



THE YUKON

ITS RICHES AND ROMANCE

Issued Under the Authority of
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YUKON

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DEPARTMENT OF NORTHERN AFFAIRS AND NATIONAL RESOURCES

THE



More than half a century ago the cry of "gold" rose from the creeks of the Yukon and swept around the world. People from almost every walk of life answered the call and their experiences have been immortalized in story and legend. The 1898 gold rush brought personal fortunes to a few and grim disappointment to many more, but out of the wild hopes of yesterday came the purposeful strivings of today. Many who came for quick wealth remained to give substance to present development. The story of gold brought fame, but its lustre has now been eclipsed by the mining of lead and zinc, silver and copper. The modern mines which have been developed in the Yukon have given this fabulous land new security and the promise of a bright future.

This booklet is designed to tell something of the Yukon Territory to those who may wish to go there for pleasure or profit. More detailed information may be obtained from the Commissioner of the Yukon Territory at Whitehorse, the Yukon Travel Bureau, Whitehorse, or from the Department of Northern Affairs and National Resources in Ottawa.

Its Location and Geology

The Yukon, which gets its name from the Indian word "Yuckoo" meaning clear water, comprises the extreme north-western part of the mainland of Canada, and has an area of 207,076 square miles, or 5.6 per cent of the total area of the nation. On the north is the Arctic Ocean, to the east is the Mackenzie District of the Northwest Territories, on the south, below the sixtieth parallel, is British Columbia; and on the west is the United States.

Geologically, the Yukon is largely a northward extension of the Cordilleras and their flanks. It thus forms a part of one of the two great metal-bearing regions of the North American continent, the other being the Precambrian Shield. Its central feature is the great Yukon Plateau, with smaller basins about the Liard River to the southeast and the Porcupine River to the north. Separating and rimming these plateaus, and erupting into the relatively even surface of the Yukon Plateau, are the Coast, Selwyn, St. Elias and other ranges.

The Yukon is still relatively unprospected, but already enough is known to suggest that it may be the richest in minerals of the entire Cordilleran region. More than twenty-five different minerals have been discovered in the Yukon, and of these ten have been produced—gold, silver, lead, zinc, cadmium, copper, coal, tungsten, platinum and antimony. While the current search for mineral is ranging over much of the territory, it is concentrated particularly in the Pelly and St. Elias regions, which are especially promising geologically for base metals. Elsewhere in the Yukon, the Porcupine River basin, as yet little explored, appears likely to have oil as its chief resource, with perhaps some coal. The Liard region offers possibilities for these same two minerals.

Its Climate

The climate of the Yukon is not as harsh as it is often painted. Along with large parts of the provinces, most of the Yukon is classified as a subarctic rather than an arctic region. Although the Yukon winter is rigorous and long, its severity is easily exaggerated. Average temperatures in January, the coldest month of the year, are little different in Whitehorse and the southern Yukon from those reported for Winnipeg and Saskatoon. However, the average frost-free periods of 78 days at Whitehorse and 64 days at Mayo stand in sharp contrast to 112 days at Saskatoon.

The Yukon summer, though short, is pleasantly warm. The average daily temperature in July at Mayo is 58 degrees, only seven degrees lower than in Saskatoon. From June through August the differences in temperatures are much the same. Precipitation, both snow and rain, is generally light.



Its Temperature

The following table lists the average daily mean temperatures (Fahrenheit) at some points in the Territory:

COMPARATIVE CLIMATE DATA: AVERAGE DAILY MEAN TEMPERATURES IN SELECTED MONTHS, FOR SPECIFIED LOCATIONS IN THE YUKON

Location	Years of observation	Jan.	July	Nov.- March	June- Aug.
Whitehorse	10	5	56	10	55
Watson Lake	12	- 7	59	2	57
Mayo Landing	26	-11	58	-2	56
Dawson	30	-16	60	-6	58

Its Population and Administration

The Yukon had at the census of 1956 a population of 12,190, of whom 10,492, or 86 per cent, were white, 1,668 were Indians, and 30 were Eskimos. Its principal centres, and its only incorporated municipalities, are Whitehorse and Dawson. In 1900 Dawson was three times the size of Edmonton and for many years, it was the seat of government. Now its population is only 800 and in 1953 the government was transferred to Whitehorse for reasons of its larger population (almost 5000) and its importance as a communication centre.

The Yukon's substantial population at the turn of the present century (more than 27,000 at the census of 1901) caused it to achieve during the first decade both representation in the House of Commons and a wholly elected Territorial Council sitting in the territory.

The administration of the Yukon rests with the Commissioner acting under the instructions of the Minister of Northern Affairs and National Resources or the Governor-in-Council. One of the principal differences between the powers of the government of the Territory and those of the provincial governments is that the Yukon does not own or administer its natural resources. These resources are vested in the Government of Canada, as were those of the western provinces prior to 1930. Revenues are levied for territorial purposes by the Council of the Yukon through taxes of various types.

Its History and Its Mining

The early history of the Yukon is largely the story of the growth of the lucrative fur trade, and the adventures of miners who crossed the mountains to the watershed of the Yukon River in the age-old search for gold. Closely associated with the annals of the Yukon is the history of the adjoining State of Alaska, the development of which coincided, for a long time, with that of the Canadian territory.

On August 17, 1896, the strike that was to make the Klondike region of the Yukon world-famous was made on Bonanza Creek, a tributary of the Klondike River. George W. Carmack and two Indian companions "Skookum" Jim and "Tagish" Charlie, who was later known as "Dawson" Charlie, made the discovery on information supplied by Robert Henderson. Henderson had spent two years prospecting creeks in the vicinity, and in the spring of 1896 had found a fair prospect on Gold Bottom Creek. On returning from a trip to the store at Sixtymile, Henderson met Carmack and his companions fishing for salmon and invited them to stake on Gold Bottom. It is reported that Carmack's party on their way to Gold Bottom followed the ridge between



Bonanza and Hunker Creeks and claimed they had found colours on Bonanza. Carmack's party were advised to do some further prospecting in the area and Henderson asked that he be notified if anything was found. After locating exceptionally rich placer deposits on Bonanza Creek, Carmack and his companions went to Fortymile to file their claims, but neglected to tell Henderson, who did not hear of the strike until after the whole creek had been staked in the rush that followed.

As soon as news of the rich new strike reached the outside world, a rush for the Klondike began. Pacific coast shipping companies landed thousands at the Alaskan ports of Dyea and Skagway at the head of the Lynn Canal, and from there the fortune seekers climbed the forbidding Chilcoot and White Passes and pressed on to Lake Lindeman, headwaters of the Lewes River, since renamed the Yukon River. There, primitive craft were constructed for the journey of more than 500 miles down the Yukon River to the mouth of the Klondike. Many others entered

the country from (1) St. Michael, Alaska, travelling up the Yukon River to Canadian territory; (2) along the Stikine River to the watershed of Teslin Lake, then down the Teslin River and the Yukon; (3) over the Dalton Trail from Chilkat Inlet; and (4) via the Mackenzie and Porcupine Rivers.

The settlement of Dawson sprang up where the Klondike and Yukon Rivers meet. In two years it mushroomed from a few houses to a "city" of 25,000. Other substantial settlements were at Grand Forks on Bonanza Creek, Gold Bottom on Hunker Creek, Paris and Cariboo on Dominion Creek, and Two Below on Sulphur Creek.

By the spring of 1899 all creeks of any importance in the Klondike had been staked and considerable speculation in claims ensued. Newcomers staked claims on the hillsides and benches of the creeks, to the amusement of experienced miners. Many of these hill claims, however, containing what became known as the White Channel gravels, proved to be immensely rich, and made fortunes for their owners. Between 1897 and 1904, more than \$100,000,000 in gold was obtained from the placers of Klondike creeks, the greater part of it by what are now considered primitive mining methods.

The name "Klondike", according to the late William Ogilvie, is an adaptation of the Indian word "Trondiuck" meaning "Hammerwater". The stream was noted for its annual salmon run, and the Indians trapped the fish by means of barriers of stakes which were driven or hammered into the gravel bed.

In the wake of the Klondike rush came rapid development of the Yukon. Steamer services were established on the Yukon River, both upstream and downstream, to Dawson. Construction of the White Pass and Yukon Railway from Skagway to Whitehorse was commenced in 1898 and completed in two years. Small towns developed at Carcross at the foot of Lake Bennett and at Whitehorse below the rapids of that name on the Yukon River.

Dawson City expanded rapidly, and hotels, churches, schools, and a hospital were erected. Many businesses were established, and construction of a system of roads was undertaken.

As the more easily worked placer ground in the Klondike became exhausted, miners left for new fields. The consolidation of mining properties under corporate bodies and the introduction of power machinery placed the industry on a more stable basis. The discovery of rich silver-lead-zinc deposits north of Mayo on Galena Hill in 1906 and on Keno Hill in 1919 resulted in the development of an important lode mining industry. Mining on a small scale began in 1913, and production has increased to the point where 20 per cent of Canada's silver comes from this area. In 1946, United Keno Hill Mines Limited was incorporated to consolidate available holdings, and it commenced operations in December of that year. With interruptions, coal has been mined on a small scale at Carmacks for many years. Mining enterprises established elsewhere, especially the Canada Tungsten mine just over the border in the Northwest Territories, and the Cassiar Asbestos mine in British Columbia, southwest of Watson Lake, have also contributed to the economy of the territory.

The inauguration of joint defense projects in northwestern Canada in 1942 brought further activity to the Yukon. Construction of the Alaska Highway from Dawson Creek, British Columbia, to Fairbanks, Alaska, through the Yukon, resulted in a temporary influx of population that rivalled that of the Klondike rush.

Its Other Natural Resources

Set against its mineral potential, the territory's other natural resources—its fur bearing animals, its arable land, its forests, and its fisheries—are relatively small.

Historically the first industry to produce for markets outside the territory, fur trapping continues to be a mainstay of the Yukon's

Indian population. In a recent ten-year period the annual value of its catch, as measured in income to the trappers, ranged from \$144,000 to \$677,000, the wide fluctuations being brought on by changes both in world fur prices and in numbers of furs taken.

In the absence of organized soil surveys, the area of the Yukon's arable land has been estimated at from 250,000 to 500,000 acres, largely in the river valleys.

At present only 500 to 1,000 acres are under cultivation, principally in scattered ranches and in the vegetable gardens of Whitehorse, Dawson and Mayo, whose production is consumed locally. The Department of Agriculture maintains an Experimental Farm at Mile 1019 on the Alaska Highway northwest of Whitehorse, and investigations are made there to adapt crops and livestock to local soil and climate.

The territory's forest resources have been estimated to include 45,000 square

miles of forests of normal productivity, of which 10 per cent is composed of merchantable timber. The best stands are in the southeast and in valleys such as that of the Liard River, but little of this forest wealth is yet accessible to commercial exploitation.

The fish of Yukon waters, now caught principally by Indians for their own use, have not been commercially exploited, but experimental projects are soon to start.



The territory is at present the site of three relatively small waterpower developments. Of these the largest is operated by the Yukon Consolidated Gold Corporation on the North Fork of the Klondike River. With a capacity of 15,000 horsepower, this plant not only supplies the power required in the company's placer mining operations but also serves the City of Dawson. A 3,000-horsepower development on the Mayo River had its output doubled in 1957. The Yukon Hydro Company Limited has installations at Porter Creek and McIntyre Creek near Whitehorse, and a small diesel unit within the city. However, the power requirements of Whitehorse are steadily growing and the government-owned Northern Canada Power Commission completed a new 15,000-horsepower plant immediately above the Whitehorse Rapids in 1958. In the headwaters of the Yukon River and some of its tributaries is contained the potential for the ultimate production of roughly 4,500,000 horsepower of electrical energy, or about one-quarter of the hydro-electric capacity now developed in all of Canada.

Its Transportation

The Yukon is served by water, railway, air and highway transportation. The earliest transportation routes were provided by the Yukon River and its tributaries. During the season of navigation (June 1st to October 1st) there is a water freight service from Dawson downriver and up the Porcupine to Old Crow.

In the wake of the Klondike gold rush, construction of the White Pass and Yukon Railway was completed in 1900, and this 110-mile narrow-gauge railway from Skagway, Alaska, to Whitehorse continues to link the territory with year-round ocean shipping, moving northward from Vancouver and Victoria, B.C. and Seattle, Washington, along the coast of mainland British Columbia and through the "Inside Passage" off Alaska.



Whitehorse has a modern well-equipped airport, and there are airports at Mayo and Dawson City bringing the territory within a few hours flying time of the cities of Western Canada and the northwestern United States. There are daily passenger services except Sunday from Edmonton and Vancouver to Whitehorse, and semi-weekly mail and passenger services from Whitehorse to Mayo and Dawson. There are also four flights a week between Seattle and Fairbanks via Whitehorse. There are many intermediate aerodromes and auxiliary and emergency landing fields throughout the territory.

The highway system into the territory includes that part of the Alaska Highway which cuts through the southern Yukon; access roads to airports; all weather-roads which radiate from Whitehorse, Dawson and Mayo to the adjacent mining districts; and all-weather

roads from Whitehorse to Carcross (45.7 miles) and from Whitehorse to Mayo and on to Dawson (370 miles).

The Whitehorse-Mayo-Dawson road joins the Alaska Highway at Mile 925. The Sixtymile road which connects the Alaska Highway with Dawson is open for travel during the summer months. The Port of Haines, Alaska, southwest of Skagway, is connected with the Alaska Highway at Mile 1016 by the Haines Cut-off road (159 miles). It is not maintained during the winter season.

The Alaska Highway (Canadian Section) begins at Dawson Creek, British Columbia, goes through the Yukon for 589 miles and enters Alaska at Mile 1221. Dawson Creek is the western terminus of a branch of the Northern Alberta Railways, and is also served by the provincial highway systems of Alberta and British Columbia. It is about 495 miles by railway and 375 miles by highway (shortest route) from Edmonton and 781 miles from Vancouver via the Hart Highway. Approximate mileages from some ports of entry into Canada to Dawson Creek are as follows:

Kingsgate, British Columbia, to Dawson Creek (via Cranbrook, Fort Macleod and Calgary)	894 miles
Coutts, Alberta, to Dawson Creek	770 miles

The Alaska Highway is paved from Dawson Creek to Fort St. John, B.C. and has a gravelled all-weather surface from there through British Columbia and the Yukon to the Yukon-Alaska boundary, and is open to traffic throughout the year.

Trailers and cabin trailers are permitted on the highway. The use of heavy trailers is governed by the tractive power of the touring vehicle owing to possible difficulties on some of the longer grades. Restrictions on springtime travel may be made on short notice by the highway maintenance authorities, because of flood and road conditions or damage to bridges.

The following table gives the Yukon traffic regulations including clearance and loading restrictions:

- (a) Maximum gross weight permitted NOT more than 600 pounds per inch of width of tire for pneumatic tires. This permits gross weights (vehicle and load) as follows: (Maximum of 9 tons on any one axle.)
- (i) Two axle vehicles 15 tons
 - (ii) Multi-axle vehicles 36.65 tons
 - (iii) On Whitehorse-Keno road, 47.5 tons on five axles, but with speed of only 10 m.p.h. on bridges.
- (b) Maximum overall lengths:
- (i) Single vehicle 35 feet
 - (ii) Semi-trailer 40 feet
 - (iii) Any combination (Not more than one trailer) 60 feet
- (c) Maximum head clearance 13 feet 6 inches
- (d) Maximum width 8 feet
- (e) Maximum speed:
- (i) On Alaska Highway 50 m.p.h.
 - (ii) On other roads in the Territory ... 60 m.p.h.
 - (iii) Or as posted
- (f) For further details or for permission to move extraordinary loads along the Alaska Highway, one may write to:

Commander,
Northwest Highway System,
Whitehorse, Y.T.

- (g) For further details or for special load permits on all other roads in the Territory (except within municipalities), one may write to The Registrar of Motor Vehicles, Federal Building, Whitehorse, Y.T.

Its Bus Services

The Western Canadian Greyhound Lines operate services between cities and towns from Winnipeg to the West Coast: this line also runs to Edmonton in Alberta and Prince George, British Columbia.

Buses are operated between Edmonton and Dawson Creek by the Canadian Coachways Ltd. and from Prince George (over the John Hart Highway) to Dawson Creek by Northern Stages, Ltd. Canadian Coachways operates a daily bus service during the summer and weekly during the winter on the Alaska Highway from Dawson Creek to Whitehorse. The White Pass and Yukon Route has a summer bus service between Whitehorse and Scottie Creek at the Yukon-Alaska boundary. Alaska Highway Tours Inc. operates from there to Fairbanks. The latter also operates services into Anchorage, Alaska, in conjunction with its Alaska Highway run. Canadian Coachways has three trips a week from Whitehorse to Dawson from June to September, and two trips a week during the winter. Information concerning bus schedules may be obtained from Western Canadian Greyhounds Lines, 222 First Ave., West, Calgary, Alberta; Canadian Coachways, Ltd., 10805 One Hundred and Twentieth St., Edmonton, Alta.; Northern Stages Ltd., Post Office Box 613, Prince George, British Columbia; General Passenger Agent, White Pass and Yukon Route, P.O. Box 1846, Seattle 11, Washington, or 1418 Standard Blvd., Vancouver, British Columbia; and Alaska Highway Tours Inc., 926 Joseph Vance Bldg., Seattle, Washington.

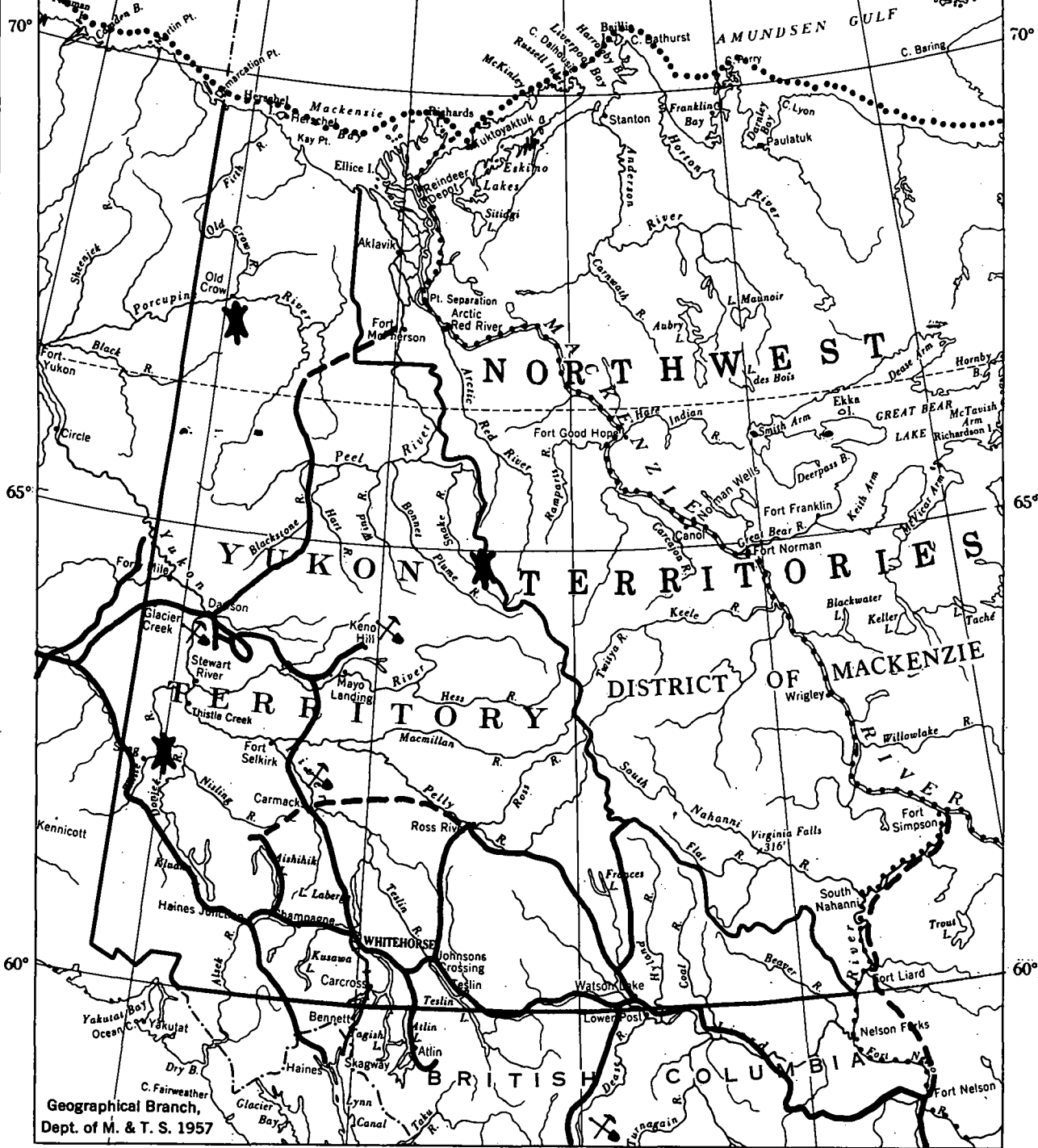
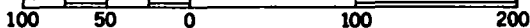
140°

YUKON TERRITORY

TRANSPORTATION AND RESOURCE DEVELOPMENT

- Roads..... Water Routes.....
- Railways..... Mining.....
- Fur Trapping..... Territorial Boundary.....

Scale in Miles



Geographical Branch,
Dept. of M. & T. S. 1957

140°

135°

130°

125°

Its Communications

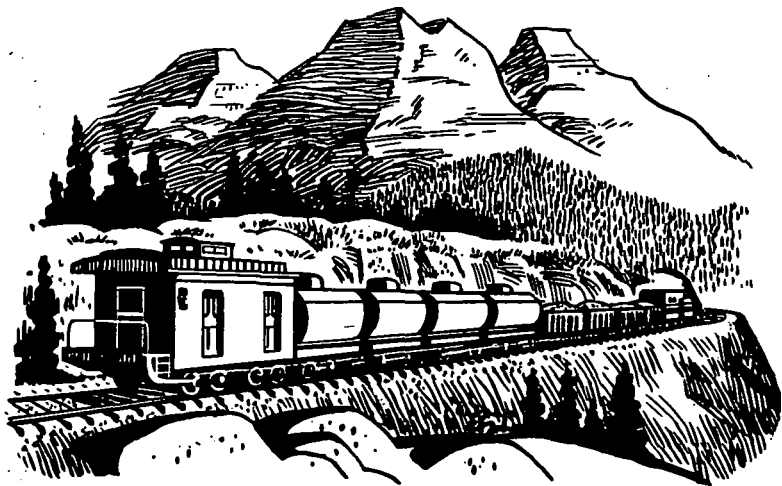
The Canadian National Telecommunications provides facilities for public long distance telephone and commercial telegraph services. In addition, the Northwest Communication System connects with other agencies such as Alaska Communication System for exchange of telephone and telegraph messages with other areas of Northwest Canada, and with all agencies at Edmonton for telephone and telegraph messages to or from any destination. The C.N.T. also has interchange arrangements with the Department of Transport facilities serving aerodromes at Fort St. John, Beatton River, Fort Nelson, Smith River, Watson Lake, Teslin, Whitehorse, Aishihik and Snag.

Its Tourist Attractions

The Yukon is exciting tourist country. Its legendary history, associated with the feverish days of the Klondike gold rush and the "Trail of '98", still lives in the places made famous by countless stories and the poems of Robert Service. The mountains are magnificent, and the rugged, lonely beauty of the dark blue lakes and great rivers open a new world.

For those making use of combined water and railway transportation, the main points of departure for the Yukon are Vancouver, and Victoria, B.C., and Seattle, Washington. Comfortable ships operated by Canadian and United States companies provide a frequent service to Skagway, Alaska. In transit, calls are usually made at Prince Rupert, British Columbia, and at Ketchikan, Wrangell, and Juneau, Alaska.

From Skagway, the White Pass and Yukon Railway follows one of the routes of the early gold-seekers up a deep gorge in the Coast Mountains to the summit of White Pass, situated on the



boundary between Canada and the United States. From the summit the railway descends by easy grades to Lake Bennett, and skirts its eastern shore northerly into the Yukon. The first settlement of any size reached in the Yukon is Carcross, 68 miles from Skagway. From Carcross the railway continues for another 43 miles to Whitehorse, capital of the Yukon.

From Whitehorse many highway motorists and bus passengers take the two-day round trip to Skagway, Alaska, via the White Pass Railroad. Boat excursions on the Yukon River may be arranged in Whitehorse.

In the immediate vicinity of Whitehorse roads lead to the airport, one of the largest in northwestern Canada, the seaplane base above the dam, and Miles Canyon on the Yukon River.

Bus trips to Fairbanks and Dawson Creek, as well as to intermediate points, may be made from Whitehorse with the option of return by airline. Combination trips involving ocean-going vessel, railway and bus line, to points in Yukon and Alaska, may

also be arranged. Charter flights are available at Watson Lake, Whitehorse, Mayo and Dawson. Further information on such outings may be obtained on application to: The White Pass and Yukon Route in Seattle or Vancouver or to the Company's office in Whitehorse, Yukon Territory, or the Yukon Travel Bureau in Whitehorse.

Modern Dawson, gateway to the famous Klondike placer mining field, has not lost the aura of the past. Several of the former hotels and dance halls that catered to the miners of the early days still stand and one can easily go up the Klondike River Valley to the placer workings. From "Midnight Dome" one can view in one great panorama, the headwaters of most of the creeks which have yielded, in the past 50 years, more than \$400,000,000 in gold.

For tourists with limited time at their disposal air services provide a rapid and comfortable means of visiting the Yukon Territory. Flights to Whitehorse are operated daily, except Sunday, from Vancouver and Edmonton by Canadian Pacific Airlines, and twice weekly from Whitehorse to Mayo and Dawson. Pan American Airlines has four weekly flights between Seattle and Fairbanks via Whitehorse. The Canadian Pacific Airlines route



to Yukon follows in part that of the Alaska Highway, which may be seen threading its way through the mountains and along the rivers of Canada's vast northland.

Good accommodation is available in Whitehorse, Dawson and Mayo and at numerous points along the Alaska Highway. Prices of accommodation and meals are usually slightly higher than in principal centres in other parts of Canada.

The Canadian Government has provided twenty free campgrounds and twelve lunch stops along the Highway in the Yukon for the convenience of motorists who carry their own food and other supplies. Parking areas are convenient to cooking shelters. Each location has a fireplace, tables, good water, toilets, and a supply of firewood.

Its Roads in Winter

From November to March the roads are generally good and the hard packed snow provides smooth driving. Then it is very cold. In April and May thawing tends to make the roads soft.

From June to September is the best time for road travel. During October and November the roads are sometimes very slippery in places.

Its Immigration and Customs Requirements

Persons intending to enter Canada to establish a permanent home should first apply to the Director of Immigration, Department of Citizenship and Immigration, Ottawa, Canada, for information on immigration requirements.

United States citizens visiting the Yukon or passing through to Alaska do not require passports, and, as a general rule, if in good health and of good character will experience no difficulty



or delay at the border. They should, however, possess personal identification and proof of citizenship. There is no maximum limit to the amount of money a visitor may have in his possession for personal use but all individuals will be required to satisfy the Canadian Immigration or Customs Officer that they have sufficient funds available for the completion of the journey, as well as for any emergency which may arise.

Motor vehicles in poor condition and old models such as those constructed ten years or more ago will have to be covered by a cash deposit or a guarantee bond for export. A similar deposit or bond is required for house trailer units. The cash deposits are refundable after exportation and the alternative guarantee bonds can be secured at all large ports of entry on the United States-Canada border. The driver of a vehicle, other than the actual owner should carry a permit from the owner and the car registration certificate.

The admission of sporting rifles and shotguns into Canada is permitted. These must be registered immediately with the provincial police. Revolvers, pistols, or other prohibited weapons, which are the personal property of persons travelling by Canadian highway to and from Alaska, may be allowed entry without special firearms import permit if such firearms are placed in a separate container and sealed by Canadian Customs. At the port of exit the seal will be removed by the Customs Officer. Fifty rounds of ammunition per person may be brought into Canada free of duty or deposit.

Dogs are admitted when they are accompanied by a certificate, signed by a licensed veterinarian of Canada or the United States or by a veterinary inspector of the U.S. Agricultural Research Service, certifying that the animal is free of any contagious disease; also, that it has not been exposed to rabies within a period of six months of the date of shipment, or has been vaccinated against rabies within the same period.

Visitors may bring their pet cats with them.

Personal belongings, settler's effects, sporting and camp equipment, radios, musical instruments, still and movie cameras (with six rolls of film and 12 flash bulbs per person), typewriters for personal use, 50 cigars, 200 cigarettes, two pounds of manufactured tobacco, small amounts of perishable goods such as one or two days' food supply per person (except pork and pork products), gasoline and oil sufficient for 300 miles of travel, may be brought into Canada free of duty or deposit. Larger quantities of goods or materials must be transported "in bond"—that is, under seal from the United States-Canada border to the Canada-Alaska border.

Its Outdoor Attractions

For big game hunter in quest of record trophies photographer, angler, explorer and tourist, the Yukon is one of the last

and most rewarding frontiers. Canada's all-time finest moose trophy was taken in the Yukon.



Its Game Hunting

The Yukon's big game season opens August 1st and closes November 30th in each year. A non-resident Canadian licence costs \$50, alien \$100, and entitles the holder to take the following big game: one moose; one caribou either woodland or migratory any age; one sheep either White Dall (inter-grade) or Stone, all of which must be male and over one year of age, and one mountain goat (either sex). Further, one grizzly bear, and either one black or brown bear may be taken. Predators such as wolves, coyotes, wolverines and cougar may be shot at any time. No



trophy tax is charged, and free export permits must be obtained before any trophy or skins can be shipped out of the territory. All non-resident big game hunters must be accompanied by a licensed guide.

Its Spring Bear Hunting

The spring bear hunting season opens May 1st and closes June 15th. Non-resident Canadian special bear licences cost \$25, non-Canadian licences, \$50. This licence entitles the holder to take one grizzly bear and two black or brown bears.



Its Upland and Migratory Bird Hunting

Non-resident bird licences cost \$10, Canadian or non-Canadian. This licence entitles the holder to take the following: ruffed grouse (willow grouse) and blue grouse (open season September 1st to October 31st); ptarmigan, sharp-tailed grouse, Franklin grouse and spruce grouse (open season September 1st to November 30th); bag limit 15 in the aggregate per day, and 30 in the aggregate for the open season. Daily bag and possession limits on migratory birds are announced in the annual regulations usually passed in late July.

Its Trapping

The whole of the Yukon is designated as a registered trapline district. No person may register a trapline unless trapping is one of his main occupations. Registration of traplines is open only to residents of the Yukon and non-resident Canadian citizens.

Its Sports Fishing

Sports fishing is usually good in any clear streams or lakes anywhere in the territory. Arctic grayling may be taken with flies in practically all Yukon streams. Lake trout up to forty pounds, northern pike, whitefish, inconnu, and rainbow trout are found in



the waters of the Yukon River. Licences are required and these may be obtained from R.C.M. Police detachments and from lodges along the Alaska Highway. Resident licences cost \$1.00 and non-resident licences \$2.00.

The following lodges are situated on the large lakes along the Alaska Highway where guides, accommodation, power boats, etc., may be arranged for: Andy Smith, Guide, Mile 804, Teslin; Johnsons Crossing Hotel, Mile 837; Marsh Lake Lodge, Mile 883; Burwash Landing, Mile 1094; Gordon Yardley Fishing Lodge, Haines. Cut-off, at Mile 1025.

Acquisition and Disposal of Land

Territorial lands in the Yukon may be acquired by lease or purchase subject to certain conditions and exceptions. Applications for land may be made to land agents at Whitehorse, Dawson or Mayo, and from the Area Development Officer in Whitehorse.

Commercial Enterprises

Persons planning to operate tourist camps, service stations, or other concessions along the Alaska Highway in Canada are reminded that the tourist business, particularly in this area, is a seasonal occupation. Persons considering the operation of any

business should familiarize themselves with the territorial regulations. For full information on commercial enterprises including specialty shops, or recreational facilities in the Yukon, application should be made to the Commissioner of the Yukon Territory at Whitehorse.

Mining and Prospecting

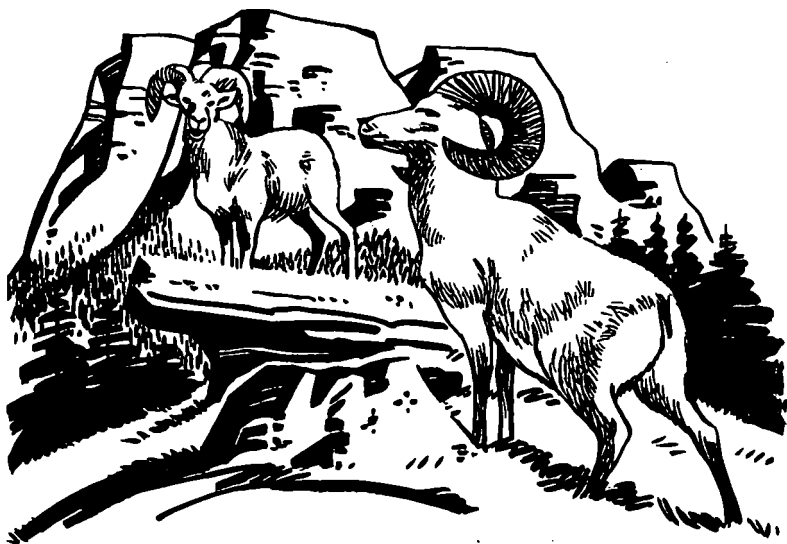
Any person over 18 years of age has the right, with certain reservations to prospect and mine upon lands in the Yukon Territory where the right to mine minerals has not been alienated from the Crown. The fee for recording a claim is \$10. Copies of the Yukon Quartz and Placer Mining Acts, application forms and other mining information may be obtained from the Mining Recorders at Whitehorse, Dawson and Mayo; or, the Commissioner of Yukon Territory at Whitehorse, or, the Resources Division, Northern Administration Branch, Department of Northern Affairs and National Resources, Ottawa, Canada.

Maps

Topographical and geological maps may be obtained from the Surveys and Mapping Branch, Department of Mines and Technical Surveys, Ottawa, or the Resident Geologist at the Federal Building, Whitehorse, Y.T.

Organizations

Many Canadian and international organizations and societies have branches in the Yukon. In Whitehorse there is a Board of Trade, a Yukon Chamber of Mines, a chapter of the I.O.D.E., a Kiwanis Club, a Lions Club, an Elks Club, Masonic Lodge, Royal Purple, Eagles, Oddfellows, Rebeccas, Order of the Eastern Star, the Royal Canadian Legion and the Yukon Historical Society and Historical Museum. In Mayo, the Canadian Institute of Mining and Metallurgy has a branch and there is a Chamber of Commerce. A Chamber of Mines operates in Dawson.



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