



canada/yukon economic
development agreement

A HISTORY OF LOGGING in the Yukon : 1896 - 1970

Northern Design Consultants

Canada

Yukon
Government

A HISTORY OF LOGGING
in the Yukon : 1896 - 1970

Volume IIA

Northern Design Consultants

A HISTORY OF LOGGING

IN THE YUKON

1896 - 1970

VOLUME I

NORTHERN DESIGN CONSULTANTS

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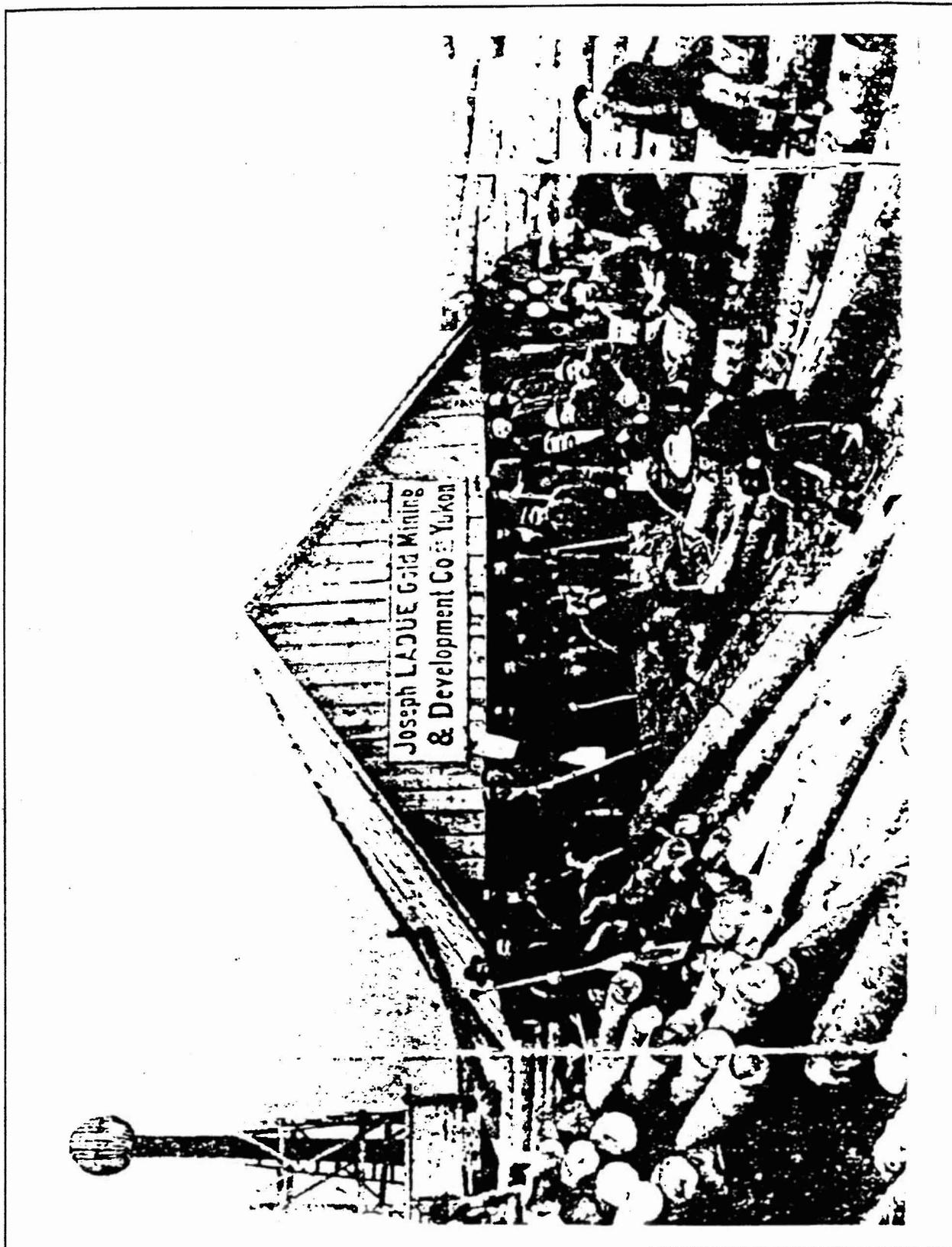
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SECTION 1. INTRODUCTION



1. Joe Ladue Sawmill in Dawson in 1898.

1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

This project was initiated by Forest Resources under the Canada/Yukon Cooperative Agreement; Forestry, through Economic Development, Government of Yukon. As no single summary report existed, the purpose of this project was to review all archive sources and government documents as well as relevant books, pamphlets and reports concerning the type, location and extent of the logging activities in the Yukon from 1896 to 1970. Additional information was obtained through interviews with several people knowledgeable about logging activities from loggers to historical researchers.

1.2 PROJECT OBJECTIVES

In the terms of reference dated September 8, 1992, the project objectives were to provide a historical narrative and accompanying database of the Yukon's logging history which included the following:

- A. Chronological records of the logging industry.
- B. A statistical database with yields, locations and methods of logging.
- C. The historic impact of logging in the Yukon.
- D. Relevant information on the regeneration of logged forests and by which species.
- E. A document and database that will assist in future planning of ground inspections.

This required a complete review of government records, reports and publications for statistical information regarding logging locations, methods, estimated volumes of timber, age, species and other relevant information. A field inspection of selected cutting sites was requested to determine the effect of past logging activities and the extent of regeneration in these areas.

The objective of compiling this data was to assist forest resource managers in the development of management practices for the Yukon logging industry.

SECTION 2. PROJECT METHODOLOGY



2. Whipsawing Boat Planks at Lake Bennett in 1898.



3. Boat Construction at Lake Bennett, Winter 1897-1898.

2.0 PROJECT METHODOLOGY

2.1 BACKGROUND RESEARCH

On September 18th 1992, project requirements and a field survey schedule was determined. All information related to logging activities would be compiled into a historical narrative and database, from 1896 - 1970.

Information on suitable cutting sites for the field survey component was obtained from archive records and airphotos. It was determined that a helicopter flight from Carmacks along the Yukon and Stewart Rivers would be the most informative for steamer and mining logging activities.

2.2 SITE SURVEY

On October 14, 1992 an aerial survey was completed by helicopter along the Yukon River from Carmacks to Thistle Creek, northeast to the Stewart River to Independence Creek, then south to Carmacks. Steamer and mining related woodcamp sites, mill sites and old settlement areas were investigated. Two ground inspections were carried out to collect information on tree heights, diameters and regeneration species. The sites not ground inspected were photographed and regeneration of species noted.

On October 17th and 18th 1992, a road survey along the Hunker Creek and Bonanza Creek roads, in Dawson, was completed to determine the regeneration of these mining areas.

2.3 RECORDS REVIEW

The Forestry and Mining Recorder offices in Mayo and Dawson were visited during the site survey in October 1992 to determine if records were available. In Mayo, water damaged files on commercial logging activities and locations were acquired from the Resource Management Office. A ledger of forestry permits covering both commercial and general logging activities, from 1947 - 1962, and copies of old maps showing historical transportation routes and mining areas were obtained from the Mayo Mining Recorder. No forestry files were available from the Dawson Mining Recorder Office or the Resource Management Office. Fact sheets, articles and selected archive photos on steamers, the Yukon Ditch and Dawson sawmills were acquired from files at the Dawson Museum and Parks Canada.

Information was reviewed from the Forest Resources library in Whitehorse, Yukon Archives, MacBride Museum, and the Whitehorse and

Yukon College libraries. Approximately 175 relevant articles, reports, government ledgers and files were reviewed and compiled into an Information Source list presented in the Information Sources section in this report. A rating system was developed to indicate the quality of forestry information based on volumes and location data, which is presented in Section 4.0.

2.4 FIGURES AND POLYGONS

Logging activities and location data available, have been presented in the following categories:

Logging Districts

The names and boundaries of the current ten Resource Management Districts have been used to create the Logging Districts used in this report. This was to facilitate the eventual use of this information by federal forest management officers. In some areas, RMO boundaries were altered to allow for a better presentation of steamer related logging activities, i.e. along the Yukon and Stewart Rivers, for the Laberge, Carmacks, Beaver Creek, Mayo and Dawson districts.

Logging activities where location was not specified have been recorded separately under the name of Yukon General.

Figures

Each logging district is represented on a series of map figures, a total of 67. Each map figure covers an area approximately 35 by 25 miles in size, at 1:250,000 scale. See Table 1 for a list of Logging Districts, Figure Numbers and Descriptions.

Polygons

Each figure has been divided into logging zones or polygons, according to transportation corridors along rivers, roads, trails, and highways, or areas of mining related activities. If there was no exact location of logging activities they were recorded as Yukon General, or as District General, if the district was known. The polygon is the most specific level of location information. Each polygon is noted by the number of the map figure and associated letter, i.e. 1A, 1B, 2A

Organization of Locations

- Yukon General - No Specific Location Noted
- District General - Location Within District
- Figure General - Approximate Location in Figure Area
- Polygon Number - Specific Location in Figure Area

See Table 2 for a complete list of all Figures and Polygons for the ten Logging Districts. The corresponding National Topographic Survey (N.T.S.) Maps Numbers (1:250,000 scale) are indicated for each Figure.

2.5 DATABASE FORMAT

The database component of this project was compiled using dBASE III software as requested by Forest Resources staff. A database format was developed to compile all the relevant data. The initial format included 40 information components with fields for location descriptors, timber volumes, timber products, species of trees, diameters, periods of activity, associated activities, and source of information. After the records research was completed, it was determined that there was insufficient and accurate information on timber volumes, timber products, species of trees, age, diameters, period of activity, and specific logging locations. It was thus necessary to modify the database format into a more general format based on the record information and type of logging activity. The data was grouped into five categories:

1. Transportation Activities - Rivers, Roads, Trails
- 1899 - 1949
2. General Activities - General Timber Permits
- 1947 - 1970
3. Commercial Activities - Timber Berths, Sawmills
- 1898 - 1913
- 1947 - 1970
4. Project Activities - Railroads
- Yukon Ditch
- Alaska Hwy
- Canol Project
5. Annual Reports - Commercial, General Activities
- 1900 - 1961

The structure of the computer database allows for future data analysis by sorting individual entries per location, per year, or per volume. The actual timber volume units indicated in the records were used.

A detailed explanation of the database is presented in Section 5.0.

2.6 REPORT FORMAT

This report document was designed to present the information in a clear and concise format. Due to the amount of information, three volumes have been prepared.

Volume I

Volume I is a summary of all aspects of the project, including a complete industry overview. A comparison of cordwood volumes has been made with the Department of the Interior Annual Reports, Colin Heartwell's forest industry review, and the database results of this project. Logging information has been compiled in tables as much as possible. Details of the database, the site survey,

project summary and recommendations are presented. Examples of relevant records are included in the document. A map of historical transportation routes is included in the Appendix of Volume I.

Volume II A

In Volume II A, a complete summary of all Logging Districts and the Watson Lake, Teslin, Tagish, Laberge, Haines Junction and Beaver Creek Logging Districts is presented. Print outs of the database files have been included in Tables and in the Appendix of each section. Sketches of commercial timber berths have been included as Examples at the end of each section.

Volume II B

In Volume II B, the summaries for the Carmacks, Ross River, Mayo, and Dawson Logging Districts are presented. Print outs of the important database files have been included in Tables and in the Appendix of each section. Sketches of commercial timber berths have also been included as Examples in the end of each section.

FIGURE 1: DISTRICT BOUNDARIES AND FIGURE NUMBERS

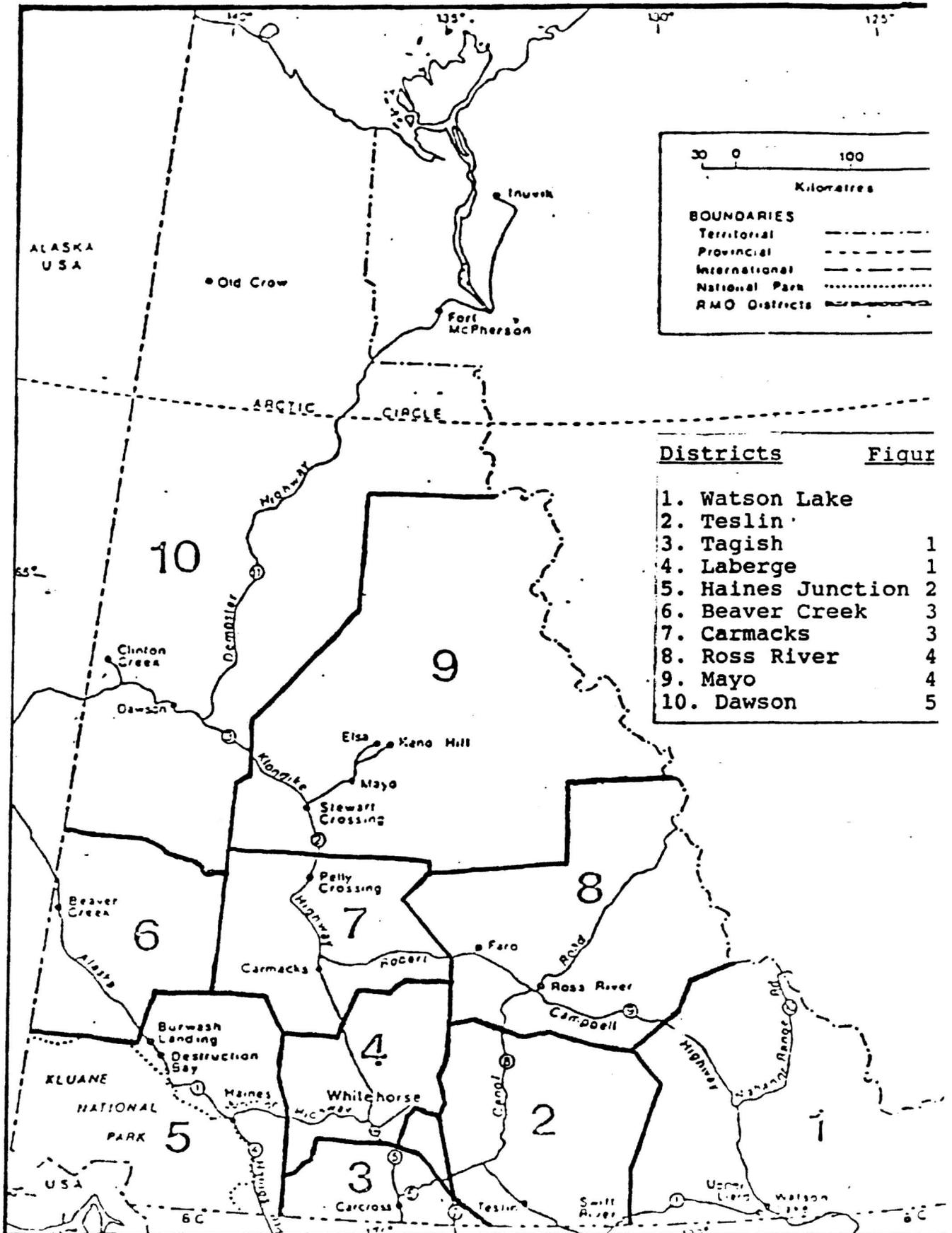


TABLE 1: LIST OF FIGURES AND LOGGING DISTRICTS

DISTRICT - FIGURE NO. - TITLE

1. WATSON LAKE	1. Hyland River - Albert Creek - Tom Creek
	2. Albert Creek - Lower Rancheria River
	3. Tom Creek - Simpson Lake
	4. Simpson Lake - Frances Lake
	5. Frances Lake - Finlayson River
	6. Spencer Creek - Pine Lake
2. TESLIN	7. Morley River - Ten Mile Point
	8. Ten Mile Point - Squanga Lake - Murphy Creek
	9. Murphy Creek - Quiet Lake
	10. Quiet Lake - Mt. St. Cyr
	11. Squanga Lake - Jakes Corner
3. TAGISH	12. Jakes Corner - Judas Creek - Atlin Lake
	13. Tagish Lake - Bennett Lake - Lewes Lake
	14. Lewes Lake - Annie Lake Road - Watson River
	15. Judas Ck - McClintock R. - Carcross Cut-Off
	16. Carcross Cut-Off - Mile 917 - Fish Lake
4. LABERGE	17. Mile 917 - 940 Alaska Hwy - Upper Laberge
	18. Shallow Bay - Fox Lake - Lake Laberge
	19. Fox Lake - Braeburn - Klusha Creek
	20. Yukon River - Lower Laberge - Cassiar Bar
	21. Yukon River - Cassiar Bar - Big Salmon
	22. Takhini Crossing - Champagne
	23. Kusawa Lake Road
5. HAINES JUNCTION	24. Champagne - Marshall Creek
	25. Aishihik Road
	26. Aishihik Settlement/Airport
	27. Marshall Ck - Sulphur Lake - Kathleen Lake
	28. Kathleen Lake - Dalton Post
	29. Christmas Creek - Bocks Creek
	30. Bocks Creek - Burwash Flats
6. BEAVER CREEK	31. Burwash Flats - Mile 1110
	32. Kluane River - Mile 1150
	33. Dry Creek - Mile 1181
	34. Dry Creek - Beaver Creek - Alaska Boundary
7. CARMACKS	35. Yukon River - Big Salmon - Little Salmon
	36. Braeburn - Conglomerate Mt.
	37. Conglomerate Mt. - Carmacks
	38. West of Carmacks
	39. Carmacks - McCabe Creek
	40. McCabe Creek - Ft Selkirk - Pelly Crossing
	41. Yukon River - West of Fort Selkirk
	42. Pelly Crossing - MacMillan River

TABLE 1: LIST OF FIGURES AND LOGGING DISTRICTS (Cont.)

DISTRICT - FIGURE NO. - TITLE

8. ROSS RIVER	43. Faro - Ross River
	44. Ross River - N. & S. Canal - R. Campbell Hwy
	45. Robert Campbell Hwy - Mile 161 - 173
	46. Robert Campbell Hwy - Mile 143 - 160
9. MAYO	47. Willow Creek - Moose Creek - U-Slough
	48. U-Slough - Gordon's Landing - Hight Creek
	49. Five Mile Lake - South McQuesten - Keno
	50. Stewart R. - Gordon's Landing - Wilson's Slough
	51. McQuesten River - Vancouver Ck - Red Ck
	52. Moose Creek - McQuesten - Lake Creek
	53. Clear Creek Mining Area
10. DAWSON	54. Yukon River - Selwyn Area
	55. Yukon River - Selwyn - Kirkman Creek
	56. Yukon R. - Kirkman Ck - White R. - Stewart Is.
	57. Stewart River - Stewart Island - Scroggie Ck
	58. Stewart River - Scroggie Creek - W. of Lake Ck
	59. Yukon River - Henderson Ck - Indian River
	60. Yukon River - Indian R. - Dawson - Goldfields
	61. Yukon River - West of Dawson - Top/World Hwy
	62. Yukon River - Cassiar Creek - Boundary of Ak
	63. Chandindu River - North of Dawson
	64. Dempster Highway - Klondike Hwy
	65. Hunker Summit - Flat Creek - Klondike Hwy
	66. Gravel Lake - Clear Creek
	67. Old Crow - Porcupine River

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS

LOGGING DISTRICTS	N.T.S. MAP NO.
<u>WATSON LAKE</u>	
Fig. 1. Hyland River - Albert Creek - Tom Creek	105A
A. Hyland River - Mile 595-630 Alaska Hwy	
B. Watson Lake - Mile 630-642.5 Alaska Hwy -East of Liard R. Bridge, Watson Lake Airport -Mile 11 R.Cambell Hwy,	
C. Upper Liard - Mile 442.6-651 Alaska Hwy -Albert Creek	
D. Tom Creek - Mile 11-23 R.Campbell Hwy	
Fig. 2. Albert Creek - Lower Rancheria River	105A
A. North of Alaska Hwy - Mile 651-692	
B. South of Alaska Hwy - Mile 651-692	
Fig. 3. Tom Creek - Simpson Lake	105A
A. R.Campbell Hwy - Mile 23-49	
Fig. 4. Simpson Lake - Frances Lake	105A/105H
A. R.Campbell Hwy - Mile 49-91	
Fig. 5. Frances Lake - Finlayson River	105H/105G
A. R.Campbell Hwy - Mile 91-142	
Fig. 6. Spencer Creek - Pine Lake	105B
A. Alaska Hwy - Mile 695-724 -Rancheria, Pine Lake Road	
<u>TESLIN</u>	
Fig. 7. Morley River - Ten Mile Point	105C
A. South of Alaska Hwy - Mile 777-803	
B. North of Alaska Hwy - Mile 777-803 -Hayes Creek, East of Nisutlin River	
C. Sawmill Road - West of Nisutlin Bay -North of Airport	
D. Teslin Village & Vicinity - Alaska Hwy - Mile 804 - 805	
E. Alaska Hwy - Mile 805 - 813 - Ten Mile Point	
Fig. 8. Ten Mile Point - Squanga Lake - Murphy Creek	105C
A. Ten Mile Point - Johnson's Crossing -Alaska Hwy - Mile 813-836	
B. Jonson's Crossing - Murphy Creek -South Canol - Mile 0-20	
C. Johnson's Crossing - Squanga Lake -Alaska Hwy - Mile 836-850	
Fig. 9. Murphy Creek - Quiet Lake	105C/105F
A. South Canol Road - Mile 20-47 - Sidney Lake	
Fig. 10. Quiet Lake - Mt. St. Cyr	105F
A. South Canol Road - Mile 47-90	
Fig. 11. Squanga Lake - Jakes Corner	105C/105D
A. Alaska Hwy - Mile 850-866	

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

TAGISH

- Fig. 12. Jakes Corner - Judas Creek - Atlin Lake 105C/105D
 A. Atlin Road - Mile 0-25 - BC Border
 B. West Side of Little Atlin Lake
 C. Carcross/Tagish Road -
 - Jakes Corner - Tagish Bridge - Mile 0-13
 D. Alaska Hwy - Mile 866-875
 - Jakes Corner - Judas Creek
 E. East Side of Taku Arm - BC Border
- Fig. 13. Tagish Lake - Bennett Lake - Lewes Lake 105D
 A. Tagish Community & Taku Subdivision
 B. Carcross/Tagish Road - Mile 17-33
 - Tagish - Carcross
 C. Ten Mile Ranch Road
 D. South of Carcross
 - Nares Lake, Windy Arm, Conrad
 E. Carcross Community
 F. Bennett Lake - West Arm
 G. Carcross Road - Mile 19-34
 - Carcross - Lewes Lake
- Fig. 14. Lewes Lake - Annie Lake Road - Watson River 105D
 A. Carcross Road - Mile 0 - 19
 - Carcross Cutoff - Lewes Lake
 B. Annie Lake Road
 - McConnel Lake, Two Horse Creek, Wheaton River
- Fig. 15. Judas Ck - McClintock R. - Carcross Cut-off 105D
 A. Alaska Hwy - Mile 875-906
 - Judas Creek - Carcross Cutoff
 B. McClintock River
 C. West Side of Marsh Lake
- Fig. 16. Carcross Cut-off - Mile 917 - Fish Lake 105D
 A. East Side of Yukon River
 - South of Whithorse Hospital
 B. City of Whitehorse
 - Alaska Hwy - Mile 906-917
 C. Fish Lake Road
 - Jackson/Louise Lake, Fish Lake

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

LABERGE

- Fig. 17. Mile 917 - 940 Alaska Hwy - Upper Laberge 105D
 A. City of Whitehorse - Mile 917-926 Alaska Hwy
 B. East Side of Yukon River
 - Wickstrom Road - Upper Laberge
 C. Mile 2.5-10 Mayo Road - Shallow Bay
 D. Takhini Hotsprings Road - Mile 0-6
 E. Takhini Hotsprings Road - Flat Creek Area
 F. Alaska Hwy - Mile 926 - 940
 - Scout Lake Road, Dog Track
- Fig. 18. Shallow Bay - Fox Lake - Lake Laberge 105D/105E
 A. Klondike Hwy - Mile 10 -30 - Fox Lake
 B. West Side Lake Laberge
 C. East Side Lake Laberge
 - Joe Creek, Laurier Creek
- Fig. 19. Fox Lake - Braeburn - Klusha Creek 105E/115H
 A. Klondike Hwy - Mile 30-57
 - Fox Lake - Braeburn
 B. Old Dawson Trail - Klusha Creek
- Fig. 20. Yukon River - Lower Laberge - Cassiar Bar 105E
 A. North End of Lake Laberge
 B. Thirty Mile - Lower Laberge - Hootalinqua
 C. Mouth of Teslin River
 D. Hootalinqua - Cassiar Bar
- Fig. 21. Yukon River - Cassiar Bar - Big Salmon 105E/105L
 A. Cassiar Bar - Big Salmon
- Fig. 22. Takhini Crossing - Champagne 105D/115A
 A. Alaska Hwy - Mile 940-956
 - Takhini Crossing - Stony Creek
 B. Alaska Hwy - Mile 956-975
 - Stony Creek - Champagne
 C. Old Dawson Trail - Little River
- Fig. 23. Kusawa Lake Road 105D/115A
 A. Mendenhall River - Kusawa Lake

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

HAINES JUNCTION

Fig. 24.	Champagne - Marshall Creek	115A
	A. Alaska Hwy - Mile 975 - 1000 - Champagne - West of Canyon	
Fig. 25.	Aishihik Road	115A/115H
	A. Canyon - Aishihik Lake	
Fig. 26.	Aishihik Settlement/Airport	115H
	A. Aishihik Airport & Vicinity	
	B. Dalton Trail - Yukon Crossing	
Fig. 27.	Marshall Ck - Sulphur Lake - Kathleen Lake	115A
	A. Alaska Hwy - Mile 1000 - 1016 - Marshall Creek - Haines Junction	
	B. Alaska Hwy - 1016 - 1024 - Haines Junction - Bear Creek	
	C. Haines Road - Mile 143-159 - Kathleen Lake - Haines Junction	
	D. Alaska Hwy - Mile 1024-1038 - Bear Creek - Sulphur Lake	
Fig. 28.	Kathleen Lake - Dalton Post	115A
	A. Haines Road - Mile 105-143 - Dalton Post - Kathleen Lake - Dalton Trail	
	B. Mush Lake Road - Dezadeash Lodge - Mile 125	
Fig. 29.	Christmas Creek - Bocks Creek	115G+F
	A. Alaska Hwy - Mile 1048-1060 - Christmas Creek - Sheep Mt. - East Side Kluane Lake	
	B. Alaska Hwy - Mile 1060 - 1080 - Sheep Mt. - Bocks Creek	
Fig. 30.	Bocks Creek - Burwash Flats	115G+F
	A. Alaska Hwy. - Mile 1080 - 1104	

BEAVER CREEK

Fig. 31.	Burwash Flats - Mile 1110	115G+F
	A. Alaska Hwy - Mile 1104 - 1110	
Fig. 32.	Kluane River - Mile 1150	115G+F
	A. Alaska Hwy - Mile 1110 - 1150	
Fig. 33.	Dry Creek - Mile 1181	115G+F/115J+K
	A. Alaska Hwy - Mile 1150 - 1181	
Fig. 34.	Dry Creek - Beaver Creek - Alaska Boundary	115J+K
	A. Alaska Hwy - Mile 1181 - 1200	
	B. Beaver Creek - Mile 1200 - 1214	
	C. Snag Road and Airport	

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS	N.T.S. MAP NO.
<u>CARMACKS</u>	
Fig. 35. Yukon River - Big Salmon - Little Salmon	105E/105L
A. West of Big Salmon - Little Salmon	
Fig. 36. Braeburn - Conglomerate Mt.	105E/105L
A. Klondike Hwy - Mile 57 - 68	
Fig. 37. Conglomerate Mt. - Carmacks	105E/115H/115I/105L
A. Klondike Hwy - Mile 68 - 104	
B. Yukon River - Little Salmon - East of Carmacks	
Fig. 38. West of Carmacks	115H/115I
A. Mt. Nansen Road - Nordenskiold River	
Fig. 39. Carmacks - McCabe Creek	115I
A. Yukon River - East of Carmacks	
- R.Campbell Hwy - 7 Miles East of Carmacks	
B. Yukon River - Carmacks - McCabe Creek	
- North Bank - R.L. - Yukon River	
- Klondike Hwy - Mile 104 - 144	
C. Yukon River - Carmacks - McCabe Creek	
- South Bank - L.L.- Old Dalton Trail	
Fig. 40. McCabe Creek - Fort Selkirk - Pelly Crossing	115I
A. Klondike Hwy - Minto - Pelly Crossing	
- Mile 149 -170	
B. Yukon River - McCabe Creek - Pelly River	
- North Bank - R.L. - Yukon River	
- Klondike Hwy - McCabe Ck - Minto - Mile 144-149	
C. Old Pelly Farm Road	
D. Yukon River - McCabe Creek - Fort Selkirk	
- South Bank - L.L. - Yukon River	
E. Pelly River - Mouth - Pelly Crossing	
- South & North Bank, Pelly Farm Road	
Fig. 41. Yukon River - West of Fort Selkirk	115J+K/115I
A. Fort Selkirk - Carmacks District Boundary	
- South & North Bank	
Fig. 42. Pelly Crossing - MacMillan River	115I/105L
A. Klondike Hwy - Pelly Crossing - Willow Creek	
- Mile 170 - 182	
B. East of Pelly Crossing - MacMillan River	
<u>ROSS RIVER</u>	
Fig. 43. Faro - Ross River	105K/105F
A. Faro - Blind Creek - North Bank of Pelly River	
B. R. Campbell Hwy - Faro - West of Lapie Canyon	
Fig. 44. Ross River - N. & S. Canol - R. Campbell Hwy	105K/105F
A. R. Campbell Hwy - West of Lapie Canyon	
- South & North Bank of Pelly River	
B. North Canol Road - Sheldon Lake	
C. Ross River & Vicinity	
D. R. Campbell Hwy - Mile 188 - 220	
E. South Canol Road - Mile 100 - 133	

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

ROSS RIVER (Cont.)

- Fig. 45. Robert Campbell Hwy - Mile 161 - 173 105G
 A. Hoole Canyon - Campbell Creek
- Fig. 46. Robert Campbell Hwy - Mile 143 - 160 105G
 A. Campbell Creek - Finlayson River

MAYO

- Fig. 47. Willow Creek - Moose Creek - U-Slough 115P
 A. Klondike Hwy - Mile 183 - 217
 - Willow Creek - Crooked Creek - Stewart Crossing
 B. Stewart River - Stewart Crossing - Moose Creek
 - South Bank - L.L.
 C. Silver Trail - Mile 0 - 17
 - Stewart River - North Bank - R.L.
 - Stewart Crossing - U- Slough
 D. Stewart River - Stewart Crossing - U-Slough
 - South Bank - L.L. - Old Dawson Road
 E. Klondike Hwy - Mile 217 - 232
 - Stewart Crossing - Moose Creek
 - Stewart River - North Bank - R.L.
- Fig. 48. U-Slough - Gordon's Landing - Hight Creek 115P/105M
 A. Silver Trail - Mile 17 - 33
 - Stewart River -North Bank - U-Slough - Mayo
 B. Mayo & Vicinity
 - Silver Trail - Mile 33 - 37 - Five Mile Lake
 - Stewart River - R.L. - near Mayo
 C. Stewart River - Big Island - Gordon's Landing
 - South & North Bank - R.L.
 D. Stewart River - U-Slough - Mayo
 - South Bank - L.L. - Talbot Creek
 E. Minto Lake Road - Hight Creek
- Fig. 49. Five Mile Lake - South McQuesten - Keno 115P/105M
 A. Silver Trail - Mile 37 -57
 - Five Mile Lakes - Elsa
 B. Mayo Lake Road - Duncan Creek Road - Keno
 C. South McQuesten River - Haggart Creek
 D. United Keno Hill Mines - Elsa - Keno
- Fig. 50. Stewart River - Gordon's Landing - Wilson's Slough 105M
 A. South & North Banks - Fraser Falls - L.L. & R.L.
- Fig. 51. McQuesten River - Vancouver Creek - Red Creek 115P
 A. McQuesten & North McQuesten River

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

MAYO (Cont.)

- Fig. 52. Moose Creek - McQuesten - Lake Creek 115P/105M
 A. Klondike Hwy - Mile 232 - 252
 - Moose Creek - Clear Creek
 - Stewart River - North Bank - R.L.
 - Moose Creek - McQuesten Airstrip
 B. McQuesten River - Vancouver Creek
 C. Stewart River - Moose Creek - McQuesten Airstrip
 - South Bank - L.L.
 D. Stewart River - McQuesten Airstrip - West of Lake Creek
 - South Bank - L.L.- Lake Creek- Mayo District Boundary
 E. Stewart River -McQuesten Airstrip- W.of Independence Ck
 - North Bank - R.L.
- Fig. 53. Clear Creek Mining Area 115P
 A. Clear Creek - Mayo District Boundary

DAWSON

- Fig. 54. Yukon River - Selwyn Area 115J+K/115I
 A. Selwyn - Dawson District Boundary
 - South & North Banks - L.L. & R.L.
- Fig. 55. Yukon River - Selwyn - Kirkman Creek 115J+K
 A. W. of Selwyn-Britannia Ck-Coffee Ck -Kirkman Ck
 - South & North Banks - L.L. & R.L.
- Fig. 56. Yukon River-Kirkman Ck-White R.-Stewart Is. 115J+K/115 O+N
 A. W. of Kirkman Ck - Thistle Ck - Stewart Island
 - South & North Banks - L.L. & R.L.
 B. White River
- Fig. 57. Stewart River - Stewart Island- Scroggie Creek 115O+N
 A. Stewart Island - Scroggie Creek
 - South & North Banks - L.L. & R.L.
 B. Yukon River - Henderson Creek
- Fig. 58. Stewart River - Scroggie Creek - W. of Lake Creek 115O+N
 A. Scroggie Creek - Dawson District Boundary
 - South & North Banks
- Fig. 59. Yukon River - Henderson Creek - Indian River 115O+N
 A. N. of Henderson Ck - S. of Indian River
 - West & East Banks - L.L. & R.L.
 B. Sixty Mile River
- Fig. 60. Yukon River - Indian R.- Dawson -Goldfields 115O+N/116B+C
 A. Indian River - Dawson
 - South & North Banks - L.L. & R.L.
 B. Bonanza Creek - Grand Forks - Indian River
 C. Klondike Hwy - Rock Creek - Dawson
 - Mile 99 - 110 - Bear Creek - Callison
 D. Hunker Creek Road - King Solomon's Dome

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

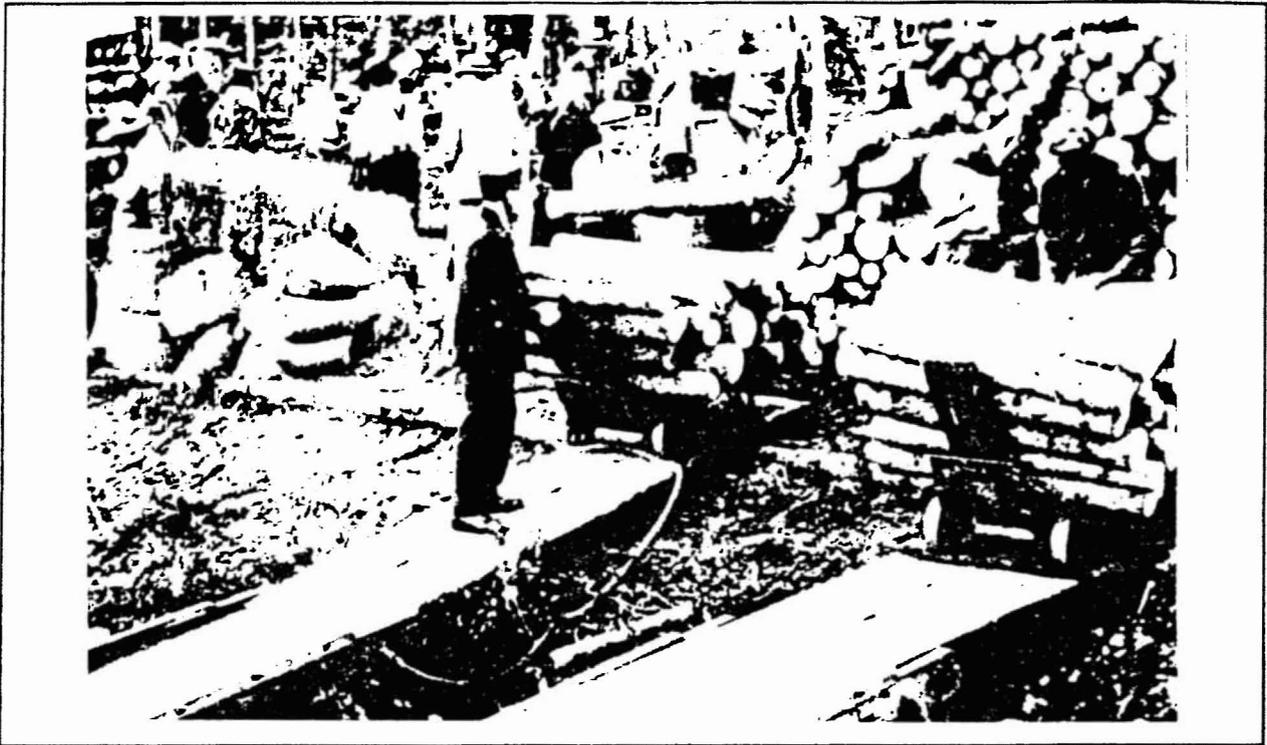
LOGGING DISTRICTS

N.T.S. MAP NO.

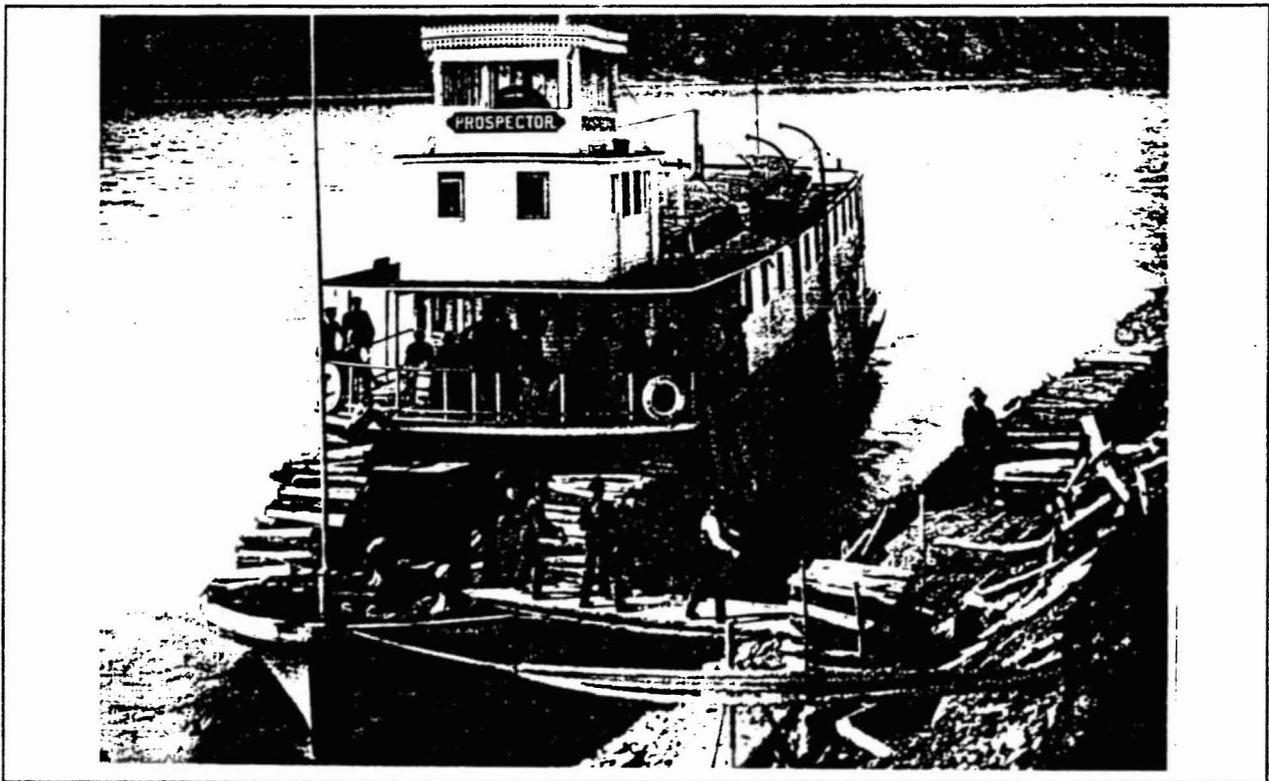
DAWSON (Cont.)

- Fig. 61. Yukon River - West of Dawson - Top of World Hwy 116B+C
 A. Yukon River - Dawson - Cassiar Creek
 - South & North Banks - L.L. & R.L.
 B. Chandindu River
 C. Sixty Mile River Road - Upper 60 Mile River
 D. Sunnysdale & Swede Creek Area
 E. Top of the World Hwy - W. of Dawson - Cassiar Road
- Fig. 62. Yukon River - Cassiar Creek - Boundary of Alaska 116B+C
 A. Cassiar Creek - Forty Mile - Alaska Boundary
 - South & North Banks - L.L. & R.L.
 B. Forty Mile River
 C. Clinton Creek Mine Road & Site
- Fig. 63. Chandindu River - North of Dawson 116B+C
 A. Northeast of Dawson - Dome Road
 - Chandindu River - Little 12 Mile R. - Tombstone River
 B. Klondike Hwy - Mile 91 - 99
 - Klondike River - South & North Bank
 - Rock Creek, Rabbit Creek
- Fig. 64. Dempster Highway - Klondike Hwy 116B+C/1150+N
 A. Dempster Hwy - Mile 0 - 36
 - Klondike River - South & North Fork
 B. Klondike Hwy - Mile 85 - 91
- Fig. 65. Hunker Summit - Flat Creek - Klondike Hwy 1150+N
 A. Klondike Hwy - Mile 64 - 85
 - Strickland Hill - Jct. Dempster Hwy
 - Flat Creek
 B. Hunker Summit - Sulphur - Granville Loop
 - Sulphur Creek
- Fig. 66. Gravel Lake - Clear Creek 115 P
 A. Klondike Hwy - Mile 35 - 64
 - Gravel Lake - Clear Creek - Dawson District Boundary
- Fig. 67. Old Crow - Porcupine River 1160+N
 A. Old Crow & Vicinity

SECTION 3. HISTORY OF LOGGING 1896 - 1970



4. Loading Fuelwood For Steamers, Early 1900's.



5. Steamer Prospector Stopping For Fuelwood.

3.0 HISTORY OF LOGGING 1896 -1970

3.1 HISTORICAL OVERVIEW

Since 1896, the logging industry in the Yukon has been primarily associated with mining and transportation activities. Timber was utilized for mining shafts, equipment and buildings, and fuelwood for the thawing of ground. On the rivers, wood was cut for fuelwood for the steamers and settlements. In 1900 alone, almost 70,000 cords were cut for steamer fuelwood, mining and domestic purposes.

The rapid population exodus after 1901, lead to a dramatic decline in logging activities and by 1914 only three sawmills existed in the Yukon, one in Dawson City and two in Mayo. Forest products were primarily used as fuelwood for the steamers and mining purposes.

World War II brought the second major demand for timber products with the construction of the Alaska Highway and Canol Road. Fuelwood for the construction camps and sawn lumber for bridge and camp facilites was considerable. Timbers were also used for "corduroy roads" and telephone poles. In 1943, records indicate that 69,759 cords were cut and 14,500,463 FBM of sawn lumber were produced by 21 sawmills for the construction of the Alaska Highway.

After World War II, the hardrock mines of Elsa/Keno, Faro and Whitehorse required timber for mine construction. The Whitepass railroad also had demands for native timber for railway ties and bridges. The end of the steamer traffic in 1956, brought a significant decline in the need for fuelwood. Since then, to 1970, the consumption of fuelwood has been less than 10,000 cords/year.

In summary, the Yukon logging activities for the period 1896 - 1970 were characterized by long periods of small scale activity with two short periods of intensive activity, during the goldrush and the Alaska Highway and Canol Road projects.

A map, issued in 1914, shows the historical transportation routes along the rivers, early roads and trails throughout the Yukon. A reduction of this map is presented in Appendix I.

3.2 PROJECT OVERVIEW

Information of commercial timber berths dates back to 1898, and in 1899, the first timber permits issued were in the Dawson, Fort Selkirk and Tagish areas. Records from the Dawson, Fort Selkirk, Stewart and Whitehorse/Tagish agencies were available until 1916. From 1917 to 1935, volume records were not available, except for two permits (106 cords each to the Chootla School in Carcross) in 1920-21. Records from government ledgers were available from 1935

- 1949 for the Klondike, Yukon, Stewart, and Pelly River areas. Records for general activities between 1947 - 1949 were available for Mayo only and between 1950 - 1970 for all logging districts.

From 1896 - 1970, historical information has been divided into the following periods:

Periods

1898 - 1916 Gold Rush Period
1917 - 1949 Steamers/Mining/Expansion Period
1950 - 1970 Modern Period

Categories have been established to further divide the information by the type of logging activity: sawmills, steamers, mining fuelwood, housing, railroads and military projects.

3.2.1 GOLDRUSH PERIOD 1898 - 1916

Prior to the gold rush, the forest provided the native cultures with materials for dwellings, fuelwood and basic needs. With the arrival of white traders and prospectors, small settlements and trading posts were established, utilizing local forest resources.

In 1895, the RNWMP arrived to construct a post at Fort Constantine, near Forty Mile, on the Yukon River. In August 1896, George Carmacks staked the discovery claim on Bonanza Creek, recording the claim at Forty Mile, a settlement of eighty to ninety cabins. (See Photo #44). By the fall of 1896, all elements of the Yukon life were concentrated in the Klondike River area. (24)

In the construction of the Police post, logs were cut seventy miles upstream on what is now the site of Dawson, rafted and floated down, hewed or sawn square before use. Over 2,000 slabs and 3,000 feet of board were later acquired from the North American Trading and Transportation Company sawmill for partitions roofing and floors. In 1897, Police Posts were constructed wherever necessary to form a complete chain of communication from one end of the Territory to the other.

In September 1897, contractors were cutting and selling cabin logs to house the influx of prospectors and goldseekers. As convenient house logs soon disappeared, cutters moved up river on the islands and creeks above Dawson and in the Stewart River area. Logs were rafted downstream. " A man would have a certain amount of cabins represented on his raft, with the logs 10-12" in the butt and an average 16-18 feet long, ridge poles for the roof, and moss for the chinks." (24)

In 1898, records indicated a total of 51 Timber berths active in Dawson, on the Yukon, Pelly, Stewart, Teslin Rivers, and Tagish. Timber was harvested on these berths for steamer fuelwood, mining, construction of houses and boats.

SAWMILLS

Prior to 1896, several sawmills existed as adjuncts to established trading posts. In 1894, Joe Ladue established a mill and trading post on Oglivie island at the mouth of the Sixty Mile River.

During the goldrush small sawmills existed along the water route from Lake Bennett to Dawson City providing manufactured lumber, for boat building, construction of housing and mining purposes.

TAGISH DISTRICT

The first sawmill to operate at the beginning of the Gold Rush trail, was at Lake Lindeman and operated between 1896-97. In 1897, at the end of the Chilkoot Trail, the head of Lake Bennett, a sawmill was opened for the construction of rafts and boats to accommodate the early miners. As each party vied to reach Dawson before the others, boat building went on day and night. Timber was pretty well cut out at the head of the lake and had to be brought from some distance back, and a second sawmill started operation at the mouth of the Wheaton River. By the spring of 1898, both shores along the twenty six mile length of Lake Bennett were dotted with boat building camps. Other travelers continued onto Tagish and its successors in the chain of lakes and began construction there. (24)

LABERGE DISTRICT

At Lake Laberge, the Canadian Yukon Lumber Company started a sawmill to meet the lumber demands for repairs and boat building by the many prospectors who had lost their boats at Miles Canyon. This mill may have also provided extra finishings for the sternwheelers on the Whitehorse to Dawson run. In 1898, it was estimated that 7000 boats passed through the 30 Mile River (from Lower Laberge - Hootalingua) enroute to Dawson.

DAWSON DISTRICT

After the gold strike in 1896, Joe Ladue moved his sawmill from Oglivie Island into Dawson on Front Street. The Ladue Sawmill supplied all the native lumber required to supply the Dawson market and nearby creeks. He later expanded his logging operations and had several commercial timber berths under the name of Joe Ladue Mining Development Company.

In Dawson City in 1898, there was a tremendous demand for sawn lumber and twelve sawmills were reported to have produced about 12 MM fbm to support construction in the city. (2)

During the Goldrush period, the following companies operated sawmills: In 1901, Yukon Sawmill Company (YSCO) was built on Front Street in the northend of Dawson, and in operation until 1910. The Canadian Yukon Lumber Co. (CYLCO) operated mills: on First Avenue in Dawson, near Fort Selkirk and on the Stewart River. The mill in Dawson stocked rough lumber, sheathing, shingles, rustic and

flooring. The Klondike Mining Trading & Transportation Co. (KMTTCO) also known as the Klondike Mill Company, operated a sawmill in the Portland Addition with commercial timber berths on the Klondike and Yukon Rivers to supply the mill. The Canadian Klondike Mining Company operated a mill on the north fork of the Klondike River, which provided all the manufactured lumber for their extensive mining operations.

In 1906, both the construction of the Klondike Railroad and Yukon Ditch required manufactured lumber. The Coal Creek Company set up a mill in connection with the railroad construction. A sawmill for the Yukon Ditch project was located on the Twelve Mile River which provided manufactured lumber for flumes, piling and pipes.

MAYO DISTRICT

In 1916, 2 sawmills were in operation to serve the growing mining industry.

STEAMERS

At the height of the Gold Rush, approximately 250 sternwheelers plied the rivers of the Yukon and Alaska. Woodcutter camps and settlements were located approximately 25 - 30 miles apart, along the Yukon River from Lake Bennett to the Yukon/Alaska Boundary north of Dawson.

The river steamers traversed the Yukon River between Whitehorse and Dawson City, a distance of 460 miles, from 1898 to 1956. On the downstream run a sternwheeler burned about 80 cords and approximately 180 cords for the return journey, at the rate of 1 to 2 cords per hour. Every 4 to 5 hours they would stop for fuelwood at one of the woodcamps along the river. (19) Cords of wood were usually cut and hauled to the riverbank in the winter. Wood had to be 4 feet long, not more than 8" at the butt or less than 4" at the small end. Smaller boats used 3' lengths. Wood was piled 6' high and 4' wide in double tiers. When the sternwheelers docked for wood, a gangplank was put ashore, and wood was loaded on a little 2 wheel hand "truck up" and wheeled on board. The wood was loaded as fast as possible and crews could load up to 16 cords in 40 minutes. (19) Usually, 8 to 15 cords were taken per stop, depending on the cargo space. (42) The steamers of the British Yukon Navigation Co. consumed some 8000 cords during a season. (18) Woodcutting emerged as a lucrative industry in its own right, with the price of wood varying from \$15 - \$22 per cord. During this period from 1898 to 1956, upwards of 300,000 cords of fuelwood were consumed by sternwheelers along the Yukon River. (33)

In Table 3, the main wood camps and settlements along the Yukon River from Lake Bennett to Dawson are indicated with the associated polygon and activity. In Figure 2, the settlements along the Yukon River from Whitehorse to Dawson are illustrated.

FIGURE 2: YUKON RIVER ROUTE TO DAWSON

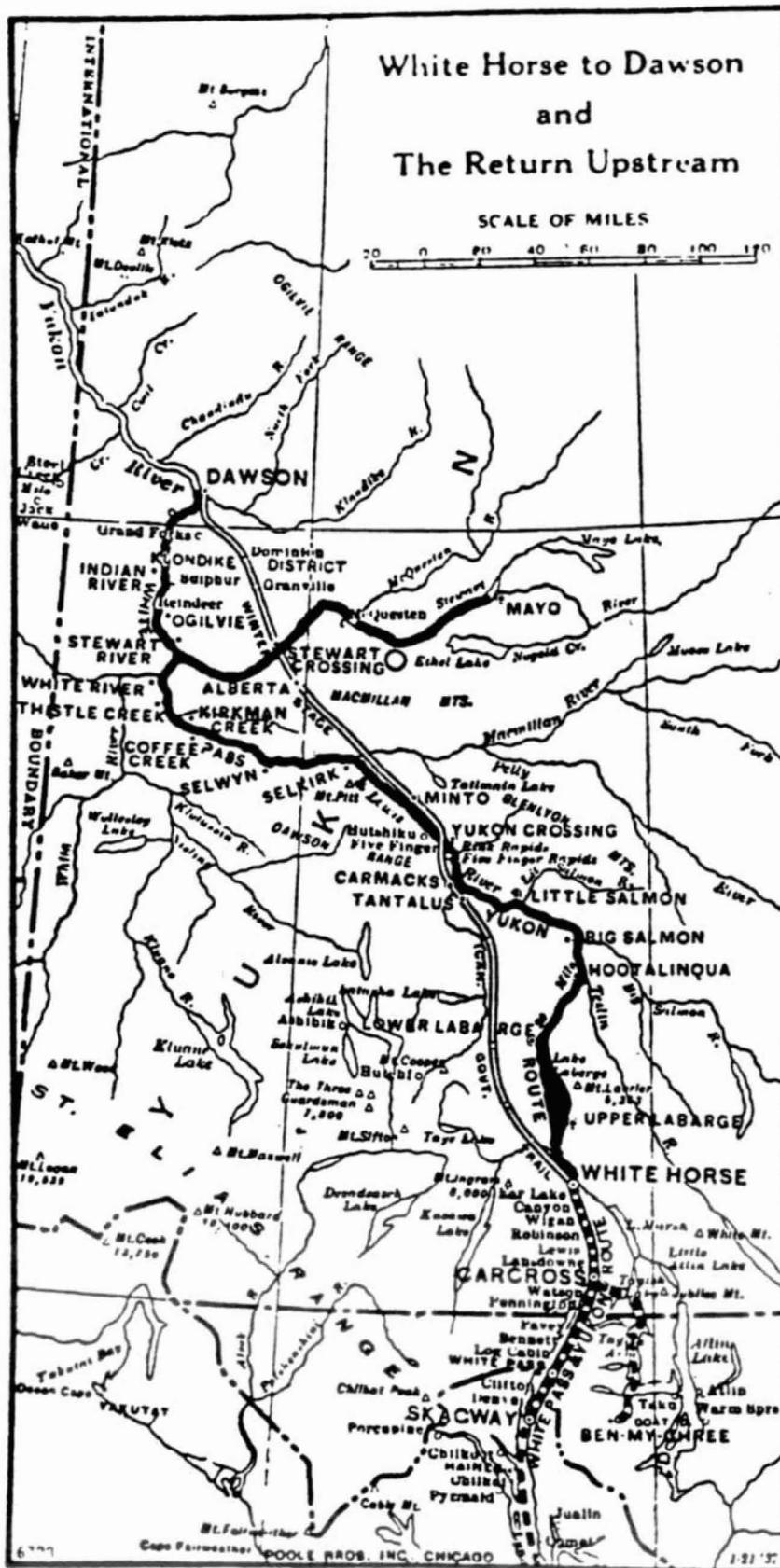


TABLE 3: YUKON RIVER - STEAMER/LOGGING ACTIVITIES

Fig. No. Polygon	Name	Steamer Stop	Wood Camp	Cabins	NWMP Post	Telegraph Station	Post Office
<u>TAGISH DISTRICT</u>							
12E	Taku Arm		*				
13F	Bennett - Lake Bennett	*	*	*	*	*	
13E	Carcross - Nares Lake	*	*	*			*
13A	Tagish - Tagish Lake	*	*	*		*	
13D	Conrad - Windy Arm	*	*	*			
15A	Marsh Lake	*	*				
16A	Canyon City	*					
<u>LABERGE DISTRICT</u>							
17B	Whitehorse - Mile 0	*	*	*	*	*	*
17B	Croucher Creek		*				
17B	Clutte	*	*				
17B	Takhini River	*	*				
17B	Raymonds Island	*	*				
17C	Upper Laberge	*	*		*		
18C	Laberge Indian Village		*	*			
18C	Laurier Creek		*				
20A	Lower Laberge	*	*	*	*	*	*
20B	Ironside & Co. Woodyard		*				
20B	Burn's Woodyard		*				
20B	Henderson's Woodyard		*				
20B	Robb's Woodyard		*				
20B	Stephenson's Woodyard		*				
20B	Johnson's Woodyard		*				
20B	Robb's Woodyard		*				
20B	17 Mile Woodyard		*				
20B	Tanana Reef		*				
20B	Stephanson's Woodyard No.3		*				
20B	Murcheson's Woodyard		*				
20B	Littles and Co. Woodyard		*				
20B	Saint's Woodyard		*				
20B	Cape Horn		*				
20B	Hootalingua - Mile 90	*	*	*	*	*	*
20C	Teslin River		*				
20D	Bayer's Camp # 1		*				
20D	Cassiar Bar - Mile 117				*		
21A	Big Salmon - Mile 133		*	*	*	*	*
21A	Big Salmon River		*				
<u>CARMACKS DISTRICT</u>							
35A	Dutch Bluff		*				
35A	Byer/Eric's Woodcamp- Mi 139		*	*			
35A	Claire Creek		*	*			
35A	Twin Creeks		*	*			
35A	Little Salmon		*	*			
37A	Lakeview	*	*				
37A	Lepage's Woodcamp	*	*				
37A	Mooreside Bend		*				
37A	Myer's Bluff		*				
39A	Tantalus Butte Coal Mine						
39A	Carmacks - Mile 202	*	*	*			*

TABLE 3: YUKON RIVER - STEAMER/LOGGING ACTIVITIES

Fig. No. Polygon	Name	Steamer Stop	Wood Camp	Cabins	NWMP Post	Telegraph Station	Post Office
<u>CARMACKS DISTRICT</u>							
39A	Carmacks - Mi 202	*	*	*			*
39C	Meyer's Roadhouse		*	*			
39C	Lepage's Woodcamp #1		*				
39B	Lepage's Woodcamp #2	*	*				
39B	Five Finger Coal Mine		*				
39C	Kellyville	*	*	*			
39C	Five Finger Rapids	*					
39B	Tatchun Creek		*				
39C	Yukon Crossing-Mi 236	*	*	*		*	
39C	Merrice Creek		*	*			
39C	Williams Creek		*	*			
39C	Hoochekoo Creek		*				
39C	Obrien's Woodcamp		*				
39B	McCabe Creek		*				
40B	Minto - Mi 258	*	*		*	*	
40B	Tom's Cabin		*	*			
40D	Big Creek		*				
40B	Devil's Crossing		*				
40D	Hell's Gate		*				
40D	Wolverine Creek		*				
40B	Slaughterhouse Slough	*	*				
40E	Pelly River		*				
40D	Fort Selkirk -Mi 282	*	*	*	*	*	*
41A	Ralston's Woodyard #1		*				
41A	Ralston's Woodyard #2		*				
41A	Pilot Island		*				
41A	ABC Roadhouse	*	*	*			
41A	Cripple Creek		*				
<u>DAWSON DISTRICT</u>							
54A	Mensies Woodcamp		*				
54A	Selwyn Station-Mi 317	*	*	*			*
55A	Isaac Creek		*	*			
55A	Caring Woodyard		*				
55A	Britannia Creek		*	*			
55A	Britannia Island		*				
55A	Ballarat Creek		*	*			
55A	Coffee Creek	*	*	*		*	
55A	Halfway Island		*				
55A	Kirkman Creek-Mi 362		*	*			*
56A	Independence Creek		*				
56A	Carlisle Creek		*	*			
56A	Los Angeles Creek		*				
56A	Thistle Creek	*	*	*			*
56A	Sawmill Island		*				
56A	Oneil's Landing		*	*			
56B	White River		*				
56A	Draken's Woodcamp		*				
57A	Stewart Island - Mi 390	*	*	*		*	*
57B	Henderson Creek		*				

TABLE 3: YUKON RIVER - STEAMER/LOGGING ACTIVITIES

Fig. No. Polygon	Name	Steamer Stop	Wood Camp	Cabins	NWMP Post	Telegraph Station	Post Office
<u>DAWSON DISTRICT</u>							
59A	Excelsior Creek		*				
59A	Rosebute Creek		*				
59A	Oglivie Island		*		*	*	
59B	60 Mile River		*				
59A	Reindeer Creek		*				
60A	Mecham Creek		*	*			
60A	Indian River		*	*			
60A	Galena Creek		*				
60A	Caribou Creek		*				
60A	Swede Creek		*	*			
60A	Hatchet Island		*				
60A	Dawson City - Mi 460		*	*	*	*	*
61A	Moosehide		*	*			
61A	Fort Reliance		*	*			
61A	16 Mile Creek		*	*			
61B	Chandindu River		*				
61A	15 Mile River		*				
61A	Cassiar Creek		*	*			
61A	Happy Creek		*				
62A	Forty Mile Settlement	*	*	*	*		
62B	Forty Mile River		*				
62A	Coal Creek		*				
62A	Cliff Creek		*				
62A	Fanning's Woodyard		*				
62A	Red Creek		*				
Boundary of Alaska							

Steamers

Wood consumption differed from boat to boat. (19)

Steamer	Cords/Hour
Nisutlin	1/2 cord
Keno	5/8
Aksala	1 1/4
Casca	1 1/4
Whitehorse	1
Klondike	1

Whitepass & Yukon Route :

After the railroad was built, Whitehorse was the head of navigation for the Yukon River. The Whitepass & Yukon Route or British Navigation Company established offices, shipyards, and big docks for the boats. Records of wood use for each sternwheeler were documented, but due to the possibility of duplication with the permits and volumes in the government ledgers, have not been included in the databases. Example 1 indicates the type of records

CORDWOOD TAKEN ON BOARD.

Date of Purchase	NAME OF VENDOR, If any.	No. of Cords.	No. and Date of Permit, and by whom Issued.	No. and date of receipt for Crown Dues, if any, and by whom Issued.	Location where Wood is Taken on Board.	Double Dues. \$ c.	Single Dues. \$ c.	REMARKS.
1900								
July 8 th	_____	1	_____		18 miles above Sawson			Home
"	J. A. Adams	14 1/2	381 Sawson		Limby Beach	116	=	
" 9	C. Angquist	11	1032 Stewart	June 9 th	2 miles above Bucklin	99	=	
"	M. Morrison	2	1008 "	April	Siambrat Slough	16	=	
"	Single Martin	8	444 Sawson	July	Opp. Ballarat	80	=	
"	_____	6	_____		Sunmy Woodyard Bel. Selwyn			Home
" 10	J. Szymanski	4	849 Sawson	July 4 th	Selwyn	26	=	
"	Cap. Ritchie	6	_____		Sawson Beach	48	=	
"	W. B. Welch	8	4506 Selkirk	Apr 15		64	=	
" 11	Gov. Leubrecht	18 1/2	37802 "		2 miles above 57 injus	138	75	
"	J. Taylor	21	541 Sawson		33 ft. Bel. little Salmon	154	50	
" 12	John de Indian	4	_____		20 mile River	32	=	
"	J. Saint	8	4521 Jayish		" " "	64	=	
"	Chambus	4	11944 "	May 30	Lakeina River Woodyard			C. 15
		<u>116</u>						

EXAMPLE 1: CORDWOOD TAKEN ON BOARD BY STEAMER VICTORIAN

kept by the British Yukon Navigation Company for cordwood used by steamers. This record is for the Steamer Victorian between July 8 - 12th, 1900.

Whitepass constructed the Marsh Lake Dam on the Lewes River above Whitehorse in order to control the flow of water and to raise water levels on the Thirty Mile River. Local timber was used though no specific volume records were available.

FUELWOOD

Local wood provided fuel for domestic purposes. The long cold winters consumed immense quantities of cordwood. The Mounted Police Post burned from two - four cords a day. " We had to go out and rustle wood for fuel practically every day and every day we naturally had to go further a field ", complained Sargent Hayne during the winter of 1895 - 96. (24).

HOUSING

In the Dawson area wood was being utilized at an alarming rate and building materials were scarce:

" The Town of Dawson has shown remarkable growth during the past summer. From a population of from five to seven thousand in May it increased to from sixteen to seventeen thousand in July. Most of the people were living in tents. The sawmills were running day and night, and preparations were being made by a great many for winter quarters." 1898 Annual Report (3)

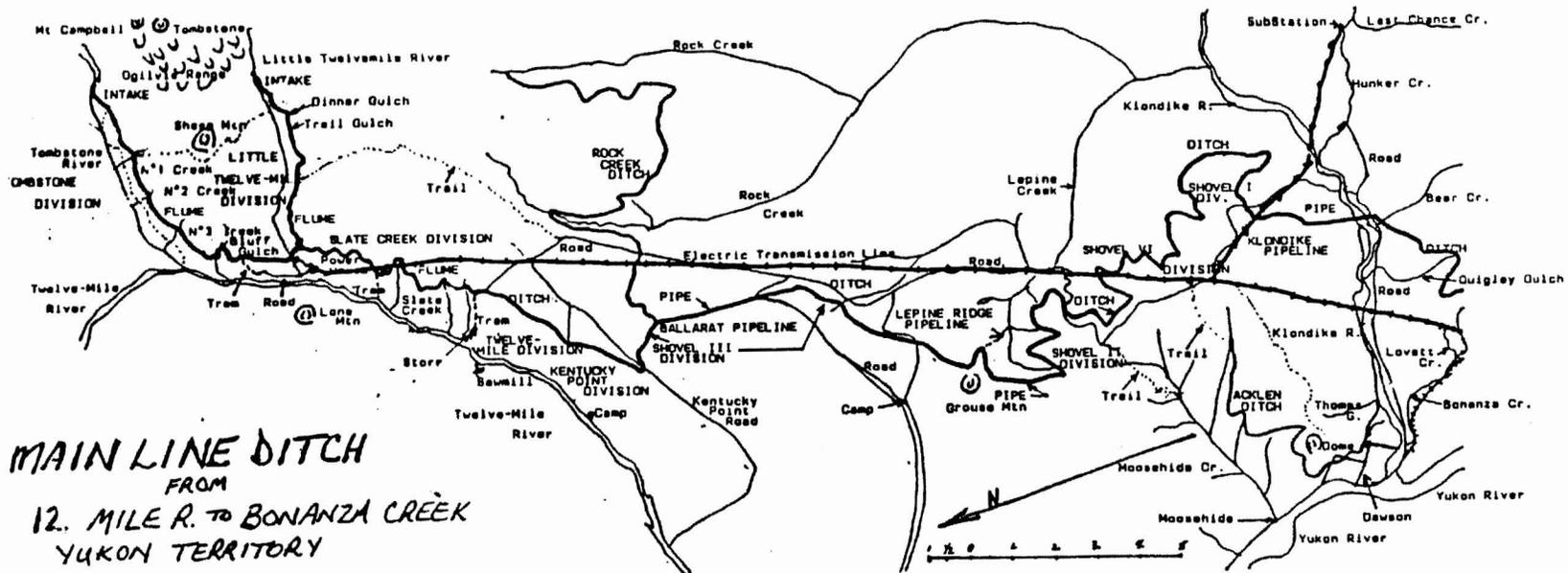
" There was no where then in Dawson for the newcomers to live and lumber was scarce as hens' teeth. I started buying up all the small boats and rafts that were arriving, hired a crew of young fellows who had nothing to do and had'em build cabins. I wasn't thinking of the money I'd make. We just had to shelter those people."
(Belinda Mulrooney - Klondike Women)

The Yukon cabin and furnishings were constructed from local timber. The average cabin was approximately 12 feet by 14 feet square, logs were 8 to 9 inches round, cabin sides were 9 or 10 logs high, and roofs were made of poles covered with moss and dirt. (24)

MINING

Local timbers were used for mining shafts and tunnels. The amount of wood used for timbering varied with the depth of the shaft and the value of the soil. A combination of dried and green wood was necessary; the former provided strength and the latter protection from destruction by fire during burning. As many as 12 holes were sunk on the same location. Windlass, rocker, sluicibox, cribs and buckets were also made of local timber by the miners. (24)

Local wood was used for the thawing of ground. " The miner, instead of spending the winter months in towns and saloons, remains



YUKON DITCH PROJECT IN DAWSON DISTRICT

PHOTO # 8:

(Dawson News, April 14, 1903)

GETTING DITCH READY FOR WORK

(3rd paragraph)

Recent arrivals from the creek state that the activity in wood-hauling shows no diminution. The claim owners are bending their efforts to getting a good supply of wood for the summer. Wood is scarce on upper Dominion and the miners of that creek are drawing on the timber of the lower stream. A large number of men are engaged in hauling wood. Many teams are at work.

in his claim all winter, cutting wood in the earlier months, with which he builds a fire and thaws the gravel, piling it up to be washed as soon as the flow of water in the spring will permit. " At the bottom of the mining shaft, a layer of finely split dry spruce was covered by heavier pieces of dry wood and in turn by green wood which lengthened the time of burning and held the heat." This required a miner to cut an additional 30 cords of pine, spruce and birch each year. (24)

DAWSON DISTRICT

Local wood was used for construction of the gold dredges and as fuelwood for the steam powered engines. In 1905, the first dredge (Canadian No.1) was put into operation at Bear Creek; other dredges followed later.

PROJECTS

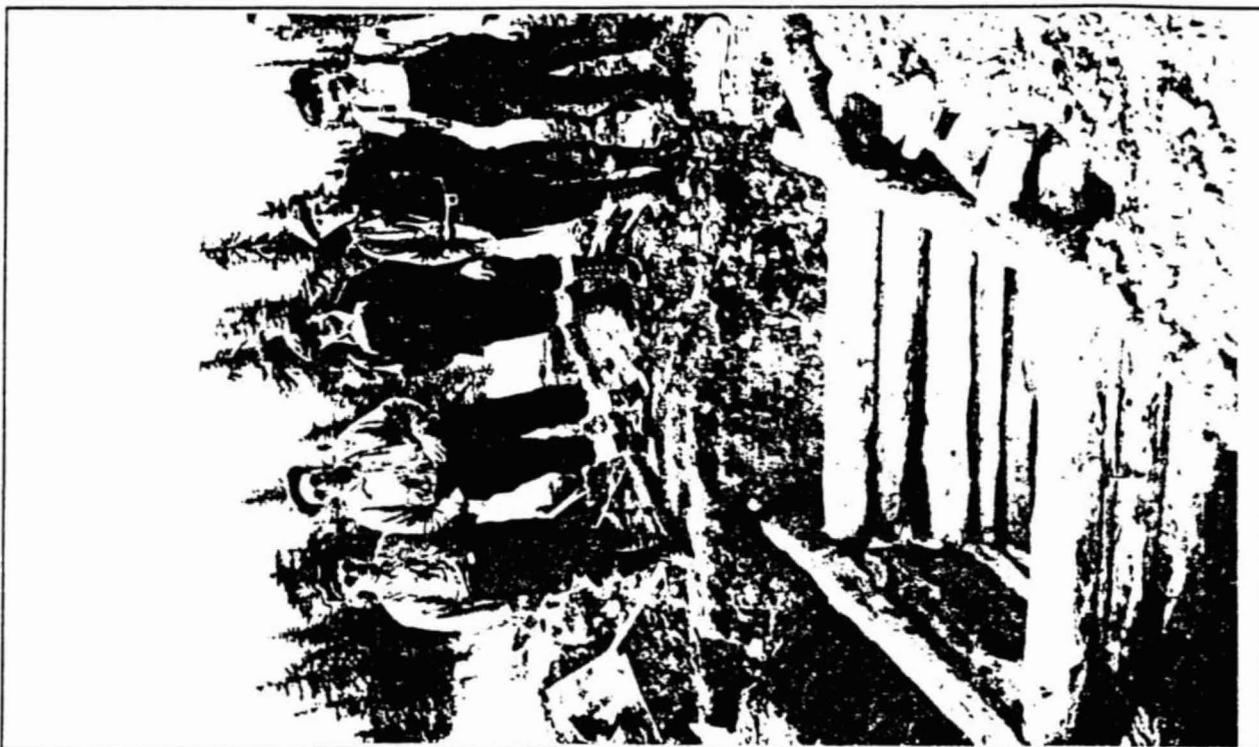
The Yukon Ditch

The Yukon Gold Company, employing up to 1700 men, began construction of the Yukon Ditch in 1906 and completed it in 1908. A sawmill was erected at Twelve Mile River, north of Dawson to manufacture flume lumber in connection with the Ditch. From March 6, 1906 to October 28, 1907, 7,192,894 FBM was manufactured. (3) 1907 Annual Report

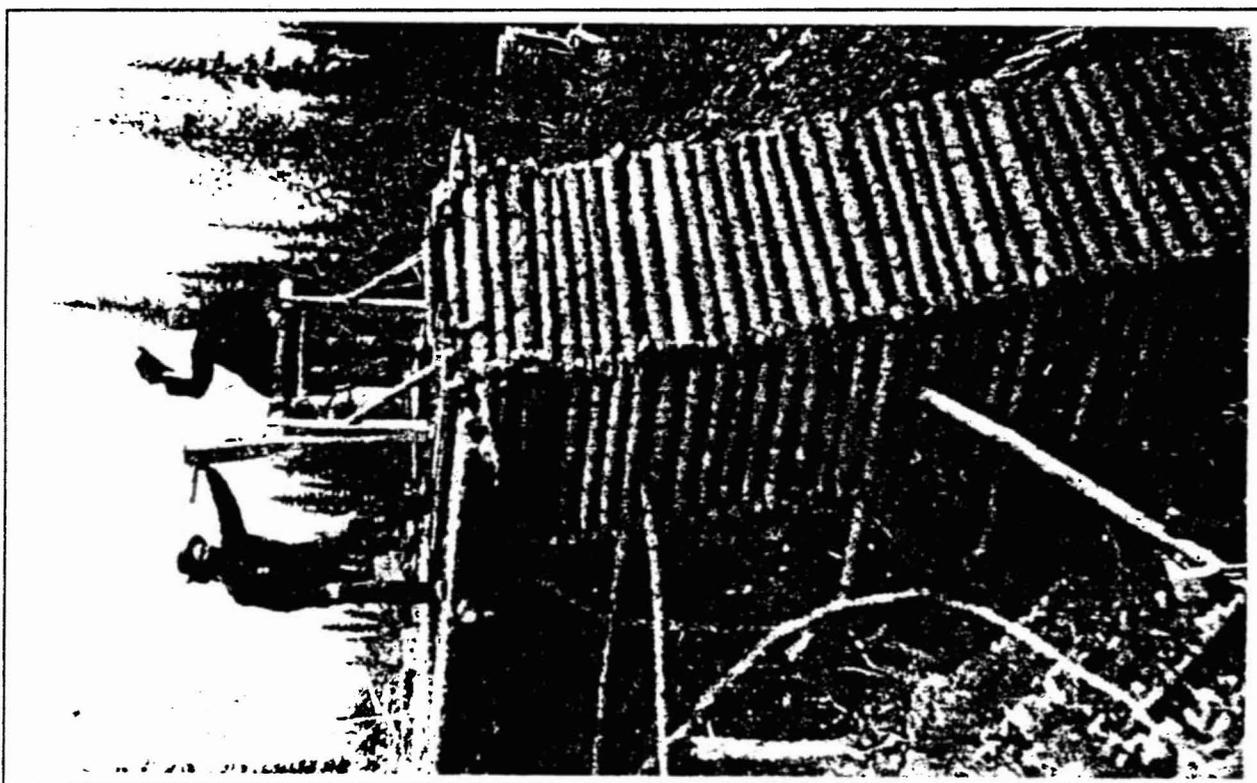
The total length of the Yukon Ditch was 70.2 miles from the top head of the Twelve Mile River to Gold Hill on Bonanza, the point of distribution. Construction included 19.6 miles of flume, 38 miles of ditches and 12.6 miles of pipe. The standard flume was 6 ft wide and 4 ft deep with a gradient of 14 ft/mile. Ditches were made with steam shovels. Native wood in the Twelve Mile River area was used to crib the ditches, for flumes and piling. " This depleted the small forest available, but it proved sufficient." (37) The pipe was supported by pile-bents, each bent being composed of four heavy piles driven into the ground. Each pier for the Klondike River crossing was composed of piling surrounded by mortised timber, shod with steel. The wooden stave pipe along Lepine Ridge was made of redwood staves from California which were 3 x 6" in size and planed to 2 x 6" at the Twelve Mile River sawmill.

MAYO DISTRICT

In 1913, the Silver King claim was staked on Galena Creek, the McQuesten River. In June 1914, the steamer 'Vidette' took the first shipment of silver-lead ore out of the district via the Stewart and Yukon Rivers to Whitehorse. Sawmills provided sawn lumber and mining timbers for the construction of the underground shaft and tunnels.



6. Miners Building Mining Shaft in the Mayo District.



7. Miners on Timbered Mining Shaft, Silver King Claim, Elsa-Keno.

RAILROADS

Canyon City Railroad - Miles Canyon

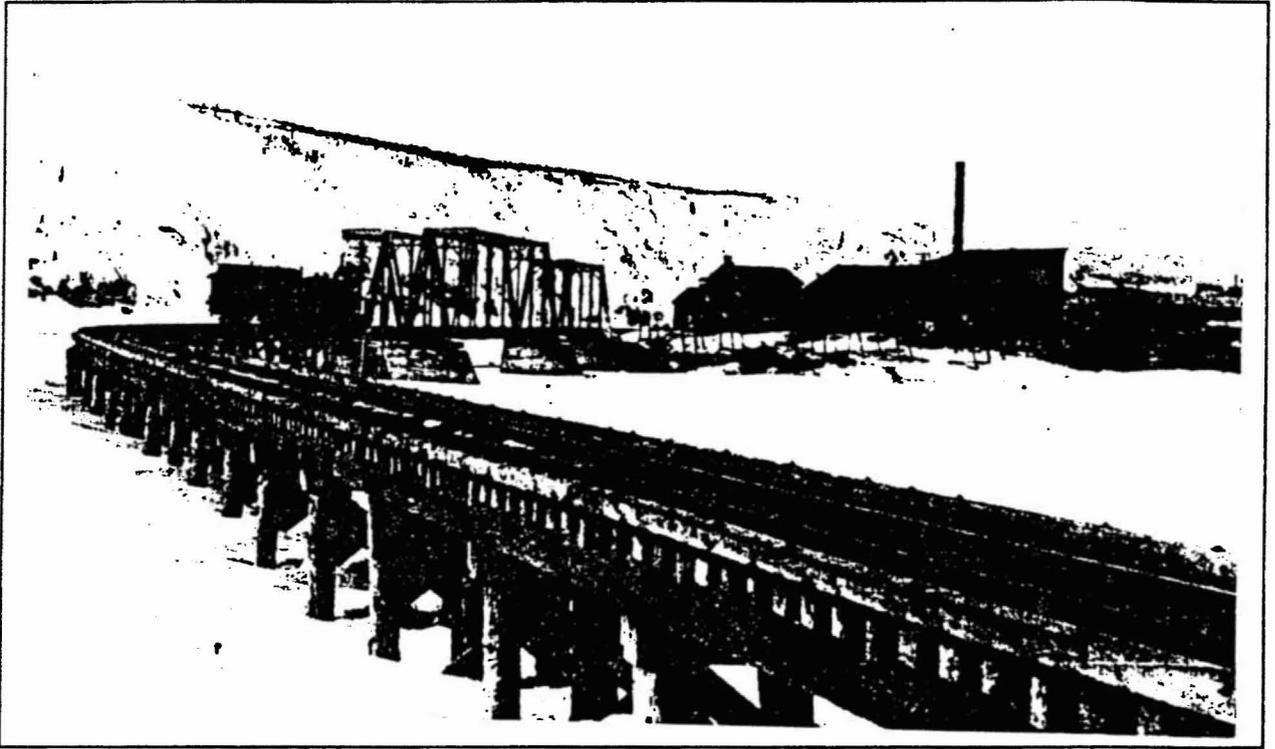
In May 1898, Norman Macaulay hired 18 men for 21 days and built a crude tramway five miles long on the east bank of the Yukon River. Each load was drawn by a horse along a rough track of skinned pine poles found near the roadway and spiked to ties laid at 3 - 10 foot intervals. A steadier track was soon constructed of rails made of four by six inch timbers, laid three feet apart and tied at five or twelve foot intervals to cross pieces. Later in 1898, John Hepburn built a six and 1/2 mile duplicate on the other side of the river.

WhitePass & Yukon Route:

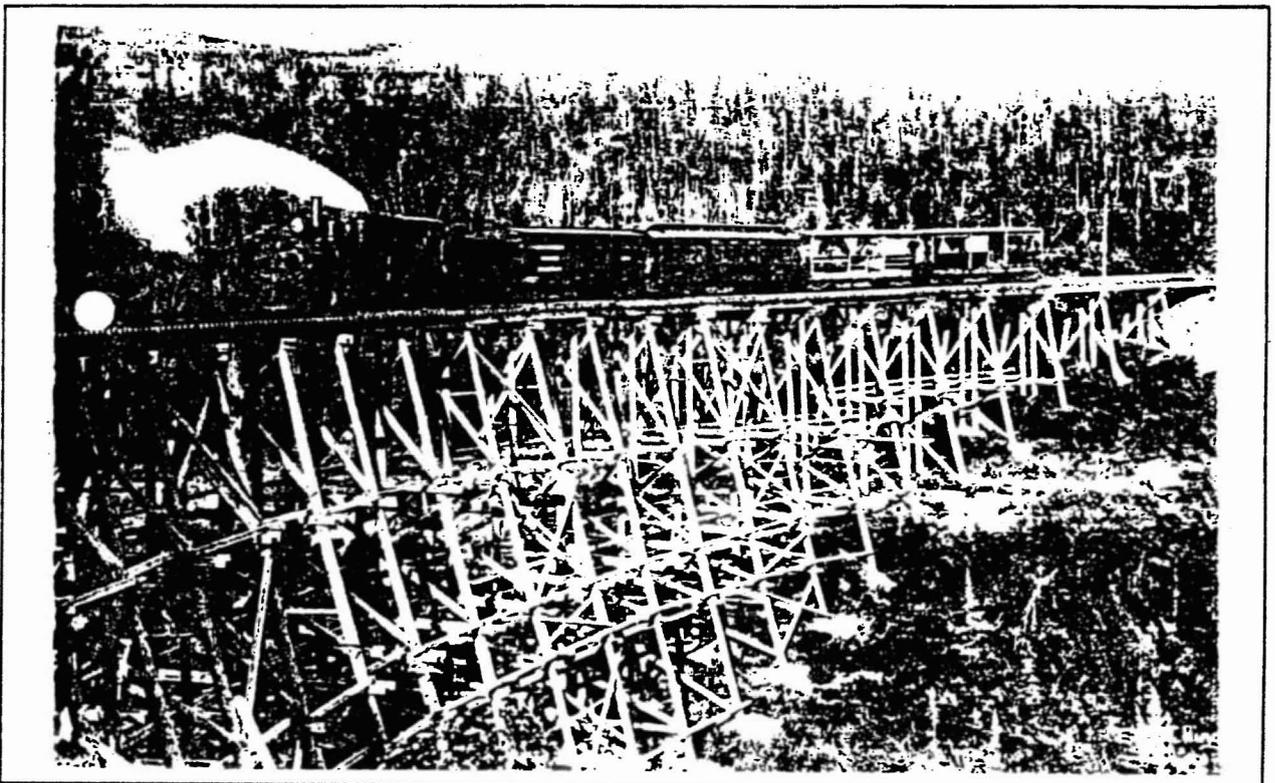
In 1898, construction of the WhitePass Yukon Railway project began in Skagway, Alaska and by July 1899, reached Lake Bennett, BC. .The train began regular service in August 1900, a total of 110.4 miles in length, 59.1 miles being in the Yukon.



9. Whitepass Railroad Construction near Whitehorse, 1900.



10. Klondike Mines Railroad, Bridge Over Klondike River, 1906-1914.



11. Klondike Mines Railroad, near King Solomon Dome, 1906-1914.

**FIGURE 3: KLONDIKE GOLDFIELDS
- PROJECT ACTIVITIES**

(Dawson News, April 11, 1903)

SAWMILL FOR RAILROAD

Coal Creek Company Buys Equipment For Enterprise In Connection With Railroad

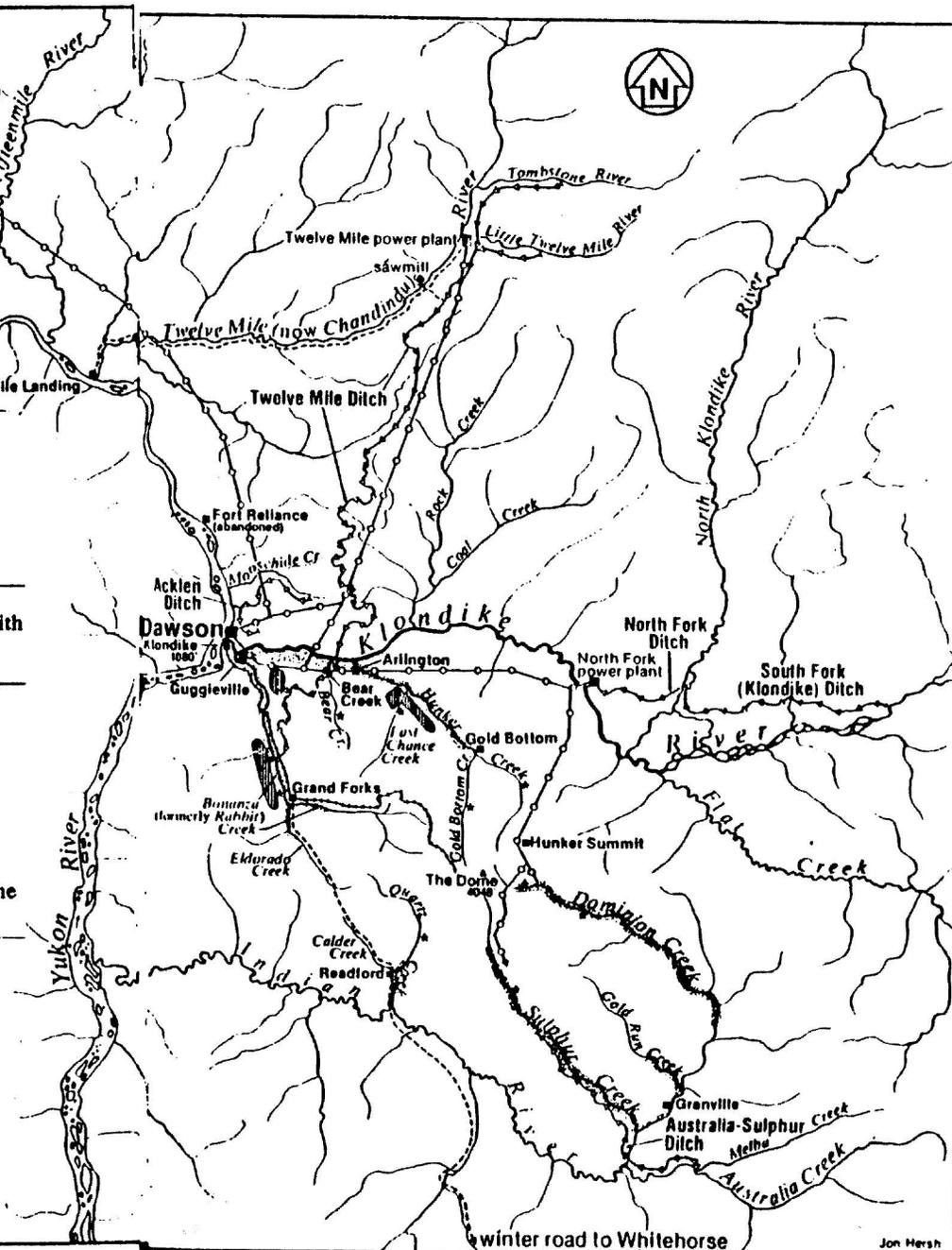
The Coal Creek Coal company has bought a heavy boiler and other equipment for a sawmill. The mill will be set up near Coal Creek and used in cutting ties and lumber for the new road.

The boiler is on First Avenue near the Boyle Wharf, awaiting shipment down the river.

John Joslin is at Coal Creek superintending the preliminary survey for the road.

LEGEND

-  Dredged areas
-  Mill workings
-  Ditch line
-  Power line
-  Railway narrow gauge, abandoned after 1914
-  Winter roads



Local wood was stacked by the railroad as fuelwood for the steam engines. (39) Most of the timber used for the construction of this railroad was local in origin to build the bridges, railroad ties and tunnel, and the rest came pre-cut from the Pacific coast. "Lodgepole pine, known for its excellent properties as a railway tie, abounded in the Whitepass Area and spruce suitable for railway needs could be found, sometimes some miles away from the route, but always available." (24)

Klondike Mines Railroad

Records indicate 44,944 ties were manufactured in Dawson in 1906 for the construction of the 32 miles of railway from Dawson to Sulphur Springs on Bonanza Creek. This railroad transported fuelwood to the Klondike Goldfields until 1914. Local wood was used for the trestle bridges, railroad ties and fuel for the steam locomotives. In 1913, another 1825 railroad ties were manufactured for repairs.

1906 Annual Report - 44,944 Railroad ties - Dawson (3 Sawmills)
1913 Annual Report - 1825 Ties - Dawson

In Figure 3, the route of this railroad is shown as well as other projects in the Dawson area, including the Yukon Ditch and powerline from the Coal Creek thermal power plant. (Source: Alaska Geographic, 1988)

EARLY ROADS - TRAILS

Dalton Trail

During the Gold rush, the Dalton Trail, a toll road of 305 miles, provided a route to Klondike Goldfields. This followed the old Chilkat route from the coast, along Dezadeash Lake to Champagne, north to Aishihik Lake, and then northeast to Yukon Crossing on the Yukon River. Local timber was used to build bridges and wood corduroy for this trail. This trail is shown on the Historical Transportation Routes Map in Appendix I.

Dawson Winter Road

In 1902, the "Overland Trail" or "New Government Road" from Whitehorse to Dawson was constructed by a small crew of men using axes, cross-cut saws, horses with plows and wheel scrapers for grading. Local timber was used for the bridges, culverts and ferries. The route of this trail is illustrated in the Historical Transportation Routes Map in Appendix I.

This trail of 340 miles ran from Whitehorse, across the Takhini River and Little River, then down the Nordenskiold River to Carmacks (Mile Post 100). From there, along the left bank of the Yukon River to Yukon Crossing (Mile Post 152). The trail crossed the Yukon River here and followed the right bank to the Pelly River. The road extended over the ridge to the Stewart River, up Valley Creek, and over the Wounded Moose Summit. The first road went to the Indian River and via Eldorado and Bonanza Creek to

Dawson. Later the road north of the Pelly River was changed to go via Scroggie and Blackhills Creek.

In 1914, as Mayo became a mining community, the road branched off at Minto, crossed the Pelly River and joined the Stewart River at Crooked Creek, branched towards Mayo and north to Dawson City.

From November 1902 to 1921, the Whitepass & Yukon Route Company provided winter transportation along this route, using 200-275 horses to haul the sleighs. Road houses and stables were located at intervals of approximately 20 miles, built with local timber and heated by roaring wood fires.

TABLE 4: DAWSON WINTER ROAD - ROADHOUSES 1902

LABERGE	MILE	MAYO	MILE
Whitehorse	0	Humes	215
Takhini Crossing	22	Stevens	223
Little River	41	Stewart Crossing	252
CARMACKS		DAWSON	
Nordenskiold	63	Wounded Moose	277
Hootchi	85	Eureka	286
Montague	106	Montanna Creek	293
Carmacks	130	Bishop Creek	295
Yukon Crossing	152	Indian River	300
Minto	172	Grand Forks	314
Pelly Crossing	196	Dawson City	327

A copy of a statement issued in 1901 of the timber used and dues for the Carmacks, Chico, and Montague Roadhouses is presented as Example 2.

3.2.2 STEAMERS/MINING/EXPANSION PERIOD 1917 - 1949

During this period, mining activities in the Dawson and Mayo districts required considerable quantities of timber. The transport of ore from Mayo to Whitehorse via steamers continued to consume wood along the Stewart and Yukon rivers.

The Second World War brought the construction of the Alaska Highway and the Canol project in 1943-1944 which was the second highest consumption of wood over the period covered.

SAWMILLS

MAYO

In 1918, two sawmills were in operation, manufacturing sufficient lumber to supply the requirements of the Upper Stewart District. Several small mills operated along the McQuesten and Stewart River areas to manufacture lumber for United Keno Hill Mines.

In 1945 two sawmills operated in Mayo, using logs harvested

EXAMPLE 2: TIMBER USED AND DUES FOR ROADHOUSES - 1901

R O A D H O U S E S

I have collected house-log and cord wood dues from all the road house keepers on the trail ,who had not already paid them,except however the following,for the reasons given.Canadian Development Company's Mail stations at Selkirk,Cormack,Montague and Chico,the Post keepers could not pay them,and I have sent a letter to Mr. Pulham requesting him to send me the dues as per the memo.

(Copy of Statoment)

Carmack's Post:-

Bunk House	1800 feet
Stables & Dog House	2330 "
Store Room	720 "
Bk.S.Shop	720 "
	<u>5570 feet</u>

5570 lineal feet house logs at 2¢ per lineal feet \$ 111.40

Chico Road House:-

Bunk House	2180 feet
Stable	575 "
Police Barracks	720 "
	<u>3475 feet</u>

3475 lineal feet of house logs at 2¢ per lineal foot \$ 69.50

Montague Post:-

Bunk House	1816 feet
Store Room	648 "
Stable	720 "
Police Barracks	576 "
	<u>3760 feet</u>

3760 lineal feet of house logs at 2¢ per lin.foot 75.20
 Total 256.10

upstream on the Stewart River. These mills turned out about 100,000 board feet annually, most of which was shipped to Dawson or Whitehorse. The Mayo Area required about 3,000 cords of fuelwood annually when the mining camps were active but about five hundred cords were sufficient for the local residents. (Agriculture & Forests of YT, 1945) The Kimbell Brothers Sawmill started operating in Mayo in the 1920's and was operated by E.Kimberl until the 1950's when it was purchased by United Keno Hill Mines.

STEAMERS

Steamers were active on the Stewart River to haul the ore mined in Elsa and Keno, from Mayo to Stewart Island. The ore was then loaded on barges at Stewart Island for steamers to haul to Whitehorse. In 1937, Rudy Burian bought the roadhouse on Stewart Island. " At that time the steamboats were running full blast, the Keno was on the Stewart hauling ore." He had several woodcamps up the Stewart River, " a few miles upstream Stewart, one 8 miles from there and one at Maizie May Ranch." (19)

TABLE 5: STEWART RIVER - STEAMER/LOGGING ACTIVITIES

Polygon	Description
<u>Mayo District</u>	
50A	Above Fraser Falls to Wilson's Slough - R.L. & L.L.
48C	Big Island - Gordon's Landing - R.L. & L.L.
48A	U-Slough - Mayo - R.L. - 17 Mile
48D	U-Slough - Mayo - L.L. - Talbot Creek
47C	Stewart Crossing - U-Slough - Devils Elbow - R.L.
47D	Stewart Crossing - U-Slough - L.L. - Old Mayo Road
47B	Stewart Crossing - Moose Creek - L.L. - Old Dawson Road
47E	Stewart Crossing - Moose Creek - R.L. - 10 Mile
52A	Moose Creek - Clear Creek - R.L. - McQuesten River
52C	Moose Creek - Clear Creek - L.L. - New Crossing - Old McQuesten Indian Village
52D	Clear Creek - below Lake Creek - L.L.
52E	Clear Creek - below Lake Creek - R.L.
<u>Dawson District</u>	
58A	Dawson Boundary/West of Lake Creek - Scroggie Creek - R.L. & L.L. - Valley Creek
57A	Stewart Island - Scroggie Creek - R.L.& L.L.
<u>Wood Camps - Stewart River - Steamers/Mining</u>	
Mayo Landing	Valley Creek
17 Mile	Blackhills Creek
Devil's Elbow	Maisy Mae Ranch
Crooked Creek	Scroggie Creek
New Crossing	Barker Creek
Moose Creek	Carlson's Slough
McQuesten River	Stewart Island
Clear Creek	Lake Creek
Independence Creek	Rosebud Creek

Steamers were also used on the White and Teslin Rivers to transport materials for the Alaska Highway. Materials were brought from Whitehorse to Teslin via the river systems.

MINING

MAYO DISTRICT

In 1920, Keno Hill Ltd was formed to direct the Yukon Gold Company's operations and in 1921, the Treadwell Yukon Company also established itself in the district. In Elsa, Keno and Wermecke, local timbers were used for underground shafts and construction of mine buildings. The ore mill was completed in 1925, processing 120 tons of ore per day. A number of logging operations supplied the mine with timber, in the McQuesten, Stewart River and Mayo Lake areas. Prior to 1940, the Treadwell-Yukon Mining Corporation cut timber in the Mayo Lake area for many years.

PROJECTS

Alaska Highway

The 35th Engineer Regiment, began arriving at Dawson Creek on March 10th, 1942 to build a 1523 mile road from Dawson Creek to Fairbanks, Alaska. On October 25th, eight months later connecting the Army Pioneer Road, a "cat skinner" coming south had met a "cat skinner" going northward. A review of archive files and Alaska Highway Commission reports revealed very little information on the actual volumes of wood utilized. Local timber was used in the bridges, for corduroy construction on the roadbed and fuelwood for army camps.

In " Hitch-hiking the Alaska Highway " in 1944, Gertrude Baskine stated " The sides of the highway were untidy and disaster laden: fine spruce and poplar, as tall as any still upright, lay toppled in all directions, sprung and flattened by the merciless dozers.... When I asked my companion what would be done with all this wood he shrugged and said: " I can only tell you what one bulldozer driver said: ' We just walk 'em down, shove 'em aside and let 'em lay '."

Early in September 1942, word was recieved that the troops then stationed on the highway would remain in this area throughout the winter in order to maintain the Army Pioneer road. Each regiment was assigned one sawmill and these were immediately put into service for cutting lumber for construction of housing.

The Public Roads Administration (P.R.A.) worked with the US. Army to improve the Army pioneer road. " Using its own architects and draftsman, the P.R.A. designed 133 permanent bridges of various types for the highway. Of these, contractors had completed 99 by the end of October 1943. A list of timber used in the bridges constructed from Mile 768 - 897 along the Alaska Highway is presented as Example 3. (29) Their average length was 340 feet, but placed end to end the bridges would have had a total length of about 8 1/2 miles. More than half were fairly short wooden trestle

spans built with native timbers, similar in appearance to the Army's temporary bridges but far sturdier. (Most of the original temporary spans on the pioneer road did not survive the spring thaw of 1943, and the summer floods swept away many of their replacements.)" Source: The Alaska Highway - 40th Symposium - Kenneth Coates

VOLUME INFORMATION - ALASKA HIGHWAY

" Timber cut under free permits for joint defense construction projects included 14,500,463 FBM of sawn lumber, 49,356 cords of fuelwood and 618,123 lineal ft. of timber for bridge piling, building logs, and telephone poles. " 1943 Annual Report

Note: A total of 49,356 cords are entered into the Annual Report database in 1943 as (PALCAN) Project - Alcan Highway.

TABLE 6: 1943 SAWMILL & LOGGING OPERATIONS - ALASKA HIGHWAY

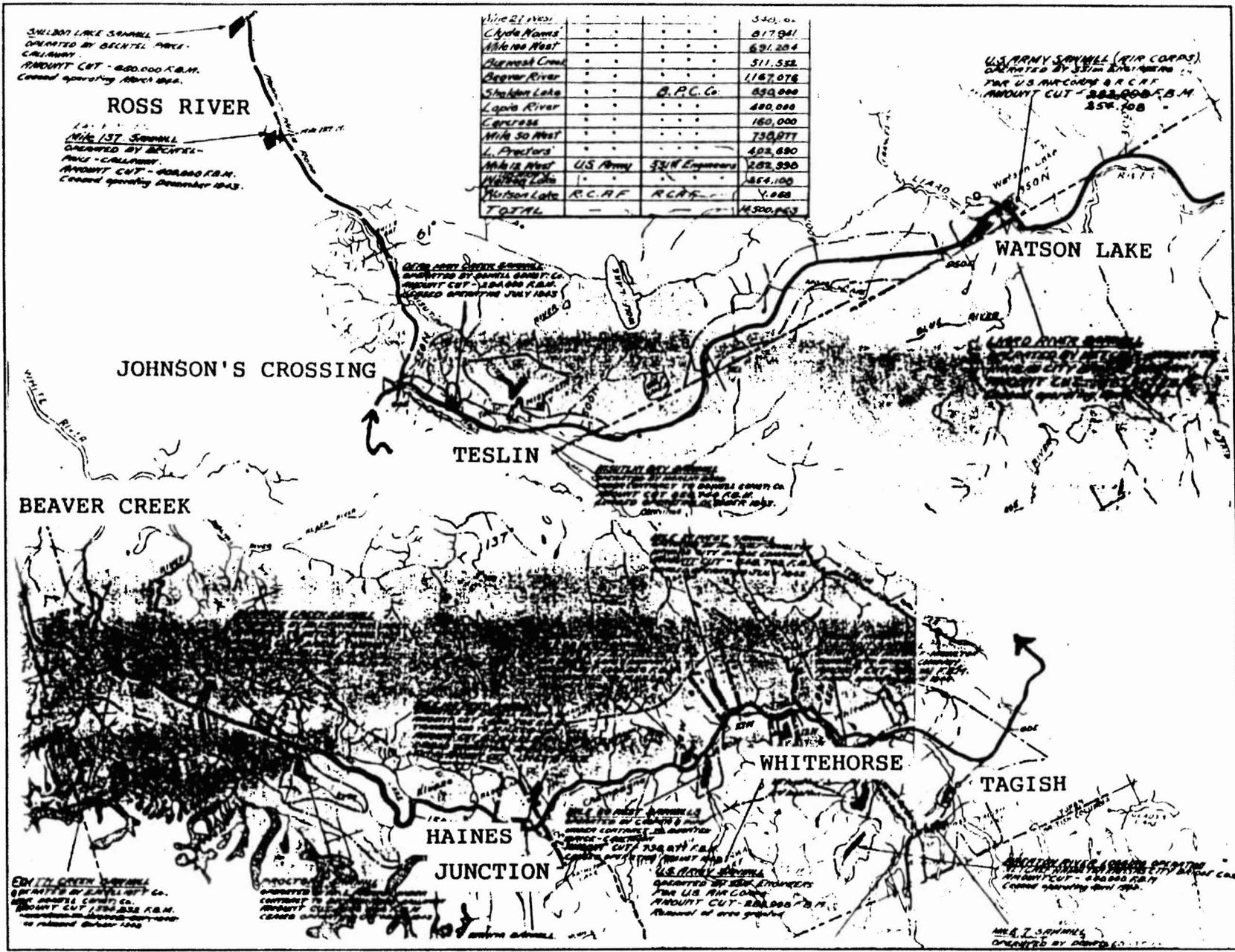
Polygon #	Location/Name of Operation/Contractor	Amount of Sawn - FBM
1A	U.S. Army Sawmill- Watson Lake - 331st Engineers	254,108
1B	Watson Lake Airport - R.C.A.F.	1,068
1C	Liard River Sawmill - M.H.Kansas City Bridge Co.	167,067
7C	Nisutlin Bay Sawmill - Dowell Construction.Co.	858,744
8A	Deadman Creek Sawmill - Dowell Construction Co.	294,000
13B	Mile 7 Carcross - Dowell Construction Co.	383,382
13F	Wheaton River - M.H.Kansas City Bridge Co.	440,000
14B	Watson River - Robinson Sawmill - M.H.K.B.CO	1,801,361
17F	Mile 12 West Sawmill - U.S.Army - 331st Engineers	282,998
22A	Mile 27 West Sawmill - M.H. Kansas City Bridge Co.	348,762
22B	Mile 48 West Sawmill - Dowell Construction Co.	1,044,856
23A	Mile 50 West Sawmill - Bechtel Price Callahan Co.	738,977
27A	Mile 100 West Sawmill - Dowell Construction Co.	1,489,785
27A	Mile 100 West Sawmill - M.H. Kansas City Bridge Co.	691,284
27B	Clyde Wann Sawmill - M.H. Kansas City Bridge Co.	817,941
30A	L.Proctor Sawmill - Bechtel Price Callahan Co.	402,690
32A	Edith Creek Sawmill - Elliott Construction Co.	1,594,832
32A	Burwash Creek Sawmill - M.H. Kansas City Bridge Co.	511,532
34B	Beaver Creek Sawmill - M.H.Kansas City Bridge Co.	1,167,076
44C	Lapie River Sawmill - Bechtel Price Callahan Co.	400,000
ROSG	Sheldon Lake Sawmill - Bechtel Price Callahan Co.	650,000

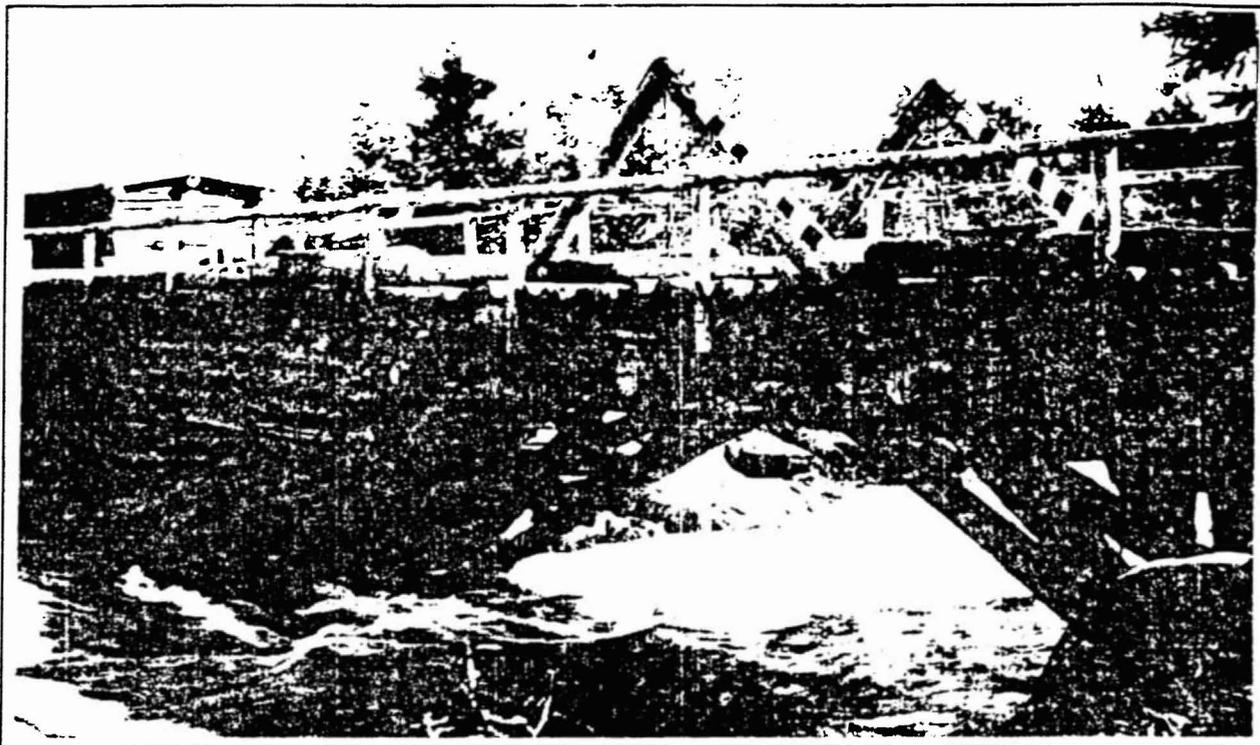
Total = 14,500,463 FBM

Note: Total FBM matches figure for sawn lumber indicated in 1943 Annual Report

This map record can be viewed at Forest Resources, located across from the weigh scales on the Alaska Highway in Whitehorse. A reduced version of this map is presented in Figure 4.

FIGURE 4 : 1943 SAWMILL & LOGGING OPERATIONS - ALASKA HIGHWAY





12. Alaska Highway Bridge at Canyon on the Ashihik River.



13. Alaska Highway Bridge (Location Unknown).

EXAMPLE 3: DESCRIPTION OF ALASKA HIGHWAY BRIDGES - MILE 768-897

Mile 788.7	Lower Hazel Creek H-15 loading 24' roadway	3-21' p.t. spans, 15-6 x 2D stringers, 2 x 6 lam. deck.
777.0	Morley River H-20 loading 24' roadway 14'3" vert. clearance	1-160' through volmenized timber truss on conc. abuts, 9-8x22 stringers, 2 x 6 lam. deck, 2" plank wearing surface.
803.6	Nisutlin Bay H-15 loading 12' roadway	95-25' p.t. spans, 6-6x22 stringers, 4" plank deck.
813.1	Ten Mile Creek H-15 loading 24' roadway	1-21' framed trestle span, 15-6x20 stringers, 2 x 6 lam. deck.
816.8	Lone Tree Creek H-15 loading 24' roadway	1-21' framed trestle span, 15-6x20 stringers, 2 x 6 lam. deck.
822.5	Deadman Creek H-20 loading 35' roadway	1-60' I-beam on rein. conc. abutments, 2 x 8 lam. deck.
825.0	Army 21 Bridge H-15 loading 24' roadway	1-21' framed trestle span, 15-6x20 stringers, 2 x 6 lam. deck.
836.0	Tealin River H-20 loading 24' roadway Under construction	2-50' I-beams, 2-100' steel deck trusses, 2-220' anchor and 1-260' main span cont. deck truss, 2-200' steel deck trusses, 1-50' I-beam; on rein. conc. abuts. and piers, conc. deck and curbs.
849.0	Johns' River H-15 loading 24' roadway	3-19' pile trestle spans, 15-6x18 stringers, 2 x 6 lam. deck.
872.2	Judas Creek H-15 loading 30' roadway	4-19' pile trestle spans, 2 x 6 lam. deck.
883.5	Glacier #1 H-15 loading 24' roadway	1-21' pile trestle span, 15-6x20 stringers, 2 x 6 lam. deck.
888.6	Glacier #2 H-15 loading 24' roadway	1-21' pile trestle span, 15-6x20 stringers, 2 x 6 lam. deck.
890.3	McClintock River H-15 loading 12' roadway	15-21' pile trestle spans, 6-6x22 stringers, 2 x 6 lam. deck.
893.4	Glacier #3 H-15 loading 24' roadway	1-21' pile trestle span, 15-6x20 stringers, 2 x 6 lam. deck.
897.6	Leves River H-15 loading 12' roadway	21-25' pile trestle spans, 6-6x22 stringers, transverse 4" plank deck, with 4" plank wearing surface, on 45 degree skew.

Army Camps - Mile Post (MP) on Alaska Highway

MP 635	MP 911
MP 670	MP 956
MP 710	MP 1015
MP 770	MP 1056
MP 804	MP 1083
MP 843	MP 1156
MP 883	MP 1206

March 31, 1944 Alaska Highway Inspection Report (28)

" The U.S. Engineering Division and the Director of Supply for the U.S. Army was called upon to utilize the 600,000 FBM of cut sawlogs remaining on three logging operations adjacent to the Alaska Highway prior to the issuance of any additional contracts for the cutting of timber. At present the U.S. Engineering Division have on hand a surplus stock pile of over 3 million feet of sawn lumber, no doubt quantity of this will be used during the summer for bridge decking, camps and additional airport buildings. "

" All fuelwood cuttings by U.S. Contractors and the U.S. Army have recently been completed for the season. The R.C.A.F. at Watson Lake are still cutting a small quantity of green wood for future requirements at the airport. At Whitehorse the R.C.A.F. have several thousand cords stock piled ahead and no further cuttings are taking place. An inspection was made of the area on the Liard River where 75 ft. pilings are being cut for the false work on the Teslin River Bridge. " (See Example 3).

" Am endeavoring to obtain corrected statements of timber cut by the various U.S. Agencies, for the final report of all timber cut for Defense projects within the Yukon. Although the majority of timber cutting operations have now ceased" (28)

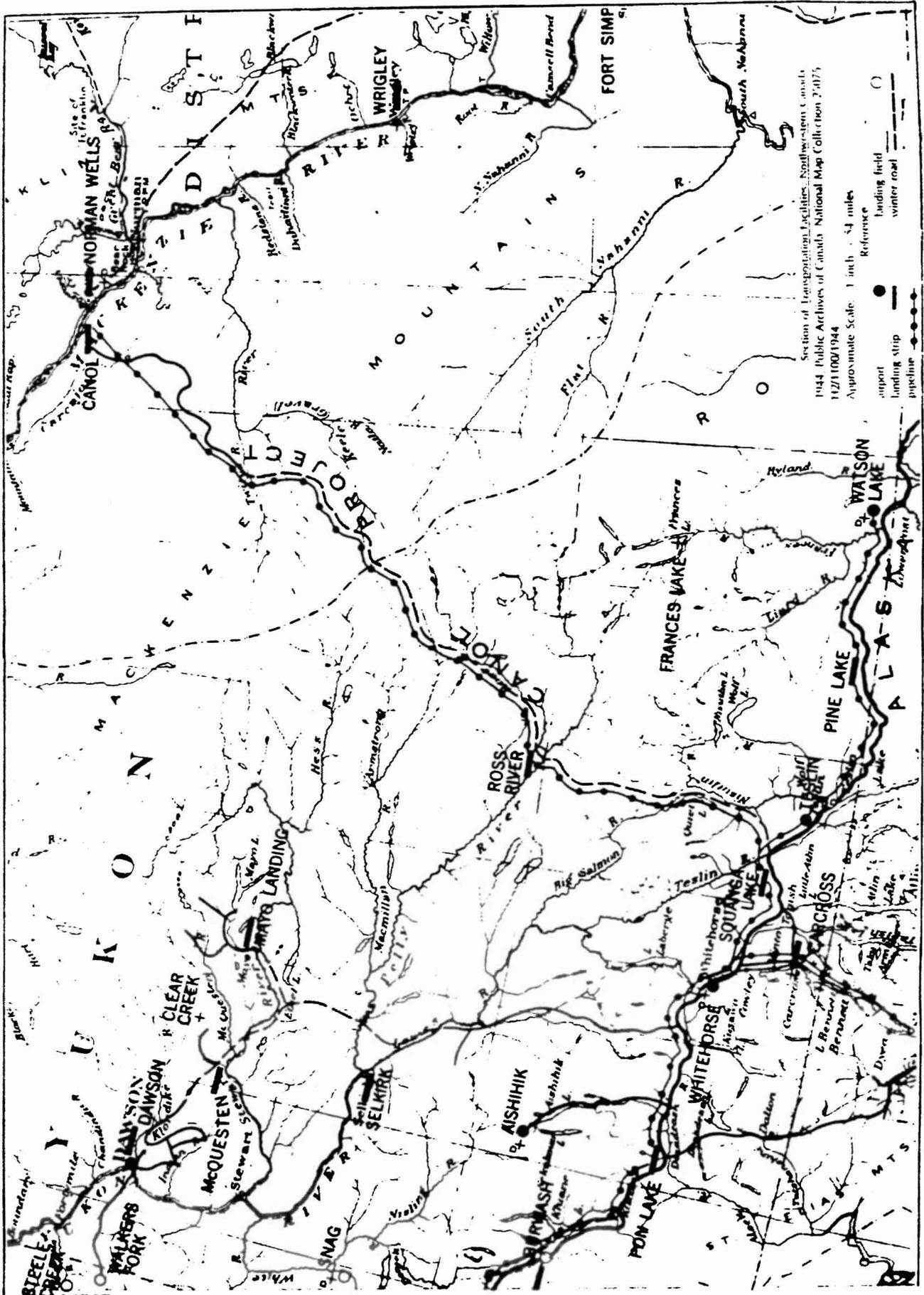
Royal Canadian Air Force - R.C.A.F.

Polygon #	Airport Reserve	Cut
1B	Watson Lake Airport Reserve	1947 - 600 cords
7D	Teslin Airport Reserve	" "
26A	Aishihik Airport Reserve	" "
34C	Snag Airport Reserve	" "

Haines Road

In 1943, the U.S. Army constructed the Haines Cut-off road to the Alaska Highway, paralleling the old Dalton Trail from the border into the Yukon Territory using local timber. Manufactured lumber was provided by the sawmills noted on the 1943 Alaska Highway Map Record. The road was opened to the public in 1947.

FIGURE 5: CANOL ROAD PROJECT



Canol Project

The Canol Project was initiated in 1943 to bring oil from the Norman Wells oil fields to support the war effort. The route of the pipeline is presented in Figure 5. (32) A refinery was built in Whitehorse and on February 16, 1944, the last weld on the pipeline was made near MacMillian Pass, just inside the Yukon border. Crude oil could then make its way through 577 miles of pipe and ten pumping stations to Whitehorse.

Two portable sawmills were set up at Lapie River on the South Canol Road and at Sheldon Lake on the North Canol Road. (These mills are also noted on Alaska Highway Map Record 1943 and in Figure 4.) "These associated sawmills reportedly cut a million board feet of lumber, 144,000 linear feet for telephone poles and 3000 cords of fuelwood." Miller Construction Co. built the telephone lines paralleling the routes for both the Alaska Highway and Canol Projects. The contractors supervised by US Engineering Department, were responsible for pipeline and road construction with assistance given by troops where possible. Construction continued under the heading of maintenance until April, 1945.



14. Canol Project - Station Y Woodpile

3.2.3 MODERN PERIOD 1950 - 1970

In the early 1950's, the construction of roads to Mayo and Dawson brought the decline of steamer traffic. In 1953, due to greater accessibility, the centre of government moved from Dawson to Whitehorse. Additional road construction and improvements continued in the 1960's, requiring manufactured lumber. Local timber continued to be used for mining purposes, with the Mayo District the most active. Another peak of activity occurred in 1968 for cordwood, FBM and LF production.

SAWMILLS

"By 1967 there were ten sawmills operating in the Yukon with a combined capacity of around 7 MM FBM per year." (2).

WATSON DISTRICT

Originally established in the fifties, Watson Lake Sawmill and B.C. Yukon Forest Products Ltd. continued to produce manufactured lumber, harvesting timber along the Liard River. " These operations were each capable of producing 10 MM FBM annually. " (2).

CARMACKS DISTRICT

In the mid 60's Acorn Timber Ltd. obtained timber rights in the Pelly and Macmillan River areas. They opened a mill just north of Whitehorse producing a variety of sawn lumber products and became the North's largest producer.

STEAMERS

The last commercial run of the Whitepass & Yukon Route steamers, by the S.S. Klondike, took place in 1955. Later, the S.S. Klondike became an historical site in Whitehorse and in 1960, the S.S. Keno was transported to Dawson, and also became an historical site.

RAILROADS

The Whitepass & Yukon Route Railroad continued to operate throughout this period requiring railroad ties for maintenance. Railroad ties were cut mainly in the Tagish District, along the Tagish to Carcross Road and the Atlin Road, some were cut along the Long Lake Road near Whitehorse. Records of timber cut for railroad ties between 1956-1969 are included in the General database and are listed in Table 7.

TABLE 7: RAILROAD TIES FOR WHITEPASS & YUKON ROUTE - 1956-1969

12A	1956	-	500 Ties (6"x8"x6.5')	-	Atlin Road - Mile 21.5
12A	1957	-	500 Ties " "	" "	" "
13B	1957	-	500 Ties " "	-	Tagish-Carcross Rd. Mile 20
13B	1957	-	500 Ties " "	" "	" "
13B	1958	-	1500 Ties " "	-	" " Mile 19
13B	1958	-	1000 Ties " "	" "	" "
13B	1958	-	1000 Ties " "	" "	" "
13B	1958	-	1043 Ties " "	-	" " Mile 22
13B	1958	-	500 Ties " "	-	" " Mile 18
13B	1958	-	500 Ties " "	-	" " Mile 19
13B	1958	-	500 Ties " "	-	" " Mile 18
13B	1958	-	500 Ties " "	-	" " Mile 19
13B	1958	-	500 Ties " "	-	" " "
13B	1959	-	9000 Ties " "	-	" " "
13C	1959	-	4000 Ties " "	-	" " "
17B	1969	-	2500 Ties	-	Long Lake Road - Whitehorse

TOTAL = 24,543 Ties

PROJECTS

Highway Construction

In 1950, the completion of the road from United Keno Hill Mine in Elsa/Keno marked the beginning of the end of the steamboat era. By 1953, this road was extended to Dawson City. In the late 60's, the Dempster and Robert Campbell highways were completed.

Wood reserves along the Alaska Highway for the Northwest Highway System were noted in the Forest Resources ledgers. These reserves are listed below. Volumes were entered in the General database.

TABLE 8: NORTHWEST HIGHWAY SYSTEM CUTTING RESERVES - LOCATIONS

Polygon - Description

	Reserve # 1	MP ?	(No Location Information)
34B	Reserve # 2	MP 1204	(East side of A/H on Beaver Creek)
1C	Reserve # 4	MP 643-648	(South side of A/H 2 miles deep)
	Reserve # 5	MP ?	(No Location Information)
	Reserve # 6	MP ?	(No Location Information)
31A	Reserve # 7	MP 1104-5	(West side of A/H 1/2 mile deep)
27A	Reserve # 8	MP 1008-9	(East Side of A/H 1/2 mile deep)
29B	Reserve # 9	MP 1074	(Both sides of A/H 1500'deep)
8A	Reserve # 10	MP 825-6	(East side of A/H 1/2 mile deep)
34B	Reserve # 11	MP 1200	(5 Miles down Beaver Creek)
33B	Reserve # 12	MP 1178	(West side of A/H on Sandpete Creek)
	Reserve # ?	MP 1064-1220	(Both sides of A/H to Border)

TABLE 9: NORTHWEST HIGHWAY SYSTEM CUTTING RESERVES - VOLUMES

Volume information is recorded in the General database for each Reserve site:

Reserve # 1	- 1950 = 20 cords
Reserve # 5	- 1950 = 80 cords
Reserve # 6	- 1950 = 80 cords
Reserve # 8	- 1950 = 105 cords
Reserve # 10	- 1950 = 20 cords
Reserve # ?	- 1950 = 140 cords
Reserve # 9	- 1951 = 7500 LF, Poles
Reserve # 11	- 1951 = 5000 LF, Piling
Reserve # 11	- 1951 = 25,835 LF
Reserve # ?	- 1951 = 13,135 LF, Piling
Limit # 85	- 1951 = 800 LF
Reserve # 11	- 1952 = 1200 Piles x 40 - 50'
Limit # 117	- 1953 = 180 cords
Reserve # ?	- 1954 = 3050 LF NWHS
No Reserve #	- 1955 = 300 cords ARMY
Reserve # 12	- 1959 = 2625 LF >9" NWHS/ARMY
Reserve # 12	- 1961 = 2480 LF >9" DND/ARMY
Reserve # 12	- 1961 = 2500 LF >9" DND/ARMY

3.3 CORDWOOD COMPARISONS 1899 - 1970

In Table 10, a comparison of data has been made for cordwood quantities between the Annual Reports (3,4,5,6,7), Colin Heartwell's review of the "Forest Industry in the Economy of the Yukon" (2), and the Transportation and General databases created as part of this project. The annual figure for cordwood has been presented for each year from each data component. Figures from Table 10 are also illustrated in a graph which indicate two peaks of activity, in 1900 and in 1943.

Annual reports available at the Forest Resources library were reviewed and entered into the Annual Report Database which includes the number of general or commercial permits, timber berths and sawmills, timber volumes, including number of cords, logs manufactured in Linear Feet (LF) and Foot Board Measure (FBM), Feet of Houselogs, and Pieces. See database file [Annrepl] and a discussion of data in section 2.0 of Volume IIA.

Commercial cordwood volumes from Timber Berths have not been included in the Transportation and General database figures.

The first volume information was obtained for 1899 and is part of the Transportation database developed in this project.

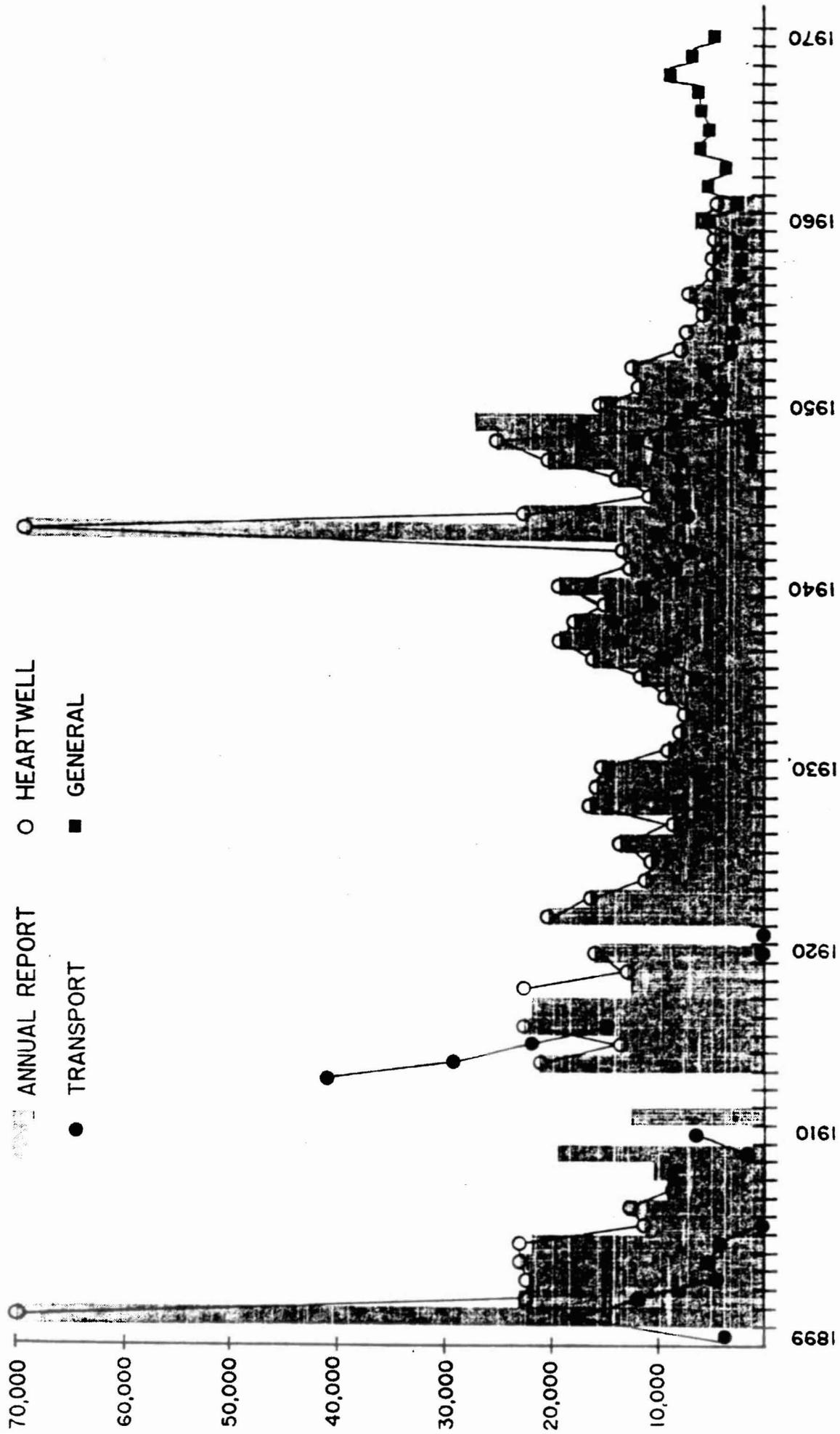


15. Mendham's \$30,000 Woodpile, Dawson City, April 1902.

TABLE 10 : CORDWOOD COMPARISON 1899 - 1970

<u>YEAR</u>	ANNUAL REPORTS	HEARTWELL REPORT	LOGGING HISTORY DATABASE TRANSPORT	<u>YEAR</u>	ANNUAL REPORTS	HEARTWELL REPORT	LOGGING HISTORY DATABASE TRANSPORT	GENERAL
1899	NA	NA	3765	1935	11946	11946	6821	
1900	69484	69484	17771	1936	16401	16401	9620	
1901	23656	23166	11997	1937	19677	19677	13751	
1902	22484	23166	4816	1938	17888	17888	14637	
1903	22832	22832	5436	1939	15387	15387	11185	
1904	21652	22832	4384	1940	19531	19531	11811	
1905	11593	11593	200	1941	12847	12847	8733	
1906	13277	12674	NA	1942	13658	13658	7332	
1907	9596	9068	NA	1943	69759	69759	10554	
1908	10545	NA	NA	1944	23567	23567	7507	
1909	19572	NA	1661	1945	11008	11008	8044	
1910	NA	NA	6763	1946	14379	14379	7800	
1911	12642	NA	NA	1947	20838	20838	12514	1596
1912	NA	NA	NA	1948	26071	26071	8749	1221
1913	NA	NA	41054	1949	27827	2097	4834	1641
1914	21661	21661	29397	1950	16003	16003		7541
1915	13787	13787	21914	1951	12629	12629		4675
1916	23075	23075	14906	1952	13135	13135		6892
1917	22088	NA	NA	1953	8401	8400		4390
1918	12808	22088	NA	1954	7897	7054		3889
1919	13108	13108	NA	1955	6171	6171		3050
1920	16100	16100	106	1956	7748	7748		3756
1921	NA	NA	106	1957	5544	5544		3003
1922	20282	20282	NA	1958	5527	5527		2627
1923	16449	16448	NA	1959	5418	5418		2921
1924	11345	11344	NA	1960	7189	6249		5876
1925	10739	10739	NA	1961	4935	4935		3265
1926	14053	14052	NA	1962	NA	6907		6060
1927	9139	9139	NA	1963	NA	5902		4580
1928	16604	16603	NA	1964	NA	8677		6658
1929	15992	15992	NA	1965	NA	6798		6163
1930	15308	15300	NA	1966	NA	8411		6703
1931	9590	9590	NA	1967	NA	9399		6807
1932	8475	8475	NA	1968	NA	10080		9577
1933	7051	7051	NA	1969	NA	6084		7315

ANNUAL REPORT ○ HEARTWELL
 ● TRANSPORT ■ GENERAL



CORDWOOD COMPARISONS (1899 - 1970)

Summary of Cordwood Volumes

<u>Reports/Database</u>	<u>Period</u>	<u>Total Cordwood</u>	
Annual Reports	1900 - 1961	946,107	
Heartwell Report	1900 - 1970	931,000	
Transportation	1899 - 1949	308,168] Combined = 423,817
General	1947 - 1970	115,649	

In the Annual Reports, general returns are available from 1900 - 1904 for the Subagencies during the Goldrush; Forty Mile, Stewart, Fort Selkirk, Whitehorse and Dawson. In Table 11 a comparison of cordwood cut is presented for these Subagencies, for the Annual Reports and the Transportation database compiled in this project between 1899 - 1904.

TABLE 11: COMPARISON OF CORDWOOD DATA - 1900 - 1904

<u>Database</u>	<u>Year</u>	<u>Forty Mile</u>	<u>Dawson</u>	<u>Stewart</u>	<u>Fort Selkirk</u>	<u>Whitehorse/Tagish</u>
AnnRep	-	-	-	-	-	-
Transp	1899	-	365	-	3384	16
AnnRep	1900	400	41507	6474	10785	10318
Transp	1900	-	-	2777	8219	6775
AnnRep	1901	1315	14261	630	4485	2965
Transp	1901	453	124	1109	5099	5212
AnnRep	1902	437	13215	1870	3852	3110
Transp	1902	-	535	400	1086	2795
AnnRep	1903	2303	13264	730	1630	4905
Transp	1903	549	225	170	1992	2500
AnnRep	1904	540	18896	1105	1111	-
Transp	1904	730	520	780	1754	600
<u>TOTALS</u>						
AnnRep		4995	101143	10809	21863	21298
Transp		1732	1769	5236	21534	17898

A majority of the records for the Dawson area in this period were not available for the Transportation (Transp) database. The data for the Fort Selkirk and Whitehorse/Tagish subagencies were very close to the Annual Report (AnnRep) figures.

Years of Interest - Cords/Year

	<u>AnnRep</u>	<u>Transp</u>
1900 -	69,484	17,771
1901 -	23,656	11,997
1902 -	22,484	4,816
1903 -	22,832	5,436
1904 -	21,652	4,384

Records from the Dawson Crown Timber Agent for 1913 -1915 showed volumes higher than the Annual Reports. (See Examples 8 & 9 in Section 4.0).

Dawson 1913: (See Example #8)

Wood Cut on Permits and Wood Cut Without Authority - 21,740 Cords
Wood Cut on Timber Berths for Domestic Purposes - 4,679 Cords
Wood Cut on Timber Berths for Mining Purposes - 14,735 Cords
Total in Transportation Database = 41,054 Cords
Wood Cut for Mining Purposes (Estimated) - 39,000 Cords

Dawson 1914: (See Example #9)

Cut on Permit - 22,576
Cut without authority - 2135
Cut on Timber Berths (for use other than mining) - 4686
Total in Database = 29,397
Wood Cut for Mining Purposes (Estimated) - 43,000

The estimated volumes for mining purposes were not entered into the Transportation database. Timber used specifically by miners on mining claims was usually not recorded as dues were not charged.

Transportation 1935 - 1949

Most of the cordwood volumes are for steamer use on the major rivers; Yukon, Pelly, Stewart, and for mining related activities in the Dawson area. The range of number of cords is 15 - 82 % of the Annual Report figures.

Figures of the Transport and General database overlap between 1947 -1949. In 1947, the cordwood number in the Transportation database is 60% and the General is 8%, for a total of 68% of the Annual Report figure of 20,838 cords. The General figures between April 1947 - December 1949 include cordwood for Mayo only.

In 1949 there is a marked difference between the Annual Report figure of 27,827 cords and C. Heartwell's figure of 2097 cords. Heartwell apparently missed 25,730 cords of fuelwood from commercial berths as indicated in the 1949 Annual Report.

Timber

Two hundred and seventy-six permits, excluding those for commercial berths, were issued in Yukon Territory, authorizing the cutting of 14,320 linear feet of timber and 25,730 cords of fuelwood. No permits for sawn lumber were issued. Fifteen of these permits listed above were issued free of dues to religious, charitable or educational institutions, and eight were free permits for Government departments.

There were permits issued for 14 commercial timber berths under which 1,692,689 feet board measure of lumber was manufactured and 103,307 linear feet of timber and 2,097 cords of fuel cut.

There was one timber seizure.

3.4 LOGGING METHODS

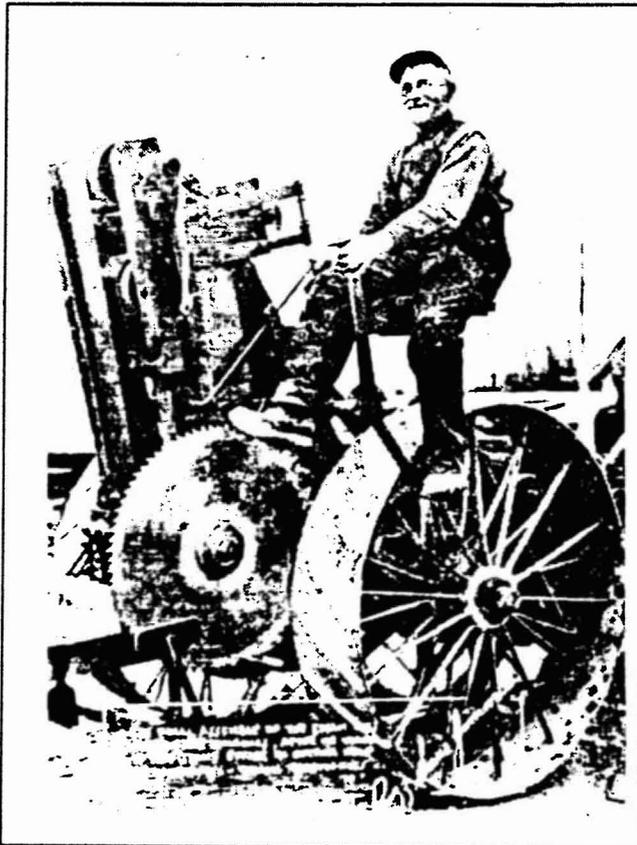
Early Equipment

Prior to the Goldrush, the aboriginal population of Yukon utilized basic tools and methods of timber cutting. During the Gold Rush period, gold seeker outfits usually included a whipsaw, crosscut saw, rip saw, hand saw, drawknife, hammer, plane, files, chisels, brace and bits, an auger and hatchet as basic tools for cutting trees and carpentry. (24). Photos #2 and #3 show tools being used by early boat builders at Lake Bennett in 1898.

Portable Sawmills

During the Goldrush, portable sawmills were brought into the Yukon through the Chilkoot Pass and were usually transported by boat or raft to lake, river, and settlement sites. These sawmills were moved to new sites as timber was exhausted and activities changed.

Whitehorse had a sawmill along it's waterfront during the early 1900's, operated by James Richards, also known as "Buzz Saw" Jimmy. In Photo # 16, "Buzz Saw" Jimmy is sitting on his homemade portable sawmill.



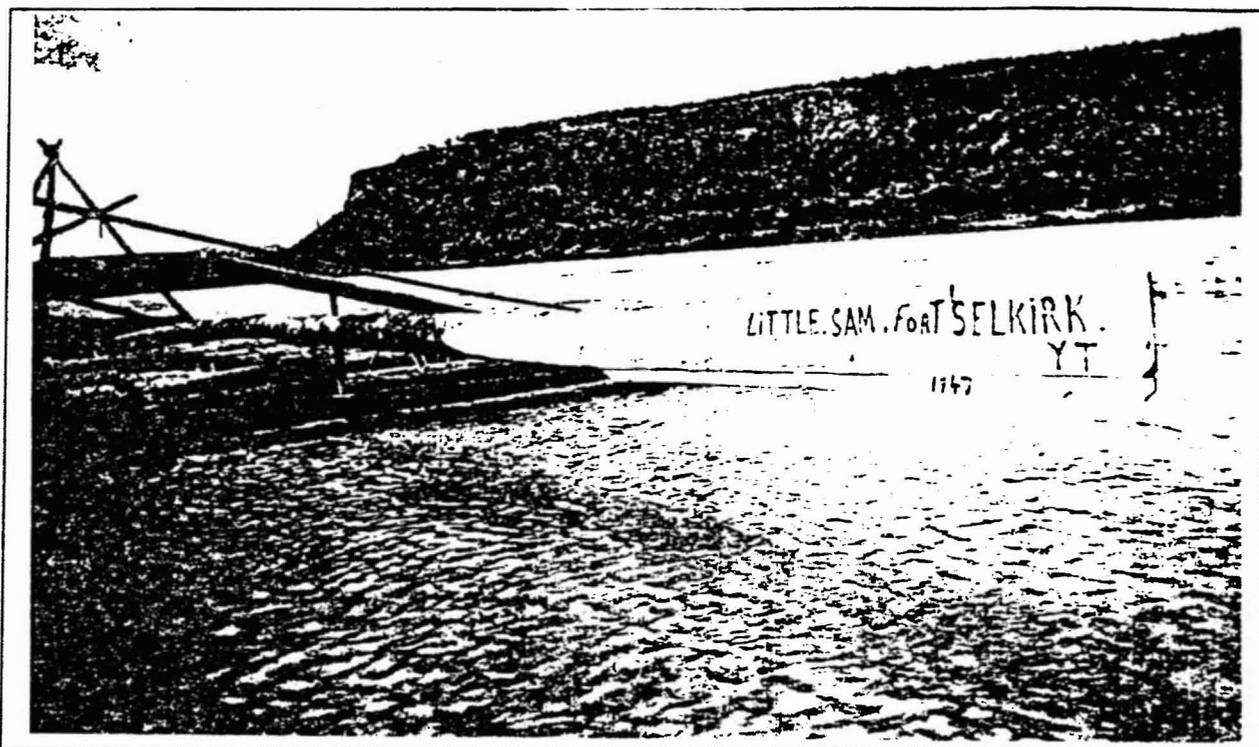
16. " Buzz Saw " Jimmy, Whitehorse Waterfront



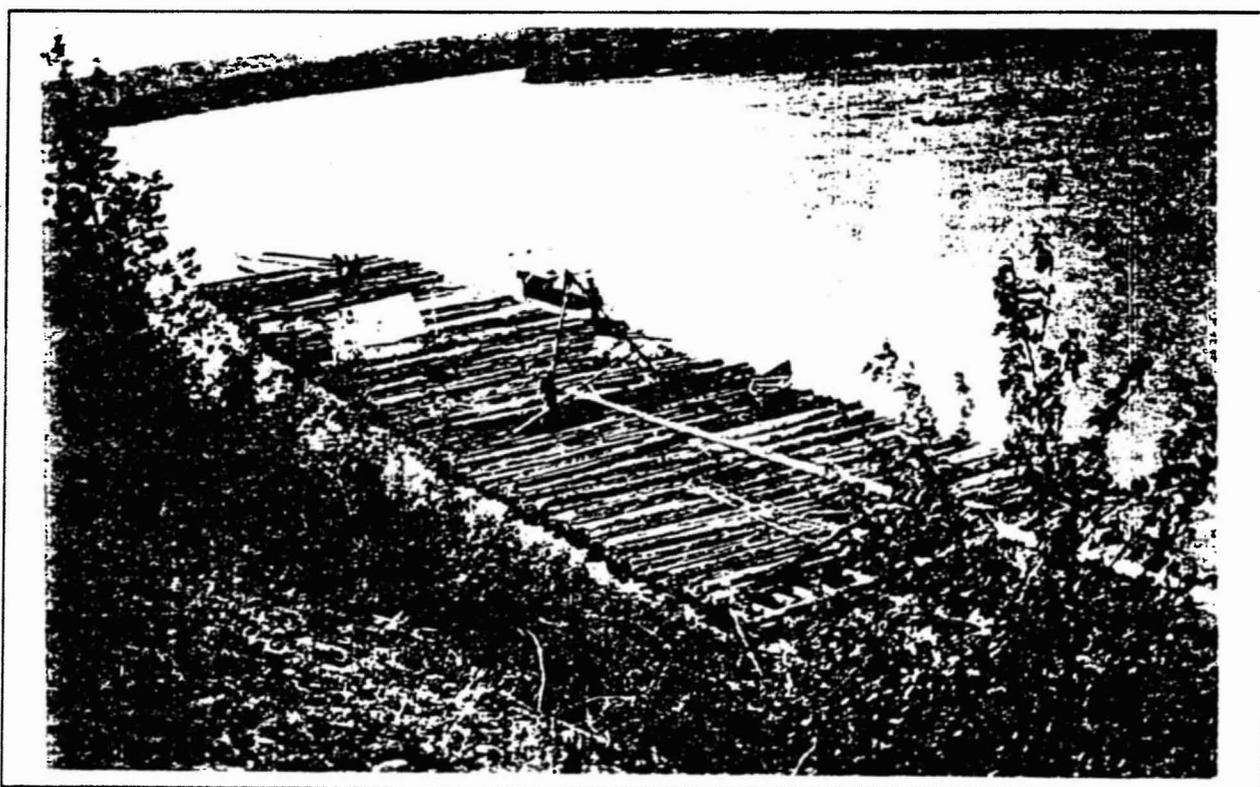
17. Horses and Sleights Were Used For Hauling Logs.



18. Cutting Up Logs with a Portable Sawmill for Fuelwood, Dawson.



19. Log Raft Constructed By Little Sam, Fort Selkirk, 1947.



20. Large Log Raft Ready for Transport to Dawson, 1947.

The construction of the Alaska Highway, RCAF airports and Canol Project required the use of numerous portable sawmills as listed in Table 6. In July 1944, an agreement of sale of L. Proctor's sawmill operation at Marshall Creek, near Haines Junction, included one #2 Portable sawmill, one 12x14 Hermance Moulder, one Bay Horse, one Roan Horse, and miscellaneous camp equipment.

Sawmills

Increasing Yukon population and lumber demands saw the development of stationary sawmills such as those of Joseph Ladue and others in the Dawson area in 1898. A total of 12 sawmills produced 12 Million FBM to support construction in Dawson in 1898. (See Photo # 1). The Twelve Mile mill provided all the manufactured lumber for the Yukon Ditch project in 1906-1907.

The mining industry required a large amount of manufactured lumber. Several sawmills in the Mayo area provided United Keno Hill Mines with stulls, cribbing and lagging for mine shaft construction. Usually a tree was milled into products in this manner: bottom section for sawlogs, next for stulls with a diameter of 9-12", then into cribbing with 5-9" and then lagging at 2.5 - 5". Length was usually 16 ft.

Fuelwood

Apart from community needs, the primary logging activity was to cut fuelwood for the numerous steamers plying the Yukon waters between 1898 - 1955. Cordwood was cut by crosscut saws and dragged by horses to the riverbank. It was then cut into 4 ft lengths and was greater than 4 " and less than 8" in diameter to fit into the steamer boiler. Smaller steamers used 3 ft. lengths. The wood was then piled or "banked along the riverbanks for the steamers. (See Photo # 21) .

Transportation of Wood

Most of the transportation of logs was done in the early days by utilizing horses and sleighs to bring the logs out of the bush to a central landing area and "banked". This was often done in the winter, the snow making it easier for transport. (See Photo #17). The logs were then either cut into fuelwood for steamer use or milled with a portable mill. Otherwise the logs were rafted to the closest stationary mill. Later, small pickup trucks were used, often shared by the woodcutters along the Yukon River and brought down by steamers. After a contractor finished "banking the wood" the truck would be sent to another contractor.

The Klondike Mines Railroad in Dawson provided the main transportation of fuelwood and timbers for the dredges, ground thawing and other mining purposes, in the Klondike Goldfields. Since the 1940's, D-2 cats were used to transport the logs to the landings.

Rafting timbers from timber berths located upstream from Dawson and Mayo became the choice of transportation as wood became scarce

around the settlements. Woodcutters cut upstream on the Yukon and Stewart Rivers, rafting booms and cabin logs down to Dawson. Rafting was done in mid summer when they could travel day and night. Rafts were often 100 ft. long, steered by using big sweeps. (See Photo #19-20). " Woodcutters built huge rafts of 100-200 cords, had a large oar or sweep at either end of the raft, in the centre a tower was built about 20 feet high where the pilot sat." (19) Boomsticks were used to contain the logs in rafts.

Records located at the Dawson Museum, provide the amounts on rafts coming into Dawson in July and August, 1899. The average length was 80 ft with a range of 100 - 213 logs per raft. A raft of J.R. Ratcliffe arrived in Dawson with 6662 ft. or 116 logs on July 18, 1899. (Dawson Museum)

A telegram was cabled from Fort Selkirk to Dawson, on September 12, 1947 to expect the arrival of a raft on September 18, 1947 with approximately 220 cords of fuelwood. (Yukon Archives)

Activities of a Mayo Logger

The logging activities of Jack McKenzie were described in his personal work diaries, available at Yukon Archives, which cover his logging activities from January 1949 until March 1951 along the upper Stewart River above Fraser Falls in 50A. (23) Jack McKenzie had commercial berth # 197, located 15 miles above Fraser Falls on the left limit, operational between 1949-1950. His season usually began in October, cutting trees throughout the winter and spring and skidding or yarding the logs to landings with a D-2 cat. He then began rafting the logs from July to September to the sawmill downstream in Mayo. Logs were "driven" to No Gold Creek, then through the Three Mile Rapids and Fraser Falls. There were difficulties transporting the logs, which included 150 logs lost down a dry slough and others lost at Three Mile rapids, just before Fraser Falls. Rafts were constructed after the falls and floated to the Mayo sawmill. One raft arriving at the Mayo millsite was 4,000 logs.

For 1949, Jack McKenzie's activities were:

January	- Skidded 770 logs to the river landings.
February	- Skidded 623 logs " " "
March	- Skidded 398 logs " " "
	- Constructed new river landing.
April	- Established wood camp at new timber patch.
	- Skidded 472 logs to river landings.
May	- Skidded 2873 logs " " "
June	- Cut 1764 logs at rates of 300+/day.
	- 795 logs skidded to landings.
July	- 1076 logs were felled.
	- 2417 logs skidded to the landings.
	- Logs were floated and made into rafts.
August	- Log rafts with Booms were constructed.
	- The Raft Drive to Mayo started at end of month.

September - Rafts taken through Fraser Falls to Mayo Sawmill
 October - Looked for new timber stands for winter cutting
 - 219 logs were felled.
 - 1389 logs skidded to landings.
 November - 1969 logs were felled.
 - 2915 logs skidded to landings.
 December - 700 logs were felled.
 - 506 logs yarded to landings.

The largest tree cut was 1422 ft. with a 38" stump and 28" in diameter at the first 12 ft mark. Jack McKenzie continued through the winter of 1950 for a similar season of logging.

3.5 TIMBER MANAGEMENT AND REGULATIONS

Timber Management

In 1896, the RNWMP were first instructed to issue permits to persons cutting timber and the dues prescribed by the Timber Regulations of the Northwest Territory Act, passed on the 17th of September 1889. Early in 1897, 3 members of the Department of Interior's Dominion Land Survey were sent to the Yukon to establish a small civil service in the area. On August 27th 1897, Commissioner Major Walsh was empowered to frame regulations for the disposal of lands and to authorize agents to grant permission to cut timber in accordance with such regulations. (24)

In 1897, Commissioner Walsh asked the Gold Commissioner office to license men to cut timber, under the assumption that most of this wood would be primarily for mining purposes. Ottawa prepared regulations on December 19, 1897, entitled "Permits to cut Timber for the Erection of Sawmills." This was amended in February 1898 to form the first timber regulations which set up a framework for issuing Timber Berths from Ottawa, while leaving the formulation of all other timber regulations in the hands of Yukon administrators. Confirmation of rights were not recieved until April 1898, too late for controls on winter cutting. In March 1898, Commissioner Walsh instructed the Gold Commissioner "not to issue permits to anyone to cut timber for barter or sale but to refer all the applicants to the Department of Interior, Ottawa." (24) There was confusion by RNWMP and officials as to the administration of these regulations. As late as June 1898, an officer at the Hootalinqua Post wrote " I considered a miners license the same as last year, conferred the privledges of building boats, having recieved no instructions to the contrary until the present." (24)

Timber Regulations 1898

1. A license to cut timber may be issued to any one person or company.
2. A bonus of not less than \$250.00 shall be paid for each square mile to be licensed.
3. The area of a berth shall not exceed five square miles and a

- berth shall not be less than one mile in breadth.
4. Not more than five berths of five square miles in Yukon shall be granted to any one person or Company.
 5. The licensee shall erect a sawmill within a certain period to be determined by the Minister of Interior.
 6. The licensee shall pay a stumpage of \$2.00 per thousand feet, B.M. (Board Measure), for the timber cut.
 7. The licensee shall file the returns of the survey of his berth in the Department of Interior, when called upon by the Minister of the Interior to do so. (24)

In the spring of 1898, F.X. Gosselin arrived to head the Crown Timber Office in Dawson; his assistant J.W. Wilson was placed at Lake Bennett. Timber was considered an adjunct to mining and large quantities of wood were cut unlawfully. Collection of duties were enforced. If the builders had not paid the duty the responsibility fell to the owner of the structure. Steamer captains were required to keep a list of where they obtained their wood, and if the cutter had not paid his royalty, the Captain himself was responsible.

During the Goldrush, there were four mining districts of Dawson, Pelly, Stewart, and Hootalingua and the mining officers were instructed to issue timber permits. The RNWMP issued timber permits and enforced mining regulations at the major posts, which included Forty Mile, Fort Selkirk, Big Salmon, Tagish, Stewart and Dawson. Good timber resources disappeared in concentric stages around areas of constant use or settlement. (24)

By 1898, timber management became a concern in the Dawson area:

" Regarding the timber of the district, a policy of extreme caution should be adopted. Without timber there can be absolutely no development in this district, and the regulations should be such as will best ensure its preservation while affording the population all that its members require for legitimate use. Timber leases should be issued from the district and not from Ottawa." 1898 Annual Report (3).

" As been previously intimated in other reports the timber of the country is fast disappearing, and it is quite probable that within the next year or two a considerable import trade in lumber will be done". 1899 Annual Report (3)

The issuance of Timber Berths from Ottawa caused problems; some berths areas granted in the Klondike goldfields caused conflict with the miners who had threatened violence if their right to convenient wood supplies was not upheld. In some instances cutters had already sold his " location " and machinery to another during the application proceedings. Ottawa officials had granted timber berths on Police Reserve land at Lake Bennett and this had to be rescinded. (24)

Government reserves were set up in convenient areas to provide for sufficient timber for the needs of federal officials, called

"Police Reserves". Forty acres were set aside at Five Fingers, sixty acres at Little Salmon, 2 1/2 square miles at Big Salmon, and 1/2 x 1/4 mile island at the Halfway post on the Yukon River. Other such reserves existed in the most heavily traveled areas of the Yukon. Permits were issued free of dues for erection of churches, schools, parsonages and schoolhouses. (24)

An order from Ottawa in 1903 indicated that timber on quartz claims may be cut by any free miner:

(Dawson News, April 22, 1903)

TIMBER OPEN TO ALL MINERS

Trees On Quartz Claims May Be Cut By Anyone Holding A Licence
Order From Ottawa

An official order from Ottawa that timber on quartz claims may be cut by any free miner was received in the mail from Ottawa this morning.

The order states that grants issued for quartz claims shall bear the words "This grant does not convey the timber".

Until the blanks are received with the words printed on them the local office is to write the foregoing quoted words across the grants and renewals which may be issued for quartz from this time forward.

Timber Dues

Dues for timber were established and remained the same from the Goldrush Period until 1962. Timber dues were higher in the past than current rates. Territorial Timber regulations established in May 1949 were amended in October 1953 and in April 1954. Timber Regulations were amended again in July 1962. The timber dues of the 1954 and 1962 regulations are presented in Table 12.

For cordwood, dues were 50 cents per dry cord and \$1.00 per green cord which was halved in 1962. A permit fee for fuelwood permits of \$2.00 was also charged in the past regulations. The dues for sawlogs were also reduced from \$2.00 per million FBM (M.FBM) for poplar species and \$5.00 for other species to \$ 1.00 per million FBM for all species. Slabs and edging dues were reduced from 40 cents/cord to 25 cents/cord.

In the 1954 regulations, for commercial permits, a fee of \$2.00 was charged, an annual ground rental of \$100.00 per square mile and a deposit of 20% of the dues on timber authorized to be cut. In the 1962 regulations, a ground rental fee for commercial permits was not charged and dues at 20% of the estimated volume to be cut was charged at issuance of permit, if this exceeded 500,000 FBM.

TABLE 12: TERRITORIAL TIMBER REGULATIONS - DUES

Territorial Timber Regulations - P.C. 1954-604

Schedule of Dues

PART I

1. Fuelwood:
 - (a) fire-killed or dry per cord 50 cents
 - (b) all green timber per cord \$1.00

PART II

2. Round timber including poles, piling, building logs, mine timber, cribbing, fence posts, telegraph and telephone poles:
 - (a) not exceeding 5 inches at butt, inside the bark per lin. ft. ½ cent
 - (b) over 5 inches and not exceeding 7 inches at butt, inside the bark per lin. ft. 1 cent
 - (c) over 7 inches and not exceeding 9 inches at butt, inside the bark per lin. ft. 2 cents
 - (d) over 9 inches at butt, inside the bark per lin. ft. 3 cents
3. Sawlogs:
 - (a) poplar per M. FBM \$2.00
 - (b) other species per M. FBM \$5.00
4. Railway ties:
 - (a) 8 feet in length each 15 cents
 - (b) each lineal foot over 8 ft. .. per lin. ft. 2 cents
5. Slabs and edgings if disposed of by sale per cord 40 cents
6. All other products of the forest not otherwise enumerated 15% *ad valorem* at point of shipment.

Territorial Timber Regulations - P.C. 1962-1042

Schedule

Dues

1. Fuelwood and round timber not more than 8 feet in length
 - (1) Fire-killed or dry, per cord 25 cents
 - (2) All green timber, per cord 50 cents
2. Round timber 8 feet and over in length (poles, piling, building logs, mine timber, cribbing, fenceposts, telegraph and telephone poles) per piece

Top diameter inside bark	Length			
	A	B	C	D
	8 - 16'	17 - 24'	25 - 32'	33 - 40'
up to 5"	1¢	2¢	3½¢	5½¢
5.1 to 6"	1½¢	3¢	4½¢	7¢
6.1 to 7"	2¢	3½¢	5½¢	8½¢
7.1 to 8"	2½¢	4½¢	7½¢	10½¢
8.1 to 9"	3¢	6¢	9¢	12¢

Round timber larger or longer than listed above shall be scaled as sawlogs.

3. Sawlogs, all species, per M. FBM \$1.00
4. Railway ties, each02
5. Slabs and edgings, per cord25

Timber Inspection Reports

Two timber inspection reports along the Yukon River near Dawson were available from Yukon Archive records. A full report of the available timber and logging activities along the Yukon River, upstream and downstream from Dawson and along the Klondike River is presented as Example 4. In this report in 1910, Chas R. McLeod indicated that the burning of timber by wood contractors to make dry wood was causing an appalling loss. The dry wood was totally destroyed as well as many million feet of sawlogs. He estimated approximately 15,000 cords were destroyed in one case, being a small fraction of the wood and mill timber which was destroyed every year. He suggested prohibiting the use of mill timber for wood, a heavy penalty for setting fires to make dry wood and that the permits and timber berths of those guilty of destruction should be cancelled.

Another inspection report in 1911 presented as Example 5, described the timber left and timber cut at the various camps along the Yukon River from above Minto to the Indian River above Dawson. A total of 4105 cords were mentioned as cut at the various creeks and islands. The cordwood pile at Minto, cut by Menard on Timber Berth # 72 in 1910, was estimated at 150 cords left. (See Photo # 21).

Logging practices in most cases involved the highgrading of the best or most suitable trees along the accessible creeks and riverbanks. Selective cutting was not intentionally practiced though the smaller trees originally left behind have now matured. The inspection site #2 near a General Enterprise millsite on the Stewart River revealed large stumps from the suitable trees cut during the milling operation and the smaller trees originally left behind were now mature and of harvesting quality. The clear cut area used for the actual millsite had very dense regrowth of spruce and poplar. Due to the density of tree growth these trees probably will not be suitable for harvesting for a longer period.

District Boundaries

An old map, stained by floodwaters, was located in the Mayo District files indicating the earlier management districts. The date of this map presented as Figure 6 is unknown but it is estimated to be the late forties to early fifties. The White River district has since been renamed the Beaver Creek district and part of the Carmacks district has become the Ross River district.

The current Resource Management districts are presented in Figure 1.

EXAMPLE 4: LOGGING METHODS REPORT - 1910

(Copy)

Dawson, Y. T., October 28th, 1910.

To the Commissioner of the Yukon Territory,

D a w s o n .

Sir:-

According to instructions received September 1st, 1910, as to obtaining certain information regarding the timber resources of the Yukon Territory, the conservation of timber and other information that I may deem advisable to give about timber, I beg to report as far as I have inspected.

My first inspection was on the right limit of the Yukon River for twelve miles below Dawson, which took from the 2nd of September until the 14th, the creeks being as follows: Moosehide Creek, Clear Creek, Bluevale Creek, Reliable Creek, Reliance Creek and Cameron Creek. On the creek below Cameron Creek, to which there is no name, I found the best timber, there being a very large quantity of wood and saw logs. All of the above creeks have an average length of about 8 miles. Moosehide Creek and the rest of the creeks to the last creek 12 miles below Dawson have all been cut over, large quantities of small wood being left, the most of which I would consider excellent wood.

15th and 16th, inspecting homestead at Bear Creek.

19th to 24th, inspecting between 12 miles below Dawson and Coal Creek. On the Twelve Mile River considerable timber has been cut for about 4 miles from the mouth and all the mill timber is practically cut, and considerable wood is left on these creeks and tributaries, below the Twelve Mile River on both limits of the Yukon River. The above creeks are practically denuded of wood and timber for 2 miles from the mouth, all of which was taken to Alaska. It was reported large quantities of timber were taken to Alaska the past season, but not having definite information, I cannot report in full.

On the Forty Mile River very little wood is left on the first ten miles below the Canon, which was as far as inspected.

From the 24th to the 30th on the Right Limit of the Klondike River, 17 miles above the mouth, and tributaries. I found large quantities of wood being cut up to the divide. There still remains considerable dry wood. Forrest fires have run over the high hills in that section. The large gulch opposite the farm has a large quantity of green wood all in its virgin state.

From the 1st to the 11th of October, inspecting the creeks above the Twelve Mile River to Dawson, from the Divide down 4 miles, where I found the most timber. The creeks nearest Dawson being cut up to the Divide, while those below Bluevale Creek contain a large quantity of wood and saw logs, and very little timber has been cut on the heads of these creeks. I might state that of the ground inspected by me to date that this contains the best timber.

From the 11th to the 14th, inspecting on the left limit of the Yukon River above Dawson, namely O. K. and Swede Creek. On the last named creek considerable wood is being cut, principally birch wood, which is very high up, and I may say that the operators are cutting the wood very clean, leaving nothing behind that is fit for fire wood. There is still considerable wood left on Swede Creek. The lower 5 miles of the Creek and gulches is the part on which most of the wood is cut, and near the divide a large quantity of wood is left, and considerable saw logs.

17th to the 19th, on the divide between Lepine and Rock Creeks, where I found considerable dry wood in the gulches and up to the divide.

20th to the 24th, on the Miller and Glacier Road, on the heads of Deadwood, Craig and Baker Creeks. At the head of Deadwood Creek, there is quite a large quantity of wood, principally birch. On Baker and Craig Creeks some wood has been cut near the mouth, but about 7 miles of each of the above creeks is covered with heavy timber, consisting of spruce and birch, and several fine bunches of logs.

In answer to the first paragraph of my instructions, I beg to state that my answer will be found in my report. It would be possible to arrive at the exact amount of wood available, but it is certain very large quantities of spruce and birch wood as well as considerable saw logs are still available.

2. There is no doubt in my mind after the ablest investigation for years of the methods used by loggers and wood choppers, that they only cut the choicest of the wood and mill timber, leaving full half and some times three parts of the wood on the ground, which is one of the chief causes of many disastrous forest fires, and timber left as above is generally levelled to the ground by the wind, and which adds to the fury of the forest fires. Another cause of the destruction of wood is the burning of timber by wood contractors to make dry wood. I might state that the loss from that source is appalling, for the fires are generally set in virgin ground, and all the dry wood is totally destroyed, besides many million feet of saw logs. A case came under my notice, when by the most conservative estimate 15,000 cords were burned, and this is only a very small fraction of the amount of wood and mill timber which is destroyed every year, also wood in large quantities is destroyed by fires after being cut, several cases coming under my notice when no permit was taken out, the amounts being from two to four hundred cords.

I therefore beg to recommend prohibiting the use of mill timber for wood, making the penalty heavy for setting out fires to make dry wood, cancelling all permits and timber berths of those persons guilty of the enormous destruction of timber as stated above. The ground should be cut clean of wood and timber, and a fire break left around the portion ^{of timber} cut, say about 120 feet wide, by piling the brush back from the standing timber a distance of about 120 feet. These are a few ideas I would suggest that would add to the conservation of the timber resources of the Territory. For further information I would refer you to Mr.

Burwash as to the conditions in other parts of the Territory.

I am at present endeavoring to find out the amount of timber and wood taken to the American side without paying any dues.

I would also make mention of the workmanlike way in which Mr. Pellant, Mr. McCluskey and Mr. Lepine have left the ground after taking the wood off. I would say that not one cord to the acre is left, which is very creditable to them, and considering the wholesale destruction by others.

I shall be glad to give you such information from time to time as you may think advisable for the conservation of the timber resources of the Yukon Territory.

Your obedient servant,

Signed, Chas. R. McLeod.

Dawson City, Y.T. Feb'y, 4th. 1911

EXAMPLE 5: YUKON RIVER INSPECTION REPORT - 1911

P.X. Soehlin, Esq.,

Government Timber Agent,

Dawson.

In addition to the inspection of the various wood camps on the Yukon and Lewis rivers, I have also made an inspection of the available fire wood near by the different camps.

Below Yukon Crossing, a distance of five miles or thereabout, there are two islands well timbered, and a little wood could be gotten on the right limit of the Lewis river, until one comes to Grenier's camp, 8 miles above Minto; Grenier had only 20 cords of 4 foot wood out on his permit.

McNard had not commenced operations on his permit adjoining Grenier's, on the right limit of the Lewis river. Miller had 100 cords of 4 foot wood out right below McNard, same limit.

From that place, which is about 7 miles above Minto, all the timber has been out. There is still lying on the bank of the river 150 cords of 16 foot wood, belonging to McNard. This wood was out on ~~McNard~~ 72 T.B. in 1910.

At Minto, I have found Miller cutting 100 cords of 4 foot wood, on the right limit of the Lewis, in front of the Minto road-house. 200 or more cords could be out at the same place.

2 1/2 miles below Minto, there are two islands on the left limit of the Lewis river, well timbered, and further down, on the right limit, two other islands are also well timbered, all green wood.

At the mouth of Big Creek, all the wood has been out. Martin is cutting on the right limit of the Lewis, about one mile below Big Creek; he had 275 cords of 16 foot wood out, dry wood.

From that place, there are some small islands with a little wood on each of them, down to about 2 1/2 miles above Hollis Gate, where 1500 cords could be gotten, taking the main land and the islands.. all green wood. There is also some good timber for saw log at that place. These islands are covered by T.B. 12.

On the island at the mouth of Pelly, on T.B. 3, I found 100 cords of 4 foot wood out by Klemish. Geo. Grenier has also 500 cords of 4 foot wood on the island right opposite Selkirk.

From there, very little wood can be out as far as about 10 miles, where two islands on the right limit of the Yukon are well timbered with green wood. At a point about 18 miles from Selkirk, there is one large island covered with good timber and 100 cords, also green wood.

From that point to Beaton camp, the wood and timber have been out, and very little is left on the left bank.

From Selwyn down 2 1/2 or 3 miles, about 250 cords of wood can be out on 2 islands, these islands having been logged out years ago.

Blanchard has on hand 350 cords of 4 foot wood and 15,000 feet of lumber out on his permit.

From Blanchard down to Egleson, most of the islands have been logged and very little wood is left, and it is all scattered.

Egleson, at the mouth of unnamed creek, has 10,000 feet of lumber out, and has on hand 200 cords of 4 foot wood.

Between Ballarat and Coffe creeks, there is one large island well timbered, all green wood.

At Coffe creek, Martin, who is outside, has on hand 100 cords of 4 foot wood on old permit. James Dary has on hand 100 cords of 4 foot wood, and is now cutting on Martin's permit, being Martin's representative during his absence.

A. RENEID has out 50,000 feet of lumber and 175 cords of 16 foot, dry wood.

From Kirkman to Thistle creek, no timber worth while logging. At Thistle, I found Soehlin hauling wood out by Cameron, who is dead and is supposed to have had a permit for same.

At the mouth of White river, J. Baker has about 20,000 feet of lumber, and no cord wood.

From White river, for about 2 or 3 miles down stream, all the islands are well timbered, all green wood. Then at or above mouth of Stewart, one big island well timbered.

Below Stewart river, 2 1/2 miles, Frank Neill has on hand about 100 cords of 4 foot wood, 50 cords at Henderson slough, and 50 cords opposite, on the left limit of the Yukon.

From Neill's camp to a point known as East and West channel, on the left limit of the Yukon, some 500 cords could be gotten on an island left limit... and there is no more wood from that point to 9 miles creek, where Laurensen is operating. Laurensen has on hand 80 cords of 16 foot burnt wood, and 20 cords of 4 foot wood, green, on 9 mile island.

At the mouth of Rosebud, M. Day is cutting wood on the big island, in front of said creek, and has on hand 160 cords 4 foot wood; he is still cutting on contract for the Guggenheims.

Two miles below Rosebud, G. Provost has on hand 80 cords of 4 foot wood, on a permit of 100 cords, and 800 cords can be out on the small island close by his place.

Sipkus has about 150 cords of 4 foot wood out on a big island about 2 1/2 miles above Reindeer, and is now cutting on a contract for the Guggenheims.

Louis Grueckehank, at Sixtymile, has 60 cords of 4 foot wood, out south of police reserve, Ogilvie Post, and 500 cords on Sixtymile river, about 3 miles from its mouth, burnt wood.

Funk has about 150 cords of wood out on an island 4 miles below Indian river.

Schwartz, being operating on the left bank, way out of the river, I could not visit his camp. He is cutting at a distance of 12 or 13 miles below Indian river.

I have also found that D.H. Pethering has is not doing any work on his permit of 200,000 feet of timber.

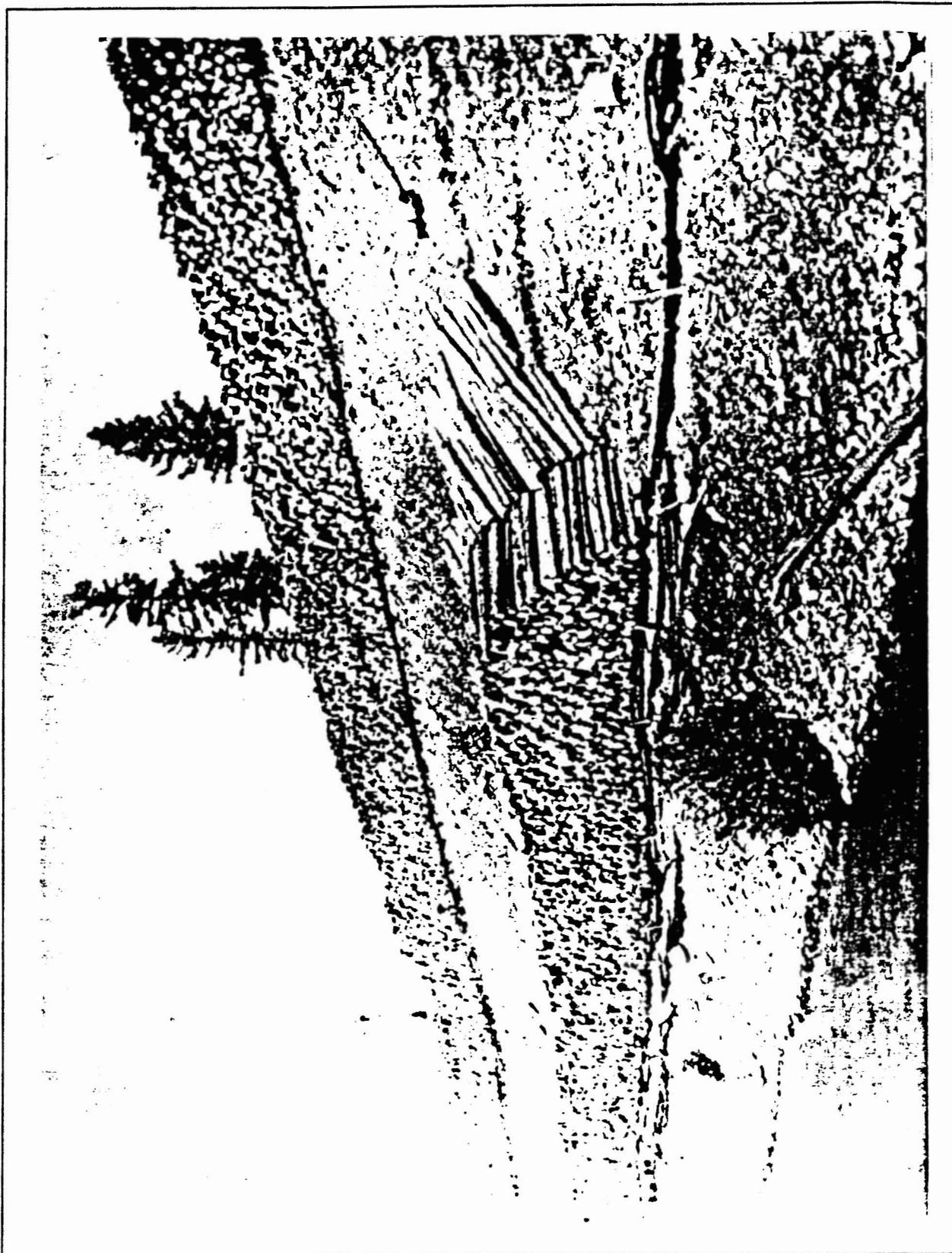
J. Schwartz has not cut any wood on Natchem creek, although, he had a permit for 50 cords of wood.

J. McDonald has on hand 25,000 feet of lumber below

FIGURE 6: OLD MANAGEMENT DISTRICT BOUNDARIES



SECTION 4. INFORMATION SOURCES



21. Rows of Cordwood Near Minto, Cut in 1910.

4.0 INFORMATION SOURCES

4.1 INFORMATION SOURCES REVIEW

Most of the sources for this project consisted of records stored in the Forest Resources Office (Mile 917) and the Yukon Archives in Whitehorse, a ledger from the Mayo Mining Recorder Office and files from the Mayo Resource Management Office. Further information was obtained at the MacBride and Dawson Museums, the Yukon College and Whitehorse Public Libraries and the Alaska Highway Anniversary Commission.

Government ledgers which indicated volumes cut were the most valuable source of information and provided the figures for the database. Timber ledgers and relevant files were requested from all Resource Management District Offices. In the Mayo District, commercial files were available but all other districts had discarded their files several years ago. A forestry ledger was obtained from the Mayo Mining Recorder with records from 1947-1962. Two timber permit volumes were acquired from Forest Resources in Whitehorse, containing information on general and commercial permits from 1947 to 1976 of most districts.

The Department of the Interior Annual Reports and subsequent annual timber reports at the Forest Resources library were reviewed. The figures obtained were used to compare with the data gathered in this project and other government reports. The information presented in this source usually included number of permits, timber berths, sawmills and timber volumes for commercial and general activities, including cordwood, houselogs and manufactured lumber per year. Annual totals of revenue collected for permit fees and royalties was available but was not included in this report.

Records kept at Yukon Archives include listings of "wood taken aboard" by steamers, mill returns, timber cutting permits, timber berth applications, inspections and associated locations. The majority of logging related information recorded from 1899 to the early 1900's was difficult to compile due to the inaccuracy of government ledgers and description on files. Relevant logging information on volumes, locations, methods and forest management were acquired. Old company files of the British Yukon Navigation Company indicating steamer activities and " wood taken on board", various receipts, and dues were reviewed but due to the possibility of duplication were not considered as valid sources for volumes. For the general overview of the industry, other books, reports and historical sources were used. Relevant Yukon Archive and Dawson Museum photographs have been included in this report.

Additional information was obtained by personal communication with a number of individuals involved in logging, historical research or forest management.

4.2 QUALITY OF INFORMATION

In the process of compiling information, it was determined that there was a problem with quality and consistency of record keeping between various years and districts. It was necessary to spend many additional hours to correlate this data as accurately as possible. The main problems encountered with this information included:

Period Of Activity

Volumes were entered from the date of issue during the calendar year rather than the fiscal year. Often there were no date of returns or cancellations of permits indicated.

Authorized v.s Actual Cut

Over the years the recording of actual cuts varied and in most cases only volume information on authorized cuts was available. Actual cuts were recorded when stated, otherwise authorized cuts were used. This contributes to higher volumes harvested than what probably occurred.

Unit Types

There is inconsistency in units to document timber volumes. Since the early 1900's units have included feet of house logs, feet of manufacture lumber, board feet (BF), Foot Board Measure (FBM), or linear feet (LF). Logs harvested were entered as Logs - BF, Logs - FBM or Logs - LF. Building logs were recorded as BL-LF, or BL - FBM. Pieces included logs cut, piling, railroad ties, fenceposts, telephone poles, and slabs. These were indicated as Pieces - LF or Pieces - FBM. Pieces noted as stulls, cribbing and lagging were grouped as mining timbers. Cords specified as Dry or Green were noted as such, otherwise were recorded as Cords. The actual unit specified was used and there was no conversion of units.

Location Description

Descriptions for location of permits or timber berths were not always clearly defined. Volumes were put in the most accurate location as possible, in polygon, district, river or in Yukon general.

Issuance of Permits

Timber permits were sometimes issued in districts other than the district of issuance. Earlier records were issued by Subagencies and RNWMP posts, and from the Dawson and Whitehorse district. Separate records for the Resource Management Districts in most cases started in 1960.

Examples of Records

A few examples of records have been included in the text to illustrate the types of records available.

There are several sources on the construction of the Canol Project, however, there is little information on volumes of wood cut.

A number of files were reviewed at the Yukon Archives and the Alaska Highway Anniversary Commission for the Alaska Highway project. There was minimal volume information for timber reserve sites for Army camps in the Forest Resources ledgers. A description of materials for bridges and inspection reports was available from Archive File 1680 (Information Sources No. 27-30) but no actual volumes were indicated. A map from Forest Resources, noting the sawmills in operation along the Alaska Highway in 1943 was the best source of sawmill locations and manufactured volumes for the project.

There were approximately 175 articles, ledgers, files, books, reports and other documents reviewed for this project. These sources are presented in the Information Source Review in Table 13.

The Information Source Review list is organized to allow the identification of sources by subject. Several documents are listed more than once under the different subject headings. For example, certain documents are listed under "Government" and are also indicated in "Timber/Wood" as this is the Yukon Archives' subject listing.

Subject

- | | |
|--------------------|---------------|
| - Alaska Highway | - Rivers |
| - Canol Project | - Roads |
| - Forestry/Logging | - Sawmills |
| - Gold Rush | - Steamers |
| - Government | - Timber/Wood |
| - Railroads | - Trails |

Descriptor

A descriptor is noted for the main purpose or topic of the document.

Period

The date of publication or coverage of information.

Rating

A rating of each document is indicated on the relevancy of the information, based on a scale of one to four. Four asterisks denotes main information sources.

Title or Brief Description

The title of books and reports are indicated, where there was no title a brief description was given.

Author/Record

Author or organization names, and Yukon Archive record numbers.

Source

Location of document.

TABLE 13 INFORMATION SOURCE REVIEW**Explanation of Source Ratings**

- **** Main Sources Used
 *** Relevant Information and Photos
 ** Partial Information
 * Limited Information

SOURCE ABBREVIATIONS

- HwyAnnCm - Highways Anniversary Commission
 McMuseum - MacBride Museum, Whitehorse
 DwMuseum - Dawson Museum
 C&PLibraries - College & Public Libraries

Record # Abbreviations, Yukon Archives

- Gov - Government Files or Reports
 Pam - Pamphlets/Books/Reports
 MSS - Manuscripts
 COR - Corporate Record

SUBJECT	DESCRIPTOR	PERIOD	RATING	TITLE OR BRIEF DESCRIPTION	AUTHOR/RECORD #	SOURCE
Alaska Highway	Bibliography	1942-1982	**	A Partial Listing of Highway Literature - June 1982	Yukon Archives booklet	YArchives
Alaska Highway	Conditions	1947-1950	*	Letters regarding Alaska Highway conditions	Gov 1886	YArchives
Alaska Highway	Construction	1942	*	Corduroy road construction photos and notes	NY Times magazine	HwyAnnCm
Alaska Highway	Construction	1943	**	Alcan construction practises	Pam1943-14	YArchives
Alaska Highway	Construction	1943	**	Construction activities, Public Roads Administration	T.H. McDonald	HwyAnnCm
Alaska Highway	Construction	1944	**	Finishing the Alaska Highway	H. Richardson, Pam 1944-11	YArchives
Alaska Highway	Construction	1945	**	The Construction of the Alaska Highway	T.A. Huntley	HwyAnnCm
Alaska Highway	Construction	1974	*	Building the Long Road North	Harold Fryer, Pam 1974-24	YArchives
Alaska Highway	Descriptions	1944	*	Hitch-hiking the Alaska Highway	Gertrude Baskine	C&PLibraries
Alaska Highway	Descriptions	1945	*	Forest & Gardens along the Alaska Highway	Amer. Geo. Soc. of NY	HwyAnnCm
Alaska Highway	Haines Road	1944	**	Finishing the Alaska Highway	H. Richardson, Pam1944-11	YArchives
Alaska Highway	History	1943	**	Alaska Highway - An Engineering Epic	Froelich Rainey	HwyAnnCm
Alaska Highway	History	1943	*	History of the Whitehorse section of the Alcan Highway	US Army report	HwyAnnCm
Alaska Highway	History	1943	*	The Alcan Highway Story	C. Sturdevant, Pam 1943-10	YArchives
Alaska Highway	History	1944	**	Summary of activities, Alaska Highway	F.H.R. Jackson	HwyAnnCm
Alaska Highway	History	1985	**	The Alaska Highway - 40th Symposium	Kenneth Coates	C&PLibraries
Alaska Highway	History	1988	***	The Forgotten War, Volume Two	Stan Cohen	C&PLibraries
Alaska Highway	Map Record	1944	****	1943 Sawmill & Logging Operations - Alaska Hwy...	Dep. of Mines & Resources	ForestResources
Alaska Highway	Planning	1929-1943	*	Correspondence, wood site is noted	Gov 1679	YArchives
Alaska Highway	Records	1944	***	Alaska Military Hwy Inspection report # 8	Gov 1680	YArchives
Alaska Highway	Records	1944	***	Alaska Military Hwy Inspection Report # 9A	Gov 1680	YArchives
Alaska Highway	Records	1944	***	Alaska Military Highway Report 9B [bridges/culverts]	Gov 1680	YArchives
Alaska Highway	Records	1944	***	Alaska Military Highway Report 10&11 [Army Camps]	Gov 1680	YArchives
Alaska Highway	Records	1944	**	Alaska Military Highway Report 14 & 16 [bridge cond]	Gov 1680	YArchives
Alaska Highway	Records	1946-1951	****	Army/RCAF cutting reserve permits	Gov 1091	YArchives
Alaska Highway	Surveying	1942	**	Speeding up the Alaska Highway by Aerial Survey	R. Johnston, Pam1942-10	YArchives
Alaska Highway	Surveying	1969	**	Men & Meridians, Volume Three	Don Thomson	YArchives
Canol Project	History	1943	*	The Canol Project	O.B. Hopkins, Pam1943-20C	YArchives
Canol Project	History	1944	*	The Canol Project	G. Blanchet, Pam1944-05	YArchives
Canol Project	History	1945	**	Canol	Pam1945-21	YArchives
Canol Project	History	1945	**	The Canol Project	Richard Finnie	YArchives

Canol Project	History	1945	*	Canol, The Wars Epic Blunder	E.E. Harris, Pam1945-22	YArchives
Canol Project	History	1947	*	The Epic of Canol	R. Finnie, Pam1947-15	YArchives
Canol Project	History	1959	*	The Evolution of Canol	R. Finnie, Pam1959-06	YArchives
Canol Project	History	1970	*	The Canol Project, A Study in Emergency Planning	C.F. O'Brian, Pam1970-37	YArchives
Canol Project	History	1971	*	The Wells and Canol, A Visit After 25 Years	W.O. Kupsch, Pam1971-52	YArchives
Canol Project	History	1992	**	The Days of Oil [Canol Project]	Chuck Tobin	Whse Star
Canol Project	History	1990	***	A Walk on the Canol Road	S.R. Gage	C&PLibraries
Canol Project	River Route	1987	*	The South MacMillan Route, Yukon Territory	Karpes and Pugh	C&PLibraries
Canol Project	Surveying	1969	**	Men and Meridians, Volume 3	Don Thomson	YArchives
Forestry/Logging	Aboriginal	1950	*	Aboriginal Tree Falling	D. Leechman, Pam1950-018	YArchives
Forestry/Logging	Alaska history	1979	**	Forest History of Alaska	L. Rakestraw, Pam1979-134	YArchives
Forestry/Logging	History	1961	***	Lumbering in the Yukon	D.F. Merrill, Pam1961-06	YArchives
Forestry/Logging	History	1962	**	60 years of logging	A.A. Kerry	YArchives
Forestry/Logging	History	1968	*	Acorn Forest Products, company history	COR 177	YArchives
Forestry/Logging	Management	1964-1968	*	Forest and game management	Gov 2155	YArchives
Forestry/Logging	Management	1977	**	Forest Biology and Management in High Latitude ...	E. Nyland, Pam1977-191	YArchives
Forestry/Logging	Mayo Fire	1918	*	Letters regarding Mayo forest fire	Gov 1843	YArchives
Forestry/Logging	Overview	1945	**	Agriculture and Forests of Yukon Territory	Pam 1945-15	YArchives
Forestry/Logging	Overview	1950	**	Yukon Territory	D.Leechman, Pam1950-34C	YArchives
Forestry/Logging	Overview	1968	**	Yukon Territory	Yukon Gov. Pam 1968-44	YArchives
Forestry/Logging	Overview	1979	**	Logging in Northern Canada.	ESM Cons. Pam1979-382	YArchives
Forestry/Logging	Pelly Ranch	1985	*	The Colourful Five Per Cent, No. 2	Jim Robb	C&PLibraries
Forestry/Logging	Rafting	1899	**	Cordwood/raft tally sheets of J.C. Ratcliffe	Copy of Document	DwMuseum
Forestry/Logging	Rafting	1899	**	Listing of logs rafted down to Dawson	Copy of Document	DwMuseum
Forestry/Logging	Records	1900	**	Timber report	Department of Interior	YArchives
Forestry/Logging	Records	1957	**	Yukon Territory - selected field reports 1898 - 1933	H.S. Bostock	C&PLibraries
Forestry/Logging	Records	1967	*	Annual district report, insect pests	Pam 1967-107	YArchives
Forestry/Logging	Regulations	1954	***	Territorial Timber Regulations	Whitehorse Forest Res.	ForestResources
Forestry/Logging	Regulations	1962	***	Territorial Timber Regulations	Whitehorse Forest Res.	ForestResources
Forestry/Logging	Report	1988	****	The Forest Industry in the Economy of the Yukon.	Colin Heartwell	ForestResources
Forestry/Logging	Wood cutters	1985	*	The Colourful Five Per Cent, No. 1	Jim Robb	C&PLibraries
Gold Rush	Dawson	1988	**	Dawson City	Alaskan Geographic	C&PLibraries
Gold Rush	Dawson	1990	**	Queen City of the North: Dawson City	Stan Cohen	C&PLibraries
Gold Rush	Klondike	1977	*	The Streets Were Paved With Gold	Stan Cohen	C&PLibraries
Gold Rush	Klondike	1979	**	Trail of 42	Stan Cohen	C&PLibraries
Gold Rush	Klondike	1987	*	Klondike	Pierre Berton	C&PLibraries
Gold Rush	Map, Klondike	1913	**	Outline Map of the Dawson Mining District	Dept of Mines & Resources	Mayo M Rec.
Gold Rush	Map, Mayo	1905	**	Duncan Creek Mining District	Joseph Keele Report	Mayo M Rec.
Gold Rush	Yukon Ditch	1903	***	Getting Ditch Ready for Work	Dawson News article	DwMuseum
Gold Rush	Yukon Ditch	1909	***	The Yukon Ditch	T.A. Rickard	DwMuseum
Government	Annual Report	1895-1926	****			

Government	Annual Report	1936-1949	****	Department of Mines and Resources	Ottawa	ForestResources
Government	Annual Report	1949-1953	****	Department of Resources and Development	Ottawa	ForestResources
Government	Annual Report	1953-1979+	****	Department of Northern Affairs & National Resources	Ottawa	ForestResources
Government	Annual Report	1950-1979+	****	Canada Year Book	Ottawa	ForestResources
Government	Map Record	1914	****	Canadian Routes to the White River District	Geological Survey Canada	Mayo M Rec.
Government	Map Record	1944	****	1943 Sawmill & Logging Operations - Alaska Hwy...	Dep. of Mines & Resources	ForestResources
Government	Timber Record	1897-1905	**	Timber Permit Ledger	Gov 2090	YArchives
Government	Timber Record	1898-1935	***	Timber Berth Sites	Gov 1684	YArchives
Government	Timber Record	1899-1905	****	Timber Permits: Big Salmon and Yukon Rivers	Gov 2118	YArchives
Government	Timber Record	1899-1952	****	Tagish / Big Salmon timber files	Gov 1172	YArchives
Government	Timber Record	1935-1949	****	Timber Permits: Pelly, Stewart and Yukon Rivers	Gov 2091	YArchives
Government	Timber Record	1946-1951	****	Commercial timber permits and files	Gov 1091	YArchives
Government	Timber Record	1947-1962	****	Mayo Mining Recorder Ledger [MMR]	Mayo Mining Recorder	Mayo M Rec.
Government	Timber Record	1948-1970	****	Forestry files, Mayo Region [FFM]	Mayo RMO Office	Mayo RMO
Government	Timber Record	1948-1974	****	Forest Resources Volume, all districts [FRV]	Whitehorse Forest Res.	ForestResources
Government	Timber Record	1967-1976	****	Forest Resources Ledger, some districts [FRL]	Whitehorse Forest Res.	ForestResources
Railroads	Klondike	1903	*	Sawmill for Railroad	Dawson News article	DwMuseum
Railroads	Klondike	1977	*	The Streets Were Paved With Gold	Stan Cohen	C&PLibraries
Railroads	WP&YR	1960	*	Alaska's Railway Builder, Mike Henney	E.A. Herron	YArchives
Railroads	WP&YR	1987	***	The Whitepass: Gateway to the Yukon	Roy Minter	YArchives
Railroads	WP&YR	1991	**	Frontier Days in the Yukon	Garnet Basque	C&PLibraries
River, Big Salmon	Maps/Notes	1983	*	The Big Salmon River, Quiet Lake to Yukon River	Karpes & Pugh Company	C&PLibraries
River, Nisutlin	Maps/Notes	1982	*	The Nisutlin River, South Canol to Teslin	Karpes & Pugh Company	C&PLibraries
River, Stewart	Channel Charts	1940-1950	****	Stewart River strip maps and charts	Replica of original maps	McMuseum
River, Teslin	Maps/Notes	1981	*	The Teslin River, Johnson's Crossing to Hootalingua	Karpes & Pugh Company	C&PLibraries
River, Yukon	Channel Charts	1940-1950	****	Yukon River strip maps and charts	Replica of Original Maps	McMuseum
River, Yukon	Channel Charts	1980	****	Yukon River Channel Charts	Bruce Batchelor	C&PLibraries
River, Yukon	History	No Date	**	Yukon River, the 30 mile section	Yukon Government	Yukon Gov
River, Yukon	History	1978	*	Yukon River Corridor: historic themes and sites	Pam 1978-69	YArchives
River, Yukon	History	1983	****	Yukon River Aural History Project	Helen Dobrowolsky	YArchives
River, Yukon	History	1987	****	The Upper Yukon Basin [wood camps noted]	Alaskan Geographic	C&PLibraries
River, Yukon	History	1988	**	Fort Selkirk Bibliography	Helen Dobrowolsky	Yukon Gov
River, Yukon	Maps/Notes	1985	****	The Yukon River From Marsh Lake to Circle City	Mike Rourke	C&PLibraries
River, Yukon	Maps/Notes	1989	****	The Upper Yukon River: Carmacks to Dawson	Karpes & Pugh Company	C&PLibraries
River, Yukon	Maps/Notes	1989	****	The Upper Yukon River: Whitehorse to Carmacks	Karpes & Pugh Company	C&PLibraries
River, Yukon	River Guide	1975	*	A Boaters Guide to the Yukon River	Pam 1975-64	YArchives
Roads	History	1980	**	Yukon Places and Names	R.C. Coutts	C&PLibraries
Roads	History	1981	*	The Development and Structure of the Settlement ...	Frank Duerden	C&PLibraries
Roads	Overview	1989	**	Milepost Magazine	Alaska Northwest	C&PLibraries
Roads	Report	1967	*	Northern Roads Fact Finding Commission	DIAND	YArchives
Roads - bridges	Nordenskold	1904	*	Nordenskold River bridge replacement	Gov 1912	YArchives

Roads - Dawson	Map	1914	**	Canadian Routes to the White River District	Geological Survey Canada	Mayo M Rec.
Roads - Hwys	Overview	1989	**	Opening dates of Yukon highways	Yukon Education letter	Yukon Gov
Sawmills	Dawson	1900	***	Joseph Ladue Story	Dawson Museum fact sheet	DwMuseum
Sawmills	Dawson	1901	***	The Yukon Sawmill Company	Dawson Museum fact sheet	DwMuseum
Sawmills	Dawson History	1901	**	Description of Martha Black's sawmill	MSS 97	YArchives
Sawmills	Dawson History	1989	*	Klondike Women, tales of the Klondike	Melanie Mayer	C&PLibraries
Sawmills	Mayo Area	1906	**	Mayo sawmill return	Gov 1636	YArchives
Sawmills	Records	1949-1968	****	Work diaries of J. McKenzie, Mayo, Teslin, Haines Rd	MSS 45	YArchives
Sawmills	Records	1899	**	Yukon Hotel lumber order to Klondike Mill Company	Copy of Document	DwMuseum
Sawmills	Whitehorse	1910-1923	**	R.C. Richards sawmill on Whitehorse waterfront	Gov 1961	YArchives
Steamers	BYNC info	1960	**	Information on Ships Owned by the BYNCo	Roy Minter	YArchives
Steamers	History	1972	**	Paddlewheelers on the Frontier	Art Downs	C&PLibraries
Steamers	History	1977	*	The Streets Were Paved With Gold	Stan Cohen	C&PLibraries
Steamers	History	1982	**	Yukon River Steamboats	Stan Cohen	C&PLibraries
Steamers	History	1985	**	Frontier Days in the Yukon	Garnet Basque	C&PLibraries
Steamers	History	1992	**	Yukon Riverboats had Many Uses	Yukon News Article	Yukon News
Steamers	History	1992	*	BC/Yukon Sternwheeler Steamers	Art Downs	C&PLibraries
Steamers	Keno	1983	***	SS Keno National Historic Site	Canadian Parks Service	Dept of Env.
Steamers	Klondike	1992	***	SS Klondike National Historic Site	Canadian Parks Service	Dept of Env.
Steamers	Map	No Date	**	Yukon River steamer routes	Yukon Archives	YArchives
Steamers	Map	1914	**	Canadian Routes to the White River District	Geological Survey Canada	Mayo M Rec.
Steamers	Mayo Area	1990	**	Gold and Galena	Mayo Historical Society	C&PLibraries
Steamers	Records	1898-1903	***	Cordwood taken on board, BYNCo	Gov 1683	YArchives
Steamers	Records	1899-1935	***	Steamer cordwood sites and numbers	Gov 1684	YArchives
Steamers	Records	1901	*	Steamer Islander sinking in Juneau	Gov 1623	YArchives
Steamers	Records	1903-1910	*	Steamer Vidette	Gov 1636	YArchives
Steamers	Records	1905-1913	*	Steamer use on White, Pelly & Stewart Rivers	Gov 1642	YArchives
Steamers	Records	1909-1930	**	Steamer tax receipts	Gov 1843	YArchives
Steamers	Records	1910	*	Steamer Casca quarantine	Gov 1648	YArchives
Steamers	Records	1918-1919	*	Steamer Sophia wreck	Gov 1660	YArchives
Steamers	Records	1927-1947	*	Steamer inspections at Customs	Gov 1679	YArchives
Steamers	Records	1907	*	Steamer activities and billing	Gov 1644	YArchives
Steamers	Report	No Date	*	Steamer Keno, report	Dawson Museum report	DwMuseum
Steamers	WP&YR	1919/1936	**	Log books of Steamer Nisutlin	COR 738	YArchives
Steamers	WP&YR	1951-1955	**	Ledgers of Steamer Tutshi	COR 750	YArchives
Steamers	WP&YR	1951-1955	*	General Records and Reports of Steamers	COR 882	YArchives
Steamers	WP&YR	1916	**	Cordwood cutter records	COR 754	YArchives
Steamers	WP&YR	1980	**	Whitepass & Yukon Route	Stan Cohen	C&PLibraries
Timber/wood	Dawson	1903	***	Timber Open To All Mines	Dawson News article	DwMuseum
Timber/wood	Dawson	1947-1948	***	Cordwood receipts for Flat, Galena and Rock Creeks	Gov 1940	YArchives

Timber/wood	Early Records	1973	****	A History of the Use of Wood in Yukon to 1903	Margaret Carter	Yukon Gov
Timber/wood	Miscellaneous	1949-1954	**	Lands Agent letters	Gov 1971	YArchives
Timber/wood	Miscellaneous	1959-1961	**	Lands Agent letters	Gov 1971	YArchives
Timber/wood	Records	1900-1904	**	Timber & Lands Files [MacMillan River]	Gov 1621	YArchives
Timber/wood	Records	1900-1907	**	Tagish Lake activities	Gov 2078	YArchives
Timber/wood	Records	1913-1932	**	Department of the Interior Forestry correspondence	Gov 1655	YArchives
Timber/wood	Records	1914-1927	**	Dawson wood sale records	Gov 2127	YArchives
Timber/wood	Records	1941	**	John Sipkus timber berths in the Dawson area	Gov 2041	YArchives
Timber/wood	Records	1953	*	Cordwood used at Whitehorse school	Gov 1942	YArchives
Timber/wood	Roadhouses	1910	*	Wood used by roadhouses	Gov 2044	YArchives
Timber/wood	Timber Record	1897-1905	**	Timber permit ledger	Gov 2090	YArchives
Timber/wood	Timber Record	1898-1903	**	Applications for Timber Berths	Gov 2099	YArchives
Timber/wood	Timber Record	1898-1935	***	Timber berth sites	Gov 1684	YArchives
Timber/wood	Timber Record	1899-1905	****	Timber Permits: Big Salmon and Yukon Rivers	Gov 2118	YArchives
Timber/wood	Timber Record	1910-1914	**	Timber inspection reports	Gov 1649	YArchives
Timber/wood	Timber Record	1931-1946	**	Miscellaneous Revenue Ledger	Gov 2122	YArchives
Timber/wood	Timber Record	1935-1949	****	Timber Permits: Pelly, Stewart and Yukon Rivers	Gov 2091	YArchives
Timber/wood	Timber Record	1940-1948	**	Timber records	Gov 1937	YArchives
Trails - Chilkoot	History	1977	*	The Streets Were Paved With Gold	Stan Cohen	C&PLibraries
Trails - Chilkoot	History	1989	*	Klondike Women, tales of the Klondike	Melanie Mayer	C&PLibraries
Trails - Dalton	History	1985	**	Dalton Trail Bibliography	Yukon Education	YArchives
Trails - Dalton	History	1985	**	Frontier Days in the Yukon	Garnet Basque	C&PLibraries

PERSONAL COMMUNICATIONS

Canol Project	Wood Cutting	1992		Ross River Wood cutters	Angela Wheelock	YArchives
Forestry/Logging	Gov. Reports	1992		Historical Report Sources	Dave Neufeld	GovHistorian
Forestry/Logging	Mayo Area	1992		Methods of logging in the Mayo area	Wilf Tuck & Gordon Burns	Logger - Mayo
Forestry/Logging	Mayo Area	1992		Methods of logging in the Mayo area	Wilfred & Jean Gordon	Logger - Mayo
Forestry/Logging	Raft use	1993		Rafting [log] records from Dawson	Leslie Piercy, Dawson	DwMuseum
Gold Rush	Dawson History	1992		Yukon Ditch information from Dawson	Barbara Hogan, Dawson	DwMuseum
Gold Rush	Dawson History	1992		Dawson logging information	Dawn Mitchel, Dawson	DwMuseum
Gold Rush	Dawson History	1992		Dawson Museum records	Jane Fraser, Dawson	DwMuseum
River, Yukon/Stew.	Strip Maps	1992		Yukon and Stewart River strip maps	Joanne Meehan	McMuseum
Steamers	Overview	1992		Steamer/Woodcamps, Aural History review	Helen Dobrowolsky	Consultant
Forestry/Logging	RMO Officers	1992		Logging Records in District Offices	All Districts	Officers
Railroad/Steamers	WP&YR	1992		Steamer and Railroad Corporate Wood Records	Ken Steele	Whitepass

4.3 SOURCES USED IN DATABASE/REPORT

Table 14 indicates the information sources used in the report and database. This is a condensed version of the Information Source Review list. In the "Rating" column, four asterisks indicates a main source and three asterisks denotes an important source used in the database and report. All other descriptors remain the same except for the omission of the " Source" column and the addition of two columns as follows:

No.

The information source number for each document used in the report.

Use

The use of the document within the report or database; Overview, Transportation, General, Commercial, Project, Methods, and Management.

The available information was summarized into five separate databases; Transportation, General, Commercial Timber Berths 1898 - 1913, Commercial Timber Berths 1947 -1970, and Annual Reports.

Transportation Database

1899 - 1949 - Annual Timber Reports, Archive Files, Historical Reports: Transportation Activities - Rivers/Roads/Trails
Cordwood volumes for general and commercial logging from 1899 related to steamer, settlement, and mining activities along rivers, early winter roads and trails.

TABLE 15: SOURCES FOR TRANSPORTATION DATABASE

<u>Source No.</u>	<u>Archive File No.</u>	<u>Description</u>
13.	Gov 1172	- Tagish, Big Salmon Timber Files 1899-1952
14.	Gov 1091	- Commercial/General Timber Files 1946-1951
25.	Gov 2118	- Yukon River Timber Permits 1899-1905
26.	Gov 2091	- Yukon, Pelly, Stewart River 1935-1949 Timber Files
45.	Gov 1684	- Steamer Activities, Yukon River 1900-1935
46.	" "	- Timber Berth files, Rivers 1898-1935

See: TranspT Database Files

General Database

The General Activities database represents data collected from government documents recorded between 1947 to 1970. This information was acquired from the Forest Resource Volume, (FRV), the Forest Resources Ledger (FRL), and the Mayo Mining Ledger. Files from the Mayo RMO Office were valuable for timber return information and cross referencing.

General Activities in this time period included primarily harvesting for fuelwood, building logs, or manufactured lumber. This database does not include commercial timber berths or sawmill

TABLE 14 INFORMATION SOURCES USED IN REPORT AND DATABASE**Explanation of Source Ratings**

**** Main Sources Used

*** Relevant Information and Photos

RECORD # ABBREVIATIONS

Gov - Government Report or Files from Yukon Archives

Pam - Pamphlets, Reports and Books from Yukon Archives

MSS - Manuscripts from Yukon Archives

No.	USE	SUBJECT	DESCRIPTOR	PERIOD	RATING	TITLE OR BRIEF DESCRIPTION	AUTHOR/RECORD #
1	Project	Alaska Highway	Map Record	1944	****	1943 Sawmill & Logging Operations - Alaska Hwy...	Dep. of Mines & Resources
2	Overview	Forestry/Logging	Report	1988	****	The Forest Industry in the Economy of the Yukon	Colin Heartwell
3	Overview	Government	Annual Report	1885-1936	****	Department of the Interior Annual Reports	Ottawa
4	Overview	Government	Annual Report	1936-1949	****	Department of Mines and Resources	Ottawa
5	Overview	Government	Annual Report	1949-1953	****	Department of Resources and Development	Ottawa
6	Overview	Government	Annual Report	1950-1979+	****	Canada Year Book	Ottawa
7	Overview	Government	Annual Report	1953-1979+	****	Department of Northern Affairs & National Resources	Ottawa
8	Overview	Government	Map Record	1914	****	Canadian Routes to the White River District	Geological Survey Canada
9	Gen/Comm.	Government	Timber Record	1967-1976	****	Forest Resources Ledger, some districts [FRL]	Whitehorse Forest Res.
10	Gen/Comm.	Government	Timber Record	1948-1974	****	Forest Resources Volume, all districts [FRV]	Whitehorse Forest Res.
11	Commercial	Government	Timber Record	1948-1970	****	Forestry files, Mayo Region [FFM]	Mayo RMO Office
12	Gen/Comm.	Government	Timber Record	1947-1962	****	Mayo Mining Recorder Ledger [MMR]	Mayo Mining Recorder
13	Transport.	Government	Timber Record	1899-1952	****	Tagish / Big Salmon timber files	Gov 1172
14	Gen/Comm.	Government	Records	1946-1951	****	Commercial timber permits and files	Gov 1091
15	Overview	River, Stewart	Channel Charts	1940-1950	****	Stewart River strip maps and charts	MacBride Museum
16	Overview	River, Yukon	Channel Charts	1940-1950	****	Yukon River strip maps and charts	MacBride Museum
17	Overview	River, Yukon	Channel Charts	1980	****	Yukon River Channel Charts	Bruce Batchelor
18	Overview	River, Yukon	History	1987	****	The Upper Yukon Basin [wood camps noted]	Alaskan Geographic
19	Overview	River, Yukon	History	1983	****	Yukon River Aural History Project.	Helen Dobrowolsky
20	Overview	River, Yukon	Maps/Notes	1985	****	The Yukon River from Marsh Lake to Circle City	Mike Rourke
21	Overview	River, Yukon	Maps/Notes	1989	****	The Upper Yukon River: Carmacks to Dawson	Karpes & Pugh Company
22	Overview	River, Yukon	Maps/Notes	1989	****	The Upper Yukon River: Whitehorse to Carmacks	Karpes & Pugh Company
23	Methods	Sawmills	Records	1949-1968	****	Work diaries of J. McKenzie, Mayo, Teslin, HainesRd	MSS 45
24	Trans/Comm.	Timber/wood	Early Records	1973	****	A History of the Use of Wood in Yukon to 1903	Margaret Carter
25	Transport.	Timber/wood	Timber Record	1899-1905	****	Timber Permits: Big Salmon and Yukon Rivers	Gov 2118
26	Transport.	Timber/wood	Timber Record	1935-1949	****	Timber Permits: Pelly, Stewart and Yukon Rivers	Gov 2091

USE	SUBJECT	DESCRIPTOR	PERIOD	RATING	TITLE OR BRIEF DESCRIPTION	AUTHOR/RECORD #	
27	Project	Alaska Highway	Records	1944	***	Alaska Military Highway Inspection Report #8	Gov 1680
28	Project	Alaska Highway	Records	1944	***	Alaska Military Highway Inspection Report #9A	Gov 1680
29	Project	Alaska Highway	Records	1944	***	Alaska Military Highway Report 9B [bridges/culverts]	Gov 1680
30	Project	Alaska Highway	Records	1944	***	Alaska Military Highway Report 10 & 11 [Army Camps]	Gov 1680
31	Project	Alaska Highway	History	1988	***	The Forgotten War, Volume Two	Stan Cohen
32	Project	Canol Project	History	1990	***	A Walk on the Canol Road	S.R. Gage
33	Overview	Forestry/Logging	History	1961	***	Lumbering in the Yukon	D.F. Merrill, Pam1961-06
34	Management	Forestry/Logging	Regulations	1954	***	Territorial Timber Regulations	Whitehorse Forest Res.
35	Management	Forestry/Logging	Regulations	1962	***	Territorial Timber Regulations	Whitehorse Forest Res.
36	Project	Gold Rush	Yukon Ditch	1903	***	Getting Ditch Ready for Work	Dawson News article
37	Project	Gold Rush	Yukon Ditch	1909	***	The Yukon Ditch	T.A. Rickard
38	Overview	Government	Road/Trail Map	1914	***	Canadian Routes to the White River District	Geological Survey Canada
39	Overview	Railroads	WP&YR	1987	***	The Whitepass: Gateway to the Klondike	Roy Minter
40	Overview	Sawmills	Dawson	1900	***	Joseph Ladue Story	Dawson Museum fact sheet
41	Overview	Sawmills	Dawson	1901	***	The Yukon Sawmill Company	Dawson Museum fact sheet
42	Overview	Steamers	Keno	1983	***	SS Keno National Historic Site	Canadian Parks Service
43	Overview	Steamers	Klondike	1992	***	SS Klondike National Historic Site	Canadian Parks Service
44	Overview	Steamers	Records	1898-1903	***	Cordwood Taken on Board, BYNCo	Gov 1683
45	Overview	Steamers	Records	1900-1935	***	Steamer cordwood sites and numbers	Gov 1684
46	Overview	Timber/wood	Timber Record	1898-1935	***	Timber berth sites	Gov 1684
47	Management	Timber/wood	Dawson	1903	***	Timber Open to All Mines	Dawson News article
48	Transport.	Timber/wood	Dawson	1947-1948	***	Cordwood receipts for Flat, Galena and Rock Creeks	Gov 1940

returns. Unit types recorded include: Cordwood, dry or green, Logs, manufactured FBM or LF, Round Timber, Building Logs, and Pieces (Railroad ties, Fenceposts, Telephone Poles, Piling, Slabs, Mining Timbers (stulls, cribbing & lagging)).

TABLE 16: SOURCES FOR GENERAL DATABASE

Source No. - Government Document

9. Forest Resources Ledger (FRL) - 1967 - 1976
 - Old Crow, Ross River, Beaver Creek
 - Commercial Berths - #517Y, 535Y - 538Y
10. Forest Resources Volume (FRV) - 1948 - 1974
 - Most Districts General Volumes
 - All Districts Commercial Berth #175 - 538Y
12. Mayo Mining Recorder Ledger (MMR) 1947 - 1962
 - General and Commercial Activities

Records of general logging activities from April 1947 to December 1970 were obtained from the above ledgers. The most accurate for volumes and location was the Forest Resources Volume.

Date of issue has been used rather than date of returns due to the inconsistency of the latter, especially after 1960, with few returns. Each of the ten logging districts varied with date of returns, expiry dates of permits being used instead in some cases. Since date of issue has been recorded to the end of 1970, some of the volumes indicated may have been cut in 1971.

In the General database, actual cuts when stated were recorded, otherwise authorized cuts were used.

From April 1947 to May 1950, general logging activities were only available for the Mayo district. Volumes were obtained for April 1947 to May 1948 with authorized cuts being provided from the Mayo Mining Ledger. May 1948 to May 1950 actual cuts were used from the Forestry Resource Volume. Locations of logging from both ledgers were available and were recorded in the appropriate figure and polygon. No commercial cuttings if stated as such, either as a commercial timber permit or as a Timber Berth, have been included.

From May 1950 - November 1953, records were available for the Yukon Territory under Whitehorse General with the Mayo district as a separate section. The former was recorded with Limit # only and no location, hence it was difficult to ascertain where logging activities occurred during this period. However, returns for logging activities were accurately recorded and actual cuts were obtained. Mayo from 1952, had sporadic locations indicated, and in some cases were noted as 8-C-N, 12A-B-C-D-N-N, as a location description. The volumes for these obscure location descriptions were entered as Mayo General (MAYG) in the database. Communication with forestry personnel were not able to explain these notations.

In December 1953, volumes were indicated under Whitehorse General and included Watson Lake, Teslin, Tagish, Laberge, Haines Junction,

Beaver Creek and Carmacks. Mayo was in a separate district and no records were available for Dawson/Old Crow and Ross River.

In 1960, in the Forest Resources Volume there was separate sections for volumes for each of the RMO districts with the exception of Mayo (presented in the Mayo Mining Recorder Ledger until 1962), and Ross River and Old Crow, of which there were no records.

January 1960 - Whitehorse North (Laberge)
January 1960 - Whitehorse South (Tagish)
January 1960 - Watson Lake
March 1960 - Teslin
April 1960 - Haines Junction
September 1960 - Beaver Creek
October 1960 - Carmacks
October 1960 - Dawson

Volume information for Ross River was found in the Forest Resources Ledger only from May 1966 - December 1970. In this ledger volumes for Old Crow were included from September 1967 - March 1970. No other volumes were located for Old Crow. In the Forest Resources Ledger, volumes for Beaver Creek were also presented from August - September 1970.

See: General Database Files

Commercial Database

Two commercial timber berth databases were created listing timber berths, associated activity, location in polygon and district. Commercial activities were recorded by different notation techniques on the amounts and types of logs cut, and sawn lumber. The period of activity and location of commercial berths was not always clearly defined. A common volume unit was difficult to determine and therefore, it was decided that volumes on commercial timber berths would not be compiled for this project. Timber returns indicated manufactured lumber - LF and FBM, logs harvested, cordwood, round timber, mining timber and pieces. This information was designated as to the type of activity on the database. There were no accurate records of commercial berths available between 1913 - 1947.

Commercial Berths (1898 - 1913)

The timber berths presented in Appendix G of Margaret Carter's "A History of the Use of Wood to 1903" was the major source of commercial berths from 1898 - 1903. Reports from Archive files provided additional information, up to 1913. The date of operation is to the last date found in the records for each timber berth. Associated sawmills with timber berths are indicated.

TABLE 17: SOURCES FOR COMMERCIAL BERTHS (1898-1913) DATABASE

<u>Source No.</u>	<u>Document</u>
13.	Gov 1172 - Tagish, Big Salmon Timber Files 1899-1952
24.	A History of the Use of Wood to 1903, Margaret Carter
25.	Gov 2118 - Yukon River Timber Permits 1899-1905
45.	Gov 1684 - Steamer Activities, Yukon River 1900-1935
46.	Gov 1684 - Timber berth files, Rivers 1898-1935

See: BerthMa Database Files

Commercial Berths (1948 - 1970)

All commercial timber berth sites from 1948 to 1970 are listed. The type of activity was recorded as stated, logs cut, manufactured LF or FBM, cordwood cut, mining timber or pieces. The period of activity is from date of issue to date of the last return found in the records.

TABLE 18: SOURCES FOR COMMERCIAL BERTHS (1947-1970) DATABASE

<u>Sources No. - Document</u>	
9,10,12.	Documents indicated in General section.
11.	Forestry Files - Mayo (FFM) - 1948 - 1970 - Commercial Timber Berth Returns
14.	Gov 1091 - Commercial/General Timber Files 1946-1951

See: BerthCS Database Files

Project Activities

Four major projects have been described in the report but due to limited volume information a separate database was not compiled. Volume information was presented where available in Section 3.0.

TABLE 19: SOURCES FOR PROJECT ACTIVITIES

Railroads

Whitepass & Yukon Route; Klondike Mines Railroad	
Source No. 31	The Forgotten War, Vol.2, Stan Cohen
Source No. 39	The Whitepass, Gateway to the Klondike, R.Minter

Yukon Ditch

Source No. 3	Dept of Interior Annual Reports (1907)
Source No. 36	Getting Ditch Ready for Work, Dawson News (1903)
Source No. 37	The Yukon Ditch, T.A. Rickard (1909)

Alaska Highway

Source No. 1	1943 Sawmill Operations - Alaska Hwy - Map
Source No. 4	Dept of Mines & Resources Annual Report(1943)
Source No. 10	Forest Resource Volume (FRV), 1948 - 1974
Source No. 27-31	Inspection Reports and Books - Alaska Hwy

Canol Project

Source No. 32	A Walk on the Canol Road, S.R.Gage
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Annual Reports Review

These records include all Annual Reports available at the Forest Resources library, covering most years from 1887 to 1970.

TABLE 20: SOURCES FOR ANNUAL REPORTS REVIEW

Source No. - Document

2. The Forest Industry in the Economy of the Yukon
3. Dept. of Interior Annual Reports 1885-1936
4. Dept. of Mines & Resources Annual Reports 1936-1949
5. Dept. of Resources & Development Annual Reports 1949-1953
6. Canada Year Book Annual Reports 1950-1979+.
7. Dept of Northern Affairs & National Resources 1953-1979+.

Volume information given varied in presentation and coverage. Most years were a compilation of general, commercial activities and volume information. A brief description of the information and coverage/year is presented in Table 21.

TABLE 21: COVERAGE OF ANNUAL REPORTS

1896-1899	No volumes.
1900-1904	General Volumes from Subagencies: 40 Mile, Dawson, Stewart, Fort Selkirk, Whitehorse.
1905-1909	General & Commercial Volumes - Dawson Only
1910	No Records
1911	General & Commercial Volumes - Yukon Only
1912	No Volumes
1913	No Records
1914-1915	General & Commercial Volumes - Yukon Only
1916-1920	General & Commercial Volumes - Dawson & Yukon
1921	No Records
1922	General & Commercial Volumes - Dawson Only
1923-1934	General & Commercial Volumes - Yukon Only
1935-1947	General Volumes - Yukon Only
1948-1961	General & Commercial Volumes - Yukon Only
1962-1970	Volume Information combined with N.W.T.

Annual Report Database

The presentation of information was not clearly defined as general or commercial activities and had varying units of measurement. Volumes were put into the appropriate area; as general, commercial or as a project for the entire Yukon or Dawson, as defined. Volume information is recorded for the beginning year in which the activity occurred, ie. the fiscal year 1899/1900 was recorded as 1899. The Annual Report Database file includes a summary of Annual Reports from 1900 - 1961. No information was recorded after 1961 as volume figures were combined with the Northwest Territories.

See: AnnRepl Database files

EXAMPLE 6: BRITISH YUKON NAVIGATION COMPANY FUEL REPORT - 1902

Form 34 3-14-1902

617V

The British Yukon Navigation Co., Ltd.

GOVERNMENT FUEL REPORT

Steamer *Lanlon*

Wood taken during Trip No. *18*

NORTH
SOUTH

Ending *Oct 25th* 1902.

DATE	LOCATION	NAME	No. of Permit	No. of Timber Berth	No. of Cords Taken
<i>Oct 21</i>	<i>Reindeer</i>	<i>T. E. Keeler</i>	<i>1466</i>	<i>255</i>	<i>3 1/2</i>
<i>22</i>	<i>6 Below Stewart</i>	<i>J. O'Haring</i>	<i>2219</i>	<i>349</i>	<i>9</i>
<i>"</i>	<i>1/2 Ab. Scow Island</i>	<i>Conley & Co.</i>	<i>1085</i>	<i>243</i>	<i>5</i>
<i>"</i>	<i>White River</i>	<i>Mr. Macdonald</i>		<i>242 52</i>	<i>4</i>
<i>"</i>	<i>3 Bel. Kirkman</i>	<i>H. S. Hulster</i>	<i>1118</i>	<i>338</i>	<i>8</i>
<i>23</i>	<i>Selkirk</i>	<i>J. J. Campbell</i>		<i>224 3</i>	<i>6</i>
<i>"</i>	<i>Pilot Island</i>	<i>Mr. Whyte Purchase</i>		<i>227</i>	<i>6</i>
<i>"</i>	<i>Bel. Hutshiku</i>	<i>Ed Blomin</i>	<i>4654</i>	<i>215</i>	<i>7</i>
<i>"</i>	<i>2 Ab. 5 Fringe</i>	<i>Evo Leenkrecht</i>	<i>1287</i>	<i>210</i>	<i>6</i>
<i>24</i>	<i>1 " Jantala</i>	<i>Com B of C</i>		<i>206</i>	<i>8</i>
<i>"</i>	<i>14 Bel. B. Salmon</i>	<i>R. J. McDonald</i>	<i>4655</i>	<i>197</i>	<i>12</i>
<i>24</i>	<i>6 " Hotaling</i>	<i>M. J. Clethero</i>	<i>4646</i>	<i>191</i>	<i>7 1/2</i>
<i>25</i>	<i>10 down 30 mile</i>	<i>Mr. Stephenson</i>		<i>186</i>	<i>7 1/2</i>
<i>"</i>	<i>7 below White Horse</i>	<i>F. Lopez</i>	<i>3002</i>	<i>178</i>	<i>10</i>
TOTALS.					<i>99 1/2</i>

Signed

A. H. Haynes

Purser.

EXAMPLE 7: GOVERNMENT FUELWOOD REPORT - 1909 -1910

Y U K O N A B O V E S E L K I R K

Permit	Date Issuance	Name	Quantity	Location
1227	2 Feb 10	Geo. Grenier	{ 200 200	On Island 1 mile above Selkirk L.L. Lewes Riv. 29 miles above Selkirk
2751	20 Apl 10	do	50	do do
2772	23 Jun 10	Thos. Bee	100	L.L. Lewes Riv. in the vicinity of Carmacks
2776	21 Jul 10	Geo. Scott	50	do 15 miles below Lake Labarge
2785	13 Aug 10	H. F. Miller	300	R.L. Lewes Riv. 1 mile above Minto Roadhouse
2786	" " "	do	200	do 1 mile below McCabes wood camp
2797	15 Sep 10	E. Menard	200	L.L. Lewes Riv. 5 miles above Minto
2798	16 Sep 10	E. W. Reynolds	125	Both limits of Lewes Riv. 3 1/2 miles abv. Five Finger
2799	" " "	R. Bayer	700	do 18 miles bel. Hootalinqua
2812	7 Oct 10	S. Myers	190	do 15 miles abv. Carmacks
2813	8 " "	B. A. Hendrickson	300	do 8 miles bel. Big Salmon
2814	12 " "	Geo. Grenier	200	L.L. Lewes Riv. 7 miles above Minto
2777	21 Jul 10	B. A. Hendrickson	403	do about 10 miles below Big Salmon Riv
1248	14 Apl 10	Geo. Grenier	200	do 7 miles above Minto
1204	6 Oct 09	R. Bayer	600	V.L. 300 cds. 21 miles bel. Hootalinqua & 300 cds. 12 miles bel. Hootalinqua on both limits.
1168	22 Jun 09	Taylor & Drury	200	R.L. Little Salmon one mile up on same

EXAMPLE 8: GOVERNMENT REPORT - DAWSON - 1913

TIMBER AND WOOD CUT DURING THE FISCAL YEAR

ENDING MARCH 31st, 1913.

Timber reported on permits and wood cut without authority

YUKON RIVER		WOOD	SAW TIMBER	HOUSE LOGS
DAWSON	Dawson to Boundary	1086		
YR DAWSON	Dawson to Stewart	947		3500
YR/ DAWSON	Stewart to Selkirk	2495	51962	3000
YR CARNIKES	Selkirk to Little Salmon	2530		
YR LABARGE	Little Salmon to Labarge	1478		
DAWSON G2B	Forty Mile River	60		
YR G1A	Durkee Ck. (Trib. of Yukon River about 9 miles below Dawson L.L.)	25		
YR/DAWSON G1A	Cameron Ck. (Trib. of Yukon River about 8 miles below Dawson R.L.)	17		
G1A	Quebec Ck. (Trib. of Yukon River about 9 miles below Dawson L.L.)	300		
G1A	Reliable Ck. (Trib. of Yukon River about 6 miles below Dawson R.L.)	400		
G1A	No Name Ck. (Trib. of Yukon River about 5 miles below Dawson R.L.)	400		
G1A	Clear Ck. (Trib. of Yukon River about 4 miles below Dawson, R.L.)	350		
G1A	Meesehide Ck. (Trib. of Yukon River about 2½ miles below Dawson B.L.)	1844		
G1A	Deadwood Ck. (Trib. of Yukon River about 4 miles below Dawson L.L.)	280		
G1E	Dawson Gulch (Opposite Dawson)	88		
G1D	Sunnydale Gulch (Trib. of Yukon River about 2½ miles above Dawson L.L.)	83		
G0A	Dion Gulch (Trib. of Yukon River about 2½ miles above Dawson R.L.)	40		
G0A	O.K. Creek (Trib. of Yukon River about 3 miles above Dawson L.L.)	545		
G0A	Swede Ck. (Trib. of Yukon River about 5 miles above Dawson L.L.)	2600		3000
G0A	Eaker Ck. (Trib. of Yukon River about 4 miles above Dawson R.L.)	300		
G0A	Bryant Ck. (Trib. of Yukon River about 3½ miles above Dawson R.L.)	275		
G0A	Indian Ck. (Trib. of Yukon River about 29 miles above Dawson L.L.)	230		

	WOOD	SAW TIMBER	HOUSE LOGS
6A Meacham Ck. (Trib. of Yukon River about 30 miles above Dawson L.L.)	400		
6SA Britannia Ck. (Trib. of Yukon River about 15 miles above Coffee Ck. L.L.)	564		
6B White River	1082	5000	2500
6B Sixty Mile River	423	3000	
SR6A Stewart River	1546	3000	5220
MMND GEN Mayo River	20		
KR6A Klondike River	805		2000
6B Bonanza Creek	30		
6D Munker Creek	155		
6B Quarta Creek	30		
6B Sulphur Creek	42		
6B Dominion Creek	170		
	21,740	89,962	19,220

Timber cut on Timber Berths, used for Domestic purposes.

No. of Berth	Wood	Saw Timber
40E 3	100	
41A 32	125	
SRG. 37	150	
56A 52	142	
55A 54	50	
YRGEN 106	200	
YRGEN 123	500	
53A 125	332	
53A 126	925	
KRG 129	1213	
7 144	257	
GEN ? 152	29	
" ? 153	572	
61A 133	84	
55A 31		
	4,679	21,695

61A Quebec Creek. Railroad Ties 1825
 Timber reported on Permits and wood out without authority.

Timber reported out on Timber Berths, used for Mining purposes. (3)

No. of Berth	Wood	Saw Timber	House Logs L. ft.	Power Line Poles L. ft.
6A 52				12750
RG. 129	2420			
RG 127	150			
64A 122 ✓	4755	28594		
KRG 116 ✓	2300			
KRG 118 ✓			8360	
DAWSON GEN? 143 ✓	1152			
64A 120 ✓	1437	75000		
64A 119 ✓	494			
KRG 117 ✓	475			
64A 121 ✓	1552	40000		
	14,735	143594 ✓	8360 L. ft.	12750 L. ft

Timber out on Crown Lands and used for Mining purposes. (Estimated)

57B Sixty Mile River	3000 ✓
YR DAWSON Ainsley Creek	6000 ✓
YR DAWSON Yukon River (Dawson to Selkirk)	10000
SR. GEN. Stewart River	10000
DAWSON 64A Flat Creek and Triba.	4000
DAWSON 66N Various Creeks by Individual miners	6000
	39,000 cords.

1913		GRAND TOTAL
	Wood	80,154
	Saw Timber	255,251
	House Logs	27,580
	Power Line Poles	12,750
	Railroad Ties	1,825

DAWSON

Address your reply to the
Crown Timber and Land Agent,
Dawson, Y. T.
Do not write about more than one
subject in the same letter.
Write legibly your full name and
address.
If you reply to this letter quote its
file number

... Office of ...

The Crown Timber and Land Agent

of the Yukon Territory.

Dawson, 16th October 1914

Dawson, Y. T.,

August 29th, 1916.

Sir:-

Referring to your verbal inquiry re-
garding the amount of timber and wood annually
manufactured in this district,- I beg to inform
you that for the fiscal year ending March 31st,
last, the following quantities of wood and tim-
ber were cut:-

LOGS:

Cut on Permit	108,348 ft. S.M.
Cut on Timber Berths	21,695 "
Cut without authority (Seizures)	5,000 "
Cut for Mining purposes, not subject to dues (estimated)	100,000 "
	<u>235,043 "</u>

WOOD:

Cut on Permit	22,576 cords
Cut without authority (Seizures)	2,135 "
Cut on Timber Berths for use other than mining	4,686 "
Cut for mining purposes (estimated)	41,000 "
	<u>70,397 "</u>

The amount of logs cut during the fiscal
year, referred to, is considerably less than the
average, due to the fact that a comparatively large
quantity of timber was used for

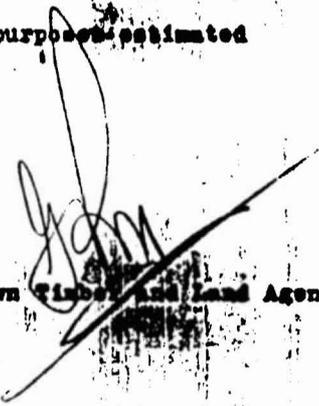
MEMORANDUM

Mr. Wright,-

The number of cords of wood cut
and sold for domestic consumption in the Dawson
District for the fiscal year ending 31st March 1915
was 21,914 cords.
For the fiscal year ending 31st March 1916
was 14,906 cords.

NOTE: The above does not include wood used for
domestic purposes outside of Dawson City.

For mining purposes estimated
each year, - 53,750 cords.


Crown Timber and Land Agent.

EXAMPLE 10: COMMERCIAL BERTHS (1903) - PARTIAL LIST

T.B. No.	Name	Locality	Area (Sq. Mi.)
1	*D.K. Campbell.....	At the junction of the Lewes R. with the Teslin River.....	5.00
2	*D.K. Campbell.....	At the junction of McClintock Creek with Lake Marsh.....	5.00
3	*D.K. Campbell.....	At the junction of the Pelly and Yukon rivers.....	5.00
4	*D.K. Campbell.....	At the junction of the Lewes R. with the Teslin River.....	5.00
6	*D.K. Campbell.....	On the west side of Lewes River, at its junction with Lake Labarge.	5.00
7	*D.K. Campbell.....	On east side of Lewes River, at its junction with Lake Labarge.	5.00
8	*D.K. Campbell.....	Windy arm, Tagish Lake.....	5.00
10	A.W. Stevenson & Geo. A. Drummond.....	On a creek tributary of Lake Labarge.....	5.00
11	North American Trans- portation Co.....	Klondike River.....	5.00
12	The Canadian Yukon Lumber Co.....	Lewes River.....	5.00
14a	The Canadian Yukon Lumber Co.....	On Lewes River.....	2.00
14b	The Canadian Yukon Lumber Co.....	On Stewart River.....	3.00
15	The Canadian Yukon Lumber Co.....	Stewart River.....	5.00
16	The Canadian Yukon Lumber Co.....	Lake Creek.....	5.00
17	The Canadian Yukon Lumber Co.....	Stewart River.....	5.00
18	The Canadian Yukon Lumber Co.....	Rosebud Creek.....	5.00
19	The Canadian Yukon Lumber Co.....	Independent Creek.....	5.00
20	The Canadian Yukon Lumber Co.....	Stewart River.....	5.00
21	The Canadian Yukon Lumber Co.....	Stewart River.....	5.00
22	*P.E. Mitchell.....	On the west side of Taku arm, Tagish Lake.....	5.00
23	The Canadian Yukon Lumber Co.....	Lewes River.....	3.50
25	***H.B. McGiverin.....	Klondike River.....	5.00

SOURCE: MARGARET CARTER REPORT (24)

EXAMPLE 11: DESCRIPTION OF TIMBER BERTHS #3,8,9,12,38,50,67

DESCRIPTION OF TIMBER BERTHS #8, #9 and #38,

SITUATED AT CARIBOO CROSSING

1902 REPORT

AND

FOOT OF LAKE BENNETT, Y.T.

#8. J. R. PERRY, (The Klondike-Yukon-Stewart Pioneers, Limited), Lake Bennett: Commencing at the foot of Cariboo Crossing on the north west shore of Lake Nares; thence down the shore of the lake and along the outlet into Lake Tagish four miles, with a depth of one and one-quarter miles throughout from the shore line, - containing an area of five square miles:

#9. A. S. KERRY (Kerry Canadian Mill Company), Lake Bennett: Commencing at a point on the east shore of Lake Bennett south east 4000 feet south west of Cariboo; thence south east one mile to a stone marked "K. C. Co.,"; thence north easterly five miles to a stone marked "K. C. Co.,"; thence north easterly north about 3000 feet to the south meander line of Lake Tagish, Lake Nares, Cariboo Crossing and Lake Bennett, to the place of beginning:

#38. W. S. GAGE (tributary Lake Bennett) "The Canadian-Yukon Lumber Company":

Commencing at a point where an unnamed creek enters the northerly end of Lake Bennett; thence up the said unnamed creek a distance of five miles in a direct distance measured on the general bearing of the said creek within the berth, by half a mile in depth on each side thereof; the upper boundary to be at right angles to the general bearing of the said unnamed creek within the berth. The said berth

T.B.3. E. Vaohon.

1910 REPORT

Extending one mile above and one mile below the confluence of the Lewis and Polly Rivers, on the easterly side of the former, by a depth of one mile throughout, together with a sufficient number of islands in the Yukon immediately below the junction of the above mentioned rivers to make a total area of five square miles.

T.B.#12. Can-Yukon Lumber Co.

Commencing at a point on East bank of Lewis River about 6 miles up stream from mouth of Pelly River, thence up stream in direct distance five miles by sufficient depth to embrace an area of 5 sq. miles, including within the berth the islands fronting same from centre line of the river.

T.B.67. D.McNab & J.Hataway.

Commencing at a point about one half mile below the mouth of Los Angeles Creek, a tributary of the Yukon River into which it flows at a point about two miles above the mouth of Thistle Creek, thence up said left bank of Yukon one mile by a depth or breadth of one mile from the bank. Area one square mile.

T.B.50. C.A.Maconber.

Situated on the east bank of the Yukon River, at a point beginning at a stake marked "C.A.M." and mound of rock about 2 1/2 miles above the mouth of Indian River; thence running one mile up said river to a stake marked "C.A.M." and mound of rock, with a depth of one mile in an Easterly direction from the East Bank of said river, be-

EXAMPLE 12: TIMBER BERTH APPLICATION - 1949

APPLICATION FOR A COMMERCIAL TIMBER PERMIT

1. I, Andy Roy of Whitehorse, Y.T.

heraby make application for a Commercial Permit to cut timber on a berth which I have staked in accordance with the Timber Regulations. The berth, as indicated on the skotch on the back hereof, may be described as follows:

----- McLean Lake area; from Standard Oil Hill on the Alaska Highway
----- four and four-tenths miles South, then turn right angle of
----- Alaska Highway for two and two-tenths miles, No. 1 Post is
----- 1000 feet South of road, No. 2 Post is North 1500 feet,
----- No. 3 Post is 2650 feet West, and No. 4 Post 1400 feet South
----- from No. 3 Post and 2650 feet East to No. 1 Post

----- Approximately 2 miles South of Alaska Highway Mile Post 913

2. I am familiar with the Timber Regulations and if this application is granted, I agree to abide by the provisions of the Regulations in every respect.

3. The operations I intend to conduct on this berth are as follows: (State whether Sawmill, Cordwood, etc.)

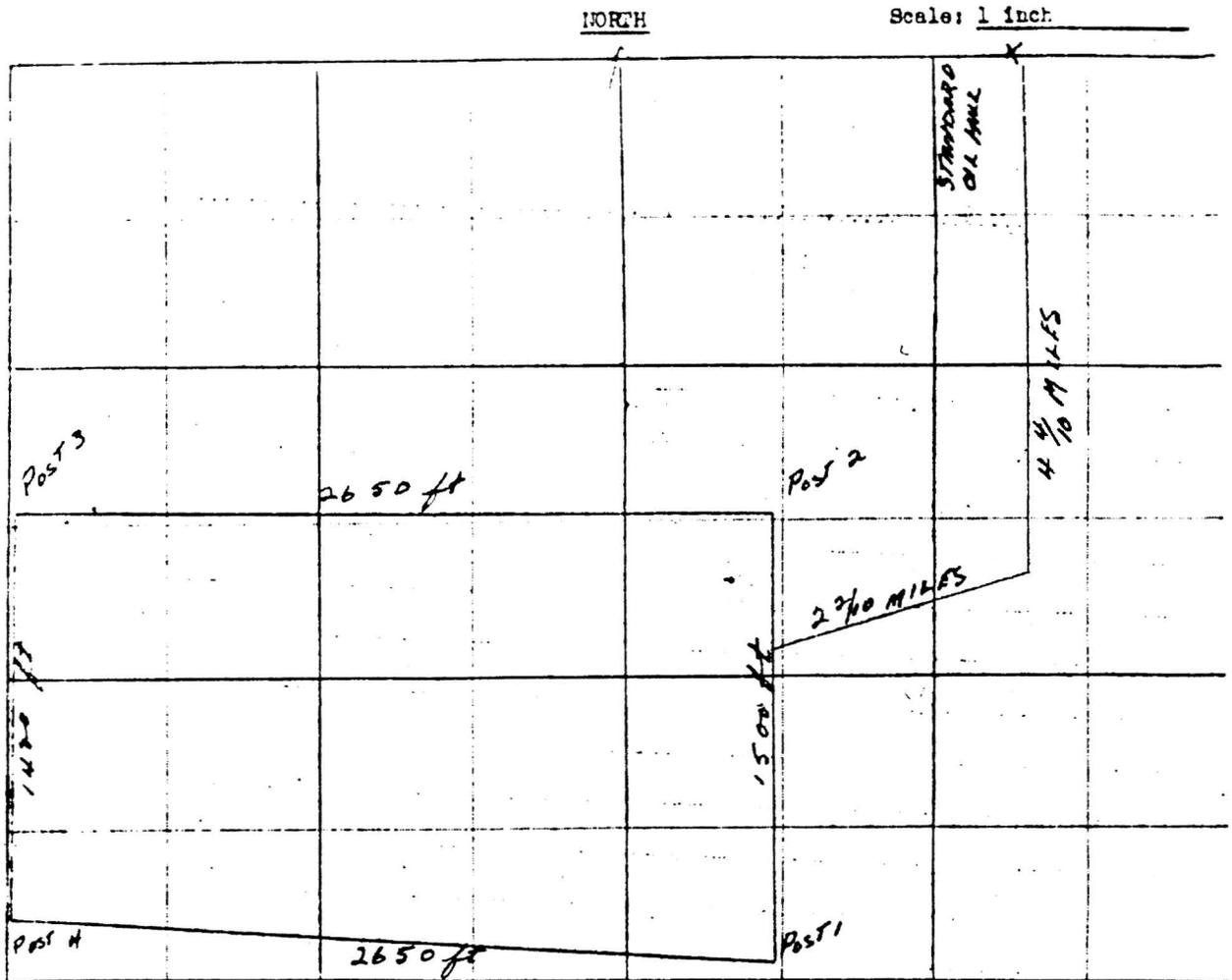
----- 100 cords dry wood - spruce & jackpine

----- 100 cords green wood - spruce & jackpine



Andy Roy
Signature of Applicant

EXAMPLE 12: TIMBER BERTH SKETCH - 1949



INSTRUCTIONS FOR STAKING

1. The sketch must show the position of the berth in relation to some prominent topographical feature, surveyed line or other known point.
2. The sketch shall contain sufficient data to admit of the position of the berth being definitely shown in the records of the Department.
3. The berth shall be nearly as possible rectangular in form and shall be marked by four legal posts (or under special circumstances, posts satisfactory to a timber inspector) firmly fixed in the ground, one at each corner, but in case the tract applied for, is not rectangular, one post shall be placed at each corner thereof. The posts shall be numbered in consecutive order from one upwards in the direction of the staking.
4. On each post shall be written a legible notice containing the number of the post, the full Christian and surname of the applicant, the date of staking, the nature of the application, the area applied for, and the distance in feet to the next post.
5. "Legal Post" means a stake or post of any kind of sound timber of sufficient length so that when firmly planted in the ground in an upright position, not less than four feet of such post shall be above ground. The post must be of such diameter that when squared or faced for eighteen inches from the top end, each face of the squared or faced portion shall not be less than four inches in width across the face for the full eighteen inches, or if a tree of suitable size is found in position, it may be made into a post by cutting the tree off not less than four feet from the ground and squaring and facing the upper eighteen inches, each face of the portion so squared or faced to be not less than four inches in width. Whether a post is planted, or a stump of a tree made into a post, a mound of stones or earth shall be erected around the base of the post, such mound of earth or stones to be not less than three feet in diameter on the ground and not less than eighteen inches high, cone-shaped and well constructed.

EXAMPLE 12: TIMBER BERTH INSPECTION - 1949



REPORT ON INSPECTION OF TIMBER APPLIED FOR UNDER COMMERCIAL PERMIT BY ANDY ROY, WHITEHORSE, YUKON TERRITORY.

DATE OF INSPECTION 6th August, 1949.

LOCATION Approximately 2 miles south of Alaska Highway Mile Post 913.

AREA APPLIED FOR 88 acres, more or less.

AMOUNT AND CLASS OF TIMBER APPLIED FOR 100 cords of dry wood - pine and spruce, 100 cords of green wood pine and spruce.

REMARKS ON STAKING Area staked in approved manner.

LOCATION AND DESCRIPTION OF TIMBER Timber applied for is confined to the higher bench lands of the Lewes River Valley some 2 miles south of Alaska Highway Mile Post 913. An access truck road into the area has been constructed by the applicant. Timber on the area consists mainly of mature Lodgepole pine up to 10" D.B.H., with a small percentage of dead or dying trees.

REMARKS Approximately 35 acres within the area were clear cut last year by the applicant following recommendations made prior to a permit being issued. Stumps have been kept reasonably low and tops taken down to an extremely low point with all timber of a merchantable quality used. It is recommended a Commercial Permit be issued in favour of the applicant with the following special conditions noted thereon:-

- (1) That all trees on the area of a merchantable size be cut and utilized.
- (2) That the applicant may be required to burn all brush resulting from his cutting operations when deemed safe and advisable by the Forest Officer.

The applicant, however, should be warned that the cutting of timber prior to a permit being issued is prohibited.

August 8th, 1949.

F.H.R. Jackson

F.H.R. Jackson,
Forest Engineer.

J/c

c.c. Chief, Lands Division, Lands and Development Services
Branch, Department of Mines and Resources, Ottawa.

YUKON AREA

100 cords of dry wood - pine and spruce, 100 cords of green wood pine and spruce.

EXAMPLE 12: TIMBER BERTH RETURN - 1949

TIMBER BERTH RETURN

Sworn Return of the logs cut on the marginally noted berth and the quantity of sawn lumber and other products of timber manufactured from the logs, and sold or otherwise disposed of by the Permittee or his Agents during the three months indicated, under the Provisions of the Regulations for the Disposal of Timber from Dominion Lands.

Berth Number 176
 Permit Number 551
 This Return is for the three months ended 31 March 1949

LOG ACCOUNT

Number of logs on hand from the last Return	1328	Average length of the logs manufactured during the period of this Return	16 Feet
(Add) Number of logs cut on this Berth during the period of this Return	864		
TOTAL number of logs	2192	Average Diameter of the logs manufactured during the period of this Return	6" Inches
(Subtract) Number of logs manufactured into lumber, cordwood, etc., during the period of this Return	1872		
BALANCE of logs now on hand	320		

MANUFACTURED PRODUCTS ACCOUNT

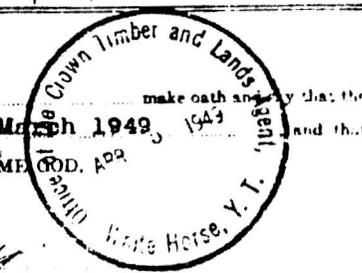
PRODUCT	Quantity on hand last Return	Quantity Manufactured during the period of this Return	Quantity Sold during the period of this Return	Quantity now on hand	Average Price at which sold		Amount of Sales	Rate of Duty (Refer to Regulations)	Amount of Duty (Based on quantity manufactured)		REMARKS
Sawn Lumber, B.M. Poplar											
do Other Kinds											
Cordwood of Poplar (Green), Cords											
do Of Other Kinds (Green), Cords		33 1/2	33 1/2	nil	15	00	502 50	.50	16	75	
do Fire Killed or Dry, Cords		25	25	nil	15	00	375 00	.50	12	50	
Other Products of Timber (Refer to Regulations)											
TOTAL DUES PAYABLE									29	25	Gen Rec 26015

AFFIDAVIT

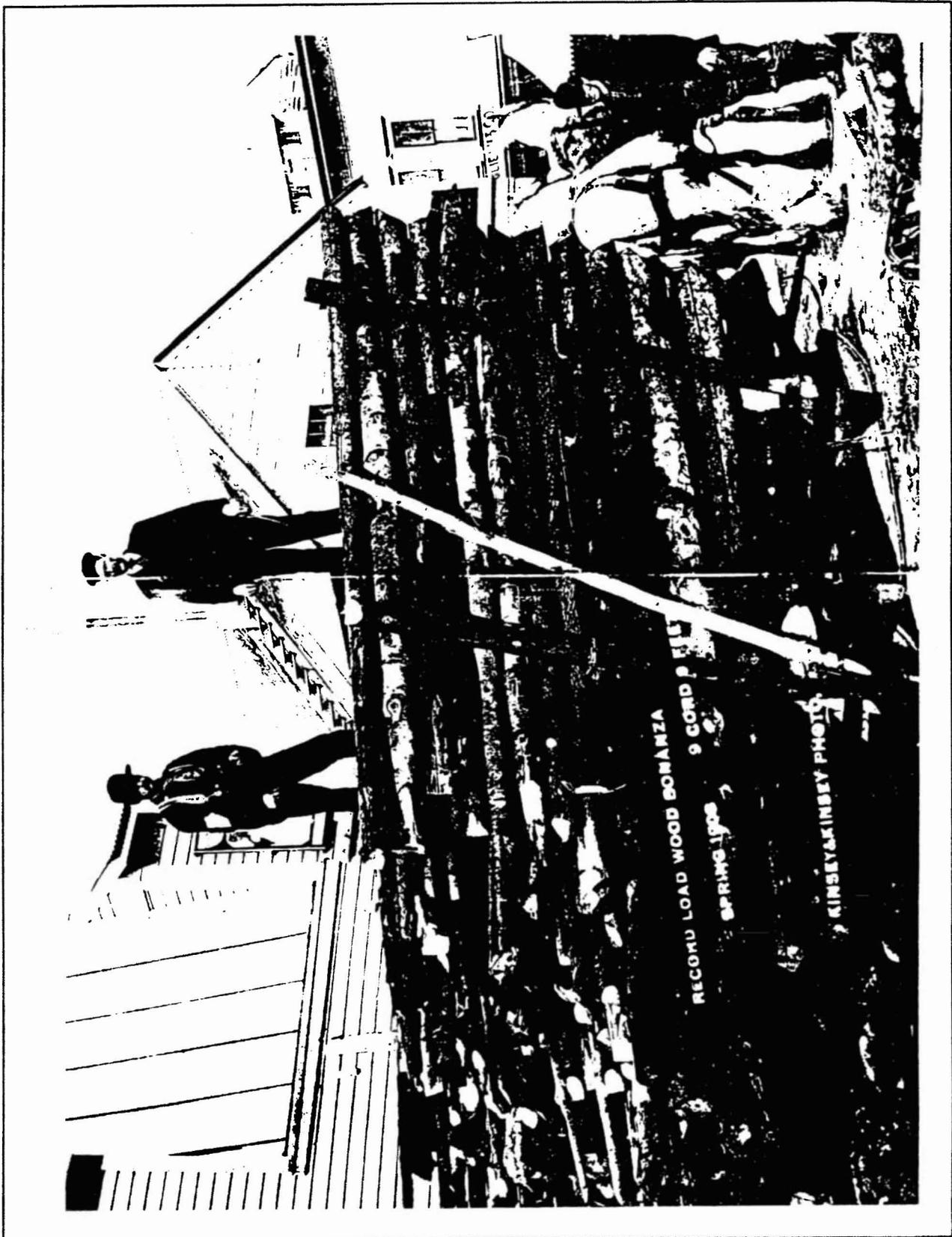
I, Andy Roy of Whitehorse, Y.T.
 Statement above made, is a true and correct account of the operations on Timber Berth No. 176 during the three months ended 31 March 1949 and that there was no timber of any description other than that accounted for above, cut upon said berth or manufactured or sold therefrom, during the period covered by this return. SO HELP ME GOD.

Sworn before me at Whitehorse, Y.T.
 this 11th day of April 1949
John Joseph Sullivan A Commissioner.
 Commissioner for taking Affidavits
 in and for the Yukon Territory

Andy Roy
 Permittee



SECTION 5. DATABASES



22. Record Load of Wood, Dawson, 1908.

5.0 DATABASES

5.1 PREPARATION OF DATABASES

The databases created for this project were compiled using dBASE III software. The initial design of the database included 40 data fields to categorize the logging information. This included an identification number, associated activity, latitude/longitude, years and seasons of activity, timber species, timber product and volumes, and size of permit area. During the research portion of this project it was determined that much of this detailed information was not available. Tree species and detailed location descriptions were not specified in many instances. It was decided that a more general database format was required to summarize the available records. A copy of this first database format is presented as Example 15, in this section. This will be a useful reference when future databases and logging data forms are being designed.

The organization of the database was completed once all the available records and information were compiled and summarized. Due to the differing types of records and coverage of time periods it was decided that one database would not be as effective. Thus, the information was separated into five databases according to the type of record, period of information, and type of logging activity.

<u>Activity</u>	<u>Years of Coverage</u>	<u>Database File</u>
Transportation	1899 - 1949	[TranspTS]
General	1947 - 1970	[WatsonGS - DawsonGS]
Commercial	1898 - 1913	[BerthMa]
Commercial	1947 - 1970	[BerthCS]
Projects	1900 - 1969	[No Database]
Annual Reports	1900 - 1961	[Annrepl]

5.2 EXPLANATION OF DATABASES

The databases were organized according to the level of the logging data available, and location information given, within each region. Ten logging districts (similar to the current Resource Management districts used by federal Resource Management Officers) and the Yukon General district (no location specified) were established to organize the database. The major logging zones within each district are represented on the individual map figures by a polygon. See Table 2 for a complete list of districts, figures and polygon numbers.

If location information was not detailed enough to use a specific figure/polygon number, then volumes were entered into a district general file ie. Teslin General (TESG) or another polygon was

created to represent a river, portion of a river, or settlement area within a district, ie. Pelly River General (PRG), Yukon River - Big Salmon area (YRBS) or Forty Mile in Dawson District (DA40). Every polygon used in each database is explained in the appropriate database Table.

VOLUME INFORMATION - DATABASE CODES

As there was a variety of unit measures for volumes used between 1896 - 1970, the database codes were set up to indicate the actual unit specified in the records. No calculations were done to change the units. For cords, if specified as dry or green, this category was used, if unspecified, the volume was entered as Cords. The indication of number of sawlogs or logs varied according to district or period of record and separate categories were created for Logs and Sawlogs in the databases. A number of units were used to indicate manufactured lumber including Board Feet (BF), Linear Feet (LF), Foot Board Measure (FBM), and Pieces (PCS). If Sawlogs and LF or FBM were indicated then the volume was entered accordingly, as SL-LF or SL-FBM. If there were no logs noted, the manufactured unit indicated was used ie., FBM or LF. Board Feet (BF) was an older unit of measurement utilized and this unit was grouped under linear feet (LF). If number of building logs or building logs in Linear Feet were noted these volumes were entered as BLDLOG or BLD LF. The unit Pieces was used in the records to indicate logs, sawlogs, poles, Christmas trees, fenceposts, booms, railroad ties, and manufactured lumber. If Pieces were not specified as LF or FBM, then the volume was entered into the database as Pieces (PCS). If Pieces were specified as LF or FBM, then the volume was entered as Pieces - FBM and Pieces - LF.

Database Code - Volume Information

CORDS	- No indication of dry or green cords
DRY	- Dry cords
GREEN	- Green cords
LOGS	- Logs if number specified
SAWLOG	- Sawlogs if number specified
SL LF	- Sawlogs with LF specified
SL FBM	- Sawlogs with FBM specified
LF	- Linear Feet (includes BF)
FBM	- Foot Board Measure
BLDLOG	- Building Log numbers specified
BLD LF	- Building Logs if specified in LF
PIECES	- Indicated as Pieces, includes Logs, Sawlogs, Fenceposts, Christmas Trees, Telephone Poles, Railroad Ties, Booms, and Mining Timbers; where LF or FBM not specied
PCS FBM	- Pieces specified in FBM
PCS LF	- Pieces specified in LF

The volume information presented in the Transportation database covers from 1899-1949 and in the General database from 1947-1970. Information overlaps for the Transportation and General database between 1947-49. Records entered into the General Database from

1947-1949, include volumes for the Mayo district only. Records from 1950 - 1970 were available for most logging districts.

The Transportation and General database have four types of files based on sorting by year or polygon, or both. The "P" files indicate the polygons per district, the "A" files indicate the years of cutting, the "Y" files indicate the years of logging activity for each polygon, and the "S" files indicate the number of individual entries per polygon per year for each district. The Transportation database filenames are represented by a "T" and includes TranspTP, TranspTA, TranspTY, and TranspTS. The General database filenames are represented by a "G". For each of the ten logging districts and Yukon General district, there is a ...GP, ...GA, and ...GY file, which are presented in Tables, and a ...GS file, which are presented in the Appendix, of each district review section in Volume IIA and IIB.

Each of the databases is described which includes a description of field names and type of information as well as an explanation of the abbreviations utilized:

1. Transportation Activities - Rivers/Roads/Trails

This database includes cordwood volumes for general logging activities from 1899 until 1949, for steamers, settlements, and mining purposes along the rivers, early roads and trails. There are a total of 14 data fields in this database, as listed below.

TABLE 22: TRANSPORTATION DATABASE - FIELD NAMES

<u>Field Name</u>	<u>Description Of Contents</u>
POLY	Map figure and Polygon number
YEAR	Year of activity or record
BERTH	Timber berth number
CORDS	Number of cords [unspecified type]
DRY	Number of dry cords
GREEN	Number of green cords
SAWLOG	Number of sawlogs
SL_FBM	Amount of sawlogs in FBM
SL_LF	Amount of sawlogs in LF
BLDLOG	Number of building logs
BLD_LF	Amount of building logs in LF
PIECES	Number of pieces of lumber, poles, etc
PCS_FBM	Amount of pieces in FBM
PCS_LF	Amount of pieces in LF

Cordwood numbers are complete. Building logs and manufactured lumber have a partial listing only. Manufactured lumber, building logs etc. are indicated by polygon and year, and by a zero in the cordwood column. A total of 1375 entries were made in the TranspTS file for Yukon rivers, early roads and trails. Actual volumes for manufactured lumber can be added to this database as a future project.

In addition to the figure/polygon numbers, 18 polygons were created to best "locate" the volume information in this database as described in Table 23.

TABLE 23: TRANSPORTATION DATABASE - LIST OF ABBREVIATIONS

POLYGON

DA40 - Forty Mile - Dawson District
 DAG - Dawson District General
 DAGF - Grand Forks - Dawson District
 KRDA - Klondike River - Dawson District
 KRG - Klondike River General - Dawson District
 LABG - Laberge District General
 PRG - Pelly River General - Carmacks District
 MAYG - Mayo District General
 SRG - Stewart River General - Mayo/Dawson District
 TAG - Tagish District General
 YRBS - Yukon River - Big Salmon - Laberge District
 YRCA - Yukon River - Carmacks District
 YRDA - Yukon River - Dawson District
 YRDB - Yukon River - Dawson to Boundary of Alaska - Dawson District
 YRLA - Yukon River - Laberge District
 YRMH - Yukon River - Moosehide - Dawson District
 YROK - Yukon River - OK Creek - Dawson District
 YRSK - Yukon River - Fort Selkirk - Carmacks District

The [TranspTS] database file is presented as Appendix 1 in Section 2.0 of Volume IIA. The TranspTP, TranspTA, and TranspTY files have been combined into a Table in each district section showing cordwood harvested per year per polygon.

2. General Activities

The General database includes General logging activities recorded from 1947 to 1970 for the ten logging districts and the Yukon General district. The Yukon General district represents volume information where no district location was specified. Cordwood for fuelwood, logs and pieces for housing, and manufactured lumber are summarized. There are a total of 14 data fields in this database, as indicated in Table 24.

Files were created for each district with an eight, or less, character code to denote the logging district name as listed below:

WatsonGP,..GA,..GY,..GS	CarmacGP,..GA,..GY,..GS
TeslinGP,..GA,..GY,..GS	RossRGP,..GA,..GY,..GS
TagishGP,..GA,..GY,..GS	MayoGP,..GA,..GY,..GS
LabergGP,..GA,..GY,..GS	DawsonGP,..GA,..GY,..GS
HainesGP,..GA,..GY,..GS	YukGP,..GA,..GY,..GS
BeavCkGP,..GA,..GY,..GS	

TABLE 24: GENERAL DATABASE - FIELD NAMES

<u>Field Name</u>	<u>Description Of Contents</u>
POLY	Map figure and Polygon number
YEAR	Year of activity or record
BERTH	Timber berth number
CORDS	Number of cords [unspecified type]
DRY	Number of dry cords
GREEN	Number of green cords
SAWLOG	Number of sawlogs
SL_FBM	Amount of sawlogs in FBM
LOGS	Number of logs
BLDLOG	Number of building logs
BLD_LF	Amount of building logs in LF
PIECES	Number of pieces of lumber, poles, etc
PCS_FBM	Amount of pieces in FBM
PCS_LF	Amount of pieces in LF

If the logging location could not be defined within an appropriate figure/polygon, and it was known to be within a logging district then the volume information was entered into a "general polygon" created for each district. There were no general polygons for the Haines Junction and Carmacks Districts. Abbreviations for each general polygon are defined in Table 25.

TABLE 25: GENERAL DATABASE - LIST OF ABBREVIATIONS

Specific Locations Not Known

YUKG - Yukon General - District Not Known
 WATG - Watson District General
 TESG - Teslin District General
 TAGG - Tagish District General
 LABG - Laberge District General
 BEAG - Beaver Creek General
 ROSG - Ross River District General
 MAYG - Mayo District General
 DAWG - Dawson District General

The Yukon General district data is presented as [YukGS] in Appendix 2 of Section 2.0 of Volume IIA. All other General database files are presented in Tables or in the Appendix of each district section in Volumes IIA and IIB.

3. Commercial Activities - 1898-1913 And 1947-1970

Two databases have been prepared to compile the Commercial Timber Berths for the two periods of available information, from 1898 - 1913 and 1947 - 1970. No records of Timber Berths were located between 1913 - 1947. The types of logging activity; for cordwood, sawlogs, building logs, manufactured lumber, mining timber and pieces are indicated. No volume information has been indicated for Commercial Timber Berths, due to the nature of the records. This could be completed as a future project.

A. Commercial Timber Berths - 1898 - 1913

The commercial database from 1898-1913 [BerthMa] contained a total of 6 datafields as listed in Table 26.

TABLE 26: COMMERCIAL DATABASE (1898-1913) - FIELDS NAMES

<u>Field Name</u>	<u>Description Of Contents</u>
BERTH	Timber berth number
POLY	Polygon number
FROM	Beginning year of activity or record
TO	Last recorded year of activity or record
UNITS_CUT	Type of timber units cut (abbreviations)
ACTIVITY	Name of associated company or sawmill

Units Cut are indicated as a data field in the database, but in the Tables in the report are shown under the heading of Activity Type. In the database, the companies and sawmills associated with the timber berth are noted in the field name "Activity". In the report Tables, these are indicated under the heading of Company.

General polygons were established for the Timber Berths with limited location information and which could not be categorized in the appropriate figure/polygons. Usually, these had location descriptions as being on a certain river, ie. the Stewart River, with no further location notation. Abbreviations used in this database are listed in Table 27.

TABLE 27: COMMERCIAL DATABASE (1898-1913) - LIST OF ABBREVIATIONS

Specific Locations Not Known

DAWG - Dawson District General
KRG - Klondike River General
PRG - Pelly River General
TRG - Teslin River General
SRG - Stewart River General
YRG - Yukon River General

Activity Type

Cords - Berths that probably were woodcamps for steamer fuel
BB - Berths that probably supplied lumber for boat building
MT - Berths that probably provided mining timbers
OTHER - Berths that probably provided construction wood (building materials for mining and/or community needs).

Company Names

ASCO - Arctic Sawmill Company
CKGCO - Consolidated (Klondike) Goldfields Ltd.
CNYMTCO - Central New York Manufacturing & Trading Company
CYLCO - Canadian Yukon Lumber Company
DELCO - Dawson Electric Light Company
JLMDCO - Joseph Ladue Mining & Development Company
KMCO - Klondike Mill Company
KMTTCO - Klondyke Mining, Trading & Transportation Company
KCMCO - Kerry Canadian Mill Company

TABLE 27: (Cont.)

Company Names

NATTCO - North American Transportation & Trading Company
 YSCO - Yukon Sawmill Company
 UYCCO - Upper Yukon Consolidated Company

The database file [BerthMA] is presented as Appendix 3 in the All District Summary, Section 2.0 in Volume IIA. The [BerthMAP] database file is presented in Tables within the separate district sections in Volume IIA and IIB.

B. Commercial Timber Berths - 1947 - 1970

The commercial database from 1947 - 1970 [BerthCS] contained a total of 5 data fields as listed in Table 28.

TABLE 28: COMMERCIAL DATABASE (1947-1970) - FIELDS NAMES

<u>Field Name</u>	<u>Description Of Contents</u>
BERTH	Timber berth number
POLY	Polygon number
FROM	Beginning year of activity or record
TO	Last recorded year of activity or record
VOL_UNITS	Type of timber units cut [abbreviations]

The VOL_UNITS category was used to describe the types of logging activity occurring on the commercial timber berth, describing if logs were harvested for manufacturing FBM, LF or mining timbers, or cords produced. If Board Feet (BF), building logs or other Pieces products, such as piling, fenceposts, railroad ties or powerpoles, were produced this was added in the last column. In the Tables in the district sessions, these activities are noted under the heading of Volume Unit/Activity Type. The abbreviations used are listed in Table 29.

TABLE 29: COMMERCIAL DATABASE (1947-1970)- LIST OF ABBREVIATIONS

Specific Locations Not Known

MAYG - Mayo District General
 ROSG - Ross River District General
 TESG - Teslin District General

Volume Unit/Activity Type

LOGS	Logs Harvested
FBM	Manufactured Lumber (Foot Board Measure)
LF	Manufactured Lumber (Linear Feet)
CORDS	Cords Produced
MT	Mining Timber Produced
RT	Round Timber produced
PCS	Pieces Produced (lumber, poles, posts)
BL	Building Logs Provided

TABLE 29: (Cont.)

<u>Volume Unit/Activity Type</u>	
PILING	Bridge Piling Produced
F.POSTS	Fenceposts
P.POLES	Power Poles
SLABS	Off cuts associated with lumber production
BF	Board Foot Measure
TREES	Christmas Trees pieces in FBM

The [BerthCS] database file, a numerical listing of timber berths is presented in Appendix 4 in Section 2.0 of Volume IIA. The [BerthMAP] file, indicating timber berths by polygons is presented in a Table in the separate district sections in Volumes IIA and IIB.

4. Project Activities

Includes all major transportation projects involving logging: Railroads, the Alaska Highway, the Canol Project, and the Yukon Ditch project in Dawson. A separate database for projects was not created due to limited volume information.

5. Annual Reports Review

The relevant logging information from the federal government Annual Reports beginning in the fiscal year 1898 are listed in the file Annrepl. Information regarding general and commercial activities are noted along with recorded timber volumes and seizures from sawmill, general, commercial and project activities. This information is summarized utilizing the following 17 datafields.

TABLE 30: ANNUAL REPORTS DATABASE - FIELD NAMES

<u>Field Name</u>	<u>Description Of Contents</u>
YEAR	Year of activity or record
REGION	Region of activity
ACTIVITY	Type of activity [ie. Commercial]
PERMITS	Number of permits
BERTHS	Timber berth number
CORDWOOD	Number of cords [unspecified type]
HLOGS_LF	Amount of houselogs in LF
LF	Volume of linear feet
LOGS_FBM	Volume of logs in FBM
FBM	Volume of FBM
PIECES	Number of pieces of lumber, poles, etc.
TYPE	Types of pieces if specified
SEIZ_CDS	Number of cords seized
SEIZ_FBM	Amount of timber seized, in FBM
SEIZ_LF	Amount of timber seized, in LF
SAWMILLS	Numer of sawmills in operation
DISTRICT	District where sawmills operated

TABLE 31: ANNUAL REPORTS DATABASE - LIST OF ABBREVIATIONS

Regions

FTSELK - Fort Selkirk Subagency
WHHORSE - Whitehorse Subagency
40MILE - Forty Mile Subagency
STEWART - Stewart Subagency (Mayo)

Activity

COMMERC - Commercial Activity
NOVOL - No Volumes Recorded in Annual Report
NOVOLC - No Commercial Volumes Available
NOVOLG - No General Volumes Available
NO REC - Annual Report Not Available in Forestry Library
PDITCH - Yukon Ditch Project
PALCAN - Alaska Highway Project
MINING - Volumes Used for Mining Purposes

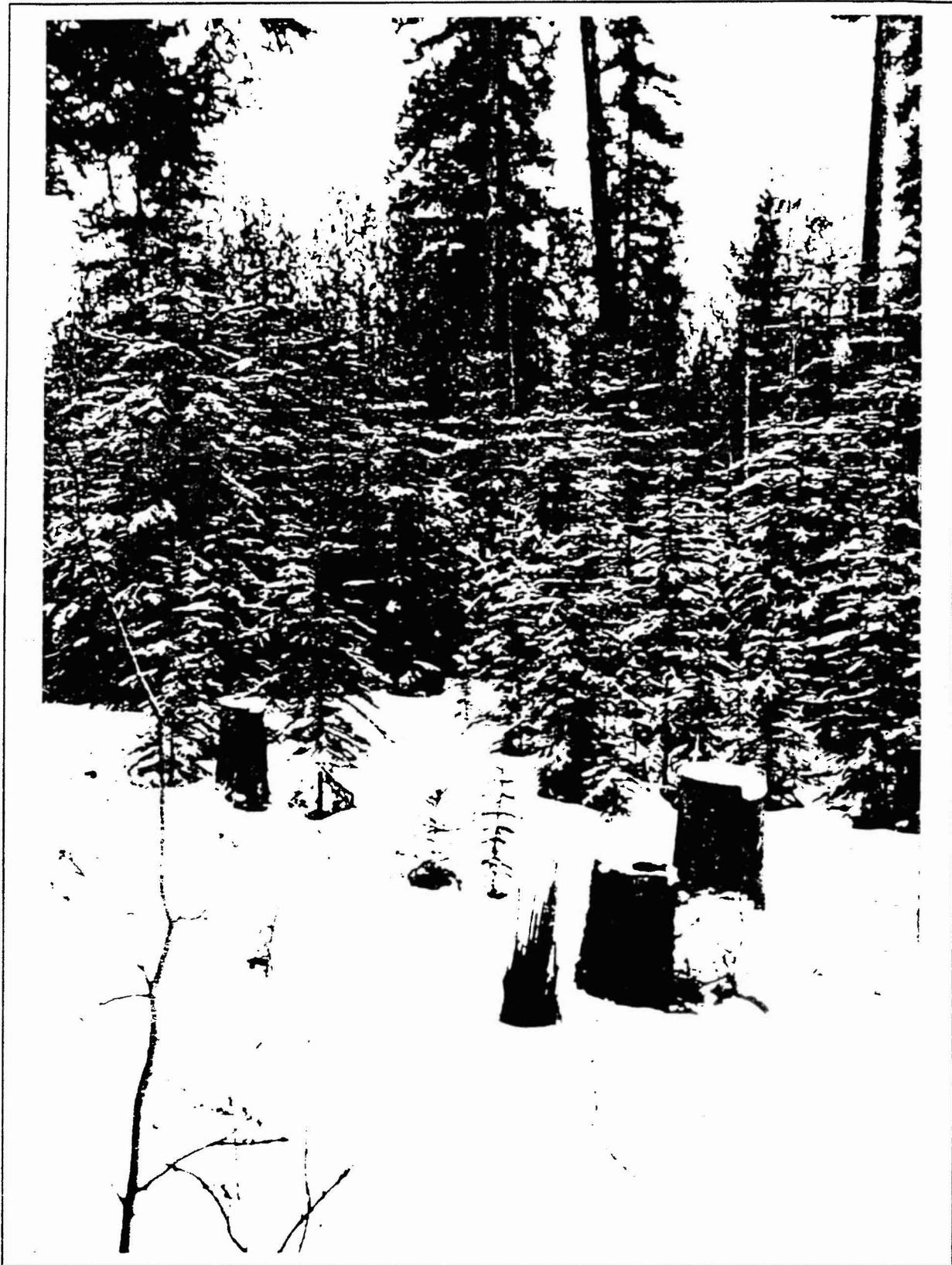
The Annual Report database file [AnnRepl], including the full listing of volume information is presented as Appendix 5 in Section 2.0 of Volume IIA. The [AnnRepGC] database file, indicating General and Commercial activities has been presented in Tables 11 and 12 in Section 2.0 of Volume IIA.

EXAMPLE 15: RESEARCH DATABASE FORM

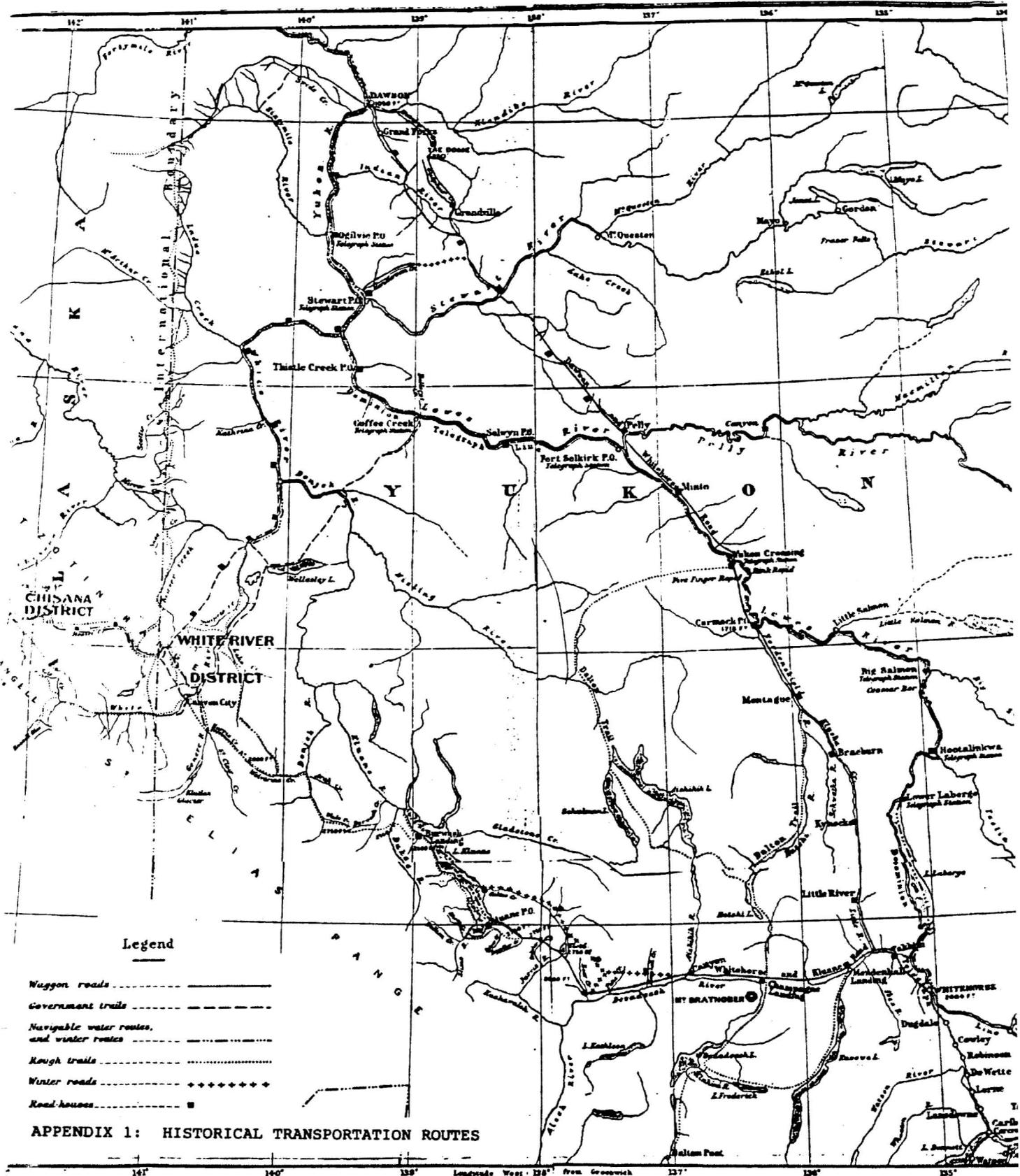
YUKON LOGGING HISTORY - RESEARCH DATABASE FORM

1. IDENTIFICATION #: ___/___/___/___
2. INFORMATION TYPE: Detailed / Partial / General
3. ERA: ___ 1885-1919 Gold Rush ___ 1942-1959 Expansion
___ 1919-1941 Silver & Gold ___ 1960-1970 Modern
4. ASSOCIATED ACTIVITY: ___ Steamers ___ Sawmill ___ Firewood
___ Road/Bridge Construction ___ Mining ___ Housing/Cabins
___ Commercial ___ Domestic ___ Other/Project _____
5. N.T.S. MAP NUMBER: _____
6. LATITUDE 6 ___ ' ___ ' ___ N 7. LONGITUDE 1 ___ ' ___ ' ___ W
8. REGION: ___ Laberge ___ Carmacks/Pelly
___ Watson Lake ___ Tagish ___ Mayo ___ Dawson/Old Crow
___ Haines J. ___ Teslin ___ Ross River ___ Beaver Creek
9. LOCATION DESCRIPTION:
Highway and Road Access - Alaska/S-N Klondike/S-N Canol/Campbell
Dempster/Tagish/Atlin/Carcross/Haines/other _____
River Access - Yukon/Stewart/Pelly/Teslin/Liard/other _____
Lake Access - Laberge/Tagish/Bennett/Kluane/other _____
Other Access _____
Nearest milepost along access route _____
Nearest Settlement: _____
10. YEAR(S) OF ACTIVITY: _____
11. TIME OF ACTIVITY: Spring Summer Fall Winter Year Round
12. SITE NAME: _____
13. NAME OF LOGGING OPERATION:
Person/Company/Project: _____
14. BERTH # : _____
15. TIMBER PRODUCT: ___ Fuelwood ___ Sawlogs ___ Mining Timber
___ Lumber ___ Cabin logs Other _____
16. TIMBER SPECIES: White Spruce, Aspen, Poplar, Pine,
Black Spruce, Birch, Fir, Larch
17. TIMBER VOLUMES:
18. Fuelwood ___ 19. Green cords ___ 20. Dry cords ___
21. Sawlogs # _____
22. < 5" diam. _____ 23. 5-7" _____ 24. 7-9" _____
25. 9-12" _____ 26. > 12" diam. _____
27. Mining Timbers # _____
28. lagging _____ 29. cribbing _____ 30. stulls _____
31. Lumber - Lin. ft _____ 32. Lumber - FBM _____
33. Cabin Logs - # _____ 34. Pieces _____
35. Other - # _____
36. SIZE OF PERMIT AREA: _____ Acres / Square Miles
37. Comments: _____
38. SOURCE OF INFORMATION
___ Government Records ___ Steamer Records ___ Book ___ Article
___ Report/Document ___ Archive Photos
Other _____
39. INFORMATION SOURCE NUMBER(S) _____
40. FOREST MANAGEMENT UNIT: Y _____

SECTION 6. SITE SURVEY



23. Site Inspection #2 Photograph - G.E. Millsite - Stewart River.



Legend

- Wagon roads -----
- Government trails (dotted)
- Navigable water routes, and winter routes ----- (solid with cross-ticks)
- Rough trails (dotted with cross-ticks)
- Winter roads ----- (dashed with cross-ticks)
- Road houses ----- (small squares)

APPENDIX 1: HISTORICAL TRANSPORTATION ROUTES

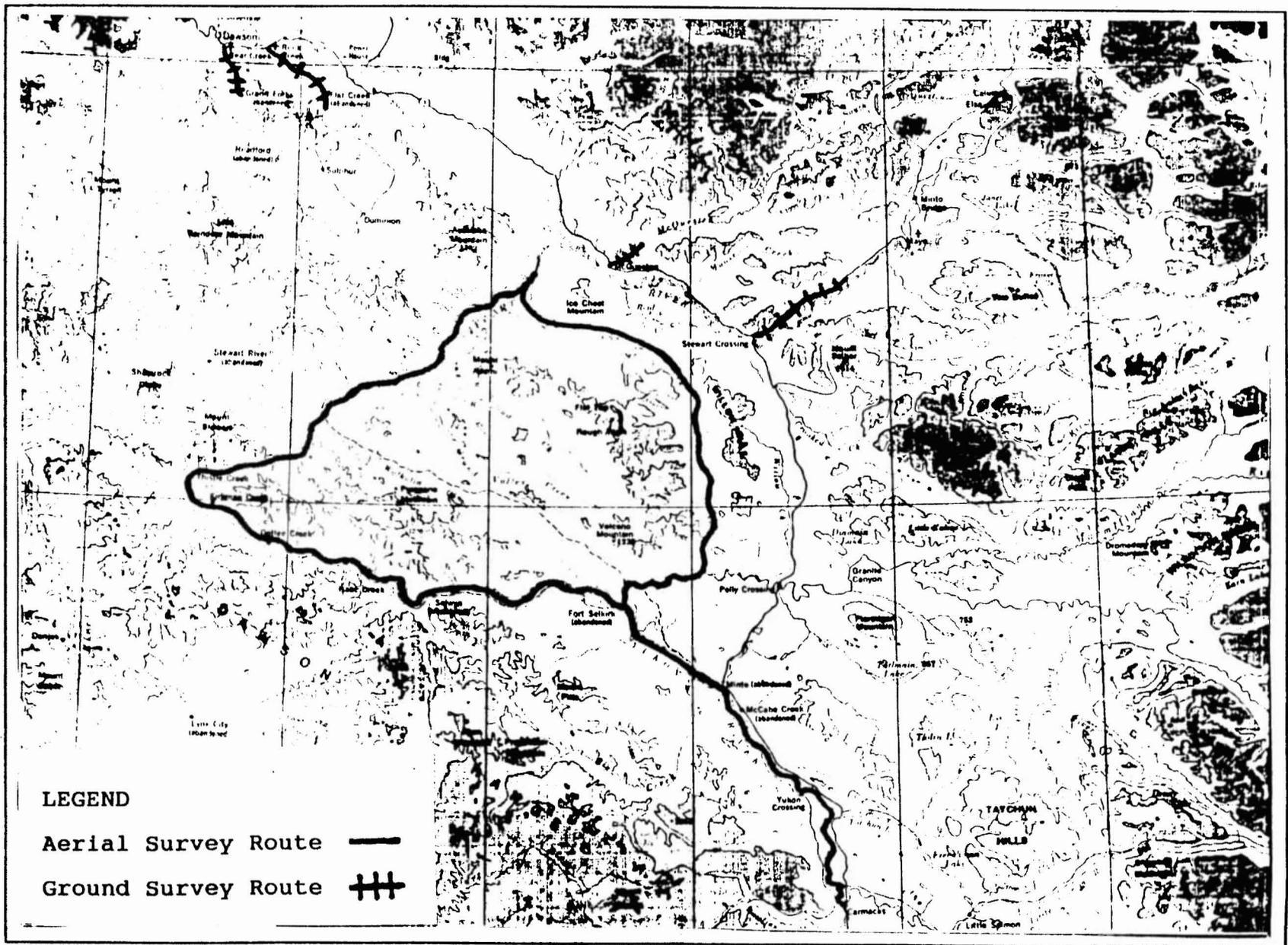
Longitude West: 142° 140° 138° 137° 136° 135°

MAP 124

CANADIAN ROUTES TO WHITE RIVER DISTRICT, YUKON, AND TO CHISANA DISTRICT, ALASKA

Scale: 1 Mile to 1 Inch

FIGURE 7. SITE SURVEY ROUTES



6.0 SITE SURVEY

A portion of the budget for this project was utilized for an aerial survey and inspection of specific sites. It was decided that the most beneficial use of the four hours of helicopter time would be to fly north from Carmacks along the Yukon and Stewart Rivers and investigate the logging sites used for steamer fuelwood, settlement needs, and mining purposes. A ground survey would also be carried out of several important cutting sites accessed by road.

The site survey routes are indicated in Figure 7. The aerial survey was completed on October 14, 1992, heading from Carmacks, north on the Yukon River to Thistle Creek, over the mountain range to the Stewart River, east to Independence Creek, south to the Pelly River Ranch, then along the Pelly and Yukon Rivers back to Carmacks. The ground survey and research in Mayo and Dawson was completed between October 15-19, 1992.

Photographs have been included in this report which best illustrate the regeneration occurring. Due to overcast, some pictures were not as clear and have not been included as part of this document due to printing considerations.

6.1 AERIAL SURVEY

In Table 32, a complete list of the settlements, roadhouses and woodcamps along the Yukon River portion of the aerial survey route are indicated. In Table 34, the areas investigated along the Stewart River are noted. The associated polygons and the corresponding photos presented in this report are also listed. A brief description of the regeneration at each site and the dominant tree species is indicated.

Due to the limited time and distance of the flight, there was not sufficient time to complete a full ground inspection of each site. Photographs were taken of the old settlements and areas known for woodcutting activities. Regeneration of spruce and general conditions were noted of the sites not ground inspected. Two sites were investigated on the ground using the survey equipment provided by Forest Resources. A site inspection was conducted at Happy Lepage's woodcamp #2 along the right limit of the Yukon River near Mile 218, approximately 26 km north of Carmacks, noted in Table 33. Another ground inspection was conducted at an old mill site of General Enterprises near Independence Creek on the Stewart River, presented in Table 35.

Yukon River

In general, it was found that most of the old settlement and wood camp sites were adequately regenerating with Aspen, Balsam Poplar, White Spruce or White Birch. In fact, signs of past logging activities were not as obvious as expected with minimal disturbance noted for those sites used primarily in the early 1900's.

TABLE 32: LIST OF AERIAL SURVEY SITES - YUKON RIVER

- CARMACKS TO THISTLE CREEK

Polygon	Description	River Mile	Photo #	Regeneration Description
39A	Carmacks	202	-	Adequate - Sp/A
39C	Meyer's Roadhouse	215	24	Adequate - Sp/A
39C	Lepage's Woodcamp #1	216	-	Adequate - A/Sp
39B	Lepage's Woodcamp #2	217	25/26	* Site Inspection # 1
39B	Five Finger Coal Mine	218	25	Adequate - Sp/A
39C	Kellyville	221	-	Adequate - Sp
39C	Five Finger Rapids	224	-	Adequate - A/Sp
39B	Tatchun Creek	225	-	Adequate - Sp
39C	Yukon Crossing	236	-	Adequate - Sp/A
39C	Merrice Creek	241	-	Adequate - Sp/A
39C	Williams Creek	242	27	Poor - A
39C	Hoochekoo Creek	246	-	Adequate - Sp
39C	Obrien's Woodcamp	251	-	Adequate - Sp
39B	McCabe Creek	253	-	Adequate - A/Sp
40B	Minto	258	-	Adequate - A/Sp
40B	Tom's Cabin	261	-	Adequate - Sp/A
40D	Big Creek	262	-	Adequate - A/Sp
40B	Devil's Crossing	267	-	Adequate - A/Sp
40D	Hell's Gate Slough	268	28/29	Fair - A/Sp
40D	Wolverine Creek	274	-	Adequate - Sp/A
40B	Slaughterhouse Slough	280	-	Adequate - Sp/A
40E	Pelly River	281	-	Adequate - Sp
40D	Fort Selkirk	282	-	Adequate - Sp/A
41A	Ralston's Woodyard #1	292	30/31	Adequate - A/Sp
41A	Ralston's Woodyard #2	296	-	Adequate - A/Sp
41A	ABC Roadhouse	313	-	Fair - Salix/Sp
41A	Cripple Creek	313	-	Adequate - A
54A	Mensies Woodcamp	316	-	Adequate - Sp/A
54A	Selwyn Station	317	-	Adequate - Sp/A
55A	Isaac Creek	329	-	Adequate - Sp
55A	Britannia Creek	335	-	Adequate - A/W
55A	Britannia Island	336	-	Adequate - Sp/W
55A	Ballarat Creek	345	-	Adequate - A/Sp
55A	Coffee Creek	347	-	Adequate - A/Sp
55A	Halfway Island	355	-	Adequate - B/W
55A	Kirkman Creek	362	-	Adequate - A/Sp
56A	Independence Creek	363	-	Adequate - W/Sp
56A	Carlisle Creek	365	-	Adequate - A/Sp
56A	Los Angeles Creek	368	-	Adequate - Sp/A
56A	Thistle Creek	370	32	Adequate - Sp/B/A

Sp = White Spruce
A = Trembling Aspen
B = Balsam Poplar
W = White Birch
Salix = Willow Species

A total of 40 sites of known logging activities were reviewed along the Yukon River. In most cases, the signs of the logging activities during the Gold Rush period have disappeared under new growth. Sites of woodcamps noted on the Yukon River river charts in the MacBride Museum were not apparent as to clear cut activities. Aspen and Spruce regrowth was often covering signs of past activity. Sites of old cabins, and small settlements with larger clearings had returned to Aspen or Willow growth. The larger clearings with no tree growth were located at Fort Selkirk and Minto. Landing strips were cleared at Coffee Creek and Ballarat Creek. Old Roads, including the old Dawson Road are visible along the river. In Photo #24, the site of the old Meyer's Roadhouse (16) is shown, originally along the old Dawson Road, which the Free Gold Road now covers a portion as seen in the background. In Photo #28, a portion of the old Dawson Road is also shown, just above Hell's Gate Slough and the Ingersoll Islands. This site was an old woodyard with cutting areas still apparent, though regrowth of Aspen and White Spruce is occurring. As Spruce regrowth was not as good as other sites this was rated as fair for regeneration. (Photo #29). From Carmacks to Minto, the poorest area for spruce regrowth was at Williams Creek, shown in Photo #27. This site should be investigated by a ground inspection to determine the particular conditions. Regeneration near Fort Selkirk and at Ralston's woodyard further downriver was adequate with a good mix of Aspen and Spruce as shown in Photos #30 and #31.

The islands which had been extensively logged during the early 1900's were revegetated with Trembling Aspen and Balsam Poplar with some White Birch, the Spruce regrowth depending on highwater levels. Spruce reached maturity on some of the islands as shown in Photo #32, opposite Thistle Creek. In most cases density of tree cover in the logged areas along the Yukon River was moderate, providing for adequate light and space for proper tree growth. The island which showed the least regeneration of spruce was the island originally occupied by the ABC Roadhouse, near Mile 313. Primarily Willows were growing, probably due to recent flooding.

The ground inspection completed on the Yukon River is described in detail in Table 33. Actual figures from the site survey work are presented; no calculations were done.

TABLE 33: SITE INSPECTION # 1 - YUKON RIVER

Happy Lepage's Woodcamp #2 - East Bank (Right Limit) of Yukon River - Mile 217. Site used in early 1900's. (See Photo # 25)

General Description:

Level site, well drained, appears to have been clear cut as regrowth of forest is uniform in height. Trembling Aspen and White Spruce are close in heights, though Aspen is more dominant. Crown Closure is 10-20%, understory is Soapberry, Fireweed, Aspen <.5m. Stumps are apparent, though most have rotted away. (See Photo #26).

BAF #2 Used for Prism: Trees Included in Assessment:

Species	Diameter	Height Top	Height Bottom	Dominance
1. Aspen	11.2	48.5	6.5	Dominant
2. Aspen	14.3	49.5	7	Dominant
3. Aspen	10.9	45	6	Dominant
4. Aspen	13.7	50	6	Dominant
5. Aspen	13.2	48.5	7	Dominant
6. SpWhite	8.3	29	6	Supressed (Alive)
7. Aspen	15.7	53	7	Dominant
8. Aspen	15.8	53	7.5	Dominant
9. Aspen	13.3	46.5	7	Dominant
10. Aspen	8.5	36	8	Supressed (Dead)
11. Aspen	16.3	-	-	Dominant

A core sample was taken of a mature Aspen.

Stewart River

Review of the Stewart River started at Barker Creek and general observations of tree regrowth were made, presented in Table 34.

TABLE 34: LIST OF AERIAL SITES - STEWART RIVER

- BARKER CREEK TO INDEPENDENCE CREEK

Polygon	Description	Photo #	Regeneration Description
57A	Barker Creek	-	Adequate - A/Sp
57A	Scroggie Creek	-	Adequate - A/Sp
58A	Opposite Maisey Mae Ranch	33	Too Dense - A/Sp
58A	Opposite Black Hills Creek	34	Adequate - Sp/A
58A	Rosebud Creek	-	Adequate - Sp/A
58A	Valley Creek	-	Adequate - A/Sp
52D	Lake Creek	-	Adequate - A/Sp
52D	Millsite Below Independence	35/36	Too Dense - Sp/A
52E	Independence Creek	-	Adequate - Sp/A
52D	Millsite Above Independence	37/38/39	* Site Inspection #2

Mining Roads exist along Barker and Scroggie Creeks which are currently in use. Timber growth is adequate at both sites with a mix of Aspen and Spruce. Photo #33 shows a cleared area opposite from Maisey Mae Ranch, now covered with dense Aspen and Spruce regrowth. This was rated as too dense for proper regrowth. Adequate regrowth was discovered opposite Black Hills Creek and near the mouth of Rosebud and Valley Creeks. On an island below Independence Creek, an old millsite was located with very dense regrowth of White Spruce and Aspen as shown in Photos #35 and #36. This was apparently the site of a controlled burn by Forest Resources in the mid 1970's.

A ground inspection was made of the General Enterprises Millsite upstream from Independence Creek, on the south bank. Overview Photos #37 and #38 show both mature White Spruce and new Aspen and Spruce growth. General Enterprises cut in the late 1960's in this area, extending a winter road from Clear Creek on the Klondike Highway along the south bank of the Stewart River and up Lake Creek towards Reid Lakes. A timber berth was not located for this area though returns were found in the Mayo commercial files between December 14-21, 1967, indicating 84,965 board feet were manufactured, primarily for mining timbers for United Keno Hill Mines.

Due to time constraints, a full inspection could not be completed but as many measurements and observations were noted as possible, as listed in Table 35.

TABLE 35: SITE INSPECTION # 2 - STEWART RIVER

General Enterprises Old Millsite - Above Independence Creek
On South Bank (Left Limit) - Site used in mid 1960's.

General Description

Two sites were looked at in this area. Due to limited time all trees were not described within a 10 metre circle but trees were selected, representing an average of growth, for measurements.

Site 1: First site was in a mature White Spruce stand which had been selectively logged adjacent to the actual millsite. In a 10 metre circle; 4 stumps were present, an average of 33" in diameter, 7 mature White Spruce and 2 Balsam Poplars with < 10% closure, 2 Spruce seedlings <1 metre high. Three Spruce trees were measured with a BAF #2 Prism to get a range of growth characteristics.

White Spruce	Diameter	Height Top	Height Bottom	Dominance
1. Large	30.6	61	11.5	Dominant
2. Medium	23.5	55	8	Dominant
3. Small	13.7	39	9	Supressed (Alive)

On the Medium growth Spruce, bark was cracked and a core sample was taken.

Site 2: Second site was in the millsite clearing adjacent to pile of slabs/offcuts. The regrowth was very dense. Trees were counted within a 10 metre circle and an average tree selected for BAF #2 Prism measurements. Balsam Poplar was dominant in the upper storey (20 trees) with White Birch (10 Trees), in the lower storey, White Spruce regrowth (60 Trees) was very dense at 2-3 metres high, with 10 Willows.

Species	Height Top	Height Bottom	Dominance
Balsam Poplar	28	9	Dominant
White Spruce	11.5	10	Supressed - Too Dense
White Birch	18	11	Dominant
Salix sp.	1	11	Supressed - Skimpy

The White Spruce was too dense for good regeneration and thinning could be considered as a management practice.

6.2 GROUND SURVEY

A few sites were investigated that were accessible by vehicle in the Mayo and Dawson areas to determine regeneration. In the Mayo area, two sites by the Silver Trail highway, at Devil' Elbow (Mile 7) and U-Slough (Mile 17) were looked at, as well as a landing or millsite area on the old Proctor Wood Road along the south bank of the McQuesten River. In Dawson, the Hunker Creek and Bonanza Creek Roads were driven to determine regeneration after the extensive mining activities of the Gold Rush.

TABLE 36: LIST OF GROUND SURVEY SITES

Polygon	Description	Photo #	Regeneration Description
<u>Silver Trail Hwy - Stewart Crossing - Mayo</u>			
47C	Silver Trail Near Devils Elbow	40/41	Adequate - A/Sp
48A	Silver Trail Near U-Slough - 17 Mile	-	Adequate - A/Sp
<u>McQuesten River</u>			
52B	Old Millsite Area-Proctor Wood Road	-	Adequate - A/Sp
<u>Dawson</u>			
60B	Bonanza Creek Road - Grand Forks	43	Adequate - A/Sp
65B	Hunker Creek Road - Hunker Dredge	42	Adequate - A/Sp

MAYO DISTRICT

Silver Trail Highway

Two cutting areas along the Silver Trail Highway, 47C and 48A, about 7 and 17 miles east of Stewart Crossing respectively, received a considerable amount of logging for both general and commercial activities, providing fuelwood for steamers and community needs, and timber for mining purposes. Adequate regeneration is occurring, Aspen is dominant in the upper storey and White Spruce is regenerating in the lower storey. The regrowth of Spruce varies in density and height, according to soil moisture and aspect. In some areas regrowth is a bit too dense for proper growth as Photo #41 indicates. Stands of mature White Spruce also exist with stumps interspersed throughout the stand from past cutting activities as Photo #40 illustrates.

McQuesten River

The old Proctor Wood Road which extends from the Klondike Highway just south of the McQuesten Bridge, near km 583.7 or Mile 243. L. Proctor had berth # 514Y in this area between 1961-65 and cut along this road past Vancouver Creek. A landing or old millsite area was investigated. Aspen was regenerating at 1-2 metres with Spruce seedlings starting at less than .5 metres high. Regrowth was adequate and not too dense.

DAWSON DISTRICT

Hunker Road

The Hunker Road was driven up to the old Hunker Creek mining dredge. Regrowth of Trembling Aspen, Balsam Poplar, White Birch and Willows was occurring on ground not recently disturbed along Hunker Creek. Mining claims are active all along this route. In the past, the slopes of the valley were logged, with access routes up the slopes. These have not been disturbed in recent years and tree growth has regenerated adequately. Photo #42 was taken near the Hunker Creek Dredge and indicates an old road up a slope with Aspen and White Spruce reestablished.

Bonanza Creek Road

Mining claims are active all along the Bonanza Creek Road to Grand Forks, site of a town during the Goldrush Period. In Photo #43, a hill that was once denuded of trees during the height of the Goldrush has Aspen and White Spruce regrowth, which is adequate. More recently disturbed ground near the road has some Aspen and Willow growth, Spruce seedlings are sparse.

SECTION 7. SUMMARY



44. Forty Mile Settlement, North of Dawson, Early 1900's.

7.0 SUMMARY AND RECOMMENDATIONS

7.1 PROJECT SUMMARY

This project has provided an excellent statistical overview of the information available on the logging activities and volumes harvested prior to 1970. Resource managers can utilize this information to plan future projects and ground inspections.

The gathering of information sources and volume information was a difficult component of this project and required a considerable amount of time. Records in Yukon Archives were located in a variety of files under various subject headings and volume information had to be compiled manually. Records were not found for certain periods of time and information was lacking in regards to the location of activities, volume information, the time and methods of harvesting, and the related activity or intended use of the timber product. Copies were made of the most important records.

As the project progressed, the work requirements were changed to accommodate the types of available information sources. It was determined that the government ledgers and Annual Reports would be the most representative information sources and that volumes harvested would be the main component of the databases. The air photo review, originally requested was deemed not necessary at this time.

Due to the lack of adequate descriptions of specific cutting locations, it was necessary to establish polygons or logging zones to present volume information by district and area. Additional time was required to design the polygon system, which involved dividing the Yukon into 10 districts, represented on 67 Figures and by a total of 156 polygons or logging zones. Each volume entry in each government ledger or report had to be first categorized by a polygon, prior to entry into the database. Due to the nature of the records, volumes for the commercial logging activities were not compiled but instead complete lists of timber berths and associated activities were created. Due to the different types of volume information and sources it was necessary to prepare five databases to best correlate the data.

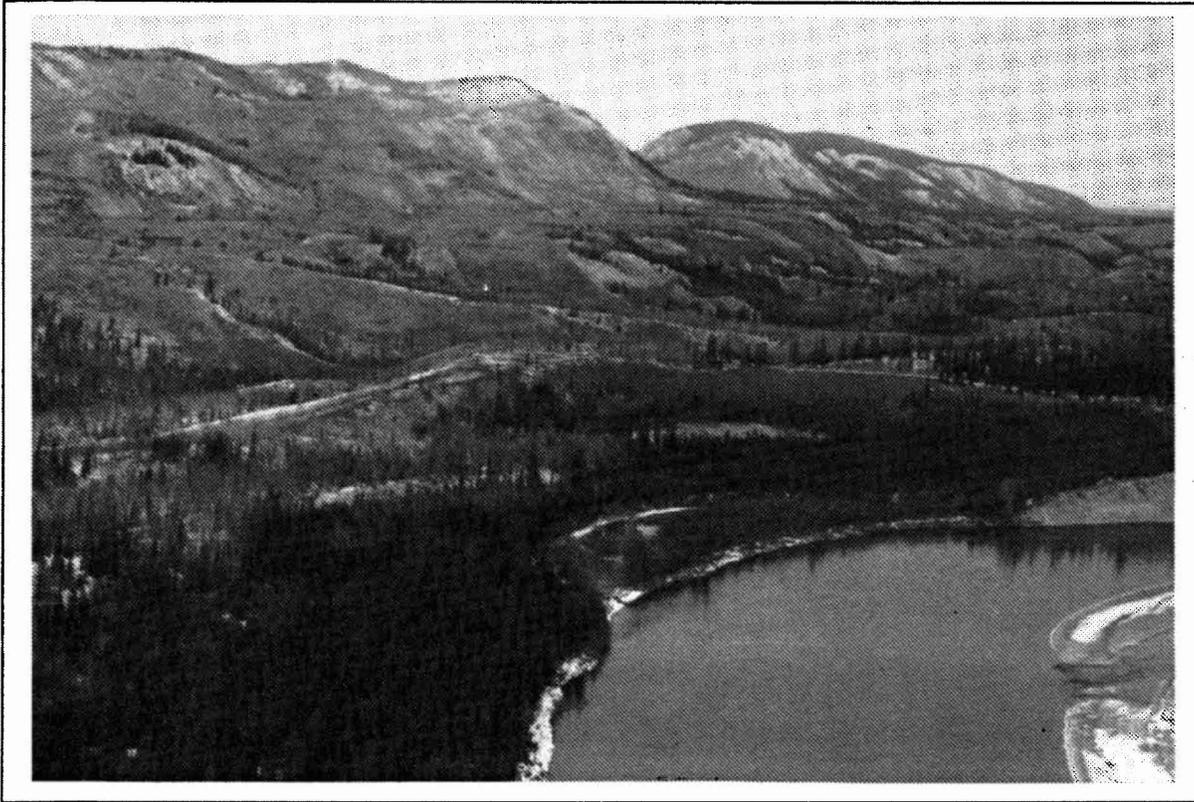
7.2 RECOMMENDATIONS

It is recommended that further work be carried out to compliment the results of this project. Additional work should be completed on the commercial aspects of the industry to determine the volumes of timber harvested and manufactured lumber produced. This will require a thorough review of the records, and a standardization of the volume units. Proper record keeping practices and procedures should also be investigated.

Further site survey work and collection of field data is recommended to develop future forestry management practices which will encourage proper forest regeneration in logged areas. The cutting areas identified in this project can be more clearly defined by indicating noting the specific location on a map, notated by latitude and longitude. An airphoto review and site survey of these areas could more accurately define the size of the logged areas and regeneration characteristics.

The databases could be expanded by adding commercial volumes and manufactured lumber. The manufactured volumes collected for the Transportation database, but not summarized in this project, could be added to this database. Additional databases could be created as future information is collected for a more comprehensive coverage of the logging industry.

24. Meyer's Roadhouse - Yukon River - Mile 215



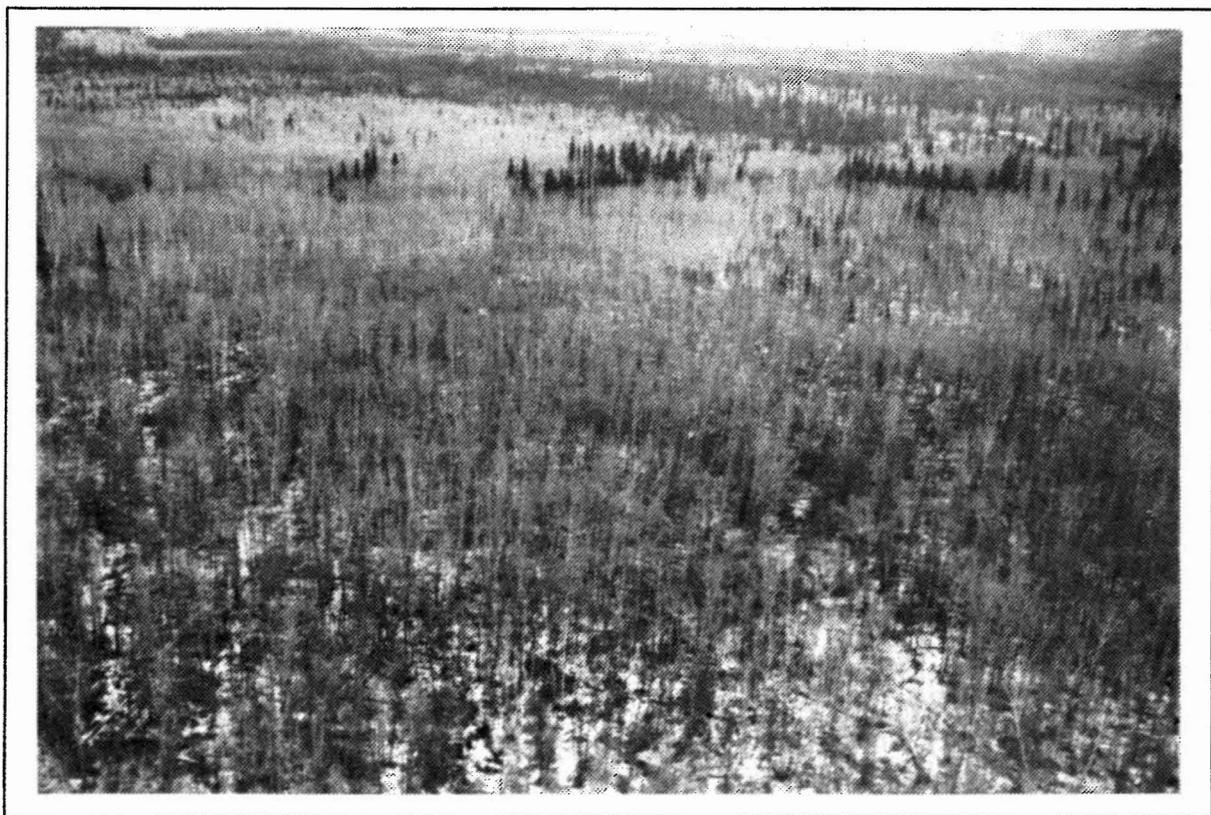
25. Aerial View - Lepage's Woodcamp #2 - Yukon River - Mile 218



26. Site Inspection #1 - Lepage's Woodcamp - Yukon River - Mile 218



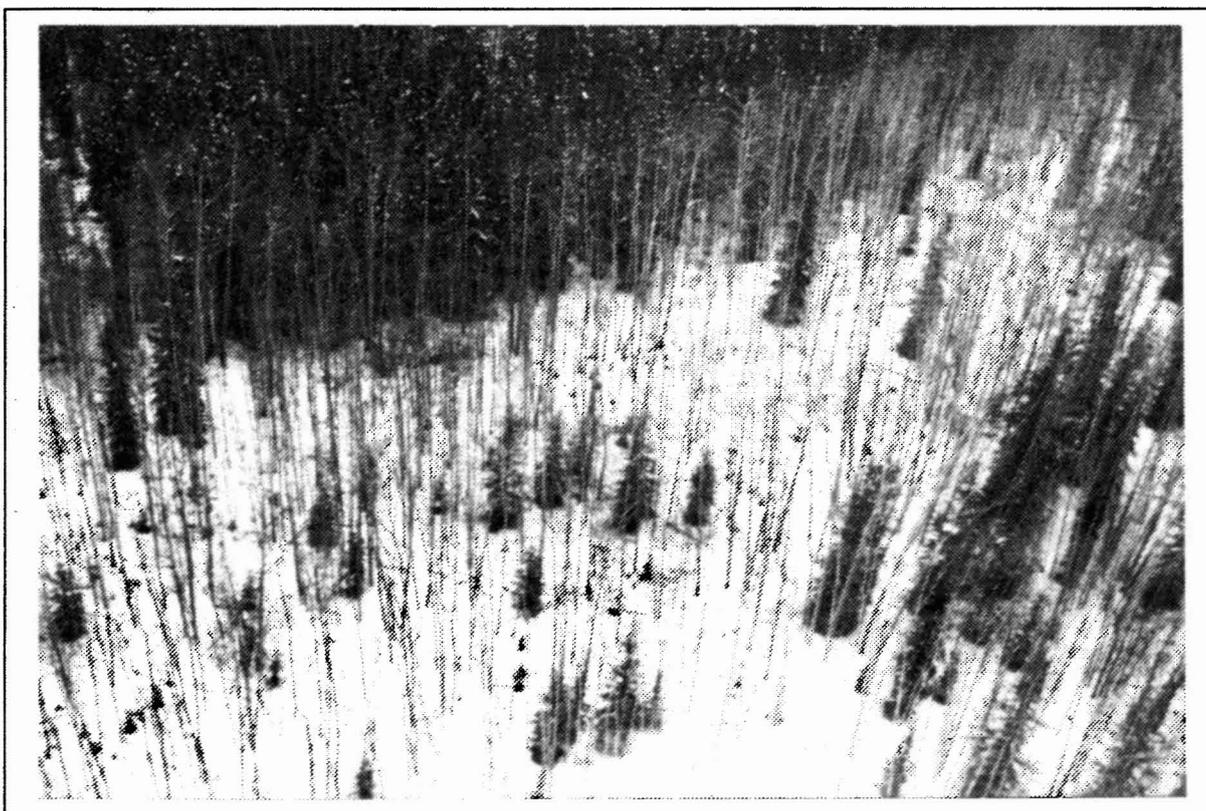
27. Williams Creek - Yukon River - Mile 242



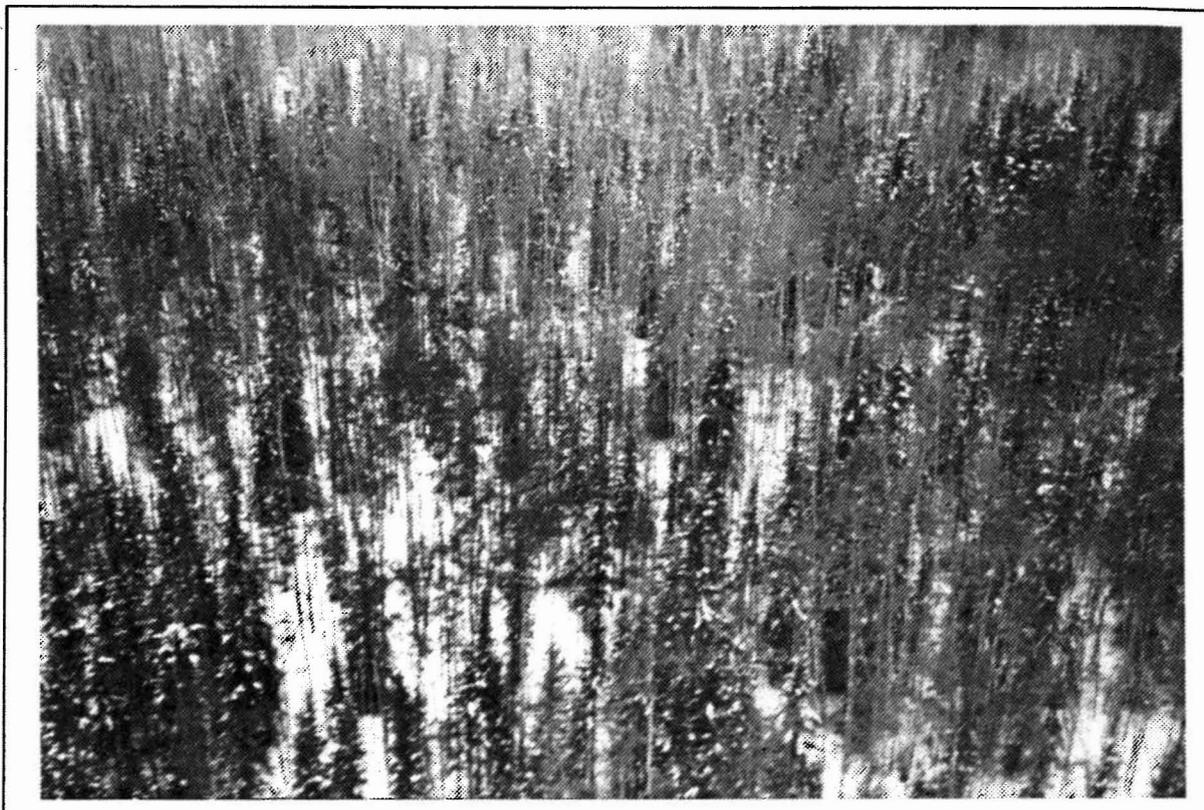
28. Upstream of Hell's Gate Slough - Yukon River - Mile 268



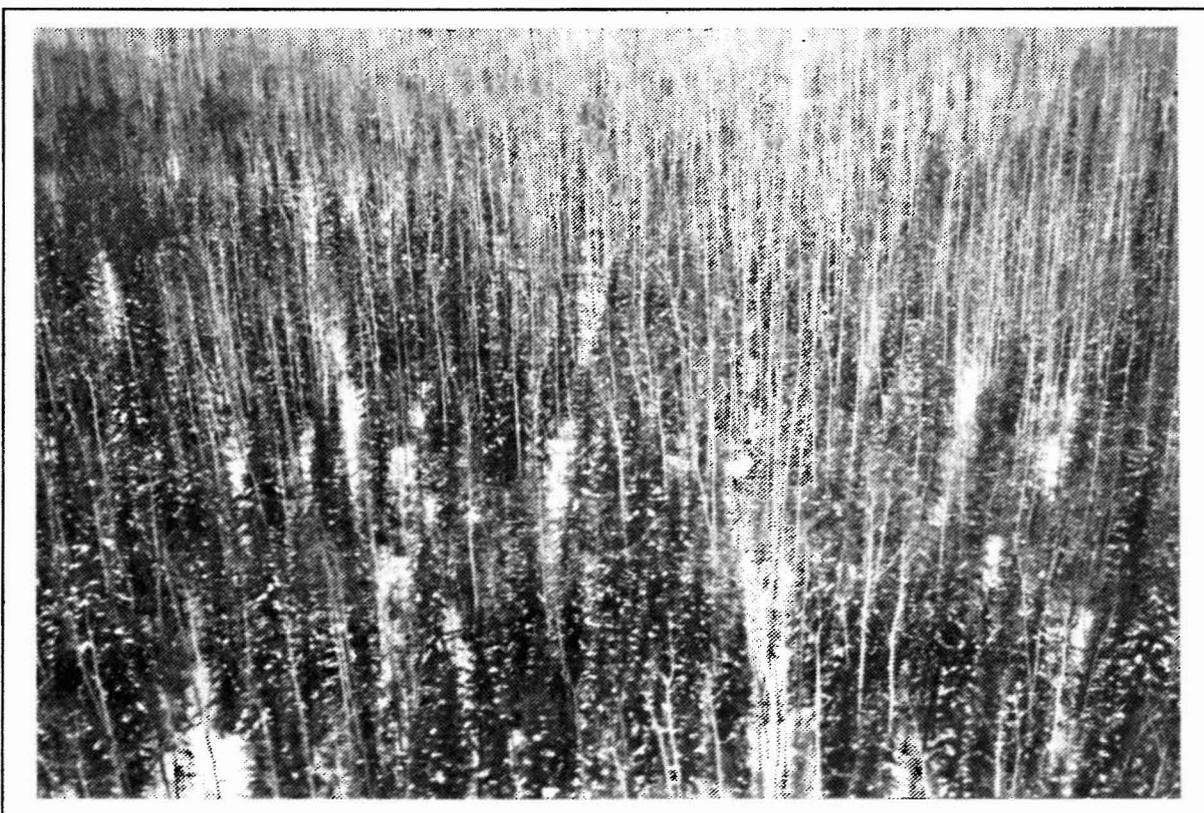
29. Upriver from Hell's Gate Slough - Yukon River - Mile 268



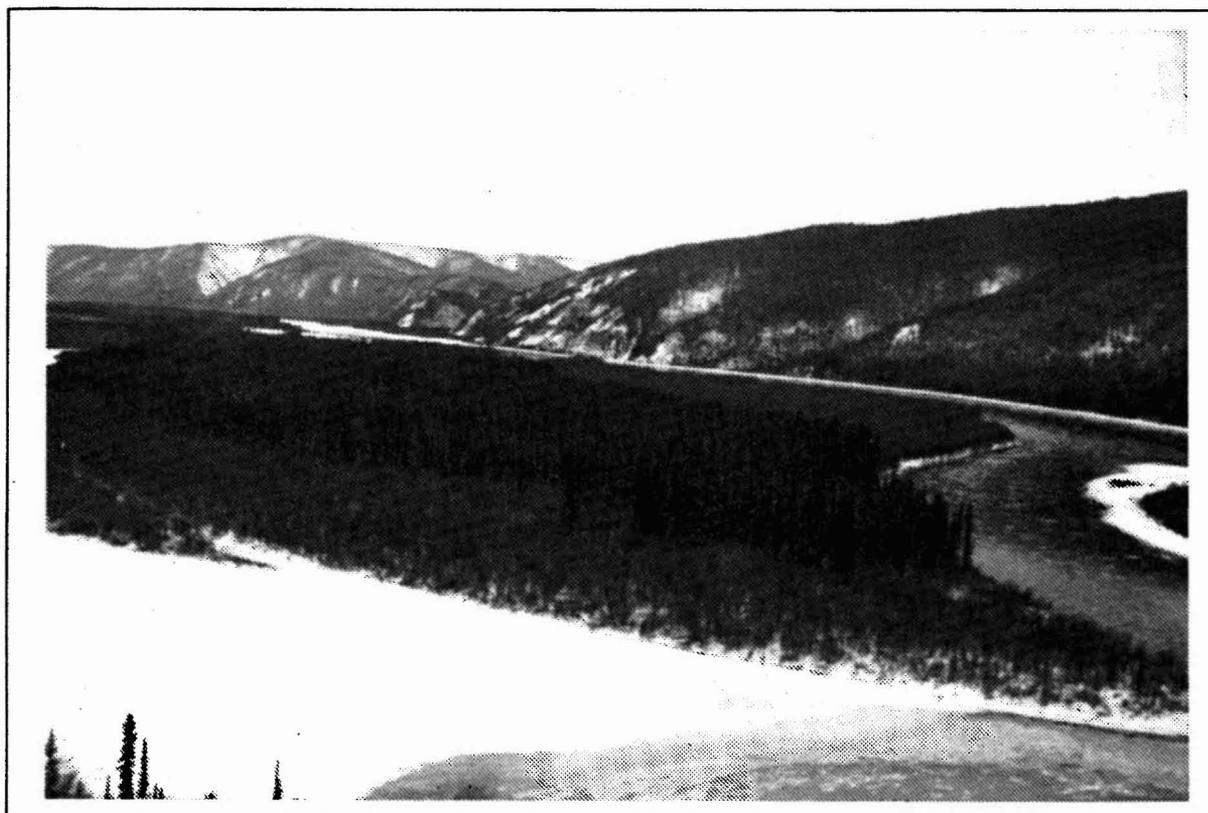
30. Ralston's Woodyard - Yukon River - Mile 290



31. Ralston's Woodyard - Yukon River - Mile 290



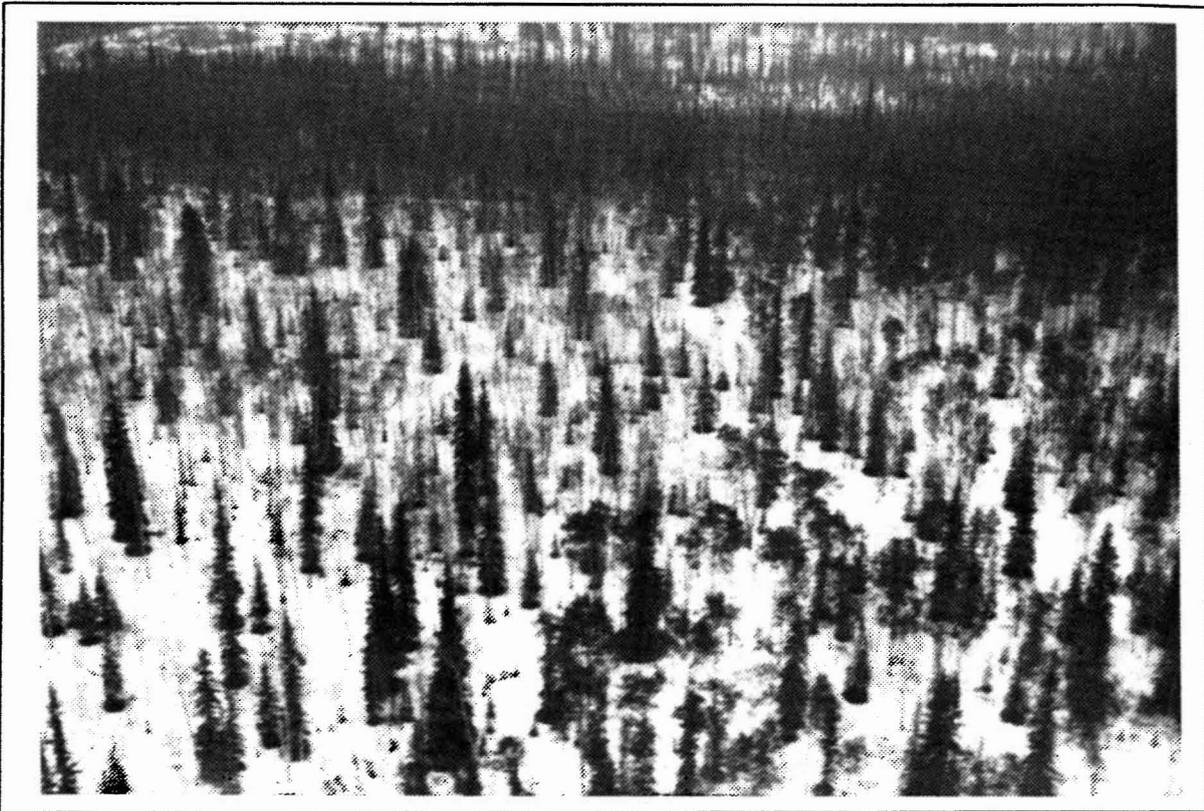
32. Island across from Thistle Creek - Yukon River - Mile 370



33. Opposite Maisy Mae Ranch - Stewart River



34. Opposite Black Hills Creek - Stewart River



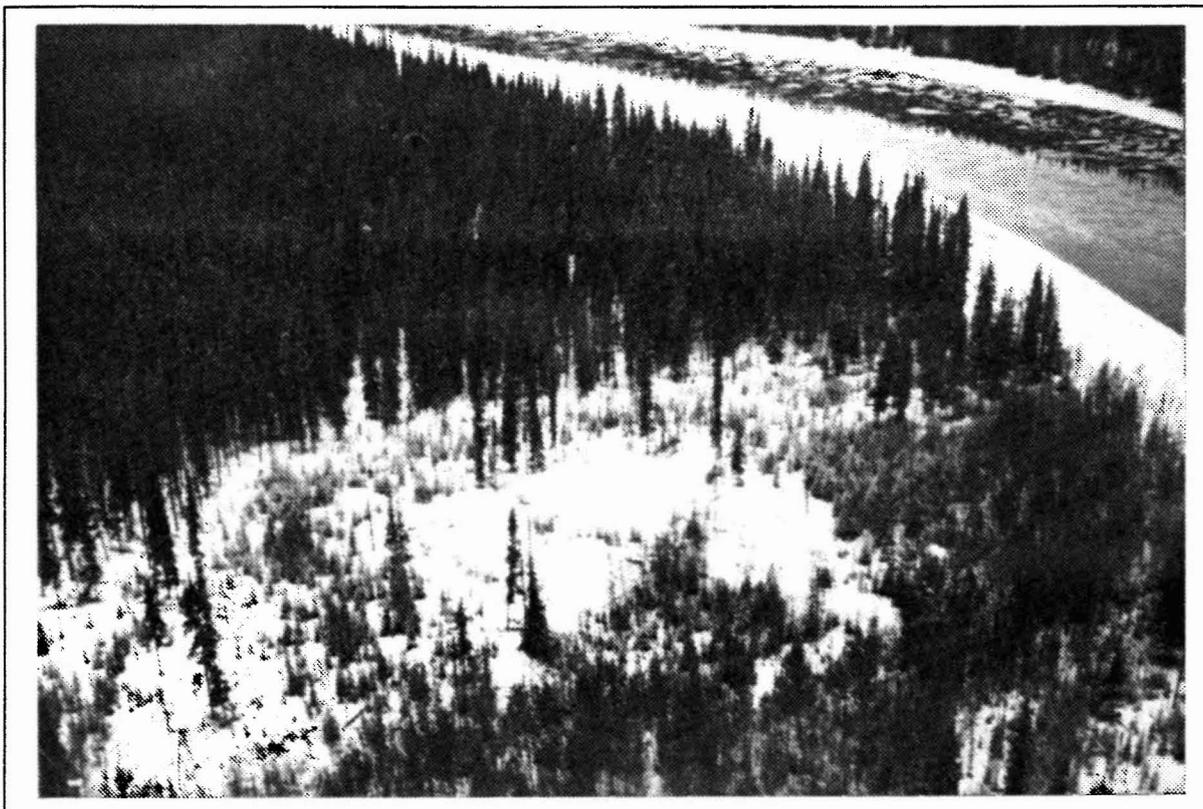
35. Old Millsite Downstream from Independence Creek - Stewart R.



36. Old Millsite Downstream from Independence Creek - Stewart R.



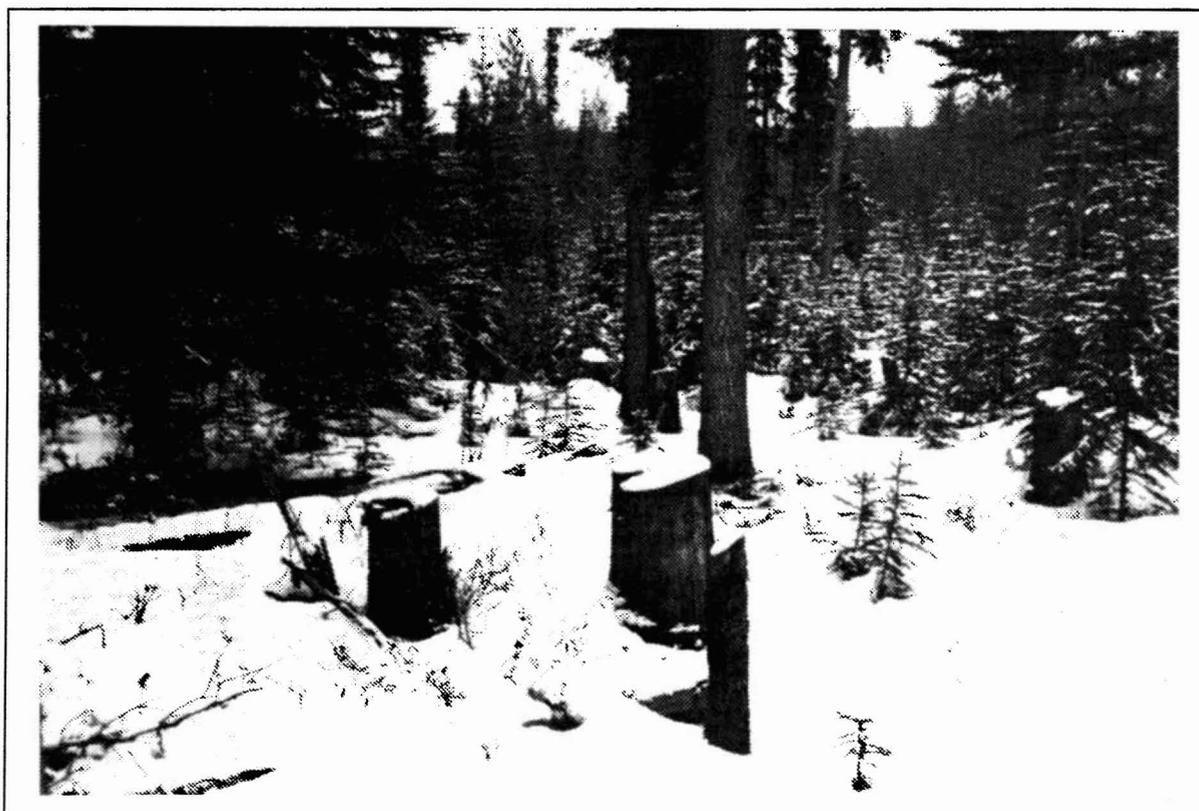
37. G.E. Millsite Above Independence Creek - Stewart River



38. G.E Millsite Above Independence Creek - Stewart River



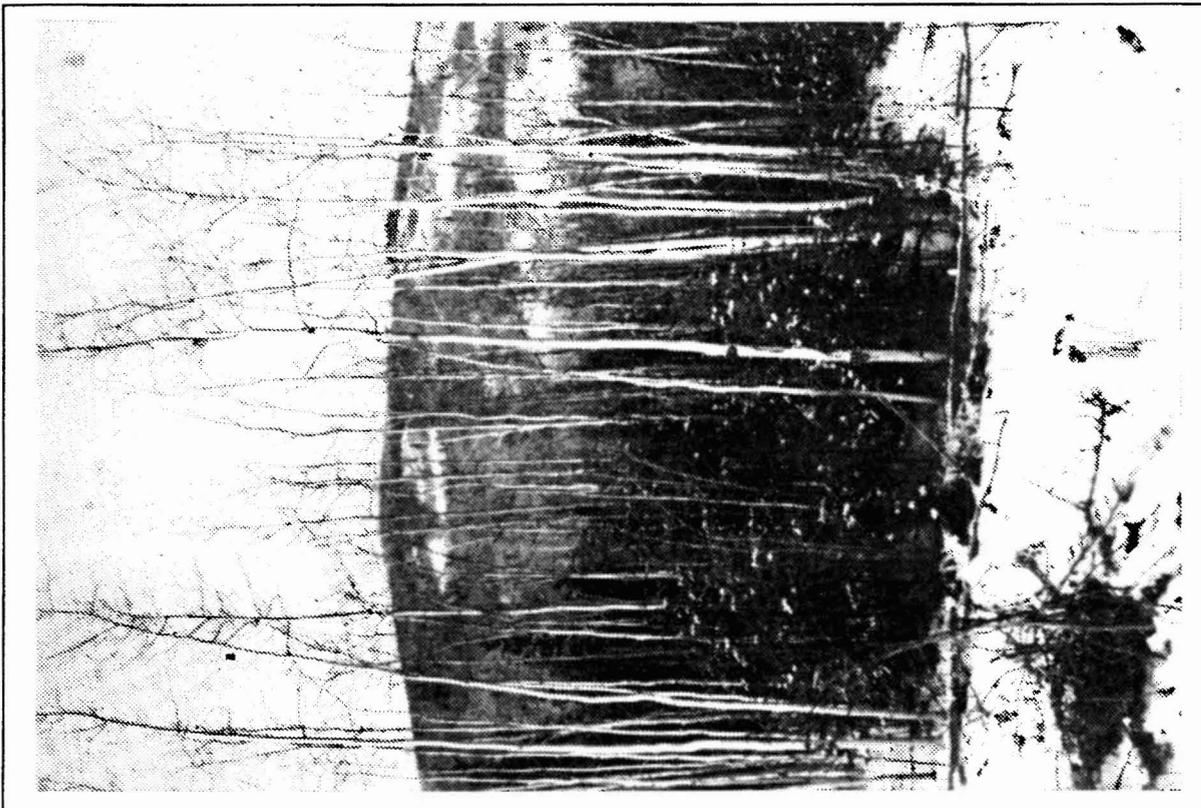
39. Site Inspection #2 - G.E. Millsite - Stewart River



40. Silver Trail - 7 Miles East of Stewart Crossing



41. Silver Trail - 7 Miles East of Stewart Crossing



42. Regeneration - Hunker Creek Road, Near Hunker Dredge - Dawson



43. Regeneration - Bonanza Creek Road, Near Grand Forks - Dawson



A HISTORY OF LOGGING

IN THE YUKON

1896 - 1970

VOLUME IIA

NORTHERN DESIGN CONSULTANTS

Box 3901

Whitehorse, Yukon

Y1A 5M6

March 30, 1993

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7. Northwest Highway System Fuelwood Permit - 1946
8. Northwest Highway System Cutting Reserve #2 - 1947

FIGURE 1: DISTRICT BOUNDARIES AND FIGURE NUMBERS

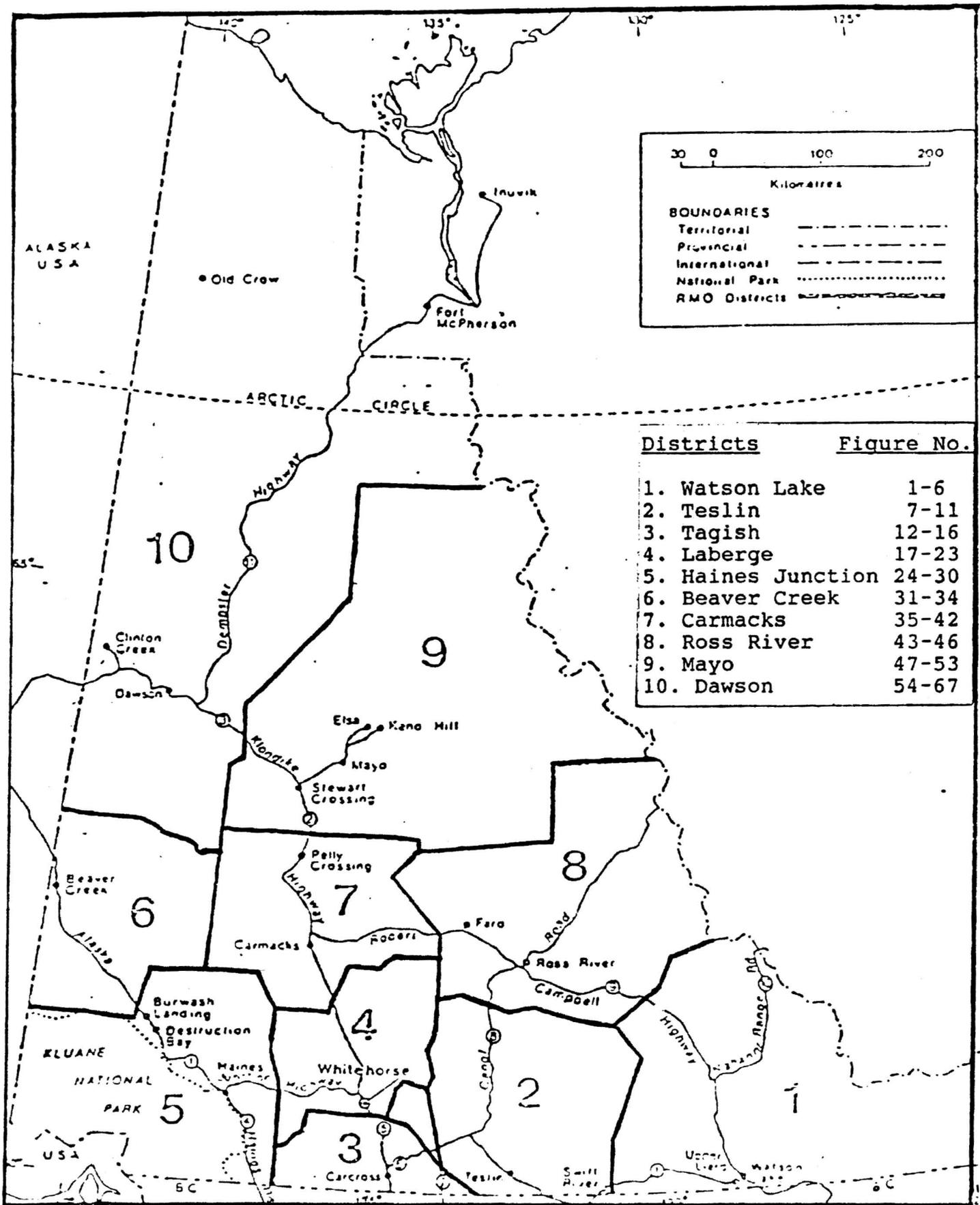


TABLE 1: LIST OF FIGURES AND LOGGING DISTRICTS

DISTRICT - FIGURE NO. - TITLE

1. WATSON LAKE	<ul style="list-style-type: none"> 1. Hyland River - Albert Creek - Tom Creek 2. Albert Creek - Lower Rancheria River 3. Tom Creek - Simpson Lake 4. Simpson Lake - Frances Lake 5. Frances Lake - Finlayson River 6. Spencer Creek - Pine Lake
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3. TAGISH	<ul style="list-style-type: none"> 12. Jakes Corner - Judas Creek - Atlin Lake 13. Tagish Lake - Bennett Lake - Lewes Lake 14. Lewes Lake - Annie Lake Road - Watson River 15. Judas Ck - McClintock R.- Carcross Cut-Off 16. Carcross Cut-Off - Mile 917 - Fish Lake
4. LABERGE	<ul style="list-style-type: none"> 17. Mile 917 - 940 Alaska Hwy - Upper Laberge 18. Shallow Bay - Fox Lake - Lake Laberge 19. Fox Lake - Braeburn - Klusha Creek 20. Yukon River - Lower Laberge - Cassiar Bar 21. Yukon River - Cassiar Bar - Big Salmon 22. Takhini Crossing - Champagne 23. Kusawa Lake Road
5. HAINES JUNCTION	<ul style="list-style-type: none"> 24. Champagne - Marshall Creek 25. Aishihik Road 26. Aishihik Settlement/Airport 27. Marshall Ck - Sulphur Lake - Kathleen Lake 28. Kathleen Lake - Dalton Post 29. Christmas Creek - Bocks Creek 30. Bocks Creek - Burwash Flats
6. BEAVER CREEK	<ul style="list-style-type: none"> 31. Burwash Flats - Mile 1110 32. Kluane River - Mile 1150 33. Dry Creek - Mile 1181 34. Dry Creek - Beaver Creek- Alaska Boundary

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS

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A. Hyland River - Mile 595-630 Alaska Hwy	
B. Watson Lake - Mile 630-642.5 Alaska Hwy -East of Liard R. Bridge, Watson Lake Airport -Mile 11 R.Cambell Hwy,	
C. Upper Liard - Mile 442.6-651 Alaska Hwy -Albert Creek	
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A. North of Alaska Hwy - Mile 651-692	
B. South of Alaska Hwy - Mile 651-692	
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A. R.Campbell Hwy - Mile 23-49	
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A. R.Campbell Hwy - Mile 49-91	
Fig. 5. Frances Lake - Finlayson River	105H/105G
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A. Alaska Hwy - Mile 695-724 -Rancheria, Pine Lake Road	
<u>TESLIN</u>	
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A. South of Alaska Hwy - Mile 777-803	
B. North of Alaska Hwy - Mile 777-803 -Hayes Creek, East of Nisutlin River	
C. Sawmill Road - West of Nisutlin Bay -North of Airport	
D. Teslin Village & Vicinity - Alaska Hwy - Mile 804 - 805	
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B. Jonson's Crossing - Murphy Creek -South Canol - Mile 0-20	
C. Johnson's Crossing - Squanga Lake -Alaska Hwy - Mile 836-850	
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A. South Canol Road - Mile 20-47 - Sidney Lake	
Fig. 10. Quiet Lake - Mt. St. Cyr	105F
A. South Canol Road - Mile 47-90	
Fig. 11. Squanga Lake - Jakes Corner	105C/105D
A. Alaska Hwy - Mile 850-866	

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

TAGISH

- Fig. 12. Jakes Corner - Judas Creek - Atlin Lake 105C/105D
 A. Atlin Road - Mile 0-25 - BC Border
 B. West Side of Little Atlin Lake
 C. Carcross/Tagish Road -
 - Jakes Corner - Tagish Bridge - Mile 0-13
 D. Alaska Hwy - Mile 866-875
 - Jakes Corner - Judas Creek
 E. East Side of Taku Arm - BC Border
- Fig. 13. Tagish Lake - Bennett Lake - Lewes Lake 105D
 A. Tagish Community & Taku Subdivision
 B. Carcross/Tagish Road - Mile 17-33
 - Tagish - Carcross
 C. Ten Mile Ranch Road
 D. South of Carcross
 - Nares Lake, Windy Arm, Conrad
 E. Carcross Community
 F. Bennett Lake - West Arm
 G. Carcross Road - Mile 19-34
 - Carcross - Lewes Lake
- Fig. 14. Lewes Lake - Annie Lake Road - Watson River 105D
 A. Carcross Road - Mile 0 - 19
 - Carcross Cutoff - Lewes Lake
 B. Annie Lake Road
 - McConnel Lake, Two Horse Creek, Wheaton River
- Fig. 15. Judas Ck - McClintock R. - Carcross Cut-off 105D
 A. Alaska Hwy - Mile 875-906
 - Judas Creek - Carcross Cutoff
 B. McClintock River
 C. West Side of Marsh Lake
- Fig. 16. Carcross Cut-off - Mile 917 - Fish Lake 105D
 A. East Side of Yukon River
 - South of Whithorse Hospital
 B. City of Whitehorse
 - Alaska Hwy - Mile 906-917
 C. Fish Lake Road
 - Jackson/Louise Lake, Fish Lake

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

LABERGE

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 B. East Side of Yukon River
 - Wickstrom Road - Upper Laberge
 C. Mile 2.5-10 Mayo Road - Shallow Bay
 D. Takhini Hotsrings Road - Mile 0-6
 E. Takhini Hotsprings Road - Flat Creek Area
 F. Alaska Hwy - Mile 926 - 940
 - Scout Lake Road, Dog Track
- Fig. 18. Shallow Bay - Fox Lake - Lake Laberge 105D/105E
 A. Klondike Hwy - Mile 10 -30 - Fox Lake
 B. West Side Lake Laberge
 C. East Side Lake Laberge
 - Joe Creek, Laurier Creek
- Fig. 19. Fox Lake - Braeburn - Klusha Creek 105E/115H
 A. Klondike Hwy - Mile 30-57
 - Fox Lake - Braeburn
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- Fig. 20. Yukon River - Lower Laberge - Cassiar Bar 105E
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 A. Cassiar Bar - Big Salmon
- Fig. 22. Takhini Crossing - Champagne 105D/115A
 A. Alaska Hwy - Mile 940-956
 - Takhini Crossing - Stony Creek
 B. Alaska Hwy - Mile 956-975
 - Stony Creek - Champagne
 C. Old Dawson Trail - Little River
- Fig. 23. Kusawa Lake Road 105D/115A
 A. Mendenhall River - Kusawa Lake

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS	N.T.S. MAP NO.
<u>HAINES JUNCTION</u>	
Fig. 24. Champagne - Marshall Creek	115A
A. Alaska Hwy - Mile 975 - 1000 - Champagne - West of Canyon	
Fig. 25. Aishihik Road	115A/115H
A. Canyon - Aishihik Lake	
Fig. 26. Aishihik Settlement/Airport	115H
A. Aishihik Airport & Vicinity	
B. Dalton Trail - Yukon Crossing	
Fig. 27. Marshall Ck - Sulphur Lake - Kathleen Lake	115A
A. Alaska Hwy - Mile 1000 - 1016 - Marshall Creek - Haines Junction	
B. Alaska Hwy - 1016 - 1024 - Haines Junction - Bear Creek	
C. Haines Road - Mile 143-159 - Kathleen Lake - Haines Junction	
D. Alaska Hwy - Mile 1024-1038 - Bear Creek - Sulphur Lake	
Fig. 28. Kathleen Lake - Dalton Post	115A
A. Haines Road - Mile 105-143 - Dalton Post - Kathleen Lake - Dalton Trail	
B. Mush Lake Road - Dezadeash Lodge - Mile 125	
Fig. 29. Christmas Creek - Bocks Creek	115G+F
A. Alaska Hwy - Mile 1048-1060 - Christmas Creek - Sheep Mt. - East Side Kluane Lake	
B. Alaska Hwy - Mile 1060 - 1080 - Sheep Mt. - Bocks Creek	
Fig. 30. Bocks Creek - Burwash Flats	115G+F
A. Alaska Hwy. - Mile 1080 - 1104	
<u>BEAVER CREEK</u>	
Fig. 31. Burwash Flats - Mile 1110	115G+F
A. Alaska Hwy - Mile 1104 - 1110	
Fig. 32. Kluane River - Mile 1150	115G+F
A. Alaska Hwy - Mile 1110 - 1150	
Fig. 33. Dry Creek - Mile 1181	115G+F/115J+K
A. Alaska Hwy - Mile 1150 - 1169	
B. Alaska Hwy - Mile 1169 - 1181	
Fig. 34. Dry Creek - Beaver Creek - Alaska Boundary	115J+K
A. Alaska Hwy - Mile 1181 - 1200	
B. Beaver Creek - Mile 1200 - 1214	
C. Snag Road and Airport	

1.0 INTRODUCTION

Volume IIA of "History of Logging in the Yukon" includes an All District summary of the ten Logging Districts and individual reviews of the Watson Lake, Teslin, Tagish, Laberge, Haines Junction, and Beaver Creek Districts. The Carmacks, Ross River, Mayo and Dawson districts are discussed in Volume IIB.

In the All District Summary, Section 2.0, the logging activities from 1896 to 1970 are summarized, which for the purposes of this report have been divided into categories according to the type of available information and databases developed. These categories include Transportation, General, Commercial and Project activities, and Annual Reports which have been summarized in Tables. The relevant database files are presented as Appendices in this section.

In the District Logging Summary, Section 3.0, each Logging District section begins with a District map with a list of figures and polygons per District. The four types of logging activities are reviewed in the following order: Transportation, General, Commercial, and Projects with the corresponding database file presented in Tables. Logging activities for each figure are summarized. Copies of the main General database file for each district, indicating each volume entry per polygon are included as an Appendix at the end of each District section. Examples of records have also been presented for each district, including commercial timber berth or cutting reserve sketches and permits.

2.0 ALL DISTRICTS LOGGING SUMMARY

The available logging information has been summarized into five categories of activities between 1898 - 1970. Five databases have been compiled to summarize logging activities and volumes. No database has been prepared for Project Activities due to limited volume information. These activities, associated database and years of coverage include:

<u>Activities</u>	<u>Description of Database</u>	<u>Years</u>
1. Transportation	Cordwood Volumes	1899 - 1949
2. General	General Activities Volumes	1947 - 1970
3.A. Commercial	Commercial Timber Berths	1898 - 1913
B. Commercial	Commercial Timber Berths	1948 - 1970
4. Projects	Transportation/Mining Activities (No Database)	1900 - 1969
5. Annual Reports	General/Commercial Volumes	1900 - 1961

The All District Logging Summary includes a summary of each database and individual datafiles which are presented in Tables or Appendices. The Transportation and General database have four types of files based on sorting by year or polygon, or both. The "P" files indicate the polygons per district, the "A" files indicate the years of cutting, the "Y" files indicate the years of logging activity for each polygon, and the "S" files indicate the number of entries per district. The ...P, ...A, ...Y, files are presented in Tables and the ...S files are presented in the Appendix in the relevant section.

<u>Database</u>	<u>File Names</u>
Transportation	TranspTP, TranspTA, TranspTY, TranspTS
General	District Name ...GP, ...GA, ...GY, ...GS
Commercial (1898-1913)	BerthMa, BerthMaP
Commercial (1947-1970)	BerthCP, BerthCS
Annual Reports	Annrepl, AnnrepGC

The commercial databases consist of a listing of Timber Berths with the associated polygon and activities. These files are presented in the Appendix of the All District Review and are summarized according to polygon in each Logging District review. The Annual Reports have been combined into a main database file [Annrepl] which is presented in the Appendix of this section. A separate Annual Report file was also created for General and Commercial Activities [AnnrepGC], presented in Tables in this section.

2.1 TRANSPORTATION ACTIVITIES - RIVERS/ROADS/TRAILS

A total of 1375 records of cordwood were compiled for this database which included a total of 308,168 cords from 1899 - 1949. This cordwood was primarily used as steamer fuelwood and for mining

related activities. The records of transportation related logging activities occurred in two distinct periods:

PERIODS

1899 - 1916 Steamer/Mining Activity
Rivers - Yukon, Stewart, Pelly Rivers
Roads - Dawson Winter Road
Trails - Dalton Trail
1935 - 1949 Steamer/Mining Activity
Rivers - Yukon, Stewart, Klondike, Pelly Rivers

The TranspTP file has been summarized in Table 3 in this section. Portions of this file are also presented in Tables in the individual district sections in Section 3.0. The TranspTA, and TranspTY files are also presented in Tables in this section. In these database files, when a zero is indicated in the cordwood column, it means that manufactured lumber was recorded for that year or polygon. Manufactured lumber was not entered into the database at this time and can be completed as a future project.

2.1.1 ALL DISTRICTS/POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

In Table 3, there are 49 polygons within six logging districts which are presented in the Transportation database [TranspTP file]. The abbreviations for the polygons are explained in the database section of Volume I.

The majority of the polygons were along the Yukon River from Tagish to Dawson and north to the Boundary of Alaska, providing wood for steamer use. The Stewart and Pelly River polygons had woodcutting activities related to steamer use. Timber was harvested on the Klondike River primarily for mining purposes.

There were no Transportation database records for the Watson Lake, Haines Junction, Beaver Creek and Ross River Districts. The Teslin district had one entry of 20 cords harvested in 8A, near Teslin Lake in 1948.

TAGISH

In the Tagish district most of the cordwood (9076 cords) was harvested between 1900-1903 when woodcutting for steamer fuelwood occurred along the Southern Lakes, from Lake Bennett to Marsh Lake. Another 287 cords were noted as cut in the district between 1920-48.

LABERGE

In the Laberge region, cutting sites were located on Lake Laberge, Thirty Mile River and along the Yukon River to Big Salmon. Records of the RNWMP, who managed timber permits in the area, indicated a total of 1600 cords were harvested near Big Salmon between 1899-1900. On the Thirty Mile, at least 15 woodcamps were noted in the records over this period from Lower Laberge to Hootalinqua.

TABLE 3: ALL DISTRICT/POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

DISTRICT	POLYGON	CORDS	TOTALS	DISTRICT	POLYGON	CORDS	TOTALS
TESLIN	08A	30	= 30	MAYO	53A	1257	
TAGISH	15A	25		MAYG		20	= 1277
	TAG	9338	= 9363	DAWSON	54A	1474	
LABERGE	20B	150			55A	1264	
	20D	1475			56A	592	
	21A	957			56B	1082	
	YRBS	1600			59A	1370	
	YRLA	5202			59B	823	
	LABG	406	= 9790		60A	5486	
CARMACKS					60B	60	
	35A	2908			60D	155	
	37B	1015			61A	3740	
	39A	215			61D	83	
	39B/C	125			61E	88	
	39C	600			62B	60	
	40B	500			64A	8238	
	40C	100			65B	212	
	40D	450			DA40	1732	
	40E	978			DAG	85028	
	41A	125			DAGF	365	
	YRCA	38041			KRDA	17061	
	YRSK	17926	= 62983		KRG	3633	
	PRG	9621	= 9621		YRDA	42120	
			= 72604		YRDB	10649	
					YRMH	1834	
STEWART R.	SRG	27478	= 27478		YROK	477	= 187626

TRANSPORTATION TOTAL = 308,168 CORDS

CARMACKS

The Carmacks region, including from Fort Selkirk to Little Salmon on the Yukon River and the Pelly River, had the second highest amount of wood harvested, which was used mainly by steamers. The Five Finger and Tantalus Butte coal mine also required timber. Separate polygons were created for volumes where location was not specified but known to be within the general area, ie. along the particular section of the river. The Yukon River, in the area from Carmacks east towards Little Salmon (YRCA), and the area north of Carmacks near Fort Selkirk (YRSK) are represented. The Pelly River (PRG) was also a separate polygon as locations were not specified. The upper portion of this river falls within the Ross River District, but for this report, the Pelly River volumes have been included in the Carmacks District.

MAYO

Records for Mayo were limited for this database, a volume of 1277 cords was harvested in 1913, primarily in the Clear Creek Mining

area for mining purposes.

The Stewart River polygon (SRG) included cutting areas along the Stewart River between the Dawson and Mayo Districts, primarily for steamer fuelwood and mining activities. A total of 27,478 cords were recorded as being cut along the Stewart River between 1900-1904, 1913, and between 1935-38. The yearly activities along the Stewart River have been reviewed in the Dawson District, section 3.10.

DAWSON

The Dawson logging district was the most active region for cordwood with a total of 187,626 cords harvested. Areas grouped in the Dawson district included the Klondike River (KRDA), (KRG), Moosehide (YRMH), Forty Mile (DA40), OK Creek (YROK), Dawson north to Boundary of Alaska (YRDB) and Dawson south to Selwyn (YRDA), along the Yukon River. In addition to wood being cut for steamer fuel along the Yukon River, wood was also used by roadhouses along the Dawson Winter Road, for railroads and mining projects. The Klondike River was an active cutting area for mining activities with 7213 cords harvested in 1913 and 17061 between 1935-1949.

2.1.2 ALL DISTRICTS - ANNUAL SUMMARY - TRANSPORTATION ACTIVITIES

A total of 30 years are represented in the TranspTA file, between 1899 and 1949, as shown in Table 4. From Dawson records, the highest cordwood use was between 1913 and 1915. These records are presented as Examples 8 and 9 in Volume I. Wood used during the 1930's and 1940's was primarily for mining purposes in the Mayo and Dawson districts. A considerable amount of fuelwood was required for the transportation of silver-lead ore from Mayo and for the steamer traffic from Dawson to Whitehorse, on the Stewart and Yukon Rivers.

TABLE 4 : ANNUAL SUMMARY - TRANSPORTATION ACTIVITIES

YEAR	CORDS	YEAR	CORDS
1899	3765	1935	6821
1900	17771	1936	9620
1901	11997	1937	13751
1902	4816	1938	14637
1903	5436	1939	11185
1904	4384	1940	11811
1905	200	1941	8733
1906	0	1942	7332
1909	1661	1943	10554
1910	6763	1944	7507
1913	41054	1945	8044
1914	29397	1946	7800
1915	21914	1947	12514
1916	14906	1948	8749
1920	106	1949	4834
1921	106		

2.1.3 ALL DISTRICTS - YEARLY POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

The yearly summary of cords cut per polygon is entered in the TransPTY file presented in Table 5, consisting of 235 records.

TABLE 5 : ALL DISTRICTS - YEARLY POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	POLY	YEAR	CORDS	POLY	YEAR	CORDS
08A	1948	30	59A	1910	1370	KRDA	1943	1428
15A	1948	25	59B	1910	400	KRDA	1944	1113
20B	1901	100	59B	1913	423	KRDA	1945	1465
20B	1910	50	60A	1909	611	KRDA	1946	823
20D	1901	10	60A	1910	485	KRDA	1947	1759
20D	1903	165	60A	1913	4390	KRDA	1948	1808
20D	1909	600	60B	1913	60	KRDA	1949	907
20D	1910	700	60D	1913	155	KRG	1913	3633
21A	1901	647	61A	1910	40	LABG	1944	50
21A	1902	30	61A	1913	3700	LABG	1945	356
21A	1903	280	61D	1913	83	MAYG	1913	20
35A	1901	1500	61E	1913	88	PRG	1935	539
35A	1902	150	62B	1913	60	PRG	1936	1353
35A	1903	200	64A	1913	8238	PRG	1937	2104
35A	1904	155	65B	1913	212	PRG	1938	1900
35A	1909	200	DA40	1901	453	PRG	1939	550
35A	1910	703	DA40	1903	549	PRG	1940	1220
37B	1901	250	DA40	1904	730	PRG	1941	248
37B	1902	325	DAG	1913	1152	PRG	1942	107
37B	1903	250	DAG	1914	29397	PRG	1943	100
37B	1910	190	DAG	1915	21914	PRG	1944	100
39A	1901	150	DAG	1916	14906	PRG	1945	100
39A	1903	65	DAG	1935	1302	PRG	1946	130
39BC	1910	125	DAG	1936	829	PRG	1947	600
39C	1910	600	DAG	1937	1149	PRG	1948	570
40B	1910	500	DAG	1938	1457	SRG	1900	2777
40C	1910	100	DAG	1939	2270	SRG	1901	1109
40D	1910	450	DAG	1940	1717	SRG	1902	400
40E	1901	69	DAG	1941	1187	SRG	1903	170
40E	1902	42	DAG	1942	1958	SRG	1904	780
40E	1903	172	DAG	1943	1351	SRG	1913	1696
40E	1904	595	DAG	1944	325	SRG	1935	1658
40E	1913	100	DAG	1945	1945	SRG	1936	1421
41A	1913	125	DAG	1946	575	SRG	1937	2417
53A	1913	1257	DAG	1947	994	SRG	1938	3079
54A	1910	200	DAG	1948	600	SRG	1939	4491
54A	1935	100	DAGF	1899	365	SRG	1940	450
54A	1937	300	KRDA	1913	3580	SRG	1941	162
54A	1939	293	KRDA	1935	160	SRG	1942	300
54A	1940	581	KRDA	1936	995	SRG	1943	235
55A	1909	150	KRDA	1937	520	SRG	1944	249
55A	1910	500	KRDA	1938	460	SRG	1945	198
55A	1913	614	KRDA	1939	60	SRG	1946	1925
56A	1909	100	KRDA	1940	113	SRG	1947	716
56A	1910	350	KRDA	1941	1675	SRG	1948	1605
56A	1913	142	KRDA	1942	195	SRG	1949	1640
56B	1913	1082						

TABLE 5 (Cont.): YEARLY POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	POLY	YEAR	CORDS	POLY	YEAR	CORDS
TAG	1900	4471	YRDA	1901	124	YRLA	1900	720
TAG	1901	2135	YRDA	1902	535	YRLA	1901	420
TAG	1902	1235	YRDA	1903	225	YRLA	1902	1055
TAG	1903	1235	YRDA	1904	520	YRLA	1903	305
TAG	1920	106	YRDA	1913	6236	YRLA	1904	600
TAG	1921	106	YRDA	1935	1019	YRLA	1905	200
TAG	1944	50	YRDA	1936	1996	YRLA	1913	1478
YRBS	1899	16	YRDA	1937	3412	YRLA	1945	424
YRBS	1900	1584	YRDA	1938	2769	YRMH	1935	222
YRCA	1899	250	YRDA	1939	1921	YRMH	1936	270
YRCA	1900	1175	YRDA	1940	3296	YRMH	1937	270
YRCA	1901	750	YRDA	1941	2732	YRMH	1938	422
YRCA	1903	400	YRDA	1942	1294	YRMH	1939	290
YRCA	1913	2530	YRDA	1943	2311	YRMH	1940	100
YRCA	1935	1106	YRDA	1944	2901	YRMH	1941	100
YRCA	1936	2385	YRDA	1945	1016	YRMH	1942	90
YRCA	1937	2826	YRDA	1946	2409	YRMH	1943	70
YRCA	1938	2732	YRDA	1947	2359	YROK	1935	104
YRCA	1939	788	YRDA	1948	3059	YROK	1938	104
YRCA	1940	3591	YRDA	1949	1986	YROK	1939	104
YRCA	1941	1150	YRDB	1935	611	YROK	1941	10
YRCA	1942	3039	YRDB	1936	371	YROK	1942	35
YRCA	1943	4052	YRDB	1937	753	YROK	1943	25
YRCA	1944	2138	YRDB	1938	1714	YROK	1945	50
YRCA	1945	1945	YRDB	1939	418	YROK	1946	20
YRCA	1946	1401	YRDB	1940	743	YROK	1947	15
YRCA	1947	5266	YRDB	1941	1469	YROK	1948	10
YRCA	1948	517	YRDB	1942	314	YRSK	1899	3134
			YRDB	1943	982	YRSK	1900	7044
			YRDB	1944	581	YRSK	1901	4280
			YRDB	1945	545	YRSK	1902	1044
			YRDB	1946	517	YRSK	1903	1420
			YRDB	1947	805	YRSK	1904	1004
			YRDB	1948	525			
			YRDB	1949	301			

The yearly polygon summaries for the Transportation database are also presented in the separate District sections.

2.1.4 ALL DISTRICT - RECORD SUMMARY - TRANSPORTATION ACTIVITIES

Each entry of cordwood in the Transportation database for all logging districts is presented as Appendix 1 at the end of this section. This database file [TranspTS] contains a total of 1375 records.

2.2 GENERAL ACTIVITIES

General activities are covered from 1947 - 1970 for each of the ten Logging Districts and the Yukon General category. The Yukon General category includes records where no locations were specified. This includes most of the entries between 1950 - 53, which were indicated as "limit numbers" with no location description. After 1953, location descriptions improved and volumes were entered into the individual figure/polygons and district general categories.

2.2.1 ALL DISTRICT SUMMARY - GENERAL ACTIVITIES

Volumes for General Activities for each district are summarized in Table 6, including cordwood, logs, and manufactured lumber. A total of 4779 records were entered into the database representing the entire Territory. This does not include volumes specified as commercial.

TABLE 6: ALL DISTRICT SUMMARY - GENERAL ACTIVITIES

DISTRICT	CORDS	DRY	GREEN	SL_FBM	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_LF
WATSON L	101	1922	5566	0	800	0	0	2583	2209235	162271
TESLIN	0	2736	1824	0	0	0	800	993	169000	47980
TAGISH	164	4899	4663	0	732	0	0	44844	4105325	34074
LABERGE	826	20364	2492	0	897	0	580	17292	493000	75734
HAINES J	0	3515	190	0	0	100	0	945	64750	31915
BEAVERCK	0	1426	357	0	0	0	1200	2913	294955	23016
CARMACKS	100	7035	158	0	0	75	0	29656	1440300	19305
ROSS R.	0	705	10	0	0	0	0	4123	50000	0
MAYO	7552	14983	2389	20000	0	0	24024	206866	3444214	1218265
DAWSON	3070	8392	2061	0	15	0	0	12629	66185	26546
YGEN	12119	3131	2087	0	152	190	1360	2408	1264000	81568
TOTAL	23932	69108	22609	20000	2596	365	27964	325252	13600964	1720674

A total of 115,649 cords were cut from 1947 - 1970. The highest cordwood quantities were cut in the Mayo District (24924 cords) and in the Laberge District (23682 cords.) The majority of this was dry wood. The Watson Lake and Tagish Districts had the most green wood cut, probably due to less areas with dry wood available. In the Yukon General category, most cordwood harvested was not specified as dry or green.

The districts with the most manufactured lumber were the Mayo, Tagish, and Watson Lake Districts. In Mayo, much of the manufactured lumber was used for mining purposes; for stulls, cribbing, lagging and mining timbers for United Keno Hill Mines. Units of measurement varied in description, as Pieces, Pieces - FBM or Pieces - LF. In Tagish, the manufactured lumber included railroad ties and mining timbers. In Watson Lake, the use of the manufactured lumber was generally not specified.

Total # of Entries/District

Watson Lake	-	308	Beaver Creek	-	114
Teslin	-	286	Carmacks	-	292
Tagish	-	620	Ross River	-	26
Laberge	-	1281	Mayo	-	649
Haines Junction	-	161	Dawson	-	462
			Yukon General	-	580

Total Entries = 4779

2.2.2 ALL DISTRICTS - ANNUAL SUMMARY - GENERAL ACTIVITIES

In Table 7, the timber volumes cut annually for the ten logging districts and the Yukon General category from 1947 - 1970 are shown. The annual summary for the Yukon General category is presented separately in Table 8. Detailed annual summaries for each logging district are presented in the individual district sections.

TABLE 7: ALL DISTRICTS - ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	SL_FBM	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_LF
1947	845	523	228	0	0	0	0	0	0	0
1948	363	652	206	20000	0	0	0	0	0	0
1949	774	580	287	0	0	0	4260	0	0	0
1950	5906	1401	234	0	40	0	400	481	1264000	15300
1951	3233	1282	160	0	100	30	0	900	27010	70345
1952	4801	1485	606	0	0	100	0	1200	0	86958
1953	2129	1744	517	0	12	60	960	0	0	21244
1954	871	1931	1087	0	432	0	800	0	0	104654
1955	454	1725	871	0	0	0	1764	4000	31000	112338
1956	338	2312	1106	0	397	0	19780	500	12000	113990
1957	21	1928	1054	0	0	75	0	3500	95000	126572
1958	0	1793	834	0	0	0	0	7043	25000	11065
1959	18	2239	664	0	0	0	0	13200	10000	103943
1960	256	2391	3229	0	0	0	0	421	48000	347140
1961	30	2277	958	0	0	0	0	250	357707	248318
1962	150	4882	1028	0	0	0	0	12165	25000	65561
1963	0	3886	694	0	0	0	0	15354	105100	18930
1964	0	5755	903	0	580	0	0	11512	115575	30166
1965	15	5247	901	0	1020	0	0	33731	118125	1600
1966	400	4668	1635	0	0	0	0	46204	215765	3000
1967	413	4408	1986	0	15	0	0	20803	1144000	0
1968	1125	7474	978	0	0	0	0	65909	4405195	12800
1969	970	4869	1476	0	0	0	0	11258	2865670	202750
1970	820	3656	967	0	0	100	0	76821	2736817	24000
	23932	69108	22609	20000	2596	365	27964	325252	13600964	1720674

In 1947 - 1950, volumes harvested represented those of the Mayo District as these were the only available records for this period. This consisted primarily of cordwood with 20,000 FBM of sawlogs and 4260 LF of building logs harvested from 1947-49. In 1950,

manufactured lumber reported was recorded in Yukon General and was probably used for highway improvement; the Whitehorse - Mayo Road was upgraded at this time. In 1953, the cutting of fuelwood began to decrease with the decline of steamer activity. By 1958, only 2627 cords were cut throughout the Yukon during the year. The highest amount of cordwood and manufactured lumber was recorded in 1968 for this database.

TABLE 8: ANNUAL SUMMARY - YUKON GENERAL - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_LF
1950	5566	317	181	40	0	400	58	1264000	15300
1951	1590	1247	160	100	30	0	900	0	55120
1952	3039	643	506	0	100	0	1200	0	3744
1953	1924	567	315	12	60	960	0	0	924
1954	0	5	5	0	0	0	0	0	0
1958	0	10	108	0	0	0	0	0	0
1959	0	0	0	0	0	0	0	0	1165
1960	0	0	812	0	0	0	0	0	1715
1962	0	250	0	0	0	0	150	0	0
1963	0	2	0	0	0	0	100	0	0
1964	0	10	0	0	0	0	0	0	0
1969	0	80	0	0	0	0	0	0	3600
	CORDS	DRY	GREEN	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_LF
	12119	3131	2087	152	190	1360	2408	1264000	81568

2.2.3 ALL DISTRICTS - YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

The yearly polygon summary for General activities for the entire Territory contains 996 records, covering 130 polygons and a period of 24 years. This information is presented and described in the individual districts in section 3.0.

2.2.4 ALL DISTRICTS - RECORD SUMMARY - GENERAL ACTIVITIES

The record summaries for each Logging District are presented in the Appendix of each district in section 3.0. The data file for the Yukon General category [YukGS], including each entry of volume information for unspecified locations, is presented as Appendix 2 of this section.

2.3 COMMERCIAL ACTIVITIES

This database includes listings of commercial timber berths and their types of activity. This information was entered into two databases, according to the periods of available records. A total of 136 Timber Berths were recorded between 1898 - 1913 [BerthMa] and a total of 246 Timber Berths were recorded between 1947 - 1970 [BerthCS]. These are presented as Appendix 3 and 4 at the end of this section.

2.3.1. COMMERCIAL BERTHS - 1898 - 1913

Most of the early timber berth information was from the document by Margaret Carter which reviewed berths from 1898 - 1903. (24) A partial list of timber berths for 1903 from this spurce is presented as Example 10 in Volume I. Activities included the production of fuelwood (Cords), lumber for boat building (BB), mining timbers (MT), and building materials etc. for community needs (Other). When known, the associated company was indicated. Abbreviations are listed in the database section 5.0 in Volume I. The period of operation is noted to the last date the berth was found in the records. Many berths were not documented in other sources and thus in many instances the end of operation is indicated as 1903. A Dawson report in 1913 listed several timber berths, which is presented as Example 8 in Volume I. Timber berths without specific locations along the Stewart and Yukon Rivers were grouped into a separate polygon. The number of timber berths in each district and the berths in the Yukon River General polygon are presented in Table 9A.

TABLE 9A:
ALL DISTRICT SUMMARY - COMMERCIAL TIMBER BERTHS 1898 -1913

DISTRICT	# OF BERTHS	DISTRICT	# OF BERTHS
Watson Lake	0	Beaver Creek	0
Teslin	2	Carmacks	21
Tagish	14	Ross River	0
Laberge	9	Mayo	4
Haines Junction	0	Dawson	55
Yukon River	17	Stewart River	14

COMMERCIAL BERTHS - YUKON RIVER GENERAL

POLY	BERTH	FROM	TO	ACTIVITY	TYPE	COMPANY
YRG	023	1898	1903		OTHER	CYLCO
YRG	027	1898	1902	CORDS	OTHER	
YRG	049	1898	1903	CORDS		
YRG	060	1899	1903	CORDS	OTHER	CYLCO
YRG	061	1900	1901		OTHER	JLMDCO
YRG	062	1900	1903		OTHER	
YRG	063	1900	1903		OTHER	
YRG	084	1901	1903		OTHER	YSCO
YRG	088	1901	1910	CORDS		
YRG	099	1901	1903		OTHER	JLMDCO
YRG	104	1901	1903		OTHER	NATTCO
YRG	106	1901	1913	CORDS	OTHER	
YRG	107	1902	1902		OTHER	KMCO
YRG	108	1902	1910		OTHER	KMCO
YRG	109	1902	1903		OTHER	
YRG	123	1903	1913		OTHER	
YRG	127	1903	1913	MT	OTHER	

Timber berths on Lake Bennett and Windy Arm provided timber for boat construction. Most of the timber berths were located along the Yukon River to Dawson. Timber berths at Lower Laberge, along the Thirty Mile River, Big Salmon, Fort Selkirk, Sixty Mile, Forty Mile and Klondike River areas provided wood for steamers, building materials and mining activities.

The number of timber berths per polygon are discussed in the individual district sections in 3.0. Timber berths in the Stewart River General polygon are presented in the Dawson District.

2.3.2 COMMERCIAL BERTHS - 1947 - 1970

A majority of the 246 berths recorded between 1947 - 1970 were located in the Mayo district. Tagish, Carmacks and Watson Lake districts had between 24-31 berths, located along the rivers and highways. The unit of volumes harvested and the type of activity are indicated in the database file [BerthCS], which is presented in Appendix 4. Abbreviations are explained in section 5.0 of Volume I.

In many cases, the amount of timber harvested was not clearly stated and, for this reason, volumes were not included in the commercial databases. The commercial timber berths are described in the individual logging district sections. Total numbers of berths per district are presented in Table 9B.

TABLE 9B: ALL DISTRICT SUMMARY - COMMERCIAL TIMBER BERTHS 1947-1970

DISTRICT	# OF BERTHS	DISTRICT	# OF BERTHS
Watson Lake	24	Beaver Creek	8
Teslin	13	Carmacks	28
Tagish	31	Ross River	4
Laberge	10	Mayo	121
Haines Junction	2	Dawson	5

2.4 PROJECT ACTIVITIES

All major project activities involving logging were reviewed along with relevant volume information in Volume I. This included Railroads, the Yukon Ditch, Alaska Highway and Canol projects. Timber volumes related to these projects are included in the Transportation, General or Annual Report databases and are mentioned in the individual logging districts in Section 3.0.

2.5 ANNUAL REPORTS REVIEW

Annual reports available at the Forest Resources library were reviewed and all volume information was entered into the Annual

Report database. This included the number of general permits, commercial timber berths and sawmills, and timber volumes. Volume information is recorded for the beginning year in which the activity occurred, ie. the fiscal year 1899/1900 was recorded as 1899. The Annual Reports indicated volumes for these activities separately for most years between 1900 - 1961. A complete printout of this database file [Annrepl] is presented in Appendix 5 at the end of this section.

In Table 10, the volume information of the five regions or subagencies, including 40 Mile, Stewart, Fort Selkirk, Whitehorse and Dawson, was recorded separately from 1900 until 1904. Later, information was grouped under the Dawson or Yukon regions. A cordwood comparison has been made with the Annual Reports and the Transport database for these agencies between 1900 - 1904 in Section 3.0 in Volume I.

TABLE 10: ANNUAL REPORTS - REGIONAL TOTALS

REGION	PERMITS	BERTHS	CORDWOOD	SEIZ_CDS	HLOGS	LF	LF LOGS	FBM	FBM	PIECES
40MILE	58	0	4995	0	500	15000	95000	0	0	0
DAWSON	1375	129	175397	66	64198	2000	754000	33353800	44944	0
FTSELK	219	0	21863	0	9856	0	0	0	0	0
STEWART	121	0	10809	0	0	0	0	0	0	0
WHHORSE	219	0	21298	0	13485	0	0	0	0	0
YUKON	7402	1358	703273	8406	0	16259591	0	100908030	619323	0
TOTAL	9394	1487	937635	8472	88039	16276591	849000	134261830	664267	0

The Annual Reports General and Commercial activities have been divided into two Tables to indicate volume information.

In Table 11, General Activities are listed. A total of 8876 timber permits were issued between 1900 to 1961. In 1900, the highest number of permits were issued at 698 permits. The amounts of cordwood harvested and lumber manufactured were also the highest, at 69484 cords and 7 million FBM. Between 1914-1933, cordwood seizures were recorded with a total of 8472 cords seized. In 1943, 300 telephone poles were harvested, probably for the Alaska Highway or Canol Road project. In 1944, and 1951, there was over 6 Million FBM manufactured per year. In 1951, the highest production of Linear Ft (LF) was recorded.

Commercial activities are indicated in Table 12. This included a total of 1487 commercial timber berth registrations over this period. This is not an actual number of separate timber berths but includes an account of berth transfers and annual renewals.

In 1902, the highest amount of FBM was produced at slightly less than 8 million FBM. In 1906, ties amounting to 44944 were produced for the Klondike Mines Railroad. The highest amount of cordwood was harvested in 1909 at 19,572 cords. Linear Ft manufactured reached over 2 Million LF per year for both 1953 and 1954. Another peak of activity occurred in 1960, when nearly 7 million FBM was produced.

TABLE 11: ANNUAL REPORTS - GENERAL ACTIVITIES

YEAR	REGION	PERMITS	CORDWOOD	SEIZ_CDS	HLOGS_LF	LF	LOGS_FBM	FBM	PIECES	TYPE
1900	40MILE	9	400	0	0	0	0	0	0	
1900	DAWSON	377	41507	0	20010	0	0	7000000	0	
1900	FTSELK	117	10785	0	6726	0	0	0	0	
1900	STEWART	78	6474	0	0	0	0	0	0	
1900	WHHORS	117	10318	0	0	0	0	0	0	
1901	40MILE	13	1315	0	0	0	0	0	0	
1901	DAWSON	215	13771	0	20865	0	0	0	0	
1901	FTSELK	46	4485	0	3130	0	0	0	0	
1901	STEWART	9	630	0	0	0	0	0	0	
1901	WHHORSE	35	2965	0	6055	0	0	0	0	
1902	40MILE	11	437	0	0	0	0	0	0	
1902	DAWSON	193	13215	0	4726	0	0	0	0	
1902	FTSELK	31	3852	0	0	0	0	0	0	
1902	STEWART	13	1870	0	0	0	0	0	0	
1902	WHHORSE	35	3110	0	1680	0	0	0	0	
1903	40MILE	19	2303	0	0	0	95000	0	0	
1903	DAWSON	150	13264	0	3347	0	125000	0	0	
1903	FTSELK	15	1630	0	0	0	0	0	0	
1903	STEWART	13	730	0	0	0	0	0	0	
1903	WHHORSE	32	4905	0	5750	0	0	0	0	
1904	40MILE	6	540	0	500	15000	0	0	0	
1904	DAWSON	80	7566	0	0	2000	20000	0	0	
1904	FTSELK	10	1111	0	0	0	0	0	0	
1904	STEWART	8	1105	0	0	0	0	0	0	
1905	DAWSON	119	11593	0	0	0	0	0	0	
1906	DAWSON	110	12674	0	7000	0	155000	0	0	
1907	DAWSON	0	9048	0	8250	0	244000	0	0	
1909	DAWSON	0	0	0	0	0	0	0	0	
1911	YUKON	123	1150	0	0	0	0	50000	0	
1914	YUKON	144	19819	1842	0	0	0	350000	0	
1915	YUKON	122	12407	1380	0	0	0	1530000	0	
1916	YUKON	163	22318	757	0	0	0	398502	0	
1917	YUKON	145	18524	444	0	0	0	257936	0	
1918	YUKON	81	8973	796	0	0	0	2785	0	
1919	YUKON	86	11625	783	0	0	0	0	0	
1920	YUKON	118	13152	197	0	0	0	0	0	
1922	DAWSON	125	16631	66	0	0	0	0	0	
1923	YUKON	103	15089	69	0	0	0	364666	0	
1924	YUKON	79	10052	196	0	0	0	258901	0	
1925	YUKON	92	8726	82	0	0	0	1250000	0	
1926	YUKON	84	12272	104	0	0	0	137058	0	
1927	YUKON	62	7646	1482	0	0	0	155678	0	
1928	YUKON	92	13345	108	0	0	0	111540	0	
1929	YUKON	0	14560	54	0	0	0	105908	0	
1930	YUKON	105	13570	7	0	0	0	0	0	
1931	YUKON	71	8600	10	0	0	0	0	0	
1932	YUKON	67	7676	67	0	0	0	0	0	
1933	YUKON	77	6974	28	0	0	0	0	0	
1934	YUKON	104	9534	0	0	0	0	67000	0	
1935	YUKON	111	11946	0	0	0	0	185000	0	
1936	YUKON	147	16401	0	0	4000	0	483760	0	
1937	YUKON	149	19677	0	0	5320	0	400000	0	
1938	YUKON	123	17888	0	0	0	0	671576	0	
1939	YUKON	104	15387	0	0	0	0	351157	0	
1940	YUKON	112	19531	0	0	0	0	306000	0	
1941	YUKON	89	12847	0	0	0	0	300000	0	
1942	YUKON	98	13658	0	0	0	0	1305000	0	
1943	YUKON	153	20403	0	0	0	0	1408657	300	TELPOLES
1944	YUKON	130	23567	0	0	0	0	6607284	0	
1945	YUKON	130	11008	0	0	0	0	953657	0	
1946	YUKON	181	14379	0	0	0	0	2539500	0	
1947	YUKON	193	20838	0	0	0	0	2446470	0	
1948	YUKON	179	24566	0	0	4428	0	0	0	
1949	YUKON	276	25730	0	0	14320	0	0	0	
1950	YUKON	237	14211	0	0	0	0	1291000	0	
1951	YUKON	247	11499	0	0	1074691	0	6182751	0	
1952	YUKON	290	12562	0	0	35469	0	0	0	
1953	YUKON	231	7611	0	0	189364	0	0	0	
1954	YUKON	234	7030	0	0	127314	0	0	0	
1955	YUKON	227	5475	0	0	66314	0	35000	0	
1956	YUKON	217	5808	0	0	223657	0	27000	0	
1957	YUKON	198	5004	0	0	99208	0	170000	0	
1958	YUKON	202	4295	0	0	78105	0	25000	0	
1959	YUKON	241	3985	0	0	163166	0	18000	0	
1960	YUKON	244	5729	0	0	239321	0	48000	0	
1961	YUKON	229	4062	0	0	156599	0	0	0	
TOTAL		8876	789343	8472	88039	2498276	639000	37794786	300	

TABLE 12: ANNUAL REPORTS - COMMERCIAL ACTIVITIES

YEAR	REGION	PERMITS	BERTHS	CORDWOOD	LF	LOGS_FBM	FBM	PIECES	TYPE
1901	DAWSON	0	18	490	0	0	0	0	
1902	DAWSON	0	0	0	0	0	7936505	0	
1903	DAWSON	0	0	0	0	0	4422400	0	
1904	DAWSON	0	0	11330	0	0	0	0	
1905	DAWSON	6	0	0	0	210000	0	0	
1906	DAWSON	0	0	603	0	0	1624689	44944	TIES
1907	DAWSON	0	0	548	0	0	3488360	0	
1908	YUKON	0	114	10545	0	0	2129413	0	
1909	DAWSON	0	111	19572	0	0	1688952	0	
1911	YUKON	0	108	11492	0	0	534449	0	
1914	YUKON	0	141	0	0	0	173425	0	
1915	YUKON	0	93	0	0	0	75810	0	
1916	YUKON	0	93	0	0	0	79408	0	
1917	YUKON	0	90	3120	0	0	250290	0	
1918	YUKON	0	88	3039	0	0	125000	0	
1919	YUKON	0	82	700	0	0	0	900	PILING LF
1920	YUKON	0	76	2751	16361	0	0	0	
1922	DAWSON	0	0	3585	0	0	0	0	
1923	YUKON	0	0	1291	0	0	0	0	
1924	YUKON	0	0	1097	0	0	0	0	
1925	YUKON	0	0	1931	0	0	0	0	
1926	YUKON	0	0	1677	0	0	0	0	
1927	YUKON	0	0	11	0	0	0	0	
1928	YUKON	0	0	3151	0	0	40625	0	
1929	YUKON	0	0	1378	0	0	0	0	
1930	YUKON	0	0	1731	0	0	0	0	
1931	YUKON	0	0	980	0	0	0	0	
1932	YUKON	0	0	732	0	0	0	0	
1933	YUKON	0	0	49	0	0	0	0	
1934	YUKON	0	59	0	0	0	0	0	
1935	YUKON	0	47	0	0	0	0	0	
1936	YUKON	0	39	0	0	0	0	0	
1937	YUKON	0	34	0	0	0	0	0	
1938	YUKON	0	33	0	0	0	0	0	
1939	YUKON	0	33	0	0	0	0	0	
1940	YUKON	0	24	0	0	0	0	0	
1941	YUKON	0	15	0	0	0	0	0	
1942	YUKON	0	15	0	0	0	0	0	
1943	YUKON	0	15	0	0	0	0	0	
1944	YUKON	0	15	0	0	0	0	0	
1945	YUKON	0	14	0	0	0	0	0	
1946	YUKON	0	14	0	0	0	0	0	
1947	YUKON	0	14	0	0	0	0	0	
1948	YUKON	19	14	1505	44390	0	389164	0	
1949	YUKON	0	14	2097	103307	0	1692689	0	
1950	YUKON	35	0	1792	0	0	2497648	0	
1951	YUKON	53	0	1130	0	0	6155741	0	
1952	YUKON	35	0	573	1991607	0	4997918	0	
1953	YUKON	37	0	790	2202345	0	4116910	0	
1954	YUKON	43	0	867	2201047	0	3483015	0	
1955	YUKON	47	38	696	882274	0	2768579	0	
1956	YUKON	49	0	1940	1936034	0	4865743	0	
1957	YUKON	21	0	540	1314770	0	3004405	0	
1958	YUKON	27	0	1232	1097298	0	2653260	0	
1959	YUKON	35	0	1433	1004189	0	4786592	0	
1960	YUKON	42	0	1460	944568	0	6971189	0	
1961	YUKON	38	36	873	40125	0	3821508	0	
TOTAL		487	1487	98731	13778315	210000	74773687	45844	

It is important to note that the Annual Reports did not usually report the use of wood for mining purposes as dues were not collected. Miners were allowed the use of timber resources free of charge for their own mining purposes. The volumes of wood for mining purposes were estimated in the 1913-1916 records which are presented in Volume I as Example 8 and 9.

APPENDIX 1: TRANSPORTATION DATABASE FILE [TranspTS]

Record#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
1	08A	1948	30	63	40E	1904	20
2	15A	1948	25	64	40E	1904	35
3	20B	1901	100	65	40E	1904	40
4	20B	1910	50	66	40E	1904	50
5	20D	1901	10	67	40E	1904	50
6	20D	1903	165	68	40E	1904	400
7	20D	1909	600	69	40E	1913	100
8	20D	1910	700	70	41A	1913	125
9	21A	1901	10	71	52B	1943	0
10	21A	1901	20	72	52B	1944	0
11	21A	1901	22	73	52B	1945	0
12	21A	1901	25	74	52B	1946	0
13	21A	1901	30	75	52B	1947	0
14	21A	1901	40	76	53A	1913	332
15	21A	1901	100	77	53A	1913	925
16	21A	1901	100	78	54A	1910	0
17	21A	1901	300	79	54A	1910	200
18	21A	1902	30	80	54A	1935	100
19	21A	1903	30	81	54A	1937	300
20	21A	1903	50	82	54A	1939	293
21	21A	1903	100	83	54A	1940	581
22	21A	1903	100	84	55A	1909	150
23	35A	1901	100	85	55A	1910	0
24	35A	1901	150	86	55A	1910	0
25	35A	1901	300	87	55A	1910	50
26	35A	1901	350	88	55A	1910	50
27	35A	1901	600	89	55A	1910	50
28	35A	1902	150	90	55A	1910	50
29	35A	1903	200	91	55A	1910	100
30	35A	1904	155	92	55A	1910	200
31	35A	1909	200	93	55A	1913	0
32	35A	1910	300	94	55A	1913	50
33	35B	1910	403	95	55A	1913	564
34	37B	1901	50	96	56A	1909	40
35	37B	1901	100	97	56A	1909	60
36	37B	1901	100	98	56A	1910	0
37	37B	1902	30	99	56A	1910	0
38	37B	1902	50	100	56A	1910	0
39	37B	1902	90	101	56A	1910	0
40	37B	1902	155	102	56A	1910	0
41	37B	1903	50	103	56A	1910	0
42	37B	1903	200	104	56A	1910	50
43	37B	1910	190	105	56A	1910	50
44	39A	1901	150	106	56A	1910	250
45	39A	1903	15	107	56A	1913	0
46	39A	1903	50	108	56A	1913	142
47	39BC	1910	125	109	56B	1913	1082
48	39C	1910	200	110	59A	1910	0
49	39C	1910	200	111	59A	1910	0
50	39C	1910	200	112	59A	1910	40
51	40B	1910	200	113	59A	1910	50
52	40B	1910	300	114	59A	1910	80
53	40C	1910	100	115	59A	1910	100
54	40D	1910	50	116	59A	1910	100
55	40D	1910	400	117	59A	1910	100
56	40E	1901	15	118	59A	1910	200
57	40E	1901	54	119	59A	1910	200
58	40E	1902	10	120	59A	1910	500
59	40E	1902	32	121	59B	1910	400
60	40E	1903	50	122	59B	1913	423
61	40E	1903	50	123	59B	1940	0
62	40E	1903	72	124	60A	1909	20
				125	60A	1909	30
				126	60A	1909	40

PENDIX 1 (Cont.)

Record#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
127	60A	1909	150	191	DA40	1904	200
128	60A	1909	171	192	DA40	1904	300
129	60A	1909	200	193	DAG	1913	1152
130	60A	1910	0	194	DAG	1914	0
131	60A	1910	0	195	DAG	1914	0
132	60A	1910	0	196	DAG	1914	0
133	60A	1910	0	197	DAG	1914	2135
134	60A	1910	50	198	DAG	1914	4686
135	60A	1910	50	199	DAG	1914	22576
136	60A	1910	50	200	DAG	1915	21914
137	60A	1910	100	201	DAG	1916	14906
138	60A	1910	100	202	DAG	1935	50
139	60A	1910	135	203	DAG	1935	59
140	60A	1913	40	204	DAG	1935	64
141	60A	1913	230	205	DAG	1935	80
142	60A	1913	275	206	DAG	1935	83
143	60A	1913	300	207	DAG	1935	83
144	60A	1913	400	208	DAG	1935	100
145	60A	1913	545	209	DAG	1935	130
146	60A	1913	2600	210	DAG	1935	300
147	60B	1913	30	211	DAG	1935	353
148	60B	1913	30	212	DAG	1936	33
149	60D	1913	155	213	DAG	1936	50
150	61A	1910	40	214	DAG	1936	50
151	61A	1913	17	215	DAG	1936	50
152	61A	1913	25	216	DAG	1936	50
153	61A	1913	84	217	DAG	1936	52
154	61A	1913	280	218	DAG	1936	73
155	61A	1913	300	219	DAG	1936	100
156	61A	1913	350	220	DAG	1936	150
157	61A	1913	400	221	DAG	1936	221
158	61A	1913	400	222	DAG	1937	37
159	61A	1913	1844	223	DAG	1937	50
160	61D	1913	83	224	DAG	1937	70
161	61E	1913	88	225	DAG	1937	100
162	62B	1913	60	226	DAG	1937	100
163	64A	1913	494	227	DAG	1937	100
164	64A	1913	1437	228	DAG	1937	150
165	64A	1913	1552	229	DAG	1937	242
166	64A	1913	4755	230	DAG	1937	300
167	65B	1913	42	231	DAG	1938	25
168	65B	1913	170	232	DAG	1938	50
169	DA40	1901	10	233	DAG	1938	52
170	DA40	1901	23	234	DAG	1938	75
171	DA40	1901	30	235	DAG	1938	100
172	DA40	1901	40	236	DAG	1938	150
173	DA40	1901	50	237	DAG	1938	150
174	DA40	1901	100	238	DAG	1938	152
175	DA40	1901	200	239	DAG	1938	153
176	DA40	1903	0	240	DAG	1938	200
177	DA40	1903	0	241	DAG	1938	350
178	DA40	1903	10	242	DAG	1939	15
179	DA40	1903	30	243	DAG	1939	37
180	DA40	1903	30	244	DAG	1939	50
181	DA40	1903	39	245	DAG	1939	75
182	DA40	1903	40	246	DAG	1939	100
183	DA40	1903	50	247	DAG	1939	100
184	DA40	1903	50	248	DAG	1939	100
185	DA40	1903	50	249	DAG	1939	100
186	DA40	1903	250	250	DAG	1939	150
187	DA40	1904	0	251	DAG	1939	152
188	DA40	1904	30	252	DAG	1939	200
189	DA40	1904	50	253	DAG	1939	200
190	DA40	1904	150	254	DAG	1939	214

Record#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
255	DAG	1939	300	319	DAG	1947	300
256	DAG	1939	477	320	DAG	1948	100
257	DAG	1940	45	321	DAG	1948	200
258	DAG	1940	50	322	DAG	1948	300
259	DAG	1940	50	323	DAGF	1899	0
260	DAG	1940	50	324	DAGF	1899	0
261	DAG	1940	122	325	DAGF	1899	0
262	DAG	1940	200	326	DAGF	1899	15
263	DAG	1940	200	327	DAGF	1899	20
264	DAG	1940	250	328	DAGF	1899	20
265	DAG	1940	300	329	DAGF	1899	30
266	DAG	1940	450	330	DAGF	1899	30
267	DAG	1941	45	331	DAGF	1899	40
268	DAG	1941	100	332	DAGF	1899	50
269	DAG	1941	100	333	DAGF	1899	50
270	DAG	1941	145	334	DAGF	1899	50
271	DAG	1941	175	335	DAGF	1899	60
272	DAG	1941	622	336	KRDA	1913	0
273	DAG	1942	25	337	KRDA	1913	475
274	DAG	1942	45	338	KRDA	1913	805
275	DAG	1942	45	339	KRDA	1913	2300
276	DAG	1942	90	340	KRDA	1935	160
277	DAG	1942	107	341	KRDA	1936	0
278	DAG	1942	144	342	KRDA	1936	15
279	DAG	1942	180	343	KRDA	1936	15
280	DAG	1942	1322	344	KRDA	1936	30
281	DAG	1943	10	345	KRDA	1936	75
282	DAG	1943	10	346	KRDA	1936	100
283	DAG	1943	25	347	KRDA	1936	150
284	DAG	1943	25	348	KRDA	1936	160
285	DAG	1943	45	349	KRDA	1936	450
286	DAG	1943	88	350	KRDA	1937	15
287	DAG	1943	100	351	KRDA	1937	30
288	DAG	1943	100	352	KRDA	1937	50
289	DAG	1943	173	353	KRDA	1937	100
290	DAG	1943	200	354	KRDA	1937	325
291	DAG	1943	200	355	KRDA	1938	30
292	DAG	1943	375	356	KRDA	1938	30
293	DAG	1944	25	357	KRDA	1938	50
294	DAG	1944	100	358	KRDA	1938	100
295	DAG	1944	200	359	KRDA	1938	100
296	DAG	1945	39	360	KRDA	1938	150
297	DAG	1945	50	361	KRDA	1939	10
298	DAG	1945	100	362	KRDA	1939	50
299	DAG	1945	150	363	KRDA	1940	10
300	DAG	1945	161	364	KRDA	1940	20
301	DAG	1945	200	365	KRDA	1940	33
302	DAG	1945	200	366	KRDA	1940	50
303	DAG	1945	245	367	KRDA	1941	10
304	DAG	1945	300	368	KRDA	1941	10
305	DAG	1945	500	369	KRDA	1941	20
306	DAG	1946	25	370	KRDA	1941	20
307	DAG	1946	50	371	KRDA	1941	20
308	DAG	1946	100	372	KRDA	1941	50
309	DAG	1946	200	373	KRDA	1941	65
310	DAG	1946	200	374	KRDA	1941	75
311	DAG	1947	0	375	KRDA	1941	80
312	DAG	1947	0	376	KRDA	1941	225
313	DAG	1947	10	377	KRDA	1941	1100
314	DAG	1947	50	378	KRDA	1942	10
315	DAG	1947	126	379	KRDA	1942	15
316	DAG	1947	150	380	KRDA	1942	20
317	DAG	1947	158	381	KRDA	1942	20
318	DAG	1947	200	382	KRDA	1942	25

PENDIA I (CONT.)

CORD#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
383	KRDA	1942	40	447	KRDA	1948	20
384	KRDA	1942	65	448	KRDA	1948	20
385	KRDA	1943	10	449	KRDA	1948	20
386	KRDA	1943	10	450	KRDA	1948	20
387	KRDA	1943	15	451	KRDA	1948	34
388	KRDA	1943	20	452	KRDA	1948	50
389	KRDA	1943	20	453	KRDA	1948	51
390	KRDA	1943	50	454	KRDA	1948	60
391	KRDA	1943	65	455	KRDA	1948	100
392	KRDA	1943	71	456	KRDA	1948	100
393	KRDA	1943	72	457	KRDA	1948	100
394	KRDA	1943	100	458	KRDA	1948	100
395	KRDA	1943	100	459	KRDA	1948	100
396	KRDA	1943	195	460	KRDA	1948	200
397	KRDA	1943	200	461	KRDA	1948	200
398	KRDA	1943	500	462	KRDA	1948	303
399	KRDA	1944	11	463	KRDA	1948	320
400	KRDA	1944	20	464	KRDA	1949	20
401	KRDA	1944	36	465	KRDA	1949	25
402	KRDA	1944	40	466	KRDA	1949	40
403	KRDA	1944	50	467	KRDA	1949	40
404	KRDA	1944	50	468	KRDA	1949	60
405	KRDA	1944	50	469	KRDA	1949	70
406	KRDA	1944	65	470	KRDA	1949	100
407	KRDA	1944	100	471	KRDA	1949	100
408	KRDA	1944	100	472	KRDA	1949	100
409	KRDA	1944	100	473	KRDA	1949	152
410	KRDA	1944	100	474	KRDA	1949	200
411	KRDA	1944	116	475	KRG	1913	1213
412	KRDA	1944	275	476	KRG	1913	2420
413	KRDA	1945	10	477	LABG	1944	50
414	KRDA	1945	50	478	LABG	1945	0
415	KRDA	1945	50	479	LABG	1945	10
416	KRDA	1945	65	480	LABG	1945	10
417	KRDA	1945	100	481	LABG	1945	20
418	KRDA	1945	200	482	LABG	1945	50
419	KRDA	1945	200	483	LABG	1945	66
420	KRDA	1945	290	484	LABG	1945	200
421	KRDA	1945	500	485	MAYG	1913	20
422	KRDA	1946	12	486	PRG	1935	60
423	KRDA	1946	20	487	PRG	1935	100
424	KRDA	1946	50	488	PRG	1935	179
425	KRDA	1946	50	489	PRG	1935	200
426	KRDA	1946	65	490	PRG	1936	100
427	KRDA	1946	90	491	PRG	1936	150
428	KRDA	1946	116	492	PRG	1936	150
429	KRDA	1946	200	493	PRG	1936	150
430	KRDA	1946	220	494	PRG	1936	179
431	KRDA	1947	10	495	PRG	1936	200
432	KRDA	1947	12	496	PRG	1936	200
433	KRDA	1947	20	497	PRG	1936	224
434	KRDA	1947	20	498	PRG	1937	75
435	KRDA	1947	20	499	PRG	1937	100
436	KRDA	1947	50	500	PRG	1937	100
437	KRDA	1947	50	501	PRG	1937	100
438	KRDA	1947	65	502	PRG	1937	100
439	KRDA	1947	100	503	PRG	1937	100
440	KRDA	1947	100	504	PRG	1937	100
441	KRDA	1947	102	505	PRG	1937	150
442	KRDA	1947	110	506	PRG	1937	179
443	KRDA	1947	300	507	PRG	1937	200
444	KRDA	1947	400	508	PRG	1937	300
445	KRDA	1947	400	509	PRG	1937	600
446	KRDA	1948	10	510	PRG	1938	100

APPENDIX 1 (Cont.)

Record#	POLY	YEAR	CORDS
511	PRG	1938	100
512	PRG	1938	100
513	PRG	1938	100
514	PRG	1938	100
515	PRG	1938	200
516	PRG	1938	200
517	PRG	1938	300
518	PRG	1938	300
519	PRG	1938	400
520	PRG	1939	50
521	PRG	1939	100
522	PRG	1939	400
523	PRG	1940	39
524	PRG	1940	60
525	PRG	1940	71
526	PRG	1940	100
527	PRG	1940	100
528	PRG	1940	250
529	PRG	1940	300
530	PRG	1940	300
531	PRG	1941	248
532	PRG	1942	50
533	PRG	1942	57
534	PRG	1943	100
535	PRG	1944	100
536	PRG	1945	100
537	PRG	1946	30
538	PRG	1946	100
539	PRG	1947	50
540	PRG	1947	100
541	PRG	1947	100
542	PRG	1947	150
543	PRG	1947	200
544	PRG	1948	100
545	PRG	1948	117
546	PRG	1948	353
547	SRG	1900	15
548	SRG	1900	15
549	SRG	1900	15
550	SRG	1900	18
551	SRG	1900	20
552	SRG	1900	20
553	SRG	1900	20
554	SRG	1900	21
555	SRG	1900	23
556	SRG	1900	25
557	SRG	1900	25
558	SRG	1900	25
559	SRG	1900	30
560	SRG	1900	40
561	SRG	1900	40
562	SRG	1900	40
563	SRG	1900	42
564	SRG	1900	47
565	SRG	1900	50
566	SRG	1900	50
567	SRG	1900	50
568	SRG	1900	50
569	SRG	1900	50
570	SRG	1900	50
571	SRG	1900	50
572	SRG	1900	50
573	SRG	1900	50
574	SRG	1900	50

Record#	POLY	YEAR	CORDS
575	SRG	1900	50
576	SRG	1900	50
577	SRG	1900	50
578	SRG	1900	50
579	SRG	1900	50
580	SRG	1900	50
581	SRG	1900	50
582	SRG	1900	60
583	SRG	1900	61
584	SRG	1900	65
585	SRG	1900	75
586	SRG	1900	85
587	SRG	1900	100
588	SRG	1900	100
589	SRG	1900	100
590	SRG	1900	100
591	SRG	1900	100
592	SRG	1900	200
593	SRG	1900	200
594	SRG	1900	200
595	SRG	1901	10
596	SRG	1901	14
597	SRG	1901	30
598	SRG	1901	40
599	SRG	1901	60
600	SRG	1901	100
601	SRG	1901	105
602	SRG	1901	250
603	SRG	1901	500
604	SRG	1902	50
605	SRG	1902	150
606	SRG	1902	200
607	SRG	1903	20
608	SRG	1903	25
609	SRG	1903	25
610	SRG	1903	50
611	SRG	1903	50
612	SRG	1904	20
613	SRG	1904	50
614	SRG	1904	200
615	SRG	1904	200
616	SRG	1904	310
617	SRG	1906	0
618	SRG	1913	150
619	SRG	1913	1546
620	SRG	1935	10
621	SRG	1935	40
622	SRG	1935	200
623	SRG	1935	200
624	SRG	1935	200
625	SRG	1935	208
626	SRG	1935	224
627	SRG	1935	224
628	SRG	1935	352
629	SRG	1936	40
630	SRG	1936	50
631	SRG	1936	50
632	SRG	1936	75
633	SRG	1936	100
634	SRG	1936	120
635	SRG	1936	130
636	SRG	1936	184
637	SRG	1936	252
638	SRG	1936	420

APPENDIX I (Cont.)

cord#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
639	SRG	1937	20	703	SRG	1946	0
640	SRG	1937	20	704	SRG	1946	0
641	SRG	1937	29	705	SRG	1946	50
642	SRG	1937	55	706	SRG	1946	75
643	SRG	1937	61	707	SRG	1946	100
644	SRG	1937	75	708	SRG	1946	100
645	SRG	1937	130	709	SRG	1946	100
646	SRG	1937	173	710	SRG	1946	100
647	SRG	1937	266	711	SRG	1946	100
648	SRG	1937	266	712	SRG	1946	300
649	SRG	1937	420	713	SRG	1946	500
650	SRG	1937	451	714	SRG	1946	500
651	SRG	1937	451	715	SRG	1947	50
652	SRG	1938	10	716	SRG	1947	66
653	SRG	1938	15	717	SRG	1947	100
654	SRG	1938	25	718	SRG	1947	100
655	SRG	1938	50	719	SRG	1947	100
656	SRG	1938	75	720	SRG	1947	100
657	SRG	1938	100	721	SRG	1947	200
658	SRG	1938	130	722	SRG	1948	100
659	SRG	1938	200	723	SRG	1948	255
660	SRG	1938	236	724	SRG	1948	350
661	SRG	1938	236	725	SRG	1948	400
662	SRG	1938	250	726	SRG	1948	500
663	SRG	1938	250	727	SRG	1949	40
664	SRG	1938	300	728	SRG	1949	100
665	SRG	1938	300	729	SRG	1949	100
666	SRG	1938	451	730	SRG	1949	250
667	SRG	1938	451	731	SRG	1949	300
668	SRG	1939	25	732	SRG	1949	350
669	SRG	1939	25	733	SRG	1949	500
670	SRG	1939	30	734	TAG	1900	0
671	SRG	1939	75	735	TAG	1900	20
672	SRG	1939	75	736	TAG	1900	30
673	SRG	1939	75	737	TAG	1900	35
674	SRG	1939	100	738	TAG	1900	50
675	SRG	1939	100	739	TAG	1900	50
676	SRG	1939	140	740	TAG	1900	50
677	SRG	1939	150	741	TAG	1900	50
678	SRG	1939	175	742	TAG	1900	50
679	SRG	1939	240	743	TAG	1900	50
680	SRG	1939	240	744	TAG	1900	50
681	SRG	1939	290	745	TAG	1900	50
682	SRG	1939	290	746	TAG	1900	50
683	SRG	1939	300	747	TAG	1900	50
684	SRG	1939	325	748	TAG	1900	50
685	SRG	1939	600	749	TAG	1900	50
686	SRG	1939	1236	750	TAG	1900	50
687	SRG	1940	150	751	TAG	1900	60
688	SRG	1940	300	752	TAG	1900	60
689	SRG	1941	72	753	TAG	1900	70
690	SRG	1941	90	754	TAG	1900	80
691	SRG	1942	300	755	TAG	1900	80
692	SRG	1943	85	756	TAG	1900	90
693	SRG	1943	150	757	TAG	1900	90
694	SRG	1944	0	758	TAG	1900	96
695	SRG	1944	15	759	TAG	1900	100
696	SRG	1944	36	760	TAG	1900	100
697	SRG	1944	40	761	TAG	1900	100
698	SRG	1944	60	762	TAG	1900	100
699	SRG	1944	98	763	TAG	1900	100
700	SRG	1945	98	764	TAG	1900	100
701	SRG	1945	100	765	TAG	1900	100
702	SRG	1946	0	766	TAG	1900	100

Record#	POLY	YEAR	CORDS
767	TAG	1900	100
768	TAG	1900	100
769	TAG	1900	100
770	TAG	1900	110
771	TAG	1900	150
772	TAG	1900	150
773	TAG	1900	150
774	TAG	1900	150
775	TAG	1900	150
776	TAG	1900	200
777	TAG	1900	200
778	TAG	1900	200
779	TAG	1900	250
780	TAG	1900	300
781	TAG	1901	20
782	TAG	1901	25
783	TAG	1901	50
784	TAG	1901	50
785	TAG	1901	50
786	TAG	1901	50
787	TAG	1901	50
788	TAG	1901	50
789	TAG	1901	50
790	TAG	1901	50
791	TAG	1901	70
792	TAG	1901	70
793	TAG	1901	100
794	TAG	1901	100
795	TAG	1901	150
796	TAG	1901	150
797	TAG	1901	150
798	TAG	1901	200
799	TAG	1901	200
800	TAG	1901	500
801	TAG	1902	0
802	TAG	1902	30
803	TAG	1902	50
804	TAG	1902	50
805	TAG	1902	100
806	TAG	1902	100
807	TAG	1902	140
808	TAG	1902	175
809	TAG	1902	190
810	TAG	1902	400
811	TAG	1903	75
812	TAG	1903	100
813	TAG	1903	160
814	TAG	1903	200
815	TAG	1903	300
816	TAG	1903	400
817	TAG	1920	106
818	TAG	1921	106
819	TAG	1944	50
820	TRTA	1902	0
821	TRTA	1902	0
822	TRTA	1902	0
823	TRTA	1902	0
824	YRBS	1899	16
825	YRBS	1900	5
826	YRBS	1900	10
827	YRBS	1900	25
828	YRBS	1900	50
829	YRBS	1900	50
830	YRBS	1900	50

Record#	POLY	YEAR	CORDS
831	YRBS	1900	50
832	YRBS	1900	50
833	YRBS	1900	50
834	YRBS	1900	54
835	YRBS	1900	60
836	YRBS	1900	60
837	YRBS	1900	100
838	YRBS	1900	100
839	YRBS	1900	100
840	YRBS	1900	100
841	YRBS	1900	100
842	YRBS	1900	100
843	YRBS	1900	100
844	YRBS	1900	170
845	YRBS	1900	200
846	YRCA	1899	50
847	YRCA	1899	100
848	YRCA	1899	100
849	YRCA	1900	25
850	YRCA	1900	100
851	YRCA	1900	100
852	YRCA	1900	100
853	YRCA	1900	100
854	YRCA	1900	100
855	YRCA	1900	150
856	YRCA	1900	500
857	YRCA	1901	100
858	YRCA	1901	150
859	YRCA	1901	200
860	YRCA	1901	300
861	YRCA	1903	200
862	YRCA	1903	200
863	YRCA	1913	2530
864	YRCA	1935	200
865	YRCA	1935	275
866	YRCA	1935	300
867	YRCA	1935	331
868	YRCA	1936	25
869	YRCA	1936	50
870	YRCA	1936	100
871	YRCA	1936	300
872	YRCA	1936	300
873	YRCA	1936	340
874	YRCA	1936	570
875	YRCA	1936	700
876	YRCA	1937	20
877	YRCA	1937	31
878	YRCA	1937	100
879	YRCA	1937	150
880	YRCA	1937	350
881	YRCA	1937	400
882	YRCA	1937	500
883	YRCA	1937	600
884	YRCA	1937	675
885	YRCA	1938	82
886	YRCA	1938	300
887	YRCA	1938	450
888	YRCA	1938	500
889	YRCA	1938	550
890	YRCA	1938	850
891	YRCA	1939	300
892	YRCA	1939	488
893	YRCA	1940	100
894	YRCA	1940	148

PENDIX 1 (Cont.)

ord#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
895	YRCA	1940	200	959	YRCA	1947	85
896	YRCA	1940	300	960	YRCA	1947	85
897	YRCA	1940	400	961	YRCA	1947	100
898	YRCA	1940	450	962	YRCA	1947	100
899	YRCA	1940	550	963	YRCA	1947	136
900	YRCA	1940	643	964	YRCA	1947	146
901	YRCA	1940	800	965	YRCA	1947	167
902	YRCA	1941	100	966	YRCA	1947	200
903	YRCA	1941	200	967	YRCA	1947	250
904	YRCA	1941	400	968	YRCA	1947	281
905	YRCA	1941	450	969	YRCA	1947	281
906	YRCA	1942	100	970	YRCA	1947	360
907	YRCA	1942	150	971	YRCA	1947	434
908	YRCA	1942	200	972	YRCA	1947	434
909	YRCA	1942	339	973	YRCA	1947	496
910	YRCA	1942	400	974	YRCA	1947	545
911	YRCA	1942	400	975	YRCA	1947	1114
912	YRCA	1942	450	976	YRCA	1948	76
913	YRCA	1942	450	977	YRCA	1948	200
914	YRCA	1942	550	978	YRCA	1948	241
915	YRCA	1943	30	979	YRDA	1901	40
916	YRCA	1943	50	980	YRDA	1901	84
917	YRCA	1943	142	981	YRDA	1902	145
918	YRCA	1943	200	982	YRDA	1902	390
919	YRCA	1943	200	983	YRDA	1903	25
920	YRCA	1943	300	984	YRDA	1903	50
921	YRCA	1943	400	985	YRDA	1903	50
922	YRCA	1943	400	986	YRDA	1903	100
923	YRCA	1943	400	987	YRDA	1904	50
924	YRCA	1943	530	988	YRDA	1904	100
925	YRCA	1943	700	989	YRDA	1904	120
926	YRCA	1943	700	990	YRDA	1904	250
927	YRCA	1944	31	991	YRDA	1913	29
928	YRCA	1944	53	992	YRDA	1913	150
929	YRCA	1944	98	993	YRDA	1913	200
930	YRCA	1944	124	994	YRDA	1913	257
931	YRCA	1944	200	995	YRDA	1913	500
932	YRCA	1944	200	996	YRDA	1913	572
933	YRCA	1944	299	997	YRDA	1913	947
934	YRCA	1944	333	998	YRDA	1913	1086
935	YRCA	1944	800	999	YRDA	1913	2495
936	YRCA	1945	9	1000	YRDA	1935	1019
937	YRCA	1945	10	1001	YRDA	1936	125
938	YRCA	1945	67	1002	YRDA	1936	1871
939	YRCA	1945	90	1003	YRDA	1937	0
940	YRCA	1945	100	1004	YRDA	1937	3412
941	YRCA	1945	150	1005	YRDA	1938	2769
942	YRCA	1945	150	1006	YRDA	1939	0
943	YRCA	1945	174	1007	YRDA	1939	60
944	YRCA	1945	200	1008	YRDA	1939	1861
945	YRCA	1945	298	1009	YRDA	1940	3296
946	YRCA	1945	335	1010	YRDA	1941	2732
947	YRCA	1945	362	1011	YRDA	1942	25
948	YRCA	1946	10	1012	YRDA	1942	1269
949	YRCA	1946	39	1013	YRDA	1943	0
950	YRCA	1946	62	1014	YRDA	1943	75
951	YRCA	1946	100	1015	YRDA	1943	2236
952	YRCA	1946	150	1016	YRDA	1944	0
953	YRCA	1946	150	1017	YRDA	1944	200
954	YRCA	1946	195	1018	YRDA	1944	2701
955	YRCA	1946	295	1019	YRDA	1945	0
956	YRCA	1946	400	1020	YRDA	1945	0
957	YRCA	1947	10	1021	YRDA	1945	25
958	YRCA	1947	42	1022	YRDA	1945	991

Record#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
1023	YRDA	1946	0	1087	YRMH	1937	70
1024	YRDA	1946	0	1088	YRMH	1937	100
1025	YRDA	1946	200	1089	YRMH	1937	100
1026	YRDA	1946	2209	1090	YRMH	1938	22
1027	YRDA	1947	0	1091	YRMH	1938	200
1028	YRDA	1947	100	1092	YRMH	1938	200
1029	YRDA	1947	2259	1093	YRMH	1939	40
1030	YRDA	1948	255	1094	YRMH	1939	50
1031	YRDA	1948	2804	1095	YRMH	1939	100
1032	YRDA	1949	100	1096	YRMH	1939	100
1033	YRDA	1949	1886	1097	YRMH	1940	100
1034	YRDB	1935	611	1098	YRMH	1941	100
1035	YRDB	1936	371	1099	YRMH	1942	90
1036	YRDB	1937	753	1100	YRMH	1943	70
1037	YRDB	1938	1714	1101	YROK	1935	104
1038	YRDB	1939	418	1102	YROK	1938	104
1039	YRDB	1940	743	1103	YROK	1939	104
1040	YRDB	1941	1469	1104	YROK	1941	10
1041	YRDB	1942	314	1105	YROK	1942	10
1042	YRDB	1943	982	1106	YROK	1942	25
1043	YRDB	1944	581	1107	YROK	1943	25
1044	YRDB	1945	545	1108	YROK	1945	10
1045	YRDB	1946	517	1109	YROK	1945	20
1046	YRDB	1947	805	1110	YROK	1945	20
1047	YRDB	1948	525	1111	YROK	1946	10
1048	YRDB	1949	301	1112	YROK	1946	10
1049	YRLA	1900	20	1113	YROK	1947	5
1050	YRLA	1900	50	1114	YROK	1947	10
1051	YRLA	1900	50	1115	YROK	1948	10
1052	YRLA	1900	70	1116	YRSK	1899	0
1053	YRLA	1900	80	1117	YRSK	1899	0
1054	YRLA	1900	100	1118	YRSK	1899	0
1055	YRLA	1900	100	1119	YRSK	1899	0
1056	YRLA	1900	100	1120	YRSK	1899	0
1057	YRLA	1900	150	1121	YRSK	1899	0
1058	YRLA	1901	50	1122	YRSK	1899	0
1059	YRLA	1901	70	1123	YRSK	1899	0
1060	YRLA	1901	100	1124	YRSK	1899	0
1061	YRLA	1901	200	1125	YRSK	1899	0
1062	YRLA	1902	65	1126	YRSK	1899	0
1063	YRLA	1902	100	1127	YRSK	1899	0
1064	YRLA	1902	100	1128	YRSK	1899	0
1065	YRLA	1902	100	1129	YRSK	1899	0
1066	YRLA	1902	100	1130	YRSK	1899	0
1067	YRLA	1902	150	1131	YRSK	1899	0
1068	YRLA	1902	150	1132	YRSK	1899	0
1069	YRLA	1902	290	1133	YRSK	1899	0
1070	YRLA	1903	25	1134	YRSK	1899	0
1071	YRLA	1903	50	1135	YRSK	1899	0
1072	YRLA	1903	230	1136	YRSK	1899	0
1073	YRLA	1904	100	1137	YRSK	1899	19
1074	YRLA	1904	200	1138	YRSK	1899	22
1075	YRLA	1904	300	1139	YRSK	1899	30
1076	YRLA	1905	200	1140	YRSK	1899	30
1077	YRLA	1913	1478	1141	YRSK	1899	30
1078	YRLA	1945	46	1142	YRSK	1899	32
1079	YRLA	1945	100	1143	YRSK	1899	45
1080	YRLA	1945	278	1144	YRSK	1899	45
1081	YRMH	1935	22	1145	YRSK	1899	50
1082	YRMH	1935	100	1146	YRSK	1899	56
1083	YRMH	1935	100	1147	YRSK	1899	62
1084	YRMH	1936	70	1148	YRSK	1899	69
1085	YRMH	1936	100	1149	YRSK	1899	100
1086	YRMH	1936	100	1150	YRSK	1899	100

ord#	POLY	YEAR	CORDS	Record#	POLY	YEAR	CORDS
1151	YRSK	1899	100	1215	YRSK	1900	50
1152	YRSK	1899	100	1216	YRSK	1900	50
1153	YRSK	1899	100	1217	YRSK	1900	50
1154	YRSK	1899	100	1218	YRSK	1900	50
1155	YRSK	1899	150	1219	YRSK	1900	50
1156	YRSK	1899	196	1220	YRSK	1900	50
1157	YRSK	1899	198	1221	YRSK	1900	50
1158	YRSK	1899	200	1222	YRSK	1900	50
1159	YRSK	1899	200	1223	YRSK	1900	50
1160	YRSK	1899	300	1224	YRSK	1900	50
1161	YRSK	1899	400	1225	YRSK	1900	50
1162	YRSK	1899	400	1226	YRSK	1900	50
1163	YRSK	1900	0	1227	YRSK	1900	70
1164	YRSK	1900	0	1228	YRSK	1900	70
1165	YRSK	1900	0	1229	YRSK	1900	70
1166	YRSK	1900	0	1230	YRSK	1900	75
1167	YRSK	1900	0	1231	YRSK	1900	80
1168	YRSK	1900	0	1232	YRSK	1900	80
1169	YRSK	1900	0	1233	YRSK	1900	90
1170	YRSK	1900	0	1234	YRSK	1900	100
1171	YRSK	1900	0	1235	YRSK	1900	100
1172	YRSK	1900	0	1236	YRSK	1900	100
1173	YRSK	1900	0	1237	YRSK	1900	100
1174	YRSK	1900	0	1238	YRSK	1900	100
1175	YRSK	1900	0	1239	YRSK	1900	100
1176	YRSK	1900	0	1240	YRSK	1900	100
1177	YRSK	1900	0	1241	YRSK	1900	100
1178	YRSK	1900	0	1242	YRSK	1900	100
1179	YRSK	1900	0	1243	YRSK	1900	100
1180	YRSK	1900	9	1244	YRSK	1900	100
1181	YRSK	1900	10	1245	YRSK	1900	100
1182	YRSK	1900	10	1246	YRSK	1900	100
1183	YRSK	1900	10	1247	YRSK	1900	100
1184	YRSK	1900	10	1248	YRSK	1900	100
1185	YRSK	1900	10	1249	YRSK	1900	100
1186	YRSK	1900	10	1250	YRSK	1900	100
1187	YRSK	1900	10	1251	YRSK	1900	120
1188	YRSK	1900	10	1252	YRSK	1900	125
1189	YRSK	1900	10	1253	YRSK	1900	150
1190	YRSK	1900	10	1254	YRSK	1900	150
1191	YRSK	1900	15	1255	YRSK	1900	150
1192	YRSK	1900	20	1256	YRSK	1900	200
1193	YRSK	1900	20	1257	YRSK	1900	200
1194	YRSK	1900	20	1258	YRSK	1900	200
1195	YRSK	1900	20	1259	YRSK	1900	342
1196	YRSK	1900	20	1260	YRSK	1900	400
1197	YRSK	1900	20	1261	YRSK	1900	400
1198	YRSK	1900	20	1262	YRSK	1900	400
1199	YRSK	1900	23	1263	YRSK	1900	500
1200	YRSK	1900	25	1264	YRSK	1901	0
1201	YRSK	1900	25	1265	YRSK	1901	0
1202	YRSK	1900	30	1266	YRSK	1901	0
1203	YRSK	1900	30	1267	YRSK	1901	0
1204	YRSK	1900	30	1268	YRSK	1901	0
1205	YRSK	1900	35	1269	YRSK	1901	0
1206	YRSK	1900	40	1270	YRSK	1901	0
1207	YRSK	1900	40	1271	YRSK	1901	0
1208	YRSK	1900	40	1272	YRSK	1901	0
1209	YRSK	1900	45	1273	YRSK	1901	0
1210	YRSK	1900	45	1274	YRSK	1901	0
1211	YRSK	1900	50	1275	YRSK	1901	0
1212	YRSK	1900	50	1276	YRSK	1901	0
1213	YRSK	1900	50	1277	YRSK	1901	0
1214	YRSK	1900	50	1278	YRSK	1901	0

Record#	POLY	YEAR	CORDS
1279	YRSK	1901	0
1280	YRSK	1901	0
1281	YRSK	1901	0
1282	YRSK	1901	0
1283	YRSK	1901	5
1284	YRSK	1901	10
1285	YRSK	1901	10
1286	YRSK	1901	10
1287	YRSK	1901	10
1288	YRSK	1901	10
1289	YRSK	1901	10
1290	YRSK	1901	10
1291	YRSK	1901	10
1292	YRSK	1901	20
1293	YRSK	1901	30
1294	YRSK	1901	30
1295	YRSK	1901	35
1296	YRSK	1901	50
1297	YRSK	1901	50
1298	YRSK	1901	50
1299	YRSK	1901	50
1300	YRSK	1901	50
1301	YRSK	1901	50
1302	YRSK	1901	50
1303	YRSK	1901	60
1304	YRSK	1901	100
1305	YRSK	1901	100
1306	YRSK	1901	100
1307	YRSK	1901	100
1308	YRSK	1901	100
1309	YRSK	1901	100
1310	YRSK	1901	100
1311	YRSK	1901	100
1312	YRSK	1901	150
1313	YRSK	1901	150
1314	YRSK	1901	170
1315	YRSK	1901	200
1316	YRSK	1901	200
1317	YRSK	1901	200
1318	YRSK	1901	200
1319	YRSK	1901	200
1320	YRSK	1901	200
1321	YRSK	1901	200
1322	YRSK	1901	200
1323	YRSK	1901	200
1324	YRSK	1901	300
1325	YRSK	1901	300
1326	YRSK	1902	0
1327	YRSK	1902	0
1328	YRSK	1902	0
1329	YRSK	1902	0
1330	YRSK	1902	0
1331	YRSK	1902	2
1332	YRSK	1902	3
1333	YRSK	1902	5
1334	YRSK	1902	8
1335	YRSK	1902	10
1336	YRSK	1902	10
1337	YRSK	1902	11
1338	YRSK	1902	27
1339	YRSK	1902	30
1340	YRSK	1902	33
1341	YRSK	1902	55
1342	YRSK	1902	60

Record#	POLY	YEAR	CORDS
1343	YRSK	1902	70
1344	YRSK	1902	120
1345	YRSK	1902	200
1346	YRSK	1902	200
1347	YRSK	1902	200
1348	YRSK	1903	5
1349	YRSK	1903	10
1350	YRSK	1903	25
1351	YRSK	1903	30
1352	YRSK	1903	30
1353	YRSK	1903	30
1354	YRSK	1903	30
1355	YRSK	1903	40
1356	YRSK	1903	50
1357	YRSK	1903	80
1358	YRSK	1903	80
1359	YRSK	1903	100
1360	YRSK	1903	100
1361	YRSK	1903	100
1362	YRSK	1903	105
1363	YRSK	1903	105
1364	YRSK	1903	200
1365	YRSK	1903	300
1366	YRSK	1904	30
1367	YRSK	1904	30
1368	YRSK	1904	35
1369	YRSK	1904	54
1370	YRSK	1904	55
1371	YRSK	1904	100
1372	YRSK	1904	100
1373	YRSK	1904	200
1374	YRSK	1904	200
1375	YRSK	1904	200

cord#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_LF
127	YUKG	1951	0	0	0	0	30	0	0	0	0
128	YUKG	1951	0	0	0	0	0	0	0	0	3600
129	YUKG	1951	0	0	0	0	0	0	0	0	25385
130	YUKG	1951	0	0	5	0	0	0	0	0	C
131	YUKG	1951	0	0	12	0	0	0	0	0	C
132	YUKG	1951	0	0	15	0	0	0	0	0	C
133	YUKG	1951	0	0	20	0	0	0	0	0	C
134	YUKG	1951	0	0	40	0	0	0	0	0	C
135	YUKG	1951	0	1	0	0	0	0	0	0	C
136	YUKG	1951	0	1	0	0	0	0	0	0	C
137	YUKG	1951	0	2	0	0	0	0	0	0	C
138	YUKG	1951	0	2	2	0	0	0	0	0	C
139	YUKG	1951	0	3	0	0	0	0	0	0	C
140	YUKG	1951	0	3	0	0	0	0	0	0	C
141	YUKG	1951	0	4	0	0	0	0	0	0	C
142	YUKG	1951	0	4	0	0	0	0	0	0	C
143	YUKG	1951	0	6	0	0	0	0	0	0	C
144	YUKG	1951	0	6	14	0	0	0	0	0	C
145	YUKG	1951	0	7	0	0	0	0	0	0	C
146	YUKG	1951	0	8	0	0	0	0	0	0	C
147	YUKG	1951	0	8	0	0	0	0	0	0	C
148	YUKG	1951	0	8	0	0	0	0	0	0	C
149	YUKG	1951	0	10	0	0	0	0	0	0	C
150	YUKG	1951	0	10	0	0	0	0	0	0	C
151	YUKG	1951	0	10	0	0	0	0	0	0	C
152	YUKG	1951	0	10	0	0	0	0	0	0	C
153	YUKG	1951	0	10	0	0	0	0	0	0	C
154	YUKG	1951	0	10	0	0	0	0	0	0	C
155	YUKG	1951	0	10	0	0	0	0	0	0	C
156	YUKG	1951	0	10	0	0	0	0	0	0	C
157	YUKG	1951	0	10	0	0	0	0	0	0	C
158	YUKG	1951	0	10	0	0	0	0	0	0	C
159	YUKG	1951	0	10	0	0	0	0	0	0	C
160	YUKG	1951	0	10	0	0	0	0	0	0	C
161	YUKG	1951	0	10	0	0	0	0	0	0	C
162	YUKG	1951	0	10	0	0	0	0	0	0	C
163	YUKG	1951	0	10	0	0	0	0	0	0	C
164	YUKG	1951	0	15	0	0	0	0	0	0	C
165	YUKG	1951	0	15	0	0	0	0	0	0	C
166	YUKG	1951	0	15	0	0	0	0	0	0	C
167	YUKG	1951	0	15	0	0	0	0	0	0	C
168	YUKG	1951	0	15	0	0	0	0	0	0	C
169	YUKG	1951	0	15	0	0	0	0	0	0	3600
170	YUKG	1951	0	18	0	0	0	0	0	0	C
171	YUKG	1951	0	18	0	0	0	0	0	0	C
172	YUKG	1951	0	18	2	0	0	0	0	0	C
173	YUKG	1951	0	20	0	0	0	0	0	0	C
174	YUKG	1951	0	20	0	0	0	0	0	0	C
175	YUKG	1951	0	20	0	0	0	0	0	0	C
176	YUKG	1951	0	20	0	0	0	0	0	0	C
177	YUKG	1951	0	20	0	0	0	0	0	0	C
178	YUKG	1951	0	20	0	0	0	0	0	0	C
179	YUKG	1951	0	20	0	0	0	0	0	0	C
180	YUKG	1951	0	22	0	0	0	0	0	0	C
181	YUKG	1951	0	25	0	0	0	0	0	0	C
182	YUKG	1951	0	25	0	0	0	0	0	0	C
183	YUKG	1951	0	25	0	0	0	0	0	0	C
184	YUKG	1951	0	25	0	0	0	0	0	0	C
185	YUKG	1951	0	40	0	0	0	0	0	0	C
186	YUKG	1951	0	40	0	0	0	0	0	0	C
187	YUKG	1951	0	48	0	0	0	0	0	0	C
188	YUKG	1951	0	50	0	0	0	0	0	0	C
189	YUKG	1951	0	50	0	0	0	0	0	0	C
190	YUKG	1951	0	50	0	0	0	0	0	0	C

APPENDIX 2 (CONT.)

cord#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_L
383	YUKG	1952	15	0	0	0	0	0	0	0	0
384	YUKG	1952	18	0	0	0	0	0	0	0	0
385	YUKG	1952	18	0	0	0	0	0	0	0	0
386	YUKG	1952	19	0	0	0	0	0	0	0	0
387	YUKG	1952	20	0	0	0	0	0	0	0	0
388	YUKG	1952	20	0	0	0	0	0	0	0	0
389	YUKG	1952	20	0	0	0	0	0	0	0	0
390	YUKG	1952	20	0	0	0	0	0	0	0	0
391	YUKG	1952	20	0	0	0	0	0	0	0	0
392	YUKG	1952	20	0	0	0	0	0	0	0	0
393	YUKG	1952	20	0	0	0	0	0	0	0	0
394	YUKG	1952	20	0	0	0	0	0	0	0	0
395	YUKG	1952	20	0	0	0	0	0	0	0	0
396	YUKG	1952	20	0	0	0	0	0	0	0	0
397	YUKG	1952	20	0	0	0	0	0	0	0	0
398	YUKG	1952	20	0	0	0	0	0	0	0	0
399	YUKG	1952	20	0	0	0	0	0	0	0	0
400	YUKG	1952	20	0	0	0	0	0	0	0	0
401	YUKG	1952	20	0	0	0	0	0	0	0	0
402	YUKG	1952	20	0	0	0	0	0	0	0	0
403	YUKG	1952	20	0	0	0	0	0	0	0	0
404	YUKG	1952	20	0	0	0	0	0	0	0	0
405	YUKG	1952	20	0	0	0	0	0	0	0	0
406	YUKG	1952	24	0	0	0	0	0	0	0	0
407	YUKG	1952	25	0	0	0	0	0	0	0	0
408	YUKG	1952	25	0	0	0	0	0	0	0	0
409	YUKG	1952	25	0	0	0	0	0	0	0	0
410	YUKG	1952	25	0	0	0	0	0	0	0	0
411	YUKG	1952	25	0	0	0	0	0	0	0	0
412	YUKG	1952	30	0	0	0	0	0	0	0	0
413	YUKG	1952	30	0	0	0	0	0	0	0	0
414	YUKG	1952	30	0	0	0	0	0	0	0	0
415	YUKG	1952	30	0	0	0	0	0	0	0	0
416	YUKG	1952	30	0	0	0	0	0	0	0	0
417	YUKG	1952	34	0	0	0	0	0	0	0	0
418	YUKG	1952	35	0	0	0	0	0	0	0	0
419	YUKG	1952	40	0	0	0	0	0	0	0	0
420	YUKG	1952	40	0	0	0	0	0	0	0	0
421	YUKG	1952	40	0	0	0	0	0	0	0	0
422	YUKG	1952	42	0	0	0	0	0	0	0	0
423	YUKG	1952	48	0	0	0	0	0	0	0	0
424	YUKG	1952	48	0	0	0	0	0	0	0	0
425	YUKG	1952	48	0	0	0	0	0	0	0	0
426	YUKG	1952	50	0	0	0	0	0	0	0	0
427	YUKG	1952	50	0	0	0	0	0	0	0	0
428	YUKG	1952	50	0	0	0	0	0	0	0	0
429	YUKG	1952	50	0	0	0	0	0	0	0	0
430	YUKG	1952	50	0	0	0	0	0	0	0	0
431	YUKG	1952	50	0	0	0	0	0	0	0	0
432	YUKG	1952	50	0	0	0	0	0	0	0	0
433	YUKG	1952	50	0	0	0	0	0	0	0	0
434	YUKG	1952	50	0	0	0	0	0	0	0	0
435	YUKG	1952	50	0	0	0	0	0	0	0	0
436	YUKG	1952	90	0	0	0	0	0	0	0	0
437	YUKG	1952	100	0	0	0	0	0	0	0	0
438	YUKG	1952	100	0	0	0	0	0	0	0	0
439	YUKG	1952	100	0	0	0	0	0	0	0	0
440	YUKG	1952	100	0	0	0	0	0	0	0	0
441	YUKG	1952	300	0	0	0	0	0	0	0	0
442	YUKG	1953	0	0	20	0	0	0	0	0	0
443	YUKG	1953	0	0	0	12	0	0	0	0	0
444	YUKG	1953	0	0	0	0	0	0	0	0	924
445	YUKG	1953	0	0	0	0	0	960	0	0	0
446	YUKG	1953	0	0	3	0	0	0	0	0	0

PENDIX 2 (Cont.)

ord#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_LF
511	YUKG	1953	10	0	0	0	0	0	0	0	0
512	YUKG	1953	10	0	0	0	0	0	0	0	0
513	YUKG	1953	10	0	0	0	0	0	0	0	0
514	YUKG	1953	10	0	0	0	0	0	0	0	0
515	YUKG	1953	10	0	0	0	0	0	0	0	0
516	YUKG	1953	10	0	0	0	0	0	0	0	0
517	YUKG	1953	10	0	0	0	0	0	0	0	0
518	YUKG	1953	10	0	0	0	0	0	0	0	0
519	YUKG	1953	10	0	0	0	0	0	0	0	0
520	YUKG	1953	10	0	0	0	0	0	0	0	0
521	YUKG	1953	12	0	0	0	0	0	0	0	0
522	YUKG	1953	13	0	0	0	0	0	0	0	0
523	YUKG	1953	13	0	0	0	0	0	0	0	0
524	YUKG	1953	16	0	0	0	0	0	0	0	0
525	YUKG	1953	20	0	0	0	0	0	0	0	0
526	YUKG	1953	20	0	0	0	0	0	0	0	0
527	YUKG	1953	20	0	0	0	0	0	0	0	0
528	YUKG	1953	20	0	0	0	0	0	0	0	0
529	YUKG	1953	20	0	0	0	0	0	0	0	0
530	YUKG	1953	20	0	0	0	0	0	0	0	0
531	YUKG	1953	20	0	0	0	0	0	0	0	0
532	YUKG	1953	20	0	0	0	0	0	0	0	0
533	YUKG	1953	20	0	0	0	0	0	0	0	0
534	YUKG	1953	20	0	0	0	0	0	0	0	0
535	YUKG	1953	20	0	0	0	0	0	0	0	0
536	YUKG	1953	20	0	0	0	0	0	0	0	0
537	YUKG	1953	21	0	0	0	0	0	0	0	0
538	YUKG	1953	24	0	0	0	0	0	0	0	0
539	YUKG	1953	25	0	0	0	0	0	0	0	0
540	YUKG	1953	25	0	0	0	0	0	0	0	0
541	YUKG	1953	25	0	0	0	0	0	0	0	0
542	YUKG	1953	25	0	0	0	0	0	0	0	0
543	YUKG	1953	25	0	0	0	0	0	0	0	0
544	YUKG	1953	25	0	0	0	0	0	0	0	0
545	YUKG	1953	25	0	0	0	0	0	0	0	0
546	YUKG	1953	25	0	0	0	0	0	0	0	0
547	YUKG	1953	25	0	0	0	0	0	0	0	0
548	YUKG	1953	28	0	0	0	0	0	0	0	0
549	YUKG	1953	30	0	0	0	60	0	0	0	0
550	YUKG	1953	30	0	0	0	0	0	0	0	0
551	YUKG	1953	33	0	0	0	0	0	0	0	0
552	YUKG	1953	35	0	0	0	0	0	0	0	0
553	YUKG	1953	37	0	0	0	0	0	0	0	0
554	YUKG	1953	40	0	0	0	0	0	0	0	0
555	YUKG	1953	40	0	0	0	0	0	0	0	0
556	YUKG	1953	40	0	0	0	0	0	0	0	0
557	YUKG	1953	40	0	0	0	0	0	0	0	0
558	YUKG	1953	47	0	0	0	0	0	0	0	0
559	YUKG	1953	50	0	0	0	0	0	0	0	0
560	YUKG	1953	50	0	0	0	0	0	0	0	0
561	YUKG	1953	51	0	0	0	0	0	0	0	0
562	YUKG	1953	51	0	0	0	0	0	0	0	0
563	YUKG	1953	52	0	0	0	0	0	0	0	0
564	YUKG	1953	52	0	0	0	0	0	0	0	0
565	YUKG	1953	60	0	0	0	0	0	0	0	0
566	YUKG	1953	70	0	0	0	0	0	0	0	0
567	YUKG	1953	100	0	0	0	0	0	0	0	0
568	YUKG	1953	180	0	0	0	0	0	0	0	0
569	YUKG	1954	0	5	5	0	0	0	0	0	0
570	YUKG	1958	0	0	100	0	0	0	0	0	0
571	YUKG	1958	0	10	8	0	0	0	0	0	0
572	YUKG	1959	0	0	0	0	0	0	0	0	1165
573	YUKG	1960	0	0	812	0	0	0	0	0	1715
574	YUKG	1962	0	0	0	0	0	0	150	0	0

APPENDIX 2 (Cont.)

Record#	POLY	YEAR	CORDS	DR.	GREEN	LOGS	BLDLOG	BLD_LF	PIECES	PCS_FBM	PCS_I
575	YUKG	1962	0	250	0	0	0	0	0	0	
576	YUKG	1963	0	0	0	0	0	0	100	0	
577	YUKG	1963	0	2	0	0	0	0	0	0	
578	YUKG	1964	0	10	0	0	0	0	0	0	
579	YUKG	1969	0	0	0	0	0	0	0	0	360
580	YUKG	1969	0	80	0	0	0	0	0	0	

Record #	BERTH	POLY	FROM	TO	ACTIVITY TYPE	COMPANY
63	063	YRG	1900	1903		OTHER
64	064	55A	1900	1910	CORDS	OTHER
65	065	41A	1900	1910		OTHER
66	066	DAWG	1900	1910		OTHER
67	067	56A	1900	1910	CORDS	OTHER
68	068	47A	1901	1903		OTHER
69	069	61A	1901	1903		OTHER
70	070	39C	1901	1910		OTHER
71	071	40E	1901	1910		OTHER
72	072	40B	1901	1910		OTHER
73	073	40B	1901	1910		OTHER
74	074	40B	1901	1903	CORDS	OTHER
75	075	SRG	1901	1903		OTHER
76	076	55A	1901	1910	CORDS	OTHER
77	077	59A	1901	1910	CORDS	OTHER
78	078	56A	1901	1910	CORDS	OTHER
79	079	59A	1901	1910	CORDS	OTHER
80	080	13F	1901	1903		OTHER
81	081	12/13	1901	1901		OTHER
82	083	13F	1901	1903		OTHER
83	084	YRG	1901	1903		OTHER
84	085	59A	1901	1910		OTHER
85	086	SRG	1901	1903	CORDS	OTHER
86	087	56A	1901	1910		OTHER
87	088	YRG	1901	1910	CORDS	OTHER
88	089	59A	1901	1910		OTHER
89	090	SRG	1901	1903		OTHER
90	091	PRG	1901	1901		OTHER
91	092	40D	1901	1910		OTHER
92	093	55A	1901	1910		OTHER
93	094	PRG	1901	1903		OTHER
94	095	40E	1901	1910		OTHER
95	096	56A	1901	1910		OTHER
96	097	SRG	1901	1901		OTHER
97	098	55A	1901	1910		OTHER
98	099	YRG	1901	1903		OTHER
99	100	59A	1901	1910		OTHER
100	101	56A	1901	1910		OTHER
101	102	56A	1901	1903		OTHER
102	103	54A	1901	1910		OTHER
103	104	YRG	1901	1903		OTHER
104	105	18/20	1901	1903	CORDS	OTHER
105	106	YRG	1901	1913	CORDS	OTHER
106	107	YRG	1902	1902		OTHER
107	108	YRG	1902	1910		OTHER
108	109	YRG	1902	1903		OTHER
109	110	39C	1902	1910	CORDS	OTHER
110	111	39C	1902	1903		OTHER
111	112	39C	1902	1903		OTHER
112	113	39C	1902	1903		OTHER
113	114	SRG	1902	1903		OTHER
114	115	65A	1902	1903		OTHER
115	116	KRG	1902	1913	MT	OTHER
116	117	KRG	1902	1913	MT	OTHER
117	118	KRG	1902	1913	MT	OTHER
118	119	64A	1902	1913	MT	OTHER
119	120	64A	1902	1913	MT	OTHER
120	121	64A	1902	1913	MT	OTHER
121	122	64A	1902	1913	CORDS	OTHER
122	123	YRG	1903	1913		OTHER
123	124	53A	1903	1903	MT	OTHER
124	125	53A	1903	1913	MT	OTHER
125	126	53A	1903	1913	MT	OTHER
126	127	YRG	1903	1913	MT	OTHER

PENDIX 3 (Cont.)

ord #	BERTH	POLY	FROM	TO	ACTIVITY TYPE	COMPANY
127	128	61A	1903	1903		OTHER
128	129	KRG	1903	1913	MT	OTHER
129	130	61A	1903	1903		OTHER
130	131	KRG	1903	1903		OTHER
131	132	KRG	1903	1903		OTHER
132	133	61A	1903	1913		OTHER
133	143	DAWG	0	1913	MT	OTHER
134	144	DAWG	0	1913		OTHER
135	152	DAWG	0	1913		OTHER
136	153	DAWG	0	1913		OTHER

APPENDIX 4: COMMERCIAL DATABASE FILE (1947 - 1970) [BerchCS]

Record #	BERTH	POLY	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE	
1	175	48C	1948	1950	LOGS		CORDS	MT BF
2	176	16B	1948	1951	LOGS		CORDS	
3	177	17A	1948	1949			CORDS	
4	178	17F	1948	1951	LOGS		CORDS	PILING
5	179	48C	1948	1948				BF
6	180	49D	1948	1949			CORDS	
7	181	1C	1948	1949		FBM		
8	182	48C	1948	1950	LOGS		CORDS	BF
9	183	48C	1948	1948				BF
10	187	7D	1948	1948			CORDS	
11	188	48C	1949	1949	LOGS			BF
12	189	49C	1949	1950	LOGS	FBM		
13	193	48B	1949	1951	LOGS			BF
14	194	15A	1949	1950		FBM LF	CORDS	
15	197	50A	1949	1950	LOGS			BF
16	198	7C	1949	1949			CORDS	
17	199	49A	1949	1950			CORDS	MT
18	203	48C	1949	1951	LOGS	LF		MT BF BL
19	209	39A	1948	1949		FBM		
20	210	49B	1949	1951		LF		MT
21	211	34B	1949	1951	LOGS	FBM		
22	212	1B	1949	1949			CORDS	
23	214	1C	1949	1949		FBM		
24	215	48A	1949	1953	LOGS	LF		MT
25	216	49A	1949	1950	LOGS	LF		MT
26	217	48E	1949	1949	LOGS	LF	CORDS	MT
27	218	48A	1949	1951	LOGS	FBM LF	CORDS	MT
28	219	1C	1949	1954	LOGS	FBM		
29	221	48A	1949	1952	LOGS	LF	CORDS	MT BL
30	222	48D	1949	1951	LOGS	LF		MT
31	223	17A	1950	1950			CORDS	
32	224	48B	1950	1950	LOGS			MT BF
33	225	48A	1950	1950	LOGS	LF		
34	226	48B	1950	1951	LOGS	LF		MT
35	227	49C	1950	1950	LOGS	LF		
36	228	7A	1950	1951	LOGS	FBM LF	CORDS	
37	229	49D	1950	1950			CORDS	
38	231	49B	1950	1951			CORDS	
39	234	14A	1950	1951			CORDS	
40	239	48A	1950	1952	LOGS			
41	241	48A	1950	1951	LOGS			MT
42	242	47C	1950	1954	LOGS	LF		MT
43	244	1B	1950	1950		FBM		
44	245	47C	1950	1951	LOGS	FBM		
45	246	48A	1950	1952	LOGS	FBM LF		MT BF
46	247	49C	1950	1952	LOGS	LF		MT
47	248	47D	1951	1962	LOGS	FBM LF		MT
48	249	47C	1950	1953	LOGS	LF		MT PCS
49	250	48A	1950	1951	LOGS	LF	CORDS	MT
50	251	47A	1950	1953	LOGS	LF		MT BF
51	252	13D	1950	1951	LOGS	LF	CORDS	
52	254	16B	1951	1952			CORDS	
53	255	1C	1951	1952	LOGS	FBM	CORDS	
54	256	52A	1951	1951	LOGS	LF		MT
55	257	47D	1951	1953	LOGS	FBM LF		MT
56	258	17C	1951	1951		FBM	CORDS	F. POSTS
57	259	49C	1951	1951	LOGS	LF		MT
58	260	48A	1951	1952	LOGS	FBM LF		MT
59	261	48A	1951	1951		LF	CORDS	MT PCS
60	263	48B	1951	1953	LOGS	LF		MT
61	266	49C	1951	1951	LOGS	LF		MT
62	267	14A	1951	1954	LOGS		CORDS	

PENDIX 4 (Cont.)

Ord #	BERTH	POLY	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE		
63	270	48A	1951	1955	LOGS	LF	MT		
64	271	47D	1951	1952	LOGS	FBM			
65	273	50A	1952	1952	LOGS	FBM	LF		BL
66	275	16B	1951	1952					POLES
67	279	39B	1952	1953	LOGS	FBM			SLABS
68	280	42B	1952	1953		FBM			BL
69	282	34B	1952	1952		FBM			
70	283	49A	1952	1952	LOGS	LF	CORDS	MT	
71	284	50A	1952	1954	LOGS	FBM	LF	MT	BL
72	286	50A	1952	1954	LOGS		LF	MT	
73	287	48C	1952	1955	LOGS		LF	MT	RT
74	290	17B	1952	1953	LOGS	FBM			P. POLES
75	294	1B	1952	1954	LOGS	FBM			
76	296	48A	1952	1953	LOGS		LF	MT	
77	298	48B	1952	1952			LF		PCS
78	300	47A	1952	1953	LOGS		LF	MT	
79	301	47A	1952	1954	LOGS		LF	MT	
80	302	34B	1952	1953	LOGS	FBM			
81	303	12C	1952	1953	LOGS	FBM			TIES
82	305	27C	1953	1957	LOGS		LF		
83	307	47C	1952	1954	LOGS		LF	MT	
84	308	48B	1952	1954	LOGS		LF	MT	RT
85	310	48A	1952	1953	LOGS		LF	CORDS	
86	312	39B	1953	1953	LOGS	FBM			
87	315	42B	1953	1953	LOGS	FBM			
88	316	48B	1953	1954	LOGS		LF	MT	
89	318	1C	1953	1956	LOGS	FBM	LF		
90	322	47C	1953	1954	LOGS		LF	CORDS	MT
91	323	37A	1953	1953	LOGS	FBM			
92	326	34B	1953	1955	LOGS	FBM	LF		
93	327	15A	1953	1954	LOGS				TIES
94	328	7D	1953	1955	LOGS	FBM	LF		
95	329	48A	1953	1958	LOGS	FBM	LF		RT
96	331	37A	1953	1953	LOGS	FBM			
97	333	65A	1961	1963	LOGS	FBM		CORDS	
98	334	43A	1953	1954	LOGS		LF		
99	335	37A	1953	1954	LOGS	FBM			
100	336	7C	1953	1954	LOGS		LF		
101	337	50A	1954	1955	LOGS	FBM			
102	338	17E	1954	1954	LOGS	FBM			
103	339	37A	1954	1954	LOGS	FBM			
104	340	51A	1954	1958	LOGS	FBM	LF		RT
105	341	7C	1954	1954	LOGS	FBM	LF		
106	342	51A	1954	1954	LOGS	FBM			
107	343	47C	1954	1955				CORDS	
108	345	47C	1954	1954	LOGS		LF		RT
109	346	47C	1954	1955	LOGS		LF		
110	347	48A	1954	1962	LOGS	FBM	LF		RT
111	348	19A	1954	1954	LOGS	FBM			
112	349	14A	1954	1955	LOGS	FBM			
113	350	48D	1954	1956	LOGS	FBM	LF	CORDS	
114	351	19A	1954	1955	LOGS	FBM			
115	356	43A	1954	1956	LOGS		LF	MT	BL
116	358	37A	1954	1955	LOGS	FBM			
117	359	47C	1954	1955	LOGS		LF		RT
118	360	47C	1954	1955				CORDS	
119	362	14A	1955	1956			LF	CORDS	
120	364	1C	1955	1955	LOGS			CORDS	PILING
121	366	39B	1953	1957	LOGS		LF	MT	
122	369	48A	1955	1956	LOGS	FBM	LF		
123	370	47C	1955	1962	LOGS		LF	CORDS	RT
124	371	48A	1955	1955	LOGS	FBM	LF		RT
125	373	34A	1955	1955	LOGS	FBM			
126	374	47C	1955	1956				CORDS	

APPENDIX 4 (Cont.)

Record #	BERTH	POLY	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE	
127	375	47C	1955	1957	LOGS	LF		
128	376	14A	1955	1956	LOGS	FBM		
129	377	13B	1955	1956	LOGS	FBM		
130	379	11A	1955	1956	LOGS	FBM	LF	CORDS
131	380	11A	1955	1957	LOGS	FBM	LF	
132	381	7C	1955	1956	LOGS	FBM		
133	383	TESG	1955	1956	LOGS	FBM		
134	384	12A	1955	1957	LOGS	FBM		CORDS
135	385	12B	1955	1956	LOGS	FBM		
136	386	49A	1955	1956	LOGS	FBM	LF	CORDS
137	387	39B	1955	1957	LOGS	FBM	LF	
138	388	14A	1955	1956	LOGS	FBM	LF	
139	391	14B	1955	1957	LOGS	FBM		CORDS
140	392	2A	1955	1956	LOGS	FBM		
141	394	47C	1955	1957	LOGS	FBM	LF	
142	397	7C	1956	1958	LOGS	FBM	LF	
143	398	47D	1956	1956				CORDS
144	399	22B	1956	1957				CORDS
145	401	34A	1956	1956	LOGS	FBM		
146	404	13B	1956	1956	LOGS	FBM		
147	405	1B	1956	1956				CORDS
148	406	2A	1956	1956	LOGS	FBM		
149	410	47C	1956	1956	LOGS	FBM	LF	
150	413	47C	1956	1958	LOGS	FBM	LF	CORDS
151	415	12A	1956	1956	LOGS	FBM		
152	416	1C	1956	1957				TIES
153	417	47C	1956	1957	LOGS	FBM	LF	
154	418	39B	1956	1956	LOGS	FBM		
155	419	34B	1956	1960	LOGS	FBM		
156	421	13B	1957	1958	LOGS	FBM		TIES
157	422	39B	1956	1958	LOGS	FBM		
158	423	12A	1956	1957	LOGS	FBM		TIES
159	424	2A	1956	1958	LOGS	FBM		
160	425	39B	1957	1957			LF	
161	426	18A	1957	1958	LOGS	FBM		
162	427	39B	1957	1959	LOGS	FBM	LF	
163	428	1C	1957	1959	LOGS	FBM		
164	429	11A	1957	1957	LOGS	FBM		
165	431	47C	1957	1959	LOGS	FBM	LF	
166	432	49C	1957	1960	LOGS	FBM		
167	433	39B	1957	1958	LOGS	FBM		
168	434	48A	1957	1959	LOGS	FBM	LF	
169	435	48A	1957	1959	LOGS	FBM	LF	
170	439	14A	1957	1958	LOGS	FBM		CORDS
171	449	1C	1957	1958	LOGS	FBM		
172	450	40A	1958	1960	LOGS	FBM	LF	
173	453	47C	1958	1962	LOGS	FBM	LF	
174	454	47C	1958	1959				CORDS
175	456	51A	1958	1961	LOGS	FBM	LF	
176	458	2A	1958	1959	LOGS	FBM		
177	461	52A	1959	1959				CORDS
178	462	40A	1959	1964	LOGS	FBM	LF	
179	464	47C	1959	1961				CORDS
180	465	52A	1959	1960				CORDS
181	466	15A	1959	1960	LOGS	FBM		CORDS
182	467	40B	1959	1959	LOGS	FBM	LF	
183	468	47C	1959	1960			LF	
184	469	52B	1959	1961				CORDS
185	470	15B	1959	1961	LOGS	FBM		
186	471	47C	1959	1960	LOGS	FBM	LF	
187	472	49A	1959	1962	LOGS	FBM	LF	
188	473	60C	1962	1962	LOGS	FBM		RT
189	474	48A	1959	1960	LOGS	FBM	LF	
190	475	47C	1960	1961	LOGS	FBM	LF	RT

PENDIX 4 (Cont.)

rd #	BERTH	POLY	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE		
191	476	60C	1961	1964			CORDS		
192	477	47D	1959	1963	LOGS	FBM	LF		PCS
193	478	47C	1959	1960			CORDS		
194	479	12B	1959	1960	LOGS	FBM			
195	480	2A	1959	1960	LOGS	FBM			
196	483	13C	1960	1960	LOGS				TIES
197	484	47C	1960	1961	LOGS		LF	RT	
198	485	40A	1960	1961	LOGS	FBM	LF		
199	486	13C	1960	1961	LOGS				TIES
200	487	40A	1960	1960	LOGS	FBM			
201	488	48E	1960	1960	LOGS		LF	RT	
202	490	15A	1960	1968	LOGS			CORDS	
203	491	47C	1960	1961	LOGS		LF		
204	492	49B	1960	1961	LOGS		LF		
205	493	47A	1960	1965	LOGS	FBM	LF	RT	PCS
206	494	1D	1961	1961	LOGS	FBM	LF		
207	495	51A	1960	1961	LOGS	FBM			TIES
208	496	60B	1960	1966				CORDS	
209	499Y	34B	1961	1971	LOGS	FBM			PCS TREES
210	500Y	47C	1961	1964				CORDS	
211	501Y	47E	1961	1961	LOGS		LF		
212	502Y	48A	1961	1962	LOGS		LF		
213	503Y	48A	1961	1962	LOGS		LF		
214	504Y	47C	1961	1963	LOGS		LF		
215	506Y	47D	1961	1962	LOGS		LF	CORDS	
216	507Y	15B	1961	1962	LOGS	FBM			
217	509Y	1A	1961	1963	LOGS	FBM			
218	510Y	51A	1961	1964	LOGS		LF	CORDS	
219	511Y	40A	1961	1963	LOGS	FBM			
220	512Y	40A	1961	1969	LOGS	FBM			TREES
221	513Y	49C	1961	1962	LOGS	FBM		PCS	
222	514Y	52B	1961	1965	LOGS	FBM			
223	515Y	1D	1961	1962	LOGS	FBM	LF		
224	516Y	49C	1963	1963	LOGS			PCS	
225	517Y	MAYG	1962	1974	LOGS	FBM	LF	PCS	
226	518Y	47A	1962	1962	LOGS		LF		
227	519Y	48A	1962	1967	LOGS	FBM		PCS	
228	520Y	49C	1962	1964	LOGS	FBM		PCS	
229	521Y	40A	1962	1963	LOGS		LF	PCS	
230	522Y	1D	1962	1966	LOGS	FBM			
231	523Y	42B	1963	1966	LOGS	FBM			
232	524Y	27A	1963	1963	LOGS	FBM			
233	525Y	47D	1963	1966	LOGS		LF	PCS	
234	526Y	13C	1963	1966				PCS	
235	527Y	44C	1963	1965	LOGS	FBM		CORDS	
236	528Y	47A	1964	1965	LOGS		LF	PCS	
237	529Y	47A	1964	1964	LOGS	FBM	LF	PCS	
238	530Y	MAYG	1964	1966		FBM	LF	PCS	
239	531Y	61A	1964	1964				PCS	
240	532Y	13F	1964	1966		FBM			
241	533Y	37A	1966	1969	LOGS	FBM			
242	534Y	TESG	1966	1974	LOGS	FBM		PCS	
243	535Y	2A	1966	1975	LOGS	FBM		PCS	
244	536Y	1D	1967	1975	LOGS	FBM			TREES
245	537Y	ROSG	1968	1970	LOGS	FBM			
246	538Y	42B	1970	1974					

APPENDIX 5: ANNUAL REPORTS DATABASE FILE [AnnRepl]

YEAR	REGION	ACTIVITY	PERMITS	BERTHS	CORDWOOD	SEIZ_CDS	HLOGS_LF	LF	LOGS_FBM	FBM	PIECES	TYPE	SAWMILLS	DISTRICT
1897	YUKON	NOVOL	0	0	0	0	0	0	0	0	0		0	
1898	YUKON	NOVOL	0	0	0	0	0	0	0	0	0		0	
1899	YUKON	NOVOL	0	0	0	0	0	0	0	0	0		0	
1900	40MILE	GENERAL	9	0	400	0	0	0	0	0	0		0	
1900	DAWSON	GENERAL	377	0	41507	0	20010	0	0	7000000	0		0	
1900	FTSELK	GENERAL	117	0	10785	0	6726	0	0	0	0		0	
1900	STEWART	GENERAL	78	0	6474	0	0	0	0	0	0		0	
1900	WHHORS	GENERAL	117	0	10318	0	0	0	0	0	0		0	
1901	40MILE	GENERAL	13	0	1315	0	0	0	0	0	0		0	
1901	DAWSON	COMMERC	0	18	490	0	0	0	0	0	0		0	
1901	DAWSON	GENERAL	215	0	13771	0	20865	0	0	0	0		0	
1901	FTSELK	GENERAL	46	0	4485	0	3130	0	0	0	0		0	
1901	STEWART	GENERAL	9	0	630	0	0	0	0	0	0		0	
1901	WHHORSE	GENERAL	35	0	2965	0	6055	0	0	0	0		0	
1902	40MILE	GENERAL	11	0	437	0	0	0	0	0	0		0	
1902	DAWSON	COMMERC	0	0	0	0	0	0	0	7936505	0		5	DAWSON
1902	DAWSON	GENERAL	193	0	13215	0	4726	0	0	0	0		0	
1902	FTSELK	GENERAL	31	0	3852	0	0	0	0	0	0		0	
1902	STEWART	GENERAL	13	0	1870	0	0	0	0	0	0		0	
1902	WHHORSE	GENERAL	35	0	3110	0	1680	0	0	0	0		0	
1903	40MILE	GENERAL	19	0	2303	0	0	0	95000	0	0		0	
1903	DAWSON	COMMERC	0	0	0	0	0	0	0	4422400	0		6	
1903	DAWSON	GENERAL	150	0	13264	0	3347	0	125000	0	0		0	
1903	FTSELK	GENERAL	15	0	1630	0	0	0	0	0	0		0	
1903	STEWART	GENERAL	13	0	730	0	0	0	0	0	0		0	
1903	WHHORSE	GENERAL	32	0	4905	0	5750	0	0	0	0		0	
1904	40MILE	GENERAL	6	0	540	0	500	15000	0	0	0		0	
1904	DAWSON	COMMERC	0	0	11330	0	0	0	0	0	0		0	
1904	DAWSON	GENERAL	80	0	7566	0	0	2000	20000	0	0		0	
1904	FTSELK	GENERAL	10	0	1111	0	0	0	0	0	0		0	
1904	STEWART	GENERAL	8	0	1105	0	0	0	0	0	0		0	
1905	DAWSON	COMMERC	6	0	0	0	0	0	210000	0	0		0	
1905	DAWSON	GENERAL	119	0	11593	0	0	0	0	0	0		0	
1906	DAWSON	COMMERC	0	0	603	0	0	0	0	1624689	44944	TIES	3	DAWSON
1906	DAWSON	GENERAL	110	0	12674	0	7000	0	155000	0	0		0	
1907	DAWSON	COMMERC	0	0	548	0	0	0	0	3488360	0		3	DAWSON
1907	DAWSON	GENERAL	0	0	9048	0	8250	0	244000	0	0		0	
1907	DAWSON	PDITCH	0	0	0	0	0	0	0	7192894	0		1	12MILE
1908	YUKON	COMMERC	0	114	10545	0	0	0	0	2129413	0		2	DAWSON
1909	DAWSON	COMMERC	0	111	19572	0	0	0	0	1688952	0		1	DAWSON
1909	DAWSON	GENERAL	0	0	0	0	0	0	0	0	0		0	
1910	YUKON	NO REC	0	0	0	0	0	0	0	0	0		0	
1911	YUKON	COMMERC	0	108	11492	0	0	0	0	534449	0		1	DAWSON
1911	YUKON	GENERAL	123	0	1150	0	0	0	0	50000	0		0	
1912	YUKON	NOVOLC	0	0	0	0	0	0	0	0	0		1	DAWSON
1912	YUKON	NOVOLG	0	0	0	0	0	0	0	0	0		0	

APPENDIX 5: ANNUAL REPORTS DATABASE FILE [AnnRep1]

YEAR	REGION	ACTIVITY	PERMITS	BERTHS	CORDWOOD	SEIZ	CDS	HLOGS	LF	LF LOGS	FBM	FBM	PIECES	TYPE	SAWMILLS	DISTRICT
1913	YUKON	NO REC	0	0	0	0	0	0	0	0	0	0	0		0	
1914	YUKON	COMMERC	0	141	0	0	0	0	0	0	0	173425	0		3	YUKON
1914	YUKON	GENERAL	144	0	19819	1842	0	0	0	0	0	350000	0		0	
1915	YUKON	COMMERC	0	93	0	0	0	0	0	0	0	75810	0		3	YUKON
1915	YUKON	GENERAL	122	0	12407	1380	0	0	0	0	0	1530000	0		0	
1916	YUKON	COMMERC	0	93	0	0	0	0	0	0	0	79408	0		2	MAYO
1916	YUKON	GENERAL	163	0	22318	757	0	0	0	0	0	398502	0		0	
1917	YUKON	COMMERC	0	90	3120	0	0	0	0	0	0	250290	0		0	
1917	YUKON	GENERAL	145	0	18524	444	0	0	0	0	0	257936	0		0	
1918	YUKON	COMMERC	0	88	3039	0	0	0	0	0	0	125000	0		0	
1918	YUKON	GENERAL	81	0	8973	796	0	0	0	0	0	2785	0		0	
1919	YUKON	COMMERC	0	82	700	0	0	0	0	0	0	0	900	PILING LF	0	
1919	YUKON	GENERAL	86	0	11625	783	0	0	0	0	0	0	0		0	
1920	YUKON	COMMERC	0	76	2751	0	0	0	16361	0	0	0	0		0	
1920	YUKON	GENERAL	118	0	13152	197	0	0	0	0	0	0	0		0	
1921	YUKON	NO REC	0	0	0	0	0	0	0	0	0	0	0		0	
1922	DAWSON	COMMERC	0	0	3585	0	0	0	0	0	0	0	0		0	
1922	DAWSON	GENERAL	125	0	16631	66	0	0	0	0	0	0	0		0	
1922	YUKON	NO VOL	0	0	0	0	0	0	0	0	0	0	0		0	
1923	YUKON	COMMERC	0	0	1291	0	0	0	0	0	0	0	0		0	
1923	YUKON	GENERAL	103	0	15089	69	0	0	0	0	0	364666	0		0	
1924	YUKON	COMMERC	0	0	1097	0	0	0	0	0	0	0	0		0	
1924	YUKON	GENERAL	79	0	10052	196	0	0	0	0	0	258901	0		0	
1925	YUKON	COMMERC	0	0	1931	0	0	0	0	0	0	0	0		0	
1925	YUKON	GENERAL	92	0	8726	82	0	0	0	0	0	1250000	0		0	
1926	YUKON	COMMERC	0	0	1677	0	0	0	0	0	0	0	0		0	
1926	YUKON	GENERAL	84	0	12272	104	0	0	0	0	0	137058	0		0	
1927	YUKON	COMMERC	0	0	11	0	0	0	0	0	0	0	0		0	
1927	YUKON	GENERAL	62	0	7646	1482	0	0	0	0	0	155678	0		0	
1928	YUKON	COMMERC	0	0	3151	0	0	0	0	0	0	40625	0		0	
1928	YUKON	GENERAL	92	0	13345	108	0	0	0	0	0	111540	0		0	
1929	YUKON	COMMERC	0	0	1378	0	0	0	0	0	0	0	0		0	
1929	YUKON	GENERAL	0	0	14560	54	0	0	0	0	0	105908	0		0	
1930	YUKON	COMMERC	0	0	1731	0	0	0	0	0	0	0	0		0	
1930	YUKON	GENERAL	105	0	13570	7	0	0	0	0	0	0	0		0	
1931	YUKON	COMMERC	0	0	980	0	0	0	0	0	0	0	0		0	
1931	YUKON	GENERAL	71	0	8600	10	0	0	0	0	0	0	0		0	
1932	YUKON	COMMERC	0	0	732	0	0	0	0	0	0	0	0		0	
1932	YUKON	GENERAL	67	0	7676	67	0	0	0	0	0	0	0		0	
1933	YUKON	COMMERC	0	0	49	0	0	0	0	0	0	0	0		0	
1933	YUKON	GENERAL	77	0	6974	28	0	0	0	0	0	0	0		0	
1934	YUKON	COMMERC	0	59	0	0	0	0	0	0	0	0	0		0	
1934	YUKON	GENERAL	104	0	9534	0	0	0	0	0	0	67000	0		0	
1934	YUKON	MINING	2	0	205	0	0	0	0	0	0	0	0		0	
1935	YUKON	COMMERC	0	47	0	0	0	0	0	0	0	0	0		0	
1935	YUKON	GENERAL	111	0	11946	0	0	0	0	0	0	185000	0		0	
1935	YUKON	MINING	3	0	0	0	0	0	0	0	0	0	0		0	
1936	YUKON	COMMERC	0	39	0	0	0	0	0	0	0	0	0		0	

APPENDIX 5: ANNUAL REPORTS DATABASE FILE [AnnRep1]

YEAR	REGION	ACTIVITY	PERMITS	BERTHS	CORDWOOD	SEIZ	CDS	HLOGS	LF	LF LOGS_FBM	FBM	PIECES	TYPE	SAWMILLS	DISTRIC
1936	YUKON	GENERAL	147	0	16401		0		0	4000	0	483760	0		0
1936	YUKON	MINING	6	0	0		0		0	0	0	0	0		0
1937	YUKON	COMMERC	0	34	0		0		0	0	0	0	0		0
1937	YUKON	GENERAL	149	0	19677		0		0	5320	0	400000	0		0
1937	YUKON	MINING	11	0	0		0		0	0	0	0	0		0
1938	YUKON	COMMERC	0	33	0		0		0	0	0	0	0		0
1938	YUKON	GENERAL	123	0	17888		0		0	0	0	671576	0		0
1938	YUKON	MINING	2	0	0		0		0	0	0	0	0		0
1939	YUKON	COMMERC	0	33	0		0		0	0	0	0	0		0
1939	YUKON	GENERAL	104	0	15387		0		0	0	0	351157	0		0
1939	YUKON	MINING	3	0	0		0		0	0	0	0	0		0
1940	YUKON	COMMERC	0	24	0		0		0	0	0	0	0		0
1940	YUKON	GENERAL	112	0	19531		0		0	0	0	306000	0		0
1940	YUKON	MINING	1	0	0		0		0	0	0	0	0		0
1941	YUKON	COMMERC	0	15	0		0		0	0	0	0	0		0
1941	YUKON	GENERAL	89	0	12847		0		0	0	0	300000	0		0
1941	YUKON	MINING	3	0	0		0		0	0	0	0	0		0
1942	YUKON	COMMERC	0	15	0		0		0	0	0	0	0		0
1942	YUKON	GENERAL	98	0	13658		0		0	0	0	1305000	0		0
1943	YUKON	COMMERC	0	15	0		0		0	0	0	0	0		0
1943	YUKON	GENERAL	153	0	20403		0		0	0	0	1408657	300 TELPOLES		0
1943	YUKON	PALCAN	0	0	49356		0		0	0	0	14500463	618123 TPBLPILING		0
1944	YUKON	COMMERC	0	15	0		0		0	0	0	0	0		0
1944	YUKON	GENERAL	130	0	23567		0		0	0	0	6607284	0		0
1945	YUKON	COMMERC	0	14	0		0		0	0	0	0	0		0
1945	YUKON	GENERAL	130	0	11008		0		0	0	0	953657	0		0
1946	YUKON	COMMERC	0	14	0		0		0	0	0	0	0		0
1946	YUKON	GENERAL	181	0	14379		0		0	0	0	2539500	0		0
1947	YUKON	COMMERC	0	14	0		0		0	0	0	0	0		0
1947	YUKON	GENERAL	193	0	20838		0		0	0	0	2446470	0		0
1948	YUKON	COMMERC	19	14	1505		0		0	44390	0	389164	0		0
1948	YUKON	GENERAL	179	0	24566		0		0	4428	0	0	0		0
1949	YUKON	COMMERC	0	14	2097		0		0	103307	0	1692689	0		0
1949	YUKON	GENERAL	276	0	25730		0		0	14320	0	0	0		0
1950	YUKON	COMMERC	35	0	1792		0		0	0	0	2497648	0		0
1950	YUKON	GENERAL	237	0	14211		0		0	0	0	1291000	0		0
1951	YUKON	COMMERC	53	0	1130		0		0	0	0	6155741	0		0
1951	YUKON	GENERAL	247	0	11499		0		0	1074691	0	6182751	0		0
1952	YUKON	COMMERC	35	0	573		0		0	1991607	0	4997918	0		0
1952	YUKON	GENERAL	290	0	12562		0		0	35469	0	0	0		0
1953	YUKON	COMMERC	37	0	790		0		0	2202345	0	4116910	0		0
1953	YUKON	GENERAL	231	0	7611		0		0	189364	0	0	0		0
1954	YUKON	COMMERC	43	0	867		0		0	2201047	0	3483015	0		0
1954	YUKON	GENERAL	234	0	7030		0		0	127314	0	0	0		0
1955	YUKON	COMMERC	47	38	696		0		0	882274	0	2768579	0		0
1955	YUKON	GENERAL	227	0	5475		0		0	66314	0	35000	0		0
1956	YUKON	COMMERC	49	0	1940		0		0	1936034	0	4865743	0		0
1956	YUKON	GENERAL	217	0	5808		0		0	223657	0	27000	0		0
1957	YUKON	COMMERC	21	0	540		0		0	1314770	0	3004405	0		0
1957	YUKON	GENERAL	198	0	5004		0		0	99208	0	170000	0		0
1958	YUKON	COMMERC	27	0	1232		0		0	1097298	0	2653260	0		0
1958	YUKON	GENERAL	202	0	4295		0		0	78105	0	25000	0		0
1959	YUKON	COMMERC	35	0	1433		0		0	1004189	0	4786592	0		0
1959	YUKON	GENERAL	241	0	3985		0		0	163166	0	18000	0		0
1960	YUKON	COMMERC	42	0	1460		0		0	944568	0	6971189	0		0
1960	YUKON	GENERAL	244	0	5729		0		0	239321	0	48000	0		0
1961	YUKON	COMMERC	38	36	873		0		0	40125	0	3821508	0		0
1961	YUKON	GENERAL	229	0	4062		0		0	156599	0	0	0		0

3.0 DISTRICT LOGGING SUMMARY

Each of the ten Logging Districts are presented in separate sections and include five types of summaries discussed in the following order:

<u>Summaries</u>	<u>Description</u>
1. Transportation Activities	Cordwood Volumes
2. General Activities	General Activity Volumes
3. Commercial Activities	Commercial Timber Berths
4. Projects Activities	Transportation/Mining
5. Figure Summary	Summary of Figures/District

Each section starts off with a Logging District map and a complete list of figures and polygons per district. The different activity types are discussed in the order described above, including volume information and relevant descriptions.

Tables or Appendices have been created to present the different file types of each database, based on sorting by polygon, by year, or both:

<u>Database</u>	<u>File Names</u>
Transportation	TranspTP
General	District NameGP,GA,GY,GS
Commercial	BerthMaP (1898-1913)
Commercial	BerthCP (1947-1970)

The volumes of cordwood in the Transportation database file [TranspTP] are presented by polygon in a Table for each Logging District. Cordwood harvests per year per polygon are also indicated. For the General database, the "P" files indicate the polygons per district, the "A" files indicate the years of cutting, and the "Y" files indicate the years of logging activity for each polygon. These files are presented in Tables within each section. The "S" files indicate the number of entries per district and are presented in the Appendix for each Logging District or section.

The commercial timber berths from both periods are listed according to polygon for each Logging District.

There is a summary of logging activities for each figure map within the district. This format was designed to provide additional comments which the resource manager or forestry personnel may find useful.

3.1 WATSON LAKE DISTRICT SUMMARY

TABLE 13: POLYGONS - WATSON LAKE DISTRICT

N.T.S. MAP NO.

WATSON LAKE

Fig. 1. Hyland River - Albert Creek - Tom Creek	105A
A. Hyland River - Mile 595-630 Alaska Hwy	
B. Watson Lake - Mile 630-642.5 Alaska Hwy -East of Liard R. Bridge, Watson Lake Airport -Mile 11 R.Cambell Hwy,	
C. Upper Liard - Mile 442.6-651 Alaska Hwy -Albert Creek	
D. Tom Creek - Mile 11-23 R.Campbell Hwy	
Fig. 2. Albert Creek - Lower Rancheria River	105A
A. North of Alaska Hwy - Mile 651-692	
B. South of Alaska Hwy - Mile 651-692	
Fig. 3. Tom Creek - Simpson Lake	105A
A. R.Campbell Hwy - Mile 23-49	
Fig. 4. Simpson Lake - Frances Lake	105A/105H
A. R.Campbell Hwy - Mile 49-91	
Fig. 5. Frances Lake - Finlayson River	105H/105G
A. R.Campbell Hwy - Mile 91-142	
Fig. 6. Spencer Creek - Pine Lake	105B
A. Alaska Hwy - Mile 695-724 -Rancheria, Pine Lake Road	

Total Polygons = 10 + Watson District General (WATG) = 11

This district includes Watson Lake and vicinity, extends from the British Columbia border, north to Mile 142 (km 229) on the Robert Campbell Highway, and west to Mile 724 (km 1165) of the Alaska Highway near Pine Lake.

3.1.1 TRANSPORTATION ACTIVITIES - WATSON LAKE DISTRICT

There were no entries for the Transportation database in the Watson Lake district.

3.1.2 GENERAL ACTIVITIES - WATSON LAKE DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	11 Polygons	[WatsonGP]
Annual Summary	1953 - 1970	[WatsonGA]
Yearly Polygon Summary	18 Years/11 Polygons	[WatsonGY]
Total Entries	308 Records	[WatsonGS]

Polygon Summary

The logging activities recorded took place between 1953 and 1970 within 11 polygons, based on a total of 308 records. The volume information per polygon is presented in Table 14.

TABLE 14 : POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
01A	0	10	3	0	0	0	0
01B	30	997	3179	800	77	454035	41583
01C	20	489	654	0	193	1255200	12992
01D	0	67	0	0	46	0	0
02A	0	75	55	0	0	0	0
02B	0	0	30	0	0	0	0
03A	1	0	0	0	0	0	0
04A	0	0	0	0	0	0	1504
05A	0	53	47	0	267	500000	0
06A	0	221	452	0	2000	0	106192
WATG	50	10	1146	0	0	0	0
TOTAL	101	1922	5566	800	2583	2209235	162271

The Polygon summary revealed that the majority of logging activities occurred in polygons 1B and 1C, in the vicinity of Watson Lake and along the Liard River. Activity also occurred in polygon 5A on the Robert Campbell Highway and in 6A along the Alaska Highway near Rancheria and Pine Lake.

Annual Summary

The Annual summary, as shown in Table 15, indicates logging activities from 1953-1970.

TABLE 15 : ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1953	0	0	2	0	0	0	0
1954	0	128	290	0	0	0	0
1955	0	72	92	0	0	0	400
1956	0	45	223	0	0	0	0
1957	0	38	357	0	2000	0	106192
1958	0	0	129	0	0	0	0
1959	0	103	281	0	0	0	3952
1960	0	10	361	0	0	0	14231
1961	20	14	329	0	0	0	2590
1962	0	42	278	0	40	0	4310
1963	0	108	344	0	50	0	0
1964	0	227	383	0	0	5200	9046
1965	0	270	293	800	0	0	1600
1966	0	74	1204	0	113	0	0
1967	1	209	455	0	114	0	0
1968	0	299	315	0	0	15850	12800
1969	50	157	160	0	100	1500000	7150
1970	30	126	70	0	166	688185	0
TOTAL	101	1922	5566	800	2583	2209235	162271

The Watson Lake District had the highest green wood cut of all districts probably due to the lack of firekilled wood. The main cutting of cordwood occurred in 1966 which was dominantly green. The main production of FBM was in 1969 and the majority of LF was manufactured in 1957.

Yearly Polygon Summary

The Yearly Polygon summary [WatsonGY file] indicates the logging activities by years and per polygon, presented in Table 16.

TABLE 16: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1	01A	1954	0	10	3	0	0	0	0
2	01B	1953	0	0	2	0	0	0	0
3	01B	1954	0	29	169	0	0	0	0
4	01B	1955	0	18	90	0	0	0	400
5	01B	1956	0	35	175	0	0	0	0
6	01B	1957	0	18	199	0	0	0	0
7	01B	1958	0	0	68	0	0	0	0
8	01B	1959	0	63	193	0	0	0	3952
9	01B	1960	0	10	289	0	0	0	14231
10	01B	1961	0	14	239	0	0	0	2590
11	01B	1962	0	17	223	0	40	0	4310
12	01B	1963	0	84	240	0	0	0	0
13	01B	1964	0	98	227	0	0	0	7350
14	01B	1965	0	192	168	800	0	0	1600
15	01B	1966	0	34	40	0	0	0	0
16	01B	1967	0	75	387	0	37	0	0
17	01B	1968	0	164	265	0	0	15850	0
18	01B	1969	0	75	135	0	0	0	7150
19	01B	1970	30	71	70	0	0	438185	0

TABLE 16: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
20	01C	1954	0	68	94	0	0	0	0
21	01C	1955	0	50	2	0	0	0	0
22	01C	1956	0	10	20	0	0	0	0
23	01C	1957	0	20	48	0	0	0	0
24	01C	1958	0	0	21	0	0	0	0
25	01C	1959	0	0	58	0	0	0	0
26	01C	1960	0	0	12	0	0	0	0
27	01C	1961	20	0	40	0	0	0	0
28	01C	1962	0	25	5	0	0	0	0
29	01C	1963	0	24	54	0	50	0	0
30	01C	1964	0	57	81	0	0	5200	192
31	01C	1965	0	48	65	0	0	0	0
32	01C	1966	0	15	58	0	83	0	0
33	01C	1967	0	4	56	0	0	0	0
34	01C	1968	0	100	15	0	0	0	12800
35	01C	1969	0	68	25	0	60	1000000	0
36	01C	1970	0	0	0	0	0	250000	0
37	01D	1964	0	22	0	0	0	0	0
38	01D	1965	0	20	0	0	0	0	0
39	01D	1967	0	15	0	0	0	0	0
40	01D	1969	0	10	0	0	0	0	0
41	01D	1970	0	0	0	0	46	0	0
42	02A	1957	0	0	5	0	0	0	0
43	02A	1958	0	0	20	0	0	0	0
44	02A	1960	0	0	30	0	0	0	0
45	02A	1964	0	50	0	0	0	0	0
46	02A	1966	0	25	0	0	0	0	0
47	02B	1959	0	0	30	0	0	0	0
48	03A	1967	1	0	0	0	0	0	0
49	04A	1964	0	0	0	0	0	0	1504
50	05A	1964	0	0	25	0	0	0	0
51	05A	1966	0	0	0	0	30	0	0
52	05A	1967	0	13	12	0	77	0	0
53	05A	1968	0	10	10	0	0	0	0
54	05A	1969	0	0	0	0	40	500000	0
55	05A	1970	0	30	0	0	120	0	0
56	06A	1954	0	21	24	0	0	0	0
57	06A	1955	0	4	0	0	0	0	0
58	06A	1956	0	0	8	0	0	0	0
59	06A	1957	0	0	95	0	2000	0	106192
60	06A	1958	0	0	20	0	0	0	0
61	06A	1959	0	40	0	0	0	0	0
62	06A	1960	0	0	30	0	0	0	0
63	06A	1961	0	0	50	0	0	0	0
64	06A	1962	0	0	50	0	0	0	0
65	06A	1963	0	0	50	0	0	0	0
66	06A	1964	0	0	50	0	0	0	0
67	06A	1965	0	0	50	0	0	0	0
68	06A	1967	0	102	0	0	0	0	0
69	06A	1968	0	25	25	0	0	0	0
70	06A	1969	0	4	0	0	0	0	0
71	06A	1970	0	25	0	0	0	0	0
72	WATG	1956	0	0	20	0	0	0	0
73	WATG	1957	0	0	10	0	0	0	0
74	WATG	1965	0	10	10	0	0	0	0
75	WATG	1966	0	0	1106	0	0	0	0
76	WATG	1969	50	0	0	0	0	0	0

POLYGON	YEAR(S) OF ACTIVITY	POLYGON	YEAR(S) OF ACTIVITY
1A	1954	3A	1967
1B	1953 - 1970	4A	1964
1C	1954 - 1970	5A	1964 - 1970
1D	1964 - 1970	6A	1954 - 1970
2A	1957 - 1966	WATG	1956 - 1969
2B	1959		

There is a total of 76 records, combining the 11 polygons over the 18 years of cutting activities from 1953 - 1970. The highest green cordwood was cut in 1966 in the WATG polygon (location was not specified in the records). A total of 7589 cords were cut over this period. The majority of FBM was manufactured in 1969 at a sawmill located near Upper Liard in 1C and in 5A near Money Creek on the Robert Campbell Highway.

Record Summary

A complete listing of the 308 entries for the Watson Lake District [WatsonGS file] is presented as Appendix 6.

3.1.3 COMMERCIAL ACTIVITIES - WATSON LAKE DISTRICT

Commercial Timber Berths 1898 - 1913

There were no timber berths registered in the Watson Lake area for this period.

Commercial Timber Berths 1947 - 1970

There were 24 commercial timber berths for this period in the Watson Lake district, presented in Table 17.

TABLE 17. POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947-1970)

Record #	POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
1	1A	509Y	1961	1963	LOGS	FBM	
2	1B	212	1949	1949			CORDS
3	1B	244	1950	1950		FBM	
4	1B	294	1952	1954	LOGS	FBM	
5	1B	405	1956	1956			CORDS
6	1C	181	1948	1949		FBM	
7	1C	214	1949	1949		FBM	
8	1C	219	1949	1954	LOGS	FBM	
9	1C	255	1951	1952	LOGS	FBM	CORDS
10	1C	318	1953	1956	LOGS	FBM	LF
11	1C	364	1955	1955	LOGS		CORDS PILING
12	1C	416	1956	1957		FBM	
13	1C	428	1957	1959	LOGS	FBM	
14	1C	449	1957	1958	LOGS	FBM	
15	1D	494	1961	1961	LOGS	FBM	LF
16	1D	515Y	1961	1962	LOGS	FBM	LF
17	1D	522Y	1962	1966	LOGS	FBM	
18	1D	536Y	1967	1975	LOGS	FBM	TREES
19	2A	392	1955	1956	LOGS	FBM	
20	2A	406	1956	1956	LOGS	FBM	
21	2A	424	1956	1958	LOGS	FBM	
22	2A	458	1958	1959	LOGS	FBM	
23	2A	480	1959	1960	LOGS	FBM	
24	2A	535Y	1966	1975	LOGS	FBM	PCS

Timber berths were located primarily in Polygon 1C (9 Berths), along the Liard River, and 2A, along the Rancheria River (6 Berths). Timber was harvested mainly for the manufacture of lumber (FBM), (LF), though cordwood and Pieces were also produced. In 1955, piling was produced on Timber Berth #364 in 1C. Timber Berths were active throughout this period, associated with several sawmills. A sketch, location description and inspection of Timber Berth #255, of James Rose from 1951-1952 is presented as Example 1.

3.1.4 PROJECT ACTIVITIES - WATSON LAKE DISTRICT

The main project activity in the Watson Lake logging district was the construction of the Alaska Highway. In 1943, there was the U.S. Army sawmill, 331st Engineers located in 1A, the R.C.A.F. sawmill near the Watson Lake Airport (1B), and the Liard sawmill located near the Liard River in 1C. A total of 422,243 FBM were manufactured from these three sawmills between 1943-1944. A total of 600 cords were harvested by the R.C.A.F. around the Watson Lake Airport in 1947.

3.1.5 FIGURE 1 - 6 SUMMARY

Figures - Most Active - 1, 5, 6
Figures - Least Active - 2, 3, 4
Polygons - No Records - All Covered

FIGURE 1 SUMMARY

The zones of logging activity were concentrated along the Alaska Highway from the B.C. border, near Mile 596 to Albert Creek near Mile 651, west of Upper Liard. The most cutting of cordwood (primarily green) occurred in 1B, near the community and the Watson Lake Airport. Sawmills harvested the best timber along the Liard River for manufactured lumber. Five Timber berths were located to the west of the Watson Lake Airport along the Liard River in 1B, in operation between 1949-1963. In 1C, along the west bank of the Liard River 9 Timber berths were in operation between 1948-1959. The highest FBM manufactured for the district was in 1C in 1969. In Example 1, berth #255 was located just north of the Alaska Highway and west of the Liard River in 1C.

FIGURE 2 SUMMARY

Between Albert Creek west to the Lower Rancheria River (Mile 692), there was mostly commercial activity with six timber berths operating on the north side of the Alaska Highway towards the Rancheria River, providing manufactured lumber (FBM). Only 160 cords were recorded for general activities in this area.

FIGURE 3 SUMMARY

A total of one cord was harvested in 1967 in polygon 3A, along the Frances River.

FIGURE 4 SUMMARY

In 4A, near the Tuchitua River, there was one volume record of 1504 Linear Ft. harvested, in 1964.

FIGURE 5 SUMMARY

Along the Robert Cambell Highway between Mile 91 to 142, west of Frances Lake, there was both cordwood and lumber manufactured between 1964 - 1970. A total of 100 cords was harvested and in 1969, there was half a million FBM manufactured in this polygon.

FIGURE 6 SUMMARY

Along the Alaska Highway from Spencer Creek to Pine Lake, logging activities included cutting for both fuelwood and lumber. A total of 673 cords, primarily dry, were harvested around Rancheria and the Pine Lake airstrip. The highest amount of Linear Feet produced in the district was cut in 6A in 1957.

FIGURE 1: HYLAND RIVER - ALBERT CREEK - TOM CREEK

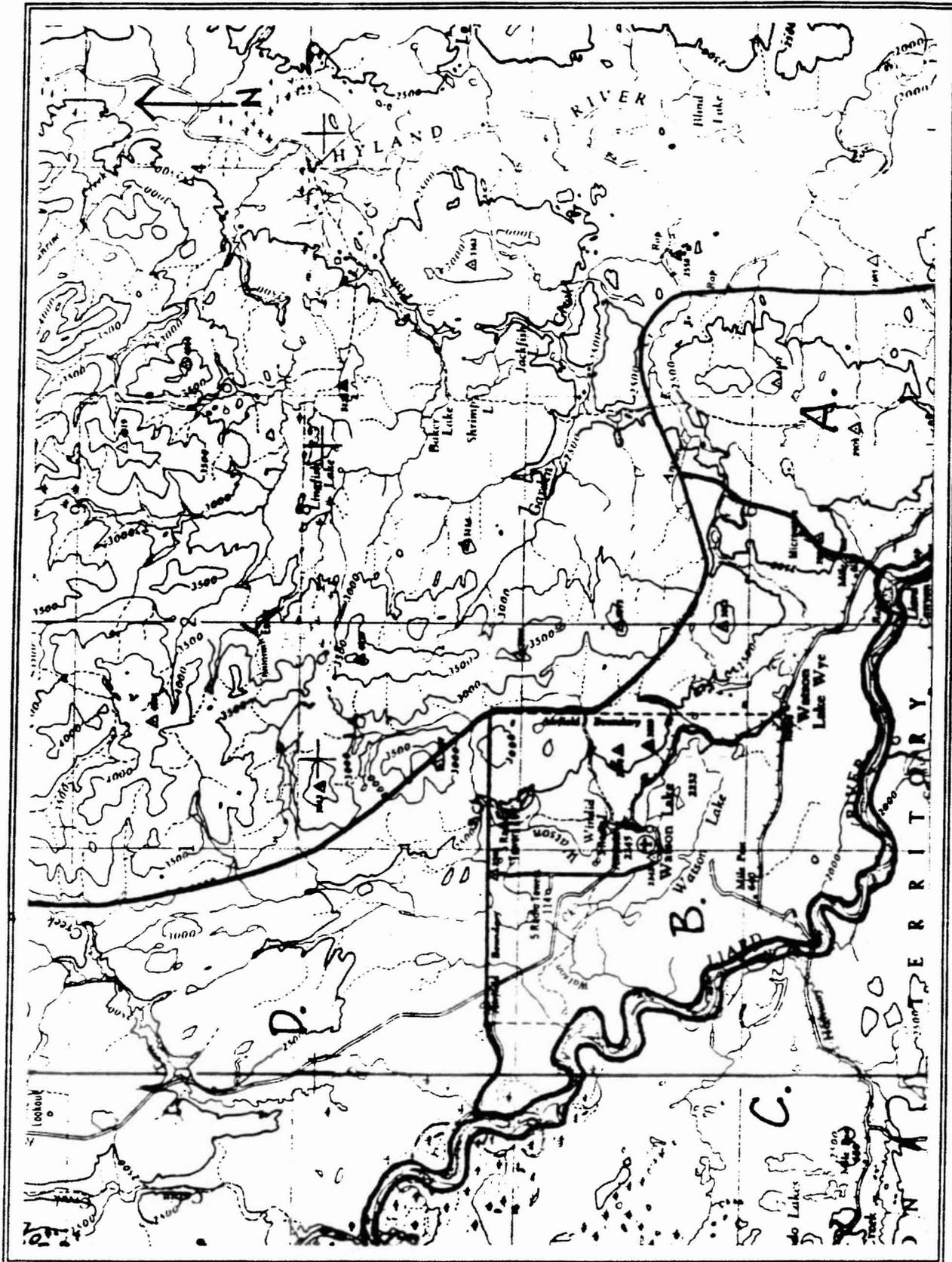


FIGURE 2: ALBERT CREEK - LOWER RANCHERIA RIVER

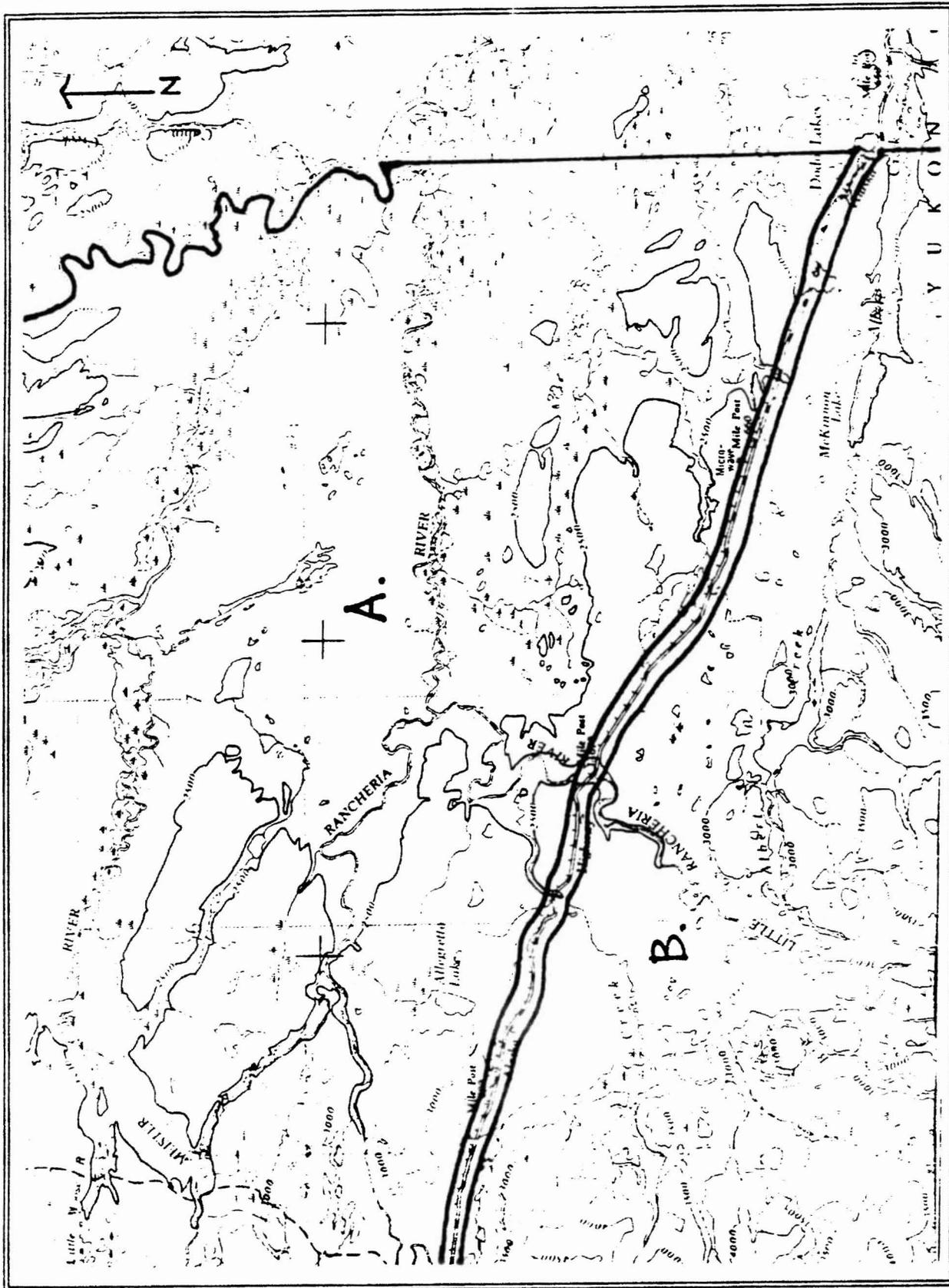


FIGURE 3: TOM CREEK - SIMPSON LAKE

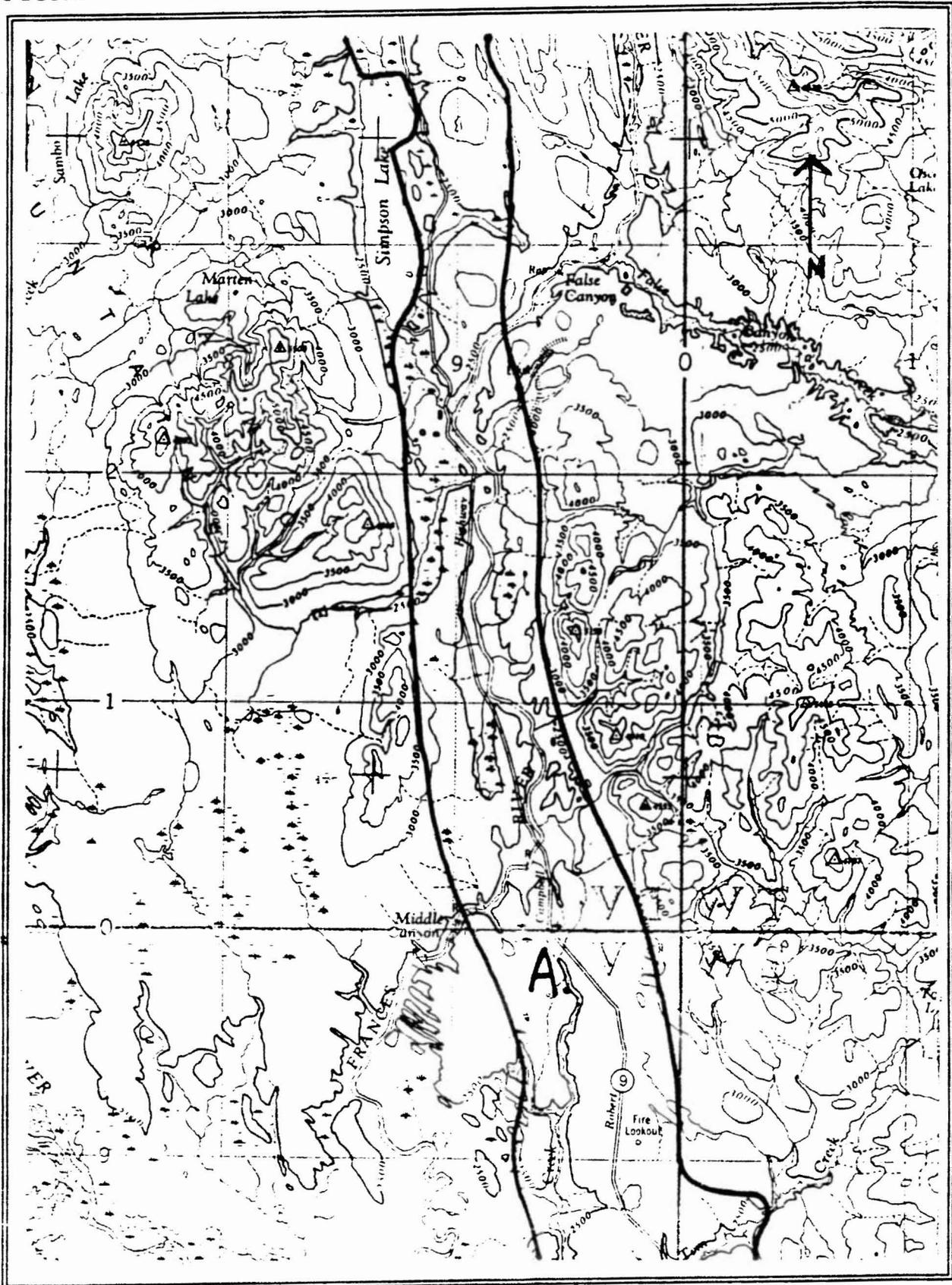


FIGURE 4: SIMPSON LAKE - FRANCES LAKE

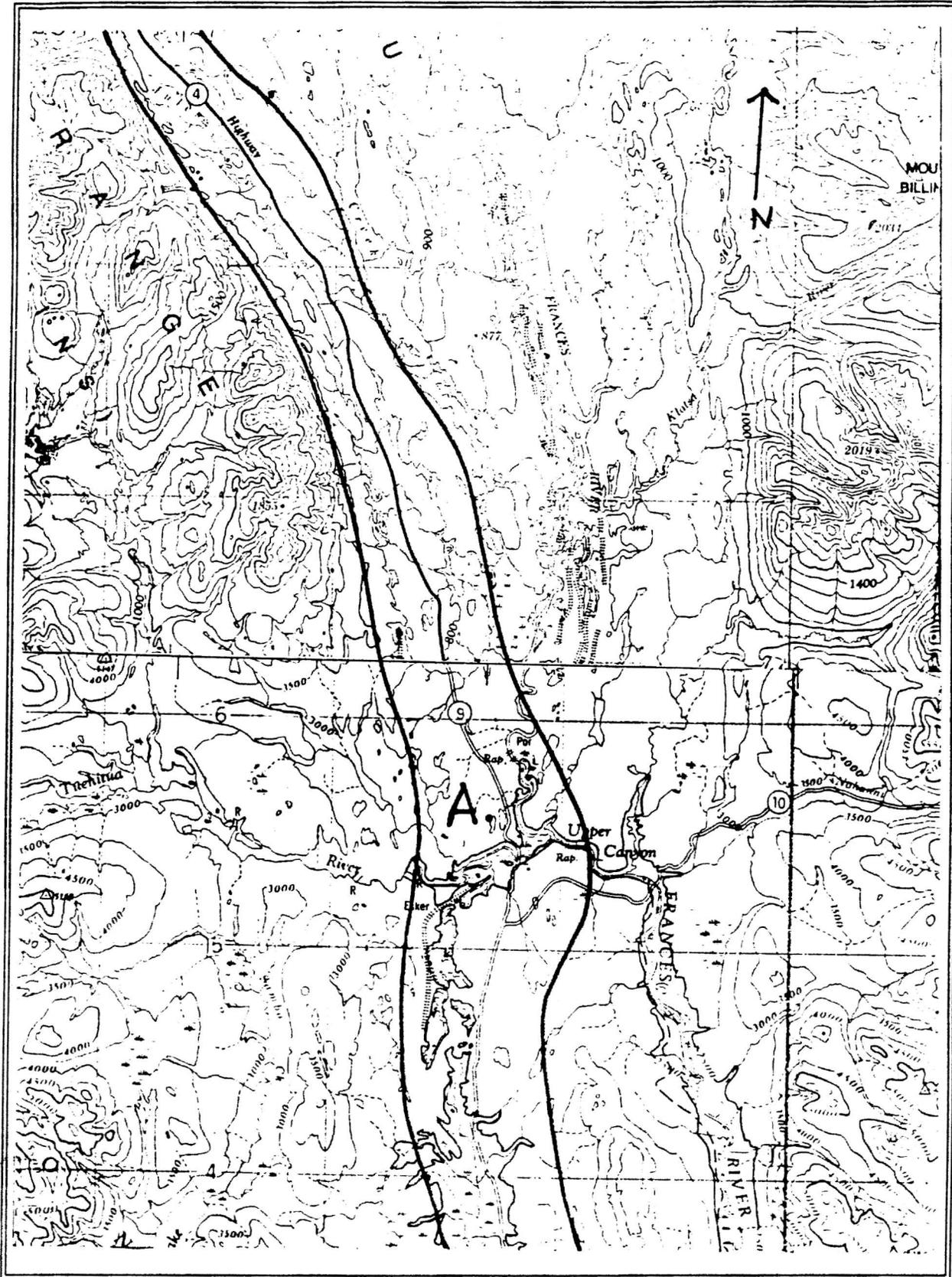


FIGURE 5: FRANCES LAKE - FINLAYSON RIVER

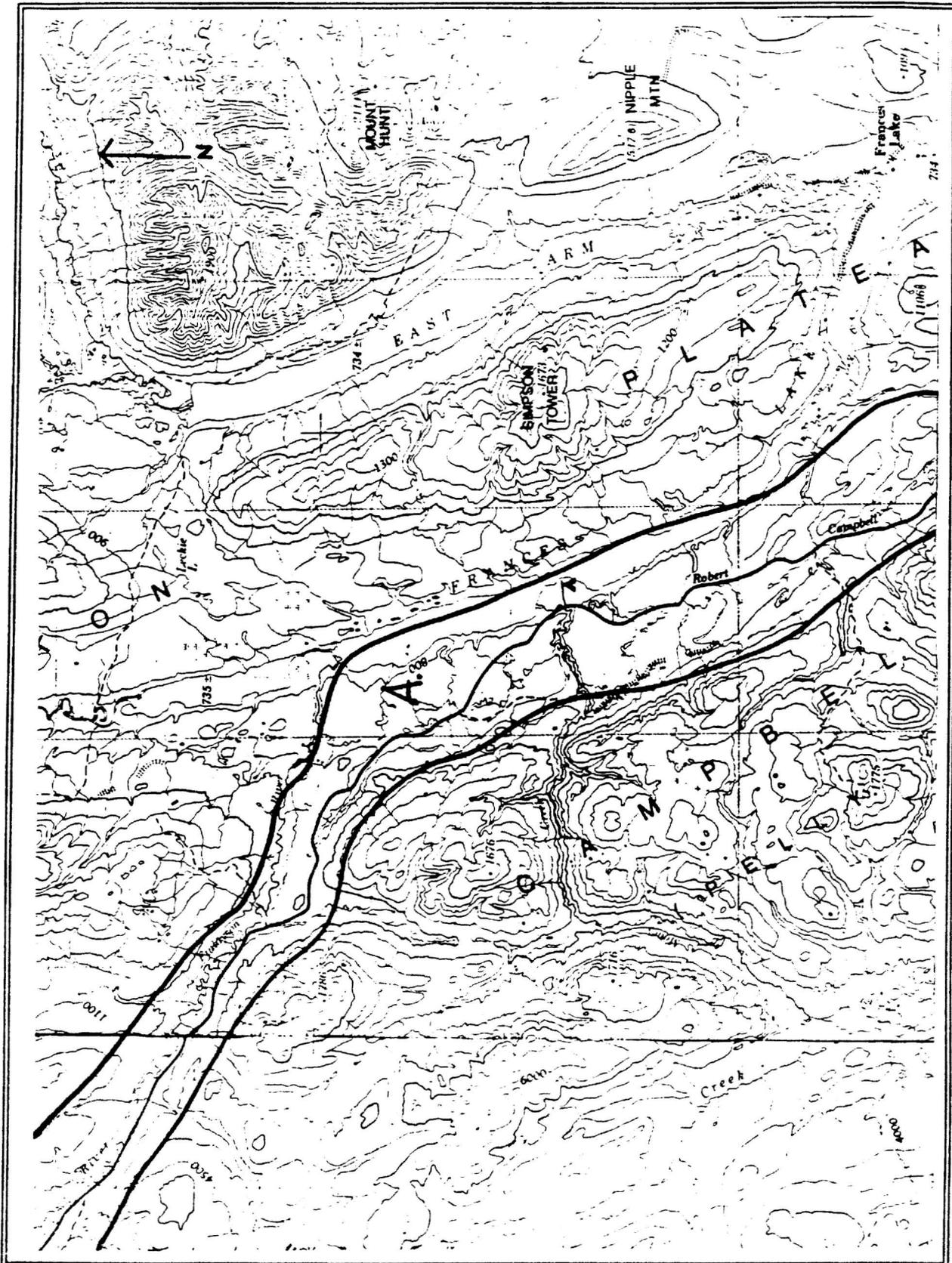
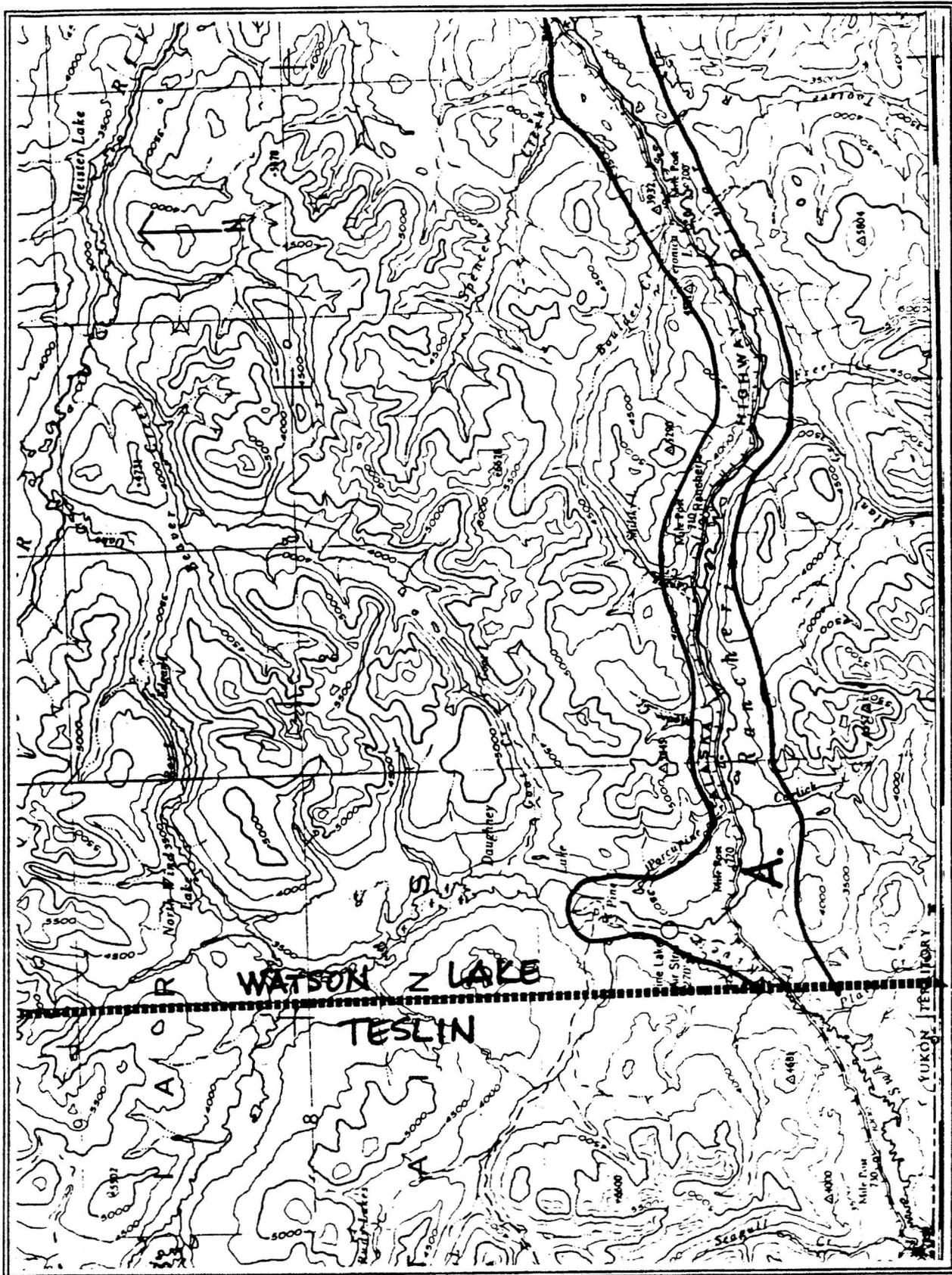


FIGURE 6: SPENCER CREEK - PINE LAKE



EXAMPLE 1: COMMERCIAL TIMBER BERTH #255 - WATSON LAKE DISTRICT

APPLICATION FOR A COMMERCIAL TIMBER PERMIT

1. I, James Rose of Watson Lake, Vt.
1/2 mile 642 1/2
 hereby make application for a Commercial Permit to cut timber on a berth
 which I have staked in accordance with the Timber Regulations. The berth,
 as indicated on the sketch on the back hereof, may be described as follows:

North End Upper Dead River Bridge
Approximately 1/2 mile up river at bridge
on River Road Number 1 post.
Thence up river 1/2 mile to post No. 2.
Thence west 1/2 mile to post No. 3.
Thence South 1/2 mile to post No. 4.
Thence East 1/2 mile to post No. 1
the starting post about 1/2 mile square.
(160 acres)
Permit for 50,000 F. B. M.

2. I am familiar with the Timber Regulations and if this application is granted, I agree to abide by the provisions of the Regulations in every respect.
3. The operations I intend to conduct on this berth are as follows: (State whether Sawmill, Cordwood, etc.)

Operation as Sawmill

7 APR 1955 - 5190
 1000
 2000
 3000
 5000

James Rose
 Signature of Applicant

EXAMPLE 1: COMMERCIAL TIMBER BERTH #255 - WATSON LAKE DISTRICT

INSPECTION REPORT OF TIMEFR APPLIED

FOR UNDER COMMERCIAL TIMEFR PERMIT BY JAMES ROSE, WATSON LAKE, Y.T.

DATE OF INSPECTION 5th January, 1951.

LOCATION On right limit of Liard River, approximately one half mile north of Mile 642.5, Alaska Highway.

AREA APPLIED FOR 160 acres.

AMOUNT & CLASS OF TIMBER APPLIED FOR 50,000 F.B.M. White spruce saw timber.

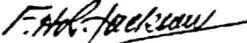
REMARKS ON STAKING Area staked in required manner.

LOCATION AND DESCRIPTION OF TIMEFR This block of uneven aged White spruce timber is confined to the rich bottom lands of the Liard River just north of the Alaska Highway. A road, constructed by former U.S. Government contractors, gives ready access from the Highway to the timber required. The more readily accessible saw timber in this block was cut-over some eight years ago leaving many clumps of large diametered trees scattered throughout. Evidence of butt rot is general in all that have reached maturity. Trees, under saw log size, remaining within areas that have been cut-over show a marked increase in radial growth indicating the beneficial effect to the stand by the removal of the more dominant and frequently over mature trees.

RECOMMENDATIONS It is recommended the applicant be permitted to cut 50,000 F.B.M. of White spruce saw timber on the area described in the application with the following restrictions:

- (1) No trees shall be cut having a stump diameter of less than 11 inches measured 12" inches from ground level.
- (2) No stumps shall be left higher than 10 inches from ground level and no tops shall be left over 6 inches diameter.
- (3) That logging operations shall cease after April 30th, 1951, for the period of the forest fire season, unless adequate forest fire fighting equipment can be maintained on the site during that period.

January 27th, 1951.


F.H.R. Jackson,
Forest Engineer.

S/c
c.c. Chief, Lands Division,
Northern Administration and Lands Branch,
Department of Resources and Development,
OTTAWA.

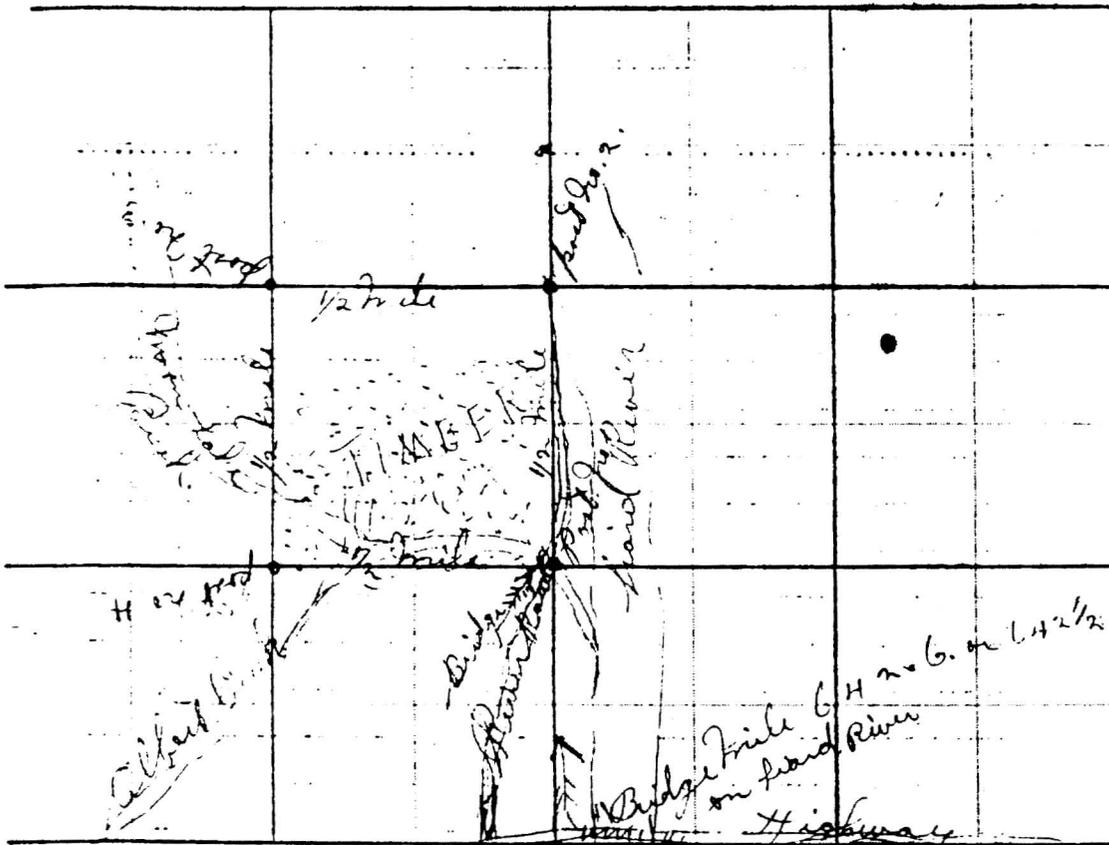
EXAMPLE 1: COMMERCIAL TIMBER BERTH #255 - WATSON LAKE DISTRICT

SKETCH OF TIMBER BERTH

Berth # 255

NORTH

Scale: 1 inch



INSTRUCTIONS FOR STAKING

1. The sketch must show the position of the berth in relation to some prominent topographical feature, surveyed line or other known point.
 2. The sketch shall contain sufficient data to admit of the position of the berth being definitely shown in the records of the Department.
 3. The berth shall be nearly as possible rectangular in form and shall be marked by four legal posts (or under special circumstances, posts satisfactory to a timber inspector) firmly fixed in the ground, one at each corner, but in case the tract applied for, is not rectangular, one post shall be placed at each corner thereof. The posts shall be numbered in consecutive order from one upwards in the direction of the staking.
 4. On each post shall be written a legible notice containing the number of the post, the full Christian and surname of the applicant, the date of staking, the nature of the application, the area applied for, and the distance in feet to the next post.
- "Legal Post" means a stake or post of any kind of sound timber of sufficient length so that when firmly planted in the ground in an upright position, not less than four feet of such post shall be above ground. The post must be of such diameter that when squared or faced for eighteen inches from the top end, each face of the squared or faced portion shall not be less than four inches in width across the face for the full eighteen inches, or if a tree of suitable size is found in position, it may be made into a post by cutting the tree off not less than four feet from the ground and squaring and facing the upper eighteen inches, each face of the portion so squared or faced to be not less than four inches in width. Whether a post is planted, or a stump of a tree made into a post, a mound of stones or earth shall be erected around the base of the post, such mound of earth or stones to be not less than three feet in diameter on the ground and not less than eighteen inches high, cone-shaped and well constructed.

PPENDIX 6: GENERAL ACTIVITIES DATABASE FILE [WatsonGS]

cord#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1	01A	1954	0	10	3	0	0	0	0
2	01B	1953	0	0	2	0	0	0	0
3	01B	1954	0	0	13	0	0	0	0
4	01B	1954	0	0	25	0	0	0	0
5	01B	1954	0	0	30	0	0	0	0
6	01B	1954	0	0	100	0	0	0	0
7	01B	1954	0	1	0	0	0	0	0
8	01B	1954	0	4	1	0	0	0	0
9	01B	1954	0	5	0	0	0	0	0
10	01B	1954	0	6	0	0	0	0	0
11	01B	1954	0	13	0	0	0	0	0
12	01B	1955	0	0	0	0	0	0	400
13	01B	1955	0	0	15	0	0	0	0
14	01B	1955	0	0	18	0	0	0	0
15	01B	1955	0	0	45	0	0	0	0
16	01B	1955	0	8	0	0	0	0	0
17	01B	1955	0	10	12	0	0	0	0
18	01B	1956	0	0	10	0	0	0	0
19	01B	1956	0	0	15	0	0	0	0
20	01B	1956	0	0	25	0	0	0	0
21	01B	1956	0	0	50	0	0	0	0
22	01B	1956	0	0	55	0	0	0	0
23	01B	1956	0	2	0	0	0	0	0
24	01B	1956	0	5	5	0	0	0	0
25	01B	1956	0	5	15	0	0	0	0
26	01B	1956	0	23	0	0	0	0	0
27	01B	1957	0	0	1	0	0	0	0
28	01B	1957	0	0	20	0	0	0	0
29	01B	1957	0	0	38	0	0	0	0
30	01B	1957	0	0	40	0	0	0	0
31	01B	1957	0	0	100	0	0	0	0
32	01B	1957	0	18	0	0	0	0	0
33	01B	1958	0	0	16	0	0	0	0
34	01B	1958	0	0	17	0	0	0	0
35	01B	1958	0	0	35	0	0	0	0
36	01B	1959	0	0	0	0	0	0	1750
37	01B	1959	0	0	0	0	0	0	2202
38	01B	1959	0	0	5	0	0	0	0
39	01B	1959	0	4	0	0	0	0	0
40	01B	1959	0	6	0	0	0	0	0
41	01B	1959	0	0	10	0	0	0	0
42	01B	1959	0	6	0	0	0	0	0
43	01B	1959	0	0	20	0	0	0	0
44	01B	1959	0	8	6	0	0	0	0
45	01B	1959	0	0	25	0	0	0	0
46	01B	1959	0	15	0	0	0	0	0
47	01B	1959	0	4	0	0	0	0	0
48	01B	1959	0	0	10	0	0	0	0
49	01B	1959	0	0	20	0	0	0	0
50	01B	1959	0	0	90	0	0	0	0
51	01B	1959	0	0	7	0	0	0	0
52	01B	1959	0	20	0	0	0	0	0
53	01B	1960	0	0	0	0	0	0	3710
54	01B	1960	0	0	0	0	0	0	10521
55	01B	1960	0	0	4	0	0	0	0
56	01B	1960	0	0	5	0	0	0	0
57	01B	1960	0	0	20	0	0	0	0
58	01B	1960	0	0	40	0	0	0	0
59	01B	1960	0	0	100	0	0	0	0
60	01B	1960	0	0	100	0	0	0	0
61	01B	1960	0	10	20	0	0	0	0
62	01B	1961	0	0	0	0	0	0	1790

APPENDIX C (CONC.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
63	01B	1961	0	0	0	0	0	0	800
64	01B	1961	0	0	10	0	0	0	0
65	01B	1961	0	0	10	0	0	0	0
66	01B	1961	0	0	20	0	0	0	0
67	01B	1961	0	0	39	0	0	0	0
68	01B	1961	0	0	60	0	0	0	0
69	01B	1961	0	0	100	0	0	0	0
70	01B	1961	0	2	0	0	0	0	0
71	01B	1961	0	5	0	0	0	0	0
72	01B	1961	0	7	0	0	0	0	0
73	01B	1962	0	0	0	0	40	0	0
74	01B	1962	0	0	0	0	0	0	4310
75	01B	1962	0	0	4	0	0	0	0
76	01B	1962	0	0	6	0	0	0	0
77	01B	1962	0	0	10	0	0	0	0
78	01B	1962	0	0	50	0	0	0	0
79	01B	1962	0	0	75	0	0	0	0
80	01B	1962	0	0	75	0	0	0	0
81	01B	1962	0	2	0	0	0	0	0
82	01B	1962	0	5	3	0	0	0	0
83	01B	1962	0	10	0	0	0	0	0
84	01B	1963	0	0	10	0	0	0	0
85	01B	1963	0	0	10	0	0	0	0
86	01B	1963	0	0	10	0	0	0	0
87	01B	1963	0	0	10	0	0	0	0
88	01B	1963	0	0	10	0	0	0	0
89	01B	1963	0	0	25	0	0	0	0
90	01B	1963	0	0	25	0	0	0	0
91	01B	1963	0	0	25	0	0	0	0
92	01B	1963	0	0	40	0	0	0	0
93	01B	1963	0	0	75	0	0	0	0
94	01B	1963	0	4	0	0	0	0	0
95	01B	1963	0	5	0	0	0	0	0
96	01B	1963	0	5	0	0	0	0	0
97	01B	1963	0	8	0	0	0	0	0
98	01B	1963	0	10	0	0	0	0	0
99	01B	1963	0	10	0	0	0	0	0
100	01B	1963	0	42	0	0	0	0	0
101	01B	1964	0	0	0	0	0	0	3150
102	01B	1964	0	0	0	0	0	0	2450
103	01B	1964	0	0	0	0	0	0	1750
104	01B	1964	0	0	5	0	0	0	0
105	01B	1964	0	0	10	0	0	0	0
106	01B	1964	0	0	10	0	0	0	0
107	01B	1964	0	0	15	0	0	0	0
108	01B	1964	0	0	15	0	0	0	0
109	01B	1964	0	0	25	0	0	0	0
110	01B	1964	0	0	25	0	0	0	0
111	01B	1964	0	0	100	0	0	0	0
112	01B	1964	0	5	5	0	0	0	0
113	01B	1964	0	9	0	0	0	0	0
114	01B	1964	0	10	0	0	0	0	0
115	01B	1964	0	13	5	0	0	0	0
116	01B	1964	0	15	0	0	0	0	0
117	01B	1964	0	21	12	0	0	0	0
118	01B	1964	0	25	0	0	0	0	0
119	01B	1965	0	0	0	0	0	0	1600
120	01B	1965	0	0	0	800	0	0	0
121	01B	1965	0	0	15	0	0	0	0
122	01B	1965	0	0	15	0	0	0	0
123	01B	1965	0	0	18	0	0	0	0
124	01B	1965	0	6	0	0	0	0	0
125	01B	1965	0	8	0	0	0	0	0
126	01B	1965	0	18	0	0	0	0	0

PPENDIX 6 (Cont.)

cord#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
127	01B	1965	0	160	120	0	0	0	0
128	01B	1966	0	0	9	0	0	0	0
129	01B	1966	0	4	6	0	0	0	0
130	01B	1966	0	5	0	0	0	0	0
131	01B	1966	0	25	25	0	0	0	0
132	01B	1967	0	0	0	0	37	0	0
133	01B	1967	0	0	10	0	0	0	0
134	01B	1967	0	0	10	0	0	0	0
135	01B	1967	0	8	0	0	0	0	0
136	01B	1967	0	0	12	0	0	0	0
137	01B	1967	0	10	0	0	0	0	0
138	01B	1967	0	0	15	0	0	0	0
139	01B	1967	0	10	0	0	0	0	0
140	01B	1967	0	1	0	0	0	0	0
141	01B	1967	0	15	0	0	0	0	0
142	01B	1967	0	3	0	0	0	0	0
143	01B	1967	0	15	0	0	0	0	0
144	01B	1967	0	6	0	0	0	0	0
145	01B	1967	0	0	320	0	0	0	0
146	01B	1967	0	2	0	0	0	0	0
147	01B	1967	0	5	5	0	0	0	0
148	01B	1967	0	0	15	0	0	0	0
149	01B	1968	0	0	0	0	0	15850	0
150	01B	1968	0	0	6	0	0	0	0
151	01B	1968	0	0	10	0	0	0	0
152	01B	1968	0	0	10	0	0	0	0
153	01B	1968	0	0	17	0	0	0	0
154	01B	1968	0	0	20	0	0	0	0
155	01B	1968	0	10	0	0	0	0	0
156	01B	1968	0	10	0	0	0	0	0
157	01B	1968	0	0	25	0	0	0	0
158	01B	1968	0	10	0	0	0	0	0
159	01B	1968	0	0	100	0	0	0	0
160	01B	1968	0	10	0	0	0	0	0
161	01B	1968	0	5	0	0	0	0	0
162	01B	1968	0	10	10	0	0	0	0
163	01B	1968	0	10	0	0	0	0	0
164	01B	1968	0	0	40	0	0	0	0
165	01B	1968	0	4	6	0	0	0	0
166	01B	1968	0	5	0	0	0	0	0
167	01B	1968	0	0	21	0	0	0	0
168	01B	1968	0	15	0	0	0	0	0
169	01B	1968	0	15	0	0	0	0	0
170	01B	1968	0	15	0	0	0	0	0
171	01B	1968	0	20	0	0	0	0	0
172	01B	1968	0	25	0	0	0	0	0
173	01B	1969	0	0	0	0	0	0	7150
174	01B	1969	0	15	0	0	0	0	0
175	01B	1969	0	25	0	0	0	0	0
176	01B	1969	0	0	20	0	0	0	0
177	01B	1969	0	0	25	0	0	0	0
178	01B	1969	0	5	20	0	0	0	0
179	01B	1969	0	8	0	0	0	0	0
180	01B	1969	0	10	0	0	0	0	0
181	01B	1969	0	12	40	0	0	0	0
182	01B	1969	0	0	10	0	0	0	0
183	01B	1969	0	0	20	0	0	0	0
184	01B	1970	0	0	5	0	0	0	0
185	01B	1970	0	0	10	0	0	438185	0
186	01B	1970	0	0	40	0	0	0	0
187	01B	1970	0	15	0	0	0	0	0
188	01B	1970	0	25	15	0	0	0	0
189	01B	1970	0	31	0	0	0	0	0
190	01B	1970	30	0	0	0	0	0	0

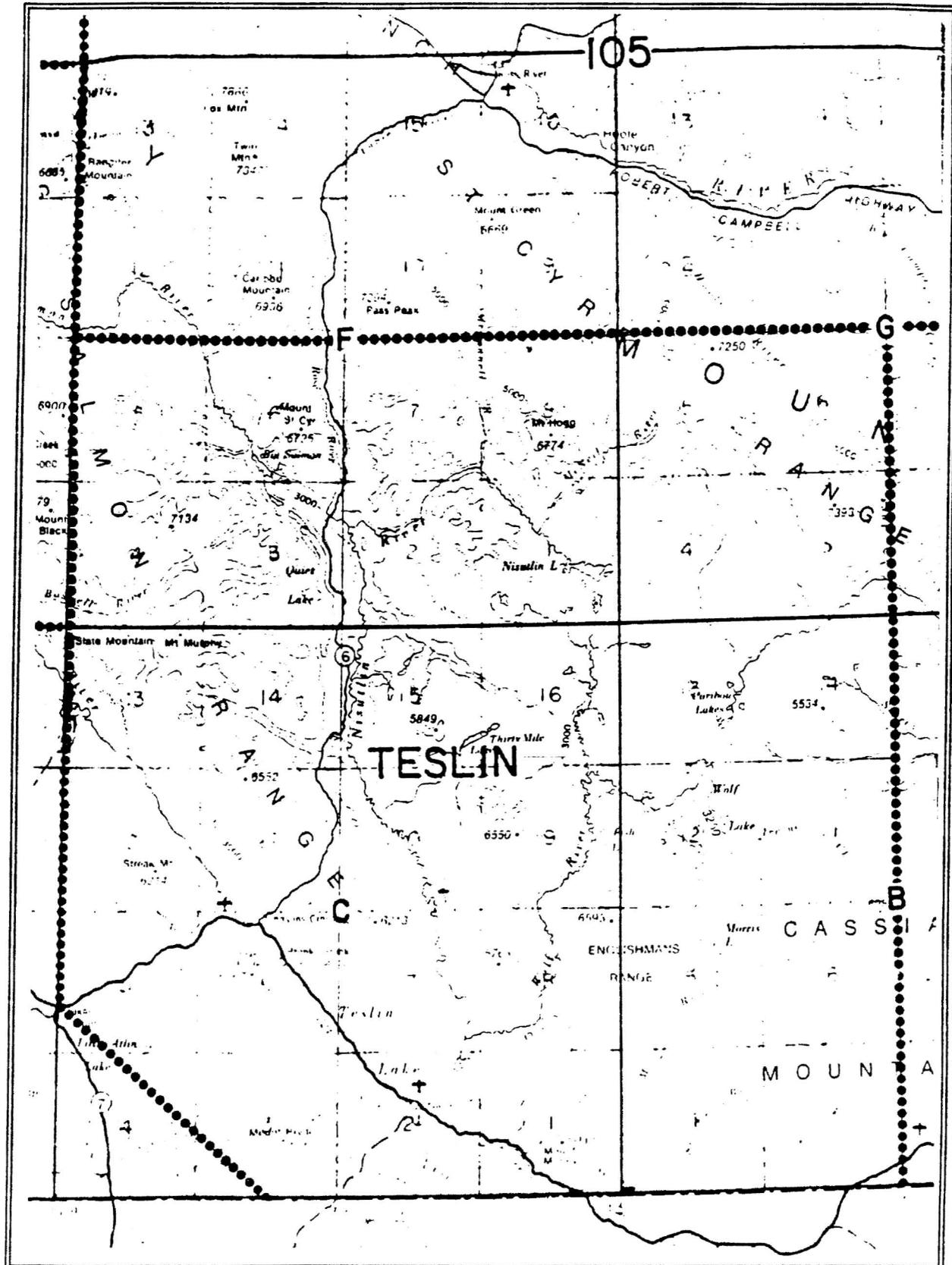
APPENDIX 6 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
191	01C	1954	0	0	75	0	0	0	0
192	01C	1954	0	3	3	0	0	0	0
193	01C	1954	0	6	7	0	0	0	0
194	01C	1954	0	9	9	0	0	0	0
195	01C	1954	0	12	0	0	0	0	0
196	01C	1954	0	38	0	0	0	0	0
197	01C	1955	0	0	2	0	0	0	0
198	01C	1955	0	50	0	0	0	0	0
199	01C	1956	0	0	20	0	0	0	0
200	01C	1956	0	10	0	0	0	0	0
201	01C	1957	0	0	30	0	0	0	0
202	01C	1957	0	10	8	0	0	0	0
203	01C	1957	0	10	10	0	0	0	0
204	01C	1958	0	0	21	0	0	0	0
205	01C	1959	0	0	18	0	0	0	0
206	01C	1959	0	0	40	0	0	0	0
207	01C	1960	0	0	12	0	0	0	0
208	01C	1961	0	0	40	0	0	0	0
209	01C	1961	20	0	0	0	0	0	0
210	01C	1962	0	5	5	0	0	0	0
211	01C	1962	0	10	0	0	0	0	0
212	01C	1962	0	10	0	0	0	0	0
213	01C	1963	0	0	0	0	50	0	0
214	01C	1963	0	0	40	0	0	0	0
215	01C	1963	0	2	8	0	0	0	0
216	01C	1963	0	4	0	0	0	0	0
217	01C	1963	0	8	0	0	0	0	0
218	01C	1963	0	10	6	0	0	0	0
219	01C	1964	0	0	0	0	0	5200	0
220	01C	1964	0	0	0	0	0	0	72
221	01C	1964	0	0	8	0	0	0	0
222	01C	1964	0	0	8	0	0	0	0
223	01C	1964	0	0	25	0	0	0	0
224	01C	1964	0	0	40	0	0	0	0
225	01C	1964	0	5	0	0	0	0	0
226	01C	1964	0	10	0	0	0	0	0
227	01C	1964	0	10	0	0	0	0	120
228	01C	1964	0	12	0	0	0	0	0
229	01C	1964	0	20	0	0	0	0	0
230	01C	1965	0	0	10	0	0	0	0
231	01C	1965	0	0	10	0	0	0	0
232	01C	1965	0	0	40	0	0	0	0
233	01C	1965	0	5	0	0	0	0	0
234	01C	1965	0	5	5	0	0	0	0
235	01C	1965	0	8	0	0	0	0	0
236	01C	1965	0	10	0	0	0	0	0
237	01C	1965	0	10	0	0	0	0	0
238	01C	1965	0	10	0	0	0	0	0
239	01C	1966	0	0	8	0	0	0	0
240	01C	1966	0	0	40	0	0	0	0
241	01C	1966	0	15	10	0	83	0	0
242	01C	1967	0	0	10	0	0	0	0
243	01C	1967	0	0	40	0	0	0	0
244	01C	1967	0	4	6	0	0	0	0
245	01C	1968	0	0	0	0	0	0	12800
246	01C	1968	0	0	15	0	0	0	0
247	01C	1968	0	100	0	0	0	0	0
248	01C	1969	0	0	0	0	0	1000000	0
249	01C	1969	0	0	0	0	60	0	0
250	01C	1969	0	0	10	0	0	0	0
251	01C	1969	0	0	15	0	0	0	0
252	01C	1969	0	20	0	0	0	0	0
253	01C	1969	0	48	0	0	0	0	0
254	01C	1970	0	0	0	0	0	250000	0

PENDIX 6 (Cont.)

ord#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
255	01D	1964	0	10	0	0	0	0	0
256	01D	1964	0	12	0	0	0	0	0
257	01D	1965	0	5	0	0	0	0	0
258	01D	1965	0	15	0	0	0	0	0
259	01D	1967	0	15	0	0	0	0	0
260	01D	1969	0	10	0	0	0	0	0
261	01D	1970	0	0	0	0	46	0	0
262	02A	1957	0	0	5	0	0	0	0
263	02A	1958	0	0	20	0	0	0	0
264	02A	1960	0	0	30	0	0	0	0
265	02A	1964	0	50	0	0	0	0	0
266	02A	1966	0	25	0	0	0	0	0
267	02B	1959	0	0	30	0	0	0	0
268	03A	1967	1	0	0	0	0	0	0
269	04A	1964	0	0	0	0	0	0	1504
270	05A	1964	0	0	25	0	0	0	0
271	05A	1966	0	0	0	0	30	0	0
272	05A	1967	0	13	12	0	0	0	0
273	05A	1967	0	0	0	0	77	0	0
274	05A	1968	0	10	10	0	0	0	0
275	05A	1969	0	0	0	0	40	0	0
276	05A	1969	0	0	0	0	0	50000	0
277	05A	1970	0	15	0	0	60	0	0
278	05A	1970	0	15	0	0	60	0	0
279	06A	1954	0	12	0	0	0	0	0
280	06A	1954	0	9	0	0	0	0	0
281	06A	1954	0	0	24	0	0	0	0
282	06A	1955	0	4	0	0	0	0	0
283	06A	1956	0	0	8	0	0	0	0
284	06A	1957	0	0	20	0	0	0	0
285	06A	1957	0	0	75	0	0	0	0
286	06A	1957	0	0	0	0	1100	0	0
287	06A	1957	0	0	0	0	900	0	0
288	06A	1957	0	0	0	0	0	0	106192
289	06A	1958	0	0	20	0	0	0	0
290	06A	1959	0	30	0	0	0	0	0
291	06A	1959	0	10	0	0	0	0	0
292	06A	1960	0	0	30	0	0	0	0
293	06A	1961	0	0	50	0	0	0	0
294	06A	1962	0	0	50	0	0	0	0
295	06A	1963	0	0	50	0	0	0	0
296	06A	1964	0	0	50	0	0	0	0
297	06A	1965	0	0	50	0	0	0	0
298	06A	1967	0	47	0	0	0	0	0
299	06A	1967	0	50	0	0	0	0	0
300	06A	1967	0	5	0	0	0	0	0
301	06A	1968	0	25	25	0	0	0	0
302	06A	1969	0	4	0	0	0	0	0
303	06A	1970	0	25	0	0	0	0	0
304	WATG	1956	0	0	20	0	0	0	0
305	WATG	1957	0	0	10	0	0	0	0
306	WATG	1965	0	10	10	0	0	0	0
307	WATG	1966	0	0	1106	0	0	0	0
308	WATG	1969	50	0	0	0	0	0	0

3.2 TESLIN DISTRICT



3.2 TESLIN DISTRICT SUMMARY

TABLE 18: POLYGONS - TESLIN DISTRICT

N.T.S. MAP NO.

TESLIN

Fig. 7.	Morley River - Ten Mile Point	105C
	A. South of Alaska Hwy - Mile 777-803	
	B. North of Alaska Hwy - Mile 777-803 -Hayes Creek, East of Nisutlin River	
	C. Sawmill Road - West of Nisutlin Bay -North of Airport	
	D. Teslin Village & Vicinity - Alaska Hwy - Mile 804 - 805	
	E. Alaska Hwy - Mile 805 - 813 - Ten Mile Point	
Fig. 8.	Ten Mile Point - Squanga Lake - Murphy Creek	105C
	A. Ten Mile Point - Johnson's Crossing -Alaska Hwy - Mile 813-836	
	B. Johnson's Crossing - Murphy Creek -South Canal - Mile 0-20	
	C. Johnson's Crossing - Squanga Lake -Alaska Hwy - Mile 836-850	
Fig. 9.	Murphy Creek - Quiet Lake	105C/105F
	A. South Canal Road - Mile 20-47 - Sidney Lake	
Fig. 10.	Quiet Lake - Mt. St. Cyr	105F
	A. South Canal Road - Mile 47-90	
Fig. 11.	Squanga Lake - Jakes Corner	105C/105D
	A. Alaska Hwy - Mile 850-866	

Total Polygons = 11 + Teslin District General (TESG) = 12

The Teslin Logging District is represented on five figures extending from Morley River, near Mile 777 of the Alaska Highway, to Jakes Corner (Mile 866 Alaska Highway), north to Mile 90 of the South Canal Road, and south to the British Columbia border. The community of Teslin, Swift River and Johnson's Crossing, are within this district.

3.2.1 TRANSPORTATION ACTIVITIES - TESLIN DISTRICT

There was one entry for the Transportation database of 30 cords harvested in 1948 in Polygon 8A, along Teslin Lake between Ten Mile Point and Johnson's Crossing.

3.2.2 GENERAL ACTIVITIES - TESLIN DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	12 Polygons	[TeslinGP]
Annual Summary	1954 - 1970	[TeslinGA]
Yearly Polygon Summary	17 Years/12 Polygons	[TeslinGY]
Total Entries	286 Records	[TeslinGS]

Polygon Summary

The logging activities recorded took place between 1954 and 1970 within 12 polygons, based on a total of 286 records. The volume information per polygon is presented in Table 19.

TABLE 19: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
07A	247	100	0	0	0	0
07B	434	166	0	0	0	2950
07C	142	388	800	60	0	800
07D	48	61	0	0	0	0
07E	231	648	0	330	0	1664
08A	1066	122	0	0	0	25536
08B	0	25	0	0	0	0
08C	255	85	0	300	0	3000
09A	5	2	0	0	0	0
10A	0	0	0	40	154000	4000
11A	20	0	0	0	15000	5100
TESG	288	227	0	263	0	4930
TOTAL	2736	1324	800	993	169000	47980

The majority of General logging activities for dry fuelwood occurred in polygon 8A between Ten Mile Point and Johnson's Crossing. For green fuelwood, the largest volumes harvested were just west of the community of Teslin in 7E. The highest amounts of FBM were produced in 10A, north of Quiet Lake on the South Canal Road. The highest amount of LF was produced in 8A. There were quite a few entries in the Teslin General category (TESG) where no locations were specified.

Annual Summary

The Annual summary, as shown in Table 20, indicates logging activities from 1954-1970.

TABLE 20: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	DRY	GREEN	BLD LF	PIECES	PCS_FBM	PCS LF
1954	167	129	800	0	0	9596
1955	165	27	0	0	0	20180
1956	56	56	0	0	0	600
1957	15	95	0	0	15000	0
1958	40	44	0	0	0	2300
1959	0	48	0	0	0	6800
1960	69	55	0	0	0	450
1961	32	65	0	0	0	814
1962	324	25	0	0	0	2800
1963	344	90	0	200	0	0
1964	468	77	0	0	0	4440
1965	205	108	0	0	0	0
1966	235	40	0	40	0	0
1967	147	157	0	199	120000	0
1968	183	70	0	24	0	0
1969	195	315	0	40	34000	0
1970	91	423	0	490	0	0
TOTAL	2736	1824	800	993	169000	47980

A total of 4560 cords were harvested between 1954 -1970, the majority being dry wood. The most cordwood activity occurred in 1964 and 1969 with the least activity in 1959. The main production of FBM was in 1967 and 1969. The majority of LF was manufactured in 1955 with none produced after 1965.

Yearly Polygon Summary

The Yearly Polygon summary indicates the logging activities by year per polygon, presented in Table 21.

There is a total of 94 records, covering the 12 polygons over the 17 years of cutting activities from 1954 - 1970. The highest dry cordwood was cut in 1964 in 8A and the highest green cordwood was cut in 7E in 1970. The majority of FBM was manufactured in 1967 and 1969 in 10A, north of Quiet Lake. Between 1954-55, the most LF was produced in 8A, at 25536 LF. In 1958-59, another 5100 LF were cut in 11A, near Squanga Lake along the Alaska Highway. A total of 800 LF of building logs were cut in 7C, north of Teslin in 1954.

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
7A	1954 - 1970	8B	1970
7B	1954 - 1970	8C	1956 - 1970
7C	1954 - 1970	9A	1960
7D	1955 - 1964	10A	1958 - 1969
7E	1955 - 1970	11A	1956 - 1959
8A	1954 - 1970	TESG	1954 - 1970

TABLE 21: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	07A	1954	26	0	0	0	0	0
2	07A	1955	25	0	0	0	0	0
3	07A	1957	0	25	0	0	0	0
4	07A	1958	0	44	0	0	0	0
5	07A	1959	0	13	0	0	0	0
6	07A	1962	46	0	0	0	0	0
7	07A	1964	125	8	0	0	0	0
8	07A	1967	15	10	0	0	0	0
9	07A	1970	10	0	0	0	0	0
10	07B	1954	25	0	0	0	0	2200
11	07B	1955	0	0	0	0	0	750
12	07B	1958	20	0	0	0	0	0
13	07B	1959	0	15	0	0	0	0
14	07B	1960	3	2	0	0	0	0
15	07B	1961	0	5	0	0	0	0
16	07B	1962	144	5	0	0	0	0
17	07B	1963	105	0	0	0	0	0
18	07B	1964	71	39	0	0	0	0
19	07B	1965	4	8	0	0	0	0
20	07B	1966	35	10	0	0	0	0
21	07B	1967	27	7	0	0	0	0
22	07B	1968	0	25	0	0	0	0
23	07B	1969	0	25	0	0	0	0
24	07B	1970	0	25	0	0	0	0
25	07C	1954	1	78	800	0	0	0
26	07C	1955	43	0	0	0	0	800
27	07C	1957	5	15	0	0	0	0
28	07C	1962	5	15	0	0	0	0
29	07C	1966	0	20	0	0	0	0
30	07C	1967	0	100	0	0	0	0
31	07C	1968	20	35	0	0	0	0
32	07C	1969	16	61	0	40	0	0
33	07C	1970	52	64	0	20	0	0
34	07D	1955	0	6	0	0	0	0
35	07D	1956	3	10	0	0	0	0
36	07D	1958	20	0	0	0	0	0
37	07D	1959	0	20	0	0	0	0
38	07D	1960	0	25	0	0	0	0
39	07D	1962	15	0	0	0	0	0
40	07D	1964	10	0	0	0	0	0
41	07E	1955	0	6	0	0	0	0
42	07E	1960	4	26	0	0	0	450
43	07E	1961	2	60	0	0	0	814
44	07E	1962	12	0	0	0	0	400
45	07E	1963	94	86	0	200	0	0
46	07E	1964	50	30	0	0	0	0
47	07E	1965	20	65	0	0	0	0
48	07E	1966	35	10	0	0	0	0
49	07E	1969	4	165	0	0	0	0
50	07E	1970	10	200	0	130	0	0
51	08A	1954	110	51	0	0	0	7396
52	08A	1955	52	5	0	0	0	18140
53	08A	1960	57	0	0	0	0	0
54	08A	1961	30	0	0	0	0	0
55	08A	1962	67	0	0	0	0	0
56	08A	1963	145	4	0	0	0	0
57	08A	1964	187	0	0	0	0	0

TABLE 21: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
58	08A	1965	109	20	0	0	0	0
59	08A	1966	115	0	0	0	0	0
60	08A	1967	55	10	0	0	0	0
61	08A	1968	40	2	0	0	0	0
62	08A	1969	85	6	0	0	0	0
63	08A	1970	14	24	0	0	0	0
64	08B	1970	0	25	0	0	0	0
65	08C	1956	0	0	0	0	0	600
66	08C	1962	25	0	0	0	0	2400
67	08C	1964	25	0	0	0	0	0
68	08C	1965	25	0	0	0	0	0
69	08C	1966	50	0	0	0	0	0
70	08C	1967	50	5	0	0	0	0
71	08C	1968	55	0	0	0	0	0
72	08C	1969	20	5	0	0	0	0
73	08C	1970	5	75	0	300	0	0
74	09A	1960	5	2	0	0	0	0
75	10A	1958	0	0	0	0	0	2000
76	10A	1959	0	0	0	0	0	2000
77	10A	1966	0	0	0	40	0	0
78	10A	1967	0	0	0	0	120000	0
79	10A	1969	0	0	0	0	34000	0
80	11A	1956	20	0	0	0	0	0
81	11A	1957	0	0	0	0	15000	0
82	11A	1958	0	0	0	0	0	300
83	11A	1959	0	0	0	0	0	4800
84	TESG	1954	5	0	0	0	0	0
85	TESG	1955	45	10	0	0	0	490
86	TESG	1956	33	46	0	0	0	0
87	TESG	1957	10	55	0	0	0	0
88	TESG	1962	10	5	0	0	0	0
89	TESG	1964	0	0	0	0	0	4440
90	TESG	1965	47	15	0	0	0	0
91	TESG	1967	0	25	0	199	0	0
92	TESG	1968	68	8	0	24	0	0
93	TESG	1969	70	53	0	0	0	0
94	TESG	1970	0	10	0	40	0	0

Record Summary

A complete listing of the 286 entries for the Teslin District [TeslinGS file] is presented in Appendix 7.

3.2.3 COMMERCIAL ACTIVITIES - TESLIN DISTRICT

Commercial Timber Berths 1898 - 1913

There were two timber berths registered in the Teslin District between 1898 to 1900. In polygon 7A, east of Teslin near Morley Bay, Timber Berth # 5 was issued to the Klondyke Mining, Trading and Transportation Co. (KMTTCO) for cordwood for steamer use.

Timber Berth #41 was located on the Teslin River (TRG) with no specific location noted, which was used for boat building activities.

Commercial Timber Berths 1947 - 1970

There were 13 commercial timber berths operating between 1948 to 1974 in the Teslin District, presented in Table 22. Five timber berths were located in 7C, along Nisutlin Bay, north of Teslin. A sawmill operated in this location for many years and manufactured both FBM and LF. One berth #383, was operated by J. Mackenzie on the Nisutlin River (no specific location noted) between 1955-1956. Another berth #534Y, operated by Timberline Development Services Ltd between 1966-1974, was located in this district though no location was specified. Three berths were located west of Squanga Lake along the Alaska Highway. Timber was harvested mainly for the manufacture of lumber (FBM, LF, PCS). Cordwood and slabs were also produced.

TABLE 22: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947-1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
7A	228	1950	1951	LOGS	FBM LF	CORDS
7C	198	1949	1949			CORDS
7C	336	1953	1954	LOGS	LF	
7C	341	1954	1954	LOGS	FBM LF	
7C	381	1955	1956	LOGS	FBM	
7C	397	1956	1958	LOGS	FBM LF	
7D	187	1948	1948			CORDS
7D	328	1953	1955	LOGS	FBM LF	
11A	379	1955	1956	LOGS	FBM LF	CORDS SLABS
11A	380	1955	1957	LOGS	FBM LF	
11A	429	1957	1957	LOGS	FBM	
TESG	383	1955	1956	LOGS	FBM	
TESG	534Y	1966	1974	LOGS	FBM	PCS

3.2.4 PROJECT ACTIVITIES - TESLIN DISTRICT

The main project activity in the Teslin Logging District was the construction of the Alaska Highway and Canol Pipeline. In 1943, the Dowell Construction Company operated the Nisutlin Bay Sawmill in 7C, producing 858,744 FBM and the Deadman Creek sawmill located near Deadman Creek in 8A, producing 294,000 FBM for the Alaska Highway construction. Steamers were used to transport equipment and materials for highway construction from Whitehorse to Teslin along the Yukon and Teslin Rivers. In 1946, the Northwest Highway System had a woodcutting permit for dry fuelwood between Mile 825 to Mile 826 in 8A. A copy of this permit is presented as Example 2. In 1947, the R.C.A.F. cut 600 cords within the Teslin Airport Reserve for fuelwood.

The Canol Pipeline followed the Alaska Highway to Johnson's Crossing and along the South Canol Road in this district. Firewood was cut for construction camps and timber cut for telephone poles.

3.2.5 FIGURE 7 - 11 SUMMARY

Figures - Most Active - 7, 8, 10
Figures - Least Active - 9
Polygons - No Records - All Covered

FIGURE 7 SUMMARY

Logging activities occurred along the Alaska Highway in the vicinity of Teslin, east to Morley Bay (7A,7B) and west to Ten Mile Point (7E). North of Teslin (7C), along the Sawmill Road towards the Nisutlin River, commercial and domestic woodcutting also occurred. Six commercial Timber berths existed in the area north to the Nisutlin River between 1949-1958. The Nisutlin Bay sawmill for the Alaska Highway construction was located on Nisutlin Bay in 1943. The second highest amount of green cordwood for the district was cut in this polygon with a total of 388 cords cut between 1954-1970. In 7E, from Teslin to Ten Mile Point the highest amount of green fuelwood was cut at 648 cords.

FIGURE 8 SUMMARY

The major drywood cutting area for this district was in 8A, along the Alaska Highway from Ten Mile Point to Johnson's Crossing. Brooks Brook and Deadman Creek were the most active areas for dry wood. The Deadman Creek Sawmill operated on Deadman Creek in 1943 for the Alaska Highway construction. Between Milepost 825-826, the Northwest Highway system had a permit for fuelwood in 1946 as shown in Example 2. There was little cutting activity along the South Canal Road in 8B, with 25 green cords cut in 1970. Wood was cut in the vicinity of Squanga Lake after 1956, for cordwood and manufactured lumber (LF).

FIGURE 9 SUMMARY

Logging activity consisted of 7 cords harvested in 1960, near Sidney Lake. No commercial timber berths were recorded for this area.

FIGURE 10 SUMMARY

In 10A, north of Quiet Lake to the northern boundary of the Teslin District, there was no cordwood harvested, manufactured lumber was produced between 1958-1969. The highest FBM in the district was produced in this area, a majority being produced in 1967. No commercial timber berths were recorded for this area.

FIGURE 11 SUMMARY

Along the Alaska Highway, from Squanga Lake west to Jakes Corner (11A), there was 20 dry cords harvested and lumber manufactured between 1956-1959. Three commercial timber berths operated in this area between 1955-1957.

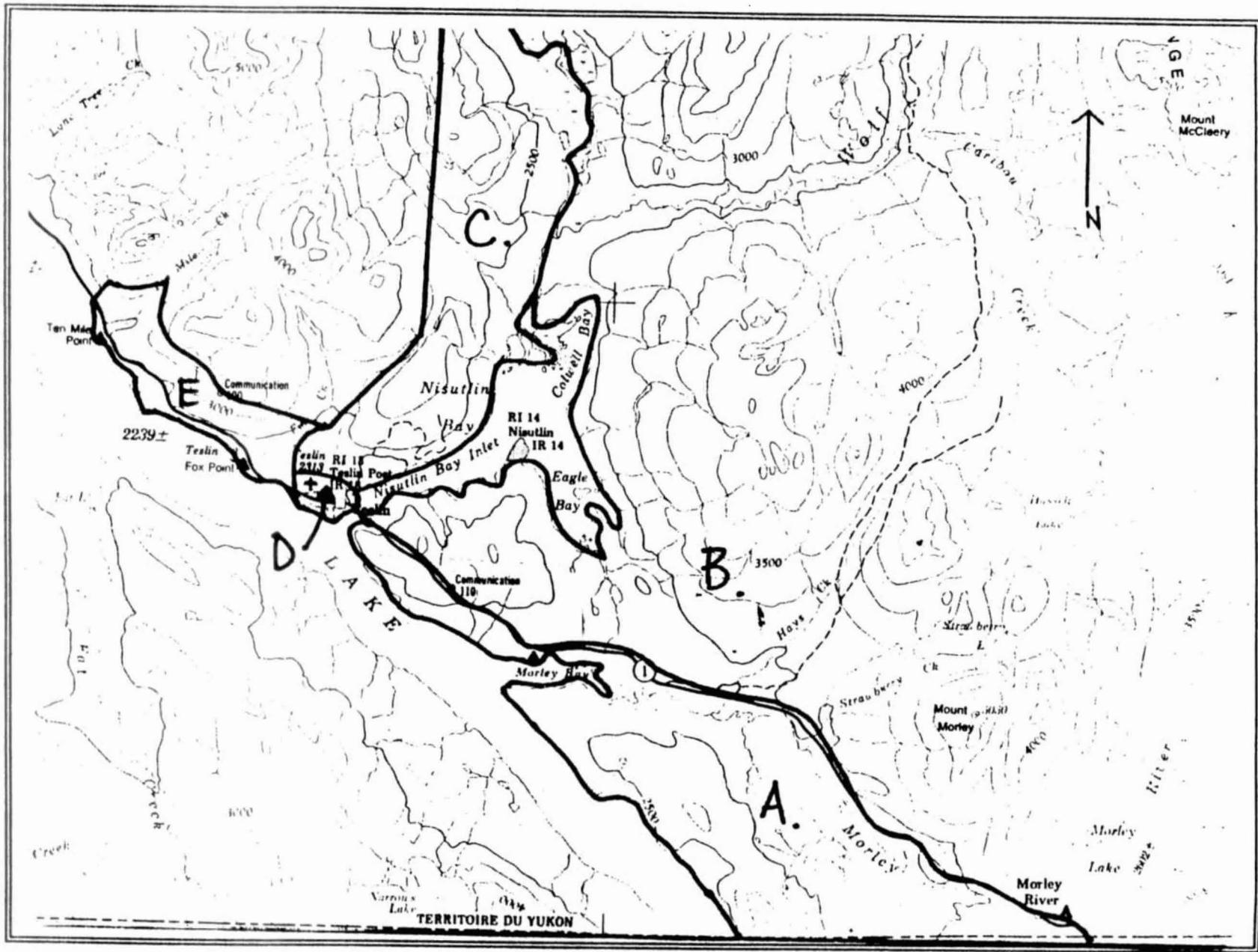


FIGURE 7. MORLEY RIVER - TEN MILE POINT

FIGURE 8. TEN MILE POINT - SQUANGA LAKE - MURPHY CREEK

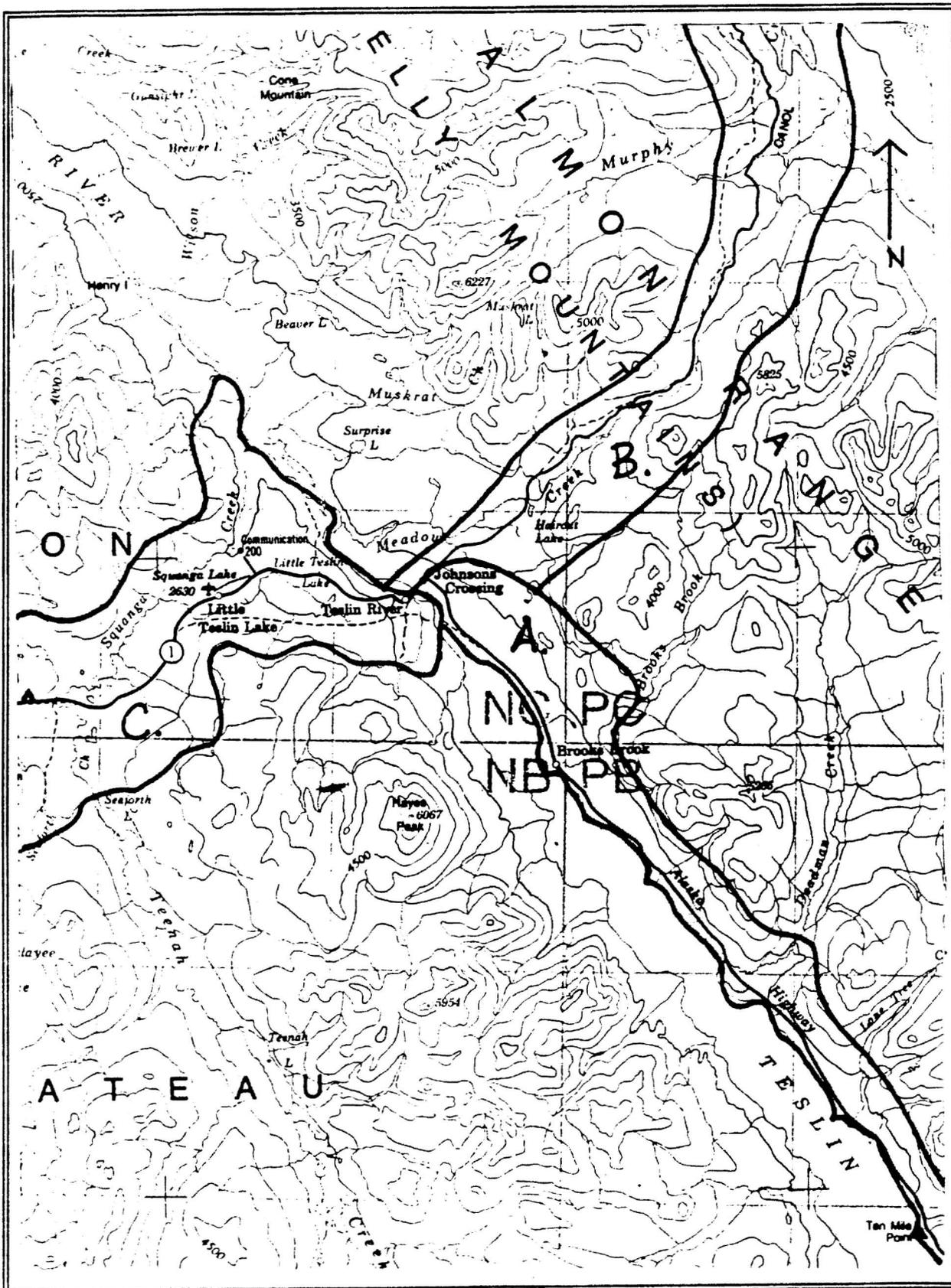


FIGURE 9. MURPHY CREEK - QUIET LAKE

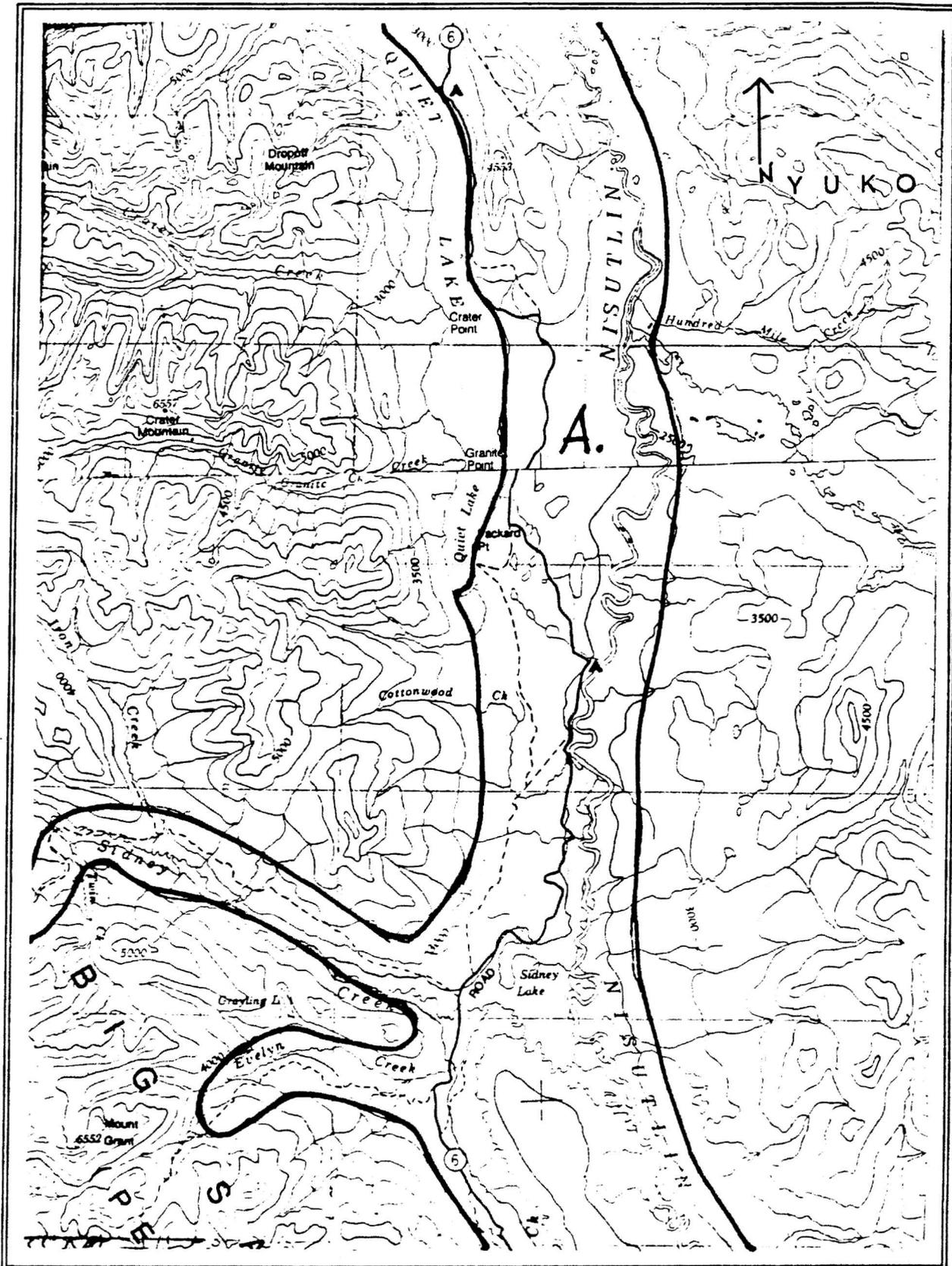


FIGURE 10. QUIET LAKE - ROSE RIVER - MOUNT ST. CYR

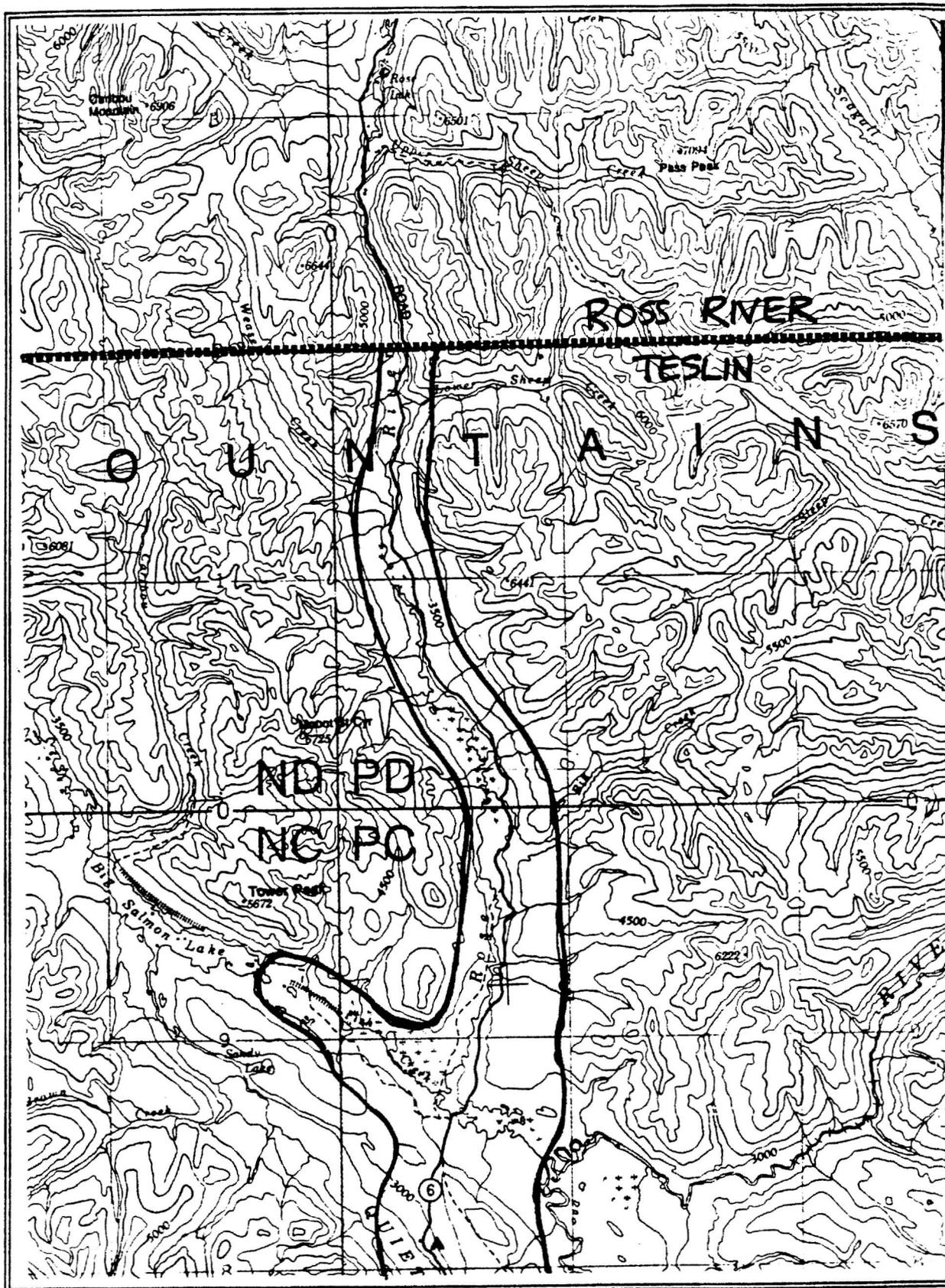
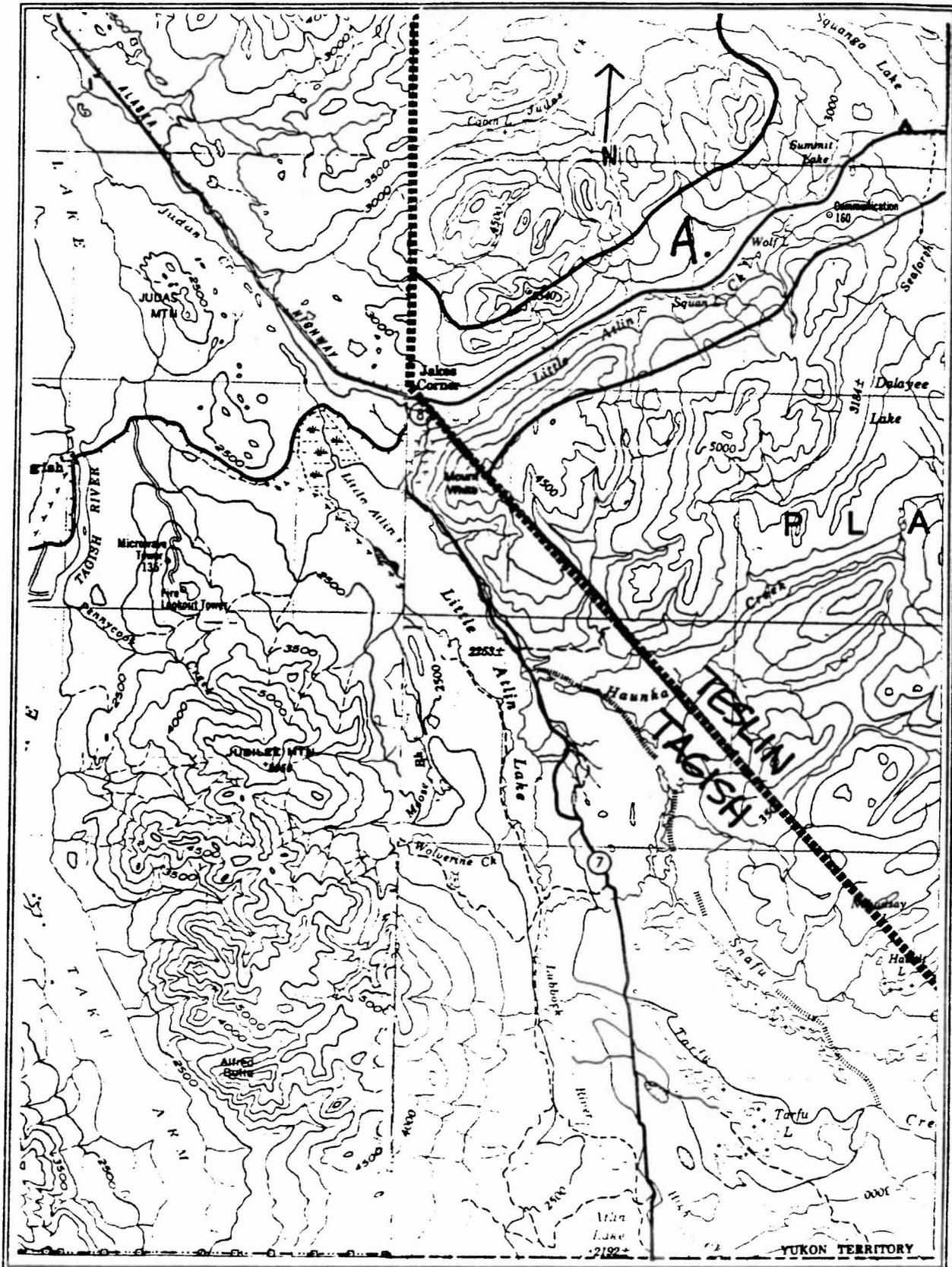


FIGURE 11. SQUANGA LAKE - JAKES CORNER



EXAMPLE 2: NORTHWEST HIGHWAY SYSTEM FUELWOOD PERMIT - 1946

IN CONNECTION WITH DEFENCE PROJECTS
DEPARTMENT OF MINES AND RESOURCES

NORTHWEST HIGHWAY SYSTEM Place Whitehorse
Date 12 Oct 46
G. WALSH, Brigadier

PERMIT TO CUT TIMBER LISTED HEREUNDER, ON

Dry Stand of Spruce
Mile 826 to 825

An area one half mile in depth fronting
the Alaska Highway on the left hand side
going south from Milepost 826 to 825
including stockpile of cordwood & stovewood
within this area.

and to use
such timber in connection with the Project described above.

In consideration of the amount of this permit free of charge under
provisions of the Act of June 22, 1939, 10th July 1942, I undertake to
observe the regulations and conditions below and to abide by such additional
regulations as the Crown Timber Agent or his Inspector may find it necessary
to impose for the safety and to prevent waste or to preserve scenic values

- (1) The permit shall be cut;
 - (a) Within an area extending 1,000 feet on each side of the Canadian
Alaskan Highway
 - (b) Within 1,000 feet of the shores of any lake having especial
scenic value
- (2) Before cutting is commenced a permit must be secured, good until the 30th
April next from date of issue, and renewable providing the permit
conditions have been satisfactorily fulfilled
- (3) The Crown Timber Agent or his Inspector may designate what timber shall
be cut and may intervene at any time to ensure that conservation methods
are being observed
- (4) All operations shall be carried on so as to prevent, as far as practicable
all damage to young trees or trees not designated for removal.
- (5) All brush and other debris resulting from the operation, whether on or
off the area under permit, shall be disposed of to the satisfaction of
the Crown Timber Agent or his Inspector, and such disposal shall be made
to keep pace with the other logging operations.
hardwood slash shall be piled, as the operation progresses; and burned
when fire hazard conditions permit.
No fires shall be started without authority of the Crown Timber Agent or
his Inspector
- (6) Permittees must have modern forest fire fighting equipment available for
use and will be held responsible for controlling and extinguishing fires

THIS APPLICATION, having been
accepted by this office, shall
constitute a permit to remove
timber from the area designated
for the project named



Issuing Officer
for the Crown Timber Agent

CROWN TIMBER AGENT

APPENDIX 7: GENERAL ACTIVITIES DATABASE FILE [TeslingS]

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	07A	1954	12	0	0	0	0	0
2	07A	1954	14	0	0	0	0	0
3	07A	1955	10	0	0	0	0	0
4	07A	1955	15	0	0	0	0	0
5	07A	1957	0	10	0	0	0	0
6	07A	1957	0	15	0	0	0	0
7	07A	1958	0	20	0	0	0	0
8	07A	1958	0	24	0	0	0	0
9	07A	1959	0	13	0	0	0	0
10	07A	1962	6	0	0	0	0	0
11	07A	1962	10	0	0	0	0	0
12	07A	1962	10	0	0	0	0	0
13	07A	1962	20	0	0	0	0	0
14	07A	1964	10	0	0	0	0	0
15	07A	1964	25	0	0	0	0	0
16	07A	1964	90	8	0	0	0	0
17	07A	1967	15	10	0	0	0	0
18	07A	1970	10	0	0	0	0	0
19	07B	1954	0	0	0	0	0	2200
20	07B	1954	5	0	0	0	0	0
21	07B	1954	10	0	0	0	0	0
22	07B	1954	10	0	0	0	0	0
23	07B	1955	0	0	0	0	0	750
24	07B	1958	20	0	0	0	0	0
25	07B	1959	0	15	0	0	0	0
26	07B	1960	3	2	0	0	0	0
27	07B	1961	0	5	0	0	0	0
28	07B	1962	5	5	0	0	0	0
29	07B	1962	7	0	0	0	0	0
30	07B	1962	10	0	0	0	0	0
31	07B	1962	10	0	0	0	0	0
32	07B	1962	12	0	0	0	0	0
33	07B	1962	15	0	0	0	0	0
34	07B	1962	15	0	0	0	0	0
35	07B	1962	20	0	0	0	0	0
36	07B	1962	25	0	0	0	0	0
37	07B	1962	25	0	0	0	0	0
38	07B	1963	10	0	0	0	0	0
39	07B	1963	10	0	0	0	0	0
40	07B	1963	15	0	0	0	0	0
41	07B	1963	20	0	0	0	0	0
42	07B	1963	25	0	0	0	0	0
43	07B	1963	25	0	0	0	0	0
44	07B	1964	5	20	0	0	0	0
45	07B	1964	10	0	0	0	0	0
46	07B	1964	10	0	0	0	0	0
47	07B	1964	10	15	0	0	0	0
48	07B	1964	16	4	0	0	0	0
49	07B	1964	20	0	0	0	0	0
50	07B	1965	4	8	0	0	0	0
51	07B	1966	10	0	0	0	0	0
52	07B	1966	10	10	0	0	0	0
53	07B	1966	15	0	0	0	0	0
54	07B	1967	7	2	0	0	0	0
55	07B	1967	20	5	0	0	0	0
56	07B	1968	0	25	0	0	0	0
57	07B	1969	0	25	0	0	0	0
58	07B	1970	0	25	0	0	0	0
59	07C	1954	0	0	800	0	0	0
60	07C	1954	0	72	0	0	0	0
61	07C	1954	1	6	0	0	0	0
62	07C	1955	0	0	0	0	0	800

APPENDIX 7 (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
63	07C	1955	18	0	0	0	0	0
64	07C	1955	25	0	0	0	0	0
65	07C	1957	5	15	0	0	0	0
66	07C	1962	0	10	0	0	0	0
67	07C	1962	5	5	0	0	0	0
68	07C	1966	0	20	0	0	0	0
69	07C	1967	0	100	0	0	0	0
70	07C	1968	0	10	0	0	0	0
71	07C	1968	0	25	0	0	0	0
72	07C	1968	5	0	0	0	0	0
73	07C	1968	5	0	0	0	0	0
74	07C	1968	10	0	0	0	0	0
75	07C	1969	0	0	0	10	0	0
76	07C	1969	0	3	0	0	0	0
77	07C	1969	0	10	0	0	0	0
78	07C	1969	0	20	0	0	0	0
79	07C	1969	0	20	0	0	0	0
80	07C	1969	5	0	0	0	0	0
81	07C	1969	5	5	0	0	0	0
82	07C	1969	6	3	0	0	0	0
83	07C	1970	0	0	0	20	0	0
84	07C	1970	0	3	0	0	0	0
85	07C	1970	0	4	0	0	0	0
86	07C	1970	0	5	0	0	0	0
87	07C	1970	0	10	0	0	0	0
88	07C	1970	5	5	0	0	0	0
89	07C	1970	5	7	0	0	0	0
90	07C	1970	7	5	0	0	0	0
91	07C	1970	10	5	0	0	0	0
92	07C	1970	10	10	0	0	0	0
93	07C	1970	15	10	0	0	0	0
94	07D	1955	0	6	0	0	0	0
95	07D	1956	3	10	0	0	0	0
96	07D	1958	20	0	0	0	0	0
97	07D	1959	0	20	0	0	0	0
98	07D	1960	0	25	0	0	0	0
99	07D	1962	15	0	0	0	0	0
100	07D	1964	10	0	0	0	0	0
101	07E	1955	0	6	0	0	0	0
102	07E	1960	0	0	0	0	0	450
103	07E	1960	0	23	0	0	0	0
104	07E	1960	4	3	0	0	0	0
105	07E	1961	0	60	0	0	0	0
106	07E	1961	2	0	0	0	0	814
107	07E	1962	0	0	0	0	0	400
108	07E	1962	12	0	0	0	0	0
109	07E	1963	0	0	0	200	0	0
110	07E	1963	5	10	0	0	0	0
111	07E	1963	5	15	0	0	0	0
112	07E	1963	5	20	0	0	0	0
113	07E	1963	10	0	0	0	0	0
114	07E	1963	10	5	0	0	0	0
115	07E	1963	10	10	0	0	0	0
116	07E	1963	12	13	0	0	0	0
117	07E	1963	12	13	0	0	0	0
118	07E	1963	25	0	0	0	0	0
119	07E	1964	10	0	0	0	0	0
120	07E	1964	10	0	0	0	0	0
121	07E	1964	10	15	0	0	0	0
122	07E	1964	20	15	0	0	0	0
123	07E	1965	0	30	0	0	0	0
124	07E	1965	5	5	0	0	0	0
125	07E	1965	5	20	0	0	0	0
126	07E	1965	10	10	0	0	0	0

APPENDIX A (CONT.)

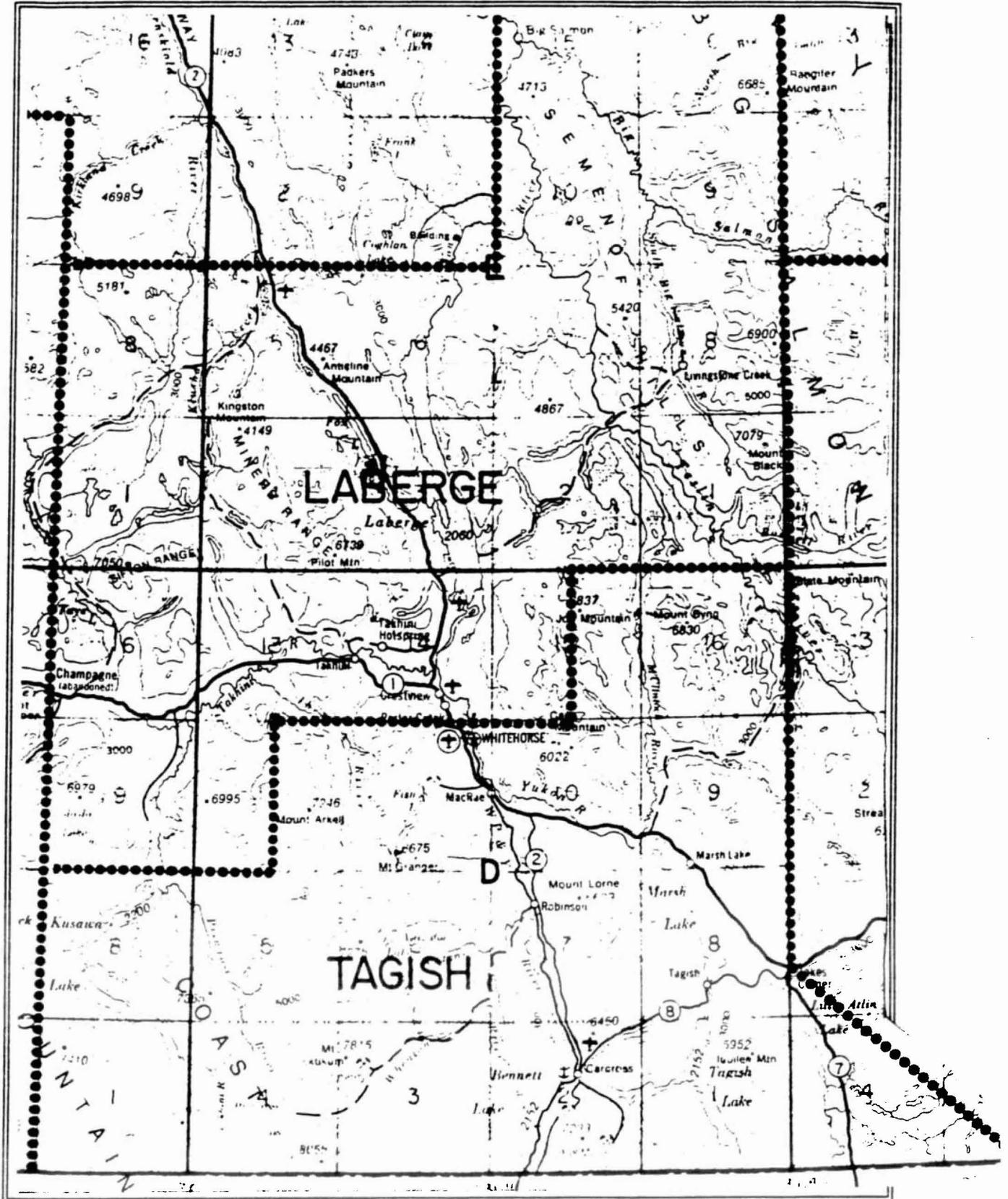
Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
127	07E	1966	10	10	0	0	0	0
128	07E	1966	25	0	0	0	0	0
129	07E	1969	0	15	0	0	0	0
130	07E	1969	0	25	0	0	0	0
131	07E	1969	0	25	0	0	0	0
132	07E	1969	0	100	0	0	0	0
133	07E	1969	4	0	0	0	0	0
134	07E	1970	0	0	0	130	0	0
135	07E	1970	0	100	0	0	0	0
136	07E	1970	0	100	0	0	0	0
137	07E	1970	10	0	0	0	0	0
138	08A	1954	0	0	0	0	0	6500
139	08A	1954	0	45	0	0	0	0
140	08A	1954	5	0	0	0	0	0
141	08A	1954	16	0	0	0	0	0
142	08A	1954	29	3	0	0	0	896
143	08A	1954	60	3	0	0	0	0
144	08A	1955	0	0	0	0	0	4000
145	08A	1955	0	0	0	0	0	3840
146	08A	1955	0	0	0	0	0	2000
147	08A	1955	0	0	0	0	0	500
148	08A	1955	0	0	0	0	0	2000
149	08A	1955	0	0	0	0	0	4000
150	08A	1955	0	0	0	0	0	1800
151	08A	1955	5	5	0	0	0	0
152	08A	1955	6	0	0	0	0	0
153	08A	1955	16	0	0	0	0	0
154	08A	1955	25	0	0	0	0	0
155	08A	1960	25	0	0	0	0	0
156	08A	1960	32	0	0	0	0	0
157	08A	1961	30	0	0	0	0	0
158	08A	1962	4	0	0	0	0	0
159	08A	1962	6	0	0	0	0	0
160	08A	1962	12	0	0	0	0	0
161	08A	1962	15	0	0	0	0	0
162	08A	1962	30	0	0	0	0	0
163	08A	1963	10	0	0	0	0	0
164	08A	1963	10	4	0	0	0	0
165	08A	1963	15	0	0	0	0	0
166	08A	1963	15	0	0	0	0	0
167	08A	1963	20	0	0	0	0	0
168	08A	1963	25	0	0	0	0	0
169	08A	1963	25	0	0	0	0	0
170	08A	1963	25	0	0	0	0	0
171	08A	1964	10	0	0	0	0	0
172	08A	1964	10	0	0	0	0	0
173	08A	1964	10	0	0	0	0	0
174	08A	1964	10	0	0	0	0	0
175	08A	1964	12	0	0	0	0	0
176	08A	1964	15	0	0	0	0	0
177	08A	1964	20	0	0	0	0	0
178	08A	1964	25	0	0	0	0	0
179	08A	1964	25	0	0	0	0	0
180	08A	1964	25	0	0	0	0	0
181	08A	1964	25	0	0	0	0	0
182	08A	1965	6	7	0	0	0	0
183	08A	1965	8	8	0	0	0	0
184	08A	1965	10	0	0	0	0	0
185	08A	1965	10	5	0	0	0	0
186	08A	1965	15	0	0	0	0	0
187	08A	1965	15	0	0	0	0	0
188	08A	1965	20	0	0	0	0	0
189	08A	1965	25	0	0	0	0	0
190	08A	1966	5	0	0	0	0	0

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
191	08A	1966	15	0	0	0	0	0
192	08A	1966	20	0	0	0	0	0
193	08A	1966	25	0	0	0	0	0
194	08A	1966	25	0	0	0	0	0
195	08A	1966	25	0	0	0	0	0
196	08A	1967	5	0	0	0	0	0
197	08A	1967	5	5	0	0	0	0
198	08A	1967	20	5	0	0	0	0
199	08A	1967	25	0	0	0	0	0
200	08A	1968	5	0	0	0	0	0
201	08A	1968	10	2	0	0	0	0
202	08A	1968	25	0	0	0	0	0
203	08A	1969	4	0	0	0	0	0
204	08A	1969	5	0	0	0	0	0
205	08A	1969	6	6	0	0	0	0
206	08A	1969	10	0	0	0	0	0
207	08A	1969	10	0	0	0	0	0
208	08A	1969	10	0	0	0	0	0
209	08A	1969	20	0	0	0	0	0
210	08A	1969	20	0	0	0	0	0
211	08A	1970	0	20	0	0	0	0
212	08A	1970	6	4	0	0	0	0
213	08A	1970	8	0	0	0	0	0
214	08B	1970	0	25	0	0	0	0
215	08C	1956	0	0	0	0	0	600
216	08C	1962	0	0	0	0	0	2400
217	08C	1962	25	0	0	0	0	0
218	08C	1964	25	0	0	0	0	0
219	08C	1965	25	0	0	0	0	0
220	08C	1966	25	0	0	0	0	0
221	08C	1966	25	0	0	0	0	0
222	08C	1967	0	5	0	0	0	0
223	08C	1967	25	0	0	0	0	0
224	08C	1967	25	0	0	0	0	0
225	08C	1968	25	0	0	0	0	0
226	08C	1968	30	0	0	0	0	0
227	08C	1969	20	5	0	0	0	0
228	08C	1970	0	0	0	300	0	0
229	08C	1970	0	15	0	0	0	0
230	08C	1970	0	25	0	0	0	0
231	08C	1970	0	25	0	0	0	0
232	08C	1970	5	10	0	0	0	0
233	09A	1960	5	2	0	0	0	0
234	10A	1958	0	0	0	0	0	2000
235	10A	1959	0	0	0	0	0	2000
236	10A	1966	0	0	0	40	0	0
237	10A	1967	0	0	0	0	20000	0
238	10A	1967	0	0	0	0	100000	0
239	10A	1969	0	0	0	0	34000	0
240	11A	1956	20	0	0	0	0	0
241	11A	1957	0	0	0	0	15000	0
242	11A	1958	0	0	0	0	0	300
243	11A	1959	0	0	0	0	0	4800
244	TESG	1954	5	0	0	0	0	0
245	TESG	1955	0	0	0	0	0	490
246	TESG	1955	4	0	0	0	0	0
247	TESG	1955	5	0	0	0	0	0
248	TESG	1955	5	0	0	0	0	0
249	TESG	1955	5	10	0	0	0	0
250	TESG	1955	6	0	0	0	0	0
251	TESG	1955	10	0	0	0	0	0
252	TESG	1955	10	0	0	0	0	0
253	TESG	1956	0	7	0	0	0	0
254	TESG	1956	0	10	0	0	0	0

APPENDIX 7 (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
255	TESG	1956	0	25	0	0	0	0
256	TESG	1956	5	0	0	0	0	0
257	TESG	1956	6	0	0	0	0	0
258	TESG	1956	10	0	0	0	0	0
259	TESG	1956	12	4	0	0	0	0
260	TESG	1957	0	55	0	0	0	0
261	TESG	1957	10	0	0	0	0	0
262	TESG	1962	10	5	0	0	0	0
263	TESG	1964	0	0	0	0	0	3720
264	TESG	1964	0	0	0	0	0	720
265	TESG	1965	10	15	0	0	0	0
266	TESG	1965	12	0	0	0	0	0
267	TESG	1965	25	0	0	0	0	0
268	TESG	1967	0	0	0	199	0	0
269	TESG	1967	0	25	0	0	0	0
270	TESG	1968	0	0	0	24	0	0
271	TESG	1968	1	0	0	0	0	0
272	TESG	1968	2	8	0	0	0	0
273	TESG	1968	5	0	0	0	0	0
274	TESG	1968	10	0	0	0	0	0
275	TESG	1968	25	0	0	0	0	0
276	TESG	1968	25	0	0	0	0	0
277	TESG	1969	0	3	0	0	0	0
278	TESG	1969	0	10	0	0	0	0
279	TESG	1969	0	10	0	0	0	0
280	TESG	1969	5	0	0	0	0	0
281	TESG	1969	5	5	0	0	0	0
282	TESG	1969	10	0	0	0	0	0
283	TESG	1969	25	0	0	0	0	0
284	TESG	1969	25	25	0	0	0	0
285	TESG	1970	0	0	0	40	0	0
286	TESG	1970	0	10	0	0	0	0

3.3 TAGISH DISTRICT



3.3 TAGISH DISTRICT SUMMARY

TABLE 23: POLYGONS - TAGISH DISTRICT

N.T.S. MAP NO.

TAGISH

Fig. 12.	Jakes Corner - Judas Creek - Atlin Lake	105C/105D
	A. Atlin Road - Mile 0-25 - BC Border	
	B. West Side of Little Atlin Lake	
	C. Carcross/Tagish Road -	
	- Jakes Corner - Tagish Bridge - Mile 0-13	
	D. Alaska Hwy - Mile 866-875	
	- Jakes Corner - Judas Creek	
	E. East Side of Taku Arm - BC Border	
Fig. 13.	Tagish Lake - Bennett Lake - Lewes Lake	105D
	A. Tagish Community & Taku Subdivision	
	B. Carcross/Tagish Road - Mile 17-33	
	- Tagish - Carcross	
	C. Ten Mile Ranch Road	
	D. South of Carcross	
	- Nares Lake, Windy Arm, Conrad	
	E. Carcross Community	
	F. Bennett Lake - West Arm	
	G. Carcross Road - Mile 19-34	
	- Carcross - Lewes Lake	
Fig. 14.	Lewes Lake - Annie Lake Road - Watson River	105D
	A. Carcross Road - Mile 0 - 19	
	- Carcross Cutoff - Lewes Lake	
	B. Annie Lake Road	
	- McConnel Lake, Two Horse Creek, Wheaton River	
Fig. 15.	Judas Ck - McClintock R. - Carcross Cut-off	105D
	A. Alaska Hwy - Mile 875-906	
	- Judas Creek - Carcross Cutoff	
	B. McClintock River	
	C. West Side of Marsh Lake	
Fig. 16.	Carcross Cut-off - Mile 917 - Fish Lake	105D
	A. East Side of Yukon River	
	- South of Whithorse Hospital	
	B. City of Whitehorse	
	- Alaska Hwy - Mile 906-917	
	C. Fish Lake Road	
	- Jackson/Louise Lake, Fish Lake	

Total Polygons = 20 + Tagish District General (TAGG) = 21

The Tagish Logging District extends from Jakes Corner on the Alaska Highway, south to the British Columbia border, west to Kusawa Lake and north to Whitehorse or Mile 917 on the Alaska Highway.

3.3.1 TRANSPORTATION ACTIVITIES - TAGISH DISTRICT

The Southern Lakes were an active area for logging in the Goldrush period. Woodcutting for boatbuilding and steamer fuelwood occurred along Lake Bennett, Nares Lake, Windy Arm, Tagish Lake, Taku Arm and Marsh Lake. A total of 9363 cords were entered in the Transportation database for the Tagish District. As locations were not specified most of the volumes are within Tagish General (TAG).

TABLE 24: POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	POLY	YEAR	CORDS
TAG	1900	4471	TAG	1920	106
TAG	1901	2135	TAG	1921	106
TAG	1902	1235	TAG	1944	50
TAG	1903	1235	15A	1948	25
TOTAL		9076	TOTAL		287 = 9363 CORDS

Between 1900 to 1903, the majority of the wood was cut, totaling 9076 cords. In 1920 and 1921, 106 cords were cut for fuelwood for the Chootla School in Carcross. Another 25 cords were cut in 15A, along the Alaska Highway in 1948.

3.3.2 GENERAL ACTIVITIES - TAGISH DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	20 Polygons	[TagishGP]
Annual Summary	1953 - 1970	[TagishGA]
Yearly Polygon Summary	18 Years/20 Polygons	[TagishGY]
Total Entries	620 Records	[TagishGS]

Polygon Summary

The logging activities recorded took place between 1953 and 1970 within 20 polygons, based on a total of 620 records. The volume information per polygon is presented in Table 25. No data was recorded for polygon 12E.

The Polygon summary revealed that the majority of logging activities occurred in 12A, 13D, and 15A. For fuelwood, polygon 15A along the Alaska Highway from Judas Creek to the Carcross cut-off had the highest cordwood cut, mostly green. The highest dry wood cutting occurred in polygon 12A on the Atlin Road near Snafu Lake. In 13D, the highest FBM was cut along Windy Arm, Tagish and Bennett Lakes. Some of this wood was used for mining purposes by Venus Mines. The highest manufactured linear ft. (LF) was in 15B in the McClintock area. In 13B, on the Tagish-Carcross Road over 17,000 Pieces were cut. The Tagish District had the highest amount of FBM manufactured of all Logging Districts.

TABLE 25: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
12A	0	1146	5	0	4210	489825	4000
12B	0	0	0	0	200	25000	0
12C	0	47	89	0	40	12500	1780
12D	0	15	350	0	0	0	0
13A	0	343	152	0	445	0	620
13B	35	373	145	0	17266	100000	0
13C	0	105	150	0	4065	50000	0
13D	0	75	10	0	9834	2500000	1360
13E	0	40	5	0	60	0	0
13F	0	0	0	0	48	0	0
13G	25	800	131	0	1106	100000	0
14A	40	617	289	0	1980	115000	2780
14B	0	92	25	0	990	0	420
15A	11	490	2796	732	2590	203000	8478
15B	0	291	10	0	200	510000	9250
15C	0	50	0	0	0	0	0
16A	0	39	15	0	1200	0	0
16B	3	265	360	0	150	0	4486
16C	0	56	1	0	0	0	900
TAGG	50	55	130	0	460	0	0
TOTAL	164	4899	4663	732	44844	4105325	34074

Annual Summary

The Annual summary, as shown in Table 26, indicates logging activities from 1953-1970.

TABLE 26: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1953	0	35	0	0	0	0	8000
1954	0	368	240	432	0	0	1000
1955	11	160	406	0	0	5000	13098
1956	0	208	378	0	500	12000	0
1957	1	166	350	0	1500	60000	0
1958	0	119	188	0	7043	25000	1400
1959	0	165	36	0	13200	10000	7746
1960	0	385	904	0	421	40000	0
1961	0	194	128	0	250	3000	150
1962	125	60	95	0	200	0	1360
1963	0	212	85	0	1995	0	0
1964	0	387	145	80	500	0	320
1965	0	427	208	220	137	42825	0
1966	0	592	115	0	3564	65000	0
1967	12	461	700	0	3751	185000	0
1968	0	451	315	0	8380	2995000	0
1969	0	259	200	0	1058	232500	0
1970	15	250	170	0	2345	430000	1000
TOTAL							

The main cutting of cordwood occurred in 1960 and 1967, for over 1100 cords each, which was dominantly green. The main production of FBM was in 1968 and the majority of LF was manufactured in 1955. For Pieces, 1959 was the year most was manufactured.

Yearly Polygon Summary

The Yearly Polygon summary indicates the logging activities by years and per polygon, presented in Table 27.

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
12A	1953 - 1970	13G	1954 - 1970
12B	1958 - 1970	14A	1954 - 1970
12C	1955 - 1969	14B	1955 - 1970
12D	1960 - 1968	15A	1954 - 1970
13A	1958 - 1970	15B	1953 - 1970
13B	1954 - 1970	15C	1955
13C	1959 - 1970	16A	1954 - 1968
13D	1957 - 1970	16B	1954 - 1970
13E	1962 - 1966	16C	1953 - 1969
13F	1969	TAGG	1954 - 1964

There is a total of 183 records, combining the 20 polygons over the 18 years of cutting activities from 1953 - 1970. In 12A, the highest number of dry cords were cut at 1146, of which 269 cords were harvested in 1966. The highest amount of green cordwood was cut in 15A at 2796 cords, of which 738 cords were cut in 1960. The majority of FBM (2,500,000) was manufactured in 13D in 1968. Over 8000 LF was produced in 15B in 1953 and in 15A in 1955. Also in 15A, 732 logs were harvested. The majority of Pieces was produced in 13B, with 9000 harvested in 1959.

Record Summary

A complete listing of the 620 entries for the Tagish District [TagishGS file] is presented in Appendix 8.

TABLE 27: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1	12A	1953	0	25	0	0	0	0	0
2	12A	1954	0	96	0	0	0	0	0
3	12A	1955	0	0	0	0	0	0	4000
4	12A	1956	0	26	0	0	500	12000	0
5	12A	1957	0	0	0	0	500	0	0
6	12A	1960	0	30	0	0	0	0	0
7	12A	1964	0	162	5	0	0	0	0
8	12A	1965	0	80	0	0	0	42825	0
9	12A	1966	0	269	0	0	0	25000	0
10	12A	1967	0	176	0	0	210	25000	0
11	12A	1968	0	176	0	0	2100	95000	0
12	12A	1969	0	53	0	0	0	120000	0
13	12A	1970	0	53	0	0	900	170000	0
14	12B	1958	0	0	0	0	0	25000	0
15	12B	1970	0	0	0	0	200	0	0
16	12C	1955	0	10	0	0	0	0	0
17	12C	1959	0	0	0	0	0	0	1780
18	12C	1960	0	6	9	0	0	0	0
19	12C	1961	0	0	10	0	0	0	0
20	12C	1962	0	0	15	0	0	0	0
21	12C	1965	0	10	15	0	0	0	0
22	12C	1967	0	0	0	0	40	0	0
23	12C	1968	0	16	20	0	0	0	0
24	12C	1969	0	5	20	0	0	12500	0
25	12D	1960	0	0	50	0	0	0	0
26	12D	1966	0	0	25	0	0	0	0
27	12D	1967	0	0	100	0	0	0	0
28	12D	1968	0	15	175	0	0	0	0
29	13A	1958	0	12	10	0	0	0	300
30	13A	1959	0	0	4	0	0	0	0
31	13A	1960	0	32	0	0	0	0	0
32	13A	1961	0	16	0	0	0	0	0
33	13A	1962	0	0	10	0	0	0	0
34	13A	1963	0	5	0	0	100	0	0
35	13A	1964	0	65	25	0	30	0	320
36	13A	1965	0	55	25	0	0	0	0
37	13A	1966	0	30	0	0	160	0	0
38	13A	1967	0	28	28	0	0	0	0
39	13A	1968	0	50	0	0	65	0	0
40	13A	1969	0	25	25	0	90	0	0
41	13A	1970	0	25	25	0	0	0	0
42	13B	1954	0	45	25	0	0	0	0
43	13B	1955	0	18	11	0	0	0	0
44	13B	1956	0	5	10	0	0	0	0
45	13B	1957	0	15	13	0	1000	0	0
46	13B	1958	0	0	1	0	7043	0	0
47	13B	1959	0	15	0	0	9000	0	0
48	13B	1960	0	50	35	0	0	0	0
49	13B	1961	0	12	0	0	0	0	0
50	13B	1962	25	10	0	0	0	0	0
51	13B	1963	0	30	0	0	0	0	0
52	13B	1964	0	35	5	0	0	0	0
53	13B	1965	0	30	15	0	0	0	0
54	13B	1966	0	53	0	0	163	40000	0
55	13B	1967	10	0	0	0	0	60000	0
56	13B	1968	0	15	0	0	60	0	0
57	13B	1969	0	10	25	0	0	0	0
58	13B	1970	0	30	5	0	0	0	0
59	13C	1959	0	0	0	0	4000	0	0
60	13C	1963	0	0	10	0	15	0	0
61	13C	1964	0	0	25	0	0	0	0
62	13C	1966	0	60	20	0	0	0	0

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
63	13C	1967	0	0	25	0	0	0	0
64	13C	1968	0	0	45	0	0	0	0
65	13C	1969	0	5	25	0	0	0	0
66	13C	1970	0	40	0	0	50	50000	0
67	13D	1957	0	20	0	0	0	0	0
68	13D	1958	0	20	0	0	0	0	0
69	13D	1962	0	0	0	0	0	0	1360
70	13D	1963	0	10	10	0	0	0	0
71	13D	1966	0	0	0	0	2600	0	0
72	13D	1967	0	25	0	0	2100	0	0
73	13D	1968	0	0	0	0	5014	2500000	0
74	13D	1970	0	0	0	0	120	0	0
75	13E	1962	0	30	0	0	0	0	0
76	13E	1963	0	10	5	0	0	0	0
77	13E	1966	0	0	0	0	60	0	0
78	13F	1969	0	0	0	0	48	0	0
79	13G	1954	0	110	16	0	0	0	0
80	13G	1955	0	54	0	0	0	0	0
81	13G	1956	0	95	20	0	0	0	0
82	13G	1957	0	61	0	0	0	0	0
83	13G	1958	0	40	0	0	0	0	0
84	13G	1959	0	50	0	0	0	0	0
85	13G	1960	0	35	5	0	406	0	0
86	13G	1961	0	50	10	0	0	0	0
87	13G	1962	25	10	0	0	0	0	0
88	13G	1963	0	75	0	0	250	0	0
89	13G	1964	0	50	0	0	0	0	0
90	13G	1965	0	30	0	0	100	0	0
91	13G	1966	0	5	25	0	0	0	0
92	13G	1967	0	0	10	0	50	100000	0
93	13G	1968	0	35	0	0	100	0	0
94	13G	1969	0	100	35	0	200	0	0
95	13G	1970	0	0	10	0	0	0	0
96	14A	1954	0	38	13	0	0	0	1000
97	14A	1955	0	0	0	0	0	5000	500
98	14A	1956	0	34	37	0	0	0	0
99	14A	1957	0	22	3	0	0	60000	0
100	14A	1958	0	0	7	0	0	0	800
101	14A	1959	0	8	0	0	200	0	480
102	14A	1960	0	119	57	0	15	40000	0
103	14A	1961	0	18	23	0	250	0	0
104	14A	1962	25	0	0	0	0	0	0
105	14A	1963	0	45	10	0	300	0	0
106	14A	1964	0	20	24	0	210	0	0
107	14A	1965	0	95	30	0	37	0	0
108	14A	1966	0	108	0	0	0	0	0
109	14A	1967	0	50	0	0	12	0	0
110	14A	1968	0	30	10	0	221	0	0
111	14A	1969	0	5	50	0	240	0	0
112	14A	1970	15	25	25	0	495	10000	0
113	14B	1955	0	0	0	0	0	0	420
114	14B	1965	0	0	25	0	0	0	0
115	14B	1966	0	0	0	0	530	0	0
116	14B	1968	0	35	0	0	260	0	0
117	14B	1969	0	35	0	0	200	0	0
118	14B	1970	0	22	0	0	0	0	0
119	15A	1954	0	11	126	432	0	0	0
120	15A	1955	11	28	310	0	0	0	8178
121	15A	1956	0	48	246	0	0	0	0
122	15A	1957	0	10	203	0	0	0	0
123	15A	1958	0	20	160	0	0	0	300
124	15A	1959	0	17	22	0	0	0	0
125	15A	1960	0	35	738	0	0	0	0
126	15A	1961	0	40	20	0	0	3000	0

TABLE 27: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
127	15A	1962	0	0	10	0	0	0	0
128	15A	1963	0	10	50	0	30	0	0
129	15A	1964	0	15	61	80	100	0	0
130	15A	1965	0	27	88	220	0	0	0
131	15A	1966	0	2	45	0	51	0	0
132	15A	1967	0	117	527	0	1239	0	0
133	15A	1968	0	35	65	0	410	100000	0
134	15A	1969	0	20	20	0	280	0	0
135	15A	1970	0	55	105	0	480	100000	0
136	15B	1953	0	0	0	0	0	0	8000
137	15B	1957	0	24	0	0	0	0	C
138	15B	1958	0	20	0	0	0	0	0
139	15B	1959	0	55	0	0	0	10000	1100
140	15B	1960	0	20	0	0	0	0	0
141	15B	1961	0	2	0	0	0	0	150
142	15B	1964	0	5	0	0	0	0	0
143	15B	1965	0	100	0	0	0	0	0
144	15B	1967	0	35	10	0	100	0	0
145	15B	1968	0	30	0	0	100	300000	0
146	15B	1969	0	0	0	0	0	100000	0
147	15B	1970	0	0	0	0	0	100000	0
148	15C	1955	0	50	0	0	0	0	0
149	16A	1954	0	10	0	0	0	0	0
150	16A	1957	0	5	15	0	0	0	0
151	16A	1961	0	20	0	0	0	0	0
152	16A	1963	0	2	0	0	1200	0	0
153	16A	1968	0	2	0	0	0	0	0
154	16B	1954	0	33	55	0	0	0	0
155	16B	1955	0	0	85	0	0	0	0
156	16B	1956	0	0	65	0	0	0	0
157	16B	1957	1	4	115	0	0	0	0
158	16B	1958	0	7	10	0	0	0	0
159	16B	1959	0	20	5	0	0	0	3486
160	16B	1960	0	18	0	0	0	0	0
161	16B	1961	0	26	15	0	0	0	0
162	16B	1962	0	10	0	0	0	0	0
163	16B	1963	0	10	0	0	0	0	0
164	16B	1964	0	35	0	0	0	0	0
165	16B	1965	0	0	10	0	0	0	0
166	16B	1966	0	65	0	0	0	0	0
167	16B	1967	2	25	0	0	0	0	0
168	16B	1968	0	12	0	0	50	0	0
169	16B	1970	0	0	0	0	100	0	1000
170	16C	1953	0	10	0	0	0	0	0
171	16C	1954	0	20	0	0	0	0	0
172	16C	1957	0	5	1	0	0	0	0
173	16C	1959	0	0	0	0	0	0	900
174	16C	1963	0	15	0	0	0	0	0
175	16C	1967	0	5	0	0	0	0	0
176	16C	1969	0	1	0	0	0	0	0
177	TAGG	1954	0	5	5	0	0	0	0
178	TAGG	1959	0	0	5	0	0	0	0
179	TAGG	1960	0	40	10	0	0	0	0
180	TAGG	1961	0	10	50	0	0	0	0
181	TAGG	1962	50	0	60	0	200	0	0
182	TAGG	1963	0	0	0	0	100	0	0
183	TAGG	1964	0	0	0	0	160	0	0

3.3.3 COMMERCIAL ACTIVITIES - TAGISH DISTRICT

Commercial Timber Berths 1898 - 1913

A total of 14 Timber Berths were active in this district between 1898 - 1903. These are presented in Table 28.

TABLE 28: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1898-1913)

POLY_	BERTH_	FROM	TO	ACTIVITY	TYPE	COMPANY
12/13	081	1901	1901		OTHER	UYCCO
12E	022	1898	1903	CORDS		
12E	024	1898	1902		MT OTHER	KCMCO
13C/D	040	1898	1899	CORDS		
13D	035	1898	1900		BB	
13D	053	1899	1901	CORDS		
13E	008	1898	1903	CORDS	BB	
13F	009	1898	1902		BB OTHER	
13F	034	1898	1903		BB OTHER	
13F	038	1898	1903		BB OTHER	CYLCO
13F	042	1898	1902		BB	
13F	080	1901	1903		OTHER	
13F	083	1901	1903		OTHER	
15A	002	1898	1903	CORDS		

A few berths were located on Taku Arm in 12E. Berth #22 is shown in Example 3, on Taku Arm near Tagish Lake, providing fuelwood for steamers. Several berths in 13D, along the east shore of Bennett Lake, and along the shores of Windy Arm and Tagish Lake were also involved in boatbuilding and providing fuelwood for steamer activity in the Southern Lakes. Six of these berths were located along the west shore of Lake Bennett and along the Wheaton River in 13F, which provided fuelwood and lumber for boat building and mining timbers. Berth #34, on the West Arm of Lake Bennett is also shown in Example 3. This berth provided timber for boat building and community needs. Berth # 2 existed along the Yukon River in 15A, providing cordwood.

Commercial Timber Berths 1947 - 1970

There were 31 commercial timber berths for this period in the Tagish district, presented in Table 29. Timber berths were located primarily in 14A, along the Carcross Road, and 15A, along the Alaska Highway, harvesting timber for fuelwood and manufacturing FBM and LF. Three berths were located along the Atlin Road near Snaflu Lake in 12A, providing railroad ties, cords and FBM. Along the Carcross-Tagish Road, three berths operated between 1955-58 providing manufactured lumber and railroad ties. Another 3 berths near the Ten Mile Ranch Road provided logs and railroad ties. In 14B, along the Watson/Wheaton River, one timber berth provided manufactured lumber (FBM) from 1955-57. Two timber berths were active in the McIntock River area (15B) from 1959-1962, manufacturing lumber (FBM). Near Whitehorse in 16B, cords and telephone poles were provided by 3 berths from 1948-1952.

TABLE 29: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE	
12A	384	1955	1957	LOGS	FBM	CORDS	
12A	415	1956	1956	LOGS			TIES
12A	423	1956	1957	LOGS			TIES
12B	385	1955	1956	LOGS	FBM		
12B	479	1959	1960	LOGS	FBM		
12C	303	1952	1953	LOGS	FBM		TIES
13B	377	1955	1956	LOGS	FBM		
13B	404	1956	1956	LOGS	FBM		
13B	421	1957	1958	LOGS	FBM		TIES
13C	483	1960	1960	LOGS			TIES
13C	486	1960	1961	LOGS			TIES
13C	526Y	1963	1966				PCS
13D	252	1950	1951	LOGS		LF CORDS	
13F	532Y	1964	1966		FBM		
14A	234	1950	1951			CORDS	
14A	267	1951	1954	LOGS		CORDS	
14A	349	1954	1955	LOGS	FBM		
14A	362	1955	1956			LF CORDS	
14A	376	1955	1956	LOGS	FBM		
14A	388	1955	1956	LOGS	FBM	LF	
14A	439	1957	1958	LOGS		CORDS	
14B	391	1955	1957	LOGS	FBM	CORDS	
15A	194	1949	1950		FBM	LF CORDS	
15A	327	1953	1954	LOGS			TIES
15A	466	1959	1960	LOGS		CORDS	
15A	490	1960	1968	LOGS		CORDS	
15B	470	1959	1961	LOGS	FBM		
15B	507Y	1961	1962	LOGS	FBM		
16B	176	1948	1951	LOGS		CORDS	
16B	254	1951	1952			CORDS	
16B	275	1951	1952				POLES

3.3.4 PROJECT ACTIVITIES - TAGISH DISTRICT

The construction of the Whitepass & Yukon Route Railroad in 1900 required the use of local timber for fuelwood, railroad ties, bridge construction and in subsequent years, railroad maintenance. As presented in Table 7 in Volume I, a total of 22,043 railroad ties were manufactured in the Tagish District in 12A, 13B, and 13C between 1956-1959. Mining activities and steamer activity in the Southern Lakes also used local timber.

There were several sawmills in the district to supply lumber for the construction of the Alaska Highway. In 1943, the Metcalf-Hamilton Kansas City Bridge Company operated two sawmills in the Wheaton/Watson River and Robinson area and Dowell Construction operated a mill at Mile 7 of the Carcross Road. A total of 2,624,743 FBM were manufactured from these three sawmills between 1943-1944. Cutting was also done near Tagish for highway purposes. An Army Camp was located at Milepost 883 near Constabulary Beach subdivision on Marsh Lake.

The Canol pipeline extended along the Alaska Highway from the South Canol Road to Whitehorse, a distance of 80 miles. The pipeline from Whitehorse to Skagway extended for a distance of 110 Miles. See Figure 5 in Volume I.

Venus Mines, south of Carcross, in 13D also manufactured local timber for mining purposes in the 1960's.

3.3.5 FIGURE 12 -16 SUMMARY

Figures - Most Active - 12, 13, 15
Figures - Least Active - 16
Polygons - No Records - All Covered

FIGURE 12 SUMMARY

General logging activities for Figure 12 were concentrated along the Atlin Road to the B.C. border, in 12A, from 1953-1970. On the west side of Little Atlin Lake there were two timber berths operating between 1955 - 1960. In 12D, along the Alaska Highway from Jakes Corner to Judas Creek, fuelwood was cut from 1960-1968. During the early period, woodcutting occurred for mining and steamer activities along Taku Arm (12E) and Marsh Lake.

FIGURE 13 SUMMARY

Cordwood was primarily cut in 13A, including Tagish and vicinity. During the Goldrush days, Tagish had a RNWMP post and Telegraph office. Timber was also cut in this vicinity for the Alaska Highway project. Along the Carcross-Tagish road (13B), cutting for fuelwood and railroad ties occurred between 1954-1970. Commercial timber berths for lumber and railroad ties were also in operation between 1955-1958. In 13C, along the Ten Mile Ranch Road, three commercial berths existed, manufacturing pieces and railroad ties between 1960-1966. Along the shores of Tagish, Bennett and Windy Arm (13D), 3 commercial berths existed before 1901 and one during 1950-51. In 1968, 2.5 million FBM was manufactured in this logging zone as part of General activities. In the vicinity of Carcross (13E), there was one commercial berth before 1903 for cords and boat building, and a total of 45 cords cut for General activities. On Lake Bennett and the Wheaton River (13F) during the goldrush period, there were 6 commercial berths and one berth in the mid 1960's. Along the Carcross Road to Lewes Lake (13G), there were no commercial berths, but General cutting occurred with 956 cords, 100,000 FBM and 1100 Pieces produced between 1954-1970.

FIGURE 14 SUMMARY

Along the Carcross Road, from Lewes Lake to the Carcross cut-off (14A), 7 commercial berths were active between 1950 - 1957. From 1954 - 1970, 946 cords were cut and 115,000 FBM were manufactured, as General activities. Logging activity during the construction of the Alaska Highway occurred along the Watson and Wheaton Rivers

(14B) with one sawmill in operation at Robinson in 1943. One commercial berth (#391) was in operation in this area between 1955-57.

FIGURE 15 SUMMARY

The Alaska Highway from Judas Creek to the Carcross Cut-off (15A), was where the majority of the fuelwood for this district was cut, including 2796 green cords and 490 dry cords. 203,000 FBM, 9250 LF and 2590 Pieces were also cut as General activities. Commercial Berth #2 was active from 1898 - 1903 for cordwood and later between 1949-1968 four commercial berths were active in this area. In the McClintock River area (15B), there were two berths from 1959 - 1962, producing manufactured lumber (FBM) and LF. For General activities, 9250 LF and 510,000 FBM were cut, respectively, the highest and second highest amounts in the Tagish district. In 15C, on the west side of Marsh Lake, no commercial berths existed and General activity consisted of 50 cords in 1955.

FIGURE 16 SUMMARY

On the east bank of the Yukon River, south of Whitehorse (16A), there were no commercial berths and little General logging activities. In 16B, from the Carcross cut-off to Whitehorse, three commercial berths existed from 1948-1952. As General activities, close to 4500 LF was produced, and 628 cords were harvested. Along the Fish Lake Road (16C), only 57 cords were cut from 1953-1969 and 900 LF was produced in 1959.

FIGURE 12. JAKES CORNER - JUDAS CREEK - ATLIN LAKE

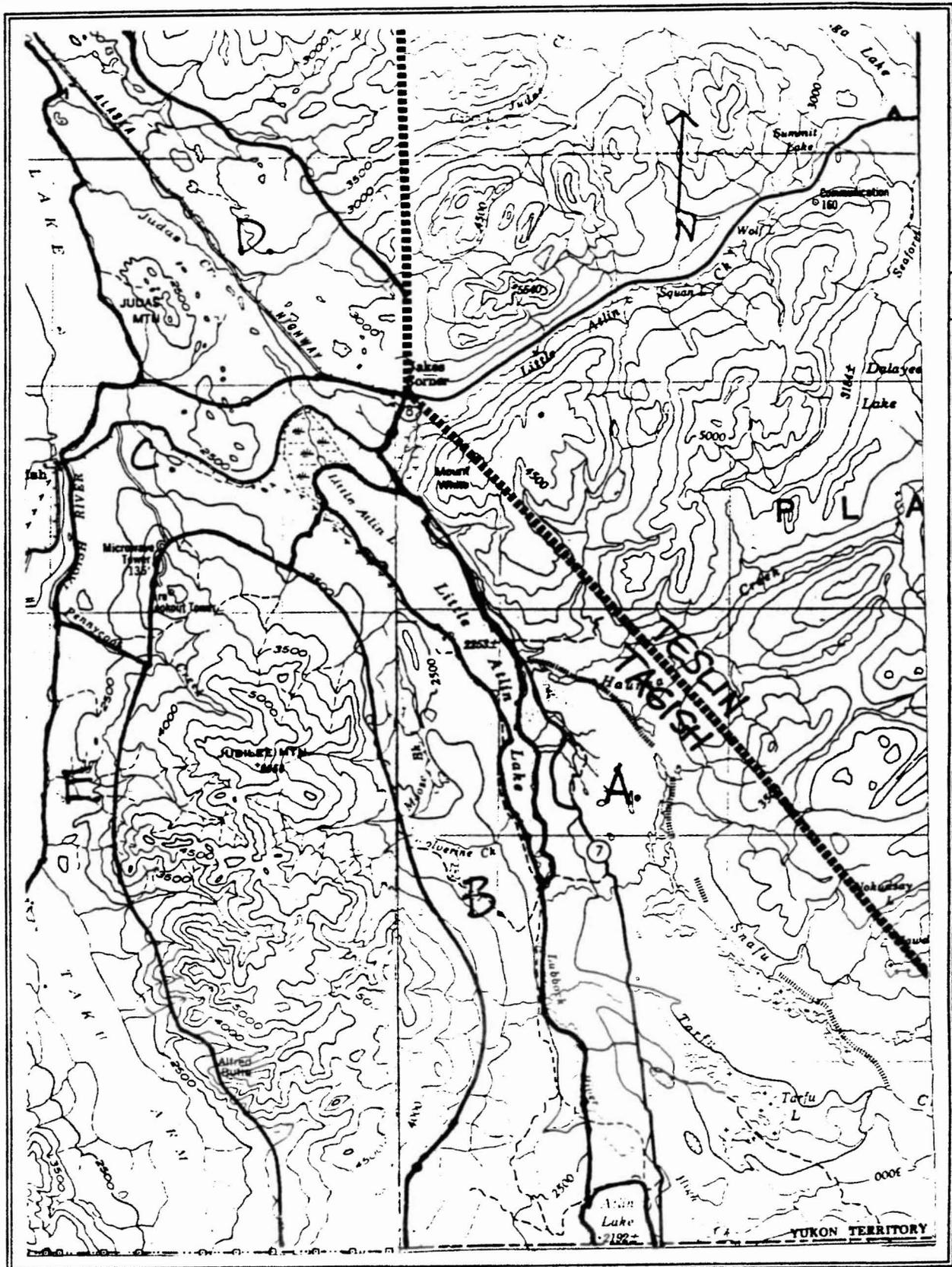


FIGURE 13. TAGISH LAKE - BENNETT LAKE - LEWES LAKE

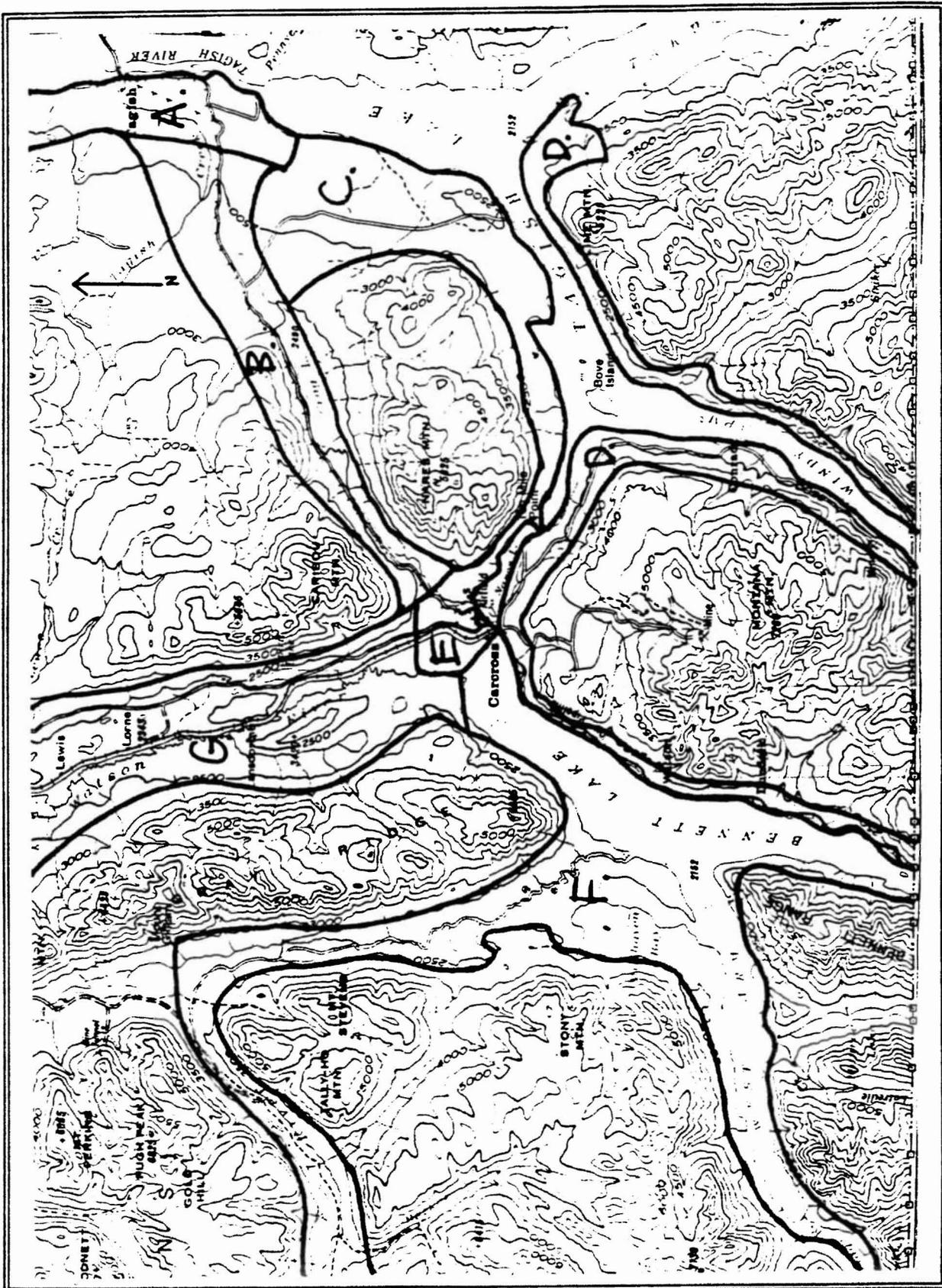


FIGURE 14. LEWES LAKE - ANNIE LAKE ROAD - WATSON RIVER

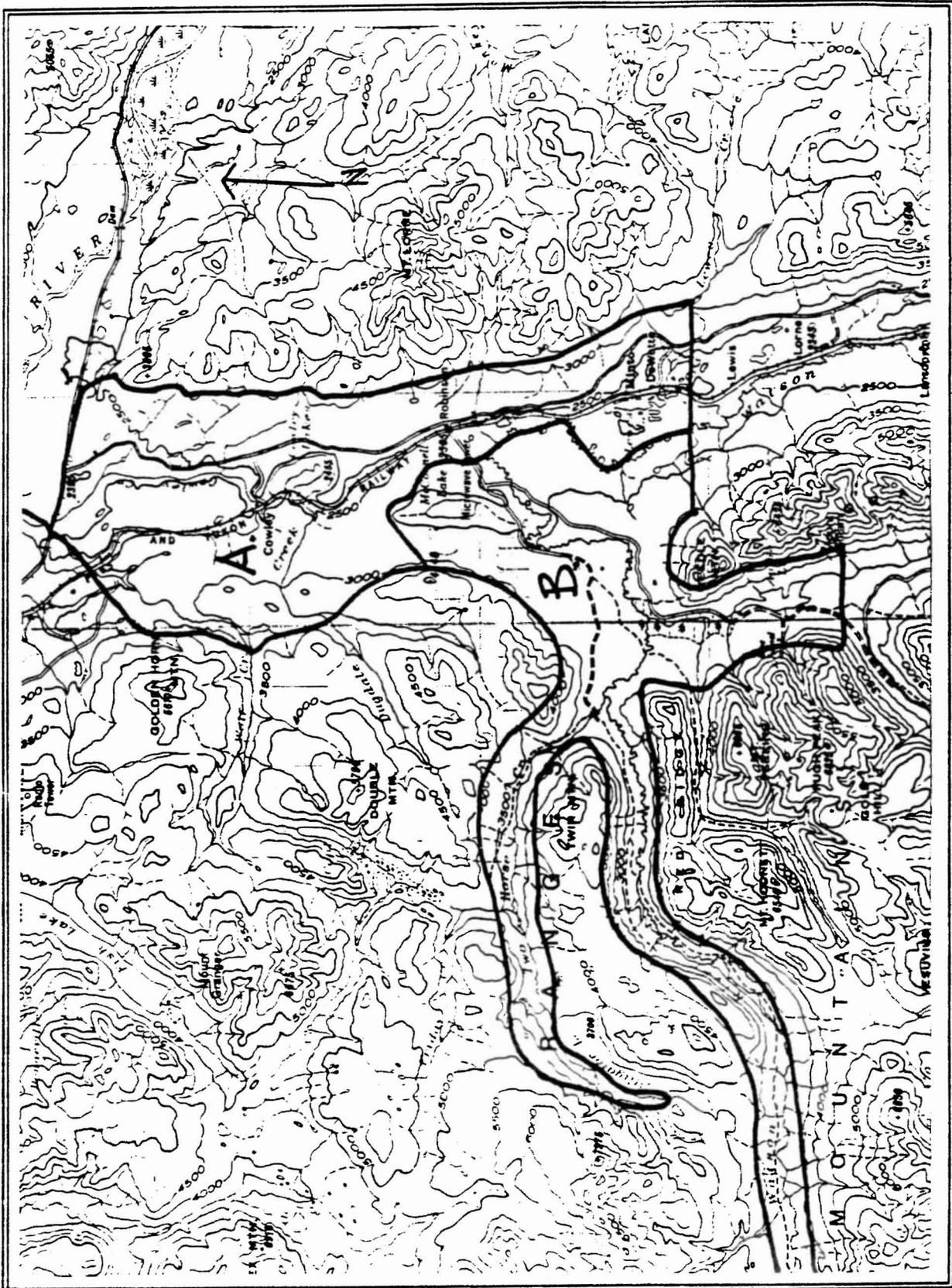
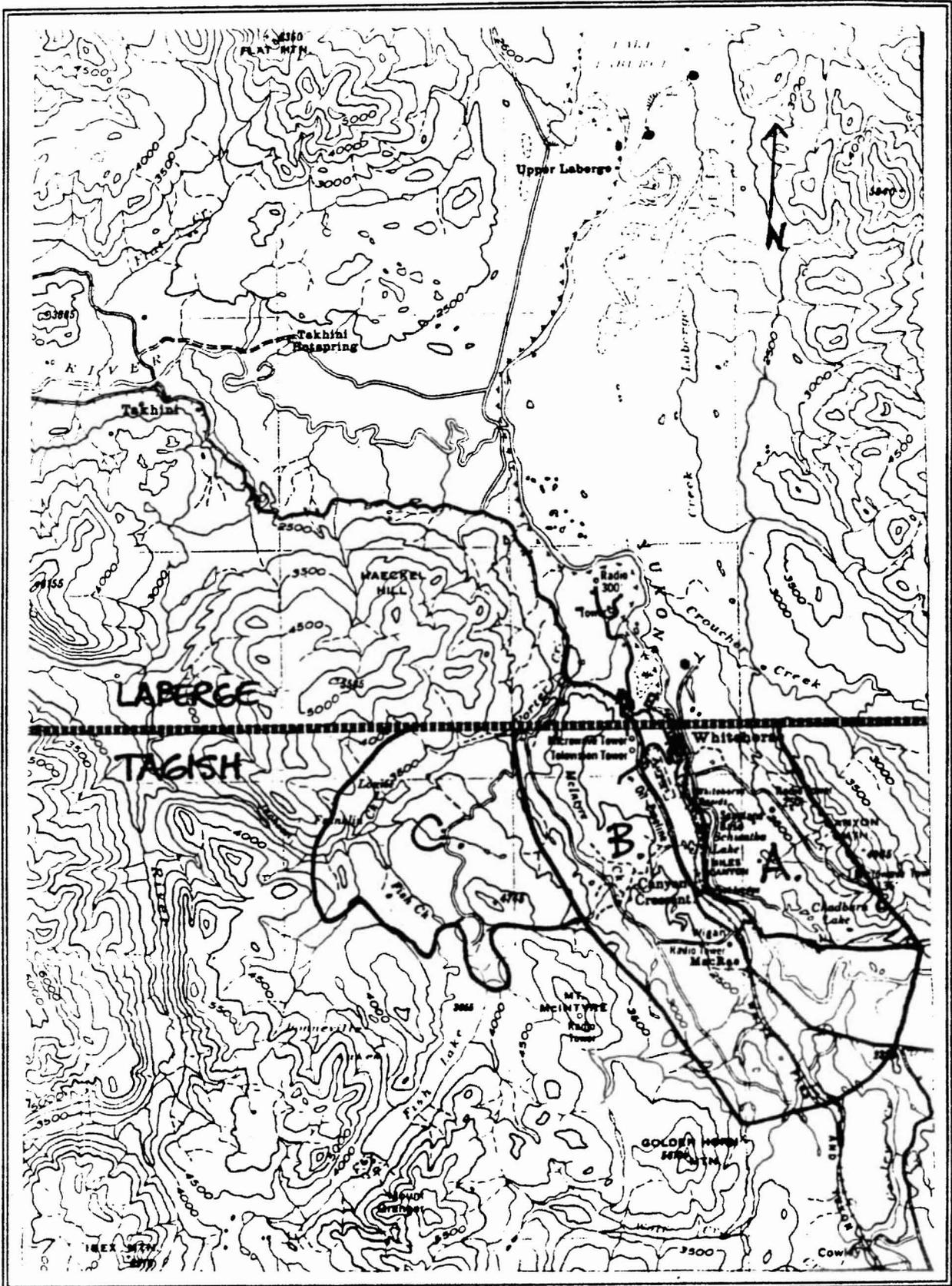
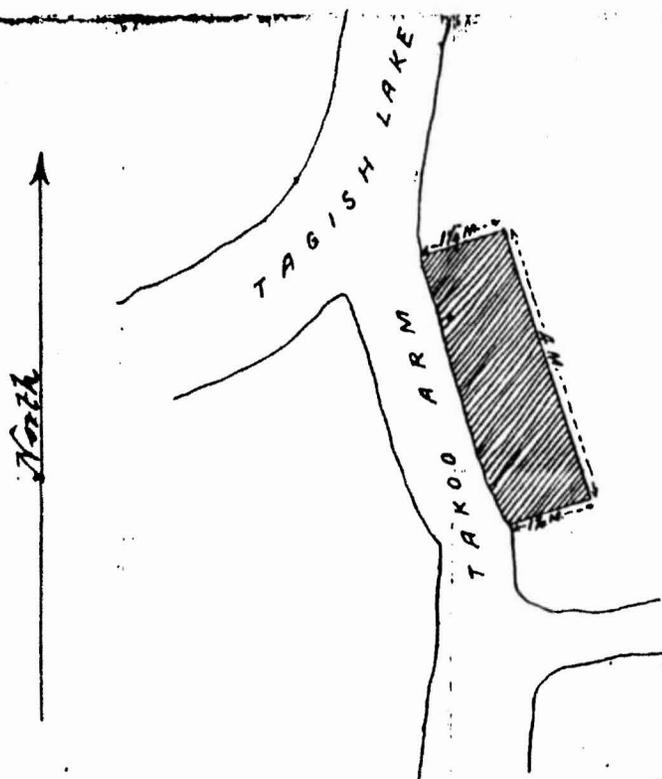


FIGURE 16. CARCROSS CUT-OFF - MILE 917 - FISH LAKE

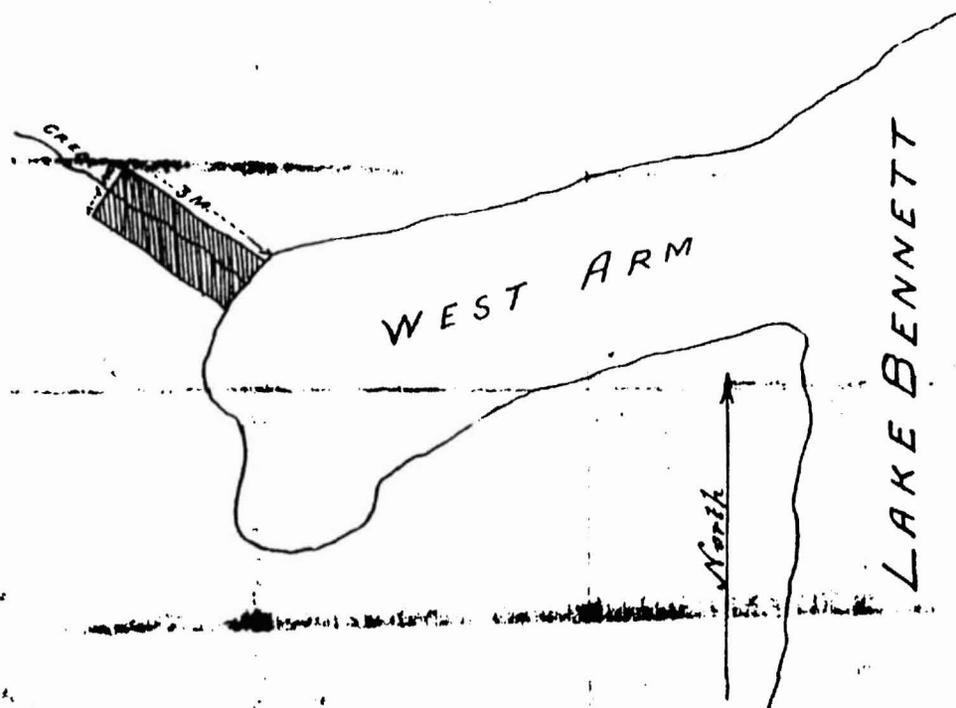


EXAMPLE 3: COMMERCIAL TIMBER BERTHS #22 AND #34 - TAGISH DISTRICT
(1898-1903)

SKETCH OF
TIMBER BERTH
N° 22
YUKON DISTRICT



SKETCH OF
TIMBER LIMIT
N° 34
YUKON DISTRICT



APPENDIX 8: GENERAL AVTIVITIES DATABASE FILE [TagishGS]

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1	12A	1953	0	25	0	0	0	0	0
2	12A	1954	0	18	0	0	0	0	0
3	12A	1954	0	28	0	0	0	0	0
4	12A	1954	0	50	0	0	0	0	0
5	12A	1955	0	0	0	0	0	0	4000
6	12A	1956	0	0	0	0	0	12000	0
7	12A	1956	0	0	0	0	500	0	0
8	12A	1956	0	10	0	0	0	0	0
9	12A	1956	0	16	0	0	0	0	0
10	12A	1957	0	0	0	0	500	0	0
11	12A	1960	0	10	0	0	0	0	0
12	12A	1960	0	20	0	0	0	0	0
13	12A	1964	0	10	0	0	0	0	0
14	12A	1964	0	10	0	0	0	0	0
15	12A	1964	0	10	0	0	0	0	0
16	12A	1964	0	10	0	0	0	0	0
17	12A	1964	0	10	5	0	0	0	0
18	12A	1964	0	12	0	0	0	0	0
19	12A	1964	0	25	0	0	0	0	0
20	12A	1964	0	25	0	0	0	0	0
21	12A	1964	0	50	0	0	0	0	0
22	12A	1965	0	0	0	0	0	17825	0
23	12A	1965	0	0	0	0	0	25000	0
24	12A	1965	0	10	0	0	0	0	0
25	12A	1965	0	20	0	0	0	0	0
26	12A	1965	0	25	0	0	0	0	0
27	12A	1965	0	25	0	0	0	0	0
28	12A	1966	0	0	0	0	0	25000	0
29	12A	1966	0	4	0	0	0	0	0
30	12A	1966	0	5	0	0	0	0	0
31	12A	1966	0	20	0	0	0	0	0
32	12A	1966	0	20	0	0	0	0	0
33	12A	1966	0	20	0	0	0	0	0
34	12A	1966	0	25	0	0	0	0	0
35	12A	1966	0	25	0	0	0	0	0
36	12A	1966	0	25	0	0	0	0	0
37	12A	1966	0	25	0	0	0	0	0
38	12A	1966	0	100	0	0	0	0	0
39	12A	1967	0	0	0	0	0	25000	0
40	12A	1967	0	0	0	0	150	0	0
41	12A	1967	0	2	0	0	60	0	0
42	12A	1967	0	5	0	0	0	0	0
43	12A	1967	0	10	0	0	0	0	0
44	12A	1967	0	12	0	0	0	0	0
45	12A	1967	0	12	0	0	0	0	0
46	12A	1967	0	15	0	0	0	0	0
47	12A	1967	0	15	0	0	0	0	0
48	12A	1967	0	25	0	0	0	0	0
49	12A	1967	0	40	0	0	0	0	0
50	12A	1967	0	40	0	0	0	0	0
51	12A	1968	0	0	0	0	0	15000	0
52	12A	1968	0	0	0	0	2000	50000	0
53	12A	1968	0	0	0	0	100	30000	0
54	12A	1968	0	1	0	0	0	0	0
55	12A	1968	0	10	0	0	0	0	0
56	12A	1968	0	15	0	0	0	0	0
57	12A	1968	0	25	0	0	0	0	0
58	12A	1968	0	25	0	0	0	0	0
59	12A	1968	0	100	0	0	0	0	0
60	12A	1969	0	0	0	0	0	100000	0
61	12A	1969	0	0	0	0	0	10000	0
62	12A	1969	0	3	0	0	0	0	0

APPENDIX 8 (CONC.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
63	12A	1969	0	5	0	0	0	10000	0
64	12A	1969	0	10	0	0	0	0	0
65	12A	1969	0	10	0	0	0	0	0
66	12A	1969	0	25	0	0	0	0	0
67	12A	1970	0	0	0	0	900	0	0
68	12A	1970	0	0	0	0	0	20000	0
69	12A	1970	0	0	0	0	0	150000	0
70	12A	1970	0	3	0	0	0	0	0
71	12A	1970	0	5	0	0	0	0	0
72	12A	1970	0	10	0	0	0	0	0
73	12A	1970	0	35	0	0	0	0	0
74	12B	1958	0	0	0	0	0	25000	0
75	12B	1970	0	0	0	0	200	0	0
76	12C	1955	0	10	0	0	0	0	0
77	12C	1959	0	0	0	0	0	0	1780
78	12C	1960	0	6	9	0	0	0	0
79	12C	1961	0	0	10	0	0	0	0
80	12C	1962	0	0	15	0	0	0	0
81	12C	1965	0	10	15	0	0	0	0
82	12C	1967	0	0	0	0	40	0	0
83	12C	1968	0	5	0	0	0	0	0
84	12C	1968	0	5	20	0	0	0	0
85	12C	1968	0	6	0	0	0	0	0
86	12C	1969	0	0	0	0	0	12500	0
87	12C	1969	0	0	20	0	0	0	0
88	12C	1969	0	5	0	0	0	0	0
89	12D	1960	0	0	50	0	0	0	0
90	12D	1966	0	0	25	0	0	0	0
91	12D	1967	0	0	100	0	0	0	0
92	12D	1968	0	0	100	0	0	0	0
93	12D	1968	0	15	75	0	0	0	0
94	13A	1958	0	0	0	0	0	0	300
95	13A	1958	0	0	10	0	0	0	0
96	13A	1958	0	12	0	0	0	0	0
97	13A	1959	0	0	4	0	0	0	0
98	13A	1960	0	16	0	0	0	0	0
99	13A	1960	0	16	0	0	0	0	0
100	13A	1961	0	16	0	0	0	0	0
101	13A	1962	0	0	10	0	0	0	0
102	13A	1963	0	0	0	0	100	0	0
103	13A	1963	0	5	0	0	0	0	0
104	13A	1964	0	0	0	0	30	0	0
105	13A	1964	0	0	0	0	0	0	320
106	13A	1964	0	0	25	0	0	0	0
107	13A	1964	0	15	0	0	0	0	0
108	13A	1964	0	25	0	0	0	0	0
109	13A	1964	0	25	0	0	0	0	0
110	13A	1965	0	0	25	0	0	0	0
111	13A	1965	0	5	0	0	0	0	0
112	13A	1965	0	25	0	0	0	0	0
113	13A	1965	0	25	0	0	0	0	0
114	13A	1966	0	0	0	0	60	0	0
115	13A	1966	0	5	0	0	100	0	0
116	13A	1966	0	25	0	0	0	0	0
117	13A	1967	0	0	25	0	0	0	0
118	13A	1967	0	3	3	0	0	0	0
119	13A	1967	0	25	0	0	0	0	0
120	13A	1968	0	0	0	0	65	0	0
121	13A	1968	0	25	0	0	0	0	0
122	13A	1968	0	25	0	0	0	0	0
123	13A	1969	0	0	0	0	40	0	0
124	13A	1969	0	0	0	0	50	0	0
125	13A	1969	0	0	25	0	0	0	0
126	13A	1969	0	25	0	0	0	0	0

APPENDIX 8 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
127	13A	1970	0	0	25	0	0	0	0
128	13A	1970	0	25	0	0	0	0	0
129	13B	1954	0	10	10	0	0	0	0
130	13B	1954	0	15	0	0	0	0	0
131	13B	1954	0	20	15	0	0	0	0
132	13B	1955	0	0	11	0	0	0	0
133	13B	1955	0	3	0	0	0	0	0
134	13B	1955	0	5	0	0	0	0	0
135	13B	1955	0	10	0	0	0	0	0
136	13B	1956	0	0	10	0	0	0	0
137	13B	1956	0	5	0	0	0	0	0
138	13B	1957	0	0	0	0	500	0	0
139	13B	1957	0	0	0	0	500	0	0
140	13B	1957	0	5	5	0	0	0	0
141	13B	1957	0	10	8	0	0	0	0
142	13B	1958	0	0	0	0	500	0	0
143	13B	1958	0	0	0	0	1500	0	0
144	13B	1958	0	0	0	0	1000	0	0
145	13B	1958	0	0	0	0	1000	0	0
146	13B	1958	0	0	0	0	1043	0	0
147	13B	1958	0	0	0	0	500	0	0
148	13B	1958	0	0	0	0	500	0	0
149	13B	1958	0	0	0	0	500	0	0
150	13B	1958	0	0	0	0	500	0	0
151	13B	1958	0	0	1	0	0	0	0
152	13B	1959	0	0	0	0	500	0	0
153	13B	1959	0	0	0	0	500	0	0
154	13B	1959	0	0	0	0	500	0	0
155	13B	1959	0	0	0	0	500	0	0
156	13B	1959	0	0	0	0	500	0	0
157	13B	1959	0	0	0	0	500	0	0
158	13B	1959	0	0	0	0	500	0	0
159	13B	1959	0	0	0	0	500	0	0
160	13B	1959	0	0	0	0	500	0	0
161	13B	1959	0	0	0	0	500	0	0
162	13B	1959	0	0	0	0	500	0	0
163	13B	1959	0	0	0	0	500	0	0
164	13B	1959	0	0	0	0	500	0	0
165	13B	1959	0	0	0	0	500	0	0
166	13B	1959	0	0	0	0	500	0	0
167	13B	1959	0	0	0	0	1500	0	0
168	13B	1959	0	15	0	0	0	0	0
169	13B	1960	0	0	10	0	0	0	0
170	13B	1960	0	0	25	0	0	0	0
171	13B	1960	0	50	0	0	0	0	0
172	13B	1961	0	2	0	0	0	0	0
173	13B	1961	0	10	0	0	0	0	0
174	13B	1962	0	10	0	0	0	0	0
175	13B	1962	25	0	0	0	0	0	0
176	13B	1963	0	5	0	0	0	0	0
177	13B	1963	0	25	0	0	0	0	0
178	13B	1964	0	15	0	0	0	0	0
179	13B	1964	0	20	5	0	0	0	0
180	13B	1965	0	0	10	0	0	0	0
181	13B	1965	0	5	5	0	0	0	0
182	13B	1965	0	25	0	0	0	0	0
183	13B	1966	0	0	0	0	63	40000	0
184	13B	1966	0	0	0	0	100	0	0
185	13B	1966	0	3	0	0	0	0	0
186	13B	1966	0	25	0	0	0	0	0
187	13B	1966	0	25	0	0	0	0	0
188	13B	1967	0	0	0	0	0	60000	0
189	13B	1967	10	0	0	0	0	0	0
190	13B	1968	0	0	0	0	60	0	0

APPENDIX 8 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
191	13B	1968	0	15	0	0	0	0	0
192	13B	1969	0	0	10	0	0	0	0
193	13B	1969	0	0	15	0	0	0	0
194	13B	1969	0	10	0	0	0	0	0
195	13B	1970	0	0	5	0	0	0	0
196	13B	1970	0	5	0	0	0	0	0
197	13B	1970	0	25	0	0	0	0	0
198	13C	1959	0	0	0	0	1500	0	0
199	13C	1959	0	0	0	0	1500	0	0
200	13C	1959	0	0	0	0	1000	0	0
201	13C	1963	0	0	0	0	15	0	0
202	13C	1963	0	0	10	0	0	0	0
203	13C	1964	0	0	25	0	0	0	0
204	13C	1966	0	15	0	0	0	0	0
205	13C	1966	0	20	20	0	0	0	0
206	13C	1966	0	25	0	0	0	0	0
207	13C	1967	0	0	25	0	0	0	0
208	13C	1968	0	0	10	0	0	0	0
209	13C	1968	0	0	10	0	0	0	0
210	13C	1968	0	0	25	0	0	0	0
211	13C	1969	0	0	10	0	0	0	0
212	13C	1969	0	0	15	0	0	0	0
213	13C	1969	0	5	0	0	0	0	0
214	13C	1970	0	0	0	0	0	5000	0
215	13C	1970	0	5	0	0	0	0	0
216	13C	1970	0	5	0	0	0	0	0
217	13C	1970	0	5	0	0	0	0	0
218	13C	1970	0	25	0	0	50	0	0
219	13D	1957	0	10	0	0	0	0	0
220	13D	1957	0	10	0	0	0	0	0
221	13D	1958	0	10	0	0	0	0	0
222	13D	1958	0	10	0	0	0	0	0
223	13D	1962	0	0	0	0	0	0	1360
224	13D	1963	0	10	10	0	0	0	0
225	13D	1966	0	0	0	0	1300	0	0
226	13D	1966	0	0	0	0	250	0	0
227	13D	1966	0	0	0	0	450	0	0
228	13D	1966	0	0	0	0	600	0	0
229	13D	1967	0	0	0	0	2100	0	0
230	13D	1967	0	25	0	0	0	0	0
231	13D	1968	0	0	0	0	60	0	0
232	13D	1968	0	0	0	0	60	0	0
233	13D	1968	0	0	0	0	300	0	0
234	13D	1968	0	0	0	0	50	0	0
235	13D	1968	0	0	0	0	0	250000	0
236	13D	1968	0	0	0	0	4544	0	0
237	13D	1970	0	0	0	0	120	0	0
238	13E	1962	0	15	0	0	0	0	0
239	13E	1962	0	15	0	0	0	0	0
240	13E	1963	0	10	5	0	0	0	0
241	13E	1966	0	0	0	0	60	0	0
242	13F	1969	0	0	0	0	48	0	0
243	13G	1954	0	0	16	0	0	0	0
244	13G	1954	0	10	0	0	0	0	0
245	13G	1954	0	20	0	0	0	0	0
246	13G	1954	0	20	0	0	0	0	0
247	13G	1954	0	20	0	0	0	0	0
248	13G	1954	0	40	0	0	0	0	0
249	13G	1955	0	3	0	0	0	0	0
250	13G	1955	0	5	0	0	0	0	0
251	13G	1955	0	8	0	0	0	0	0
252	13G	1955	0	8	0	0	0	0	0
253	13G	1955	0	10	0	0	0	0	0
254	13G	1955	0	20	0	0	0	0	0

APPENDIX 0 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
255	13G	1956	0	0	20	0	0	0	0
256	13G	1956	0	5	0	0	0	0	0
257	13G	1956	0	10	0	0	0	0	0
258	13G	1956	0	20	0	0	0	0	0
259	13G	1956	0	20	0	0	0	0	0
260	13G	1956	0	20	0	0	0	0	0
261	13G	1956	0	20	0	0	0	0	0
262	13G	1957	0	10	0	0	0	0	0
263	13G	1957	0	10	0	0	0	0	0
264	13G	1957	0	20	0	0	0	0	0
265	13G	1957	0	21	0	0	0	0	0
266	13G	1958	0	10	0	0	0	0	0
267	13G	1958	0	30	0	0	0	0	0
268	13G	1959	0	10	0	0	0	0	0
269	13G	1959	0	20	0	0	0	0	0
270	13G	1959	0	20	0	0	0	0	0
271	13G	1960	0	0	0	0	6	0	0
272	13G	1960	0	0	0	0	400	0	0
273	13G	1960	0	5	5	0	0	0	0
274	13G	1960	0	10	0	0	0	0	0
275	13G	1960	0	20	0	0	0	0	0
276	13G	1961	0	0	5	0	0	0	0
277	13G	1961	0	5	5	0	0	0	0
278	13G	1961	0	20	0	0	0	0	0
279	13G	1961	0	25	0	0	0	0	0
280	13G	1962	0	10	0	0	0	0	0
281	13G	1962	25	0	0	0	0	0	0
282	13G	1963	0	0	0	0	250	0	0
283	13G	1963	0	25	0	0	0	0	0
284	13G	1963	0	25	0	0	0	0	0
285	13G	1963	0	25	0	0	0	0	0
286	13G	1964	0	25	0	0	0	0	0
287	13G	1964	0	25	0	0	0	0	0
288	13G	1965	0	0	0	0	100	0	0
289	13G	1965	0	5	0	0	0	0	0
290	13G	1965	0	25	0	0	0	0	0
291	13G	1966	0	0	10	0	0	0	0
292	13G	1966	0	0	15	0	0	0	0
293	13G	1966	0	5	0	0	0	0	0
294	13G	1967	0	0	0	0	50	0	0
295	13G	1967	0	0	0	0	0	100000	0
296	13G	1967	0	0	10	0	0	0	0
297	13G	1968	0	0	0	0	100	0	0
298	13G	1968	0	10	0	0	0	0	0
299	13G	1968	0	25	0	0	0	0	0
300	13G	1969	0	0	0	0	200	0	0
301	13G	1969	0	0	15	0	0	0	0
302	13G	1969	0	0	20	0	0	0	0
303	13G	1969	0	100	0	0	0	0	0
304	13G	1970	0	0	10	0	0	0	0
305	14A	1954	0	0	0	0	0	0	1000
306	14A	1954	0	0	0	0	0	0	0
307	14A	1954	0	0	5	0	0	0	0
308	14A	1954	0	0	8	0	0	0	0
309	14A	1954	0	3	0	0	0	0	0
310	14A	1954	0	15	0	0	0	0	0
311	14A	1954	0	20	0	0	0	0	0
312	14A	1955	0	0	0	0	0	5000	0
313	14A	1955	0	0	0	0	0	0	500
314	14A	1956	0	0	35	0	0	0	0
315	14A	1956	0	1	0	0	0	0	0
316	14A	1956	0	2	2	0	0	0	0
317	14A	1956	0	5	0	0	0	0	0
318	14A	1956	0	6	0	0	0	0	0

APPENDIX 8 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
319	14A	1956	0	20	0	0	0	0	0
320	14A	1957	0	0	0	0	0	40000	0
321	14A	1957	0	0	0	0	0	20000	0
322	14A	1957	0	2	3	0	0	0	0
323	14A	1957	0	20	0	0	0	0	0
324	14A	1958	0	0	2	0	0	0	0
325	14A	1958	0	0	5	0	0	0	800
326	14A	1959	0	0	0	0	200	0	0
327	14A	1959	0	0	0	0	0	0	480
328	14A	1959	0	2	0	0	0	0	0
329	14A	1959	0	6	0	0	0	0	0
330	14A	1960	0	0	0	0	0	40000	0
331	14A	1960	0	0	0	0	6	0	0
332	14A	1960	0	0	0	0	6	0	0
333	14A	1960	0	0	8	0	0	0	0
334	14A	1960	0	1	0	0	0	0	0
335	14A	1960	0	2	0	0	0	0	0
336	14A	1960	0	2	8	0	0	0	0
337	14A	1960	0	4	16	0	0	0	0
338	14A	1960	0	5	5	0	0	0	0
339	14A	1960	0	5	20	0	0	0	0
340	14A	1960	0	100	0	0	3	0	0
341	14A	1961	0	0	0	0	50	0	0
342	14A	1961	0	0	0	0	200	0	0
343	14A	1961	0	0	5	0	0	0	0
344	14A	1961	0	5	0	0	0	0	0
345	14A	1961	0	5	10	0	0	0	0
346	14A	1961	0	8	8	0	0	0	0
347	14A	1962	25	0	0	0	0	0	0
348	14A	1963	0	0	0	0	100	0	0
349	14A	1963	0	0	0	0	100	0	0
350	14A	1963	0	0	0	0	100	0	0
351	14A	1963	0	0	2	0	0	0	0
352	14A	1963	0	2	0	0	0	0	0
353	14A	1963	0	5	0	0	0	0	0
354	14A	1963	0	8	8	0	0	0	0
355	14A	1963	0	15	0	0	0	0	0
356	14A	1963	0	15	0	0	0	0	0
357	14A	1964	0	0	0	0	50	0	0
358	14A	1964	0	0	0	0	100	0	0
359	14A	1964	0	0	0	0	60	0	0
360	14A	1964	0	0	4	0	0	0	0
361	14A	1964	0	20	20	0	0	0	0
362	14A	1965	0	0	0	0	35	0	0
363	14A	1965	0	0	0	0	2	0	0
364	14A	1965	0	0	20	0	0	0	0
365	14A	1965	0	10	0	0	0	0	0
366	14A	1965	0	10	10	0	0	0	0
367	14A	1965	0	25	0	0	0	0	0
368	14A	1965	0	50	0	0	0	0	0
369	14A	1966	0	3	0	0	0	0	0
370	14A	1966	0	25	0	0	0	0	0
371	14A	1966	0	25	0	0	0	0	0
372	14A	1966	0	25	0	0	0	0	0
373	14A	1966	0	30	0	0	0	0	0
374	14A	1967	0	0	0	0	12	0	0
375	14A	1967	0	25	0	0	0	0	0
376	14A	1967	0	25	0	0	0	0	0
377	14A	1968	0	0	0	0	96	0	0
378	14A	1968	0	0	0	0	125	0	0
379	14A	1968	0	0	10	0	0	0	0
380	14A	1968	0	5	0	0	0	0	0
381	14A	1968	0	25	0	0	0	0	0
382	14A	1969	0	0	0	0	40	0	0

APPENDIX 8 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
383	14A	1969	0	0	0	0	200	0	C
384	14A	1969	0	0	20	0	0	0	0
385	14A	1969	0	0	25	0	0	0	0
386	14A	1969	0	5	5	0	0	0	0
387	14A	1970	0	0	0	0	50	0	0
388	14A	1970	0	0	0	0	9	0	0
389	14A	1970	0	0	0	0	186	0	0
390	14A	1970	0	0	0	0	200	0	0
391	14A	1970	0	0	0	0	0	10000	0
392	14A	1970	0	0	25	0	50	0	0
393	14A	1970	0	25	0	0	0	0	0
394	14A	1970	15	0	0	0	0	0	0
395	14B	1955	0	0	0	0	0	0	420
396	14B	1965	0	0	25	0	0	0	0
397	14B	1966	0	0	0	0	380	0	0
398	14B	1966	0	0	0	0	150	0	0
399	14B	1968	0	0	0	0	200	0	0
400	14B	1968	0	0	0	0	60	0	0
401	14B	1968	0	10	0	0	0	0	0
402	14B	1968	0	25	0	0	0	0	0
403	14B	1969	0	0	0	0	200	0	0
404	14B	1969	0	10	0	0	0	0	0
405	14B	1969	0	25	0	0	0	0	0
406	14B	1970	0	2	0	0	0	0	0
407	14B	1970	0	20	0	0	0	0	0
408	15A	1954	0	0	0	432	0	0	0
409	15A	1954	0	0	20	0	0	0	0
410	15A	1954	0	0	50	0	0	0	0
411	15A	1954	0	0	50	0	0	0	0
412	15A	1954	0	1	6	0	0	0	0
413	15A	1954	0	10	0	0	0	0	0
414	15A	1955	0	0	0	0	0	0	350
415	15A	1955	0	0	0	0	0	0	320
416	15A	1955	0	0	0	0	0	0	7508
417	15A	1955	0	0	2	0	0	0	0
418	15A	1955	0	0	10	0	0	0	0
419	15A	1955	0	0	12	0	0	0	0
420	15A	1955	0	0	18	0	0	0	0
421	15A	1955	0	0	20	0	0	0	0
422	15A	1955	0	0	20	0	0	0	0
423	15A	1955	0	0	26	0	0	0	0
424	15A	1955	0	0	100	0	0	0	0
425	15A	1955	0	0	100	0	0	0	0
426	15A	1955	0	2	2	0	0	0	0
427	15A	1955	0	6	0	0	0	0	0
428	15A	1955	0	20	0	0	0	0	0
429	15A	1955	11	0	0	0	0	0	0
430	15A	1956	0	0	20	0	0	0	0
431	15A	1956	0	0	26	0	0	0	0
432	15A	1956	0	0	50	0	0	0	0
433	15A	1956	0	0	50	0	0	0	0
434	15A	1956	0	0	100	0	0	0	0
435	15A	1956	0	5	0	0	0	0	0
436	15A	1956	0	8	0	0	0	0	0
437	15A	1956	0	10	0	0	0	0	0
438	15A	1956	0	25	0	0	0	0	0
439	15A	1957	0	0	13	0	0	0	0
440	15A	1957	0	0	90	0	0	0	0
441	15A	1957	0	0	100	0	0	0	0
442	15A	1957	0	10	0	0	0	0	0
443	15A	1958	0	0	0	0	0	0	300
444	15A	1958	0	0	60	0	0	0	0
445	15A	1958	0	0	100	0	0	0	0
446	15A	1958	0	8	0	0	0	0	0

APPENDIX 8 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
447	15A	1958	0	12	0	0	0	0	0
448	15A	1959	0	4	0	0	0	0	0
449	15A	1959	0	5	5	0	0	0	0
450	15A	1959	0	8	17	0	0	0	0
451	15A	1960	0	0	33	0	0	0	0
452	15A	1960	0	0	700	0	0	0	0
453	15A	1960	0	15	5	0	0	0	0
454	15A	1960	0	20	0	0	0	0	0
455	15A	1961	0	0	0	0	0	3000	0
456	15A	1961	0	0	10	0	0	0	0
457	15A	1961	0	0	10	0	0	0	0
458	15A	1961	0	20	0	0	0	0	0
459	15A	1961	0	20	0	0	0	0	0
460	15A	1962	0	0	10	0	0	0	0
461	15A	1963	0	0	50	0	0	0	0
462	15A	1963	0	10	0	0	30	0	0
463	15A	1964	0	0	0	80	0	0	0
464	15A	1964	0	0	0	0	100	0	0
465	15A	1964	0	0	2	0	0	0	0
466	15A	1964	0	0	2	0	0	0	0
467	15A	1964	0	0	10	0	0	0	0
468	15A	1964	0	0	10	0	0	0	0
469	15A	1964	0	0	10	0	0	0	0
470	15A	1964	0	0	12	0	0	0	0
471	15A	1964	0	0	15	0	0	0	0
472	15A	1964	0	2	0	0	0	0	0
473	15A	1964	0	3	0	0	0	0	0
474	15A	1964	0	10	0	0	0	0	0
475	15A	1965	0	0	10	0	0	0	0
476	15A	1965	0	0	10	0	0	0	0
477	15A	1965	0	0	10	0	0	0	0
478	15A	1965	0	0	50	0	0	0	0
479	15A	1965	0	2	8	0	0	0	0
480	15A	1965	0	25	0	220	0	0	0
481	15A	1966	0	0	0	0	6	0	0
482	15A	1966	0	0	10	0	0	0	0
483	15A	1966	0	0	10	0	0	0	0
484	15A	1966	0	0	25	0	0	0	0
485	15A	1966	0	2	0	0	45	0	0
486	15A	1967	0	0	0	0	1000	0	0
487	15A	1967	0	0	0	0	14	0	0
488	15A	1967	0	0	0	0	100	0	0
489	15A	1967	0	0	0	0	100	0	0
490	15A	1967	0	0	0	0	25	0	0
491	15A	1967	0	0	10	0	0	0	0
492	15A	1967	0	0	17	0	0	0	0
493	15A	1967	0	0	25	0	0	0	0
494	15A	1967	0	0	400	0	0	0	0
495	15A	1967	0	2	0	0	0	0	0
496	15A	1967	0	20	5	0	0	0	0
497	15A	1967	0	25	25	0	0	0	0
498	15A	1967	0	30	10	0	0	0	0
499	15A	1967	0	40	35	0	0	0	0
500	15A	1968	0	0	0	0	0	10000	0
501	15A	1968	0	0	0	0	400	0	0
502	15A	1968	0	0	20	0	0	0	0
503	15A	1968	0	0	25	0	0	0	0
504	15A	1968	0	5	5	0	0	0	0
505	15A	1968	0	10	15	0	0	0	0
506	15A	1968	0	20	0	0	10	0	0
507	15A	1969	0	0	0	0	80	0	0
508	15A	1969	0	0	0	0	200	0	0
509	15A	1969	0	0	20	0	0	0	0
510	15A	1969	0	5	0	0	0	0	0

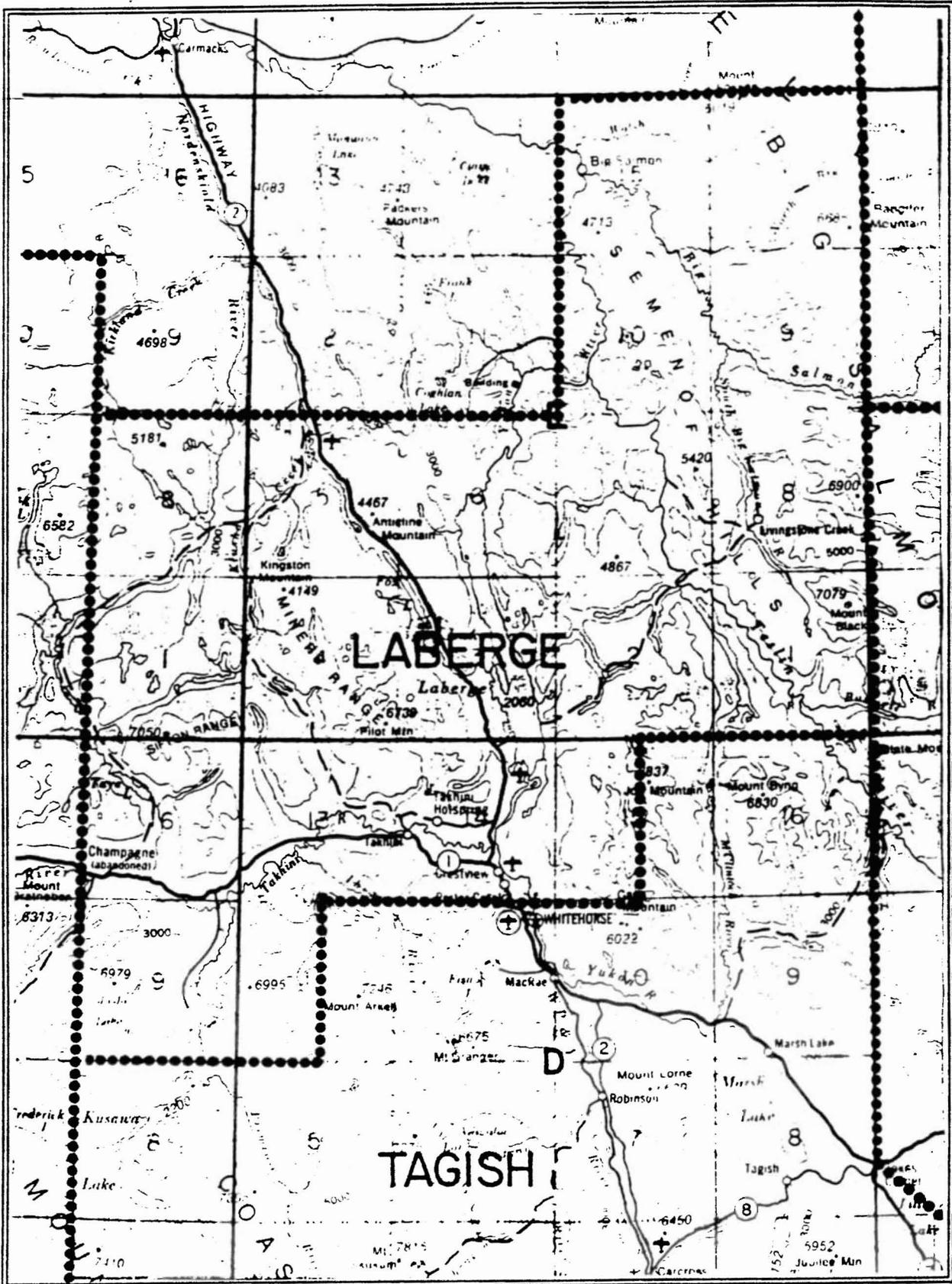
APPENDIX 8 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
511	15A	1969	0	15	0	0	0	0	0
512	15A	1970	0	0	0	0	300	0	0
513	15A	1970	0	0	0	0	100	0	0
514	15A	1970	0	0	0	0	0	100000	0
515	15A	1970	0	0	75	0	0	0	0
516	15A	1970	0	10	0	0	80	0	0
517	15A	1970	0	20	30	0	0	0	0
518	15A	1970	0	25	0	0	0	0	0
519	15B	1953	0	0	0	0	0	0	8000
520	15B	1957	0	4	0	0	0	0	0
521	15B	1957	0	20	0	0	0	0	0
522	15B	1958	0	20	0	0	0	0	0
523	15B	1959	0	0	0	0	0	0	200
524	15B	1959	0	0	0	0	0	0	900
525	15B	1959	0	0	0	0	0	10000	0
526	15B	1959	0	5	0	0	0	0	0
527	15B	1959	0	10	0	0	0	0	0
528	15B	1959	0	20	0	0	0	0	0
529	15B	1959	0	20	0	0	0	0	0
530	15B	1960	0	20	0	0	0	0	0
531	15B	1961	0	0	0	0	0	0	150
532	15B	1961	0	2	0	0	0	0	0
533	15B	1964	0	5	0	0	0	0	0
534	15B	1965	0	100	0	0	0	0	0
535	15B	1967	0	0	0	0	100	0	0
536	15B	1967	0	5	0	0	0	0	0
537	15B	1967	0	30	10	0	0	0	0
538	15B	1968	0	0	0	0	0	100000	0
539	15B	1968	0	0	0	0	100	0	0
540	15B	1968	0	0	0	0	0	100000	0
541	15B	1968	0	0	0	0	0	100000	0
542	15B	1968	0	5	0	0	0	0	0
543	15B	1968	0	25	0	0	0	0	0
544	15B	1969	0	0	0	0	0	100000	0
545	15B	1970	0	0	0	0	0	100000	0
546	15C	1955	0	50	0	0	0	0	0
547	16A	1954	0	10	0	0	0	0	0
548	16A	1957	0	0	10	0	0	0	0
549	16A	1957	0	5	5	0	0	0	0
550	16A	1961	0	10	0	0	0	0	0
551	16A	1961	0	10	0	0	0	0	0
552	16A	1963	0	0	0	0	1200	0	0
553	16A	1963	0	2	0	0	0	0	0
554	16A	1968	0	2	0	0	0	0	0
555	16B	1954	0	0	8	0	0	0	0
556	16B	1954	0	0	10	0	0	0	0
557	16B	1954	0	0	10	0	0	0	0
558	16B	1954	0	0	20	0	0	0	0
559	16B	1954	0	5	0	0	0	0	0
560	16B	1954	0	5	0	0	0	0	0
561	16B	1954	0	23	7	0	0	0	0
562	16B	1955	0	0	4	0	0	0	0
563	16B	1955	0	0	6	0	0	0	0
564	16B	1955	0	0	75	0	0	0	0
565	16B	1956	0	0	5	0	0	0	0
566	16B	1956	0	0	10	0	0	0	0
567	16B	1956	0	0	50	0	0	0	0
568	16B	1957	0	0	4	0	0	0	0
569	16B	1957	0	0	10	0	0	0	0
570	16B	1957	0	0	10	0	0	0	0
571	16B	1957	0	0	85	0	0	0	0
572	16B	1957	0	4	6	0	0	0	0
573	16B	1957	1	0	0	0	0	0	0
574	16B	1958	0	0	10	0	0	0	0

APPENDIX 8 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS	FBM	PCS	LF
575	16B	1958	0	2	0	0	0	0	0	0	0
576	16B	1958	0	5	0	0	0	0	0	0	0
577	16B	1959	0	0	0	0	0	0	0	3486	0
578	16B	1959	0	2	0	0	0	0	0	0	0
579	16B	1959	0	8	0	0	0	0	0	0	0
580	16B	1959	0	10	5	0	0	0	0	0	0
581	16B	1960	0	3	0	0	0	0	0	0	0
582	16B	1960	0	5	0	0	0	0	0	0	0
583	16B	1960	0	10	0	0	0	0	0	0	0
584	16B	1961	0	0	15	0	0	0	0	0	0
585	16B	1961	0	6	0	0	0	0	0	0	0
586	16B	1961	0	10	0	0	0	0	0	0	0
587	16B	1961	0	10	0	0	0	0	0	0	0
588	16B	1962	0	10	0	0	0	0	0	0	0
589	16B	1963	0	10	0	0	0	0	0	0	0
590	16B	1964	0	10	0	0	0	0	0	0	0
591	16B	1964	0	25	0	0	0	0	0	0	0
592	16B	1965	0	0	10	0	0	0	0	0	0
593	16B	1966	0	15	0	0	0	0	0	0	0
594	16B	1966	0	25	0	0	0	0	0	0	0
595	16B	1966	0	25	0	0	0	0	0	0	0
596	16B	1967	2	25	0	0	0	0	0	0	0
597	16B	1968	0	0	0	0	50	0	0	0	0
598	16B	1968	0	2	0	0	0	0	0	0	0
599	16B	1968	0	10	0	0	0	0	0	0	0
600	16B	1970	0	0	0	0	0	0	0	1000	0
601	16B	1970	0	0	0	0	100	0	0	0	0
602	16C	1953	0	10	0	0	0	0	0	0	0
603	16C	1954	0	20	0	0	0	0	0	0	0
604	16C	1957	0	0	1	0	0	0	0	0	0
605	16C	1957	0	5	0	0	0	0	0	0	0
606	16C	1959	0	0	0	0	0	0	0	900	0
607	16C	1963	0	5	0	0	0	0	0	0	0
608	16C	1963	0	10	0	0	0	0	0	0	0
609	16C	1967	0	5	0	0	0	0	0	0	0
610	16C	1969	0	1	0	0	0	0	0	0	0
611	TAGG	1954	0	5	5	0	0	0	0	0	0
612	TAGG	1959	0	0	5	0	0	0	0	0	0
613	TAGG	1960	0	40	10	0	0	0	0	0	0
614	TAGG	1961	0	0	50	0	0	0	0	0	0
615	TAGG	1961	0	10	0	0	0	0	0	0	0
616	TAGG	1962	0	0	10	0	200	0	0	0	0
617	TAGG	1962	0	0	50	0	0	0	0	0	0
618	TAGG	1962	50	0	0	0	0	0	0	0	0
619	TAGG	1963	0	0	0	0	100	0	0	0	0
620	TAGG	1964	0	0	0	0	160	0	0	0	0

3.4 LABERGE DISTRICT



3.4 LABERGE DISTRICT SUMMARY

TABLE 30: POLYGONS - LABERGE DISTRICT

N.T.S. MAP NO.

LABERGE

Fig. 17.	Mile 917 - 940 Alaska Hwy - Upper Laberge	105D
	A. City of Whitehorse - Mile 917 - 926 Alaska Hwy	
	B. East Side of Yukon River - Wickstrom Road - Upper Laberge	
	C. Mile 2.5-10 Mayo Road - Shallow Bay	
	D. Tahkini Hotsrings Road - Mile 0-6	
	E. Takhini Hotsprings Road - Flat Creek Area	
	F. Alaska Hwy - Mile 926 - 940 - Scout Lake Road, Dog Track	
Fig. 18.	Shallow Bay - Fox Lake - Lake Laberge	105D/105E
	A. Klondike Hwy - Mile 10 -30 - Fox Lake	
	B. West Side Lake Laberge	
	C. East Side Lake Laberge - Joe Creek, Laurier Creek	
Fig. 19.	Fox Lake - Braeburn - Klusha Creek	105E/115H
	A. Klondike Hwy - Mile 30-57 - Fox Lake - Braeburn	
	B. Old Dawson Trail - Klusha Creek	
Fig. 20.	Yukon River - Lower Laberge - Cassiar Bar	105E
	A. North End of Lake Laberge	
	B. Thirty Mile - Lower Laberge - Hootalinqua	
	C. Mouth of Teslin River	
	D. Hootalinqua - Cassiar Bar	
Fig. 21.	Yukon River - Cassiar Bar - Big Salmon	105E/105L
	A. Cassiar Bar - Big Salmon	
Fig. 22.	Takhini Crossing - Champagne	105D/115A
	A. Alaska Hwy - Mile 940-956 - Takhini Crossing - Stony Creek	
	B. Alaska Hwy - Mile 956-975 - Stony Creek - Champagne	
	C. Old Dawson Trail - Little River	
Fig. 23.	Kusawa Lake Road	105D/115A
	A. Mendenhall River - Kusawa Lake	

Total Polygons = 20 + Laberge District General (LABG) = 21

The Laberge Logging District extends from Whitehorse (Mile 917 on the Alaska Highway) north to Big Salmon on the Yukon River, to Braeburn on the Klondike Highway, and west to Champagne on the Alaska Highway, including the Kusawa Lake Road.

3.4.1 TRANSPORTATION ACTIVITIES - LABERGE DISTRICT

The Yukon River from Whitehorse, Lake Laberge, Thirty Mile River from Lower Laberge to Hootalinqua, mouth of the Teslin River, and the Yukon River to Big Salmon were active woodcutting areas during the Goldrush, primarily for steamer fuelwood. Permit records were available from the Big Salmon RNWMP post in 1899 and 1900, recorded as YRBS. The station at Hootalinqua also recorded timber permits during the early 1900's. The cords cut per year per polygon are presented in Table 31. Cords cut along the Yukon River with no specific location were coded as YRLA and if within the Laberge District General as LABG.

TABLE 31: POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	POLY	YEAR	CORDS
20B	1901	100	LABG	1944	50
20B	1910	50 = 150	LABG	1945	356 = 406
20D	1901	10	YRBS	1899	16
20D	1903	165	YRBS	1900	1584 = 1600
20D	1909	600	YRLA	1900	720
20D	1910	700 = 1475	YRLA	1901	420
21A	1901	647	YRLA	1902	1055
21A	1902	30	YRLA	1903	305
21A	1903	280 = 957	YRLA	1904	600
			YRLA	1905	200
			YRLA	1913	1478
TOTAL =		9790 Cords	YRLA	1945	424 = 5202

3.4.2 GENERAL ACTIVITIES - LABERGE DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	14 Polygons	[LabergGP]
Annual Summary	1953 - 1970	[LabergGA]
Yearly Polygon Summary	18 Years/14 Polygons	[LabergGY]
Total Entries	1281 Records	[LabergGS]

Polygon Summary

The logging activities recorded between 1953 - 1970 were within 14 polygons, based on a total of 1281 records. The volume information per polygon is presented in Table 32.

In 17A, north of Whitehorse within the city limits, over 800 cords were cut and lumber was manufactured. In 17B, on the east bank of the Yukon River from the Whitehorse Hospital north to Lake Laberge, 250,000 FBM and over 45,000 LF were produced, the highest amount for the district. The highest cordwood harvest (over 8000 cords)

was in 17C, along the Mayo Road from Mile 3-10, and was primarily dry cords cut during the 1960's. Over 5300 cords, primarily dry, were harvested in 17F, along the Alaska Highway from Mile 926-940, mainly between 1959-1970. The forest fire in 1958 provided for dry fuelwood in these areas. For Figures 20 and 21, along the Yukon River from Lower Laberge to Big Salmon no records for general activities were available. These areas were covered in the Transportation database.

TABLE 32: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
17A	1	430	424	0	0	2250	5000	8514
17B	0	527	461	0	0	2760	250000	45570
17C	800	6773	461	897	0	1731	126000	8510
17D	15	2068	717	0	0	1810	30000	1856
17E	0	25	6	0	0	0	0	0
17F	10	4967	367	0	0	3690	48000	1040
18A	0	2536	11	0	0	255	20000	4800
18C	0	0	0	0	0	100	0	0
19A	0	67	5	0	580	336	0	3854
19B	0	5	10	0	0	4000	0	0
22A	0	1191	20	0	0	0	14000	0
22B	0	1741	10	0	0	0	0	1590
23A	0	0	0	0	0	360	0	0
LABG	0	34	0	0	0	0	0	0
TOTAL	826	20364	2492	897	580	17292	493000	75734

Annual Summary

The Annual summary, as shown in Table 33, indicates logging activities from 1953-1970.

TABLE 33: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1953	0	6	0	0	0	0	0	0
1954	0	655	208	0	0	0	0	1000
1955	0	549	321	0	0	4000	26000	10650
1956	1	735	424	397	580	0	0	790
1957	0	340	123	0	0	0	20000	2864
1958	0	376	160	0	0	0	0	625
1959	0	565	236	0	0	0	0	13430
1960	0	658	214	0	0	0	8000	1256
1961	0	704	137	0	0	0	5000	6419
1962	0	1309	80	0	0	75	0	1500
1963	0	1475	22	0	0	3535	14000	0
1964	0	2111	12	500	0	282	0	5200
1965	15	2081	66	0	0	660	0	0
1966	400	1434	56	0	0	0	10000	0
1967	400	1612	215	0	0	1400	145000	0
1968	0	2806	13	0	0	239	100000	0
1969	0	1790	130	0	0	4855	70000	32000
1970	10	1158	75	0	0	2246	95000	0

The Laberge District had the highest dry wood cut of all districts (20,364 cords), probably due to the abundance of firekilled wood in the vicinity of Whitehorse. From 1954 - 1961, dry cordwood averaged between 300-750 cords per year and from 1962 - 1970, averaged more than 1100 cords per year. After 1961, the use of green cordwood dropped off, probably due to the availability of firekilled wood. The main production of FBM was in 1967 and 1968 at over 100,000 FBM. The majority of LF was manufactured in 1969 at 32,000 LF.

Yearly Polygon Summary

The Yearly Polygon summary [LabergGY file] indicates the logging activities by year and per polygon, presented in Table 34.

TABLE 34: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	17A	1953	0	6	0	0	0	0	0	0
2	17A	1954	0	109	91	0	0	0	0	1000
3	17A	1955	0	45	45	0	0	0	5000	4400
4	17A	1956	1	6	78	0	0	0	0	0
5	17A	1957	0	15	12	0	0	0	0	0
6	17A	1958	0	2	10	0	0	0	0	0
7	17A	1959	0	12	37	0	0	0	0	0
8	17A	1960	0	6	122	0	0	0	0	0
9	17A	1961	0	29	6	0	0	0	0	3114
10	17A	1962	0	25	0	0	0	0	0	0
11	17A	1963	0	50	0	0	0	2200	0	0
12	17A	1964	0	75	0	0	0	30	0	0
13	17A	1965	0	10	3	0	0	0	0	0
14	17A	1966	0	0	10	0	0	0	0	0
15	17A	1967	0	0	5	0	0	0	0	0
16	17A	1968	0	5	0	0	0	20	0	0
17	17A	1969	0	25	5	0	0	0	0	0
18	17A	1970	0	10	0	0	0	0	0	0
19	17B	1954	0	15	38	0	0	0	0	0
20	17B	1955	0	21	75	0	0	0	0	0
21	17B	1956	0	0	0	0	0	0	0	100
22	17B	1957	0	21	45	0	0	0	0	0
23	17B	1958	0	20	37	0	0	0	0	0
24	17B	1959	0	41	140	0	0	0	0	12175
25	17B	1960	0	20	34	0	0	0	0	700
26	17B	1961	0	20	0	0	0	0	0	595
27	17B	1962	0	75	45	0	0	0	0	0
28	17B	1963	0	79	0	0	0	0	0	0
29	17B	1964	0	95	0	0	0	160	0	0
30	17B	1965	0	15	0	0	0	0	0	0
31	17B	1966	0	25	0	0	0	0	0	0
32	17B	1967	0	40	12	0	0	100	100000	0
33	17B	1968	0	10	0	0	0	0	100000	0
34	17B	1969	0	30	35	0	0	2500	50000	32000
35	17C	1954	0	65	39	0	0	0	0	0
36	17C	1955	0	57	45	0	0	0	11000	750
37	17C	1956	0	34	83	397	0	0	0	600
38	17C	1957	0	14	28	0	0	0	0	400
39	17C	1958	0	100	8	0	0	0	0	0
40	17C	1959	0	66	23	0	0	0	0	160

TABLE 34: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
41	17C	1960	0	242	40	0	0	0	0	0
42	17C	1961	0	341	26	0	0	0	5000	1400
43	17C	1962	0	419	12	0	0	0	0	0
44	17C	1963	0	585	0	0	0	637	10000	0
45	17C	1964	0	892	5	500	0	0	0	5200
46	17C	1965	0	962	27	0	0	360	0	0
47	17C	1966	400	420	10	0	0	0	10000	0
48	17C	1967	400	518	115	0	0	300	20000	0
49	17C	1968	0	1838	0	0	0	24	0	0
50	17C	1969	0	110	0	0	0	0	20000	0
51	17C	1970	0	110	0	0	0	410	50000	0
52	17D	1954	0	29	12	0	0	0	0	0
53	17D	1955	0	25	132	0	0	0	0	0
54	17D	1956	0	49	208	0	0	0	0	0
55	17D	1957	0	29	17	0	0	0	0	1600
56	17D	1958	0	5	82	0	0	0	0	0
57	17D	1959	0	18	25	0	0	0	0	0
58	17D	1960	0	1	18	0	0	0	0	256
59	17D	1961	0	46	30	0	0	0	0	0
60	17D	1962	0	126	23	0	0	0	0	0
61	17D	1963	0	128	10	0	0	650	0	0
62	17D	1964	0	240	7	0	0	0	0	0
63	17D	1965	15	289	20	0	0	60	0	0
64	17D	1966	0	252	16	0	0	0	0	0
65	17D	1967	0	305	67	0	0	0	0	0
66	17D	1968	0	187	0	0	0	75	0	0
67	17D	1969	0	277	25	0	0	315	0	0
68	17D	1970	0	62	25	0	0	710	30000	0
69	17E	1966	0	25	0	0	0	0	0	0
70	17E	1967	0	0	6	0	0	0	0	0
71	17F	1954	0	10	28	0	0	0	0	0
72	17F	1955	0	26	14	0	0	0	0	0
73	17F	1956	0	4	30	0	0	0	0	0
74	17F	1957	0	9	21	0	0	0	0	0
75	17F	1958	0	71	23	0	0	0	0	0
76	17F	1959	0	226	11	0	0	0	0	500
77	17F	1960	0	154	0	0	0	0	8000	300
78	17F	1961	0	77	75	0	0	0	0	240
79	17F	1962	0	391	0	0	0	0	0	0
80	17F	1963	0	322	12	0	0	48	0	0
81	17F	1964	0	266	0	0	0	92	0	0
82	17F	1965	0	482	15	0	0	0	0	0
83	17F	1966	0	411	10	0	0	0	0	0
84	17F	1967	0	454	10	0	0	1000	25000	0
85	17F	1968	0	412	3	0	0	60	0	0
86	17F	1969	0	1068	65	0	0	2040	0	0
87	17F	1970	10	584	50	0	0	450	15000	0
88	18A	1954	0	360	0	0	0	0	0	0
89	18A	1955	0	180	0	0	0	0	10000	4000
90	18A	1956	0	371	10	0	0	0	0	0
91	18A	1957	0	28	0	0	0	0	10000	0
92	18A	1958	0	53	0	0	0	0	0	625
93	18A	1959	0	20	0	0	0	0	0	175
94	18A	1960	0	99	0	0	0	0	0	0
95	18A	1961	0	63	0	0	0	0	0	0
96	18A	1962	0	130	0	0	0	75	0	0

TABLE 34: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD	LF	PIECES	PCS_FBM	PCS_LF
97	18A	1963	0	124	0	0	0	0	0	0	0
98	18A	1964	0	268	0	0	0	0	0	0	0
99	18A	1965	0	123	1	0	0	0	60	0	0
100	18A	1966	0	151	0	0	0	0	0	0	0
101	18A	1967	0	175	0	0	0	0	0	0	0
102	18A	1968	0	79	0	0	0	0	0	0	0
103	18A	1969	0	135	0	0	0	0	0	0	0
104	18A	1970	0	177	0	0	0	0	120	0	0
105	18C	1970	0	0	0	0	0	0	100	0	0
106	19A	1955	0	0	0	0	0	0	0	0	1500
107	19A	1956	0	5	5	0	580	0	0	0	0
108	19A	1957	0	0	0	0	0	0	0	0	864
109	19A	1959	0	0	0	0	0	0	0	0	420
110	19A	1961	0	0	0	0	0	0	0	0	1070
111	19A	1963	0	2	0	0	0	0	0	0	0
112	19A	1965	0	15	0	0	0	0	180	0	0
113	19A	1969	0	45	0	0	0	0	0	0	0
114	19A	1970	0	0	0	0	0	0	156	0	0
115	19B	1955	0	5	10	0	0	0	4000	0	0
116	22A	1954	0	22	0	0	0	0	0	0	0
117	22A	1955	0	110	0	0	0	0	0	0	0
118	22A	1956	0	115	10	0	0	0	0	0	0
119	22A	1957	0	10	0	0	0	0	0	10000	0
120	22A	1959	0	23	0	0	0	0	0	0	0
121	22A	1960	0	28	0	0	0	0	0	0	0
122	22A	1961	0	15	0	0	0	0	0	0	0
123	22A	1962	0	63	0	0	0	0	0	0	0
124	22A	1963	0	60	0	0	0	0	0	4000	0
125	22A	1964	0	60	0	0	0	0	0	0	0
126	22A	1965	0	160	0	0	0	0	0	0	0
127	22A	1966	0	80	0	0	0	0	0	0	0
128	22A	1967	0	95	0	0	0	0	0	0	0
129	22A	1968	0	175	10	0	0	0	0	0	0
130	22A	1969	0	50	0	0	0	0	0	0	0
131	22A	1970	0	125	0	0	0	0	0	0	0
132	22B	1954	0	40	0	0	0	0	0	0	0
133	22B	1955	0	80	0	0	0	0	0	0	0
134	22B	1956	0	151	0	0	0	0	0	0	90
135	22B	1957	0	214	0	0	0	0	0	0	0
136	22B	1958	0	125	0	0	0	0	0	0	0
137	22B	1959	0	159	0	0	0	0	0	0	0
138	22B	1960	0	108	0	0	0	0	0	0	0
139	22B	1961	0	113	0	0	0	0	0	0	0
140	22B	1962	0	80	0	0	0	0	0	0	1500
141	22B	1963	0	125	0	0	0	0	0	0	0
142	22B	1964	0	211	0	0	0	0	0	0	0
143	22B	1966	0	70	10	0	0	0	0	0	0
144	22B	1967	0	25	0	0	0	0	0	0	0
145	22B	1968	0	100	0	0	0	0	0	0	0
146	22B	1969	0	50	0	0	0	0	0	0	0
147	22B	1970	0	90	0	0	0	0	0	0	0
148	23A	1968	0	0	0	0	0	0	60	0	0
149	23A	1970	0	0	0	0	0	0	300	0	0
150	LABG	1954	0	5	0	0	0	0	0	0	0
151	LABG	1964	0	4	0	0	0	0	0	0	0
152	LABG	1965	0	25	0	0	0	0	0	0	0

There is a total of 152 records, covering the 14 polygons over the 18 years of cutting activities from 1953 - 1970. A total of 23,682 cords were cut over this period. The highest dry cordwood was cut in 1968 in 17C at 1838 cords. The majority of FBM was manufactured in 1967-68 and LF in 1969, in 17B. The highest number of Pieces was cut in 1955 in 19B at 4000 Pieces.

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
17A	1953 - 1970	18C	1970
17B	1954 - 1969	19A	1955 - 1970
17C	1954 - 1970	19B	1955
17D	1954 - 1970	22A	1954 - 1970
17E	1966 - 1967	22B	1954 - 1970
17F	1954 - 1970	23A	1968 - 1970
18A	1954 - 1970	LABG	1954 - 1965

Record Summary

A complete listing of the 1281 entries for the Laberge District [LabergGS file] is presented in Appendix 9.

3.4.3 COMMERCIAL ACTIVITIES - LABERGE DISTRICT

Commercial Timber Berths 1898 - 1913

There were nine commercial timber berths registered for this period, along Lake Laberge (Figures 18/20), near Lower Laberge on Ogilvie Creek (20A) and near the mouth of the Teslin River (20C). Records of timber berths were not located for the Thirty Mile area, although a number of wood camps existed as shown in the list of Yukon River Steamer/Logging Activities in Table 3 of Volume I. These berths were primarily used for steamer fuelwood but several on Lake Laberge were also used for boat building by the Canadian Yukon Lumber Company (CYLCO). In Example 4, Timber berths #6, #14 and #15 are shown. These berths were active on Ogilvie Creek at the north end of Lake Laberge from 1898-1903, providing fuelwood and lumber for boat building and construction.

TABLE 35: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1898 - 1913)

POLY	BERTH	FROM	TO	ACTIVITY	TYPE	COMPANY
18/20	010	1898	1903	CORDS	OTHER	
18/20	105	1901	1903	CORDS	OTHER	
20A	006	1898	1903	CORDS	OTHER	
20A	007	1898	1903	CORDS	OTHER	
20A	014	1898	1903		BB OTHER	CYLCO
20A	015	1898	1903		OTHER	CYLCO
20A	036	1898	1903		BB OTHER	CYLCO
20C	001	1898	1903	CORDS		
20C	004	1898	1903	CORDS		

Commercial Timber Berths 1947 - 1970

There were 10 commercial timber berths for this period, presented in Table 36. Six Timber berths were located north of Whitehorse along the Alaska Highway and Mayo Road, in Figure 17. One berth was located on the east bank of the Yukon River in 17B. Fuelwood and manufactured lumber (FBM) were produced. Piling was produced on berth #178 in 17F, in operation between 1948-1951. The location description and inspection of this berth is presented in Example 5. Another berth (#426) was located on the Klondike Highway west of Lake Laberge (18A) between 1957-58 and two berths in 19A, near Braeburn for manufactured lumber (FBM). In 22B, near Champagne another berth provided cordwood. Timber berths were active from 1948 to 1958, associated with several sawmills.

TABLE 36: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
17A	177	1948	1949			CORDS
17A	223	1950	1950			CORDS
17B	290	1952	1953	LOGS	FBM	
17C	258	1951	1951		FBM	CORDS F.POSTS
17E	338	1954	1954	LOGS	FBM	
17F	178	1948	1951	LOGS		CORDS PILING
18A	426	1957	1958	LOGS	FBM	
19A	348	1954	1954	LOGS	FBM	
19A	351	1954	1955	LOGS	FBM	
22B	399	1956	1957			CORDS

3.4.4 PROJECT ACTIVITIES - LABERGE DISTRICT

The main project activity was the construction of the Alaska Highway. In 1943, there was the U.S. Army sawmill (Mile 12 West), operated by the 331st Engineers located in 17F, the Mile 27 West sawmill operated by M.H. Kansas City Bridge Co. in 22A, the Mile 48 West sawmill operated by Dowell Construction Co. east of Champagne in 22B, and the Mile 50 West sawmill operated by Bechtel Price Callahan Co. on the Kusawa Lake Road in 23A. A total of 2,415,593 FBM were manufactured from these four sawmills between 1943- 1944.

3.4.5 FIGURE 17 - 23 SUMMARY

Figures - Most Active - 17, 18, 20, 21

Figures - Least Active - 19, 22, 23

Polygons - No Records - 18B, 22C

FIGURE 17 SUMMARY

The most active cutting zones were concentrated in 17B and 17C, along the Yukon River and Mayo Road north of Whitehorse. 17B had the highest manufactured lumber produced and 17C the highest cordwood. A total of six commercial berths were located within this figure area. Woodcutting occurred along the Alaska Highway in 17A, and 17F and along the Takhini Hotsprings Road towards Flat

Creek in 17D and 17E. 17E had the lowest activity with 31 cords cut in 1966-1967. The Mile 12 West Sawmill for the Alaska Highway construction was located in 17F, operating from 1943-1944, and producing 282,998 FBM.

FIGURE 18 SUMMARY

Along Lake Laberge, cordwood cut for steamer activity was recorded in the Transportation database under polygon YRLA and LABG. Woodcutting occurred near Laurier Creek (18C) and on Richtofen Island. No records were found for 18B, though cutting activities were suspected. During the Goldrush, two commercial berth existed on Lake Laberge (specific location unknown) on Figures 18 and 20. In 18A, on the Klondike Highway, one commercial berth existed (1957-1958) providing manufactured lumber. For General activities, fuelwood cutting and manufacturing of lumber also occurred in 18A.

FIGURE 19 SUMMARY

Logging activity along the Klondike Highway to Braeburn in 19A was 72 cords and 4000 LF. In 1954-1955, two commercial timber berths were located in this polygon for manufactured lumber (FBM). In 19B on the old Dawson Trail, 15 cords and 4000 Pieces were cut as part of General Activities. The Knocks roadhouse in operation on the old Dawson Winter Road in the early 1900's is located in this polygon.

FIGURE 20 SUMMARY

In 20A there was logging activity during the Gold Rush. Five commercial timber berths existed near Ogilvie Creek between 1898 - 1903 for boat building and cordwood. Three of these belonged to Canadian Yukon Lumber Co. (CYLCO). See Example 4. There were many woodcamps located along the Thirty Mile River, in 20B, during the Goldrush period, but were not specifically noted in the records. Woodcamps are noted in Table 3 - Yukon River, Steamer Activities, presented in Volume I. In 1901 and 1910, 150 cords were noted in the Transportation database for this area. The settlement at Hootalinqua required both fuelwood and building materials. There were a number of timber berths near the mouth of the Teslin River, noted as 20 C. Between Hootalinqua and Cassiar Bar wood camps existed for cutting cordwood for the steamers, noted in the Transportation database as 1475 cords between 1901 and 1910.

The Laberge/Carmacks Resource Management Boundary divides the Thirty Mile section of the Yukon River. This boundary has been altered for the purposes of this report and the entire Thirty Mile has been included in the Laberge District.

FIGURE 21 SUMMARY

In this figure, the RNWMP post at Big Salmon issued timber permits which were recorded in the Transportation database as YRBS and

between 1899 -1900, harvest was 1600 cords. In 21A, between 1901 - 1903 harvest was 957 cords. Woodcutting activity dropped off in this area with the decline of steamer traffic. There were no records for this area after 1903, and no entries for the General database.

FIGURE 22 SUMMARY

This figure includes the Takhini Valley from Milepost 940 to Champagne, Mile 975, on the Alaska Highway. Woodcutting activities in 22A, from Mile 940-956 at Stoney Creek, included 1211 cords and 14,000 FBM. In 22B, 1751 cords were cut and 1590 LF were produced. There were no entries for these two polygons in the Transportation database. On the old Dawson Trail (22C) no entries were made for any of the Report databases. One commercial timber berth was located in 22B (#399) for cordwood, between 1956-57. The sawmills for the Alaska Highway Construction, operating between 1943-44, were Mile 27 West in 22A and Mile 48 West in 22B, and produced a total of 1,393,618 FBM.

FIGURE 23 SUMMARY

The Kusawa Road area had minimal logging activities during this period. No entries were made in the Transportation or commercial databases. For General activities, 360 Pieces were cut between 1968-70. The Mile 50 West sawmill for the Alaska Highway construction was located in this area and produced 738,977 FBM.

FIGURE 17. MILE 917 - 940 ALASKA HIGHWAY - UPPER LABERGE

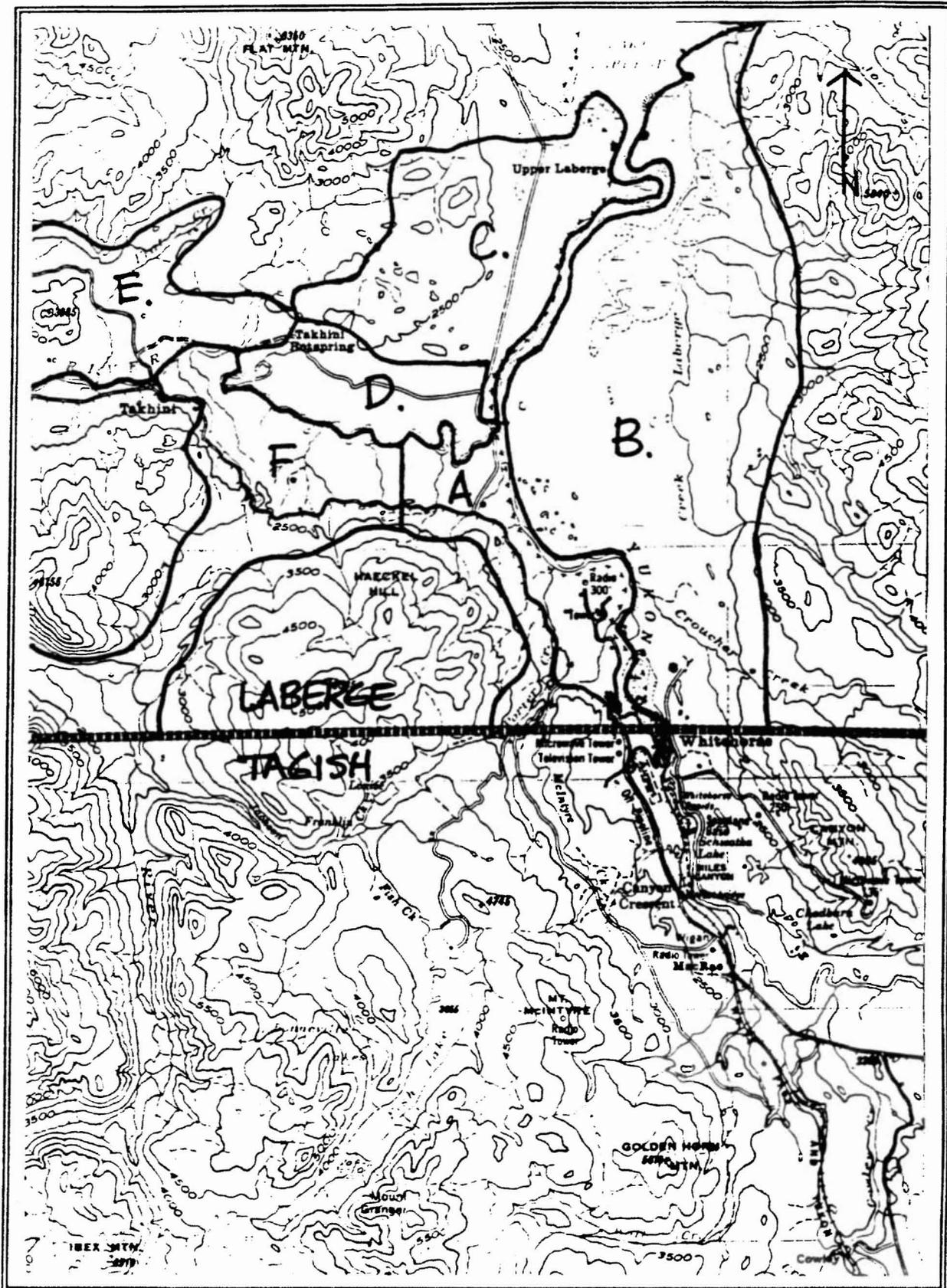


FIGURE 18. SHALLOW BAY - FOX LAKE - LAKE LABERGE

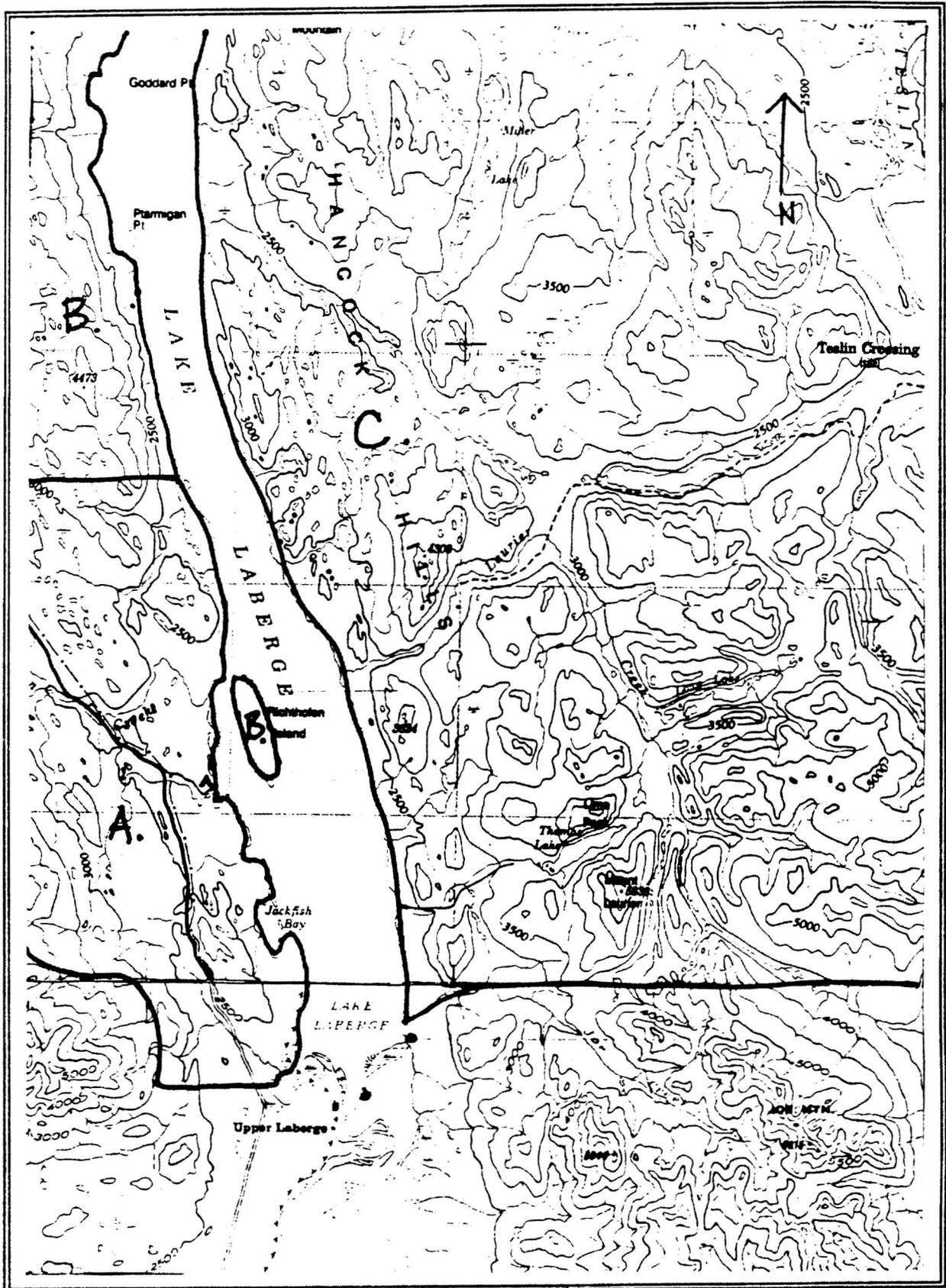


FIGURE 19. FOX LAKE - BRAEBURN - KLUSHA CREEK

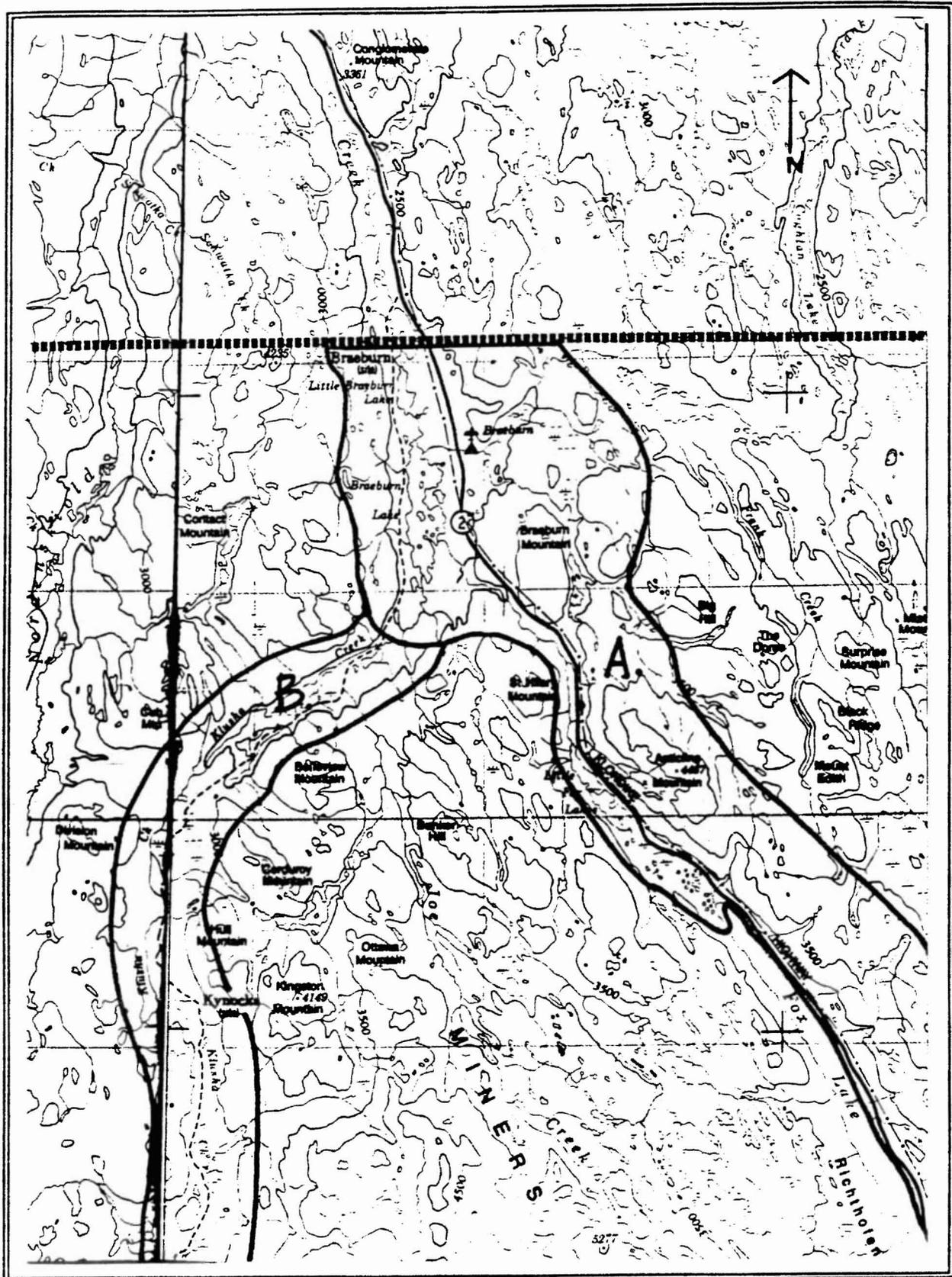


FIGURE 20. YUKON RIVER - LOWER LABERGE - CASSIAR BAR

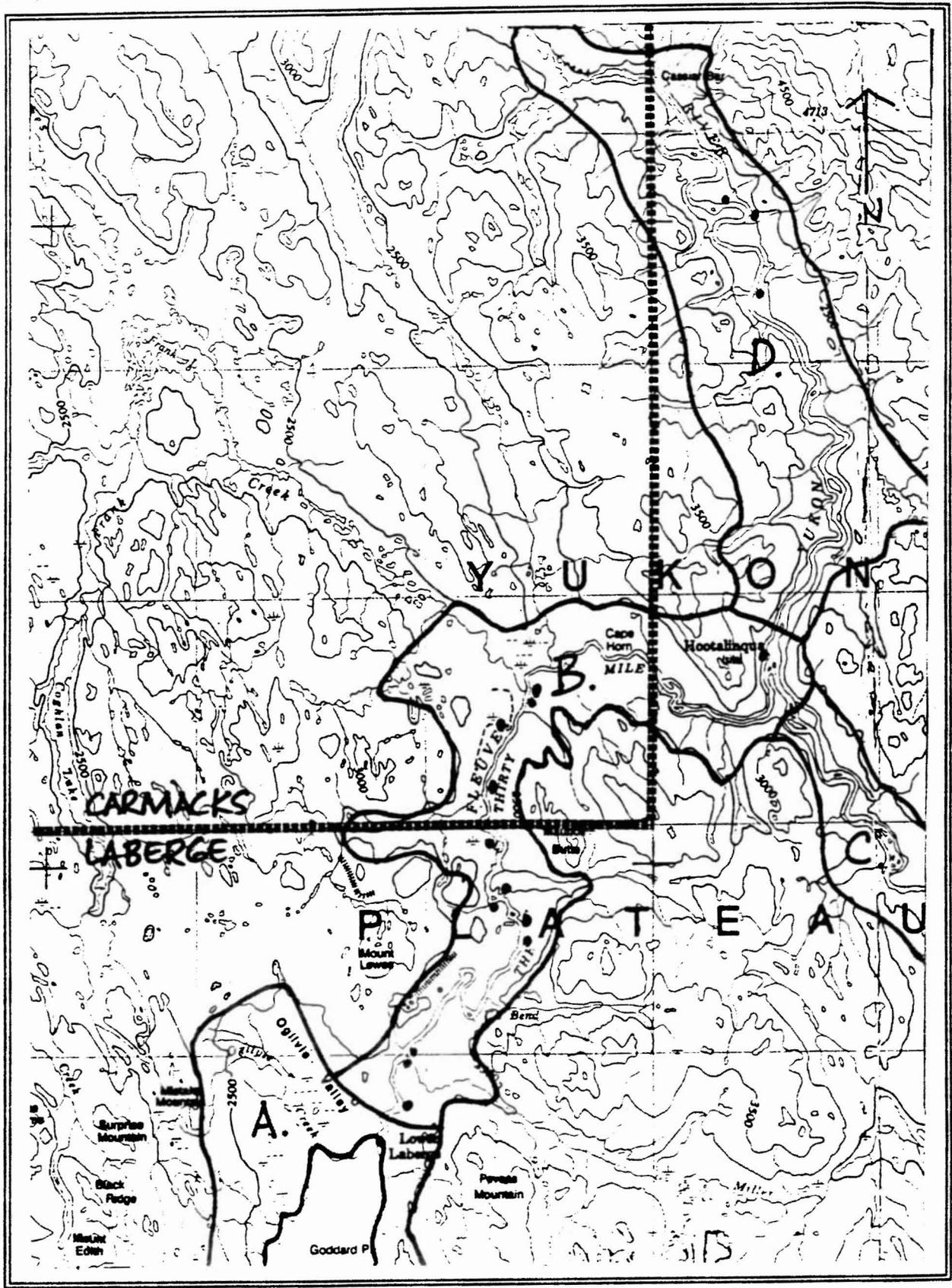


FIGURE 21. YUKON RIVER - CASSIAR BAR - BIG SALMON

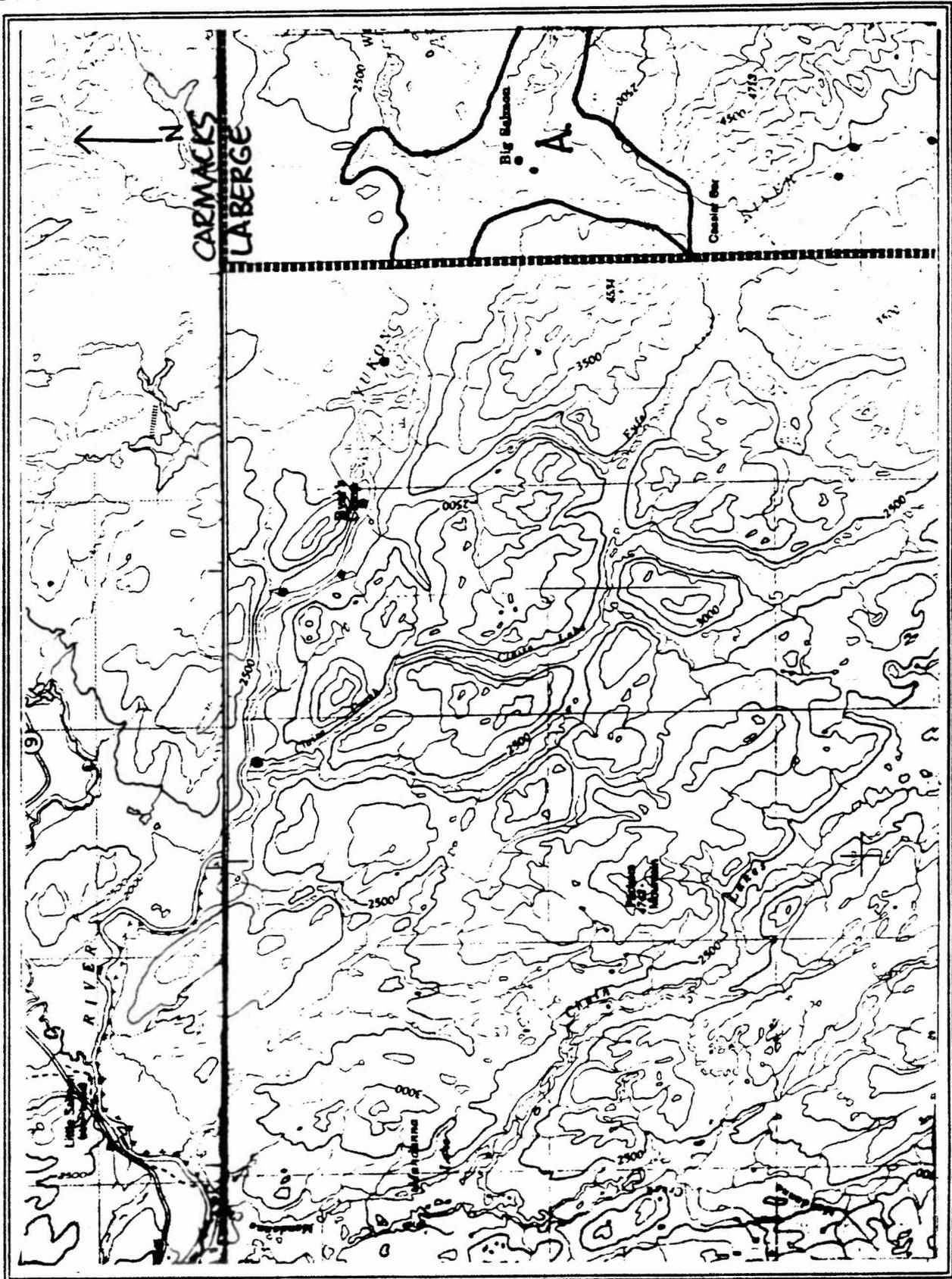
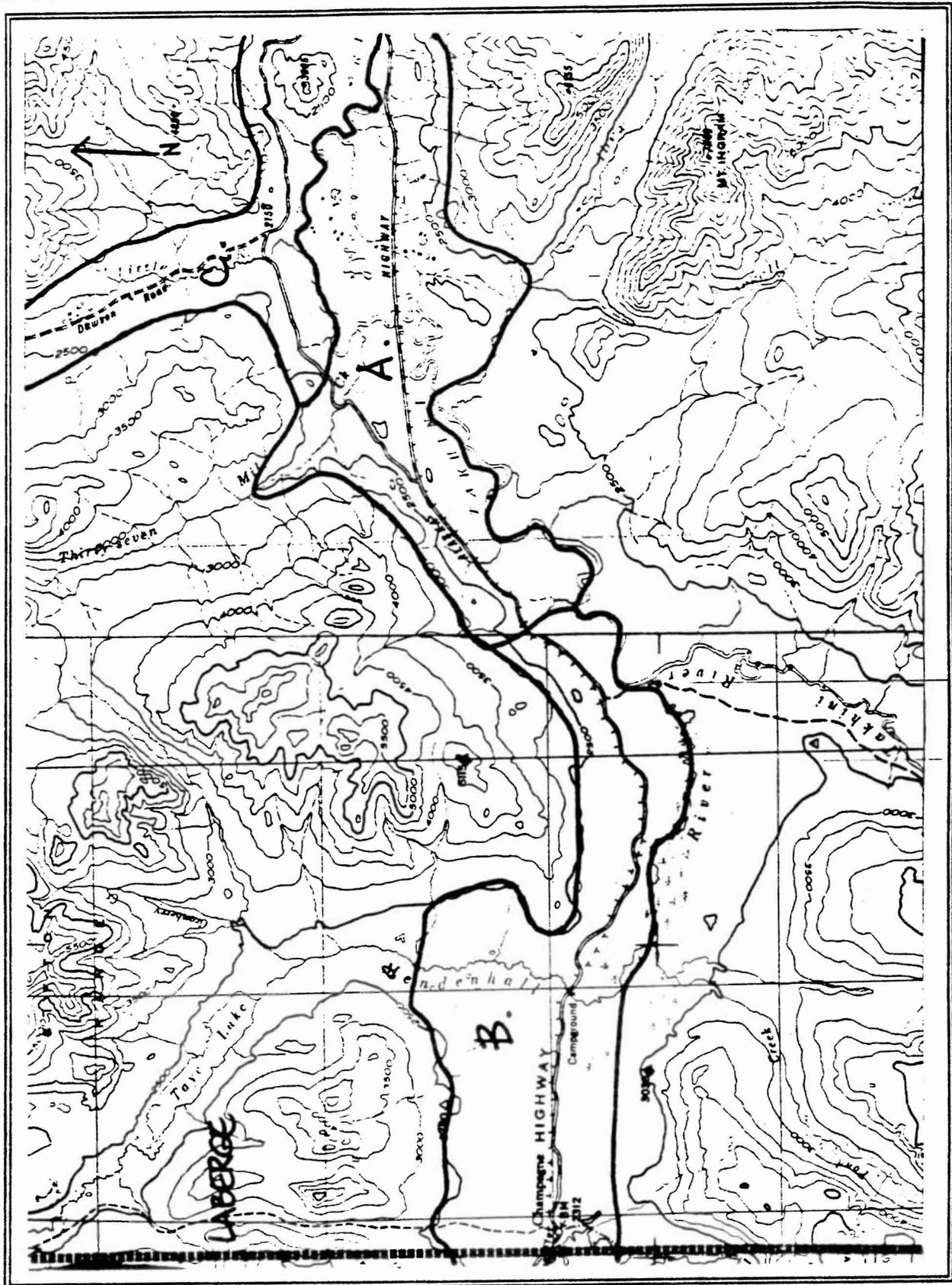
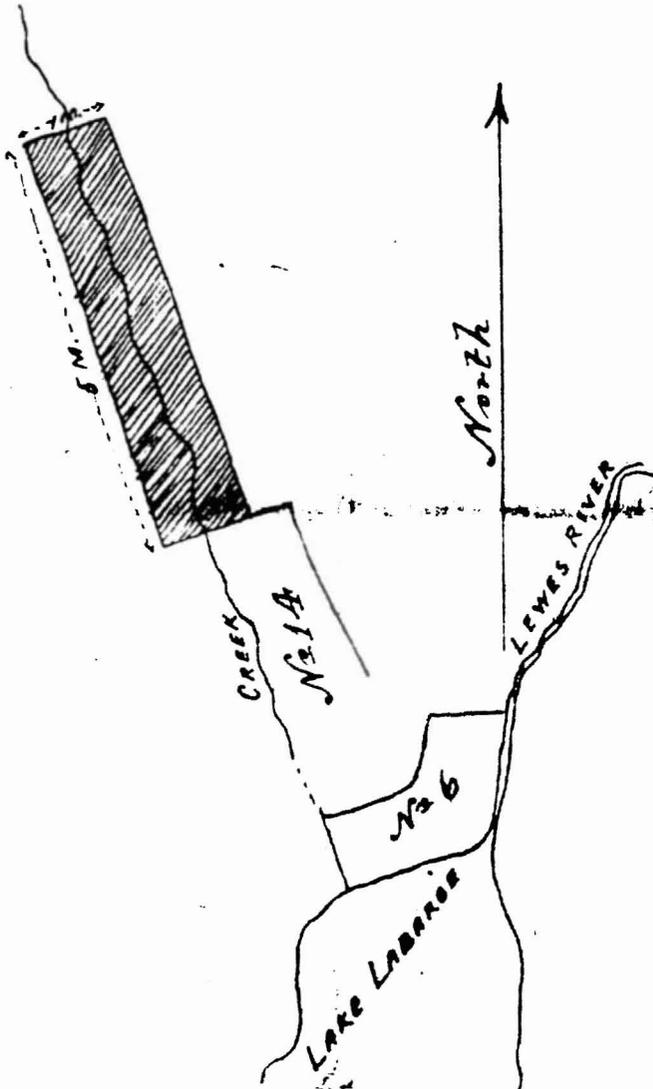


FIGURE 22. MILE 940 ALASKA HIGHWAY - CHAMPAGNE



EXAMPLE 4: COMMERCIAL TIMBER BERTHS #6, 14, 15 - LABERGE DISTRICT
(1898-1903)

SKETCH OF
TIMBER LIMIT
N^o 15
YUKON DISTRICT



EXAMPLE 5: COMMERCIAL TIMBER BERTH #178 - LABERGE DISTRICT

#178

1558
1325

17F

7.

Whitahorse, Y.T., Dec. 7, 49.

Veraluce, Esq.,
Whitahorse, Y.T.

Dear Sir:

Re: Timber Berth 178, Commercial
Timber Permit 567.

Enclosed is Commercial Timber Permit 567 issued December 6, 1949, authorizing the cutting of 110 cords green timber from parcels A, B and C, Mile 929.6 to 931 on both sides of the Alaska Highway, the area now designated as Timber Berth 178 in the records of the Department. Please note that the cutting of timber is subject to the conditions set forth in the Permit, and subject to the terms of the Yukon Territory Timber Regulations.

Timber Permit 567 expires December 6, 1950 or upon completion of the cut authorized, whichever date is the sooner. Please be advised that it is imperative that the permit be returned to this office at its expiry.

Your attention is drawn to the fact that mill returns must be provided at the end of each quarter. The first quarterly returns, together with payment of dues, is required immediately after March 31, 1950.

Specifications for cutting in the various blocks follow:

Block A.
Permission to clear out pine, with stumps to be left not higher than 12 inches above the ground and that all merchantable material be utilized.

Block B.
Permission to clear out pine in this area, with stumps to be left no higher than 12 inches above the ground and all merchantable material to be utilized. No spruce shall be cut having a stump diameter of ^{10 inches} ~~10 inches and over~~, measured 12 inches from the ground, and all merchantable timber cut shall be used.

Block C.
The remaining spruce and any or all poplar may be removed from within the described boundaries of this area and that all merchantable timber of trees shall be used and stumps shall not be left higher than 15 inches from the ground. The applicant should be notified he may be required to burn the brush resulting from his cutting operations when deemed safe and advisable by the Forest Officer.

Yours truly,

(Signature)
(W.M. Emery),
Crown Timber Agent.

WME:mp
Encl. 1.

EXAMPLE 5: (Cont.)

REPORT ON INSPECTION OF TIMBER APPLIED FOR UNDER COMMERCIAL
PERMIT BY PETER VERSLUCE, WHITEHORSE, YUKON TERRITORY.



DATE OF INSPECTION 10th August, 1949.

LOCATION Blocks "A" and "E" are located north and west of Alaska Highway Mile Post 929, and Block "C" approximately 1/2 a mile south of Alaska Highway Mile Post 930.

AREA APPLIED FOR 86 acres, more or less.

REMARKS ON STAKING Area staked in approved manner.

AMOUNT & CLASS OF TIMBER APPLIED FOR 40 cords of green timber.

LOCATION & DESCRIPTION OF TIMBER

Block A Timber within this 14 acre block consists mainly of Lodgepole pine with a small percentage of spruce and White poplar. Throughout this 80 year old stand of pine are scattered overmature 120 year old standards which escaped the fire responsible for the present stand. The average diameter of the younger trees is not much below that of the standards, namely, 7 to 8 inches. A pine stand of this age would not likely benefit from any type of selective cutting also the annual diameter growth is small and definitely on the decrease.

BLOCK B The west half of this 53 acre block supports a stand of immature White spruce 50 to 75 years old having diameters to 7 inches D.B.H. Throughout this section of the block are scattered 120 to 150 year old standards with diameters to 12 and 14 inches. Such trees being mature and showing very slow growth over the past 20 years should be removed. The east section of this block, occupying slightly higher ground, runs more to a pure pine type with 120 year old trees having diameters to 10 inches.

BLOCK C The timber on this 19 acre block consists of a poplar - spruce cut-over type. A few patches of overmature spruce still remain and the applicant, who held this area under permit heretofore, wishes to complete his operation. Sufficient isolated trees will remain on the area after cuttings are completed to furnish seed for reproduction.

EXAMPLE 5: (Cont.)

2 pages from
Gov 1091, File 1558

LAT 1-2

APPLICATION FOR A COMMERCIAL TIMBER PERMIT

1. I, Rever. Verluce..... or Whitehorse.....

hereby make application for a Commercial Permit to cut timber on a berth which I have staked in accordance with the Timber Regulations. The berth, as indicated on the sketch on the back hereof, may be described as follows:

Comprising three plots (A), (B) and (C) described hereunder.

PLOT A: No. 1 Post located North of telegraph line 3,000 ft. East of Mile Post 929. No. 2 Post 1,500 feet West. No. 3 Post 400 feet North. No. 4 Post 1,400 feet East. Thence 400 feet South to Point of Commencement.

PLOT B: No. 1 Post located North of Telegraph line and 5,550 feet East of Mile Post 929. No. 2 Post 1,800 feet West. No. 3 Post 1,300 feet North. No. 4 Post 1,400 feet East. then 1,300 feet South to Point of Commencement.

PLOT C: No. 1 Post located 1,000 feet South of Alaska Highway Mile 930. No. 2 Post 1,500 feet West. No. 3 Post 550 feet South. No. 4 Post 1,000 feet East. thence 550 feet to Point of Commencement.

Total area: 87 acres. (see sketch on reverse)

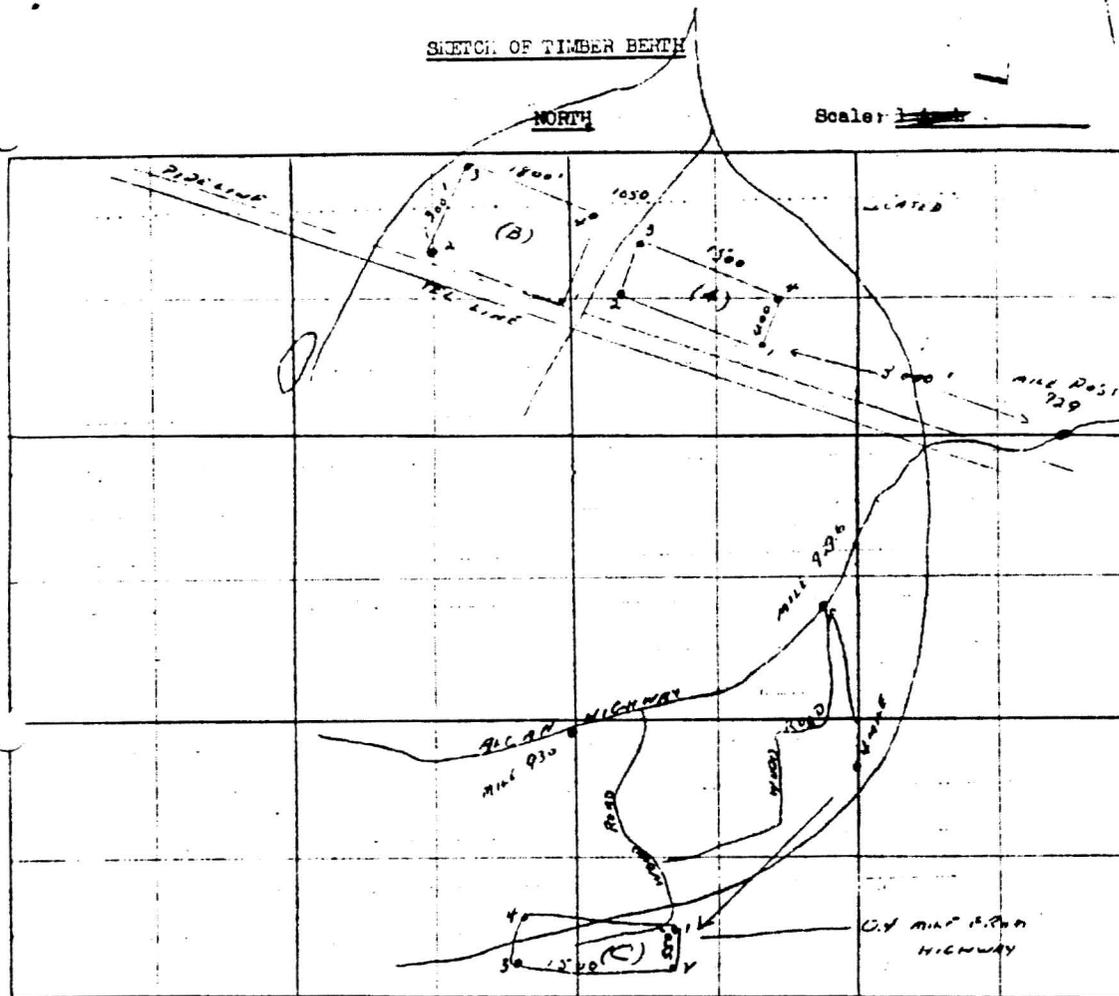
- 2. I am familiar with the Timber Regulations and if this application is granted, I agree to abide by the provisions of the Regulations in every respect.
- 3. The operations I intend to conduct on this berth are as follows: (State whether Sawmill, Cordwood, etc.)

40 cords of green timber.



P. Verluce
Signature of Applicant

EXAMPLE 5: (Cont.)



INSTRUCTIONS FOR STAKING

1. The sketch must show the position of the berth in relation to some prominent topographical feature, surveyed line or other known point.
2. The sketch shall contain sufficient data to admit of the position of the berth being definitely shown in the records of the Department.
3. The berth shall be nearly as possible rectangular in form and shall be marked by four legal posts (or under special circumstances, posts satisfactory to a timber inspector) firmly fixed in the ground, one at each corner, but in case the tract applied for, is not rectangular, one post shall be placed at each corner thereof. The posts shall be numbered in consecutive order from one upwards in the direction of the staking.
4. On each post shall be written a legible notice containing the number of the post, the full Christian and surname of the applicant, the date of staking, the nature of the application, the area applied for, and the distance in feet to the next post.
5. "Legal Post" means a stake or post of any kind of sound timber of sufficient length so that when firmly planted in the ground in an upright position, not less than four feet of such post shall be above ground. The post must be of such diameter that when squared or faced for eighteen inches from the top end, each face of the squared or faced portion shall not be less than four inches in width across the face for the full eighteen inches, or if a tree of suitable size is found in position, it may be made into a post by cutting the tree off not less than four feet from the ground and squaring and facing the upper eighteen inches, each face of the portion so squared or faced to be not less than four inches in width. Whether a post is planted, or a stump of a tree made into a post, a mound of stones or earth shall be erected around the base of the post, such mound of earth or stones to be not less than three feet in diameter on the ground and not less than eighteen inches high, cone-shaped and well constructed.

APPENDIX 9: GENERAL AVTIVITIES DATABASE FILE [LABERGGGS]

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	17A	1953	0	6	0	0	0	0	0	0
2	17A	1954	0	0	0	0	0	0	0	100
3	17A	1954	0	0	0	0	0	0	0	900
4	17A	1954	0	0	7	0	0	0	0	0
5	17A	1954	0	0	10	0	0	0	0	0
6	17A	1954	0	0	10	0	0	0	0	0
7	17A	1954	0	0	10	0	0	0	0	0
8	17A	1954	0	0	10	0	0	0	0	0
9	17A	1954	0	0	10	0	0	0	0	0
10	17A	1954	0	4	1	0	0	0	0	0
11	17A	1954	0	4	4	0	0	0	0	0
12	17A	1954	0	4	4	0	0	0	0	0
13	17A	1954	0	21	0	0	0	0	0	0
14	17A	1954	0	25	25	0	0	0	0	0
15	17A	1954	0	51	0	0	0	0	0	0
16	17A	1955	0	0	0	0	0	0	5000	0
17	17A	1955	0	0	0	0	0	0	0	3600
18	17A	1955	0	0	0	0	0	0	0	800
19	17A	1955	0	0	4	0	0	0	0	0
20	17A	1955	0	0	6	0	0	0	0	0
21	17A	1955	0	0	15	0	0	0	0	0
22	17A	1955	0	0	15	0	0	0	0	0
23	17A	1955	0	2	4	0	0	0	0	0
24	17A	1955	0	4	1	0	0	0	0	0
25	17A	1955	0	5	0	0	0	0	0	0
26	17A	1955	0	5	0	0	0	0	0	0
27	17A	1955	0	9	0	0	0	0	0	0
28	17A	1955	0	20	0	0	0	0	0	0
29	17A	1956	0	0	4	0	0	0	0	0
30	17A	1956	0	0	5	0	0	0	0	0
31	17A	1956	0	0	5	0	0	0	0	0
32	17A	1956	0	0	10	0	0	0	0	0
33	17A	1956	0	0	50	0	0	0	0	0
34	17A	1956	0	2	4	0	0	0	0	0
35	17A	1956	0	4	0	0	0	0	0	0
36	17A	1956	1	0	0	0	0	0	0	0
37	17A	1957	0	0	10	0	0	0	0	0
38	17A	1957	0	2	0	0	0	0	0	0
39	17A	1957	0	4	0	0	0	0	0	0
40	17A	1957	0	4	2	0	0	0	0	0
41	17A	1957	0	5	0	0	0	0	0	0
42	17A	1958	0	0	2	0	0	0	0	0
43	17A	1958	0	0	5	0	0	0	0	0
44	17A	1958	0	2	3	0	0	0	0	0
45	17A	1959	0	0	5	0	0	0	0	0
46	17A	1959	0	0	5	0	0	0	0	0
47	17A	1959	0	0	20	0	0	0	0	0
48	17A	1959	0	3	2	0	0	0	0	0
49	17A	1959	0	4	0	0	0	0	0	0
50	17A	1959	0	5	5	0	0	0	0	0
51	17A	1960	0	0	2	0	0	0	0	0
52	17A	1960	0	0	4	0	0	0	0	0
53	17A	1960	0	0	6	0	0	0	0	0
54	17A	1960	0	0	50	0	0	0	0	0
55	17A	1960	0	0	60	0	0	0	0	0
56	17A	1960	0	2	0	0	0	0	0	0
57	17A	1960	0	4	0	0	0	0	0	0
58	17A	1961	0	0	0	0	0	0	0	1250
59	17A	1961	0	0	0	0	0	0	0	1864
60	17A	1961	0	0	6	0	0	0	0	0
61	17A	1961	0	4	0	0	0	0	0	0
62	17A	1961	0	10	0	0	0	0	0	0

APPENDIX 9 (CONL.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
63	17A	1961	0	15	0	0	0	0	0	0
64	17A	1962	0	10	0	0	0	0	0	0
65	17A	1962	0	15	0	0	0	0	0	0
66	17A	1963	0	0	0	0	0	2000	0	0
67	17A	1963	0	0	0	0	0	200	0	0
68	17A	1963	0	10	0	0	0	0	0	0
69	17A	1963	0	15	0	0	0	0	0	0
70	17A	1963	0	25	0	0	0	0	0	0
71	17A	1964	0	0	0	0	0	30	0	0
72	17A	1964	0	10	0	0	0	0	0	0
73	17A	1964	0	15	0	0	0	0	0	0
74	17A	1964	0	25	0	0	0	0	0	0
75	17A	1964	0	25	0	0	0	0	0	0
76	17A	1965	0	0	3	0	0	0	0	0
77	17A	1965	0	10	0	0	0	0	0	0
78	17A	1966	0	0	10	0	0	0	0	0
79	17A	1967	0	0	5	0	0	0	0	0
80	17A	1968	0	0	0	0	0	20	0	0
81	17A	1968	0	5	0	0	0	0	0	0
82	17A	1969	0	0	5	0	0	0	0	0
83	17A	1969	0	25	0	0	0	0	0	0
84	17A	1970	0	10	0	0	0	0	0	0
85	17B	1954	0	0	3	0	0	0	0	0
86	17B	1954	0	0	25	0	0	0	0	0
87	17B	1954	0	15	10	0	0	0	0	0
88	17B	1955	0	0	25	0	0	0	0	0
89	17B	1955	0	0	50	0	0	0	0	0
90	17B	1955	0	21	0	0	0	0	0	0
91	17B	1956	0	0	0	0	0	0	0	100
92	17B	1957	0	0	20	0	0	0	0	0
93	17B	1957	0	0	25	0	0	0	0	0
94	17B	1957	0	21	0	0	0	0	0	0
95	17B	1958	0	0	6	0	0	0	0	0
96	17B	1958	0	0	11	0	0	0	0	0
97	17B	1958	0	0	20	0	0	0	0	0
98	17B	1958	0	20	0	0	0	0	0	0
99	17B	1959	0	0	0	0	0	0	0	700
100	17B	1959	0	0	0	0	0	0	0	8750
101	17B	1959	0	0	0	0	0	0	0	100
102	17B	1959	0	0	0	0	0	0	0	1225
103	17B	1959	0	0	8	0	0	0	0	0
104	17B	1959	0	0	10	0	0	0	0	0
105	17B	1959	0	0	15	0	0	0	0	0
106	17B	1959	0	0	20	0	0	0	0	0
107	17B	1959	0	0	20	0	0	0	0	0
108	17B	1959	0	0	50	0	0	0	0	0
109	17B	1959	0	6	2	0	0	0	0	0
110	17B	1959	0	10	0	0	0	0	0	0
111	17B	1959	0	10	15	0	0	0	0	0
112	17B	1959	0	15	0	0	0	0	0	1400
113	17B	1960	0	0	0	0	0	0	0	700
114	17B	1960	0	0	5	0	0	0	0	0
115	17B	1960	0	0	10	0	0	0	0	0
116	17B	1960	0	0	14	0	0	0	0	0
117	17B	1960	0	10	0	0	0	0	0	0
118	17B	1960	0	10	5	0	0	0	0	0
119	17B	1961	0	0	0	0	0	0	0	145
120	17B	1961	0	0	0	0	0	0	0	450
121	17B	1961	0	10	0	0	0	0	0	0
122	17B	1961	0	10	0	0	0	0	0	0
123	17B	1962	0	0	20	0	0	0	0	0
124	17B	1962	0	5	5	0	0	0	0	0
125	17B	1962	0	10	0	0	0	0	0	0
126	17B	1962	0	10	20	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
127	17B	1962	0	25	0	0	0	0	0	0
128	17B	1962	0	25	0	0	0	0	0	0
129	17B	1963	0	10	0	0	0	0	0	0
130	17B	1963	0	25	0	0	0	0	0	0
131	17B	1963	0	44	0	0	0	0	0	0
132	17B	1964	0	0	0	0	0	160	0	0
133	17B	1964	0	5	0	0	0	0	0	0
134	17B	1964	0	25	0	0	0	0	0	0
135	17B	1964	0	25	0	0	0	0	0	0
136	17B	1964	0	40	0	0	0	0	0	0
137	17B	1965	0	5	0	0	0	0	0	0
138	17B	1965	0	10	0	0	0	0	0	0
139	17B	1966	0	25	0	0	0	0	0	0
140	17B	1967	0	0	0	0	0	0	10000	0
141	17B	1967	0	0	0	0	0	100	0	0
142	17B	1967	0	5	0	0	0	0	0	0
143	17B	1967	0	35	12	0	0	0	0	0
144	17B	1968	0	0	0	0	0	0	10000	0
145	17B	1968	0	10	0	0	0	0	0	0
146	17B	1969	0	0	0	0	0	0	5000	0
147	17B	1969	0	0	0	0	0	2500	0	3200
148	17B	1969	0	0	20	0	0	0	0	0
149	17B	1969	0	10	15	0	0	0	0	0
150	17B	1969	0	20	0	0	0	0	0	0
151	17C	1954	0	0	12	0	0	0	0	0
152	17C	1954	0	3	4	0	0	0	0	0
153	17C	1954	0	6	4	0	0	0	0	0
154	17C	1954	0	6	6	0	0	0	0	0
155	17C	1954	0	10	0	0	0	0	0	0
156	17C	1954	0	10	5	0	0	0	0	0
157	17C	1954	0	10	8	0	0	0	0	0
158	17C	1954	0	20	0	0	0	0	0	0
159	17C	1955	0	0	0	0	0	0	5000	0
160	17C	1955	0	0	0	0	0	0	6000	0
161	17C	1955	0	0	5	0	0	0	0	0
162	17C	1955	0	0	6	0	0	0	0	0
163	17C	1955	0	3	3	0	0	0	0	0
164	17C	1955	0	3	4	0	0	0	0	0
165	17C	1955	0	3	4	0	0	0	0	0
166	17C	1955	0	5	0	0	0	0	0	0
167	17C	1955	0	5	0	0	0	0	0	0
168	17C	1955	0	6	6	0	0	0	0	0
169	17C	1955	0	6	6	0	0	0	0	0
170	17C	1955	0	6	6	0	0	0	0	0
171	17C	1955	0	10	0	0	0	0	0	750
172	17C	1955	0	10	5	0	0	0	0	0
173	17C	1956	0	0	0	0	0	0	0	600
174	17C	1956	0	0	3	0	0	0	0	0
175	17C	1956	0	0	5	0	0	0	0	0
176	17C	1956	0	0	6	0	0	0	0	0
177	17C	1956	0	0	10	0	0	0	0	0
178	17C	1956	0	0	11	0	0	0	0	0
179	17C	1956	0	0	30	0	0	0	0	0
180	17C	1956	0	1	6	397	0	0	0	0
181	17C	1956	0	2	0	0	0	0	0	0
182	17C	1956	0	3	0	0	0	0	0	0
183	17C	1956	0	3	2	0	0	0	0	0
184	17C	1956	0	5	0	0	0	0	0	0
185	17C	1956	0	10	5	0	0	0	0	0
186	17C	1956	0	10	5	0	0	0	0	0
187	17C	1957	0	0	0	0	0	0	0	400
188	17C	1957	0	0	2	0	0	0	0	0
189	17C	1957	0	0	6	0	0	0	0	0
190	17C	1957	0	0	10	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
191	17C	1957	0	0	10	0	0	0	0	0
192	17C	1957	0	4	0	0	0	0	0	0
193	17C	1957	0	10	0	0	0	0	0	0
194	17C	1958	0	3	4	0	0	0	0	0
195	17C	1958	0	4	4	0	0	0	0	0
196	17C	1958	0	5	0	0	0	0	0	0
197	17C	1958	0	6	0	0	0	0	0	0
198	17C	1958	0	6	0	0	0	0	0	0
199	17C	1958	0	10	0	0	0	0	0	0
200	17C	1958	0	16	0	0	0	0	0	0
201	17C	1958	0	50	0	0	0	0	0	0
202	17C	1959	0	0	0	0	0	0	0	160
203	17C	1959	0	0	3	0	0	0	0	0
204	17C	1959	0	0	10	0	0	0	0	0
205	17C	1959	0	0	10	0	0	0	0	0
206	17C	1959	0	4	0	0	0	0	0	0
207	17C	1959	0	4	0	0	0	0	0	0
208	17C	1959	0	5	0	0	0	0	0	0
209	17C	1959	0	7	0	0	0	0	0	0
210	17C	1959	0	8	0	0	0	0	0	0
211	17C	1959	0	8	0	0	0	0	0	0
212	17C	1959	0	10	0	0	0	0	0	0
213	17C	1959	0	10	0	0	0	0	0	0
214	17C	1959	0	10	0	0	0	0	0	0
215	17C	1960	0	0	5	0	0	0	0	0
216	17C	1960	0	0	8	0	0	0	0	0
217	17C	1960	0	0	18	0	0	0	0	0
218	17C	1960	0	4	0	0	0	0	0	0
219	17C	1960	0	4	2	0	0	0	0	0
220	17C	1960	0	5	0	0	0	0	0	0
221	17C	1960	0	5	0	0	0	0	0	0
222	17C	1960	0	5	0	0	0	0	0	0
223	17C	1960	0	5	0	0	0	0	0	0
224	17C	1960	0	5	0	0	0	0	0	0
225	17C	1960	0	6	0	0	0	0	0	0
226	17C	1960	0	6	0	0	0	0	0	0
227	17C	1960	0	6	0	0	0	0	0	0
228	17C	1960	0	6	4	0	0	0	0	0
229	17C	1960	0	7	3	0	0	0	0	0
230	17C	1960	0	8	0	0	0	0	0	0
231	17C	1960	0	8	0	0	0	0	0	0
232	17C	1960	0	8	0	0	0	0	0	0
233	17C	1960	0	9	0	0	0	0	0	0
234	17C	1960	0	9	0	0	0	0	0	0
235	17C	1960	0	10	0	0	0	0	0	0
236	17C	1960	0	10	0	0	0	0	0	0
237	17C	1960	0	10	0	0	0	0	0	0
238	17C	1960	0	10	0	0	0	0	0	0
239	17C	1960	0	10	0	0	0	0	0	0
240	17C	1960	0	10	0	0	0	0	0	0
241	17C	1960	0	14	0	0	0	0	0	0
242	17C	1960	0	15	0	0	0	0	0	0
243	17C	1960	0	15	0	0	0	0	0	0
244	17C	1960	0	32	0	0	0	0	0	0
245	17C	1961	0	0	0	0	0	0	0	1400
246	17C	1961	0	0	0	0	0	5000	0	0
247	17C	1961	0	0	4	0	0	0	0	0
248	17C	1961	0	0	10	0	0	0	0	0
249	17C	1961	0	2	0	0	0	0	0	0
250	17C	1961	0	3	0	0	0	0	0	0
251	17C	1961	0	3	0	0	0	0	0	0
252	17C	1961	0	3	3	0	0	0	0	0
253	17C	1961	0	4	0	0	0	0	0	0
254	17C	1961	0	5	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
255	17C	1961	0	5	0	0	0	0	0	0
256	17C	1961	0	5	0	0	0	0	0	0
257	17C	1961	0	5	0	0	0	0	0	0
258	17C	1961	0	5	0	0	0	0	0	0
259	17C	1961	0	5	5	0	0	0	0	0
260	17C	1961	0	6	0	0	0	0	0	0
261	17C	1961	0	6	0	0	0	0	0	0
262	17C	1961	0	8	4	0	0	0	0	0
263	17C	1961	0	10	0	0	0	0	0	0
264	17C	1961	0	10	0	0	0	0	0	0
265	17C	1961	0	10	0	0	0	0	0	0
266	17C	1961	0	10	0	0	0	0	0	0
267	17C	1961	0	10	0	0	0	0	0	0
268	17C	1961	0	10	0	0	0	0	0	0
269	17C	1961	0	10	0	0	0	0	0	0
270	17C	1961	0	16	0	0	0	0	0	0
271	17C	1961	0	16	0	0	0	0	0	0
272	17C	1961	0	20	0	0	0	0	0	0
273	17C	1961	0	24	0	0	0	0	0	0
274	17C	1961	0	25	0	0	0	0	0	0
275	17C	1961	0	25	0	0	0	0	0	0
276	17C	1961	0	30	0	0	0	0	0	0
277	17C	1961	0	50	0	0	0	0	0	0
278	17C	1962	0	0	2	0	0	0	0	0
279	17C	1962	0	0	2	0	0	0	0	0
280	17C	1962	0	0	8	0	0	0	0	0
281	17C	1962	0	2	0	0	0	0	0	0
282	17C	1962	0	2	0	0	0	0	0	0
283	17C	1962	0	5	0	0	0	0	0	0
284	17C	1962	0	8	0	0	0	0	0	0
285	17C	1962	0	8	0	0	0	0	0	0
286	17C	1962	0	10	0	0	0	0	0	0
287	17C	1962	0	10	0	0	0	0	0	0
288	17C	1962	0	10	0	0	0	0	0	0
289	17C	1962	0	10	0	0	0	0	0	0
290	17C	1962	0	10	0	0	0	0	0	0
291	17C	1962	0	10	0	0	0	0	0	0
292	17C	1962	0	10	0	0	0	0	0	0
293	17C	1962	0	10	0	0	0	0	0	0
294	17C	1962	0	10	0	0	0	0	0	0
295	17C	1962	0	10	0	0	0	0	0	0
296	17C	1962	0	13	0	0	0	0	0	0
297	17C	1962	0	15	0	0	0	0	0	0
298	17C	1962	0	15	0	0	0	0	0	0
299	17C	1962	0	15	0	0	0	0	0	0
300	17C	1962	0	15	0	0	0	0	0	0
301	17C	1962	0	15	0	0	0	0	0	0
302	17C	1962	0	15	0	0	0	0	0	0
303	17C	1962	0	16	0	0	0	0	0	0
304	17C	1962	0	20	0	0	0	0	0	0
305	17C	1962	0	20	0	0	0	0	0	0
306	17C	1962	0	25	0	0	0	0	0	0
307	17C	1962	0	25	0	0	0	0	0	0
308	17C	1962	0	25	0	0	0	0	0	0
309	17C	1962	0	60	0	0	0	0	0	0
310	17C	1963	0	0	0	0	0	162	0	0
311	17C	1963	0	0	0	0	0	0	1000	0
312	17C	1963	0	0	0	0	0	200	0	0
313	17C	1963	0	0	0	0	0	125	0	0
314	17C	1963	0	4	0	0	0	0	0	0
315	17C	1963	0	5	0	0	0	0	0	0
316	17C	1963	0	5	0	0	0	0	0	0
317	17C	1963	0	8	0	0	0	0	0	0
318	17C	1963	0	10	0	0	0	0	0	0

APPENDIX 9 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
319	17C	1963	0	10	0	0	0	0	0	0
320	17C	1963	0	10	0	0	0	0	0	0
321	17C	1963	0	10	0	0	0	0	0	0
322	17C	1963	0	10	0	0	0	0	0	0
323	17C	1963	0	10	0	0	0	0	0	0
324	17C	1963	0	10	0	0	0	0	0	0
325	17C	1963	0	10	0	0	0	0	0	0
326	17C	1963	0	13	0	0	0	0	0	0
327	17C	1963	0	15	0	0	0	0	0	0
328	17C	1963	0	15	0	0	0	0	0	0
329	17C	1963	0	15	0	0	0	0	0	0
330	17C	1963	0	15	0	0	0	0	0	0
331	17C	1963	0	15	0	0	0	0	0	0
332	17C	1963	0	15	0	0	0	0	0	0
333	17C	1963	0	20	0	0	0	0	0	0
334	17C	1963	0	20	0	0	0	0	0	0
335	17C	1963	0	25	0	0	0	0	0	0
336	17C	1963	0	25	0	0	0	0	0	0
337	17C	1963	0	25	0	0	0	0	0	0
338	17C	1963	0	25	0	0	0	150	0	0
339	17C	1963	0	40	0	0	0	0	0	0
340	17C	1963	0	100	0	0	0	0	0	0
341	17C	1963	0	100	0	0	0	0	0	0
342	17C	1964	0	0	0	500	0	0	0	0
343	17C	1964	0	0	0	0	0	0	0	400
344	17C	1964	0	0	0	0	0	0	0	4800
345	17C	1964	0	2	0	0	0	0	0	0
346	17C	1964	0	2	0	0	0	0	0	0
347	17C	1964	0	4	0	0	0	0	0	0
348	17C	1964	0	5	0	0	0	0	0	0
349	17C	1964	0	5	0	0	0	0	0	0
350	17C	1964	0	5	2	0	0	0	0	0
351	17C	1964	0	6	0	0	0	0	0	0
352	17C	1964	0	7	3	0	0	0	0	0
353	17C	1964	0	8	0	0	0	0	0	0
354	17C	1964	0	8	0	0	0	0	0	0
355	17C	1964	0	10	0	0	0	0	0	0
356	17C	1964	0	10	0	0	0	0	0	0
357	17C	1964	0	10	0	0	0	0	0	0
358	17C	1964	0	10	0	0	0	0	0	0
359	17C	1964	0	10	0	0	0	0	0	0
360	17C	1964	0	10	0	0	0	0	0	0
361	17C	1964	0	10	0	0	0	0	0	0
362	17C	1964	0	10	0	0	0	0	0	0
363	17C	1964	0	10	0	0	0	0	0	0
364	17C	1964	0	10	0	0	0	0	0	0
365	17C	1964	0	10	0	0	0	0	0	0
366	17C	1964	0	10	0	0	0	0	0	0
367	17C	1964	0	15	0	0	0	0	0	0
368	17C	1964	0	15	0	0	0	0	0	0
369	17C	1964	0	15	0	0	0	0	0	0
370	17C	1964	0	15	0	0	0	0	0	0
371	17C	1964	0	15	0	0	0	0	0	0
372	17C	1964	0	15	0	0	0	0	0	0
373	17C	1964	0	20	0	0	0	0	0	0
374	17C	1964	0	20	0	0	0	0	0	0
375	17C	1964	0	20	0	0	0	0	0	0
376	17C	1964	0	20	0	0	0	0	0	0
377	17C	1964	0	20	0	0	0	0	0	0
378	17C	1964	0	20	0	0	0	0	0	0
379	17C	1964	0	20	0	0	0	0	0	0
380	17C	1964	0	25	0	0	0	0	0	0
381	17C	1964	0	25	0	0	0	0	0	0
382	17C	1964	0	25	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
383	17C	1964	0	25	0	0	0	0	0	0
384	17C	1964	0	25	0	0	0	0	0	0
385	17C	1964	0	65	0	0	0	0	0	0
386	17C	1964	0	300	0	0	0	0	0	0
387	17C	1965	0	0	0	0	0	300	0	0
388	17C	1965	0	0	0	0	0	60	0	0
389	17C	1965	0	0	2	0	0	0	0	0
390	17C	1965	0	0	25	0	0	0	0	0
391	17C	1965	0	2	0	0	0	0	0	0
392	17C	1965	0	5	0	0	0	0	0	0
393	17C	1965	0	8	0	0	0	0	0	0
394	17C	1965	0	8	0	0	0	0	0	0
395	17C	1965	0	10	0	0	0	0	0	0
396	17C	1965	0	10	0	0	0	0	0	0
397	17C	1965	0	10	0	0	0	0	0	0
398	17C	1965	0	10	0	0	0	0	0	0
399	17C	1965	0	10	0	0	0	0	0	0
400	17C	1965	0	10	0	0	0	0	0	0
401	17C	1965	0	10	0	0	0	0	0	0
402	17C	1965	0	10	0	0	0	0	0	0
403	17C	1965	0	10	0	0	0	0	0	0
404	17C	1965	0	15	0	0	0	0	0	0
405	17C	1965	0	15	0	0	0	0	0	0
406	17C	1965	0	15	0	0	0	0	0	0
407	17C	1965	0	20	0	0	0	0	0	0
408	17C	1965	0	20	0	0	0	0	0	0
409	17C	1965	0	20	0	0	0	0	0	0
410	17C	1965	0	20	0	0	0	0	0	0
411	17C	1965	0	24	0	0	0	0	0	0
412	17C	1965	0	25	0	0	0	0	0	0
413	17C	1965	0	25	0	0	0	0	0	0
414	17C	1965	0	25	0	0	0	0	0	0
415	17C	1965	0	25	0	0	0	0	0	0
416	17C	1965	0	25	0	0	0	0	0	0
417	17C	1965	0	25	0	0	0	0	0	0
418	17C	1965	0	25	0	0	0	0	0	0
419	17C	1965	0	100	0	0	0	0	0	0
420	17C	1965	0	175	0	0	0	0	0	0
421	17C	1965	0	250	0	0	0	0	0	0
422	17C	1966	0	0	0	0	0	0	1000	0
423	17C	1966	0	2	0	0	0	0	0	0
424	17C	1966	0	5	0	0	0	0	0	0
425	17C	1966	0	5	0	0	0	0	0	0
426	17C	1966	0	8	0	0	0	0	0	0
427	17C	1966	0	10	0	0	0	0	0	0
428	17C	1966	0	10	0	0	0	0	0	0
429	17C	1966	0	10	0	0	0	0	0	0
430	17C	1966	0	10	0	0	0	0	0	0
431	17C	1966	0	15	0	0	0	0	0	0
432	17C	1966	0	15	0	0	0	0	0	0
433	17C	1966	0	15	0	0	0	0	0	0
434	17C	1966	0	15	10	0	0	0	0	0
435	17C	1966	0	25	0	0	0	0	0	0
436	17C	1966	0	25	0	0	0	0	0	0
437	17C	1966	0	25	0	0	0	0	0	0
438	17C	1966	0	25	0	0	0	0	0	0
439	17C	1966	0	25	0	0	0	0	0	0
440	17C	1966	0	25	0	0	0	0	0	0
441	17C	1966	0	150	0	0	0	0	0	0
442	17C	1966	400	0	0	0	0	0	0	0
443	17C	1967	0	0	50	0	0	0	0	0
444	17C	1967	0	5	0	0	0	0	0	0
445	17C	1967	0	5	5	0	0	0	0	0
446	17C	1967	0	6	0	0	0	0	0	0

APPENDIX 9 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
447	17C	1967	0	10	0	0	0	0	0	0
448	17C	1967	0	10	0	0	0	0	0	0
449	17C	1967	0	10	0	0	0	0	0	0
450	17C	1967	0	10	10	0	0	0	0	0
451	17C	1967	0	12	0	0	0	0	0	0
452	17C	1967	0	12	0	0	0	0	0	0
453	17C	1967	0	13	0	0	0	0	0	0
454	17C	1967	0	15	0	0	0	0	0	0
455	17C	1967	0	20	0	0	0	0	0	0
456	17C	1967	0	25	0	0	0	0	0	0
457	17C	1967	0	25	0	0	0	0	0	0
458	17C	1967	0	25	0	0	0	0	0	0
459	17C	1967	0	25	0	0	0	0	0	0
460	17C	1967	0	30	0	0	0	0	0	0
461	17C	1967	0	40	0	0	0	0	0	0
462	17C	1967	0	55	0	0	0	0	0	0
463	17C	1967	0	75	50	0	0	300	2000	0
464	17C	1967	0	90	0	0	0	0	0	0
465	17C	1967	400	0	0	0	0	0	0	0
466	17C	1968	0	3	0	0	0	0	0	0
467	17C	1968	0	5	0	0	0	0	0	0
468	17C	1968	0	5	0	0	0	0	0	0
469	17C	1968	0	5	0	0	0	0	0	0
470	17C	1968	0	5	0	0	0	0	0	0
471	17C	1968	0	5	0	0	0	0	0	0
472	17C	1968	0	5	0	0	0	0	0	0
473	17C	1968	0	10	0	0	0	0	0	0
474	17C	1968	0	10	0	0	0	24	0	0
475	17C	1968	0	15	0	0	0	0	0	0
476	17C	1968	0	20	0	0	0	0	0	0
477	17C	1968	0	25	0	0	0	0	0	0
478	17C	1968	0	25	0	0	0	0	0	0
479	17C	1968	0	25	0	0	0	0	0	0
480	17C	1968	0	25	0	0	0	0	0	0
481	17C	1968	0	25	0	0	0	0	0	0
482	17C	1968	0	125	0	0	0	0	0	0
483	17C	1968	0	1500	0	0	0	0	0	0
484	17C	1969	0	0	0	0	0	0	2000	0
485	17C	1969	0	5	0	0	0	0	0	0
486	17C	1969	0	10	0	0	0	0	0	0
487	17C	1969	0	25	0	0	0	0	0	0
488	17C	1969	0	30	0	0	0	0	0	0
489	17C	1969	0	40	0	0	0	0	0	0
490	17C	1970	0	0	0	0	0	250	0	0
491	17C	1970	0	0	0	0	0	0	5000	0
492	17C	1970	0	10	0	0	0	0	0	0
493	17C	1970	0	25	0	0	0	0	0	0
494	17C	1970	0	25	0	0	0	0	0	0
495	17C	1970	0	25	0	0	0	0	0	0
496	17C	1970	0	25	0	0	0	160	0	0
497	17D	1954	0	3	2	0	0	0	0	0
498	17D	1954	0	5	10	0	0	0	0	0
499	17D	1954	0	21	0	0	0	0	0	0
500	17D	1955	0	0	10	0	0	0	0	0
501	17D	1955	0	0	12	0	0	0	0	0
502	17D	1955	0	0	100	0	0	0	0	0
503	17D	1955	0	5	10	0	0	0	0	0
504	17D	1955	0	20	0	0	0	0	0	0
505	17D	1956	0	0	5	0	0	0	0	0
506	17D	1956	0	0	75	0	0	0	0	0
507	17D	1956	0	0	100	0	0	0	0	0
508	17D	1956	0	3	6	0	0	0	0	0
509	17D	1956	0	3	9	0	0	0	0	0
510	17D	1956	0	13	13	0	0	0	0	0

APPENDIX 9 (Cont.)

record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
511	17D	1956	0	30	0	0	0	0	0	0
512	17D	1957	0	0	0	0	0	0	0	1600
513	17D	1957	0	0	2	0	0	0	0	0
514	17D	1957	0	0	3	0	0	0	0	0
515	17D	1957	0	0	8	0	0	0	0	0
516	17D	1957	0	4	4	0	0	0	0	0
517	17D	1957	0	25	0	0	0	0	0	0
518	17D	1958	0	0	5	0	0	0	0	0
519	17D	1958	0	0	10	0	0	0	0	0
520	17D	1958	0	0	12	0	0	0	0	0
521	17D	1958	0	0	50	0	0	0	0	0
522	17D	1958	0	5	5	0	0	0	0	0
523	17D	1959	0	0	5	0	0	0	0	0
524	17D	1959	0	0	5	0	0	0	0	0
525	17D	1959	0	0	10	0	0	0	0	0
526	17D	1959	0	3	0	0	0	0	0	0
527	17D	1959	0	5	0	0	0	0	0	0
528	17D	1959	0	5	0	0	0	0	0	0
529	17D	1959	0	5	5	0	0	0	0	0
530	17D	1960	0	0	0	0	0	0	0	256
531	17D	1960	0	0	3	0	0	0	0	0
532	17D	1960	0	0	3	0	0	0	0	0
533	17D	1960	0	0	10	0	0	0	0	0
534	17D	1960	0	1	2	0	0	0	0	0
535	17D	1961	0	0	2	0	0	0	0	0
536	17D	1961	0	0	8	0	0	0	0	0
537	17D	1961	0	0	20	0	0	0	0	0
538	17D	1961	0	1	0	0	0	0	0	0
539	17D	1961	0	4	0	0	0	0	0	0
540	17D	1961	0	5	0	0	0	0	0	0
541	17D	1961	0	6	0	0	0	0	0	0
542	17D	1961	0	10	0	0	0	0	0	0
543	17D	1961	0	20	0	0	0	0	0	0
544	17D	1962	0	0	3	0	0	0	0	0
545	17D	1962	0	0	10	0	0	0	0	0
546	17D	1962	0	5	0	0	0	0	0	0
547	17D	1962	0	5	0	0	0	0	0	0
548	17D	1962	0	5	0	0	0	0	0	0
549	17D	1962	0	6	0	0	0	0	0	0
550	17D	1962	0	10	0	0	0	0	0	0
551	17D	1962	0	10	0	0	0	0	0	0
552	17D	1962	0	10	0	0	0	0	0	0
553	17D	1962	0	10	0	0	0	0	0	0
554	17D	1962	0	15	0	0	0	0	0	0
555	17D	1962	0	15	0	0	0	0	0	0
556	17D	1962	0	15	10	0	0	0	0	0
557	17D	1962	0	20	0	0	0	0	0	0
558	17D	1963	0	0	0	0	0	650	0	0
559	17D	1963	0	0	10	0	0	0	0	0
560	17D	1963	0	2	0	0	0	0	0	0
561	17D	1963	0	5	0	0	0	0	0	0
562	17D	1963	0	5	0	0	0	0	0	0
563	17D	1963	0	5	0	0	0	0	0	0
564	17D	1963	0	6	0	0	0	0	0	0
565	17D	1963	0	10	0	0	0	0	0	0
566	17D	1963	0	10	0	0	0	0	0	0
567	17D	1963	0	20	0	0	0	0	0	0
568	17D	1963	0	20	0	0	0	0	0	0
569	17D	1963	0	20	0	0	0	0	0	0
570	17D	1963	0	25	0	0	0	0	0	0
571	17D	1964	0	0	5	0	0	0	0	0
572	17D	1964	0	3	0	0	0	0	0	0
573	17D	1964	0	5	2	0	0	0	0	0
574	17D	1964	0	6	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
575	17D	1964	0	6	0	0	0	0	0	0
576	17D	1964	0	10	0	0	0	0	0	0
577	17D	1964	0	15	0	0	0	0	0	0
578	17D	1964	0	15	0	0	0	0	0	0
579	17D	1964	0	15	0	0	0	0	0	0
580	17D	1964	0	15	0	0	0	0	0	0
581	17D	1964	0	15	0	0	0	0	0	0
582	17D	1964	0	20	0	0	0	0	0	0
583	17D	1964	0	25	0	0	0	0	0	0
584	17D	1964	0	25	0	0	0	0	0	0
585	17D	1964	0	65	0	0	0	0	0	0
586	17D	1965	0	0	0	0	0	60	0	0
587	17D	1965	0	0	5	0	0	0	0	0
588	17D	1965	0	2	0	0	0	0	0	0
589	17D	1965	0	2	0	0	0	0	0	0
590	17D	1965	0	4	0	0	0	0	0	0
591	17D	1965	0	4	0	0	0	0	0	0
592	17D	1965	0	5	0	0	0	0	0	0
593	17D	1965	0	5	5	0	0	0	0	0
594	17D	1965	0	6	0	0	0	0	0	0
595	17D	1965	0	8	0	0	0	0	0	0
596	17D	1965	0	8	0	0	0	0	0	0
597	17D	1965	0	10	0	0	0	0	0	0
598	17D	1965	0	10	0	0	0	0	0	0
599	17D	1965	0	10	0	0	0	0	0	0
600	17D	1965	0	10	0	0	0	0	0	0
601	17D	1965	0	10	5	0	0	0	0	0
602	17D	1965	0	15	0	0	0	0	0	0
603	17D	1965	0	15	0	0	0	0	0	0
604	17D	1965	0	20	0	0	0	0	0	0
605	17D	1965	0	20	0	0	0	0	0	0
606	17D	1965	0	20	0	0	0	0	0	0
607	17D	1965	0	20	0	0	0	0	0	0
608	17D	1965	0	20	5	0	0	0	0	0
609	17D	1965	0	25	0	0	0	0	0	0
610	17D	1965	0	40	0	0	0	0	0	0
611	17D	1965	15	0	0	0	0	0	0	0
612	17D	1966	0	4	0	0	0	0	0	0
613	17D	1966	0	5	0	0	0	0	0	0
614	17D	1966	0	5	0	0	0	0	0	0
615	17D	1966	0	5	0	0	0	0	0	0
616	17D	1966	0	6	0	0	0	0	0	0
617	17D	1966	0	6	0	0	0	0	0	0
618	17D	1966	0	8	0	0	0	0	0	0
619	17D	1966	0	10	0	0	0	0	0	0
620	17D	1966	0	10	0	0	0	0	0	0
621	17D	1966	0	10	0	0	0	0	0	0
622	17D	1966	0	10	0	0	0	0	0	0
623	17D	1966	0	10	10	0	0	0	0	0
624	17D	1966	0	12	0	0	0	0	0	0
625	17D	1966	0	12	0	0	0	0	0	0
626	17D	1966	0	15	0	0	0	0	0	0
627	17D	1966	0	15	0	0	0	0	0	0
628	17D	1966	0	15	0	0	0	0	0	0
629	17D	1966	0	19	6	0	0	0	0	0
630	17D	1966	0	25	0	0	0	0	0	0
631	17D	1966	0	50	0	0	0	0	0	0
632	17D	1967	0	0	10	0	0	0	0	0
633	17D	1967	0	0	19	0	0	0	0	0
634	17D	1967	0	0	25	0	0	0	0	0
635	17D	1967	0	2	0	0	0	0	0	0
636	17D	1967	0	2	0	0	0	0	0	0
637	17D	1967	0	5	0	0	0	0	0	0
638	17D	1967	0	6	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
639	17D	1967	0	8	0	0	0	0	0	0
640	17D	1967	0	8	0	0	0	0	0	0
641	17D	1967	0	8	0	0	0	0	0	0
642	17D	1967	0	10	0	0	0	0	0	0
643	17D	1967	0	10	0	0	0	0	0	0
644	17D	1967	0	12	13	0	0	0	0	0
645	17D	1967	0	15	0	0	0	0	0	0
646	17D	1967	0	19	0	0	0	0	0	0
647	17D	1967	0	25	0	0	0	0	0	0
648	17D	1967	0	25	0	0	0	0	0	0
649	17D	1967	0	25	0	0	0	0	0	0
650	17D	1967	0	125	0	0	0	0	0	0
651	17D	1968	0	0	0	0	0	75	0	0
652	17D	1968	0	5	0	0	0	0	0	0
653	17D	1968	0	5	0	0	0	0	0	0
654	17D	1968	0	10	0	0	0	0	0	0
655	17D	1968	0	10	0	0	0	0	0	0
656	17D	1968	0	12	0	0	0	0	0	0
657	17D	1968	0	15	0	0	0	0	0	0
658	17D	1968	0	15	0	0	0	0	0	0
659	17D	1968	0	20	0	0	0	0	0	0
660	17D	1968	0	20	0	0	0	0	0	0
661	17D	1968	0	25	0	0	0	0	0	0
662	17D	1968	0	50	0	0	0	0	0	0
663	17D	1969	0	0	0	0	0	200	0	0
664	17D	1969	0	0	0	0	0	90	0	0
665	17D	1969	0	0	25	0	0	0	0	0
666	17D	1969	0	2	0	0	0	0	0	0
667	17D	1969	0	5	0	0	0	0	0	0
668	17D	1969	0	10	0	0	0	0	0	0
669	17D	1969	0	10	0	0	0	0	0	0
670	17D	1969	0	10	0	0	0	0	0	0
671	17D	1969	0	15	0	0	0	0	0	0
672	17D	1969	0	25	0	0	0	25	0	0
673	17D	1969	0	25	0	0	0	0	0	0
674	17D	1969	0	175	0	0	0	0	0	0
675	17D	1970	0	0	0	0	0	150	0	0
676	17D	1970	0	0	0	0	0	0	10000	0
677	17D	1970	0	0	0	0	0	200	0	0
678	17D	1970	0	0	0	0	0	100	0	0
679	17D	1970	0	0	0	0	0	0	20000	0
680	17D	1970	0	0	25	0	0	0	0	0
681	17D	1970	0	12	0	0	0	0	0	0
682	17D	1970	0	25	0	0	0	60	0	0
683	17D	1970	0	25	0	0	0	200	0	0
684	17E	1966	0	25	0	0	0	0	0	0
685	17E	1967	0	0	6	0	0	0	0	0
686	17F	1954	0	0	6	0	0	0	0	0
687	17F	1954	0	0	12	0	0	0	0	0
688	17F	1954	0	10	10	0	0	0	0	0
689	17F	1955	0	0	2	0	0	0	0	0
690	17F	1955	0	0	10	0	0	0	0	0
691	17F	1955	0	3	1	0	0	0	0	0
692	17F	1955	0	4	0	0	0	0	0	0
693	17F	1955	0	4	1	0	0	0	0	0
694	17F	1955	0	15	0	0	0	0	0	0
695	17F	1956	0	0	21	0	0	0	0	0
696	17F	1956	0	4	9	0	0	0	0	0
697	17F	1957	0	0	11	0	0	0	0	0
698	17F	1957	0	4	0	0	0	0	0	0
699	17F	1957	0	5	10	0	0	0	0	0
700	17F	1958	0	0	11	0	0	0	0	0
701	17F	1958	0	2	0	0	0	0	0	0
702	17F	1958	0	3	2	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
703	17F	1958	0	4	0	0	0	0	0	0
704	17F	1958	0	5	0	0	0	0	0	0
705	17F	1958	0	5	10	0	0	0	0	0
706	17F	1958	0	6	0	0	0	0	0	0
707	17F	1958	0	46	0	0	0	0	0	0
708	17F	1959	0	0	0	0	0	0	0	500
709	17F	1959	0	0	6	0	0	0	0	0
710	17F	1959	0	4	0	0	0	0	0	0
711	17F	1959	0	4	0	0	0	0	0	0
712	17F	1959	0	5	0	0	0	0	0	0
713	17F	1959	0	5	2	0	0	0	0	0
714	17F	1959	0	5	3	0	0	0	0	0
715	17F	1959	0	6	0	0	0	0	0	0
716	17F	1959	0	6	0	0	0	0	0	0
717	17F	1959	0	7	0	0	0	0	0	0
718	17F	1959	0	8	0	0	0	0	0	0
719	17F	1959	0	10	0	0	0	0	0	0
720	17F	1959	0	16	0	0	0	0	0	0
721	17F	1959	0	25	0	0	0	0	0	0
722	17F	1959	0	50	0	0	0	0	0	0
723	17F	1959	0	75	0	0	0	0	0	0
724	17F	1960	0	0	0	0	0	0	800	0
725	17F	1960	0	0	0	0	0	0	0	300
726	17F	1960	0	4	0	0	0	0	0	0
727	17F	1960	0	5	0	0	0	0	0	0
728	17F	1960	0	5	0	0	0	0	0	0
729	17F	1960	0	8	0	0	0	0	0	0
730	17F	1960	0	10	0	0	0	0	0	0
731	17F	1960	0	10	0	0	0	0	0	0
732	17F	1960	0	10	0	0	0	0	0	0
733	17F	1960	0	10	0	0	0	0	0	0
734	17F	1960	0	10	0	0	0	0	0	0
735	17F	1960	0	12	0	0	0	0	0	0
736	17F	1960	0	20	0	0	0	0	0	0
737	17F	1960	0	50	0	0	0	0	0	0
738	17F	1961	0	0	0	0	0	0	0	240
739	17F	1961	0	0	25	0	0	0	0	0
740	17F	1961	0	0	50	0	0	0	0	0
741	17F	1961	0	2	0	0	0	0	0	0
742	17F	1961	0	5	0	0	0	0	0	0
743	17F	1961	0	5	0	0	0	0	0	0
744	17F	1961	0	5	0	0	0	0	0	0
745	17F	1961	0	5	0	0	0	0	0	0
746	17F	1961	0	5	0	0	0	0	0	0
747	17F	1961	0	10	0	0	0	0	0	0
748	17F	1961	0	10	0	0	0	0	0	0
749	17F	1961	0	10	0	0	0	0	0	0
750	17F	1961	0	10	0	0	0	0	0	0
751	17F	1961	0	10	0	0	0	0	0	0
752	17F	1962	0	5	0	0	0	0	0	0
753	17F	1962	0	5	0	0	0	0	0	0
754	17F	1962	0	5	0	0	0	0	0	0
755	17F	1962	0	5	0	0	0	0	0	0
756	17F	1962	0	6	0	0	0	0	0	0
757	17F	1962	0	10	0	0	0	0	0	0
758	17F	1962	0	10	0	0	0	0	0	0
759	17F	1962	0	10	0	0	0	0	0	0
760	17F	1962	0	10	0	0	0	0	0	0
761	17F	1962	0	10	0	0	0	0	0	0
762	17F	1962	0	10	0	0	0	0	0	0
763	17F	1962	0	10	0	0	0	0	0	0
764	17F	1962	0	10	0	0	0	0	0	0
765	17F	1962	0	10	0	0	0	0	0	0
766	17F	1962	0	10	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
767	17F	1962	0	15	0	0	0	0	0	0
768	17F	1962	0	15	0	0	0	0	0	0
769	17F	1962	0	20	0	0	0	0	0	0
770	17F	1962	0	20	0	0	0	0	0	0
771	17F	1962	0	20	0	0	0	0	0	0
772	17F	1962	0	25	0	0	0	0	0	0
773	17F	1962	0	25	0	0	0	0	0	0
774	17F	1962	0	25	0	0	0	0	0	0
775	17F	1962	0	40	0	0	0	0	0	0
776	17F	1962	0	60	0	0	0	0	0	0
777	17F	1963	0	0	0	0	0	48	0	0
778	17F	1963	0	5	0	0	0	0	0	0
779	17F	1963	0	5	0	0	0	0	0	0
780	17F	1963	0	8	0	0	0	0	0	0
781	17F	1963	0	8	0	0	0	0	0	0
782	17F	1963	0	8	0	0	0	0	0	0
783	17F	1963	0	10	0	0	0	0	0	0
784	17F	1963	0	10	0	0	0	0	0	0
785	17F	1963	0	10	0	0	0	0	0	0
786	17F	1963	0	10	0	0	0	0	0	0
787	17F	1963	0	10	0	0	0	0	0	0
788	17F	1963	0	10	0	0	0	0	0	0
789	17F	1963	0	10	0	0	0	0	0	0
790	17F	1963	0	10	0	0	0	0	0	0
791	17F	1963	0	10	0	0	0	0	0	0
792	17F	1963	0	13	12	0	0	0	0	0
793	17F	1963	0	15	0	0	0	0	0	0
794	17F	1963	0	15	0	0	0	0	0	0
795	17F	1963	0	15	0	0	0	0	0	0
796	17F	1963	0	15	0	0	0	0	0	0
797	17F	1963	0	20	0	0	0	0	0	0
798	17F	1963	0	25	0	0	0	0	0	0
799	17F	1963	0	25	0	0	0	0	0	0
800	17F	1963	0	25	0	0	0	0	0	0
801	17F	1963	0	30	0	0	0	0	0	0
802	17F	1964	0	0	0	0	0	50	0	0
803	17F	1964	0	0	0	0	0	14	0	0
804	17F	1964	0	5	0	0	0	0	0	0
805	17F	1964	0	10	0	0	0	0	0	0
806	17F	1964	0	10	0	0	0	0	0	0
807	17F	1964	0	10	0	0	0	0	0	0
808	17F	1964	0	10	0	0	0	0	0	0
809	17F	1964	0	10	0	0	0	0	0	0
810	17F	1964	0	10	0	0	0	0	0	0
811	17F	1964	0	10	0	0	0	28	0	0
812	17F	1964	0	10	0	0	0	0	0	0
813	17F	1964	0	10	0	0	0	0	0	0
814	17F	1964	0	15	0	0	0	0	0	0
815	17F	1964	0	15	0	0	0	0	0	0
816	17F	1964	0	15	0	0	0	0	0	0
817	17F	1964	0	16	0	0	0	0	0	0
818	17F	1964	0	20	0	0	0	0	0	0
819	17F	1964	0	20	0	0	0	0	0	0
820	17F	1964	0	20	0	0	0	0	0	0
821	17F	1964	0	25	0	0	0	0	0	0
822	17F	1964	0	25	0	0	0	0	0	0
823	17F	1965	0	0	5	0	0	0	0	0
824	17F	1965	0	0	10	0	0	0	0	0
825	17F	1965	0	5	0	0	0	0	0	0
826	17F	1965	0	10	0	0	0	0	0	0
827	17F	1965	0	10	0	0	0	0	0	0
828	17F	1965	0	10	0	0	0	0	0	0
829	17F	1965	0	10	0	0	0	0	0	0
830	17F	1965	0	10	0	0	0	0	0	0

APPENDIX 3 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
831	17F	1965	0	10	0	0	0	0	0	0
832	17F	1965	0	10	0	0	0	0	0	0
833	17F	1965	0	10	0	0	0	0	0	0
834	17F	1965	0	12	0	0	0	0	0	0
835	17F	1965	0	15	0	0	0	0	0	0
836	17F	1965	0	15	0	0	0	0	0	0
837	17F	1965	0	15	0	0	0	0	0	0
838	17F	1965	0	15	0	0	0	0	0	0
839	17F	1965	0	15	0	0	0	0	0	0
840	17F	1965	0	15	0	0	0	0	0	0
841	17F	1965	0	15	0	0	0	0	0	0
842	17F	1965	0	15	0	0	0	0	0	0
843	17F	1965	0	15	0	0	0	0	0	0
844	17F	1965	0	20	0	0	0	0	0	0
845	17F	1965	0	20	0	0	0	0	0	0
846	17F	1965	0	25	0	0	0	0	0	0
847	17F	1965	0	25	0	0	0	0	0	0
848	17F	1965	0	25	0	0	0	0	0	0
849	17F	1965	0	25	0	0	0	0	0	0
850	17F	1965	0	25	0	0	0	0	0	0
851	17F	1965	0	25	0	0	0	0	0	0
852	17F	1965	0	25	0	0	0	0	0	0
853	17F	1965	0	35	0	0	0	0	0	0
854	17F	1966	0	1	0	0	0	0	0	0
855	17F	1966	0	2	0	0	0	0	0	0
856	17F	1966	0	3	0	0	0	0	0	0
857	17F	1966	0	5	0	0	0	0	0	0
858	17F	1966	0	5	0	0	0	0	0	0
859	17F	1966	0	5	0	0	0	0	0	0
860	17F	1966	0	5	0	0	0	0	0	0
861	17F	1966	0	5	0	0	0	0	0	0
862	17F	1966	0	6	0	0	0	0	0	0
863	17F	1966	0	6	0	0	0	0	0	0
864	17F	1966	0	8	0	0	0	0	0	0
865	17F	1966	0	10	0	0	0	0	0	0
866	17F	1966	0	10	0	0	0	0	0	0
867	17F	1966	0	10	0	0	0	0	0	0
868	17F	1966	0	10	0	0	0	0	0	0
869	17F	1966	0	15	0	0	0	0	0	0
870	17F	1966	0	15	0	0	0	0	0	0
871	17F	1966	0	15	0	0	0	0	0	0
872	17F	1966	0	15	10	0	0	0	0	0
873	17F	1966	0	20	0	0	0	0	0	0
874	17F	1966	0	20	0	0	0	0	0	0
875	17F	1966	0	20	0	0	0	0	0	0
876	17F	1966	0	25	0	0	0	0	0	0
877	17F	1966	0	25	0	0	0	0	0	0
878	17F	1966	0	25	0	0	0	0	0	0
879	17F	1966	0	25	0	0	0	0	0	0
880	17F	1966	0	25	0	0	0	0	0	0
881	17F	1966	0	75	0	0	0	0	0	0
882	17F	1967	0	0	0	0	0	1000	25000	0
883	17F	1967	0	2	0	0	0	0	0	0
884	17F	1967	0	2	0	0	0	0	0	0
885	17F	1967	0	4	0	0	0	0	0	0
886	17F	1967	0	4	0	0	0	0	0	0
887	17F	1967	0	5	0	0	0	0	0	0
888	17F	1967	0	5	0	0	0	0	0	0
889	17F	1967	0	7	0	0	0	0	0	0
890	17F	1967	0	10	0	0	0	0	0	0
891	17F	1967	0	10	0	0	0	0	0	0
892	17F	1967	0	10	0	0	0	0	0	0
893	17F	1967	0	10	0	0	0	0	0	0
894	17F	1967	0	10	10	0	0	0	0	0

APPENDIX 3 (CONT.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
895	17F	1967	0	15	0	0	0	0	0	0
896	17F	1967	0	15	0	0	0	0	0	0
897	17F	1967	0	15	0	0	0	0	0	0
898	17F	1967	0	15	0	0	0	0	0	0
899	17F	1967	0	15	0	0	0	0	0	0
900	17F	1967	0	15	0	0	0	0	0	0
901	17F	1967	0	15	0	0	0	0	0	0
902	17F	1967	0	20	0	0	0	0	0	0
903	17F	1967	0	25	0	0	0	0	0	0
904	17F	1967	0	25	0	0	0	0	0	0
905	17F	1967	0	25	0	0	0	0	0	0
906	17F	1967	0	25	0	0	0	0	0	0
907	17F	1967	0	25	0	0	0	0	0	0
908	17F	1967	0	25	0	0	0	0	0	0
909	17F	1967	0	25	0	0	0	0	0	0
910	17F	1967	0	25	0	0	0	0	0	0
911	17F	1967	0	50	0	0	0	0	0	0
912	17F	1968	0	0	3	0	0	0	0	0
913	17F	1968	0	2	0	0	0	60	0	0
914	17F	1968	0	5	0	0	0	0	0	0
915	17F	1968	0	5	0	0	0	0	0	0
916	17F	1968	0	5	0	0	0	0	0	0
917	17F	1968	0	10	0	0	0	0	0	0
918	17F	1968	0	10	0	0	0	0	0	0
919	17F	1968	0	10	0	0	0	0	0	0
920	17F	1968	0	15	0	0	0	0	0	0
921	17F	1968	0	15	0	0	0	0	0	0
922	17F	1968	0	15	0	0	0	0	0	0
923	17F	1968	0	15	0	0	0	0	0	0
924	17F	1968	0	15	0	0	0	0	0	0
925	17F	1968	0	15	0	0	0	0	0	0
926	17F	1968	0	15	0	0	0	0	0	0
927	17F	1968	0	20	0	0	0	0	0	0
928	17F	1968	0	20	0	0	0	0	0	0
929	17F	1968	0	20	0	0	0	0	0	0
930	17F	1968	0	25	0	0	0	0	0	0
931	17F	1968	0	25	0	0	0	0	0	0
932	17F	1968	0	25	0	0	0	0	0	0
933	17F	1968	0	50	0	0	0	0	0	0
934	17F	1968	0	75	0	0	0	0	0	0
935	17F	1969	0	0	0	0	0	2000	0	0
936	17F	1969	0	0	0	0	0	40	0	0
937	17F	1969	0	0	5	0	0	0	0	0
938	17F	1969	0	0	10	0	0	0	0	0
939	17F	1969	0	0	50	0	0	0	0	0
940	17F	1969	0	5	0	0	0	0	0	0
941	17F	1969	0	5	0	0	0	0	0	0
942	17F	1969	0	5	0	0	0	0	0	0
943	17F	1969	0	10	0	0	0	0	0	0
944	17F	1969	0	10	0	0	0	0	0	0
945	17F	1969	0	10	0	0	0	0	0	0
946	17F	1969	0	10	0	0	0	0	0	0
947	17F	1969	0	12	0	0	0	0	0	0
948	17F	1969	0	15	0	0	0	0	0	0
949	17F	1969	0	15	0	0	0	0	0	0
950	17F	1969	0	15	0	0	0	0	0	0
951	17F	1969	0	15	0	0	0	0	0	0
952	17F	1969	0	15	0	0	0	0	0	0
953	17F	1969	0	15	0	0	0	0	0	0
954	17F	1969	0	20	0	0	0	0	0	0
955	17F	1969	0	20	0	0	0	0	0	0
956	17F	1969	0	20	0	0	0	0	0	0
957	17F	1969	0	20	0	0	0	0	0	0
958	17F	1969	0	25	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
959	17F	1969	0	25	0	0	0	0	0	0
960	17F	1969	0	25	0	0	0	0	0	0
961	17F	1969	0	25	0	0	0	0	0	0
962	17F	1969	0	25	0	0	0	0	0	0
963	17F	1969	0	25	0	0	0	0	0	0
964	17F	1969	0	25	0	0	0	0	0	0
965	17F	1969	0	40	0	0	0	0	0	0
966	17F	1969	0	40	0	0	0	0	0	0
967	17F	1969	0	76	0	0	0	0	0	0
968	17F	1969	0	500	0	0	0	0	0	0
969	17F	1970	0	0	0	0	0	120	0	0
970	17F	1970	0	0	0	0	0	0	0	0
971	17F	1970	0	0	0	0	0	0	15000	0
972	17F	1970	0	0	0	0	0	250	0	0
973	17F	1970	0	0	25	0	0	0	0	0
974	17F	1970	0	2	0	0	0	0	0	0
975	17F	1970	0	2	0	0	0	0	0	0
976	17F	1970	0	5	0	0	0	0	0	0
977	17F	1970	0	5	0	0	0	0	0	0
978	17F	1970	0	5	0	0	0	0	0	0
979	17F	1970	0	5	0	0	0	0	0	0
980	17F	1970	0	6	0	0	0	0	0	0
981	17F	1970	0	10	0	0	0	0	0	0
982	17F	1970	0	10	0	0	0	0	0	0
983	17F	1970	0	10	0	0	0	0	0	0
984	17F	1970	0	10	0	0	0	0	0	0
985	17F	1970	0	10	0	0	0	0	0	0
986	17F	1970	0	10	0	0	0	0	0	0
987	17F	1970	0	15	0	0	0	0	0	0
988	17F	1970	0	15	0	0	0	0	0	0
989	17F	1970	0	15	0	0	0	0	0	0
990	17F	1970	0	15	0	0	0	0	0	0
991	17F	1970	0	15	0	0	0	0	0	0
992	17F	1970	0	20	0	0	0	0	0	0
993	17F	1970	0	24	0	0	0	0	0	0
994	17F	1970	0	25	0	0	0	0	0	0
995	17F	1970	0	25	0	0	0	0	0	0
996	17F	1970	0	25	0	0	0	0	0	0
997	17F	1970	0	25	0	0	0	0	0	0
998	17F	1970	0	25	0	0	0	0	0	0
999	17F	1970	0	25	0	0	0	80	0	0
1000	17F	1970	0	25	0	0	0	0	0	0
1001	17F	1970	0	25	0	0	0	0	0	0
1002	17F	1970	0	50	25	0	0	0	0	0
1003	17F	1970	0	125	0	0	0	0	0	0
1004	17F	1970	5	0	0	0	0	0	0	0
1005	17F	1970	5	0	0	0	0	0	0	0
1006	18A	1954	0	12	0	0	0	0	0	0
1007	18A	1954	0	20	0	0	0	0	0	0
1008	18A	1954	0	20	0	0	0	0	0	0
1009	18A	1954	0	25	0	0	0	0	0	0
1010	18A	1954	0	28	0	0	0	0	0	0
1011	18A	1954	0	40	0	0	0	0	0	0
1012	18A	1954	0	50	0	0	0	0	0	0
1013	18A	1954	0	50	0	0	0	0	0	0
1014	18A	1954	0	20	0	0	0	0	0	0
1015	18A	1954	0	20	0	0	0	0	0	0
1016	18A	1954	0	25	0	0	0	0	0	0
1017	18A	1954	0	50	0	0	0	0	0	0
1018	18A	1955	0	0	0	0	0	0	0	1200
1019	18A	1955	0	0	0	0	0	0	0	1500
1020	18A	1955	0	0	0	0	0	0	0	1300
1021	18A	1955	0	0	0	0	0	0	10000	0
1022	18A	1955	0	8	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1023	18A	1955	0	10	0	0	0	0	0	0
1024	18A	1955	0	10	0	0	0	0	0	0
1025	18A	1955	0	20	0	0	0	0	0	0
1026	18A	1955	0	31	0	0	0	0	0	0
1027	18A	1955	0	50	0	0	0	0	0	0
1028	18A	1955	0	51	0	0	0	0	0	0
1029	18A	1956	0	0	10	0	0	0	0	0
1030	18A	1956	0	10	0	0	0	0	0	0
1031	18A	1956	0	15	0	0	0	0	0	0
1032	18A	1956	0	15	0	0	0	0	0	0
1033	18A	1956	0	20	0	0	0	0	0	0
1034	18A	1956	0	20	0	0	0	0	0	0
1035	18A	1956	0	20	0	0	0	0	0	0
1036	18A	1956	0	40	0	0	0	0	0	0
1037	18A	1956	0	50	0	0	0	0	0	0
1038	18A	1956	0	50	0	0	0	0	0	0
1039	18A	1956	0	51	0	0	0	0	0	0
1040	18A	1956	0	80	0	0	0	0	0	0
1041	18A	1957	0	0	0	0	0	0	1000	0
1042	18A	1957	0	3	0	0	0	0	0	0
1043	18A	1957	0	5	0	0	0	0	0	0
1044	18A	1957	0	10	0	0	0	0	0	0
1045	18A	1957	0	10	0	0	0	0	0	0
1046	18A	1958	0	0	0	0	0	0	0	625
1047	18A	1958	0	3	0	0	0	0	0	0
1048	18A	1958	0	5	0	0	0	0	0	0
1049	18A	1958	0	5	0	0	0	0	0	0
1050	18A	1958	0	10	0	0	0	0	0	0
1051	18A	1958	0	30	0	0	0	0	0	0
1052	18A	1959	0	0	0	0	0	0	0	175
1053	18A	1959	0	10	0	0	0	0	0	0
1054	18A	1959	0	10	0	0	0	0	0	0
1055	18A	1960	0	5	0	0	0	0	0	0
1056	18A	1960	0	5	0	0	0	0	0	0
1057	18A	1960	0	8	0	0	0	0	0	0
1058	18A	1960	0	15	0	0	0	0	0	0
1059	18A	1960	0	30	0	0	0	0	0	0
1060	18A	1960	0	36	0	0	0	0	0	0
1061	18A	1961	0	6	0	0	0	0	0	0
1062	18A	1961	0	10	0	0	0	0	0	0
1063	18A	1961	0	12	0	0	0	0	0	0
1064	18A	1961	0	15	0	0	0	0	0	0
1065	18A	1961	0	20	0	0	0	0	0	0
1066	18A	1962	0	0	0	0	0	75	0	0
1067	18A	1962	0	0	0	0	0	0	0	0
1068	18A	1962	0	5	0	0	0	0	0	0
1069	18A	1962	0	10	0	0	0	0	0	0
1070	18A	1962	0	10	0	0	0	0	0	0
1071	18A	1962	0	10	0	0	0	0	0	0
1072	18A	1962	0	15	0	0	0	0	0	0
1073	18A	1962	0	15	0	0	0	0	0	0
1074	18A	1962	0	20	0	0	0	0	0	0
1075	18A	1962	0	20	0	0	0	0	0	0
1076	18A	1962	0	25	0	0	0	0	0	0
1077	18A	1963	0	6	0	0	0	0	0	0
1078	18A	1963	0	8	0	0	0	0	0	0
1079	18A	1963	0	10	0	0	0	0	0	0
1080	18A	1963	0	10	0	0	0	0	0	0
1081	18A	1963	0	10	0	0	0	0	0	0
1082	18A	1963	0	15	0	0	0	0	0	0
1083	18A	1963	0	20	0	0	0	0	0	0
1084	18A	1963	0	20	0	0	0	0	0	0
1085	18A	1963	0	25	0	0	0	0	0	0
1086	18A	1964	0	5	0	0	0	0	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1151	19A	1961	0	0	0	0	0	0	0	1070
1152	19A	1963	0	2	0	0	0	0	0	0
1153	19A	1965	0	0	0	0	0	180	0	0
1154	19A	1965	0	15	0	0	0	0	0	0
1155	19A	1969	0	20	0	0	0	0	0	0
1156	19A	1969	0	25	0	0	0	0	0	0
1157	19A	1970	0	0	0	0	0	56	0	0
1158	19A	1970	0	0	0	0	0	100	0	0
1159	19B	1955	0	0	10	0	0	4000	0	0
1160	19B	1955	0	5	0	0	0	0	0	0
1161	22A	1954	0	10	0	0	0	0	0	0
1162	22A	1954	0	12	0	0	0	0	0	0
1163	22A	1955	0	10	0	0	0	0	0	0
1164	22A	1955	0	100	0	0	0	0	0	0
1165	22A	1956	0	0	10	0	0	0	0	0
1166	22A	1956	0	15	0	0	0	0	0	0
1167	22A	1956	0	100	0	0	0	0	0	0
1168	22A	1957	0	0	0	0	0	0	1000	0
1169	22A	1957	0	10	0	0	0	0	0	0
1170	22A	1959	0	8	0	0	0	0	0	0
1171	22A	1959	0	15	0	0	0	0	0	0
1172	22A	1960	0	8	0	0	0	0	0	0
1173	22A	1960	0	10	0	0	0	0	0	0
1174	22A	1960	0	10	0	0	0	0	0	0
1175	22A	1961	0	5	0	0	0	0	0	0
1176	22A	1961	0	10	0	0	0	0	0	0
1177	22A	1962	0	3	0	0	0	0	0	0
1178	22A	1962	0	5	0	0	0	0	0	0
1179	22A	1962	0	25	0	0	0	0	0	0
1180	22A	1962	0	30	0	0	0	0	0	0
1181	22A	1963	0	0	0	0	0	0	4000	0
1182	22A	1963	0	10	0	0	0	0	0	0
1183	22A	1963	0	10	0	0	0	0	0	0
1184	22A	1963	0	15	0	0	0	0	0	0
1185	22A	1963	0	25	0	0	0	0	0	0
1186	22A	1964	0	10	0	0	0	0	0	0
1187	22A	1964	0	25	0	0	0	0	0	0
1188	22A	1964	0	25	0	0	0	0	0	0
1189	22A	1965	0	10	0	0	0	0	0	0
1190	22A	1965	0	25	0	0	0	0	0	0
1191	22A	1965	0	25	0	0	0	0	0	0
1192	22A	1965	0	25	0	0	0	0	0	0
1193	22A	1965	0	25	0	0	0	0	0	0
1194	22A	1965	0	50	0	0	0	0	0	0
1195	22A	1966	0	10	0	0	0	0	0	0
1196	22A	1966	0	20	0	0	0	0	0	0
1197	22A	1966	0	50	0	0	0	0	0	0
1198	22A	1967	0	20	0	0	0	0	0	0
1199	22A	1967	0	25	0	0	0	0	0	0
1200	22A	1967	0	25	0	0	0	0	0	0
1201	22A	1967	0	25	0	0	0	0	0	0
1202	22A	1968	0	5	0	0	0	0	0	0
1203	22A	1968	0	10	0	0	0	0	0	0
1204	22A	1968	0	10	0	0	0	0	0	0
1205	22A	1968	0	10	0	0	0	0	0	0
1206	22A	1968	0	10	10	0	0	0	0	0
1207	22A	1968	0	20	0	0	0	0	0	0
1208	22A	1968	0	20	0	0	0	0	0	0
1209	22A	1968	0	25	0	0	0	0	0	0
1210	22A	1968	0	25	0	0	0	0	0	0
1211	22A	1968	0	40	0	0	0	0	0	0
1212	22A	1969	0	25	0	0	0	0	0	0
1213	22A	1969	0	25	0	0	0	0	0	0
1214	22A	1970	0	15	0	0	0	0	0	0

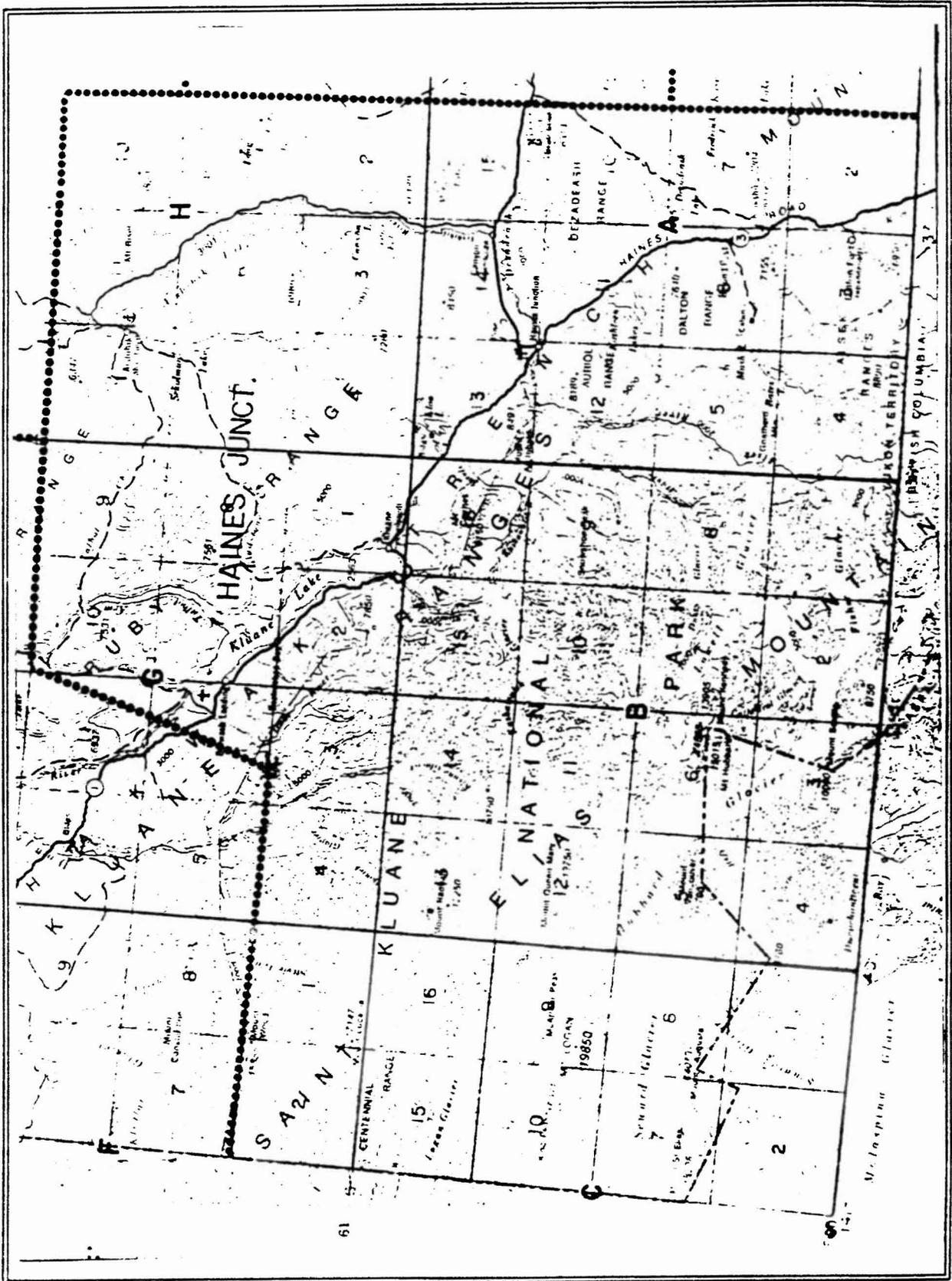
APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1215	22A	1970	0	25	0	0	0	0	0	0
1216	22A	1970	0	25	0	0	0	0	0	0
1217	22A	1970	0	60	0	0	0	0	0	0
1218	22B	1954	0	40	0	0	0	0	0	0
1219	22B	1955	0	30	0	0	0	0	0	0
1220	22B	1955	0	50	0	0	0	0	0	0
1221	22B	1956	0	16	0	0	0	0	0	0
1222	22B	1956	0	20	0	0	0	0	0	0
1223	22B	1956	0	25	0	0	0	0	0	90
1224	22B	1956	0	30	0	0	0	0	0	0
1225	22B	1956	0	60	0	0	0	0	0	0
1226	22B	1957	0	5	0	0	0	0	0	0
1227	22B	1957	0	20	0	0	0	0	0	0
1228	22B	1957	0	20	0	0	0	0	0	0
1229	22B	1957	0	25	0	0	0	0	0	0
1230	22B	1957	0	26	0	0	0	0	0	0
1231	22B	1957	0	50	0	0	0	0	0	0
1232	22B	1957	0	68	0	0	0	0	0	0
1233	22B	1958	0	25	0	0	0	0	0	0
1234	22B	1958	0	25	0	0	0	0	0	0
1235	22B	1958	0	25	0	0	0	0	0	0
1236	22B	1958	0	50	0	0	0	0	0	0
1237	22B	1959	0	6	0	0	0	0	0	0
1238	22B	1959	0	13	0	0	0	0	0	0
1239	22B	1959	0	20	0	0	0	0	0	0
1240	22B	1959	0	25	0	0	0	0	0	0
1241	22B	1959	0	25	0	0	0	0	0	0
1242	22B	1959	0	70	0	0	0	0	0	0
1243	22B	1960	0	8	0	0	0	0	0	0
1244	22B	1960	0	10	0	0	0	0	0	0
1245	22B	1960	0	20	0	0	0	0	0	0
1246	22B	1960	0	20	0	0	0	0	0	0
1247	22B	1960	0	50	0	0	0	0	0	0
1248	22B	1961	0	8	0	0	0	0	0	0
1249	22B	1961	0	15	0	0	0	0	0	0
1250	22B	1961	0	40	0	0	0	0	0	0
1251	22B	1961	0	50	0	0	0	0	0	0
1252	22B	1962	0	0	0	0	0	0	0	1500
1253	22B	1962	0	10	0	0	0	0	0	0
1254	22B	1962	0	20	0	0	0	0	0	0
1255	22B	1962	0	25	0	0	0	0	0	0
1256	22B	1962	0	25	0	0	0	0	0	0
1257	22B	1963	0	25	0	0	0	0	0	0
1258	22B	1963	0	50	0	0	0	0	0	0
1259	22B	1963	0	50	0	0	0	0	0	0
1260	22B	1964	0	25	0	0	0	0	0	0
1261	22B	1964	0	25	0	0	0	0	0	0
1262	22B	1964	0	25	0	0	0	0	0	0
1263	22B	1964	0	36	0	0	0	0	0	0
1264	22B	1964	0	100	0	0	0	0	0	0
1265	22B	1966	0	20	0	0	0	0	0	0
1266	22B	1966	0	25	0	0	0	0	0	0
1267	22B	1966	0	25	10	0	0	0	0	0
1268	22B	1967	0	25	0	0	0	0	0	0
1269	22B	1968	0	25	0	0	0	0	0	0
1270	22B	1968	0	25	0	0	0	0	0	0
1271	22B	1968	0	25	0	0	0	0	0	0
1272	22B	1968	0	25	0	0	0	0	0	0
1273	22B	1969	0	25	0	0	0	0	0	0
1274	22B	1969	0	25	0	0	0	0	0	0
1275	22B	1970	0	35	0	0	0	0	0	0
1276	22B	1970	0	55	0	0	0	0	0	0
1277	23A	1968	0	0	0	0	0	60	0	0
1278	23A	1970	0	0	0	0	0	300	0	0

APPENDIX 9 (Cont.)

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	BLD_LF	PIECES	PCS_FBM	PCS_LF
1279	LABG	1954	0	5	0	0	0	0	0	0
1280	LABG	1964	0	4	0	0	0	0	0	0
1281	LABG	1965	0	25	0	0	0	0	0	0

3.5 HAINES JUNCTION DISTRICT



3.5 HAINES JUNCTION DISTRICT SUMMARY

TABLE 37: POLYGONS - HAINES JUNCTION DISTRICT

<u>HAINES JUNCTION</u>		
Fig. 24.	Champagne - Marshall Creek	115A
	A. Alaska Hwy - Mile 975 - 1000	
	- Champagne - West of Canyon	
Fig. 25.	Aishihik Road	115A/115H
	A. Canyon - Aishihik Lake	
Fig. 26.	Aishihik Settlement/Airport	115H
	A. Aishihik Airport & Vicinity	
	B. Dalton Trail - Yukon Crossing	
Fig. 27.	Marshall Ck - Sulphur Lake - Kathleen Lake	115A
	A. Alaska Hwy - Mile 1000 - 1016	
	- Marshall Creek - Haines Junction	
	B. Alaska Hwy - 1016 - 1024	
	- Haines Junction - Bear Creek	
	C. Haines Road - Mile 143-159	
	- Kathleen Lake - Haines Junction	
	D. Alaska Hwy - Mile 1024-1038	
	- Bear Creek - Sulphur Lake	
Fig. 28.	Kathleen Lake - Dalton Post	115A
	A. Haines Road - Mile 105-143	
	- Dalton Post - Kathleen Lake	
	- Dalton Trail	
	B. Mush Lake Road	
	- Dezadeash Lodge - Mile 125	
Fig. 29.	Christmas Creek - Bocks Creek	115G+F
	A. Alaska Hwy - Mile 1048-1060	
	- Christmas Creek - Sheep Mt.	
	- East Side Kluane Lake	
	B. Alaska Hwy - Mile 1060 - 1080	
	- Sheep Mt. - Bocks Creek	
Fig. 30.	Bocks Creek - Burwash Flats	115G+F
	A. Alaska Hwy. - Mile 1080 - 1104	

Total Polygons = 13

The Haines Junction Logging District includes the area from Mile 975, Champagne, west to Mile 1104, north of Burwash Landing on the Alaska Highway. The Aishihik Road and airport area are included, as well as the Haines Road to the B.C. border.

3.5.1 TRANSPORTATION ACTIVITIES - HAINES JUNCTION DISTRICT

There were no entries in the Transportation database.

3.5.2 GENERAL ACTIVITIES - HAINES JUNCTION DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	11 Polygons	[HainesGP]
Annual Summary	1953 - 1970	[HainesGA]
Yearly Polygon Summary	18 Years/11 Polygons	[HainesGY]
Total Entries	161 Records	[HainesGS]

Polygon Summary

The logging activities recorded was between 1953 and 1970 within 11 polygons, based on a total of 161 records. The volume information per polygon is presented in Table 38.

TABLE 38: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
24A	272	30	0	30	0	0
25A	150	0	0	0	0	1400
27A	1005	110	0	280	64750	21795
27B	381	0	0	80	0	6720
27C	76	0	0	0	0	0
27D	98	3	0	90	0	0
28A	239	0	100	215	0	0
28B	45	0	0	0	0	0
29A	308	44	0	100	0	2000
29B	199	0	0	0	0	0
30A	742	3	0	150	0	0
TOTAL	3515	190	100	945	64750	31915

The highest green (110) and dry (1005) cords were harvested in 27A and also produced the highest FBM, LF and Pieces. Second for cordwood cut was 30A, near Burwash Landing, where 745 cords were cut. 1955-70 in 27B, some cordwood activity occurred, with 381 dry cords cut. Along the Haines Road (27C, 28A) a total of 315 cords (dry) were cut between 1958-70. 100 building logs and 215 Pieces were cut in 28A in 1970.

Annual Summary

The Annual summary, as shown in Table 39, indicates logging activities from 1953-1970.

TABLE 39: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
1953	10	0	0	0	0	960
1954	280	0	0	0	0	0
1955	281	0	0	0	0	960
1956	242	25	0	0	0	0
1957	100	19	0	0	0	5000
1958	165	40	0	0	0	2900
1959	170	5	0	0	0	225
1960	50	0	0	0	0	0
1961	88	3	0	0	0	5000
1962	305	0	0	0	0	7150
1963	100	5	0	0	0	0
1964	220	25	0	0	0	6720
1965	173	0	0	40	20000	0
1966	275	50	0	0	30000	3000
1967	100	3	0	80	0	0
1968	426	15	0	180	0	0
1969	296	0	0	330	14750	0
1970	234	0	100	315	0	0

The biggest cordwood harvest occurred in 1968 and was primarily dry wood. 1953 - 1970, the yearly harvests of dry wood averaged between 100 - 300 cords. 1965-66 was the highest production of manufactured lumber (FBM). Production of Linear Ft. was highest in 1962 and 1964. There were no records of FBM or Pieces being manufactured before 1965. Only 945 Pieces were produced from 1965-70, the lowest of all Districts.

Yearly Polygon Summary

The Yearly Polygon summary [HainesGY file] indicates the logging activities by year and per polygon, presented in Table 40.

There is a total of 91 records, combining the 11 polygons over the 18 years of cutting activities from 1953 - 1970. The highest dry cordwood was cut in 1955 in 30A at 200 cords. In 1965-66, the majority of FBM was manufactured in 27A.

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
24A	1954 - 1970	28A	1963 - 1970
25A	1962 - 1970	28B	1961 - 1963
27A	1953 - 1970	29A	1954 - 1970
27B	1955 - 1970	29B	1956 - 1970
27C	1958 - 1970	30A	1954 - 1969
27D	1954 - 1969		

The polygon of longest activity was 27A and the shortest activity was 28B.

TABLE 40: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
1	24A	1954	30	0	0	0	0	0
2	24A	1955	16	0	0	0	0	0
3	24A	1956	20	0	0	0	0	0
4	24A	1958	15	0	0	0	0	0
5	24A	1959	30	5	0	0	0	0
6	24A	1960	10	0	0	0	0	0
7	24A	1962	76	0	0	0	0	0
8	24A	1964	25	25	0	0	0	0
9	24A	1968	25	0	0	30	0	0
10	24A	1970	25	0	0	0	0	0
11	25A	1962	10	0	0	0	0	1400
12	25A	1963	35	0	0	0	0	0
13	25A	1964	50	0	0	0	0	0
14	25A	1966	20	0	0	0	0	0
15	25A	1968	10	0	0	0	0	0
16	25A	1970	25	0	0	0	0	0
17	27A	1953	10	0	0	0	0	960
18	27A	1954	70	0	0	0	0	0
19	27A	1955	45	0	0	0	0	960
20	27A	1956	52	25	0	0	0	0
21	27A	1957	65	0	0	0	0	5000
22	27A	1958	5	20	0	0	0	900
23	27A	1959	80	0	0	0	0	225
24	27A	1960	15	0	0	0	0	0
25	27A	1961	25	0	0	0	0	5000
26	27A	1962	69	0	0	0	0	5750
27	27A	1964	40	0	0	0	0	0
28	27A	1965	24	0	0	0	20000	0
29	27A	1966	195	50	0	0	30000	3000
30	27A	1967	50	0	0	80	0	0
31	27A	1968	120	15	0	0	0	0
32	27A	1969	115	0	0	200	14750	0
33	27A	1970	25	0	0	0	0	0
34	27B	1955	20	0	0	0	0	0
35	27B	1956	30	0	0	0	0	0
36	27B	1957	15	0	0	0	0	0
37	27B	1958	40	0	0	0	0	0
38	27B	1959	10	0	0	0	0	0
39	27B	1962	25	0	0	0	0	0
40	27B	1964	25	0	0	0	0	6720
41	27B	1965	0	0	0	40	0	0
42	27B	1968	151	0	0	0	0	0
43	27B	1969	40	0	0	40	0	0
44	27B	1970	25	0	0	0	0	0
45	27C	1958	30	0	0	0	0	0
46	27C	1962	5	0	0	0	0	0
47	27C	1965	25	0	0	0	0	0
48	27C	1969	1	0	0	0	0	0
49	27C	1970	15	0	0	0	0	0
50	27D	1954	10	0	0	0	0	0
51	27D	1956	55	0	0	0	0	0
52	27D	1957	8	0	0	0	0	0
53	27D	1961	25	0	0	0	0	0
54	27D	1967	0	3	0	0	0	0
55	27D	1969	0	0	0	90	0	0

TABLE 40: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
56	28A	1963	15	0	0	0	0	0
57	28A	1964	70	0	0	0	0	0
58	28A	1965	20	0	0	0	0	0
59	28A	1966	15	0	0	0	0	0
60	28A	1968	20	0	0	0	0	0
61	28A	1970	99	0	100	215	0	0
62	28B	1961	20	0	0	0	0	0
63	28B	1963	25	0	0	0	0	0
64	29A	1954	20	0	0	0	0	0
65	29A	1956	25	0	0	0	0	0
66	29A	1957	0	19	0	0	0	0
67	29A	1958	0	20	0	0	0	2000
68	29A	1961	8	0	0	0	0	0
69	29A	1962	10	0	0	0	0	0
70	29A	1963	25	5	0	0	0	0
71	29A	1968	100	0	0	0	0	0
72	29A	1969	120	0	0	0	0	0
73	29A	1970	0	0	0	100	0	0
74	29B	1956	50	0	0	0	0	0
75	29B	1965	34	0	0	0	0	0
76	29B	1966	45	0	0	0	0	0
77	29B	1967	50	0	0	0	0	0
78	29B	1970	20	0	0	0	0	0
79	30A	1954	150	0	0	0	0	0
80	30A	1955	200	0	0	0	0	0
81	30A	1956	10	0	0	0	0	0
82	30A	1957	12	0	0	0	0	0
83	30A	1958	75	0	0	0	0	0
84	30A	1959	50	0	0	0	0	0
85	30A	1960	25	0	0	0	0	0
86	30A	1961	10	3	0	0	0	0
87	30A	1962	110	0	0	0	0	0
88	30A	1964	10	0	0	0	0	0
89	30A	1965	70	0	0	0	0	0
90	30A	1968	0	0	0	150	0	0
91	30A	1969	20	0	0	0	0	0

Record Summary

A complete listing of the 161 entries for the Haines Junction District [HainesGS file] is presented in Appendix 10.

3.5.3 COMMERCIAL ACTIVITIES - HAINES JUNCTION DISTRICT

Commercial Timber Berths 1898 - 1913

There were no commercial timber berths registered in the Haines Junction District for this period.

Commercial Timber Berths 1947 - 1970

There were 2 commercial timber berths providing manufactured lumber in 1953-57 and 1963, presented in Table 41.

TABLE 41: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
27A	524Y	1963	1963	LOGS	FBM	
27C	305	1953	1957	LOGS		LF

Logs were harvested on these berths, on the Alaska Highway south of Mile 1006 (27A) by the Yukon Pine Lumber Co. (#524Y) and along the Haines Road (27C) by the Hudson Bay Exploration Co. (#305).

3.5.4 PROJECT ACTIVITIES - HAINES JUNCTION DISTRICT

The main project activity was the construction of the Alaska Highway and Haines Road. The Mile 100 West sawmill located near Marshall Creek (27A), operated by Dowell Construction and M.H. Kansas Bridge Company between 1943-44, produced 2,181,069 FBM. The Clyde Wann sawmill west of Haines Junction in 27B produced 817,941 FBM. The L.Proctor sawmill located near the Duke River in 30A produced 402,690 FBM. A total of 3,401,700 FBM were manufactured from these three sawmills between 1943-1944. The construction of the Haines Road in 1943 required the use of local timber for corduroy, along Dezadeash Lake, and bridge timbers. Army Camps were located at Mile Post 1015 in Haines Junction, MP 1056 near Kluane Lake and MP 1083, Destruction Bay. A Northwest Highway Cutting System Reserve #8 was located between Milepost 1008-9 (west of Marshall Creek) with 105 cords recorded in 1950. A permit was issued in 1946, presented as Example 6. Northwest Highway Cutting System Reserve #9 was located at Mile 1074 (south of Destruction Bay) where 7500 LF and Poles were cut in 1951. A permit issued in 1946 is presented as Example 7.

3.5.5 FIGURE 24 - 30 SUMMARY

Figures - Most Active - 27, 29
 Figures - Least Active - 24, 25, 28
 Polygons - No Records - All Covered

FIGURE 24 SUMMARY

Between Champagne and West of Canyon along the Alaska Highway, there was minimal logging activity at 302 cords and 30 Pieces cut. No commercial berths existed within this area.

FIGURE 25 SUMMARY

On the Aishihik Road there was 150 cords and 1400 LF cut between 1962-70. Wood was cut between Mile 6-60. No commercial timber berths were active in this area.

FIGURE 26 SUMMARY

The only record for this figure was 600 cords cut in 1947 by the R.C.A.F. for the Aishihik Airport. Volume information for the Dalton Trail north to Five Finger Rapids and the old native Aishihik settlement was not available.

FIGURE 27 SUMMARY

The major logging activities were located in 27A, including Marshall Creek and Pine Lake south to the Dezadeash River. The highest cordwood, dry and green, and manufactured lumber were harvested in this area. The Mile 100 West sawmill for the Alaska Highway construction was located near Marshall Creek and 2,181,069 FBM was manufactured between 1943-44. A cutting reserve for the Northwest Highway System was located at Mile 1008-9 on the north side of the highway. (1/2 mile deep). One commercial berth (#524Y) was located in this area, manufacturing FBM in 1963. In 27B, including Haines Junction west to Bear Creek, 381 cords (dry) were harvested and 6720 LF were manufactured, the second highest in the district. An Army camp was located at Mile 1015 and another sawmill (Clyde Wann Sawmill) for the Alaska Highway construction in 1943 was located near the Dezadeash River (27B). No commercial timber berths were located in this area for both periods. On the Haines Road in 27C, commercial berth #305 existed on Quill Creek in 1953-57 producing lumber (LF). For General activities, minimal cordwood was cut and no lumber was manufactured. In 27D, there was some cutting near Jarvis River, along the Alaska Highway at 100 cords.

FIGURE 28 SUMMARY

The Haines Road from Kathleen Lake to Klukshu (28A), south of Dezadeash Lake, had some logging activity including dry cordwood (239), building logs (100), and Pieces (215). Along the road to Mush Lake (28B), there was only 45 cords dry cut.

There was no volume information on timber used for bridges and corduroy on the Dalton Trail extending from Dalton Post, northeast towards Champagne.

FIGURE 29 SUMMARY

Near Silver City on Kluane Lake (29A), there was 308 dry and 44 green cords, 2000 LF, and 100 Pieces cut in 29A. An Army camp was located at MP1056, near the current site of Kluane Lake Lodge. In 29B, at MP1074 there was Northwest Highway System cutting Reserve #9. (See Example 7). For General activities, there was only 199 dry cords recorded in this area.

FIGURE 30 SUMMARY

An Army camp was located at Destruction Bay at MP1083 during Alaska Highway construction. The L. Proctor Sawmill was located in 30A

near the Duke River, producing 402,690 FBM between 1943-44. A total of 745 cords and 150 Pieces were cut in this area for General activities. No commercial berths were located in this area.

FIGURE 26. AISHIHK SETTLEMENT/AIRPORT

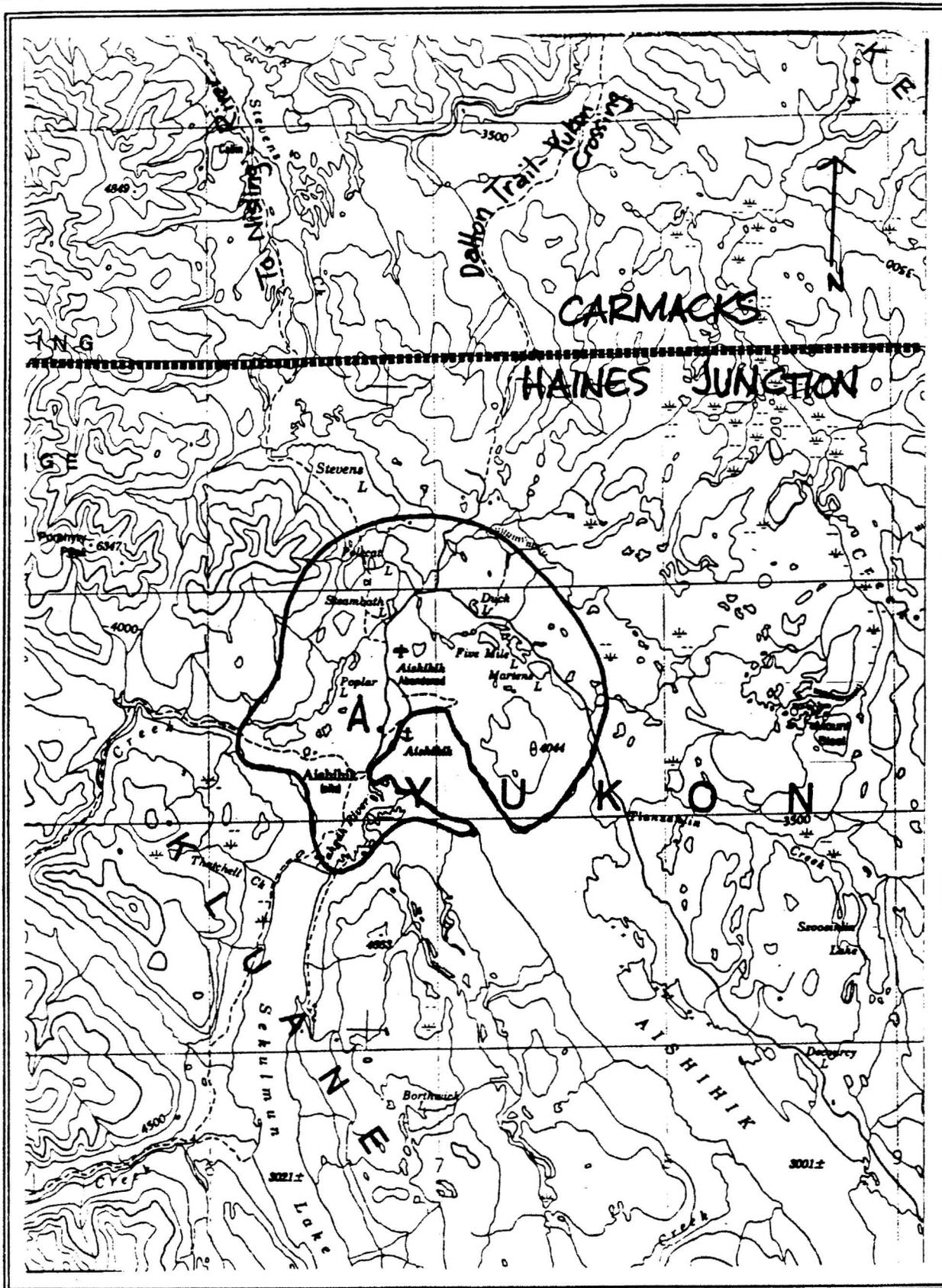


FIGURE 27. MARSHALL CK - SULPHUR LAKE - KATHLEEN LAKE

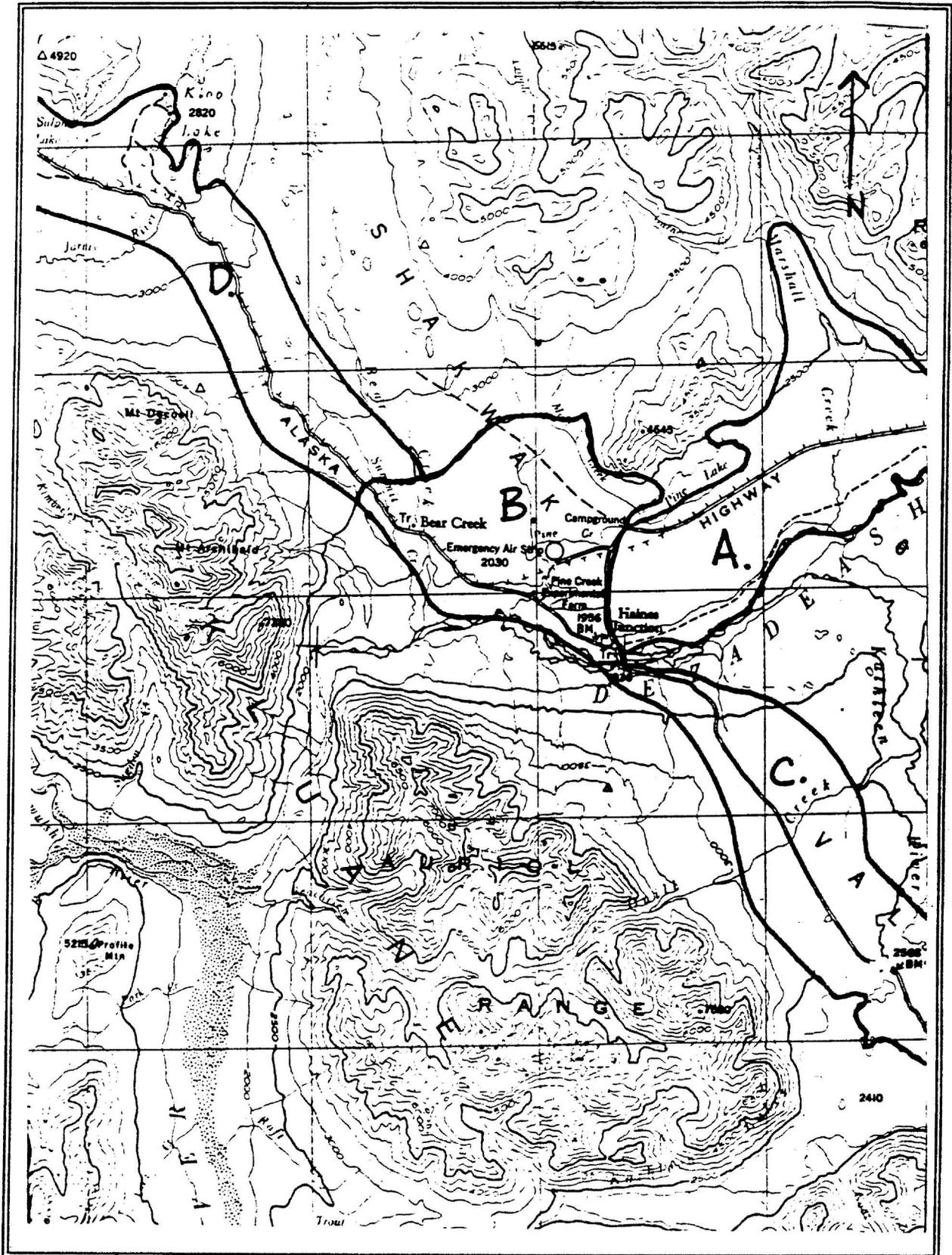


FIGURE 29. CHRISTMAS CREEK - BOCKS CREEK

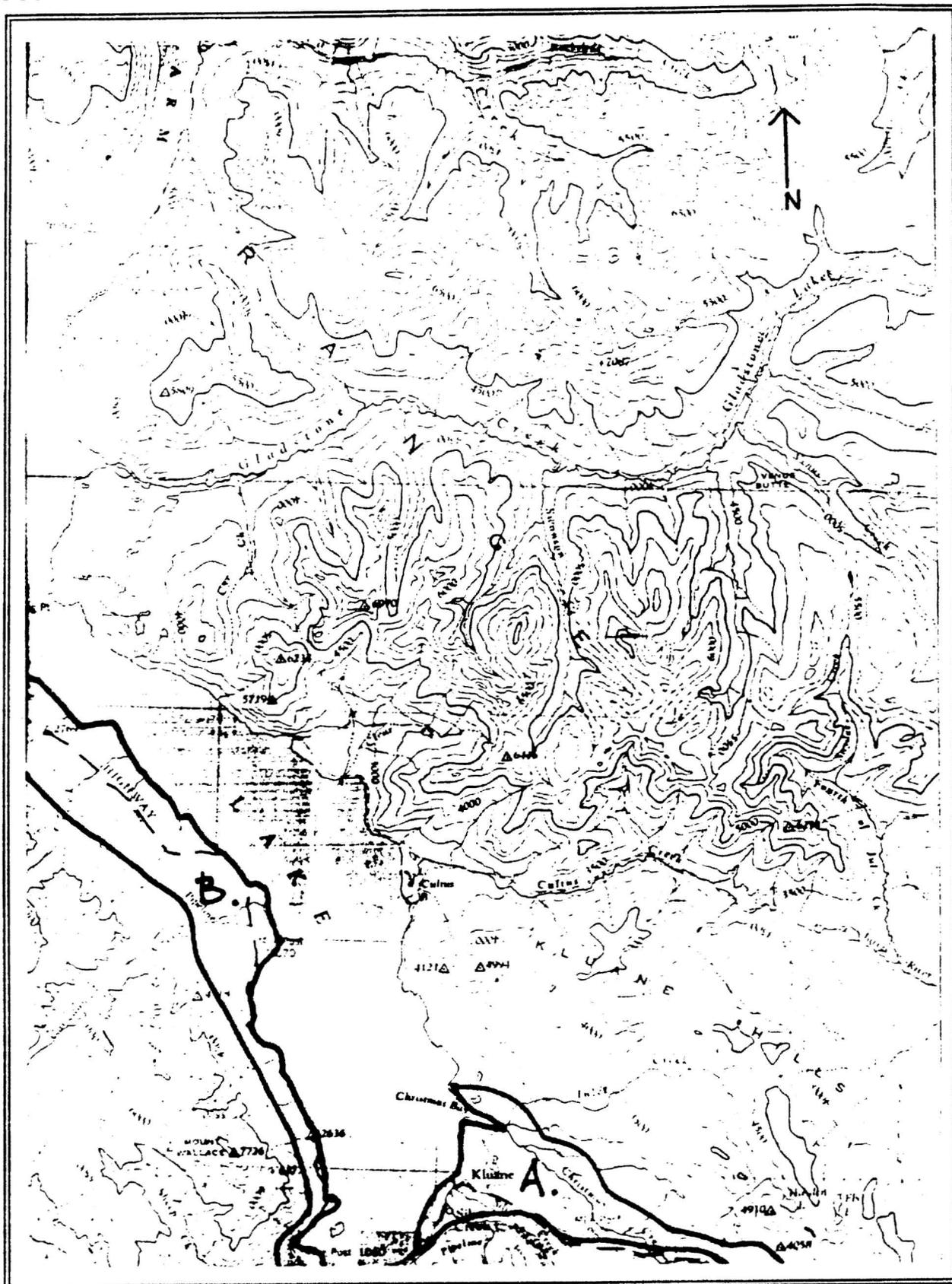
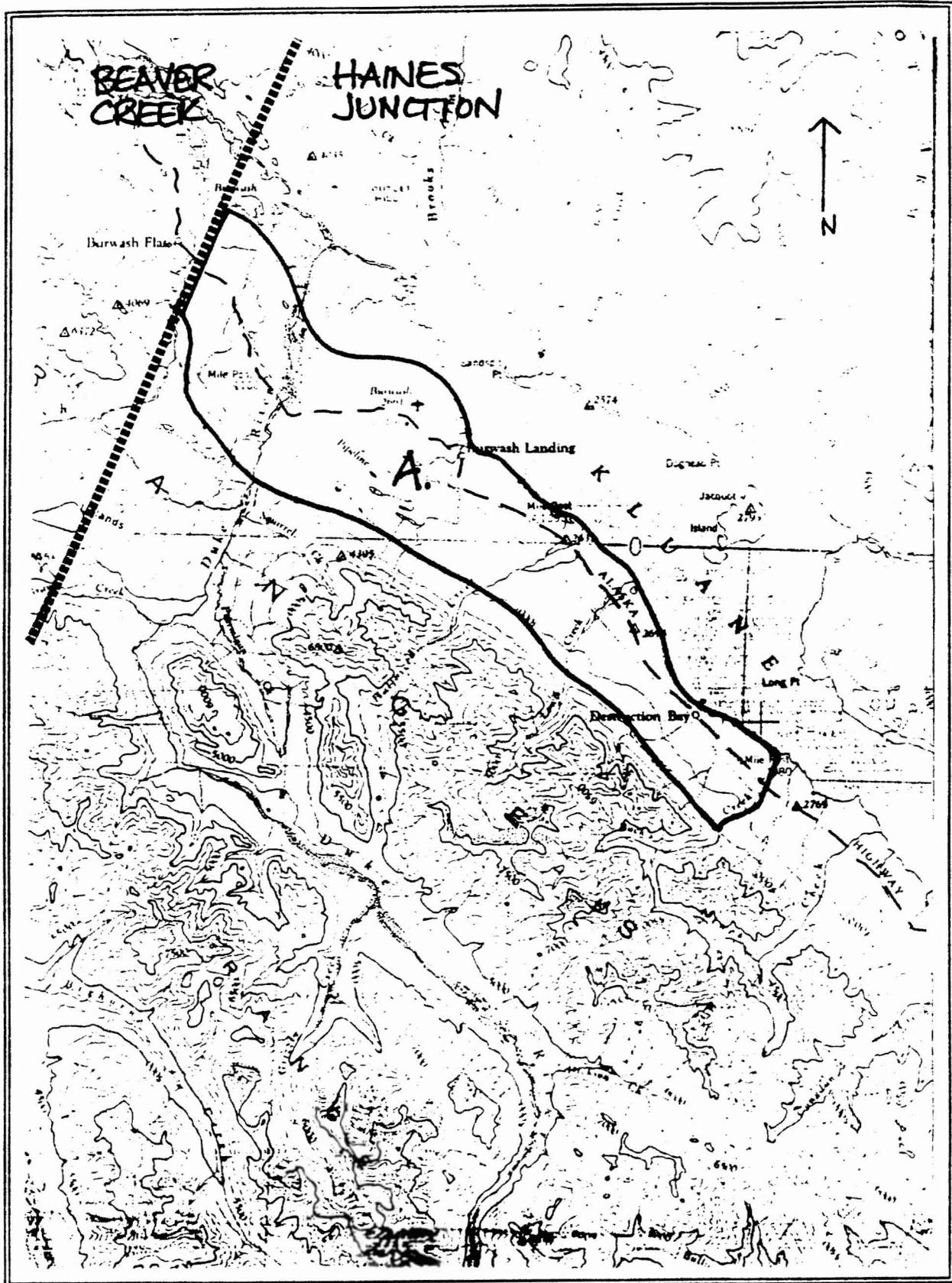


FIGURE 30. BOCKS CREEK - BURWASH FLATS



EXAMPLE 6: NORTHWEST HIGHWAY SYSTEM FUELWOOD PERMIT - 1946

NORTHWEST HIGHWAY SYSTEM

Whitehorse, Y.T.

12 Oct 46

G. WALSH, Brigadier

Dry Stand of Jackpine & Spruce
Milepost 1008 to 1009

An area one half mile in depth fronting the
Alaska Highway on the righthand side going north
from Milepost 1008 to 1009 including
stockpiles of cordwood and stovewood within
this area.

and to use

subject matter above

- (1) This permit is free of charge under the provisions of the Forest Act, 1942, and the Forest Act Regulations, 1942, and shall be subject to such additional conditions as may be imposed by the Inspector in his discretion, and it is necessary to prevent the removal of timber to preserve scenic values.
- (2) The permit holder shall be responsible for the maintenance of the roads of any lake being operated on the stand.
- (3) The permit holder shall be responsible for the maintenance of the roads of any lake being operated on the stand.
- (4) The permit holder shall be responsible for the maintenance of the roads of any lake being operated on the stand.
- (5) All debris, including sawdust, shall be removed from the operation, whether or not it is used for fuel, and shall be disposed of to the satisfaction of the Inspector, and such disposal shall be made in accordance with the logging operations.
- (6) The permit holder shall be responsible for the maintenance of the roads of any lake being operated on the stand.
- (7) The permit holder shall be responsible for the maintenance of the roads of any lake being operated on the stand.



Issuing Office
for the Crown
[Signature]
CROWN TIMBER AGENT

EXAMPLE 7: NORTHWEST HIGHWAY SYSTEM FUELWOOD PERMIT - 1946

FUELWOOD PERMIT ISSUED IN CONNECTION WITH DEFENCE PROJECTS

LANTAN, BRITISH COLUMBIA BRANCH, DEPARTMENT OF MINES AND RESOURCES

Project NORTHWEST HIGHWAY SYSTEM Place Whitehorse, Y.T.
Date 12 Oct 46
By G. WALSH, Brigadier

GRANT PERMIT for a permit to cut timber listed hereunder, on

**Stand of Dry Spruce
Milepost 1073.75 Vicinity**

**An area fronting the Highway for 2000'
and extending 1500' South of the Highway
at Milepost 1073.75 and including 16' lengths of cut timber.**

and to use such timber in connection with the Project described above.

In consideration of the granting of this permit free of charge under the provisions of the Statute in Council P.C. 5959, 10th July 1942, I undertake to enforce the regulations stipulated below and to abide by such additional regulations as the Crown Timber Agent or his Inspector may find it necessary to impose to ensure safety and to prevent waste or to preserve scenic values.

- (1) The area listed shall be cut;
- (2) That in an area extending 1,000 feet on each side of the Canadian National Highway:
(a) Within 1,000 feet of the shores of any lake having especial scenic value
- (3) Where cutting is conducted a permit must be secured, good until the 30th day next from date of issue, and renewable providing the permit conditions have been satisfactorily fulfilled.
- (4) The Crown Timber Agent or his Inspector may designate what timber shall be cut and may at any time to ensure that conservation methods are being observed.
- (5) All operations shall be carried on so as to prevent, as far as practicable, all damage to young trees or trees not designated for removal.
(a) All brush and other debris resulting from the operation, whether on or off the area under permit, shall be disposed of to the satisfaction of the Crown Timber Agent or his Inspector, and such disposal shall be made to keep pace with the other logging operations.
(b) Wooded slash shall be piled, as the operation progresses; and burned when fire hazard conditions permit.
(c) Fires shall be started without authority of the Crown Timber Agent or his Inspector.
- (6) Permittees must have modern forest fire fighting equipment available for use and will be held responsible for controlling and extinguishing fires.

THIS APPLICATION having been accepted by this office, shall constitute a PERMIT to remove timber from the area designated for the project named

Issuing Officer
for the Crown Timber Agent.



CROWN TIMBER AGENT

APPENDIX 10: GENERAL ACTIVITIES DATABASE FILE [HainesGS]

Record#	POLY	YEAR	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
1	24A	1954	30	0	0	0	0	0
2	24A	1955	16	0	0	0	0	0
3	24A	1956	20	0	0	0	0	0
4	24A	1958	15	0	0	0	0	0
5	24A	1959	5	5	0	0	0	0
6	24A	1959	25	0	0	0	0	0
7	24A	1960	10	0	0	0	0	0
8	24A	1962	20	0	0	0	0	0
9	24A	1962	56	0	0	0	0	0
10	24A	1964	0	25	0	0	0	0
11	24A	1964	25	0	0	0	0	0
12	24A	1968	25	0	0	30	0	0
13	24A	1970	25	0	0	0	0	0
14	25A	1962	0	0	0	0	0	1400
15	25A	1962	10	0	0	0	0	0
16	25A	1963	10	0	0	0	0	0
17	25A	1963	25	0	0	0	0	0
18	25A	1964	15	0	0	0	0	0
19	25A	1964	35	0	0	0	0	0
20	25A	1966	20	0	0	0	0	0
21	25A	1968	10	0	0	0	0	0
22	25A	1970	25	0	0	0	0	0
23	27A	1953	0	0	0	0	0	960
24	27A	1953	10	0	0	0	0	0
25	27A	1954	10	0	0	0	0	0
26	27A	1954	30	0	0	0	0	0
27	27A	1954	10	0	0	0	0	0
28	27A	1954	20	0	0	0	0	0
29	27A	1955	0	0	0	0	0	960
30	27A	1955	20	0	0	0	0	0
31	27A	1955	25	0	0	0	0	0
32	27A	1956	0	25	0	0	0	0
33	27A	1956	12	0	0	0	0	0
34	27A	1956	20	0	0	0	0	0
35	27A	1956	20	0	0	0	0	0
36	27A	1957	0	0	0	0	0	5000
37	27A	1957	20	0	0	0	0	0
38	27A	1957	20	0	0	0	0	0
39	27A	1957	25	0	0	0	0	0
40	27A	1958	0	0	0	0	0	900
41	27A	1958	0	20	0	0	0	0
42	27A	1958	5	0	0	0	0	0
43	27A	1959	30	0	0	0	0	225
44	27A	1959	50	0	0	0	0	0
45	27A	1960	15	0	0	0	0	0
46	27A	1961	0	0	0	0	0	5000
47	27A	1961	5	0	0	0	0	0
48	27A	1961	20	0	0	0	0	0
49	27A	1962	0	0	0	0	0	5750
50	27A	1962	5	0	0	0	0	0
51	27A	1962	10	0	0	0	0	0
52	27A	1962	25	0	0	0	0	0
53	27A	1962	29	0	0	0	0	0
54	27A	1964	15	0	0	0	0	0
55	27A	1964	25	0	0	0	0	0
56	27A	1965	0	0	0	0	20000	0
57	27A	1965	24	0	0	0	0	0
58	27A	1966	0	0	0	0	30000	0
59	27A	1966	0	50	0	0	0	3000
60	27A	1966	15	0	0	0	0	0
61	27A	1966	15	0	0	0	0	0
62	27A	1966	15	0	0	0	0	0

APPENDIX 10 (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
63	27A	1966	25	0	0	0	0	0
64	27A	1966	125	0	0	0	0	0
65	27A	1967	0	0	0	80	0	0
66	27A	1967	50	0	0	0	0	0
67	27A	1968	0	15	0	0	0	0
68	27A	1968	25	0	0	0	0	0
69	27A	1968	25	0	0	0	0	0
70	27A	1968	30	0	0	0	0	0
71	27A	1968	40	0	0	0	0	0
72	27A	1969	0	0	0	100	0	0
73	27A	1969	0	0	0	100	0	0
74	27A	1969	0	0	0	0	14750	0
75	27A	1969	15	0	0	0	0	0
76	27A	1969	20	0	0	0	0	0
77	27A	1969	25	0	0	0	0	0
78	27A	1969	25	0	0	0	0	0
79	27A	1969	30	0	0	0	0	0
80	27A	1970	25	0	0	0	0	0
81	27B	1955	20	0	0	0	0	0
82	27B	1956	30	0	0	0	0	0
83	27B	1957	15	0	0	0	0	0
84	27B	1958	40	0	0	0	0	0
85	27B	1959	10	0	0	0	0	0
86	27B	1962	25	0	0	0	0	0
87	27B	1964	25	0	0	0	0	6720
88	27B	1965	0	0	0	40	0	0
89	27B	1968	46	0	0	0	0	0
90	27B	1968	105	0	0	0	0	0
91	27B	1969	0	0	0	40	0	0
92	27B	1969	40	0	0	0	0	0
93	27B	1970	25	0	0	0	0	0
94	27C	1958	30	0	0	0	0	0
95	27C	1962	5	0	0	0	0	0
96	27C	1965	25	0	0	0	0	0
97	27C	1969	1	0	0	0	0	0
98	27C	1970	15	0	0	0	0	0
99	27D	1954	10	0	0	0	0	0
100	27D	1956	15	0	0	0	0	0
101	27D	1956	40	0	0	0	0	0
102	27D	1957	8	0	0	0	0	0
103	27D	1961	10	0	0	0	0	0
104	27D	1961	15	0	0	0	0	0
105	27D	1967	0	3	0	0	0	0
106	27D	1969	0	0	0	90	0	0
107	28A	1963	15	0	0	0	0	0
108	28A	1964	20	0	0	0	0	0
109	28A	1964	25	0	0	0	0	0
110	28A	1964	25	0	0	0	0	0
111	28A	1965	20	0	0	0	0	0
112	28A	1966	15	0	0	0	0	0
113	28A	1968	20	0	0	0	0	0
114	28A	1970	0	0	0	100	0	0
115	28A	1970	0	0	0	15	0	0
116	28A	1970	0	0	0	100	0	0
117	28A	1970	2	0	0	0	0	0
118	28A	1970	2	0	0	0	0	0
119	28A	1970	20	0	0	0	0	0
120	28A	1970	25	0	100	0	0	0
121	28A	1970	25	0	0	0	0	0
122	28A	1970	25	0	0	0	0	0
123	28B	1961	20	0	0	0	0	0
124	28B	1963	25	0	0	0	0	0
125	29A	1954	20	0	0	0	0	0
126	29A	1956	25	0	0	0	0	0

APPENDIX 10 (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
127	29A	1957	0	19	0	0	0	0
128	29A	1958	0	0	0	0	0	2000
129	29A	1958	0	20	0	0	0	0
130	29A	1961	8	0	0	0	0	0
131	29A	1962	10	0	0	0	0	0
132	29A	1963	0	5	0	0	0	0
133	29A	1963	25	0	0	0	0	0
134	29A	1968	100	0	0	0	0	0
135	29A	1969	120	0	0	0	0	0
136	29A	1970	0	0	0	100	0	0
137	29B	1956	50	0	0	0	0	0
138	29B	1965	34	0	0	0	0	0
139	29B	1966	45	0	0	0	0	0
140	29B	1967	50	0	0	0	0	0
141	29B	1970	20	0	0	0	0	0
142	30A	1954	50	0	0	0	0	0
143	30A	1954	100	0	0	0	0	0
144	30A	1955	100	0	0	0	0	0
145	30A	1955	100	0	0	0	0	0
146	30A	1956	10	0	0	0	0	0
147	30A	1957	12	0	0	0	0	0
148	30A	1958	25	0	0	0	0	0
149	30A	1958	50	0	0	0	0	0
150	30A	1959	50	0	0	0	0	0
151	30A	1960	25	0	0	0	0	0
152	30A	1961	0	3	0	0	0	0
153	30A	1961	10	0	0	0	0	0
154	30A	1962	10	0	0	0	0	0
155	30A	1962	100	0	0	0	0	0
156	30A	1964	10	0	0	0	0	0
157	30A	1965	20	0	0	0	0	0
158	30A	1965	25	0	0	0	0	0
159	30A	1965	25	0	0	0	0	0
160	30A	1968	0	0	0	150	0	0
161	30A	1969	20	0	0	0	0	0

3.6. BEAVER CREEK DISTRICT SUMMARY

TABLE 42 - POLYGONS - BEAVER CREEK DISTRICT

	N.T.S. MAP NO.
<u>BEAVER CREEK</u>	
Fig. 31. Burwash Flats - Mile 1110	115G+F
A. Alaska Hwy - Mile 1104 - 1110	
Fig. 32. Kluane River - Mile 1150	115G+F
A. Alaska Hwy - Mile 1110 - 1150	
Fig. 33. Dry Creek - Mile 1181	115G+F/115J+K
A. Alaska Hwy - Mile 1150 - 1169	
B. Alaska Highway - Mile 1169 - 1181	
Fig. 34. Dry Creek - Beaver Creek - Alaska Boundary	115J+K
A. Alaska Hwy - Mile 1181 - 1200	
B. Beaver Creek - Mile 1200 - 1214	
C. Snag Road and Airport	

Total Polygons = 7 + Beaver Creek General (BEAG) = 8

The Beaver Creek Logging District extends along the Alaska Highway from Burwash Flats at Milepost 1104 to the Boundary of Alaska at Milepost 1221. The Snag Road and Snag airport site is also included.

3.6.1 TRANSPORTATION ACTIVITIES - BEAVER CREEK DISTRICT

There were no entries for the Transportation database.

3.6.2 GENERAL ACTIVITIES - BEAVER CREEK DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	8 Polygons	[BeavCkGP]
Annual Summary	1953 - 1970	[BeavCkGA]
Yearly Polygon Summary	18 Years/8 Polygons	[BeavCkGY]
Total Entries	114 Records	[BeavCkGS]

Polygon Summary

The logging activities recorded took place between 1953 and 1970 within 9 polygons, based on a total of 114 records. The volume information per polygon is presented in Table 43.

TABLE 43: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
31A	195	50	0	0	0	2681
32A	387	180	0	470	250000	2500
33A	246	0	0	88	0	0
33B	101	0	0	2255	44955	7605
34A	26	0	0	0	0	0
34B	386	112	1200	50	0	10230
34C	40	0	0	0	0	0
BEAG	45	15	0	50	0	0
TOTAL	1426	357	1200	2913	294955	23016

The Polygon summary revealed that the majority of logging activities for cordwood occurred in 32A and 34B, along the Alaska Highway (MP1110 - 1150) and in the vicinity of Beaver Creek (MP1181 - 1214). For manufactured lumber, 32A and 33B were the highest. In 34B, 1200 LF of building logs were also cut.

Annual Summary

The Annual summary, as shown in Table 44, indicates logging activities from 1953-1970.

The main cutting of cordwood occurred between 1965-1966, primarily dry and were the only years that more than 200 dry cords were cut for the district. The main production of FBM was in 1969 and the majority of LF was manufactured in 1954 and 1961. In 1966, the most Pieces were produced. In 1955, 1200 LF of building logs were cut, the only record in the district.

TABLE 44: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
1953	10	0	0	0	0	0
1954	112	0	0	0	0	6290
1955	0	0	1200	0	0	0
1956	130	0	0	0	0	0
1957	0	0	0	0	0	2316
1958	8	0	0	0	0	0
1959	18	2	0	0	0	2625
1960	10	0	0	0	0	0
1961	25	40	0	0	0	5380
1962	66	0	0	0	0	2500
1963	139	67	0	0	0	2605
1964	116	66	0	55	34190	1300
1965	202	0	0	0	0	0
1966	235	25	0	2320	10765	0
1967	96	35	0	280	0	0
1968	57	92	0	8	0	0
1969	130	23	0	150	250000	0
1970	72	7	0	100	0	0

Yearly Polygon Summary

The Yearly Polygon summary [BeavCkGY file] indicates the logging activities by years and per polygon, presented in Table 45.

There is a total of 50 records, combining the 8 polygons over the 18 years of cutting activities from 1953 - 1970. A total of 1783 cords were cut over this period. The highest green cordwood was cut in 32A in 1968 and the highest drywood was cut in 1965, also in 32A. The majority of FBM was manufactured in 1969 at a sawmill located in 32A, along the Alaska Highway, at 250,000 FBM. The highest LF was in 34B in 1954 at 6290 LF. The highest Pieces was produced in 33B in 1966, at 2000 Pieces.

POLYGON	YEARS OF ACTIVITY
31A	1956 - 1965
32A	1958 - 1969
33A	1954 - 1968
33B	1959 - 1970
34A	1953 - 1954
34B	1954 - 1970
34C	1966
BEAG	1969 - 1970

TABLE 45: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	31A	1956	100	0	0	0	0	0
2	31A	1957	0	0	0	0	0	2316
3	31A	1961	0	30	0	0	0	0
4	31A	1962	10	0	0	0	0	0
5	31A	1963	65	20	0	0	0	365
6	31A	1965	20	0	0	0	0	0
7	32A	1958	8	0	0	0	0	0
8	32A	1959	18	2	0	0	0	0
9	32A	1960	10	0	0	0	0	0
10	32A	1961	15	0	0	0	0	400
11	32A	1962	15	0	0	0	0	0
12	32A	1963	8	7	0	0	0	800
13	32A	1964	33	56	0	0	0	1300
14	32A	1965	165	0	0	0	0	0
15	32A	1966	75	25	0	320	0	0
16	32A	1967	25	10	0	0	0	0
17	32A	1968	0	70	0	0	0	0
18	32A	1969	15	10	0	150	250000	0
19	33A	1954	80	0	0	0	0	0
20	33A	1956	30	0	0	0	0	0
21	33A	1962	41	0	0	0	0	0
22	33A	1964	18	0	0	0	0	0
23	33A	1965	12	0	0	0	0	0
24	33A	1966	40	0	0	0	0	0
25	33A	1967	10	0	0	80	0	0
26	33A	1968	15	0	0	8	0	0
27	33B	1959	0	0	0	0	0	2625
28	33B	1961	0	0	0	0	0	4980
29	33B	1964	0	0	0	55	34190	0
30	33B	1966	41	0	0	2000	10765	0
31	33B	1967	16	0	0	200	0	0
32	33B	1968	4	0	0	0	0	0
33	33B	1970	40	0	0	0	0	0
34	34A	1953	10	0	0	0	0	0
35	34A	1954	32	0	0	0	0	0
36	34B	1954	0	0	0	0	0	6290
37	34B	1955	0	0	1200	0	0	0
38	34B	1961	10	10	0	0	0	0
39	34B	1962	0	0	0	0	0	2500
40	34B	1963	66	40	0	0	0	1440
41	34B	1964	65	10	0	0	0	0
42	34B	1965	5	0	0	0	0	0
43	34B	1966	39	0	0	0	0	0
44	34B	1967	45	25	0	0	0	0
45	34B	1968	38	22	0	0	0	0
46	34B	1969	102	5	0	0	0	0
47	34B	1970	0	0	0	50	0	0
48	34C	1966	40	0	0	0	0	0
49	BEAG	1969	13	8	0	0	0	0
50	BEAG	1970	32	7	0	50	0	0

Record Summary

A complete listing of the 114 entries for the Beaver Creek District [BeavCkGS file] is presented in Appendix 11.

3.6.3 COMMERCIAL ACTIVITIES - BEAVER CREEK DISTRICT

Commercial Timber Berths 1898 - 1913

There were no timber berths registered in the Commercial database for this period.

Commercial Timber Berths 1947 - 1970

There were 8 commercial timber berths for this period, presented in Table 46. Timber berths were located primarily located along Beaver Creek between Mile 1181-1214 of the Alaska Highway in 34A and 34B. All of the berths were operated by the Whitehorse Lumber Company and timber was harvested mainly for the manufacture of lumber (FBM), (LF). Pieces and Trees were also harvested on Berth #499Y. Timber Berths were active from 1949 - 1971, with the majority operating in the 1950's.

TABLE 46: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
34A	373	1955	1955	LOGS	FBM	
34A	401	1956	1956	LOGS	FBM	
34B	211	1949	1951	LOGS	FBM	
34B	282	1952	1952		FBM	
34B	302	1952	1953	LOGS	FBM	
34B	326	1953	1955	LOGS	FBM	LF
34B	419	1956	1960	LOGS	FBM	
34B	499Y	1961	1971	LOGS	FBM	PCS TREES

3.6.4 PROJECT ACTIVITIES - BEAVER CREEK DISTRICT

The main project activity was the construction of the Alaska Highway. In 1943, there was the Edith Creek sawmill (32A), operated by Elliott Construction Co. and the Burwash Creek sawmill (32B), operated by the M.H. Kansas City Bridge Co., both producing a total of 2,106,364 FBM. The Beaver Creek sawmill (34B), also operated by the M.H. Kansas City Bridge Co., produced 1,167,076 FBM. A total of 3,273,440 FBM were manufactured from these three sawmills between 1943- 1944. An Army camp was located at Longs Creek (MP 1156) in 33A. A number of cutting reserves were located within this district for the Northwest Highway System (Reserve #7), at MP 1104-5 near Burwash Flats (31A), at MP 1178 on Sandpete Creek (Reserve #12) in 33B, and on Beaver Creek near MP1200 (Reserve #11) and MP1204 (Reserve #2) in 34B. Volumes from these cutting reserves included manufactured lumbe (LF) and Piling indicated in Volume I in section 3.2.3. In 1947, 600 cords were cut in the vicinity of the Snag Airport for the R.C.A.F.

3.6.5 FIGURE 31 - 34 SUMMARY

Figures - Most Active - 32, 33, 34,
Figures - Least Active - 31
Polygons - No Records - All Covered

FIGURE 31 SUMMARY

There was minimal logging activity in 31A near Burwash Flats, from MP 1104 -1110. A total of 245 cords and 2681 LF were harvested as General activities. A Northwest Highways cutting reserve # 7 was located between Mile 1105-6 of the Alaska Highway.

FIGURE 32 SUMMARY

Between Milepost 1110 - 1150 of the Alaska Highway, the highest dry and green cordwood was cut and FBM was produced for the district. During the construction of the Alaska Highway, two sawmills were in operation in 32A, the Edith Creek sawmill and Burwash Creek sawmill, producing 2,106,364 FBM in 1943-4.

FIGURE 33 SUMMARY

In 33A, between MP 1150 - 1169, a total of 246 dry cords and 88 pieces were cut. An army camp was located at MP 1156, Longs Creek. In 33B, from MP 1169 - 1181, there was the second highest FBM and LF produced, and the highest pieces cut for the district. An Northwest Highway System cutting reserve was located near Sandpete Creek at MP 1178 (Reserve #12), and records between 1959 - 1961 indicated a total of 7605 LF were produced.

FIGURE 34 SUMMARY

Along the Alaska Highway between MP1181 to 1200 (34A), there was minimal cords cut, at 26 cords. There were two commercial berths located on Beaver Creek west of the highway between 1955-56. In 34B, in the vicinity of Beaver Creek, the highest cordwood was cut for the district, at 386 (dry) and 112 (green). The highest LF was produced at 1,100,430. There were six commercial berths located along Beaver Creek, primarily operated by Whitehorse Lumber Co. between 1949 - 1970. The Beaver Creek sawmill operated in 1943-44 for the Alaska Highway construction which was located on Beaver Creek. An army camp was located at MP 1206. The Northwest Highway System had two cutting reserves near MP1200 (Reserve #11) and MP1204 (Reserve #2), along Beaver Creek. In 1951, a total of 30835 LF were cut on Reserve #11, also used for piling. A sketch of Reserve #2 on Beaver Creek was available and is presented as Example 8. In 34C, which includes the Snag Road and airport, a total of 40 dry cords were cut in 1966. In 1947, the R.C.A.F. harvested 600 cords in this area.

FIGURE 31. BURWASH FLATS - MILE 1110

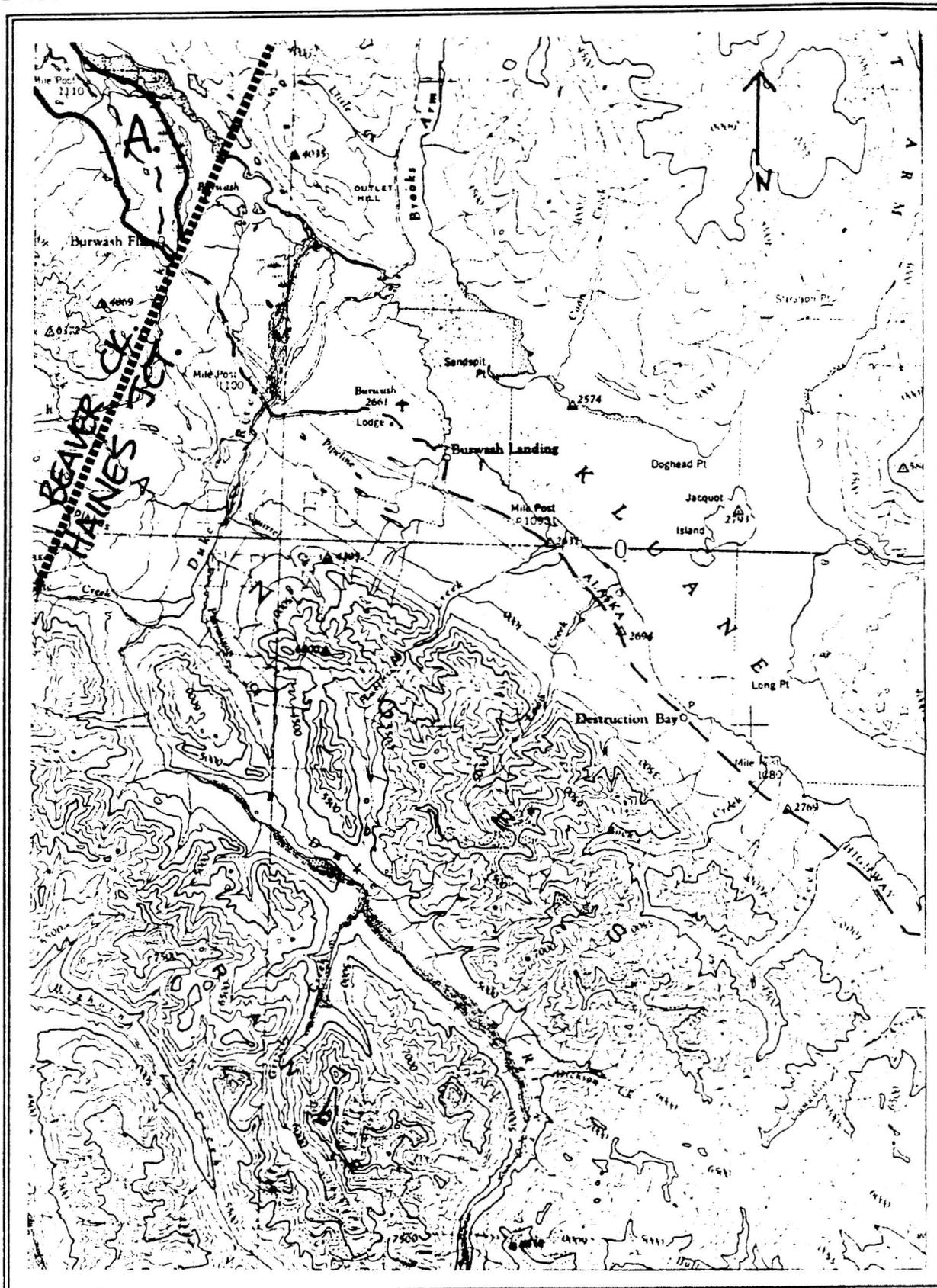


FIGURE 32. KLUANE RIVER - MILE 1150

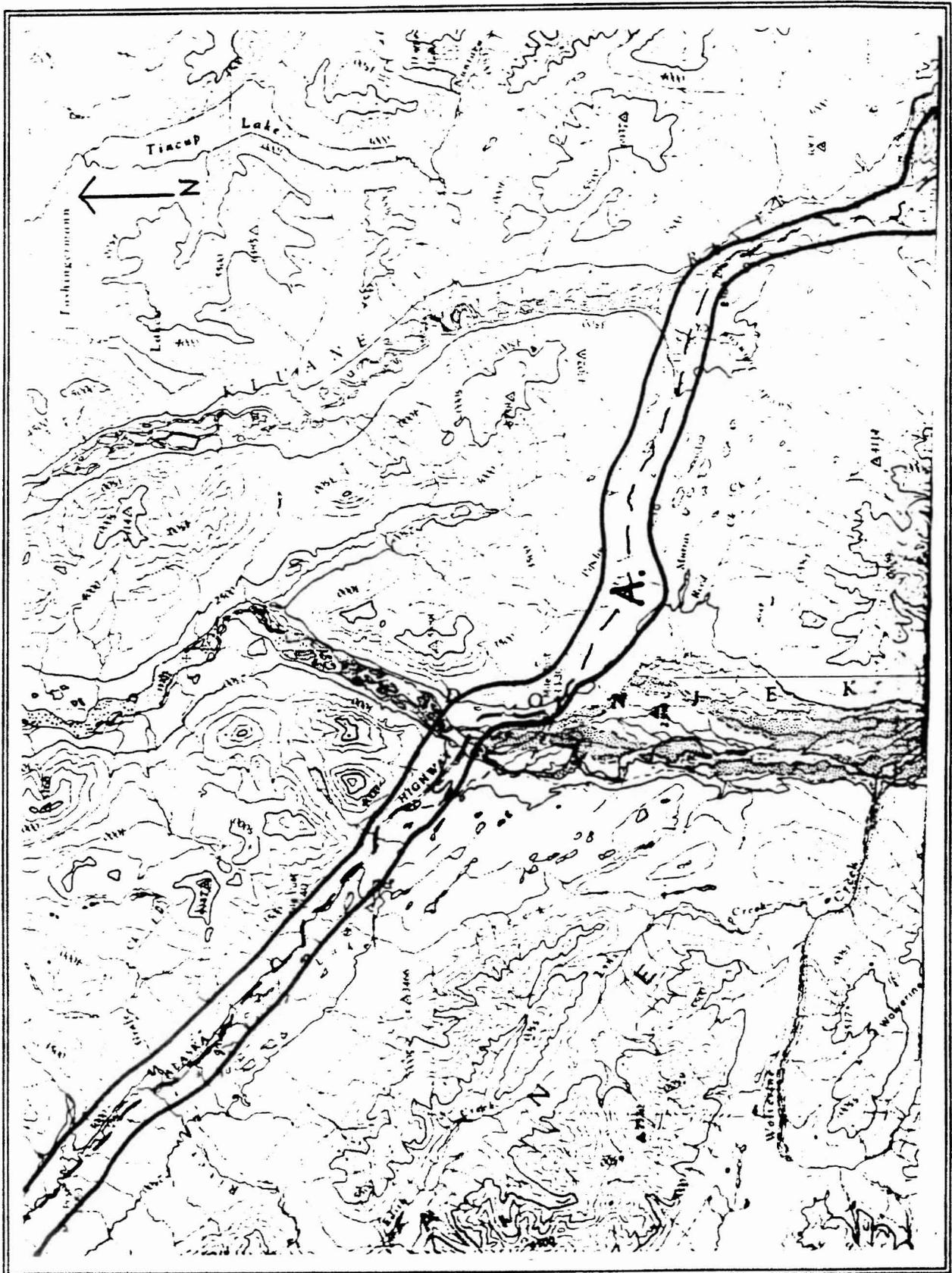


FIGURE 33. DRY CREEK - MILE 1181

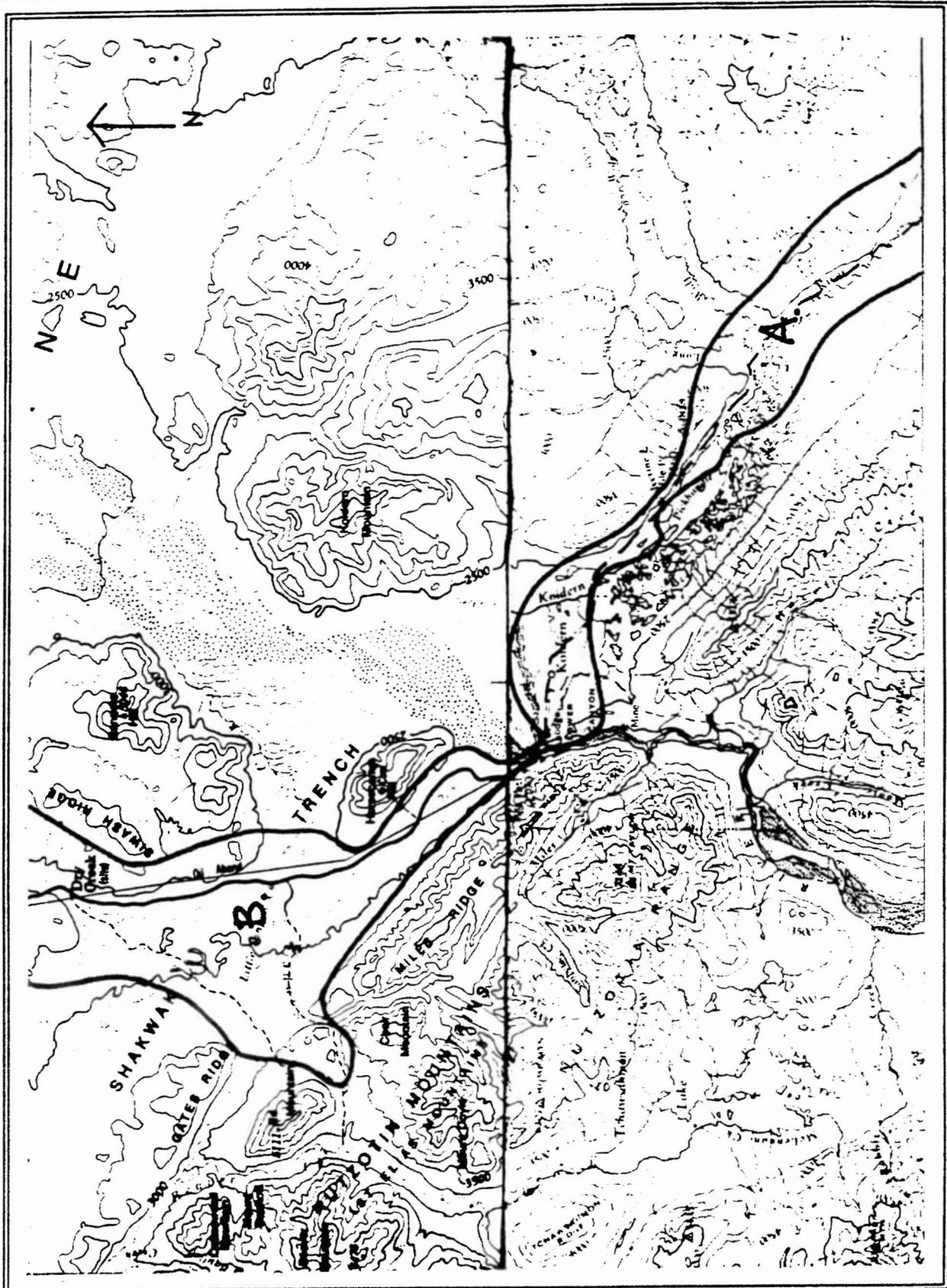
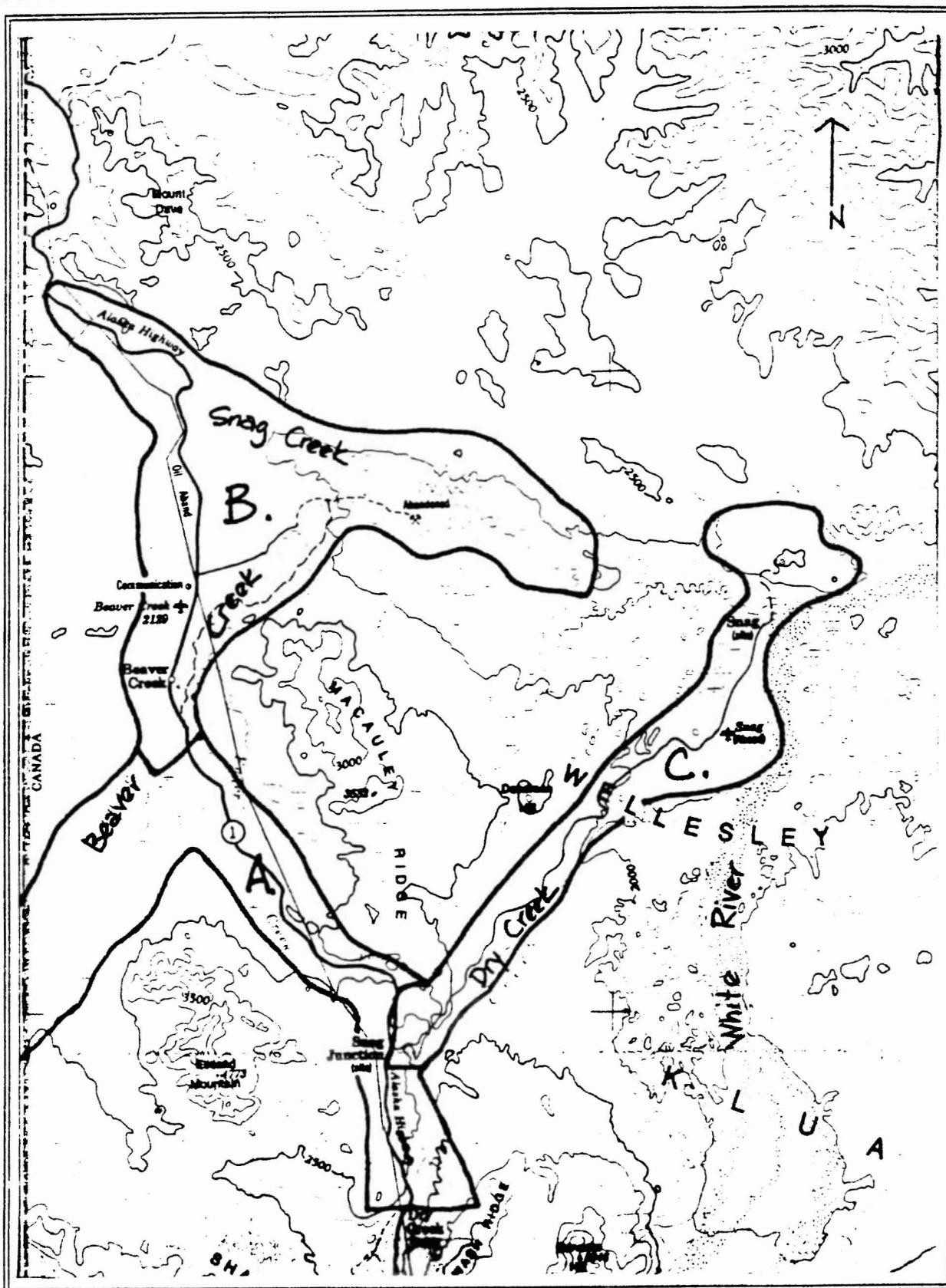
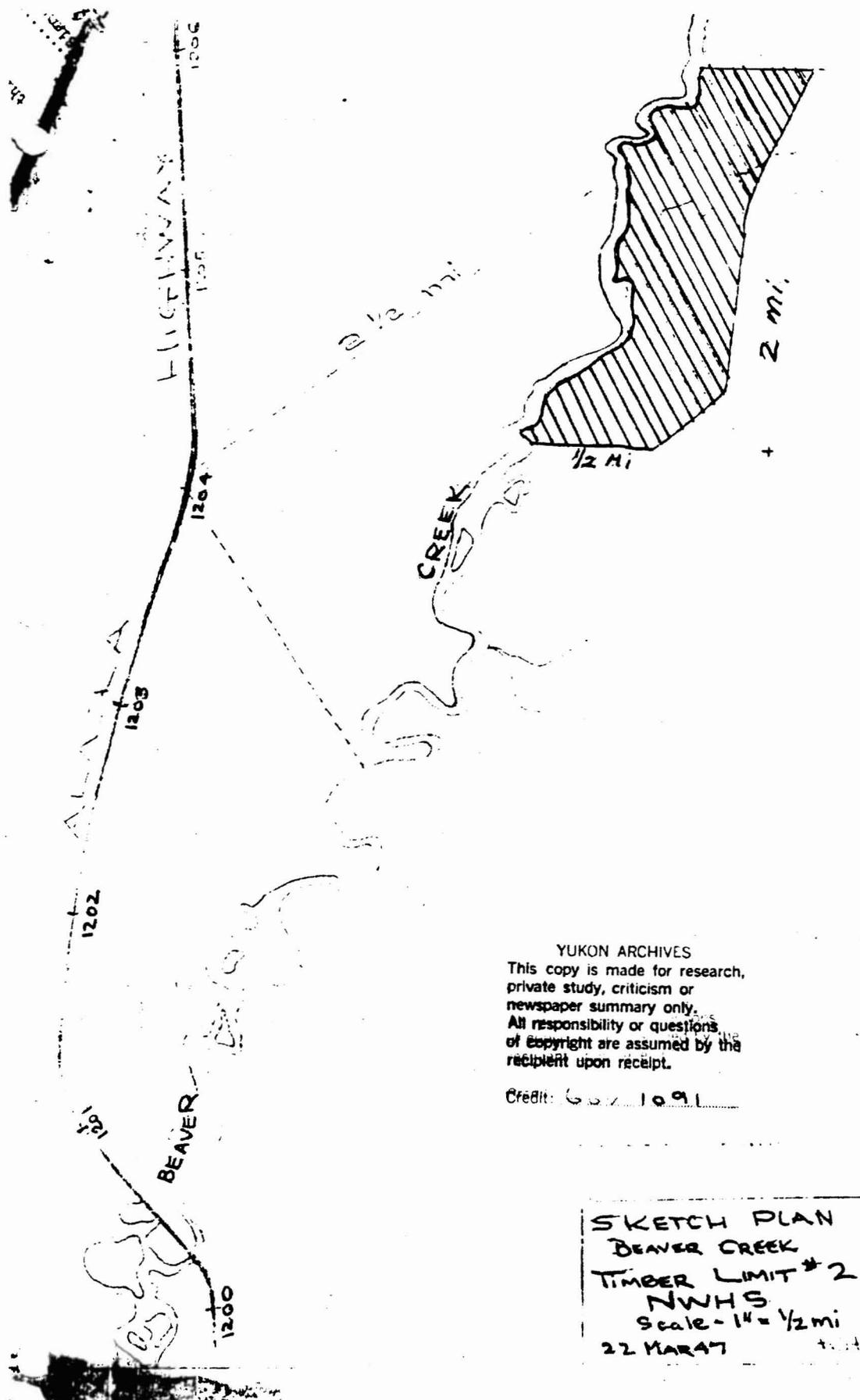


FIGURE 34. DRY CREEK - BEAVER CREEK - ALASKA BOUNDARY



EXAMPLE 8: NORTHWEST HIGHWAY SYSTEM CUTTING RESERVE #2 - 1947



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SKETCH PLAN
BEAVER CREEK
TIMBER LIMIT # 2
NWHS
Scale - 1" = 1/2 mi
22 MAR 47

APPENDIX 11: GENERAL ACTIVITIES DATABASE FILE [BeavCkGS]

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	31A	1956	100	0	0	0	0	0
2	31A	1957	0	0	0	0	0	1500
3	31A	1957	0	0	0	0	0	816
4	31A	1961	0	30	0	0	0	0
5	31A	1962	10	0	0	0	0	0
6	31A	1963	15	20	0	0	0	0
7	31A	1963	25	0	0	0	0	365
8	31A	1963	25	0	0	0	0	0
9	31A	1965	20	0	0	0	0	0
10	32A	1958	8	0	0	0	0	0
11	32A	1959	8	2	0	0	0	0
12	32A	1959	10	0	0	0	0	0
13	32A	1960	10	0	0	0	0	0
14	32A	1961	0	0	0	0	0	400
15	32A	1961	15	0	0	0	0	0
16	32A	1962	15	0	0	0	0	0
17	32A	1963	8	7	0	0	0	800
18	32A	1964	0	0	0	0	0	1300
19	32A	1964	0	50	0	0	0	0
20	32A	1964	6	6	0	0	0	0
21	32A	1964	7	0	0	0	0	0
22	32A	1964	20	0	0	0	0	0
23	32A	1965	15	0	0	0	0	0
24	32A	1965	150	0	0	0	0	0
25	32A	1966	0	0	0	320	0	0
26	32A	1966	0	25	0	0	0	0
27	32A	1966	25	0	0	0	0	0
28	32A	1966	25	0	0	0	0	0
29	32A	1966	25	0	0	0	0	0
30	32A	1967	10	0	0	0	0	0
31	32A	1967	15	10	0	0	0	0
32	32A	1968	0	20	0	0	0	0
33	32A	1968	0	25	0	0	0	0
34	32A	1968	0	25	0	0	0	0
35	32A	1969	0	0	0	150	0	0
36	32A	1969	0	0	0	0	250000	0
37	32A	1969	15	10	0	0	0	0
38	33A	1954	80	0	0	0	0	0
39	33A	1956	5	0	0	0	0	0
40	33A	1956	25	0	0	0	0	0
41	33A	1962	6	0	0	0	0	0
42	33A	1962	35	0	0	0	0	0
43	33A	1964	6	0	0	0	0	0
44	33A	1964	12	0	0	0	0	0
45	33A	1965	12	0	0	0	0	0
46	33A	1966	10	0	0	0	0	0
47	33A	1966	30	0	0	0	0	0
48	33A	1967	0	0	0	80	0	0
49	33A	1967	10	0	0	0	0	0
50	33A	1968	0	0	0	8	0	0
51	33A	1968	15	0	0	0	0	0
52	33B	1959	0	0	0	0	0	2625
53	33B	1961	0	0	0	0	0	2480
54	33B	1961	0	0	0	0	0	2500
55	33B	1964	0	0	0	0	34190	0
56	33B	1964	0	0	0	55	0	0
57	33B	1966	0	0	0	1000	0	0
58	33B	1966	0	0	0	1000	0	0
59	33B	1966	0	0	0	0	10765	0
60	33B	1966	6	0	0	0	0	0
61	33B	1966	10	0	0	0	0	0

APPENDIX 11 (Cont.)

Record#	POLY	YEAR	DRY	GREEN	BLD_LF	PIECES	PCS_FBM	PCS_LF
62	33B	1966	25	0	0	0	0	0
63	33B	1967	0	0	0	200	0	0
64	33B	1967	6	0	0	0	0	0
65	33B	1967	10	0	0	0	0	0
66	33B	1968	4	0	0	0	0	0
67	33B	1970	40	0	0	0	0	0
68	34A	1953	10	0	0	0	0	0
69	34A	1954	16	0	0	0	0	0
70	34B	1954	0	0	0	0	0	3050
71	34B	1954	0	0	0	0	0	3240
72	34B	1954	16	0	0	0	0	0
73	34B	1955	0	0	1200	0	0	0
74	34B	1961	0	10	0	0	0	0
75	34B	1961	10	0	0	0	0	0
76	34B	1962	0	0	0	0	0	2500
77	34B	1963	0	10	0	0	0	0
78	34B	1963	0	30	0	0	0	0
79	34B	1963	8	0	0	0	0	0
80	34B	1963	8	0	0	0	0	0
81	34B	1963	8	0	0	0	0	0
82	34B	1963	10	0	0	0	0	0
83	34B	1963	10	0	0	0	0	1440
84	34B	1963	10	0	0	0	0	0
85	34B	1963	12	0	0	0	0	0
86	34B	1964	5	0	0	0	0	0
87	34B	1964	10	0	0	0	0	0
88	34B	1964	10	5	0	0	0	0
89	34B	1964	15	5	0	0	0	0
90	34B	1964	25	0	0	0	0	0
91	34B	1965	5	0	0	0	0	0
92	34B	1966	14	0	0	0	0	0
93	34B	1966	25	0	0	0	0	0
94	34B	1967	10	10	0	0	0	0
95	34B	1967	10	15	0	0	0	0
96	34B	1967	25	0	0	0	0	0
97	34B	1968	8	2	0	0	0	0
98	34B	1968	10	0	0	0	0	0
99	34B	1968	10	10	0	0	0	0
100	34B	1968	10	10	0	0	0	0
101	34B	1969	4	0	0	0	0	0
102	34B	1969	5	0	0	0	0	0
103	34B	1969	15	5	0	0	0	0
104	34B	1969	25	0	0	0	0	0
105	34B	1969	25	0	0	0	0	0
106	34B	1969	28	0	0	0	0	0
107	34B	1970	0	0	0	50	0	0
108	34C	1966	20	0	0	0	0	0
109	34C	1966	20	0	0	0	0	0
110	BEAG	1969	5	0	0	0	0	0
111	BEAG	1969	8	8	0	0	0	0
112	BEAG	1970	7	7	0	0	0	0
113	BEAG	1970	25	0	0	0	0	0
114	BEAG	1970	0	0	0	50	0	0

A HISTORY OF LOGGING
in the Yukon : 1896 - 1970

Volume IIB

Northern Design Consultants

A HISTORY OF LOGGING

IN THE YUKON

1896 - 1970

VOLUME II B

NORTHERN DESIGN CONSULTANTS

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March 30, 1993

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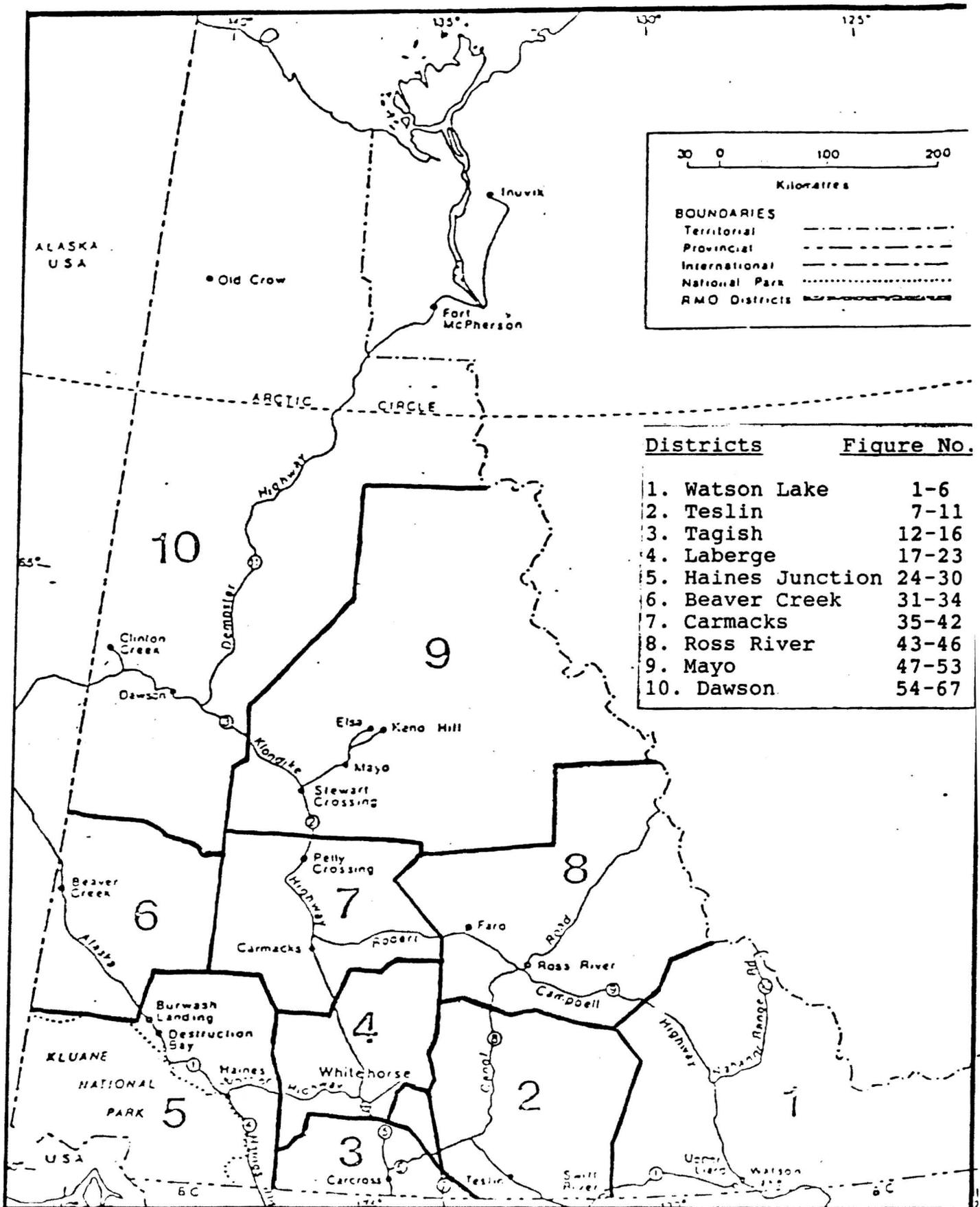


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B. Yukon River - McCabe Creek - Pelly River	
- North Bank - R.L. - Yukon River	
- Klondike Hwy - McCabe Ck - Minto - Mile 144-149	
C. Old Pelly Farm Road	
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- South & North Bank of Pelly River	
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C. Ross River & Vicinity	
D. R. Campbell Hwy - Mile 188 - 220	
E. South Canol Road - Mile 100 - 133	

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

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Fig. 49. Five Mile Lake - South McQuesten - Keno A. Silver Trail - Mile 37-57 - Five Mile Lake - Elsa B. Mayo Lake Road - Duncan Creek Road - Keno C. South McQuesten River - Haggart Creek D. United Keno Hill Mines - Elsa - Keno	115P/105M
Fig. 50. Stewart River - Gordon's Landing - Wilson's Slough A. South & North Banks - Fraser Falls - L.L. & R.L.	105M
Fig. 51. McQuesten River - Vancouver Creek - Red Creek A. McQuesten & North McQuesten River	115P

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

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 - Stewart River - North Bank - R.L.
 - Moose Creek - McQuesten Airstrip
 B. McQuesten River - Vancouver Creek
 C. Stewart River - Moose Creek - McQuesten Airstrip
 - South Bank - L.L.
 D. Stewart River - McQuesten Airstrip - West of Lake Creek
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 - South & North Banks - L.L. & R.L.
- Fig. 56. Yukon River - Kirkman Ck - White R. - Stewart Is. 115J+K/115 O+N
 A. W. of Kirkman Ck - Thistle Ck - Stewart Island
 - South & North Banks - L.L. & R.L.
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- Fig. 57. Stewart River - Stewart Island - Scroggie Creek 115O+N
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 - South & North Banks - L.L. & R.L.
 B. Yukon River - Henderson Creek
- Fig. 58. Stewart River - Scroggie Creek - W. of Lake Creek 115O+N
 A. Scroggie Creek - Dawson District Boundary
 - South & North Banks
- Fig. 59. Yukon River - Henderson Creek - Indian River 115O+N
 A. N. of Henderson Ck - S. of Indian River
 - West & East Banks - L.L. & R.L.
 B. Sixty Mile River
- Fig. 60. Yukon River - Indian R. - Dawson - Goldfields 115O+N/116B+C
 A. Indian River - Dawson
 - South & North Banks - L.L. & R.L.
 B. Bonanza Creek - Grand Forks - Indian River
 C. Klondike Hwy - Rock Creek - Dawson
 - Mile 99 - 110 - Bear Creek - Callison
 D. Hunker Creek Road - King Solomon's Dome

TABLE 2 : LIST OF LOGGING DISTRICTS, FIGURES AND POLYGONS (Cont.)

LOGGING DISTRICTS

N.T.S. MAP NO.

DAWSON (Cont.)

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 - South & North Banks - L.L. & R.L.
 B. Chandindu River
 C. Sixty Mile River Road - Upper 60 Mile River
 D. Sunnysdale & Swede Creek Area
 E. Top of the World Hwy - W. of Dawson - Cassiar Road
- Fig. 62. Yukon River - Cassiar Creek - Boundary of Alaska 116B+C
 A. Cassiar Creek - Forty Mile - Alaska Boundary
 - South & North Banks - L.L. & R.L.
 B. Forty Mile River
 C. Clinton Creek Mine Road & Site
- Fig. 63. Chandindu River - North of Dawson 116B+C
 A. Northeast of Dawson - Dome Road
 - Chandindu River - Little 12 Mile River - Tombstone River
 B. Klondike Hwy - Mile 91 - 99
 - Klondike River - South & North Bank
 - Rock Creek, Rabbit Creek
- Fig. 64. Dempster Highway - Klondike Hwy 116B+C/1150+N
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 - Klondike River - South & North Fork
 B. Klondike Hwy - Mile 85 - 91
- Fig. 65. Hunker Summit - Flat Creek - Klondike Hwy 1150+N
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 - Strickland Hill - Jct. Dempster Hwy
 - Flat Creek
 B. Hunker Summit - Sulphur - Granville Loop
 - Sulphur Creek
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 - Clear Creek - Dawson District Boundary
 - Gravel Lake
- Fig. 67. Old Crow - Porcupine River 1160+N
 A. Old Crow & Vicinity

1.0 INTRODUCTION

Volume IIB, of "History of Logging in the Yukon" includes individual reviews of the Carmacks, Ross River, Mayo and Dawson Districts. The other six districts are discussed in Volume IIA.

In the District Logging Summary in Section 3.0, each Logging District section begins with a District map with a list of figures and polygons per District. The four types of logging activities are presented in the following order: Transportation, General, Commercial, and Project with the corresponding database file presented in Tables. Logging Activities for each figure are summarized. Copies of the main database files for each district, indicating each individual volume entry per polygon are included at the end of each District section. Examples of records have been presented, including commercial timber berth information and sketches.

3.0 DISTRICT LOGGING SUMMARY

Each of the ten Logging Districts are presented in separate sections and include five types of summaries discussed in the following order:

<u>Summaries</u>	<u>Description</u>
1. Transportation Activities	Cordwood Volumes
2. General Activities	All General Activity Volumes
3. Commercial Activities	Commercial Timber Berths
4. Projects Activities	Transportation/Mining
5. Figure Summary	Summary of Figures/District

Each section starts off with a Logging District map and then a complete list of figures and polygons. The different activity types are discussed in the order described above, including volume information and relevant descriptions.

Tables or Appendices have been created to present the different file types of each database, based on sorting by year or polygon:

<u>Database</u>	<u>File Names</u>
Transportation	TranspTP
General	District NameGP,GA,GY,GS
Commercial	BerthMaP (1898-1913)
Commercial	BerthCP (1947-1970)

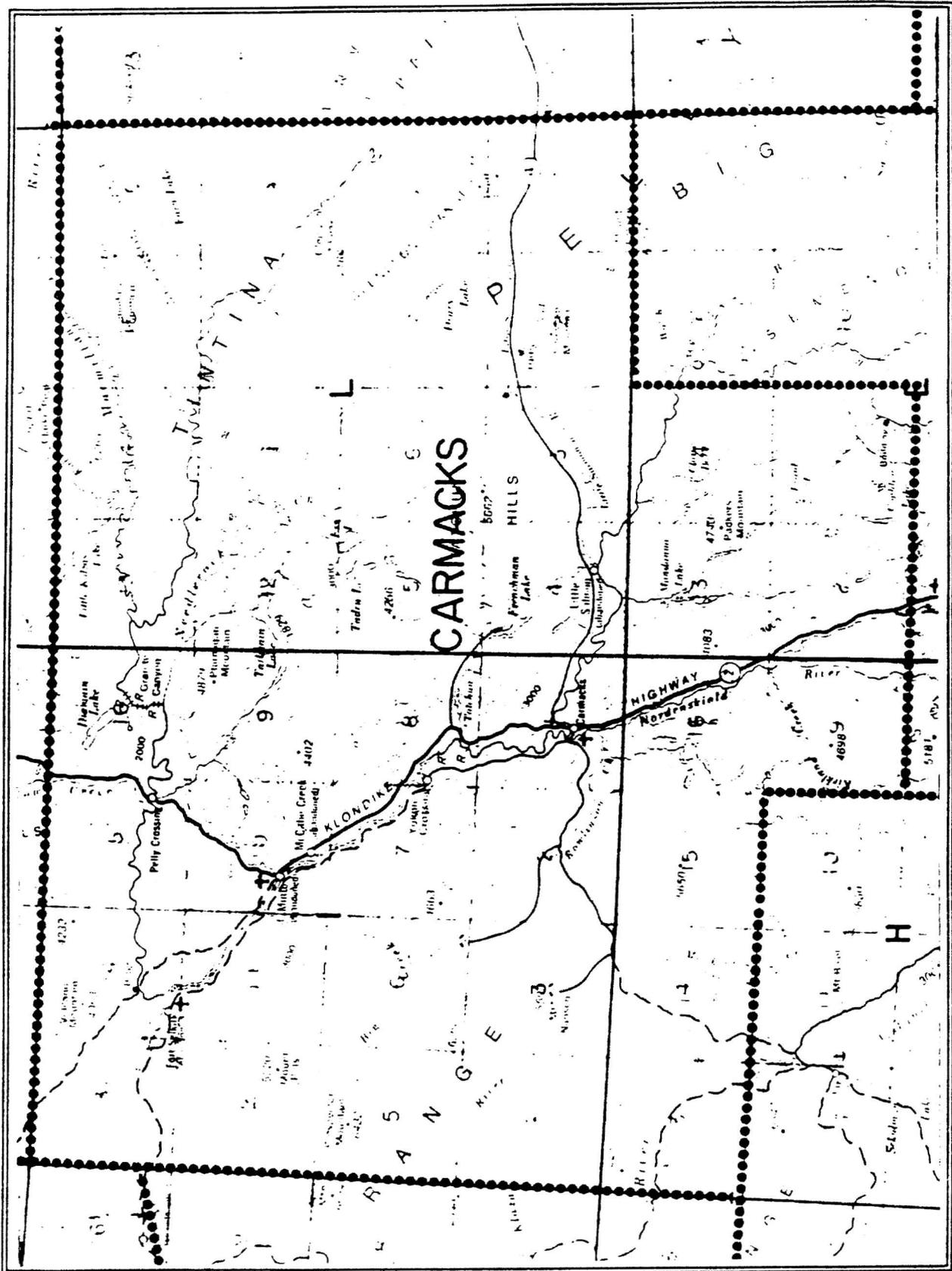
The volumes of cordwood in the Transportation database [TranspTP file] are presented by polygon in a Table for each Logging District.

For the General database, the "P" files indicate the polygons per district, the "A" files indicate the years of cutting, and the "Y" files indicate the years of logging activity for each polygon. These files are presented in Tables within each section. The "S" files indicate the number of entries per district and are presented in the Appendix for each Logging District or section.

The commercial timber berths from both periods are listed according to polygon for each Logging District.

There is a summary page opposite each figure map within the district. The logging activities for each of the 67 Map figures are summarized. This format was designed to provide additional comments which the resource manager or forestry personnel may find useful.

3.7 CARMACKS DISTRICT



3.7 CARMACKS DISTRICT SUMMARY

TABLE 47 - POLYGONS - CARMACKS DISTRICT

CARMACKS

Fig. 35.	Yukon River - Big Salmon - Little Salmon	105E/105L
	A. West of Big Salmon - Little Salmon	
Fig. 36.	Braeburn - Conglomerate Mt.	105E/105L
	A. Klondike Hwy - Mile 57 - 68	
Fig. 37.	Conglomerate Mt. - Carmacks	105E/115H/115I/105L
	A. Klondike Hwy - Mile 68 - 104	
	B. Yukon River - Little Salmon - East of Carmacks	
Fig. 38.	West of Carmacks	115H/115I
	A. Mt. Nansen Road - Nordenskiold River	
Fig. 39.	Carmacks - McCabe Creek	115I
	A. Yukon River - East of Carmacks	
	- R.Campbell Hwy - 7 Miles East of Carmacks	
	B. Yukon River - Carmacks - McCabe Creek	
	- North Bank - R.L. - Yukon River	
	- Klondike Hwy - Mile 104 - 144	
	C. Yukon River - Carmacks - McCabe Creek	
	- South Bank - L.L.- Old Dalton Trail	
Fig. 40.	McCabe Creek - Fort Selkirk - Pelly Crossing	115I
	A. Klondike Hwy - Minto - Pelly Crossing	
	- Mile 149 -170	
	B. Yukon River - McCabe Creek - Pelly River	
	- North Bank - R.L. - Yukon River	
	- Klondike Hwy - McCabe Ck - Minto - Mile 144-149	
	C. Old Pelly Farm Road	
	D. Yukon River - McCabe Creek - Fort Selkirk	
	- South Bank - L.L. - Yukon River	
	E. Pelly River - Mouth - Pelly Crossing	
	- South & North Bank, Pelly Farm Road	
Fig. 41.	Yukon River - West of Fort Selkirk	115J+K/115I
	A. Fort Selkirk - Carmacks District Boundary	
	- South & North Bank	
Fig. 42.	Pelly Crossing - MacMillan River	115I/105L
	A. Klondike Hwy - Pelly Crossing - Willow Creek	
	- Mile 170 - 182	
	B. East of Pelly Crossing - MacMillan River	

Total Polygons = 16

The Carmacks District extends from Braeburn, at Mile 57 of the Klondike Highway, north of Pelly Crossing (Mile 182), east to Big Salmon on the Yukon River and west to Selwyn on the Yukon River.

3.7.1 TRANSPORTATION ACTIVITIES - CARMACKS DISTRICT

A total of 72,604 cords were entered in the Transportation database for the Carmacks District. Woodcutting activities were primarily along the Yukon and Pelly Rivers providing fuelwood for steamers. Timbers for the two coal mines in the Carmacks area (Tantulus Butte and Five Fingers) were also included. In Table 48, the years of activity and amount of cords cut for each polygon in the Carmacks district is presented. Descriptions for cutting area were not specific in some cases and have been grouped to the closest settlement or river.

Abbreviations to be noted are YRCA (Yukon River - Carmacks), YRSK (Yukon River - Fort Selkirk) and PRG (Pelly River General).

TABLE 48: POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	POLY	YEAR	CORDS
35A	1901	1500	PRG	1935	539
35A	1902	150	PRG	1936	1353
35A	1903	200	PRG	1937	2104
35A	1904	155	PRG	1938	1900
35A	1909	200	PRG	1939	550
35A	1910	703 = 2908	PRG	1940	1220
37B	1901	250	PRG	1941	248
37B	1902	325	PRG	1942	107
37B	1903	250	PRG	1943	100
37B	1910	190 = 1015	PRG	1944	100
39A	1901	150	PRG	1945	100
39A	1903	65 = 215	PRG	1946	130
39BC	1910	125 = 125	PRG	1947	600
39C	1910	600 = 600	PRG	1948	570 = 9621
40B	1910	500 = 500	YRCA	1899	250
40C	1910	100 = 100	YRCA	1900	1175
40D	1910	450 = 450	YRCA	1901	750
40E	1901	69	YRCA	1903	400
40E	1902	42	YRCA	1913	2530
40E	1903	172	YRCA	1935	1106
40E	1904	595	YRCA	1936	2385
40E	1913	100 = 978	YRCA	1937	2826
41A	1913	125 = 125	YRCA	1938	2732
YRSK	1899	3134	YRCA	1939	788
YRSK	1900	7044	YRCA	1940	3591
YRSK	1901	4280	YRCA	1941	1150
YRSK	1902	1044	YRCA	1942	3039
YRSK	1903	1420	YRCA	1943	4052
YRSK	1904	1004 = 17926	YRCA	1944	2138
			YRCA	1945	1945
			YRCA	1946	1401
			YRCA	1947	5266
			YRCA	1948	517 = 38,041
TOTAL CORDS = 72,604					

3.7.2 GENERAL ACTIVITIES - CARMACKS DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	13 Polygons	[CarmacGP]
Annual Summary	1954 - 1970	[CarmacGA]
Yearly Polygon Summary	17 Years/13 Polygons	[CarmacGY]
Total Entries	292 Records	[CarmacGS]

Polygon Summary

The logging activities recorded were between 1954 and 1970 within 13 polygons, based on a total of 292 records. The volume information per polygon is presented in Table 49.

The Polygon summary revealed that the majority of logging activities occurred in 38A, along the Mt. Nansen Road west of Carmacks, with the highest cordwood cut, 2269 cords (mainly dry), and the highest number of Pieces cut, at 22850. In 37A, the second highest cordwood activity occurred at 878 cords. In 40E, along the Pelly River from the mouth to Pelly Crossing, had the highest manufactured lumber at 620,000 FBM, followed by 42A and 42B, in the Pelly Crossing area, at about 400,000 FBM for each polygon. Near Braeburn in 36A, the highest LF was produced at 6200 LF.

TABLE 49: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
36A	0	551	0	0	300	0	6200
37A	0	843	35	0	1850	0	1640
37B	0	45	0	0	120	0	0
38A	0	2250	19	0	22850	0	1800
39A	0	426	0	0	0	0	1440
39B	0	717	37	75	2449	0	6100
39C	0	37	10	0	60	0	2125
40A	0	485	20	0	231	25000	0
40B	0	25	12	0	0	0	0
40C	0	25	0	0	0	0	0
40E	0	185	25	0	0	620000	0
42A	0	859	0	0	120	400000	0
42B	100	587	0	0	1676	395300	0
TOTAL	100	7035	158	75	29656	1440300	19305

Annual Summary

The Annual summary, as shown in Table 50, indicates logging activities from 1954-1970.

The major cutting of cordwood (mainly dry) occurred in 1968 and 1970, with over 1100 dry cords each year. The main production of FBM was in 1967 and 1970 and the majority of LF was manufactured in 1963. For Pieces, 1968 was the year most was manufactured.

TABLE 50: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
1954	0	20	0	0	0	0	0
1955	0	115	0	0	0	0	0
1956	100	170	0	0	0	0	0
1957	0	265	0	75	0	0	1400
1958	0	37	2	0	0	0	240
1959	0	278	0	0	0	0	0
1960	0	145	0	0	0	0	0
1961	0	210	15	0	0	0	0
1962	0	73	0	0	0	25000	6200
1963	0	145	10	0	560	0	8325
1964	0	309	25	0	360	0	3140
1965	0	411	0	0	7112	55300	0
1966	0	876	0	0	350	50000	0
1967	0	498	35	0	0	520000	0
1968	0	1420	0	0	18720	0	0
1969	0	953	71	0	1020	140000	0
1970	0	1110	0	0	1534	650000	0

Yearly Polygon Summary

The Yearly Polygon summary indicates the logging activities by year and per polygon, presented in Table 51.

The years of logging activity per polygon are summarized below:

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
36A	1955 - 1969	40A	1957 - 1970
37A	1954 - 1970	40B	1965 - 1969
37B	1968 - 1970	40C	1968
38A	1959 - 1970	40E	1966 - 1970
39A	1964 - 1970	42A	1958 - 1970
39B	1954 - 1970	42B	1956 - 1970
39C	1962 - 1967		

There is a total of 98 records, combining the 13 polygons over the 17 years of cutting activities from 1954 - 1970. In 38A, the highest amount of dry cordwood was cut in 1968 at 837 cords and the majority of Pieces were also produced in 1968, at 18,600. In 1969, along the Pelly Farm Road (40E), the highest number of green cords were cut at 25 cords. Also in 40E, the majority of FBM was manufactured in 1967 at 520,000 FBM. In 36A, along the Klondike Highway near Braeburn, over 6200 LF was produced in 1962. Only one entry of 100 cords was unspecified as to green or dry in 1956.

TABLE 51: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
1	36A	1955	0	65	0	0	0	0	0
2	36A	1957	0	52	0	0	0	0	0
3	36A	1958	0	25	0	0	0	0	0
4	36A	1959	0	10	0	0	0	0	0
5	36A	1960	0	23	0	0	0	0	0
6	36A	1962	0	35	0	0	0	0	6200
7	36A	1963	0	20	0	0	0	0	0
8	36A	1964	0	25	0	0	300	0	0
9	36A	1966	0	223	0	0	0	0	0
10	36A	1967	0	40	0	0	0	0	0
11	36A	1969	0	33	0	0	0	0	0
12	37A	1954	0	2	0	0	0	0	0
13	37A	1955	0	50	0	0	0	0	0
14	37A	1956	0	50	0	0	0	0	0
15	37A	1957	0	52	0	0	0	0	1400
16	37A	1958	0	2	0	0	0	0	240
17	37A	1959	0	64	0	0	0	0	0
18	37A	1960	0	2	0	0	0	0	0
19	37A	1961	0	20	0	0	0	0	0
20	37A	1962	0	26	0	0	0	0	0
21	37A	1963	0	10	0	0	0	0	0
22	37A	1964	0	55	20	0	0	0	0
23	37A	1965	0	75	0	0	0	0	0
24	37A	1966	0	180	0	0	350	0	0
25	37A	1967	0	78	0	0	0	0	0
26	37A	1968	0	37	0	0	0	0	0
27	37A	1969	0	105	15	0	500	0	0
28	37A	1970	0	35	0	0	1000	0	0
29	37B	1968	0	20	0	0	0	0	0
30	37B	1970	0	25	0	0	120	0	0
31	38A	1959	0	50	0	0	0	0	0
32	38A	1961	0	25	0	0	0	0	0
33	38A	1963	0	60	0	0	0	0	1800
34	38A	1964	0	60	0	0	0	0	0
35	38A	1965	0	120	0	0	3750	0	0
36	38A	1966	0	88	0	0	0	0	0
37	38A	1967	0	185	10	0	0	0	0
38	38A	1968	0	837	0	0	18600	0	0
39	38A	1969	0	545	9	0	200	0	0
40	38A	1970	0	280	0	0	300	0	0
41	39A	1964	0	0	0	0	0	0	1440
42	39A	1965	0	6	0	0	0	0	0
43	39A	1969	0	25	0	0	0	0	0
44	39A	1970	0	395	0	0	0	0	0
45	39B	1954	0	18	0	0	0	0	0
46	39B	1956	0	120	0	0	0	0	0
47	39B	1957	0	21	0	75	0	0	0
48	39B	1958	0	0	2	0	0	0	0
49	39B	1959	0	4	0	0	0	0	0
50	39B	1961	0	165	15	0	0	0	0
51	39B	1962	0	5	0	0	0	0	0
52	39B	1963	0	45	10	0	560	0	4400
53	39B	1964	0	129	0	0	0	0	1700
54	39B	1965	0	50	0	0	1875	0	0
55	39B	1966	0	25	0	0	0	0	0
56	39B	1967	0	45	0	0	0	0	0
57	39B	1968	0	50	0	0	0	0	0

TABLE 51: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
58	39B	1969	0	15	10	0	0	0	0
59	39B	1970	0	25	0	0	14	0	0
60	39C	1962	0	7	0	0	0	0	0
61	39C	1963	0	0	0	0	0	0	2125
62	39C	1964	0	0	0	0	60	0	0
63	39C	1965	0	25	0	0	0	0	0
64	39C	1967	0	5	10	0	0	0	0
65	40A	1957	0	100	0	0	0	0	0
66	40A	1962	0	0	0	0	0	25000	0
67	40A	1963	0	10	0	0	0	0	0
68	40A	1964	0	15	5	0	0	0	0
69	40A	1965	0	15	0	0	131	0	0
70	40A	1967	0	10	15	0	0	0	0
71	40A	1968	0	35	0	0	0	0	0
72	40A	1970	0	300	0	0	100	0	0
73	40B	1965	0	25	0	0	0	0	0
74	40B	1969	0	0	12	0	0	0	0
75	40C	1968	0	25	0	0	0	0	0
76	40E	1966	0	10	0	0	0	0	0
77	40E	1967	0	0	0	0	0	520000	0
78	40E	1969	0	150	25	0	0	0	0
79	40E	1970	0	25	0	0	0	100000	0
80	42A	1958	0	10	0	0	0	0	0
81	42A	1959	0	50	0	0	0	0	0
82	42A	1960	0	120	0	0	0	0	0
83	42A	1965	0	25	0	0	0	0	0
84	42A	1966	0	150	0	0	0	50000	0
85	42A	1967	0	83	0	0	0	0	0
86	42A	1968	0	341	0	0	120	0	0
87	42A	1969	0	80	0	0	0	0	0
88	42A	1970	0	0	0	0	0	350000	0
89	42B	1956	100	0	0	0	0	0	0
90	42B	1957	0	40	0	0	0	0	0
91	42B	1959	0	100	0	0	0	0	0
92	42B	1964	0	25	0	0	0	0	0
93	42B	1965	0	70	0	0	1356	55300	0
94	42B	1966	0	200	0	0	0	0	0
95	42B	1967	0	52	0	0	0	0	0
96	42B	1968	0	75	0	0	0	0	0
97	42B	1969	0	0	0	0	320	140000	0
98	42B	1970	0	25	0	0	0	200000	0

Record Summary

A complete listing of the 292 entries for the Carmacks District [CarmacGS file] is presented in Appendix 12.

3.7.3 COMMERCIAL ACTIVITIES - CARMACKS DISTRICT

Commercial Timber Berths 1898 - 1913

A total of 21 Timber Berths were active in this district between 1898 - 1913. These are presented in Table 52.

TABLE 52: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1898-1913)

POLY	BERTH	FROM	TO	ACTIVITY TYPE	COMPANY
35A	020	1898	1903		CYLCO
39B	028	1898	1903	CORDS	OTHER
39C	056	1899	1910	CORDS	OTHER
39C	070	1901	1910		OTHER
39C	110	1902	1910	CORDS	OTHER
39C	111	1902	1903		OTHER
39C	112	1902	1903		OTHER
39C	113	1902	1903		OTHER
40B	072	1901	1910		YSCO
40B	073	1901	1910		YSCO
40B	074	1901	1903	CORDS	OTHER
40D	092	1901	1910		YSCO
40E	003	1898	1913	CORDS	OTHER
40E	071	1901	1910		YSCO
40E	095	1901	1910		YSCO
41A	032	1898	1913		YSCO
41A	046	1898	1910	CORDS	OTHER
41A	065	1900	1910		KMCC
PRG	048	1898	1900	CORDS	
PRG	091	1901	1901		JLMDCO
PRG	094	1901	1903		YSCO

Most of these berths were located along the Yukon River from west of Big Salmon to east of Selwyn in polygons 35A, 39B, 39C, 40B, 40D and 41A. Three berths were located along the Pelly River in 40E. These berths primarily provided fuelwood for steamer traffic and timber for building materials for mining and construction purposes. The Yukon Sawmill Company (YSCO) was associated with seven of these berths. The Klondike Mill Company (KMCO) and Canadian Yukon Lumber Company (CYLCO) also operated timber berths. The Joe Ladue Mining and Development Company (JLMDCO) had berth #91 on the Pelly River (PRG). A sketch and description of this berth was issued from Fort Selkirk in December 1900 and is presented as Example 9. Margaret Carter's Report indicated this berth as active in 1901.

Commercial Timber Berths 1947 - 1970

There were 28 commercial timber berths for this period, presented in Table 53. Timber berths were located primarily in 39B with nine berths, on the Right Limit of the Yukon River north of Carmacks, and 40A, along the Klondike Highway from Minto to Pelly Crossing, had seven, which harvested timber for the manufacturing of FBM and LF. Happy LePage had several berths along the Yukon River and was an active woodcutter for this period. Berth #209 in 39A was a berth operated by the Yukon Coal Company for the Tantalus Butte Coal Mine which provided mining timbers. A sketch and application

for this berth is presented as Example 10. 1957-1961, Nighthawk Lumber Company had two berths #433 in 39B and #485 in 40A, which provided FBM, and LF for bridge construction. They had another berth #512Y active between 1961-1969, also in 40A. United Keno Hill operated two berths, #366 (39B) and #462 (40A) between 1953 - 1964.

TABLE 53: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
37A	323	1953	1953	LOGS	FBM	
37A	331	1953	1953	LOGS	FBM	
37A	335	1953	1954	LOGS	FBM	
37A	339	1954	1954	LOGS	FBM	
37A	358	1954	1955	LOGS	FBM	
37A	533Y	1966	1969	LOGS	FBM	
39A	209	1948	1949		FBM	
39B	279	1952	1953	LOGS	FBM	SLABS
39B	312	1953	1953	LOGS	FBM	
39B	366	1953	1957	LOGS	FBM	LF MT
39B	387	1955	1957	LOGS	FBM	LF
39B	418	1956	1956	LOGS	FBM	
39B	422	1956	1958	LOGS	FBM	
39B	425	1957	1957			LF
39B	427	1957	1959	LOGS		LF
39B	433	1957	1958	LOGS	FBM	
40A	450	1958	1960	LOGS	FBM	LF
40A	462	1959	1964	LOGS		LF
40A	485	1960	1961	LOGS	FBM	LF
40A	487	1960	1960	LOGS	FBM	
40A	511Y	1961	1963	LOGS	FBM	
40A	512Y	1961	1969	LOGS	FBM	TREES
40A	521Y	1962	1963	LOGS		LF PCS
40B	467	1959	1959	LOGS		LF
42B	280	1952	1953		FBM	BL
42B	315	1953	1953	LOGS	FBM	
42B	523Y	1963	1966	LOGS	FBM	
42B	538Y	1970	1974			

3.7.4 PROJECT ACTIVITIES - CARMACKS DISTRICT

There were logging activities associated with bridge construction along the Klondike Highway. The Brown Brothers sawmill produced 1,799,000 FBM used in the Carmacks area. Timber came from a number of commercial timber berths (# 279, 312, 323, 331, 335, 339, 358). Records were available for timber used in the bridge across the Yukon River at Carmacks. In 1958, L.Proctor produced 10,888 LF of piling (between 25-30' long and 10-12" butts) and Nighthawk Lumber Company produced 1735 LF (25-30' long) of piling for the Yukon River bridge. Nighthawk had several berths in the area (#433, 485, 512Y). Timber was also required for the two Yukon Coal Company mines at Tantalus Butte (39A) and Five Fingers (39B), most acquired from berth #209.

3.7.5 FIGURES 35 - 42 SUMMARY

Figures - Most Active - 38,39,40,42
Figures - Least Active - 36,41
Polygons - No Records - All Covered

FIGURE 35 SUMMARY

Along the Yukon River west of Big Salmon to Little Salmon there was several woodcamps providing steamer fuelwood from the Goldrush days until steamer traffic ceased in 1955. Byer's woodcamp was in operation for many years. Commercial berth (#20) was active in this area from 1898-1903. There were 2908 cords entered in the Transportation database from 1901 - 1910. No General activities were recorded.

FIGURE 36 SUMMARY

On the Klondike Highway Mile 57 -68, north of Braeburn, there was General activities of 551 dry cords, 300 Pieces, and 6200 LF. No commercial logging berths were active in this area.

FIGURE 37 SUMMARY

From Conglomerate Mt. to Carmacks on the Klondike Highway there was logging activity on the old Dawson Winter Road, including the Montaque and Carmacks Roadhouses. General activities were 878 cords, 1850 Pieces and 1640 LF in 37A. Commercial activities included six timber berths in the 1950's and late 1960's. In 37B, on the Yukon River, from Little Salmon to east of Carmacks, in 37B, there were 1015 cords harvested from 1901 to 1910. For General activities, only 45 dry cords and 120 Pieces were cut.

FIGURE 38 SUMMARY

On the Mt. Nansen Road west of Carmacks the presence of firekilled wood provided for the highest amounts of dry cordwood (2250 cords) and Pieces (22850) for the district. No commercial berths were located in this area.

FIGURE 39 SUMMARY

For Transportation activities, 215 cords were harvested in 39A in 1901-1903, and a total of 38,041 cords were indicated for the Yukon River in the vicinity of Carmacks (YRCA). In 39A, the Tantalus Butte Coal mine required timber for mining purposes and operated commercial berth #209 along the Yukon River from 1948-9. (See Example 10). From 1964-1970, along the Robert Campbell Highway there were 426 dry cords and 1440 LF cut for general activities. In 39B, there was commercial berth #28 operating from 1898-1903 and nine commercial berths from 1952-58. Records indicated that the majority of timber was cut for bridge construction on the Klondike Highway. The Five Fingers Coal mine, located on the Right Limit above Five Fingers Rapids required timber for mining

purposes. There was a total of 754 cords, 6100 LF, 2449 Pieces and 75 building logs cut for General activities. In 39B and 39C, a number of woodcamps existed to provide steamer fuelwood. In the Transportation database for 1910, 725 cords were cut. In 39C, no volume records were available for the Dalton Trail or Old Dawson Road. In this area, a total of 47 cords were cut and 2125 LF and 60 Pieces produced for General activities. Six commercial berths were in operation from 1899 - 1910.

FIGURE 40 SUMMARY

In 40A, along the Klondike Highway from Mile 149 - 170 there was considerable activity at 505 cords, 25,000 FBM and 231 Pieces for General activities. Seven berths were located here from 1958 - 1969. A majority of these produced lumber and piling for bridge construction. In 40B, woodcutting occurred along the old Dawson Road from McCabe Creek to the Pelly River with a number of woodcamps and commercial berths. 500 cords were harvested in 1910, and three commercial berths were in operation from 1901-1910. Timber berth #467 was in operation in 1959. For the General database, a total of 37 cords were harvested and no lumber was manufactured. On the old Pelly Farm road (40C), 100 cords were cut in 1910 and 25 dry cords cut in 1968. No commercial berths were located in this area. Fort Selkirk is included in 40D, with 450 cords cut in 1910, and commercial berth #92 active from 1901 - 1910, belonging to the Yukon Sawmill Company (YSCO). In the Transportation database 17,926 cords were recorded for the Yukon River in the vicinity of Fort Selkirk (YRSK). No General activity volumes were noted. On the Pelly River (40E), there was 978 cords cut between 1901-1913 and three commercial berths from 1898-1913. 9621 cords were recorded for the Pelly River (RG) between 1935-1948. General activities consisted of 205 cords, and the highest amount of FBM produced in the district, at 620,000 FBM.

FIGURE 41 SUMMARY

On the Yukon River from Fort Selkirk west to the Dawson Boundary (41A), there was one year of activity in 1913 of 125 cords. In the Transportation database there was nearly 18,000 cords cut in the vicinity of Fort Selkirk (YRSK) from 1899 - 1904. Three commercial berths were located in this area from 1898-1913. No General activities were available for 41A.

FIGURE 42 SUMMARY

In 42A, the area north of Pelly Crossing to Willow Creek, Mile 170 -182 on the Klondike Highway, had no Transportation or Commercial activities. General activities included 859 cords, and the second highest FBM for the district at 400,000 FBM. In 42B, there were no Transportation activities. Four commercial berths were in operation from 1952-1970. This included Acorn Timber Ltd. timber berth #538Y from 1970-1974. General activities from 1965-1970 included 687 cords, almost 400,000 FBM, and 1676 Pieces.

FIGURE 35. YUKON RIVER - BIG SALMON - LITTLE SALMON

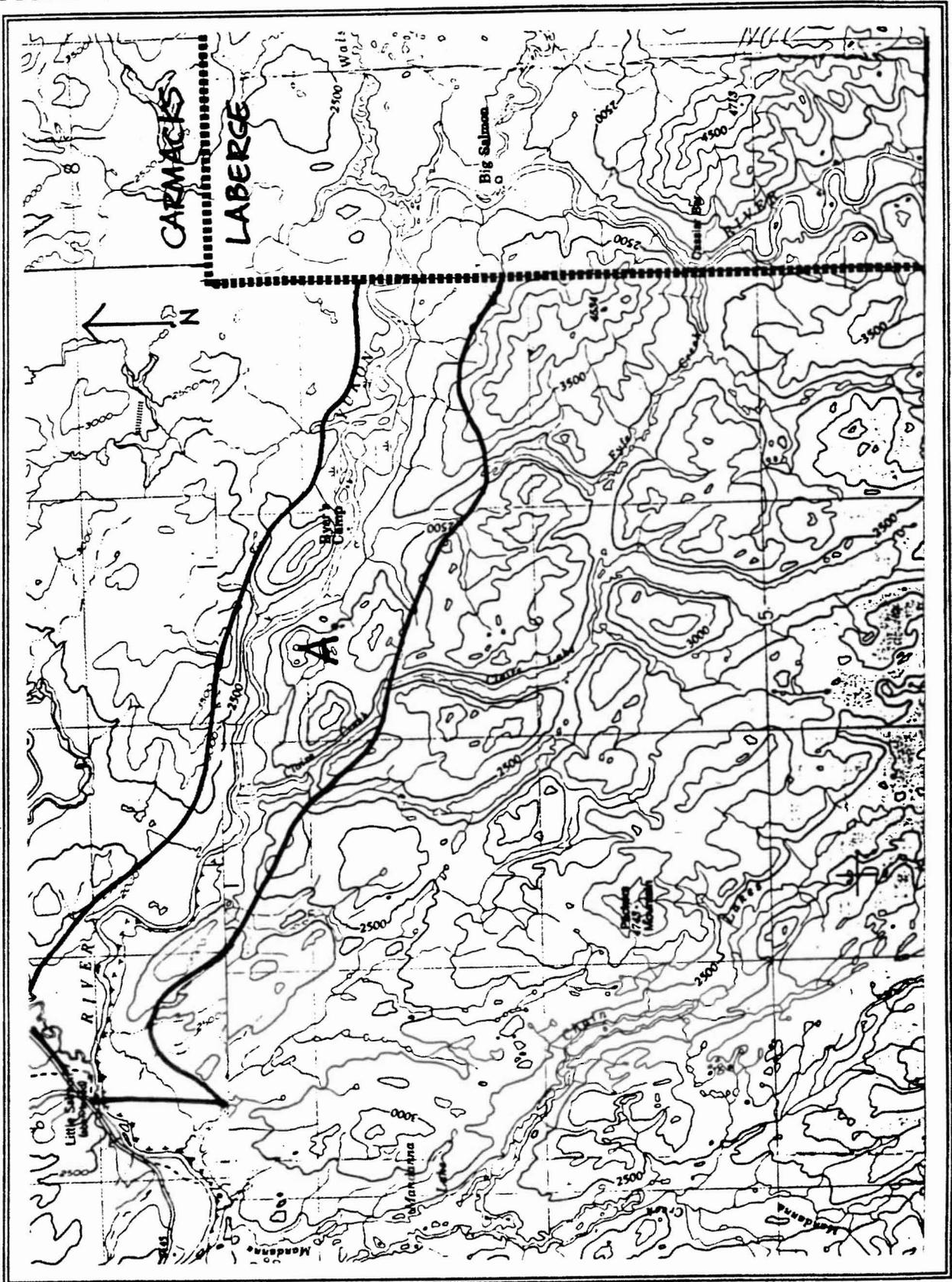


FIGURE 36. BRAEBURN - CONGLOMERATE MOUNTAIN

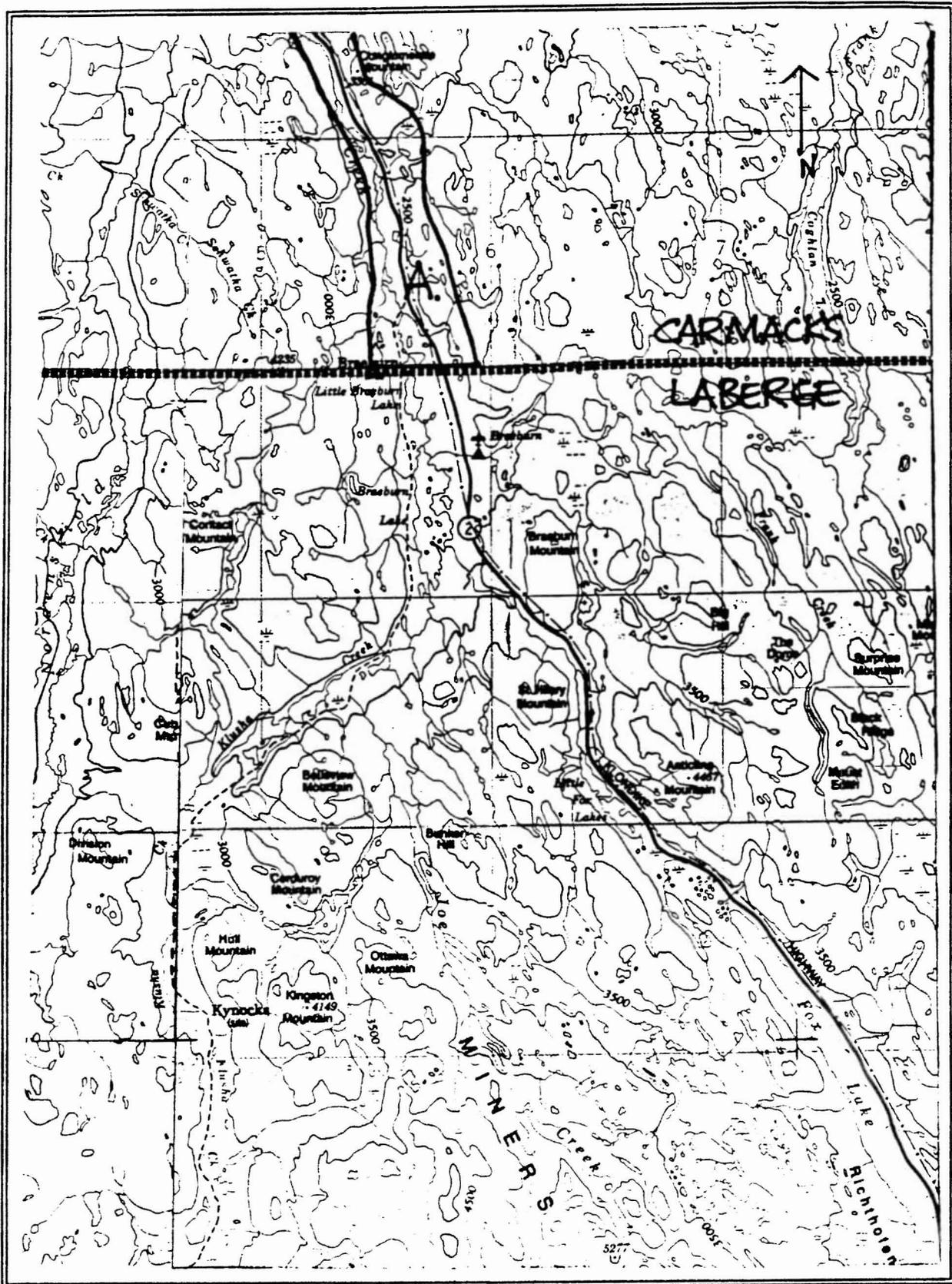


FIGURE 37. CONGLOMERATE MOUNTAIN - CARMACKS

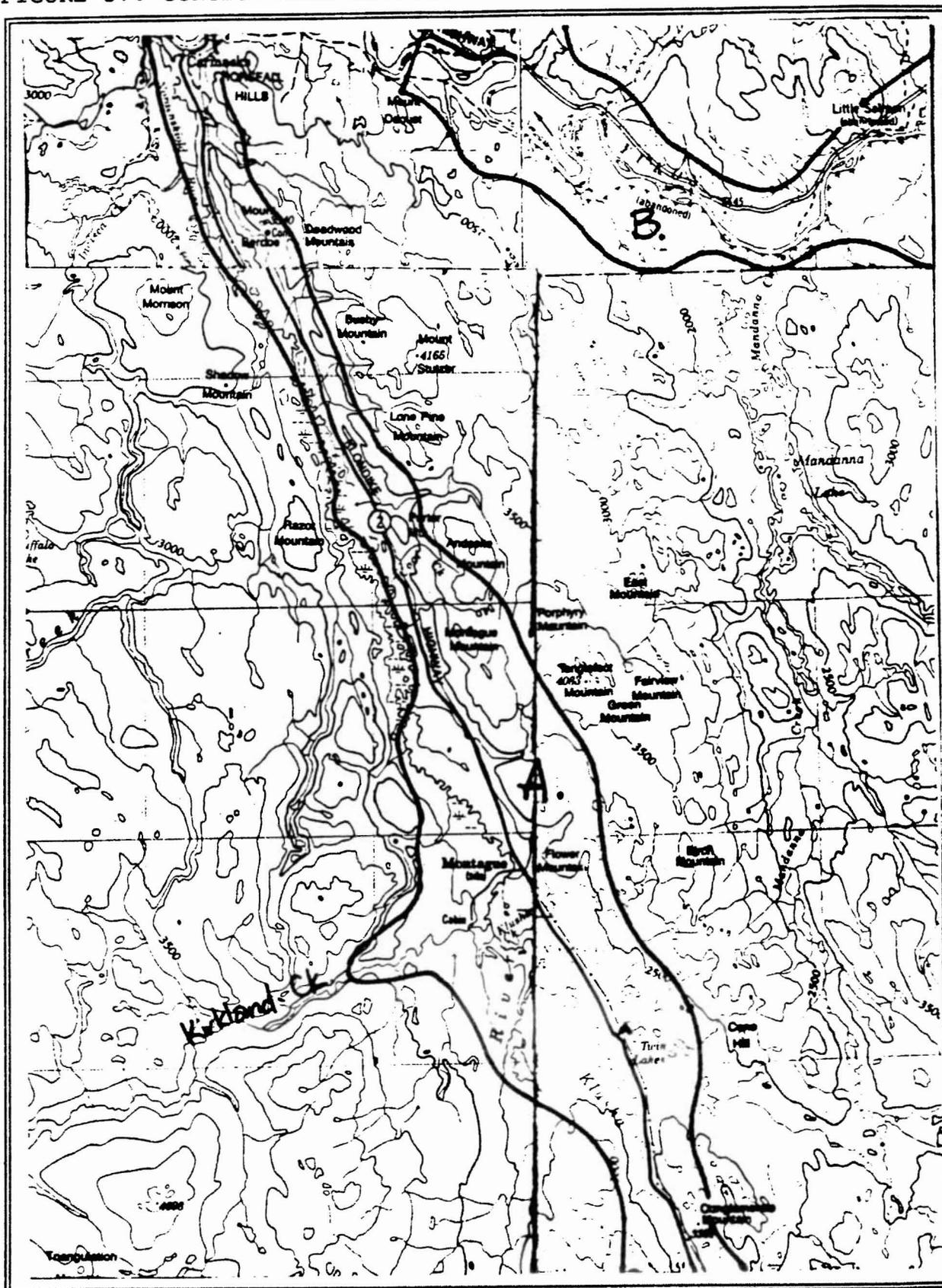


FIGURE 38. WEST OF CARMACKS

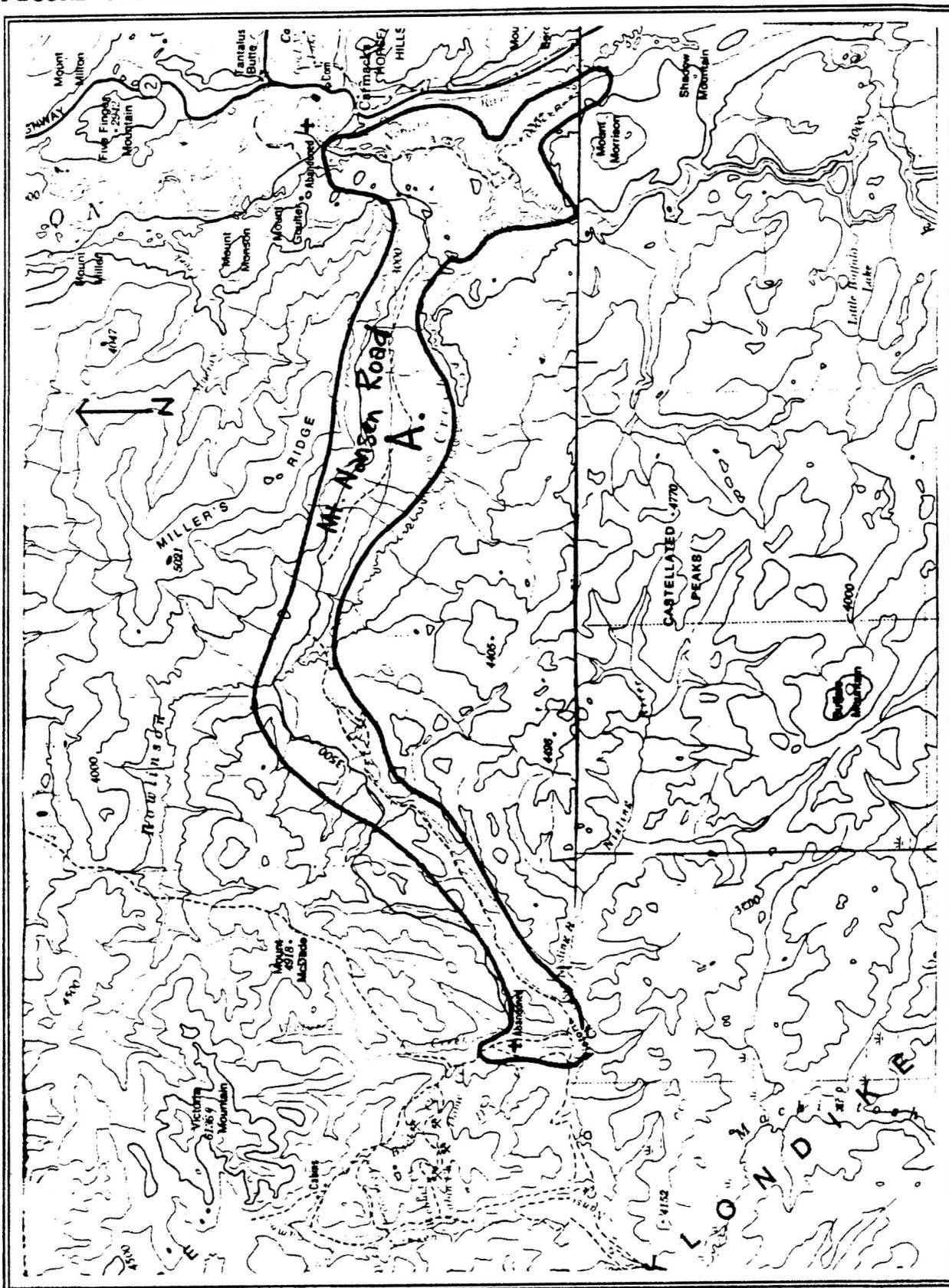


FIGURE 39. CARMACKS - MCCABE CREEK

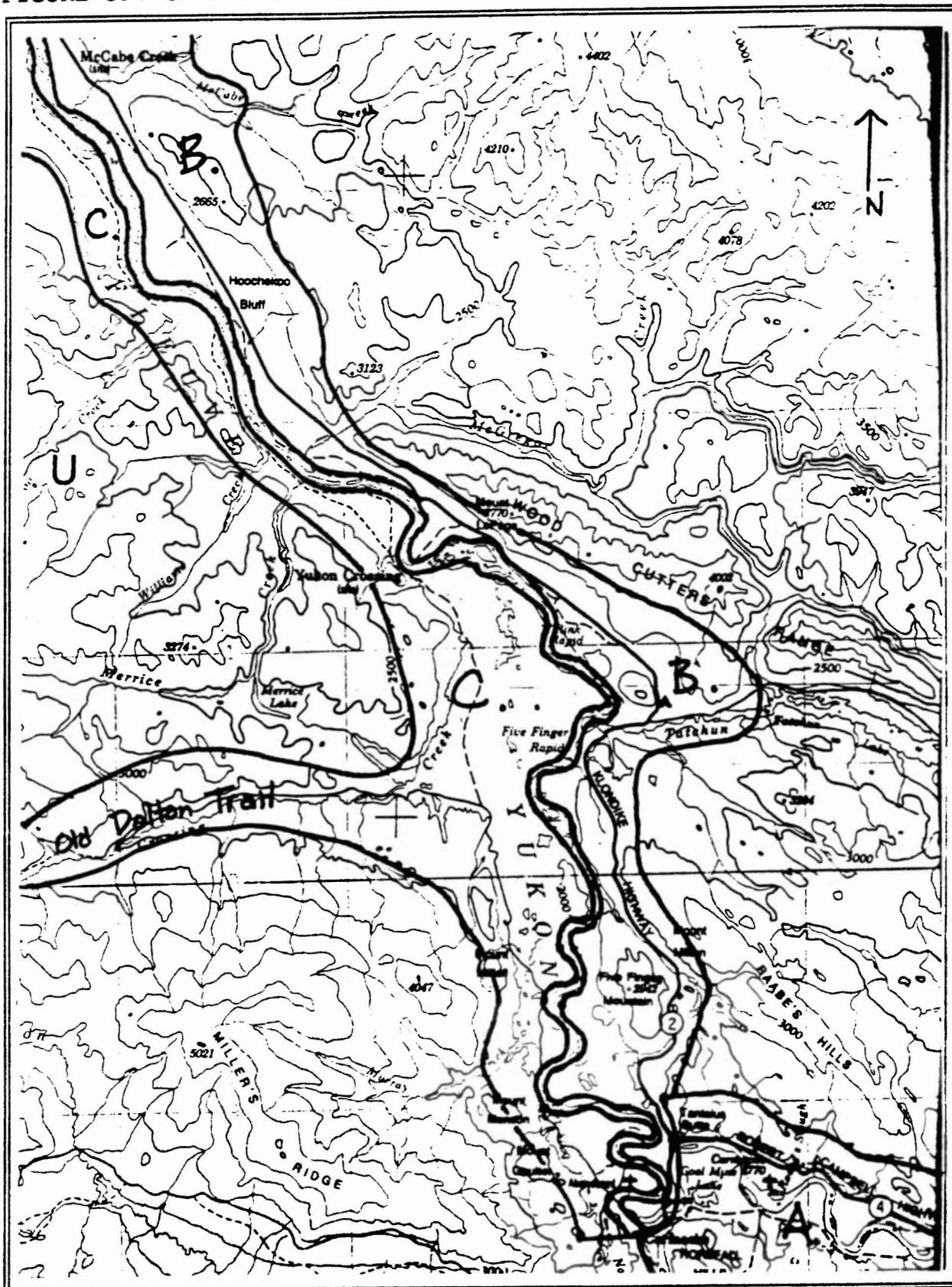


FIGURE 40. MCCABE CREEK - FORT SELKIRK - Pelly Crossing

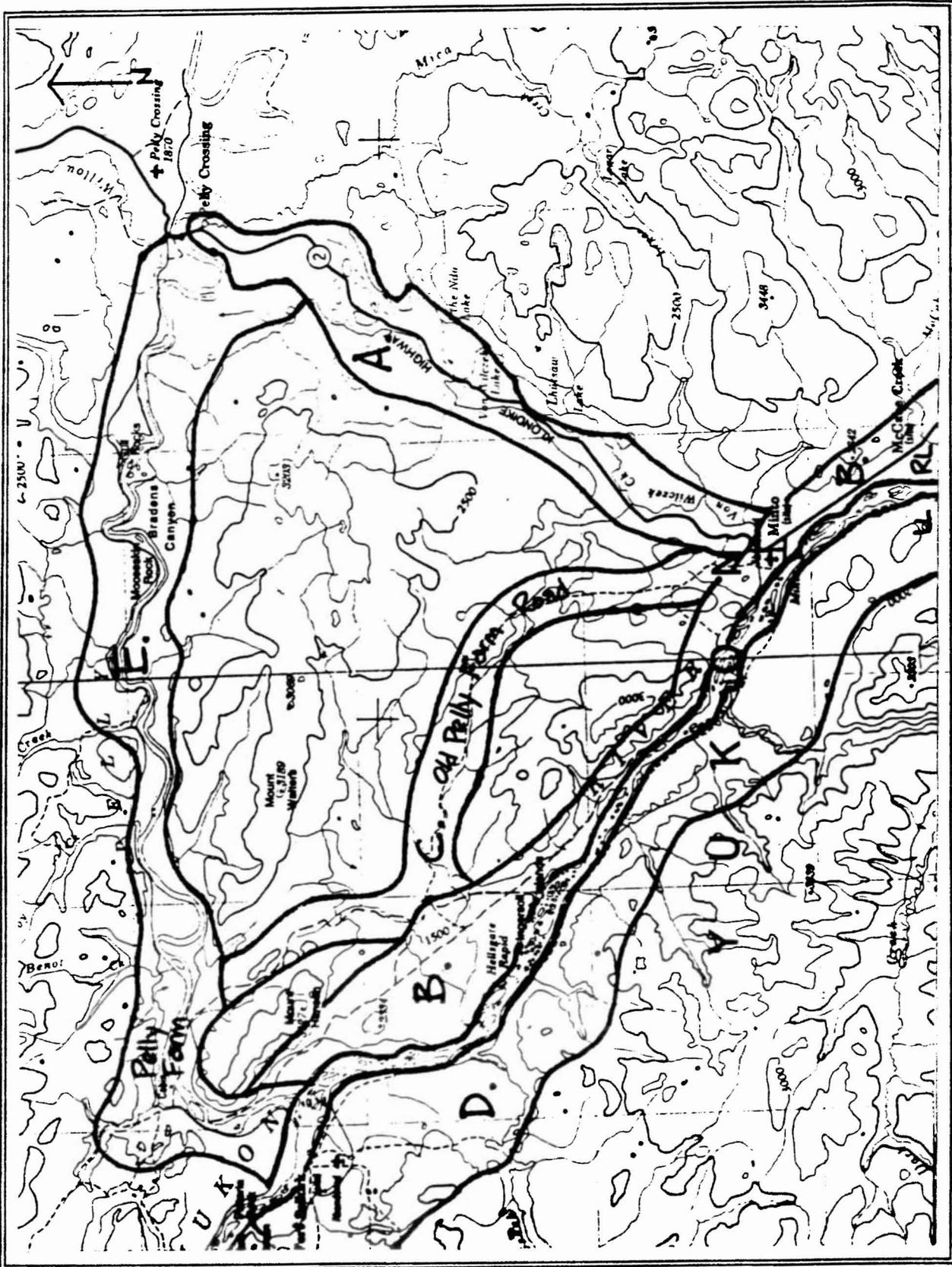


FIGURE 41. YUKON RIVER - WEST OF FORT SELKIRK

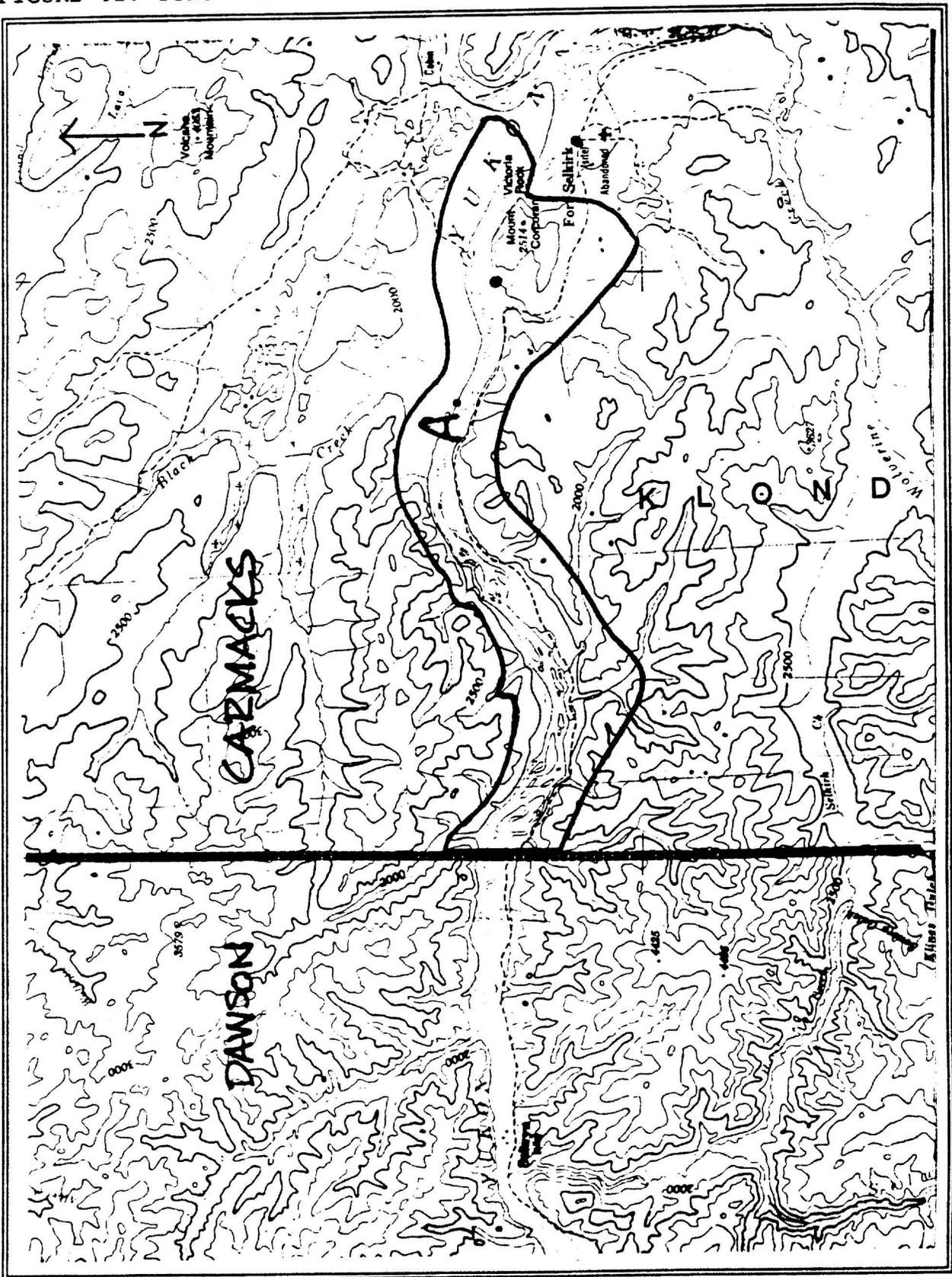
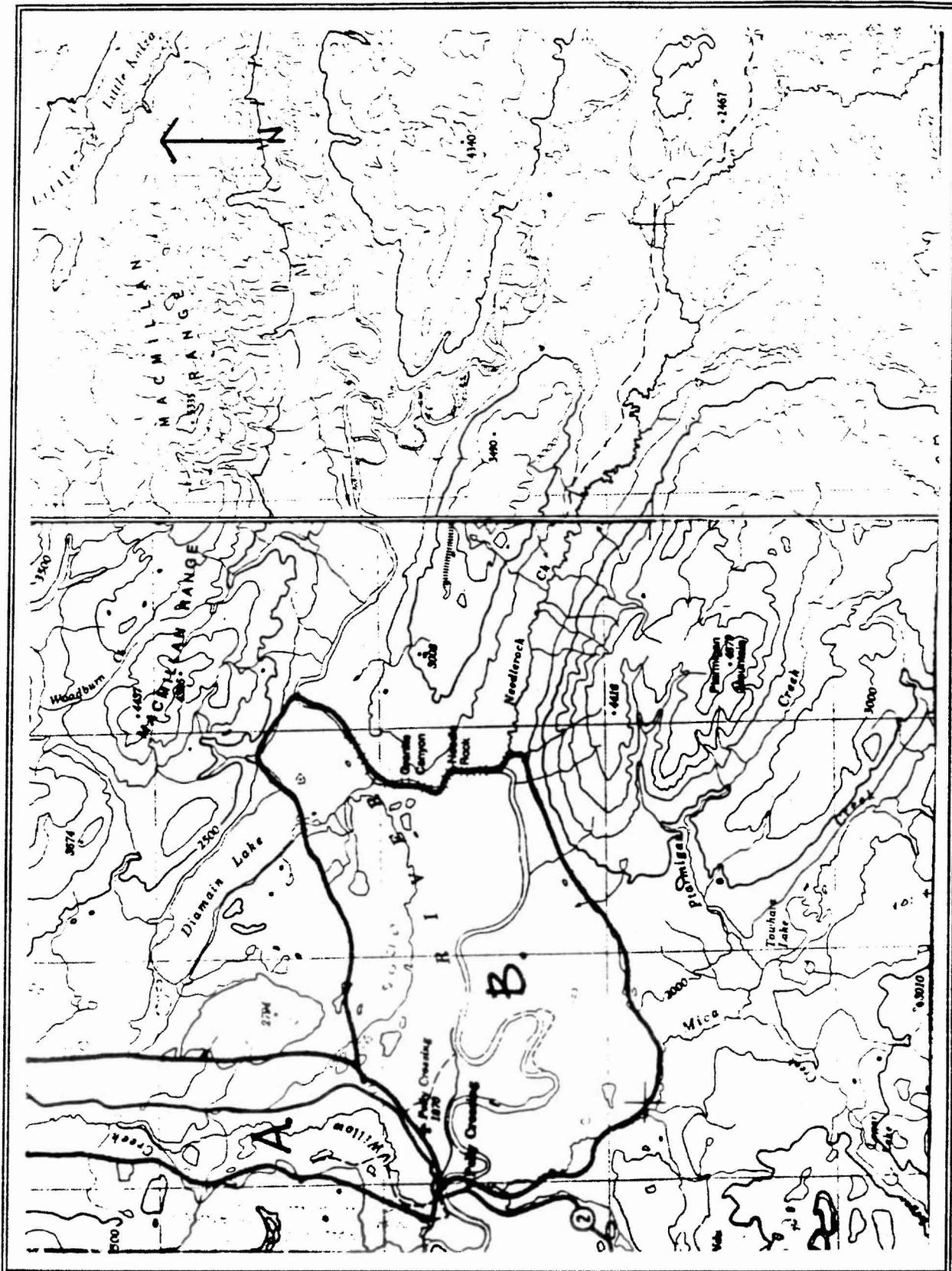


FIGURE 42. PELLY CROSSING - MacMILLAN RIVER



EXAMPLE 9: COMMERCIAL TIMBER BERTH #91 - 1900 - CARMACKS DISTRICT

Crown Timber & Land Office
TUE. 24 DEC
1900
DAWSON, Y. T.

Fort Selkirk, Y.T. Dec. 17th. 1900

Description of the Ladue Gold Mining and Development Co's
Timber Berth on the Pelly River.

"Situating about 35 miles from Fort Selkirk, Y.T. on the Pelly river
and being opposite Grayling creek, No. 1 Post is a squared tree on
the left limit of the Pelly river and being about 200 yds above
a point opposite the mouth of Grayling creek, I have written on
this post as follows:--No. 1 post Ladue Gold Mining and Development
Co's Berth 1 mile square including islands (opposite) 1 mile to
No. 2 Post--an arrow indicates down river-- marked by H.M. Martin
A.C.T.A. 14th. Dec. '00.

"No. 2 Post is also a squared tree about 1 mile from post No. 1, on
it is written:--on side facing Berth-- No. 2 Post L.G.M. & D. Co's
Berth 1 mile to post No. 1 Marked by H.M. Martin A.C.T.A., On side
facing the river is an arrow pointing up-river"

H.M. Martin
Asst. Crown Timber and Land Dept.

EXAMPLE 10: COMMERCIAL TIMBER BERTH #209 -1949 - CARMACKS DISTRICT

127 1-2



APPLICATION FOR A COMMERCIAL TIMBER PERMIT 1949

1. I, Yukon Coal Co. Ltd. of White Horse, Y.T. hereby make application for a Commercial Permit to cut timber on a berth which I have staked in accordance with the Timber Regulations. The berth, as indicated on the sketch on the back hereof, may be described as follows:

Parcel A - 1/2 acre of land on right bank of River at
White Horse, Y.T. on site of mine.

Parcel B - 1/2 acre of land on right bank of River at
White Horse, Y.T. on site of mine.

Parcel C - 1/2 acre of land on right bank of River one mile
up river from White Horse, Y.T. on site of mine.

Approx. 15 acres.

2. I am familiar with the Timber Regulations and if this application is granted, I agree to abide by the provisions of the Regulations in every respect.

3. The operations I intend to conduct on this berth are as follows: (State whether Sawmill, Cordwood, etc.)

Give logs to mill at coal mine, lumber to be used in building
mine etc necessary for mine operation. - 75,000 F.B.M.

YUKON ARCHIVES
This copy is made for research,
private study, criticism or
newspaper summary only.
All responsibility or questions
of copyright are assumed by the
recipient upon receipt.

YUKON COAL COMPANY LIMITED
[Signature]
Signature of Applicant

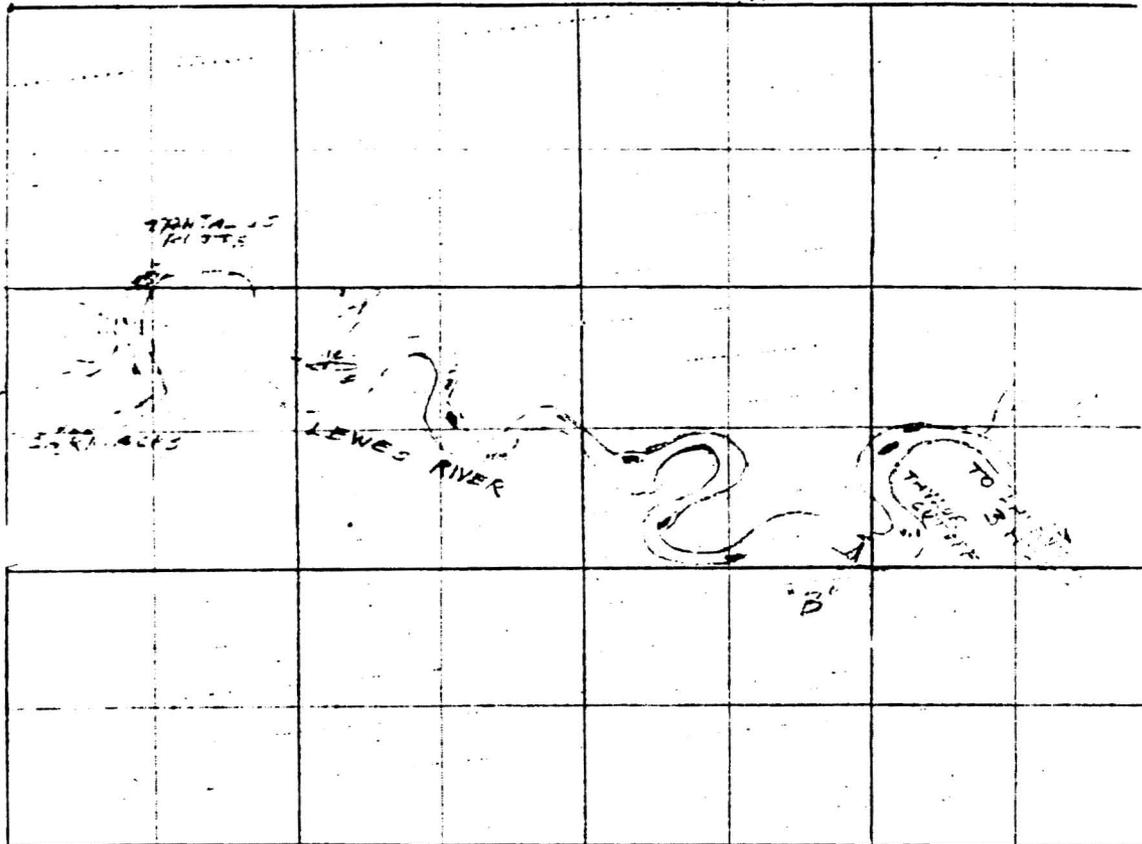
Credits: _____

EXAMPLE 10 (Cont.)

SKETCH OF TIMBER BERTH

NORTH

Scale: 1 inch = 2 MILES



INSTRUCTIONS FOR STAKING

1. The sketch must show the position of the berth in relation to some prominent topographical feature, surveyed line or other known point.
2. The sketch shall contain sufficient data to admit of the position of the berth being definitely shown in the records of the Department.
3. The berth shall be nearly as possible rectangular in form and shall be marked by four legal posts (or under special circumstances, posts satisfactory to a timber inspector) firmly fixed in the ground, one at each-corner, but in case the tract applied for, is not rectangular, one post shall be placed at each corner thereof. The posts shall be numbered in consecutive order from one upwards in the direction of the staking.
4. On each post shall be written a legible notice containing the number of the post, the full Christian and surname of the applicant, the date of staking, the nature of the application, the area applied for, and the distance in feet to the next post.
5. "Legal Post" means a stake or post of any kind of sound timber of sufficient length so that when firmly planted in the ground in an upright position, not less than four feet of such post shall be above ground. The post must be of such diameter that when squared or faced for eighteen inches from the top end, each face of the squared or faced post

APPENDIX 12: GENERAL ACTIVITIES DATABASE FILE [CarmacGS]

Record#	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
1	36A	1955	0	15	0	0	0	0	0
2	36A	1955	0	50	0	0	0	0	0
3	36A	1957	0	22	0	0	0	0	0
4	36A	1957	0	30	0	0	0	0	0
5	36A	1958	0	10	0	0	0	0	0
6	36A	1958	0	15	0	0	0	0	0
7	36A	1959	0	10	0	0	0	0	0
8	36A	1960	0	8	0	0	0	0	0
9	36A	1960	0	15	0	0	0	0	0
10	36A	1962	0	15	0	0	0	0	0
11	36A	1962	0	20	0	0	0	0	6200
12	36A	1963	0	20	0	0	0	0	0
13	36A	1964	0	0	0	0	300	0	0
14	36A	1964	0	25	0	0	0	0	0
15	36A	1966	0	25	0	0	0	0	0
16	36A	1966	0	198	0	0	0	0	0
17	36A	1967	0	5	0	0	0	0	0
18	36A	1967	0	35	0	0	0	0	0
19	36A	1969	0	8	0	0	0	0	0
20	36A	1969	0	25	0	0	0	0	0
21	37A	1954	0	2	0	0	0	0	0
22	37A	1955	0	50	0	0	0	0	0
23	37A	1956	0	50	0	0	0	0	0
24	37A	1957	0	0	0	0	0	0	1400
25	37A	1957	0	2	0	0	0	0	0
26	37A	1957	0	50	0	0	0	0	0
27	37A	1958	0	0	0	0	0	0	240
28	37A	1958	0	2	0	0	0	0	0
29	37A	1959	0	2	0	0	0	0	0
30	37A	1959	0	10	0	0	0	0	0
31	37A	1959	0	20	0	0	0	0	0
32	37A	1959	0	32	0	0	0	0	0
33	37A	1960	0	2	0	0	0	0	0
34	37A	1961	0	20	0	0	0	0	0
35	37A	1962	0	6	0	0	0	0	0
36	37A	1962	0	20	0	0	0	0	0
37	37A	1963	0	10	0	0	0	0	0
38	37A	1964	0	5	20	0	0	0	0
39	37A	1964	0	25	0	0	0	0	0
40	37A	1964	0	25	0	0	0	0	0
41	37A	1965	0	25	0	0	0	0	0
42	37A	1965	0	50	0	0	0	0	0
43	37A	1966	0	0	0	0	350	0	0
44	37A	1966	0	15	0	0	0	0	0
45	37A	1966	0	15	0	0	0	0	0
46	37A	1966	0	30	0	0	0	0	0
47	37A	1966	0	50	0	0	0	0	0
48	37A	1966	0	70	0	0	0	0	0
49	37A	1967	0	8	0	0	0	0	0
50	37A	1967	0	20	0	0	0	0	0
51	37A	1967	0	25	0	0	0	0	0
52	37A	1967	0	25	0	0	0	0	0
53	37A	1968	0	12	0	0	0	0	0
54	37A	1968	0	25	0	0	0	0	0
55	37A	1969	0	0	0	0	500	0	0
56	37A	1969	0	10	0	0	0	0	0
57	37A	1969	0	10	0	0	0	0	0
58	37A	1969	0	10	15	0	0	0	0
59	37A	1969	0	25	0	0	0	0	0
60	37A	1969	0	25	0	0	0	0	0
61	37A	1969	0	25	0	0	0	0	0
62	37A	1970	0	0	0	0	1000	0	0

APPENDIX 12 (Cont.)

Rec #	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
63	37A	1970	0	10	0	0	0	0	0
64	37A	1970	0	25	0	0	0	0	0
65	37B	1968	0	10	0	0	0	0	0
66	37B	1968	0	10	0	0	0	0	0
67	37B	1970	0	0	0	0	120	0	0
68	37B	1970	0	25	0	0	0	0	0
69	38A	1959	0	50	0	0	0	0	0
70	38A	1961	0	25	0	0	0	0	0
71	38A	1963	0	0	0	0	0	0	1800
72	38A	1963	0	10	0	0	0	0	0
73	38A	1963	0	12	0	0	0	0	0
74	38A	1963	0	13	0	0	0	0	0
75	38A	1963	0	25	0	0	0	0	0
76	38A	1964	0	15	0	0	0	0	0
77	38A	1964	0	20	0	0	0	0	0
78	38A	1964	0	25	0	0	0	0	0
79	38A	1965	0	0	0	0	3500	0	0
80	38A	1965	0	5	0	0	0	0	0
81	38A	1965	0	5	0	0	0	0	0
82	38A	1965	0	5	0	0	250	0	0
83	38A	1965	0	5	0	0	0	0	0
84	38A	1965	0	15	0	0	0	0	0
85	38A	1965	0	15	0	0	0	0	0
86	38A	1965	0	20	0	0	0	0	0
87	38A	1965	0	25	0	0	0	0	0
88	38A	1965	0	25	0	0	0	0	0
89	38A	1966	0	5	0	0	0	0	0
90	38A	1966	0	5	0	0	0	0	0
91	38A	1966	0	5	0	0	0	0	0
92	38A	1966	0	10	0	0	0	0	0
93	38A	1966	0	13	0	0	0	0	0
94	38A	1966	0	25	0	0	0	0	0
95	38A	1966	0	25	0	0	0	0	0
96	38A	1967	0	2	0	0	0	0	0
97	38A	1967	0	5	0	0	0	0	0
98	38A	1967	0	10	0	0	0	0	0
99	38A	1967	0	10	0	0	0	0	0
100	38A	1967	0	15	0	0	0	0	0
101	38A	1967	0	15	0	0	0	0	0
102	38A	1967	0	15	10	0	0	0	0
103	38A	1967	0	25	0	0	0	0	0
104	38A	1967	0	25	0	0	0	0	0
105	38A	1967	0	63	0	0	0	0	0
106	38A	1968	0	2	0	0	0	0	0
107	38A	1968	0	2	0	0	0	0	0
108	38A	1968	0	4	0	0	0	0	0
109	38A	1968	0	4	0	0	0	0	0
110	38A	1968	0	5	0	0	0	0	0
111	38A	1968	0	10	0	0	0	0	0
112	38A	1968	0	10	0	0	0	0	0
113	38A	1968	0	10	0	0	0	0	0
114	38A	1968	0	15	0	0	0	0	0
115	38A	1968	0	15	0	0	0	0	0
116	38A	1968	0	20	0	0	0	0	0
117	38A	1968	0	25	0	0	0	0	0
118	38A	1968	0	25	0	0	0	0	0
119	38A	1968	0	25	0	0	0	0	0
120	38A	1968	0	25	0	0	0	0	0
121	38A	1968	0	25	0	0	0	0	0
122	38A	1968	0	25	0	0	0	0	0
123	38A	1968	0	25	0	0	0	0	0
124	38A	1968	0	25	0	0	0	0	0
125	38A	1968	0	25	0	0	0	0	0
126	38A	1968	0	25	0	0	0	0	0

APPENDIX 12 (Cont.)

Rec #	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
127	38A	1968	0	25	0	0	0	0	0
128	38A	1968	0	25	0	0	0	0	0
129	38A	1968	0	25	0	0	0	0	0
130	38A	1968	0	125	0	0	0	0	0
131	38A	1968	0	140	0	0	8000	0	0
132	38A	1968	0	150	0	0	10600	0	0
133	38A	1969	0	0	0	0	200	0	0
134	38A	1969	0	0	4	0	0	0	0
135	38A	1969	0	10	0	0	0	0	0
136	38A	1969	0	10	0	0	0	0	0
137	38A	1969	0	10	0	0	0	0	0
138	38A	1969	0	15	0	0	0	0	0
139	38A	1969	0	15	0	0	0	0	0
140	38A	1969	0	15	0	0	0	0	0
141	38A	1969	0	20	0	0	0	0	0
142	38A	1969	0	20	5	0	0	0	0
143	38A	1969	0	25	0	0	0	0	0
144	38A	1969	0	25	0	0	0	0	0
145	38A	1969	0	25	0	0	0	0	0
146	38A	1969	0	25	0	0	0	0	0
147	38A	1969	0	25	0	0	0	0	0
148	38A	1969	0	25	0	0	0	0	0
149	38A	1969	0	25	0	0	0	0	0
150	38A	1969	0	25	0	0	0	0	0
151	38A	1969	0	25	0	0	0	0	0
152	38A	1969	0	25	0	0	0	0	0
153	38A	1969	0	25	0	0	0	0	0
154	38A	1969	0	25	0	0	0	0	0
155	38A	1969	0	25	0	0	0	0	0
156	38A	1969	0	25	0	0	0	0	0
157	38A	1969	0	25	0	0	0	0	0
158	38A	1969	0	55	0	0	0	0	0
159	38A	1970	0	25	0	0	0	0	0
160	38A	1970	0	10	0	0	0	0	0
161	38A	1970	0	20	0	0	0	0	0
162	38A	1970	0	25	0	0	0	0	0
163	38A	1970	0	25	0	0	0	0	0
164	38A	1970	0	25	0	0	0	0	0
165	38A	1970	0	25	0	0	150	0	0
166	38A	1970	0	25	0	0	0	0	0
167	38A	1970	0	25	0	0	150	0	0
168	38A	1970	0	25	0	0	0	0	0
169	38A	1970	0	50	0	0	0	0	0
170	39A	1964	0	0	0	0	0	0	1440
171	39A	1965	0	6	0	0	0	0	0
172	39A	1969	0	10	0	0	0	0	0
173	39A	1969	0	15	0	0	0	0	0
174	39A	1970	0	45	0	0	0	0	0
175	39A	1970	0	350	0	0	0	0	0
176	39B	1954	0	18	0	0	0	0	0
177	39B	1956	0	20	0	0	0	0	0
178	39B	1956	0	100	0	0	0	0	0
179	39B	1957	0	0	0	75	0	0	0
180	39B	1957	0	6	0	0	0	0	0
181	39B	1957	0	15	0	0	0	0	0
182	39B	1958	0	0	2	0	0	0	0
183	39B	1959	0	4	0	0	0	0	0
184	39B	1961	0	15	15	0	0	0	0
185	39B	1961	0	50	0	0	0	0	0
186	39B	1961	0	100	0	0	0	0	0
187	39B	1962	0	5	0	0	0	0	0
188	39B	1963	0	0	0	0	60	0	0
189	39B	1963	0	0	0	0	500	0	0
190	39B	1963	0	0	0	0	0	0	2000

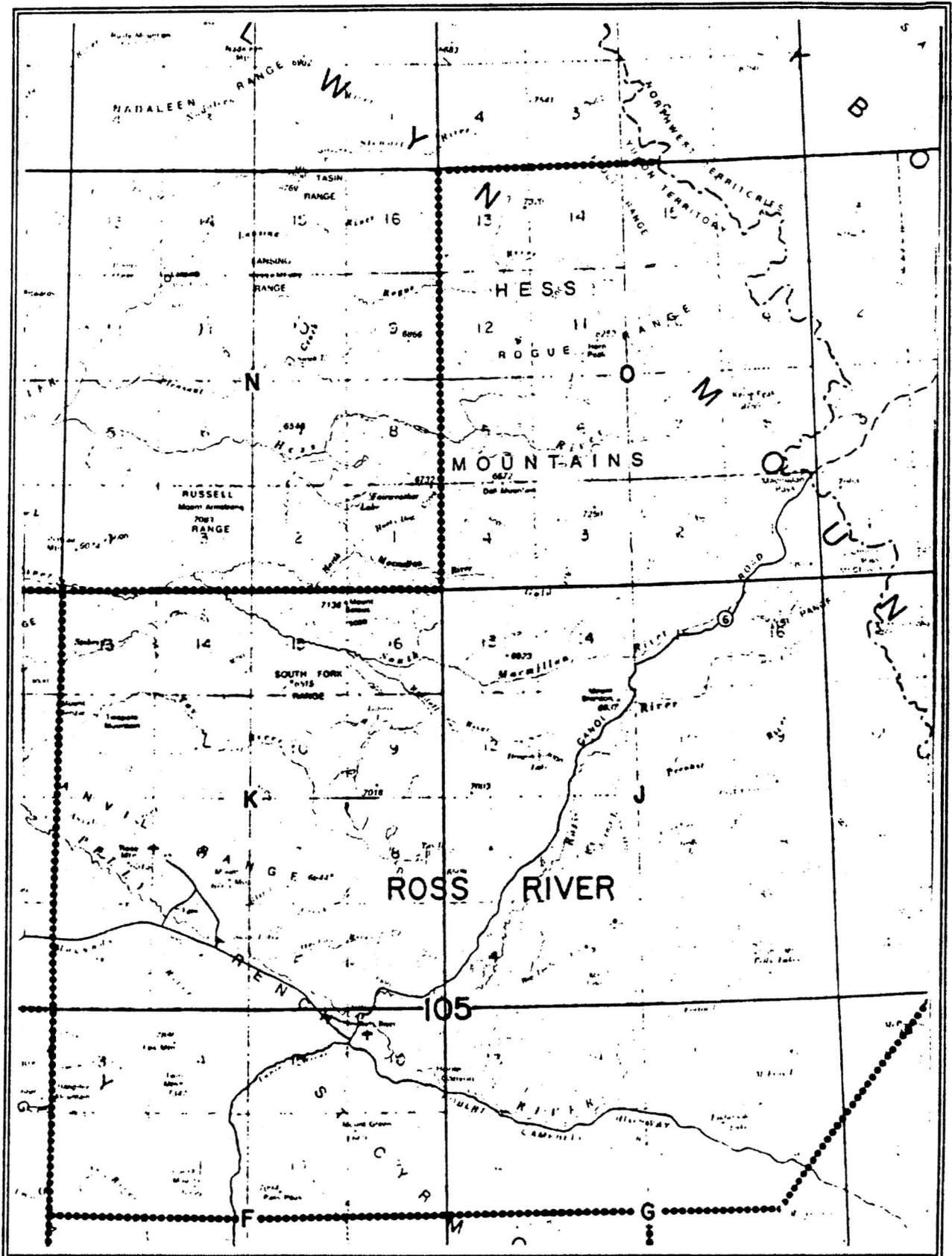
APPENDIX 12 (Cont.)

Rec #	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
191	39B	1963	0	0	0	0	0	0	2400
192	39B	1963	0	10	0	0	0	0	0
193	39B	1963	0	10	0	0	0	0	0
194	39B	1963	0	10	0	0	0	0	0
195	39B	1963	0	15	10	0	0	0	0
196	39B	1964	0	0	0	0	0	0	1400
197	39B	1964	0	0	0	0	0	0	300
198	39B	1964	0	5	0	0	0	0	0
199	39B	1964	0	6	0	0	0	0	0
200	39B	1964	0	8	0	0	0	0	0
201	39B	1964	0	10	0	0	0	0	0
202	39B	1964	0	15	0	0	0	0	0
203	39B	1964	0	20	0	0	0	0	0
204	39B	1964	0	20	0	0	0	0	0
205	39B	1964	0	20	0	0	0	0	0
206	39B	1964	0	25	0	0	0	0	0
207	39B	1965	0	0	0	0	1875	0	0
208	39B	1965	0	25	0	0	0	0	0
209	39B	1965	0	25	0	0	0	0	0
210	39B	1966	0	25	0	0	0	0	0
211	39B	1967	0	20	0	0	0	0	0
212	39B	1967	0	25	0	0	0	0	0
213	39B	1968	0	25	0	0	0	0	0
214	39B	1968	0	25	0	0	0	0	0
215	39B	1969	0	15	10	0	0	0	0
216	39B	1970	0	0	0	0	14	0	0
217	39B	1970	0	25	0	0	0	0	0
218	39C	1962	0	7	0	0	0	0	0
219	39C	1963	0	0	0	0	0	0	2125
220	39C	1964	0	0	0	0	60	0	0
221	39C	1965	0	25	0	0	0	0	0
222	39C	1967	0	5	10	0	0	0	0
223	40A	1957	0	100	0	0	0	0	0
224	40A	1962	0	0	0	0	0	25000	0
225	40A	1963	0	10	0	0	0	0	0
226	40A	1964	0	5	5	0	0	0	0
227	40A	1964	0	10	0	0	0	0	0
228	40A	1965	0	0	0	0	131	0	0
229	40A	1965	0	15	0	0	0	0	0
230	40A	1967	0	10	15	0	0	0	0
231	40A	1968	0	10	0	0	0	0	0
232	40A	1968	0	25	0	0	0	0	0
233	40A	1970	0	0	0	0	100	0	0
234	40A	1970	0	300	0	0	0	0	0
235	40B	1965	0	25	0	0	0	0	0
236	40B	1969	0	0	12	0	0	0	0
237	40C	1968	0	25	0	0	0	0	0
238	40E	1966	0	10	0	0	0	0	0
239	40E	1967	0	0	0	0	0	20000	0
240	40E	1967	0	0	0	0	0	500000	0
241	40E	1969	0	0	25	0	0	0	0
242	40E	1969	0	25	0	0	0	0	0
243	40E	1969	0	25	0	0	0	0	0
244	40E	1969	0	100	0	0	0	0	0
245	40E	1970	0	25	0	0	0	100000	0
246	42A	1958	0	10	0	0	0	0	0
247	42A	1959	0	50	0	0	0	0	0
248	42A	1960	0	20	0	0	0	0	0
249	42A	1960	0	100	0	0	0	0	0
250	42A	1965	0	25	0	0	0	0	0
251	42A	1966	0	0	0	0	0	50000	0
252	42A	1966	0	10	0	0	0	0	0
253	42A	1966	0	20	0	0	0	0	0
254	42A	1966	0	20	0	0	0	0	0

APPENDIX 12 (Cont.)

Rec #	POLY	YEAR	CORDS	DRY	GREEN	BLDLOG	PIECES	PCS_FBM	PCS_LF
255	42A	1966	0	100	0	0	0	0	0
256	42A	1967	0	3	0	0	0	0	0
257	42A	1967	0	80	0	0	0	0	0
258	42A	1968	0	0	0	0	120	0	0
259	42A	1968	0	16	0	0	0	0	0
260	42A	1968	0	25	0	0	0	0	0
261	42A	1968	0	100	0	0	0	0	0
262	42A	1968	0	200	0	0	0	0	0
263	42A	1969	0	5	0	0	0	0	0
264	42A	1969	0	25	0	0	0	0	0
265	42A	1969	0	25	0	0	0	0	0
266	42A	1969	0	25	0	0	0	0	0
267	42A	1970	0	0	0	0	0	100000	0
268	42A	1970	0	0	0	0	0	250000	0
269	42B	1956	100	0	0	0	0	0	0
270	42B	1957	0	40	0	0	0	0	0
271	42B	1959	0	100	0	0	0	0	0
272	42B	1964	0	25	0	0	0	0	0
273	42B	1965	0	0	0	0	556	50000	0
274	42B	1965	0	0	0	0	800	0	0
275	42B	1965	0	0	0	0	0	5300	0
276	42B	1965	0	10	0	0	0	0	0
277	42B	1965	0	10	0	0	0	0	0
278	42B	1965	0	25	0	0	0	0	0
279	42B	1965	0	25	0	0	0	0	0
280	42B	1966	0	200	0	0	0	0	0
281	42B	1967	0	2	0	0	0	0	0
282	42B	1967	0	25	0	0	0	0	0
283	42B	1967	0	25	0	0	0	0	0
284	42B	1968	0	25	0	0	0	0	0
285	42B	1968	0	25	0	0	0	0	0
286	42B	1968	0	25	0	0	0	0	0
287	42B	1969	0	0	0	0	320	0	0
288	42B	1969	0	0	0	0	0	40000	0
289	42B	1969	0	0	0	0	0	100000	0
290	42B	1970	0	0	0	0	0	100000	0
291	42B	1970	0	0	0	0	0	100000	0
292	42B	1970	0	25	0	0	0	0	0

3.8 ROSS RIVER DISTRICT



3.8 ROSS RIVER DISTRICT SUMMARY

TABLE 54: POLYGONS - ROSS RIVER DISTRICT

ROSS RIVER

Fig. 43.	Faro - Ross River	105K/105F
	A. Faro - Blind Creek - North Bank of Pelly River	
	B. R. Campbell Hwy - Faro - West of Lapie Canyon	
Fig. 44.	Ross River - N. & S. Canol - R. Campbell Hwy	105K/105F
	A. Robert Campbell Hwy - West of Lapie Canyon - South & North Bank of Pelly River	
	B. North Canol Road - Ross River - False Canyon	
	C. Ross River & Vicinity	
	D. Robert Campbell Hwy - Mile 188 - 220	
	E. South Canol Road - Mile 100 - 133	
Fig. 45.	Robert Campbell Hwy - Mile 161 - 173	105G
	A. Hoole Canyon - Campbell Creek	
Fig. 46.	Robert Campbell Hwy - Mile 143 - 160	105G
	A. Campbell Creek - Finlayson River	

Total Polygons = 9 + Ross River District General (ROSG) = 10

The Ross River District includes Ross River and the area west and east on the Robert Campbell Highway. This also includes the North Canol Road which is not included in the Figures presented.

3.8.1 TRANSPORTATION ACTIVITIES - ROSS RIVER DISTRICT

There were no entries for the Ross River District in the Transportation database.

3.8.2 GENERAL ACTIVITIES - ROSS RIVER DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	6 Polygons	[RossRGP]
Annual Summary	1966 - 1970	[RossRGA]
Yearly Polygon Summary	5 Years/6 Polygons	[RossRGY]
Total Entries	26 Records	[RossRGS]

Polygon Summary

The logging activities recorded were between 1966 and 1970 within 6 polygons, based on a total of 26 records. The volume information per polygon is presented in Table 55.

The Ross River District had the lowest amounts of volumes harvested of all districts. The majority of logging activities occurred in 44D for dry cordwood (500 cords). The only entry of FBM for the district did not have a specific location specified and was recorded as Ross River General (ROSG) with 50,000 FBM. The highest Pieces was in 44E, on the South Canal Road, at 2300 LF.

TABLE 55: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	DRY	GREEN	PIECES	PCS_FBM
43A	0	0	200	0
44A	25	0	600	0
44C	170	0	210	0
44D	500	0	50	0
44E	10	10	2300	0
ROSG	0	0	763	50000
TOTAL	705	10	4123	50000

Annual Summary

The Annual summary, as shown in Table 56, indicates logging activities from 1966-1970.

TABLE 56: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	DRY	GREEN	PIECES	PCS_FBM
1966	95	0	3460	50000
1967	90	10	163	0
1968	220	0	50	0
1969	300	0	0	0
1970	0	0	450	0

The main cutting of cordwood (mainly dry) occurred in 1968 and 1969, with 200-300 cords. The available records did not note any cordwood cut in 1970. Only 10 green cords were cut in the district, in 1967. In 1966, the only production of FBM occurred and the majority of Pieces were manufactured.

Yearly Polygon Summary

The Yearly Polygon summary indicates the logging activities by years and per polygon, presented in Table 57.

TABLE 57: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	DRY	GREEN	PIECES	PCS_FBM
1	43A	1970	0	0	200	0
2	44A	1966	25	0	600	0
3	44C	1966	70	0	60	0
4	44C	1967	80	0	150	0
5	44C	1968	20	0	0	0
6	44D	1968	200	0	50	0
7	44D	1969	300	0	0	0
8	44E	1966	0	0	2300	0
9	44E	1967	10	10	0	0
10	ROSG	1966	0	0	500	50000
11	ROSG	1967	0	0	13	0
12	ROSG	1970	0	0	250	0

POLYGON YEARS OF ACTIVITY

43A	1970
44A	1966
44C	1966 - 1968
44D	1968 - 1969
44E	1966 - 1967
ROSG	1966 - 1970

There was a total of 12 records, from 1966-1970, covering the 6 polygons having logging activities. The highest dry cordwood was cut in 44D in 1969 at 300 cords. Pieces FBM was manufactured only in 1966 in ROSG. The highest amount of Pieces was produced in 44E in 1966.

Record Summary

A complete listing of the 26 entries for the Ross River District [RossRGS file] is presented in Section 3.8 - Appendix.

3.8.3 COMMERCIAL ACTIVITIES - ROSS RIVER DISTRICT

Commercial Timber Berths 1898 - 1913

There were no commercial timber berths active in this district between 1898 - 1913.

Commercial Timber Berths 1947 - 1970

There were 4 commercial timber berths, presented in Table 58. Timber berths were located primarily in 43A, on Blind Creek east of Faro, producing LF and mining timbers. One berth was located on the Pelly River west of Ross River in 44C, producing FBM and cordwood.

TABLE 58: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

43A	334	1953	1954	LOGS		LF			
43A	356	1954	1956	LOGS		LF		MT	BL
44C	527Y	1963	1965	LOGS	FBM		CORDS		
ROSG	537Y	1968	1970	LOGS	FBM				

3.8.4 PROJECT ACTIVITIES - ROSS RIVER DISTRICT

During the construction of the Alaska Highway and Canol Pipeline, two sawmills were in operation. The Lapie River sawmill, located near the Lapie River in 44C, produced 400,000 FBM and the Sheldon Lake Sawmill, located near Sheldon Lake on the North Canol Road, produced 650,000 FBM, both operated by the Bechtel Price Callahan Company. These sawmills also produced telephone poles and cordwood as explained in Volume I, section 3.2.2. The Sheldon Lake sawmill is noted as Ross River General (ROSG) as there is no Figure covering this area.

3.8.5 FIGURE 43 - 46 SUMMARY

Figures - Most Active - 43,44

Figures - Least Active - 45,46

Polygons - No Records - 43B, 44B, 45A, 46A

FIGURE 43 SUMMARY

The Blind Creek area northeast of Faro had three commercial berths between 1953-1956 and 1968-1970, which produced FBM, LF and mining timbers. In 1970, 200 Pieces were cut in this area for general activities. Along the Robert Campbell Highway in 43B, there were no records of logging activities.

FIGURE 44 SUMMARY

In 1966, along the Pelly River northwest of Ross River (44A), there were 25 dry cords and 600 Pieces cut. No commercial activities were documented for this area. In 44B, the first few miles of the North Canol Road to False Canyon, there were no logging records available. In 44C, in the vicinity of Ross River there were 11 records; a total of 170 cords and 210 Pieces cut between 1966-1968. The Lapie River samill for the Canol pipeline existed between 1943-

1944 and in 1963-5, commercial berth #527Y existed. In 44D, along the Robert Campbell Highway, 500 cords (dry) and 50 Pieces were cut in 1968-9. This was the highest cordwood harvested. On the South Canal Road, 44E, 2300 Pieces were cut in 1966, the highest for the district.

FIGURE 45 SUMMARY

There were no logging records for the Robert Campbell Highway from Mile 161 - 173 (45A).

FIGURE 46 SUMMARY

No logging records were available for 46A, along the Robert Campbell Highway from Mile 143, at the boundary with the Watson Lake district north to Mile 160, near Campbell Creek.

FIGURE 43. FARO - ROSS RIVER

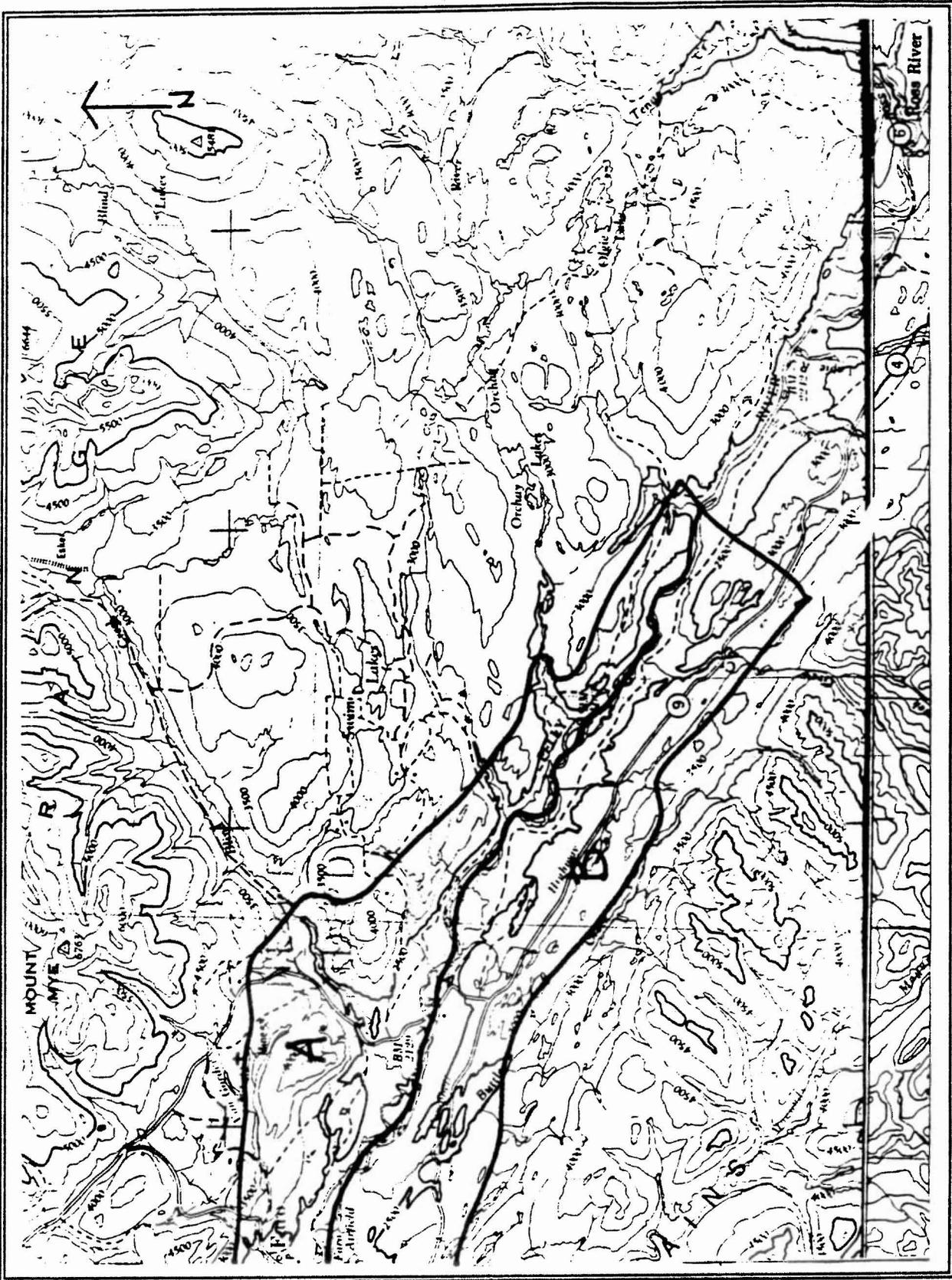


FIGURE 45. ROBERT CAMPBELL HWY - MILE 161 - 173

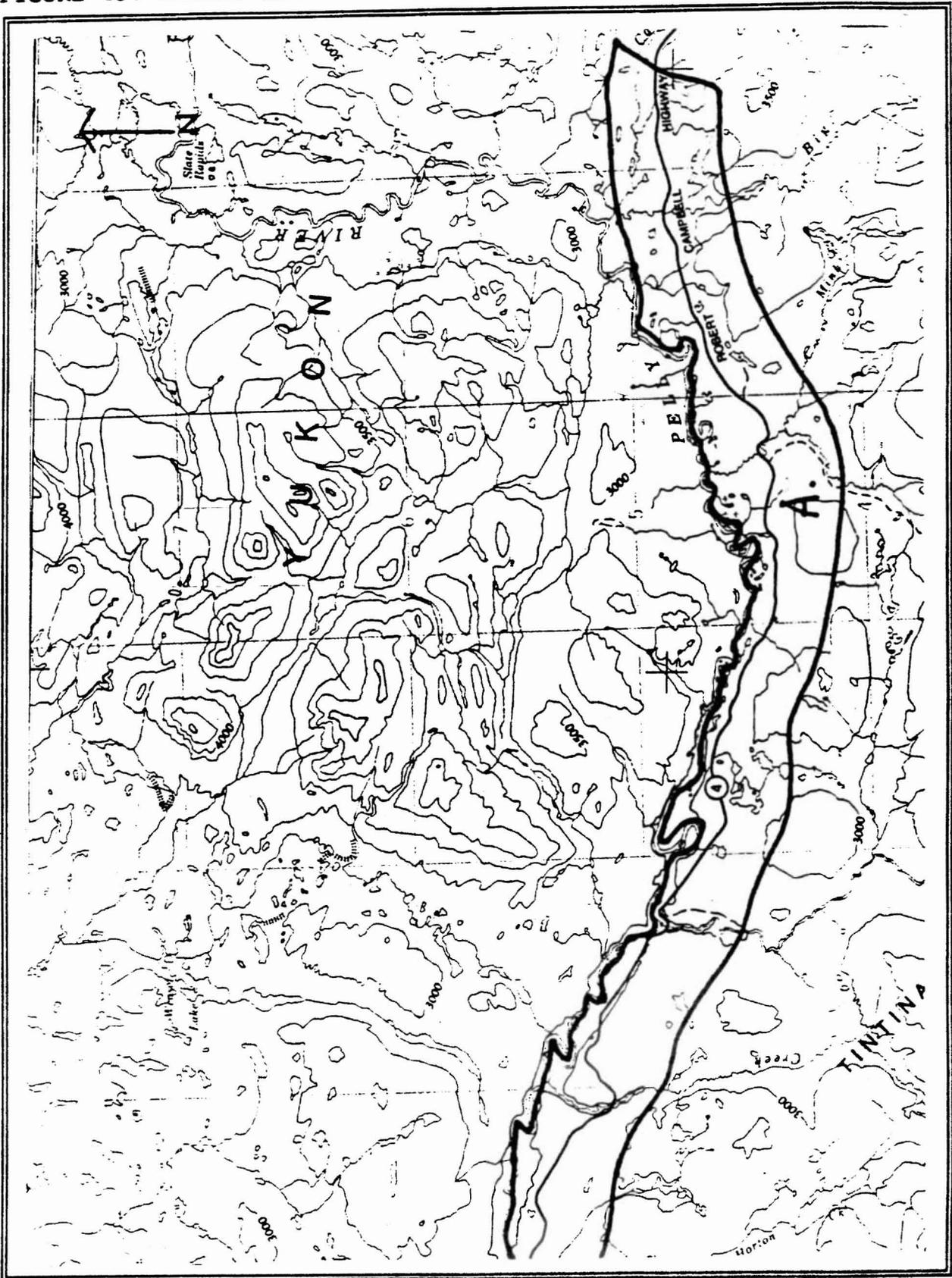
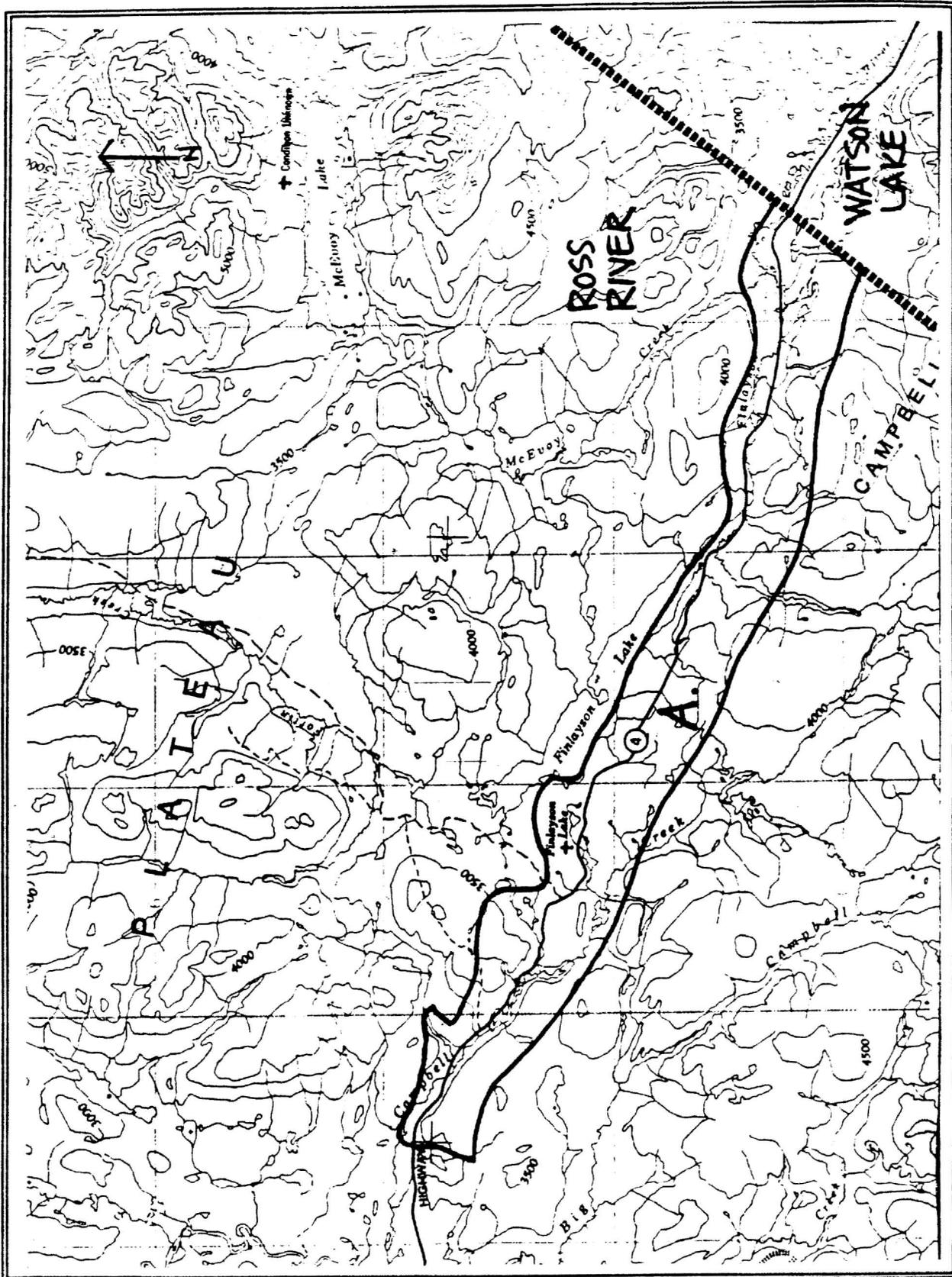


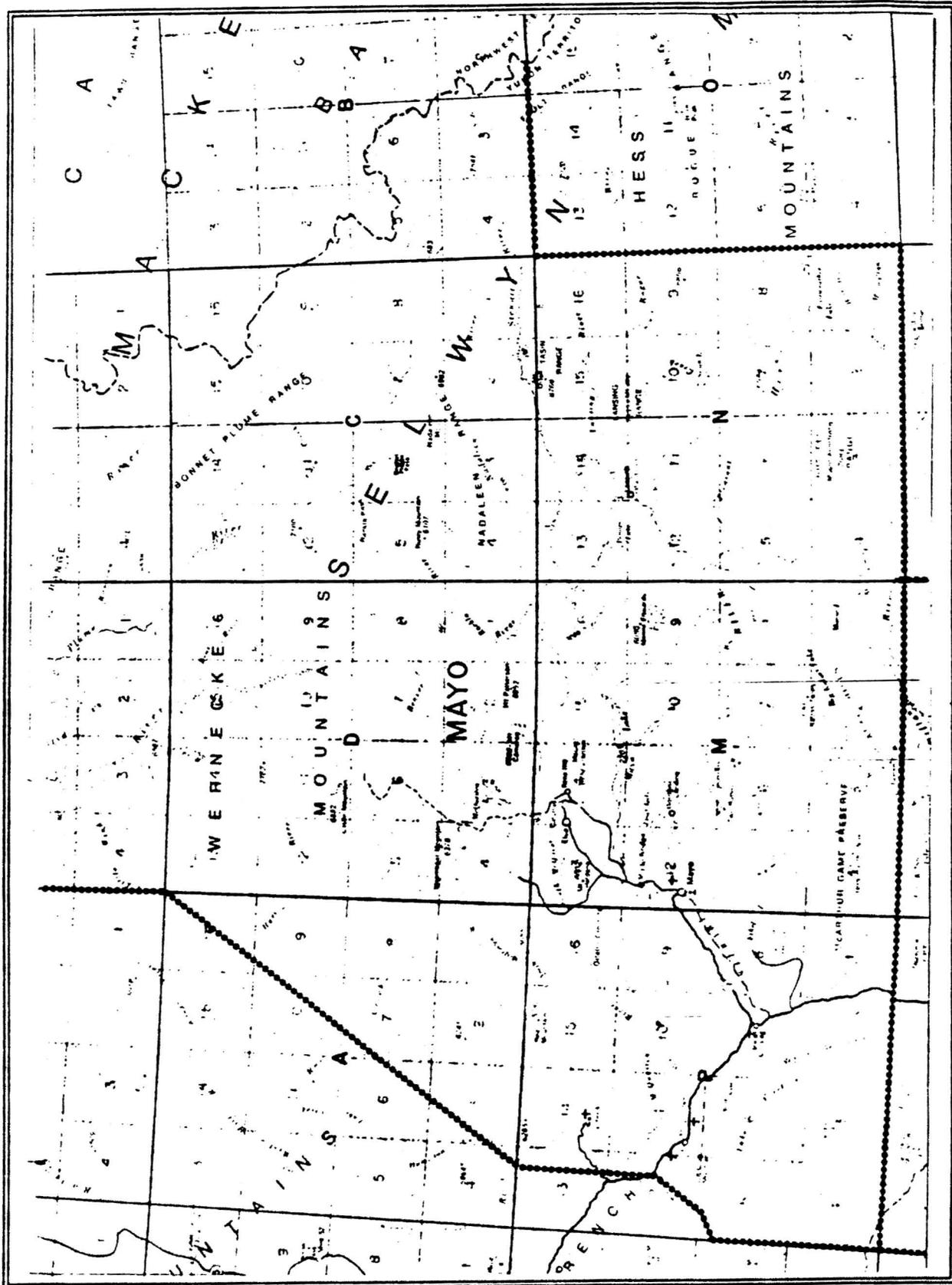
FIGURE 46. ROBERT CAMPBELL HWY - MILE 143 - 160



APPENDIX 13: GENERAL AVTIVITIES DATABASE FILE [RossRGS]

Record#	POLY	YEAR	DRY	GREEN	PIECES	PCS_FBM
1	43A	1970	0	0	200	0
2	44A	1966	0	0	600	0
3	44A	1966	25	0	0	0
4	44C	1966	0	0	60	0
5	44C	1966	10	0	0	0
6	44C	1966	10	0	0	0
7	44C	1966	10	0	0	0
8	44C	1966	40	0	0	0
9	44C	1967	0	0	150	0
10	44C	1967	15	0	0	0
11	44C	1967	20	0	0	0
12	44C	1967	20	0	0	0
13	44C	1967	25	0	0	0
14	44C	1968	20	0	0	0
15	44D	1968	0	0	50	0
16	44D	1968	200	0	0	0
17	44D	1969	300	0	0	0
18	44E	1966	0	0	2300	0
19	44E	1967	10	10	0	0
20	ROSG	1966	0	0	125	0
21	ROSG	1966	0	0	125	0
22	ROSG	1966	0	0	0	50000
23	ROSG	1966	0	0	125	0
24	ROSG	1966	0	0	125	0
25	ROSG	1967	0	0	13	0
26	ROSG	1970	0	0	250	0

3.9 MAYO DISTRICT



3.9 MAYO DISTRICT SUMMARY

TABLE 59 - POLYGONS - MAYO DISTRICT

<u>MAYO</u>	N.T.S. MAP NO.
<p>Fig. 47. Willow Creek - Moose Creek - U-Slough A. Klondike Hwy - Mile 183 - 217 - Willow Creek - Crooked Creek - Stewart Crossing B. Stewart River - Stewart Crossing - Moose Creek - South Bank - L.L. C. Silver Trail - Mile 0 - 17 - Stewart River - North Bank - R.L. - Stewart Crossing - U- Slough D. Stewart River - Stewart Crossing - U-Slough - South Bank - L.L. - Old Dawson Road E. Klondike Hwy - Mile 217 - 232 - Stewart Crossing - Moose Creek - Stewart River - North Bank - R.L.</p>	115P
<p>Fig. 48. U-Slough - Gordon's Landing - Hight Creek A. Silver Trail - Mile 17 - 33 - Stewart River - U-Slough - Mayo - North Bank - R.L. B. Mayo & Vicinity - Silver Trail - Mile 33 - 37 - Five Mile Lake - Stewart River - R.L. - near Mayo C. Stewart River - Big Island - Gordon's Landing - South & North Bank - R.L. D. Stewart River - U-Slough - Mayo - South Bank - L.L. - Talbot Creek E. Minto Lake Road - Hight Creek</p>	115P/105M
<p>Fig. 49. Five Mile Lake - South McQuesten - Keno A. Silver Trail - Mile 37-57 - Five Mile Lake - Elsa B. Mayo Lake Road - Duncan Creek Road - Keno C. South McQuesten River - Haggart Creek D. United Keno Hill Mines - Elsa - Keno</p>	115P/105M
<p>Fig. 50. Stewart River - Gordon's Landing - Wilson's Slough A. South & North Banks - Fraser Falls - L.L. & R.L.</p>	105M
<p>Fig. 51. McQuesten River - Vancouver Creek - Red Creek A. McQuesten & North McQuesten River</p>	115P
<p>Fig. 52. Moose Creek - McQuesten - Lake Creek A. Klondike Hwy - Mile 232 - 252 - Moose Creek - Clear Creek - Stewart River - North Bank - R.L. - Moose Creek - McQuesten Airstrip B. McQuesten River - Vancouver Creek C. Stewart River - Moose Creek - McQuesten Airstrip - South Bank - L.L. D. Stewart River - McQuesten Airstrip - West of Lake Creek - South Bank - L.L. - Lake Creek- Mayo District Boundary E. Stewart River - McQuesten Airstrip-W.of Independence Ck - North Bank - R.L.</p>	115P/105M
<p>Fig. 53. Clear Creek Mining Area A. Clear Creek - Mayo District Boundary</p>	115P

Total Polygons = 22 + Mayo District General (MAYG) = 23

3.9.1 TRANSPORTATION ACTIVITIES - MAYO DISTRICT

In the Transportation database a total of 1257 cords were recorded for 53A, the Clear Creek Mining Area, in 1913. Another 20 cords were harvested at an unknown location, noted as MAYG. As the logging activities along the Stewart River were within the Mayo and Dawson Districts a separate polygon was established (SRG). If the exact locations of cutting areas on the Stewart River were not identified, volumes were entered into the SRG polygon including a total of 27,478 cords. Most of the timber was for fuelwood for steamer traffic and domestic use. These records covered two periods of activity 1900-1913 and 1935-1949 and are presented in Table 60. The polygons and wood camps along the Stewart River are listed in Volume I, Section 3.2.2.

TABLE 60: POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	
53A	1913	332	STEWART RIVER GENERAL = 27,478 Cords (Mayo/Dawson District)
53A	1913	925	
MAYG	1913	20	
TOTAL		1277	

In the Transportation database there were records for manufactured lumber in 52B, the McQuesten River, between 1943 - 1947, which appear as a 0 in the cords column in the [TransPTS] file, indicating that a volume other than cordwood exists. These volumes could be entered into the database as a future project.

3.9.2 GENERAL ACTIVITIES - MAYO DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	21 Polygons	[MayoGP]
Annual Summary	1947 - 1970	[MayoGA]
Yearly Polygon Summary	24 Years/21 Polygons	[MayoGY]
Total Entries	649 Records	[MayoGS]

Polygon Summary

The logging activities recorded were between 1947 and 1970 within 21 polygons, based on a total of 649 records. This is the longest period of records available of all the districts. The volume information per polygon is presented in Table 61.

The Polygon summary revealed that the majority of logging activities occurred in a number of polygons, including 47C, 48A, 48D, 51A and in Mayo General (no specific location).

TABLE 61: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
47A	0	545	180	0	0	98324	379390	35200
47B	20	115	0	0	0	0	0	0
47C	965	4587	506	0	0	74294	116000	212900
47D	0	212	0	0	0	0	0	36800
47E	100	188	0	0	0	500	0	45400
48A	2072	3587	234	0	0	10949	0	109641
48B	403	447	479	0	4260	3623	0	122005
48C	481	54	318	0	0	0	0	35524
48D	110	730	10	0	0	0	1500000	0
48E	50	40	0	0	0	3050	100000	0
49A	235	365	290	0	19200	4386	27010	385600
49B	193	122	75	0	0	2500	0	129600
49C	223	0	60	0	0	0	0	0
49D	0	15	13	0	0	0	0	21600
50A	50	0	0	20000	0	0	0	35825
51A	0	4	4	0	0	5200	1258182	17600
52A	0	1100	0	0	0	4000	50000	1850
52B	0	70	0	0	0	0	0	0
52D	0	14	0	0	0	0	0	0
53A	0	0	25	0	0	0	0	0
MAYG	2650	2788	185	0	564	40	13632	28720
TOTAL	7552	14983	2389	20000	24024	206866	3444214	1218265

Fuelwood activity was the highest along the Silver Trail Highway in 47C and 48A, and in Mayo General, with greater than 5,600 cords each. The Mayo district had the highest amounts of cordwood cut of all districts at 24,924 cords, with Laberge second. Mayo had the second highest FBM produced, with Tagish the highest. The majority of FBM was produced in 48D and 51A, at over a million FBM each. Records in Mayo indicated 20,000 SawLogs - FBM in 50A in 1948. This was the only entry in the General database. In 49A, the highest LF was produced at 385,600 LF. The highest Pieces were produced in 47A and 47C, at more than 74,000 each.

Annual Summary

The Annual summary, as shown in Table 62 indicates logging activities from 1947-1970.

The main cutting of cordwood occurred in 1951 and 1952, with over 1600 cords each. The main production of FBM was from 1968 to 1970 and the majority of LF was manufactured in 1956-61. The most Pieces were manufactured in 1970.

Between 1947-1957, large amounts of cordwood were not specified as to dry or green. Green cordwood was cut in larger quantities in 1947-58 and 1962, otherwise it was significantly less than dry cordwood cut. LF was produced mainly before 1962 and almost all Pieces were produced after 1962. FBM was primarily produced from 1961 onward. This reflects the type of timber volume unit recorded by the Mayo Office, which appears to have changed in the 60's.

TABLE 62: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
1947	845	523	228	0	0	0	0	0
1948	363	652	206	20000	0	0	0	0
1949	774	580	287	0	4260	0	0	0
1950	340	1084	53	0	0	423	0	0
1951	1643	35	0	0	0	0	27010	15225
1952	1762	842	100	0	0	0	0	83214
1953	205	1116	200	0	0	0	0	11360
1954	871	196	215	0	0	0	0	86768
1955	443	383	25	0	564	0	0	67050
1956	237	726	0	0	19200	0	0	112600
1957	20	1004	110	0	0	0	0	8800
1958	0	1038	163	0	0	0	0	3600
1959	18	940	56	0	0	0	0	68000
1960	6	959	50	0	0	0	0	329488
1961	0	402	45	0	0	0	349707	227360
1962	25	623	425	0	0	11700	0	36800
1963	0	414	31	0	0	8914	91100	8000
1964	0	720	10	0	0	8500	70000	0
1965	0	492	16	0	0	25558	0	0
1966	0	317	20	0	0	28207	0	0
1967	0	641	49	0	0	14816	174000	0
1968	0	916	30	0	0	38308	1294345	0
1969	0	230	70	0	0	2605	624420	160000
1970	0	150	0	0	0	67835	813632	0
	7552	14983	2389	20000	24024	206866	3444214	1218265

Yearly Polygon Summary

The Yearly Polygon summary indicates the logging activities by years and per polygon, presented in Table 63.

From 1947-1970, there is a total of 183 records, covering the 21 polygons over the 24 years of cutting activities. The highest amount of unspecified cords was cut in Mayo General in 1952, at 1112 cords. The highest green cordwood was cut in 47C in 1962 at 400 cords. In 48A, the highest number of dry cords was cut in 1950, at 940 cords. The majority of FBM was manufactured in 1968 in 51A at 747,375 FBM. In 49A, 219,200 LF was produced in 1960 and in 47C, in 1969, 160,000 LF was produced. In 1970, the highest amount of Pieces were produced in 47C, at 37,150 Pieces. In 1948, 20,000 Sawlogs - FBM were produced in 50A, the sole record for the General database for all districts. This volume unit apparently was not used in later years.

TABLE 63: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	47A	1954	0	0	50	0	0	0	0	0
2	47A	1955	0	48	20	0	0	0	0	0
3	47A	1956	0	0	0	0	0	0	0	32000
4	47A	1957	0	0	30	0	0	0	0	0
5	47A	1958	0	0	30	0	0	0	0	0
6	47A	1959	0	60	30	0	0	0	0	3200
7	47A	1960	0	77	0	0	0	0	0	0
8	47A	1961	0	90	0	0	0	0	0	0
9	47A	1963	0	30	0	0	0	0	0	0
10	47A	1964	0	0	0	0	0	3000	0	0
11	47A	1965	0	0	0	0	0	11058	0	0
12	47A	1966	0	40	0	0	0	17652	0	0
13	47A	1967	0	0	20	0	0	4716	0	0
14	47A	1968	0	200	0	0	0	30608	24970	0
15	47A	1969	0	0	0	0	0	605	54420	0
16	47A	1970	0	0	0	0	0	30685	300000	0
17	47B	1953	20	0	0	0	0	0	0	0
18	47B	1956	0	25	0	0	0	0	0	0
19	47B	1961	0	40	0	0	0	0	0	0
20	47B	1962	0	50	0	0	0	0	0	0
21	47C	1948	4	0	0	0	0	0	0	0
22	47C	1949	24	0	0	0	0	0	0	0
23	47C	1950	200	128	0	0	0	0	0	0
24	47C	1951	224	35	0	0	0	0	0	0
25	47C	1952	182	184	0	0	0	0	0	0
26	47C	1953	115	0	0	0	0	0	0	0
27	47C	1954	135	0	0	0	0	0	0	0
28	47C	1955	20	51	0	0	0	0	0	15200
29	47C	1956	61	12	0	0	0	0	0	8000
30	47C	1957	0	410	0	0	0	0	0	0
31	47C	1958	0	614	0	0	0	0	0	3300
32	47C	1959	0	193	0	0	0	0	0	1600
33	47C	1960	0	146	50	0	0	0	0	14400
34	47C	1961	0	83	0	0	0	0	0	10400
35	47C	1962	0	406	400	0	0	2600	0	0
36	47C	1963	0	225	0	0	0	5594	0	0
37	47C	1964	0	446	10	0	0	0	0	0
38	47C	1965	0	382	16	0	0	14500	0	0
39	47C	1966	0	145	10	0	0	0	0	0
40	47C	1967	0	482	0	0	0	7450	74000	0
41	47C	1968	0	510	15	0	0	5000	22000	0
42	47C	1969	0	10	5	0	0	2000	20000	160000
43	47C	1970	0	125	0	0	0	37150	0	0
44	47D	1956	0	12	0	0	0	0	0	0
45	47D	1959	0	100	0	0	0	0	0	0
46	47D	1960	0	100	0	0	0	0	0	0
47	47D	1961	0	0	0	0	0	0	0	36800
48	47E	1954	100	0	0	0	0	0	0	0
49	47E	1955	0	8	0	0	0	0	0	0
50	47E	1956	0	0	0	0	0	0	0	600
51	47E	1960	0	75	0	0	0	0	0	0
52	47E	1961	0	50	0	0	0	0	0	20800
53	47E	1962	0	0	0	0	0	0	0	24000
54	47E	1963	0	15	0	0	0	0	0	0
55	47E	1964	0	40	0	0	0	500	0	0
56	48A	1947	125	223	0	0	0	0	0	0
57	48A	1949	669	0	0	0	0	0	0	0
58	48A	1950	0	940	0	0	0	0	0	0
59	48A	1951	897	0	0	0	0	0	0	15225
60	48A	1952	200	0	0	0	0	0	0	0
61	48A	1953	50	241	0	0	0	0	0	0
62	48A	1954	82	71	47	0	0	0	0	2768

TABLE 63: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Ord #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
63	48A	1955	0	6	0	0	0	0	0	0
64	48A	1956	0	285	0	0	0	0	0	19200
65	48A	1957	0	350	42	0	0	0	0	8800
66	48A	1958	0	179	56	0	0	0	0	0
67	48A	1959	18	84	14	0	0	0	0	47200
68	48A	1960	6	311	0	0	0	0	0	12288
69	48A	1961	0	100	0	0	0	0	0	4160
70	48A	1962	25	122	0	0	0	2400	0	0
71	48A	1963	0	122	25	0	0	0	0	0
72	48A	1964	0	85	0	0	0	0	0	0
73	48A	1965	0	40	0	0	0	0	0	0
74	48A	1966	0	132	10	0	0	5849	0	0
75	48A	1967	0	90	0	0	0	0	0	0
76	48A	1968	0	181	15	0	0	2700	0	0
77	48A	1969	0	25	25	0	0	0	0	0
78	48B	1947	50	100	228	0	0	0	0	0
79	48B	1948	119	327	52	0	0	0	0	0
80	48B	1949	23	0	43	0	4260	0	0	0
81	48B	1950	14	0	23	0	0	423	0	0
82	48B	1951	18	0	0	0	0	0	0	0
83	48B	1952	160	0	0	0	0	0	0	24245
84	48B	1953	10	0	0	0	0	0	0	11360
85	48B	1954	9	0	103	0	0	0	0	16000
86	48B	1955	0	20	5	0	0	0	0	51200
87	48B	1961	0	0	0	0	0	0	0	19200
88	48B	1963	0	0	0	0	0	3200	0	0
89	48B	1967	0	0	25	0	0	0	0	0
90	48C	1948	105	30	54	0	0	0	0	0
91	48C	1949	0	24	64	0	0	0	0	0
92	48C	1950	108	0	0	0	0	0	0	0
93	48C	1951	110	0	0	0	0	0	0	0
94	48C	1952	108	0	100	0	0	0	0	19524
95	48C	1953	0	0	100	0	0	0	0	0
96	48C	1955	50	0	0	0	0	0	0	0
97	48C	1961	0	0	0	0	0	0	0	16000
98	48D	1947	110	100	0	0	0	0	0	0
99	48D	1948	0	181	0	0	0	0	0	0
100	48D	1949	0	387	0	0	0	0	0	0
101	48D	1953	0	52	0	0	0	0	0	0
102	48D	1968	0	0	0	0	0	0	500000	0
103	48D	1969	0	10	10	0	0	0	500000	0
104	48D	1970	0	0	0	0	0	0	500000	0
105	48E	1947	50	0	0	0	0	0	0	0
106	48E	1966	0	0	0	0	0	400	0	0
107	48E	1967	0	40	0	0	0	2650	100000	0
108	49A	1947	225	100	0	0	0	0	0	0
109	49A	1948	0	100	0	0	0	0	0	0
110	49A	1949	0	114	170	0	0	0	0	0
111	49A	1950	0	16	0	0	0	0	0	0
112	49A	1951	10	0	0	0	0	0	27010	0
113	49A	1953	0	0	100	0	0	0	0	0
114	49A	1954	0	0	0	0	0	0	0	44800
115	49A	1956	0	0	0	0	19200	0	0	33600
116	49A	1959	0	5	0	0	0	0	0	0
117	49A	1960	0	10	0	0	0	0	0	219200
118	49A	1961	0	0	0	0	0	0	0	88000
119	49A	1962	0	10	0	0	0	0	0	0
120	49A	1963	0	0	0	0	0	80	0	0
121	49A	1964	0	10	0	0	0	0	0	0
122	49A	1966	0	0	0	0	0	4306	0	0
123	49A	1969	0	0	20	0	0	0	0	0
124	49B	1947	70	0	0	0	0	0	0	0
125	49B	1948	55	0	0	0	0	0	0	0
126	49B	1949	58	45	0	0	0	0	0	0

TABLE 63: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES (Cont.)

Record #	POLY	YEAR	CORDS	DRY GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
127	49B	1954	0	0	15	0	0	0	0
128	49B	1957	10	0	0	0	0	0	0
129	49B	1958	0	0	20	0	0	0	0
130	49B	1959	0	40	12	0	0	0	16000
131	49B	1960	0	10	0	0	0	0	80000
132	49B	1961	0	10	0	0	0	0	32000
133	49B	1962	0	0	25	0	2500	0	16000
134	49B	1963	0	17	3	0	0	0	0
135	49C	1947	165	0	0	0	0	0	0
136	49C	1948	30	0	0	0	0	0	0
137	49C	1949	0	0	10	0	0	0	0
138	49C	1950	18	0	30	0	0	0	0
139	49C	1951	10	0	0	0	0	0	0
140	49C	1961	0	0	20	0	0	0	0
141	49D	1956	0	0	0	0	0	0	19200
142	49D	1960	0	0	0	0	0	0	24000
143	49D	1963	0	5	3	0	0	0	0
144	49D	1969	0	10	10	0	0	0	0
145	50A	1947	50	0	0	0	0	0	0
146	50A	1948	0	0	0	20000	0	0	0
147	50A	1952	0	0	0	0	0	0	15825
148	50A	1954	0	0	0	0	0	0	20000
149	51A	1961	0	0	0	0	0	349707	0
150	51A	1962	0	0	0	0	4200	0	9600
151	51A	1963	0	0	0	0	0	91100	8000
152	51A	1964	0	0	0	0	1000	70000	0
153	51A	1967	0	4	4	0	0	0	0
154	51A	1968	0	0	0	0	0	747375	0
155	52A	1949	0	10	0	0	0	0	0
156	52A	1955	0	0	0	0	0	0	6500
157	52A	1958	0	180	0	0	0	0	0
158	52A	1959	0	350	0	0	0	0	0
159	52A	1960	0	101	0	0	0	0	12000
160	52A	1964	0	139	0	0	4000	0	0
161	52A	1965	0	70	0	0	0	0	0
162	52A	1967	0	25	0	0	0	0	0
163	52A	1968	0	25	0	0	0	0	0
164	52A	1969	0	175	0	0	0	50000	0
165	52A	1970	0	25	0	0	0	0	0
166	52B	1960	0	70	0	0	0	0	0
167	52D	1948	0	14	0	0	0	0	0
168	53A	1961	0	0	25	0	0	0	0
169	MAYG	1948	50	0	100	0	0	0	0
170	MAYG	1951	374	0	0	0	0	0	0
171	MAYG	1952	1112	658	0	0	0	0	23620
172	MAYG	1953	10	823	0	0	0	0	0
173	MAYG	1954	545	125	0	0	0	0	32000
174	MAYG	1955	373	250	0	0	564	0	0
175	MAYG	1956	176	392	0	0	0	0	0
176	MAYG	1957	10	244	38	0	0	0	0
177	MAYG	1958	0	65	57	0	0	0	3000
178	MAYG	1959	0	108	0	0	0	0	0
179	MAYG	1960	0	59	0	0	0	0	0
180	MAYG	1961	0	29	0	0	0	0	0
181	MAYG	1962	0	35	0	0	0	0	16000
182	MAYG	1963	0	0	0	0	40	0	0
183	MAYG	1970	0	0	0	0	0	13632	0

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
47A	1954 - 1970	49B	1947 - 1963
47B	1953 - 1962	49C	1947 - 1961
47C	1948 - 1970	49D	1956 - 1969
47D	1956 - 1961	50A	1947 - 1954
47E	1954 - 1964	51A	1961 - 1968
48A	1947 - 1969	52A	1949 - 1970
48B	1947 - 1967	52B	1960
48C	1948 - 1961	52D	1948
48D	1947 - 1970	53A	1961
48E	1947 - 1967	MAYG	1948 - 1970
49A	1947 - 1969		

Record Summary

A complete listing of the 649 entries for the Mayo District [MayoGS file] is presented in Appendix 14.

3.9.3 COMMERCIAL ACTIVITIES - MAYO DISTRICT

Commercial Timber Berths 1898 - 1913

A total of 4 Timber Berths were active in this district between 1898 - 1913. In 53A, in the Clear Creek Mining area the commercial berths produced mainly mining timbers. Berth #124 was run by Consolidated (Klondike) Goldfields Ltd (CKGCO). Berth #68 in the Crooked Creek area near Stewart Crossing (47A), was used for fuelwood and construction wood. These berths are presented in Table 64. A total of 14 Timber berths, located on the Stewart River (SRG) in both the Mayo and Dawson districts, have been presented in the Dawson District section in Table 71.

TABLE 64: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1898-1913)

POLY	BERTH	FROM	TO	ACTIVITY TYPE	COMPANY
47A	068	1901	1903	OTHER	
53A	124	1903	1903	MT	CKGCO
53A	125	1903	1913	MT	
53A	126	1903	1913	MT	

Commercial Timber Berths 1947 - 1970

There were 121 commercial timber berths for this period in the Mayo district, presented in Table 65.

Number of Timber Berths by Polygon

POLY	#	POLY	#	POLY	#	POLY	#
47A	7	48A	23	49A	5	50A	5
47C	29	48B	7	49B	3	51A	5
47D	7	48C	7	49C	9	52A	3
47E	1	48D	2	49D	2	52B	2
		48E	2			MAYG	2

TABLE 65: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE			
47A	251	1950	1953	LOGS	LF	MT			BF
47A	300	1952	1953	LOGS	LF	MT			
47A	301	1952	1954	LOGS	LF	MT			
47A	493	1960	1965	LOGS	FBM LF		RT	PCS	
47A	518Y	1962	1962	LOGS	LF				
47A	528Y	1964	1965	LOGS	LF			PCS	
47A	529Y	1964	1964	LOGS	FBM LF			PCS	
47C	242	1950	1954	LOGS	LF	MT			
47C	245	1950	1951	LOGS	FBM				
47C	249	1950	1953	LOGS	LF	MT		PCS	
47C	266	1951	1951	LOGS	LF	MT			
47C	307	1952	1954	LOGS	LF	MT			
47C	322	1953	1954	LOGS	LF	MT			
47C	343	1954	1955			CORDS			
47C	345	1954	1954	LOGS	LF		RT		
47C	346	1954	1955	LOGS	LF				
47C	359	1954	1955	LOGS	LF		RT		
47C	360	1954	1955			CORDS			
47C	370	1955	1962	LOGS	LF	CORDS	RT		
47C	374	1955	1956			CORDS			
47C	375	1955	1957	LOGS	LF				
47C	394	1955	1957	LOGS	LF				
47C	410	1956	1956	LOGS	LF		RT		
47C	413	1956	1958	LOGS	LF	CORDS	RT		
47C	417	1956	1957	LOGS	LF		RT		
47C	431	1957	1959	LOGS	LF				
47C	453	1958	1962	LOGS	FBM LF		RT	P. POLES	
47C	454	1958	1959			CORDS			
47C	464	1959	1961			CORDS			
47C	468	1959	1960		FBM LF				
47C	471	1959	1960	LOGS	LF				
47C	475	1960	1961	LOGS	FBM LF				
47C	478	1959	1960			CORDS			
47C	484	1960	1961	LOGS	LF		RT		
47C	491	1960	1961	LOGS	LF				
47C	500Y	1961	1964			CORDS			
47C	504Y	1961	1963	LOGS	LF				
47D	248	1951	1962	LOGS	FBM LF	MT			
47D	257	1951	1953	LOGS	FBM LF	MT			
47D	271	1951	1952	LOGS	FBM				
47D	398	1956	1956			CORDS			
47D	477	1959	1963	LOGS	FBM LF			PCS	
47D	506Y	1961	1962	LOGS	LF	CORDS			
47D	525Y	1963	1966	LOGS	LF			PCS	
47E	501Y	1961	1961	LOGS	LF				
48A	215	1949	1953	LOGS	LF	MT			
48A	218	1949	1951	LOGS	FBM LF	CORDS	MT		
48A	221	1949	1952	LOGS	LF	CORDS	MT		BL
48A	225	1950	1950	LOGS	LF				
48A	239	1950	1952	LOGS					
48A	241	1950	1951	LOGS		MT			
48A	246	1950	1952	LOGS	FBM LF	MT			BF
48A	250	1950	1951	LOGS	LF	CORDS	MT		
48A	260	1951	1952	LOGS	FBM LF	MT			
48A	261	1951	1951		LF	CORDS		PCS	

TABLE 65: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)
(Cont.)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
48A	270	1951	1955	LOGS	LF	MT
48A	296	1952	1953	LOGS	LF	MT
48A	310	1952	1953	LOGS	LF	CORDS
48A	329	1953	1958	LOGS	FBM LF	RT
48A	347	1954	1962	LOGS	FBM LF	RT
48A	369	1955	1956	LOGS	FBM LF	
48A	371	1955	1955	LOGS	FBM LF	RT
48A	434	1957	1959	LOGS	LF	
48A	435	1957	1959	LOGS	LF	RT
48A	474	1959	1960	LOGS	LF	RT
48A	502Y	1961	1962	LOGS	LF	
48A	503Y	1961	1962	LOGS	LF	
48A	519Y	1962	1967	LOGS	FBM	PCS
48B	193	1949	1951	LOGS		BF
48B	222	1949	1951	LOGS	LF	MT
48B	224	1950	1950	LOGS		MT
48B	226	1950	1951	LOGS	LF	MT
48B	263	1951	1953	LOGS	LF	MT
48B	298	1952	1952		LF	
48B	308	1952	1954	LOGS	LF	MT RT
48B	316	1953	1954	LOGS	LF	MT
48C	175	1948	1950	LOGS		CORDS MT
48C	179	1948	1948			
48C	182	1948	1950	LOGS		CORDS
48C	183	1948	1948			
48C	188	1949	1949	LOGS		
48C	203	1949	1951	LOGS	LF	MT
48C	287	1952	1955	LOGS	LF	MT RT
48D	350	1954	1956	LOGS	FBM LF	CORDS
48E	217	1949	1949	LOGS	LF	CORDS MT
48E	488	1960	1960	LOGS	LF	RT
49A	199	1949	1950			CORDS MT
49A	216	1949	1950	LOGS	LF	MT
49A	283	1952	1952	LOGS	LF	CORDS MT
49A	386	1955	1956	LOGS	LF	CORDS
49A	472	1959	1962	LOGS	LF	RT
49B	210	1949	1951		LF	MT
49B	231	1950	1951			CORDS
49B	492	1960	1961	LOGS	LF	
49C	189	1949	1950	LOGS	FBM	
49C	227	1950	1950	LOGS	LF	
49C	247	1950	1952	LOGS	LF	MT
49C	259	1951	1951	LOGS	LF	MT
49C	432	1957	1960	LOGS	FBM	
49C	513Y	1961	1962	LOGS	FBM	PCS
49C	516Y	1963	1963	LOGS		PCS
49C	520Y	1962	1964	LOGS	FBM	PCS
49D	180	1948	1949			CORDS
49D	229	1950	1950			CORDS
50A	197	1949	1950	LOGS		
50A	273	1952	1952	LOGS	FBM LF	BF
50A	284	1952	1954	LOGS	FBM LF	MT
50A	286	1952	1954	LOGS	LF	MT
50A	337	1954	1955	LOGS	FBM	

TABLE 65: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)
(Cont.)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE	
51A	340	1954	1958	LOGS	FBM LF		RT
51A	342	1954	1954	LOGS	FBM		
51A	456	1958	1961	LOGS	FBM LF		PILING
51A	495	1960	1961	LOGS	FBM		TIES
51A	510Y	1961	1964	LOGS	LF	CORDS	
52A	256	1951	1951	LOGS	LF		MT
52A	461	1959	1959			CORDS	
52A	465	1959	1960			CORDS	
52B	469	1959	1961			CORDS	
52B	514Y	1961	1965	LOGS	FBM		
MAYG	517Y	1962	1974	LOGS	FBM LF		PCS
MAYG	530Y	1964	1966		FBM LF		PCS

Timber berths were located primarily in 47C, along the Silver Trail from Stewart Crossing to U-Slough, and in 48A, on the Silver Trail from U-Slough to Mayo. Along the South McQuesten River (49C) and the North McQuesten River (51A), L. Proctor completed extensive logging operations on berths #340, #342, #432, #456, and #495 between 1954-61. Berths #340 and #342 in 51A are described in Example 11. Proctor also operated berth #514Y on the McQuesten River to Vancouver Creek 52B, from 1961 - 1965. He produced FBM and LF for mining timber, piling and ties. He operated berth #242, near Devil's Elbow (47C) in 1950-1954. A sketch of Devil's Elbow and a Timber Return of L. Proctor (Berth #242) is shown as Example 12. Berths extended along the Stewart River on both banks from Stewart Crossing (47C/D, 48A/C/D,) to above Fraser Falls (50A). Berth #197 was operated by J. McKenzie in 1949-50, above Fraser Falls in 50A. His logging activities were described in Section 3.4, Logging Methods in Volume I. A number of berths were located on Big Island just east of Mayo on the Stewart River (48C). Berth #175 was issued in 1948 on Big Island and is presented in Example 13. These berths primarily produced LF and mining timbers, but also produced cordwood, FBM, Round Timber (RT), and Pieces. A few berths provided Building Logs (BL) and Power Poles.

Most berths were in operation in the 1950's to early 1960's, providing mining timbers for United Keno Hill Mines. The Kimbel Brothers sawmill, which had operated in Mayo since the 1920's, was purchased by United Keno Hill Mines in the 1950's. General Enterprises purchased Proctor's sawmill by the McQuesten River (52B) in 1965 and operated an extensive logging operation along the Stewart River from Clear Creek to Lake Creek in the mid-late 1960's. An old millsite was investigated as part of the aerial site survey described in Volume I, Section 6.0. No record of a timber berth was located.

3.9.4 PROJECT ACTIVITIES - MAYO DISTRICT

Project activities in the Mayo Logging District included primarily mining activities on Clear Creek, Hight Creek, Duncan Creek and in the Elsa-Keno area. The Treadwell Yukon Mining Corporation cut in the Mayo Lake area prior to the 1940's. Later, the construction of the Mayo River Hydro Development in 1951, by the Northwest Territories Power Commission, required power poles extending to United Keno Hill Mines and Mayo.

The construction of the Klondike Highway required timber for bridge construction and timber was harvested in the Crooked Creek area (47A) for this purpose. In 1949, a reserve was established in the Crooked Creek area for bridge and culvert timber for the Dominion Government Road. In this area, a considerable quantity of 16" stove wood was also cut for use in construction camps on the Mayo Road project. Much of this wood was not used and in 1950 some of it was moved to Mayo for use in public buildings.

3.9.5 FIGURE 47 - 53 SUMMARY

Figures - Most Active - 47,48,49,51,52

Figures - Least Active - 50,53

Polygons - No Records - 52E

FIGURE 47 SUMMARY

The Crooked Creek area in 47A, was an active logging area for the construction of the Klondike Highway, providing timber for bridges, culverts and fuelwood. Berth #68 existed between 1901-3 and seven commercial berths were active between 1950-1965. A total of 725 cords (dry and green), 379,390 FBM, 35,200 LF, and 98,324 Pieces were taken from this area from 1954 - 1970. On the Left Limit of the Stewart River along the old Dawson Winter Road (47B), there was minimal General activity of 135 cords and no lumber produced. In 47C, from Stewart Crossing to U-slough cutting activities were the highest for the district. 29 commercial berths existed between 1948-70 and for General activities, a total of 6058 cords, 116,000 FBM, 212,900 LF, and 74,294 Pieces were harvested. In 47D, along the old Mayo Road, there were 7 commercial berths from 1951 - 1966 and minor General activities at 212 dry cords and 36,800 LF. Along the Klondike Highway from Stewart Crossing to Moose Creek (47E), one commercial berth operated in 1961, and a total of 288 cords, 45,400 LF, and 500 Pieces were cut.

FIGURE 48 SUMMARY

In 48A, along the Silver Trail from U-Slough to Mayo, the second highest activity in the district occurred. There were 23 commercial berths from 1949-67 and 5893 cords, 109,641 LF and 10,949 Pieces were harvested as part of General activities. In the vicinity of Mayo in 48B, there were 7 commercial berths from 1949 -

1954, and 1329 cords, 122,005 LF, 3,623 Pieces, and 4260 LF of building logs were produced as General activities. The Mayo sawmill was located in this polygon. On the Stewart River from Mayo upstream to Gordon's Landing (48C), there were 7 commercial berths providing fuelwood, mining timbers, round timbers and power poles between 1948-55. General activities consisted of less than 1000 cords and 35,524 LF produced. On the Left Limit of the Stewart River from Mayo to U-slough (48D), H. MacDonald had timber berth #350 from 1954-56, and later, in 1968-70, the Klipperts logged in the Talbot Lake and Francis Lake area (no berth #). A total of 1.5 million FBM, the highest FBM for the district, was produced between 1968-70. In the Hight Creek mining area (48E), there were two berths, in 1949 and 1960, each operating for one year. A dredge operated in this area in the 1920's and mining timbers were required. For General activities, less than a 100 cords were harvested, 100,000 FBM and 3050 Pieces were cut.

FIGURE 49 SUMMARY

Along the Silver Trail Highway, from Five Mile Lakes to Galena Creek west of Elsa (49A), the highest logging activity occurred for this figure. Five commercial timber berths existed from 1949-1962. United Keno Hill Mines (UKHM) operated berth #386, 2 miles north of Minto Bridge. General activities occurred between 1947-1969, consisting of 890 cords, 27,010 FBM, 19,200 LF of building logs, 385,600 Pieces-LF, and 4386 Pieces. In 49B, along the Mayo Lake and Duncan Creek Road to Keno Hill, there were three commercial berths operating between 1949-51 and 1960-61, providing mining timbers, lumber and cordwood. From 1947-63, General activities included 390 cords, 129,600 LF and 2500 Pieces. In 49C, along the South McQuesten to Haggart Creek, there were nine commercial berths, primarily providing lumber and mining timbers for UKHM. A total of 283 cords were cut for General activities. The Haggart Creek road access was used by other commercial cutters to the North McQuesten River. Near United Keno Hill Mines, in 49D, there were two commercial berths in 1948-50 for cordwood and 21,600 LF were produced. Timber was removed for mining purposes throughout this polygon.

FIGURE 50 SUMMARY

On the Stewart River above Gordon's Landing and Fraser Falls (50A), five commercial berths existed between 1949-55, producing building logs, power poles, and mining timbers. Jack McKenzie operated berth #197 cutting in the winter months and rafting the logs down to the Mayo sawmill in the spring, discussed in his work diaries covering 1949-1968 (23). United Keno Hill, Northwest Territories Power Commission, E. Kimbel and L. Brown also cut in this area. For General activities from 1947-54, a total of 50 cords (1947), 20,000 Sawlogs - FBM (1948) and 35,825 LF (1952 and 1954) were produced.

FIGURE 51 SUMMARY

In the McQuesten valley (51A), L. Proctor extensively logged up

Goddard and Red Creek and the North McQuesten, having berths #340,342,456, and 495 operating from 1954-61, producing FBM, LF, Round Timber, Piling and Ties. In Example 11 a sketch is presented of this area. Berth #510Y operated by S. Mosich produced LF and cords in 1961-64. General activities included 1,258,182 FBM, 17,600 LF, and 5,200 Pieces. Access to this area was along the Proctor wood road from Haggart Creek and from Minto Lake along the road to Bear Creek and the old Forty Mile site.

FIGURE 52 SUMMARY

From Moose Creek to west of Lake Creek on the Stewart River, there was a considerable amount of logging activities from 1898 to 1970. In the Transportation database, logging activities in this area are grouped in the Stewart River General (SRG) polygon and 27,478 cords were cut. Between 1943-1947, manufactured lumber was produced in 52B along the McQuesten River. In 52A, along the Klondike Highway and north bank of the Stewart River, there were three commercial berths from 1951-60, producing cordwood, mining timbers and LF. Berth #256 was located near the McQuesten bridge, near the mouth of the McQuesten and the old townsite. General activities consisted of 1100 dry cords, 50,000 FBM, 1850 LF, and 4000 Pieces. In 52B, on the McQuesten River, two commercial berths, #469 and #514Y, operated between 1959-65. L. Proctor (Berth #514Y) constructed a road into Vancouver Creek and provided FBM at his sawmill. Pictures were taken of the old millsite area and portions of this road during the site survey in October 1992. For General activities, in 1960 a total of 70 dry cords were cut. In 52C, on the south bank of the Stewart River, there were logging activities during the steamer period, included in the Transportation database. The old Dawson Winter Road crossed the river at New Crossing. The old native settlement opposite the mouth of the McQuesten River is an Indian Reserve (IR3). No records were noted in the Commercial or General databases. In 52D, only 1 record of 14 cords was recorded in 1948. In this area General Enterprises constructed a wood road to Lake Creek and operated portable sawmills in the mid to late 1960's. No volume records or berth # was available for this operation. This area was investigated as part of the aerial survey in October and site investigation #2 was completed in an old millsite in this polygon. On the north bank of the Stewart River (52E), general woodcutting was included in the Transportation database (SRG), but no specific records were available in the General or commercial database.

FIGURE 53 SUMMARY

In the Clear Creek Mining area, there was a total of 1257 cords harvested in 1913, recorded in the Transportation database. Three commercial berths operated in this area between 1903 - 1913, providing mining timbers, and no berths were recorded for the later period. For General activities, 25 cords of green were cut in 1961.

FIGURE 47. WILLOW CREEK - MOOSE CREEK - U-SLOUGH

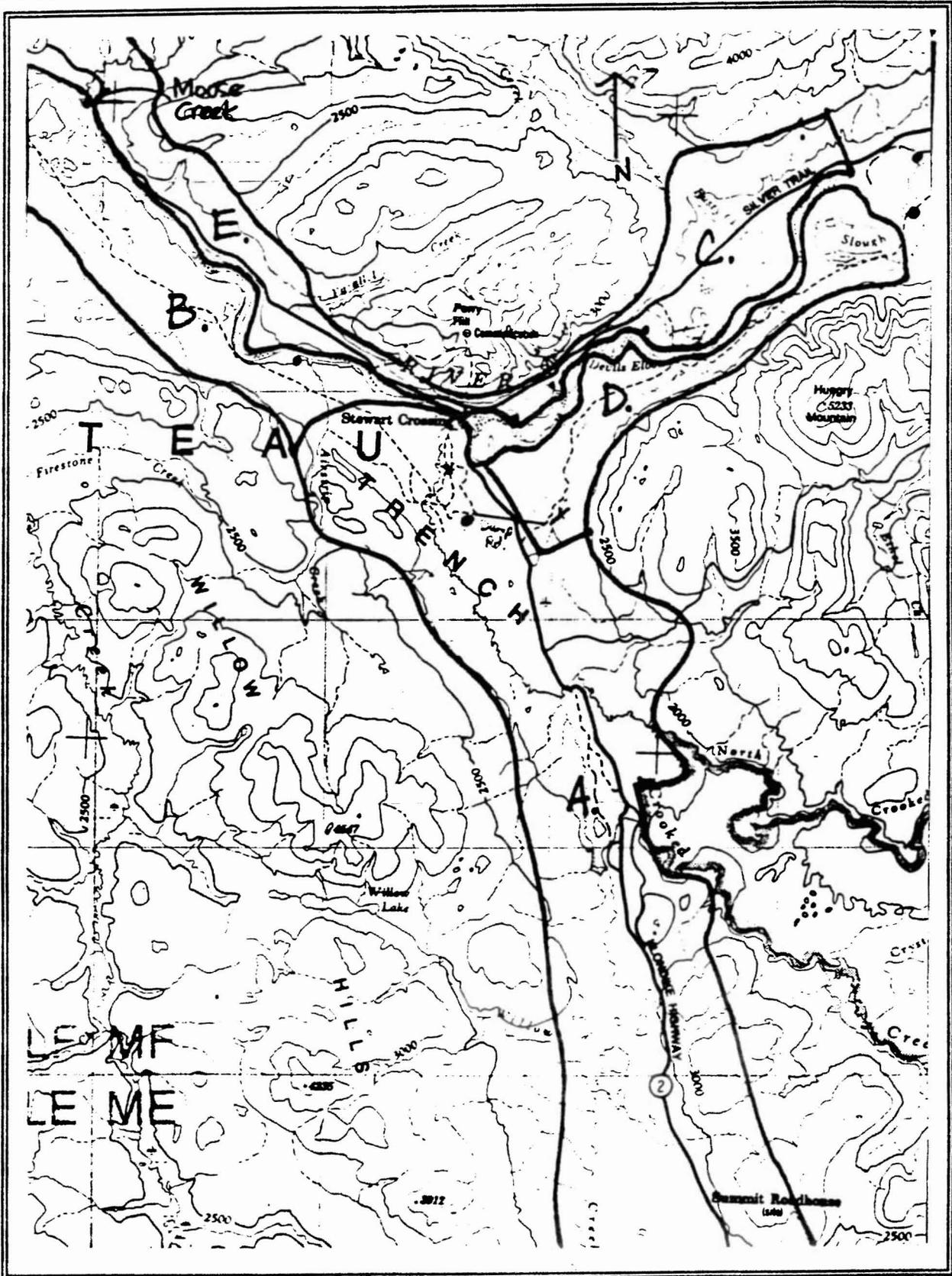


FIGURE 48. U-SLOUGH - GORDON'S LANDING - HIGHER CREEK

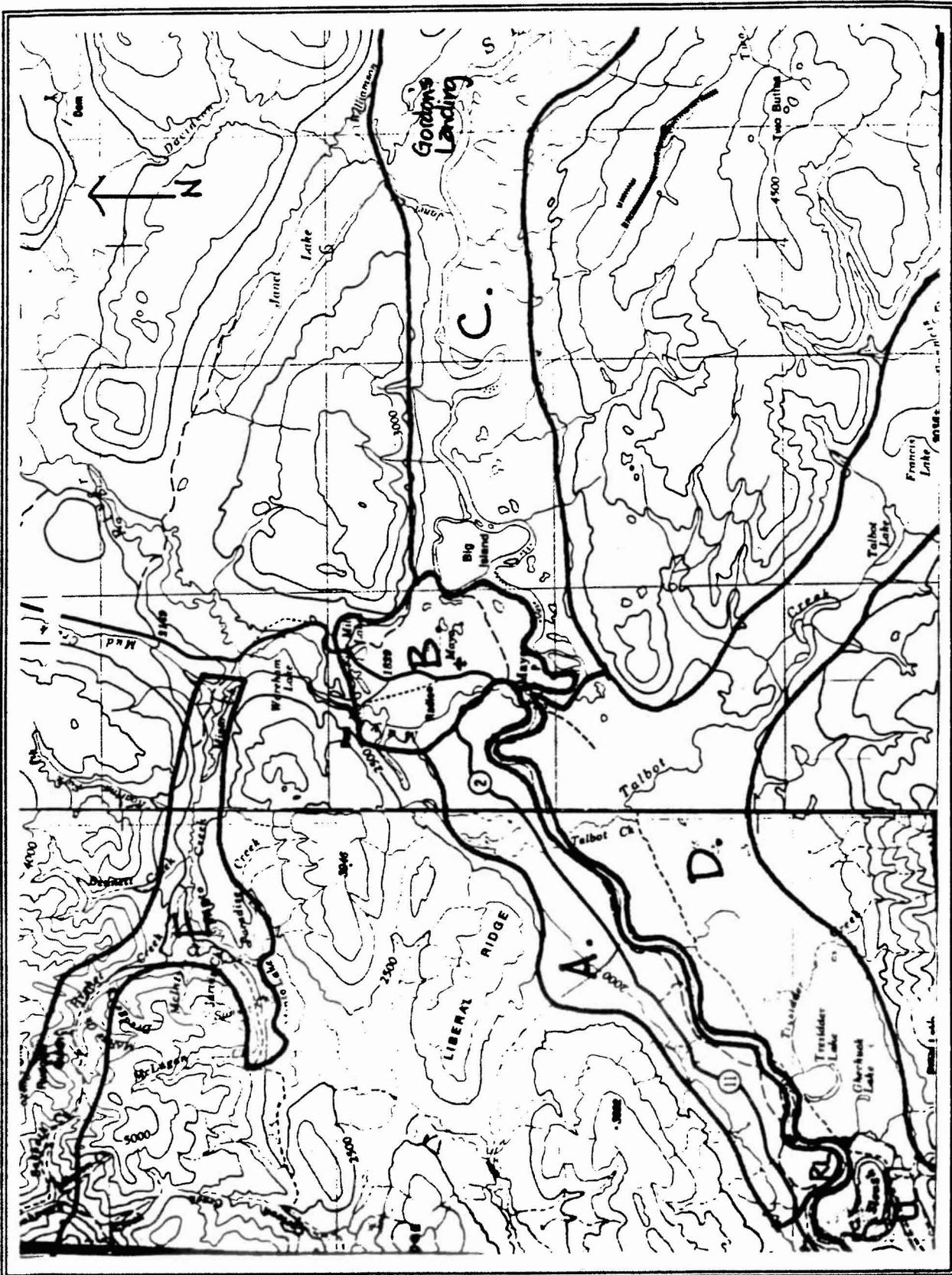


FIGURE 51. McQUESTEN RIVER - VANCOUVER CREEK - RED CREEK

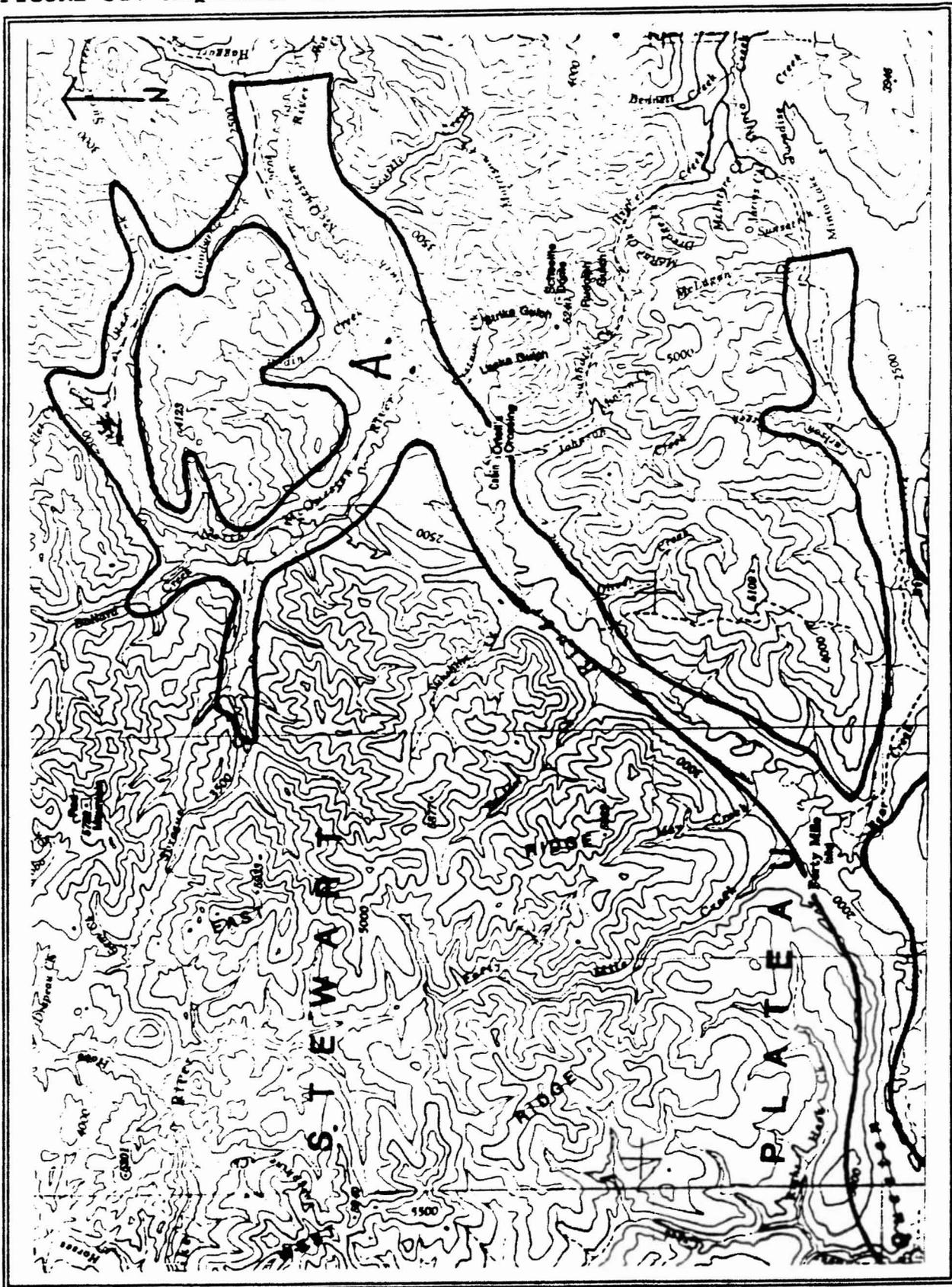


FIGURE 52. MOOSE CREEK - McQUESTEN - LAKE CREEK

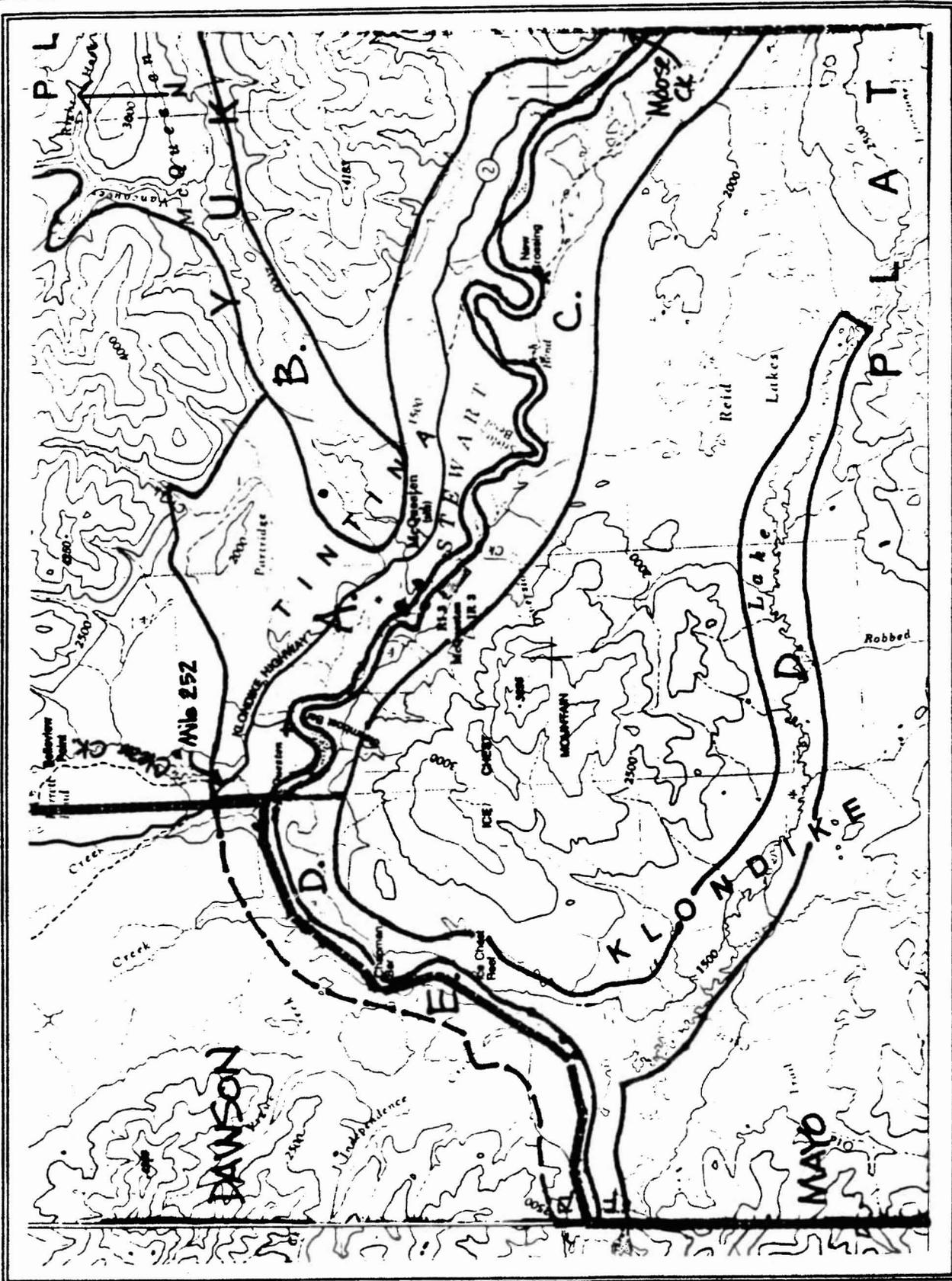
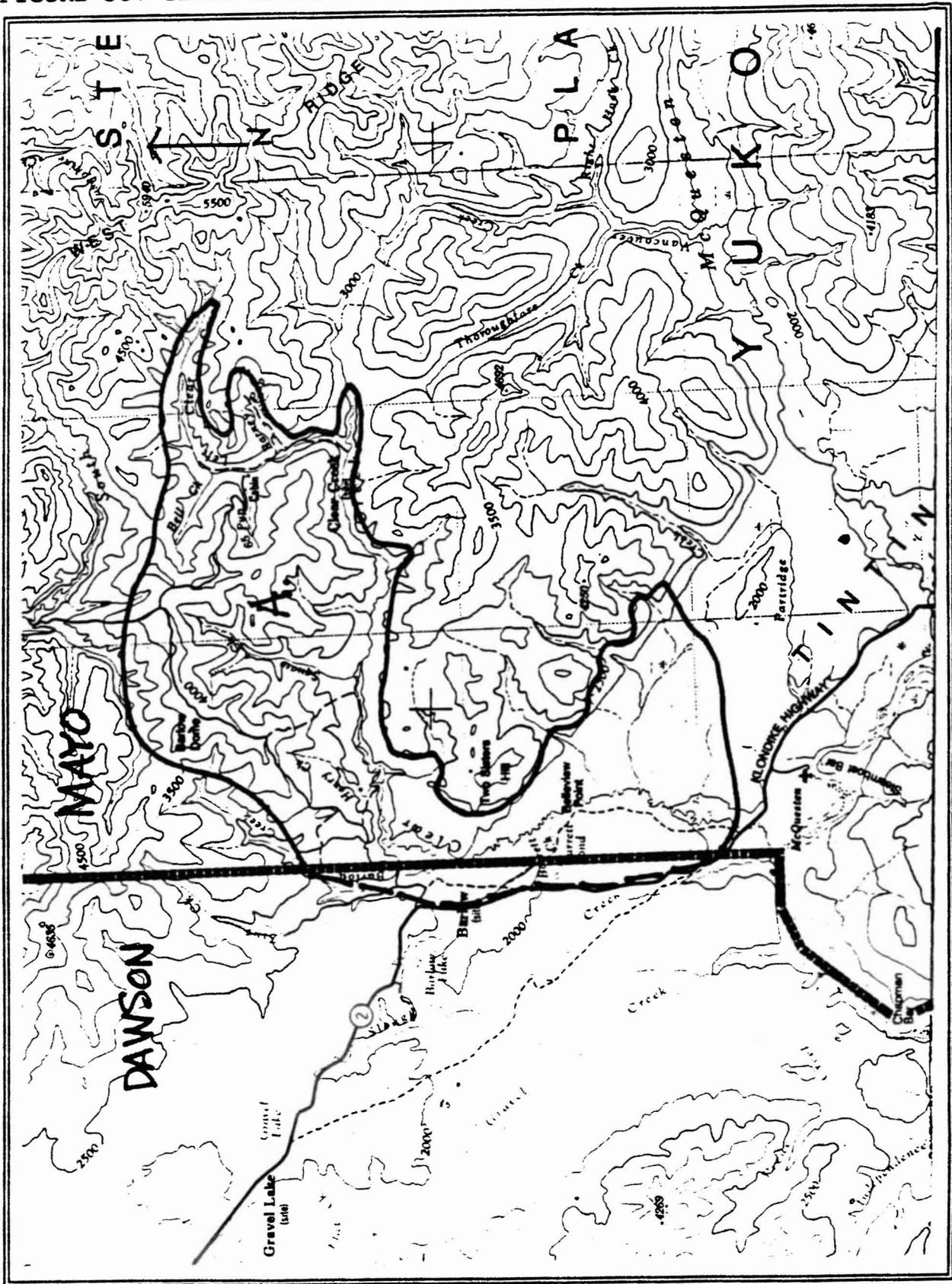


FIGURE 53. CLEAR CREEK MINING AREA



EXAMPLE 11: COMMERCIAL TIMBER BERTHS - 51A - MAYO DISTRICT

Tracking.
Bulldozing
Equipment Rentals.

Proctor & Harper Co. Ltd.

GENERAL CONTRACTORS

NO. 244
WHITEHORSE, DISTRICT
Mayo, Y.T.
May, 22, 1954

C. A. McIntyre, Esq.
Territorial Timber Agent,
Mayo, Y.T.

Dear Sir:

Recently I was granted Timber Berth #340 and Commercial Timber Permit #1558 on the North McQuesten River. There are six million feet of timber in this immediate area, which I hope to cut in the next six years. Considering the recent increase of Timber Dues to \$5.00 per M. your Department can expect \$30,000.00 revenue from this operation.

An all weather road into this area is essential to to operation and would be of vital importance in case of forest fires as well as encouraging prospecting in the district.

The following road work is required:

Improving 13 miles of present road.....\$3,000.00
Repairing bridge on South McQuesten River.....3,000.00
Constructing 15 miles new road to mouth of N. McQuesten..9,000.00

This is one of the last good stands of timber available to the producing silver lead mines in the Keno Hill District and in view of the above mentioned revenue and the importance of this operation to the mining field in general, I suggest the Department of Northern Affairs and National Resources consider undertaking this road construction.

Yours very truly,

L. I. Proctor,
Proctor and Harper Co. Ltd.

LIP/ap

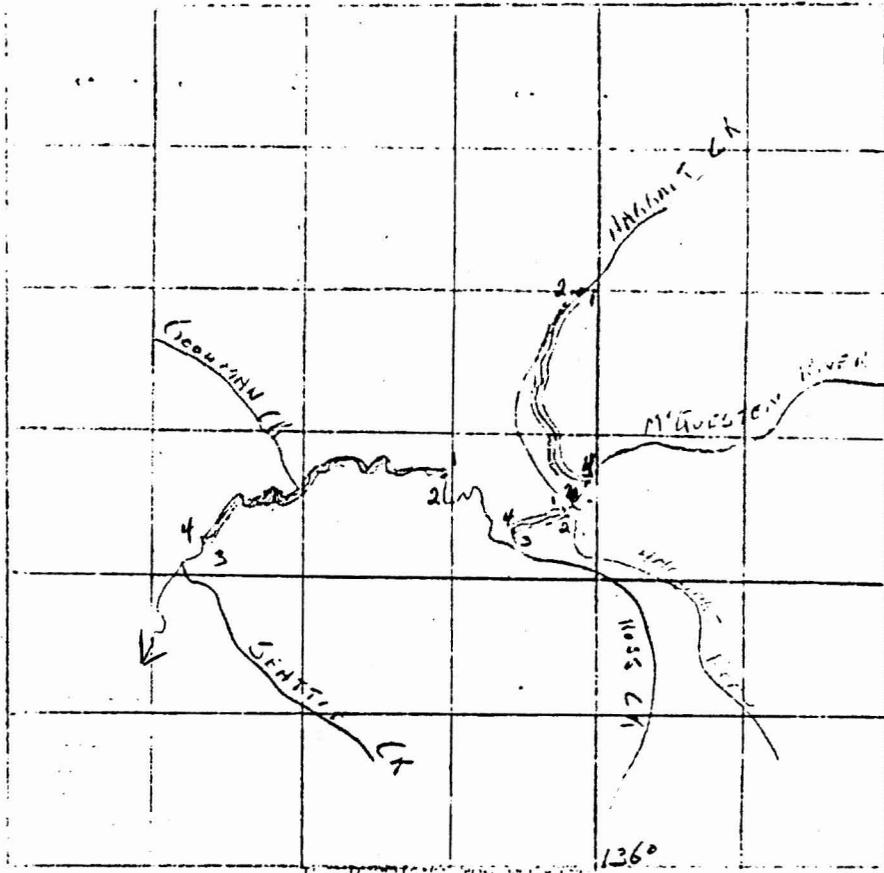


EXAMPLE 11 (Cont.)

SKETCH OF TIMBER BERTH

NORTH

Proctor Scale: 1" = 100'



1. The sketch must show the position of the berth in relation to some prominent topographical feature, surveyed line or other known point.
2. The sketch shall contain sufficient data to admit of the position of the berth being definitely shown in the records of the Department.
3. The berth shall be nearly as possible rectangular in form and shall be marked by four legal posts (or under special circumstances, posts satisfactory to a timber inspector) firmly fixed in the ground, one at each corner, but in case the tract applied for, is not rectangular, one post shall be placed at each corner thereof. The posts shall be numbered in consecutive order from one upwards in the direction of the staking.
4. On each post shall be written a legible notice containing the number of the post, the full Christian end surname of the applicant, the date of staking, the nature of the application, the area applied for, and the distance in feet to the next post.
5. "Legal Post" means a stake or post of any kind of sound timber of sufficient length so that when firmly planted in the ground in an upright position, not less than four feet of such post shall be above ground. The post must be of such diameter that when squared or faced for eighteen inches from the top end, each face of the squared or faced portion shall not be less than four inches in width across the face for the full eighteen inches, or if a tree of suitable size is found in position, it may be made into a post by cutting the tree off not less than four feet from the ground and squaring and facing the upper eighteen inches, each face of the portion so squared or faced to be not less than four inches in width. Whether a post is planted, or a stump of a tree made into a post, a mound of stones or earth shall be erected around the base of the post, such mound of earth or stones to be not less than three feet in diameter on the ground and not less than eighteen inches high, cone-shaped and well constructed.

EXAMPLE 11 (Cont.)



(a) on Haggart Ck: No. 1 Post is $1/16$ m. east of creek and 3 m. upstream from McQuesten R., thence westerly across creek $1/8$ m. to Post No. 2, thence southerly parallel to the general course of creek 3 m. to Post No. 3, thence easterly across creek $1/8$ m. to Post No. 4, thence northerly parallel to the general course of the creek to Post No. 1, the point of origin.

$3/8$ square mile

(b) on McQuesten R.: No. 1 Post is on RL just below bridge and $1/16$ m. from river bank, thence directly across stream $1/8$ m. to Post No. 2, thence easterly parallel to the general direction of stream 1 m. to Post No. 3, thence directly across stream $1/8$ m. to Post No. 4, thence westerly parallel to stream to Post No. 1, the point of origin.

$1/8$ square mile

(c) on McQuesten R.: No. 1 Post is on the RL McQuesten R. approximately 1 m. upstream from Goodman Ck. and $1/16$ m. from bank of stream, thence $1/8$ m. directly across stream to Post No. 2, thence westerly parallel to general course of stream 4 m. to Post No. 3, thence directly across stream $1/8$ m. to Post No. 4, thence easterly parallel to general course of stream 4 m. to Post No. 1, the point of origin.

$1/2$ square mile

R&D 52-5-3

This return is for the three months ended **30 Sep 54**

TIMBER BERTH RETURN

(To be completed in accordance with the Territorial Timber Regulations)

BERTH NUMBER **342**

PERMIT NUMBER **1559 & 1570**

LOG ACCOUNT		#	PRODUCTS ACCOUNT			Quantity	Rate of Dues (refer to Regn's)	Amount of Dues
1. Number of logs on hand at last return		#11	Fuelwood	— Firekilled or Dry	Cords			
2. (Add) Number of logs cut during period of this return		13,150		Green	Cords			
3. Total number of logs to be accounted for		13,150	Round Timber	— not exceeding 5 inches at butt	lin. ft.			
4. (SUBTRACT) Number of logs sawn into lumber, fuelwood, round timber, etc., during the period of this return		13,150		over 5 and not exceeding 7 inches at butt	lin. ft.			
5. Balance of logs now on hand		#11		over 7 and not exceeding 9 inches at butt	lin. ft.			
				over 9 inches at butt	lin. ft.			
6. Itemize all logs cut (by length)	Under 12 ft.		Lumber Sawn	— Poplar	F.B.M.			
	12 to 14 ft.			other species	F.B.M.	263,000	\$5.00	1315 00
	14 to 16 ft.	13,150	Railway ties	— not exceeding 8 ft.	each			
	16 to 20 ft.			each lineal foot over 8 ft.	lin. ft.			
	over 20 ft.		Slabs and edgings		cords			
7. Itemize all logs cut (by diameter)	Under 5 in.		All other products					
	5 to 7 in.							
	7 to 9 in.	13,150						
	9 to 12 in.							
	over 12 in.							
Total dues payable							1315 00	

AFFIDAVIT

I, **Leo I. Proctor** of **Mayo** make oath and say that the Statement above made, is a true and correct account of the operations on Timber Berth No. **342** during the three months ended **30 September 1954** and that there was not timber of any description other than that accounted for above, cut upon said berth or sold therefrom, during the period covered by this return. So HELP ME GOD.

SWORN before me at **Mayo**

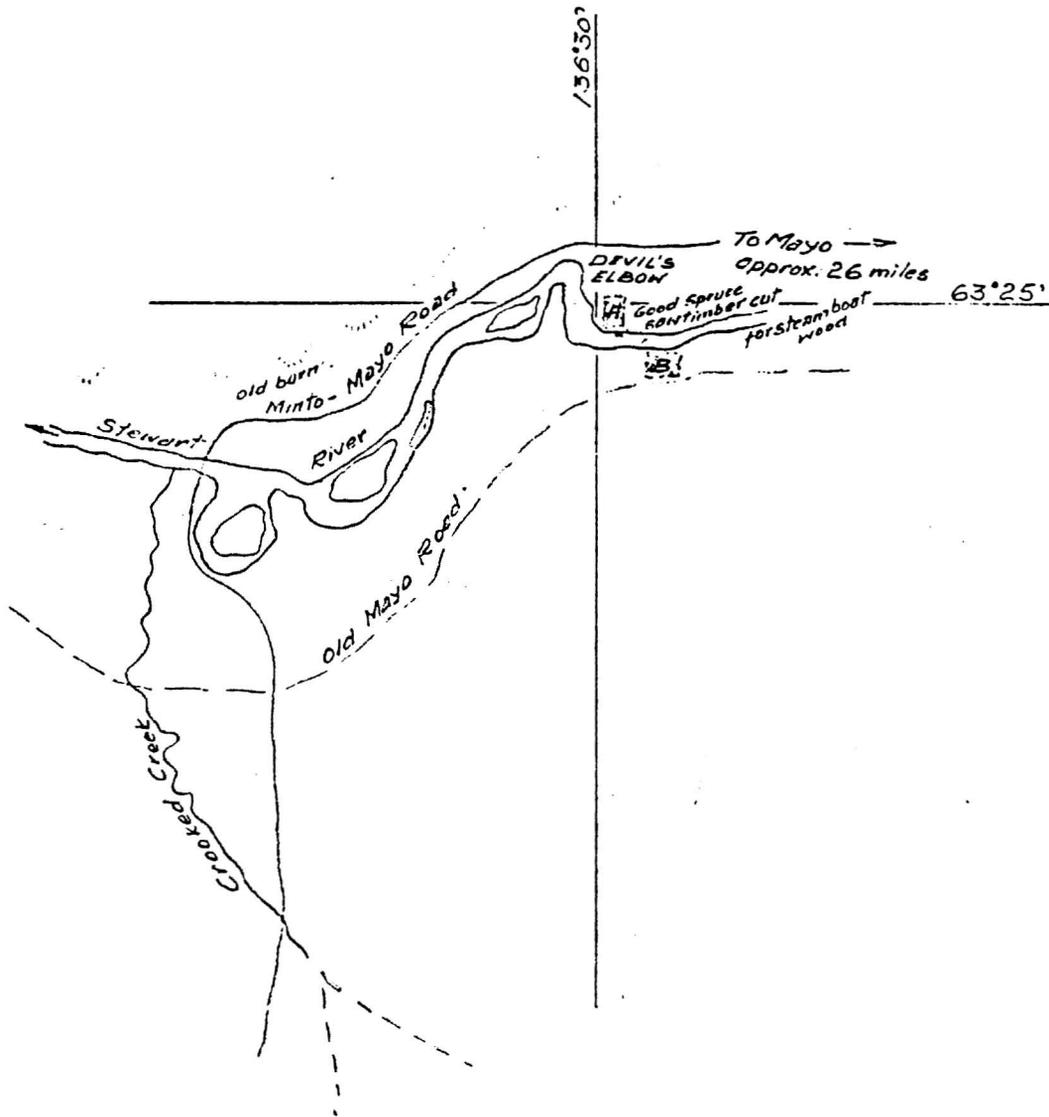
22nd day of **October** 19**54**

W. H. Proctor
Commissioner.

Leo I. Proctor
Permittee

EXAMPLE 11 (Cont.)

EXAMPLE 12: DEVIL'S ELBOW COMMERCIAL TIMBER BERTHS AREA



EXAMPLE 12: (Cont.)

R&D 52-5-3 Final Return

This return is for the three months ended 31 Dec 54

TIMBER BERTH RETURN

(To be completed in accordance with the Territorial Timber Regulations)

BERTH NUMBER

PERMIT NUMBER 1570

LOG ACCOUNT		PRODUCTS ACCOUNT	Quantity	Rate of Dues (refer to Regn's)	Amount of Dues	
1. Number of logs on hand at last return	NIL					
2. (ADD) Number of logs cut during period of this return	1395A	Fuelwood — Firekilled or Dry	Cords			
3. Total number of logs to be accounted for	1395A	Green	Cords			
4. (SUBTRACT) Number of logs sawn into lumber, fuelwood, round timber, etc., during the period of this return	1395A	Round Timber — not exceeding 5 inches at butt	lin. ft.			
5. Balance of logs now on hand		over 5 and not exceeding 7 inches at butt	lin. ft.			
6. Itemize all logs cut (by length)	Under 12 ft.	over 7 and not exceeding 9 inches at butt	lin. ft.			
	12 to 14 ft.	over 9 inches at butt	lin. ft.			
	14 to 16 ft.	Lumber Sawn — Poplar	F.B.M.			
	16 to 20 ft.	other species	F.B.M.	279,301	95.00	13,16 50
	over 20 ft.	Railway ties — not exceeding 8 ft.	each			
7. Itemize all logs cut (by diameter)	Under 5 in.	each lineal foot over 8 ft.	lin. ft.			
	5 to 7 in.	Slabs and edgings	cords			
	7 to 9 in.	All other products				
	9 to 12 in.					
	over 12 in.					
				Total dues payable	1396 50	
				Less dues in adv.	400 00	
				GH 22212	996 50	

AFFIDAVIT

I, L. Proctor of Proctor & Harper Co. Ltd., Mayo, Y.T. make oath and say that

the Statement above made, is a true and correct account of the operations on Timber Berth No. 242 during the three months ended 31 December 1954 and that there was not timber of any description other than that accounted for above, cut upon said berth or sold therefrom, during the period covered by this return. So HELP ME GOD.

SWORN before me at Mayo, Y.T.
 this 11th day of March 1955
[Signature] Commissioner.

[Signature]
 Permittee

EXAMPLE 13: COMMERCIAL TIMBER BERTH #175 - MAYO DISTRICT

LAT 1-2



#175

APPLICATION FOR A COMMERCIAL TIMBER PERMIT

1. I, Albert Felland of Mayo

herby make application for a Commercial Permit to cut timber on a berth which I have staked in accordance with the Timber Regulations. The berth, as indicated on the sketch on the back hereof, may be described as follows:

1. Beginning at Number 1 Post 100 ft back from Stewart
River on Right Bank opposite N. point of Big Island
Thence upstream for 1 mile to Post Number 2, thence due
North for 1/2 mile to Post Number 3 thence due West to
Post Number 4, thence due South to Post Number 1
1/2 square mile

2. Number 1 Post is approximately 1 mile back from
NW point of Big Island on River bank on N side and
Number 2 Post is approximately 1 mile back from
NW point of Big Island on River bank on W side,
cutting off NW corner of Big Island. Distance from Post
Number 1 to Post Number 2 is about 1 mile.

1/2 square mile

2. I am familiar with the Timber Regulations and if this application is granted, I agree to abide by the provisions of the Regulations in every respect.

3. The operations I intend to conduct on this berth are as follows: (State whether Sawmill, Cordwood, etc.)

cutting cordwood

APPENDIX 14: GENERAL AVTIVITIES DATABASE FILE [MayoGS]

Record#	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
1	47A	1954	0	0	50	0	0	0	0	0
2	47A	1955	0	0	20	0	0	0	0	0
3	47A	1955	0	48	0	0	0	0	0	0
4	47A	1956	0	0	0	0	0	0	0	32000
5	47A	1957	0	0	30	0	0	0	0	0
6	47A	1958	0	0	30	0	0	0	0	0
7	47A	1959	0	0	0	0	0	0	0	3200
8	47A	1959	0	0	30	0	0	0	0	0
9	47A	1959	0	60	0	0	0	0	0	0
10	47A	1960	0	77	0	0	0	0	0	0
11	47A	1961	0	90	0	0	0	0	0	0
12	47A	1963	0	30	0	0	0	0	0	0
13	47A	1964	0	0	0	0	0	2000	0	0
14	47A	1964	0	0	0	0	0	1000	0	0
15	47A	1965	0	0	0	0	0	9058	0	0
16	47A	1965	0	0	0	0	0	2000	0	0
17	47A	1966	0	0	0	0	0	1455	0	0
18	47A	1966	0	0	0	0	0	5391	0	0
19	47A	1966	0	0	0	0	0	9056	0	0
20	47A	1966	0	0	0	0	0	1750	0	0
21	47A	1966	0	40	0	0	0	0	0	0
22	47A	1967	0	0	20	0	0	4716	0	0
23	47A	1968	0	0	0	0	0	6935	18545	0
24	47A	1968	0	0	0	0	0	22150	0	0
25	47A	1968	0	100	0	0	0	1523	6425	0
26	47A	1968	0	100	0	0	0	0	0	0
27	47A	1969	0	0	0	0	0	605	14420	0
28	47A	1969	0	0	0	0	0	0	40000	0
29	47A	1970	0	0	0	0	0	680	0	0
30	47A	1970	0	0	0	0	0	0	250000	0
31	47A	1970	0	0	0	0	0	10600	50000	0
32	47A	1970	0	0	0	0	0	12150	0	0
33	47A	1970	0	0	0	0	0	7255	0	0
34	47B	1953	20	0	0	0	0	0	0	0
35	47B	1956	0	11	0	0	0	0	0	0
36	47B	1956	0	14	0	0	0	0	0	0
37	47B	1961	0	40	0	0	0	0	0	0
38	47B	1962	0	50	0	0	0	0	0	0
39	47C	1948	4	0	0	0	0	0	0	0
40	47C	1949	24	0	0	0	0	0	0	0
41	47C	1950	0	28	0	0	0	0	0	0
42	47C	1950	0	100	0	0	0	0	0	0
43	47C	1950	100	0	0	0	0	0	0	0
44	47C	1950	100	0	0	0	0	0	0	0
45	47C	1951	0	35	0	0	0	0	0	0
46	47C	1951	50	0	0	0	0	0	0	0
47	47C	1951	74	0	0	0	0	0	0	0
48	47C	1951	100	0	0	0	0	0	0	0
49	47C	1952	0	10	0	0	0	0	0	0
50	47C	1952	0	74	0	0	0	0	0	0
51	47C	1952	0	100	0	0	0	0	0	0
52	47C	1952	12	0	0	0	0	0	0	0
53	47C	1952	20	0	0	0	0	0	0	0
54	47C	1952	50	0	0	0	0	0	0	0
55	47C	1952	100	0	0	0	0	0	0	0
56	47C	1953	7	0	0	0	0	0	0	0
57	47C	1953	108	0	0	0	0	0	0	0
58	47C	1954	15	0	0	0	0	0	0	0
59	47C	1954	20	0	0	0	0	0	0	0
60	47C	1954	100	0	0	0	0	0	0	0
61	47C	1955	0	0	0	0	0	0	0	15200
62	47C	1955	0	51	0	0	0	0	0	0

APPENDIX 14 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LI
63	47C	1955	20	0	0	0	0	0	0	
64	47C	1956	0	0	0	0	0	0	0	800
65	47C	1956	0	12	0	0	0	0	0	
66	47C	1956	10	0	0	0	0	0	0	
67	47C	1956	51	0	0	0	0	0	0	
68	47C	1957	0	50	0	0	0	0	0	
69	47C	1957	0	50	0	0	0	0	0	
70	47C	1957	0	50	0	0	0	0	0	
71	47C	1957	0	60	0	0	0	0	0	
72	47C	1957	0	100	0	0	0	0	0	
73	47C	1957	0	100	0	0	0	0	0	
74	47C	1958	0	0	0	0	0	0	0	330
75	47C	1958	0	15	0	0	0	0	0	
76	47C	1958	0	23	0	0	0	0	0	
77	47C	1958	0	25	0	0	0	0	0	
78	47C	1958	0	26	0	0	0	0	0	
79	47C	1958	0	50	0	0	0	0	0	
80	47C	1958	0	75	0	0	0	0	0	
81	47C	1958	0	100	0	0	0	0	0	
82	47C	1958	0	300	0	0	0	0	0	
83	47C	1959	0	0	0	0	0	0	0	160
84	47C	1959	0	6	0	0	0	0	0	
85	47C	1959	0	9	0	0	0	0	0	
86	47C	1959	0	13	0	0	0	0	0	
87	47C	1959	0	15	0	0	0	0	0	
88	47C	1959	0	50	0	0	0	0	0	
89	47C	1959	0	100	0	0	0	0	0	
90	47C	1960	0	0	0	0	0	0	0	400
91	47C	1960	0	0	0	0	0	0	0	1040
92	47C	1960	0	10	0	0	0	0	0	
93	47C	1960	0	10	0	0	0	0	0	
94	47C	1960	0	10	0	0	0	0	0	
95	47C	1960	0	20	0	0	0	0	0	
96	47C	1960	0	20	0	0	0	0	0	
97	47C	1960	0	26	0	0	0	0	0	
98	47C	1960	0	50	50	0	0	0	0	
99	47C	1961	0	0	0	0	0	0	0	1600
100	47C	1961	0	0	0	0	0	0	0	8000
101	47C	1961	0	0	0	0	0	0	0	800
102	47C	1961	0	10	0	0	0	0	0	
103	47C	1961	0	12	0	0	0	0	0	
104	47C	1961	0	25	0	0	0	0	0	
105	47C	1961	0	36	0	0	0	0	0	
106	47C	1962	0	0	0	0	0	600	0	
107	47C	1962	0	12	0	0	0	0	0	
108	47C	1962	0	15	0	0	0	0	0	
109	47C	1962	0	24	0	0	0	2000	0	
110	47C	1962	0	25	0	0	0	0	0	
111	47C	1962	0	25	0	0	0	0	0	
112	47C	1962	0	25	0	0	0	0	0	
113	47C	1962	0	30	0	0	0	0	0	
114	47C	1962	0	50	0	0	0	0	0	
115	47C	1962	0	200	400	0	0	0	0	
116	47C	1963	0	0	0	0	0	432	0	
117	47C	1963	0	0	0	0	0	2651	0	
118	47C	1963	0	0	0	0	0	2000	0	
119	47C	1963	0	10	0	0	0	0	0	
120	47C	1963	0	10	0	0	0	0	0	
121	47C	1963	0	10	0	0	0	0	0	
122	47C	1963	0	25	0	0	0	0	0	
123	47C	1963	0	25	0	0	0	0	0	
124	47C	1963	0	30	0	0	0	511	0	
125	47C	1963	0	50	0	0	0	0	0	
126	47C	1963	0	65	0	0	0	0	0	

APPENDIX 14 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_I
191	47E	1961	0	50	0	0	0	0	0	0
192	47E	1962	0	0	0	0	0	0	0	24000
193	47E	1963	0	5	0	0	0	0	0	0
194	47E	1963	0	10	0	0	0	0	0	0
195	47E	1964	0	15	0	0	0	0	0	0
196	47E	1964	0	25	0	0	0	500	0	0
197	48A	1947	0	223	0	0	0	0	0	0
198	48A	1947	25	0	0	0	0	0	0	0
199	48A	1947	100	0	0	0	0	0	0	0
200	48A	1949	35	0	0	0	0	0	0	0
201	48A	1949	168	0	0	0	0	0	0	0
202	48A	1949	222	0	0	0	0	0	0	0
203	48A	1949	244	0	0	0	0	0	0	0
204	48A	1950	0	2	0	0	0	0	0	0
205	48A	1950	0	5	0	0	0	0	0	0
206	48A	1950	0	8	0	0	0	0	0	0
207	48A	1950	0	15	0	0	0	0	0	0
208	48A	1950	0	20	0	0	0	0	0	0
209	48A	1950	0	90	0	0	0	0	0	0
210	48A	1950	0	223	0	0	0	0	0	0
211	48A	1950	0	256	0	0	0	0	0	0
212	48A	1950	0	321	0	0	0	0	0	0
213	48A	1951	0	0	0	0	0	0	0	15225
214	48A	1951	42	0	0	0	0	0	0	0
215	48A	1951	50	0	0	0	0	0	0	0
216	48A	1951	50	0	0	0	0	0	0	0
217	48A	1951	57	0	0	0	0	0	0	0
218	48A	1951	100	0	0	0	0	0	0	0
219	48A	1951	100	0	0	0	0	0	0	0
220	48A	1951	200	0	0	0	0	0	0	0
221	48A	1951	298	0	0	0	0	0	0	0
222	48A	1952	200	0	0	0	0	0	0	0
223	48A	1953	0	40	0	0	0	0	0	0
224	48A	1953	0	100	0	0	0	0	0	0
225	48A	1953	0	101	0	0	0	0	0	0
226	48A	1953	50	0	0	0	0	0	0	0
227	48A	1954	0	0	11	0	0	0	0	0
228	48A	1954	0	0	36	0	0	0	0	2768
229	48A	1954	0	20	0	0	0	0	0	0
230	48A	1954	0	51	0	0	0	0	0	0
231	48A	1954	11	0	0	0	0	0	0	0
232	48A	1954	20	0	0	0	0	0	0	0
233	48A	1954	51	0	0	0	0	0	0	0
234	48A	1955	0	6	0	0	0	0	0	0
235	48A	1956	0	0	0	0	0	0	0	19200
236	48A	1956	0	10	0	0	0	0	0	0
237	48A	1956	0	20	0	0	0	0	0	0
238	48A	1956	0	25	0	0	0	0	0	0
239	48A	1956	0	30	0	0	0	0	0	0
240	48A	1956	0	50	0	0	0	0	0	0
241	48A	1956	0	50	0	0	0	0	0	0
242	48A	1956	0	100	0	0	0	0	0	0
243	48A	1957	0	0	10	0	0	0	0	0
244	48A	1957	0	4	32	0	0	0	0	8800
245	48A	1957	0	7	0	0	0	0	0	0
246	48A	1957	0	7	0	0	0	0	0	0
247	48A	1957	0	8	0	0	0	0	0	0
248	48A	1957	0	10	0	0	0	0	0	0
249	48A	1957	0	10	0	0	0	0	0	0
250	48A	1957	0	10	0	0	0	0	0	0
251	48A	1957	0	13	0	0	0	0	0	0
252	48A	1957	0	14	0	0	0	0	0	0
253	48A	1957	0	28	0	0	0	0	0	0
254	48A	1957	0	28	0	0	0	0	0	0

APPENDIX 14 (Cont.)

cord #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
255	48A	1957	0	30	0	0	0	0	0	0
256	48A	1957	0	31	0	0	0	0	0	0
257	48A	1957	0	50	0	0	0	0	0	0
258	48A	1957	0	100	0	0	0	0	0	0
259	48A	1958	0	0	50	0	0	0	0	0
260	48A	1958	0	5	0	0	0	0	0	0
261	48A	1958	0	5	0	0	0	0	0	0
262	48A	1958	0	10	0	0	0	0	0	0
263	48A	1958	0	10	0	0	0	0	0	0
264	48A	1958	0	12	0	0	0	0	0	0
265	48A	1958	0	12	6	0	0	0	0	0
266	48A	1958	0	15	0	0	0	0	0	0
267	48A	1958	0	20	0	0	0	0	0	0
268	48A	1958	0	20	0	0	0	0	0	0
269	48A	1958	0	20	0	0	0	0	0	0
270	48A	1958	0	50	0	0	0	0	0	0
271	48A	1959	0	0	0	0	0	0	0	43200
272	48A	1959	0	0	0	0	0	0	0	4000
273	48A	1959	0	0	14	0	0	0	0	0
274	48A	1959	0	7	0	0	0	0	0	0
275	48A	1959	0	8	0	0	0	0	0	0
276	48A	1959	0	10	0	0	0	0	0	0
277	48A	1959	0	10	0	0	0	0	0	0
278	48A	1959	0	10	0	0	0	0	0	0
279	48A	1959	0	14	0	0	0	0	0	0
280	48A	1959	0	25	0	0	0	0	0	0
281	48A	1959	18	0	0	0	0	0	0	0
282	48A	1960	0	0	0	0	0	0	0	12000
283	48A	1960	0	0	0	0	0	0	0	288
284	48A	1960	0	6	0	0	0	0	0	0
285	48A	1960	0	10	0	0	0	0	0	0
286	48A	1960	0	10	0	0	0	0	0	0
287	48A	1960	0	10	0	0	0	0	0	0
288	48A	1960	0	10	0	0	0	0	0	0
289	48A	1960	0	10	0	0	0	0	0	0
290	48A	1960	0	10	0	0	0	0	0	0
291	48A	1960	0	20	0	0	0	0	0	0
292	48A	1960	0	25	0	0	0	0	0	0
293	48A	1960	0	100	0	0	0	0	0	0
294	48A	1960	0	100	0	0	0	0	0	0
295	48A	1960	6	0	0	0	0	0	0	0
296	48A	1961	0	0	0	0	0	0	0	4160
297	48A	1961	0	10	0	0	0	0	0	0
298	48A	1961	0	10	0	0	0	0	0	0
299	48A	1961	0	10	0	0	0	0	0	0
300	48A	1961	0	10	0	0	0	0	0	0
301	48A	1961	0	10	0	0	0	0	0	0
302	48A	1961	0	20	0	0	0	0	0	0
303	48A	1961	0	30	0	0	0	0	0	0
304	48A	1962	0	0	0	0	0	2400	0	0
305	48A	1962	0	10	0	0	0	0	0	0
306	48A	1962	0	10	0	0	0	0	0	0
307	48A	1962	0	10	0	0	0	0	0	0
308	48A	1962	0	12	0	0	0	0	0	0
309	48A	1962	0	20	0	0	0	0	0	0
310	48A	1962	0	20	0	0	0	0	0	0
311	48A	1962	0	40	0	0	0	0	0	0
312	48A	1962	25	0	0	0	0	0	0	0
313	48A	1963	0	0	25	0	0	0	0	0
314	48A	1963	0	5	0	0	0	0	0	0
315	48A	1963	0	12	0	0	0	0	0	0
316	48A	1963	0	15	0	0	0	0	0	0
317	48A	1963	0	15	0	0	0	0	0	0
318	48A	1963	0	25	0	0	0	0	0	0

APPENDIX 14 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
383	48B	1952	6	0	0	0	0	0	0	0
384	48B	1952	154	0	0	0	0	0	0	0
385	48B	1953	0	0	0	0	0	0	0	11360
386	48B	1953	10	0	0	0	0	0	0	0
387	48B	1954	0	0	0	0	0	0	0	16000
388	48B	1954	0	0	3	0	0	0	0	0
389	48B	1954	0	0	100	0	0	0	0	0
390	48B	1954	4	0	0	0	0	0	0	0
391	48B	1954	5	0	0	0	0	0	0	0
392	48B	1955	0	0	0	0	0	0	0	3200
393	48B	1955	0	0	0	0	0	0	0	48000
394	48B	1955	0	0	5	0	0	0	0	0
395	48B	1955	0	20	0	0	0	0	0	0
396	48B	1961	0	0	0	0	0	0	0	4800
397	48B	1961	0	0	0	0	0	0	0	6400
398	48B	1961	0	0	0	0	0	0	0	8000
399	48B	1963	0	0	0	0	0	3200	0	0
400	48B	1967	0	0	25	0	0	0	0	0
401	48C	1948	0	0	54	0	0	0	0	0
402	48C	1948	0	30	0	0	0	0	0	0
403	48C	1948	5	0	0	0	0	0	0	0
404	48C	1948	100	0	0	0	0	0	0	0
405	48C	1949	0	0	26	0	0	0	0	0
406	48C	1949	0	0	38	0	0	0	0	0
407	48C	1949	0	24	0	0	0	0	0	0
408	48C	1950	8	0	0	0	0	0	0	0
409	48C	1950	100	0	0	0	0	0	0	0
410	48C	1951	10	0	0	0	0	0	0	0
411	48C	1951	100	0	0	0	0	0	0	0
412	48C	1952	0	0	0	0	0	0	0	19524
413	48C	1952	0	0	100	0	0	0	0	0
414	48C	1952	8	0	0	0	0	0	0	0
415	48C	1952	100	0	0	0	0	0	0	0
416	48C	1953	0	0	10	0	0	0	0	0
417	48C	1953	0	0	90	0	0	0	0	0
418	48C	1955	50	0	0	0	0	0	0	0
419	48C	1961	0	0	0	0	0	0	0	16000
420	48D	1947	0	100	0	0	0	0	0	0
421	48D	1947	10	0	0	0	0	0	0	0
422	48D	1947	100	0	0	0	0	0	0	0
423	48D	1948	0	55	0	0	0	0	0	0
424	48D	1948	0	126	0	0	0	0	0	0
425	48D	1949	0	187	0	0	0	0	0	0
426	48D	1949	0	200	0	0	0	0	0	0
427	48D	1953	0	52	0	0	0	0	0	0
428	48D	1968	0	0	0	0	0	0	500000	0
429	48D	1969	0	0	0	0	0	0	500000	0
430	48D	1969	0	10	10	0	0	0	0	0
431	48D	1970	0	0	0	0	0	0	500000	0
432	48E	1947	50	0	0	0	0	0	0	0
433	48E	1966	0	0	0	0	0	400	0	0
434	48E	1967	0	20	0	0	0	1325	50000	0
435	48E	1967	0	20	0	0	0	1325	50000	0
436	49A	1947	0	100	0	0	0	0	0	0
437	49A	1947	10	0	0	0	0	0	0	0
438	49A	1947	15	0	0	0	0	0	0	0
439	49A	1947	20	0	0	0	0	0	0	0
440	49A	1947	30	0	0	0	0	0	0	0
441	49A	1947	50	0	0	0	0	0	0	0
442	49A	1947	100	0	0	0	0	0	0	0
443	49A	1948	0	100	0	0	0	0	0	0
444	49A	1949	0	0	20	0	0	0	0	0
445	49A	1949	0	0	50	0	0	0	0	0
446	49A	1949	0	0	100	0	0	0	0	0

APPENDIX 14 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
447	49A	1949	0	20	0	0	0	0	0	0
448	49A	1949	0	26	0	0	0	0	0	0
449	49A	1949	0	30	0	0	0	0	0	0
450	49A	1949	0	38	0	0	0	0	0	0
451	49A	1950	0	2	0	0	0	0	0	0
452	49A	1950	0	14	0	0	0	0	0	0
453	49A	1951	0	0	0	0	0	0	27010	0
454	49A	1951	10	0	0	0	0	0	0	0
455	49A	1953	0	0	100	0	0	0	0	0
456	49A	1954	0	0	0	0	0	0	0	44800
457	49A	1956	0	0	0	0	19200	0	0	33600
458	49A	1959	0	5	0	0	0	0	0	0
459	49A	1960	0	0	0	0	0	0	0	96000
460	49A	1960	0	0	0	0	0	0	0	64000
461	49A	1960	0	0	0	0	0	0	0	43200
462	49A	1960	0	0	0	0	0	0	0	16000
463	49A	1960	0	10	0	0	0	0	0	0
464	49A	1961	0	0	0	0	0	0	0	24000
465	49A	1961	0	0	0	0	0	0	0	16000
466	49A	1961	0	0	0	0	0	0	0	24000
467	49A	1961	0	0	0	0	0	0	0	24000
468	49A	1962	0	10	0	0	0	0	0	0
469	49A	1963	0	0	0	0	0	80	0	0
470	49A	1964	0	10	0	0	0	0	0	0
471	49A	1966	0	0	0	0	0	1106	0	0
472	49A	1966	0	0	0	0	0	3200	0	0
473	49A	1969	0	0	20	0	0	0	0	0
474	49B	1947	20	0	0	0	0	0	0	0
475	49B	1947	50	0	0	0	0	0	0	0
476	49B	1948	5	0	0	0	0	0	0	0
477	49B	1948	50	0	0	0	0	0	0	0
478	49B	1949	0	10	0	0	0	0	0	0
479	49B	1949	0	35	0	0	0	0	0	0
480	49B	1949	10	0	0	0	0	0	0	0
481	49B	1949	48	0	0	0	0	0	0	0
482	49B	1954	0	0	15	0	0	0	0	0
483	49B	1957	10	0	0	0	0	0	0	0
484	49B	1958	0	0	10	0	0	0	0	0
485	49B	1958	0	0	10	0	0	0	0	0
486	49B	1959	0	0	0	0	0	0	0	16000
487	49B	1959	0	0	10	0	0	0	0	0
488	49B	1959	0	10	0	0	0	0	0	0
489	49B	1959	0	10	2	0	0	0	0	0
490	49B	1959	0	20	0	0	0	0	0	0
491	49B	1960	0	0	0	0	0	0	0	80000
492	49B	1960	0	10	0	0	0	0	0	0
493	49B	1961	0	0	0	0	0	0	0	32000
494	49B	1961	0	10	0	0	0	0	0	0
495	49B	1962	0	0	0	0	0	2000	0	0
496	49B	1962	0	0	0	0	0	500	0	0
497	49B	1962	0	0	0	0	0	0	0	1600
498	49B	1962	0	0	5	0	0	0	0	0
499	49B	1962	0	0	20	0	0	0	0	0
500	49B	1963	0	4	3	0	0	0	0	0
501	49B	1963	0	5	0	0	0	0	0	0
502	49B	1963	0	8	0	0	0	0	0	0
503	49C	1947	65	0	0	0	0	0	0	0
504	49C	1947	100	0	0	0	0	0	0	0
505	49C	1948	30	0	0	0	0	0	0	0
506	49C	1949	0	0	10	0	0	0	0	0
507	49C	1950	0	0	30	0	0	0	0	0
508	49C	1950	8	0	0	0	0	0	0	0
509	49C	1950	10	0	0	0	0	0	0	0
510	49C	1951	10	0	0	0	0	0	0	0

APPENDIX 14 (Cont.)

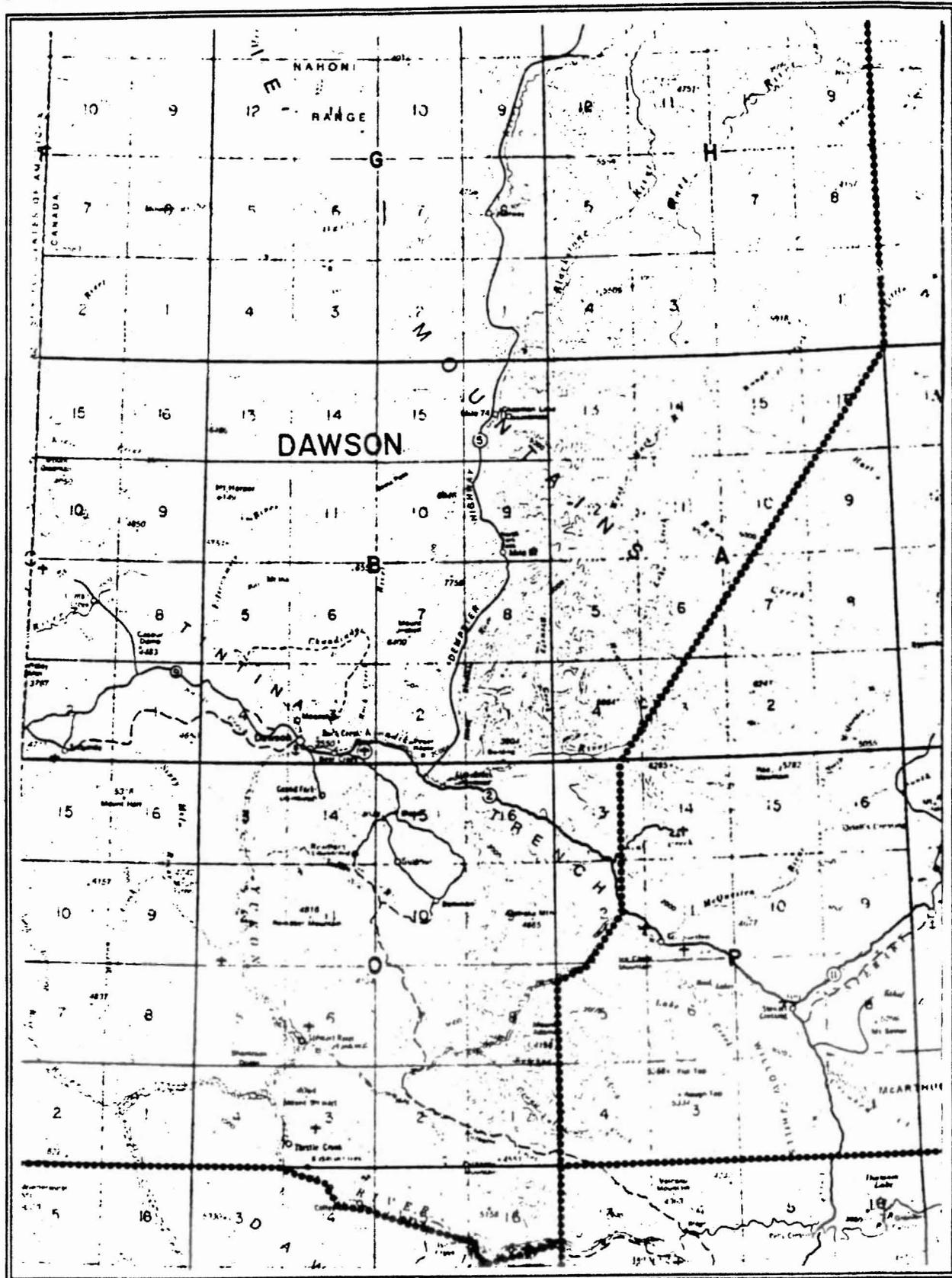
Record #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
511	49C	1961	0	0	20	0	0	0	0	0
512	49D	1956	0	0	0	0	0	0	0	19200
513	49D	1960	0	0	0	0	0	0	0	2400
514	49D	1963	0	5	3	0	0	0	0	0
515	49D	1969	0	10	10	0	0	0	0	0
516	50A	1947	50	0	0	0	0	0	0	0
517	50A	1948	0	0	0	20000	0	0	0	0
518	50A	1952	0	0	0	0	0	0	0	15825
519	50A	1954	0	0	0	0	0	0	0	20000
520	51A	1961	0	0	0	0	0	0	349707	0
521	51A	1962	0	0	0	0	0	0	0	9600
522	51A	1962	0	0	0	0	0	1000	0	0
523	51A	1962	0	0	0	0	0	1400	0	0
524	51A	1962	0	0	0	0	0	1800	0	0
525	51A	1963	0	0	0	0	0	0	91100	0
526	51A	1963	0	0	0	0	0	0	0	8000
527	51A	1964	0	0	0	0	0	1000	70000	0
528	51A	1967	0	4	4	0	0	0	0	0
529	51A	1968	0	0	0	0	0	0	95450	0
530	51A	1968	0	0	0	0	0	0	200000	0
531	51A	1968	0	0	0	0	0	0	451925	0
532	52A	1949	0	10	0	0	0	0	0	0
533	52A	1955	0	0	0	0	0	0	0	650
534	52A	1958	0	20	0	0	0	0	0	0
535	52A	1958	0	60	0	0	0	0	0	0
536	52A	1958	0	100	0	0	0	0	0	0
537	52A	1959	0	350	0	0	0	0	0	0
538	52A	1960	0	0	0	0	0	0	0	1200
539	52A	1960	0	50	0	0	0	0	0	0
540	52A	1960	0	51	0	0	0	0	0	0
541	52A	1964	0	0	0	0	0	4000	0	0
542	52A	1964	0	64	0	0	0	0	0	0
543	52A	1964	0	75	0	0	0	0	0	0
544	52A	1965	0	70	0	0	0	0	0	0
545	52A	1967	0	25	0	0	0	0	0	0
546	52A	1968	0	25	0	0	0	0	0	0
547	52A	1969	0	175	0	0	0	0	50000	0
548	52A	1970	0	25	0	0	0	0	0	0
549	52B	1960	0	70	0	0	0	0	0	0
550	52D	1948	0	14	0	0	0	0	0	0
551	53A	1961	0	0	25	0	0	0	0	0
552	MAYG	1948	0	0	100	0	0	0	0	0
553	MAYG	1948	50	0	0	0	0	0	0	0
554	MAYG	1951	22	0	0	0	0	0	0	0
555	MAYG	1951	100	0	0	0	0	0	0	0
556	MAYG	1951	252	0	0	0	0	0	0	0
557	MAYG	1952	0	0	0	0	0	0	0	23620
558	MAYG	1952	0	100	0	0	0	0	0	0
559	MAYG	1952	0	100	0	0	0	0	0	0
560	MAYG	1952	0	100	0	0	0	0	0	0
561	MAYG	1952	0	158	0	0	0	0	0	0
562	MAYG	1952	0	200	0	0	0	0	0	0
563	MAYG	1952	10	0	0	0	0	0	0	0
564	MAYG	1952	15	0	0	0	0	0	0	0
565	MAYG	1952	20	0	0	0	0	0	0	0
566	MAYG	1952	22	0	0	0	0	0	0	0
567	MAYG	1952	60	0	0	0	0	0	0	0
568	MAYG	1952	60	0	0	0	0	0	0	0
569	MAYG	1952	87	0	0	0	0	0	0	0
570	MAYG	1952	100	0	0	0	0	0	0	0
571	MAYG	1952	100	0	0	0	0	0	0	0
572	MAYG	1952	100	0	0	0	0	0	0	0
573	MAYG	1952	231	0	0	0	0	0	0	0
574	MAYG	1952	307	0	0	0	0	0	0	0

APPENDIX 14 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
575	MAYG	1953	0	50	0	0	0	0	0	0
576	MAYG	1953	0	100	0	0	0	0	0	0
577	MAYG	1953	0	173	0	0	0	0	0	0
578	MAYG	1953	0	200	0	0	0	0	0	0
579	MAYG	1953	0	300	0	0	0	0	0	0
580	MAYG	1953	10	0	0	0	0	0	0	0
581	MAYG	1954	0	0	0	0	0	0	0	3200
582	MAYG	1954	0	10	0	0	0	0	0	0
583	MAYG	1954	0	15	0	0	0	0	0	0
584	MAYG	1954	0	100	0	0	0	0	0	0
585	MAYG	1954	25	0	0	0	0	0	0	0
586	MAYG	1954	50	0	0	0	0	0	0	0
587	MAYG	1954	70	0	0	0	0	0	0	0
588	MAYG	1954	100	0	0	0	0	0	0	0
589	MAYG	1954	100	0	0	0	0	0	0	0
590	MAYG	1954	100	0	0	0	0	0	0	0
591	MAYG	1954	100	0	0	0	0	0	0	0
592	MAYG	1955	0	50	0	0	564	0	0	0
593	MAYG	1955	0	100	0	0	0	0	0	0
594	MAYG	1955	0	100	0	0	0	0	0	0
595	MAYG	1955	5	0	0	0	0	0	0	0
596	MAYG	1955	10	0	0	0	0	0	0	0
597	MAYG	1955	12	0	0	0	0	0	0	0
598	MAYG	1955	16	0	0	0	0	0	0	0
599	MAYG	1955	30	0	0	0	0	0	0	0
600	MAYG	1955	50	0	0	0	0	0	0	0
601	MAYG	1955	50	0	0	0	0	0	0	0
602	MAYG	1955	100	0	0	0	0	0	0	0
603	MAYG	1955	100	0	0	0	0	0	0	0
604	MAYG	1956	0	10	0	0	0	0	0	0
605	MAYG	1956	0	10	0	0	0	0	0	0
606	MAYG	1956	0	10	0	0	0	0	0	0
607	MAYG	1956	0	12	0	0	0	0	0	0
608	MAYG	1956	0	20	0	0	0	0	0	0
609	MAYG	1956	0	20	0	0	0	0	0	0
610	MAYG	1956	0	20	0	0	0	0	0	0
611	MAYG	1956	0	20	0	0	0	0	0	0
612	MAYG	1956	0	20	0	0	0	0	0	0
613	MAYG	1956	0	50	0	0	0	0	0	0
614	MAYG	1956	0	100	0	0	0	0	0	0
615	MAYG	1956	0	100	0	0	0	0	0	0
616	MAYG	1956	10	0	0	0	0	0	0	0
617	MAYG	1956	16	0	0	0	0	0	0	0
618	MAYG	1956	50	0	0	0	0	0	0	0
619	MAYG	1956	100	0	0	0	0	0	0	0
620	MAYG	1957	0	0	22	0	0	0	0	0
621	MAYG	1957	0	10	0	0	0	0	0	0
622	MAYG	1957	0	10	0	0	0	0	0	0
623	MAYG	1957	0	14	16	0	0	0	0	0
624	MAYG	1957	0	20	0	0	0	0	0	0
625	MAYG	1957	0	20	0	0	0	0	0	0
626	MAYG	1957	0	20	0	0	0	0	0	0
627	MAYG	1957	0	25	0	0	0	0	0	0
628	MAYG	1957	0	25	0	0	0	0	0	0
629	MAYG	1957	0	100	0	0	0	0	0	0
630	MAYG	1957	10	0	0	0	0	0	0	0
631	MAYG	1958	0	0	0	0	0	0	0	300
632	MAYG	1958	0	0	50	0	0	0	0	0
633	MAYG	1958	0	3	7	0	0	0	0	0
634	MAYG	1958	0	6	0	0	0	0	0	0
635	MAYG	1958	0	10	0	0	0	0	0	0
636	MAYG	1958	0	20	0	0	0	0	0	0
637	MAYG	1958	0	26	0	0	0	0	0	0
638	MAYG	1959	0	8	0	0	0	0	0	0

ord #	POLY	YEAR	CORDS	DRY	GREEN	SL_FBM	BLD_LF	PIECES	PCS_FBM	PCS_LF
639	MAYG	1959	0	100	0	0	0	0	0	0
640	MAYG	1960	0	9	0	0	0	0	0	0
641	MAYG	1960	0	50	0	0	0	0	0	0
642	MAYG	1961	0	12	0	0	0	0	0	0
643	MAYG	1961	0	17	0	0	0	0	0	0
644	MAYG	1962	0	0	0	0	0	0	0	1600
645	MAYG	1962	0	5	0	0	0	0	0	0
646	MAYG	1962	0	10	0	0	0	0	0	0
647	MAYG	1962	0	20	0	0	0	0	0	0
648	MAYG	1963	0	0	0	0	0	40	0	0
649	MAYG	1970	0	0	0	0	0	0	13632	0

3.10 DAWSON DISTRICT



3.10 DAWSON DISTRICT SUMMARY

TABLE 66: POLYGONS - DAWSON DISTRICT

<u>DAWSON</u>	
Fig. 54.	Yukon River - Selwyn Area 115J+K/115I A. Selwyn - Dawson District Boundary - South & North Banks - L.L. & R.L.
Fig. 55.	Yukon River - Selwyn - Kirkman Creek 115J+K A. W. of Selwyn - Britannia Ck -Coffee Ck -Kirkman Ck - South & North Banks - L.L. & R.L.
Fig. 56.	Yukon River-Kirkman Ck-White R.-Stewart Is. 115J+K/115 O+N A. W. of Kirkman Ck - Thistle Ck - Stewart Island - South & North Banks - L.L. & R.L. B. White River
Fig. 57.	Stewart River - Stewart Island- Scroggie Creek 115O+N A. Stewart Island - Scroggie Creek - South & North Banks - L.L. & R.L. B. Yukon River - Henderson Creek
Fig. 58.	Stewart River - Scroggie Creek - W. of Lake Creek 115O+N A. Scroggie Creek - Dawson District Boundary - South & North Banks B. Black Hills Creek
Fig. 59.	Yukon River - Henderson Creek - Indian River 115O+N A. N. of Henderson Ck - S. of Indian River - West & East Banks - L.L. & R.L. B. Sixty Mile River
Fig. 60.	Yukon River - Indian R.- Dawson -Goldfields 115O+N/116B+C A. Indian River - Dawson - South & North Banks - L.L. & R.L. B. Bonanza Creek - Grand Forks - Indian River C. Klondike Hwy - Rock Creek - Dawson - Mile 99 - 110 - Bear Creek - Callison D. Hunker Creek Road - King Solomon's Dome
Fig. 61.	Yukon River - West of Dawson - Top of World Hwy 116B+C A. Yukon River - Dawson - Cassiar Creek - South & North Banks - L.L. & R.L. B. Chandindu River C. Sixty Mile River Road - Upper 60 Mile River D. Sunnydale & Swede Creek Area E. Top of the World Hwy - W. of Dawson - Cassiar Road
Fig. 62.	Yukon River - Cassiar Creek - Boundary of Alaska 116B+C A. Cassiar Creek - Forty Mile - Alaska Boundary - South & North Banks - L.L. & R.L. B. Forty Mile River C. Clinton Creek Mine Road & Site
Fig. 63.	Chandindu River - North of Dawson 116B+C A. Northeast of Dawson - Dome Road - Chandindu R.- Little 12 Mile R.- Tombstone R. B. Klondike Hwy - Mile 91 - 99 - Klondike River - South & North Bank - Rock Creek, Rabbit Creek

TABLE 66: POLYGONS - DAWSON DISTRICT (Cont.)

DAWSON

Fig. 64.	Dempster Highway - Klondike Hwy	116B+C/115O+N
	A. Dempster Hwy - Mile 0 - 36	
	- Klondike River - South & North Fork	
	B. Klondike Hwy - Mile 85 - 91	
Fig. 65.	Hunker Summit - Flat Creek - Klondike Hwy	115O+N
	A. Klondike Hwy - Mile 64 - 85	
	- Strickland Hill - Jct. Dempster Hwy	
	- Flat Creek	
	B. Hunker Summit - Sulpur - Granville Loop	
	- Sulphur Creek	
Fig. 66.	Gravel Lake - Clear Creek	115 P
	A. Klondike Hwy - Mile 35 - 64	
	-Gravel Lake-Clear Creek-Dawson District Boundary	
Fig. 67.	Old Crow - Porcupine River	116O+N
	A. Old Crow & Vicinity	

Total Polygons = 30

The Dawson Logging District extends from Selwyn to Dawson and north to the Boundary of Alaska on the Yukon River, east to Gravel Lake and Clear Creek on the Klondike Highway, and north to the community of Old Crow on the Porcupine River.

3.10.1 TRANSPORTATION ACTIVITIES - DAWSON DISTRICT

A total of 187,626 cords were entered into the Transportation database for the Dawson District. This is 61% of the total cordwood (308,168 cords) entered in this database. The 15 separate polygons along the Yukon River from Selwyn to the Boundary of Alaska totaled to 24,727 cords. This includes 13 Figure/Polygons and two polygons for the Yukon River, YRDA and YRDB. For the Yukon River from Selwyn to Dawson (YRDA), 42,120 cords were cut between 1901-1904, 1913, and 1935-49. Along the Yukon River from Dawson north to the Boundary of Alaska (YRDB), a total of 10,649 cords were cut from 1935-49. Records for Moosehide (YRMH) in 1935-1943 indicated a total of 1,834 cords and for O.K. Creek upstream from Dawson (YROK), a total of 477 cords were harvested between 1935-1948. For the settlement of Forty Mile (DA40), between 1901-1904, a total of 1732 cords were harvested. For the general Dawson area (DAG), where no locations were specified, a total of 85,028 cords were cut. In Grand Forks (DAGF), one year of records in 1899, equaled 365 cords. This record is presented as Example 14. Along the Klondike River near Dawson (KRDA), a total of 17,061 cords were harvested in 1913 and between 1935-1949. A total of 3633 cords were harvested in the Klondike River area (KRG) in 1913.

Yearly Polygon Summary

Cords cut along the Stewart River (SRG), in the Dawson and Mayo Districts totaled 27,478 cords. The yearly polygon summary for SRG is as follows:

Stewart River General (SRG)

YEAR	CORDS	YEAR	CORDS
1900	2777	1939	4491
1901	1109	1940	450
1902	400	1941	162
1903	170	1942	300
1904	780	1943	235
1913	1696	1944	249
1935	1658	1945	198
1936	1421	1946	1925
1937	2417	1947	716
1938	3079	1948	1605
		1949	1640

Total = 27,478 cords

In Table 67, the yearly polygon summary is presented, covering the 15 Figure/Polygons and 9 additional polygons created to represent the Dawson District.

TABLE 67: YEARLY POLYGON SUMMARY - TRANSPORTATION ACTIVITIES

POLY	YEAR	CORDS	POLY	YEAR	CORDS	POLY	YEAR	CORDS
54A	1910	200	KRDA	1913	3580	YRDB	1935	611
54A	1935	100	KRDA	1935	160	YRDB	1936	371
54A	1937	300	KRDA	1936	995	YRDB	1937	753
54A	1939	293	KRDA	1937	520	YRDB	1938	1714
54A	1940	581	KRDA	1938	460	YRDB	1939	418
55A	1909	150	KRDA	1939	60	YRDB	1940	743
55A	1910	500	KRDA	1940	113	YRDB	1941	1469
55A	1913	614	KRDA	1941	1675	YRDB	1942	314
56A	1909	100	KRDA	1942	195	YRDB	1943	982
56A	1910	350	KRDA	1943	1428	YRDB	1944	581
56A	1913	142	KRDA	1944	1113	YRDB	1945	545
56B	1913	1082	KRDA	1945	1465	YRDB	1946	517
59A	1910	1370	KRDA	1946	823	YRDB	1947	805
59B	1910	400	KRDA	1947	1759	YRDB	1948	525
59B	1913	423	KRDA	1948	1808	YRDB	1949	301
60A	1909	611	KRDA	1949	907	YRMH	1935	222
60A	1910	485	KRG	1913	3633	YRMH	1936	270
60A	1913	4390	YRDA	1901	124	YRMH	1937	270
60B	1913	60	YRDA	1902	535	YRMH	1938	422
60D	1913	155	YRDA	1903	225	YRMH	1939	290
61A	1910	40	YRDA	1904	520	YRMH	1940	100
61A	1913	3700	YRDA	1913	6236	YRMH	1941	100
61D	1913	83	YRDA	1935	1019	YRMH	1942	90
61E	1913	88	YRDA	1936	1996	YRMH	1943	70
62B	1913	60	YRDA	1937	3412	YROK	1935	104
64A	1913	8238	YRDA	1938	2769	YROK	1938	104
65B	1913	212	YRDA	1939	1921	YROK	1939	104
DA40	1901	453	YRDA	1940	3296	YROK	1941	10
DA40	1903	549	YRDA	1941	2732	YROK	1942	35
DA40	1904	730	YRDA	1942	1294	YROK	1943	25
DAG	1913	1152	YRDA	1943	2311	YROK	1945	50
DAG	1914	29397	YRDA	1944	2901	YROK	1946	20
DAG	1915	21914	YRDA	1945	1016	YROK	1947	15
DAG	1916	14906	YRDA	1946	2409	YROK	1948	10
DAG	1935	1302	YRDA	1947	2359			
DAG	1936	829	YRDA	1948	3059			
DAG	1937	1149	YRDA	1949	1986			
DAG	1938	1457						
DAG	1939	2270						
DAG	1940	1717						
DAG	1941	1187						
DAG	1942	1958						
DAG	1943	1351						
DAG	1944	325						
DAG	1945	1945						
DAG	1946	575						
DAG	1947	994						
DAG	1948	600						
DAGF	1899	365						

Dawson District = 187,626 CORDS

Dawson/Mayo District

Stewart River General (SRG) = 27,478 CORDS

Periods of Activity for each polygon is listed below:

POLYGON	YEAR OF ACTIVITY	POLYGON	YEAR OF ACTIVITY
54A	1910, 1935-1940	DA40	1901-1904
55A	1909-1913	DAG	1913-1916, 1935-1948
56A	1909-1913	DAGF	1899
56B	1913	KRDA	1913, 1935-1949
59A	1910	KRG	1913
59B	1910-1913	YRDA	1901-1913, 1935-1949
60A	1909-1913	YRDB	1935-1949
60B	1913	YRMH	1935-1943
60D	1913	YROK	1935-1948
61A	1910-1913		
61D	1913		
61E	1913		
62B	1913		
64A	1913		
65B	1913		

3.10.2 GENERAL ACTIVITIES - DAWSON DISTRICT

The General activities are represented by four database files which include:

<u>File Summary</u>	<u>Description</u>	<u>File Name</u>
Polygon Summary	13 Polygons	[DawsonGP]
Annual Summary	1960 - 1970	[DawsonGA]
Yearly Polygon Summary	11 Years/13 Polygons	[DawsonGY]
Total Entries	462 Records	[DawsonGS]

Polygon Summary

The logging activities were between 1960 and 1970 within 13 polygons, based on a total of 462 records. The volume information per polygon is presented in Table 68.

TABLE 68: POLYGON SUMMARY - GENERAL ACTIVITIES

POLY	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
60A	0	25	20	0	0	0	0
60B	0	0	0	0	1430	0	0
60C	260	2099	385	0	24	0	3546
60D	0	4	10	0	0	0	0
61C	0	108	25	15	0	0	0
61E	0	0	10	0	0	0	0
62C	0	0	0	0	100	0	0
63A	0	0	13	0	0	0	0
63B	0	100	0	0	5150	0	0
64A	0	5345	1460	0	1340	66185	0
65A	0	231	138	0	0	0	0
66A	0	480	0	0	3000	0	0
67A	2810	0	0	0	1585	0	23000
TOTAL	3070	8392	2061	15	12629	66185	26546

The Polygon summary revealed that the majority of logging activities occurred in a number of polygons, including 60C, 64A and 67A. For fuelwood, the highest dry and green wood was cut along the Dempster Highway between Mile 7-15, in 64A. The highest amount of unspecified cords was cut in 67A, in the vicinity of Old Crow. In 64A, the highest FBM was produced. The highest volume of LF was produced in 67A, along the Porcupine River near Old Crow. For Pieces, the highest volume was produced on Rabbit Creek in 63B.

Annual Summary

The Annual summary, as shown in Table 69, indicates logging activities from 1960-1970.

TABLE 69: ANNUAL SUMMARY - GENERAL ACTIVITIES

YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1960	250	105	21	0	0	0	0
1961	10	608	196	0	0	0	605
1962	0	1830	125	0	0	0	2941
1963	0	947	40	0	0	0	0
1964	0	1187	160	0	1815	6185	0
1965	0	986	210	0	224	0	0
1966	0	535	125	0	8150	0	0
1967	0	554	327	15	0	0	0
1968	1125	696	128	0	0	0	0
1969	920	479	507	0	1100	0	0
1970	765	465	222	0	1340	60000	23000
TOTAL	3070	8392	2061	15	12629	66185	26546

The main cutting of cordwood occurred in 1962 and 1968, with over 1900 cords each year. The main production of FBM and the majority of LF was manufactured in 1970. For Pieces, in 1966 the most was manufactured.

Yearly Polygon Summary

The Yearly Polygon summary indicates the logging activities by years and per polygon, presented in Table 70.

From 1960-1970, there is a total of 52 records, combining the 13 polygons over the 11 years of cutting activities. The highest amount of unspecified cords was 1125 which was cut during 1968 in 67A. In 60C, the highest number of dry cordwood, 1491 cords, was cut in 1962. The highest green cordwood was cut in 64A in 1969 at 395 cords. The majority of FBM was manufactured in 1970 in 64A. 23,000 LF was produced in 1970 in 67A. The highest amount of Pieces produced was 5,150 in 63B in 1966.

The production of manufactured lumber (FBM) occurred in 64A for only two years, 1964 and 1970. LF production only occurred during three years, 1961, 1962 and 1970, in 67A and 60C.

TABLE 70: YEARLY POLYGON SUMMARY - GENERAL ACTIVITIES

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1	60A	1960	0	0	10	0	0	0	0
2	60A	1962	0	0	10	0	0	0	0
3	60A	1970	0	25	0	0	0	0	0
4	60B	1964	0	0	0	0	1430	0	0
5	60C	1960	250	105	11	0	0	0	0
6	60C	1961	10	438	150	0	0	0	605
7	60C	1962	0	1491	115	0	0	0	2941
8	60C	1963	0	57	10	0	0	0	0
9	60C	1964	0	0	10	0	0	0	0
10	60C	1965	0	8	0	0	24	0	0
11	60C	1969	0	0	87	0	0	0	0
12	60C	1970	0	0	2	0	0	0	0
13	60D	1961	0	0	10	0	0	0	0
14	60D	1962	0	4	0	0	0	0	0
15	61C	1962	0	45	0	0	0	0	0
16	61C	1964	0	3	0	0	0	0	0
17	61C	1966	0	25	0	0	0	0	0
18	61C	1967	0	0	0	15	0	0	0
19	61C	1968	0	15	0	0	0	0	0
20	61C	1969	0	20	25	0	0	0	0
21	61E	1968	0	0	10	0	0	0	0
22	62C	1970	0	0	0	0	100	0	0
23	63A	1961	0	0	13	0	0	0	0
24	63B	1965	0	100	0	0	0	0	0
25	63B	1966	0	0	0	0	5150	0	0
26	64A	1961	0	0	10	0	0	0	0
27	64A	1963	0	864	30	0	0	0	0
28	64A	1964	0	1134	150	0	0	6185	0
29	64A	1965	0	818	210	0	200	0	0
30	64A	1966	0	450	125	0	0	0	0
31	64A	1967	0	529	327	0	0	0	0
32	64A	1968	0	681	118	0	0	0	0
33	64A	1969	0	444	395	0	1100	0	0
34	64A	1970	0	425	95	0	40	60000	0
35	65A	1961	0	90	13	0	0	0	0
36	65A	1962	0	90	0	0	0	0	0
37	65A	1963	0	6	0	0	0	0	0
38	65A	1966	0	30	0	0	0	0	0
39	65A	1969	0	15	0	0	0	0	0
40	65A	1970	0	0	125	0	0	0	0
41	66A	1961	0	80	0	0	0	0	0
42	66A	1962	0	200	0	0	0	0	0
43	66A	1963	0	20	0	0	0	0	0
44	66A	1964	0	50	0	0	0	0	0
45	66A	1965	0	60	0	0	0	0	0
46	66A	1966	0	30	0	0	3000	0	0
47	66A	1967	0	25	0	0	0	0	0
48	66A	1970	0	15	0	0	0	0	0
49	67A	1964	0	0	0	0	385	0	0
50	67A	1968	1125	0	0	0	0	0	0
51	67A	1969	920	0	0	0	0	0	0
52	67A	1970	765	0	0	0	1200	0	23000

Periods of activity for each polygon is listed below:

POLYGON	YEARS OF ACTIVITY	POLYGON	YEARS OF ACTIVITY
60A	1960 - 1970	62C	1970
60B	1964	63A	1961
60C	1960 - 1970	63B	1965 - 1966
60D	1961 - 1962	64A	1961 - 1970
61C	1962 - 1969	65A	1961 - 1970
61E	1968	66A	1961 - 1970
		67A	1964 - 1970

Record Summary

A complete listing of the 462 entries for the Dawson District [DawsonGS file] is presented in Appendix 15.

3.10.3 COMMERCIAL ACTIVITIES - DAWSON DISTRICT

Commercial Timber Berths 1898 - 1913

A total of 69 Timber Berths were active in this district between 1898 - 1913. Of these, 14 Timber Berths were active along the Stewart River (SRG) included in both the Dawson and Mayo Districts. These Commercial Berths are presented in Table 71.

TABLE 71: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1898-1913)

POLY	BERTH	FROM	TO	ACTIVITY TYPE	OTHER	COMPANY
54A	103	1901	1910		OTHER	KMCO
55A	031	1898	1913		OTHER	YSCO
55A	054	1899	1913	CORDS	MT	OTHER
55A	055	1899	1910	CORDS		OTHER
55A	064	1900	1910	CORDS		OTHER
55A	076	1901	1910	CORDS		OTHER
55A	093	1901	1910			JLMDCO
55A	098	1901	1910			JLMDCO
56A	045	1898	1910	CORDS		DELCO
56A	051	1898	1901			JLMDCO
56A	052	1899	1913			OTHER
56A	067	1900	1910	CORDS		KCMCO
56A	078	1901	1910	CORDS		OTHER
56A	087	1901	1910			NATTCO
56A	096	1901	1910		OTHER	JLMDCO
56A	101	1901	1910		OTHER	JLMDCO
56A	102	1901	1903		OTHER	KMCO
56A	102	1901	1903		OTHER	CYLCO
56B	012	1898	1910		OTHER	CYLCO
56B	021	1898	1903		OTHER	CYLCO
59A	013	1898	1900	CORDS		OTHER
59A	050	1898	1910	CORDS		CNYMTCO
59A	059	1899	1910		OTHER	OTHER
59A	077	1901	1910	CORDS		CYLCO
59A	079	1901	1910	CORDS		OTHER
59A	085	1901	1910		OTHER	JLMDCO
59A	089	1901	1910		OTHER	JLMDCO
59A	100	1901	1910		OTHER	KMCO
59B	030	1898	1901	CORDS		OTHER
60A	033	1898	1903	CORDS		OTHER
60B	044	1898	1898		MT	

TABLE 71: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1898-1913) Cont.

POLY	BERTH	FROM	TO	ACTIVITY	TYPE	COMPANY
61A	069	1901	1903		OTHER	YSCO
61A	128	1903	1903		OTHER	
61A	130	1903	1903		OTHER	
61A	133	1903	1913		OTHER	
64A	119	1902	1913		MT OTHER	KMCO
64A	120	1902	1913		MT OTHER	KMCO
64A	121	1902	1913		MT OTHER	
64A	122	1902	1913	CORDS	MT OTHER	NATTCO
65A	115	1902	1903		OTHER	KMCO
DAWG	029	1898	1898		OTHER	ASCO
DAWG	066	1900	1910		OTHER	YSCO
DAWG	143	0	1913		MT OTHER	
DAWG	144	0	1913		OTHER	
DAWG	152	0	1913		OTHER	
DAWG	153	0	1913		OTHER	
KRG	011	1898	1903	CORDS	OTHER	NATCO
KRG	025	1898	1903		MT OTHER	
KRG	026	1898	1903		MT OTHER	
KRG	047	1898	1900		MT OTHER	
KRG	116	1902	1913		MT OTHER	KMCO
KRG	117	1902	1913		MT OTHER	
KRG	118	1902	1913		MT OTHER	KMCO
KRG	129	1903	1913		MT OTHER	
KRG	131	1903	1903		OTHER	
KRG	132	1903	1903		OTHER	
SRG	016	1898	1903		OTHER	CYLCO
SRG	017	1898	1903		OTHER	CYLCO
SRG	018	1898	1903		OTHER	CYLCO
SRG	019	1898	1903		OTHER	CYLCO
SRG	037	1898	1913		OTHER	CYLCO
SRG	039	1898	1903		OTHER	CYLCO
SRG	043	1898	1901	CORDS	OTHER	
SRG	057	1899	1902		OTHER	JLMDCO
SRG	058	1899	1901		OTHER	JLMDCO
SRG	075	1901	1903		OTHER	
SRG	086	1901	1903	CORDS	OTHER	
SRG	090	1901	1903		OTHER	JLMDCO
SRG	097	1901	1901		OTHER	JLMDCO
SRG	114	1902	1903		OTHER	CYLCO

Number of Timber Berths by Polygon

POLY	#	POLY	#	POLY	#
54A	1	60A	1	DAWG	6
55A	7	60B	1	KRG	10
56A	9	61A	4		
56B	2	64A	4	SRG	14
59A	8	65A	1		
59B	1				

These timber berths produced cords and manufactured lumber for mining and community needs. A number of sawmill companies were

associated with these berths including the Kerry Canadian Mill Co. (KMCO), Artic Sawmill Co. (ASCO), Joseph Ladue Mining Development Co. (JLMDCO), Dawson Electric Mining Co (DELCO), Yukon Sawmill Co.(YSCO), Canadian Yukon Lumber Co. (CYLCO), North American Transportation Trading Co. (NATTCO) and Central New York Manufacturing and Trading Co. (CNYMTCO).

Commercial Timber Berths 1947 - 1970

There were 5 commercial timber berths for this period in the Dawson District, presented in Table 72. Two timber berths were located in 60C, near Callison subdivision and Bear Creek on the Klondike Highway. One berth was located in 60B, near the Indian River, in 61A, near the mouth of the Chandindu River and in 65A, near Flat Creek. These berths provided cordwood and manufactured lumber (FBM and Pieces).

TABLE 72: POLYGON SUMMARY - COMMERCIAL ACTIVITIES (1947 - 1970)

POLY	BERTH	FROM	TO	VOLUME	UNIT/ACTIVITY	TYPE
60B	496	1960	1966			CORDS
60C	473	1962	1962	LOGS	FBM	
60C	476	1961	1964			CORDS
61A	531Y	1964	1964			PCS
65A	333	1961	1963	LOGS	FBM	CORDS

3.10.4 PROJECT ACTIVITIES - DAWSON DISTRICT

The majority of Project activities in the Dawson Logging District were related to mining. These included the Twelve Mile Ditch and the Klondike Mines Railway in the Goldrush period. Later, the construction of the Klondike Highway required the use of local timber. These projects are described in more detail in Volume I in section 3.2.

3.10.5 FIGURE 54 - 67 SUMMARY

Figures - Most Active - 55, 56, 59, 60, 61, 63, 64, 67

Figures - Least Active - 54, 66

Polygons - No Records - 57A/B, 58A/B, 61B, 64B,

FIGURE 54 SUMMARY

From the Dawson/Carmacks boundary west to Selwyn there was one commercial berth (#103) operated by the Klondike Mill Co. on Selwyn creek, active from 1901 to 1910, producing building materials and cordwood. Menzies woodcamp was located in this area, noted on the Yukon River channel charts located in the Macbride Museum, no volume records were available. The settlement at Selwyn Mile 317 had several cabins and a post office. In the Transportation database a total of 1774 cords were cut in 1910 and between 1935-40. There were no General activities or Commercial berths (1947-1970) recorded in this area.

FIGURE 55 SUMMARY

This area was active during the Goldrush and steamer era and a number of woodcamps were located here. Cabins and woodcamps were located at Isaac Creek, Britannia Creek, Britannia Island, Ballarat Creek, Coffee Creek, Halfway Island, and Kirkman Creek. There was a post office and telegraph station at Selwyn, a telegraph office at Coffee Creek and a post office at Kirkman Creek. Between 1909-1913, a total of 1264 cords were harvested and seven commercial timber berths were active between 1898-1913. One was operated by the Yukon Sawmill Company and two were operated by the Joe Ladue Mining Development Company. These berths provided cordwood, mining timbers and building materials. There were no General activities or Commercial Berths (1947-1970) recorded in this area.

FIGURE 56 SUMMARY

North of Kirkman Creek to the mouth of the Stewart River was an active area for steamer fuelwood cutting with a number of woodcamps at Independence Creek, Carlisle Creek, Los Angelos Creek, Thistle Creek, Sawmill Island and Oneil's Landing. Mining activities were located at Thistle creek. A total of 592 cords were harvested along the Yukon River between 1909-13. Nine commercial berths were located in this area, operating between 1898-1913, by NATTCO, JLMDCO, KMCO and CYLCO. Cordwood and construction materials were produced. In 56B, along the White River there were two commercial berths between 1898-1910, operated by the Candian Yukon Lumber Co. (CYLCO). A total of 1082 cords were harvested in this area in 1913. The White River was used as a transportation corridor to the Goldfields as shown on the historical transportation routes map in 1914, presented in the Appendix of Volume I. Records described steamer activity on the White River but no other volumes of timber harvested were acquired. No records were located for General activities or Commercial Timber berths (1947-1970).

FIGURE 57 SUMMARY

Along the Stewart River from the mouth to Scroggie Creek, there were a number of woodcamps and commercial timber berths. These berths were grouped in the Stewart River General (SRG) polygon (as locations were not specified) and a total of 14 berths were in operation between 1898-1913. The CYLCO and JLMDCO operated these berths and produced primarily lumber for mining or building construction purposes. A total of 27,478 cords were recorded in the Transportation database for the Stewart River. Although there was woodcutting activities on Henderson Creek, in 57B, no timber berths or volumes were recorded. No volume records were located specific to this Figure.

FIGURE 58 SUMMARY

From Scroggie Creek to the Dawson boundary on the Stewart River there were no volume records specific to this Figure. A number of woodcamps existed in this area to supply fuelwood for steamer

activity from Mayo to Stewart Island. As indicated in the description of Figure 57, commercial berths produced cordwood and building materials between 1898-1903, and 27,478 cords were harvested along the Stewart River between 1900-1949. In 58B, the old Dawson Winter Road extended along Black Hills Creek north to the Indian River and Dawson.

FIGURE 59 SUMMARY

Woodcutters were active in this area, providing fuelwood and building materials for steamers, mining and community related needs. At Ogilvie Island, Joe Ladue operated a sawmill, which was moved to Dawson in 1886. For Transportation activities, a total of 1370 cords were entered for one year in 1913. There were 8 timber berths in this area from 1898-1910, providing cordwood and building materials. Joe Ladue (JLMDCO) had berths (#85, #89) and the Kerry Canadian Mill Co. (KCMCO) had berth #100. Along the Sixty Mile River (59B), there was 823 cords harvested in 1910 and 1913. Berth #30 was in operation in 1898-1901, providing cordwood for steamers. No General activities and no Commercial berths (1947-1970) were recorded for this figure.

FIGURE 60 SUMMARY

Along the Yukon River, from below the Indian River downstream to Dawson (60A), there were several woodcamps and there was a total of 5486 cords cut between 1909-13. Near OK creek (YROK), a total of 477 cords were harvested between 1935-48, in the Transportation database. Commercial berth #33 was in operation between 1898-1903. As wood near Dawson became scarce, this area became more utilized for fuelwood and logs. A total of 45 cords were cut between 1960-70 for General activities and there were no Commercial berths in 1947-70.

On the Bonanza Creek Road (60B), from the Klondike River to the Indian River a considerable amount of mining activities occurred. Timber was harvested at an alarming rate and hillsides became bare. Near Grand Forks, hills were denuded of trees in the early 1900's. At the Grand Forks agency in 1899 a total of 365 cords were harvested as shown in Example 14. Timber berth #44 was active in 1898, providing mining timbers. In 1913, 60 cords were harvested and in 1964, 1430 Pieces were cut. Timber berth #496 was active between 1960-66, near the Indian River and Scribner Creek, providing cordwood. A page copied from the Forest Resources Volume described the location of this berth and associated returns which is presented as Example 15. The Klondike Gold Railroad constructed in 1906, a distance of 32 miles from Dawson to near King Solomon's Dome in 60B, required 44,944 ties in 1906 and local timber for bridges. Another 1825 ties were recorded in the 1913 Annual Report. The Bonanza Creek Road was investigated for regeneration as part of the site survey described in Section 6.0 of Volume I.

In 60C, along the Klondike Highway from Dawson to Rock Creek, there

were no cords or commercial berths noted in the early period. For General activities this was the most active polygon between 1960-70 for cordwood and LF, with a total of 2744 cords, 3546 LF and 24 Pieces produced. Commercial Timber berths #473 and #476 were active in this area between 1961-64, providing cordwood and FBM. A location description and timber returns of Berth #476 from the Forest Resources Volume is presented as Example 16. Along the Hunker Creek Road (60D), 155 cords were harvested in 1913 and only 14 cords were harvested in 1961-62. No commercial berths were recorded for this area. This area was investigated as part of the Site Survey described in Section 6.0 in Volume I.

FIGURE 61 SUMMARY

Along the Yukon River north of Dawson to Cassiar Creek (61A), there was a total of 4875 cords harvested in 1910 and 1913. In polygon YRDB, there was 10,649 cords recorded from Dawson to the Boundary of Alaska (61A & 62A). Near Moosehide (YRMH) 1834 cords were recorded between 1935-43. There were four commercial berths operating between 1901-13, one of which was operated by the Yukon Sawmill Company (YSCO). No General activities were recorded. In 1964, commercial berth #531Y, existed producing Pieces, near the mouth of the Chandindu River. In 61B, along the Chandindu River there were no volume records, but the Twelve Mile Ditch operation harvested logs in this area. In 61C, along the Sixty Mile River there was only General activities recorded with 133 cords and 15 logs cut. A dredge operated in this area which probably required fuelwood. In 61D, near Swede Creek, a total of 83 cords were harvested in 1913. Along the Top of the World Highway (61E), 88 cords were cut in 1913 and another 10 cords in 1968.

FIGURE 62 SUMMARY - Yukon River

From Cassiar Creek to the Boundary of Alaska on the Yukon River (62A) there were a number of woodcamps and mining associated timber harvesting activities. Forty Mile was one of the first settlements in the area, and by 1896, eighty to ninety cabins were located at the mouth of the Forty Mile River. Available records from the subagency at Forty Mile indicated that 1732 cords were cut between 1901-1904, noted in the Transportation database as DA40. In the Annual Reports, a total of 4995 cords were recorded for the Forty Mile subagency between 1900-1904. Later in 1935-49, a total of 10,649 cords were harvested from Dawson to Boundary, including 61A. On the Forty Mile River (62B), 60 cords were cut in 1913. Later the Clinton Creek mine (62C) cut timber for mining purposes, though no records were located. For General activities in 62C, only 100 Pieces were recorded in 1970. There were no commercial permits recorded for this Figure.

FIGURE 63 SUMMARY

In the area northeast of Dawson, including the Dome east to Coal Creek and north to the Chandindu, Little Twelve Mile, and Tombstone

Tombstone River (63A), there were a number of mining related project activities. This included the Yukon ditch and associated flumes and pipes from the Tombstone River to Bonanza Creek. This is described in detail in Volume I, section 3.2.1. The sawmill at Twelve Mile produced 7,192,894 FBM from March 1906 to October 1907, in connection with the ditch. As this was a mining related operation, the local timber utilized was not recorded by permit or permit fees charged. A powerline extended through this area from Dawson northwest to the Coal Creek thermal power plant on Coal Creek. No records were available for the Transportation database for this Figure. For General activities, 13 green cords were harvested in 1961. In 63B, General cutting activities occurred along Rabbit Creek and in 1965, 100 dry cords were cut and in 1966, 5150 Pieces were cut, the highest for the district. There were no commercial timber berths recorded in this Figure.

FIGURE 64 SUMMARY

Along the Dempster Highway up to 36 miles from the junction with the Klondike Highway (64A), there were logging activities recorded in both the early and later periods. In 1913, 8238 cords were harvested, probably for steamer and mining purposes. Four commercial berths were active between 1902-13, along the Klondike River, producing mining timbers, construction materials, and cordwood. The Klondike Mills Co. (KMCO) operated two of these berths and the North American Transport & Trading Co. (NATTCO) operated one of these. For General activities, the highest dry and green cordwood for the district was cut along the Dempster Highway at 6805 cords, between 1963-1970. The largest amount of FBM for the district was produced in this polygon in 1970, at 66185 FBM. For Pieces, 1340 were produced from 1965-70. No commercial berths were recorded for 1947-1970. There were no records for 64B.

FIGURE 65 SUMMARY

Along the Klondike Highway from the junction with the Dempster Highway south to Strickland Lake (65A), logging activities were in the area of Flat Creek, and 369 cords were cut between 1961-70. No lumber was manufactured. Commercial berth #115 was active between 1902-3, operated by Klondike Mill Co. (KMCO), producing construction materials. Commercial berth #333 was active between 1961-3, producing FBM and cordwood. On the Hunker Creek Loop southeast of King Solomon's Dome to Granville (65B), a total of 212 cords were cut in 1913 only. Wood was usually cut on claims for mining purposes and permits were not required. No commercial or General records were available for this area.

FIGURE 66 SUMMARY

From Gravel Lake to Clear Creek on the Klondike Highway (66A), there were no records for the Transportation database, and no

commercial timber berths for both periods. For General activities, a total of 480 cords were harvested between 1961-70 and 3000 Pieces produced in 1966.

FIGURE 67 SUMMARY

In the vicinity of Old Crow, along the Porcupine River, a total of 2810 cords (unspecified) were harvested between 1968-70. For LF, the highest amount was produced for the district in 1970 at 23,000 LF, and in 1964, 1970, a total of 1585 Pieces were produced. There were no records for Transportation or the Commercial databases.

FIGURE 54. YUKON RIVER - SELWYN AREA



FIGURE 55. YUKON RIVER - SELWYN - KIRKMAN CREEK

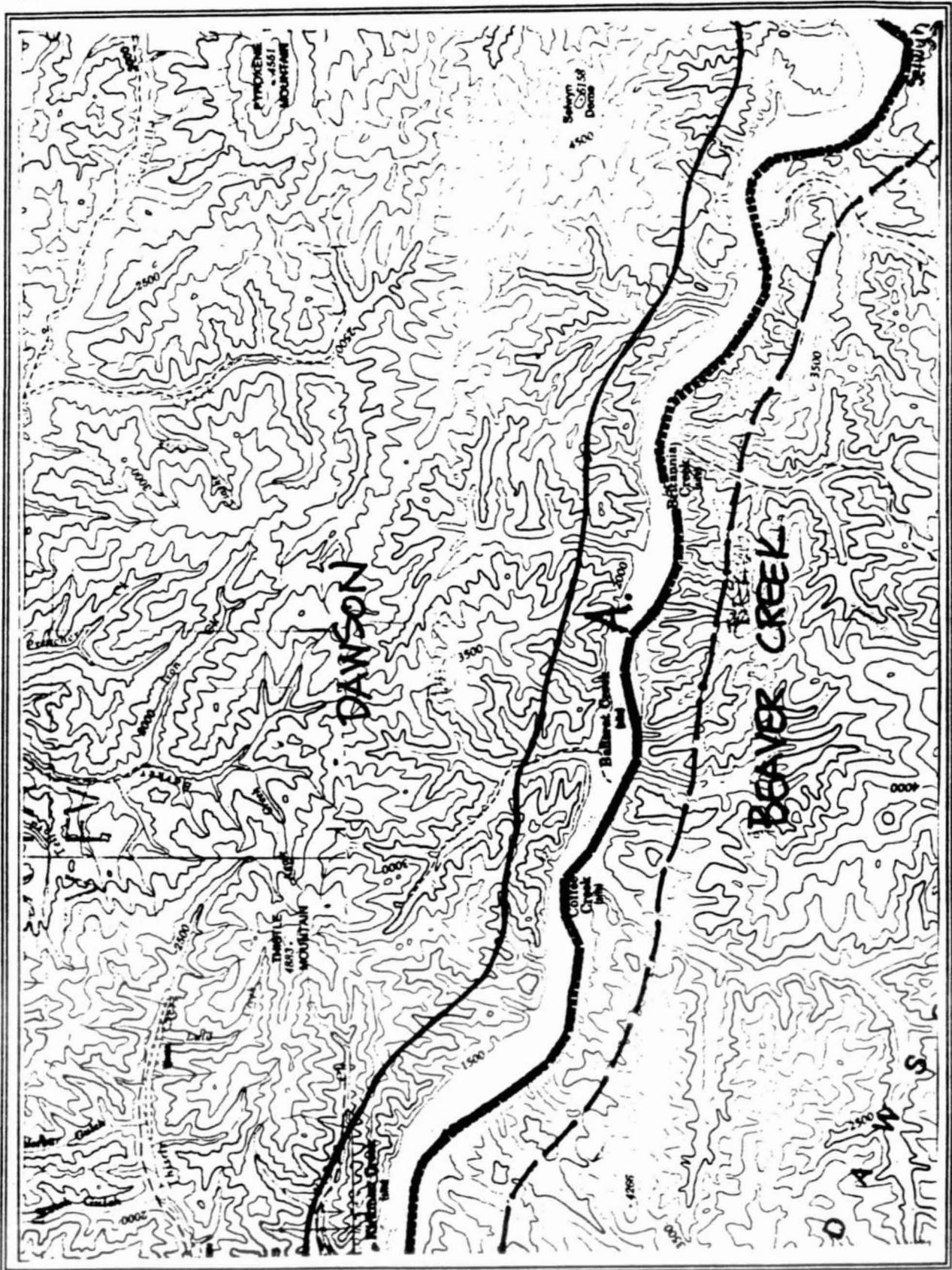


FIGURE 56. YUKON RIVER - KIRKMAN CK - STEWART ISLAND - WHITE RIVER

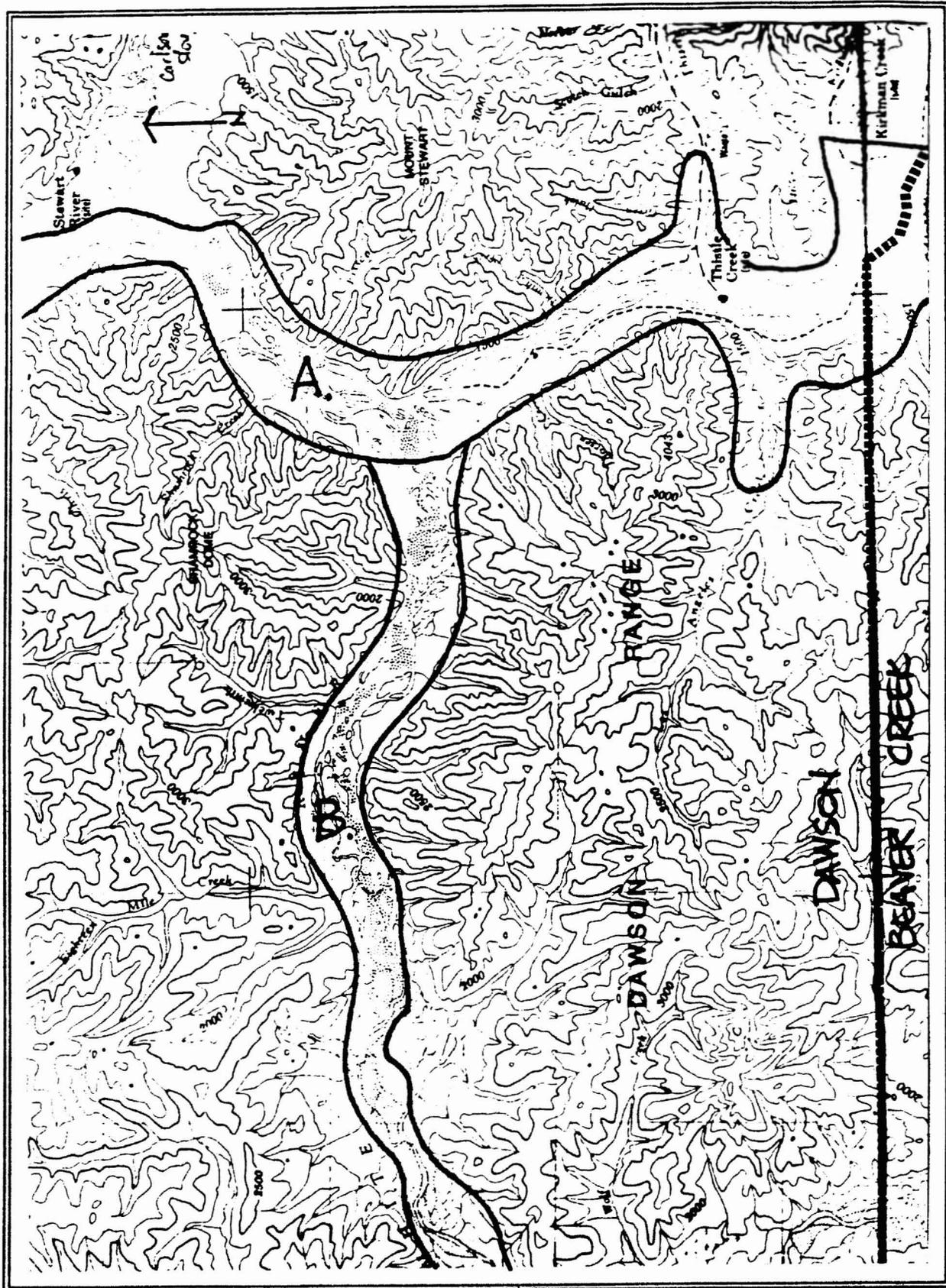


FIGURE 57. STEWART RIVER - STEWART ISLAND - SCROGGIE CREEK



FIGURE 58. STEWART RIVER - SCROGGIE CREEK - EAST

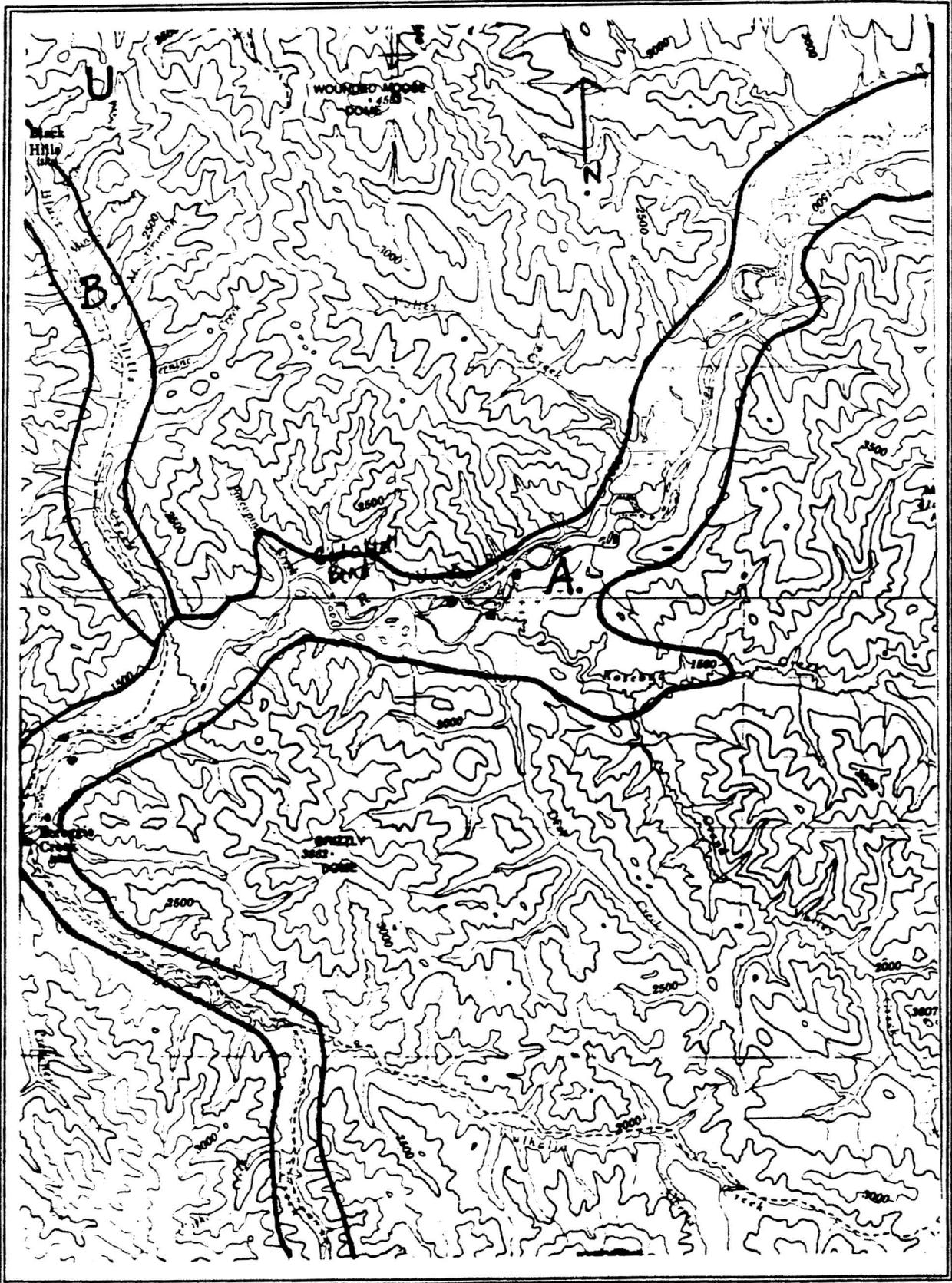


FIGURE 59. YUKON RIVER - HENDERSON CREEK - INDIAN RIVER

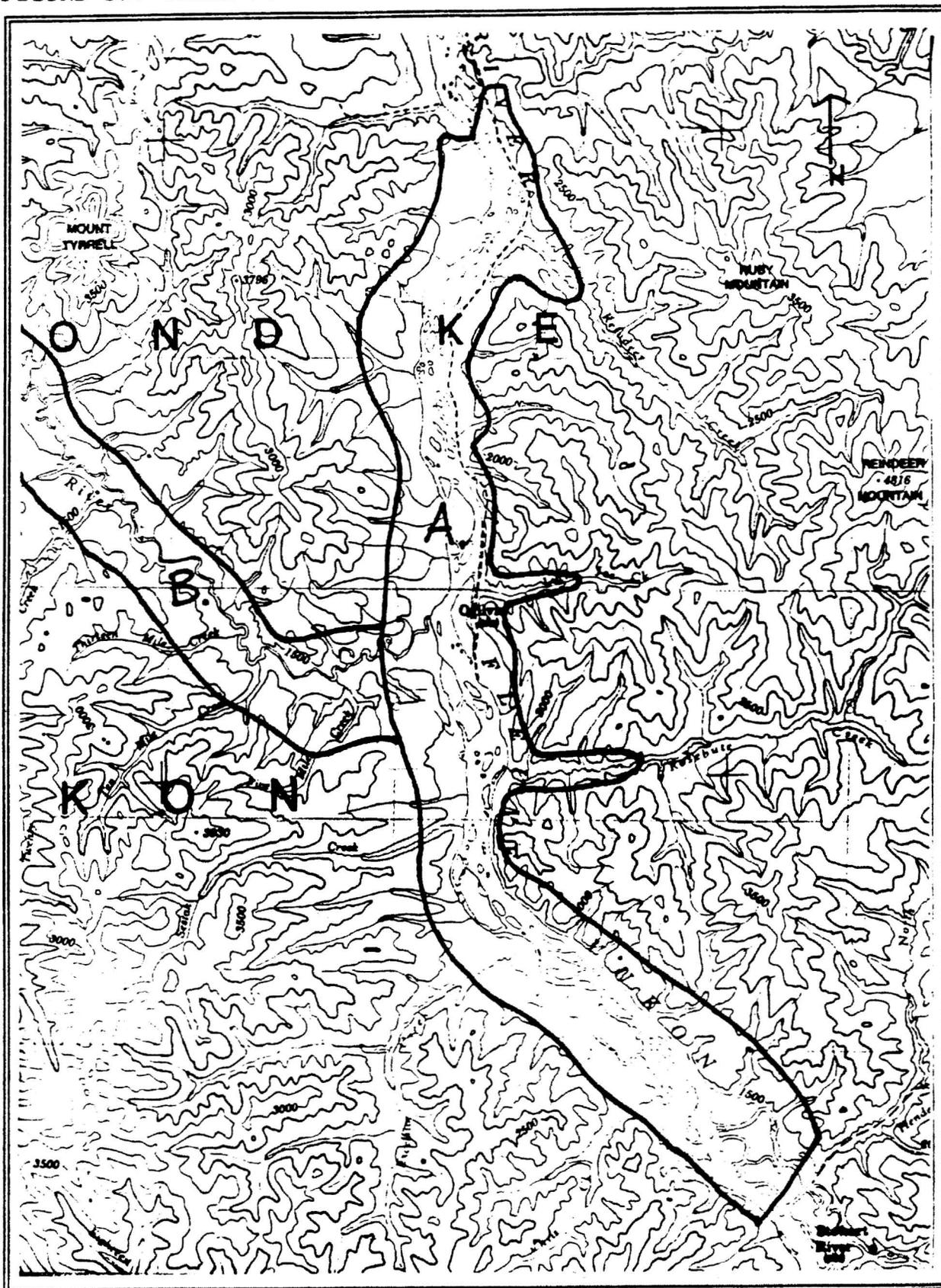


FIGURE 61. YUKON RIVER - WEST OF DAWSON - TOP OF WORLD HIGHWAY

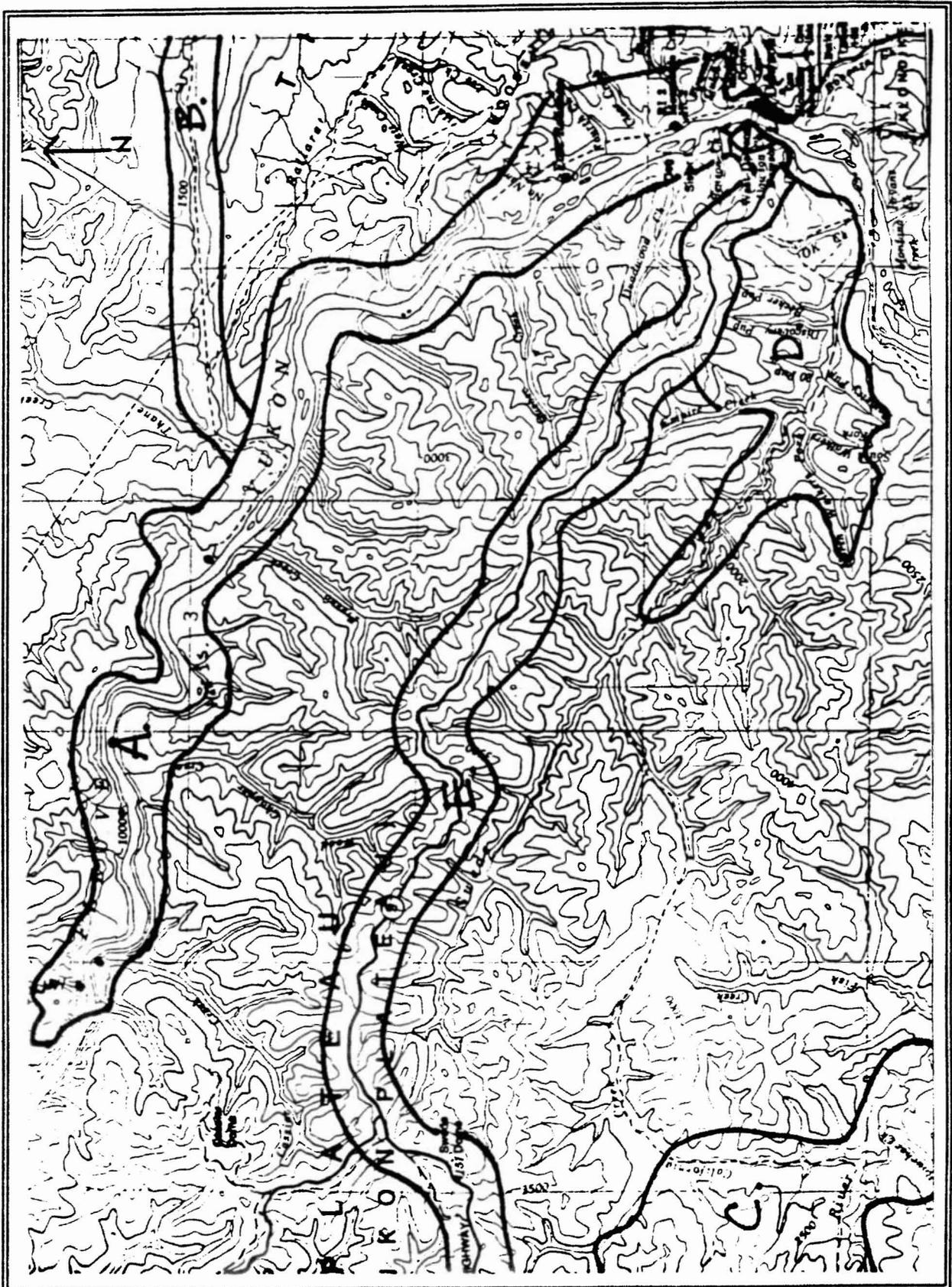


FIGURE 62. YUKON RIVER - CASSIAR CREEK - BOUNDARY OF ALASKA

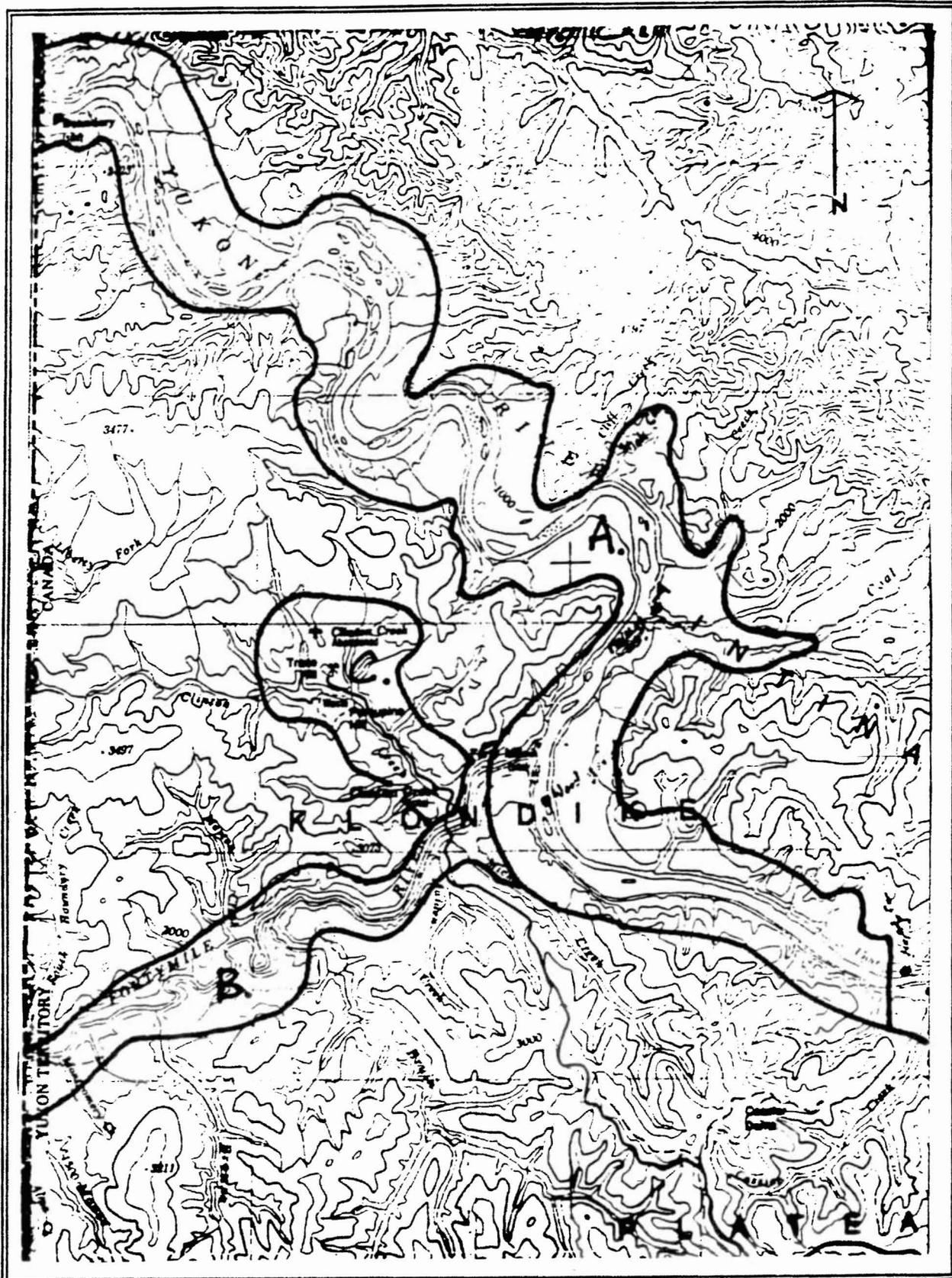


FIGURE 64. DEMPSTER HIGHWAY - KLONDIKE HIGHWAY

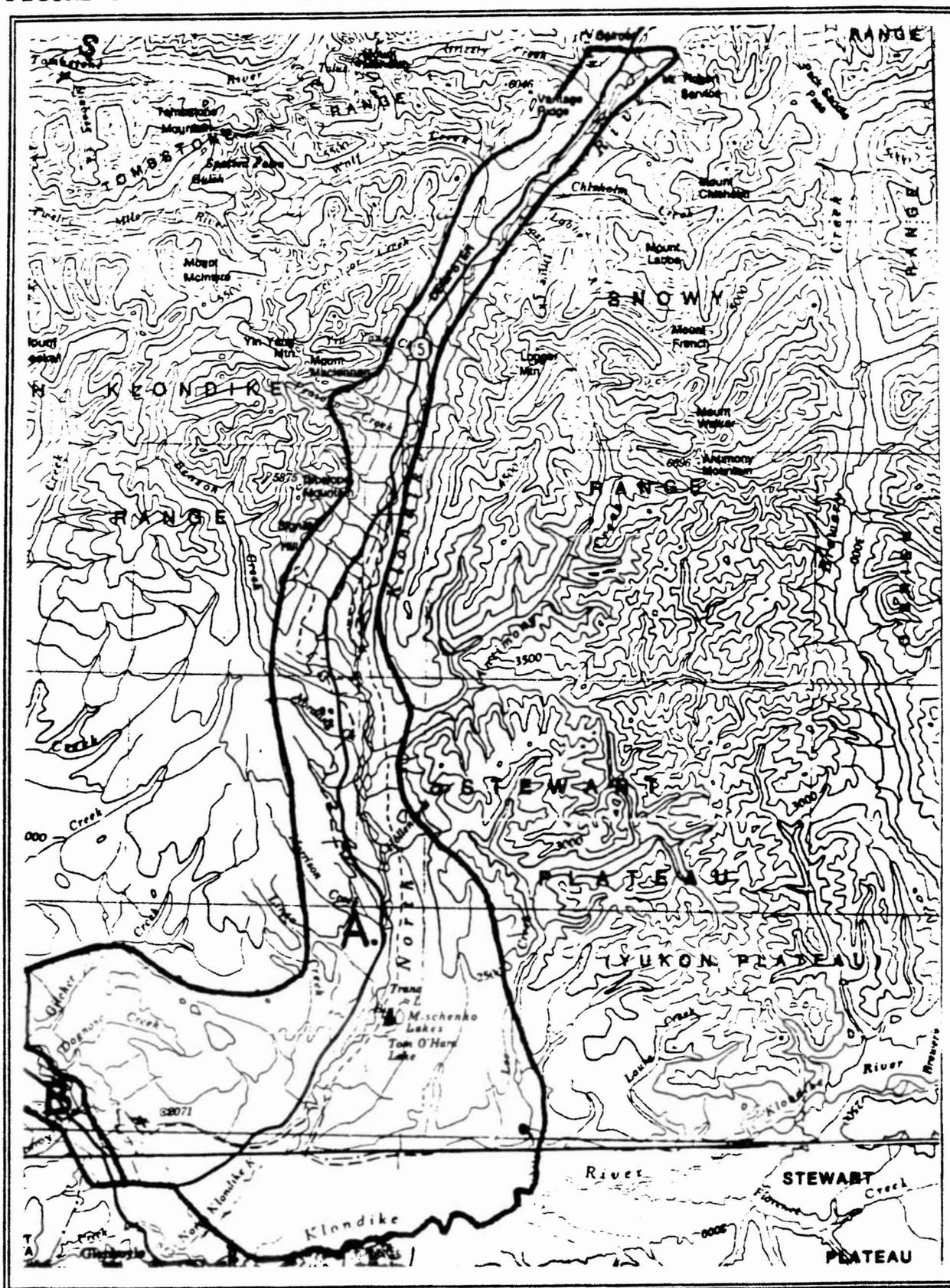


FIGURE 65. HUNKER SUMMIT - FLAT CREEK - KLONDIKE HIGHWAY

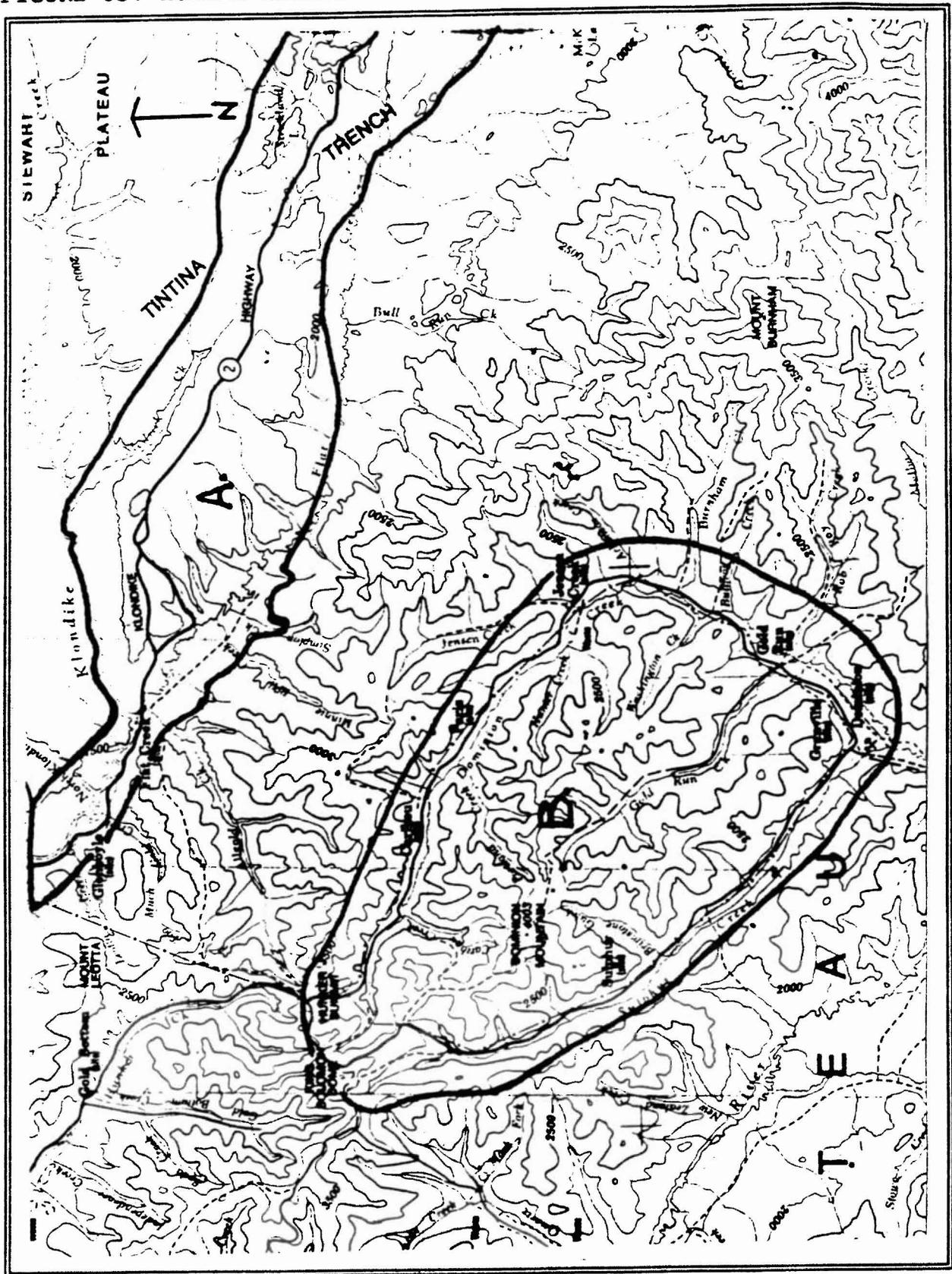
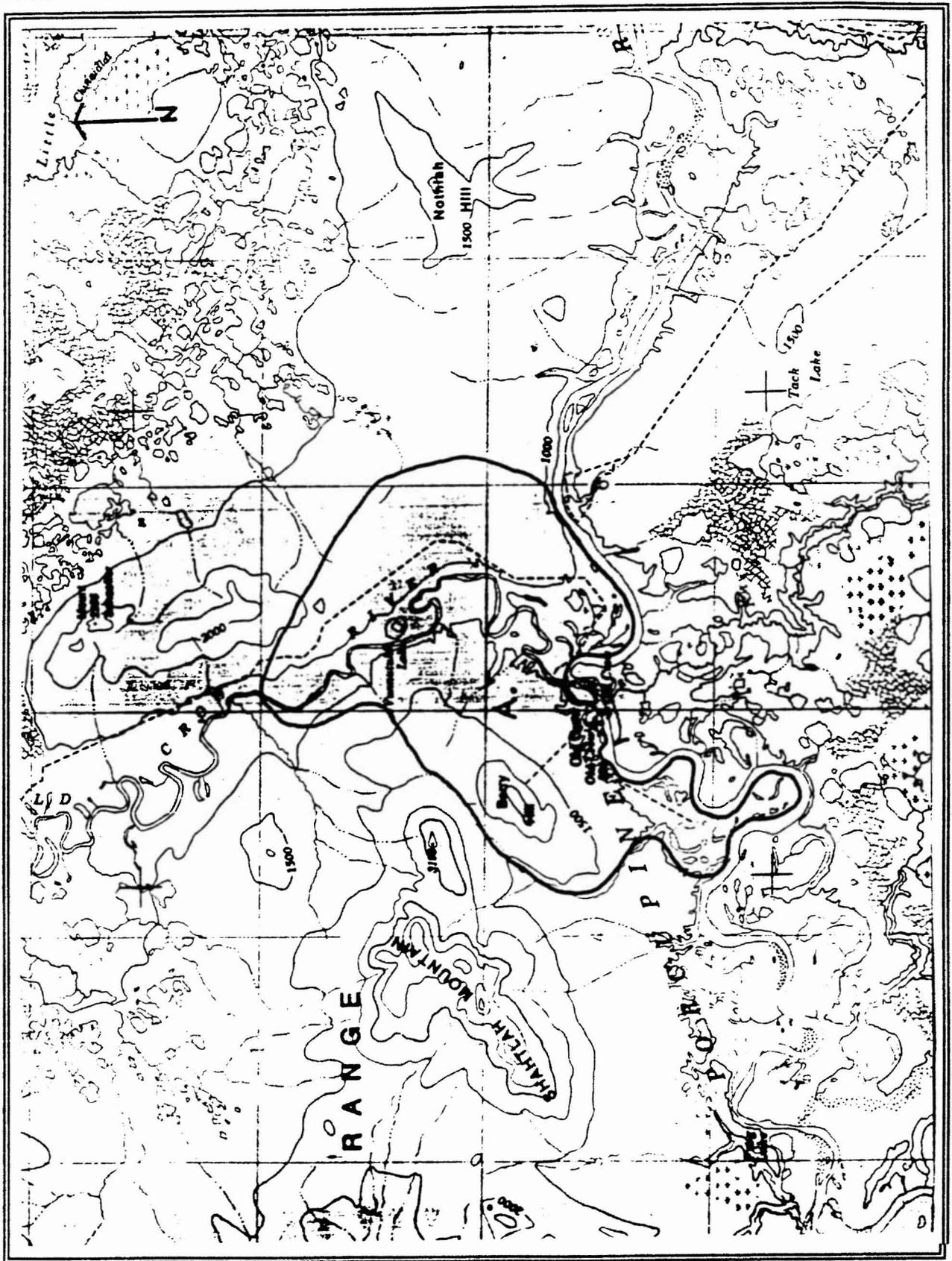


FIGURE 66. GRAVEL LAKE - CLEAR CREEK



FIGURE 67. OLD CROW - PORCUPINE RIVER



Grand Forks Subagency

YUKON ARCHIVES
YRG1, Series 8, vol. 40

date	no.	Name	Account of	Bonus	Receipts	Permit amount	Timber quantity	Hay out	Hay samples
1899									
Feb.	25	2401 Richard Reid	1050 ft. house logs.			11 00			
	27	. 2 J. W. Clayton	700			7 50			
		. 3 G. W. McCarty	30 cbs. wood.			20 00			
Apr.	6	. 1 J. J. Bicknell	20			10 00			
May	2	. 5 Frank. Niman	20			15 00			
	4	. 6 H. B. Merks.	20			15 00			
	5	. 7 E. J. Rossens.	10			10 00			
	8	. 8 Wm. Shepherd.	50			30 00			
	11	. 9 E. Sales.	5			7 50			
	18	2410 D. A. Grant	50			30 00			
		. 1 G. H. Adams.	60			35 00			
		. 2 Jno. A. Cameron	1000 ft. house logs.				20 50		
		. 3 Frank. Niman	50 cbs. wood.			25 00			
		. 4 H. B. Merks.	30			15 00			
June	10	. 5 J. E. Bonnierfield	40			25 00			
TRANSPORTATION TOTAL			DAGF 1899 365 CORDS						

40 Permits - Seizures - etc. Sub-agencies. 1899 - 1905
 Selkirk - 1899 - 1905, Grand Forks - 1899 (Mar.-June)
 Tagish - Whitehorse - 1899 - 1905, Stewart River -
 1900 - 1904, 40 Mile - 1901 - 1905.
 This ledger contains the date of the transaction, the
 registration or permit number, the name of the
 individual, what the account was for (permit for
 cutting wood, seizure, or hay permit), the price of
 the permits or seizures, bonus, royalty, the quantity
 taken, returned date, permit amount (quantity actually
 taken).

EXAMPLE 14: GRAND FORKS SUBAGENCY RECORD - 1899 - DAWSON DISTRICT

APPENDIX 15: GENERAL AVTIVITIES DATABASE FILE [DawsonGS]

Record#	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
1	60A	1960	0	0	10	0	0	0	0
2	60A	1962	0	0	10	0	0	0	0
3	60A	1970	0	25	0	0	0	0	0
4	60B	1964	0	0	0	0	211	0	0
5	60B	1964	0	0	0	0	1219	0	0
6	60C	1960	0	0	5	0	0	0	0
7	60C	1960	0	0	6	0	0	0	0
8	60C	1960	0	10	0	0	0	0	0
9	60C	1960	0	14	0	0	0	0	0
10	60C	1960	0	15	0	0	0	0	0
11	60C	1960	0	20	0	0	0	0	0
12	60C	1960	0	46	0	0	0	0	0
13	60C	1960	250	0	0	0	0	0	0
14	60C	1961	0	0	0	0	0	0	480
15	60C	1961	0	0	0	0	0	0	125
16	60C	1961	0	0	3	0	0	0	0
17	60C	1961	0	0	5	0	0	0	0
18	60C	1961	0	0	5	0	0	0	0
19	60C	1961	0	0	10	0	0	0	0
20	60C	1961	0	0	10	0	0	0	0
21	60C	1961	0	0	15	0	0	0	0
22	60C	1961	0	0	17	0	0	0	0
23	60C	1961	0	0	20	0	0	0	0
24	60C	1961	0	0	20	0	0	0	0
25	60C	1961	0	0	25	0	0	0	0
26	60C	1961	0	5	0	0	0	0	0
27	60C	1961	0	5	0	0	0	0	0
28	60C	1961	0	5	0	0	0	0	0
29	60C	1961	0	5	0	0	0	0	0
30	60C	1961	0	5	0	0	0	0	0
31	60C	1961	0	5	20	0	0	0	0
32	60C	1961	0	6	0	0	0	0	0
33	60C	1961	0	6	0	0	0	0	0
34	60C	1961	0	10	0	0	0	0	0
35	60C	1961	0	10	0	0	0	0	0
36	60C	1961	0	10	0	0	0	0	0
37	60C	1961	0	10	0	0	0	0	0
38	60C	1961	0	10	0	0	0	0	0
39	60C	1961	0	10	0	0	0	0	0
40	60C	1961	0	20	0	0	0	0	0
41	60C	1961	0	20	0	0	0	0	0
42	60C	1961	0	20	0	0	0	0	0
43	60C	1961	0	20	0	0	0	0	0
44	60C	1961	0	30	0	0	0	0	0
45	60C	1961	0	36	0	0	0	0	0
46	60C	1961	0	40	0	0	0	0	0
47	60C	1961	0	50	0	0	0	0	0
48	60C	1961	0	100	0	0	0	0	0
49	60C	1961	10	0	0	0	0	0	0
50	60C	1962	0	0	0	0	0	0	1658
51	60C	1962	0	0	0	0	0	0	1283
52	60C	1962	0	0	25	0	0	0	0
53	60C	1962	0	2	0	0	0	0	0
54	60C	1962	0	6	0	0	0	0	0
55	60C	1962	0	8	0	0	0	0	0
56	60C	1962	0	10	0	0	0	0	0
57	60C	1962	0	10	0	0	0	0	0
58	60C	1962	0	10	0	0	0	0	0
59	60C	1962	0	10	0	0	0	0	0
60	60C	1962	0	10	0	0	0	0	0
61	60C	1962	0	10	0	0	0	0	0
62	60C	1962	0	10	0	0	0	0	0

APPENDIX 15 (CONT.)

record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
63	60C	1962	0	12	0	0	0	0	0
64	60C	1962	0	15	0	0	0	0	0
65	60C	1962	0	20	0	0	0	0	0
66	60C	1962	0	20	0	0	0	0	0
67	60C	1962	0	25	0	0	0	0	0
68	60C	1962	0	25	0	0	0	0	0
69	60C	1962	0	25	0	0	0	0	0
70	60C	1962	0	25	0	0	0	0	0
71	60C	1962	0	25	0	0	0	0	0
72	60C	1962	0	25	0	0	0	0	0
73	60C	1962	0	25	0	0	0	0	0
74	60C	1962	0	30	0	0	0	0	0
75	60C	1962	0	40	0	0	0	0	0
76	60C	1962	0	50	0	0	0	0	0
77	60C	1962	0	50	0	0	0	0	0
78	60C	1962	0	50	0	0	0	0	0
79	60C	1962	0	50	0	0	0	0	0
80	60C	1962	0	50	0	0	0	0	0
81	60C	1962	0	50	0	0	0	0	0
82	60C	1962	0	50	0	0	0	0	0
83	60C	1962	0	50	20	0	0	0	0
84	60C	1962	0	58	0	0	0	0	0
85	60C	1962	0	65	0	0	0	0	0
86	60C	1962	0	100	0	0	0	0	0
87	60C	1962	0	100	50	0	0	0	0
88	60C	1962	0	120	20	0	0	0	0
89	60C	1962	0	250	0	0	0	0	0
90	60C	1963	0	0	10	0	0	0	0
91	60C	1963	0	5	0	0	0	0	0
92	60C	1963	0	5	0	0	0	0	0
93	60C	1963	0	8	0	0	0	0	0
94	60C	1963	0	14	0	0	0	0	0
95	60C	1963	0	25	0	0	0	0	0
96	60C	1964	0	0	10	0	0	0	0
97	60C	1965	0	0	0	0	18	0	0
98	60C	1965	0	0	0	0	6	0	0
99	60C	1965	0	8	0	0	0	0	0
100	60C	1969	0	0	15	0	0	0	0
101	60C	1969	0	0	72	0	0	0	0
102	60C	1970	0	0	2	0	0	0	0
103	60D	1961	0	0	10	0	0	0	0
104	60D	1962	0	4	0	0	0	0	0
105	61C	1962	0	20	0	0	0	0	0
106	61C	1962	0	25	0	0	0	0	0
107	61C	1964	0	3	0	0	0	0	0
108	61C	1966	0	25	0	0	0	0	0
109	61C	1967	0	0	0	15	0	0	0
110	61C	1968	0	15	0	0	0	0	0
111	61C	1969	0	0	25	0	0	0	0
112	61C	1969	0	20	0	0	0	0	0
113	61E	1968	0	0	10	0	0	0	0
114	62C	1970	0	0	0	0	100	0	0
115	63A	1961	0	0	3	0	0	0	0
116	63A	1961	0	0	5	0	0	0	0
117	63A	1961	0	0	5	0	0	0	0
118	63B	1965	0	100	0	0	0	0	0
119	63B	1966	0	0	0	0	5150	0	0
120	64A	1961	0	0	10	0	0	0	0
121	64A	1963	0	0	10	0	0	0	0
122	64A	1963	0	0	20	0	0	0	0
123	64A	1963	0	10	0	0	0	0	0
124	64A	1963	0	10	0	0	0	0	0
125	64A	1963	0	10	0	0	0	0	0
126	64A	1963	0	12	0	0	0	0	0

APPENDIX 15 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
127	64A	1963	0	12	0	0	0	0	0
128	64A	1963	0	13	0	0	0	0	0
129	64A	1963	0	15	0	0	0	0	0
130	64A	1963	0	15	0	0	0	0	0
131	64A	1963	0	15	0	0	0	0	0
132	64A	1963	0	15	0	0	0	0	0
133	64A	1963	0	15	0	0	0	0	0
134	64A	1963	0	15	0	0	0	0	0
135	64A	1963	0	15	0	0	0	0	0
136	64A	1963	0	15	0	0	0	0	0
137	64A	1963	0	15	0	0	0	0	0
138	64A	1963	0	15	0	0	0	0	0
139	64A	1963	0	20	0	0	0	0	0
140	64A	1963	0	20	0	0	0	0	0
141	64A	1963	0	20	0	0	0	0	0
142	64A	1963	0	25	0	0	0	0	0
143	64A	1963	0	25	0	0	0	0	0
144	64A	1963	0	25	0	0	0	0	0
145	64A	1963	0	25	0	0	0	0	0
146	64A	1963	0	25	0	0	0	0	0
147	64A	1963	0	25	0	0	0	0	0
148	64A	1963	0	25	0	0	0	0	0
149	64A	1963	0	100	0	0	0	0	0
150	64A	1963	0	312	0	0	0	0	0
151	64A	1964	0	0	50	0	0	0	0
152	64A	1964	0	0	100	0	0	0	0
153	64A	1964	0	5	0	0	0	0	0
154	64A	1964	0	5	0	0	0	0	0
155	64A	1964	0	5	0	0	0	0	0
156	64A	1964	0	8	0	0	0	0	0
157	64A	1964	0	8	0	0	0	0	0
158	64A	1964	0	8	0	0	0	0	0
159	64A	1964	0	10	0	0	0	0	0
160	64A	1964	0	10	0	0	0	0	0
161	64A	1964	0	10	0	0	0	0	0
162	64A	1964	0	10	0	0	0	0	0
163	64A	1964	0	10	0	0	0	0	0
164	64A	1964	0	10	0	0	0	0	0
165	64A	1964	0	10	0	0	0	0	0
166	64A	1964	0	10	0	0	0	0	0
167	64A	1964	0	10	0	0	0	0	0
168	64A	1964	0	10	0	0	0	0	0
169	64A	1964	0	10	0	0	0	0	0
170	64A	1964	0	12	0	0	0	0	0
171	64A	1964	0	12	0	0	0	0	0
172	64A	1964	0	12	0	0	0	0	0
173	64A	1964	0	12	0	0	0	0	0
174	64A	1964	0	15	0	0	0	0	0
175	64A	1964	0	15	0	0	0	0	0
176	64A	1964	0	15	0	0	0	0	0
177	64A	1964	0	15	0	0	0	0	0
178	64A	1964	0	15	0	0	0	0	0
179	64A	1964	0	15	0	0	0	0	0
180	64A	1964	0	16	0	0	0	0	0
181	64A	1964	0	20	0	0	0	0	0
182	64A	1964	0	20	0	0	0	0	0
183	64A	1964	0	20	0	0	0	0	0
184	64A	1964	0	20	0	0	0	0	0
185	64A	1964	0	20	0	0	0	0	0
186	64A	1964	0	20	0	0	0	0	0
187	64A	1964	0	20	0	0	0	0	0
188	64A	1964	0	20	0	0	0	0	0
189	64A	1964	0	20	0	0	0	0	0
190	64A	1964	0	25	0	0	0	0	0

APPENDIX 15 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
191	64A	1964	0	25	0	0	0	0	0
192	64A	1964	0	25	0	0	0	0	0
193	64A	1964	0	25	0	0	0	0	0
194	64A	1964	0	25	0	0	0	0	0
195	64A	1964	0	25	0	0	0	0	0
196	64A	1964	0	25	0	0	0	0	0
197	64A	1964	0	25	0	0	0	0	0
198	64A	1964	0	30	0	0	0	0	0
199	64A	1964	0	36	0	0	0	0	0
200	64A	1964	0	40	0	0	0	0	0
201	64A	1964	0	40	0	0	0	0	0
202	64A	1964	0	50	0	0	0	0	0
203	64A	1964	0	55	0	0	0	0	0
204	64A	1964	0	200	0	0	0	6185	0
205	64A	1965	0	0	0	0	150	0	0
206	64A	1965	0	0	100	0	0	0	0
207	64A	1965	0	0	100	0	0	0	0
208	64A	1965	0	5	0	0	0	0	0
209	64A	1965	0	8	0	0	0	0	0
210	64A	1965	0	8	0	0	0	0	0
211	64A	1965	0	10	0	0	0	0	0
212	64A	1965	0	10	0	0	0	0	0
213	64A	1965	0	10	0	0	0	0	0
214	64A	1965	0	10	0	0	0	0	0
215	64A	1965	0	15	0	0	0	0	0
216	64A	1965	0	18	0	0	0	0	0
217	64A	1965	0	20	0	0	0	0	0
218	64A	1965	0	20	0	0	0	0	0
219	64A	1965	0	20	0	0	0	0	0
220	64A	1965	0	25	0	0	0	0	0
221	64A	1965	0	29	0	0	0	0	0
222	64A	1965	0	40	0	0	0	0	0
223	64A	1965	0	70	0	0	0	0	0
224	64A	1965	0	75	0	0	0	0	0
225	64A	1965	0	75	10	0	50	0	0
226	64A	1965	0	125	0	0	0	0	0
227	64A	1965	0	225	0	0	0	0	0
228	64A	1966	0	0	100	0	0	0	0
229	64A	1966	0	10	0	0	0	0	0
230	64A	1966	0	10	0	0	0	0	0
231	64A	1966	0	10	0	0	0	0	0
232	64A	1966	0	10	0	0	0	0	0
233	64A	1966	0	10	25	0	0	0	0
234	64A	1966	0	15	0	0	0	0	0
235	64A	1966	0	15	0	0	0	0	0
236	64A	1966	0	20	0	0	0	0	0
237	64A	1966	0	20	0	0	0	0	0
238	64A	1966	0	25	0	0	0	0	0
239	64A	1966	0	25	0	0	0	0	0
240	64A	1966	0	25	0	0	0	0	0
241	64A	1966	0	25	0	0	0	0	0
242	64A	1966	0	25	0	0	0	0	0
243	64A	1966	0	30	0	0	0	0	0
244	64A	1966	0	50	0	0	0	0	0
245	64A	1966	0	125	0	0	0	0	0
246	64A	1967	0	0	60	0	0	0	0
247	64A	1967	0	0	100	0	0	0	0
248	64A	1967	0	0	150	0	0	0	0
249	64A	1967	0	7	7	0	0	0	0
250	64A	1967	0	10	0	0	0	0	0
251	64A	1967	0	10	0	0	0	0	0
252	64A	1967	0	10	0	0	0	0	0
253	64A	1967	0	10	0	0	0	0	0
254	64A	1967	0	10	0	0	0	0	0

APPENDIX 15 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
255	64A	1967	0	10	0	0	0	0	0
256	64A	1967	0	10	0	0	0	0	0
257	64A	1967	0	10	0	0	0	0	0
258	64A	1967	0	10	0	0	0	0	0
259	64A	1967	0	10	0	0	0	0	0
260	64A	1967	0	10	0	0	0	0	0
261	64A	1967	0	10	10	0	0	0	0
262	64A	1967	0	12	0	0	0	0	0
263	64A	1967	0	15	0	0	0	0	0
264	64A	1967	0	15	0	0	0	0	0
265	64A	1967	0	15	0	0	0	0	0
266	64A	1967	0	15	0	0	0	0	0
267	64A	1967	0	20	0	0	0	0	0
268	64A	1967	0	20	0	0	0	0	0
269	64A	1967	0	25	0	0	0	0	0
270	64A	1967	0	25	0	0	0	0	0
271	64A	1967	0	25	0	0	0	0	0
272	64A	1967	0	25	0	0	0	0	0
273	64A	1967	0	25	0	0	0	0	0
274	64A	1967	0	25	0	0	0	0	0
275	64A	1967	0	40	0	0	0	0	0
276	64A	1967	0	50	0	0	0	0	0
277	64A	1967	0	50	0	0	0	0	0
278	64A	1968	0	0	25	0	0	0	0
279	64A	1968	0	0	40	0	0	0	0
280	64A	1968	0	0	50	0	0	0	0
281	64A	1968	0	5	0	0	0	0	0
282	64A	1968	0	10	0	0	0	0	0
283	64A	1968	0	10	0	0	0	0	0
284	64A	1968	0	10	0	0	0	0	0
285	64A	1968	0	10	1	0	0	0	0
286	64A	1968	0	12	0	0	0	0	0
287	64A	1968	0	15	0	0	0	0	0
288	64A	1968	0	16	0	0	0	0	0
289	64A	1968	0	20	0	0	0	0	0
290	64A	1968	0	22	0	0	0	0	0
291	64A	1968	0	23	2	0	0	0	0
292	64A	1968	0	25	0	0	0	0	0
293	64A	1968	0	25	0	0	0	0	0
294	64A	1968	0	25	0	0	0	0	0
295	64A	1968	0	40	0	0	0	0	0
296	64A	1968	0	42	0	0	0	0	0
297	64A	1968	0	50	0	0	0	0	0
298	64A	1968	0	96	0	0	0	0	0
299	64A	1968	0	100	0	0	0	0	0
300	64A	1968	0	125	0	0	0	0	0
301	64A	1969	0	0	0	0	600	0	0
302	64A	1969	0	0	0	0	500	0	0
303	64A	1969	0	0	15	0	0	0	0
304	64A	1969	0	0	25	0	0	0	0
305	64A	1969	0	0	50	0	0	0	0
306	64A	1969	0	0	50	0	0	0	0
307	64A	1969	0	0	227	0	0	0	0
308	64A	1969	0	5	0	0	0	0	0
309	64A	1969	0	5	5	0	0	0	0
310	64A	1969	0	10	0	0	0	0	0
311	64A	1969	0	10	0	0	0	0	0
312	64A	1969	0	10	0	0	0	0	0
313	64A	1969	0	10	10	0	0	0	0
314	64A	1969	0	12	0	0	0	0	0
315	64A	1969	0	12	13	0	0	0	0
316	64A	1969	0	15	0	0	0	0	0
317	64A	1969	0	15	0	0	0	0	0
318	64A	1969	0	15	0	0	0	0	0

Record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
319	64A	1969	0	15	0	0	0	0	0
320	64A	1969	0	15	0	0	0	0	0
321	64A	1969	0	20	0	0	0	0	0
322	64A	1969	0	25	0	0	0	0	0
323	64A	1969	0	25	0	0	0	0	0
324	64A	1969	0	25	0	0	0	0	0
325	64A	1969	0	25	0	0	0	0	0
326	64A	1969	0	25	0	0	0	0	0
327	64A	1969	0	50	0	0	0	0	0
328	64A	1969	0	100	0	0	0	0	0
329	64A	1970	0	0	0	0	40	0	0
330	64A	1970	0	0	0	0	0	6000	0
331	64A	1970	0	0	50	0	0	0	0
332	64A	1970	0	5	0	0	0	0	0
333	64A	1970	0	5	0	0	0	0	0
334	64A	1970	0	10	0	0	0	0	0
335	64A	1970	0	10	0	0	0	0	0
336	64A	1970	0	15	0	0	0	0	0
337	64A	1970	0	15	0	0	0	0	0
338	64A	1970	0	15	0	0	0	0	0
339	64A	1970	0	15	0	0	0	0	0
340	64A	1970	0	20	0	0	0	0	0
341	64A	1970	0	25	0	0	0	0	0
342	64A	1970	0	30	0	0	0	0	0
343	64A	1970	0	35	0	0	0	0	0
344	64A	1970	0	40	0	0	0	0	0
345	64A	1970	0	40	0	0	0	0	0
346	64A	1970	0	45	20	0	0	0	0
347	64A	1970	0	50	0	0	0	0	0
348	64A	1970	0	50	25	0	0	0	0
349	65A	1961	0	0	5	0	0	0	0
350	65A	1961	0	10	0	0	0	0	0
351	65A	1961	0	10	8	0	0	0	0
352	65A	1961	0	20	0	0	0	0	0
353	65A	1961	0	50	0	0	0	0	0
354	65A	1962	0	20	0	0	0	0	0
355	65A	1962	0	70	0	0	0	0	0
356	65A	1963	0	6	0	0	0	0	0
357	65A	1966	0	30	0	0	0	0	0
358	65A	1969	0	15	0	0	0	0	0
359	65A	1970	0	0	125	0	0	0	0
360	66A	1961	0	4	0	0	0	0	0
361	66A	1961	0	36	0	0	0	0	0
362	66A	1961	0	40	0	0	0	0	0
363	66A	1962	0	100	0	0	0	0	0
364	66A	1962	0	100	0	0	0	0	0
365	66A	1963	0	20	0	0	0	0	0
366	66A	1964	0	50	0	0	0	0	0
367	66A	1965	0	20	0	0	0	0	0
368	66A	1965	0	40	0	0	0	0	0
369	66A	1966	0	5	0	0	3000	0	0
370	66A	1966	0	25	0	0	0	0	0
371	66A	1967	0	25	0	0	0	0	0
372	66A	1970	0	15	0	0	0	0	0
373	67A	1964	0	0	0	0	385	0	0
374	67A	1968	10	0	0	0	0	0	0
375	67A	1968	10	0	0	0	0	0	0
376	67A	1968	25	0	0	0	0	0	0
377	67A	1968	25	0	0	0	0	0	0
378	67A	1968	25	0	0	0	0	0	0
379	67A	1968	25	0	0	0	0	0	0
380	67A	1968	25	0	0	0	0	0	0
381	67A	1968	25	0	0	0	0	0	0
382	67A	1968	25	0	0	0	0	0	0

APPENDIX 15 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
383	67A	1968	25	0	0	0	0	0	0
384	67A	1968	25	0	0	0	0	0	0
385	67A	1968	25	0	0	0	0	0	0
386	67A	1968	25	0	0	0	0	0	0
387	67A	1968	25	0	0	0	0	0	0
388	67A	1968	25	0	0	0	0	0	0
389	67A	1968	25	0	0	0	0	0	0
390	67A	1968	25	0	0	0	0	0	0
391	67A	1968	30	0	0	0	0	0	0
392	67A	1968	30	0	0	0	0	0	0
393	67A	1968	40	0	0	0	0	0	0
394	67A	1968	40	0	0	0	0	0	0
395	67A	1968	40	0	0	0	0	0	0
396	67A	1968	50	0	0	0	0	0	0
397	67A	1968	50	0	0	0	0	0	0
398	67A	1968	50	0	0	0	0	0	0
399	67A	1968	50	0	0	0	0	0	0
400	67A	1968	50	0	0	0	0	0	0
401	67A	1968	50	0	0	0	0	0	0
402	67A	1968	50	0	0	0	0	0	0
403	67A	1968	200	0	0	0	0	0	0
404	67A	1969	10	0	0	0	0	0	0
405	67A	1969	10	0	0	0	0	0	0
406	67A	1969	20	0	0	0	0	0	0
407	67A	1969	20	0	0	0	0	0	0
408	67A	1969	25	0	0	0	0	0	0
409	67A	1969	25	0	0	0	0	0	0
410	67A	1969	25	0	0	0	0	0	0
411	67A	1969	25	0	0	0	0	0	0
412	67A	1969	25	0	0	0	0	0	0
413	67A	1969	25	0	0	0	0	0	0
414	67A	1969	25	0	0	0	0	0	0
415	67A	1969	25	0	0	0	0	0	0
416	67A	1969	25	0	0	0	0	0	0
417	67A	1969	25	0	0	0	0	0	0
418	67A	1969	25	0	0	0	0	0	0
419	67A	1969	25	0	0	0	0	0	0
420	67A	1969	25	0	0	0	0	0	0
421	67A	1969	25	0	0	0	0	0	0
422	67A	1969	30	0	0	0	0	0	0
423	67A	1969	40	0	0	0	0	0	0
424	67A	1969	40	0	0	0	0	0	0
425	67A	1969	50	0	0	0	0	0	0
426	67A	1969	50	0	0	0	0	0	0
427	67A	1969	50	0	0	0	0	0	0
428	67A	1969	50	0	0	0	0	0	0
429	67A	1969	200	0	0	0	0	0	0
430	67A	1970	0	0	0	0	1200	0	0
431	67A	1970	0	0	0	0	0	0	23000
432	67A	1970	15	0	0	0	0	0	0
433	67A	1970	25	0	0	0	0	0	0
434	67A	1970	25	0	0	0	0	0	0
435	67A	1970	25	0	0	0	0	0	0
436	67A	1970	25	0	0	0	0	0	0
437	67A	1970	25	0	0	0	0	0	0
438	67A	1970	25	0	0	0	0	0	0
439	67A	1970	25	0	0	0	0	0	0
440	67A	1970	25	0	0	0	0	0	0
441	67A	1970	25	0	0	0	0	0	0
442	67A	1970	25	0	0	0	0	0	0
443	67A	1970	25	0	0	0	0	0	0
444	67A	1970	25	0	0	0	0	0	0
445	67A	1970	25	0	0	0	0	0	0
446	67A	1970	25	0	0	0	0	0	0

APPENDIX 15 (Cont.)

Record #	POLY	YEAR	CORDS	DRY	GREEN	LOGS	PIECES	PCS_FBM	PCS_LF
447	67A	1970	25	0	0	0	0	0	0
448	67A	1970	25	0	0	0	0	0	0
449	67A	1970	25	0	0	0	0	0	0
450	67A	1970	25	0	0	0	0	0	0
451	67A	1970	25	0	0	0	0	0	0
452	67A	1970	25	0	0	0	0	0	0
453	67A	1970	25	0	0	0	0	0	0
454	67A	1970	25	0	0	0	0	0	0
455	67A	1970	25	0	0	0	0	0	0
456	67A	1970	25	0	0	0	0	0	0
457	67A	1970	25	0	0	0	0	0	0
458	67A	1970	25	0	0	0	0	0	0
459	67A	1970	25	0	0	0	0	0	0
460	67A	1970	25	0	0	0	0	0	0
461	67A	1970	25	0	0	0	0	0	0
462	67A	1970	25	0	0	0	0	0	0