



Photo: Government of Yukon

Yukon River: Thirty Mile Section 20-year Monitoring Report

Prepared for:
Yukon Parks
Department of Environment
Government of Yukon
and
the Canadian Heritage Rivers Board

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Purpose of the Report

The Thirty Mile Section of the Yukon River was designated as a Canadian Heritage River in 1991 – the second designation in Yukon. The CHRS requires regular monitoring of the natural, heritage and recreational values underpinning each designation. This report presents the results of the 20-year review of the river values and key elements of the intended and articulated management strategies for the area. This analysis points out the characteristics and qualities of the designated river that have been consistently and naturally maintained as well as those activities and management actions being implemented to ensure continued integrity of the river values. This report is not intended to be a thorough review of the management plan but will make a contribution to formal management plan reviews when they are undertaken.

Acknowledgements

Thanks are due to those individuals consulted through this analysis and especially to the dedicated individuals in Yukon and First Nations governments who continue to work towards the protection of the natural and cultural values of the Thirty Mile segment of the Yukon River. Thanks are also extended to the Parks Canada Agency for funding this project in part and providing support through the Canadian Heritage Rivers Board Secretariat.

Table of Contents

Executive Summary	1
1. Introduction	2
1.1 CHRS.....	2
1.2 Thirty Mile.....	3
1.3 Objectives of this Review	4
1.4 Location	5
1.5 Methodology for Report	6
2. Chronology	7
3. Assessment of Nomination Values.....	9
3.1 Natural Resource Values	9
3.2 Cultural Heritage Values	16
3.3 Recreational Values	24
3.4 River Integrity Values	29
4. Assessment of Management Plan Activities	35
5. Conclusion and Recommendations	40
6. References	41
7. Appendix 1: Land Tenure Along the Thirty Mile Segment of the Yukon River	42
Lower Laberge Section of the Thirty Mile.....	42
Central Section of the Thirty Mile.....	43
Hootalinqua Section of the Thirty Mile.....	44

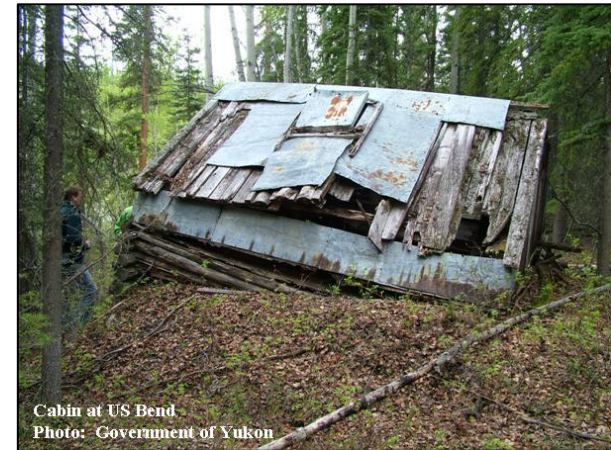
Executive Summary

The Thirty Mile segment of the Yukon River was designated as a Canadian Heritage River in 1991. It was the first designation by the Government of Yukon to the CHRS. The most significant values for which the river corridor was nominated are those relating to cultural heritage values and specifically the contribution of the river to the history of the Klondike Gold Rush of 1898 which transformed the territory at the turn of the century. Other natural heritage values and certainly recreational values are key components of the Thirty Mile as well.

This is a periodic review required by the CHRS every 10 years to assess the status of the rivers in the system to determine the conditions of the river values that were the basis of their nomination. The review will evaluate whether the resource status and integrity is sufficient for the river to continue to be part of the CHRS.

Such a review was carried out (1990-2002) for the Thirty Mile and there is no doubt that the resource values for which the river was nominated are indeed still able to support the designation. Little change has been experienced to the river corridor due to its relatively remote location and lack of adjacent land use development. The human heritage values that are the focus of the nomination are being researched, conserved and maintained appropriately according to priorities that are both based on significance and practicality.

This report outlines the assessment according to the frameworks and criteria currently accepted by the CHRS for such reviews. It acknowledges the work that has been implemented since the previous review was completed and makes some final observations concerning actions that might be useful in the future.



1. INTRODUCTION

Yukon is a territory that is inextricably linked to a network of rivers that form its landscape and its history. The Yukon River in particular is central to the territory's recent history and the Thirty Mile segment beginning at the north end of Lake Laberge is a prominent piece of that story. It is therefore very appropriate that the Thirty Mile segment of the Yukon River be designated a part of the Canadian Heritage River System [CHRS] and that it was Yukon's second river so designated.

1.1 CHRS

Yukon participated in the CHRS program from its outset in 1983. Initially interest in the territory was focused on two rivers as potential CHRS candidates – the Alsek and the Thirty Mile segment of the Yukon River. However, there was a sense at the time that to truly recognize the river heritage of the territory, a more comprehensive analysis was necessary upon which to base selection of potential candidate rivers. Thus a system study was undertaken [1989] to determine how many and which rivers within Yukon should be considered for CHRS status. A total of 77 rivers throughout the territory were assessed for their potential contribution to the CHRS – through their natural, cultural and recreational significance to Yukon. Consideration was also given to integrity of river values in line with the CHRS criteria. Preliminary analysis reduced the number of rivers to 36 which were to undergo more detailed analysis. The rich river heritage seemed to suggest that with so many potential candidates a territorial system of managed rivers might also be pursued. A two-step ranking process was conducted which resulted in a five-category grouping of river

values. Obviously those in the highest rank were significant candidates for CHRS nomination. The systems study report identified the following rivers: Alsek, Big Salmon, Bonnet Plume, Firth, Porcupine, Tatshenshini and Yukon. The Yukon River was actually evaluated in six segments one of which was the Thirty Mile segment which is the focus of this current review.

The Thirty Mile segment of the Yukon River makes an extremely important contribution to the CHRS system in Yukon. It is a river that was ranked very high in the systems study in both human heritage and recreational values. The added significance of the river is that it is accessible to a large segment of the population, which many of Yukon's rivers are not. Thus the Thirty Mile can offer a wide spectrum of Canadians and visitors a remarkable historic and recreational experience in a natural wilderness setting.

1.2 Thirty Mile

The Thirty Mile segment of the Yukon River was nominated for its central place in the history of Yukon and its important representation of landscape characteristics that are common over a significant part of the southern territory. It was the first river nominated to the CHRS by the Government of Yukon. The river was designated within the system in 1991 following the acceptance of the nomination and the tabling of the management plan for the corridor which was completed in 1990. The management plan was developed in close cooperation with federal and territorial government departments and the Ta'an Kwach'an Council and the process also included an extensive program of public input.

The Thirty Mile segment of the Yukon River extends from the outlet of Lake Laberge to Hootalinqua and Shipyard Island at the confluence with the Teslin River. The CHRS corridor [250 m of land on either side of the river] generally includes the floodplain of the river. By the nature of the river oriented human use of the area, this corridor also includes the majority of historically used sites.



1.3 Objectives of this Review

This review of the status of the Thirty Mile section of the Yukon River follows 20 years of CHRS designation with a 10-year review having been done in 2002. At that time no change was reported in the integrity of the river's natural, cultural and recreational values. New national frameworks for assessing CHRS values were recently adopted and the report was also completed while the milestone land claims negotiation of the Ta'an Kwach'an Council culminated in the signing of their Final Agreement.

While these important events influence the content of this review the essential objectives remain the same, namely:

- to describe the values of the river for which it was designated and the extent to which those values have been maintained;
- to review the present conditions of the river corridor in light of the integrity guidelines;
- to assess the level of implementation and continuing suitability of the management plan for the river corridor; and,
- to determine if the designation of the Thirty Mile segment of the Yukon River should be maintained within the CHRS.

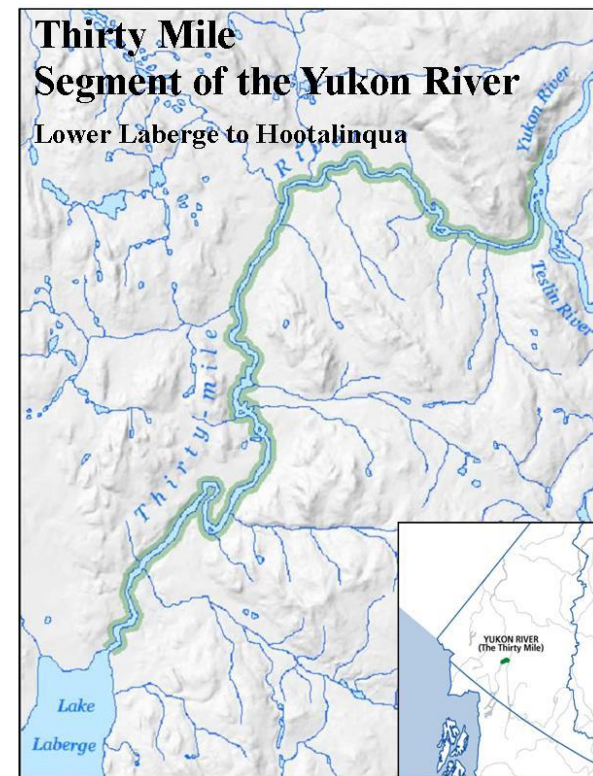
1.4 Location

The Yukon River drains from the Southern Lakes region of the southern Yukon in a north-westerly direction towards its final destination: Alaska and the Bearing Sea. Its length [over 3,500 km - 10th longest river in the world] coupled with its huge drainage basin [337,036 sq km in Yukon] make it a tremendously significant landscape determinant for Yukon.

It is not surprising therefore that it has also played such an important role in the territory's history. Two major centres developed on the Yukon River are linked to the gold rush. One is Dawson City in the north near the Alaska border and focal point of the Klondike Gold Rush. The other is Whitehorse, the eventual territorial capital. Whitehorse started as a staging area for the Klondike and transition point between the overland route from the Pacific by way of the Chilkoot Pass and the river route from there to Dawson City.

The Thirty Mile segment of the Yukon River is located in the southern portion of the river, beginning at the outlet of Lake Laberge, approximately 60 km north of Whitehorse. The northern end of the Thirty Mile is at Hootalinqua near the junction with the Teslin River. This segment is both inaccessible by road and very scenic as it cuts through sand and gravel bluffs in its very winding course.

The river corridor remains in a natural state as the area is generally not a priority for resource development activities. As part of the historic Yukon River however, visitor use is high as many people enjoy exploring the historic sites and character of the area.



1.5 Methodology for Report

This report is essentially a review of existing documentation. That documentation largely comes from the major stakeholders in the area which are the Yukon and First Nations governments with interests and traditional territories within the corridor.

From the Government of Yukon's perspective, departments with significant roles in the area are: Environment [specifically Yukon Parks with overall management responsibility for the CHRS program in Yukon] and Tourism and Culture [specifically the Historic Sites Unit which has responsibility for the preservation, management and interpretation of historic resources; and the Tourism Branch which has responsibility for the monitoring and promotion of recreational opportunities for general public use and appreciation of the territory]. The approach in this report is to take the information gathered and its analysis and present it within the frameworks provided

by the CHRS for the natural, cultural and recreational values of the river as well as for the river integrity requirements. In each case the tables have been used to summarize the assessment and key actions that have been taken to ensure resource sustainability.

From the perspective of First Nations, their departments of Lands, Resources and Heritage have interest in the specific values and sites within the river corridor that are part of and contribute to their cultural heritage. Actions to specifically protect and promote such values have been identified within the Final Agreements negotiated with the territorial and federal governments and have been implemented consistently with the provisions of those agreements.

2. CHRONOLOGY

Regular management and monitoring of the Thirty Mile segment of the Yukon River is conducted by Yukon Parks during the summer visitor season in cooperation with the Ta'an Kwach'an Council. Clean up and maintenance of visitor use sites and monitoring of problem situations are done as part of this annual program. What are noted below are actions that go beyond the normal monitoring and maintenance activities. The

table includes specific site work and studies that are not part of the regular routine but are significant in the direction and management of the corridor. Reflecting the priorities for the Thirty Mile designation, much of this activity focuses on the historical resources of the river corridor and especially at those sites designated as heritage reserves.

Table 2.1 Activities Affecting the Thirty Mile [2002 to 2012]

Year	Significant Event, Actions, Research or Studies since the 10-Year Review 2002
2002	<ul style="list-style-type: none"> • River historic resources interpretive planning survey conducted from Whitehorse to Dawson City.
2004	<ul style="list-style-type: none"> • Interpretive signage installed at Hootalinqua and Shipyard Island. • Field inventory of historic resources along the Thirty Mile River performed to update the Yukon Historic Sites Inventory and assist with conservation planning for resources located within heritage reserves.
2005	<ul style="list-style-type: none"> • Photographic recording of Telegraph Office at Lower Laberge, Hootalinqua and Shipyard Island conducted. • A reconnaissance survey of Thirty Mile River by underwater archaeologists with the Institute of Nautical Archaeology completed.
2006	<ul style="list-style-type: none"> • Backcountry Recreational Impacts Monitoring [BRIM] survey conducted throughout the river corridor.
2008	<ul style="list-style-type: none"> • Institute of Nautical Archaeology continues underwater survey and documents shipwrecks. • Existing holding tank toilets are removed to return to the previous pit privy system. It was felt that transporting waste along the river and across Lake Laberge was unduly risky and not cost effective

Year	Significant Event, Actions, Research or Studies since the 10-Year Review 2002
2009	<ul style="list-style-type: none"> • Repair made to historic buildings: exterior cladding on Hootalinqua Telegraph Office roof and porch on Hootalinqua Telegraph Office.
2010	<ul style="list-style-type: none"> • Brush cleared around Telegraph Office at Lower Laberge. • Buildings recorded and documented: Lower Laberge Telegraph Office, Hootalinqua buildings and Shipyard Island – ways, capstans and remains of structures. • Drawings completed and photographs rectified of all buildings on heritage reserves at Lower Laberge and Hootalinqua.
2011	<ul style="list-style-type: none"> • Structural bracing designed and installed for building stabilization of Lower Laberge Telegraph Office. • Resistograph testing of logs in Telegraph Office, Lower Laberge, performed. • Firesmarting of Hootalinqua site and Shipyard Island site takes place, including installation of temporary sprinklers, hoses and pumps in case emergency fire suppression is required. • Backcountry Recreational Impacts Monitoring [BRIM] survey conducted throughout the river corridor.
2012	<ul style="list-style-type: none"> • Building logs for Lower Laberge Telegraph Office purchased, delivered and stored. • Drawings noting condition of logs and resistograph results for Telegraph Office and Lower Laberge completed. • Survey developed for river travellers between Whitehorse and Fort Selkirk. • Survey drop boxes, containing survey forms at Lower Laberge installed. • Plywood floor and wood heater from log cabin closest to river at Lower Laberge removed and stored. • Recently installed contemporary benches, tables, and beds from Telegraph Office at Hootalinqua removed. • Thirty Mile Heritage Conservation Plan completed.

3. ASSESSMENT OF NOMINATION VALUES

It is important to recognize that during the length of time the Thirty Mile has been designated that the CHRS system itself has evolved in terms of the way it is documented and assessed. The nomination for the Thirty Mile was prepared in the 1980's and followed the conceptual framework of the system at the time.

Nationwide improvements to the frameworks were implemented over a dozen years later and now provide a more coherent structure for the system as we know it today. This assessment report however, needs to reflect on the original values for which the river was nominated and link them to the new CHRS frameworks. In each of the sections below such a transition and linkage is explained and the tables that follow illustrate the values as they are reflected in those new frameworks.

3.1 Natural Resource Values

The natural values used to recommend the Thirty Mile for CHRS status were grouped under three headings. In each case these key values were then supported by the identification of examples of characteristics of the area. While all the examples used in the nomination do appear in the current CHRS frameworks they are very differently structured. The structure for natural processes of landscape evolution is more topically segregated now and the former aspect of “outstanding phenomena and beauty” is dealt with through a variety of other themes including those beyond the natural resources value framework.

The following outline is the original set of natural resource values used in the nomination of the Thirty Mile. The numbers in brackets indicate the new themes and subthemes that now capture these values under the current frameworks.

- | |
|---|
| <p>Representation of earth's evolutionary history</p> <ul style="list-style-type: none">• White River volcanic ash deposits [2:2]• glacial landforms [2:2]• glacial deposit representing the McConnell glacial interval [2:2] <p>Representation of ongoing physiographic processes</p> <ul style="list-style-type: none">• mass-wasting [2:2]• erosional – hoodoos [2:2]• fluvial deposition and erosion [3:4]• hydrological characteristics[1:1,2,3&4] <p>Outstanding phenomena and beauty</p> <ul style="list-style-type: none">• canyon-like river cliff topography [3:4] [also in Recreation 6:3,4]• exceptional water clarity and hydrological characteristics [1:3] <p>Representation of wildlife habitat</p> <ul style="list-style-type: none">• several known raptor nesting sites [6:1]• important salmon river [6:1] [also in Recreation 2:1,6]• important furbearing habitat [6:1] |
|---|

Represented Themes

Under the current framework for Natural Resource Values of Canadian Heritage Rivers the values identified for the Thirty Mile fall into four themes: 1) Hydrology; 2) Physiography; 3) River Morphology and 6) Fauna. The specific subthemes are listed below with a brief description of the relevance to the Thirty Mile designation.

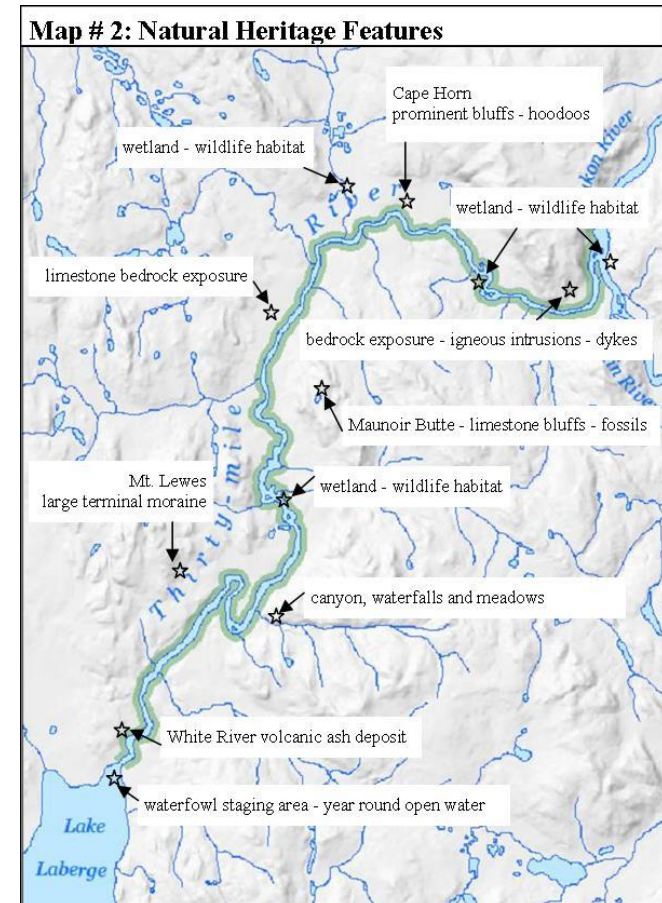
Theme 1: Hydrology

Sub-theme 1.1 drainage basins

The Yukon River drainage basin is massive [337,036 sq km in Yukon alone]. Originating in the Southern Lakes region of Yukon and extending to the Bearing Sea, its massive length draws on major tributaries that take in much of Yukon and Alaska's watersheds. Major rivers in their own right such as the Stewart, Pelly, White and Porcupine are examples. The Thirty Mile segment of the Yukon River however, is closer to the headwaters and influenced mostly by the system of relatively short rivers that connect and drain the lakes in the southern Yukon.

Sub-theme 1.2 seasonal variations

Like all northern rivers, the seasonal flow regime of the Thirty Mile is tied to the seasonal snow cycle. High periods of flow are linked to snow melt. This is further influenced by the amount of summer rainfall which can extend the period of high water into the fall. But generally late summer and fall water levels are reduced with freeze up holding flow levels at a low level.



Sub-theme 1.3 water content

Water quality in the Thirty Mile segment of the Yukon River is very good. The lower levels of sediments resulting in the water's clarity is primarily a result of the influence of Lake Laberge which provides the opportunity for sediments flowing into the lake from the upper segments of the river to settle before continuing downstream. It has also been acknowledged in previous reporting in the CHRS 10-year Review that when sewage treatment in the Whitehorse area of the river system was improved in 1996, testing in the Thirty Mile demonstrated water quality that was similarly improved. A water testing station gathered data in the Thirty Mile section of the Yukon River for 42 years but was closed in 1994. Only eight stations remain operational in Yukon today. The most significant indication of water quality in the Thirty Mile is a station located on the Yukon River at its confluence with the Takhini River, just above Lake Laberge. The monthly samples show good water quality.

Sub-theme 1.4 river size

The Yukon River is the 10th longest river in the world at over 3,500 km, with 1150 km in Yukon. The flow is considered to be in an average range for large rivers since during flow seasons its volume increases above the annual average of 243 m³/sec.

Theme 2: Physiography

Sub-theme 2.2. geological processes

Of significance to the designation of the Thirty Mile were a number of geological processes that have influenced and developed the character of the area. The complex geology of the Yukon Plateau was influenced by glaciations during the McConnell glacial advance and glaciofluvial deposits including river terraces, moraine and eskers are common characteristics of the area. The corridor also illustrates the



Photo: Government of Yukon

volcanic history of Yukon with prominent deposits of White River ash deposited over large areas of the southern Yukon by an eruption approximately 1,300 years ago at Mount Churchill in eastern Alaska.

Sub-theme 2.4. topography

The gradient of the Yukon River is shallow by any standard. The elevation in the main valley area of its headwaters in the Whitehorse area is approximately 640 m above sea level and its course is well over 3,000 km to the ocean. While generally a shallow gradient, there are small segments such as the Thirty Mile area where slight increases do create a noticeable difference in velocity.

Theme 3: River Morphology

Sub-theme 3.4 fluvial landforms

The fluvial landforms of this river segment range from the high cut banks and hoodoos to sand and gravel bars. Differential weathering accounts for the hoodoo formations while erosion resistant walls of the river create the high cut banks.

Theme 6: Fauna

Sub-theme 6.1 significant populations

The river corridor is part of an extensive area of the Yukon Plateau that is undeveloped and removed from external development influences. As such it has maintained healthy populations of wildlife especially the furbearers that are well suited to such habitat such as muskrat, beaver, weasel, red fox, lynx, coyote, wolf, mink and wolverine.



Condition of Natural Resource Values

There has been virtually no change to the natural resource values that are the foundation of the Thirty Mile CHRS designation. The area does not receive high impact use and those issues of concern for river managers such as impact from recreational users are localized, site-specific concerns that do not affect the broad scale values underpinning the river's CHRS status. Potential large-scale impacts such as land use change or industrial development are not factors for the Thirty Mile. Hunting pressure is minimal and human activity is typically river-oriented recreational use.

Not only has impact on resources been limited since the designation of the river corridor but it is considered to be a

pattern that will continue as the Thirty Mile is not located in an area that is the focus of any large-scale developments or drivers of change. As a result of this low level of activity, few studies have been conducted or monitoring efforts mounted. Unless development prospects increase, it can be expected that scarce resources for studies documenting the natural resource base and its changes will be focused in other areas of greater potential impact and where significant developments are proposed. The lack of impact and change is good for the designation although the lesser emphasis on building and maintaining documentation of change is the result that needs to be accepted. The table below illustrates this lack of priority but also the stable nature of the resource.



Table #3.1: Changes to Natural Heritage Values Since 2002

CHRS Natural Framework (2001) Themes & Sub-themes	Natural Heritage Elements Description	Significant Actions, Research or Studies	Changes or Threats to Nomination Value(s)
1. Hydrology			
1.1 drainage basins	<ul style="list-style-type: none"> • drains to Pacific Ocean drainage basin, specifically the Bearing Sea 		- none -
1.2 seasonal variations	<ul style="list-style-type: none"> • lowest water levels experienced Aug. to Feb. 		- none -
1.3 water content	<ul style="list-style-type: none"> • clarity of water in Thirty Mile segment noteworthy as elsewhere in Yukon River, sediments are much more significant • Lake Laberge allows for significant settling of sediments 		- none -
1.4 river size	<ul style="list-style-type: none"> • representative of one of North America's largest rivers • flow volume also in the major river category 		- none -
2. Physiography			
2.1 physiographic regions	<ul style="list-style-type: none"> • representative of Cordilleran Plateau/Mountains 		- none -
2.2 geological processes	<ul style="list-style-type: none"> • representative of glacial canyons and deposition of glaciofluvial materials • excellent exposures of White River ash deposits 		- none -
2.4 topography	<ul style="list-style-type: none"> • the Yukon River generally has a low gradient but within that the Thirty Mile section is an area of one of the steepest gradients 		- none -

CHRS Natural Framework (2001) Themes & Sub-themes	Natural Heritage Elements Description	Significant Actions, Research or Studies	Changes or Threats to Nomination Value(s)
3. River Morphology			
3.4 fluvial landforms	<ul style="list-style-type: none"> • significant erosional features such as bank undercutting, slumping, hoodoos and sand and gravel bars 		- none -
6. Fauna			
6.1 significant populations	<ul style="list-style-type: none"> • significant route for migrating salmon • outlet of Lake Laberge creates open water important as a minor staging site for migrating waterfowl • healthy populations of furbearers 		- none -

3.2 Cultural Heritage Values

The Yukon River lies at the heart of the modern development of the Yukon Territory. The Thirty Mile Section of the river is an outstanding representative example of that history. The Klondike Gold Rush touched off a dramatic transformation of the territory with the Yukon River providing the major corridor to the gold fields for all those coming from all over the world via the Chilkoot Pass and Whitehorse. It was an integral as an access route and a supply and communications corridor linking the gold fields to the outside world. The river was most active in the summer with the paddle-wheelers and all the associated activity. The complementary major winter route for people and supplies bypassed the Thirty Mile in favour of overland routes to the west, leaving mostly local traffic along the river to support the communities and services.

It was a very rapid transition from the subsistence lifestyle of the Ta'an Kwach'an who followed their seasonal round for centuries prior to the coming of the early fur traders and explorers. But the impact of those early visitors paled by comparison to the onslaught of the gold rush.

The boom of the Klondike Gold Rush was short however, and the slower pace of economic growth during the following years

saw a return to subsistence living for the few outsiders that remained in the area of the Thirty Mile. A secondary boom came with World War II and the development of the Alaska Highway and Alaska and Canol pipelines that came to the territory as part of the US war effort. However, this new development was focused on overland transport and displaced completely the earlier river-oriented system. At the same time people were relocating to more central communities for the services (education, food and others supplies) and the links to the overland transportation and supply system they provided.

It is this historical transformation of Yukon that is the primary foundation for the designation of the Thirty Mile segment of the Yukon River within the CHRS. As was the case for the natural values discussed previously, cultural heritage values articulated here were used to recommend the Thirty Mile for CHRS status. However at the time of the nomination, the structure of presenting those themes was significantly different. The discussion below of the details with respect to these cultural heritage values follows the current CHRS theme framework and incorporates all the discussion of resources that formed the original basis for the CHRS designation.

Represented Themes

The historical significance of the Yukon River to the modern development of Yukon is extremely significant. The corridor served as the primary link for settlement and commerce between the centre of Whitehorse and the Dawson City goldfields and continued in that capacity long after the gold rush until overland transportation replaced the waterway system. The heritage values are captured under two of the CHRS themes and three subthemes as follows.

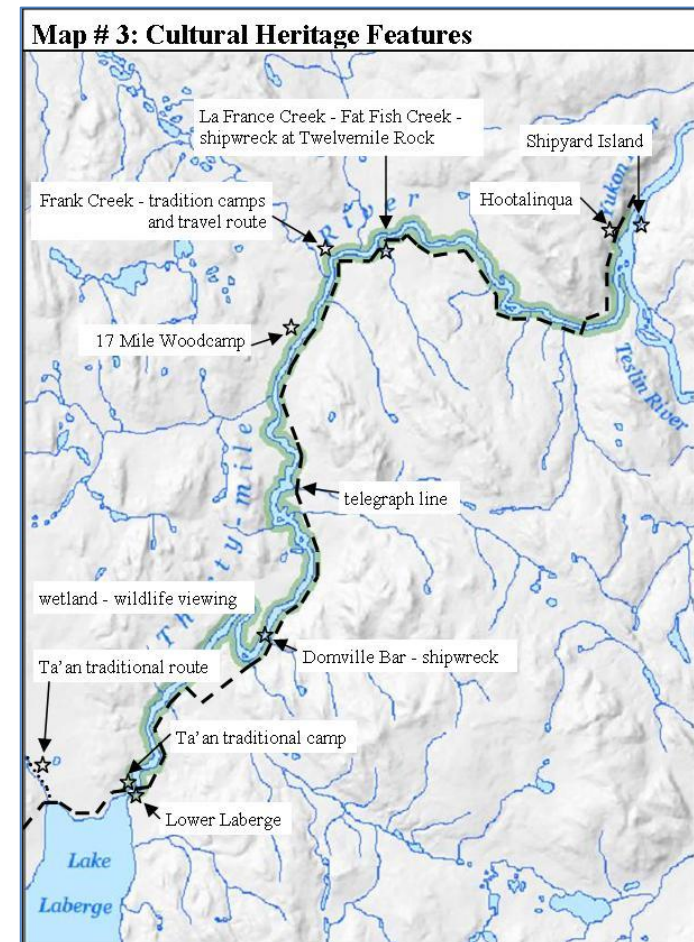
Theme 2: Water Transport

Sub-theme 2.1 Commercial Transportation

The Yukon River has always been a waterway of commerce. The early First Nations people came to the river for fishing and trade and their skin boats and dugout canoes navigated the river easily. Likewise the fur-traders and early prospectors found the river an excellent artery from which to access large portions of Yukon.

The Klondike Gold Rush transformed the style and use levels of river traffic on the Yukon River. It is estimated that at the outset of the gold rush – 1897 and 1898 – 25,000 prospectors travelled the river on their way to the Klondike. The need for a major supply link from the south to Dawson then saw the development of significant steamboat traffic on the river.

The Thirty Mile Section was an important segment of the river in different ways. Its location north of Lake Laberge meant that it thawed earlier than the lake which encouraged sternwheelers to overwinter there rather than Whitehorse to get a jump on the season. Freight was shipped over the lake ice to be loaded onto the steamers



supplying Dawson City a full month before the lake was navigable. However, this section of the river was also the most difficult to navigate. Its swift narrow channel marked the end for more sternwheelers than any other section of river. Noteworthy wrecks include the SS James Domville, 1899, the Florence S., 1900, the Tanana, 1915, and the Olive May, 1904.

Sub-theme 2.2 Transportation Services

A variety of related services were also significant along the river and especially in the Thirty Mile segment. Overwintering of the sternwheelers created the need for service facilities and a shipyard was developed at Hootalinqua, which later moved to Shipyard Island. This shipyard operated into the 1930's and is now the only remaining shipyard in Yukon. Paddle-wheelers also overwintered at Lower Laberge where open water allowed them to remain anchored.

Resource activities such as timber harvesting for ship building and firewood were also critical to support the system. This was by no means a small service enterprise. The 17 Mile Wood Camp is representative of the 100 to 150 wood camps developed at approximately 50 km intervals along the river. These camps supplied the 200 to 300 cords of wood needed for each sternwheeler trip. Needless to say the forest adjacent to the river that exists now is re-growth following the shift from wood to oil fired burners and then to the close of the sternwheeler period brought about by the shift to road-based transport.



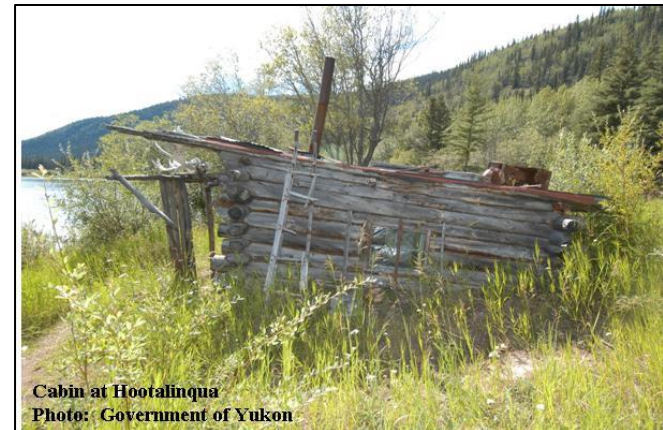
Communications systems also played an important role in support of the transportation system. A 1,000 km long telegraph line was completed in 1899 by a division of the Dominion Government Telegraph Service in the Department of Public Works. A total of 14 telegraph stations were built and maintained along this northern line. Other resource activities such as trapping also took advantage of the increased activity and transport. The system was a significant economic generator, providing a wide variety of jobs for a dramatically increased population along the river.

Theme 3: Riparian Settlement

Sub-theme 3.2 River-based Communities

Major features of the Thirty Mile are the two abandoned settlements of Lower Laberge and Hootalinqua – located at either end of this river segment. Lower Laberge, at the southern end, provided a period of respite between the challenges of Lake Laberge and those of the swift narrow river to follow. The settlement started as an RCMP post registering the stampeders of the gold rush. It also attracted a telegraph post, roadhouse for winter travel, wood camp and an overwintering facility for a sternwheeler. Stores offering a wide variety of supplies were also reportedly built and run in conjunction with the settlements and roadhouses.

Likewise, Hootalinqua started as a trading post and stopping point for prospectors at the confluence of the Teslin and Yukon Rivers. It also developed a police post and telegraph office which also provided a telegraph line up the Teslin River to the Livingstone Creek mining district. This was also a major overwintering area for the sternwheelers that were pulled from the water to avoid winter ice damage.



Condition of Cultural Heritage Values

The nature of the physical resources representing the themes of cultural heritage in the Thirty Mile River segment are such that without ongoing attention they will deteriorate naturally and be reclaimed by the natural processes of landscape change. At the moment the river corridor still maintains a very strong sense of its important historical past and the abundance of artefacts is significant. However, some structures are deteriorating to a point where greater interpretation of their character and contribution to the history of the area will be required for visitors to have a meaningful experience of the site. Efforts are being made to identify and protect the most significant heritage values and structures. Practicality and cost are additional factors that influence the decision concerning which resources should be the focus of attention.

The loss of extant resources is a natural process and it is important to note that those responsible for identifying and determining the most significant heritage resources and making

efforts to stabilize and present that history to the public are doing an excellent job. Of particular note is the recent completion of a conservation plan undertaken by the Historic Sites Unit of the Cultural Services Branch of the resources existing on the Heritage Reserves within the river corridor. Field assessment of buildings and other artefacts was completed in 2012 and the plan as a whole has yet to be compiled in its entirety.

It is worthy to note that with the formal signing of the Final Agreements with First Nations, resources that previously were being monitored and maintained by the Historic Sites Unit no longer fall under their jurisdiction but rather are the responsibility of the First Nations who are the new land holders. This is true for a number of sites along the river but particularly those at 17 Mile Wood Camp and withdrawn First Nations lands at both Lower Laberge and Hootalinqua.

Table #3.2: Changes to Cultural Heritage Values Since 2002

CHRS Cultural Framework (2000) Themes & Sub-themes	Cultural Heritage Value(s) Description	Significant Actions, Research or Studies	Changes or Threats to Nomination Value(s)
2. Water Transport			
2.1 commercial transportation	<ul style="list-style-type: none"> • paddle-wheelers servicing and supplying the Dawson gold fields 	<ul style="list-style-type: none"> • regular assessment and stabilization work on the SS Evelyn • installation of interpretive signage at Hootalinqua and Shipyard Island • underwater survey of paddle-wheeler wreck sites and submerged vessels 	- none -
2.2 transportation services	<ul style="list-style-type: none"> • woodcutting for fuel • overwintering and servicing areas and facilities for boats • communications systems [telegraph] 	<ul style="list-style-type: none"> • repairs to the roof of the Telegraph Office at Lower Laberge • preservation studies and drawings to stabilize the Telegraph Office at Lower Laberge • transfer to First Nations of land ownership responsibility for monitoring and preservation of resources at some sites [see App 1] • two long time existing heritage reserves at Hootalinqua and Lower Laberge were surveyed 	<ul style="list-style-type: none"> • existing heritage resources and artefacts may be difficult to preserve at First Nations sites due to available resources • management consistent with the principles of the CHRS nomination was embedded in the Ta'an Kwach'an Final Agreement

CHRS Cultural Framework (2000) Themes & Sub-themes	Cultural Heritage Value(s) Description	Significant Actions, Research or Studies	Changes or Threats to Nomination Value(s)
3. Riparian Settlement			
3.1 siting of dwellings	<ul style="list-style-type: none"> cabins typically associated with wood cutting and other economic activities within the corridor but not existing at the key settlement sites 		<ul style="list-style-type: none"> many such buildings are decaying and will eventually be leveled and overgrown
3.2 river-based communities	<ul style="list-style-type: none"> community services: roadhouse accommodation; RCMP posts; maintenance and supplies 	<ul style="list-style-type: none"> active preservation and interpretive work at two heritage sites addressing selected remaining structures and artefacts only firesmarting in response to forest fire threat at Hootalinqua and Shipyards Island conservation plan completed for heritage reserves 	<ul style="list-style-type: none"> some foundations are still visible at Hootalinqua, Lower Laberge and Shipyard Island but no preservation or restoration action is being taken

First Nations Heritage

The designation of the Thirty Mile within the CHRS was not based on the heritage of the First Nations of the area. There is only passing reference to the cultural traditions and activities of the people on whose homeland all the subsequent activity unfolded. The nomination document for the Thirty Mile states:

“Little is known of the pre-history of the “Thirty Mile” River, though preliminary archaeological surveys indicate the presence of native peoples well before the contact period. While much more extensive investigation is warranted in this area, it is evident that the significance of this transportation corridor preceded the advent of European explorers.”

Indeed, as in many other places in Canada, the pattern of European occupation and use of the Thirty Mile River corridor also tend to mirror the values First Nations people invested in the area – routes, use of resources, settlement sites and so on. It is therefore not surprising that in the land claims process the Ta’an Kwach’an Council and the Kwanlin Dun First Nation have selected lands within the corridor significant to their cultural use. These land selections are noted and mapped in the appendix to this report.

While the change in legal ownership as a result of the land claims process does not in and of itself significantly impact the current state of historic resources within the corridor, and therefore does not influence the conclusions of this report, there is some question as to whether it is possible for the First Nations to maintain the level of monitoring and preservation activity of buildings and other artefacts as was being carried on by the Historic Sites Unit. Thus, it does seem prudent to consider cooperative planning in the future for the continued preservation and recognition of these resources as part of the CHRS.

3.3 Recreational Values

As a historical waterway that captures the essence of Yukon's recent history and development, the Yukon River has massive appeal for visitors wanting to re-live or appreciate the Klondike Gold Rush. Although comparable to the Chilkoot Trail in its gold rush significance, because it is a river and of much more significant distance, it is less accessible. Combined with its historical significance is the wilderness character of the river trip. Other than one crossing and isolated glimpses of the

Klondike highway, the Yukon River trip is almost completely a wilderness experience. The fact that it is a relatively easy trip technically also adds to the breadth of user that undertakes it. Visitor numbers have rarely been surveyed in depth but one such effort in 1997 reported that approximately 1,000 visitors were passing through the Thirty Mile section of the river in the main summer season.



Photo: Government of Yukon

Represented Themes

For purpose of this analysis the essential recreational values identified in the Thirty Mile nomination of the CHRS are used in the table to structure the analysis. These are:

- 1) river travel – including canoeing, rafting, kayaking and power boat access along the river corridor;
- 2) land-based activities – including camping, and hiking; and,
- 3) interpretation and appreciation – including human heritage appreciation, nature study, wildlife viewing, photography and scenic viewing.

For each value the management actions and research activities that have taken place are then recorded. Finally any change in the value since the last 10-year review in 2002 is noted.



The table #3.3 indicates the specifics of the prominent recreational activities and opportunities in the Thirty Mile area but there is a clear priority among those activities that characterizes the essential recreational experience of this river.

The priority is clearly as an extended canoe tripping experience [sub-theme 1.2]. This is by far the dominant means of experiencing the corridor. The river is navigable by power boat but such excursions are not typical and represent only a small proportion of river users. Associated with the canoe tripping mode of transport is the feeling of a wilderness experience that such an area engenders. This is not directly captured in the themes of the CHRS framework but is encompassed in part by the sub-themes under nature heritage appreciation. The third priority component of the Thirty Mile experience is the appreciation of the historical character of the river corridor [sub-theme 7.1]. Many of the visitors travelling the river are doing so as a kind of re-creation of the historical experience and the sites and remnants of that period of Yukon history are a fundamental part of the trip.

Beyond these priority components there are other recreational activities associated with them that are also components of the framework and warrant acknowledgement such as camping, and appreciation of cultural landscape of the Ta'an Kwach'an.

Condition of Recreational Values

The recreational resources of the corridor are excellent. It is a wild and remote area where people are generally cognizant and respectful of the need to maintain the character of the area and minimize their impact. At the same time the area is accessible to a wide variety of users due to its proximity to Whitehorse, and variety of guided tour operators and boat rentals available. In addition, the lack of significant obstructions and rapids makes it an ideal recreational opportunity for people not possessing white water paddling skills.

The primary situation where impacts on recreational resource values are evident is related to camping sites. Heavy use of designated sites does have an impact on vegetation while waste management is always an issue. Provision of appropriate facilities and hardening of sites through use tends to have established a level of impact that is generally acceptable to users of the corridor. It is not the kind of wilderness experience where visitors do not expect to see anyone and where any impact would be too much. A manageable level of impact is recognized and accepted. Regular monitoring of campsites and the implementation of the BRIM monitoring system will help to identify areas of concern on an ongoing basis.



Photo: Government of Yukon

Table #3.3: Change to Recreation Values Since 2002

Recreational Capability Themes & Sub-themes	Recreational Values of Thirty Mile Nomination	Significant Actions, Research or Studies	Changes or Threats to Nomination Value(s)
1. River Travel			
1.2 extended canoe, kayak and raft trips	<ul style="list-style-type: none"> • A longer Yukon River trip from Whitehorse to Dawson City is very popular. The Thirty Mile is a significant sector attracting much attention. 	<ul style="list-style-type: none"> • Visitor research in the corridor is minimal. The last comprehensive survey was in the late 1990's although some data is kept through commercial operators. • A more comprehensive survey has been prepared and will be implemented in 2013. 	<ul style="list-style-type: none"> • While hard data does not exist for the period since the last review, anecdotal evidence suggests that use of the Thirty Mile corridor has increased somewhat. • Some site specific impacts on high use sites like designated camping areas are recorded.
1.5 motorized pleasure cruising/houseboats	<ul style="list-style-type: none"> • Access to the river can be by motorboat but the majority of use is by canoe or raft. 		- none -
2. Land-Based Activities			
2.1 camping	<ul style="list-style-type: none"> • Designated sites are heavily used by river travellers. 	<ul style="list-style-type: none"> • Regular monitoring of use and impact of campsites is conducted using the BRIM monitoring methodology. • Management and maintenance of facilities to reduce impact and improve the visitor experience. 	<ul style="list-style-type: none"> • generally minimal and site specific

Recreational Capability Themes & Sub-themes	Recreational Values of Thirty Mile Nomination	Significant Actions, Research or Studies	Changes or Threats to Nomination Value(s)
2.2 trail use	<ul style="list-style-type: none"> • Informal trails to sites of interest along the corridor are available to enhance visitor experience. 		
3. Interpretation and Appreciation			
6.1 wildlife	<ul style="list-style-type: none"> • opportunities for wildlife viewing – part of the full Yukon River experience 		- none -
6.3 vistas/scenic quality	<ul style="list-style-type: none"> • some diversity in scenic quality with the erosional features along the river corridor – part of the full Yukon River experience 		- none -
6.4 geological features / water features	<ul style="list-style-type: none"> • adds diversity to scenic quality 		- none -
7.1 historic sites	<ul style="list-style-type: none"> • a major focus of interest for river travellers 	<ul style="list-style-type: none"> • Preservation of key resources and presentation of the corridor's history is being undertaken continuously. • See comments in 'cultural resource values assessment'. 	<ul style="list-style-type: none"> • Historic resources are primarily structures that are deteriorating naturally. • Conservation is only possible on priority sites and structures.
7.2 cultural landscapes	<ul style="list-style-type: none"> • Traditional overland routes pass through the corridor. 		- none -

River Integrity Values

The nomination document for the Thirty Mile segment of the Yukon River documented the success of the area in meeting the integrity guidelines required for designation within the CHRS. At the time, integrity guidelines focused on three themes: size, continuity and water quality. The assessment of the Yukon River at the time was as follows:

Size

Although the Thirty Mile segment is relatively short compared to the overall length of the Yukon River in the Yukon, it contains most of the natural heritage features which are characteristic of the entire river. In addition, the Thirty Mile contains a significant proportion of the river's historic sites and features and has been cited as having the best recreational capability of any section of the Yukon River. The interrelation of these resource features and processes makes the Thirty Mile well qualified to meet this aspect of the integrity guidelines.

Continuity

This portion of the Yukon River contains all the ecosystem components required for the continuity of its natural and recreational heritage features. Although the area is not under the protective management of either a federal or territorial park system, its remoteness and lack of access (other than by water) will tend to ensure that its wilderness character will be maintained. Government of Yukon has recently taken steps to ensure that the historic resources of the area are preserved by implementing a restoration and rehabilitation program for most of the buildings located along this portion of the river.



Photo: Government of Yukon

Water Quality

The water quality of the river corridor remains very good. Testing stations, although no longer in the Thirty Mile river segment itself, are monitoring water flowing into the river corridor from just above Lake Laberge and the testing results remain good.

The water clarity of the Thirty Mile is exceptional for the Yukon River. The clear, pale green water is a result of the sediment load of the river settling out in Lake Laberge prior to flowing into the Thirty Mile. At Hootalinqua, where the Teslin joins the Yukon River at the end of the Thirty Mile section, there is a very obvious increase in silts and resultant deterioration in water quality due to sediment load of that river. This pattern is repeated many times throughout the length of the Yukon River and results in the Thirty Mile being the only segment of the river between Lake Laberge and the Alaska border that has clear water.

Current Integrity Assessment

In general the status of the river corridor is very similar to its condition at the time of nomination. Little has changed with respect to the qualities noted above. In the table below the current integrity criteria are identified and comments with

respect to changing conditions are noted where appropriate. The assessment provided in the table confirms that that the Thirty Mile continues to meet the integrity requirements of the CHRS.

Table #3.4: Condition of River Integrity Values - 2013

CHRS Values	Nomination Value	Changes	Actions
1.0 Natural Integrity			
1.1 The nominated area is of sufficient size and contains all or most of the key interrelated and interdependent elements to demonstrate the key aspects of the natural processes, features, or other phenomena that give the river its outstanding natural value.	<ul style="list-style-type: none"> • The river corridor area remains the same, extending from Lower Laberge to Hootalinqua including 250 m of land along both sides of the river throughout that length. • The area includes all the significant features that were the basis of designation. 	<ul style="list-style-type: none"> • There have been no significant changes. 	- none -
1.2 The nominated area contains those ecosystem components required for the continuity of the species features or objects.	<ul style="list-style-type: none"> • The natural features and characteristics of the area are representative of the larger Yukon Plateau and have the capacity to maintain the existing character. 	<ul style="list-style-type: none"> • There have been no significant changes. 	- none -

CHRS Values	Nomination Value	Changes	Actions
1.3 There are no human-made impoundments within the nominated area.	<ul style="list-style-type: none"> • There are no impoundments present. 	N/A	- none -
1.4 All key elements and ecosystem components are unaffected by impoundments outside the nominated area.	<ul style="list-style-type: none"> • There are no impoundments in the vicinity that affect the character of the area. 	N/A	- none -
1.5 The water of the nominated area of the river is uncontaminated to the extent that its natural aquatic ecosystem is intact.	<ul style="list-style-type: none"> • No reports are available on water quality. 	<ul style="list-style-type: none"> • No changes in factors related to water quality have been reported. 	<ul style="list-style-type: none"> • Efforts to provide periodic water quality data in conjunction with CHRS assessments would be valuable.
1.6 The natural aesthetic value of the river is not compromised by human development.	<ul style="list-style-type: none"> • There is virtually no presence of or impact from modern human activity – the human heritage of the area is essential to the aesthetic value. 	<ul style="list-style-type: none"> • There have been no significant changes 	- none -

CHRS Values	Nomination Value	Changes	Actions
2.0 Cultural Integrity			
2.1 The nominated area is of sufficient size and contains all or most of the key interrelated and interdependent elements to demonstrate the key aspects of the features, activities, or other phenomena which give the river its outstanding cultural value.	<ul style="list-style-type: none"> • The major heritage sites relating to the Klondike themes of transportation and settlement are within the boundaries of the river corridor. 	<ul style="list-style-type: none"> • There have been no significant changes. 	- none -
2.2 The visual appearance of the nominated area of river enables uninterrupted appreciation of at least one of the periods of the river's historical importance.	<ul style="list-style-type: none"> • The viewscape from the river and at key sites along the river remains of high quality and reflective of the historical experience. 	<ul style="list-style-type: none"> • There have been no significant changes. 	- none -
2.3 The key artefacts and sites comprising the cultural values for which the river is nominated are unimpaired by impoundments and human land uses.	<ul style="list-style-type: none"> • The majority of artefacts remain an integral part of the cultural heritage experience of the area. 	<ul style="list-style-type: none"> • Some deterioration of buildings is evident and will continue. • It is not possible to preserve the entire inventory of buildings and artefacts in the area nor would it be desirable to do so. 	- none -

CHRS Values	Nomination Value	Changes	Actions
2.4 The water quality of the nominated area does not detract from the visual character or the cultural experience provided by its cultural values.	<ul style="list-style-type: none"> Water quality is still perceived to be very high although testing has not been documented. 	<ul style="list-style-type: none"> There have been no significant changes 	- none -
3.0 Recreation Values			
3.1 The river possesses water suitable for contact recreational activities, including those recreational opportunities for which it is nominated.	<ul style="list-style-type: none"> Water quality is still perceived to be very high although testing has not been documented. 	<ul style="list-style-type: none"> Management has reverted to pit toilets at campsites. In all but one site of restricted size, setbacks and sanitation standards are being met. 	- none -
3.2 The river's visual appearance provides travellers with a continuous natural experience or a combined natural and cultural experience, without significant interruption by modern human intrusions.	<ul style="list-style-type: none"> The viewscape from the river and at key sites along the river remains of high quality and reflective of the wilderness and historical experience. 	<ul style="list-style-type: none"> There have been no significant changes. 	- none -
3.3 The river is capable of supporting recreational uses without loss or impact on its natural and cultural or aesthetic values.	<ul style="list-style-type: none"> There is a high capacity of the river corridor to support quality recreational experiences. 	<ul style="list-style-type: none"> There have been no significant changes. 	- none -

4. ASSESSMENT OF MANAGEMENT PLAN ACTIVITIES

The original management plan for the Thirty Mile is the only plan that was created to guide management of the river corridor. It was completed in 1990 and is long overdue for a revision. The plan reflects a very different time and considers and anticipates many things that have not happened or are not considered relevant to the circumstances of the corridor today.

The plan was extremely detailed, providing site plans for specific visitor use areas in the corridor and detailed policies and action points on a full range of topics from interpretation and public information to building and artefact conservation and maintenance. Reviewing the plan in that level of detail



Old truck at Lower Laberge
Photo: Government of Yukon

after so many years is therefore not particularly useful in the context of this current review.

It is useful however to highlight the major directions set out in the plan and indicate where things have been accomplished and where no action was ever taken or taken in a different context than the Thirty Mile corridor specifically. Such a reflection is useful at least in the clarification of what the key issues are that remain and what potential problems never materialized.

The following table does just that. It captures the key elements of the management plan as presented in the summary of the goals and objectives. It is a high-level analysis and does not get into the detail that the management plan addressed.

The outcome of this assessment clearly suggests that the management plan is out of date both in terms of the details of the situation on the ground and the broader territory-wide policies and processes that now govern land use allocations and practices. The analysis also shows that the plan engages in management actions that go well beyond those that are relevant and necessary to address in the context of the Thirty Mile designation in the CHRS. A review of this situation is definitely warranted.

Heritage Values	Action	Status
4.1 Natural Resources	<ul style="list-style-type: none"> • Maintain wilderness character of the corridor. 	<ul style="list-style-type: none"> • currently exists – use levels have not reached unacceptable levels • no adjacent land use conflicts
	<ul style="list-style-type: none"> • Maintain or enhance existing water quality. 	<ul style="list-style-type: none"> • good water quality – lack of recent documentation • improved with sewage treatment in Whitehorse [1996]
	<ul style="list-style-type: none"> • Preserve the viewscape of the corridor. 	<ul style="list-style-type: none"> • achieved – has not been an issue • no adjacent land use conflicts
	<ul style="list-style-type: none"> • Manage effects of human use on environment. 	<ul style="list-style-type: none"> • continuing work and monitoring • site specific issues at campsites with facilities and waste management • Management actions encourage restricted use of some sites and provision of adequate facilities to address pollution concerns.
	<ul style="list-style-type: none"> • Manage adjacent land use. 	<ul style="list-style-type: none"> • virtually no activity in the corridor - not an issue
	<ul style="list-style-type: none"> • Complete research to manage natural resources. 	<ul style="list-style-type: none"> • Research on natural resources has not been a priority in this area. • no management requirement demanding research

Heritage Values	Action	Status
4.2 Cultural Resources	<ul style="list-style-type: none"> • Allow for investigation, conservation and interpretation of all cultural resources. 	<ul style="list-style-type: none"> • implemented – represents standard practice
	<ul style="list-style-type: none"> • Allow for preservation, stabilization and maintenance of heritage artefacts and structures. 	<ul style="list-style-type: none"> • implemented – represents standard practice
	<ul style="list-style-type: none"> • Ensure improvements and new facilities are consistent with heritage character. 	<ul style="list-style-type: none"> • implemented – represents standard practice • New structures on historic sites have not been developed aside from interpretive signage.
	<ul style="list-style-type: none"> • Provide educational opportunities related to cultural heritage. 	<ul style="list-style-type: none"> • implemented – represents standard practice • interpretive signage provided at key historic sites and through extension materials
4.3 Recreation Resources	<ul style="list-style-type: none"> • Provide a high quality and safe experience. 	<ul style="list-style-type: none"> • encouraged through management and monitoring of facilities such as campsite management and modifications to heritage structures to avoid misuse • as well as through visitor information programs such as “Leave No Trace” • communications and cooperation with river guides and canoe rental companies regarding information for visitors
	<ul style="list-style-type: none"> • Ensure use levels are compatible with management objectives. 	<ul style="list-style-type: none"> • regular monitoring of visitor use sites and facilities • BRIM methodology employed to relate user impacts

Heritage Values	Action	Status
4.3 Recreation Resources (cont'd)	<ul style="list-style-type: none"> • Provide opportunities for interpretation of natural and cultural features. 	<ul style="list-style-type: none"> • Interpretation of natural and cultural heritage features has been implemented through a variety of mechanisms including on-site interpretation in the corridor, and off-site at the gateway to the corridor (Deep Creek Campground on Lake Laberge – launching site) and through public printed and electronic media.
	<ul style="list-style-type: none"> • Allow a range of compatible recreational activities. 	<ul style="list-style-type: none"> • no action necessary
4.4 Local Use	<ul style="list-style-type: none"> • Allow for compatible economic development. 	<ul style="list-style-type: none"> • no action necessary
	<ul style="list-style-type: none"> • Provide opportunities for education, research and training. 	<ul style="list-style-type: none"> • little demand for such activities in the corridor – many other locations considered much more suitable for such activities
4.5 Land Use	<ul style="list-style-type: none"> • Allow compatible sustainable economic activity 	<ul style="list-style-type: none"> • no action necessary • little demand for such activities in the corridor – many other locations considered much more suitable for such activities
	<ul style="list-style-type: none"> • Ensure land-use decisions are made with appropriate public involvement processes. 	<ul style="list-style-type: none"> • Land-use decisions are managed through a Yukon-wide decision process that stipulates public review. • No specific action is necessary in the corridor beyond the existing land- use permitting and review processes.
	<ul style="list-style-type: none"> • Monitor mining activity in area and minimize impact. 	<ul style="list-style-type: none"> • done regularly as part of annual monitoring process • no active mining or claims staking in the corridor • such activities are also subject to the land use decision process

Heritage Values	Action	Status
	<ul style="list-style-type: none"> • Manage land uses to maintain water quality. 	<ul style="list-style-type: none"> • Land-use decisions are managed through a Yukon-wide decision process that encompasses a full range of impacts including implications for water use and quality. • Water use also requires specific licensing that is also monitored as part of the annual review of the corridor.
	<ul style="list-style-type: none"> • Link land-use decisions with other broader land-use planning activities 	<ul style="list-style-type: none"> • not implemented – no requirement
4.6 Administration	<ul style="list-style-type: none"> • Establish a cooperative management group. 	<ul style="list-style-type: none"> • not implemented
	<ul style="list-style-type: none"> • Establish regulations for management responsibilities. 	<ul style="list-style-type: none"> • generally not required • Broader regulatory mechanisms have been implemented (<i>Wilderness Tourism Licensing Act</i>) to manage commercial tourism operators throughout the Yukon.
	<ul style="list-style-type: none"> • Mitigate impacts using environmental screening processes. 	<ul style="list-style-type: none"> • These have been implemented in part through management actions focused on environmental quality control and quality visitor experience.
	<ul style="list-style-type: none"> • Allow for continued public involvement and engagement with private sector and NGOs in management planning. 	<ul style="list-style-type: none"> • not required • an accepted policy that will be applied when future formal management planning is undertaken
	<ul style="list-style-type: none"> • Ensure consistency between management plan and regional planning and other legal agreements. 	<ul style="list-style-type: none"> • not required at this time • Regional land-use planning priorities focused on other areas.

CONCLUSION AND RECOMMENDATIONS

The significant conclusion of this analysis is that the Thirty Mile segment of the Yukon River continues to be an important representation of the heritage values for which it was nominated. Those values have not been negatively impacted during the last 10-year period and the integrity of the river corridor remains high. Management of the corridor and its resources is generally good and attention is being paid to specific areas of concern when they arise. This assessment thus concludes that the Thirty Mile should continue to be a designated river under the CHRS.

The analysis conducted during the course of this work also points to some considerations for future action. The Thirty Mile segment of the Yukon River is largely functioning effectively by virtue of its location (remoteness), the extent of facilities that have developed over the years and the compatible use levels that it experiences. There are few pressure points that require active management. The exception is the cultural heritage resources of the corridor which require a relatively high level of research and assessment as well as maintenance and stabilization. With the Final Agreements in place for the two First Nations with interest in the area (Ta'an Kwach'an and Kwanlin Dun), it might be a logical time to review the status and direction of the river corridor through the development of a new management plan. With the conservation plan largely completed, the timing may be right for such an activity.

Accordingly, the following recommendations are put forward for consideration:

- Undertake a management planning process that brings together key stakeholders, especially Government of Yukon and First Nations, to review status and set direction.
- Integrate the cultural heritage conservation plan with the broader management plan for the corridor.
- Maintain a regular monitoring process of visitor use sites in the corridor [BRIM].
- Establish a regular data-gathering mechanism for visitor use within the corridor that provides demographic, activity and visitor satisfaction data.

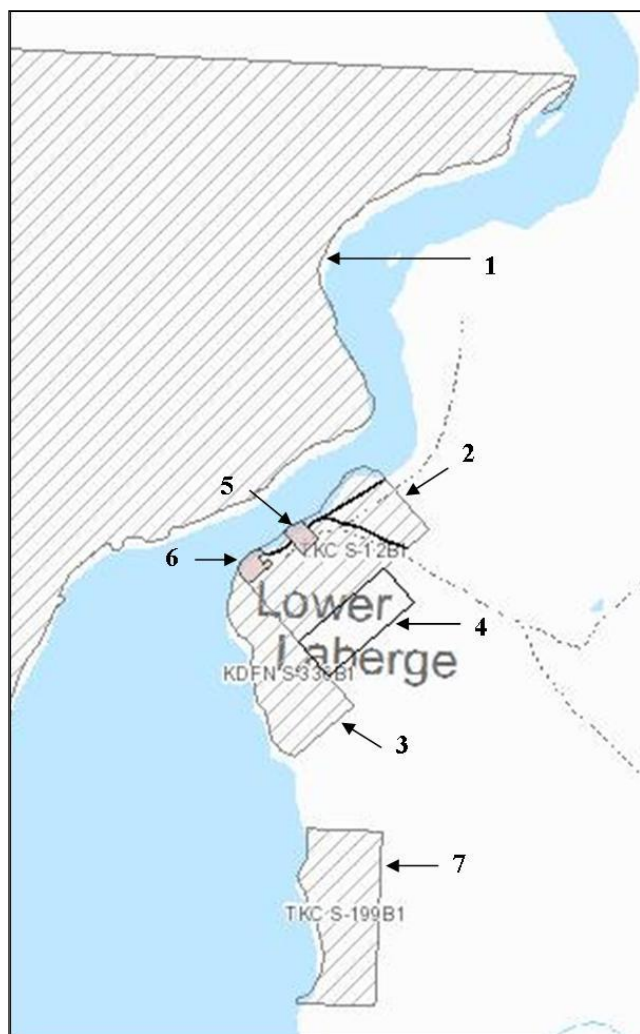


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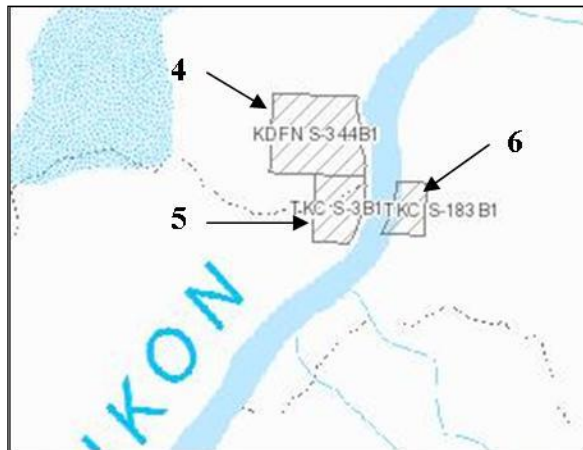
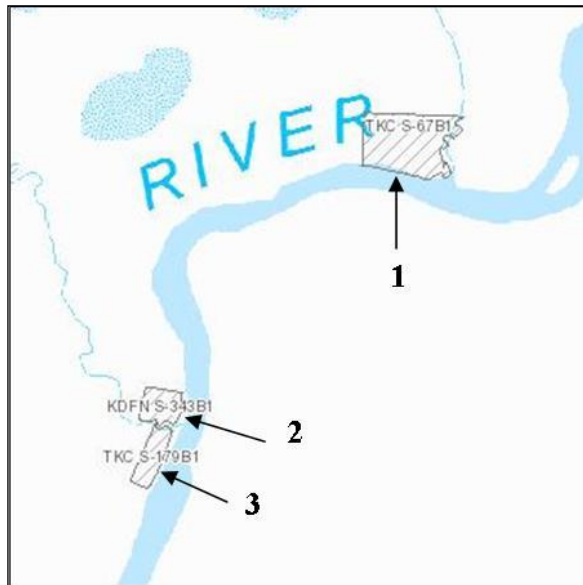
6. APPENDIX 1: LAND TENURE ALONG THE THIRTY MILE SEGMENT OF THE YUKON RIVER

Lower Laberge Section of the Thirty Mile



- | | |
|--------------------------|---|
| 1. Parcel Designator | LOT 1009 QUAD 105E/06 Plan 90163 CLSR |
| First Nation Name | Ta'an Kwach'an Council |
| Land Claim Selection | TKC R-6B |
| Settlement Land Category | Surface Rights - Category B |
| Settlement Land Type | Rural Block |
| 2. Parcel Designator | LOT 1010 QUAD 105E/06, Plan 90060 CLSR |
| First Nation Name | Ta'an Kwach'an Council |
| Land Claim Selection | TKC S-12B1 |
| Settlement Land Category | Surface Rights - Category B |
| Settlement Land Type | Site Specific |
| 3. Parcel Designator | LOT 1016 QUAD 105E/06, Plan 94709 CLSR |
| First Nation Name | Kwanlin Dün First Nation |
| Land Claim Selection | KDFN S-336B1 |
| Settlement Land Category | Surface Rights – Category B |
| Settlement Land Type | Site Specific |
| 4. Parcel Designator | LOT 3 GROUP 8, Plan 8865 - CLSR |
| Remarks | LOT 3 REMAINDER GROUP 8, Vacant Lot |
| 5. Parcel Designator | LOT 1014 QUAD 105E/06, Plan 89748 CLSR |
| Purpose | Heritage Plan |
| Parcel Description | Reserve 2, Historic Site (Lower Laberge Road House) |
| 6. Parcel Designator | LOT 1013 QUAD 105E/06, Plan 89748 CLSR |
| Purpose | Parks & Campground |
| Parcel Description | Reserve 1, Campground Use |
| 7/. Parcel Designator | LOT 1015 QUAD 105E/06, Plan 90076 CLSR |
| First Nation Name | Ta'an Kwach'an Council |
| Land Claim Selection | TKC S-199B1 |
| Settlement Land Category | Surface Rights– Category B |
| Settlement Land Type | Site Specific |

Central sections of the Thirty Mile



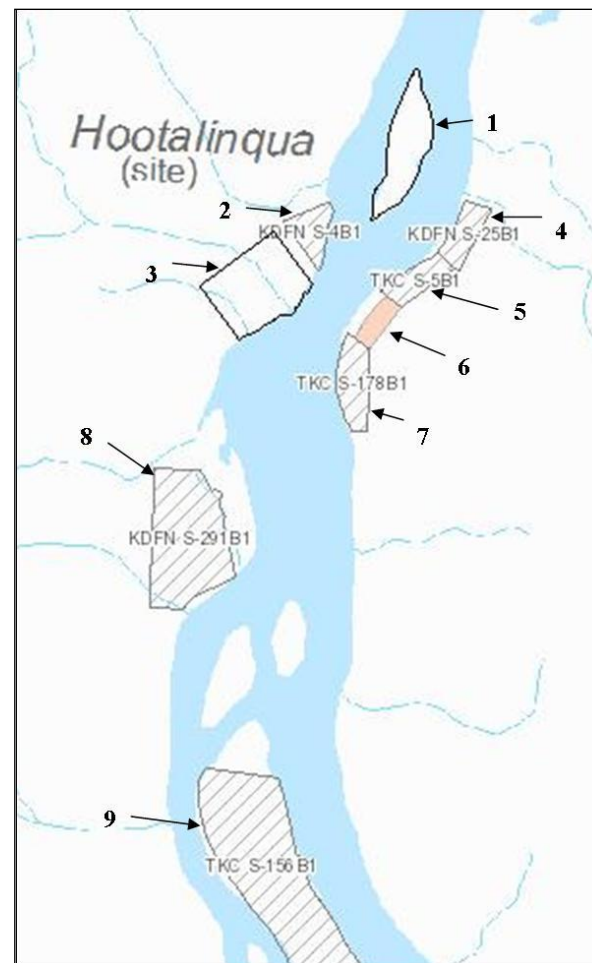
1. Parcel Designator LOT 1004 QUAD 105E/11, Plan 90149 CLSR
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-67B1
Settlement Land Category Surface Rights– Category B
Settlement Land Type Site Specific
2. Parcel Designator LOT 1011 QUAD 105E/11, Plan 94706 CLSR
First Nation Name Kwanlin Dün First Nation
Land Claim Selection KDFN S-343B1
Settlement Land Category Surface Rights– Category B
Settlement Land Type Site Specific
3. Parcel Designator LOT 1003 QUAD 105E/11, Plan 90160 CLSR
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-179B1
Settlement Land Category Surface Rights – Category B
Settlement Land Type Site Specific
4. Parcel Designator LOT 1010 QUAD 105E/11, Plan 90076 CLSR
First Nation Name Kwanlin Dün First Nation
Land Claim Selection KDFN S-344B1
Settlement Land Category Surface Rights– Category B
Settlement Land Type Site Specific
5. Parcel Designator LOT 1006 QUAD 105E/11, Plan 90076 CLSR
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-3B1
Settlement Land Category Surface Rights– Category B
Settlement Land Type Site Specific
6. Parcel Designator LOT 1002 QUAD 105E/11, Plan 90076 CLSR
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-183B1
Settlement Land Category Surface Rights– Category B
Settlement Land Type Site Specific

Hootalinqua section of the Thirty Mile

1. Parcel Designator LOT 1015 QUAD 105E/10, Plan 100629 CLSR
Parcel Site Shipyard Island
Purpose Heritage Reserve
2. Parcel Designator LOT 1013 QUAD 105E/10, Plan 94477 CLSR
First Nation Name Kwanlin Dün First Nation
Land Claim Selection KDFN S-4B1
Settlement Land Category Surface Rights-Category B
Settlement Land Type Site Specific
3. Parcel Designator LOT 1014 QUAD 105E/10, Plan 100629 CLSR
Parcel Site Hootalinqua
Purpose Heritage Reserve
4. Parcel Designator LOT 1012 QUAD 105E/10, Plan 94475 CLSR
First Nation Name Kwanlin Dün First Nation
Land Claim Selection KDFN S-25B1
Settlement Land Category Surface Rights-Category B
Settlement Land Type Site Specific
5. Parcel Designator LOT 1005 QUAD 105E/10, Plan 90577 CLSR
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-5B1
Settlement Land Category Surface Rights-Category B
Settlement Land Type Site Specific
6. Disposition Number 105E10-001
Type Lease
Purpose Commercial
7. Parcel Designator LOT 1008 QUAD 105E/10, Plan 90577 CLSR
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-178B1
Settlement Land Category Surface Rights-Category B
Settlement Land Type Site Specific

8. Parcel Designator LOT 1011 QUAD 105E/10, Plan 94469
First Nation Name Kwanlin Dün First Nation
Land Claim Selection KDFN S-291B1
Settlement Land Category Surface Rights-Category B
Settlement Land Type Site Specific

9. Parcel Designator LOT 1002 QUAD 105E/10, Plan 90155
First Nation Name Ta'an Kwach'an Council
Land Claim Selection TKC S-156B1
Settlement Land Category Surface Rights-Category B
Settlement Land Type Site Specific



Canadian
Heritage
Rivers
System



Le Réseau
de rivières
du patrimoine
canadien



Yukon Parks

Yukon
Environment