

**The Ridge Road :
The First Territorial Road
in the Yukon**



FC
4022.3
.R62
1995

YWL00000394

FL40223

.R62

1995

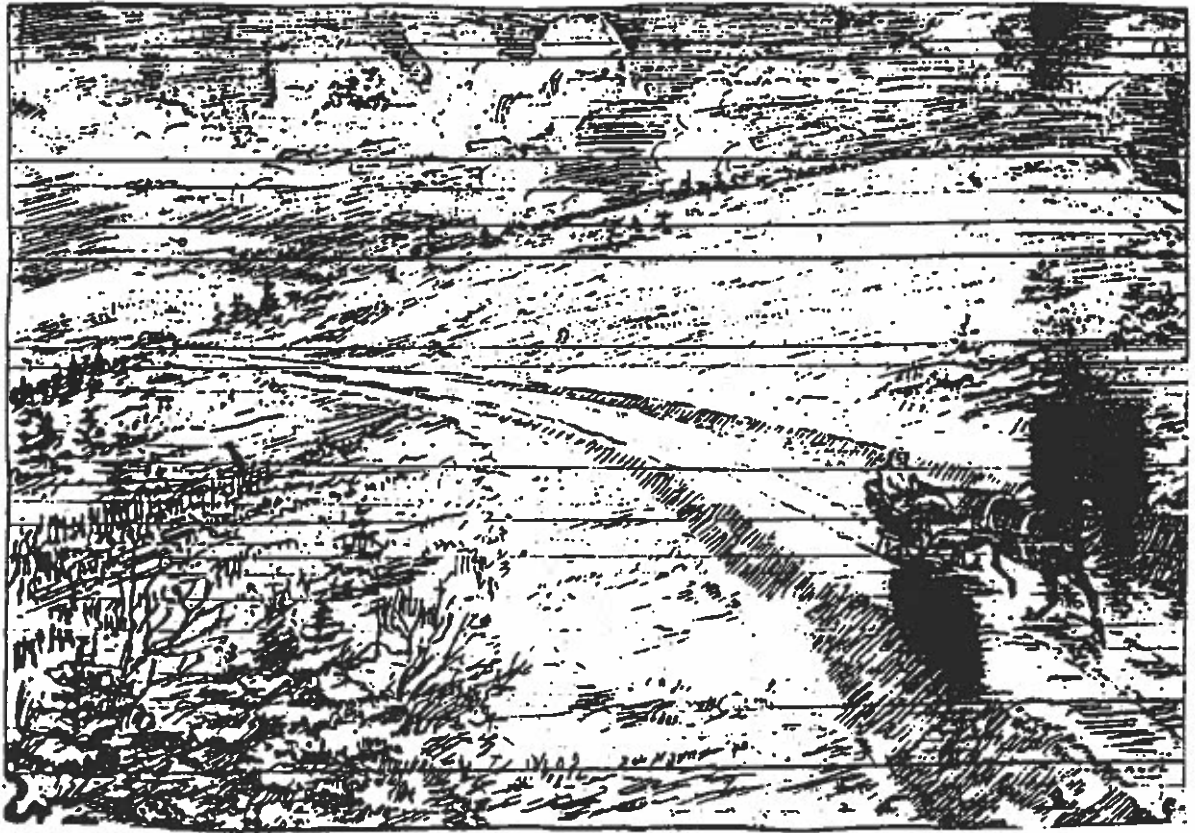
The Ridge Road:
The First Territorial Road in the Yukon

Financial Support provided by :
Heritage Branch, Yukon Government
A Northern Research Endowment Fellowship from the Norther Research Institute, Yukon College

Sponsored by the Dawson City Museum and Historical Society

Sally Robinson
December 1995





The Ridge Road

Drawing from the *Klondike Nugget*, Nov. 1, 1899.

Preface

"The Ridge Road: The First Territorial Road in the Yukon," is a general history. "Appendix A" is a description of various points of interest along the road. This section was produced as a basis for informational signage along the proposed Ridge Road Hiking Trail. Part of this project involved field work on new sites identified as a result of the historical research. The field work and subsequent processing was done by Greg Skuce and Barbara Hogan. "Appendix B" is the Field Report and Recommendations written by Barbara Hogan and Greg Skuce. Maps, drawings and photographs of the new sites have been added to the Heritage Branch, Historic Sites Inventory.

Ridge Road

- 1 - Upper Ferry
- 2 - Watchman's Cabin, Yukon Ditch
- 3 - 8 Mile Roadhouse
- 4 - 11 Mile, Murray's Roadhouse
- 5 - 15 Mile, The Halfway Roadhouse and Mohr's Roadhouse
- 6 - Beamish & Cummings
- 7 - The Barney Hotel
- 8 - Soda Station
- 9 - The Flag Roadhouse
- 10 - McCarty's Roadhouse
- 11 - The Dome
- 12 - Sulphur Springs Roadhouse
- 13 - The U.S. Roadhouse
- 14 - Williams Roadhouse
- 15 - Jo-Jo Roadhouse



History of the Ridge Road

Introduction

Population numbers, available money, northern geography¹, public demands and the reluctance of the federal government to put money into a gold rush boom town area influenced the system of roads that evolved in the Klondike.

The main function of the road house was to feed and house the travelling public and their beasts-of-burden, be they horse, mule or dog. In the early years, the very bad condition of the roads encouraged roadhouse keepers to build at short distances from one another. Travel was slow and difficult as the earliest grades and switchbacks were hard on the animals. As the roads improved, there was less need for travellers to stop as often and a successful roadhouse turned to providing spring beds and entertainment to attract clientele.

The road house proprietors played a major role in building roads and trails to the gold bearing creeks. Many had resources past those of a simple restaurant or lodging establishment. For example, McCarty & Co. put in the road along upper Bonanza to connect with the ridge road. It was to the advantage of the roadhouse proprietor to have the best road possible. Some roadhouse owners were also freighters who warehoused supplies and hauled to remote areas. Some roadhouse proprietors ran stores as part of their businesses. Frank Cleveland owned three stores in conjunction with roadhouses, one of them on the Ridge Road, and operated a lumber mill and freighting business. Emile Mohr opened a roadhouse and two stables on the Ridge Road and had at least three retail stores in Dawson and the creeks.

The road houses provided food and lodging for miners, prospectors and road crews who might stay in an area for weeks, months or years. They provided entertainment for those who lived in the area by housing a bar, holding dances and/or sponsoring debates. In the early years, prostitutes worked in some establishments. Many roadhouses stocked basic supplies and, in at least one case, housed the post office.

Before the Ridge Road

In 1897, the population was small and the hand mining equipment was light and easily moved. Most of the freight was food and wood for thawing shafts, building cabins and sluice runs. There

¹ In his 1903 report, Thibaudeau, the Territorial Engineer, recommends that foremen who have proved themselves skillful should be given job preference, as the conditions governing road construction in the territory differed from those of any other country. Yukon Archives, Gov 1611 YRG 1 Series 1 Vol 5 f.280d. Report from the Office of the Territorial Engineer, Feb. 2, 1903.

was one trail to the gold fields, built by men hired by the pack train owners, and freight was ferried across the Klondike River. The freight rate was one cent per pound per mile. A recommendation on *The Annual Report of the Department of the Interior for 1897* calls for the government to assist in building roads, as the mud and water was knee-high along the "highway" in August of that year. Several deputations called on Thomas Fawcett, as gold commissioner, to appropriate government money for road building but Fawcett did not have the authority.²

1898 brought a flood of people to the Klondike and various routes opened up to the gold fields on Eldorado, Bonanza, Hunker, Sulphur, Dominion and Eureka creeks. The difficult section from Dawson to the mouth of Bonanza was bypassed by the Bonanza creek ferry during that summer.³ There was also a toll bridge between Dawson and Klondike City that led traffic to the creeks along a boggy trail. The freighters could not use the narrow bridge and in October of 1898 were crossing the Klondike 200 yards below.⁴ The miners, "a small army of laymen"⁵, had to carry their own outfits and supplies. Many men were prospecting along Hunker and Dominion creeks that summer. Roadhouses and stores were rare.⁶ A prospector had to pack his blankets and provisions and the length of his stay depended on the amount he could carry.⁷

A trail was in existence along the ridge where the road would eventually be built. A trail from Grand Forks and Bonanza Creek cut up to the ridge along Carmack's (or McCormack's) Fork. This trail met the ridge trail at McCarty's roadhouse by the "old flag pole" and then continued to Dominion or Sulphur creeks.⁸ Freight for Sulphur and Quartz creeks would leave Hunker and follow Gold Bottom to the ridge where a rope was in place and four separate roadhouses were under construction. Two of these roadhouses expected to operate rope tramways.⁹ The winch from one of these tramways is still in place and can be seen from the present-day Upper Bonanza road. The Dome roadhouse became the best known of these roadhouses.

² Extracts from "Reports of Thos. Fawcett, D.T.S. Dawson, 17th August, 1897." *Annual Report of the Department of the Interior for the Year 1897*. Ottawa Queen's Printer. 1898.

³ *Klondike Nugget*, July 12, 1898.

⁴ *Klondike Nugget*, Oct. 29, 1898.

⁵ *Klondike Nugget*, Oct. 26, 1898.

⁶ There were enough roadhouses that, in December, 1898, a licence fee was set at \$250 for the duration of the year ending June 1, 1899. *Klondike Nugget*, Dec. 7, 1898.

⁷ *Dawson Daily News*, Aug. 25, 1899.

⁸ *Dawson Daily News*, Nov. 24, 1899.

⁹ *Klondike Nugget*, Oct. 26, 1898.

In the spring of 1898, a packing trail was partially constructed up the Bonanza valley, following an old trail, at the cost \$18,000.¹⁰ A good trail from the Alaska Commercial Co.'s store to Claim No. 60 below discovery on Bonanza was advertised as the shortest, best and most popular trail during the summer of 1898¹¹. By the time of William Ogilvie's arrival in September 1898, this road had fallen to same fate as the original trail and mining operations had rendered the route impassable.¹² As winter approached and more supplies were needed, the demand for a freighting route grew stronger.

The *Nugget* predicted that the most freight would be carried by way of the Klondike river to Hunker Creek. Freight for Dominion Creek would go over the divide at the top of Hunker. A considerable amount of trail building was done over the winter of 1898 by roadhouse keepers hoping to divert traffic to their establishments.¹³ A trail followed the Klondike River up to a cutoff half way between Bear and Hunker creeks. It then followed Hunker Creek up the left fork and over a divide into either Sulphur or Dominion creeks. In November 1898, the Yukon Council granted Messrs. Howard and Buck the right to build and maintain a rope cable and hoist tramway over the Hunker summit into Lombard Pup on Dominion Creek. The hoist had a ton capacity and saved a day's time for the freighters.¹⁴

The Hunker route was difficult in all seasons. The approach trail along the Klondike valley was very narrow near Bear Creek, where the Klondike River cut close to a bluff. A narrow shelf formed the path. In the fall of 1899 a slide took most of the trail into the river and forced the trail straight up the bluff. The trail was very dangerous until the river froze. After freeze-up, the thickness of the ice here was unreliable. The Hunker trail was almost impassible in the summer due to swampy ground and the Hunker summit was a barrier to hauling freight. Despite this, a fall edition of the *Klondike Nugget* reports that the trail to lower Dominion along Hunker Creek was filled with hundreds of men packing and sledding their winter outfits to their claims.¹⁵

The trip was getting more comfortable for the miners as roadhouses sprang up that year as far as

¹⁰ Report from William Ogilvie to the federal minister of the Interior, Sept. 20, 1899. Sited in Eric Johnson's manuscript "The Klondike Mines Railway", p.9.

¹¹ *Klondike Nugget*, July 12, 1898.

¹² Report from William Ogilvie to the Federal Minister of the Interior, Sept. 20, 1899. Sited in Eric Johnson's manuscript "The Klondike Mines Railway", p.9.

¹³ *Klondike Nugget*, Dec. 7, 1898.

¹⁴ *Klondike Nugget*, Nov. 12, 1898.

¹⁵ *Klondike Nugget*, Nov. 5, 1898.

Claim No. 29 below upper discovery (near the mouth of Portland Creek) on Dominion Creek.¹⁶ People no longer had to camp along the trail to Dominion and Gold Run creeks, which were thoroughly prospected that winter.¹⁷ H. H. Scott and party took two days to travel from Dawson to their destination on Sulphur Creek. With a load of around 300 pounds and temperatures between 26 and 28 below Fahrenheit, they went as far as Gold Bottom the first night. Supper, lodging and breakfast was \$7.00 for three people.¹⁸

Pack trains were now a common sight along the trails, loaded down with supplies for individuals and stores. Stores were almost as common as roadhouses and miners and prospectors did not need to carry anything if they had the money to buy supplies along the way.¹⁹

In July 1898, Hill H. Henning applied to the Yukon Council for the right-of-way and timber permits to build along the Bonanza Valley.²⁰ Wooden rails set along a prepared road bed would allow horse-drawn wagons to move easily up and down the valley. This much-anticipated tramway promised to carry freight to the summit of the big divide (at the Dome) for ten cents a pound. The miners believed even if the tramway was not finished that winter, the trail would be much improved for the freighters, and freight costs would go down. By October 1898, there were two routes up Bonanza. The new tramway road was rough but following the smoother creek bed was longer. Most people used the tramway bed from the Klondike river to Victoria Gulch.²¹

In October 1898, Henning had run out of money and Thomas O'Brien, a businessman from Klondike City, became involved in the project.²² In November, O'Brien and Henning were issued an extensive license by the Yukon Council for a pole tramway. O'Brien invested a reported \$30,000 in the roadbed, which had been built by H. M. Henning, and received a three-quarter share of the company called the Pioneer Tramway. The license allowed them the exclusive right-of-way, until Sept. 1, 1900, over Bonanza, Dominion, Sulphur, Bear and Hunker creeks. The company was also allowed the right-of way over any claim, the right to cut timber

¹⁶ Dominion Creek has two discovery claims which divide the creek into upper and lower Dominion.

¹⁷ *Klondike Nugget*, "Over the Divide to Dawson"

¹⁸ Diary of H.H. Scott, 1898/99. "Batavia Party" of Batavia, New York. National Archives of Canada.

¹⁹ *Dawson Daily News*, Aug. 15, 1899.

²⁰ Johnson, Eric. "The Klondike Mines Railway", p.7.

²¹ *Klondike Nugget*, Oct. 26, 1898.

²² Johnson, Eric. "The Klondike Mines Railway", p.7.

for a roadbed, bridges and buildings and to use vacant government land. The government endorsed the project and the installation of toll houses and guards along the route.

The miner's trail up Bonanza was largely taken over by the Pioneer Tramway Co., much to the resentment of the miners who called it the "Grand and Original Grafting Concern". The problem occurred at the creek crossings where new bridges interfered with traffic on the creek bed. The *Klondike Nugget* took up the battle and dubbed the road "the tramway without a tram".²³ The *Nugget's* major complaint was that the company violated its license as it did not try to build a tramway but merely flattened an easily constructed winter road and charged for its use.²⁴ The *Nugget* was so incensed by the situation that the paper took the matter to court.²⁵ It came out in court that Ogilvie, seeing a solution to the roads problem, had written a letter to O'Brien granting the right to construct a tramway or a roadway. In any case, the courts decided that the Pioneer Tramway Co. had no authority to collect tolls on federal lands and the toll road was declared illegal.²⁶

During the winter, the frozen ground made travel easy along the valley floor. By December 1898, a daily stage, providing plenty of fur robes, was running to Grand Forks. "No more walking to the Forks".²⁷

Winter travel was easy compared to summer and it was the freight costs during the summer of 1899 that were of most concern to the miners and the Dawson businessmen. The technology of mining was changing quite dramatically at this time. Very good gold prospects had been found on the more remote creeks, along Dominion Creek in particular. Steam thawing equipment was replacing fires as a means of melting the permafrost during the mining process. The hundreds of men employed along the creeks during the winter of 1898 was predicted to rise to at least a thousand.²⁸ The new machinery was more efficient and allowed more men to accomplish more work. The *Dawson Daily News* reported that it cost more to ship from Dawson to the creeks than it did to ship from London to Dawson. One hundred per cent, on average, was added to the cost of goods. As a result, the miners would only buy necessities, and then, only in an emergency.²⁹

²³ *Klondike Nugget*, Nov. 30, 1898.

²⁴ *Klondike Nugget*, Jan. 7, 1898.

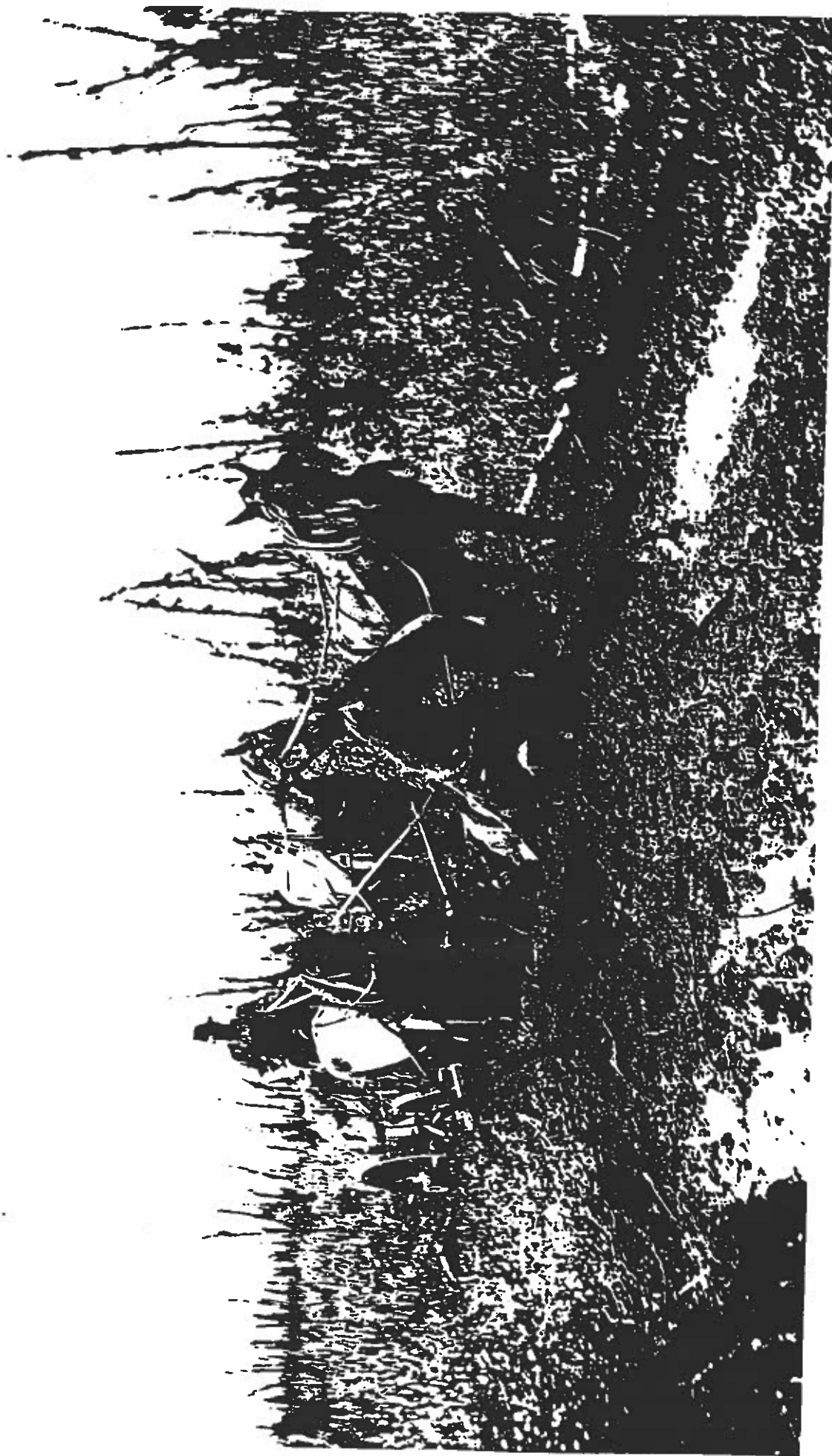
²⁵ *Klondike Nugget*, Feb. 4, 1898.

²⁶ *Klondike Nugget*, Feb. 15, 1899.

²⁷ *Klondike Nugget*, December 10, 1898.

²⁸ *Dawson Daily News*, Aug. 25, 1899.

²⁹ *Dawson Daily News*, Aug. 23, 1899.



Trouble on the creek roads.
Yukon Archives, Schellinger Coll. #5924

By 1899 most of the miners along Dominion, Sulphur and Gold Run creeks were using steam to thaw the ground and run hoists or self-dumping equipment. The rich creeks closest to Dawson required less equipment to be successful but even the miners along Bonanza were starting to use hydraulics and required miles of heavy pipe and pumps. The freight had to go by wagon and the roads were too narrow and too boggy to support the weight.

The Miner's Association attempted to secure improvements. After their presentation to Commissioner Ogilvie and the Yukon Council³⁰ a trail was surveyed up either Bonanza or Hunker creek³¹. However, the Yukon Council was reluctant to commit much money to road building outside Dawson City as all revenues from the creeks went to the federal government. A typhoid epidemic caused by the conditions in town demanded money be spent on health care and storm sewers.

Ridge Road Construction

On July 13th, 1899, the Yukon Council committed themselves to constructing a series of roads or trails to the prominent gulches of the Klondike district and ten thousand dollars was voted to start the work immediately. The work was to proceed under the control and supervision of Commissioner Ogilvie. The proposed routes included a substantial wagon road to Grand Forks and then a trail up Bonanza Creek and over the grade to Dominion Creek. Another trail was proposed up the Klondike and Hunker valleys to discovery on Hunker Creek. Both roads and trails were to be built up on the sides of the valleys, in dry, hard ground.³²

The Council, however, did not have enough money to build all these roads at once. It announced that one road would be built along the ridge east of Bonanza Creek to a point on Dominion Creek. The Ridge Road would follow the old trail almost exactly from the top of Carmack's Forks, the site of McCarty's first roadhouse. The trail route went over the domes and the road would go around them.³³ This was the best road to start with for many reasons. For the most part the route was on good ground and followed at least part of an existing trail and so construction would be fast and not very expensive. The route was central to both Hunker and Bonanza creeks, so spur roads could allow access to both creek bottoms, and would lead directly to the more distant creeks draining into the Indian River. The route was not without faults,

³⁰ *Klondike Nugget*, Nov. 5, 1898.

³¹ *Klondike Nugget*, Jan. 18, 1899.

³² *Klondike Nugget*, July 15, 1899.

³³ *Dawson Daily News*, Nov. 29, 1899.

however. Many grades were more than 9 degrees.³⁴ There was no resident mining population on the ridge except a few men prospecting for hard rock gold. For the majority of miners, the route seemed circuitous and would therefore cause increased freight charges.

When the miners protested the Ridge Road, the Council responded by agreeing that although the road would not benefit miners on Bonanza or Hunker creeks, roads in the valleys would not be built until 90% of the affected miners would bind themselves to respect the right-of-way, and maintain it in good condition. Captain Belcher of the NWMP was charged with canvassing the miners but before the survey of miners was complete, the bids were let for construction of the Ridge Road.³⁵

Due to the limited amount of money available, the construction tenders were to show a specified rate per mile and the Council reserved the right to construct only as much road as there was money for.³⁶ This meagre proposal was soon augmented as the Yukon Council received help from the federal government who agreed to a special appropriation to improve the roads.³⁷

Based on the knowledge that more money was now available, The *Dawson Daily News* argued that two roads should be built. One would follow Bonanza Creek, with a branch up Eldorado, to climb the relatively gentle McCormack's (Carmack's) Forks incline and then continue on to Sulphur Creek. Another main trail would follow Hunker Creek over the divide to Dominion Creek. On the way to the undoubtedly important outlying creeks, the roads would serve the miners who have contributed some four-fifths of the taxes. The *News* argued further that the valley routes were sheltered in the winter and already provided with roadhouses. The proposed 35 miles of Ridge Road, on the contrary, was at least two and a half miles away from any habitation or mine. The *News* predicted that the route would be drifted closed for most of the winter and the cheapness of building a ridge road would be evenly balanced by its inconvenience.³⁸

Another factor in this discussion was the toll road up Bonanza Creek. During the summer of 1899, Thomas O'Brien & Co. had obtained the right from the Federal Government to build a

³⁴ Yukon Archives, Gov 1611 YRG 1 Series 1 Vol 5 f.280d. Report from the Office of the Territorial Engineer, Feb. 2, 1903.

³⁵ *Klondike Nugget*, Aug. 19, 1899.

³⁶ *Ibid.*

³⁷ *Dawson Daily News*, Aug. 23, 1899.

³⁸ *Ibid.*

tramway³⁹ or railway to various points on the creeks.⁴⁰ The charter specified an area including the Yukon River from the mouth of the Indian River, and from Dawson City to all the creeks in the Klondike and Indian River districts.⁴¹ Messrs. Maxwell, Matheson, Roberts and McLean surveyed the creeks and, learning a lesson from the past, decided that as mining on the creeks would interfere with the right-of-way and vice versa, the route would follow the hillside at a low elevation.⁴² The *Dawson Daily News* charged that Ottawa was interfering to prevent a public road being built even though such competition would keep freight prices low.⁴³ O'Brien was working on the old horse-tramway road, to reinstall the toll houses, when a message from Ottawa stated that no toll could be collected until the tramway was completed.⁴⁴

The Yukon Council, meanwhile, was upgrading the access route out of town. The road from Dawson to the creeks had followed First Avenue along the waterfront to the Klondike River bridge. Fearing that this road would be flooded during the spring melt, the Yukon Council appropriated \$3,500 to build a bridge across the slough on Fifth Avenue and open up a road from Third Avenue to Church Street and then along Fifth Avenue through the government reserve to the Klondike bridge.⁴⁵ At the same time, new sidewalks were constructed around the city and the boom town was achieving an air of permanent stability.⁴⁶

In contrast, the specifications on the Ridge Road describe a fairly modest endeavor. The road "shall be ten feet wide on top, with easy slopes, the brush shall be cleared 40 feet wide and the brush burned. All portions of the road requiring no grading shall have the roots grubbed out six inches below grade and stones shall be removed for the same depth. In moist places brush will be used for a covering with corduroy on top, and avenues for the escape of water made. Where the ground has small knolls, ditches are to be cut through and a good level maintained as a

³⁹ The nature of O'Brien's project was changing as time went on. At this point the electric tram line would have the facilities of a metropolitan street car and would run through the city as well as up the creeks.

⁴⁰ *Dawson Daily News*, Aug. 23, 1899.

⁴¹ *Klondike Nugget*, Sept. 30, 1898.

⁴² *Klondike Nugget*, Aug. 30, 1898.

⁴³ *Dawson Daily News*, Aug. 23, 1899.

⁴⁴ *Klondike Nugget*, Oct. 21, 1899.

⁴⁵ *Dawson Daily News*, Aug. 19, 1899.

⁴⁶ *Klondike Nugget*, Aug. 19, 1899.

covering for the roadway, but small stones shall be used whenever possible."⁴⁷

While the construction of a Ridge Road to the outlying creeks was assured, the fate of the Bonanza and Hunker valley roads was less so. Captain Belcher had surveyed those miners who were in the country and submitted a report to Commissioner Ogilvie proclaiming overwhelming support for a gulch trail. The miners were willing to grant a right-of-way on their claims and were unanimous in pledging aid for immediate construction. The season for road building, however, was fast coming to a close.⁴⁸

In an interview with a *Nugget* reporter, Commissioner Ogilvie explained his reluctance to construct roads in the valleys. While saying that the creek trails would be constructed if the majority wanted it, Ogilvie made it clear that he did not believe the miners would respect the right-of-way, for all they might say they would. Ogilvie used two examples. One trail over the hills to Bonanza, constructed in 1897, was obliterated. Another trail, built up Bonanza in 1898 which cost \$22,000 [sic] was also destroyed by mining activity. Ogilvie certainly had a point. The Bonanza toll road, although not mentioned by Ogilvie, suffered the same fate and even today the Bonanza road is hardly ever in the same place two years in a row. The present-day miners are obliged to relocate the road if they want to mine the ground and this arrangement has been successful. Ogilvie went on to explain that many permits for hydraulic mining had been given to miners along Bonanza and it was not known how this new type of mining would interfere with a creek trail.⁴⁹ Ogilvie ended his interview by apologising for not building trails sooner and blamed a lack of money. The care of the poor and sick during the winter of 1898 had taken nearly \$100,000, according to Ogilvie, or \$50,000 would have been put towards road building.⁵⁰

The *Nugget* also interviewed Colonel Steele, another member of the Yukon Council. He agreed that although the gulch trails would be built, the Ridge Road would go ahead in an effort to reach the more distant creeks and new districts opening up.⁵¹

There were also complaints from those who wished to bid on the Ridge Road. The lack of a

⁴⁷ *Ibid.*

⁴⁸ *Klondike Nugget*, Aug. 26, 1899.

⁴⁹ It is ironic that the end products of mining dumped on or near the Bonanza road made good road building material accessible where none had been before.

⁵⁰ *Klondike Nugget*, Aug. 16, 1899.

⁵¹ *Klondike Nugget*, Aug. 26, 1899.

regular survey, profiles and the vague specifications complicated the estimates.⁵² In any case, there were 25 bids for the construction of the Ridge Road and two contracts were awarded after the bids were opened. Petterson & Cleveland won five miles at \$1,900 per mile and Fraser, Fawcett & Cameron won six miles at \$1,750.⁵³ Only eleven miles were awarded because of money and time constraints.

Work commenced immediately because winter was fast approaching. J.O. Patterson & J.H. Cleveland started with an eighty-man work crew and are variously described as beginning on the south bank of the Klondike river, nearly opposite the lower ferry connecting to the existing trail⁵⁴, and beginning at the end of the old Klondike tramway⁵⁵ and ending on the ridge parallel to Bonanza. They expected to complete this section in 20 days.⁵⁶ Fraser, Fawcett & Cameron would build six more miles of road past this point.⁵⁷

F.A. Cleveland was already looking ahead to the completion of the road and the opportunities it would bring as he purchased Peter Annance's interest in a teaming business.⁵⁸ In November 1898, Frank Cleveland was also a part owner of the Dome Roadhouse.⁵⁹

The Bartlett Bros., famous for their freighting done on the Chilkoot trail, were also anticipating the road. They had built a large two-story hotel at Caribou City, where the Ridge Road would intersect Dominion Creek, and were building a store in September 1899. They planned to run a daily stage from Dawson during the winter. The new "city" was predicted to rival Grand Forks.⁶⁰

The decision to build only a short section of this controversial ridge road brought a blast of derision from Grand Forks. "What a useful piece of machinery Mr. Ogilvie's eleven miles of ridge road will be during the coming winter - a section beginning nowhere and ending nowhere. What admirable prudence, sagacity and resignation in spending the people's money. How

⁵² *Dawson Daily News*, Aug. 25, 1899.

⁵³ *Klondike Nugget*, Aug. 30, 1899.

⁵⁴ *Klondike Nugget*, Sept. 2, 1899.

⁵⁵ *Dawson Daily News*, Aug. 31, 1899.

⁵⁶ *Ibid.*

⁵⁷ *Klondike Nugget*, Sept. 2, 1899.

⁵⁸ *Dawson Daily News*, Sept. 2, 1899.

⁵⁹ *Klondike Nugget*, Nov. 1, 1899.

⁶⁰ *Klondike Nugget*, Sept. 6, 1899.

grateful we should all be for such a wise administration! Bow down ye people and worship; Ogilvie forever."⁶¹ The Ridge Road was nicknamed "Ogilvie's folly", "the air-line road"⁶² and a Parachute road built "so that our local government may ride the ridges without coming in contact with the great unwashed masses".⁶³ Grand Forks was particularly worried about a "mysterious" line, on the site plan, connecting the Ridge Road with the Forks over a descent of 1500 feet. This was jokingly thought to be an aerial tramway, as it was too steep for a road.⁶⁴

It was more likely the infusion of the federal money than a response to the above oratory that was responsible for the governments speedy action in letting the remainder of the contracts on the Ridge Road so that 31 miles would be built that season. J. H. Sutton won five miles at the end of Fraser, Fawcett and Cameron's portion, at \$1,950 per mile; J. H. Seely was awarded the next ten miles at \$1,900 per mile and Patterson and Cleveland got the last five miles. Sutton and Seely were expected to hire between 150 and 200 men.⁶⁵

The men who built the Ridge Road had varying backgrounds. Dr. J.H. Cleveland was experienced in large moving and construction projects in the United States. He built the breakwater at Ashland, Wis., a \$50,000 job calling for 250,000 cubic feet of stone. He also moved a sandstone monolith, 115 feet by 10 square, an attraction at the Chicago World's Fair.⁶⁶ Sutton was from New Castle, New Brunswick and had emigrated to Alaska in 1897. He freighted Canadian Government provisions over the passes and in the spring of 1899 brought a consignment of provisions to Dawson which he sold at a profit. Sutton paid \$8 per day, a very good wage for the time, to his unskilled workers.⁶⁷

While there is no record of further contracts being awarded, a column in the Sept. 16, 1899 *Nugget* remarks that Patterson and Cleveland had finished their 15-mile contract ending at the mouth of Gold Bottom Creek. It is likely that the company had received a contract to construct a spur road from the Ridge Road down to Hunker Creek (five miles)⁶⁸ and then received a further contract to construct a road from Grand Forks connecting to the Ridge road (six and a half

⁶¹ *Dawson Daily News*, Sept. 2, 1899.

⁶² *Dawson Daily News*, Sept. 12, 1899.

⁶³ *Klondike Nugget*, Oct. 4, 1899.

⁶⁴ *Dawson Daily News*, Aug. 31, 1899.

⁶⁵ *Dawson Daily News*, Sept. 2, 1899.

⁶⁶ *Dawson Daily News*, Aug. 31, 1899.

⁶⁷ *Klondike Nugget*, Nov. 1, 1899.

⁶⁸ *Dawson Daily News*, Sept. 16, 1899.

miles).⁶⁹

A *Dawson Daily News* column on September 20, 1899 announced that the Ridge Road was completed between the mouth of Bonanza and McCarty's roadhouse at the old flag pole.⁷⁰ McCarty first opened this roadhouse on June 1, 1899 at the junction of the Old Carmack's Forks and ridge trails.⁷¹ The September 20th report was written from Halfway House, at the divide between the west fork of Flannery Cr. and the west fork of Last Chance Creek, where Patterson and Cleveland had their mess tent and headquarters.⁷² Halfway House may date from the road construction as it is approximately half way along the Ridge Road from the mouth of Bonanza Creek to Caribou City.

The Ridge wagon road was completed as far as the head of Dominion Creek by Sept. 28, 1899 and a spur road was under construction to Hunker Creek on the Gold Bottom ridge.⁷³ The Ridge Road was completed with three branches, one to the Forks, one to Hunker Creek by the Gold Bottom ridge and one to Dominion Creek by way of Caribou Creek by Oct. 13, 1899.⁷⁴ From Oct. 31, 1899 to Jan. 12, 1900, Paul Dumais, D.L.S., surveyed the Ridge Road and the branch road to Gold Bottom plus a route on the ridge from the top of Caribou Creek to the top of Gold Run Creek. Not surveyed at this time was the branch road to Bonanza Creek and a stretch of two miles from Dawson to the Lower Ferry on the Klondike River.⁷⁵

Ridge Road Roadhouses

In addition to his survey of the road, Dumais did a location survey of seven concessions of ten to twenty acres applied for by the proprietors of roadhouses along the Ridge Road. The roadhouse proprietors paid \$75 each for this service.⁷⁶ During his work tour, Dumais and his party boarded at these roadhouses and some of the proprietors freighted the camp from place to place. The Bartlett Bros., for example had two establishments, one at Gold Bottom and one at Caribou City

⁶⁹ *Dawson Daily News*, Sept. 20, 1899.

⁷⁰ *Ibid.*

⁷¹ *Dawson Daily News*, 1902 *Golden Cleanup Edition*.

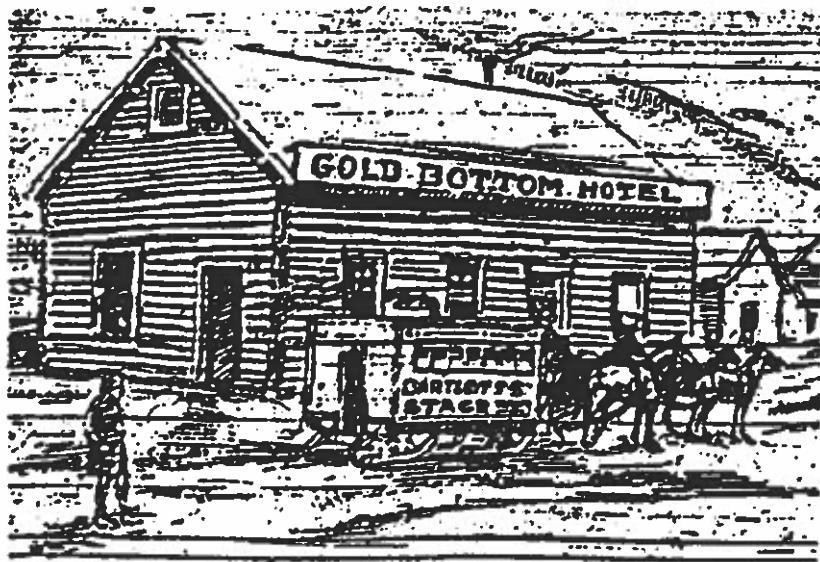
⁷² *Dawson Daily News*, Sept. 20, 1899.

⁷³ *Dawson Daily News*, Sept. 28, 1899.

⁷⁴ *Dawson Daily News*, Oct. 13, 1899.

⁷⁵ Yukon Archives, Gov 1621 f.2314. Statement of cost of survey of wagon road from Klondike River to Dominion Creek, by Paul T.C. Dumais, DLS.

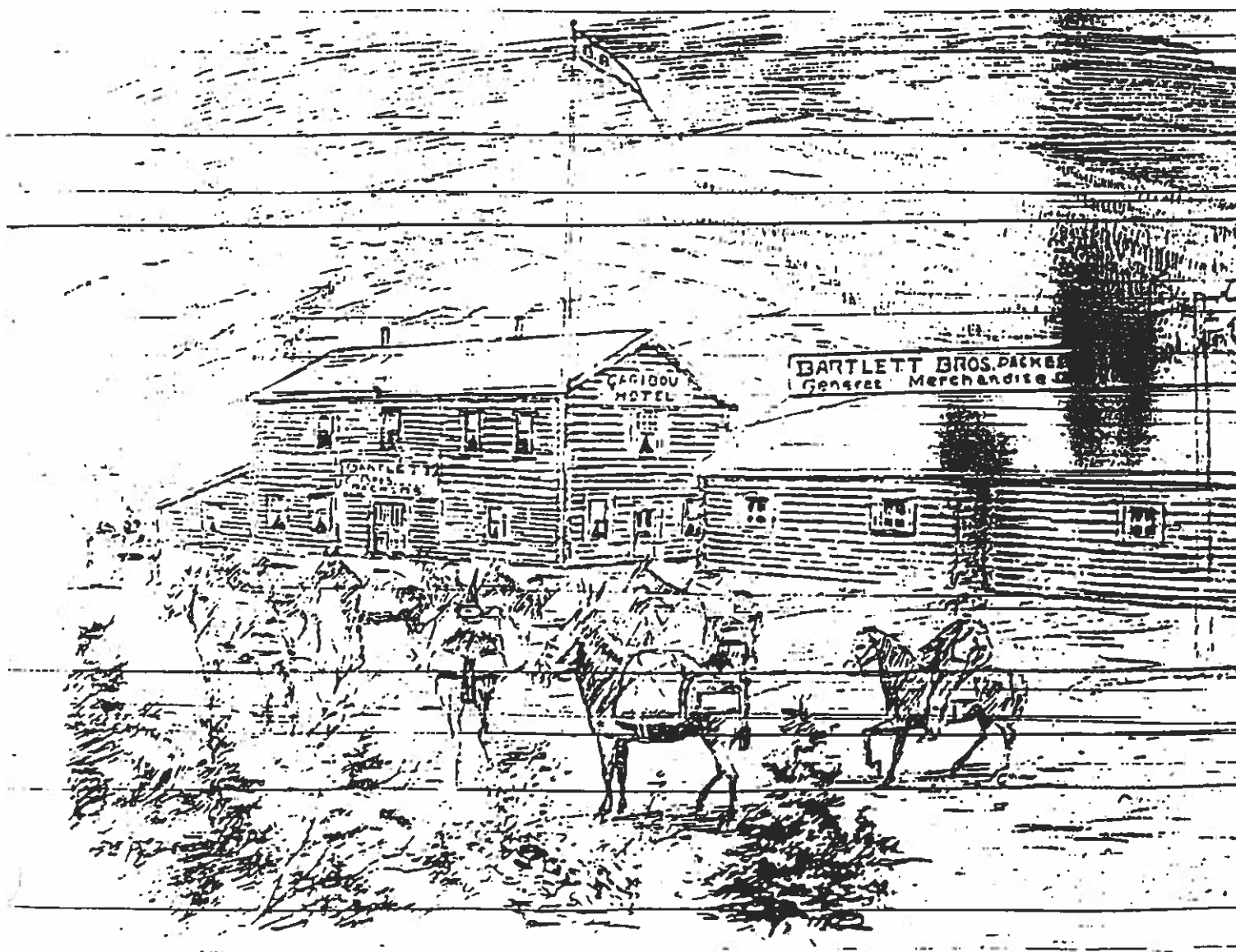
⁷⁶ *Ibid.*



In 1899 the Bartlett Bros. replaced their tent operation at Gold Bottom with a large new building, the Gold Bottom Hotel.

The Bartletts also built a large two-story hotel and a store at Caribou City in 1899. They ran a daily stage from Dawson during that w

Drawings from the Klondike Nugget, Nov. 1.



and Dumais purchased board, lodging and passage on the road and to Dawson, from the company. The party ate at Capt. J. R. Murray's Road House and purchased board and lodging at Hersburg & West's Flag Road House, the Jo-Jo Hotel, the Dome Roadhouse and the 8 Mile Road House. W.W. Irwin of the Half Way House provided room and board and also moved the survey camp for Dumais.⁷⁷ The newest of these roadhouses was probably the Flag as the Misses Hersberg and West built a roadhouse about four miles from the head of Sulphur Creek, just after the road was finished.⁷⁸ The oldest and best established was probably the Halfway House in existence on the old trail before the Ridge Road was built.

The finishing of the Ridge wagon road led to a rash of other roadhouses opening up. Mrs. Phiscater, Mrs. Smith and Mr. Crab leased the McDonald building at Gold Bottom in order to operate a road house.⁷⁹ The Bartlett Brothers had been operating out of a tent at Gold Bottom, but now they had a large new building, the Gold Bottom Hotel. The hotel opened on Nov. 8, 1899 with a dance. The Bartlett Brothers ran two two-horse teams and three four-horse teams with sleds from Dawson loaded with high-rollers for the occasion.⁸⁰

After the Ridge Road was built, L. J. McCarty moved his roadhouse from the junction of McCormack's Forks and the old ridge trail to Claim No. 96 above discovery on Bonanza Creek. McCarty & Co. shortened and improved the O'Brien tramway trail⁸¹ from Grand Forks up Bonanza to McCormack's Forks. The company then constructed a trail four miles further and past Claim No. 96 where it ascended the hill on an easy grade, to reach the summit and the Ridge Road three miles on the Dawson side of the Dome. The *News* predicted that this new road would divert all traffic for Sulphur and Dominion creeks from the old McCormack's road.⁸² This new road route to Dominion and Sulphur did prove to be more convenient and it is now called the Upper Bonanza Road. In early 1900, McCarty moved a third time to set up a roadhouse at the junction of this connecting road from Bonanza to the Ridge Road.

⁷⁷ Yukon Archives, Gov 1621 f.2314. Statement of Expenses Made on Service. Survey of the Government Ridge Road from Dawson to Dominion Creek.

⁷⁸ *Dawson Daily News*, Oct. 13, 1899.

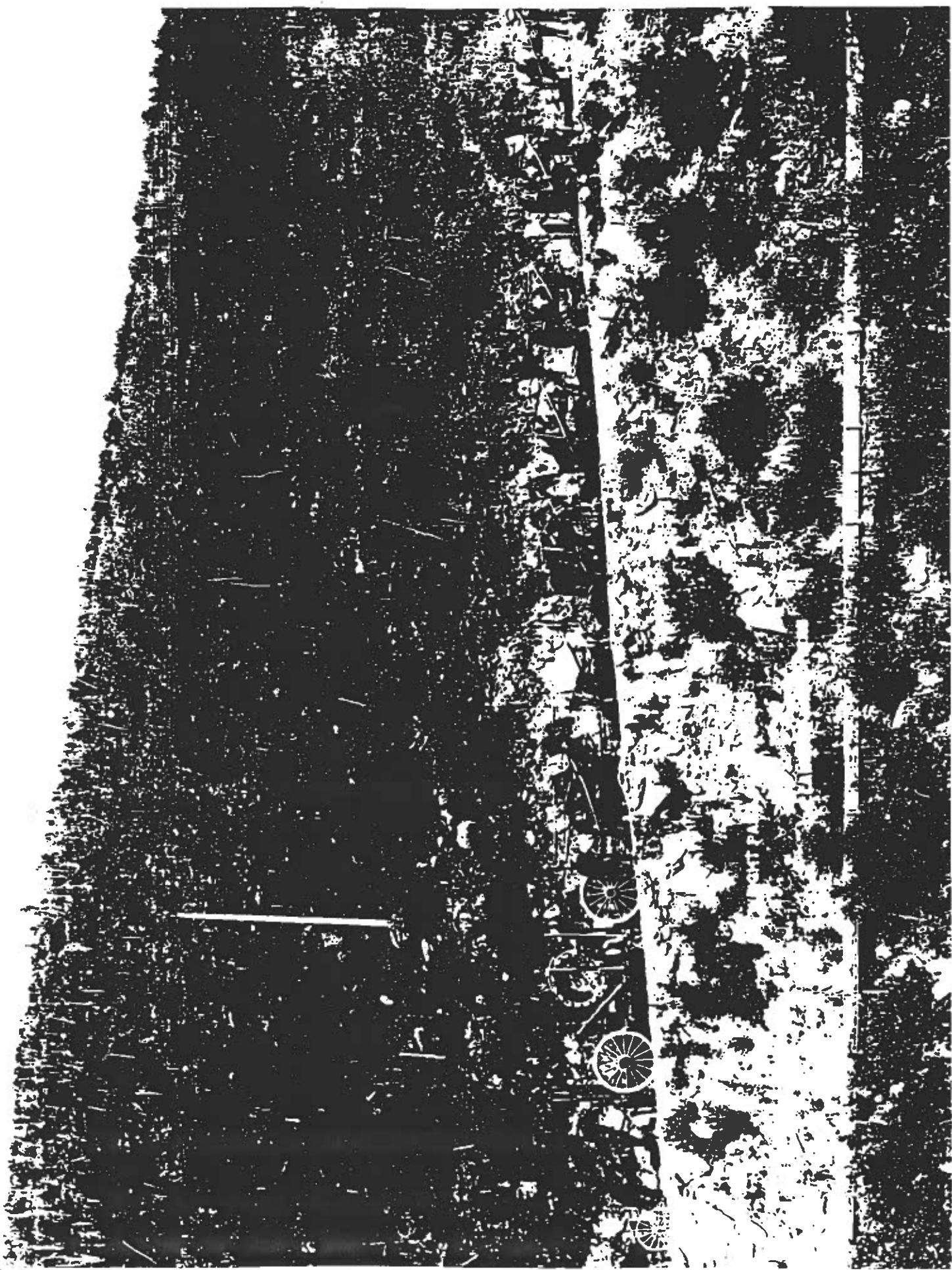
⁷⁹ *Ibid.*

⁸⁰ *Dawson Daily News*, Nov. 9, 1899.

⁸¹ *Dawson Daily News*, Nov. 11, 1899.

⁸² *Dawson Daily News*, Nov. 24, 1899.

"Weight part of pump, 28000. L.C. Lane & Co. Freighters."
Parks Canada, Anita John Coll. YT - 264.



The Development of a Road Network

The Dawson Daily News, 1902 Golden Cleanup Edition sang the praises of the diversion pioneered by McCarty. "Proceeding up the government road toward the 'Dome' one cannot but feel grateful to the government for its liberal expenditure of money constructing such a highway. Although the ascent necessary to be made is high, the grade is gradual and steady and the construction is good. As compared with the road formerly used it is infinitely superior in every way. The thousands of tons of machinery, provisions and supplies of all kinds which are freighted to the mines on Dominion Creek, Sulphur Creek, Gold Run, and in fact, to all points in the Indian River Division, all pass over this road; and the reduction in cost of delivery of these goods resultant from the construction of this new highway will do more toward the advancement of this country and the development of its mines than any other cause whatsoever."

The completion of the Ridge Road led to several other roads being built by claim owners, freighters and road house keepers. The Dominion Creek residents chipped in the money to build one road from the Hunker Creek forks to Dominion Creek. Some miners and businessmen from Dominion Creek signed a subscription in September 1899 to establish a brushed out road, 10 feet wide, from the lower discovery on Dominion Creek, over the Hunker summit to Claim No. 22 on the left fork of Hunker Creek. Seven subscribers, including the Bartlett Bros., donated money to the cause.⁸³ Another road was built on Dominion Creek from the upper discovery to the lower discovery. Each claim owner cut the brush and cleared the way across the claim and paid a subscription to Billy James for grading the road. The Hunker Creek residents put Mr. James in charge of a road being built from Gold Bottom City to discovery claim, Hunker Creek.⁸⁴ In competition to the Ridge Road, the roadhouse keepers between Last Chance Creek and Dawson completed a winter road up the Klondike and then up Hunker Creek to Last Chance. The most difficult part of the road construction was the grading along the high cliffs near the mouth of Bear Creek. The rationale for this road seems to have been the thought that the Ridge Road would be too cold to use in the winter.⁸⁵ This did not turn out to be the case. A temperature inversion during the winter actually makes the ridges warmer than the valleys.

In competition to the Ridge Road down Caribou Creek, the roadhouse keepers of lower Dominion Creek built a winter road up Portland Creek to the top of Gold Run Creek.⁸⁶ This road followed an old trail to the ridge between Portland and Brimstone creeks. Hundreds of men travelling to Sulphur and Gold Run creeks had sheltered at an old cabin on the ridge at the top of

⁸³ *Klondike Nugget*, Sept. 23, 1899.

⁸⁴ *Dawson Daily News*, Oct. 13, 1899.

⁸⁵ *Dawson Daily News*, Oct. 27, 1899.

⁸⁶ *Dawson Daily News*, Nov. 10, 1899.

Gold Run. The cabin, located where Jo-Jo's roadhouse would be built, burned in Oct. 1899.⁸⁷ The Ridge Road was extended from the top of Caribou Creek to the head of Gold Run Creek in the same month by the road house keepers on Dominion and Gold Run. The construction was supervised by A. F. Stowe.⁸⁸ The government also employed J.C. Patterson to build a road from the head of Caribou to Claim No. 27 Gold Run, which he is credited with building quickly.⁸⁹ This may have been easy if Stowe had already completed half the job. One of the biggest mines on the creeks, owned by J.A. Chute and Dr. A.E. Wills, was located on Gold Run Creek and the road was necessary to supply it. In November 1899, the Bartlett Bros. were given the contract to move 23 tons of freight to the Chute and Wills mine on Claim No. 27 Gold Run. The shipment was taken in three trips, the first one involved eight four-horse teams with sleds plus ten two-horse teams with sleds.⁹⁰

On Sept. 6, 1899 it was announced that the government engineer, Mr. Kains, had received instructions to begin a road survey up Bonanza past the Forks to a point where a spur road would connect with the "main" ridge road.⁹¹ But the Bonanza miners were unappeased, stating "We have waded in mud and floundered about in mire long enough."⁹² Convinced that the Ridge Road to Dominion would be of no use to them and lacking belief in Ogilvie's promises, the miners on Bonanza, led by Judge Davis, were prepared to take road building into their own hands and build the road from Claim No. 60 to Fox Gulch. The miners and roadhouse keepers between Dawson and No. 60 were also prepared to grade the road and build bridges.⁹³

In October, the government called for bids on the construction of a wagon road from Claim No. 90, the intersection of the Ridge Road and the pack trail from the upper ferry and about three-quarters of a mile from the ferry, to No. 60 below discovery on Bonanza Creek.⁹⁴ There was a rumour, reported in the *Dawson Daily News*, that Patterson and Cleveland, flush with their success on the Ridge Road, had offered to build the road up Bonanza and Eldorado creeks in

⁸⁷ *Dawson Daily News*, Oct. 13, 1899.

⁸⁸ *Dawson Daily News*, Oct. 27, 1899.

⁸⁹ *Dawson Daily News*, Nov. 10, 1899.

⁹⁰ *Dawson Daily News*, Nov. 9, 1899.

⁹¹ *Klondike Nugget*, Sept. 6, 1899.

⁹² *Dawson Daily News*, Aug. 30, 1899.

⁹³ *Klondike Nugget*, Sept. 16, 1899.

⁹⁴ *Dawson Daily News*, Sept. 16, 1899.

thirty days.⁹⁵ The road was in good condition on Sept. 23, 1899, when a four horse team easily pulled 3,600 pounds over the government Bonanza road to Grand Forks.⁹⁶ This must have deceived Patterson and Cleveland into thinking the job would be an easy one. On Sept. 25, 1899, the contractor D. A. Matheson and 75 men started a 12 ft. roadbed, corduroyed through the swamps, along the left limit of the creek.⁹⁷ The road was finished and open to traffic in early September 1900, having taken almost a year to complete.⁹⁸ Patterson and Cleveland did build the road from Grand Forks up to the Ridge wagon road.⁹⁹

Grand Fork's residents had no use for the Ridge Road and reported: " While the ascent of the hill at that point is being made to head the gulches a traveler can be half way to town by the familiar creek route. The result is that but few of the residents of that place know what the road looks like, never having made the laborious ascent to look."¹⁰⁰

By Nov. 3, the road to Grand Forks had improved so much that H.A. Weld and G.W. Clark made the trip on bicycles in one hour and 45 minutes and the return trip in one hour and 30 minutes with two stops on the way.¹⁰¹ McCarty's road up Bonanza to the Dome was proving to be an easily ascended trail for Sulphur, Quartz and Dominion creeks. The dog mushers especially liked it and Grand Forks was confident that the road would increase in popularity over the ridge route.¹⁰² The spring thaw, however, brought the usual mud and soft conditions. By March, the Pickett and Devlin stage was unable to use the road during the day.¹⁰³

Tom O'Brien had his own solution for the transportation problem on Bonanza. He and Capt. McLean and D.G. Stewart had joined forces and were granted a franchise to build and operate an electric railway from Dawson up the various gulches in the Klondike with a terminal at Klondike

⁹⁵ *Ibid.*

⁹⁶ *Dawson Daily News*, Sept. 23, 1899.

⁹⁷ *Dawson Daily News*, Sept. 25, 1899.

⁹⁸ *Dawson Daily News*, Aug. 30, 1900.

⁹⁹ *Dawson Daily News*, Aug. 25, 1899.

¹⁰⁰ *Klondike Nugget*, Sept. 30, 1899.

¹⁰¹ *Dawson Daily News*, Nov. 3, 1899.

¹⁰² *Dawson Daily News*, Oct. 7, 1899.

¹⁰³ *Dawson Daily News*, March 16, 1900.

City. The franchise included the right to sell electricity.¹⁰⁴ Construction on a tramway had continued all summer and seems to have been a well used route used by the miners but Ogilvie's decision to build the Ridge Road was also justified. The practice of ground sluicing was gaining favor over digging shafts and in many places the road was washed out. On Oct. 18, the *News* reports that the Bonanza miners have punched the trail so full of holes that it was impassible in some places. "Tom O'Brien's tramway seems to have followed the pay streak for miles." O'Brien put fifteen or twenty men to work leveling and fixing bridges on the tram and intended to charge a toll as soon as the sleighing was good. This may not have happened as a report on November 10th states that the bridges on the old "tramway" were in such bad condition that several horses were badly hurt but that no one would stop to replace a pole or put up a danger sign.¹⁰⁵ Part of the old tramway track was still in use, between Claim No. 87 below Bonanza to Grand Forks, in February 1900.¹⁰⁶

The Ridge Road Proves a Success

The Ridge Road, completed on Oct. 13, 1899, was immediately put to use. In November it was reported to be in splendid condition, giving satisfaction to all who travelled over it.¹⁰⁷ The population of the creeks was quite high during the winter of 1899/1900 and there was an estimated population of a thousand men on Dominion Creek alone. The roadhouses and saloons were busy.¹⁰⁸ The Bartlett Bros. ran a stage between Dawson and their roadhouse at Caribou City.¹⁰⁹ Stages left on every alternate day and returned on the following day. It took only seven hours to make the trip.¹¹⁰ The Yukon Council awarded contracts to carry the mail out to the creeks once a week. This was considered a great boon to the miners who did not have to waste two days to come into Dawson.

The new roads affected the freight rates, to the point where competition threatened livelihood. All the leading packers in town, including several dog teams, joined a combine to fix the freight rates so that all could make a living rate. Ed Bartlett was elected president.¹¹¹ The dog team

¹⁰⁴ *Klondike Nugget*, Aug. 26, 1899.

¹⁰⁵ *Dawson Daily News*, Nov. 10, 1899.

¹⁰⁶ *Klondike Nugget*, February 1, 1900.

¹⁰⁷ *Klondike Nugget*, Nov. 1, 1899.

¹⁰⁸ *Klondike Nugget*, Jan. 21, 1900.

¹⁰⁹ *Klondike Nugget*, Sept. 6, 1899.

¹¹⁰ *Dawson Daily News*, Oct. 28, 1899.

¹¹¹ *Dawson Daily News*, Oct. 27, 1899.

drivers had their own special problems. There was at least one complaint about the horse and mule teams, especially the large teams, taking up the centre of the road and forcing the dogs "to practically get off the earth while the others pass".¹¹²

The first drawback to the Ridge Road became apparent, when despite the problems with the Bonanza creek road, the population of Grand Forks and the miners of Bonanza and Eldorado found the access road to the Ridge too steep to use, especially during the winter. Traffic to Hunker Creek was supposed to go down a spur road to Gold Bottom. The drawbacks to this route became apparent early in the winter. The road crossed a glacier and a trench had to be chopped every other day to keep the stage from slipping into the gorge. Hunker Creek was following a general trend in the creeks and many miners were importing heavy machinery such as boilers and engines. The hills prevented the hauling of full loads and the more level creek roads were becoming more passable every day. For example, a newly constructed cutoff at the mouth of Hunker Creek saved more than two miles on the Hunker road.¹¹³

The miners of upper Dominion Creek were not happy with the road grid either. They felt cut off from the benefits of the Ridge Road as almost every claim was working with machinery and needed a road. A petition from nearly everyone between Claim No. 24 below discovery to Claim No. 20 above was sent to Commissioner Ogilvie asking the government to make a sleigh road out of the surveyed wagon road proposed for construction during the next year. This road came from the Ridge Road at the Dome around the upper end of Dominion Creek and down Lombard Pup. Part of this road had already been built.¹¹⁴

A spur road was built on the ridge down the right limit of Sulphur Creek to reach the creek at Claim No. 36 above discovery. The Ridge Road around the King Dome was made about 50 yards above the cutoff trail put in during the winter of 1898 by the Sulphur Springs roadhouse people.¹¹⁵

The ridge road was declared a boon to the miners on Sulphur, Gold Run and part of Dominion creeks. Dozens of freight outfits, from single dog mushers to huge four horse teams easily hauling two tons of goods, used the road. No trouble was reported from drifting snow and the route was plentifully supplied with roadhouses where food, shelter and stables were supplied.¹¹⁶

¹¹² *Dawson Daily News*, Nov. 9, 1899.

¹¹³ *Klondike Nugget*, Nov. 11, 1899.

¹¹⁴ *Dawson Daily News*, Nov. 16, 1899.

¹¹⁵ *Dawson Daily News*, Nov. 29, 1899.

¹¹⁶ *Ibid.*

The debate over roads and choice of routes seems to die down for a while but in February 1900, some statements by Dominion Land Surveyor C.S.W. Barwell stir up the discussion again. Claiming that the Bonanza Creek trails and roads built by roadhouse keepers and freighters were more commonly used than the Ridge Road, Barwell states that only 12 miles is used out of a total of nearly 40 miles of the Ridge Road constructed by the government.¹¹⁷ Ogilvie replied to the charges by stating that the ridge road was used daily and drifts from a recent storm were being cleared from the road by a crew of eight men. Ogilvie went on to state that Barwell did not know what he was talking about. Three roads built on Bonanza over the last three years had been obliterated by the close of the cleanup season but the system of trunk roads established by the government on the ridges, would endure and be expanded during the next season.¹¹⁸

A further article from the point of view of the Yukon Council appeared in April 1900. The miners were reported to be blocking the creek trail with winter dumps and the Council expected the trails to become quagmires during the spring, summer and fall unless they received a lot of maintenance work. Despite this, the Council was trying to secure the financial means to build roads to all the creeks.¹¹⁹

A letter to the editor of the *Nugget* from two miners on Claim No. 22 Gold Run Creek praises the Ridge Road. T.R. Barnes and S.S. Saunders had lived on the creek for two years and profited, since the freight rates had dropped to ten cents from thirty cents the year before. All the miners in the district had received a proportional benefit. The miners thought the Ridge Road was the best and shortest route, summer or winter, with a load or without. Proof of this statement was the complaints of roadhouses proprietors along Hunker and Bonanza creeks. Business was slow and some roadhouses even closed due to the traffic all going over the Ridge Road. The miners suggested that although the winter roads were very good, even more money could be spent to improve the roads for heavy teaming during the summer.¹²⁰ This letter was followed by a petition from claim owners on Gold Run Creek who ask that the road be continued from the head of Caribou to Gold Run so as to be passable to wagons.¹²¹

The problem was that the miners, especially on the less rich creeks outside Bonanza and Eldorado, needed more heavy equipment to mine profitably. The roads were very good in the winter months but the equipment arrived on the boats in the spring and summer and was often hauled when the roads were at their softest. By the middle of May, all the roads had been

¹¹⁷ *Klondike Nugget*, Feb. 1, 1900.

¹¹⁸ *Klondike Nugget*, Feb. 4, 1900.

¹¹⁹ *Yukon Sun*, April, 24, 1900.

¹²⁰ *Klondike Nugget*, April 26, 1900.

¹²¹ *Yukon Sun*, May 1, 1900.

affected by the thaw and even the Ridge Road was in bad condition. Ogilvie sent out repair crews to work on the roads.¹²² The men got \$8 per day and supplied their own living, lodging and tools. They would certainly have stayed at the roadhouses along the ridge. Although Ogilvie's priority was the ridge and its spurs, especially a reported slide on the road down to Grand Forks, the men were then directed to divert water from the Bonanza road up as far as Claim No. 60.¹²³ On May 19, Ogilvie received a letter from the road foreman stationed at 8 Mile Road House, asking for a complement of three men to control the water "coming down the hills in torrents". The trouble areas were on the road to the Forks and on the main Ridge Road between 8 Mile House and the Forks junction.¹²⁴

A report from the Territorial Engineer, W. Thibaudeau, gives a more complete picture of the state of the roads in that spring of 1900. On May 16th, the road a third mile from the ferry and ten miles along Bonanza Creek was very bad with over-flow and culverts washed away. At the Grand Forks hill, 150 yards along the gulch was impassable. Other than the trouble at the Forks junction, the ridge road was in good condition to Caribou Creek. On the spur road to Caribou City, the last two miles was very bad and 300 yards were washed away.¹²⁵

After a personal inspection of the road, Ogilvie was in favour of a diversion on the Ridge road spur to Grand Forks and a change in the construction methods. The fine clay or "gumbough" had proved impossible to excavate. Ogilvie suggested that techniques used by the Canada Atlantic Railroad should be used, whereby the standing timber was cut close to the ground, leaving the roots intact. A covering of brushwood to the depth of a foot or more would be finished by a layer of gravel. Ogilvie also thought the diversion and ditching could be done more cheaply by a contractor than the government labourers.¹²⁶ Ogilvie's suggestions were probably never carried out because on May 31, Thibaudeau reported that the Trunk, or Ridge, Road was now passable from the mouth of Bonanza to either Grand Forks or Caribou City and only a few men would be

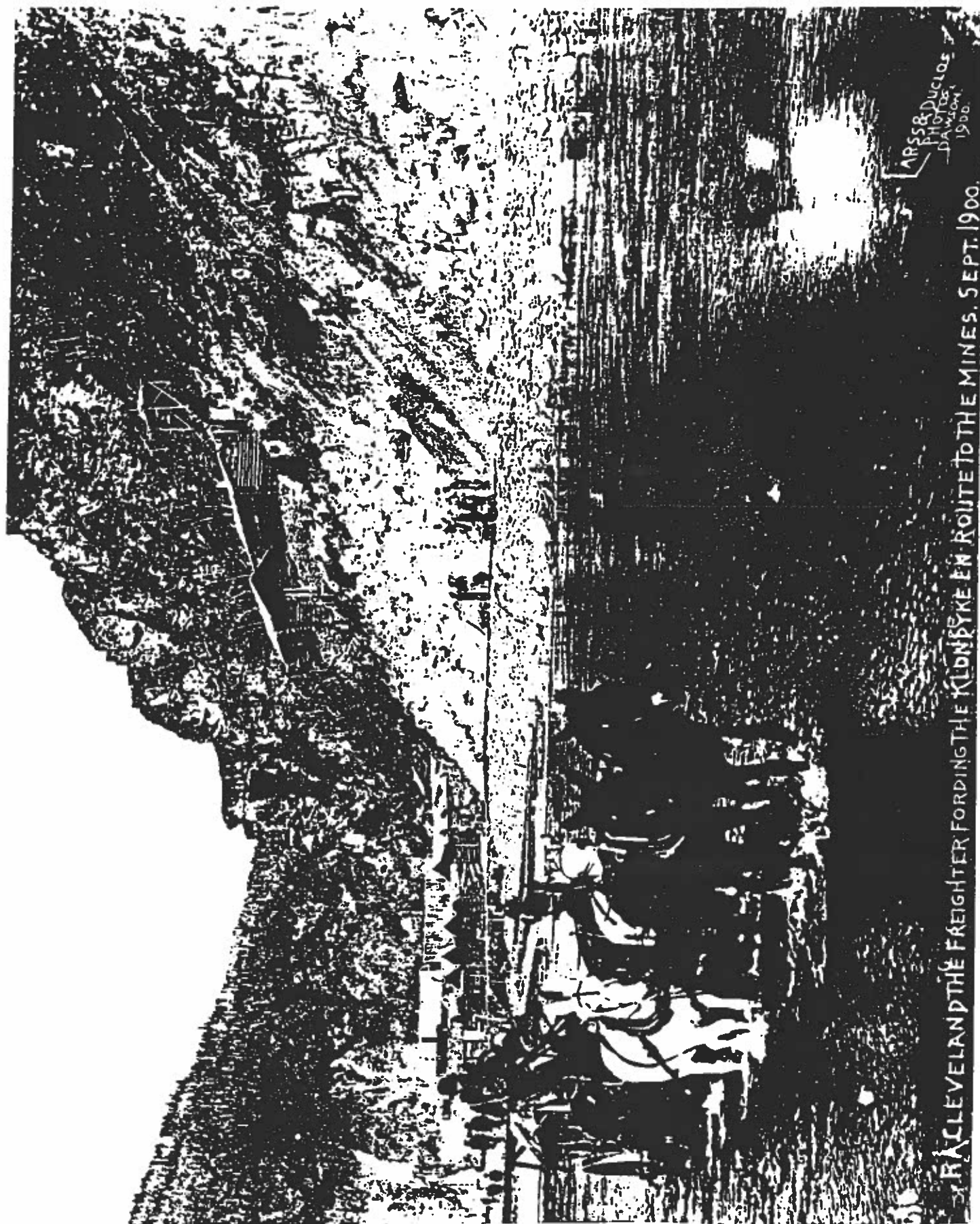
¹²² *Yukon Sun*, May 15, 1900.

¹²³ Yukon Archives, Gov. 1611 YRG 1, Series 1, Vol.5 f280d. Letter from the Commissioners office to Wilfrid Thibaudeau, May 15, 1900.

¹²⁴ Yukon Archives, Gov. 1611 YRG 1 Series 1 Vol. 5 f280d. Letter from John Geschwindt to Wm. Ogilvie, May 19, 1900.

¹²⁵ Yukon Archives, Gov. 1611 YRG 1 Series 1 Vol. 5 f280d. Letter from W. Thibaudeau to William Ogilvie, May 23, 1900.

¹²⁶ Yukon Archives, Gov 1611 Yrg 1 Series 1 Vol 5 f280d. Letter from Ogilvie to Mr. Justice Dugas, May 29, 1900.



AR 58
DUCLOS
PHOTOS
DAWSON
1900

F. A. CLEVELAND THE FREIGHTER FORDING THE KLONDIKE EN ROUTE TO THE MINES. SEPT. 1900.

"F. A. Cleveland the freighter fording the Klondike en route to the mines. Sept. 1900."
Yukon Archives, Bill Boozeboom Coll. 6277.

In 1900 the Bluff Road was widened from eight feet to twenty feet along the Dawson side of the Klondike to the O'Leary Bridge.

kept on to maintain the road. The cost of repairs between May 3rd and 31st was \$5286.50.¹²⁷

During 1900 there was some significant road building. The Bluff (wagon) Road was widened from eight feet to twenty feet along the right limit of the Klondike from Dawson to the Ogilvie Bridge. Two-thirds of this road was built through solid rock. The Ogilvie bridge was a steel span of 150 feet and two wooden spans of 35 feet each and was the only steel bridge in the territory. A wagon road was finally constructed from the Ogilvie Bridge to Grand Forks and then up Eldorado to Oro Grande Gulch. The Ridge wagon road was also extended from Williams Roadhouse to Claim No. 12 on Gold Run Creek.¹²⁸ The Gold Run miners signed a petition for the extension and the population and gold production of the creek was such that the Council granted the petition without debate.¹²⁹

The Ridge Road remained in good condition during the summer and was well used by those travelling to Quartz Creek. A stage to Flannery was popular and would probably have run to a roadhouse owned by A.F. Beamish and D. Cummings.¹³⁰ This was a large roadhouse with accommodation for 40 people.¹³¹

The Dome Roadhouse was also quite busy serving both travellers and boarding prospectors. In August, Captain W.E. Holmes, who had commanded the steamer *Columbian*, and his assistant, Louis Korter, took charge of the Dome Roadhouse and the freighting business of F. A. Cleveland. Four pack trains and several teams hauled freight from the Dome to Sulphur, Dominion, Gold Run, Quartz and other nearby creeks.¹³²

During July, 1900, Paul Dumais did legal surveys for some owners of road houses along the Ridge Road and a re-survey of 10 acres at lot 32, Group 2 at the junction of Gold Bottom spur road.¹³³ There is no indication that a roadhouse existed here - an exception to the general rule.

¹²⁷ Yukon Archives, Gov 1611 Yrg 1 Series 1 Vol 5 f280d. Letter from W. Thiboudeau to Wm. Ogilvie, May 31, 1900.

¹²⁸ Yukon Archives, Gov 1611 YRG 1 Series 1 Vol 5 f.280d. Report from the Office of the Territorial Engineer. February 2nd, 1903.

¹²⁹ *Dawson Daily News*, July 17, 1900.

¹³⁰ The YTG liquor licences list for 1898-1901 lists a roadhouse owned by A.F. Beamish and D. Cummings on lot 31, group 1052.

¹³¹ Gates, Michael. "The Ridge Road Project". May 1987.

¹³² *Dawson Daily News*, Aug. 2, 1900.

¹³³ Yukon Archives, Gov 1647 f 25460. Letter from Paul Dumais dated Aug 1, 1900.

The system of using the roadhouses along the ridge road as distribution points worked well but there was always a temptation to move heavy loads directly to a destination. On August 20, William Martin, a well respected and competent driver, was killed when he attempted to drive off the Ridge Road down a seldom used cutoff to Claim No. 27 on Bonanza Creek. Martin was hauling 3010 pounds of freight and the road was in poor condition from heavy rains. Martin was thrown from the wagon and run over while he attempted to set the brake.¹³⁴

Martin's death renewed the call for good, permanent roads, wide enough for two teams to pass.¹³⁵ Dawson was feeling threatened by the number of miners and prospectors leaving for Nome. Good roads would open up the country and encourage more exploration, as well as further reduce freight costs. Clearly the good roads called for, were roads along the creeks. The Ridge Road was in excellent condition and a driver for Orr & Tukey made the trip to Grand Forks in the record time of four hours over the Ridge Road.¹³⁶ The good condition of the road may also have been a source of danger given that the road was not wide enough for two teams to pass.

The Ridge Road continued to be well used through the winter of 1900 - 1901. McLennan, McFeely & Co. advertised that October was the right time to get a bicycle and if you bought a "Cleveland" with a brake you could coast safely down the steepest hills on the Ridge Road.¹³⁷

The Ridge Road Loses Popularity

The Ridge Road and McCarty's trail were both very steep for the freighters. A fully loaded wagon could not make the summit. In December 1900, the Ridge Cable Company installed a hoist to draw heavy sleds from the end of the road at the upper end of Bonanza Creek up a steep slope to the Ridge Road, a distance of 2250 feet. H.M. Henning, famous for his involvement with the Pioneer Tramway Co. was a stockholder in the company and the manager of the plant. The freighters could now haul an extra ton to Sulphur, Gold Run and Dominion creeks. The first week of operation was free to allow the freighters to try it out. Long range plans called for cars operated on a railway track but this never materialized. The cable company had a roadhouse and stables at the foot of the hoist.¹³⁸ The upper station of the hoist was adjacent to McCarty's Roadhouse.¹³⁹

¹³⁴ *Dawson Daily News*, August 21, 1900.

¹³⁵ *Dawson Daily News*, Aug. 22, 1900.

¹³⁶ *Dawson Daily News*, Aug. 25, 1900.

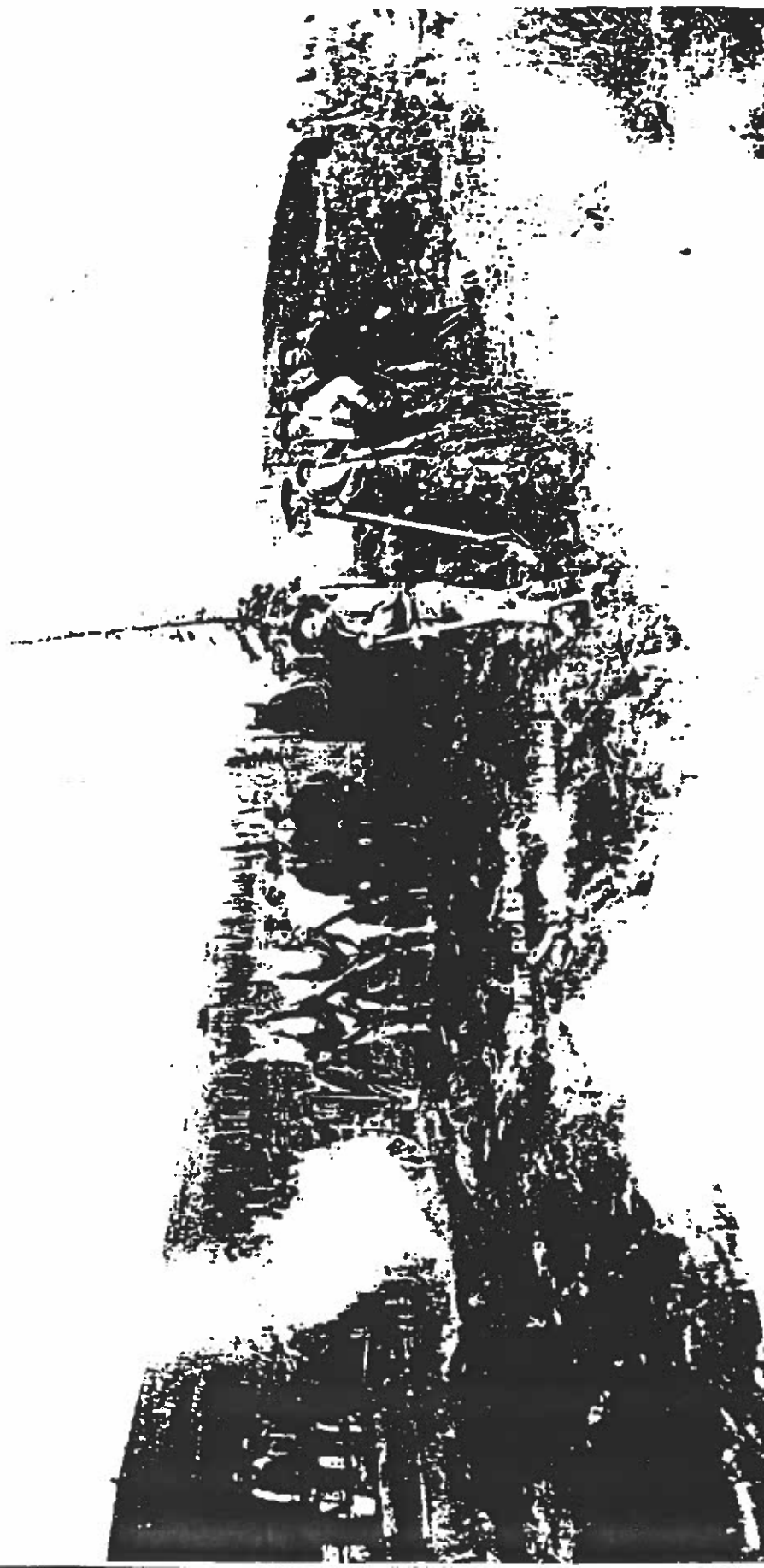
¹³⁷ *Klondike Nugget*, Oct. 22, 1900.

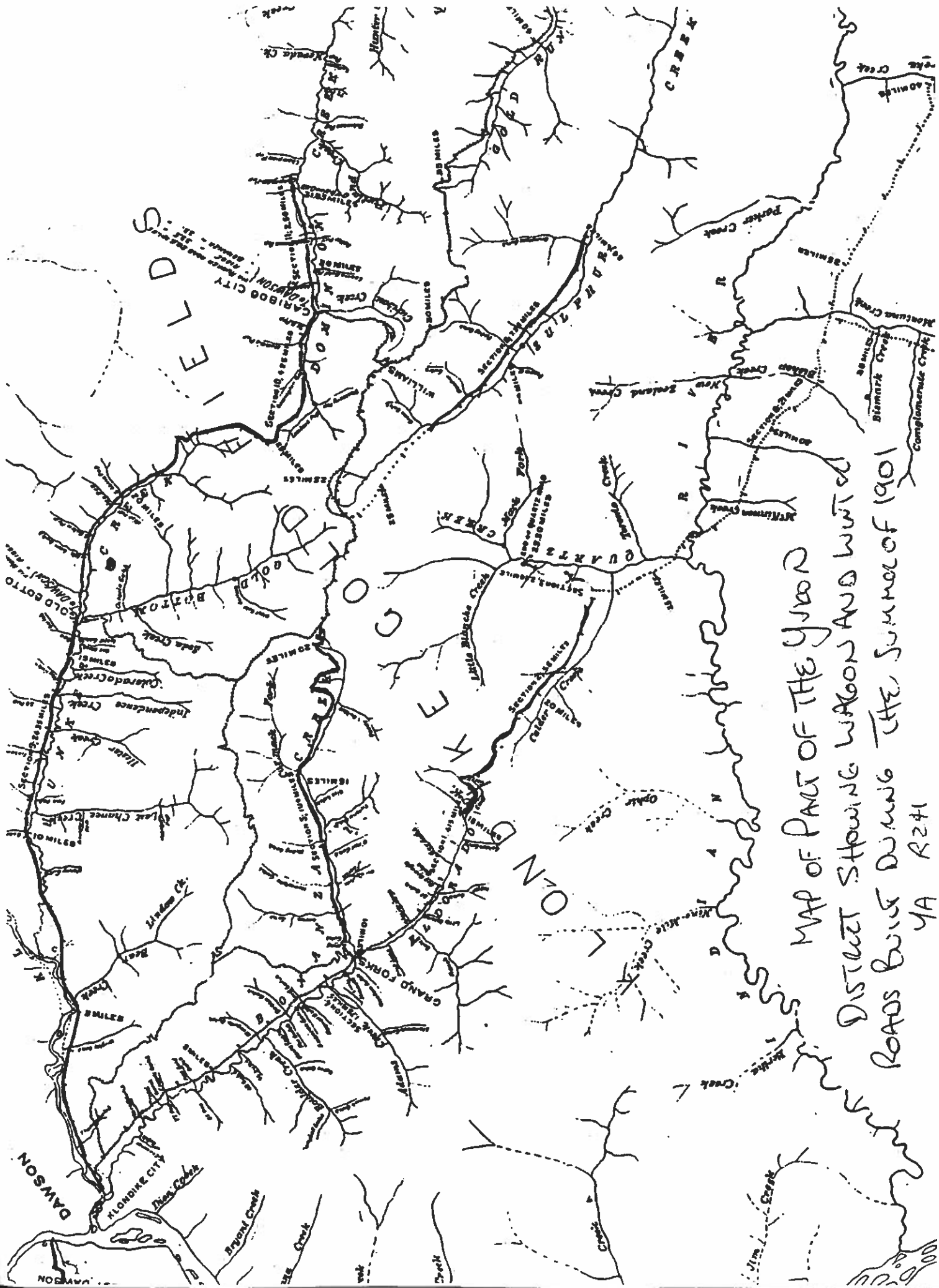
¹³⁸ *Klondike Nugget*, Dec. 6, 1900.

¹³⁹ *Dawson Daily News*, 1902 *Golden Cleanup Edition*.

"Gov't Road Crew. Minnie foreman."
Parks Canada, Anita John Coll. YT 228.

In mid May 1900, continued rains damaged the roads. The men on the repair crews got \$8 per day and supplied their own living, lodging and tools.





MAP OF PART OF THE GRAND CANYON DISTRICT SHOWING WAGON AND WINTER ROADS BUILT DURING THE SUMMER OF 1901
YA R241

The Spring of 1901 brought more complaints, this time from the miners on Hunker Creek. The good winter trails up the creeks had again disappeared with the spring thaw and the Gold Bottom spur road was still clogged with snow at the beginning of May. Some unsuccessful attempts had been made to clear the road but the freight prices were increasing as loads had to be carried by pack train.¹⁴⁰

The Territorial Engineer completed several surveys for new and improved roads in June of 1901. Thibaudeau predicted that a road up Hunker Creek, being shorter by 4 miles and with easier grades, would replace the Ridge Road as a route to Dominion Creek and its tributaries.¹⁴¹ Ross, now Commissioner, was enthusiastic about the importance of road building, as funds allowed, and promised that the Hunker road would be first built. All work hinged on the funds available from the federal government, Public Works Department.¹⁴²

The Commissioner's office was confident of help from the federal government, as 1900 was a record year for gold production in the Klondike. Wm. Ogilvie had presented a strong argument to the federal government for good roads and the new Commissioner Ross reinforced that commitment in one of his first public statements.¹⁴³

Thibaudeau's June report had included the specifications for tendering, and construction started on July 10, 1901.¹⁴⁴ Construction was completed by mid August on a road from Eldorado, up Chief Gulch, then down Calder and Quartz to the Indian River. The Bonanza road leading to the ridge was finished about the same time. A new road along the Klondike river was termed "the Hunker Speedway" and the Bear Creek bluff was blasted out to accommodate the road. Two crews were put to work on Hunker to finish the road from the mouth to Gold Bottom. A crew working from Caribou City on Dominion worked up Lombard Pup and over the divide to meet a crew working up Hunker Creek from Gold Bottom. On completion of this work the crews were to begin construction on Dominion Creek between Caribou and Claim No. 72 below lower discovery. N. de Bellefeuille, roadmaster of the federal crews had 200 men in his employ.¹⁴⁵ Road building for the season was completed by September 11, 1901. Including a road under construction to Montana Creek and a road also under construction to the Sixtymile district, 110

¹⁴⁰ *Klondike Nugget*, May 9, 1901.

¹⁴¹ Yukon Archives, Gov 1611 YTG 1 Series 1 Vol 5 f280d. Specifications from W. Thibaudeau various on proposed wagon roads and estimated costs.

¹⁴² *Klondike Nugget*, June 22, 1901.

¹⁴³ *Klondike Nugget*, July 10, 1901.

¹⁴⁴ *Ibid.*

¹⁴⁵ *Klondike Nugget*, Aug. 7, 1901.

miles of road was opened to the public during the summer of 1901. The estimated cost at completion was \$110,000.¹⁴⁶

The construction of the new network of government constructed and maintained roads spelled the end of an era for the roadhouses. Some roadhouse proprietors, finding themselves off the route of the new roads, tore their buildings down and relocated. Many, however, recognized that better roads would require less roadhouses and simply retired from the business.¹⁴⁷

This tremendous burst of road building ended the popularity of the Ridge Road as the major highway to the creeks. The traffic started using the creek roads, in preference to the ridge, as soon as they were finished. The Bonanza Creek road and the Upper Bonanza road became the preferred route to Dominion Creek. A. W. Hickman, the manager of a road house at Carmack's Forks at Claim No.60 above discovery on Bonanza, reported that business was good as the stage line between Caribou and Dawson was using the roadhouse as a central station.¹⁴⁸

Thibaudeau had recommended that maintenance cease between the junction with the Bonanza wagon road and the Sulphur Springs cut off and on the Gold Bottom and Grand Forks spur roads.¹⁴⁹ Even without maintenance the Ridge came in for some use over the years. In 1902, freighters to Sulphur, Gold Run and Dominion used the Ridge Road when the creek roads became almost impassable through a combination of construction work, heavy rains and heavy loads.¹⁵⁰

The Summit road from the head of Hunker and Dominion creeks connecting to the Ridge Road was also built in 1902. The Ridge/Upper Bonanza road now bypasses the site of Sulphur Springs roadhouse possibly because of a 1901 road down Sulphur to Claim No. 30 below discovery or because of a 1902 road down Green Gulch to Claim No. 37 above discovery on Sulphur Creek.

In September 1906, a petition to Governor McInnes from the Quartz creek miners resulted in a four-mile road from Sulphur Springs to the forks of Quartz Creek. This was a downhill haul from the end of rail line to Quartz and a direct route from the railway to Indian River and Eureka

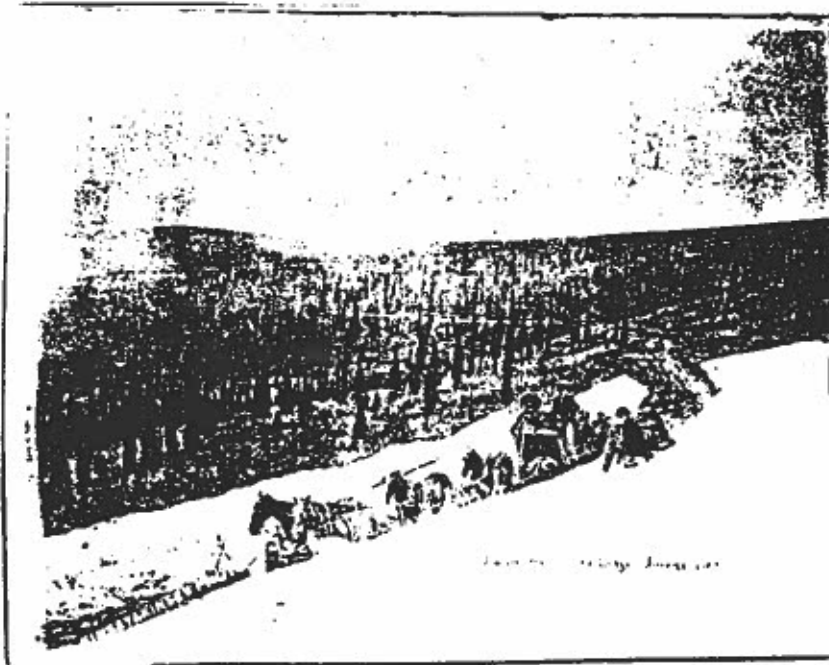
¹⁴⁶ *Klondike Nugget*, Sept. 11, 1901.

¹⁴⁷ *Klondike Nugget*, Sept. 4, 1901.

¹⁴⁸ *Ibid.*

¹⁴⁹ Yukon Archives, Gov 1611 YTG 1 Series 1 Vol 5 f280d. Specifications from W. Thibaudeau on proposed wagon roads and estimated costs.

¹⁵⁰ *Yukon Sun*, Oct. 11, 1902.



"Glacier scene on the Ridge, June 21, 1902"
Dawson City Museum, 991.41.28

This glacier may have been on the spur road between 11 Mile and Grand Forks. In 1902, freighters to Sulphur, Gold Run and Dominion creeks used the Ridge Road when heavy rains made the creek roads impassable.

Creek.¹⁵¹ In 1907 a wagon road was constructed from Hunker Creek to Sulphur Springs and Green Gulch, crossing the Ridge Road.¹⁵²

A table of distances obtained from government records in 1909, still listed destinations via the Ridge Road.¹⁵³ Mr. and Mrs. Charles P. Dolan from Granville drove their horse and buggy into Dawson on the Ridge Road in July 1916. They had no trouble as the road bed was well drained and of solid material. The Dolans thought the road could be made suitable for automobiles with little effort.¹⁵⁴

A section of the Ridge Road was still in use at the top of Gold Run Creek in 1922¹⁵⁵ and although the road down Gold Run is no longer in general use today, it is passable and used locally for mine access. A small section of the Ridge Road is in common use today. We can drive the original road from the McCarty Roadhouse site to the Dome roadhouse site.

More than half of the old Ridge Road was located and brushed out during the summer of 1995 and a hiking trail along the route will be in operation for the summer of 1996. This historic road will again offer spectacular scenery and now historic, resource and environmental interpretation to the modern traveller.

Conclusion

The Ridge Road was built primarily in response to pressure from the miners and freighters who needed a good road for hauling freight. When the road was constructed, the majority of claim owners were established in the Bonanza valley. The Ridge Road was not convenient for these miners.

Ogilvie had several reasons for not locating the road in the Bonanza Valley. To build a good road over the swampy land in the valley would cost more money than the Yukon Council had set aside. Ogilvie was sure that any road built near Bonanza Creek would be regularly disturbed by mining activity. Also, Thomas O'Brien was working on a project to build either a toll road, horse tramway or perhaps even a railway along the Bonanza valley. There would be no reason

¹⁵¹ *Yukon Territory: It's History and Resources, 1916*. Ministry of the Interior, Ottawa, Canada.

¹⁵² *Revenue and Expenditure of the Yukon Territory for the fiscal year ending June 30th, 1907*. Ministry of the Interior, Ottawa, Canada.

¹⁵³ *Dawson Daily News*, June 14, 1909.

¹⁵⁴ *Dawson Daily News*, July 24, 1916.

¹⁵⁵ *Guide to Alaska & Yukon*, Rand McNally & Co. 1922.

for the government to duplicate this project with a road.

The Ridge Road proved to be an excellent road for those travelling to Dominion, Sulphur and Gold Run creeks and the Indian River mining district. The early prosperity of this area was in large part due to the Ridge Road. The miners used heavy equipment to mine and a good access road was a necessity. A major drawback, however, was the steepness of the grade which meant that freighters could not haul a full load.

Roadhouses had been established on the ridge before the Ridge Road was constructed. These roadhouses were traveller's stops and sometimes operated hoists or rope tramways to help haul freight. These roadhouses were dependent on the road for their existence. There was not a large resident population along the ridge to support the business.

The completion of the Ridge Road spurred development of the outlying mining area. Freighters, roadhouse proprietors and miners built spur roads and branches to connect with the main road. Roadhouses supplied room, board and supplies which allowed easier settlement on the creek.

Mining swiftly transformed the valleys. Swampy land was drained and gravel, a byproduct of the mining activity, was dumped on the surface. Roads were soon built in the valleys near the majority of the population. The Ridge Road was too far from the mining activity and better roads along the valley floors soon ended the usefulness of the Ridge Road.

The Ridge Road proved to be a temporary measure and not a lasting portion of the transportation network. It was, however, extremely important during its time of use. The road bed is still in excellent condition, proving Ogilvie was not so foolish in spending government money. The Ridge Road has recently come back into use as a popular recreational trail.

Bibliography

Information regarding the roadhouses and titled lots along the Ridge Road was obtained through newspaper accounts, government records and previous studies. The primary source information is consistent but contradictory information is found in the *Annual Report of the Department of the Interior for the year 1900 - 1901*, Appendix No.2, List of lots in the Yukon Territory. This reference is included in the bibliography but information from the reference is not used in the text.

Interviews

John Gould, Long-time resident of Dawson, former curator at Parks Canada (KNHS) and Dawson historian.

Erik Johnson, Author of *Mining Railways of the Klondike*.

Newspapers

Yukon World
Dawson Daily News
Klondike Nugget
Daily Morning Sun

Published Sources

Annual Report of the Department of the Interior for the year 1900 - 1901, Appendix No.2, List of lots in the Yukon Territory.

Guide to Alaska & Yukon. Rand McNally & Co. 1922.

Yukon Territory: It's History and Resources, 1916. Ministry of the Interior, Ottawa, Canada.

Unpublished Sources

British Columbia Archives, Ledger Papers of F. A. Cleveland, Dr.

Department of Indian and Northern Affairs, Land Resources, Whitehorse: "Doomsday Books".

Department of Natural Resources, Legal Surveyor's Division, Whitehorse: maps and plans, Dumais' field notes.

Gates, Michael. "The Ridge Road Project: A Co-operative Undertaking Between Klondike

National Historic Sites and Yukon Territorial Government." May 1987.

Johnson, Eric. "The Klondike Mines Railway."

Naughten, Thomas M. "Ridge Road Archaeology." Parks Canada, KNHS. File No. 1437 - 1.

Skuce, Greg and Barbara Hogan. "Historic Resource Inventory and Assessment of the Ridge Road." March 30, 1995.

Yukon Archives: Government Records, Maps, RCMP records.

Appendix A.

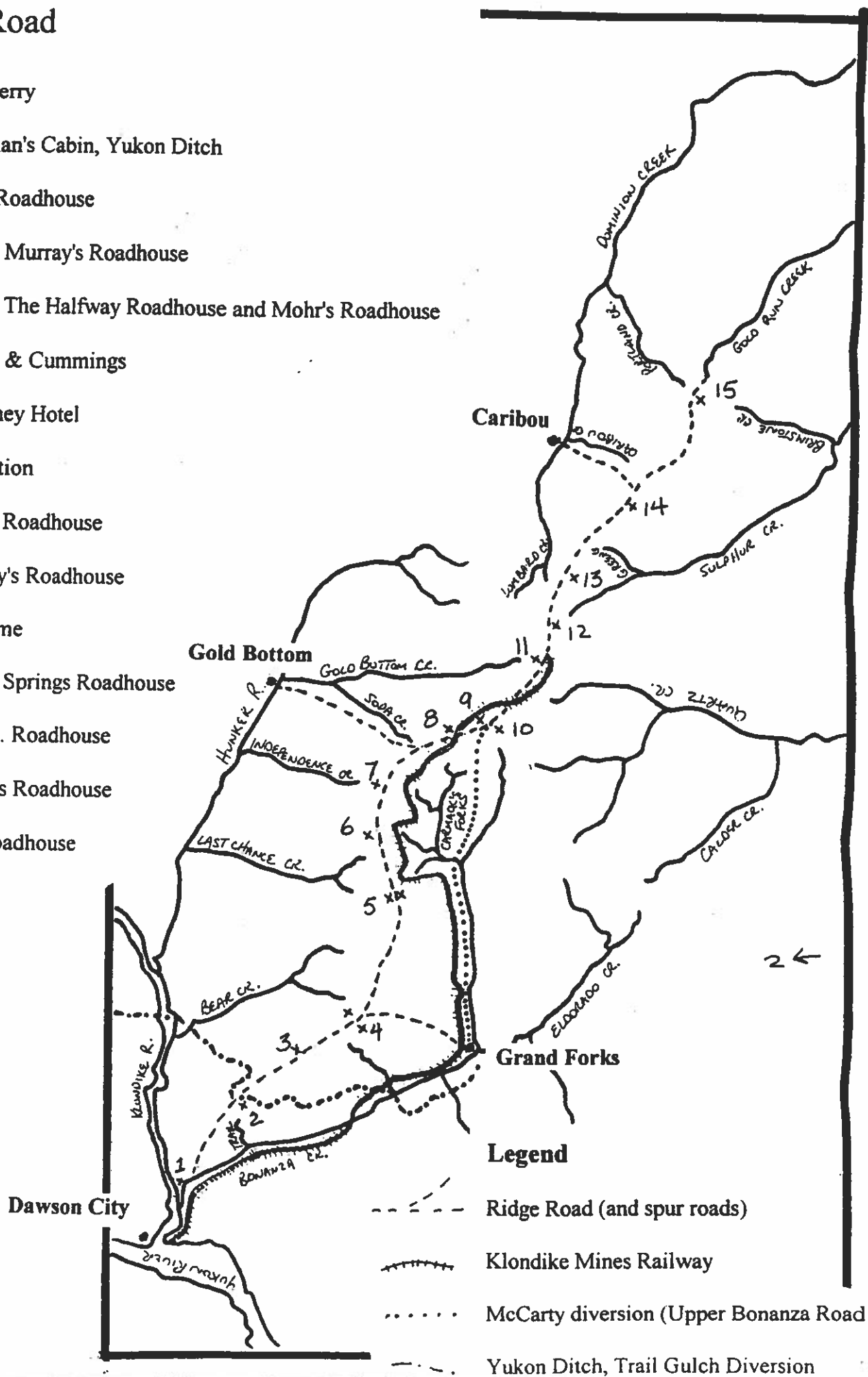
The Ridge Road: Roadhouses and Points of Interest



Yukon Archives, McLennan Coll. #6508

Ridge Road

- 1 - Upper Ferry
- 2 - Watchman's Cabin, Yukon Ditch
- 3 - 8 Mile Roadhouse
- 4 - 11 Mile, Murray's Roadhouse
- 5 - 15 Mile, The Halfway Roadhouse and Mohr's Roadhouse
- 6 - Beamish & Cummings
- 7 - The Barney Hotel
- 8 - Soda Station
- 9 - The Flag Roadhouse
- 10 - McCarty's Roadhouse
- 11 - The Dome
- 12 - Sulphur Springs Roadhouse
- 13 - The U.S. Roadhouse
- 14 - Williams Roadhouse
- 15 - Jo-Jo Roadhouse



Legend

- Ridge Road (and spur roads)
- Klondike Mines Railway
- McCarty diversion (Upper Bonanza Road)
- . - Yukon Ditch, Trail Gulch Diversion

The Ridge Road: Roadhouses and Points of Interest

There were no roads leading out of Dawson in 1899 when the Ridge Road was being built. There was a trail through the muskeg, from Klondike City to the mouth of Bonanza Creek. The Ridge Road construction started at the end of O'Brien's toll bridge, near the mouth of the Klondike River.

Thomas O'Brien had relocated from Fortymile and was the biggest landowner at Klondike City. O'Brien operated a hotel in Klondike City near the bridge and another near the upper Ferry. In 1898 Thomas O'Brien applied for a road house license for the "Toll Gate" (also known as "Toll House" and "Toll Road House"). The roadhouse was at the mouth of Bonanza Creek and was probably the first toll gate of the Pioneer Tramway Co. The building was a one story log building providing board and lodging for 10 persons with water closet and urinal attached. The roadhouse was constructed in 1898.¹

After the Ridge Road was constructed, the roads leading from Dawson were improved and mileage on the Ridge Road was counted from the Upper Ferry or the Ogilvie Bridge. It was here that the roads split, one going up Bonanza Creek and another up the Klondike. In 1901 three proprietors established in this area held liquor licenses: A. LaMontagne, O. Martinson (Upper Ferry Hotel) and Lee Pate (Miner's Hotel).

The Ridge Road paralleled the Klondike River, high on the south side of the valley, until it reached Jackson's Gulch (originally called Thomas Gulch). The road then climbed up the gulch to the ridge that divides Bonanza and Quigley creeks.

Yukon Ditch

Between 1906 and June 1909, the Yukon Gold Co. built the Yukon Ditch. It cost \$3 million to construct 70.2 miles of flume, pipe and ditch that brought water to the hydraulic mining on Bonanza Creek. The Ditch ended at Gold Hill with a pressure head of 375 psi. The Yukon Ditch crosses the Ridge Road at the top of Trail Gulch. There is a watchman's cabin 110 m. from the Ridge Road. The Trail Gulch Diversion was a system of flume and gates to divert water from the Yukon Ditch to the hydraulic mines at Trail, Lovett and Jackson (originally called Crofton) Hills. About 22,000 gallons of water per minute was taken out of the ditch at this point.²

The remains of the Yukon Ditch diversion can still be seen near the Ridge Road. A watchman's cabin is standing without a roof. The flume, spillways, header box and gates are in

¹ Yukon Archives, Gov 1685 f 141 Application for Liquor License and RCMP Reports Dec. 21, 1898 and Dec. 28, 1898.

² Conversations with John Gould during a site inspection, Summer 1995.

fair condition. The redwood pipe has been salvaged.

The Eight Mile Roadhouse

The Eight Mile Roadhouse, owned by Adelbert Pixley, was located on the Ridge Road, 8 miles from the suspension bridge near the mouth of the Klondike River. The roadhouse was on level ground at the top of a long grade and just before a series of switchbacks that lead to the top of the ridge. This section of the road would have been a difficult one for heavily loaded wagons. There was a spring here and a stable for the horses.

Dell Pixley had a license to sell intoxicating liquors in Nov. 1899.³ The government surveyed the lot and Paul Dumais and the survey party stayed at the roadhouse on Nov. 15, 1899 and again on Jan. 9, 1900.⁴ As a result of the Dumais survey, Pixley was granted a patent to Lot 33, Group 1052 on Oct. 13, 1900.⁵

On May 19, 1900 Ogilvie received a letter from the road forman stationed at 8 Mile Road House, asking for a complement of three men to control the water "coming down the hills in torrents". The trouble areas were on the road to the Forks and on the main Ridge Road between 8 Mile House and the Forks junction.⁶ It is not known how long the road crew was stationed at the roadhouse.

Dell Pixley received a roadhouse license in 1900 and held a liquor license in 1901.⁷ By this time most of the traffic was moving via the creek roads. In 1904 Pixley had moved his business and filed for a liquor license for the "Denver" at the mouth of Bear Creek.⁸

There are no structural remains at the 8 Mile Roadhouse location. A large grassy area and a foundation berm mark the site.

³ Yukon Archives, Record Group 91/B2 Vol. 75.

⁴ Yukon Archives, Gov 1621 f2314.

⁵ Department of Natural Resources, Legal Surveyor's Division.

⁶ Yukon Archives, Gov. 1611 YRG 1 Series 1 Vol. 5 f280d. Letter from John Geschwindt to Wm. Ogilvie, May 19, 1900.

⁷ Yukon Archives, Record Group 91/B2 Vol. 75.

⁸ *Yukon World*, July 13, 1904.

Scale ; 2 chains to an inch

Date 5-3-78
3 APR 12 1968

Spruce posts 3 to 4 inches sq shown thus. •

Traced by E.L. 10/10/00
End of File C

\$5

Survey of Frank Road to Elwood River.

Survey of Hunt Road to Hunt River



11 Mile

There was a store⁸ and two roadhouses built at 11 Mile on the Ridge Road. This spot, at the divide between Queen Gulch and the north fork of Bear Creek, was the junction of the government spur road to Grand Forks.

Capt. John David Murray, a former captain of the steamer *Canadian*⁹, owned the Murray roadhouse and ten acres (Lot 27) on the north side. Dumais ate at Murray's Roadhouse and paid Capt. Murray for the meal, when he surveyed the lot in 1899.¹⁰ At the time of the survey, there was only one roadhouse here.¹¹

On April 19, 1900, the roadhouse license and liquor license fees for the Murray Road House were paid by J. H. Downing. In 1901, the liquor license for the Murray Roadhouse was under the name of Downing. The Murray Roadhouse was described as having accommodation for fifteen with a new building 14 x 19 with an addition 14 x 16.¹²

Judson A. Cleveland, a contractor on the Ridge Road, originally owned ten acres (Lot 28) and the buildings on the south side of the Ridge Road.¹³ Judson Cleveland had asked for a survey but sold the ten acres to James Henry Downing before it was completed. On Feb. 20, 1900, lot 28 was transferred to Downing and he paid for the survey.¹⁴

There are no structures remaining at the 11 Mile location. Mounds of decaying horse manure, evidence of building foundations and a large dump of tin cans and bottles mark the site. A cribbed well was dug out for use by hikers using the Ridge Road Recreational Hiking Trail.

⁸ *Dawson Daily News*, Nov. 1, 1899. J.F. Quinn opened a store in a cabin at the junction of the Bonanza and Dominion government trails.

⁹ Department of Indian and Northern Affairs, Land Resources, "Doomsday Books".

¹⁰ Yukon Archives, Gov 1621 f.2314.

¹¹ Surveyor Field Notes. Department of Natural Resources, Legal Surveyor's Division, Whitehorse.

¹² Yukon Archives, Record Group 91/B2 Vol. 75.

¹³ Department of Natural Resources, Legal Surveyor's Division.

¹⁴ Department of Indian and Northern Affairs, Land Resources, Doomsday Books.

Art River

chains to an inch

Dawson Dominion Land Surveyor,
proper person, according to law and
act, faithfully and correctly execu-
g plan; and that the said plan is cor-
rect and belief. So help me God.

00.

sgd Paul P. Charnais
D.L.S.

DEPARTMENT OF THE
INTERIOR
TOPOGRAPHICAL SURVEYS BRANCH
Ottawa, 27th July 1900
APPROVED AND CONFIRMED.

sgd E. Deville
Surveyor General

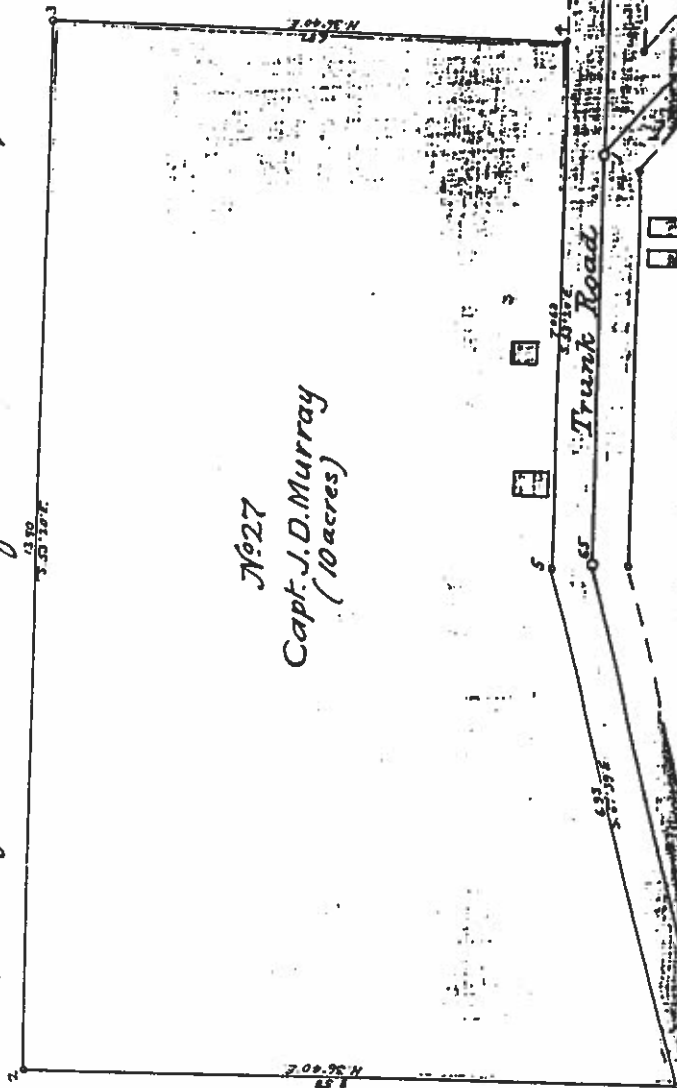
the original plan of survey of Record in the
Department of the Interior at Ottawa under
Plan No. 8510.

Approved.

Frank Clayton

Surveyor of Dominion
in charge of Branch.
Deputy of the Minister of Interior.

No 27
Capt. J.D. Murray
(10 acres)

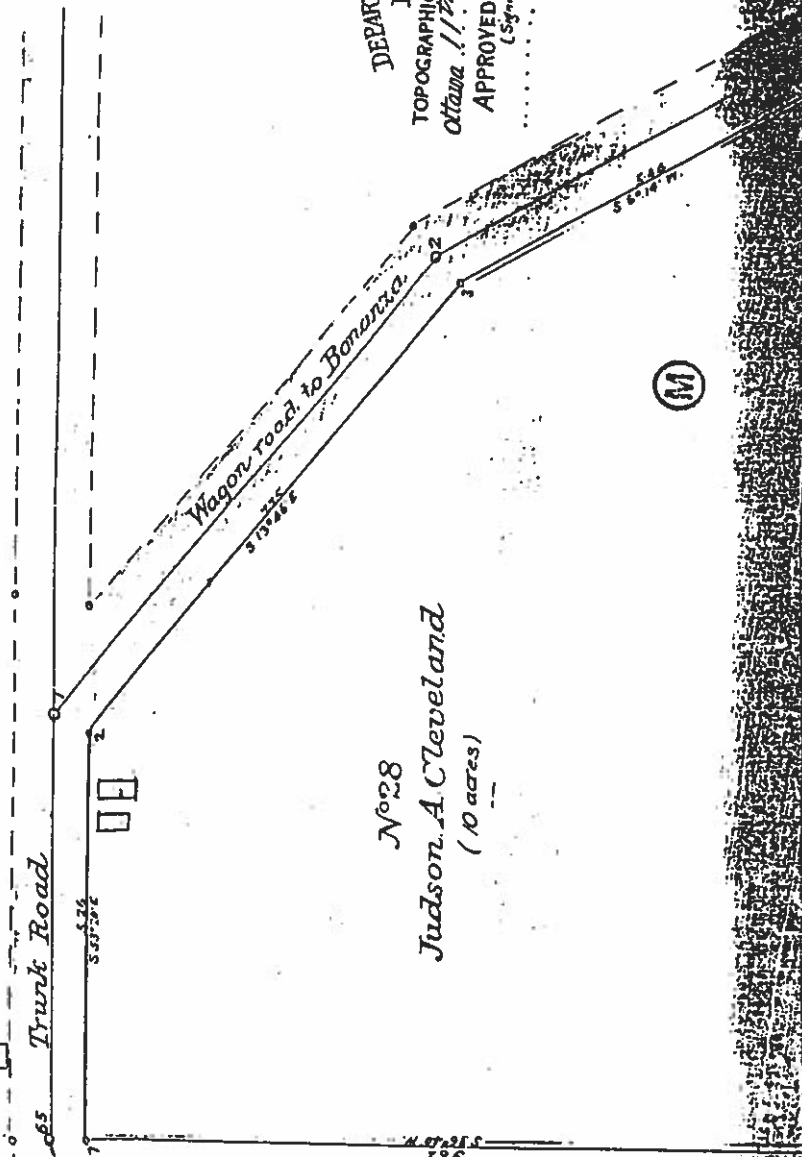


(M)

NK ROAD
to
Port River

chains to an inch

Interior at Ottawa under Field Note No. 6172
Approved *J. G. Macleod*
Acting Deputy of the Minister of Interior
Frank Clayton
Inspector of Dominion
in charge of Branch.



I, City of Dawson Dominion Land Surveyor,
in my own proper person, according to law and
for General, faithfully and correctly execute
the foregoing plan; and that the said plan is cor-
rectly known and believed. So help me God.

City
1900 (signed)

Paul H. Dymally

Commissioner of

DEPARTMENT OF THE
INTERIOR
TOPOGRAPHICAL SURVEYS BRANCH
Ottawa 11th Aug. 1900
APPROVED AND CONFIRMED
(signed) *Chas. H. H. H.*
Surveyor General.

15 Mile

On Sept. 20, 1899, a progress report on the Ridge Road construction was written from Halfway House, at the divide between the west fork of Flannery Cr. and the west fork of Last Chance Creek. Patterson and Cleveland had a mess tent and the headquarters for the road construction crew there.¹⁵ Halfway House may date from the road construction as it is approximately half way along the Ridge Road from the mouth of Bonanza Creek to Caribou City.

In Oct. 1899 the NWMP inspected the roadhouse in response to an application for a liquor license. The house was a substantial log building with ample accommodation for at least 30 people. It was a stopping place for the stage running between Dawson and Dominion. The next nearest licensed places at this time were Cook's roadhouse at the Dome and a roadhouse at the Lower Ferry near Dawson.¹⁶ The Halfway Roadhouse was owned by William W. Irwin who must have done some freighting as well. On Jan 4, 1900 Paul Dumais, the government surveyor, paid for room and board and also paid W.W. Irwin to move the survey camp to Dawson.¹⁷

By April 3, 1900, several new roadhouses were springing up along the government ridge road. The Halfway roadhouse, described as 16 miles from Dawson, was already well established and known for good food and good liquor.¹⁸ Twenty acres of land, on the south side of the Ridge Road, was titled to William W. Irwin in 1900.¹⁹ The Half Way Road House is shown on the plan, along with two outbuildings. The roadhouse could accommodate 30 people. An application was made for a liquor license.²⁰

James Gibbon, D.L.S. enjoyed the hospitality of the Half Way as he ate dinner there on Sept. 14 and 15, 1900.²¹ W.W. Irwin held a liquor license in 1901 for the Halfway House on the Ridge Road.

¹⁵ *Dawson Daily News*, Sept. 20, 1899.

¹⁶ Yukon Archives, Record Group 91/B2 Vol. 75.

¹⁷ Yukon Archives, Gov 1621 f. 2314.

¹⁸ *Yukon Sun*. April 3, 1900

¹⁹ Patent granted on Oct. 11, 1900 to William W. Irwin. Yukon Archives, RG 91/B2 Vol. 75 file 86. (M. Gates, 1987)

²⁰ YTG liquor licenses from 1898-1901. (G. Skuce, 1995)

²¹ Yukon Archives, Gov 1620 f 1832. The expense account from James Gibbon, D.L.S. Connection of Surveys at the Dome.

Across the road from the Half Way Road House was Emile Mohr's Roadhouse and two stables.²³ Emile Mohr had several retail outlets in the Klondike. A sign on the suspension bridge between Klondike City and Dawson advertised two stores in Dawson for Mohr and Wilkins. Mohr had a store on Sulphur Creek at Sulphur City and a store at Grand Forks. There is no mention of a store being built on the lot on the Ridge road, but there were two stables and a roadhouse. It could be that Mohr freighted goods to his own stores on the creeks and used this roadhouse as a stopping place along the route.

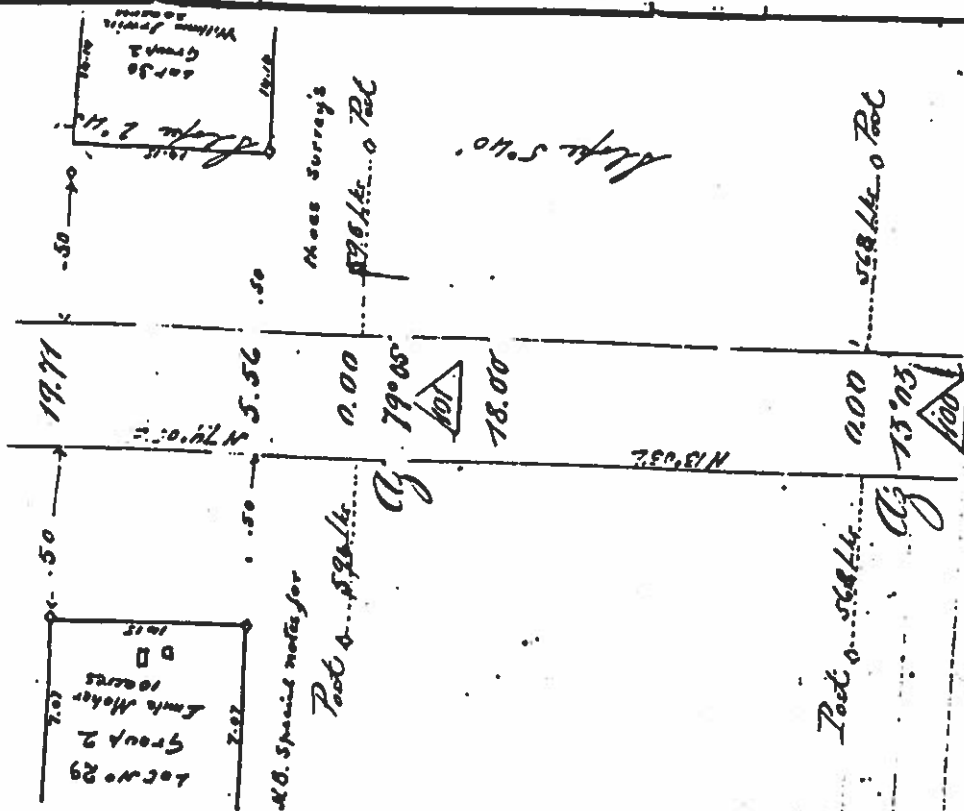
The roadhouses along the ridge road relied heavily on canned goods for supplies. There were few gardens around Dawson for the first four years. Locally grown radishes, onions and lettuce were available but rare. Potatoes and onions were imported during the winter. Cabbage, turnip, carrots, parsnips and sweet potatoes were brought in throughout the year. Freezing was the handiest method of storage.²⁴

Evidence of backfilled walls outlining foundations, the remains of an outhouse and a large dump of tin cans and bottles is all that remains of the roadhouses at Fifteen Mile. The old well has been dug out for use by hikers using the Ridge Road Recreational Hiking Trail.

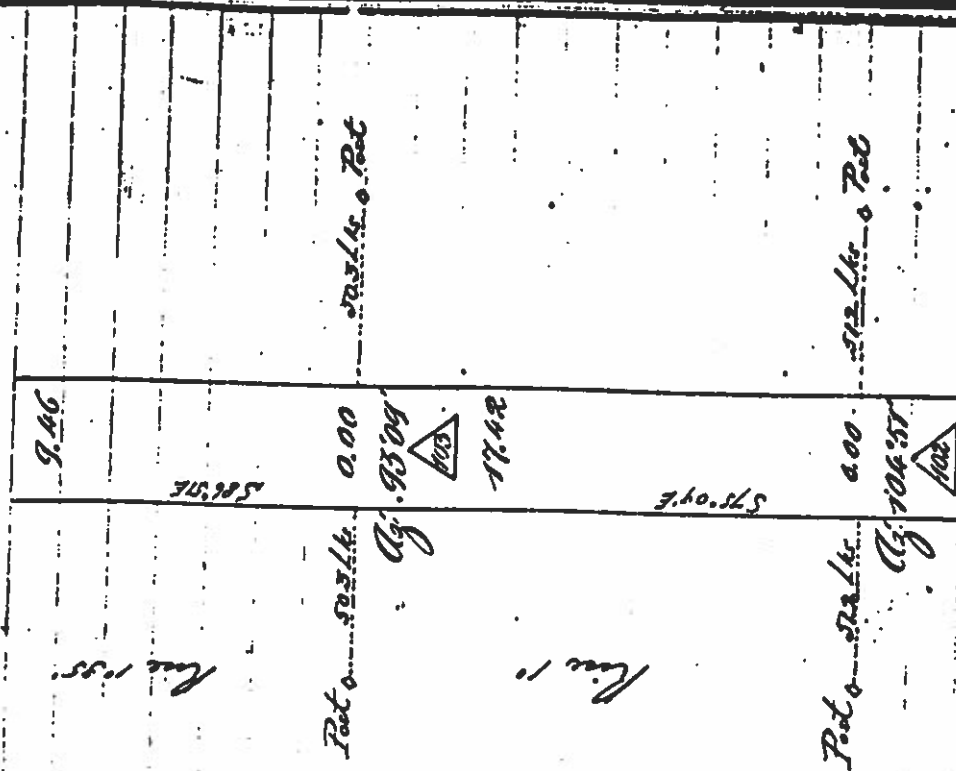
²³ Department of Natural Resources, Legal Surveyor's Division.

²⁴ *Klondike Nugget*, Sept. 11, 1901.

Survey of Trunk Road to Stewart River



Survey of Truck Road to Mount Rain

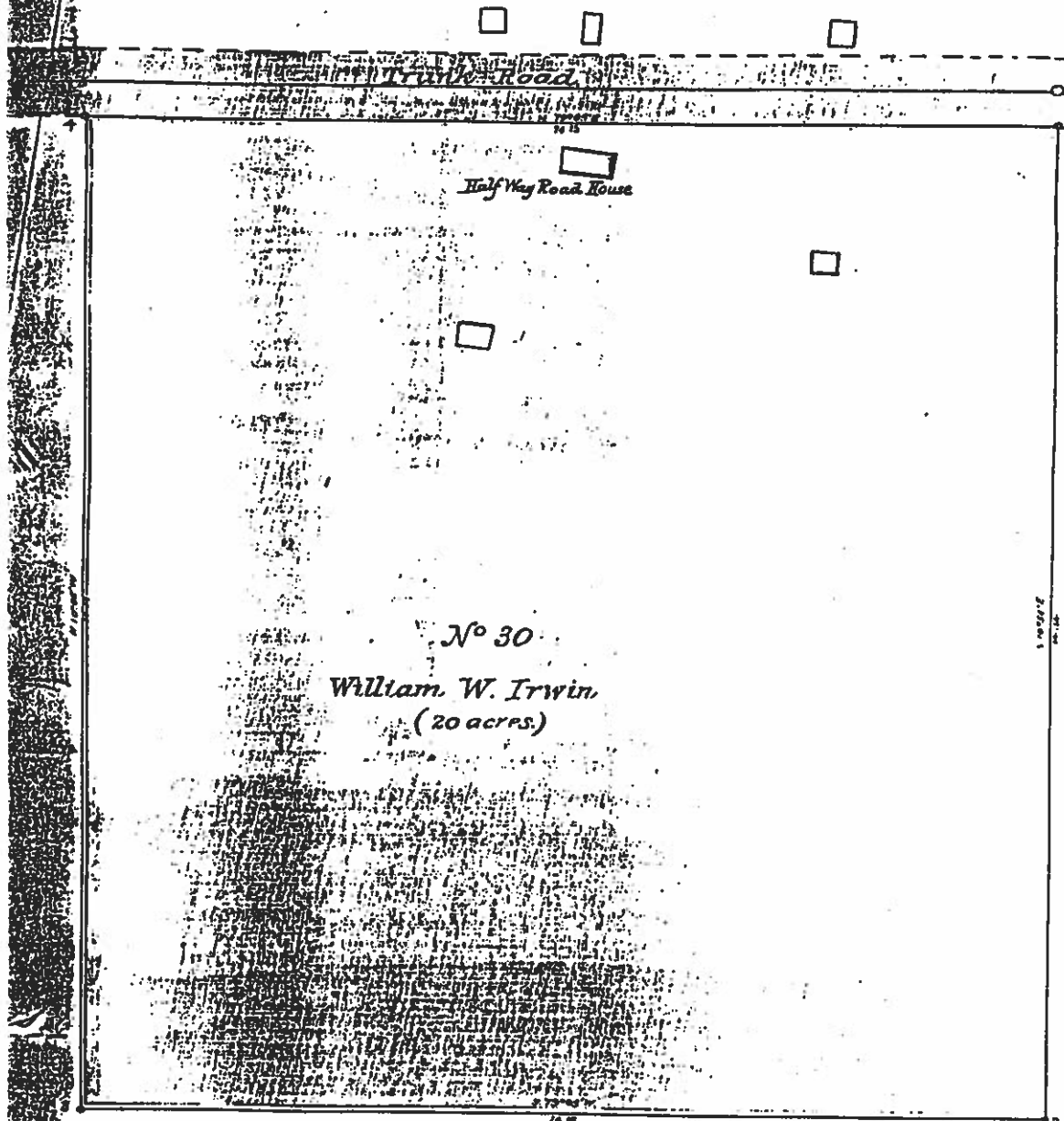


101 30 68016 5
EX E No 15



Note The bearings of this survey are derived from an astronomical observation taken by me on the survey of the Trunk Road
Spruce post 3 to 4 inches square shown thus •

Branch.



copy no 1000 ...
original plan of survey of record
Department of the Interior at
Washington D.C. No. 8509.

W. A. P. ...
of
Department of the Interior.

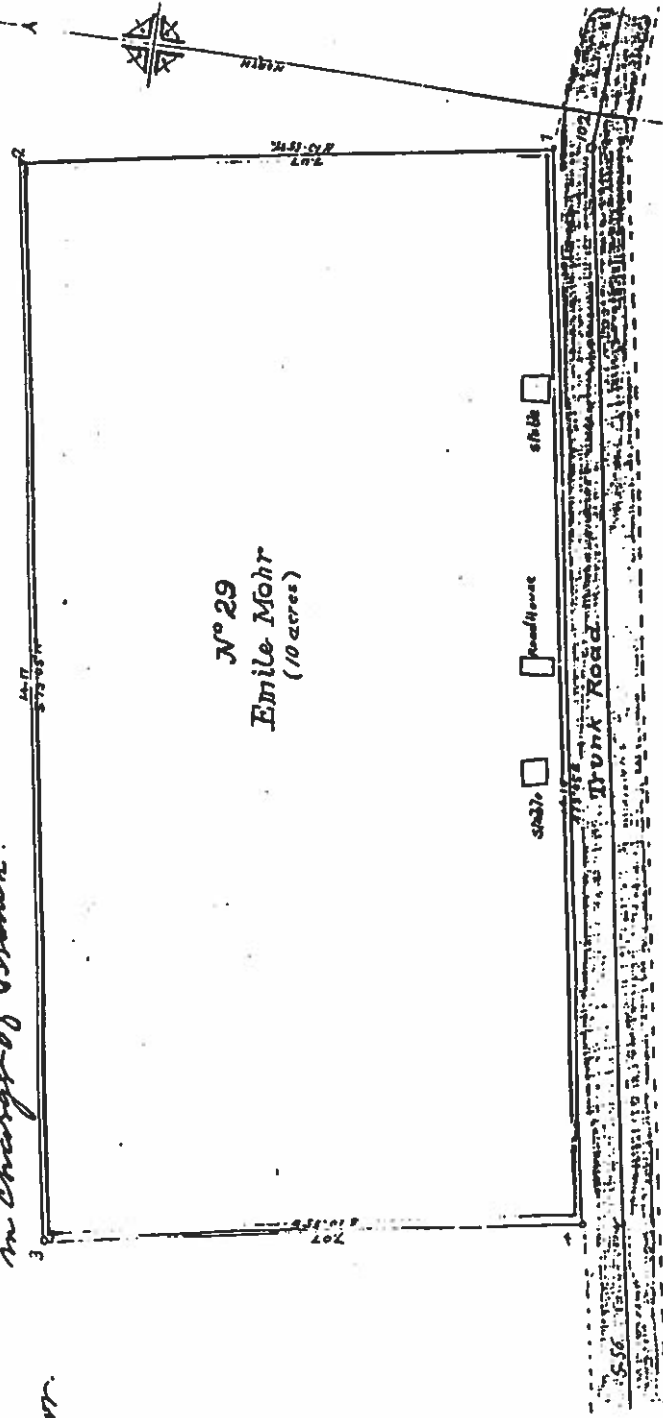
(25th August 1909)
Survey of the Interior

Frank Clayton
Surveyor General
in charge of Branch.

LOT NO 29 GROUP 2

OF
on the
TRUNK ROAD
to
Stewart River

Scale of 2 chains to an inch



(M)

These numbers are derived from astronomical

17 Mile

A roadhouse, described variously as 16 and 17 miles along the Ridge Road, may have been at the junction of a trail down to Nugget Hill on Hunker Creek.²³ The ridge at this part of the road is between the west fork of Carmacks Cr. and the east fork of Last Chance Cr. The roadhouse was owned by A.F. Beamish and D. Cummings and provided accommodation for twenty persons.²⁴ The RCMP inspected the premises as a liquor license requirement and found a bar 12x18, dining room 12x8, kitchen 12x14, bunkhouse 18x14 and bedrooms, 10x17. There was accommodation for 40 people.²⁵ The liquor license was held by Beamish and Cumming for the year of 1901. By 1902, Beamish had given up on the Ridge Road and had moved to the top of Hunker Creek. An article in the *Dawson Daily News*, Aug. 27, 1902 notes many roadhouses had agreed to charge for stabling horses. That list includes W.F. Beamish at the Summit hotel.

During the site examination, this site showed the smallest can and bottle dump. It may not have been very active.

18 Mile

Barney's Hotel, or "Dirty Bob's" as it was affectionately known, was 17 or 18 miles from Dawson on the Ridge Road, and was only briefly in operation. A February 1900 application for a Road House License lists the owners as George W. Linfield and Robert Perry.²⁶ "Bob" Perry was the cook.²⁷ The RCMP inspection report, required for the license, described a log building 60 x 13, divided into a barroom, dining room, kitchen and bunk house. The dining room and bar room had recently been added to the original buildings. The bar room roof was seven feet high and the dining room roof was eight feet high and covered with canvas. The proprietor was waiting until warm weather to get enough dirt to cover the roof. A stable, 50 'x 18' with a canvas roof and sides, could hold thirty horses. The roadhouse was known in the locality as "Dirty Bob's"

²³ Conversation with John Gould during site evaluation, Summer, 1995.

²⁴ Yukon Archives, Record Group 91/B2 Vol. 75.

²⁵ Yukon Archives, RG 91/B2 Vol.75 file 14a. Inspected for liquor license on Sept. 12, 1900. (M. Gates, 1987)

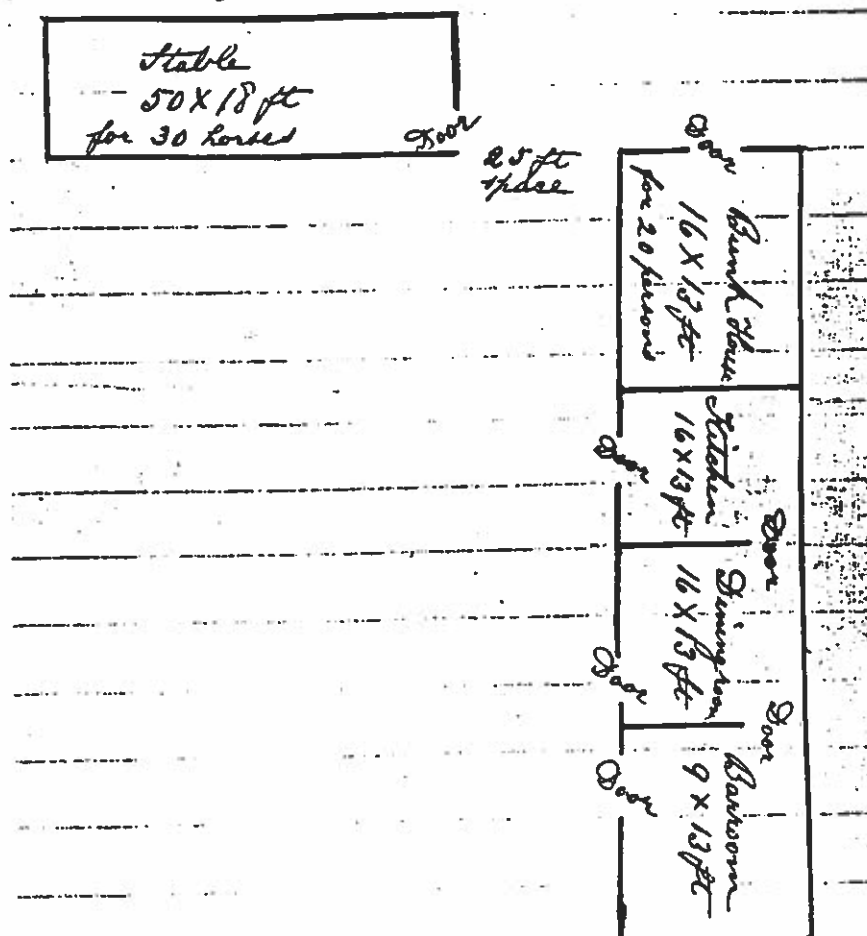
²⁶ Yukon Archives, Gov 1685 f 101. Application for roadhouse license. February 28, 1900.

²⁷ Department of Indian and Northern Affairs, Land Resources, "Doomsday Books".

but was found by the RCMP to be as clean as any other roadhouse on the Ridge Road.²⁸

The Barney Hotel was destroyed by fire in July 1900. A smudge fire, set at the front of the roadhouse to keep down mosquitoes, sent a spark into the moss roof and quickly spread through the building. The night manager was late in rousing the proprietor, Bob Perry, who was badly burned by the mosquito netting over the bed. The establishment, described by the *Dawson Daily News* as a big expensive place, was a complete loss including \$100 in gold dust, currency, groceries, liquors, etc. Bob Perry, who was a sailor, was so discouraged by his loss that he vowed to return to his old career.²⁹

No evidence remains of this site.



Sketch of the Barney Roadhouse from a March 15, 1900 Inspection Report, Gold Run Detachment of the NWMP. Yukon Archives Gov 1685 f.101.

²⁸ Yukon Archives, Gov 1685 f 101. March 15, 1900. RCMP Report.

²⁹ *Dawson Daily News*, July 7, 1900

PLAN
OF
LOT N^o 31 GROUP 2
on the
TRUNK ROAD
to
Stewart River

Scale; 2 chains to an inch

DEPARTMENT OF THE
INTERIOR
TOPOGRAPHICAL SURVEYS BRANCH
7 June 1900

George William Linfi

DEPARTMENT OF THE
INTERIOR
TOPOGRAPHICAL SURVEYS BRANCH
Ottawa, *7 August 1900*
APPROVED & CONFIRMED.
Cherville
Surveyor General.

George William Linfield
(1)

S. 21° 57' W.
7.07

I, Paul T.C. Dumais of the City of Dawson Dominion Land Surveyor,
make oath and say that I have, in my own proper person, according to law and
the instructions of the Surveyor General, faithfully and correctly execu-
ted the survey shown by the foregoing plan; and that the said plan is cor-
rect and true to the best of my knowledge and belief. So help me God.

Sworn before me at Dawson City.
this *14th* day of *May* 1900.

A. X. G. G. G. G.
A commissioner etc.

Paul T. C. Dumais
D.L.S.

*Accepted for
recording
5/7/00*

S. 68° 03' E.
14.16

Stables

Road House

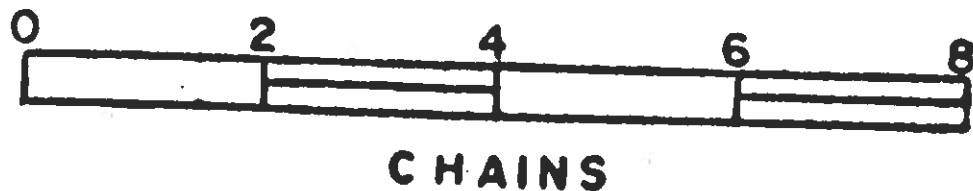
N^o 31
eld & Robert Perry
(10 acres)

N. 21° 57' E.
7.07

S. 68° 03' E.
14.16

Note.-- The bearings of this survey are derived from an astronomical observation taken by me on the Survey of the Trunk Road.

Spruce Posts 3 to 4 inches sq. shewn thus. •



Attached to FB 6172

6172



Crunk Road

S. 68° 03' E.
14.15

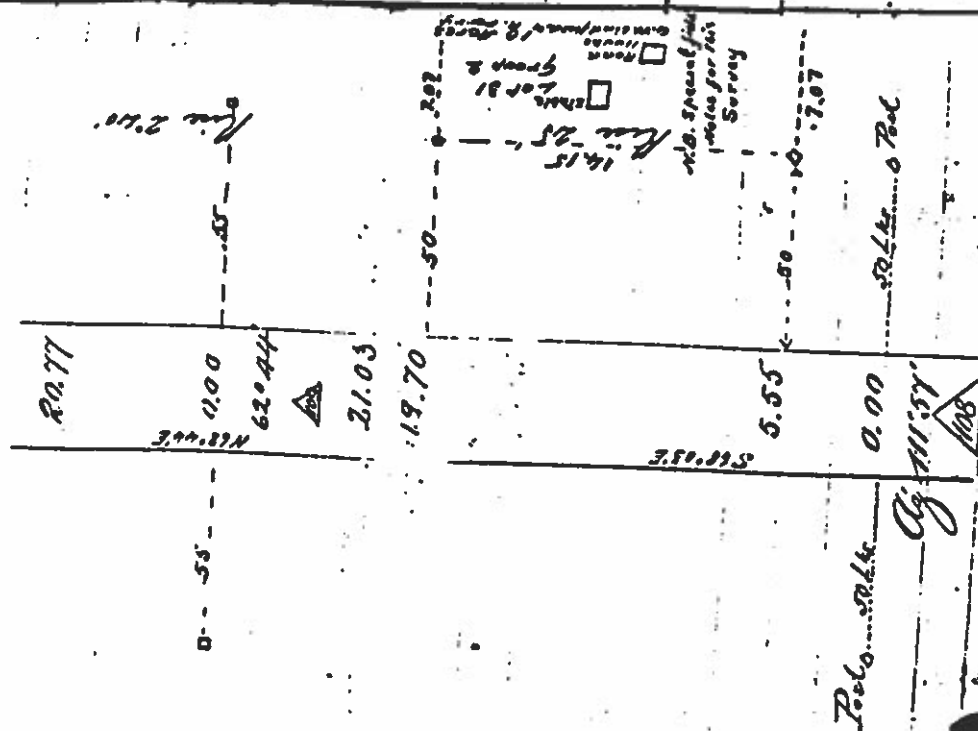
 Stables

 Road House

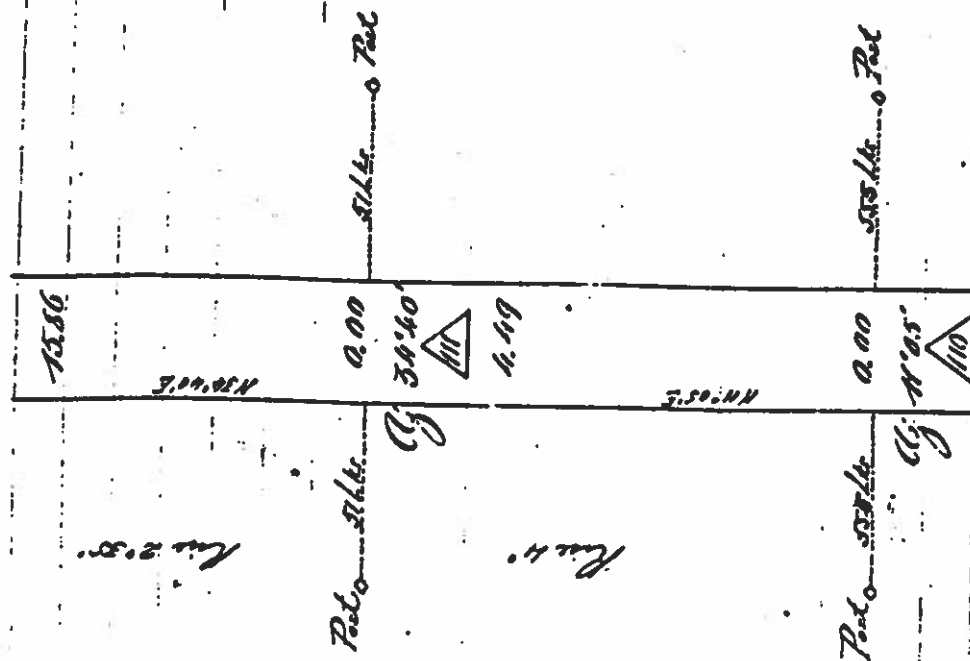
N^o 31
ld & Robert Perry
(acres)

N. 21° 57' E.
7.07

Survey of Trunk Road to Stuart Town



Survey of Trunk Road to Stewart River



Soda Station

The Klondike Mines Railway was built after the Ridge Road was no longer in use. The rail line crossed the Ridge Road twice on its way from Dawson. Near the top of Soda Creek, the Railroad company installed a box car, with the running gear removed, for use as a station.

The Klondike Mines Railway was granted a charter in 1899 but construction was delayed through difficulties in determining right-of-way and financing. Thomas O'Brien was a major proponent of the original idea but lacked the means to carry it through. In 1902 Erastus Hawkins, chief engineer of the White Pass railroad during construction, became interested in the project and raised capital to build the railway. By this time, good government roads connected Dawson to the major creeks and the railway was largely unnecessary. The production of gold peaked in 1900 but prospectors and businessmen were ever hopeful of a hard rock mine which would benefit from a railroad. Thirty-two miles of the Klondike Mines Railway were completed in 1906 with a terminus at Klondike City and Sulphur Springs on the Dome. The railway operated seasonally for eight years.

Box Car Group

"Up the hill" from Boxcar are mine shafts and evidence of hard rock mining.³⁰ Hard rock gold in a quartz deposit was discovered at the Dome, at the headwaters of Bonanza and Hunker, by Thomas Kenan on June 26, 1901. This discovery encouraged prospecting all along the ridge parallel to Bonanza Creek. There are two shafts at the Box Car Group of hard rock mining claims. One shaft was cribbed and is now sloughing in. The second shaft is in good condition with an intact ladder.

The Top of Carmack's Forks

L.J. McCarty opened a roadhouse on June 1, 1899 at the junction of the Old Carmack's Forks trail and the old ridge trail.³¹ A *Dawson Daily News* column on September 20, 1899 announced that the Ridge Road was completed between the mouth of Bonanza and McCarty's roadhouse at the old flag pole.³² Flag poles along the ridge at various roadhouse sites helped to orient travellers as they travelled over the ridge from creek to creek.

When McCarty moved from this location, soon after the Ridge Road was built, he relocated on

³⁰ J. Gould 1979

³¹ *Dawson Daily News*, 1902 Golden Cleanup Edition.

³² *Dawson Daily News*, Sept. 20, 1899.

No. 96 above Bonanza, on what we now call the Upper Bonanza Road.³³

The Flag Roadhouse

Flags were a recurring theme at roadhouses along the old Ridge trail and Ridge Road. The Flag Road House was built on the ridge about four miles from the head of Sulphur towards Dawson by the Misses Hersberg and West in October, 1899.³⁴ In November and December, Paul Dumais paid N. G. West for board and lodging of his survey party at the Flag Road House.³⁵

By August 1, 1900, when Paul Dumais did another survey along the Ridge Road, the Flag Road House had changed hands. At this time, Dumais surveyed a 10-acre plot for W. Gorbrait at the Flag Road House. The lot was on the north east side of the Trunk Road, one half miles west of McArthur [sic] Road House.³⁶

The Flag Road House has no structural remains extant. Three foundations are marked by flat rectangular areas and built-up rock work.

³³ *Dawson Daily News*, Nov. 11, 1899.

³⁴ *Dawson Daily News*, Oct. 13, 1899.

³⁵ Yukon Archives, Gov 1621 f 2314. Nov 21, 1899. Paul Dumais expense account.

³⁶ Yukon Archives, Gov 1647 f 25460. Letter from Paul Dumais dated Aug 1, 1900.

ES
228

PLAN OF

LOT 48 GROUP 2

YUKON TERRITORY

Surveyed by PAUL.T.C.DUMAIS D.L.S.

July 28, 1900.

Scale: 3 chg. to one inch.

Note

Surveyed lines and measured distances are in red.

Calculated distances are in black.

Customers are in charge and decide

Washed with phosphate buffered saline.

The bearings of this survey are in degrees and minutes and are derived from an astronomical observation taken by me on the survey of the Front Road. —————

I, Paul T. C. Dumas of the City of Dawson Dominion Land Surveyor, make oath and say that I have, in my own paper person, according to law and the instructions of the Surveyor General, faithfully and correctly executed the survey shown by this plan, and that the same plan is correct and true to the best of my knowledge and belief.

Carroll, Wm. at Newcan Y. T.

Death before me as usual }
this 12th. day of November 1900 }

2/11/08
59th 60th Comm of marriage
Cot. accepting

1915
J. X. Gosselin
A COMMISSIONER

A Commissioner of the

I, Paul T. C. Dumas of the City of Dawson, Dominion Land Surveyor, hereafter
and say that I have, in my own proper person, according to law and the instruc-
tions of the Surveyor General, faithfully and correctly executed the survey shown
by this plan, and that the said plan is correct and true to the best of my know-
ledge and what I can help me to God.

Signed before me at Dawson Y.T. this 12th day of November 1900. }
Spd/ Paul T. C. Dumas
D.L.S.

10/11/2014

27th Dec 1906

159d. E. Merville

1000000

Traceable by G.L. 29/12/00

2 4 1 3 1
CANADA LANDS SUB-CITY RECORDS

E.S.
1238

Completed by 11/13/04

S.D 84.1

DER



"The Flag Road House, 7th Prop."
Yukon Archives, University of Alaska Archives Coll., 3080

McCarty's Roadhouse

McCarty's Roadhouse was one half mile west of the Flag Road House and was the third roadhouse location for McCarty in the Ridge Road and Upper Bonanza area. L.J. McCarty came to the Yukon from Rossland, B.C. in the Spring of 1898.³⁷ He was typical of those roadhouse owners who put their establishments on a well travelled route and encouraged visitors by improving the roads and trails in the area. McCarty had no trouble moving his place of business and was particularly astute in knowing where and when to move.

McCarty's original location on the ridge was at the junction of the Old Carmack's Forks and the old ridge trail, identified by a flag pole.³⁸ He opened this roadhouse on June 1, 1899 and was at this location when the Ridge Road was built.³⁹

L. J. McCarty moved his place of business, from the junction of Carmack's Forks on the Ridge Road, to Claim No. 96 above discovery on Bonanza on what we now call the Upper Bonanza Road.⁴⁰ McCarty & Co. shortened and improved the O'Brien tramway trail⁴¹ from Grand Forks up Bonanza to McCormack's Forks. McCarty then constructed a trail four miles farther to near Claim No. 96 where the trail ascended the hill on an easy grade, to reach the summit and the Ridge Road three miles on the Dawson side of the Dome. The *News* predicted that this new road (the present Upper Bonanza road) would divert all traffic from Sulphur and Dominion from the old McCormack's road.⁴²

J. L. McCarty moved back to a roadhouse location on the Ridge Road in early 1900.⁴³ This roadhouse was located on the ridge between Bonanza and West Gold Bottom Creek.⁴⁴ The NWMP reported that in February 1900, McCarty's roadhouse on the Ridge Road was one building 24 x 28, plus two framed tents; 14 x 16 and 10 x 14. The bar could be screened off

³⁷ *Dawson Daily News 1902 Golden Cleanup Edition.*

³⁸ *Dawson Daily News*, Sept. 20, 1899.

³⁹ *Dawson Daily News*, 1902 Golden Cleanup Edition.

⁴⁰ McCarty may have moved into an existing roadhouse on 96 Bonanza, as he took over a liquor license from Douglas M Ross. Yukon Archives, Gov 1685 f.117.

⁴¹ *Dawson Daily News*, Nov. 11, 1899.

⁴² *Dawson Daily News*, Nov. 24, 1899.

⁴³ *Dawson Daily News*, 1902 Cleanup Edition.

⁴⁴ *Klondike Nugget*, Feb. 1, 1900.

from the dining room and kitchen, in accordance with regulations regarding roadhouses. A good bunk house was detached with sleeping accommodation for 16 persons and there was a latrine on the premises. The NWMP approved an application for a liquor license as the road house was three and a half miles from the next nearest liquor bar and would be a public convenience.⁴⁵ During July 1900, Paul Dumais surveyed the "McArty [sic] Road House" with a 10-acre parcel on the west side of the Trunk Road at the head of Bonanza Creek.⁴⁶

Both the Ridge Road and McCarty's trail were very steep for the freighters. A fully loaded wagon could not make the summit. In December 1900, the Ridge Cable company installed a hoist to draw heavy sleds from the end of the road at the upper end of Bonanza Creek up a steep slope to the Ridge Road, a distance of 2250 feet. The freighters could now haul an extra ton of freight to Sulphur, Gold Run and Dominion creeks. The first week of operation was free to allow the freighters to try it out without charge. The cable company had a roadhouse and stables at the foot of the hoist.⁴⁷ The upper station of the hoist was adjacent to McCarty's roadhouse.⁴⁸ Once again McCarty had chosen a prime business location.

McCarty persuaded the government that his trail from Grand Forks to the Ridge Road was the best route from Bonanza to Sulphur and Gold Run Creeks. This section of the government road was completed on August 16, 1901 and McCarty's roadhouse became very popular. In 1902, McCarty built a large stable and improved and expanded the roadhouse. There was a bar, a bunkhouse and private sleeping apartment. Mrs. McCarty supervised the cooking.⁴⁹ McCarty had at least one employee at the roadhouse, a Mr. Chase, who left to build his own business.⁵⁰

The Upper Bonanza Road now runs through the location site of the McCarty's Roadhouse. A large mound of decayed horse manure, an excavated root-cellar or basement and a large garbage dump of bottles and cans can be found on the south side of the modern road.

⁴⁵ Yukon Archives, Gov 1685 f 117. Transfer of license, Feb. 24, 1900 and RCMP report Feb. 21, 1900. Transfer from Douglas W. Ross (30 below Bonanza) to J. L. McCarty & Co. at 96 Bonanza. May 23, 1900. Receipt for Road House fees for road house, Ridge Road, L.J. McCarty & Co. RCMP report re application for liquor license.

⁴⁶ Yukon Archives, Gov 1647 f 25460. Letter from Paul Dumais dated Aug 1, 1900.

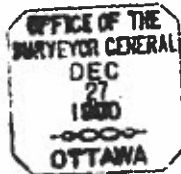
⁴⁷ *Klondike Nugget*, Dec. 6, 1900.

⁴⁸ *Dawson Daily News*, 1902 Golden Cleanup Edition.

⁴⁹ *Ibid*

⁵⁰ *Klondike Nugget*, May 29, 1901.

PLAN 54029



Field Notes

*of Survey of
Lot 49 Group 2*

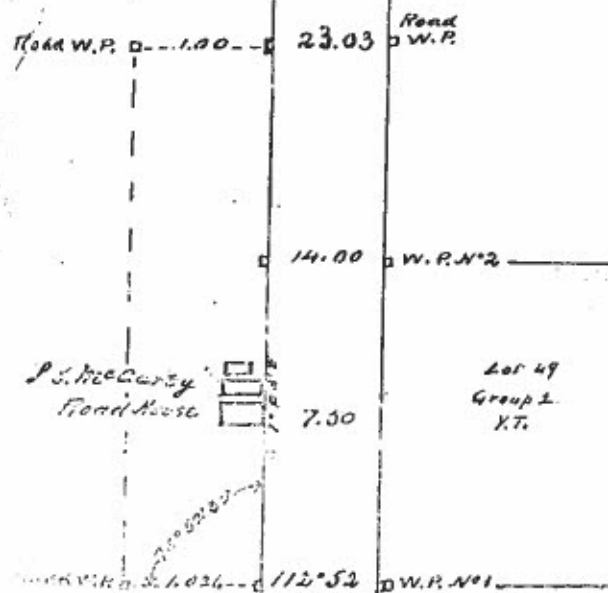
Y.T.

Surveyed by

Paul T. L. Dumais.

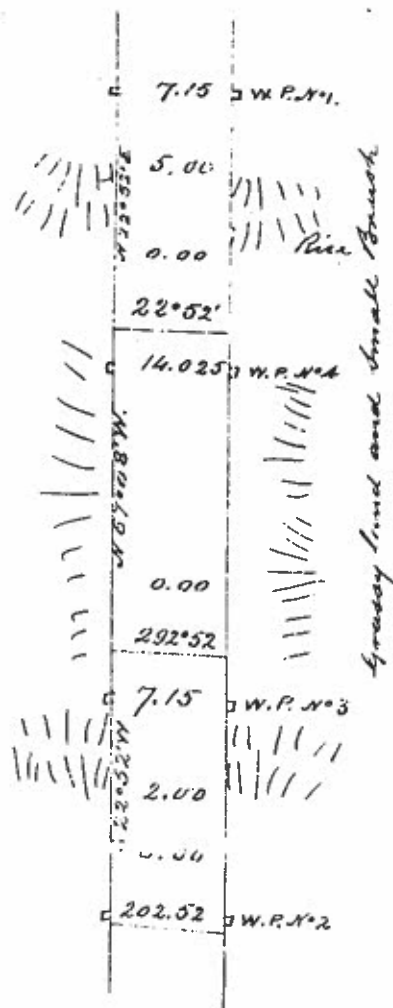
D. L. S.

July 27th 1900.



Field Notes of Survey of Lot 49 Group 1
 Starting from corner 150 of the Survey
 of the Iron Road, bearing S. 17° 00' W.
 as shown on map.

July 27th 1900



The Bearings of this Survey are in degrees and minutes and are derived from an astronomical observation taken by me on the Original survey of the Town & Road Distances are in chains and links Wooden Post are in Spruces, 4 inch square and one foot in solid ground.

Affidavit

I, Paul H. Dumas, of Dawson Y.T. Dominion Land Surveyor, make oath and say, that I have in my own person, according to law and the instructions of the Surveyor General, faithfully and correctly executed the survey shown by the foregoing field notes and accompanying Plan, and that the field notes and Plan, are correct and true to the best of my knowledge and belief, So help me God.

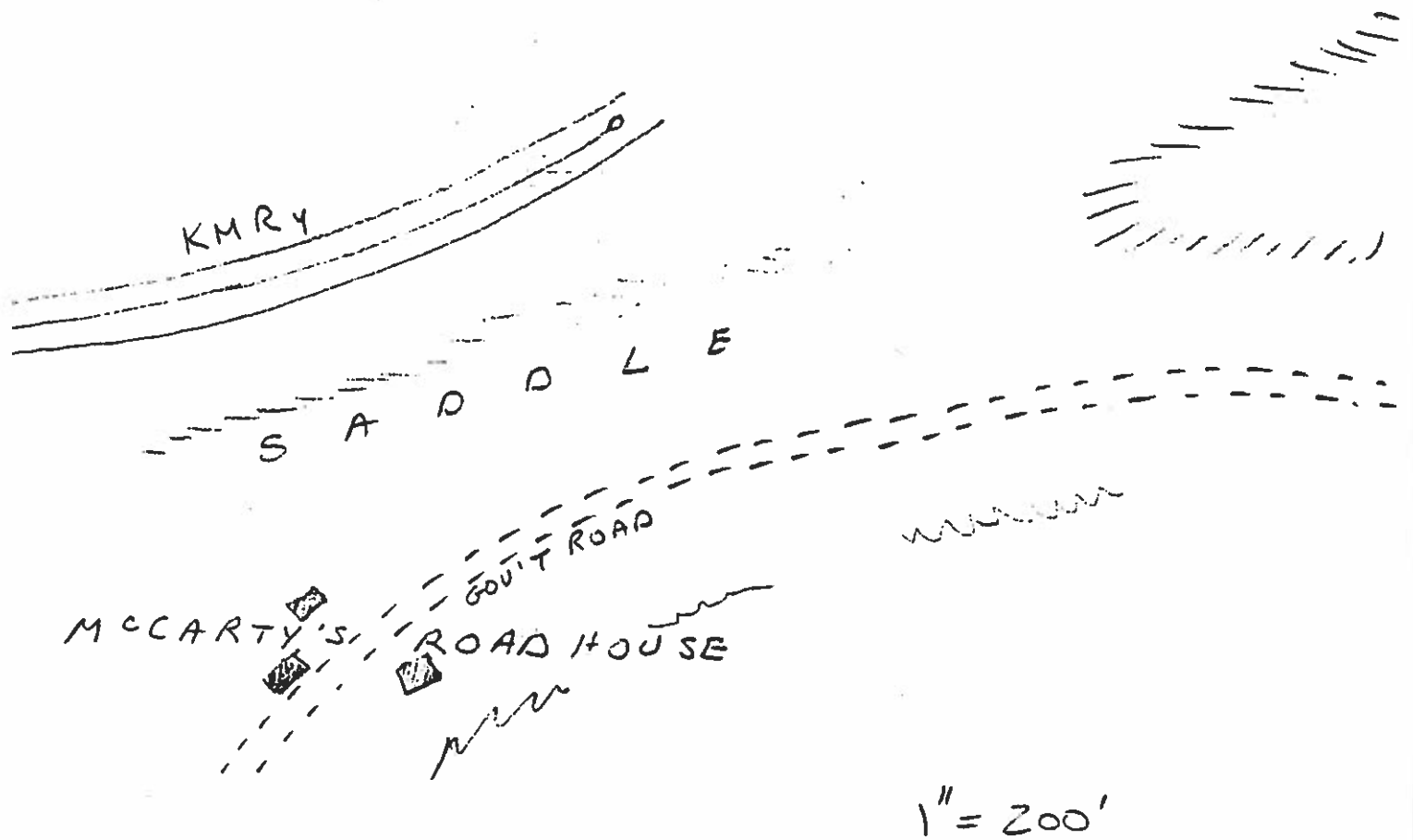
Sworn before me at Dawson

this 12th day of November 1900.

J. X. Cornelius

Notary Public

Let it be remembered that I have seen the original field notes and Plan of the above survey and that they are correct and true to the best of my knowledge and belief, So help me God.



LONGLAKE MINES TRAIL ROUTE MAP
UPT. NATURAL RESOURCES
F&G SURVEYS DIVISION, WHEE

PLAN OF LOT 49 GROUP 2 YUKON TERRITORY

Surveyed by PAUL T. CUMMAIS D.L.S.
July 27th 1900

Scale: 3 chs. to one inch.

CANADA LANDS SURVEYS RECORDS

NOTE:
Surveyed lines and measured distances are in red.
Calculated distances are in black.
Distances are in chains and decimals.
Wooden posts planted are shown blue.
The bearings of this survey are in degrees and minutes and are derived from an astronomical observation taken by me on the survey of the Trunk Road.

LOT 49 GROUP 2
10 Acres
L. J. McCarty

I, Paul T. C. Cumma of the City of Dawson, Dominion Land Surveyor, make oath and say that I have, in my own proper person, according to law and the instructions of the Surveyor General, faithfully and correctly executed the survey shown by this plan, and that the said plan is correct and true to the best of my knowledge and belief. So help me God.

Sworn before me at Dawson Y.T.
this 12th day of November 1900

Witnessed by J. H. Grasslin
A Commissioner etc.

(Sgd) Paul T. C. Cumma D.L.S.

CANADA LANDS SURVEYS RECORDS
Date 4 JUNE 1968

27th Dec 1920
(Sgd) E. Duille

Traced by E.L. 3/12/00

The Dome

The ridge at the top of Gold Bottom Creek was known as the Dome. It was a crossing point for miners and prospectors travelling from Hunker to Sulphur and Quartz creeks. A rope was in place to aid the transfer of freight and four separate roadhouses were under construction on the ridge in October 1898. Two of these roadhouses expected to operate rope tramlines.⁵¹ The winch from one of these tramlines is still in place and can be seen from the present-day Upper Bonanza road.

In April 1899, Harry Sadlier applied for a liquor license for the "Wayside" Roadhouse at the Dome. The NWMP inspection report for the license described a log building 18 x 22, a lean-to kitchen 14 x 16, a pole stable for two horses and a water closet at 20 rods distance from the house. The roadhouse could provide board and lodging for 12 persons. The report noted that the next nearest licensed house was on No 1 Above Upper Disc. Dominion Creek, 5 miles away.⁵²

The most popular and long lasting of the roadhouses on this site was the Dome Roadhouse built by Joe Cook in October 1898. It was expensive to build as the cost of labour and freight was high. In November 1898, the roadhouse was owned and operated by Joe Cook and Frank Cleveland. Joe Cook, from Portland, owned the Portland livestock exchange and other interests. Cook and Cleveland also owned a large freighting business of pack trains operating out of Dawson City and they had secured enough contracts to ensure a busy winter.⁵³

The roadhouse had a tall flag called "Old Glory" which guided the travellers for miles and the roadhouse was known as the flag station. With an altitude of 1229 m., the view from the Dome is spectacular and people made special trips just to see the panorama. The roadhouse was popular even in the winters as the temperature on the ridge is warmer than down in the valleys.⁵⁴

By December 9, 1899, when Paul Dumais paid for room and lodging at the Dome Road House, the establishment had a manager, J.H. Starbird.⁵⁵ Dumais surveyed 15 acres (in two lots) in this area for Francis Augusta Cleveland. The roadhouse was known by several names; "Joe Cook's Roadhouse", "Cook's Roadhouse", and in 1901 "Joe Cook & Co. Dome Road House", but was

⁵¹ *Klondike Nugget*, Oct. 26, 1898.

⁵² Yukon Archives, Gov 1685 f 163. Liquor License Application April 17, 1899 and RCMP Report April 27, 1899

⁵³ *Klondike Nugget*, Nov. 1, 1899.

⁵⁴ *Klondike Nugget*, Nov. 1, 1899

⁵⁵ Yukon Archives, Gov 1621 f 2314. Dec. 9, 1899

commonly called "the Dome". Cook and Cleveland bought a roadhouse license in September 1899. The roadhouse could lodge fifteen persons and in November, was upgraded to accommodating thirty persons.⁵⁶ In December 1899, the roadhouse tried to attract business from more than just the casual traveller and offered a great Christmas dinner.⁵⁷

In August 1900, Captain W.E. Holmes, commander of the steamer *Columbian*, was managing the Dome roadhouse and the freighting business of F.A. Cleveland. He had an able assistant in Louis Korter. Cleveland had four pack trains and several teams hauling freight from the Dome to Sulphur, Dominion, Gold Run, Quartz and nearby creeks. Business at the Dome was reported to be good.⁵⁸ Meals were \$2.00 and cigars and whiskey were fifty cents each.⁵⁹ The roadhouse was also functioning as lodging for prospectors in the area. When a bear wandered past, the boarders were not above adding him to the stew pot for the general good.⁶⁰

By September 1900, Cleveland may have been running the roadhouse by himself. James Gibbon D.L.S., while working on connecting some surveys at the Dome, paid F.A. Cleveland for two nights room and board at the Dome Road House.⁶¹

In 1901, Cleveland had a new partner in several of his roadhouses. Mrs. J. Carroll left San Francisco in early spring of 1898 and supervised the packing of a five-ton outfit over the Chilkoot Pass and to Dawson City. She staked some claims but was more successful at running a roadhouse. In the spring of 1899, Mrs. Carroll owned a roadhouse tent on Claim No. 57 below discovery on Bonanza and soon built a two-story log building there. She sold in the spring of 1900 and left for Nome. Carroll returned from Nome in February 1901 and purchased a half interest, from F.A. Cleveland, in two roadhouses at Claim No. 30 Gold Run and at the mouth of Eureka Creek. She also purchased some interest in the Dome Roadhouse. Mrs. Carroll resided at the Dome, supervising the roadhouse and selling goods and miner's supplies. Mr. Cleveland operated other business interests including an extensive freighting business and a modern roadhouse and sawmill at the mouth of Quartz Creek.⁶² After 1900, Cleveland also owned stores at the Dome, Gold Run and the Indian River. The Cleveland stores offered general merchandise,

⁵⁶ Yukon Archives, Record Group 91/B2 Vol. 75.

⁵⁷ *Dawson Daily News*, Dec. 16, 1899

⁵⁸ *Dawson Daily News*, Aug 2, 1900.

⁵⁹ Yukon Archives Photo #3125: Dianne McDougal Collection.

⁶⁰ *Dawson Daily News*, Aug. 2, 1900.

⁶¹ Yukon Archives, Gov 1620 f 1832. Expense account from James Gibbon, D.L.S. Connection of Surveys at the Dome.

⁶² *Dawson Daily News, Cleanup Edition, 1902*

hardware, fittings and a large supply of lumber at each location.⁶⁵ The Dawson Daily News 1902 Golden Cleanup Edition considered The Dome roadhouse the best known resort of its kind in the territory.⁶⁶ Cook's Roadhouse, or the Dome, continued to be a stage line station after 1903.⁶⁷

In 1910, The Dome Hotel was managed by J.D. Hartman.⁶⁸ The "Hartman roadhouse", and all the buildings of the Klondike Mines Railway at this site, burned in a bush fire on August 23, 1923.⁶⁹

An excavated foundation with a depression in the middle and a section of tin-covered roof is all that remains of Cook's Roadhouse.

⁶⁵ British Columbia Archives, Ledger Papers of F. A. Cleveland, Dr.

⁶⁶ *Dawson Daily News, 1902 Golden Cleanup Edition.*

⁶⁷ Photo: University of Alaska, Fairbanks, UAA 64-75-59. Cook Roadhouse with Orr & Tukey Stage, Ridge Road, after 1903. Photo: Yukon Archives, 583 Cook's Roadhouse with men, women and children. May 28, 1903.

⁶⁸ Photo, copyright E.O. Ellingsen, 1910. Dawson City Museum #984.201.13.

⁶⁹ *Dawson Daily News, Aug. 23, 1923.*

of survey of

LOTS 45 AND 46 GROUP 2

in the

YUKON TERRITORY

Scale

— 2 CHAINS TO AN INCH —

2 4 5 4 2
CYNDY TUNING RECORDS

NOTE: Since posts are planted at all points marked with red space.
Gyngyphs derived from course 100 m. at of the
survey of Gun Tank road by P.T.C. District 125.
Bearings are in degrees and hundredths.

Filed in the records of the Yukon Territory
19th July of February 1902 with Plan No 243

W. S. Clifton
Inclined Survey

LOT 46
Area 10⁰⁰ Ac.

I, Jean Leon Cdr, of Dawson in the Yukon Territory
Dominion Land Surveyor, make oath and say that
here, in my own proper person, according to law and the
instructions of the Surveyor General, faithfully and correctly
executed the survey shown by this plan, and that the
said plan is correct and true to the best of my ability
and belief. To help me God.
Sworn before me at Dawson
in the Yukon Territory on
the 3rd day of August 1900

LOT 45
Area 5⁰⁰ Ac.

A Commissioner of the Yukon Territory
in the Yukon Territory

Continued on next page

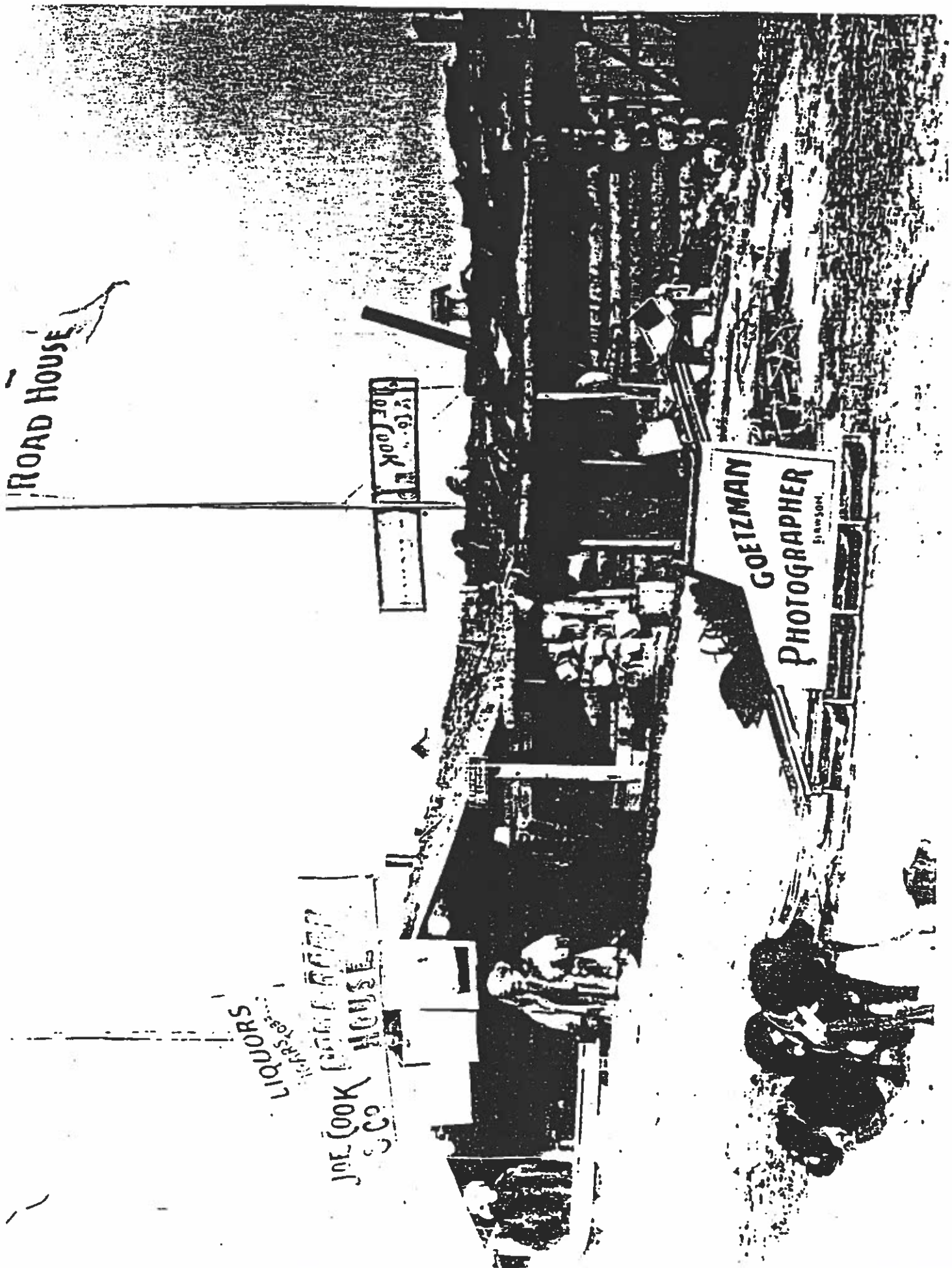
2 4 5 4 2
CYNDY TUNING RECORDS

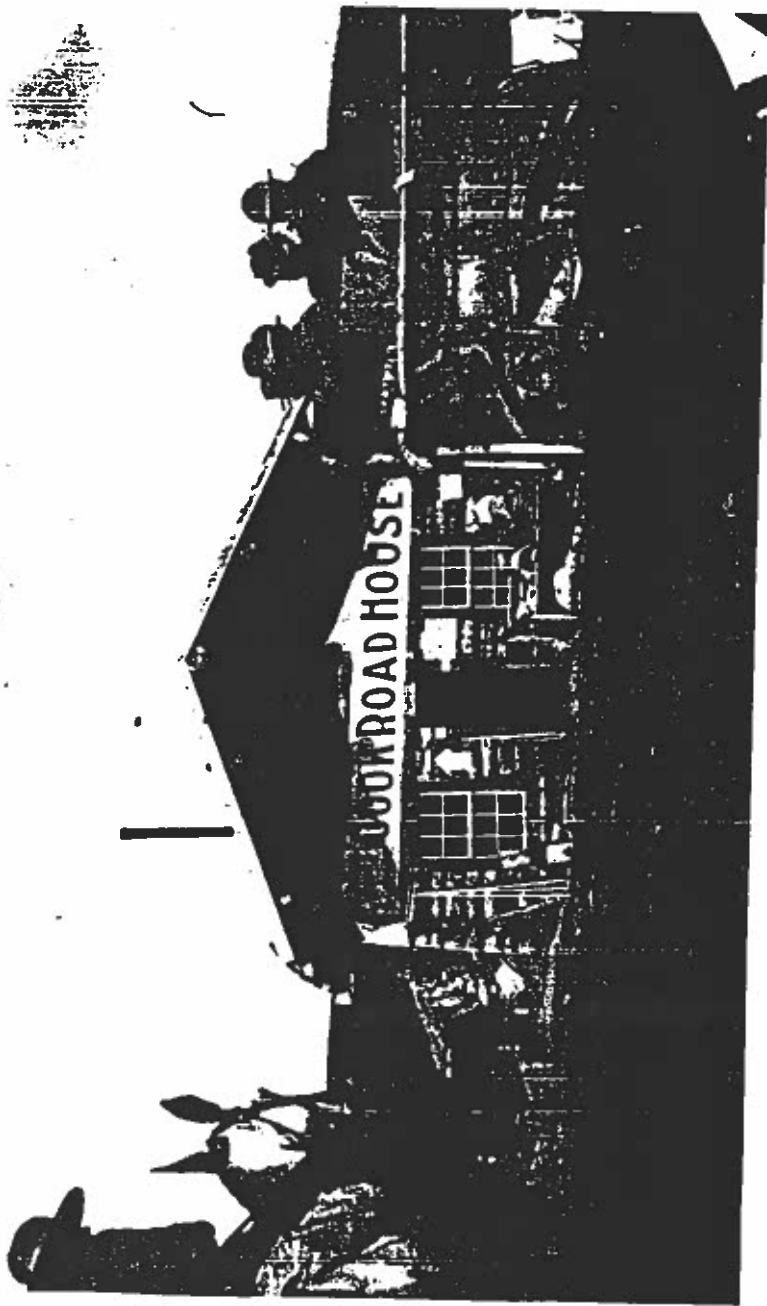


Klondike Nugget, Nov. 1, 1899

whiskey, .50 each.

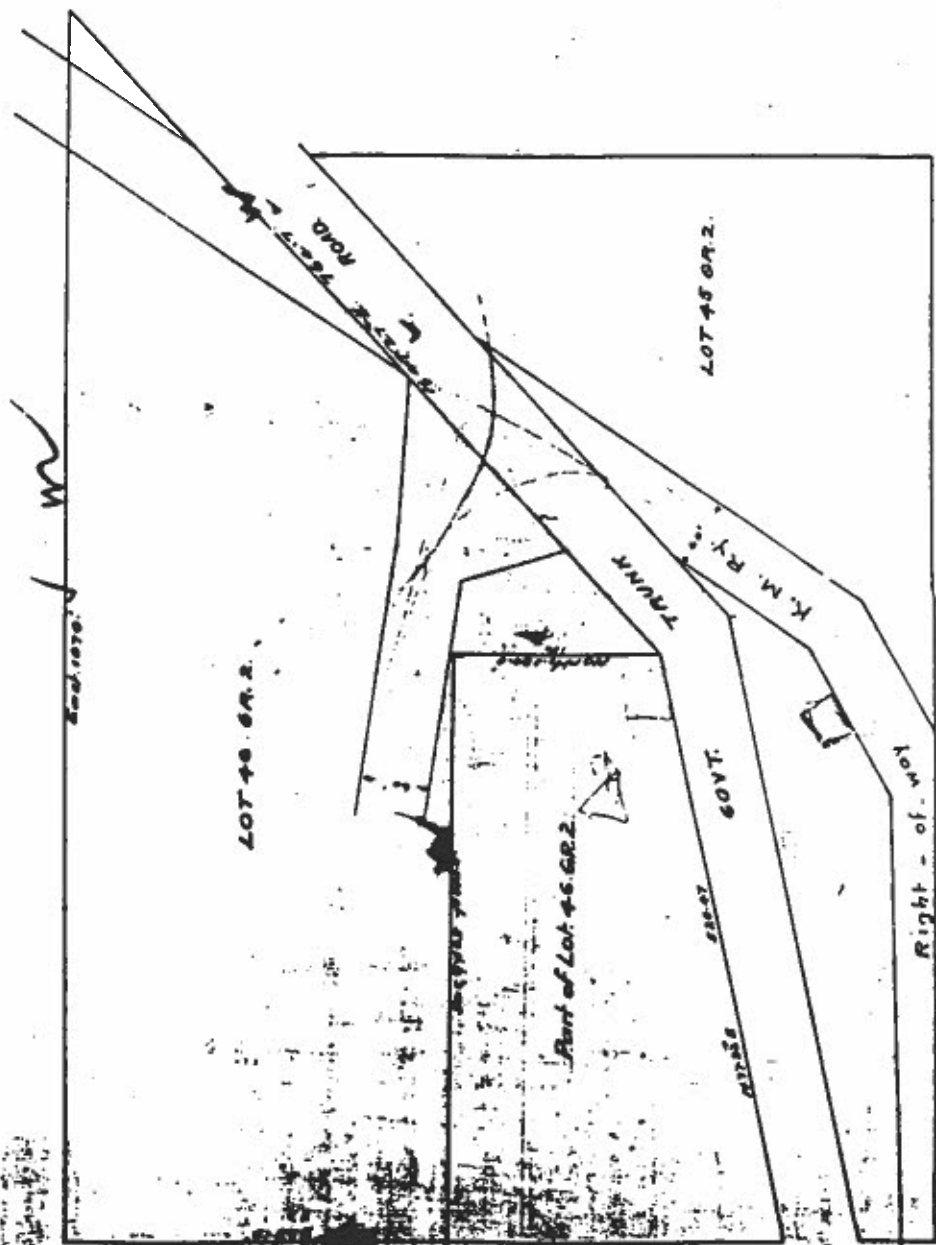
Parks Canada, Dianne McDougal Coll. #3125, KNHS 22-6 H-102.





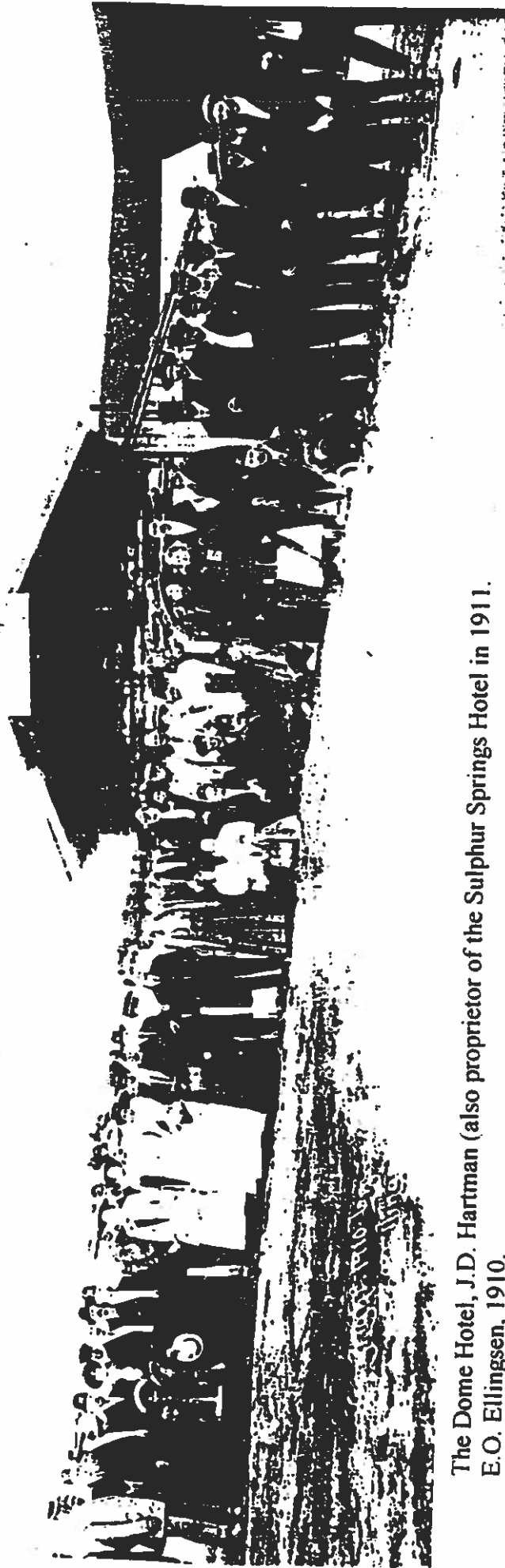
"Cook Road House, Wines, Liquors and Cigars."
Yukon Archives, University of Alaska Archives Coll. #3064

2064 UAF



PLAN:
Showing Sub-division of
LOT 46 GR. 2.
Scale 100 feet = 1 inch

"Plan: showing sub-division of Lot 46, Gr. 2."
Cook's Road House (Sulphur Springs) site and terminus of Klondike Mines Railway
National Archives of Canada, #133465



The Dome Hotel, J.D. Hartman (also proprietor of the Sulphur Springs Hotel in 1911.
E.O. Ellingsen, 1910.

Yukon Archives, University of Washington # 1275
Dawson City Museum, 984.201.13

Sulphur Springs Station

The Klondike Mines Railway was completed to the Dome in 1906. The original survey of the rail line called for a station yard at the top of Sulphur Creek near the Sulphur Springs Roadhouse. The station yard was never built and instead a "wye" was put in at the Dome as the end of the line. The terminal was called Sulphur Springs although the old Sulphur Springs Roadhouse was half a mile away.



SULPHUR SPRINGS ROADHOUSE -



ANOTHER VIEW OF SULPHUR SPRINGS ROADHOUSE.

Sulphur Springs Roadhouse

The *Dawson Daily News*, 1902 *Golden Cleanup Edition* clearly describes Sulphur Springs on the government road less than a half mile from the Dome. It was in a sheltered place, near the springs at the head of Sulphur Creek. The spring provided sparkling water for the guests.⁶⁷

The roadhouse was owned by C.H. Douglas who came from Brainard, Minnesota in the spring of 1898 and successfully ran a roadhouse at Selkirk until the spring of 1899. Douglas owned Sulphur Springs and another roadhouse lower down Sulphur Creek, which he supervised himself. Sulphur Springs was run by Douglas's son, Roy E. Douglas, and Roy's wife. The roadhouse had a good bar, with Roy as the bartender, clean sleeping apartments and a roomy stable. Mrs. Douglas supervised the cooking.⁶⁸

Two large foundations, one with a cribbed root cellar, and a tin can and bottle dump mark the site of the Sulphur Springs Roadhouse.

⁶⁷ *Dawson Daily News*, 1902 *Golden Cleanup Edition*.

⁶⁸ *Ibid.*

8/4/68

PLAN

of the survey of

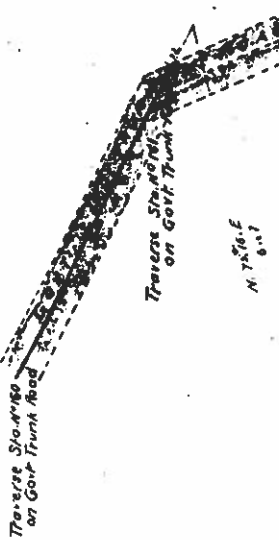
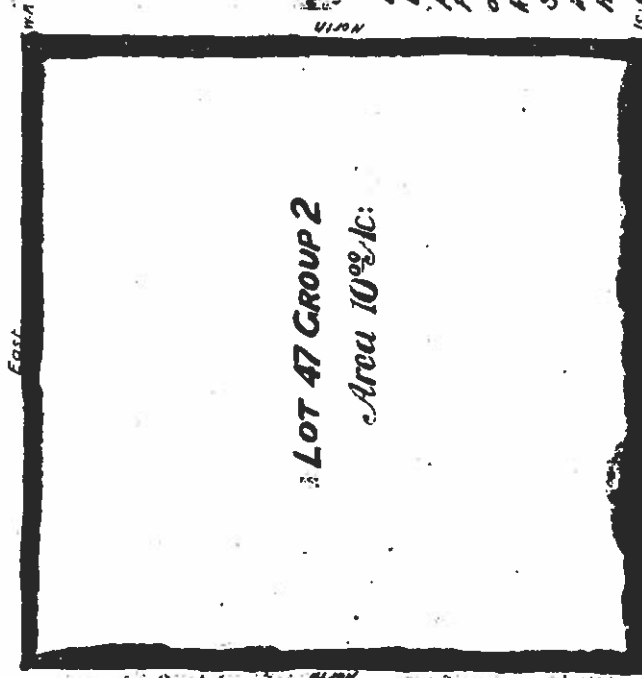
LOT 47 GROUP 2

in the

YUKON TERRITORY

Scale

— 2 CHAINS TO AN INCH —



Note. Spine posts are driven at each point marked with red spine.
Azimuth derived from survey of Govt. Trunk Road
made by P.T.C. Dumais A.L.S.
Bearings are in degrees and hundredths.

I, Jean Leon Côté, of Dawson in the Yukon Territory, Dominion of
Land Surveyor, make oath and say that I have, in my own proper
person, according to law and the instructions of the Surveyor General,
faithfully and correctly executed the survey shown by this plan,
and that the said plan is correct and true to the best of my
knowledge and belief. So help me God.
Sworn before me at Dawson (S.D.) J. L. Côté
in the Yukon Territory on...
This 21st day of June A.D. 1900

ISA J. L. Côté

A Commissioner for taking affidavits
in the Yukon Territory

27th July 00

CANADA LANDS SURVEYS RECORDS

1852

The U.S. Roadhouse

The U.S. Road House was on a 10-acre parcel on the north east side of the Trunk Road, about one mile south east of the "Big Dome". The lot was surveyed by Paul Dumais in 1900 for C. Tangen.⁶⁹ The survey plan shows one large and one small building.⁷⁰ The roadhouse was not operating in 1902.

Two foundation sites, mounds of horse manure and a dump of tin cans and bottles are to be found at the U.S. Roadhouse site.

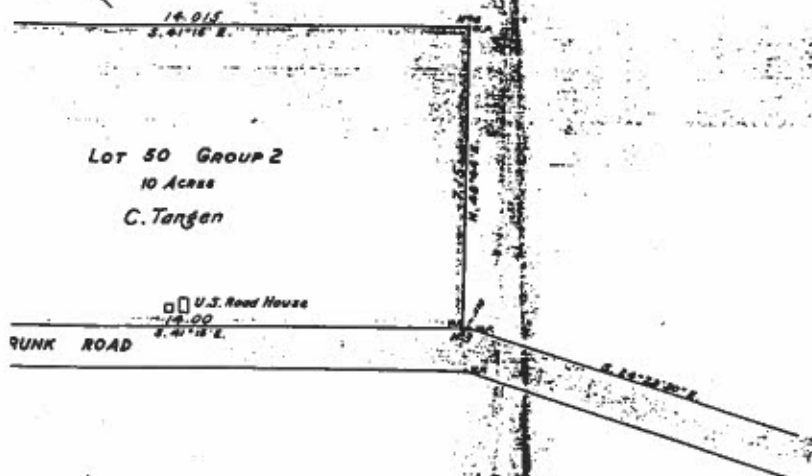
⁶⁹ Yukon Archives, Gov 1647 f 25460. Letter from Paul Dumais dated Aug 1, 1900.

⁷⁰ Yukon Archives, H-1096 Plan of Lot 50 Group 2.


PLAN OF LOT 50 GROUP 2 YUKON TERRITORY

Surveyed by PAUL T.C. DUMAIS D.L.S.
July 26th 1900

Scale: 3 chs. to one inch.



Note.

Surveyed lines and measured distances are in red.
Calculated distances are in black.
Distances are in chains and decimals.
Wooden posts planted are shown thus: 
The bearings of this survey are in degrees and minutes and are
derived from an astronomical observation taken by me on the sur-
vey of the Trunk Road.

I, Paul T.C. Dumais of the City of Dawson Dominion Land Surveyor, make oath
that I have, in my own proper person, according to law and the instruc-
tions of the Surveyor General, faithfully and correctly executed the survey shown
this plan; and that the said plan is correct and true to the best of my know-
ledge and belief. So help me God.

Attest me at Dawson Y.T.
A day of August 1900 }

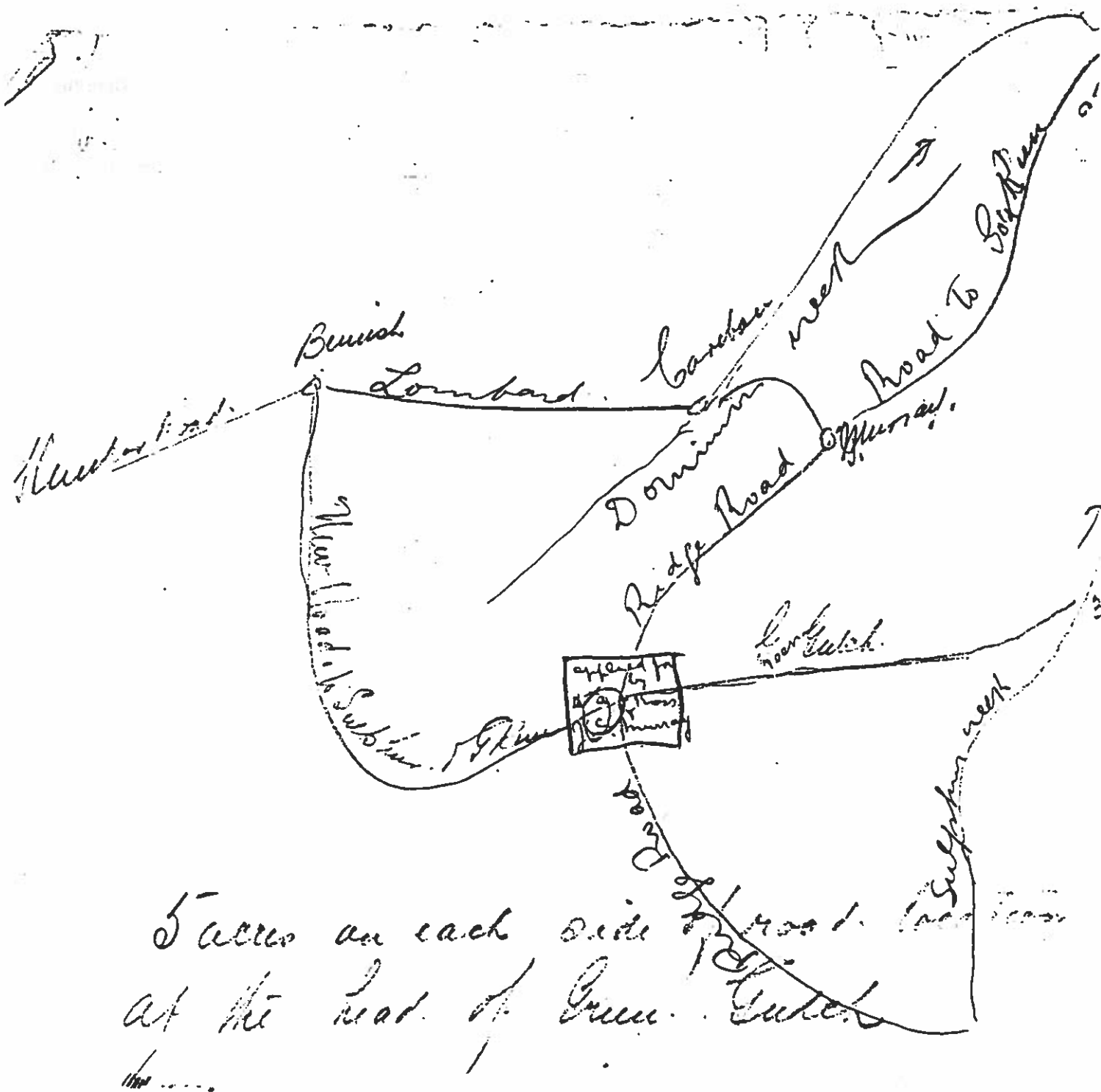
Paul T.C. Dumais
D.L.S.

A. X. G. G. G.
A Commissioner etc.

Ross and Murray

In July 1902, Donald Ross and John C. Murray bought two five-acre lots at the intersection of the Ridge Road and the new road from Hunker Creek to Green Gulch. If they had these lots surveyed, the Crown Grants were not transferred. In 1913, the Gold Commission considered these lots abandoned.⁷¹ No building remains, or evidence of occupation, were found on the site.

⁷¹ Yukon Archives, Gov 1633 f 6397. Letter from Gold Commission Dec. 5, 1913.

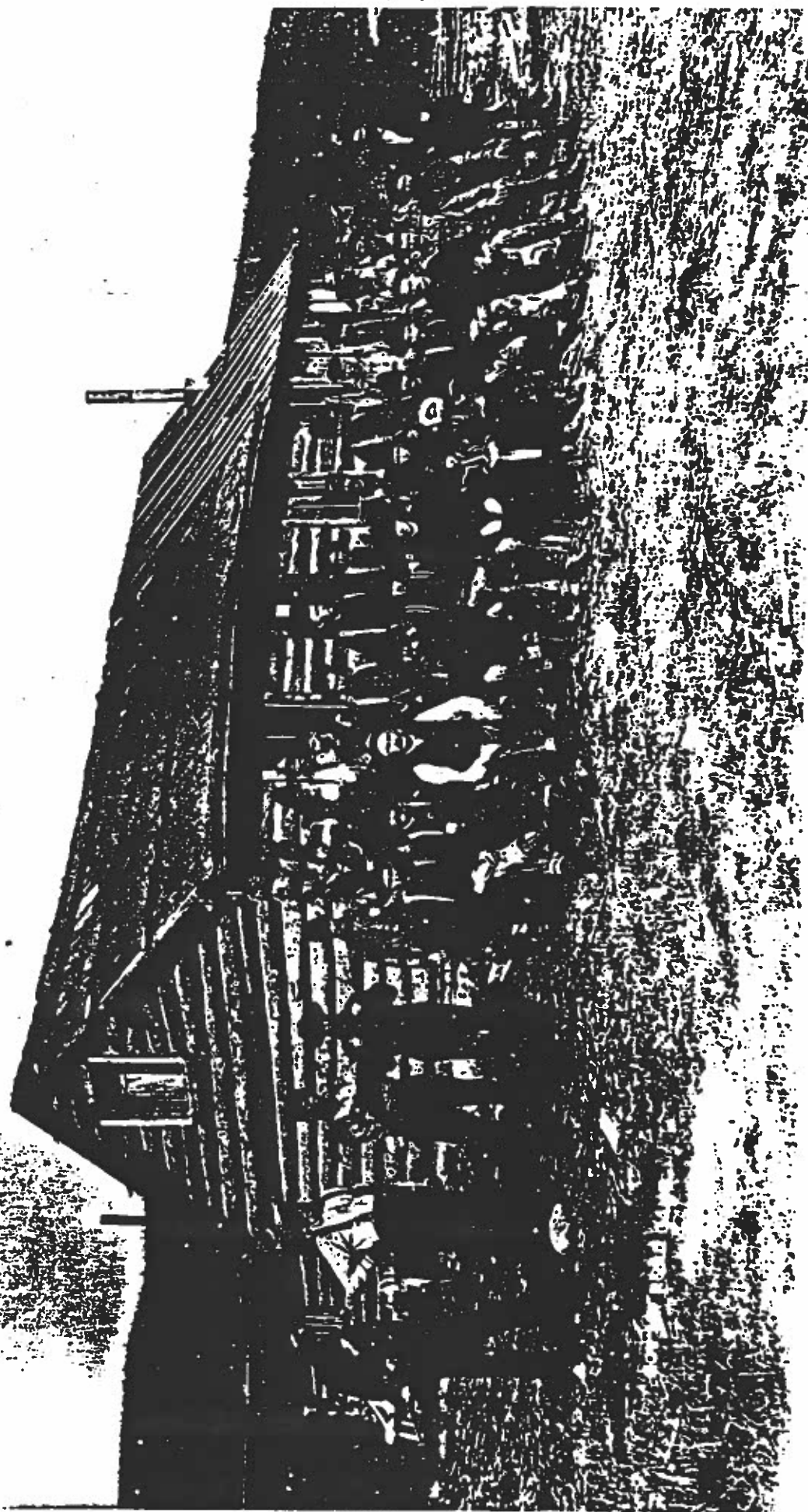


Government Road Camp

In 1913, there was a government road camp along the Ridge Road located two and a half miles from the intersection of the Hunker Summit Road.⁷²

⁷² Yukon Archives, Gov 1611 YRG 1 Series 1 Vol 5 f280c. March 31, 1912.
Government of the Yukon Wagon roads.

"Government Road Crew, Minnie Foreman"
Parks Canada, Anita John Coll., YT - 225



Williams Roadhouse

Williams roadhouse was on the divide between the north fork of Caribou Creek and the south fork of Green Gulch.⁷³ Paul Dumais surveyed a ten-acre parcel for the M. M. Sleppert Brothers at the "Williams Road House" in 1900.⁷⁴ There is a building extant but it is a cabin probably associated with the roadhouse that was on the opposite side of the road. The site is at the intersection between the Ridge Road, at the top of Gold Run Creek, and the Spur road down Caribou Creek to Caribou City on Dominion Creek. The roadhouse may have served as lodging for prospectors and miners as this was a common practice. The Lloyd Group of quartz claims and a mine shaft and open cuts are located nearby.

The roadhouse was purchased on October 1, 1900 by two brothers, G.A. Murray and W.A. Murray, and they modernized the building. In 1902, this was the first stop on the Ridge Road after Sulphur Springs and travellers changed here for the stage to Gold Run. The roadhouse was noted for its bright and cheerful dining room and good food and one brother acted as bartender. The Dawson Daily News reported the sleeping accommodations to be good, neat, clean and comfortable and special private rooms with modern furniture were available for ladies. This roadhouse was very popular with travellers.⁷⁵ Williams was still in existence in 1916 when the freight rates were listed in a government publication. It could be that the roadhouse functioned as a local mailing address.⁷⁶

A large dump of tin cans and bottles is all that remains of the Williams Roadhouse. A two-room log structure with a collapsed roof and an outhouse stands on the east side of the Ridge Road across from the roadhouse site.

⁷³ Williams Roadhouse is located on a GSC map printed in 1913.

⁷⁴ Yukon Archives, Gov 1647 f 25460. Letter from Paul Dumais dated Aug 1, 1900. Lot 51, Greg Skuce.

⁷⁵ *Dawson Daily News*, 1902 Golden Cleanup Edition.

⁷⁶ *Yukon Territory: It's History and Resources*, 1916. Ministry of the Interior, Ottawa, Canada.

Jo-Jo Roadhouse

The Jo-Jo roadhouse was built on the ridge at the top of Gold Run Creek, on an old trail between Portland Gulch and Brimstone Creek. There was a cabin, known as "deadman's cabin", burned on this site in October 1899. The grave of the man who built the cabin was nearby. Hundreds of men had found shelter for the night while travelling to Gold Run and Sulphur creeks.⁷⁷ Charles S. Peaslee, N.E. Kallaen and J.C. Ensley applied for a road house license and a liquor license for the Jo-Jo Hotel at the head of Gold Run Creek, in November 1899. The NWMP reported that the main building was 16 x 48 with three rooms: dining room, kitchen and sleeping room. There were beds and meals available for 34 persons. A new building intended for a barroom and almost completed, was 16 x 22.⁷⁸

This road house site became even more important when the trail up Portland Gulch was improved by the roadhouse proprietors of lower Dominion. Rouse and Wrenn also cut a shorter road from their store on Sulphur Creek to connect with the Caribou road. This road may or may not have been up Brimstone Creek.⁷⁹

On December 8, 1899, Paul Dumais paid for room and lodging to Ensley & Kolleun [sic] at Jo-Jo Hotel for \$16.00.⁸⁰ Dumais surveyed a 10-acre lot on the southwest side and a five-acre lot on the north east side of the road at the end of the Gold Run Road. Dumais notes that Mr. Koltom [sic] had buildings on each side of the road.⁸¹ Kallaen may have run a freighting business from this Ridge Road location to the stores and miners on Sulphur and Dominion. In 1901, C.S. Peaslee was the liquor license holder for both the Jo-Jo Hotel and the Gold Run Hotel.

Jo-Jo's Roadhouse remains a log structure but in poor condition with a collapsed roof. It is the only roadhouse extant on the Ridge Road and may be unique in the Klondike area.

⁷⁷ *Dawson Daily News*, Oct. 13, 1899.

⁷⁸ Yukon Archives, Gov 1685 f 144. Road House application Nov. 11, 1899 and RCMP Report Nov. 25, 1899. Application for Road House License.

⁷⁹ *Dawson Daily News*, Nov. 10, 1899.

⁸⁰ Yukon Archives, Gov 1621 f 2314. Dec. 8, 1899.

⁸¹ Yukon Archives, Gov 1647 f 25460. Letter from Paul Dumais dated Aug 1, 1900.

5 3 9 04
Date 30 MAY 1968

**PLAN OF
LOT 53 GROUP 2
YUKON TERRITORY**

Surveyed by PAUL T.C. DUMAIS D.L.S.
July 24th and 25th 1900.

Scale: 3 chs. to one inch.

Note
Surveyed lines and measured distances are in red.
Calculated distances are in black.
Distances are in chains and decimals.
Wooden posts planted are shown thus: a
The bearings of this survey are in degrees and minutes and are
derived from an astronomical observation taken by me on the sur-
vey of the Yukon Road.



LOT 53 GROUP 2
10 Acres
H. E. Kolloen

I, Paul T. C. Dumais of the City of Dawson Dominion Land Surveyor, make oath and say that I have, in my own proper person, according to law and the instruc-
tions of the Surveyor General, faithfully and correctly executed the survey shown
by this plan; and that the said plan is correct and true to my best of my know-
ledge and belief. SO help me God.

Sworn before me at Dawson Y.T.
this 12th day of November 1900 } Sgd) Paul T. C. Dumais
D.L.S.

(Sgd) H. X. Gosselin
A Commissioner etc

27th Dec 1900
(Sgd) C. M. M. M.

10/10/00
10/10/00

Traced by E.L. 28/1/04

2 3 0 4
CANADIAN LAND SURVEY RECORD

1230
1230

DATE 11 JUNE 1900

Copy of

PLAN OF

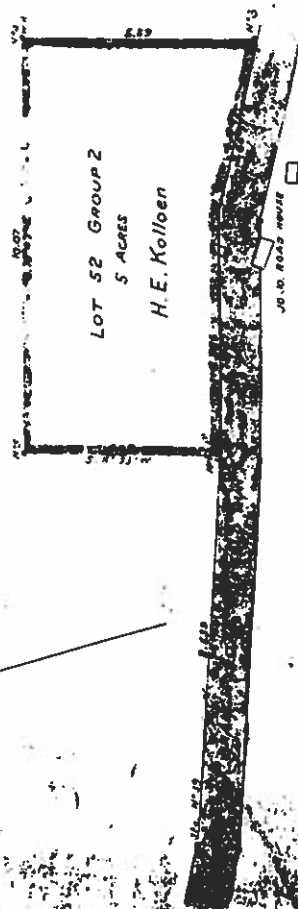
LOT 52 GROUP 2

YUKON TERRITORY

Surveyed by PAUL T. C. DUMAIS D.L.S.

July 28th 25th 1900

Scale: 3 chs. to one inch



Note

Surveyed lines and measured distances are in red.

Calculated distances are in black.

Distances are in chains and decimals.

Wooden posts planted are shown thus: a

The bearings of this survey are in degrees and minutes and are derived from an astronomical observation taken by me on the survey of the Trunk Road.

DEPARTMENT OF THE
SURVEY

27th Dec 1900.

by G. Deville.

per order

12305
12305
12305

I, Paul T. C. Dumais of the City of Dawson Dominion Land Surveyor, make oath and say that I have in my own proper person according to law and the instructions of the Surveyor General, faithfully and correctly executed the survey shown by this plan and that the said plan is correct and true to the best of my knowledge and belief. So help me God.

Sworn before me at Dawson Y.T.
this 12th day of November 1900

(19th) Paul T. C. Dumais.

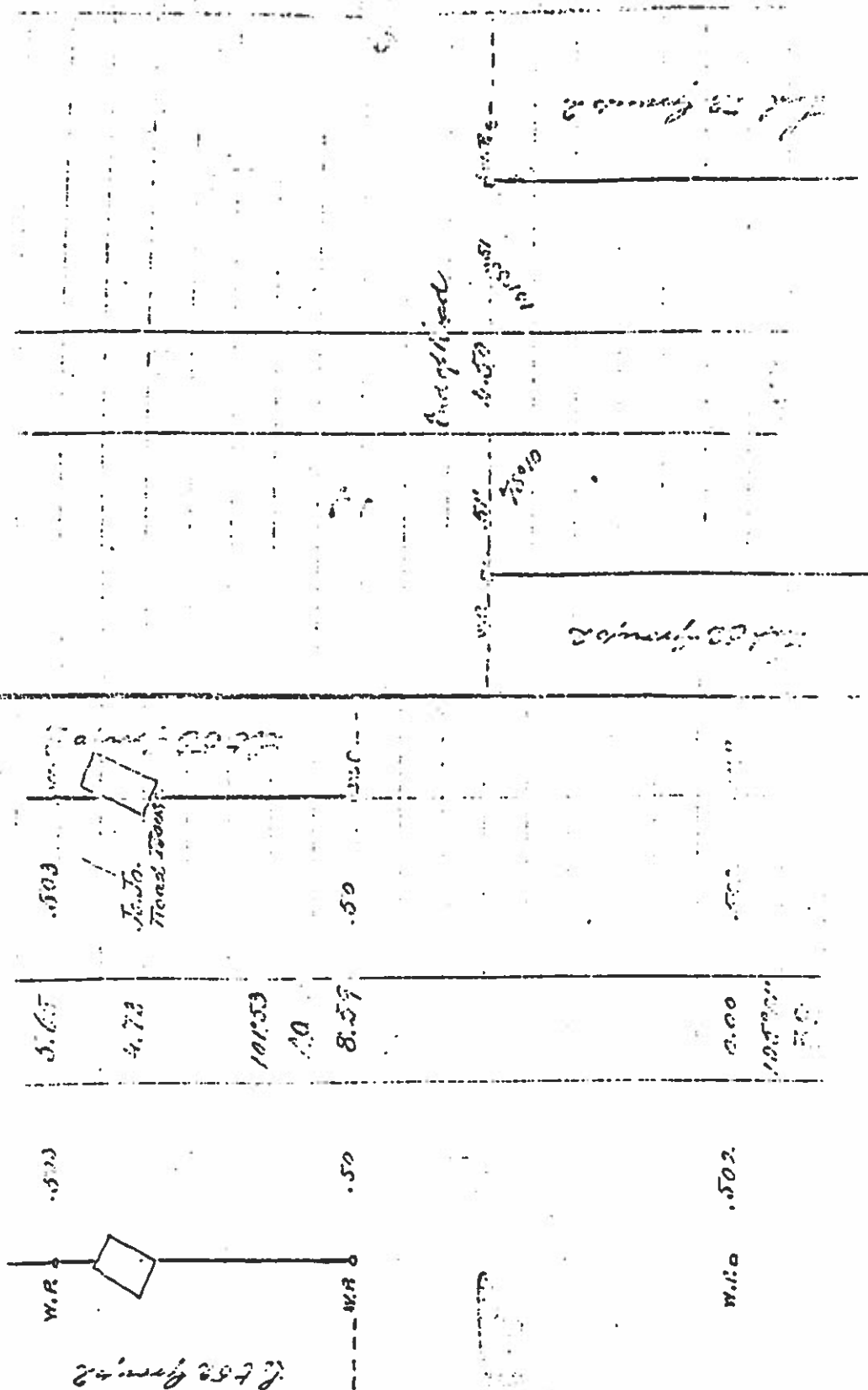
(19th) J. X. Rossellie

Notarially
(19th) J. X. Rossellie
Commissioner of the
Dawson City

YUKON TERRITORY SURVEY RECORDS

YUKON TERRITORY SURVEY RECORDS

12305
12305
12305



Caribou City

Caribou City, at Claim No. 27 below discovery on Upper Dominion and at the mouth of Caribou Creek, was the end of a spur road from the Ridge Road. A small settlement was established there in September 1899, just as the road was being built. During the winter of 1899, the Bartlett Bros. ran a daily winter stage between Dawson City, Gold Bottom and Dominion creeks.

At Caribou City, the Bartletts had a large two-story building, 25 x 40 feet, called the Caribou Hotel.⁸² The house offered the finest brands of liquors, wines and cigars.⁸³ A separate store⁸⁴ had a wide assortment of goods matching those available in Dawson City.⁸⁵

The Bartlett Brothers had been successful in running a freighting business over the White Pass to Bennett. By 1899, they had been operating in the Klondike for more than a year and a half, working 88 animals between Dawson, Grand Forks, Gold Bottom and Dominion.⁸⁶ The main office for the Bartlett Bros. was on First Avenue in Dawson City and they had a branch office on Fifth Avenue near the bridge.⁸⁷ The Bartlett Brothers also owned a roadhouse and stable at Gold Bottom⁸⁸ and a large stable at Caribou City for their pack animals.⁸⁹

The Bartlett Bros. roadhouses were both very popular. A dance given in November of 1899 at the Bartlett hotel at Gold Bottom was so successful that the following night the guests all went to the Bartlett's hotel on Dominion and the party continued.⁹⁰ Sometimes the parties were a little rowdy. On Sept. 10th there was a slight disturbance in the Caribou Hotel. Some men were arrested, fined and given 10 days imprisonment.⁹¹ The entertainment was more often a dance or

⁸² *Klondike Nugget*, Nov. 1, 1899.

⁸³ *Ibid.*

⁸⁴ *Klondike Nugget*, Sept. 6, 1899.

⁸⁵ *Klondike Nugget*, Nov. 1, 1899.

⁸⁶ *Ibid.*

⁸⁷ *Klondike Nugget*, Nov. 1, 1899.

⁸⁸ *Dawson Daily News*, Nov. 16, 1899

⁸⁹ *Klondike Nugget*, Nov. 1, 1899.

⁹⁰ *Dawson Daily News*, Nov. 16, 1899

⁹¹ Yukon Archives, RG18 D3. Oct. 29, 1900. Report from RCMP to Judge Dugas.

a Christmas masque.⁹²

In 1901, Caribou City was thriving. Messrs. Hobson, Rouse, McIntyre and Leinweber, and Jarvis and Grant all had general stores. The Murphy Bros. of the Bonanza Market, Mr. Rousseau and Mr. Bernard operated meat markets. There were several hotels; the Caribou, Gold Run, Driard, Dougherty, Caribou roadhouse, Pioneer and a new one just opened by Mr. Rousseau. Dr. Bell and Dr. Dillabough were doctors and Dr. Whitney was a dentist. Messrs. Randall and Graff had a blacksmith shop and boiler repairing plant. A shoemaker; two short order restaurants, a branch office of the Klondike Nugget, a news stand, a barber shop, two bath houses and a bakery were present in the town. The demimonde were also well represented.⁹³

By 1902, Caribou City was the most important business centre in the Indian River Mining District. The Caribou Hotel was an important structure in the town being a two-story building with a bar, bath room, dining room, kitchen, card room and well-equipped feed stable. Accommodations included the largest bunk room in Caribou City, a large number of private rooms and several adjacent furnished cabins. The proprietors were G.M. Calligan and P.F. McDonald who came from Everett, Wash., in the spring of 1898. P.F. McDonald was previously connected with the Gold Hill Hotel at Grand Forks for over a year. G.M. Calligan owned a bench claim on King Solomon Hill opposite 20 below on Bonanza.⁹⁴ By 1904, the proprietorship had changed to J.C. Murray.⁹⁵

Caribou City has been destroyed by mining activity.

⁹² *Klondike Nugget*, Dec. 20, 1900.

⁹³ *Klondike Nugget*, May 29, 1901

⁹⁴ *Dawson Daily News*, 1902 Golden Cleanup Edition

⁹⁵ *Yukon World*, July 13, 1904



BETWEEN DANCES AT EVALINE'S ROADHOUSE #416 GOLD RUN (CANTWELL PHOTO, DAWSON, Y.T.)

Gold Run Creek

Gold Run Creek had many roadhouses along its length. The spur road on Gold Run was mainly for the benefit of a large mining operation owned by Chute and Wills on No. 27 and 28 Gold Run. It proved impossible to know if all of the following roadhouses were on the Gold Run spur road to the Ridge. The following is a list of roadhouses with a brief notation.

No. 43. Messrs. Oleson and Nelson have a two-story log hotel and board a large number of men from the adjoining claims. *Klondike Nugget*, May 29, 1901.

No. 41. Eagle Hotel

Miss Evaline De Forrest is conducting the Eagle hotel on 41 and has made it one of the most popular resorts on the creek. *Klondike Nugget*, May 29, 1901.

Pioneer roadhouse No. 36

- Social dance given at Wheeler and Allen's roadhouse on 36 Gold Run. *Klondike Nugget*, Dec. 20, 1900.
- Messrs. Wheeler and Allen still run the Pioneer roadhouse of Gold Run, 36. Gave a number of family dances during the winter. *Klondike Nugget*, May 29, 1901.
- The Snowy Range Dancing Club gave a dance at No. 36 roadhouse last Saturday. A mask ball will be given by the same group next Friday. *Klondike Nugget*, March 10, 1901.

Central, 30 or 31 Gold Run

- Cook [sic] and Cleveland, prominent road house on Gold Run, managed by A. Turner. [Possibly on 31.] *Dawson Daily News*, Nov. 2, 1899.
- C.C. Phillips now has charge of Palmer Bros. store located on claim 31 Gold Run. *Dawson Daily News*, Nov. 10, 1899.
- Chas. D. Sennett now has charge of the Cook & Cleveland road house on Gold Run, which was formerly run by H.A. Turner. *Dawson Daily News*, Nov. 10, 1899.
- Mrs. Carol[l] has become associated with Mr. Cleveland in the hotel and store on 31. *Klondike Nugget*, May 29, 1901.
- The Gold Run Literary and Debating Society held a meeting at the Central Hotel. Resolved: That women should have equal voting privileges with men. *Klondike Nugget*, Dec. 13, 1901.
- Rev. Geo. Pringle invited a large number of people on Monday to the Central Hotel to listen to the debate "Should women be entitled to the privilege of voting." *Klondike Nugget*, Dec. 14, 1901.
- Due to new legislation the board met and passed (or not) applications previously filed for liquor licenses. Passed: A. Benson, "Central" hotel, 30. *Yukon World*, July 13, 1904.

McGinnity's roadhouse, No 29 Gold Run

- J.T.McGinnity's roadhouse: bar 22x13, dining room 22x13, kitchen 10x13. Sleeping accommodation for 10 persons with bedding and a good latrine. Yukon Archives, Gov 1685 f

121. RCMP Report October 23, 1900.

- RCMP recommends Annie McGinnity as Postmaster. Her husband keeps a roadhouse on the creek. Yukon Archives, RG 18 D3. Nov. 12, 1900.

- Mr. and Mrs. John McGinnity have a very popular and cosy roadhouse on 29 and have transient and local trade. *Klondike Nugget*, May 29, 1901.

No. 27 Hillside. The Rob Roy is a popular hotel where the Scots meet. *Klondike Nugget*, May 29, 1901.

Whitman Roadhouse.

- The Whitman roadhouse had a narrow escape from fire. The prompt action of the bucket brigade saved the house. *Klondike Nugget*, Dec. 13, 1901.

- The Whitman hotel, leased by Mrs. Cooley became ignited through a defective flue. The fire spread into the second floor and the proprietress lost everything of value including her wardrobe. *Klondike Nugget*,.

- Due to new legislation the board met and passed (or not) applications previously filed for liquor licenses. Passed: Mrs. C. P. Sloggy, "Whiteman" hotel, 28. [at mouth of Whitman Creek] *Yukon World*, July 13, 1904.

"Twenty Seven" (Chute and Wills)

- Bartlett Bros. will be hauling 25 tons of freight to Chute and Willis claims on No 27 Gold Run. It will take three trips of eight four-horse teams and ten two-horse teams with sleds. *Dawson Daily News*, Nov. 9, 1899.

- This community is the closest to a city on Gold Run. Mrs. Sloggy and daughter are running a bakery, short-order house and hotel. Chute and Wills have a large hotel, store, market, blacksmith shop, feed stables, etc. A first class barber shop is run in connection with the hotel. They are putting up a large hotel, two-story bath house and office building. The old hotel will be used as a merchandise store and wholesale liquor store. *Klondike Nugget*, May 29, 1901.

- The Gold Run Hotel is located mostly on #28 plus the 28 Hotel. There are two buildings on #26, 8 buildings on #27, 12 buildings on #28, 10 buildings on #29 and six buildings on #30. Yukon Archives, H1045 Survey of buildings on claims 25 - 30 Gold Run along the Government Road. J.W. Tyrrell, C.E. Sept. 22, 1901. D.L. Surveyor.

- There will be a grand ball at the Gold Run hotel, Chute & Wills, proprietors, on New Year's Eve. *Klondike Nugget*, Nov. 13, 1901.

- Chute and Wills' Gold Run hotel. *Klondike Nugget*, December 14, 1901.

- Gold Run Hotel, Chute and Wills, Props. Next to the hotel is the bath house for employees and the second floor has sleeping accommodations for the mine employees. The store has general merchandise. Cottages for owners and workers, messhalls and dorms. comprise the village which has no name but is commonly called "Twenty Seven". 150 people have been employed there last summer. Mr. Chute is the manager of the mine and Dr. Wills is the financial manager and purchasing agent for the properties. *Dawson Daily News*, 1902 Golden Cleanup Edition.

Gold Run Hotel

- Mr. Geo. Hoyt has opened up his new roadhouse on 26 Gold Run and will give a grand opening and dance on Nov. 14th. Mr. Hoyt is popular on Gold Run, he managed the store and roadhouse of Lynch's on 20 and afterwards opened a business venture of his own. *Klondike Nugget*, Nov. 16, 1901.
- Due to new legislation the board met and passed (or not) applications previously filed for liquor licenses. Passed: G.H. Hoyt, "Gold Run" hotel, 26. *Yukon World*, July 13, 1904.

No 20 Gold Run

- James M Lynch and A. C. Simonds transferred liquor license to them at same place. Making some improvements, bar 28x16, dining room 28x20, kitchen 20x12, bunk room 28x20. Accommodation for 16 with bedding and [springs?]. Yukon Archives, Gov 1685 f 101. RCMP report Aug. 9, 1900.
- Mr. Jack Lynch has been building up a hotel and mercantile business for some time on 20 and has outgrown his first buildings. He is building a two-story hotel and large salesroom and warehouse. Mr. Geo. Hoyt has charge of the store and has several assistants. *Klondike Nugget*, May 29, 1901.
- Jack Lynch's No. 20 is the terminus for the Orr & Tukey's Gold Run line. Dick Hart makes the run of 15 miles from Murray Bros. in two hours. *Klondike Nugget*, Dec. 14, 1901.
- J. M. Lynch is prop. of well-known roadhouse on No.20. Lynch, a native of Iowa came to Klondike from B.C. in the spring of 1898. In the early days of Gold Run he established a store and roadhouse on No.20 with good success. Store has hardware, groceries, clothing, tools, shoes, liquors, cigars, tobaccos, and oranges, apples and lemons, etc. Dawson prices plus low freight rate added. *Dawson Daily News*, 1902 Golden Cleanup Edition.

No. 14.

- A newly erected hotel and the finest is the Park hotel on 14. This two-story log building is located high and dry on the wagon road. Under the proprietorship of Simmonds, a well-known Gold Run host. *Klondike Nugget*, May 29, 1901.
- Miss Anna Golden has just opened a bathhouse and roadhouse, the Savoy, on 14. *Klondike Nugget*, May 29, 1901.
- Miss Mary Nolan has a popular roadhouse across the creek from these buildings [noted above]. Will do well when the rush of water is over. *Klondike Nugget*, May 29, 1901.

No 12b

- McDonald Brothers of Dominion have just bought out Eric Nelson and continue to hold up the large business of the former prop.
- The MacDonald Bros. of No. 12 roadhouse intend to give a social ball and supper on New Years eve. *Klondike Nugget*, Dec. 14, 1901.

- Due to new legislation the board met and passed (or not) applications previously filed for liquor licenses. Passed: W. Twisby, "12B Roadhouse", hotel, 12B. *Yukon World*, July 13, 1904.

No. 11 roadhouse. Two stories and well furnished. Prop. Messrs. Craig and Murdock are well known on the creek and roadhouse should be popular. Mrs. Murdock is the cook.

No. 6a Gold Run. Annie Carrolla is a hotel keeper. *Klondike Nugget*, June 22, 1901.

The Dominion Centre Hotel has been described in a previous issue [not found]. Two story frame building and weekly dances are a social event of the creek. *Klondike Nugget*, May 29, 1901.

Appendix B: PROJECT REPORT

In September of 1995 the entire Ridge Road was documented and assessed. Prompted by the development of a recreational trail, a more in depth study was recommended prior to opening the area to the public.

A preliminary recording project sponsored by the Northern Research Institute was completed in the summer of 1994. This venture was initiated due to renewed interest of developing a hiking trail. There has been a series of attempts since 1976 by Parks Canada and Renewable Resources, YTG to establish a recreational trail along the historic Ridge Road. It was decided that the hiking trail could not be developed without effective land tenure.

The Klondike Centennial Society elected to implement this project once more in 1994 assisted by the Arctic Environmental Strategy, Renewable Resources YTG, and Heritage Branch YTG. The problem of trail preservation was resolved and the Ridge Road hiking trail is close to completion.

Sally Robinson conducted archival research concerning the area and transportation systems - specifically the Ridge Road. Using this archival research, Greg Skuce, Sally Robinson and Barbara Hogan performed the field work to investigate and document potential historic sites. Working from a four wheel drive vehicle and using Sally's notes, historic lots were identified and located, historic roads investigated, and roadhouse sites were recorded. Monitoring visits were conducted at the sites already included in the Historic Sites Inventory.

The locations of the significant intersecting roads (accessing the mining creeks) were verified. Several trips were made on foot in order to examine these thoroughfares including the route of the Ridge Road through the King Solomon Dome area.

Two roadhouse sites were investigated, but due to insufficient archival information and a lack of surficial evidence, these areas were not included in the field inventory.

Over eighteen areas were investigated with eleven new sites added to the Historic Sites Inventory and four monitoring visits were accomplished.

RECOMMENDATIONS

The implementation of the Klondike Centennial Society's Ridge Road Recreational Trail next year will provide an opportunity to provide historical interpretation to the visitor. If the trail proves to be popular, there are several ideas for expanding the network, using a combination of historical roads, the Yukon Ditch and the Klondike Mines Railway.

We were able to assess the intersecting roads from the Ridge Road to Grand Forks and Gold Bottom as well as the road to Caribou. These two roads are very overgrown but still distinct and could be cleared, and added to the hiking trail offering historical destinations. The road to Caribou has been used for mining access by equipment probably twenty years ago but is clear and quite pleasant.

The Yukon Ditch in the Bonanza area has many construction related features that are of interest. From the Ridge Road to Bear Creek the views of the Klondike valley are pleasant and the berm of the ditch offers a good base for a trail-this part of the trail would end at the KNHS compound at Bear Creek.

The Klondike Mines Railway grade from the Boxcar site west to a point above the Bonanza Dam is a gentle downhill grade all the way with several historical features on the route. The destination for this extension is the KNHS reserve on Bonanza Creek. The KMR grade could be cleared from the Boxcar east to its termination at Sulphur Springs. This is also the site of Dome, Y.T. and Cook's Roadhouse, definitely the busiest spot on the Ridge Road.

The Ridge Road from Sulphur Springs south to Gold Run Creek has been used as a mining access road in recent years, detracting somewhat from its appeal as hiking trail, but still very scenic for cyclists or even motor vehicles.

Lots 47-51 should be transferred to YTHG Heritage Branch in order to offer them some protection. The site of Jo Jo's Roadhouse (Lot 51) has the only wooden remains of an original roadhouse on the Ridge Road. The rest of the roadhouses were either dismantled or burned.

During this project the combination of extensive archival research followed by field-work was very productive. Most of the confusion in owner's names and locations of roadhouses was cleared up from last year's field project, as well as two previously unknown roadhouse sites located. The report will help to determine land-use and the development of the Ridge Road Recreational area.

SITE LISTINGS AND DESCRIPTION

Jackson Gulch

Single excavated foundation with a cribbed root cellar. No other structural remains.

Eight Mile Roadhouse

Feature One is a large grassy area with surficial mounds, likely the site of the barn.

Feature Two is a foundation with a berm along north and east elevations. No other structural remains.

Fifteen Mile Roadhouse (Halfway Roadhouse)

Feature Four is an excavated area with a berm along perimeter.

Feature Five is also an excavated area with a berm along the perimeter. These foundations are similar in size and very close together. No other structural remains.

Lot 32

The junction of the Ridge Rd. and the road to Gold Bottom Creek is visible at this site. No other remains.

Box Car Group

The site of a hard rock mine called the Box Car Group. There are two deep shafts located here. A long trench behind shaft 1 has recently been filled in. Shaft one was cribbed and is now sloughing. Shaft two is in good condition with a ladder intact at the bottom of the shaft.

Hersberg - West Roadhouse

Three foundations in close proximity to the Ridge Road. All of the foundations have no structural remains except for the rock used to build up the low sides of the foundation. Each is a flat rectangular area with heavy willow growth interspersed with grass.

Cook's Roadhouse (Dome, Y.T.)

Feature One is an excavated foundation with a depression in the centre. This foundation matches historic photographs (geographic identification - hills in the background etc.) of Cook's Roadhouse. A section of tin covered roof located 10 meters south of Feature One matches a shed roof on the south end of the roadhouse according to historic photographs. Feature Two is a

flat area with sections of raised earth along the perimeter. This foundation is covered with grass. No other structural remains.

Lot 47, Sulphur Springs Roadhouse

This site consists of two large foundations and a midden of tin cans and bottles. The Klondike Mines Railway later used the name "Sulphur Springs" as their terminus-located half a mile southwest by Cook's Roadhouse.

Feature One appears to be the barn foundation. The north elevation is excavated and the south side is built up with dirt, grassy surficial mounds indicate piles of manure. Feature Two is a large flat area with the north wall excavated and the south wall built up with dirt. A cribbed root cellar is evident on the east interior wall. No other structural remains.

Government Camp

This site is located at the junction of the Upper Bonanza Road and a tote road (which adjoins the Ridge Road). Bulldozer trenching and contemporary road work have destroyed any remains of the camp except for a midden of tin cans. There are no structural remains.

U.S. Roadhouse (Lot 50)

Feature One is a large flat area with grassy vegetation. Excavated areas are located on the south west corner of the foundation. Large surficial mounds indicated piles of horse manure - possibly the stable for the roadhouse. Feature Two is raised level area or foundation. No structural evidence remains. Midden of tin cans and bottles is located on the south side of the Ridge Road.

Jo Jo's Roadhouse

A monitoring visit was accomplished at this site and due to recent archival research, another structure and feature were documented. Building Six is a large log two seater outhouse, now collapsed and rotting. It is located on the north side of the Ridge Road. An extensive brush fence wired together by hay wire is also located on the north side of the Ridge Road. The fence is in fair condition, now collapsing and rotting.

41 Gold Run

One feature was documented at this site. A raised foundation with a gravel berm and remnants of sill logs and walls remain. Scattered boards, door frame and tin cans are dispersed over the foundation.

Gold Run

Three foundations are located west of Whitman Creek. According to historic maps and lot plans, this area around Whitman Creek was the site of the community of Gold Run. Feature one, Two, and Three are level areas with a berm along the perimeter. Scattered boards, tin cans, stoves remain. No other structural evidence is visible.

Lot 187

A very large midden of lead sealed and contemporary tin cans, is located north of the Ridge Road. Bulldozer stripping and mining have destroyed any structural evidence. According to the Lot Plan, the Gold Run Hotel, Chute and Wills' headquarters, and the community of Gold Run were located in this area.