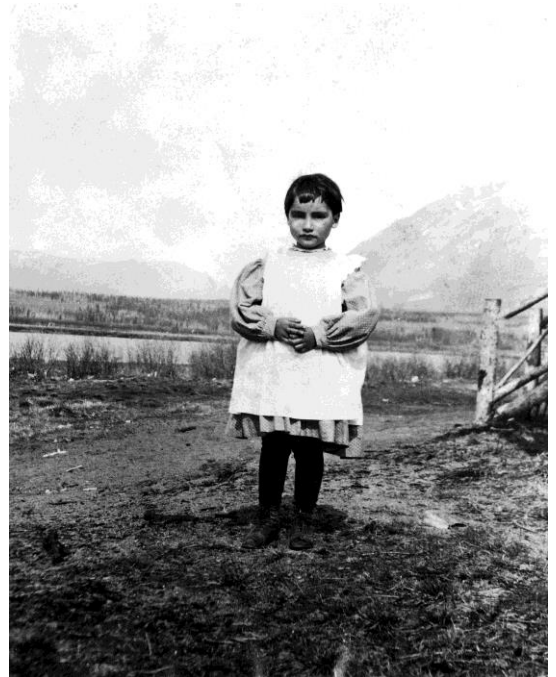
and their other ventures). (7)

It appears that nephew Frank stayed on at Bonanza Creek a few years after Louie and Eugene left, and then joined them in 1910 at Kluane Lake. From government records, Ole **Dickson** filed a mineral claim for “Rapids” for 1906-1915. (79)

Also from Yukon Government Records (page 12), Adam **Dickson** made an application for 15 acres of land on an island in Six Mile River in 1906. It is not known who is the Gedeon **Jacquot** mentioned along with Eugene, Frank and Louis in “Footprints: The francophone presence in Yukon: E-J” (It appears to be a birth/death list incomplete for the **Jacquots**?).

Jacquot and **Dickson** friend and proprietor of Bear Creek Roadhouse, **Joe Beauchamp**, made two applications for land (one for 20 acres) at Bear Creek, Kluane Road, one in 1906 and one in 1911 (1906-1937 page 33 and 1911-1937 on page 44). (also see 1919)

The **Jacquot** brothers had several business addresses and several different types of businesses over the years. Champagne, Kluane and Whitehorse and traders, general store keepers were noted. [By going to this same URL and search for **Dickson** (instead of **Jacquot**) you’ll pull up pages of **Dickson** listings too numerous to list here] (114)



1907

Mollie Dickson [daughter of Louise and T.A. Dickson] died of cholera which struck her school in 1907 in Tagish, Yukon Territory.

Eight students were ill. Mollie was buried near Bishop Bompas. (90)

1908

James “Buck” **Dickson** was born in 1908. According to government mining records, **J.P. Whitney** and Ole **Dickson** filed a mineral claim on “Rabbit’s Foot”, lot 75, group 5 for 1908-1924. The duo and Thos. M. Gares also filed a claim on “Whitehorse #2”, #34-24 in Yukon Terr., for 1908-1941. (79)

1909

"20 men have been working the creek all winter as compared to only 2 men the winter before this. All miners have successfully located the pay streak which is about 7 feet deep

and 60 feet wide. The **Jacquot** brothers are taking \$50 each per day. On claim #62, four men located the pay streak at about 25 feet and one of them is in town to get machinery to "facilitate operations". On a few claims there is gold found from just beneath the surface all the way down to bedrock....." (8)

"The pay streak on the **Jacquot** brothers' property is said to be 200 feet wide and averages twelve cents per pan. **M.L. Clark** and 7 partners are sluicing on ground that is said to be even richer than the **Jacquots'**. Good pay is also being taken from the bench...." (9)

The **Jacquots** are doing pretty good as \$100 per day combined was a lot of money back then. I'll bet they saved and invested in their business rather than squandering their hard-earned pay like many a miner did. (see 1911) Administrator **Arthur Wilson** is changing the recording place for White River claims from Kluane to Dawson. Most of the owners of mining property requested the change. Thirty-four out of forty-four miners working there live in Dawson, 3 live at White River, 5 in Ohio and only 2 in Whitehorse.

Percy Reid is to go to Kluane and move the records from there to Dawson. The change will become effective on January 1st, 1910." (this is probably the same Percy Reid appointed Gold Commissioner of the Yukon on April 1, 1925 until his death in 1927) (10)

"The White Pass Company is busy shipping 30 tons of supplies to Marshall Creek where it is picked up and taken to White River for the international boundary survey parties.



The restored "SS Klondike", a tourist attraction on the banks of the Yukon River in Whitehorse, 2005. This is what the "workhorse of the Yukon" looked like back then. What a treat it was to take the guided tour of the ship and to step back one hundred years in history!

The supplies should be ready and waiting for the surveyors when they begin work in May". (11)

"A member of the international boundary survey party was sent over the proposed route from White River to Kluane to report on the feasibility of shipping supplies to the boundary during the 1909 season. He made the following observations: 1. the supplies may be shipped into the country before navigation opens on the Yukon River and this route is practically open all year. 2. 10-15 days will be saved on this route over the Yukon River route". (11a)

"The steamer "Pauline" (1907-1916) which attempted a trip to Kluane Lake from Dawson 3 weeks ago returned to Dawson after having found the water too shallow in the upper reaches of the White River. The "Pauline" however traveled 40 miles further up the river than any steamer has done before". (12) SS Pauline weighed (rated?) 145 tons and was built at Whitehorse in 1907. She was wrecked by ice at the Sunnydale Slough at Dawson in 1916. (62) So much of the **Jacquot** and **Dickson** lives were spent on Kluane Lake that their very being is still evident today in the area. **Jacquot** Lodge still stands (now called Burwash Landing Lodge) and some of their descendants remain on the lake today. The larger of the two Kluane Lake islands is named for them. **Jacquot** Island is located near Burwash Landing. Before they named their settlement Burwash Landing, it was known as **Jacquot** Post. The **Jacquot** Building is a modern-day tribute to the founders of Burwash Landing. The Sias family, **Jacquot** descendants, runs the Kluane B&B on Kluane Lake today. **Dickson** Creek and **Dickson** Hill also remind us of more pioneer brothers who have left their marks on the Yukon landscape.

Tom **Dickson**'s hunting business, started in the late 1800s, continues on today over one-hundred years later by grandson David in Whitehorse. David **Dickson** acquired **Dickson** Outfitters from his father in 1989. Scott **Dickson**, David's brother, continues the family name in his Spirit Lake Wilderness Lodge venture near Carcross. Did the **Jacquots** and **Dicksons** have an impact on Yukon history? Absolutely- it continues today!

From "John Olaf Erickson: Prospector and Hotelier" by J. Gaffin

In 1904, a tributary to the Kluane River was discovered and named Burwash Creek for Lachlin Taylor Burwash, the mining recorder at Silver City. Subsequently, Louis and Eugene Jacquot launched a small settlement they too named Burwash in honour of their friend.

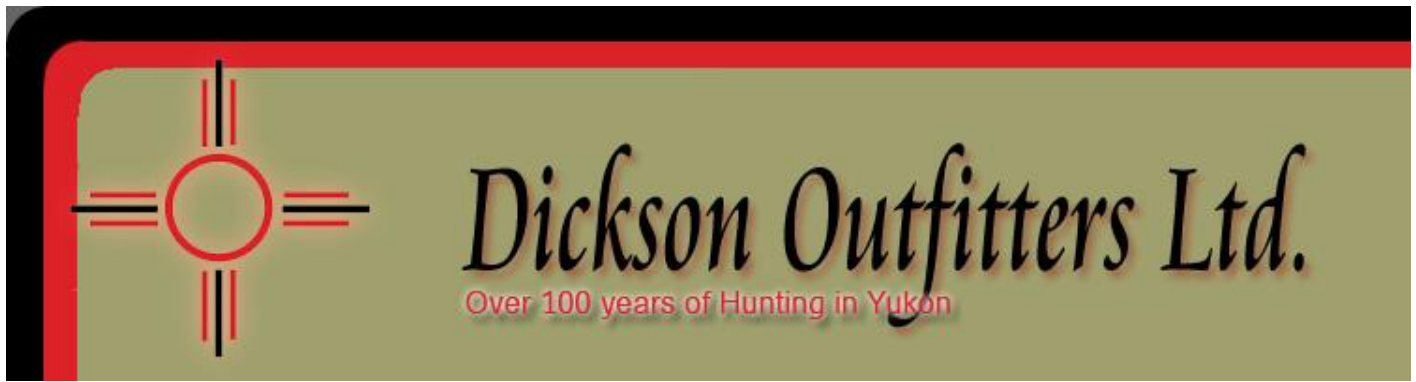
The likable and self-sufficient brothers were from the Alsace-Lorraine region of northeast France where they trained as chefs and bakers. Their self-employment repertoire also included roles as miners, traders, homesteaders, farmers, big-game outfitters, guides, blacksmiths, veterinarians, carpenters, road and bridge builders.

Louis was a skilled miner and prospector until he sustained an injury while working down in a shaft. Gene, the business brains, became a supplier. He set up the Burwash Landing Trading Post and Lodge where Indian families from the upper White and . . .

Tom Dickson and a grizzly bear sometime around 1910 (tnx D Dickson).



From *Hunters and Bureaucrats: Power, Knowledge, and Aboriginal-State Relations* by Paul Nadasty, we learn: Ch. 1, It was summer 1909- Thomas Dickson and the **Jacquot** brothers guided Wilson Potter, an American big game hunter, on what was perhaps their first attempt at big game outfitting (McCandless 1985:51).....Burwash Landing was the center of their operations...” Page 271 mentions Thomas **Dickson** marrying Louise...Eugene **Jacquot** marrying Ruth “Pete” **Dickson** and Louis **Jacquot** marrying Mary. Both the **Dicksons** and **Jacquots** are mentioned many times in the book.



David and Teena Dickson
Whitehorse, Yukon

KLUANE
Bed & Breakfast

Doug and Cecile Sias
Kluane, Yukon



Scott and Jackie Dickson
Carcross, Yukon

Current Jacquot/Dickson businesses operating in the Yukon as of 2011.

Chapter 5 1910-1929... THE SUCCESSFUL YEARS

Gold mining, hunting, guiding and outfitting for the **Dicksons** and **Jacquots** were the main occupations which were lucrative during those years leading up to the Great Depression of the United States. My grandfather often compared today (then the 1960s and 70s) with the depression when we'd have our little talks. He was most interesting to listen to.

1910

"Louis **Jacquot** arrived in town with 220 ounces of gold dust from the claim on Burwash Creek that he operates with his brother. The gold, which will run in value from \$17.90-\$18 per ounce is the "largest individual consignment of gold dust that has ever come out of that district". The **Jacquots'** and **Ernest Petrel** own claims #12-21 on Burwash and plan to install machinery this fall. From the ground in which they got the 220 ounces, the pay averaged \$1.10 per square foot. The paystreak varies from 29-61 feet wide. Two of the **Jacquot** brothers' nephews are coming to the creek to help in the mining operations" (nephews Frank "Francois" Bea and Paul Birkell). (14)

"Louis **Jacquot** made a trip to Silver City in 2 weeks time, whereas before the July floods ruined the road, a return trip to that place could be made in the same amount of time. Several miles of the road are completely under water and almost all of it is covered in mud, while some places are completely impassable". (15) (I will try to picture this the next time I complain about a four hour long flight!)

Silver City was previously called Kluane during the 1903-1904 Kluane Gold Rush. By 1924 the town was largely abandoned when mining activity ceased. During the construction of the Alaska Highway in 1942 the town was used as a construction camp. Several historic structures in various states of decay, including the military complex, the NWMP post and fox farming pens and buildings remain there today. (see 1999)

From 1904 the settlement of Silver City, also called Kluane had a NWMP post, mining inspector and post office. High freight rates and low yields made mining unprofitable and by 1925 the town had dwindled to one resident who was a fox farmer and big game guide. In 1942, Silver City was an Army camp during the Alaska Highway construction."

Morley Bones was no doubt the fox farmer and big game guide mentioned (see 1915 and 1925). The **Jacquots** and **Dicksons** were friends and business partners with Morley as a future hunt portrays. (see 1919)

Records indicate that in 1910 Ole **Dickson** (Tom's son) and **Velma B. Schnabel** shared

coal interests. In 1897, W.F. Schnabel prospected in the Wheaton area, and partnered with John Folle in the early 1900s there. (5) (See 2014 for current day Schnabel's)

...From "1910 Census, City of Skagway, Alaska" (page 4 of 4) lists Adam **Dickson** (Tom's brother) as a prospector from Canada and an "inmate" of the 12th Street Hospital..." (121)

1911

"Ed Benson returned from White River via Burwash and Bullion (Creeks), where he says everybody is busy. The **Jacquot** brothers, the largest operators on Burwash, have a dump of 9,000 buckets but have not yet begun sluicing....." (16)

Tom **Dickson** owned placer mining claim #27415 from 1911-1913. (7)

"The little steamer, **Pauline**, owned by Captain N.B. Raymond and son John of this place (Whitehorse), experienced a touch of hard luck on the journey down the river, striking a rock near Big Salmon and being delayed several hours while repairs were being made, but reaching Dawson in good shape" (64) See 1909.

From the "5th Census of Canada 1911", Unorganized Regions, Yukon Territory, page 1" ledger a few names sound familiar; Beauchamp, J and A, Bones, M, several Chambers, Ernest Patrel and Tom **Dickson's** family of 1911 (see list on next page). (112)

[This brings to light even more questions now as to who the daughters are on the handwritten record on the next page. By going to "typed records" I was able to further identify the initials that are hard to decipher. I still do not know who "P" or "Y" **Dickson** are, other than being listed as daughters of Tom. I believe the initials are just plain mistakes in recording, or perhaps they stand for nicknames new to us (?) Again, this goes back to the importance of solid record keeping. People in this virgin wilderness were just trying to survive back then, and exact dates and real names were not all that important to them!]

1912

There have been guided trips recorded for non-resident hunters in the Yukon since 1912. The early years of the industry produced some famous and successful guides and outfitters, including Johnny Johns, Louis and Eugene **Jacquot**, Buck and Thomas **Dickson**, **Andy Smith**, **Bella and Curly Desrosiers**, **Tom Connally**, **Alex Van Bibber** and **Louis Brown**. All lived in the Yukon and contributed to the social and economic welfare of the Territory. (61) See next page for **Dickson** and **Jacquot** hunt with Thomas Martindale.

Beauchamp A	F	wife	M
Gumb W.A.	M	id	S
Ericson J.O.	M	H	S
Dickson F A	M	head	M
Dickson R	F	wife	M
Dickson P	F	Daughter	S
Dickson B	M	son	S
Dickson Y	F	Daughter	S
Dickson V.S.	F	Daughter	S

Joe Beauchamp
Alice Beauchamp

TA Dickson
Should be Louise as
wife, not "R" for
Ruth

I. Dickson (Tom's
daughter Isabel?)
Buck Dickson

Y Dickson?

Sue (Van Bibber)

Johnny Johns was born somewhere in the Yukon bush during the Klondike Gold rush at the end of the 19th Century. He grew up to be one of the world's most successful hunting guides and outfitters. He was hired in 1942 to lead thousands of American soldiers in building the Alaska Highway which conveniently wound by his favorite fishing places. He died in 1988.

Alex Van Bibber, born in 1916 in Squaw Rapids on the Pelly River, began his guiding career in 1943. He was very successful and helped the GSC map makers in the 1940s. He has a creek named for him, and is an elder of the Champagne and Aishihik First Nation. He has received many awards over the years, notably the Order of Canada in 1992. Alex was 88 years old in 2004. Alex is the son of **Ira Van Bibber** who also married an Indian wife. Ira had two brothers, Theodore and Patrick who joined him to the Klondike in 1898. Ira prospected in the Pelly area with **Del Van Gorder** in the 1900s. Ira died after more than 60 years in the Yukon, leaving many descendants to carry on his name and traditions. **Mount Van Bibber**, 6456 feet (63N 135W) was named after him. I'm sure Alex and Johnny Johns were well known to the **Jacquots**. (Besides the **Jacquots**, Van Bibbers, Des Rosiers' and **Dicksons**, not much is known about the other guides mentioned above.)

Thomas Martindale, author of *Hunting In The Upper Yukon*, and Dr. Morris J. Lewis left Philadelphia on August 1, 1912, for the Yukon Territory. The saga will be mostly about Thomas **Dickson** and Thomas Martindale, on what they stalked and what they killed with hardly a mention of Gene **Jacquot**, the cook, nor his meals or the others who made up the hunting party, including Gene's brother Louie **Jacquot** a wrangler. Although the book offers a wealth of knowledge about Tom **Dickson** and his hunting abilities, I think it falls short on other pertinent hunting melodrama as commonly portrayed in *Alaskan Yukon Trophies Won And Lost*, which we will discuss in 1919. It all boils down to different writing styles and what seemed important at the time I guess. On page 41 of Martindale's book, we discover; "Sixty-nine miles away from Skagway, we reach the town of Caribou (now Carcross). Here is a college or advanced school for Indian girls, where the eldest daughter of our head guide-to-be is a student. (In 1901, when the gold rush subsided, Anglican Bishop **Wm. Bompas** moved his headquarters here from Forty Mile, and established a mission school for Indian children.) Although he is a white man, born in Canada, yet the girl's mother is an Indian woman. Here you may take the steamer "Gleaner" for the Atlin Gold Fields." [The daughter is Ruth who will become the wife of Eugene **Jacquot** in about 10 years. She is the eldest daughter of Tom and Louise **Dickson** who was probably born around 1902 or perhaps a year or two earlier.] On page 47, Martindale introduces the hunting team; "The evening before we had met Thomas A. **Dickson**, the head guide; Louie Jaquotte (should be **Jacquot**), the wrangler; and Eugene **Jacquot** (his brother) the cook. From there the tone of disappointment is easily recognized by Martindale stating (more like complaining) "the trip got off to a late start" and that the "finest saddle horse in the Yukon" that he was promised turned out to be a mule!

Tom goes on to say (page 49); "When we come to a lake one hundred and fifty miles away, I would get the famous horse-not before that- but he was a paragon, having all the virtues that come to be possessed by any horse; in the meantime, I was to ride a mule." The chief went on to tell Martindale the name of the mule was Billie, he neglected to mention the natives called him "Billie the Wild" or "Wild Billie". Can you imagine what's to come! From Tom's description of Billie, we come to see that Billie does not like Indians and can tell if one is a long way off. When Billie throws his right ear back and left ear front one had better look out. Billie was also terribly frightened if he smelled a bear. "There's one thing, however that you must watch out for- Billie is afraid of an Indian and the scent of a red man a mile off will frighten him; to come close enough to see one would be still worse." I was then coolly advised to keep a sharp lookout for the coming of the red man"....."We were to go but five miles and then pitch tents for the night. Billie, true to his reputation, easily led the procession, as he was a wonderful walker. All went well for a couple of miles, and the wind, blowing in our faces as we rode, made the green leaves quiver with the cooling wind. Then Billie commenced to throw his right ear back and his left ear front, which actions the Chief having observed, he rode up and said: "There's sure

an Indian ahead of us; now keep your cool, stick to the mule and don't let him throw you." Martindale got out of the touchy situation by gently soothing Billie by patting his head. He strode by the Indian rather agitated but without incident. Martindale goes on to describe the days that followed, all the game taken and several references to Chief Tom **Dickson's** excellent hunting skills. When Martindale shot a big ram quite a distance away, Tom **Dickson** was quite impressed with the 8M Mannlicher rifle that brought down the trophy.

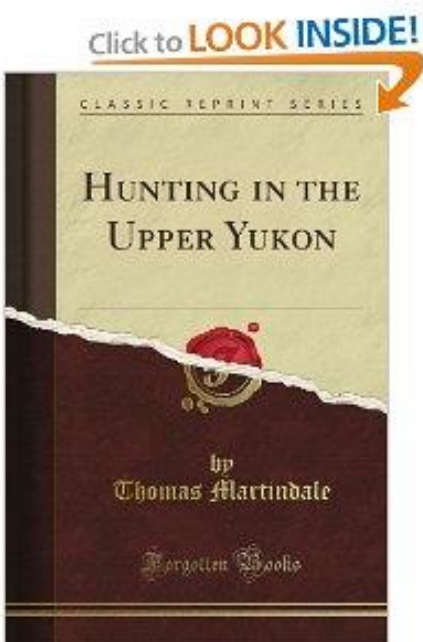
An 1895 Mannlicher rifle similar to the model used by Martindale.



So impressed, the chief promised to send official notice to the

Geographical Department of the Territorial Government asking that the location of the mountain near them be registered as "Mount Martindale." On page 29 of Martindale's book (below), it goes on to state; "Now the Chief, insisting that I was the first white man to cross this particular glacier, has promised that in the future it shall be called the "Martindale Glacier", and shall be so placed upon the maps of this region."

[Neither Mount Martindale or Martindale Glacier are listed in the May 2010 Gazetteer of Yukon! Perhaps a Martindale relative will read this and make it happen.....When Googled, only the book comes up.]



Bear, moose, caribou and more rams were taken by the party. Martindale was enjoying himself immensely, stating that **Dickson** shot the camp meat while he shot the big trophies. On page 236 of *Hunting In The Upper Yukon*, is a picture of Tom and Louise **Dickson** standing near their cabin. A picture of Louise **Dickson** with four of her children is on page 242. Under the subtitle "The Indian Woman" on page 285, Martindale writes; "At the foot of this lake- a distance by shore of forty-three miles, but much less by boat- lives Thomas A. **Dickson**, the man

who acted as our head guide. He is a white man and was born in Ontario, Canada. He has a fair education and was for eight years a member of the Northwest Mounted Police- that most famous of all mounted police forces in the world. It goes without saying that the man who "makes good" in this crack corps for that number of years must be rugged and strong and brainy as well. He is now in his prime, being forty-six years of age. He married an

Indian woman who is without question the handsomest woman of her race that I have yet seen. She is an adept with the rifle, is skilled in trapping, in tanning hides, and in killing big game for use on her own table. Her husband is immensely proud of her, as he may well be.....She is a very robust woman with a fine figure, is sturdy and strong, and has a most pleasing face. Five children call her mother; the eldest one, a girl, was away at an Episcopal college two hundred and thirty miles away from home (this would be Ruth, Eugene **Jacquot's** future wife). The other four we found to be very quiet and respectful in their manners. She spoke to them in the English tongue in a low and musical voice, and her orders were obeyed.”

Further into the book, Martindale describes Louie **Jacquot's** feelings towards the conquering Germans in his area of France- they were bitterly hated by all. With his father's blessing, Louie set out for the “promised land” of America. From page 304, “Having at home learned the trades of pastry cook, he was not long getting a position in St. Louis. From there he went to Chicago, next to Winnipeg, working a while in each city. He earned good wages and saved his money. He was frugal in his ways, and his wants were few, so he soon had a tidy balance in the bank. He was offered a fine position on a through dining-car of a train-de-luxe running from Chicago to the Pacific Coast, but he would not accept it until he could bring out from Germany a younger brother- Eugene by name- to take his previous place. This youth was also a pastry cook, and ten years younger than Louie (actually it was 5 years). From page 306, we learn; “Then I hastened away to Winnipeg in Manitoba where Louie, my brother, was. We had a joyful meeting, and then we got to work. We worked hard. We received good wages and saved our money. We were not too anxious to quit when the clock struck, as most of the other men were, and we were always on hand a little before it was our time to go to work. Both of us have cheerful and willing dispositions to labor as hard as we could and we made friends wherever we went.”

The story continues that the brothers were swept into the whirlwind of the gold mining excitement called Klondike. They munched it from Skagway to the foot of the Chilkoot pass and packed their stuff over the divide. Upon arriving at Whitehorse (called White Horse then) they got a boat to take them down the Yukon River to the Klondike- the scene of the great rush. The brother boasted they got employment right away doing anything they could find that paid good wages. They prospered beyond their own expectations. When things died down, they bought up a number of horses at bargain prices and then filed mining claims on Canyon Creek near Kluane Lake. They'd work their claims in summer, winter and spring and hire themselves out to fall hunting parties. “Louie as a wrangler or caretaker of horses, and I as a cook; at the same time we rent our horses out in the fall to do pack work. So we are prospering finely.” (see 1898) (84)

There is no available information about the **Jacquot** brothers prospering in mining in

Dawson City, however we know that as early as 1901 they had claims there. Their many other skills no doubt came in handy in Dawson City before they capitalized on the cheap prices of horses after the rush. Their horse herd used in guiding and hauling supplies at Kluane Lake came from Dawson City.

The next 4 pages are excerpts from *Hunting in the Upper Yukon* by Martindale.

The evening before we had met Thomas A. Dickson, the head guide; Louie Jaquotte, the wrangler; and Eugene, his brother, the cook.

*should be
Jaquot*

page 47

it. At this crossing we had our first noonday dinner in the open. Later, as we journeyed on, Louie Jaquotte regaled me with stories of what they did during the cold winters and how they lived. He was eloquent in his description of the usefulness of the husky dogs in the Yukon. He had more or less to do with the huskies, and he recited the incidents of one journey of three hundred and twenty-three miles which he covered with his own dog team in nine days. The dogs were fed principally

Page 55

*Should be Jaquot
PMS*

THE SLIMS GLACIER 205

set by the noise of the occasional dropping stones. We had over a mile and a half to work our way up the canyon before getting within range, and for most of the time the sheep by reason of their location were invisible to us. When at last we neared them we came to a place where a long and deep landslide had plunged down into the canyon. This we crawled over and climbed around, and at its far end we were near enough to shoot. As it was meat we wanted, and that badly, the Chief used his 30-40 Winchester rifle, and the two of us started shooting. With the first two bullets two of the rams fell, the others running up the side of the mountain as fast as if they were traveling on level ground. They dodged backwards and forwards, now behind a rock and again above it, until another one fell. The ram that was running the fastest seemed to bear a charmed life for a while, but a bullet from my Mannlicher dropped him, and he rolled over, and down

285 *The Indian Woman.*

At the foot of this lake—a distance by shore of forty-three miles, but much less by boat—lives Thomas A. Dickson, the man who acted as our head guide. He is a white man and was born in Ontario, Canada. He has a fair edu-

286 THE UPPER YUKON

cation and was for eight years a member of the Northwest Mounted Police—that most famous of all mounted police forces in the world. It goes without saying that the man who “makes good” in this crack corps for that number of years *must* be rugged and strong and *brainy* as well. He is now in his prime, being forty-six years of age. He married an Indian woman who is without question the handsomest woman of her race that I have yet seen. She is an adept with the rifle, is skilled in trapping, in tanning hides, and in killing big game for use on her own table. Her husband is immensely proud of her, as he may well be. There were few days—if any—that we hunted together, that he did not speak in high praise of her many good qualities. Being invited to take dinner at his cabin, we accepted with alacrity. Having listened to so many encomiums of his wife, we naturally were curious to see her. Their cabin was built on the same lines as the cabin we have previously described belonging to the white lady at the head of the lake. There was this difference, however. The Indian woman had no library and no store of medicines. She is a very robust woman with a fine figure,.....



MR. AND MRS. THOMAS A. DICKSON'S CABIN HOME

Louise Dickson (born 1886 and married to Tom Dickson in 1900) and children.



MRS. DICKSON AND FAMILY

page 243

Digitized by Google

1913

Sergerent Creek, a tributary to the Koidern River (61 44'N and 140 11'W), was named around 1923 (officially in 1949) after a French big-game hunter of the name who hunted here in 1913 and again in 1923. **Sergerent** was outfitted and guided by Gene **Jacquot** of Burwash. (17)

From "Records of the Government", **Richard Fullerton** sold his gold claim to Eugene **Jacquot** (Application No. 1 above Discovery on Mary Creek, 1913-1914). (18)

Further research indicated Fullerton was a Klondike pioneer from Australia who arrived in the Kluane area via boat from Bennett Lake.

From government records, Ole **Dickson** filed a mineral claim for "Comstock #9411" for 1913-1915. (79)

Tom Dickson in his early days on a sheep hunt sometime around 1913 (tnx D Dickson).



1914

By 1914, less than \$40,000 of gold had been taken from the creeks, while one hydraulic mining company alone had spent more than \$300,000 on buildings and equipment in hopes of striking it rich. Louis **Jacquot** is believed to have taken the largest single consignment of gold from the Burwash area: 220 ounces then valued at about \$4,000. (19)

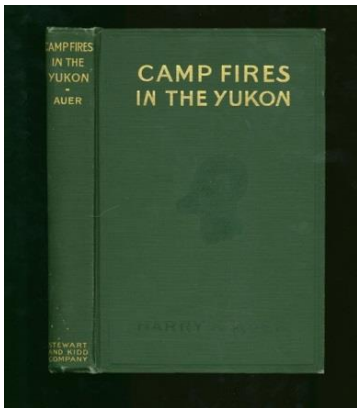
More mineral claims filed by Ole **Dickson** were on; "Silver King #2", "Acme", "Acme 2" and "Comstock # 2" for 1914-1915. (79)

"Adam (Tom **Dickson's** half-brother) and Alfred (Tom's brother) were in the silver fox raising business in 1914-15, and had built the stock to a

point where they were going to take their first pelts in the fall, but some disease hit and they lost them all..." (71)

"Adam **Dickson** built this house about 1914 before he went to the war. **Dickson** was a lineman on the telegraph line that followed the lakeshore from Tagish to Carcross. Adam's half-brother, Alf, lived in the house and added a front addition for the family before he too left for the war. The Breton's purchased the house from Alf..." (120)

Also in 1914 we learn that Morley Bones was considered a truly memorable individual who lived in the Kluane area in the early days. Bones was one of the guides hired by big game outfitter Tom **Dickson** to take Auer's hunting party into the St. Elias Mountains in 1914. "It was in the fall of 1913 that the writer (Harry Auer) planned his expedition to the Yukon for the season of 1914. After considerable investigation it was decided to go from Seattle to Skagway, Alaska, by boat, thence by rail across the White Pass, a distance of one hundred miles inland to White Horse, thence by pack train westward by north, following the valleys, to Lake Kluane, and then westward across the mountains to the eastern slopes of the coast range, where St. Elias and Mt. Natazhat raise their glistening snow crests to the sky. The problem of guides is always an important one for any kind of a hunt, and this is particularly true of the country we proposed to visit, as it is necessary that the guides know the game ranges and, in view of the few men living in the interior and away from the regular lines of travel, suitable guides are difficult to obtain...." In the book **Camp Fires in the Yukon** by Harry Auer, hunter and writer, Thomas **Dickson**, the



outfitter, is mentioned in the book numerous times. Unfortunately he is referred to as "Dixon". The name **Jacquot** is not mentioned at all which makes me believe Eugene wasn't on the hunt but probably helped supply **Dickson** with equipment and horses. The camp cook was Bruce Fisher which is a chore that Eugene **Jacquot** usually spearheads on hunts. Morley Bones assisted Dickson with guiding. Some references to Tom **Dickson** (Dixon) include: page 24..At the station we were met by Tom **Dixon**, one of our guides, with whose handwriting we had become familiar during the long months of sporadic

correspondence, and after much discussion of plans and purposes with the efficient-looking woodsman we adjourned to a very modern grocery and outfitters' store to have our grub list put up and packed for the morrow. On an interior expedition your grub list practically reduces itself to the army menu, consideration being given only to highly nutritive values. The staples are rice, sugar, flour, tea, bacon, and beans in large quantities, with a plentitude of dried fruits, being apricots, apples, and peaches, which, with raisins, dried onions, dried potatoes, etc., furnish the proper amount of acid necessary to avoid scurvy. In addition to coffee and cocoa or chocolate there are many small items that go to make up the load, but it is only the basic elements that really count. Only a limited amount of lard is taken, as the fat on the sheep, caribou, and bear furnishes an abundance of lard for baking and cooking...

page 26... the provision order had been packed in boxes and canvas bags and looked like a real load. **Dixon** (again, should be **Dickson**) bought a half a ton of horse feed, being oats at the current White Horse quotation of \$210 per ton; it seems that at White Horse all prices for everything...

page 46...Lake Kluane is forty-five miles long, and as part of our horses are at the lower

end of the lake and the greater part are at the northern end, we decided to take most of our provisions and outfit to the upper end of the lake, by two twenty-foot boats, while some of us rounded up the horses, at the lower end of the lake. Accordingly late in the afternoon Jim Baker and George Wright, with Hoyt and Wolcott, started for the lower end of the lake and succeeded in rounding up the horses preparatory to getting them across the Slims River, a glacial stream half a mile wide, with strong current and full of quick sands. There is a skiff on either side of the river and one horse was tied behind the skiff, and as the oarsmen row across the rest of the horses are driven into the water behind the towed horse; and as they usually follow a lead horse, the crossing was successfully made without much difficulty, except one horse was swept down-stream about one hundred yards and floundered around before he could reach solid footing on the bank; after reaching which the party proceeded to Jim Baker's cabin for the night, to make an early start up the lake the following day. **Dixon** the guide, with Settle and the writer...I confided to **Dixon** that I had named that particular mountain after myself to commemorate the occasion of my first sheep hunt in the Yukon, on which occasion I had struggled hard but had "died." **Dixon** is rather consoling, however, as he tells me that since my wind and legs are not accustomed to lifting one hundred and seventy pounds up a mountain, I did surprisingly well... In the middle of the night we were awakened by heavy foot-falls of a grizzly just outside the tent, trying to carry off our sheep; we reached for our rifles, only to remember they were down on the beach, so instead of shooting the bear, **Dixon** yelled at him and frightened him away from the sheep. Page 72... gradually forced the ram's nose under water until he was drowned. **Dixon** and Wolcott looked on with amazed interest at the contest, uncertain whether to place their bets on the man or beast, as the chances seemed about even. ...page 196 However, Mr. **Dixon**, one of the writer's guides, who has hunted in this range for years, and Albert the Indian, who has been accustomed to getting his winter supply of meat from this locality, both report the fact of grizzlies early in October, when the sheep are driven by the deep snows to come for feed low down in the canyons, lying in wait for the sheep and killing them in the canyons. Bruce Fisher, our cook, who for a year was with the International Boundary Survey, reports an interesting hunt..." [I highly recommend this book to anyone wanting to learn more about Tom **Dickson** and an epic hunt!]

By 1919 Bones was a successful big game guide outfitting on his own at Silver City and often contracted with **Dickson** and the **Jacquot** brothers on hunts (see 1919).

1915

Around 1915 the **Jacquot** brothers built a dugout used for storing ice for the community. The structure was known as the Ice House. Storage of perishable goods was a problem before refrigerators came to be. The householders would use horses to drag blocks of ice from the lake and pack them with sawdust. Ice stored in this fashion would last through the short summer. [This reminds me of the mid 1950s when I as a lad often accompanied my dad to work at the Northern Pacific Railroad in Mandan, North Dakota, where he'd

load boxcars by hand with huge chunks of ice. The warehouse which housed the giant ice cubes was filled to the roof with four-foot square cakes of ice. Refrigerated cars weren't invented yet, or at least never made it west to North Dakota.]

Also during this approximate time frame, **Jessie Joe**, daughter of Copper George, recalls early memories of the nomadic lifestyle of her Crow clan family through the Burwash Landing Elders (in Jessie Joe's obituary, April 21, 1911-April 30, 2004). "Jessie is the youngest in the family. Her four siblings are **Kitty John-Jamieson, Copper Lilly Johnson, Mary Copper Jacquot and Jimmy Joe**....Every summer they traveled in the Donjek and Duke River, and up to the Wolverine area, hunting for sheep and gophers and putting up meat caches. She remembers being so small that in winter their two dogs pulled her on a sleigh while her father and brother walked. In spring, they came back to Burwash Landing to trade with the **Jacquot** brothers (her sister Mary married one of the brothers, Louie in 1920). She spent a lot of time with the Tom **Dickson** and Jimmy Johnson families. Copper Lilly was married to Jimmy Johnson. She often traveled, hunted, fished and trapped with Tom **Dickson's** daughters: Sue Van Bibber, Grace Chambers, and Babe Southwick. In 1943, one of the coldest winters on record, Jessie's father died....." (33) **Morley E. Bones**, another **Jacquot** and **Dickson** friend, filed a homestead application dated 1915-1935 according to "**Yukon Government Records, YRG-1**", Series 5, page 21. (5)

....From "Searching for Morley Bones by M Gates, Yukon News, Nov. 25, 2011....By 1915, Bones was settled at Silver City, near the southern end of Kluane Lake, where he had established the largest fox fur farm in the territory. His two-room cabin consisted of a large main room with carpeted floor and a large barrel stove in the centre. "The log walls were almost covered with heads, horns, pictures and curios, making the place look like a small museum," reported Young. "In one corner of the room stood a bookcase containing a good selection of books by well-known authors. On a crude stand in a corner was a small Victrola and many records.... He seldom had an opportunity to get mail except when making trips to White Horse, or 'to town' as he termed it." Bones applied for a homestead of 160 acres on the shore of Kluane Lake, where he had built a cluster of a dozen log buildings that included a barn for his horses and cattle. He constructed a complex of pens to house his 50 foxes. He had a wind powered water pump and 10 acres of land under cultivation. The decaying remains of these buildings still exist today....Bones lived in the Kluane region for more than 30 years....

Morley will team up with Gene **Jacquot** in 1919 on the "hunt of all hunts!" [Another book I highly recommend!]

1916

Thomas A. **Dickson** (1869-1952), was one of the four ex-NWMP brothers who wound up

in the Yukon. He was with the Tagish Lake Detachment in 1898. Leaving the force, he became the first big-game guide in the Yukon. In 1916 he was the Game Warden at Kluane Lake and he had his homestead on **Dickson** Creek. Many of his descendants are still in the Yukon. (4) [TA **Dickson** is not listed in “Yukon Places and Names”, but **Dickson** Creek and **Dickson** Hill are.]

Tom’s son Robert (later adopted by the Austin family) was born in 1916. [Anyone know why on the adoption?]

Ansrd. Nov. 30, 1915

Kluane, Yukon Terr. Aug 26 1915

Mr. C. Hart Merriam,

Washington, D.C.

Dear Sir

At the request of Mr. Homer E. Sargent of Chicago. I am sending by Express a Box containing four Bear skulls in addition to those send in April to the U.S. Biological Survey, Dept. of Agriculture, Washington, D.C.

I hope they will reach the Museum O. K. Kindly notify Mr. Sargent upon receipt of same

The larger one of the two send this spring was killed on the Klondike River six miles from Kluane Lake the other was killed on one arm of Kluane Lake what we call the Little Arm I will try and get more Bear skulls if I can and send them to you at some future date

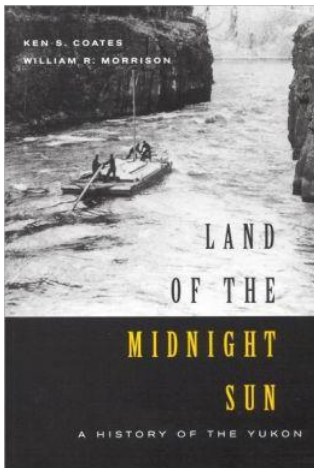
Very truly yours

Eugene Jacquot

15 Klondike Lake, Yukon Terr. Canada

1917

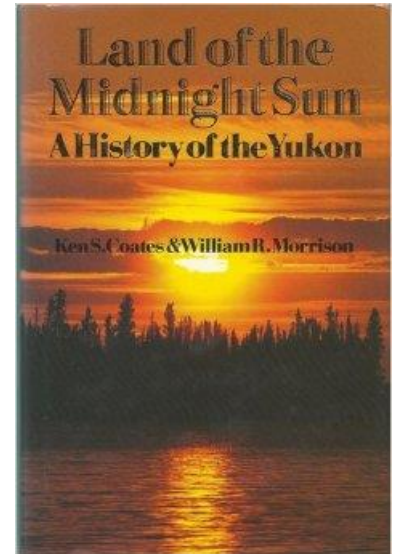
The **Jacquots**, who were originally miners, homesteaded here (Burwash Landing) after the First World War and for many years, became outstanding big-game guides and outfitters.



On some GSC (Geological Survey of Canada) maps around 1917 the settlement was called “**Jacquot**”. (20)

1918

In the book *Land Of The Midnight Sun*, by Ken Coates and William Morrison, chapter 7 describes the lean years, 1918-1939 for the Yukon. “At the end of the First World war the Yukon was in a sorry state.



Thomas A. Dickson on a 1900s caribou hunt. (tnx D Dickson)



(152)

Acld. Dec. 10, 1918

White Horse, Y. T. Oct 4th 1918

Dr. C. Hart Merriam
Washington, D. C.

Dear Sir:

We have shipped to you by
Express Oct 1st five Yukon
Bear skulls c/o U. S. Biological
Survey, Dept. Agriculture

Please send return for same
to the Canadian Bank of Commerce
White Horse, Y. T.

to our credit and oblige

Yours Truly

Jacquot Bros

Kluane Lake

Yukon, Terr.

(152)

Kluane, Yukon, Terr, Jan 11th 1917

Dr. C. Hart Merriam
Washington, D. C.

Dear Sir

Just received your cheque for forty dollars
for two bear skulls male & female
many thanks for same.

Dear Sir. I would like to ask you if
a collection of skulls of all the wild animals
that are in this part of the country be
of any interest to the Institute?

I have already given a number of them
and I am in a position to make a
complete collection of male and female of
every species that are in this part of the country
It would take probably a couple of years
to have it complete.

There would probably be between twenty
and thirty species.

If you are interested let me know
and also let me know what a collection
of this sort would be worth as I could start
making arrangements with the Indians.

Very Truly Yours

Eugene Jacquot
Kluane, Lake,
Yukon, Terr

Cont'd from 1918...Economic recession, war losses, and finally the Princess Sophia disaster had pushed the Territory into the doldrums. Ignored by the federal government, with a transient population, it seemed to many Yukoners almost as if the gold rush never happened. In 1921 there were only 4,157 people in the Yukon Terr., less than half the population of ten years earlier. Dawson had shrunk to one-third of its size in 1911, a twentieth of that of 1898. Even Whitehorse, whose population usually grew in the summer months, with the increase in transportation activity, held only 331 people in 1921, down from 727 in the last census. Close to 1,500 of the Yukoners were native people- the major constant in the region- who continued to live off the land, and could be found in the isolated seasonal camps of the fur trade districts. Most whites, except for some missionaries, a small number of fur traders, and the Royal North-West Mounted police officers, lived in the towns". (73a)

From "Their Own Yukon Project Collection", there is mention of a 1918 epidemic (see 1943) but no other data. [Read on. Alaska and Canada would not be spared. Little Mollie **Dickson** lost her life to cholera in 1907. She is buried next to Rev. Bumpass' grave in Tagish, Yukon.]

1918/1919 World Epidemic

"World War I claimed an estimated 16 million lives. The influenza epidemic that swept the world in 1918 killed an estimated 50 million people. One fifth of the world's population was attacked by this deadly virus. Within months, it had killed more people than any other illness in recorded history.

The plague emerged in two phases. In late spring of 1918, the first phase, known as the "three-day fever," appeared without warning. Few deaths were reported. Victims recovered after a few days. When the disease surfaced again that fall, it was far more severe. Scientists, doctors, and health officials could not identify this disease which was striking so fast and so viciously, eluding treatment and defying control. Some victims died within hours of their first symptoms. Others succumbed after a few days; their lungs filled with fluid and they suffocated to death.

The plague did not discriminate. It was rampant in urban and rural areas, from the densely populated East coast to the remotest parts of Alaska. Young adults, usually unaffected by these types of infectious diseases, were among the hardest hit groups along with the elderly and young children. The flu afflicted over 25 percent of the U.S. population. In one year, the average life expectancy in the United States dropped by 12 years.

It is an oddity of history that the influenza epidemic of 1918 has been overlooked in the teaching of American history. Documentation of the disease is ample, as shown in the

records selected from the holdings of the National Archives regional archives. Exhibiting these documents helps the epidemic take its rightful place as a major disaster in world history”. (97)

With each wave of viral attacks, Alaska's Native population has suffered grievous losses, attacking them culturally and spiritually as well as physically. However, the worst of them all was the worldwide pandemic of Spanish influenza, which decimated the Native population as it swept through Alaska in the autumn and winter of 1918-19. Not one village or city was spared. (98)

II.-Epidemic Influenza in the Western Hemisphere during 1918-19. CANADA.

During September 1918 influenza began to be epidemic in Canada, and ultimately swept over the whole Dominion, extending even to the scattered Indian tribes in the north-west, and to the Esquimaux in the remote parts of Labrador....” (99)

1919

It is believed Ole (Olaf) **Dickson** died this year, or perhaps in 1920 (see end of 1919). In my research, I've seen the name spelled Ole, Oley, Ollie and Olaf. As we have learned, correct spelling of names or recording of exact dates was not all that important back then. [It makes it very frustrating for authors trying to piece history together!]

A new Alaska-Yukon book, **Alaskan Yukon Trophies Won And Lost**, by G.O. Young, is in the making but won't be published for another 28 years. It will be a great Alaska and Yukon classic hunting book. **George Orville Young**, a West Virginia state senator, made in 1919 an extensive and hazardous trip into the Alaska and Yukon wilderness. He nearly died on the trip, and his companion **Dr. Evans** died shortly after reaching home, as a result of the hardships suffered on the trip. **Morely E. Bones** was the ram-rod, and shared outfitting with Gene **Jacquot** who was also the cook. Bones hired **Billy Slimpert** to guide and **Indian Paddy** and **Indian Johnnie** as helpers in the three month long adventure that ended rather sadly. The book depicts but one hunt in 1919 that reeked with excitement and adventure laced with tragedy in the lives of Eugene **Jacquot** and Morley Bones, neighbors on Kluane Lake.

On **page 23** of the book, the trip map was illustrated which showed **Jacquot** Post where present day Burwash Landing is and Bones' cabin where Silver City at the south end of Kluane Lake once thrived. A description of Morely E. Bones (**page 9 and 10**) by Alaska Governor Thomas R. Riggs states; “Absolutely reliable and a man whose word can be depended upon under all circumstances (keep this in mind as we get towards the end of this magnificent account of adventure and danger in George Young's book); in fact, one of the best outfitters in the North Country; a good hunter, thoroughly familiar with the country

and I presume as good a judge of the dangerous glacial waters of the interior as can be found anywhere.....” page 28 further describes Morely as; “A native of California and during 1888, when quite a young man, had gone to southern Alaska. He had trapped and prospected for several years and later was one of the first to penetrate the unknown wilderness of the interior of the Yukon Territory, where he has since lived, prospecting, trapping and hunting; first, as a guide and later as an outfitter.....Bones was a well-built man about five feet seven inches tall and past 50 years of age (when they hired his services in 1919). Other book parts of the Young adventure that mention Gene Jacquot include a photo of the hunting group; Indian Paddy, Eugene **Jacquot**, Indian Johnnie, Billie Slimpert, Dr. Evans, Mr. Snyder and Morley Bones (with Jumbo, the large malamute dog in the foreground) and the following text: “On our way to Alaska Mr. Snyder remarked that we would be fortunate, indeed, should we find upon meeting Bones that he had employed as the cook for our party one of the two brothers by the name of **Jacquot**, living in the Yukon Territory. These two Frenchmen, Louie and ‘Gene, had come to America as young men. They had been employed as cooks on the diners of the Santa Fe Railroad, in the Fred Harvey Restaurants, and in some of the leading hotels of the west.

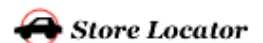
During the gold rush they had located in Dawson, Yukon Territory, and later had taken up their residence in the wilds of the Klauane Lake country, where they were neighbors of Bones; that is, they resided far down the lake while Bones- their nearest neighbor-lived at the end, thirty-five miles away. We were then introduced to **Johnnie Frazier** and **Paddie Smith** on page 65, the Indians, each of them being square built husky fellows who thought themselves to be about twenty-eight or thirty years of age. They lived in the summertime at Champagne Landing on the Dezadeash River; sixty miles from White Horse.....Paddie could both read and write. Bones and Gene Jacquot spent the following day buying supplies and getting them to camp. Two additional horses were purchased, bringing our total up to twenty.....” (page 29)

“At six o’clock August 9th, we were awakened by Gene, the cook, shouting, “muck-a-muck”...We soon learned that muck-a-muck is the Indian name for food....” (page 40). “We later found that Gene **Jacquot** and Billy Slimpart were also experts in this respect (of reading water- the ability to tell the bottom of glacial rivers as being gravel or sand)....” (page 43)

“I am the man responsible for the success of this trip.... (Bones goes on to explain once he’s made plans he doesn’t want any questions about them). I afterwards decided Bones was undoubtedly right in this respect. We soon learned that when a command was given there was no opportunity for argument. We did think, however, that it was unfair to the cook, as he was often unable to make his plans concerning baking. Notwithstanding the **Jacquot** brothers owned half the outfit, Gene never ventured to ask Bones any questions that were not absolutely necessary”. (page 101)

“Gene had said he would keep us supplied with doughnuts if we would maintain at camp a store of fat from the animals killed”. (page 138) Later we will hear more about the delicious meals and pastries Gene is noted for! “The guides spent most of the time working on the heads of our game, while Gene “worked” on our heads cutting a seven weeks’ growth of hair....”. (page 145) Add barbering to Gene’s list of skills! “Gene and Billy had cut five spruce trees a mile below camp, from which an equal number of twenty-two foot logs had been sawed. This was the first step in constructing our boat. On the morning of September 17th all of us decided to take a hand in getting the logs together preparatory to whipsawing them. Few people in this generation are familiar with this process of making lumber.....”. (page 164)

“I have said little about our food or how we passed our time in camp. Breakfast was usually over by six in the morning, - and what breakfasts! Cereals of some sort were first served- rolled oats, cream-of-wheat or Pettijohn’s breakfast food- with sugar, and condensed milk diluted to the consistency of ordinary milk. We usually had three kinds of meat: moose or caribou steak, lamb chops and breakfast bacon; fried mush, great plates of buttered toast, Wagstaff’s orange marmalade or Cross and Blackwell’s imported jams, both of which are well known throughout the North as the best obtainable. [Cross and Blackwell is a food production brand since 1706]



Adding flavor to life's simple pleasures™

Crosse & Blackwell since 1706

Over the years the brand became associated with various varieties of canned, dried and bottled grocery products. JM Smucker and Premiere Foods own the brand today.]

We always had stewed prunes, apricots or peaches. Then came the griddle cakes with maple syrup, and what cakes they were! Each person consumed anywhere from five to eight. Often we had a pie for breakfast but the meal was always finished with doughnuts. Most of the time we took lunch with us, which consisted of a sandwich of roast lamb, caribou or moose, and sometimes cold moose tongue; another sandwich of bread, butter and marmalade and often a piece of fruit cake, but always three or four doughnuts. The evening meals were the most elaborate. First, a rich heavily-bodied soup, frequently of barley. Then roast moose meat with brown gravy, caribou steak with mushrooms, roast lamb with mint sauce, canned sweet potatoes, baked beans, hot rolls, jams and evaporated fruit of some kind.

We frequently had French pastry, consisting of chocolate ‘éclairs or cream puffs; lemon, raisin or fresh blueberry pie; and plum pudding with “temperance sauce”, as Gene termed

it. In fact, Gene, our French cook, often prepared dishes that were altogether new to us and which were designated by various French names. We were served with coffee, cocoa or tea as we preferred but it was always finished with doughnuts....” (page 187) “We could readily understand why Gene had gained such a reputation as a cook. No better meals could have been obtained in the finest hotels or restaurants of our larger cities. No expense had been spared by Bones in securing an abundance of food of the very best quality.” (page 188)

“On the 29th day of September our fine collection of trophies which we prized so highly, was taken from its cache, properly grouped, and some pictures made of them. This was done at the suggestion of Mr. Snyder, who said that should we meet with disaster of any kind and lose any or all (51) of our trophies we would at least have a picture of them....” (page 204, it would later turn out to be a wise idea). It’s a pity what is about to happen to the trophies and what the hunting group must endure to get back to Kluane Lake. I highly recommend this book so I will not divulge a large amount of its contents. “As we stood in silence, looking at the sunken scow, we thought only of the loss of our trophies, not yet realizing our perilous situation or the hardships that were to follow. Taking account of the articles recovered, we found we had lost not only the greater number of our trophies, but our camp stove and frying pans. Mr. Snyder’s new Newton rifle, Doctor Evans’ 35 automatic Remington, my hat and gloves, and many of our personal belongings. We had saved 17 out of the 51 trophies, our limited amount of food, blankets.....” (page 217) The party was now stranded on an island. After the hunters finally reach Kluane Lake, the author goes on to describe **Jacquot** Post; “the **Jacquots** had four very substantial log buildings consisting of their living quarters, a warehouse or trading post; blacksmith shop and a stable” (page 249)

On page 271....”In a subsequent letter received by Bones (Morley), he informed us of the tragic deaths of Oley **Dickson** and Al Supneck....”. Bones busied himself during the afternoon making preparations for the last lap of our journey. There had been a gold strike in that locality a few years before, at which time the Canadian Government had established a narrow wagon road from White Horse to Kluane Lake, a distance of exactly one hundred and fifty miles, and Bones planned to cover the distance with his wagon”. (page 254) Most of the hunting crew has now made it to Silver City and are resting at the Bones cabin. The locality mentioned above would be the Kluane Lake area. The party is awaiting the Indians to catch up so that they could all leave for Whitehorse in the morning. On Monday morning, October 13th, they left Silver City hoping to arrive in Whitehorse by afternoon on Friday. **Bear Creek**, about 33 miles out, was their first planned stopping point. A comfortable roadhouse, run by a man named Beauchamp was awaiting them. The next roadhouse was at Champagne, 53 miles from Bear Creek which was a few miles west of present day Haines Junction. As mentioned a few times in this book, the nearest roadhouse to Jacquot Post was at Bear Creek. When the weary travelers reached the

roadhouse, they were greeted by Mrs. Beauchamp and Louie **Jacquot**. Louie was anxious to learn of his brother, Gene, and the success of the trip. When told how the trip played out, Louie is quoted as cursing in French...“The party proceeded through the mountains, bagging their limit of caribou, Dall sheep, moose and grizzly bear. Having constructed their boat, they proceeded down the White River laden with trophies, but disaster struck; the boat capsized and the trophies went to the bottom of the River”.

Morley’s team commented all along the route they saw signs of Louie **Jacquot’s** skill as a teamster; “Before starting down a mountain he would cut a spruce tree, and with the lead horses, haul it to the wagon and chain it to the rear axel. The tree with the branches on acted as a brake as it trailed behind the heavy wagon. At the bottom of every steep grade, a fresh spruce tree was seen at the side of the road”. (page 257) Later on Young describes how he missed Gene’s doughnuts, stating; “I have concluded that real doughnuts cannot be made south of the sixty-second parallel of latitude.” Young also mentioned he received a letter from Bones stating he and Gene **Jacquot** went back to look for the trophies but it was a complete failure. The point he was trying to make was that Bones had given his word to go back and look for the trophies if he found it possible. All this was said when there was no one to look after Bones’ foxes (he had many worth a lot of money) and that he requested no additional compensation for the return trip to the White River which they spent 33 days searching (going and coming) for the lost hunting treasure. This came from Chapter XXIII, “A Promise Fulfilled”. (page 268/269)

Whitehorse, Yukon Terr, Dec 14th 1920

Added
also written
March 14, 1921

Dr. C. Hart Merriam
U.S. Biological Survey
Wash, D.C.

Dear Sir:

Last July I send you a Box containing I think 6 Bear skulls by Express charges collect.

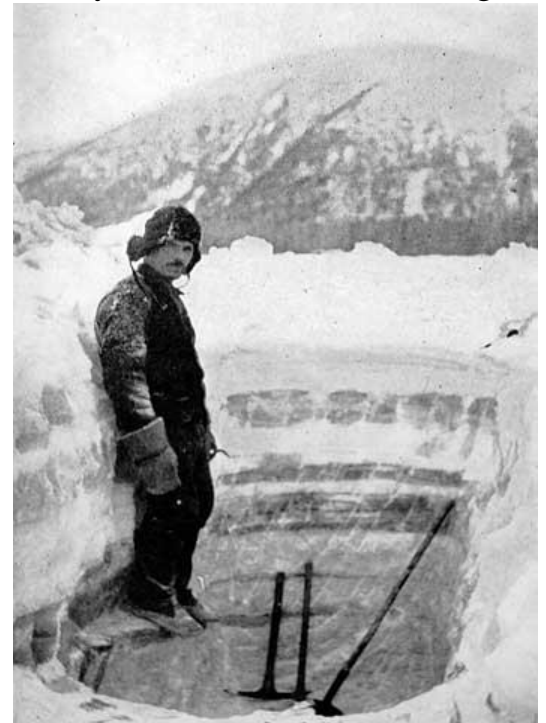
Later on I received a letter from you mentioning I believe that the Bears skulls had been received but not examined and that you would remit for same at an early date. Not having heard anything about them since I thought it would be well to drop you a line so as to ~~enable~~ enable you to trace them up in case anything has been overlooked.

Yours sincerely
Eugene Jacquot

Bones and **Jacquot** further documented their trip with photos taken by Gene (of 5 foot deep holes in the ice near and on top of the buried scow, etc.) and included with a letter to Young. In the Bones letter, Morley said they had all lost money on the venture, including Eugene **Jacquot** who would not charge Bones for his services of which Bones appreciated very much. Gene also sent Young a letter later with other photos of the trip to further document their attempt to recover the trophies. He also mentioned the 50 below weather that Bones had not.

Ice holes dug by Morley and Eugene Jacquot in search of the lost trophies. (Jacquot photograph of Morley Bones probably from Josie Sias collection)

In conclusion, Young wrote on page 271, “It is a country where little is known of written contracts; bonds are not required for the faithful performance of agreements. A man’s word is his bond, and that is all that is necessary”.



Bones also informed Young in a subsequent letter of the death of Oley **Dickson**. An ice jam broke carrying Oley downstream with the flowing ice eventually pulling him under. His body was found a month later partially eaten by wolves. (76) (also see 1947) More on the trip....”I recently ran across an account of a Yukon hunt conducted in 1919 by a wealthy politician. I was fascinated to discover that this gentleman hunted exactly the same country that I did in 1940. Not only did he use the same camp that I did, but he enjoyed the services of the same superb camp cook- Gene **Jacquot**”. (Gene was the cook in 1919, and outfitter in 1940). (21)

1920

Louis married **Mary Copper Joe**, a Copper Center, Alaska Indian woman (she had 5 brothers who were all chiefs). Louis and Mary had 3 children; Louis, Rosalie and Josephine (Jose'). Rosalie was probably born in 1920 as far as we know. A year later, Eugene also married a First Nations woman, Ruth **Dickson**, daughter of **Tom Dickson**. Tom left the RCMP in 1900 to marry Louise a First Nations woman. In those days it was not only common for whites and Indians to mix, it was also common to marry at a young age.

In 1920 the Canadian Government expanded the role of the NWMP to cover all of Canada, not just the unruly north. A name change was also in order- the Royal Canadian Mounted

Police (RCMP) came to be. The bridge at Canyon Creek was originally built by the **Jacquot** brothers around 1920 to allow miners and freight to cross what is now called the Aishihik River on the old government wagon road from Whitehorse to Kluane (Silver City) on Kluane Lake. Aishihik River on the old government wagon road from Whitehorse to Kluane (Silver City) on Kluane Lake.

Group of people standing on Jacquot's stone and log dock at Burwash Landing on Kluane Lake. Louis Jacquot is standing by the mast and Tom Dickson is holding the child. Three women are in the boat tied to dock (circa 1920). (60)

[Is this the same dock I photographed in 2009?]



Freight and guests were then boated down the lake from Kluane to Burwash Landing. It was rebuilt in 1942 by the engineers working on the Alcan Highway and then again in 1987 by the Yukon Government.

Mary **Jacquot** learned fine pastry baking and cooking from her husband. She was fond of horses and an excellent marksman. The couple rode in the valleys around Kluane Lake. Louis built a house, called Mary's House, for his wife and their children, Louis Jr., Rosalie and Josephine. Besides the trading post, the **Jacquots** also worked as big game outfitters in the Kluane Lake area from the 1920s to the 1940s. (2)

"Day's later, when they heard some tinkling bells, they feared they were hallucinating.

When a man and horses appeared, wranglers from Burwash. They couldn't believe their good fortune. "The next day, 35 miles of bareback riding almost finished us off, though," admitted Bob. "But", Brad laughs, "the sight of Burwash and Gene **Jacquot's** baked fish and lemon pie looked up like the Holy Grail."



Joe and Jean Jacquot in the 1930s.

(Also from sometime in the 1920s I presume.) (22) Eugene Fournier owned Bear Creek Roadhouse, often patronized by the **Jacquot's**, from 1903-1904.

1921

Eugene Jacquot married Ruth **Dickson**, Tom and Louise's eldest daughter. (see 1912 and 1920) Eugene and Ruth had five sons; Louis, Joe, Henry (Hank), Eugene, Jr. and Larry. Only Hank and Larry are living today. Hank resides in Haines, Alaska and Larry in Skagway then California. Apparently Eugene, Sr. was the family photographer. "He was always shooting pictures or film of something". (45) [Sounds like what my kids say about me!]

Eugene **Jacquot**, Jr. was the oldest son, born around 1923 and died 1945 of rheumatic fever. Joe was born in 1927 and died in 1996. Louie was born around 1930 and died in 1991. Hank was born in 1934 and Larry in 1937. (51)

Fishing at Kluane Lake was always excellent as attested by the 2 Jacquot boys, Joe (left) and Jean in 1935 on previous page. Joe later became a big game guide and Jean passed away in his youth. (138).

Also in 1921, Richard Alfred **Dickson** was born to Tom and Louise. "We always called Ruth, "Pete" (Ruth was his sister who later married Eugene **Jacquot**) when we were growing up". Richard was born on the **Dickson** trap line! (33) (see 1904)



Thomas A. **Dickson** filed a mineral claim application for "Sextant" for 1921-1927. (79)

Ira Van Bibber and **Alex Shaver** made an application to lease 20 acres of land on the Pelly River for 1921-1936 . (85)... "Frances' next diary tells of another trip that she, Bill and Bonnie took in March 1921. Loaded with provisions, horses, and chickens, they boarded a ship in Vancouver, B.C., bound for Skagway. Whitehorse was reached by travel on the White Pass railroad.

Burwash residents (L to R): Mary Joe Jacquot, Ruth Dickson and Jimmie Joe. Picture taken before the Alaska Highway was built, though a road had been built to the area as early as 1903. (circa.1920?). (134 b)

Pack train was the next mode of travel. Their final destination was Wellesley Lake where they had spent the 1920 winter. The Alaska highway follows some of this pack train trail. Frances mentions Takhini, Champagne, Bear Creek, Burwash, Kluane Lake, the **Jacquot** brothers, and the

Donjek River.....” (124)

1922

On rainy days the shipyard carpenters sat in the hull of the abandoned steamer "Bonanza King" (1898-1928), gossiping as they ate lunch. We can only imagine the exciting river tales told about the mighty wooden boats they built. The "Keno" (1922-1951), built in Whitehorse as a side steam freighter, made her debut this year working the shallow Stewart River. She hauled silver-lead zinc concentrates in 125 pound bags from Mayo to Stewart City, a distance of about 180 miles. From there larger boats freighted the cargo upriver to Whitehorse.

“The bunch at Jacquot’s cabin”.

[6 men standing outside of
Jacquot’s cabin at Burwash
Landing] Date: 1922 (139).



In YRG-1 Series 1, William Inkster and TA **Dickson** are listed for an application for 1 acre of land at Mayo (Gov 1664, 33177, CM-10-040) for 1921-1926. Adam **Dickson** is listed for a Homestead application at Tagish River (Gov 1664, 33896, CM-10-042) for 1926-1929. Who is Wm. Inkster? There are two William Inkster’s listed in “Family Chronicle-Alaska Yukon Goldrush Participants”. One is a “proprietor” and the other a “carpenter”. Neither the **Jacquot** brothers or TA **Dickson** were listed. (85)



FIG. 2. JACQUOT TRADING POST ON KLUANE LAKE, 1922. [YUKON ARCHIVES, CLAUDE AND MARY TIDD FONDS, #7206.]

Fig. 2 Jacquot Post on Kluane Lake 1922

**Fig. 5 Mary Jacquot , Burwash Landing 1948
(151)**



FIG. 5. JESSIE JOE, MARY JACQUOT AND MRS. JIMMIE OF BURWASH LANDING, 1948. JESSIE AND MRS. JIMMIE WERE AMONG THE SIGNERS OF THE 1946 PETITION. [YUKON ARCHIVES, ELMER HARP JR. FONDS, 2006/2, #237.]

The "Keno" worked the river up through 1951 and made many trips to Dawson early each season. The "Bonanza King" weighed 466 tons and was built in Dutch Harbor, Alaska in 1898. She arrived in Dawson on September 24, 1898. She was the sister ship of the "Eldorado" and used as a lumber store room in Whitehorse. (62)



Cabin near Silver City, Yukon 1922. (115)

1923

The road between Whitehorse and Kluane Lake was improved again in 1923 to serve the new boom of tourists who spent \$2,000 to \$3,000

each for a 30-40 day hunt. (see 1913)

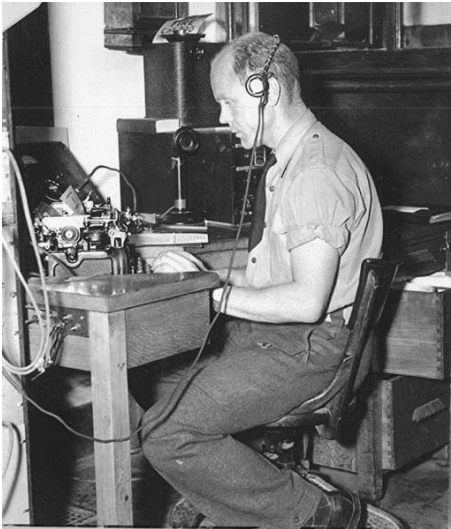
Eugene **Jacquot**, Jr. was born around 1923 to Eugene and Ruth. (51) A. **Dickson** [most likely Adam because Alfred **Dickson** wasn't born until 1921] owned Placer mining claim #33814 from 1922-1935. (7)

1924

Some time around 1924, Louis, Jr. and Rosalie (age 4) were taken to France by their father to be educated. (23) Jose' **Jacquot**, the third child would not be born until 1927 but did go to France (see 1932). From Yukon Government Records dated 1924, Eugene **Jacquot** recorded a Request for Purchase of Mining Recorders Office Building at Kluane.



The author's son Jeff looks to Kluane Lake from the boat "bone yard" of abandoned Jacquot boats near Burwash Lodge (July 2009 photo).



In 1923, the Royal Canadian Corps of Signals provided communications for most areas of the North. In the Yukon, lines were strung as far north as Dawson City, on poles and lines originating in Hazelton, B.C. This service ceased in 1959.

Shown at left is Sgt. (later Captain) Bruce Cameron who served in Whitehorse from 1946 to 1950. He is operating a teletype but Morse code (dit dah) was still in use.

Royal Canadian Corps of Signals, 1949.

Also mentioned is an application for George Chambers (1924-1929) and Ella Catherine **Dickson** for an application for 1 acre of land at Tagish in 1929. (5) **G. Chambers** filed an application for one acre of land on the Takhena River for 1924-1929. (85) This is probably George Chambers, Sue **Dickson's** first husband. (see 1943 and 2002).

It is believed the "Josephine", built in 1931, is the 3rd boat up (blue) from the front boat, and the other "Josephine" replaced the **Jacquot's** old unnamed 1920s freighting boat is beached in front of picture on previous page.



1925

Silver City (circa 1925) near south end of Kluane Lake. Present day Kluane Lake B&B, run by the Sias family (Jacquot descendants), borders the now ruins of Silver City (aka Kluane).

From Yukon Government Records, Jean **Jacquot** (must have been Eugene), Kluane River, YT was cited for a red fox taken out of season. (24). It appears Eugene was

finned for illegal hunting. Do you suppose his father-in-law made the arrest? Perhaps Tom was retired from being a game warden and was engaged in mining. By 1925, the town of Silver City had dwindled to a population of one. This was probably Morley Bones, fox

farmer and big-game guide. (see 1915 and 1919)

1926

From “Land Purchase” in the Yukon Government records, Alfred **Dickson** filed an application, unfortunately it didn’t say where or any further description other than 1926-1930. (77) He also filed a homestead application listed in page 22 of Yukon records, dated 1926-1950 in Tagish. His brother Adam also filed a homestead application at Tagish for 1926-1929. (5)

Since the Second World War, First Nations women have often used extensive beading or trimmings such as pom-poms to meet demands of tourists and service men. The mukluks on the following page were exquisitely stitched and beaded by Mary **Jacquot** (1900-1996). Mary **Jacquot** was the daughter of **Copper Joe** and the grand daughter to the great Copper Chief from the White River Area. As an elder she often shared stories and oral histories so that the people would not forget them. (95)



Mary Jacquot’s mukluks. She was known for her beautiful art work and stitching.



Tom Dickson’s impressive sheep horn collection from a 1920s successful hunt (tnx D Dickson).

1927

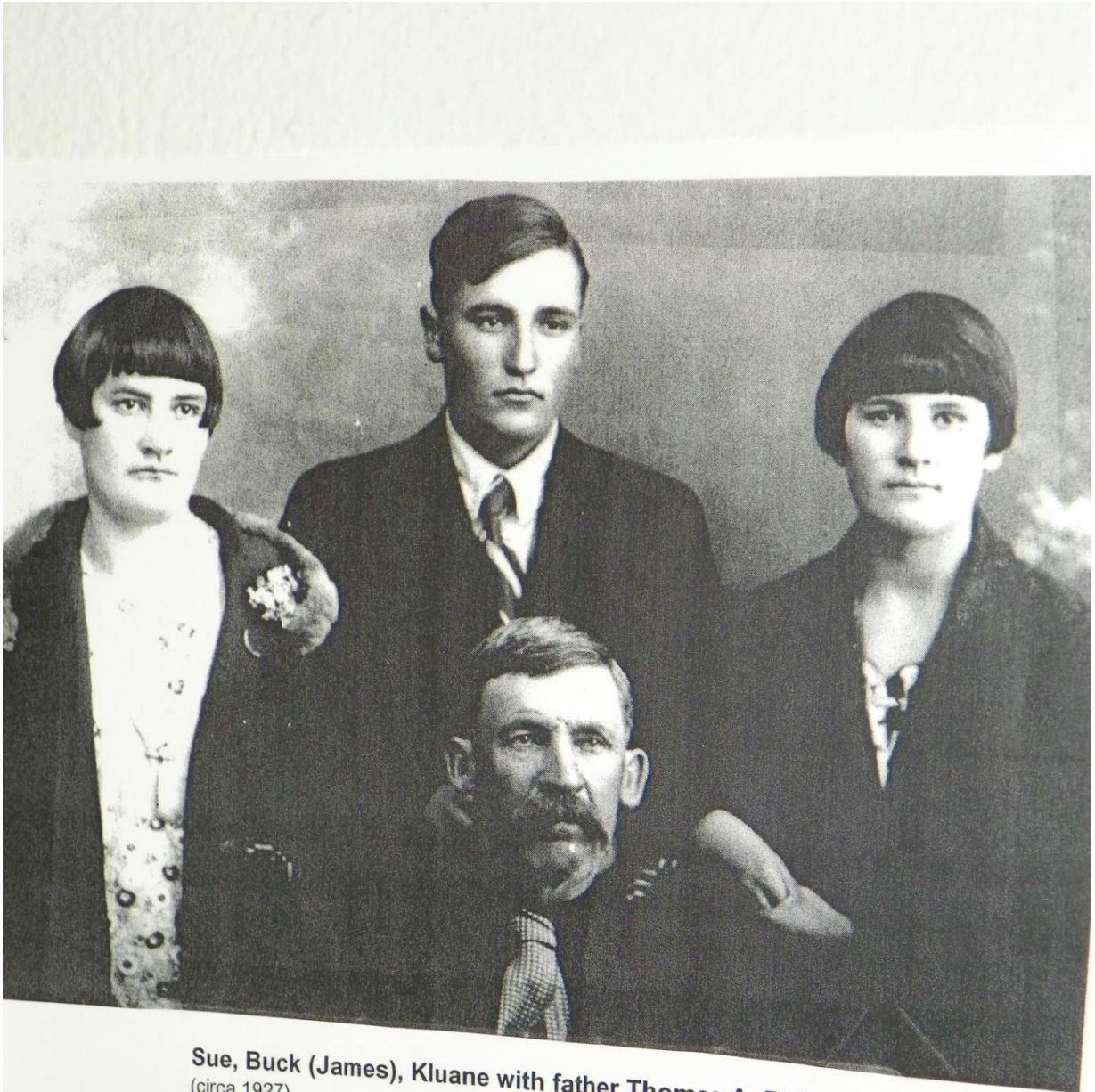
Joe **Jacquot**, second eldest son of Eugene and Ruth **Jacquot** is born. (51)



Tom Dickson (sitting on left) at a hunting cabin around 1910. (tnx D Dickson)

1928

Thomas A. **Dickson** files another mineral claim (see 1921) for “Tip” for timeframe of 1928-1931. (79) Leading up to 1928, Tom was a lumberman, policeman, guide, outfitter, hunter, game warden and now a miner.



Sue, Buck (James), Kluane with father Thomas A. Dickson.
(circa 1927)

Thomas A. Dickson and family.

1929

Ella Catherine **Dickson** filed an application for one acre of land in Tagish according to Yukon Government Records dated 1929 (page 23). (5) Ella von der Fecht married Alfred **Dickson** in 1920 in Juneau, Alaska. They had two sons, Donald (died 1944) and William. (71) [See Bill Dickson emails in 2014]

Eugene Jacquot 1929 (Yukon Archives).

[The road between Whitehorse and Kluane Lake was improved again in 1923 to serve the new boom of tourists who spent \$2000 to \$3000 each for 30-40 day hunts with the **Jacquots**. Photo of Eugene at a hunting camp.]



Yukon Archives. L.A. Bovet, *En Chasse*, 1929, p. 80 [plate 3]
Archives du Yukon. L.-A. Bovet, *En Chasse*, 1929, p. 80 [planche 3]

Photo caption read “1929 Hunt in Alaska” in Mallinckrodt fonds. (69)



Could this have been a Yukon hunt? Similar camp no doubt when tents not used.

Canyon Creek Bridge was built during the gold strike on the Alsek River (1903).

During this time a stampede of miners flocked to the area to

strike it rich. A wagon road was built from Whitehorse in the next year and **Sam McGee** and **Gilbert Skelly** constructed a substantial bridge over Canyon Creek. This bridge survived heavy traffic and high spring floods until the 1920s when the government contracted the **Jacquot** brothers from Burwash Landing to rebuild it. In 1942 the bridge was rebuilt by the US Army, and again in 1986 by the Yukon Government.

This is what the “old Jacquot” bridge looks like today. (111)



The Aishihik River, also known as Canyon Creek, is a river in the Yukon Territory of Canada. Originating in Aishihik Lake, it flows south into the Dezadeash River, part of the Alsek River watershed.

The river crosses the Alaska Highway at small outpost called Canyon Creek, Yukon, where one of the original wooden bridges of the Alaska Highway still stands. (cr-Wikipedia)

Canyon Creek Bridge sign mentioning Jean and Louis Jacquot.

(145)



Man with dog team (Tom Dickson?) setting out from group of cabins which may have been the Jacquot cabins in Burwash Landing. (134a)



The author's sons, July 2009 near Burwash Landing Resort (ex-Jacquot Post) in Burwash Landing, Yukon.



I'm not sure if this cabin was built by the **Jacquots**, or if it's the Jimmy Johnson House built in 1929 and purchased by the **Jacquots** in 1946. It is located near the boat dock adjacent to the Burwash Landing Resort RV Park. It has also withstood time here on Kluane Lake. (see 1946)

Another cabin and cache near present day Burwash Museum, just south of the Burwash Landing Resort. The Jacquot brothers may have built these as well.

Being in Burwash Landing is like stepping back over 100 years in time. **Jacquot Post**, now Burwash Landing Resort, still stands as tribute to the ambitious **Jacquot** brothers who tamed their area of the (then) “Yukon Territory” (now just the “Yukon”)! The weathered remains of the beached **Jacquot** boats, cabin on the previous age including the Gashouse Dugout and other buildings, continue to remind us of a once flourishing route on Kluane Lake that was so important to the survival of the community. I would like to personally thank all those involved for having the respect to leave the area as it “was” for all of us to enjoy today! “Yukon First Nations people have lived off the land for countless generations, hunting, trapping, fishing and gathering. The first non-native people who came to the territory also learned how to turn to the land for sustenance. Those of French background brought with them a culture that celebrated the harvesting and preparation of food. **Louis Jacquot 1929 photo**



Autour du feu de bivouac avec Louis Jacquot

Around the campfire with Louis Jacquot. Yukon Archives. L.A. Bovef, *En Chasse*, 1929, p. 104 [plate 4] Archives du Yukon. L.-A. Bovef, *En Chasse*, 1929, p. 104 [planche 4]

[I believe the man (front left) is Louis **Jacquot** and the man directly behind him to the right is Tom **Dickson**]

French Canadians have played an important role in building the Yukon for more than a century and a half. In the early days of the Klondike Gold Rush, French Canadians were reported to outnumber English Canadians. Today, Franco-Yukoners continue to be a vibrant part of the Yukon’s multi-cultural society”. (cr- Yukon Archives)

...Also in 1929 we learn that Sue **Dickson**, age 18, was working for the Jacquot brothers at Jacquot Post as a cook. Soon thereafter she married George Chambers.

Chapter 6 1930-1949... PROSPERITY AND DEATH YEARS

Mining and big game hunting and guiding continue to keep the **Jacquots** and **Dicksons** employed. Some years were good and some not as they lived out their lives and died in the land they conquered and loved.

1930

From "Yukon Government Records" (YRG 1 Series 5) dated 1930-1959, Eugene **Jacquot** recorded a Land Application to purchase 10 acres at Kluane (page 76). (85) Sometime around 1930, Louie **Jacquot** was born to Eugene and Ruth. (51)

I obtained a **Jacquot** Brothers big game brochure titled "Hunt In the Yukon". I believe the brochure is of the 1930s or 1940s era because it listed Mr. Melon and Mr. Mallinckrodt, wealthy businessmen who contracted with the **Jacquot** brothers for a hunt, as references. The Melon trip was in 1935, and Mallinckrodt in 1937 of which we will describe more then. Also referenced was; Kluane Road, Kluane Post Office, **Jacquot** (Post), Dalton Trail and several references to the "post" (ie- "main camp on Kluane lake", and "travel 35 miles by launch down Kluane Lake to **Jacquot** Bros. Post). **Jacquot** was listed on their map where present day Burwash Landing is. The brochure goes on to describe **Jacquot's** equipment; "Due to our horses being bred in this country, we claim to have the finest string of pack and saddle horses in the North. We can fully equip 60 head and always take plenty of horses on these trips. Our camp outfit is very complete, including tents, tables, chairs and cook stoves. Our food supplies are as complete as it is possible to pack, including fresh vegetables, fruits, etc. We are only too pleased to include anything the hunter may be especially fond of. Our guides are experienced and competent and have given satisfaction for years. We have excellent camp cooks and our wranglers know their work. We supply everything on these trips except guns, ammunition, beds and personal affects". They even included something for the women of the hunters; "Owing to our many years' experience guiding and handling parties of all sorts, ladies are assured of the kindest and most courteous treatment and nothing is left undone to make the trip as comfortable as possible for them. Should they prefer not to accompany the husband on the whole trip, arrangements can be made for them to stay at the Post, where they can enjoy boating and horseback riding". (69a)

Sometime in the 1930s Dorothy **Dickson** (Tom's sister) drowned in Kluane Lake. (52)

[There is a 1930s picture of Dorothy **Dickson** and Neta Debastion in the Van Bibber fonds, acc# 87/88, PHO 349, 87/80 # 40. Reference to an obituary report in the Whitehorse

Star is the only information available on Dorothy that I can find. The subscription price is too expensive to obtain the data however.]

Also in the 1930s we learn the **Jacquot's** had a hunting cabin on Wolverine Creek where they'd hunt moose from and bring back to Burwash where it was dried and distributed among the families there. Apparently moose were hard to find around Kluane Lake, so this necessitated the 150 mile round trip by dog team. (89) (picture 92/26/#5) [Oddly enough, Wolverine Creek is not mentioned in **Yukon Places and Names** and information is scarce on the internet].

1931

There are several boats on the beach behind the Burwash Landing Resort (see 1924 and also last page photo). The "Josephine" was built in 1931 by the **Jacquots** and named for one of Louis' daughters, Josie (Sias). It had an inboard motor and was rigged for sail. The "Josephine" replaced the **Jacquot's** old unnamed 1920s freighting boat. The "Kluane" was originally named the "Rosalie", for Louis' other daughter, and was used in the 1940s (see 1924). Archie Lampman built the blunt-ended boat around 1944 for Ruth **Jacquot**. As a child, Ruth delivered messages and mail in the area. By age 15, Ruth was traveling alone by dog team to pick up supplies in Whitehorse. (25)

1932

Jose' accompanied her father Louis to France to retrieve the children, Louis and Rosalie who were educated there. They had been gone for 8 years. Louis had not meant for them to be gone that long. Rosalie was just four years old when she went to France. **Jacquot** Brother's firm dissolved shortly thereafter (why?). (see 1944) (29)



Burwash Landing 1930s. From L to R; Gene Jacquot, unknown, Lillian Hardbottle, Mrs. Newmarsh and Larry Crozier.

Car may have belonged to Frank Hardbottle when he owned a transportation company in the 1920s. (111)

1933

Louis had the obsession to look for gold all his life even after he was badly hurt at Bullion Creek in 1933. (26) No other information has surfaced on Louis' injury until 2013 where it is reported Louis was hit on the head by a rock while at the bottom of a pit at Congdon Creek (see page 160).

Kluane District

In 1900 a discovery of gold was made in what is known as the Kluane district. This district lies about 150 miles in a westerly direction from the town of Whitehorse. It is a very large district and a great number of creeks were staked. **The principal creeks, however, upon which gold in sufficient quantity to work profitably has been found, are Fourth of July, Burwash, Feid, Bullion and Arch.** On nearly all the creeks in this district there is practically no soil on the surface, which is simply waste gravel from rim to rim, with an

occasional patch of clay or sand. Since 1903 mining has been carried on upon these creeks continually, but not to a very great extent, as the creeks have not proven to be of much more value than what is termed a 'wage proposition.' The output so far has been about \$25,000 a year.



From Yukon Government Records, Leroy, W.T. apparently went on record with mining complaints (?) against T.A. **Dickson** and Eugene **Jacquot** in 1933-1934. (27)

Just exactly who W.T. LeRoy was, besides a prospector, was unknown to me until I received a mailing from Larry **Jacquot** in Skagway. It was most interesting to discover

this all started in 1933 by a January 24th letter from LeRoy to the Hon. Ford, Commissioner of Dawson

Kluane Dickson and Grace Dickson with two girls on a toboggan. (134c)

Y.T. Alaska (yes, another one who flunked Geography 101!).

In the letter, Le Roy asks if there is any mining activity in the Alsek or Kluane Lake districts at present time. He states that he was part of the Bullion Creek strike in 1903. He asked for a copy of the mining laws. In 1934 we discover what the complaint (s) were all about. (45) Also in 1933 E. **Jacquot** was mentioned on a report of theft from a dwelling. (125)

1934

Hank **Jacquot**, son of Eugene and Ruth Jacquot, is born in 1934. (51) On July 10th, Thomas A. **Dickson** filed a “theft report” with the RCMP accusing **W.T. Le Roy** and his son David of occupying and utilizing his possessions in a cabin on Burwash Creek. In the report, Sgt. D. Withers states; “With regard to the complaint of **Dickson**, I am of the opinion that it is purely a family quarrel, and that there is no intention on the part of David Le Roy or his wife (Kluane **Dickson** Le Roy!) to commit any offence, and I am satisfied that the parties concerned will arrange matters amicably between themselves, and avoid further trouble. **Dickson** does not wish to take any action in the matter and under the circumstances I consider the case closed as far as the Police are concerned.” A five page hand-written letter from WT Le Roy dated September 8 to GA Jeckell, Commissioner of the Y.T. [this time Le Roy doesn’t put Dawson in Alaska!] surfaces. In the lengthy letter, Le Roy says he staked Tom **Dickson** with grub in exchange for a share of the mining profits, if any, that Tom may discover. Le Roy accuses Tom of then taking the grub to his home, except for the dried fruit which he used to make moonshine with. Tom was also accused of running up a bill for Le Roy at **Jacquot’s** Post, and not doing any, or little at best, mining for the grub. He also denied moving into **Dickson’s** cabin, one of about 3 or 4 that **Dickson** claimed. Le Roy further states that Tom and Eugene told the police lies so it would drive him out of the country. He continues with; “that ring (Tom and Eugene) is running the country.” Le Roy’s final complaint was **Jacquot** didn’t give them a ride in his empty truck that was going to Whitehorse, and that Gene **Jacquot** had a monopoly on the transportation in that area. They were very irritated they had to walk around the lake with heavy packs on. “He figured he would impose all the hardships he could on us and we would lie thoroughly discouraged with the country and never come back. But he has another guess coming.” Le Roy ends his letter pleading for assistance in protection and not for malice and slander....”. RCMP file #34472 dated September 20, 1934 has the following; “I enclose for your perusal (apparently letter is from Dawson RCMP to Whitehorse or Champagne RCMP office) a letter just received from Mr. Le Roy in which he refers to two residents in particular of that District, Eugene **Jacquot** and Tom **Dickson**, and certain charges are made against **Dickson** which you may consider worth investigating.” Apparently Eugene was an agent to the Mining Recorder at Burwash Landing in Kluane District. Lastly, a September 24 RCMP letter (Div. file# 34Y93-1)

about Tom **Dickson** (Excise Act) and Le Roy's complaint ends the paper work on this matter; "the complainant's son, David Le Roy married Tom's daughter Kluane last spring.....I am given to understand that **Dickson**, who is an ex-Member of this Force, may consider worth investigating. **Jacquot's** refusal to give him transportation is hardly a matter for investigation." Apparently Eugene was an agent to the Mining Recorder at Burwash Landing in Kluane District. Lastly, a September 24 RCMP letter (Div. file# 34Y93-1) about Tom **Dickson** (Excise Act) and Le Roy's complaint ends the paper work on this matter; "the complainant's son, David Le Roy married Tom's daughter Kluane last spring.....I am given to understand that **Dickson**, who is an ex-Member of this Force, is inclined to be somewhat of a turbulent character at times, and is responsible for much petty mischief down in that area'. The report goes on to mention stills and moonshine that Le Roy accused Tom of owning and producing. Apparently Tom was opposed to the marriage according to the constable's remarks. The moonshining charge was later dropped when it was clear the brew made by Tom was for personal use. (45)

Sometime in the 1930s we learn that Buck **Dickson** was married to **Irene Henderson**.

(87)

Buck Dickson's photo (1930s) kept by the parents of the Carcross girl he married.

Buck is remembered as the most successful hunter and trapper in the Yukon. (tnx D Dickson)

1935

"Eugene and Louis **Jacquot**, co-partners in the firm of **Jacquot Bros.**, of Kluane, well known big game guides and merchants of that district arrived in town this week at the close of a very successful hunting season, the best experienced for several years. Two parties of hunters left this month very satisfied with the fine type of service exemplified by the firm and the excellent game secured. Louis Jacquot was in charge of a party of four, **Richard K. Mellon**, president of Mellon National Bank in Pittsburgh, Allan Scaife, Robert S. Waters and



John N. Lazear, all of Pittsburgh, Pennsylvania. A full bag of practically every species of game was secured by the party who were very enthused over the abundance of animal life found. Eugene **Jacquot** was in charge of Mr. and Mrs. Gibson Gardiner and Mr. and Mrs. L.C. Forman, all of Buffalo, New York. The record grizzly ever known of or on record for Yukon Territory was bagged by the party. The skull of the animal measured 17 3/4 inches. Needless to state, the above party was enthused over hunting in the Yukon and promise many a boost for the territory and for **Jacquot Bros.**"

(28) Tom **Dickson** owned placer mining claim #35097 from 1935-1942. (7) Sometime after 1930, we learn a bit about James **Dickson**. "James **Dickson, Jr.**, born c1864,

Mary (Copper Joe) Jacquot, wife of Louis Jacquot.
(circa 1935)



J. Sias, private collection.
J. Sias, collection privée

Cobourg, Ontario, with time and place of death unknown although it was after 1930, and in Denver, Colorado, is a possible location". (71)

"**Ed Chambers** was born in Whitehorse in 1935. He was the fifth child born to Susan Van Bibber (**Dickson**) and George Chambers. Ed was a mechanic and heavy equipment operator by trade. He had a reputation as being one of the best loader

Plan Number
FB21865 CLSR YT

Title
FN'S FOR PLAN 53836 (LOT 1, GROUP 852) LOUIS **JACQUOT** HOMESTEAD

Surveyor
DICKSON, H.G.

Canada Land(s)
QUAD 115G/06 BURWASH LANDING GROUP 852

Date Surveyed 1935-10-07 Date Entered 2003-01-24
Related Documents: 20363 LTO YT (credit Natural Resources Canada, Canada Lands Survey System)

operators in Whitehorse and built many basements and foundations, including the current Takhini Hot Springs pool.... (127)

"Just over 75 years ago, an American geographer named Walter Abbott Wood arrived in the Yukon from New York. His goal was to carry out a scientific exploration of the St. Elias Mountains region on behalf of the American Geographical Society. Wood's 1935 expedition used packhorses supplied by the **Jacquot** brothers of Burwash Landing and relied on traditional local knowledge of the area. Wood and his team also used what was then the new scientific technique of photogrammetry, taking photographs, especially aerial ones, to make surveys and maps. Wood couldn't have known it then, but that first foray

.....Continued on BROTHERS in the YUKON PART 2 of 2