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Kaska Dena Heritage Trails Project

Volume Two:

Management Plan Continuation For
THE SOUTHERN DAVIE TRAIL
WITH HISTORICAL BACKGROUND

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Denā Kéyih

One Land
One People

Kaska Dena Council

DEDICATIONS

This report is dedicated to the Kaska packdog. These companions on the trail are friends, guardians, load carriers, and warm blanket partners. They offer humor, trust, steadfastness, and solace to weariest traveler. They will marshal the horses, watch camp all night, and look after themselves. They will go without food and remember the way home. They are tireless friends of the trail.

We also dedicate our summer 2000 field work to George Miller Jr. who passed away suddenly at 22 years of age while on planned leave from the E-team project. George was a father, partner, hard worker, cook, companion, artist, leader, and trail enthusiast. He completed the 50-mile walk to Aeroplane Lake. He was anxious to follow the footsteps of his grandfather, Don Miller, to continue the Davie Trail vision.

AUTHOR'S PREFACE

One of the most difficult elements of this project was the completion of the historical elements. Each document, of course, producing a new lead. In turn, those leads became new reading assignments. The most interesting final developments led me right back to where I had had encountered the word 'trail' and 'Moodie' in the card catalogs. As it happens Inspector Moodie was indeed related to sisters Catharine Parr Traill, and to Suzanna Moodie, noted Canadian authors.

The "Trench" is a vast corridor without titled lands, petroleum wellsites, cut-blocks, mines, seismic lines, roads, rail, or any industrial encroachment. It is rich in wildlife and history. I hope that we will soon learn more of its prehistory and archaeology due to new support for this work led by archaeologist Harris of the University of Calgary for the Kaska Dena Council with Muskwa-Kechika Trust Fund Support.

I became absorbed in the accounts of Black, Lafferty, White, and others – not because they were the only explorers, but because they took the time to write about the human elements. Partly it stems from the numerous personal diaries telling us about this vast warm wind valley called 'The Trench.' It has a rich history of life, hardship, beauty and danger. We shared this richness ourselves while traveling the same trail.

Today we reflect on how this 'Warm Wind Valley' of the Kaska Nation was spared from development on repeated occasions because of some administrative accident, whim or scheme such as:

- Samuel Black sticking to his plan and ascending the less suitable Finlay River
- McBride asking the NWMP to cease cutting north and connect westward
- The Pentagon selecting the option of connecting airfields by highway
- The Pentagon decision to discontinue the 1942 railway project
- Pacific Great Eastern Railway believing that Hydro would flood the route
- Parsons Engineering presenting a 'too grand' scheme for water export

Several engineering & reconnaissance teams in the past 150 years have pointed to the "Trench" as the most logical transportation corridor. Today a team of Alaska Politicians and industrial interests suggest the 1942 railway concept be resurrected. What will this hold for the Kaska people or the unique environment where they continue to guide those modern day visitors?

– Eric Gunderson

0.1 *Executive Summary*

In 1998 the Kaska Dena Council, with the support of Forest Renewal BC, commissioned a report of the Northern Davie Trail and McDame Trail. This second volume continues that work for the Southern Davie Trail. The concept embraces an operating plan for recreational trail corridors within the Traditional Use Territory of the Kaska Nation (TUT). This volume describes the Southern Davie Trail from Terminus Mountain near the Mackenzie Forest District Boundary and the Muskwa-Kechika Management Area to the north. The study area lies within the Mackenzie Local Resource Management Plan (LRMP) area to Fort Ware (Kwadacha). Volume Two is not a stand-alone document, as the principles in the business plan will be found in Volume One. The Kaska Dena Council gratefully acknowledges the **Muskwa-Kechika Trust Fund** and **BC Heritage Trust** for sponsoring Volume Two.

The trail corridor was in use for aeons prior to the arrival of European explorers. It links two modern Kaska settlements and several ancient ones. The Davie Trail, lying within the greater Rocky Mountain Trench, is postulated as one of the southward migration corridors for settlement of North America in the vicinity of 10,000-14,000 years ago. Today's migration theories also include possible northward migration after the most recent ice age. The 1999 field season incorporated a preliminary archaeological reconnaissance by the University of Calgary and a further research proposal is in preparation.

The Davie Trail stretches 330 km from Lower Post in the north to Fort Ware in the south (two modern day Kaska communities and strategic trailheads). The Southern Davie Trail offers abundant options for low impact (environmentally sensitive) tourism packaging.

In 1998 The Davie Trail marked the centenary of the North West Mounted Police 'Moodie Expedition' which probed Northern British Columbia for a Yukon supply route. In turn, the northern 'Trench' has survived successive development proposals that successively included a wagon road, monorail, railway, and military (Alcan) highway, although it was a favored route for each of them. South of Fort Ware, the Davie Trail once extended to Fort Graham and connected to Hudson Hope. In all likelihood, it also extended down the Parsnip River. A suggested extension of the Kaska Heritage Trail Project will define the extent of the ancient trail now lost to hydro reservoir flooding or logging south of Fort Ware.

Future resource exploitation may include forestry and mining. There is also a continued interest in a road to Watson Lake to aid these industries. Logging road development represents the most immediate challenge to the pristine character of the Northern Trench and the Davie Trail. This impact would be most noticeable for the forty kilometers of trail corridor immediately north of Fort Ware. Some of this portion is already a cat road. A road or possibly a railway, the subject of a January 1999 conference in Vancouver, could pose the greatest changes to the natural setting. While rail, done correctly, might aid tourism, a road would surely harm the trail. The primary issue for the Davie Trail planning team will be the incursion of roads in the Trench. Roads and motor vehicles mean an easier path and if they are built, the trail will not be used.

Commercial guide-outfitters and resident trappers are the only current resource industry users of the trail at present. Portions of the trail have fallen into disuse over the past 30 years since there is no obligation by the government-licensed users to maintain trails to a minimum standard. Their potential for rediscovery as major trekking destinations is still untapped. This report sets out the criteria for the re-establishing the ancient Kaska route as a major trekking challenge and adventure tourism destination.

Volume One described the challenges of distance, remoteness, swift rivers, short seasons, and public safety. It also described the growing ranks of wilderness enthusiasts who will seek out the Kaska trails to experience a Canadian wilderness challenge on a scale exceeding many of the famous hiking trails of the world. It contains a five-year skill and infrastructure investment plan that will place the Davie and other ancient Kaska trails on international hikers' destination maps. The infrastructure includes strategic bridges, cabins, and a visitor center to celebrate the Kaska Culture, Trailhead, Rocky Mountain Trench, and The Northern Rockies Wilderness.

This document (Volume Two) focuses on the physical needs for the Southern Davie Trail, resource impacts, trail description and cultural heritage features. Please also see the accompanying digital maps now upgraded to contain photos from the Davie Trail.

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SECTION 1 -- INTRODUCTION AND OBJECTIVES

1.1 *Establishing the Vision (from Volume One)*

The Kaska Traditional Use Territory study identifies the Rocky Mountain Trench as the Ihts I Zele Tsetlah Corridor...which means "*Warm Wind Valley*". Often simply called "The Trench" it is the most significant landform in British Columbia and one quarter of its 1500 kilometre length lies within Kaska Traditional Use Territory. The majority of that portion is the setting for the Davie Trail. It is an ancient movement corridor alternately known at times as the "Good People's Trail" and "Atse Dena Tunna" or – *The Path of the Ancient Ones*.

The Kaska Nation wishes to establish its people as premier guides for a variety of wilderness recreational activities within their traditional homeland. Past Chair for the Kaska Dena Council, Walter Carlick sees four ways that the trail will have importance:

- Involving the Kaska people in their Traditional Use Territory
- Generating Economic Development and Employment
- Continuing to demonstrate their traditional influence and control over the trail
- Connecting the ancient and modern Kaska communities

Using over 500 km of trails, the river routes, and a network of cabins, they will attract global clientele to join them by plane, horseback, boat, foot, ski, and snow machine. The visitor will learn ancient and modern ways while experiencing both the beauty and the challenge of the Northern Rocky Mountains.

This and other objectives of the project are described in section 4 of another document entitled Kaska Dena -- Strategic Five Year Plan, including: tourism, training, sustainable forest industry, and integration with resource planning,

1.2 *Basic Investigation*

This report is the second phase of the study covering the Davie Trail. It is specifically focussed on Terminus Mountain to Fort Ware within the Mackenzie Forest District and the Mackenzie Local Resource Management Plan (LRMP). The terms of reference are an extension of those used in the 1998 work provided by Forest Renewal BC in letters of April 1, and June 2, 1998. This fieldwork was conducted between June 1998 and September 1999. (See appendix eight)

The Kaska Dena Council vision includes the development and restoration of over 500 kilometers of primary heritage trail on the Davie and McDame Routes. Initial project estimates included a corridor of approximately 320 km for the Davie Trail and approximately 110 km for the McDame Trail corridor. Another 120 km of necessary links were identified in the field. These trails will assist in providing a variety of land, air and water routing options including circle trips. Ultimately the main trails will link the modern Kaska communities at the extremities of the project area.

1.3 *Project Sponsorship for the Southern Davie Trail:*

This management plan (Volume 2) received major funding through:

- The Muskwa-Kechika Trust Fund
- British Columbia Heritage Trust
- Forest Renewal BC provided planning funds in 1998 for the Northern Davie and the McDame Trails. They have also assisted with trail rehabilitation and public cabin construction at Beaver Pass.

1.4 Chronology of Ancient & Historical Trail Use

First Nations' use of the area is recorded through oral traditions. It is now also documented in several ways associated with the present land claim and treaty process. The European arrivals also recorded historical and native traditional activity since 1824. An updated chronology of events related to the Davie Trail and particularly the Southern segments is as follows:

35,000,000 years BP (before present)

The end of the Cretaceous Period (and the dinosaurs) may have heralded the **uplift of the Rocky Mountains** in what geologists refer to as the *Laramide Orogeny*. Since the Trench is the uniform western flank of the Rocky Mountains it is a reasonable inference that the Trench is at least as old as the Rocky Mountains. The Cassiar Mountains to the west are possibly older. This is reflected in their lower rounded appearance.

14,000 BP **Earliest known artifact** in region is attributed with this date. The location of the find is in the vicinity of Pink Mountain 250 km east of the Trench on the opposite side of Rocky Mountains. The date precedes the absolute retreat of the glaciers and implies that there may have been an ice-free corridor between continental and alpine ice sheets, which permitted the movement of ancient people along the east margin of the Rockies.

9,000 BP **Glaciers retreat** from Rocky Mountain Trench. Part of the valley contain ice, ice-dammed lakes, and ice-cored moraines. Subsequent appearance of human populations as ice receded from each valley. Cushman's book entitled The Great North Trail identifies the Rocky Mountain Trench as one of the "paleontological" migration corridors that Asian populations probably used to move southward from their first Yukon/Alaska foothold in North America. Recent archaeology work elsewhere may shed new light on this theory, indicating the migration was from south to north. Regardless of the outcome, the 'Trench' as it has long been referred to, is a tremendous physiographic landform that aided movement throughout the length of British Columbia.

1793 **Alexander Mackenzie arrives at Finlay Forks** but takes the Parsnip River on the way to discovering the Pacific watershed and ocean. He observes there is very little food on the western side of the Rockies. The Sekanis show him the 817 pace portage into the McGregor Watershed.

1797 **John Finlay ventures part way up the Parsnip and Finlay Rivers**

1805 **William Ferdinand Wentzel founds Fort Nelson** for North West Company. (see ed notes by Patterson in Blacks Journal reprint)

1808 **Simon Fraser descends the River** that now bears his name, having traveled through Finlay Forks. His party also establishes Fort McLeod which becomes the base post for Fort Grahame and eventually Whitewater Post on the Fox River.

1821 **Hudson's Bay Company and North West Company merge.**

1823/24 **First probes of Liard River** from Fort Liard directed by Murdoch MacPherson.

1824 **Samuel Black**, on instruction by the Hudson Bay Company explored the Finlay River to its headwaters. Black kept excellent journals. Several remarkable conclusions and inferences are made about his related work by subsequent authors. Various authors

have suggested that while in the employ of the Northwest Company, the archrivals and competitors of the HBC, that Black was a constant harassment and problem for them. References, often not flattering, were made regarding his conduct. One disturbing inference made by HBC governor George Simpson is that Black 'took' one of the wives of a native man in the Fort D'Epinette area (old Fort St John) and the incident may have contributed to the massacre of five staff at the post and its abandonment in 1823. Simpson also suggests that the perpetrators of the massacre took refuge in the land between Finlay's Branch and the headwaters of the River de Liard. This is a probable reference to the Davie Trail and the Rocky Mountain Trench worthy of additional historical consideration. [Simpson offers a vivid, and not particularly flattering description of Black which may be read in Newman's 'Caesars'] Probably owing to his reputation, Black was not immediately retained by the HBC in 1821 when the companies amalgamated. He was eventually rehired and ascended the Peace River with orders to investigate the fur trade options to the north on the Headwaters of the Finlay River. According to Black's notes he in one way or another indicated to one of his guides that he was secondarily looking for a route to the Liard. Black's journal is replete with references to the people he encountered during ascent of the Finlay. Black identifies the natives of the area as the "Thecannies" and "Cannies" (later described by other authors as Sikannis and Sekanis). Black also refers to the people in the Liard Basin as Nahannis.

Black describes the 1824 ascent of the Finlay River, which is the first known probe of the upper Finlay by European explorers. The document is significant insofar as it contains the following passage which suggests that he narrowly missed the chance to record the Davie Trail and possibly find a viable fur trade route obviating need for the difficult Liard River trade:

*"June 1, 1824,after passing a rapid, arrived at a Considerable Forks, one of which is about 1/3 of the whole body of Water (Kwadacha) continuing on in the same Valley as far as We can see course NW by Compass, The other (Fox) Branch more perhaps than 2/3 of the whole cuts the Mountains bordering The Valley on the left in a SW direction ... between Deserter's Portage & this place may be between 30-35 Miles perhaps only 30 Miles... ..At this Fork or Branch we had some perplexity in our Councils, The Old Slave wishing to take the Minor Branch which he says leads to fall on the Liard River, moreover this is the Rout he undertook at Rocky Mountain Establishment to take us & gives the following description of it, that we can go up it perhaps for two day en Canoe after its full of drift Wood and fallen Wood & Branching out in Forks. Passing a hight of Land from this We fall on the Waters of Liard River proceeding down a Small River We fall on another Branch not yet navigable continuing down this River North direction we arrive at a Fork where the River is Navigable untill it gets amongst mountains & Falls & Rapids & none of the Thecannies ever go down further than these Rapids, that this is also the Thluckdennis or Thloadennis...
" The expedition having other considerations in view than visiting Liard River at any time by so unfavorable a Rout as this, I told the Old Slave I already knew this Rout by description & would take the Big Branch, This is a disappointment to him as well as to the people who had indulged their imaginations on this Rout falling into Liard River teeming with Beaver & large animals."*

Black was intent on exploration of the navigable character of the Finlay River and elected not to pursue the Fox River into the Liard watershed. Instead he tackled the difficult rapids and canyons of the Finlay. This was the first of several decision points in the past 175 years that excluded exploration and deferred development in the Trench north of the Kwadacha. The reference in this first European record

demonstrates the prior knowledge of the local First Nations that a viable route to the Liard was known. This knowledge and the trail network extended to Fort St John (Rocky Mtn Establishment) where Black initially engaged Old Slave as guide.

The Old Slave is presumably a "Cannie" (Sekanni) Indian who at first went ahead of Black's 10-person party. This is a name only and the individual is not known to actually have been old or a slave, but may have been a 'Slave' nation member with family ties to the Sikannis or Cannies. Black advises that he was the only local willing to travel with his party from Fort St John. The canoe and party met The Old Slave at Finlay Forks where his family also joined them. The party then increased to 15 persons including two children. Black was advised that the extra persons would not slow the party as they would walk when the river was bad. This is one of numerous indications on many subsequent journal entries by Black and other explorers. It implies that some form of land route parallels the river. Black also reported that they could ascend the lower Finlay River without lining the canoe. Use of poles however was arduous. In this manner the first European explorers arrived at what later became the site of Chief Davie's encampment and the 'Whitewater' trading post of the Hudson's Bay Company.

Old Slave also pointed out "Cannie" winter camping sites on the west end of Fox Pass, and inferred travel to Fishing Lakes by a "Cannie Road" near Cut-off Creek. He also referred to an old chief named Mithideates (some variation between Patterson's spelling of Methodiates and Swannell's transcript) who led the trek to Fishing Lakes. It is beyond the scope of this study to investigate, but Black's journal refers to the "Old Thecannie Chief", who may in turn be related to the Sikanni Chief River.

Black continues to Fishing Lakes and learns that the Cannies trade for powder and balls with natives to the north who trade with a fort at the sea - probably Russians. Black is credited with discovery of the Headwaters of the Tumagain River. This river was known in literature until recently as Black's or the Black River. It was mistakenly believed by some to run to the Liard River although today the lower portion of the Black is known to be the Kechika River. Patterson interprets that Black traveled northward to a point about 125 miles from the nearest point on the Liard.

The journal is a source of numerous observations and assumptions about native lifestyles including, hunting, dress, fishing, food, trade etc.

The journal produced by Black may be found in at least two variations in Hudson's Bay Archives and R M Patterson edited the reprint with very helpful footnotes.

- 1831 **John McLeod** passes the mouth of the Kechika and identifies it as the same river discovered by Black. The substantive proof is the reports of the natives (Kaska) who report on the find of a sign nailed to a tree on the upper Tumagain River. McLeod imparts the name "Black's River" after Black and "Dease Lake" after Peter Dease.
- 1838 **Robert Campbell** is 'rescued' from coastal Indians by a 'Chieftainess of the Nahannnies.' (Kaska?)
- 1839 **Campbell winters at Fort Halkett** (Smith River on the Liard) and reports "The Indians in the surrounding section of the country...visited us regularly bringing in their furs &c. and enabled us to pass a pleasant and profitable winter."
- 1847 **Robert Campbell's map** identifies the Black or Tumagain River.
- 1858 **British Columbia** created as a Crown colony including the Finlay Branch of the Peace River, but not Vancouver Island.
- 1872 **Charles Horetzky and John Macoun** conduct the first westward railway survey . They end up extolling the advantages and suitability of the Peace River Pass. This route remains the focus of railway routing until the flooding by hydro development.

- 1872 R. Sylvester starts trading post at mouth of Dease River called **Liard Post**, later officially named **Lower Post**. The site is also known as Sylvester's Landing.
- 1872 **Captain William F. Butler** was one of the better known and published adventurer/explorers to ascend the Peace River and the lower Finlay River during his cross continent trip in 1872. His map shows the location of Fox River and Fox Lake. The Tumagain and Liard are labeled and Fort Halkett is shown as "Fort Hallett." The Finlay River is referred to as the North Branch of the Peace River. He describes the "Findlay" River rising 300 miles to its source. Butler describes the Findlay as named after the fur trader who first ascended it – albeit part way, according to Black. His map indicates Germanson, the Akie River and the Kwadacha:
- "It is something like a huge right hand spread out over the country, of which the middle finger would be the main river, the thumb the Omenica. There is the north Fork, which closely hugs the main Rocky Mountain range. There is the Findlay itself, a magnificent river, flowing from a vast labyrinth of mountains, and being unchanged in apparent size or volume 120 miles above the forks we had lately left. ..."*
- "Of these rivers nothing is known. These few items are the result of chance information picked up from a solitary miner who penetrated to the canons mouth and from the reports a wandering band of 'Sickanies' give of the vast unknown interior region of the 'Stickeen'."*
- 1873 **Charles Horetzky** continuing the railway survey describes **Pine Pass** in which Indians walk on spring snow from McLeod Lake to Hudson's Hope in 4 days. The pass is eventually reported by Hunter in 1877 (Peace River Chronicles, p. 86) The Peace and Pine passes are crucial low elevation routes for crossing the spine of the Rockies. It is a quirk of history that the eventual construction of a railway to the Peace did not also trigger northward rail or road through the similarly low Sifton Pass.
- 1873 **Thiebert & McCullogh** discover gold on Thiebert Creek and start the Cassiar gold rush. McDame's Post population grows to 1500 in 1874 including a large Kaska component.
- 1876 **Lower Post** established by Sylvester at confluence of Dease and Liard Rivers. **Chee House** established (moved from mouth of Kechika River to mouth of the Tumagain.)
- 1877 **Fort Grahame** (Bear Lake Outpost) established by HBC.
- 1886 Powell of US Geological Survey first proposes a commercial route from Montana to the headwaters of the Peace to Yukon
- 1887 **George Dawson** of the Geological survey leads Yukon Expedition. He visits Dease Lake, McDame, Lower Post, and Pelly with notes on Frances Lake area. Maps of the journey are produced. Dawson comments that a trail runs east to the Tumagain River and Sylvester's Trading outpost [probably Chee House] and the comments on the McDame Trail and use of pack horses on the trail which is possibly 90 miles in length. Dawson describes Lower Post as the "furthest outwork of civilization" referring to the trading post operated by Mr. Egnell. Dawson's party places the monument/cairn on a rocky prominence in the Liard River near what he believes is close to the border. In actuality, he is approximately 1 km north of the 60th parallel At the same time the Cassiar gold rush dwindles.
- 1892 **Warburton Pike** passes through Lower Post and engages guide named Secatz. Pike and Dawson both express benefits to be gained by using native guides and trails. (Wright p. 242) In 1890 Pike also passed through Peace Pass & Finlay Forks.

- 1893 **R. G. McConnell of the Geological Survey of Canada** ascends the lower Finlay River to the Fox River. McConnell reports a trail that runs from Fort Grahame toward the Liard. Despite direction confusion it is a direct reference to the Davie Trail. (Peace River Chronicles, p 191.) He describes the "Qwachacha" River and the Tochieca (Fox River). He also provides one of the first descriptions of the Trench:

"The great Inter-montane valley referred to above, and of which mention is so frequently made in this report, forms one of the most important topographical features of British Columbia. It crosses the international boundary about 115 degrees, 10 minutes W. and runs in a direction of north 33 degrees west along the western base of the Rocky Mountains, separating the latter from the Selkirks and other ranges on the west, for a distance of over 800 miles. It is entirely independent of the present drainage systems of the country, as it is occupied successively, beginning at the boundary, by a number of rivers belonging to distinct systems, among which are the Kootanie, the Columbia, Canoe River, the Fraser, Bad River, the Parsnip, the Finlay, and the Tochieca. The link between the Bad river and the Fraser has not yet been surveyed, and its extension, if any beyond the Tochieca is still unknown. Its width varies from two to fifteen miles, and it is everywhere inclosed except for some distance along the west bank of the Parsnip, by mountain ranges varying in height from 3,000 to 6,000 feet of more above the valley.

"The valley does not depend on the size of the stream which occupies it at any particular place. It is fully as wide along the smaller streams and at the watersheds which separate the different streams, as along the great rivers like the Columbia and the Finlay... The age of the valley has not been worked out, but it is evident that it antedates the inception of the present drainage system of the country, and may have been in existence before the elevation of the Rocky Mountains proper."

For the trail setting he states:

"A second trail from Fort Grahame is said to run eastward to the Liard."

"Three Miles upstream from the Quadacha the Finlay receives the Tochieca."

"The valley extends northward with undiminished size although it now holds only an insignificant tributary of the Finlay"(Fox)

- 1897/98 **Inspector Moodie of the Northwest Mounted Police** is tasked to investigate the possibility of a waggon (sic) road from Edmonton to Pelly Banks in the Yukon. He records the help of Kaska natives. Presumably, the route was known to NWMP as a result of fur trade and mining exploration, since Moodie was given the basic details of its location. Moodie completes the journey and produces maps of the trail. The field party endures food shortages, ice floes, and wildfire and arrives several months late. (See Report to Commissioner Perry by Moodie, and Lafferty's diary) Inspector Moodie winters 97/98 in Fort Grahame before ascending the Finlay and Fox Rivers. He is delayed in departure, having to obtain food and supplies in Quesnel in June. When he finally heads north some of the Overlanders have pushed ahead of him and cut horse trail, easing the passage. Moodie reports that the local Indians in the Finlay area were half starved, relying for much of the winter on cached dried meat. Moodie's comments (see Peace River Chronicles, p. 200-201) were not at all favorable of the 300 natives in the Fort Grahame area. He feared insurrection. Game was scarce prior to arrival of Overlanders. Mr. Fox's interventions appeared to have calmed things, but acts of violence, threats of native tolls, and acts of arson reflect the discontent with government inaction. Fifty cattle were taken at least as far as Fort Grahame (see Kennelly)

- 1898 The existence of Kaska trails became known to the gold rush 'Overlanders' from Edmonton. During 1898 forty-five parties could be found along the Fox River, beyond Sifton Pass, and along the route to Sylvestre's Landing (McDame Creek. At least one

of these groups led by 'Mansfield' was driving cattle up the trail. The following year, the Hudson Bay Company reported to the government that "393 starving stragglers" of the gold rush were still in the area (principally along the Liard River) and becoming a burden on the company resources. McGregor – The Klondike Rush Through Edmonton)

- 1899 James Porter, Government Agent at Telegraph Creek advises Mar 16 of worsening situation for **starving Klondikers**. He suggests hiring "Indian hunters to kill game at each of the posts." NWMP Comptroller Fred Smith advises of \$25,000 vote to help destitute and starving Klondike travelers. Over 393 are reported by F. Matherson of H.B.Co. with 52 on Tumagain River and McDame's trail vicinity.
- 1901 John S. O'Dwyer completes a **report for an all-Canadian railway from Edmonton to Yukon via Peace Pass**. The report is 3 years in the making and estimates cost of \$24,774,000. The idea apparently dies when the White Pass & Yukon Railway opens. (Peace River Chronicles, p. 208) According to A. A. Wright (p.60) a senate committee was investigating a railway in 1898.
- 1906 **NWMP Inspector Constantine is tasked to cut the trail from the Fort St John through the Rockies to Yukon**. Progress in trail is made to Fort Grahame.
- 1907 **Constantine is directed by NWMP headquarters to halt construction up the Trench from Fort Grahame and produce the trail westward to connect with the Telegraph Trail as a result of a request of Premier Richard McBride of BC.** (letter in Ft St John Museum Archives) Constantine, as ordered, changes direction but clearly favored following the original route of Moodie (Davie Trail) up the east branch of the Findlay (Fox) River. It is reported that during the Fort Connelly assignment that he considered "laborious and fruitless" that he contracted the disease that led to his death seven years later. (Wright – Prelude to Bonanza) According to R.M. Patterson, the Fort Connelly connection to the Telegraph Trail added 272 miles of trail without gaining any northward distance and passed through harsh ground. There is some indication that Major Perry may have actually been on the trails in Sept of 1907.
- 1908 **May, 22 – NWMP is instructed to trail clearing from #4 cabin and 16 police members are pulled out for 'legitimate police work' by Major A.B. Perry.** At this time BC was not an RNWMP police district and they were present only as guests of the province.
- 1911 **Darling Patrol of RNWMP report for 1910, traces the trail cut by Constantine as last official use of the trail by the police.** The reports indicates the terrain is rough and not recommended. This observation further affirms that the Davie Trail could have become the viable candidate had it not been for political intervention. (Harvey p. 177) A BC Mineral map in the RCMP records for the year (Archives Ottawa 1911-139) indicate the "Trail" from Ft Grahame to Driftpile Creek on the east side of the rivers.
- 1912 **Prospector L. M. Bower describes the 3100-foot Sifton Pass as the eventual and most practicable route for a railway from the Fraser to the Yukon in British Columbia Magazine.**
- 1912 **(E.B. Hart), B.C. Affleck surveying the McDame area for BC Department of Lands reports on the McDame & Lower Post area as follows:**
"Within the past few years considerable attention has been drawn to this section by the discovery of extremely large outcroppings of low grade ore in a locality named after the site of the largest outcropping, the Haskins Mountain section, about 20 miles from the Dease River at McDame Creek. There is enormous outcropping of mineral, but it is impossible to attempt development

work with the present lack of transportation facilities, confined as they are to pack train and scow on the Dease River.

"After leaving McDame Creek the mountains gradually recede, until at Hudson's Bay post at the junction of the Dease and Liard Rivers (100 Miles from McDame) they are 50 miles from the river. Forty Miles below McDame Creek there is a district locally termed the "The Horse Ranch" where there is an abundance of feed, and horses winter out in the range without care or attention. At the Liard Post the winters are much colder, but on the other hand, spring comes three weeks earlier than at Dease Lake, the snow and ice having gone long before the ice leaves the lake. There is a very wide expanse of flat country here, and good vegetables are grown at the Post..."

"The Kechika River has perhaps the most beautiful valley in all of Northern British Columbia. Its waters are full of sediment and unfit to drink the whole year round. It is a large river, and with the exception of one canyon, below the Turnagain River, has no bad water. The river bottom is largely muskeg, but there is no finer stretch of level beach in the country. For three days, a distance of probably 50 miles, I travelled over a perfectly level beach, an open park like country with no underbrush, and carpeted with a large growth of peavine, lupines, pine-grass, and on the side hills facing the river, bunch-grass.

"The timber is principally bull or yellow pine and tamarack, not large, up to perhaps 16 inches, with some black pine and spruce, and the whole country very nearly resembles the East Kootenay Valley. (ed. – and so it should be; being the northern end of the same Rocky Mtn Trench.)..."

"The Kechika splits into three forks, all of about equal size. The Middle Fork, about 65 miles in length, called by the Indians the Ta-da-da-sa-tua, heads at Sifton Pass and gives access to the Finlay River. Travelling up this fork is very difficult as the country was burnt by a party coming through from Fort Grahame some years back, and it is now a mass of fallen timber.

"It was not possible to take the grades, but the ascent is so slight and the grade so low that one hardly realizes that there is any ascent until one finds the water running the other way into the Finlay.

"The West Fork, known as the Ta-ka-ji-da-di, 60 miles in length, heads in large lake on the divide, out of the other end of which flows the Keetatsit, the North Fork of the Stikine River. By this fork there is an easy route to Groundhog Mountain, down the Keetatsit to the Stikine, up the Spatsizi, and thence by along open pass to the Groundhog, a route regularly taken by the Indians.

"The whole of the country will, when prospected, prove to be a very mineral rich section. I have seen large showings of silver-lead on Mosquito Creek and copper-gold between the Turnagain River and the Kechika River and from specimens brought in from time to time by Indians from the head of the Turnagain River and the head of the Stikine. Bodies of ore should be opened up whenever transportation is provided.

"The Indians report coal near the fork of the Kechika River, and though I did not find it, I saw sufficient evidences to render their story very probable"

- 1914 **F. C. Swannell** on behalf of the Province of BC surveys the area of the Finlay River. Federal Commission reports population of 57 at Fort Grahame and 75 at Fort Macleod. Also that year (according to Kennelly) Premier McBride proposed a railway on the route laid out by Moodie.
- 1915 **Paul L. Haworth** ascends Kwadacha River from Finlay River. He prognosticates *"Ultimately there will probably be a railway...that will run up the Finlay Valley to Alaska."* (Peace River Chronicles, p. 332) He reports that the westward police trail is now practically impassable. Aleck, the son of Old Pierre hunts and traps about the mouth of the Fox River. There are reportedly 70 Indians at Fort Grahame. Haworth views the glaciers at the head of the Kwadacha River and names Mount Lloyd

George. Patterson wrote *"with regrettable haste his suggestion was adopted."* Lloyd George was deemed a Nazi sympathizer. Haworth also confirmed the presence of an Indian encampment below the mouth of the Fox River. (Kwadacha) A cabin is noted near Fox Pass, which they postulate is provisioned by pack train from Telegraph Creek. (Patterson, page 172)

- 1924 **Anthropologist Diamond Jenness** conducts fieldwork and investigations of the southern Davie Trail area including photos and interviews with Kwadacha members including founder **Chief Davie**. Report is published in 1937 by National Museum of Canada
- 1926 **Establishment of Whitewater Post** of the Hudson Bay Company. Whitewater is the translation of the word "Kwadacha". The site later becomes known as Fort Ware. Patterson reports it was closed by the Bay in 1953. Three years later it was replaced by Ben Corke's store until his 1963 death. It was then assumed by Art Van Somer. The present store is operated by the Kwadacha Band.
- 1930 Peace River Block News reports two large Junkers seaplanes based in Hudson's Hope while mapping Rocky Mountain Trench for the first time. (D. Calverly)
- 1930 & 31 BC Public Works Department investigates **highway route over Sifton Pass**
- 1934 **Charles Bedaux initiates the Bedaux Sub-Arctic (Citroen) Expedition to Reach the Pacific Ocean via the northern Rocky Mtns.** ("The Champagne Safari" – as it became known) The Bedaux Expedition endeavors to access the Pacific Ocean from Alberta using a blend of Citroen half-tracks and Peace River cowboys. Swannell is retained to survey for and advise the party. Little mention is made of the Kaska guides, but they were employed on the route. The trail cut by Moodie and the Overlanders is now presumably 37 years without significant maintenance. His advance party led by Ernest C. W. Lamarque learns of the Davie Trail from a trapper named Sheffield. Lamarque reaches Fort Ware and records Bedaux Pass. The trails on the west side are already blazed. (Peace River Chronicles, p. 440) BC Government supports the exploration and loans surveyor F. Swannell to the expedition. While Charles Bedaux struggles with the European tractors and eventually abandons them on the east side of the Rockies, the advance party cuts trail to McDame and relays message to Vancouver that the party should continue. Lamarque was the successful component of the venture as he passed over the Davie Trail, and then the McDame Trail reaching Telegraph Creek on Sept 14. Despite the clear trail the main party abandons the route in Sifton Pass and return to Fort St John. (Peace River Chronicles – Bowes) Lamarque returned over the same route to connect with the main party in Fox Pass on October 3. Bedaux remained a high profile figure in international circles and was eventually charged by the U.S. Government in 1943. The allegations of treason and espionage remain an enigmatic element of the possible real reason behind the expedition. His arrest led to his suicide.
- Lamarque writes of Chief Davie:**
- "There are a dozen families of the Sickanni tribe at Whitewater. Their chief, an octogenarian, is a handsome medium sized man of mixed white and Indian parentage. His strength, even now, is such as to suggest that, in his youth, he must have been exceptionally powerful. He is an outstanding character; speaks / understand, excellent French, and is proud that his father, an employee of the Hudson's Bay Company, came to the Finlay when the first Napoleon was master of Europe."*
- Of the buildings he states there is a two way radio and:
- "Whitewater post is described a small single room dwelling, a store, and three warehouses all of logs, two of which are built on posts, eight or ten feet above*

the ground, of cache-like construction so that the supplies may escape the depredations of animals..."

Larmarque engages Joseph Poole of Kwadacha and Jack Stone of Liard to assist in the route over Sifton Pass. Pack dogs are noted with admiration as a customary travel partner.

Swanell also writes of Chief Davie:

"—David Braconnier, 85 years old, hawk like features, French Canadian father, speaks good English and French despite his disclaimer, "J'oublie toutes mes paroles." Bevy of buxom young granddaughters, a daughter, and a very wrinkled old squaw – his wife."

Oscar Anderson opens store at Chee House, near mouth of the Turnagain River.

- 1938 **Canadian Military** officials begin the investigation of the route northward in the Rocky Mountain Trench as a viable option for the highway to Alaska.
- 1939 **Watson Lake Airport** surveyed. Pack trail serves as link from Lower Post to the new airstrip.
- 1941 Hedley, geologist for BC government, reports on trail loop northwest of Chee House including Birches Lake. This is one of the earliest maps of trail between the Turnagain and Lower Post. [Moodie did not map this route and some sources suggested it did not exist prior to 1942 when the military brought horses in.]
- 1942 **U.S. Military** begins examination of Davie Trail route for a railway. R.G. Harvey wrote: *"Shortage of time forbade the consideration of a rail line northwards in the wartime emergency. The only action on rail was a 500-mile railway survey from Prince George to Lower Post by the Parsnip and Finlay valleys, thrown in by Canada and the U.S. as a sop to the locals who were demanding that their city be on a north route. This survey, carried out by the U.S. Army engineers took place throughout 1942, cost \$2 million, and came to nothing – road surely won out over rail in this."*
- 1942 In February a **final decision** was made for the World War 11 supply route that became known as the **Alaska (Alcan) Highway**. At that singular point a decision was made to pass the route through Fort Nelson in order to connect the airstrips of the North West Staging Route. The route thus **avoided the 'Trench'** and the Davie Trail remained intact. If not for that seemingly arbitrary decision the Davie Trail might well have evolved into the north's modern highway, for it had been the route favored by Yukon and British Columbia business interests, and had long been a candidate highway route. If that had happened, the wilderness values of the northern Trench would have been lost forever. (Northwest Epic – Twitchell)

March 28, – US General Robins instructs Col. Burton to contact Canada with a **military railway proposal**. CNR is also contacted on April 4. The survey takes the following form. Crews work separately on US, Yukon and BC sections. BC portion is to be done under supervision of Major J. L. Charles, a former CNR engineer, who is seconded from the Royal Canadian Core of Engineers. His secondment is supported by cabinet. (Charles later builds the Great Slave Railway eventually becoming Chief Engineer of the Western Region for CNR.) His late secondment slows the BC progress. An air reconnaissance is done between May 3 –12. Further communication and support was by plane and boat. The project was to use 24 crews, including 6 parties of Canadians, for a total of 556 persons. Lower Post natives operated supply boats. Rivers are reported navigable north of Braid Creek to Lower Post. (Liard Post) Crews report Chee House as abandoned, 150 Indians at Ware, and 330 whites / 393 Indians total population of Stikine Liard. The land is reported as "served for many

years by a fairly extensive but poorly developed network of trails used mostly by trappers and prospectors."

On Sept 8, Dr Charles Camsell, head of the Geological Survey of Canada, advises the Minister of Transport he has not the slightest hesitation about the Trench --"Route B" (Finlay, Kechika, Frances) as a military railway owing to ease of bridging, low elevation, access to timber, and lower maintenance for a railway.

The report is finished by Sept 28, 1942. Major Charles' report highlights good pack trail between Chee House and Lower Post (previously mapped only in 1941) called the "Davie Trail." Drawings show Mile 300 to 518.5 (Ware to Lower Post) The cost of the railway is set at \$112,000,000 and will take 17,000 personnel a total of 400 days to construct it. It crosses the Kechika 6 times and runs on the west side of Scoop Lake, essentially Moodie's route of 1898 as far as the Tumagain River. The proposed railway is to cross the Liard east of Lower Post. The entire route is less than 2% grade. The design includes culverts, bridges, profile, timber, clearing, rip-rap, and excavations. 530 of the 1217 miles are in BC.

Sept 4, Prime Minister C.D. Howe receives suggestion from US that if Canada can find the iron for 1500 miles of railway, the US would build the route. Canada quickly identifies 1219 miles of rail lines scheduled for abandonment in the prairies. It is not clear that this was communicated to the US officials. November 15, US General Somervell declines railway to lack of sufficient tonnage. Ottawa suspects lack of steel may be alternate reason.

- 1945 BC Government Report of the Committee on Resources and Railways enhances military rail concept. They also emphasize connection to the Peace via Pine Pass and Peace Pass routes.
- 1947 **Frank S. Smythe**, mountaineer and author, in the company of Rex Gibson undertake first ascent of Mount Lloyd George in the Kwadacha Wilderness.
- 1948 Jan 16, Canada's ambassador to US advises Minister of Transport that Premier J. Hart of BC turned down a US guarantee of \$5 million for purchase of the railroad or participation in its extension to the Peace River. Willis T. Batcheller, Consulting Engineer, writes Minister of External Affairs L. B. Pearson as a representative of the Canada Alaska Railway Company proposing to build a \$750,000,000 version of the 1942 proposal.
- 1948 **Seattle Times** -- Feb 8, full page article on PGE including Trench route for railway.
- 1949 October 26, **US Congress** Public Law # 391, chapter 734, HR286, authorizes a location survey for a standard gauge railway from Prince George to Fairbanks and authorizing the president to designate a responsible agency. Dec 19, Prince George Board of Trade advocates Trench route to Prime Minister C. D. Howe.
- 1949 **R. M. Patterson ascends the Finlay**. Later publishes *Finlay's River* (1968.) HBC closes Fort Grahame in the same year.
- 1950 October 19, Lionel Chevrier, federal Minister of Transport provides **secret memorandum to cabinet** on the rail route up the Trench. He recommends approval of the 1942 data, development of new data without field work (presumably update costs for a public railway,) to report on what is needed and to report back to cabinet by January 1951. The primary rationale was defence. On Feb 23, Premier Johnson of BC advises Ottawa that the Trench route is the one supported by BC.

- 1952 Letter writing campaign by various communities for a rail route to Alaska
- 1953 **Whitewater Post** at Fort Ware is closed by Hudson Bay Company (Finlay's River – Patterson)
- 1957 **Axel Wenner-Gren**, a Swedish industrialist and multi-millionaire receives approval from BC Government to develop a **Monorail system up the Rocky Mountain Trench**. He creates the Wenner-Gren BC Development Company and proposes a hydro dam. The hydro proposal eventually kills consideration of a railway on this route.
- 1958 **BC Hydro** announces plan for Peace hydro-electric dam.
- 1959 Ft. Grahame and Ware bands amalgamate as **Finlay River Band**
- 1961-67 BC Hydro negotiates reservoir acquisitions, eventually culminating in the official opening of the Portage Mountain (W.A.C. Bennett Dam.) Southernmost portions of Davie Trail are flooded or fall into disuse.
- 1962 **C. Cunningham** is contracted to **BC Hydro Land Dept** and reports population of 200 at Fort Ware. He comments on the reaction of a few trappers, which appear to have mixed feelings. (Neil Wilton of BC Heritage Trust reported in Dec 1999, that the Cunningham family in the Lower Mainland, personal acquaintances, may still have the original 8mm footage shot on some of these trips.)
- 1964 US Congress tables NAWAPA proposal
- 1971 **Sir Ranulph Fiennes** descends the Trench and 'solos' the portion from Gataga River to Fox Lake. Fiennes has become, according to Guinness Book of Records, the world's greatest living explorer.
- 1981 **Skook Davidson** proposes **National Park** in Northern Trench
- 1981 **Kaska Dena Council** registered as a society in BC
- 1996 **Cabin constructed at Beaver Pass** with Forest Renewal BC sponsorship
- 1998 **Kaska Dena Council** establish the **Davie Trail as a cultural and economic priority**. They commence the Davie Trail Planning process with Forest Renewal BC's sponsorship.
- 1999 **Charlie Boya, Hazel Boya & Keith Billington** descend the 160 km of the Southern Davie by foot. Archeologist Harris and consultant Gunderson accompany them for 80km. (First known archaeologist to travel any of the route)
- 2000 January – **Conference** held in Vancouver to activate and support the **Canada-Alaska rail concept**.
November – **Frog/Gataga/Kechika headwaters Protected Area** added to Muskwa-Kechika Management Area by Premier Dosanjh through the recommendations of the Mackenzie LRMP table. The initiative is Kaska supported. (see Appendix 1)

FIGURE 0.1 GUIDE TO PLACE NAMES

A Guide to Geographical Names of the Northern Rocky Mountain Trench		
Present Name	Alternate Spellings/Name	Kaska Name or other historical note
Fox River	Tochieca (see Swannell, McConnell)	named after William Fox, manager of Fort Grahame trading post "Nuhseha"
Kechika	Ta-ta-chika Ketchika Kachika	Gah Ch-gah' (Big Rabbit River) Confused with Tumagain in its lower reaches. This river is sometimes called the Big Muddy.
Kwadacha	Quadacha, Quadache Qwadacha	Meaning white water from glacial silt color
Tumagain River	Muddy River, Black or Black's River	After Samuel Black who recorded it. Confused with lower Kechika in some sourcebooks.
Rocky Mountain Trench	Intermontane Valley	Ihts I Zele Tsetlah Black referred to 'Itseladodennis' – possibly dwellers of the Warm Wind Valley or possibly the Weissener Lake area
Frog River		Tehkahje or Ta-ka-ji-da-di (see E.B.Hart)
Davie Trail		Aatse Dena Tunna
	Thloadennis Thloadinni or Thluckdennis	Black recorded the name on the upper Finlay River which he translates as Grass (meadow) People (men) –see entry July 20, 1824. presumably later used by Diamond Jenness
Dease Lake	Great Waters, Grand Lake	Thucatchitude according to Black. See R. M. Patterson footnote for July 24, 1824 in edited version of Black's Journal regarding Kaska being referred to as "Grand Lake Indians", and about a mixed Sekani-Kaska band roaming between Finlay and Liard Rivers
Kaska		Cassiar Indians, Also Nahanny, or Nahannies, as recorded by Black
Sekani	Canny, Cannie, Thecannies, Sikanni	
Braid Creek	Sheep Creek	
Valemount Mtn	Lone Mtn.	
Citroen Peak		Named for Bedaux' personal friends & sponsor Emile Citroen of the French motor industry (supplied the halftacks)
Mt Josefina		Bedaux' maid Josefina Daly
Mt Balourdet		Bedaux' mechanic
Moodie Creek		After Inspector J. D. Moodie, 1898 expedition leader
Forsberg Creek	Grizzly Creek	
Weissener lake	Lamarque Lake on Bedaux map	
Burned Cabin		KOH WAHK' ELUDI
Fort Grahame	Fort Graham (per Moodie)	Sometimes Grahamme, Often referred to as Bear Lake Outpost or BLO in correspondence.
Fort Ware	Whitewater Ware Kwadacha	Named after Hudson's Bay post manager James Ware
Liard	often misspelled 'Laird'	French for 'poplar' or 'cottonwood', Riviere Aux Liards. Similar name used for Cottonwood River near Quesnel.

SECTION 2 -- ADDITIONAL OBJECTIVES OF THIS REPORT

2.1 *Forest Service Standards and Objectives*

The application of funds for development of trails is standard program objective of the BC Ministry of Forests. At the suggestion of the Ministry, it became apparent that a large amount of funds could be applied to trail development in this area, without a full grasp of the potential opportunities, conflicts, or scale of the project. In fact sufficient development costs and annual operating costs might never be quantified without a reconnaissance and estimate of needs. The specifications for trails is described in a publication entitled Trails and Recreation Facilities Guidebook. This publication under the Forest Practices Code "guidebook" series aid in the development of appropriate operating strategies by providing the management framework. One goal of this plan is to affirm or seek the authorization of trail construction, improvement and investment by the public sector. Section 170 of the Forest Practices Code gives the District Forest Manager the authority to enter into management agreements for trails among other things.

Many of the proposed improvements in this plan do not require District Manager approval. These include:

- ◆ Basic access or hiking on Crown land
- ◆ Route finding using ribbons or cairns
- ◆ Incidental clearing/maintenance of existing route
- ◆ Emergency repairs to existing structures or facilities
- ◆ Emergency improvements for safety
- ◆ Individual or group use such as camping
- ◆ Construction of fire pits or latrines

Other activities in this project proposal require District Manager approval. These include:

- ◆ Ground disturbance
- ◆ Grubbing, moving soil/rocks,
- ◆ Building parking lots, corrals, boat launches, signs
- ◆ Construction of bridges stairs, poles, caches, or permanent structures

2.2 *Trail Designation in Provincial Forests*

Most of the Davie and McDame trails lie within Provincial forests.

The British Columbia Government represented by the Ministry of Forests is largely responsible for the recreation mandate within the forested wilderness of the Province. The recreation program is responsible for the establishment of trails within the Provincial Forests (outside of Provincial Parks) under section 6 of *The Forest Practices Code of BC Act*. The Davie and McDame Trails within the Bulkley-Cassiar Forest District are not presently designated, although the Davie Trail within the Mackenzie Forest District is a designated recreational trail.

A recommendation of this report is that the recreational trail corridor designation be affirmed in the Mackenzie Forest District to receive the benefit of appropriate continued administration. The Muskwa-Kechika Management Area achieves this in part. It should be extended into the Mackenzie LRMP area. And, there may be a gap between the two areas just north of the Gataga River as the present maps do not coincide.

Designation may be done in two stages:

1. An application in principle for the approximate location and corridor.
2. A later order based on the actual detailed route established by GPS survey after construction/improvement

Public ownership and responsibility for these trails should not be diluted in favor of private trail operators. While licensing of cabin sites and commercial use may occur, the management of the trail should also serve as a credit to the operators.

2.3 Trail Designation within Provincial Parks and Protected Areas

A 12-km portion of the Central Davie Trail lying at the southerly end of the Bulkley-Cassiar Forest District is within Denetiah Protected Area. This trail is within a planned transportation corridor in that protected area. A segment of the trail is also within the proposed Frog-Gataga Protected area of the Mackenzie LRMP. Extracts of that report are shown in **Appendix 13**. Any improvements or alterations within this section may in future need a Park Use Permit from BC Parks. The existing trail is suggested for approval and recognition under the provisions of the Forest Act. Approval for a trail cabin is may not be required unless the Gataga River junction with the Kechika is put into a Protected Area as part of the Mackenzie LRMP. The completion of this section of the report in 2000 should contribute to final planning in the Mackenzie Local Resource Management Plan.

Recommendation: Approval for the necessary cabin tenures lying in the Frog Gataga Proposed Protected Areas should be considered before the PPA's are finalized. (ed. – approved by Premier in November 2000)

2.4 Trail Designation for Heritage Purposes

The "Police Trail" is tentatively listed as one of the heritage trail goals for the Province of British Columbia. (see website reference in **Volume One – appendix three**)

Hedly refers to many developments related to the trails including Samuel Black's 1824 reference to the pass later named by Moodie after Clifford Sifton, the Minister of the Interior who negotiated the Alaska Boundary. He also describes placer gold work on Walker Creek in 1877, trader packing to Chee House in 1877, and mapped the loop trails near Birches Lake and Chee House. The maps also accurately identify the Eastern Unit of the McDame Trail. The route to Lower Post from Aeroplane Lake was well established prior to his 1941 report.

Heritage use in this instance includes the aboriginal presence, possibly as far back as 14,000 years before present. Similar to the Alexander Mackenzie Heritage Trail, this trail complex is suggested for natural and cultural heritage protection by establishing a 200 metre corridor (100 metres on either side of the centre) as eventually mapped. The considerable variations in routing, detours, beaver dam by-passes, random camp sites and braiding at bogs or stream crossings make a definitive narrower corridor difficult to establish. A sufficiently wide corridor may afford some protection from road or development incursions in the future.

The military road, railway and logging road options have abounded for the Trench over the past 100 years. They persisted after the Alaska Highway was constructed, and continue today. Potential use or selection of any of these options should avoid the ancient route itself, and should also be subject to standard archaeological evaluations. See following section 5.4 on Archaeology.

Recommendation:

Approval in principle should be granted for the primary corridors as "Heritage Trail" in keeping with the June 9, 1987 Memorandum of Agreement between the Heritage Conservation Branch and the Ministry of Forests. Final approval should be based on the detailed traverse of the trail once completed, with minor recognition of sections of abandoned/re-routed trail.

2.5 Commercial Recreation Objective

The opportunity to conduct recreational business on Crown land in British Columbia is governed by the Ministry of Environment Lands and Parks. The details of this section are **more fully set out in Volume One**.

2.6 Funding Objective

Another goal of this inventory and plan is to identify the potential program links that will form future funding partnerships necessary to this plan. The details of this section are **more fully set out in Volume One.**

SECTION 3 -- POTENTIAL TRAIL USE

The details of this section are **more fully set out in Volume One.**

SECTION 4 -- GEOGRAPHIC SETTING

4.1 Location

R.M. Patterson describes the Rocky Mountain Trench in vivid terms as many other authors have. In Finlay's River we find the following passage:

"In the vestibule in the Provincial Museum in Victoria, the capital city of British Columbia the visitor will encounter a large scale relief of the province...

"Deeply incised into the chaos of the mountains and cutting great trenches in the interior plateau one perceives the rivers. The crazy pattern of them is bewildering.... they suddenly change their minds and swing around in great arcs to flow in the very opposite direction...

"Instinctively in this maze one searches for some feature that can be easily grasped, for something that will serve as a base-line, as it were, from which to trace out and comprehend the pattern of rivers. And there it is: a long, dark trough in the eastern part of the province, a furrow ploughed by a giant at the western foot of the Rockies and running northwestward for some 900 miles, from the Montana line in the south almost to the Liard River and the boundary with the Yukon Territory in the far north. Geologists have a name for this great valley: they call it the Rocky Mountain Trench.

"As yet, however, they have been unable to fathom the reasons for its existence: parts of it can be explained yet no one set of explanations can be applied to its whole length. Meanwhile there it runs, an enigma awaiting a solution, a trough with the slightest of curves in its middle portion, but otherwise as straight as it is possible for a natural feature of this magnitude to be, an averaging thirty degrees west of north. It cuts through this land of mountain and flood with all the drive and purpose of a Roman road, and no less than five of the major British Columbian rivers rise in it, flowed in it, or are modified by it. From south to north they are the Kootenay and the Columbia; the Fraser, the Peace and the Liard."

[The preceding passage is intended to refer the reader to Patterson's book which is an excellent depiction of the early days of European and Native contact and the earliest efforts to record the pathways and document the resources of the region.]

[Patterson's chapter entitled 'The Setting' alludes to the Kechika River being Black's River. However Black's Journal clearly describes the northeasterly trend of the river in the final days of his push north with Indian guides in August 1824. This author suggests that the Canadian Board on Geographical Names correctly ascribed the name Turnagain River to the smaller tributary of the Kechika that Black descended. I could not find support for the upper reaches of the Kechika River being named Black's River although it certainly deserves the name Mud River since the Turnagain is relatively clear. Black probably did not reach the larger and muddier channel of the Kechika that joins the Liard further down. The traders who named Black's Mud River probably did not realize it was the combined waters of the Frog, Kechika, Gataga, Turnagain and Red.]

The setting of the Kaska trails is in the northeaster quadrant of British Columbia. The trails lie between the 57.5 and 60.0 degrees north latitude and between 125.0 and 129.0 west longitude. The physiographic units that the trails occupy are:

- ♦ Davie Trail – Liard Plain, Rocky Mountain Trench, flanked by the Cassiar Range on the west and the Rocky Mountains on the east.
- ♦ McDame Trail – Liard Plain, Stikine Ranges and Dease Ranges of the Cassiar Mountains, and the Dease Plateau

(Source: Gabrielse/Bostock)

The physiography and natural resource of the Kaska Dena Traditional Use Territory are described in the Strategic Natural Resource and Five Year Development Plan.

4.2 Water Bodies

The streams are all within the Arctic drainage and the Mackenzie River watershed. Principal Rivers include the Dease River, Liard River, Finlay River and Kechika River. The secondary rivers include The Fox River, Tumagain River, Rapid River, and Four-Mile River. Other Streams that feature significantly in the routes are Sandpile Creek, Gataga River, Frog River, Kaska Creek, Red River, Julian Creek, Davie Creek, and McCook River.

Significant water bodies include Aeroplane, Burnt Rose, Sandpile, Deadwood, Scoop, Birches and Fox Lakes.

4.3 Elevation

The elevation of the project trails is low by alpine standards. The trailheads are at Lower Post (2000 ft), Fort Ware (2300 ft), and McDame (2500 ft). Height of land is achieved for the Davie Trail in Sifton Pass at 1050 metres (3250 ft), and on the McDame Trail near Sheep Mountain at 1180 metres (3650 ft).

4.4 Weather

Weather is within the usual extremes for this part of the Province. A day in June or July will produce high and low extremes from 30 C. to -5 C, and snow can fall occasionally in summer. Winter extremes may range from 20 C. to -55 C. January and February are usually the coldest months. Cool rain, evening frost and extended overcast periods should be expected. In winter it is possible to have a two metre snowpack and a complete absence of snow, depending on year and location in the project area. The central part of the Rocky Mountain Trench is well known for mild range conditions that allow horses to over-winter. The traveler is advised to pack for extreme conditions, and prepare for extended stays in the event that weather precludes timely rendezvous with aircraft. The extreme conditions provide a compelling reason for emergency shelters along the route. The weather conditions for Watson Lake are obtainable from the listed website address in appendix three.

4.5 Glaciation

Glaciers retreated from much of this area in the past 10-15 thousand years, depending of course on proximity to alpine ice sources. In retreating, glaciers left a variety of plains and ridges and of course a veneer of unsorted silts or glacial till. Throughout much of this area the absence of rocks in some of the till means that stone for fire rings, footings, or other applications may need to be brought in by horse from some nearby location. Other areas are abundant with stone, but will present problems for digging suitable privies for example. Soil types vary significantly.

4.6 The Rocky Mountain Trench

This landform is the much praised and yet little publicized feature that was described by Robinson as:

"A great gash in the Earth's surface, running in an almost straight line for a thousand miles, marks the western boundary of the Rockies"
(See several articles in the related appendices)

It is 1100 Miles long, spanning the entire length of the Province of British Columbia, from Flathead Lake, Montana to the Liard River Valley. It trends on an almost straight vector of approximately 340°. It is flat bottomed, steep sided, and spectacular when viewed from the air. Once known as the "Intermontane Valley" and the "BC Trench". Robinson also alludes to the potential of the Trench to become an engineered waterway diverting all the drainage of the Trench into one super river. This idea later formed the substance of the Parsons Engineering Group's controversial North America Water & Power Agreement (NAWAPA) proposal, which postulated the diversion of immense quantities of Canadian water to the United States, at the expense of massive flooding. See Appendices for more on origins of the Trench and NAWAPA.

To the Kaska, the Trench is known as "Ihts I Zele Tsetlah" or The Warm Wind Valley, and it is the cradle of the Davie Trail or Path of The Ancient Ones.

SECTION 5 -- RESOURCE MANAGEMENT

In general the issues of resource management are addressed comprehensively in the Fort Nelson LRMP and in the final activity report on the Davie Trail prepared by Lelf Walther in 1994 (appendix 13.)

5.1 EXISTING GUIDE-OUTFITTERS

The guide-outfitting industry is the primary existing economic activity in the area. There are six guide-outfitter territories within the project area. These are:

Northern Davie and McDame Trail Units:

- Turnagain River: No operator at present, Crown vacancy
- Burnt Rose: operated by Frank Simpson, Simpson Stone Sheep Ltd.
- Bradford & Co. Guide Services, Operator – Myles Bradford,

Central Davie Trail Unit:

- Scoop Lake Outfitters Ltd. Operators --Darwin and Wendy Cary
- Terminus Mountain: Operator --G. F. Moore Enterprises Ltd.

Southern Davie Trail Unit:

- Roger Lee
- Terminus Mountain: Operator --G. F. Moore Enterprises Ltd.

At present, the greatest opportunity for linkage with the industry is to develop a parallel range of activities and programs to complement the seasons, and infrastructure for the Turnagain River Guide-Outfitter Territory. The personnel, trail maintenance needs, insurance, marketing, livestock, and cabin infrastructure are all common economies. The development of an independent trail system will be difficult to achieve if it must establish these elements independently. Abuse of natural grasses could cause problems for all, and grazing should occur in areas with suitable capacity for the number of intended animals.

5.2 TRAPPING

This report did not include consultations with trappers on the trail system. Names and addresses are not on public record. Trail operators in any season will need to consult with trappers to ensure that impact on trap lines is minimal. Charlie Boya offered comments and information pertaining to trap lines on a volunteer basis. The details of this section are more fully set out in Volume One.

5.3 MINING INDUSTRY

The details of this section are more fully set out in Volume One and Appendix 13.

5.4 ARCHAEOLOGY

The details of this section are more fully set out in Volume One.

Recommendation:

A further investigation of archeological resources in the Northern Rocky Mountain Trench is necessary.

Recent Action: Volume II is partly sponsored by the Muskwa-Kechika Trust Fund which allocated \$15,000 of the 1999 budget to enable preparation of a seed funding proposal to develop an archeology research proposal. The Kaska Dena Council applied for this seed grant as a direct result of work on Volume One. The summer field season included the participation of archeologist Jason Harris of the University of Calgary. As of this writing a more detailed proposal has been forwarded to the Muskwa-Kechika Trust Fund for a multi-year evaluation of the Northern Rockies. The 2000 field season has been approved. During the 1999 summer field season Jason Harris completed an overview 80 km of the Trail Corridor and recorded both historical sites and one crude scraper in the vicinity of the Gataga crossing.

5.5 TIMBER RESOURCES

Timber will be a contested resource in the valleys north for Fort Ware. At present the community is the apparent dividing line between harvestable resources and untouched wilderness. The decision to extend logging roads will be influenced strongly by political process and the LRMP and economics. It is the recommendation of this report that the existence of the trail will diminish in direct proportion to the extension of the road network. This may be easily demonstrated south of Fort Ware. However, a railroad may not have the same impact. Any road or rail development should respect the existing trail corridor and possibly use other valley systems altogether. The details of this section are more fully set out in Volume One.

SECTION 6 -- TRAIL DEVELOPMENT

The designs and prescribed standards for trail development are contained within the trail manuals of BC Parks, and BC Ministry of Forests. The details of this section are more fully set out in Volume One.

SECTION 7 -- CABIN AND CAMPSITE DEVELOPMENT

7.1 Cabin Interval & Spacing

Forest Service recreation guidelines identify a variety of travel distance capabilities. Horses and hikers have slightly different capacities than snow machines. Daylight limits travel hours for some, but snow machines can extend hours. Travel distance is also governed by water sources. An ideal distance of 15 kilometres is suggested for cabins. However, campsite intervals of 5-10 km should allow a range of choices for those groups using tarps or tents and seeking a primitive experience or respites from weather etc. The details of this section are more fully set out in Volume One.

7.2 Locations (updated for Volume 2)

This final report identifies a minimum of 35 cabin locations. 25 of these are on the Davie Trail and two are already constructed as part of the Kaska Trail initiatives during the past four years. Two assume hospitality at existing private camps (Scoop & Terminus) where boat crossings must be arranged. Three others are part of the Turnagain River Guide-Outfitter Territory improvements, although needing repair. The Davie Trail requires a minimum of 23 new cabins and the McDame Trail will require 6 new cabins. Numbers could be higher if negotiations with private guide-outfitters are unsuccessful, or if the Kaska Dena Council does not finalize the acquisition of the Turnagain River Territory. A total of 30 sites should be considered in this application.

FIGURE 1: SUGGESTED CABIN LOCATIONS & TENURES

Location	Status	Notes
DAVIE TRAIL CENTRAL AND NORTHERN TRAIL UNITS: 18 SITES, 3 EXISTING PRIVATE TENURES, 3 WITHIN TURNAGAIN TERRITORY UNDER NEGOTIATION, 15 SUBJECT TO THIS COMMERCIAL TENURE APPLICATION **		
Dease River Mouth, Lower Post,	Built 1996 **	Trailhead lodge, 2 bunk cabins, corral
Kloye Creek (5 Mile)	Proposed **	
Lake N. of Kaska Creek (14 Mile)	Proposed **	With small dock for water
S. Side of swamp, 0.5 km from new trail (former military survey camp?)	Proposed **	With small dock for water
Mustela Creek (28 Mile)	Proposed **	With dock for water
Wadin Creek (meadow to north)	Proposed **	Needs well -- water scarce
N. End of Aeroplane Lake	Built -- needs repairs/replace **	Part of outfitter camp Upgrade floatplane dock
East Side of Aeroplane Lake	Proposed ** (optional)	Former Boya cabin site
66 Mile	Proposed **	
Birches Lake	Built -- needs repairs/replace **	With dock Part of outfitter camp
Chee House, Turnagain River Mouth	Proposed **	Historic Site, Boat cache or bridge needed
Turnagain River Base Camp	Built -- Outfitter lodge ** repair/replace/addition	Part of outfitter camp Boat cache needed
Unnamed, S. of Turnagain River R.	Proposed **	
Scoop Lake	Built -- Outfitter lodge	Private camp- Layover
S. of Moodie Creek (W. Side)	Proposed **	Negotiate site with outfitter
N. of Terminus Camp (E. Side)	Proposed **	Negotiate site with outfitter
Terminus Mtn. -- Matulka Creek	Built -- Outfitter lodge & cabins	Private camp- Outfitter
Terminus Mtn. -- Matulka Creek	Built -- Kaska trap cabin	Private Camp- Boya
SOUTHERN DAVIE TRAIL UNIT: 12 SITES, 11 ON CROWN PROVINCIAL LAND AT PRESENT, SUBJECT TO THIS COMMERCIAL TENURE APPLICATION **		
Gataga Mountain	Proposed **	5 km N of Gataga Crossing
Gataga Crossing	Proposed **	South side of river
City Cabin	Proposed **	East of Kechika
Paddy Creek	Proposed **	East of Kechika
Wolverine	Proposed **	East of Kechika
Braid (Sheep) Creek	Proposed **	North side with bridge
Driftpile Creek	Proposed **	North side, bridge to be investigated also
Baby Lake	Proposed **	East shore of Lake
Fox Lake	Proposed near private cabins -- possibly acquire neglected outfitter cabins on the point (see landslide history on east	Near private cabin -- Boya Family

	shore) **	
Beaver Pass	Existing **	Kaska Trail Cabin built 1997
Carcajou Creek	Proposed **	Near pond or creek
Fort Ware	Existing	Fort Ware Community Trailhead & Boya Guest Cabin
McDame Trail Unit 6 sites, 5 on Crown Provincial land at present, subject to this commercial tenure application **		
Sandpile Forks	Proposed **	
Deadwood Lake	Proposed **	South West Shore
Unnamed Lake	Proposed **	
Julian/Rapid Lakes	Proposed **	South Shore
Julian/Sheep Headwaters	Proposed **	
McDame's Post S. of River	Proposed on Federal Reserve	Trailhead lodge

7.3 Added Notes for Volume 2 –

Building Logs and Bridge Stringers

Few cabin sites offer large logs for cabin construction. Horses however, can skid logs from nearby stands. A bit of travel will usually increase the local selection of logs. A good selection of straight timber could be found at many points on the South Davie Trail. Logs are recommended for spring felling to make peeling easier. Once peeled they can then be used in following years with reduced chances of checking (twists, bends). Checking is inevitable but if the logs are cured in advance less building damage will result.

Bees/Wasps/Hornets

There are considerable risks to the equestrian user from insects. During trail reconnaissance during 1998, favorable conditions prevailed for the bees and wasps. The string of horses on the trail frequently disturbed ground nests resulting in stings for hikers, horses and riders. Following too closely resulted in little warning time when a nest was agitated. Bob White provides suitable trail anecdotes for those who have not yet experienced this type of episode. White reported a native remedy for stings that involved chewing fireweed into a paste and applying it to the sting.

From our experience, a hive incident goes something like this: The first horse stirs the nest. The second horse provokes the nest and a sting may result. The third horse will enter a frenzied hive and the horses/riders will be stung. All following horses will realize the situation and panic in the string will result in a bucking, pack/rider throwing wreck.

Trail Degradation

Horses are both the main reason why the trails can be found and followed, and the main reason why the trails have suffered very deep ruts. Deep ruts on the Southern Davie were not as commonly seen as on the McDame Trail or the Northern Davie. This is believed due to favorable ground conditions and lower comparative frequency of use. The McDame was a heavily used pack trail prior to 1950. Not all of the horse trail was observed and there may be some problem areas for rerouting.

SECTION 8 -- OTHER OPERATIONS

8.1 Communications:

The details of this section are more fully set out in Volume One.

Update: One communication medium suitable for emergency application and cost effective use is the new 'Globalstar' trademark telephone system, which uses hand held portables in conjunction with direct satellite links. Each filed party should carry one for client/employee protection now that the technology is available. The purchase of a hand held phone is US\$1500 with monthly user cost of US\$50. All time and charges are extra. All of these rates are declining over time.

Quality is relatively good, and both rates and quality will improve with technology and competition. Information is available from:

Don Rickerson: don@skyhelp.net
 President, Personal Satellite Network, Inc.
 10317 Amberleigh CT
 Manassas, VA 20110-6616
 703-330-9028 fax and voice

"SAT-phone" information web page is at "www.skyhelp.net". Other suppliers may be contacted as well.

Another new technology that may be more cost effective is the Magellan GSC 100 which offers the features of a hand held positioning unit but also allows remote e-mail communication. This may not serve the needs for full emergency response, but will allow emergency calls and simple messaging for rendezvous with aircraft or boats. It will also allow daily check-in messages to report on well being and progress of field parties. A GPS pager system with e-mail capability may be more affordable but harder to use. Purchase price is US\$1,000 and monthly subscriber fee is US\$30. Product information states:

"Accessing the ORBCOMM satellite constellation, the portable GSC 100 allows users, for the first time, to communicate from anywhere on Earth via e-mail messaging from a hand-held transmitter receiver. Moreover, the GSC 100 is the first hand-held, two-way satellite message device to receive type approval from the U.S. Federal Communications Commission. The GSC 100 also provides integrated positioning and navigation capabilities using the Global Positioning System (GPS) constellation. GSC 100 users will be able to identify their position, plot and navigate a course, and communicate their position or any other information to anyone on Earth who has an e-mail address, voice or fax service."

Recommendation: The trail operations system should allow for at least one satellite phone for emergency response, and one remote satellite paging system for each field party.

8.2 – 8.4 Public Safety and Emergency Response Planning

The details of this section are more fully set out in Volume One. The emphasis is on self help. However the trail operator is legally obligated to report missing person or life threatening incidents promptly to the RCMP. This will require adequate communication technology.

- RCMP are based in several communities (Watson Lake, Tsay Kay, Fort Nelson, Dease Lake) – Central phone numbers are 250-771-4111, 867-667-5555.
 - Medical emergency numbers are BC 1-800-461-9911. Yukon 1-867-667-3333
 - Marine Air Search & Rescue is 1-800-567-6111. These numbers should be programmed into all radio and satellite phones.
 - Forest Fire in BC should be Reported to 1-800-663-5555
- (source – NorthWesTel directory 1998)

8.5 Wildfire

The only documented fire hazard was reported by Inspector Moodie in 1899. He reported narrowly escaping a dangerous wildfire in a grassy area of the Trench, probably near the Frog River. The description of the incident indicates his serious concern for how close the situation came to causing loss of equipment and life.

Response to fires by BC Forest Service cannot be assumed. Some areas will from year to year be left to burn depending on weather forecast, budgets, or resource management plans. All fires must be assumed to pose a threat to wilderness travelers.

During the summer of 1998 the area was restricted from artificial fires of any kind due to the extreme drought conditions. Field reconnaissance was underway shortly after lifting of the ban. While doing the field reconnaissance constant attention was given to the potential of root fires. Fire risk is a continuing concern for all campers. The potential for a major fire from an un-extinguished campfire is often underestimated. One helpful method for adequately dousing a fire in organic soil is to use a waterproof tarp or poncho in the fashion of a hammock. This can be filled in a creek or from rain and two people can carry considerable water in a short period.

8.6 Flood or Water Related Hazards

The principal hazards are water related. In winter, river and lake ice is often selected as an expedient route to follow but river ice is especially unpredictable. Travel on the margins of the ice does not reduce the risk as holes or weak spots occur just as easily near the shore. Our route selection for winter snowmachine travel was limited to marshes and direct crossings of any water bodies. Ground routes are always recommended.

The Kaska people have a few reminders of lives lost as a result of weak ice. And the streams are also hazardous for river travelers in summer and for packhorses. Black, White, and Fiennes all described fatal or near fatal water hazards.

The guides must do detailed assessment of winter routes at the time of travel. The McDame Trail offers the greatest winter difficulty and associated risk. The large open meadows conceal deep stream channels. Our February 1999 party suffered one near disaster when the guide's snow-machine broke through the snowpack into a snow covered channel in a meadow. Fortunately, we were able to use another machine to pull the snow-machine and sled through. A waterlogged machine or person would be a major impediment to a party, especially in an open meadow. (See photos on map 8)

South of Terminus summer travelers will be confronted by the main Gataga River crossing. Any of the crossing techniques have associated risks. Swimming, rafting, horseback crossings, and wading are probably the most challenging part of the plan for the traveler. The recreational plan recommends planned boat crossings using cached boats for hikers at the Gataga Crossing. Northbound travelers may also be able to make arrangements with Terminus Outfitters for the Gataga or the Kechika crossing to the Davie segment on the west side of the valley 1 km SW of their main camp.

The McCook River and the Fox River have slow segments which may make rafting a practical option for hikers. Constant raft construction would be an impact on timber unless an effective cable could be provided (submerged or overhead) The local trappers may be able to offer boat or canoe assisted crossings for hikers as a nominal revenue opportunity. (If no commercial guide is in the party to arrange packaged travel, then the local residents could assist crossings at a fee of \$5 per person, per crossing.) The decision to swim, ford, or use a boat is wholly dependant on the convenience for the hikers, as some will prefer to pay and some will prefer primitive choices which may involve getting wet in the crossing. Seasonal water levels will also affect this. The author did not inspect these rivers. The Fox/McCook crossings have not been reported as a major obstacle during this study. However, the practice of dropping trees across rivers to serve as snowmobile or footbridges is actively discouraged/prohibited by BC Forest Service.

We are aware of the absence of convenient crossings for hikers and horse riders (not the horses) on the rivers. Small pedestrian cable spans on the southern rivers could cost \$30,000 apiece. The locations that would benefit from these spans include three crossings of the Fox and McCook Rivers. The spans will require engineering and Navigable Waters Approval. Ownership of the

bridges should remain public. This expense is probably not warranted if safe crossings by cached boats or fording will work.

8.7 *Avalanche/Landslide*

Overall the southern Davie Trail is relatively free of any risk from major alpine avalanche events. However there are a few locations near river cutbanks that could pose a snow avalanche hazard. It is also apparent that earth and rockslides have occurred in several locations resulting in loss of trail. Trails should be selected well away from any failing slope including riverbanks where streams often undercut the root mats.

Some of the canyon walls near Boot Hill are continually being eroded and exposures of 50-200 meters may be found along this section of the Upper Kechika River. The section of trail is proposed for abandonment in favor of the more easterly horse route, which was reported by C. Boya but not inspected.

A major ice debris torrent is believed to pose an occasional hazard where Driftpile Creek enters the valley. Ice blocks up to 10 cubic meters were observed in a jumbled icepack in Feb 1999. The river was blocked long enough for the debris to refreeze and the river subsequently cut through the pack. The risk to life on the floodplain when the debris flowed is significant.

8.8 *Misc. Personal Trauma*

At any time the traveler can suffer injury by a variety of causes. Travelers should be coached on the following short list of examples, which emphasizes the need for self-help, preparedness, travel in groups, and emergency communications:

- Branch in eye
- Fall from horse
- Twisted ankle
- Burns, blisters
- Dehydration, exhaustion
- Knee / ankle injury
- Sunburn, cuts, hypothermia
- Bee/wasp stings
- Food poisoning or allergies
- Giardia

Other predictable hazards include:

- Getting lost or disoriented
- Horse inflicted injury
- Wildlife encounter

Drinking water is also a serious safety & planning requirement. Travelers should be educated on water purification choices. These will include a variety of filters, tablets, iodine drops, or boiling. The discomfort of Giardia may extend beyond flatulence to severe immobilizing stomach pains. It may be assumed that there is no safe water.

The author was chastised by one Kaska guide for doubting the purity of water in Kaska territory. However the author's internal functions, as with the GI tracts of other travelers still suffered the adverse effects of drinking untreated water. The guide in question was often observed drinking boiled tea. For a more definitive guide on water habits Bob White's book "Bannock and Beans" almost universally refers to tea consumption, not drinking water.

8.9 *Further Assessment*

The sites identified in this report will yet require detailed layout and archaeological assessment. Few sites (as set out in appendix twelve) will require site specific environmental impact

assessments. Cabin sites will need **detailed planning** for latrines, corrals, cabins and water. They should be confirmed in location only after suitable stream crossing and trail realignment planning have been done. The assessment team should include the trail manager, a GPS operator, engineer and archaeologist. The archaeologist will be required to confirm that streams and camps schedule for any improvement are not compromising ancient resources, especially at natural locations such as fords. **Stream and bridge engineering** will be conducted under a structural designer with hydrology and cable/timber bridge experience on larger rivers. A combined design and assessment process will save on planning costs and helicopter mobilization. Most of the field design could be achieved in a span of one week.

SECTION 9 -- FOUR PRINCIPAL TRAIL UNITS

The trails in this project are segmented into four units. This will ease map production, description, field work, operating plans and to some extent reflects administrative boundaries. The units are as follows:

9.1 *McDame Trail*

(See Volume One and Maps 1, 5 & 6)

Approximately 110 Km of trail from former site of Chee House on the Kechika River westward to McDame IR # 2 on the Dease River. The trail passes through Turnagain Main Camp, Burnt Rose Lake, Sandpile Lakes, Deadwood Lake, Rapid River and Four Mile River in its westward course. Moodie did not use the portion of the Davie between the Turnagain River and Lower Post. Instead he went westward to McDame (near Good Hope Lake) and then down the Dease River.

9.2 *The Northern Davie Trail from Lower Post to the Turnagain River*

(See Volume One and maps 1 thru 4)

9.3 *The Central Davie Trail Unit-- Turnagain River to Gataga River*

(See Volume One and Map 1)

9.4 *Southern Davie Trail Unit*

(This Volume and Maps 7&8)

The following section addresses the specifics of the Southern Davie Trail, which were not addressed in Volume One.

9.4.1 Wildlife Observations

At the departure point (Terminus Mtn.) we again saw several sheep.

On the entire South Davie segment we were rewarded with several summer observations in addition to the numerous tracks and sign along the trail. We encountered two grizzlies north of Gataga Forks. A rifle blast was sufficient to scare them away. A second encounter north of Forsberg Creek was not so simple. The crew camped on a gravel bar and heard much nearby 'tree crashing' about an hour after encampment. Rifle shots were fired and bear spray was kept on hand. The sounds seemed to be of a very powerful nature. We might assume that the bear found our camp too close to a passageway on the valley bottom. Or that we had strayed into a particular area of territoriality.

During 2000 field season we rode into a young grizzly digging roots on a Red River gravel bar. Lead rider John Groat adeptly turned the ponies away from the bear and there was no confrontation.

Grouse were plentiful and continue to represent a suitable source of food for regular and emergency use.

The only fishing attempted was at Fox Lake. We were unsuccessful in this February venture although Fox Lake reports good fishing. No other fishing was attempted on the trip. The Kechika and Fox Rivers should yield both trout and grayling. Fishing will provide excellent recreation activity. Guests should be encouraged to obtain short term fishing licenses before arrival.

We saw one large moose during our 10 days in August 1999. While winter observations were not as rewarding, but summer and winter tracks were abundant.

Summer travelers are likely to encounter the same variety of tracks and sightings. Continuous caution around bear habitat is mandatory.

9.4.2 Route Selection

The trail appears to have existed for aeons. More recent credit is given to Chief Davie who is believed to have marked the trail that is in use today. The present route is the result of 1898 Overlanders widening the footpath and dogsled routes to accommodate horses. The fires of the 1898/99 seasons are believed to be the result of gold rush Overlanders practicing poor campfire habits. Examination of the literature describes both prospectors and natives accusing each other of setting the fires. While it is possible that many of the fires were natural, the major difference was the presence of these migrant prospectors. However, the same reports describe the barrier that fire deadfall (brule) presented to trail users after 1898. For several years, the natives did not recommend the route. Lafferty reported that none of the Overlanders actually completed the journey. Many of the ones who ascended the Liard route or the Peace/Finlay route suspended their ambitious plans and left for home via the McDame/Dease/Glenora route.

In 1935 the route was re-opened by Lamarque and the advance party for the Bedaux Expedition. While the main party traveled only as far north as Driftpile Creek, the advance party made it to McDame Post. Military surveyors, geologists, possibly railroad surveyors, trappers, and the commercial hunting guides later used this re-opened trail. Bob White and R. M. Patterson refer to various trappers who have traveled the Trench to the Liard watershed after 1898.

For many subsequent years, the summer route for horses and the sustenance needs of Kaska families on the somewhat separate (and lower) winter route kept both trails open. The decline in the trapping trade seems to be the primary reason why the trail between Driftpile Creek and City Cabin is unmaintained. Neither trapper, nor outfitter appears to have kept any regular trail maintenance between City Cabin and Fox Lake.

It is believed that Carl (Skook) Davidson traveled north to open the Terminus outfitting territory on this trail. He may be the only white person to actually have traveled the length of the Davie Trail from Fort Graham to Lower Post, although credit must be given to Lamarque and Moodie crews who accomplished the route equivalent from Fort St John to McDame. It is still a curious fact that there is no recorded document about any white person actually having walked the land route between the two modern communities. Sir Ranulph Fiennes used boats for a portion of his 1971 trip and Karsten Heuer on the Yellowstone to Yukon Hike (Y2Y) also used boats for the Kechika/Gataga portion. Both endeavors are well documented.

The alignment today is in very good condition. It is the victim of rapid poplar/willow growth at the stream crossings/alluvial fans and near beaver dams. A few short segments have collapsed where there has been stream erosion and channel changes. Much of the trail south of Gataga Crossing to Fox Lake is identifiable along 80% of the route but is slowly being crowded out by young spruce and lodgepole pine. The balance of trail management in these same sections is attributed to the treadway from animal hooves.

In a few places, mostly in the Central Trail unit (Terminus to Tumagain) there are bulldozed trail segments. These may be credited to the following activities according to G. Moore and K. Fennell:

- In 1969 a dozer was walked to Scoop Lake from Dease Lake thru the Major Hart valley.
- Approximately 20 km of well site access roads were put in south of Lower Post for exploratory drilling. These are mostly overgrown with willow.
- In 1980± approximately 5 dozers were brought across the Liard River at the Rabbit River to fight the big forest fire near Scoop/Chee/Tumagain
- In 1990± Moore advised that Kirby Fennell walked a dozer from Lower Post down the oil roads near there and across spring snowpack to the Red River. Very little sign of this trail can be seen on the ground but a few glimpses of 'unexplained' cut lines were seen from the air north of Red River and north of Mustela Creek. The dozer then went up the Red River and down to Burnt Rose Lake. Fennell, now living in Watson Lake confirmed this.
- There appears to have been a dozer walk north up the trail from Fort Ware to about 12-Mile. Purpose is unknown.

The significance of this activity is that with the exception of trail between Scoop and Terminus, most of the Davie Trail is historically intact, and modified only by axe and chainsaw. It is principally a non-motorized route. Although, snowmobiles are permitted on the trail, it is only suitable for snowmobiles near the communities of Lower Post and Fort Ware.

The southern Davie has some alignment peculiarities worth note and caution. There is one principal route that was used by horses. It has been cut out and maintained in a variety of ways since 1898. The trail is not necessarily fixed. Beaver dams, floods, river meanders and fires all serve to obliterate trail sign. We frequently found ourselves losing and looking for the trail north of Fox Lake. Charlie Boya holds the trap line rights from Fox Lake to Terminus Mountain, but travels less in recent years. He may be credited for keeping many parts of the trail blazed. His winter needs differ from much of the summer horse route.

9.5 Southern Davie Trail Conditions

In general, the southern trail needs much more brushing maintenance, particularly from Fox Lake City Cabin. There are virtually no bridges although some exist near Terminus Mountain. Requirements for much of the trail include standard drainage, widening, overhead clearance, and removal of deadfall. Small trees adjoining the trail will grow into future maintenance problems and should be removed before they become impossibly expensive to remove. Side hills need widening and grub hoe work. Soft sections abound with fading routes and trail braiding.

The following descriptions do not include the routine maintenance needs, which would be redundant.

9.5.1 Terminus/Matulka Creek to Gataga River

This trail is fairly well defined by horse traffic and is well drained. There are numerous branches with game trails and side trails used by the outfitter. It is not clear if the main outfitter trail of today is the best route or the original route since there are many well-defined trails on the west facing terraces. The outfitter often burns the understory to ensure good feed for horses that winter there. The resulting new understorey growth such as willow, roses, cinquefoil, etc. makes the trail hard to see in places. A few side hills and muddy ravine crossings should be anticipated. A few short timber bridges will improve crossings. The main trail should be defined with distinctive markers. The route might be skied and sidehills/ravines should be improved with a view to occasional use by snowmachines in years that have sufficient snow. The outfitters advise that they have no desire to use ATV's in their operations, which conforms to the Muskwa-Kechika Management Area guidelines. Elevation differences on this section are not significant, as the trail follows many flat terraces. Additional widening and maintenance is needed. The trail along the Gataga River should be improved to aid rafting, lining or fords based on water conditions.

9.5.2 Gataga to Boot Hill

The trail is well defined and fairly level. It is mostly well drained and offers a few vistas. The section is lengthy and a rest stop/campsite would be useful to locate at about the half way point. New growth is beginning to block some of the trail near City Cabin (once three cabins here – now lost to river erosion). Marking of the primary trail is required. Apparently a horse trail exists on a terrace to the east. There is no practical reason to use the horse trail as it misses the optimal campsite by the Kechika River at City Cabin.

9.5.3 City Cabin to Paddy Creek

The trail is obscure and in places not easy to follow. We lost it in several places, at one time following a trail up the Gataga Valley instead, as it was the better-defined route. After correcting ourselves under the guide's help, we followed obscure trail over Boot Hill and southward. Drainage is not a problem but overgrowth needs attention. There are some significant grades. A more favorable route with water appears eastward on the map. This should be investigated. Boot Hill offers a good view of the Boulder Creek fan and the mountains to the west. However a lower route near a water body that shows on the map might be helpful. Air-photos should be used in this area. The horse trail to the east was not found or inspected but may offer a better routing option than the one we walked. If it is there, it may be better than our selected route and offer a suitable campsite. South of Boot Hill, we encountered muddy springs near the Kechika escarpments.

9.5.4 Paddy Creek to Wolverine

In this section we often found ourselves off the trail and travelling along the river. If a horse trail exists higher up, as shown on the map, it should be investigated although it may be 200 m above the valley floor. Travel by the river was possible in places at low water, but we also engaged in much bushwhacking. This section offered some of the worst trail conditions encountered. Forsberg Creek is a stream worthy of a timber bridge. A suitable crossing was not identified, nor was the trail located as we traveled near the Kechika River. Where trail segments were found the overgrowth was significant (4m. trees blocking the trail.) Just south of Forsberg Creek a large section of the trail (up to 2 km) is believed to be under water due to beaver dam construction. A route up slope should be investigated.

9.5.5 Wolverine to Burned Cabin

The trail at this point ascends the slope and then follows higher ground. The route is well drained, crossing a few ravines that would pose a problem to snowmachines. Those of course would need to follow the river, and for safety reasons. The trail is afflicted with encroaching trees, primarily young lodgepole pine. Hiking is generally enjoyable on this stretch and with some cutting will again be well suited to horses. Below Bighorn Mountain are several segments that have been eroded by the river. The trail is plainly cut away. The most northerly requires a by pass over a rock exposure. The two southerly sections are 60 metre high clay cutbanks, one of which C. Boya called Rudolph's Cutbank. New trail bypasses are required here, which will involve proper grade planning for snow-machines. The assumption for snowmobiles is that they may be able to travel on regular guided excursions as far north as snowpack permits. A week-long tour to Forsberg Creek would be an ideal outing on prepared trails. This is essentially the narrowest part of the entire BC Trench, but Sifton Pass is the highest.

9.5.6 Burned Cabin to Fox Lake

This section was only examined in winter conditions. The route over Sifton Pass may present a few problems for wet sections. Every effort should be made to avoid these with suitable detours. There is a remote controlled weather station near the summit. The small lakes will offer excellent waypoints and, although only 10 km. from Fox Lake, one of these lakes will make a suitable cabin site. Winter travel on the lakes, meadows and swamps is exhilarating with a fast snow-machine. However, it will be easy to lose the route as wind blows snow over tracks quickly. Holes and

channels represent significant hazards in flat light. Trail markers (bamboo poles) which resist rot could be used in several places to semi-permanently mark the route. At each end of a meadow or clearing a conspicuous target for the trail should be posted. This will help travelers resume the forest section when they have crossed the meadow. The summer trail is presumed to need the same clearing attention as on other segments to the north.

9.5.7 Fox Lake to Beaver Pass

This interval has been well maintained and is in regular use by the Boya family who has cabins on the lake. The trail should be defined by distinctive markers to ensure users follow the proper route. In some places there are parallel cuts. The segment is believed to be well drained in summer. A new cabin at Beaver Pass offers a small refuge for travelers.

9.5.8 Beaver Pass to Fort Ware

This section is well used by the Boya and Antoine Charlie families. Part is useable by vehicles. An agreement from these trappers should define where vehicle traffic will stop is suggested. The families which live full time in winter will be best able to define their needs. Casual summer traffic will destroy the character of the trailhead. If an agreement to use the trail for vehicles is arrived at, then a shuttle service for hikers, possibly to the first river crossing may help generate local income. Similarly, the three crossings of the Fox and McCook Rivers may provide river shuttle income. The trail is considered to be in excellent condition but clear marking is required to confirm the route.

9.6 Trailhead Development

The best trailhead exposures are at the Gataga Crossing and at Fort Ware near the center of the community, mostly for public education and not tourism marketing. The location would also suit a 'kiosk' to display Kaska Heritage information and trail information. This would include phone numbers for inquiring about guided trips, map purchase, equipment rental, or charters into the area. It should also provide emergency numbers and how to contact the nearby outfitters who are often the only other people in certain sections of the trail.

Outside of the area Trailhead signs or information kiosks might be effective for historical/cultural education and for guide service promotion. These could be located at Mackenzie, Bear Lake, and Macleod Lake.

Visitor centers are often considered in context with a trail. The most significant opportunity for the trailhead is a cultural and resource visitor center. However, the traffic volumes in Fort Ware do not warrant investment at this location. The community is encouraged to support the concept of a Kaska Visitor Center as set out in volume one of this study. This modest building could serve many possible purposes:

- Davie Trailhead Visitor Center
- BC Gateway for the Trans-Canada Trail (either eventual route)
- Kaska Cultural Center celebrating the traditional use
- Interpretive center for the Rocky Mountain Trench and Ancient Migration Theories
- Interpretive center for Muskwa-Kechika and Northern Rockies Wilderness
- Alaska Highway tourist attraction and accommodation referral center

At the time of this writing (Spring 2000) a small development grant for concept planning is approved by the Muskwa-Kechika Trust Fund.

Trailheads are important staging areas, and visual promotion for the visiting public. Often the sighting of a trailhead sign will result in further inquiries and interest in travelling the trail.

Recommendation: Undertake the development on the north perimeter of Kwadacha Reserve as a campsite similar to the model constructed in Lower Post. A tipi pole set was noted

at a site that could form a group camp and marshalling area for horses, or group tours. Cautious approach to the development would include placing at least one full time resident there to manage vandalism, etc. This may make an excellent home based business location for boat rental, fishing guide, pasturing horses, etc. A suitable Kaska family might be interested in this opportunity. Revenue from camping fees and firewood would offset the garbage, toilet and management expenses. There is no present campsite at Fort Ware and this may be an excellent place for vehicles to reach the trailhead or use as a casual campsite.

Recommendation: Trailhead information signs are suggested on Highway 97 at Windy Point, and at the old Fort MacLeod trading post (BC Historic Site) to describe the heritage and recreational values of the McDame Trail. The signs should describe local guide phone numbers, and where to get more information, rent boats, hire equipment or purchase trail maps.

FIGURE 2: APPROXIMATE AIR DISTANCES TO POINTS ON THE DAVIE TRAIL		
Location	Distance From Lower Post	Distance From Fort Ware
Fort Ware Airstrip	317 Km	00 Km
Carcajou Creek	300 Km	17 Km
Beaver Pass	281 Km	36 Km
Fox Lake	266 Km	51 Km
Baby Lake	256 Km	61 Km
Driftpile Creek	244 Km	73 Km
Braid Creek	228 Km	89 Km
Wolverine	209 Km	108 Km
Paddy Creek	193 Km	124 Km
City Cabin	180 Km	137 Km
Gataga Crossing S.	171 Km	146 Km
MK limit & Mackenzie Forest Dist. Boundary Assumed N. Side of Gataga Crossing	170 Km est	147 Km est
Gataga Mtn.	167 Km	150 Km
Terminus Outfitter	152 Km	167 Km
N of Terminus	130 Km	187 Km
S of Moodie Ck.	132 Km	185 Km
Scoop Lake	117 Km	200 Km
S. of Turnagain River	102 Km	215 Km
Chee House	96 Km	221 Km
Sandpile Creek	99 Km	222 Km
Birches Lake Camp	92 Km	226 Km
66 Mile	92 Km	226 Km
Aeroplane Lake N.	69 Km	248 Km
Wadin Creek	57 Km	260 Km
Mustela Creek	40 Km	277 Km
Lake N. of Kaska Creek	24 Km	293 Km
Kloye Creek	9 Km	308 Km
S. Side of Dease	1 Km	316 Km
Lower Post	0 Km	317 Km
Location	Distance From Lower Post	Distance From Fort Ware

9.7 Route Selection & Knowledge

Attention must be paid to improving the route, its marking, and the emergency shelters at strategic points before commercial marketing begins. At the very least adequate pickup or deployment points should be confirmed for meeting places, equipment caches, and helipads, even if cabins are not constructed. A proposal outline for early guide orientation and familiarization with the route will allow an earlier start for commercial guiding and trail maintenance supervisors. The trail knowledge may encourage early promotion and use on a primitive basis for endurance hikers. The Kaska enterprise must have guides available who are young, fit, and trail wise. It is not appropriate to rely on older (albeit seasoned) guides alone. A new echelon of guides must be developed. (see proposal in section 12)

9.8 River Crossings (Bridges vs. Fords vs. Boats)

Virtually all crossings are fordable north of Fort Ware and South of the Gataga River. The Gataga and Fox will require swimming of horses, boats or rafting for hikers. The balance of the creeks are wadeable in most seasons but may be a challenge for coaxing horses across, mostly due to depth or muddy bottoms. Streams themselves may be quite passable but the unpleasant bogs and cutbanks on some of the approaches are problematic in places. Many of these are too large to corduroy.

FIGURE 3: CROSSING/BRIDGING RECOMMENDATIONS ON THE SOUTHERN UNIT

Creek	Width Estimate (metres)	Suggestions
Matulka Creek	8-10 m	Present channel is subject to scouring and ice. The outfitter maintains a bridge at this location.
Seven Mile Creek	5 m	Small pole bridge for hikers and horses suggested
Frypan Creek	6 m	Horses will want to drink. Hikers may benefit from a better crossing. Timber is available. Moderate ravine, but a good location for a bridge. Scout best crossing location within .2 km of old bridge.
Gataga River	150 m	Water depth and width are highly variable. Best crossing is probably a boat for hikers and guests. Guides may choose to swim horses across. Bridging may be prohibitively expensive due to width. Summer 1999 crossing was possible by cottonwood raft.
Forsberg Ck	20 m +	The upstream gap in the toe of the mountain may afford a site to place a high timber bridge. It should be at least 4 m above water.
Driftpile Creek	20+	The upstream gap in the toe of the mountain may afford a site to place a high timber bridge. It should be at least 4 m above water.
Braid Creek	40 m +	Severe ice debris observed in Feb 1999. Assuming repeat event is probable then a bridge may not be viable at this site. The upstream gap in the toe of the mountain may afford a site to place a high timber bridge. It should be at least 4 m above water.
Scarcity Creek	6 m +	Summer assessment not done. Estimated 6 m timber bridge.
McCook River	8 m +	Summer assessment not done. Estimated needs may be a suitable ford and an 8 m timber bridge.

Fox River 3 (not part of Davie Trail but suggested)	10-12 m +	Allows connection to Fox Pass. Summer assessment not done. Believed to be suitable for ford only.
Fox River 2	10-12 m +	Summer assessment not done. Believed to be suitable for ford only.
Fox River 1	10-12 m +	Summer assessment not done. Believed to be suitable for ford only.
Misc. Unnamed Ravines	3 m +	Horses will want to drink. Hikers may benefit from a better crossing if timber is available.

9.9 Cabins/Campsite Locations

Cabin sites are suggested at typical 15-km intervals along the route. Some variation is allowed based on water locations and in particular the Gataga Crossing and associated delay.

Campsites are typically suggested at 5-km intervals. Campsites are also suggested at the cabin locations but within the tenure, as the job of maintenance will fall upon the tenure holder. A license tenure, being non-exclusive will allow for passage of the public and use of the tenting area or water supply subject to the interests of the tenure holder.

The Kwadacha First Nation constructed a public cabin at Beaver Pass in 1997. A 600 metre by 600 metre site should be established here for further tenure development, as this will conform with the cabin spacing plan. This typical site size may be modified to meet location needs such as fronting a river, river junctions, or the projection of land between the Gataga and Kechika Rivers (200 X 700 est.)

In general these sites should be accurately surveyed by GPS after cabin, corral, privy, (and in some cases dock) etc. construction is done. Too many site and interval variables existed during reconnaissance to allow detailed site staking of all the potential sites.

Cabin sites near the navigable part of the Kechika River should be set back from view and concealed in a tree stand to reduce incidence of vandalism. This is subjective depending on the site and cabin purpose.

9.10 Signs

Signs will visually complement trail objectives if made from routed wood. However commercial trail signs are also available. For this project signs may be made up in advance and deployed by air, snowmobile and horseback to key locations. Sign requirements include:

- Intersections with arrows that can be affixed in the field
- Davie North, Davie South, (at campsites and cabin sites)
- Latrine, Water
- Distance to "_____ Km" (to be placed at 5 km intervals)
- River names and historical locations or vistas
- Bridge Location – directional, weight limits, one user on bridge at a time
- Camp and cabin names
- Trailheads
- Side trails to "_____ Km"

9.11 Rendezvous / Drop Off / Re-supply Points:

By Air

Floatplanes will access Fox Lake and Weissener Lake. Some successful use of the Kechika and Gataga were informally reported however pilot familiarity is critical. Rapids, floating debris,

changing water levels and channels all contribute to lack of pilot confidence in providing service on the Kechika or Gataga Rivers.

Wheeled planes may access the strip at Terminus Mountain, which is privately maintained by the outfitter. Ski planes may also work here at times.

Helicopter remains the most reliable way to deploy guests or resources to any location along the trail. All cabin sites should have adequate helipads. A further option is to include these at all campsites.

By River

River travel on the Kechika from City Cabin north is possible, assuming use of jet boats with shallow draft or canoes. Logjams may be a limiting factor. Canoes or rafts are also reported to work from Driftpile Creek northward as reported by B. White. The Kaska people used moose hide boats in some instances on this section of the river, as reported by C. Boya in 1999.

The Gataga River is part of a well-known canoe and raft route. Travelers should not assume regular traffic on the Gataga or Kechika Rivers, and between Gataga Crossing and Fort Ware resupply by river is not suggested or dependable.

9.12 Maps of trail

The following digital maps were produced to accompany this report. Additional copies may be ordered from Paragon Mapping at 250-392-2334. Updates will continue as budgets permit.

- **Maps 5&6** **McDame Trail (Accompanies Volume One)**
- **Maps 1 thru 4** **The Northern Davie Trail from Lower Post to the Turnagain River**
 (Accompanies Volume One)
- **Maps 7&8** **Southern Davie Trail Unit (Accompanies Volume 2)**

9.13 Other Trail Links

9.13.1 The Trans-Canada Trail (TCT) Project

See Volume One. At the writing of this second volume, it is unlikely that the Davie Trail will be considered as a candidate route for the TCT owing to remoteness. The Trans-Canada Trail Foundation and Yukon trail planners have selected Watson Lake as the Trail 'Gateway' for Yukon. A regional planning committee has begun consideration of a route on or near the Alaska Highway. The Davie Trail will be a connector trail of the TCT. Done right, it may be more well used and more of a tourist attraction than the TCT to Fort Nelson.

9.13.2 Weissener Lake

Weissener Lake is popular amongst Kaska members. There are two routes into the lake from the Trench. This makes travel variations interesting. Bedaux tentatively named Weissener Lake as Lamarque Lake for his advance party leader Ernest C. Lamarque, however the name was not retained. It does appear on the Bedaux map. Indications of ancient Kaska settlement on the lake are worth investigation.

9.13.3 Fox Pass

The gap west of the Trench to the Big Bend of the Finlay River was noted in several publications. There are two trails, which connect to this pass near Ess Lake. One is used for summer and the other for winter. The gap in the mountains is significant causing at least one historical writer to surmise that the Finlay River may have run through this gap at one time (Patterson?). This route presents an interesting local trip variation for shorter tours based from Fort Ware.

9.13.4 Gataga Valley

Like Ranulph Fiennes in 1971, we found the trail southbound from City Cabin to be excellent going. However, we soon found ourselves too far east. There is a useable horse trail that appears to ascend the Gataga Valley. The junction for the southbound Davie Trail was not well marked. Nor are we certain that a good trail still exists, although it shows on the maps. Fiennes proceeded up the Gataga for several days realizing he was lost and seeking a route back to the Trench. He returned to Terminus fatigued.

9.13.5 To The Omineca & BC Interior

From Fort Ware there is the possibility of a trail connecting to Prince George and the BC Interior. The concept has potential support within the BC Snowmobile Federation who could be strong advocates for a BC to Yukon snow machine route. This project could be pursued in conjunction with the Tsay Kay Band south of Fort Ware. Further consideration of this project will require their support as well as the support of the Mackenzie Forest District. It is unlikely that Fort Ware will be a major snowmobile jump off point since the 5 hour drive (or longer in winter) from Highway 97 will deter large numbers of users. However, the determination of endurance or distance riders seeking new destinations implies that many will try the trip no matter how hard it is to get to. And many will want to "sled" to Fort Ware if a route is established.

9.13.6 The Kwadacha to the Peace Region

At Fort Ware, a trail ascends the Kwadacha River to the Kwadacha Wilderness Park and a proposed wilderness area extension. It is also the best direct access to the Northern Rockies Wilderness Area. Haworth and Smythe both led parties in this area. It was the route that Bedaux used to travel west from Ft St John to Fort Ware. This route represents an important tourism opportunity to develop horse or backpack tours from Fort Ware into the Peace. The Halfway Band may be a reasonable business partner for this type of venture.

9.13.7 To Fort Graham and the Akie

South of Fort Ware is the remnant of the Davie Trail. Natives used the land route according to most of the references investigated for the third volume of the Davie Trail report. It is clear that logging and BC Hydro have precluded any chance of resurrecting the southbound Davie Trail to what was once Fort Graham or Finlay Forks. The creation of Williston Reservoir has eliminated any land option for eastward travel (Laurier Pass or Peace Pass.) Today only the Akie and Bedaux Passes are appropriate for continued consideration. The only written description of the Akie as a travel route is by Bob White.

9.13.8 To the West

Remnants of the Police Trail (segment from Fort Graham to Fort Connelly) are no longer worth consideration. Constantine's reluctance to build the non-viable trail west from Fort Graham in 1906 was borne out. The Trail simply is nonexistent today. Black, Patterson and others wrote of the travel up the Finlay. These routes all remain wilderness-guiding opportunities to be expanded in the future.

SECTION 10 -- RELATED BUSINESS AND REVENUE OPPORTUNITIES

This section is fully described in Volume One. Some additional suggestions follow:

10.1 Accommodation & Services At the Southern Trailhead (Fort Ware):

10.1.1 Hotels & Supplies

There are presently no hotels, bed & breakfast, or motels in the community of Fort Ware. The band operates bunkhouse accommodation and Charlie/Hazel Boya offer basic guest cabin accommodation on a limited basis. The Kwadacha Band operates a surprisingly well-stocked general store beside the airstrip. There are also stores and service stations scattered along the forest road from Windy Point. Some of these services are operated by logging companies and services are not assured to the traveler at any location for 365 days a year. After hours services are often only a good will gesture on the part of store or logging camp staff. The Kwadacha store is an excellent outlet for the almost historical slogan on tee shirts or hats stating "Fort Where?" It is also an outlet for "Rocky Mountain Trench" memorabilia.

10.1.2 RV Parks or Campground and Parking

Primitive campsites (without water or services) may be found on a random basis along the forest roads. Some form of camping accommodation will be required near Fort Ware as it is the trailhead for the Davie and Kwadacha routes. Sites could be selected near the mouth of the Kwadacha River or the mouth of the Fox River. For the purposes of the Davie Trail, a small pond 5 km north of the community will provide a casual campsite. A business opportunity for secure parking should be developed by a Kaska family or a tourism cooperative. \$10 for first night and \$3.00 per night thereafter may be a reasonable fee for parking only provides a moderate level of security. The parking service should hold insurance.

10.1.3 Air Charter

Wheeled aircraft, floatplane and helicopter are necessary tools for the maintenance and operation of a commercial trail system. The outfitters are often able to offer hospitality on a pre-arranged basis including air charter into the area. A Kwadacha or Kaska based tourism service would also offer this booking service, in partnership with the same operators. Fort Ware is able to offer limited air charter services and nearby forestry camps, such as Finbow, often have chartered planes and helicopters available. Quick response may be difficult for float planes or helicopters as they are often committed to commercial forest operations, especially in fire fighting periods. Commercial floatplane charters are expensive to arrange from Mackenzie. However carefully arranged trips may find suitable service directly to and from points such as Mackenzie, Fort St John, Dawson Creek, or Prince George. The additional convenience and time saving may easily offset the long drive into Fort Ware. The drive and the flight to Fort Ware are adventures in themselves and the strength of each should be customized for the individual tastes of paying customers. Obviously the benefits of a Kaska owned air charter might be recognized over time as volume of customers increases. Wheeled aircraft strips at Fort Ware, Mackenzie, Terminus, Scoop, and Watson Lake support serious consideration of using and encouraging Trench charter services.

10.1.4 Trail Packages

Not all users will want to start at the trailhead and walk to other end of the trail. Instead they will often prefer to walk one of the more scenic sections, or repeat visitors will want a new section. Tour groups will often seek specific time slots such as 3, 5, 10, or 14-day package choices. Often

they will select multiple modes of travel. Packages should also provide flexibility for the budgets of different travelers.

Tours may be combined as shown in the following examples:

Horse ride to Gataga River, riverboat or canoe to Fireside 10-14 days

Horse ride to Fox Lake and helicopter return (4 days)

Floatplane to Fox Lake, and fixed wing return, fishing, local hikes, cabin stay (4 days)

Walk to Weissener Lake, fly out (3 days)

Overnight hikes out of Fort Ware on the Finlay, Fox, and Kwadacha Rivers.

10.1.5 Horses

There are presently no horses in Fort Ware. The establishment of a Kaska tour industry and the opening of additional trails (the Davie and the Kwadacha Routes) may justify the return of horses to the community. One option is to bring horses in from the east side of the Rockies each year when the Bedaux Pass opens and then return them each fall, on paying pack trips. This may minimize the cost of over-wintering and feed, or the cost of trucking horses out. Another option is the wintering of horses near the Gataga River subject to ensuring range use approval

10.1.6 Shuttle Service

A shuttle service is needed to bring guests and gear from Prince George to Fort Ware. The complexities of the existing forest road are not ideal for persons who do not know the route, habits of logging trucks, or the fuel and service points. In fact, guests should be actively encouraged to either fly in or take a shuttle ride. This need not be a vehicle purchased by the Kaska business, but may be a franchise or contract granted to a member who will operate the service with a suitably marked van. The van should have an emergency telephone or two-way radio as standard equipment. BC Motor Carrier regulations may apply, depending on who is selected for the service and the nature of the contract. A brightly painted mural or name on the vehicle will help promote the business. The business may also serve some of the freight and business supply needs of the community.

10.1.7 River Trips

One revenue option is to provide riverboat trips on the Finlay River. The option for rafting on the Fox, Finlay, and Kwadacha Rivers has not been investigated. There is some doubt about the viability of each due to water fluctuations and logjams. The possibility should be examined. Fort Ware has served as the staging area for rafting and canoeing from Gataga Lakes north to the Alaska Highway. The full potential of river travel is not examined in this report, but at the time of writing, at least three commercial companies were looking at rafting or jet boat excursions.

Section 11 -- Capital Requirements

FIGURE 4: SUGGESTED CAPITAL DEVELOPMENT FORECAST (SOUTHERN DAVIE)

Digital Mapping	\$10,000	\$5,000	\$5,000	\$5,000	\$5,000						\$30,000
Environment Assmt	\$5,000	\$5,000									\$10,000
Cabin Construction**		\$20,000	\$100,000	\$100,000							\$220,000
Signs	\$10,000	\$10,000	\$10,000	\$2,000							\$32,000
Trail Clearing	\$50,000	\$50,000	\$30,000	\$30,000						\$20,000	\$180,000
Bridge Construction	\$10,000	\$20,000	\$50,000	\$50,000						\$50,000	\$230,000
Trailhead Lodge**		\$50,000									\$50,000
Website Updates**	\$1,000	\$1,000	\$1,000	\$1,000						\$1,000	\$6,000
Trail Brochures	\$2,000		\$2,000							\$2,000	\$6,000
Trailhead Signs		\$10,000	\$10,000								\$20,000
Information Klosks	\$5,000	\$5,000									\$10,000
TOTALS	\$113,000	\$266,000	\$208,000	\$188,000	\$58,000	\$91,000					\$924,000

Figures assumed to include air transportation, labor, materials, tax, etc

Not included are partnership funding breakdowns

** items presumed to be owned by Kaska Nation as part of tour business

SECTION 12 -- Guide Orientation and Trail Planning Proposal

The initial reconnaissance of the trail in 1998 and 1999 did not permit confirmation of the route, bridges or the best cabin and campsites. The evaluation team was often too busy trying to find the trail and not concerned with whether the best site was ahead or behind them

At this conceptual stage there is now an opportunity to combine several needs and conduct more detailed site plans while familiarizing candidate guides with the full length of the Davie Trail. (The McDame Trail is an acknowledged second priority due to its more challenging terrain)

BC Assets & Lands Corp. request that all cabin tenures be posted with application notices. To do this alone would be prohibitively expensive. However there are collateral needs that will improve the quality of the trail plan. The following is an outline of the priorities for the next stage of evaluation:

- A. Advance to the proposed cabin sites and provide assessment/report for:
 - GPS coordinates
 - Digital site photos
 - Nearby timber, grazing, firewood and water
 - Specific hazard mitigation such as floodplain
 - Confirm primary dimensions (usually 600 by 600 metres)
 - Post Land Act notice form
 - Confirm distance suitability from other cabin sites
 - Use air photos for detailed sketches to reduce environmental concerns
 - Traverse and GPS perimeters
- B. Evaluate trail intervals in detail including:
 - Fishery and game foods
 - Repair prescription for specific sections
 - Reroute sections
 - Signage and trail flashes/blazes
 - Special construction needs (ie cliffs)
 - Stream crossing techniques and bridge design
 - Bridge spans and stake suitable locations above or below present trail
- C. Train staff in route plans, logistics, safety and travel factors.
- D. Create a standard of knowledge and a team skill bank that will form the basis of a Kaska Guide Service
- E. Identify candidates for further guide training

Phases of the orientation and detailed inventory are:

- | | |
|---------------|--|
| Day one | travel to marshalling area |
| Day two | equipment review and menu/pack orientation |
| Day three | Backpack, camp set up, and map/compass orientation |
| Day four | First morning on trail |
| Day five | Walk to Beaver Pass |
| Day six | Walk to Fox Lake |
| Day seven | Review performance and permit change in class makeup based on performance and personal suitability |
| Day eight | Continue northward to Lower Post via outfitter camps and Discovery camp |
| Day nine etc: | Estimated 30-day program in total |

FIGURE 6: BUDGET FOR CABIN SITE ASSESSMENT AND GUIDE ORIENTATION

Mileage	\$.38/km	12,000	\$4,560	
Food		Group food	1,200	
Air Travel		contingency	1,500	
Satellite phone		Rental	400	
Boat travel		contingency	500	
Student allowances	@\$400/week	Three guide students	5,000	
Supplies (non food)			2,000	
Outfitter Assistance		River shuttles & Accommodation	600	
Food drops			800	
Instructor/ mapper			6,000	
Emergency Allowance (air ecav)			1,500	
Administration			2,000	
			26,060	Sub Total
			1825	GST
			\$27,885	Total

Assumptions: 10 km per day

SECTION 13 -- APPENDICES:

Appendix One: Mackenzie Local Resource Management Plan (LRMP)

AGREEMENT-IN-PRINCIPLE (July 1999)

"The Mackenzie LRMP met throughout the summer to complete preliminary consensus on general management direction and RMZs. Considerable subcommittee work has also been devoted to developing a caribou management strategy. In upcoming meetings, the table will continue its work on protected areas, grizzly bear management and outstanding zone issues. The table is striving to have agreement in principle of the recommendations (possibly with options for a few unresolved issues) which can be submitted for social, economic and environmental analysis, by early 1999." (Source - LUCO homepage) The plan is still in a draft stage. Following sections are excerpts from the relevant zone plans:

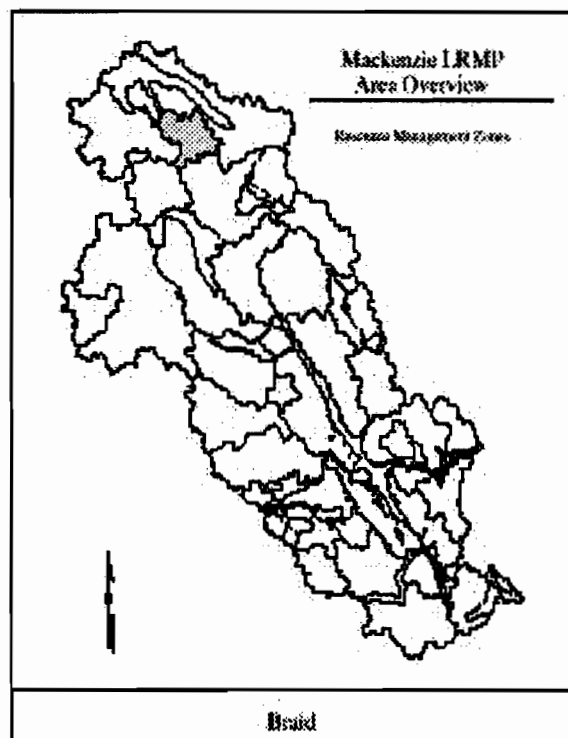
13.1.1 BRAID - KOH WAHK' ELUDI (BURNED CABIN) RMZ

Section of Trail from Sifton Summit to Rainbow River

INTENT:

OPTION ONE LABEL = SPECIAL
OPTION TWO LABEL = GENERAL

This RMZ contains the Braid and Driftpile Creek drainages and the headwaters of the Kechika River. The zone includes the Rocky Mountain Trench immediately north of the Sifton Pass and the mountains to the east. Timber values are low and concentrated in the western portions. Wildlife values are generally moderate; high for grizzly bear, and moderate-to-high for caribou. Known occurrences of red blue and regionally important species include grizzly bear, fisher, wolverine, wolf, mountain goat, moose, caribou, and Stone sheep. Fisheries values are low. Bull trout is a known blue listed fish species here. There are high known mineral values in the eastern portion of the Zone, moderate in the centre and low in the western portion.



Six mineral occurrences are found, including the Driftpile lead-zinc deposit and mineral tenure. There is some gas potential in the eastern two thirds of the Zone, but it is ranked lower relative to other eastern zones of the Plan Area. Wilderness recreation values are moderate, predominantly for big game hunting and wildlife viewing, and high along the historic Davie Trail.

First Nations Traditional Knowledge.

Please refer to Fox RMZ for a description of the Davie Trail.

OBJECTIVES AND STRATEGIES TO SUPPLEMENT THE GENERAL MANAGEMENT DIRECTION

COMMUNITY STABILITY AND DEVELOPMENT

Refer to General Management Direction.

BIODIVERSITY

Refer to General Management Direction.

AIR QUALITY

Refer to General Management Direction.

SOILS

Refer to General Management Direction.

WATER

Objective –

- Manage human activities to maintain water quality.
- Manage human use adjacent to Kechika River to minimize negative impacts to water quality.

FISH AND FISH HABITAT

Refer to General Management Direction.

WILDLIFE AND WILDLIFE HABITAT

Objective –

- Maintain habitat needs of all naturally occurring wildlife species.
- Identify and map high value habitat features (e.g., mineral licks).

Objective –

- Manage wildlife populations at sustainable levels to meet both consumptive and non-consumptive use levels, consistent with the management direction of each RMZ.
- Establish guidelines for seral stage distribution to allow for maintenance of long-term moose habitat.
- In areas identified as having a high moose habitat value, manage seral stage distribution to provide long-term moose habitat.
- The LRMP Table recommends the additional restrictions on hunting and fishing where concentrated industrial developments occurs in areas of restricted public access. Refer to GMD 1.7.1 Caribou Management Strategy.

TRAPPING

Objective –

- Maintain opportunities for sustained fur harvesting and related trapping activities to optimize benefits to communities within the Plan Area.
- Manage trapping opportunities within the RMZ for historical and cultural use of the resource.

GUIDE OUTFITTING

Refer to General Management Direction.

ACCESS

Access management prescriptions will include: the design, construction and maintenance of resource roads to a minimum width while providing for safety of use; the

utilization of access control points; allowance for motorized access is intended only for licensed/authorized industrial access for the purpose for which the tenure or license was issued; and, proponents will develop access route proposals and strategies for the RMZ through consultation with First Nations. The ability to conduct resource development activities will be facilitated with temporary secondary road infrastructure.

Upon cessation of tenure holders activities, return temporary secondary roads and access routes to a state which re-establishes natural drainage patterns and which over-time will return the area to a vegetative state, which approximates natural conditions (utilizing native species where feasible) while leaving most of the road bed for future development cycles. Access management/control measures such as bridge removal, culvert removal, and strategic recontouring, shall be effectively employed in strategic locations in order to:

- Minimize the undesirable effects of access on non-industrial resource values (specifically wildlife, wilderness and wilderness recreation values) while also,
- Minimizing the cost of implementing access control measures and not precluding industrial development by attaching exorbitant incremental costs for deactivation and access control.
- Before deactivation and/or reclamation of a temporary secondary road, consult with licensed and authorized industrial users to determine any required use of the road or portion of road and extend road permit rights and conditions to new users. In addition, short term discontinued use of the road should require only temporary deactivation.
- For industrial developments, encourage use of existing infrastructure by extending road permit rights and conditions to new industrial users rather than constructing new road access.
- Use of motorized, wheeled vehicles by non-industrial users is limited to primary roads.
- Use of motorized vehicles by licensed/authorized industrial users and for authorized research activities, is permitted in this zone only for the purpose for which the tenure, license or authorization was issued.
- Manage resource access development to consider the objectives of the Frog - Gataga proposed Protected Area.

TRANSPORTATION AND UTILITY CORRIDORS

Objective –

- Manage communication, transportation and utility corridors and communication sites.

Objective –

- Maintain opportunities for new transportation, utility corridors and communication sites.
- Recognize the importance of transportation routes and utility corridor infrastructure to facilitate long-term integrated resource management.
- When developing new or modifying existing corridors, resource developers will do so with consultation with First Nations.
- Plan location of major access routes and other linear developments to avoid disturbance to wetlands that form the headwaters of the Kechika and Fox Rivers.
- Plan location and design of major access routes and other linear development to minimize disturbance to the Davie Trail - Atse Dene Tunna. <Conditional approval by the Environment/Conservation Sector subject to the outcome of the Muskwa-Kechika.>

FOREST RESOURCES

Refer to General Management Direction.

MINERALS

Objectives –

- Optimize environmentally responsible development of identified high mineral values and recognize the significance of mineral potential in this zone.*
- Provide for opportunities for exploration and mine development of mineral resources through review and permitting processes, including the EAP.

- Recognize the hidden nature of the subsurface resource by facilitating exploration programs to prove out what is currently unknown.
- Ensure the environmental responsibility of the exploration or mining proponent with due regard to the effects of mineral use on other resource values.

Objectives –

- Maintain opportunities for environmentally responsible mineral exploration, development and transportation.
- Consider unroaded access methods for preliminary stage mineral exploration except in areas with existing roads.
- Encourage employment opportunities to optimize benefits to the communities in the zone.
- A mechanism should be considered to provide periodic public reports on enforcement and compliance aspects of major mine developments that occur in areas of restricted public access.

ENERGY

Refer to General Management Direction.

AGRICULTURE

Refer to General Management Direction.

GRAZING**Objective –**

- Allow for opportunities for tenure(s) in areas suitable for grazing while having due regard for impacts on other resource values.
- Encourage the identification of suitable land for grazing purposes to incorporate into a range inventory.

OUTDOOR RECREATION AND TOURISM

In the Braid RMZ, the relative percentage of the semi-primitive non-motorized and primitive recreation opportunity spectrum will shift on a more permanent basis to maintain components of semi-primitive non-motorized and primitive ROS to reflect access deactivation strategies for this RMZ. The intent of this strategy is not to determine or recommend which activities are acceptable but to give general guidance across adjacent RMZs. The intent is to encourage both short-term and long-term planning which will retain some ROS primitive and semi-primitive non-motorized. The concept is that the primitive ROS could be achieved through the combined area of two or more zones. For example, the area used to calculate the ROS primitive class could come from more than one adjacent zone including contributions from Protected Areas.

VISUAL QUALITY**Objective –**

- Manage for visual quality in identified visually sensitive areas
- Consider establishment of Driftpile Lake, Braid (Sheep) Creek/Kechika River confluence, Citreon (Big) Creek/Kechika River confluence and the Sifton Pass as 'known' scenic areas.

HERITAGE AND CULTURE**Objective –**

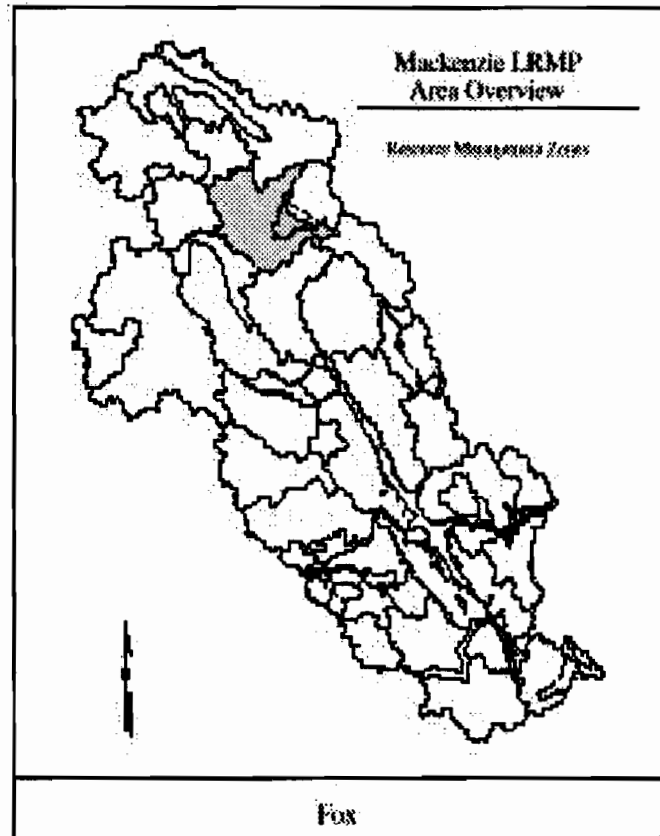
- Maintain the historic integrity of the Davie Trail - Atse Dene Tunna (Old Peoples Trail) while allowing for other uses.
- Identify trail locations and historic trail features (e.g., camp locations, viewing/vantage points, trail markers)
- Consider heritage designation of the trail and develop a management plan in consultation with Kwadacha Band and tenure holders, that allows for resource development, including commercial recreation use while minimizing impacts on the trail.

- Minimize adverse impacts to the Davie Trail. In development of outdoor recreation and tourism encourage employment opportunities to optimize benefits to the communities in the zone.
- Plan location and design of major access routes and other linear development to minimize disturbance to the trail. <Conditional approval by the Environment/Conservation Sector subject to the outcome of the Muskwa-Kechika.>

13.1.2 FOX - NUHSEHA (FOX) RMZ

INTENT: OPTION ONE LABEL = SPECIAL
 OPTION TWO LABEL = GENERAL

The Fox RMZ includes the drainages of the Fox and McCook Rivers, Weissener, Joe Pool, and Carcajou Creeks, the Fox Pass area, and the lower Kwadacha River. From west to east, the zone consists of the Sifton Ranges, the Rocky Mountain Trench, and the Muskwa Ranges. Timber values are high, and somewhat concentrated in the Rocky Mountain Trench and McCook drainage. There are high known mineral values in western and eastern portions of the Zone and moderate and low in the remainder with three mineral occurrences and tenure. Gas potential is assessed as low throughout most of the Zone with a small area of moderate value in the southern portion. Wildlife values are moderate, except for grizzly with high values. Known occurrences of red blue and regionally important species include grizzly bear, fisher, wolverine, wolf, mountain goat, moose, caribou, and Stone sheep. Fisheries values are moderate.



Known occurrences of red and blue listed species are Arctic grayling and bull trout. Weissener Lake contains regionally significant population of lake trout. Recreation values are high for the areas adjacent to the historic Davie Trail, Weissener Lake, and Fox Lake and Pass. Significant tourism potential associated with the Davie Trail and active guide outfitting. The Kwadacha Band community is located in the very southern portion of this Zone at the confluence of the Finlay and Kwadacha Rivers.

First Nations Traditional Knowledge:

Kaska First Nations of Fort Ware have inhabited the area for many generations. These people travel widely through the area over rivers and trail to their traditional hunting, trapping and fishing areas. The community of Fort Ware is located at the very southern portion of this zone, at the confluence of the Finlay and Kwadacha Rivers.

The Davie Trail, stretching some 600 kilometres, connects Fort Ware with Lower Post. It was first used as a traditional footpath by the Kaska Dena to access their seasonal hunting, fishing and harvesting areas. The Davie Trail also served as a main route for intertribal, cultural and economic interchange between Kaska Dena and other neighbouring First Nations.

Early fur trade explorers noted the extensive use of the Davie Trail as a strong trading network among First Nations. In the late 1800s discoveries of gold brought prospectors into northern BC. At this time some Kaska found temporary employment as guides, packers and provisioners. Trading posts were developed in the areas to accommodate the fur trade and mining industry.

In the early 20th century, the Kaska Dena played a key role in the development of big game hunting outfits which sprang up to operate along the course of the trail. Many Kaska took occasional temporary work as guides and packers to the many hunting parties who came from around the world to exploit the regions plentiful game.

It was upon the Davie Trail that many Kaska were born and many died. Significant heritage resources along the trail include gravesites, abandoned trading posts and cabins used by Kaska Dena.

The Davie Trail is named after an individual of Kaska-French heritage "Old Davie", who is purported to have cleared (? –ed.) the trail in its entirety from Fort Ware to Lower Post.

Later in 1897 - 1899, the Davie Trail was explored (with the help of an Indian guide) by J. P. (J.D. - ed.) Moodie of the Northwest Mounted Police, in search of an alternate transportation route to the Yukon. Moodie was searching for a route to the Klondike Gold Rush region in order to practice law and order because of the great inflow of non-natives.

OBJECTIVES AND STRATEGIES TO SUPPLEMENT THE GENERAL MANAGEMENT DIRECTION

COMMUNITY STABILITY AND DEVELOPMENT

Refer to General Management Direction.

BIODIVERSITY

Refer to General Management Direction.

AIR QUALITY

Objective –

- Maintain a high standard of air quality.
- Encourage the development of a smoke management strategy in consultation with the Kwadacha Band and Tsay Keh Dene.

SOILS

Refer to General Management Direction.

WATER

Objective –

- Maintain human activities to maintain water quality.
- Manage human use adjacent to Fox Lake to minimize negative impacts to water quality.
- Manage resource development to maintain water quality and quantity of domestic water supply of settlement areas in the zone.

FISH AND FISH HABITAT

Objective –

- Maintain or enhance habitat of threatened or endangered (red-listed) and vulnerable (blue-listed) fish and shellfish species.

- Identify important spawning, rearing and aggregating areas for bull trout and Arctic grayling in the Fox and McCook Rivers and Weissener Creek.

Objective –

- Conserve the abundance and diversity of naturally occurring fish and shellfish populations and their habitats.
- Weissener Lake shall be considered a L1A (Forest Practices Code) lake for the purpose of managing lake trout.

WILDLIFE AND WILDLIFE HABITAT

Objective - Maintain habitat needs of all naturally occurring wildlife species.

Identify and map high value habitat features (e.g., mineral licks).

Objective –

- Manage wildlife populations at sustainable levels to meet both consumptive and non-consumptive use levels, consistent with the management direction of each RMZ.
- Establish guidelines for seral stage distribution to allow for maintenance of long-term moose habitat.
- In areas identified as having a high moose habitat value, manage seral stage distribution to provide long-term moose habitat.
- The LRMP Table recommends the establishment of a no shooting and no hunting corridor of 1 km width from centre line, along primary roads.
- The LRMP Table recommends the additional restrictions on hunting and fishing where concentrated industrial developments occurs in areas of restricted public access.

Refer to GMD 1.7.1 Caribou Management Strategy.

TRAPPING

Objective - Maintain opportunities for sustained fur harvesting and related trapping activities to optimize benefits to communities within the Plan Area.

Manage trapping opportunities within the RMZ for historical and cultural use of the resource.

GUIDE OUTFITTING

Refer to General Management Direction.

ACCESS

Access management prescriptions will include: the design, construction and maintenance of resource roads to a minimum width while providing for safety of use; the utilization of access control points; allowance for motorized access is intended only for licensed/authorized industrial access for the purpose for which the tenure or license was issued; and, proponents will develop access route proposals and strategies for the RMZ through consultation with First Nations. The continued ability to conduct sustainable resource development activities over the long term requires primary/permanent road and linear development infrastructure in the zone. All roads except primary roads will be temporary roads.

Upon cessation of tenure holders activities, return temporary secondary roads and access routes to a state which re-establishes natural drainage patterns and which over-time will return the area to a vegetative state, which approximates natural conditions (utilizing native species where feasible) while leaving most of the road bed for future development cycles. Access management/control measures such as bridge removal, culvert removal, and strategic recontouring, shall be effectively employed in strategic locations in order to:

Minimize the undesirable effects of access on non-industrial resource values (specifically wildlife, wilderness and wilderness recreation values) while also, minimizing the cost of implementing access control measures and not precluding industrial development by attaching exorbitant incremental costs for deactivation and access control.

Before deactivation and/or reclamation of a temporary secondary road, consult with licensed and authorized industrial users to determine any required use of the road or portion of road and extend road permit rights and conditions to new users.

In addition, short term discontinued use of the road should require only temporary deactivation.

For industrial developments, encourage use of existing infrastructure by extending road permit rights and conditions to new industrial users rather than constructing new road access.

Where necessary, utilize access monitoring stations to monitor use of primary road infrastructure to determine cumulative use of the road with the intent of implementing strategies to address use of motorized vehicles by non-industrial users.

Use of motorized, wheeled vehicles by non-industrial users is limited to primary roads.

Use of motorized vehicles by licensed/authorized industrial users and for authorized research activities, is permitted in this zone only for the purpose for which the tenure, license or authorization was issued.

Where forest management prescriptions require frequent periodic re-entry, consider establishing access control points to regulate public access rather than rely on deactivation.

TRANSPORTATION AND UTILITY CORRIDORS

Objective –

- Manage communication, transportation and utility corridors and communication sites.

Objective –

- Maintain opportunities for new transportation, utility corridors and communication sites.
- Recognize the importance of transportation routes and utility corridor infrastructure to facilitate long-term integrated resource management.
- When developing new or modifying existing corridors, resource developers will do so with consultation with First Nations.
- Plan location of major access routes and other linear developments to avoid disturbance to wetlands that form the headwaters of the Kechika and Fox Rivers.
- Plan location and design of major access routes and other linear development to minimize disturbance to the Davie Trail - Atse Dene Tunna. <Conditional approval by the Environment/Conservation Sector subject to the outcome of the Muskwa-Kechika.>

FOREST RESOURCES

Objective –

- In this zone, maintain opportunities to manage timber growth, and implement silviculture strategies to produce a broad spectrum of timber products and non-timber products.
- Support manual control (mechanical and biological) of brush. Use chemical measures only when other methods are not feasible due to terrain, herbaceous type, density and treatment cost.
- Where appropriate, consider deciduous trees an acceptable component of new stands.
- Promote silviculture systems that are appropriate for the site.

MINERALS

Objective –

- Optimize environmentally responsible development of identified high mineral values and recognize the significance of mineral potential in this zone.*
- Provide for opportunities for exploration and mine development of mineral resources through review and permitting processes, including the EAP.
- Recognize the hidden nature of the subsurface resource by facilitating exploration programs to prove out what is currently unknown.

- Ensure the environmental responsibility of the exploration or mining proponent with due regard to the effects of mineral use on other resource values.

Objective –

- Maintain opportunities for environmentally responsible mineral exploration, development and transportation.
- Consider unroaded access methods for preliminary stage mineral exploration except in areas with existing roads.
- Encourage employment opportunities to optimize benefits to the communities in the zone.

ENERGY

Refer to General Management Direction.

AGRICULTURE

Refer to General Management Direction.

GRAZING

Objective –

- Allow for opportunities for tenure(s) in areas suitable for grazing while having due regard for impacts on other resource values.
- Encourage the identification of suitable land for grazing purposes to incorporate into a range inventory.

OUTDOOR RECREATION AND TOURISM

Utilizing access management strategies for this zone, maintain a percentage of semi-primitive non-motorized and primitive recreation opportunity spectrum across adjacent RMZs where the percentage of ROS primitive and semi-primitive non-motorized land may fluctuate over time. The intent of this strategy is not to determine or recommend which activities are acceptable but to give general guidance across adjacent RMZs. The intent is to encourage both short-term and long-term planning which will retain some ROS primitive and semi-primitive non-motorized. The concept is that the primitive ROS could be achieved through the combined area of two or more zones. For example, the area used to calculate the ROS primitive class could come from more than one adjacent zone including contributions from Protected Areas.

Objective –

- Maintain opportunities for quality public and commercial recreation experience consistent with the management direction for each RMZ.
- Recognize the importance and level of public recreation use in the Weissener Lake, Kwadacha River, and Fox Pass Lakes.

Objective –

- Manage recreational experience at Weissener Lake, the Upper Kwadacha River, and the lakes at the upper end of Weissener to maintain remote recreational experience.
- Monitor use and develop indicators to measure changes in quality of experience in consultation with stakeholders.

VISUAL QUALITY

Objective –

- Manage for visual quality in identified visually sensitive areas.
- Consider establishment of Fort Ware, Weissener Lake and the area southwest of the confluence of the Wameford and Kwadacha Rivers (Wameford/Kwadacha Forks), the Sifton Pass and Baby Lake as 'known' scenic areas.

- Consider the establishment of Visual Quality Objectives for Fort Ware.

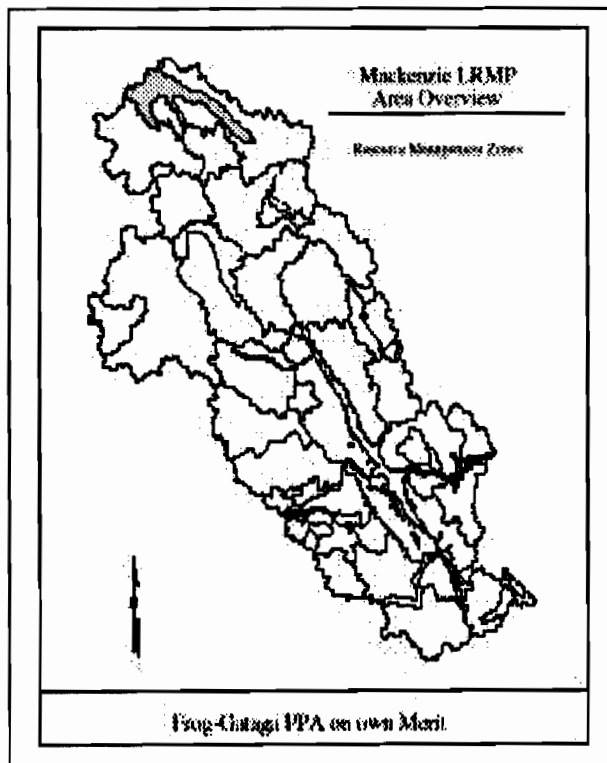
HERITAGE AND CULTURE

Objective –

- Maintain the historic integrity of the Davie Trail - Atse Dene Tunna (Old Peoples Trail) while allowing for other uses.
- Identify trail locations and historic trail features (e.g., camp locations, viewing/vantage points, trail markers).
- Consider heritage designation of the trail and develop a management plan in consultation with Kwadacha Band and tenure holders, that allows for resource development, including commercial recreation use while minimizing impacts on the trail.
- Minimize adverse impacts to the Davie Trail.
- In development of outdoor recreation and tourism encourage employment opportunities to optimize benefits to the communities in the zone.
- Plan location and design of major access routes and other linear development to minimize disturbance to the trail. Conditional approval by the Environment/Conservation Sector subject to the outcome of the Muskwa-Kechika.

FIRST NATIONS: Refer to General Management Direction.

13.1.3 FROG - GATAGA Proposed Protected Area



5.5.1 FROG - GATAGA 139,954 hectares

The Frog-Gataga Proposed protected Area consists of sections of three major undisturbed northern river valleys and the large confluence area of the three in the Rocky Mountain Trench. Included in the PPA are 90 km of the Gataga River Valley, 40 km of the Frog River Valley and 35 km of the Kechika River Valley. The PPA is contiguous with the Denetiah Protected Area that was approved in the Fort Nelson LRMP.

PAS Values:

- representation of three ecosections.
- high riparian values along the floodplains and in the confluence area.
- extensive low elevation wildlife habitat.
- a protected section of the Rocky Mountain Trench.
- a major river valley on the west slope of the Rocky Mountains.

- a protected section of Atse Dene Tunna (Davie Trail) and associated heritage features.
- intact predator - prey system.
- very high moose and mountain sheep values.
- canoeing, river boating, fishing, hunting, hiking, wildlife viewing in a pristine wilderness setting.
- low elevation core of a large, mountainous wilderness area.
- the Kechika River is registered as a BC Heritage River.

Comments:

The PPA encloses sections of three major valleys, but not complete watersheds; consequently, ground access through the PPA to resource lands beyond may be required in the future and requires ELU Act designation. Any future access authorization would be dependent on two tests: evidence that there is no feasible alternative route outside the PPA. Evidence that the selected route has the least environmental impact on PPA values.

Specific direction for ELU Act areas that may be recommended for the Frog - Gataga PPA is:

Objective –

- The intent is to provide the Cut Off Creek ELU Act corridor for mining access road purposes only and that the road should be reviewed as part of a mine project EAP review. Given the sensitivity and intent that road construction in ELU Act corridors is to be avoided where possible, the following process would apply:
 - Resource developers will develop access route proposals and strategies for the Cut Off Creek ELU Act corridor through consultation with First Nations.
 - Any proponent would apply to Government for a permit and would work with Government, including BC Parks, to identify other access possibilities and their feasibility before deciding to go through the ELU Act corridor.

The instruction here is not to prevent access in an ELU Act corridor but to only exercise the option in the context of serious consideration of other possibilities. These roads / corridors form part of a larger access network and access management strategy for the district.

The IPT proposes that ELU Act areas identified on a page size map labelled "Frog - Gataga PPA - ELU Act Areas" are required to address access issues.

Appendix Two: Acknowledgements, Support Agencies, Contacts

THE FOLLOWING AGENCIES AND STAKEHOLDERS PARTICIPATED IN THE DEVELOPMENT AND REVIEW OF THIS REPORT		
BC Environment	D. Zirul	Omineca Region
BC Environment	R. Creber, J. McGregor, I. Smythe	Peace Region
BC Environment	M. Williams	Skeena Region
British Columbia Assets and Land Corp	C. Wagar	Skeena Region
British Columbia Assets and Land Corp	D. Landry, J. Little, G. Merinuk, E. Gowman	Peace Region
British Columbia Assets and Land Corp		Omineca Region
BC Forest Service	D. McKinley, B. Copley	Bulkley Cassiar District
BC Forest Service	C. Mackie, J. Dodds	Mackenzie District
BC Forest Service	R. Tanner, C. Bissett	Dease Lake Office
BC Forest Service	H. Gray, Z. Carlson	Omineca Region
BC Parks	G. Ross, M. Murtha	Northern Region
Land Use Coordinating Office	B. Springinotic, W. Mitchell	Victoria
Forest Renewal BC	T. Barry	Omineca Peace Region
BC Heritage Trust	D. Tarasoff, N. Wilton	Victoria
Muskwa-Kechika Management Area	B. Churchill	Fort St John BC
BC Archives		Whitehorse
Yukon Archives		Victoria
Watson Lake Recreation Program	A. Morgan	Watson Lake
LGL Consulting	M. Foy, R. Tamasi,	Sidney, BC
Paragon Mapping	D Dunlop, S Stewart, B Perreault	Williams Lake BC
Trans-Canada Trail Foundation	S. Olson	Maple Ridge
Klondike Snow machine Assoc	P. Greenlaw, A. Pugh	Whitehorse
Trails BC	J. Appleby, W. Archibald	GVRD
Terminus Mountain Outfitters	G. F. Moore	Dawson Creek
Scoop Lake Outfitters	D. Cary, W. Cary	Kelowna
North by Northwest Tourist Assoc.	M. Nichrporuk, M. Quilley	Smithers
Pacific Western Helicopters	J. Reed	Dease Lake
Personal Satellite Network	D. Rickerson	Manassas, Virginia
Cassiar Mountain Outfitters	F. Simpson	Claresholm, Alberta
NL Air	I. Hollands	Watson Lake, Yukon
Trans North Helicopters	J. Reed	Watson Lake, Yukon
Radio Operator	D. Taylor	Frances Lake, Yukon
The Adventure Center, UCC	D. Freeze	Kamloops, BC
Ministry of Employment & Investment Minerals Division	Bob Lane	Prince George
Vancouver Sun Archives	Susan	infoline@pacpress.southam.ca
Vancouver Foundation	V. Hunter	Vancouver BC
First Host	S. White	
University of Victoria Archaeology Dept	S. Acheson	Victoria BC
Heritage Resources Conservation Br.	J. Pike	Victoria BC
Ft. St. John & Dist Museum	D Redpath & staff	Fort St John

Appendix Two: Acknowledgements, Support Agencies, Contacts

THE FOLLOWING AGENCIES AND STAKEHOLDERS PARTICIPATED IN THE DEVELOPMENT AND REVIEW OF THIS REPORT		
BC Environment	D. Zirul	Omineca Region
BC Environment	R. Creber, J. McGregor, I. Smythe	Peace Region
BC Environment	M. Williams	Skeena Region
British Columbia Assets and Land Corp	C. Wagar	Skeena Region
	D. Landry, J. Little, G. Merinuk, E. Gowman	Peace Region
		Omineca Region
BC Forest Service	D. McKinley, B. Copley	Bulkley Cassiar District
	C. Mackie, J. Dodds	Mackenzie District
	R. Tanner, C. Bissett	Dease Lake Office
	H. Gray, Z. Carlson	Omineca Region
BC Parks	G. Ross, M. Murtha	Northern Region
Land Use Coordinating Office	B. Springinotic, W. Mitchell	Victoria
Forest Renewal BC	T. Barry	Omineca Peace Region
BC Heritage Trust	D. Tarasoff, N. Wilton	Victoria
Muskwa-Kechika Management Area	B. Churchill	Fort St John BC
BC Archives		Whitehorse
Yukon Archives		Victoria
Watson Lake Recreation Program	A. Morgan	Watson Lake
LGL Consulting	M. Foy, R. Tamasi,	Sidney, BC
Paragon Mapping	D Dunlop, S Stewart,	Williams Lake BC
Trans-Canada Trail Foundation	S. Olson	Maple Ridge
Klondike Snow machine Assoc	P. Greenlaw, A. Pugh	Whitehorse
Trails BC	J. Appleby, W. Archibald	GVRD
Terminus Mountain Outfitters	G. F. Moore	Dawson Creek
Scoop Lake Outfitters	D. Cary, W. Cary	Kelowna
North by Northwest Tourist Assoc.	M. Nichrporuk, M. Quilley	Smithers
Pacific Western Helicopters	J. Reed	Dease Lake
Personal Satellite Network	D. Rickerson	Manassas, Virginia
Cassiar Mountain Outfitters	F. Simpson	Claresholm, Alberta
NL Air	I. Hollands	Watson Lake, Yukon
Trans North Helicopters	J. Reed	Watson Lake, Yukon
Radio Operator	D. Taylor	Frances Lake, Yukon
The Adventure Center, UCC	D. Freeze	Kamloops, BC
Ministry of Employment & Investment Minerals Division	Bob Lane	Prince George
Vancouver Sun Archives	Susan	infoline@pacpress.southam.ca
Vancouver Foundation	V. Hunter	Vancouver BC
First Host	S. White	
University of Victoria Archaeology Dept	S. Acheson	Victoria BC
Heritage Resources Conservation Br.	J. Pike	Victoria BC
Ft. St. John & Dist Museum	D Redpath & staff	Fort St John
Medicine Hat Museum	D. White, curator, author	Medicine Hat, Alberta

**FIGURE 5:
CONTRIBUTORS TO THIS REPORT AND TO TRAIL DEVELOPMENT
(1999/2000)**

Walter Carlick, Past Chair	Kaska Dena Council	Lower Post BC
Jean Gleason, Chair	Kaska Dena Council	Lower Post BC
Debbie Groat, Chief	Liard River Indian Band	Lower Post BC
Peter Stone	Kaska Dena Council	Lower Post BC
Emil McCook, Chief	Kwadacha Council	Fort Ware BC
Carol Ann Johnny, Chief	Dease River Band Council	Good Hope Lake BC
Bill Lux	Kaska Dena Council	Good Hope Lake BC
George Miller	Kaska Tribal Council	Watson Lake BC
John Forsberg	Kaska Dena Council	Lower Post BC
Floyd Frank	Assistant Hunting Guide	Lower Post BC
Roy Abou	Assistant Hunting Guide	Lower Post BC
Ken Bridge	Assistant Hunting Guide	Charlie Lake, BC
Shirley Laverdure	Kaska Dena Council	Watson Lake BC
Corinne Porter	Kaska Dena Council	Watson Lake BC
Roma Tibbet	Kaska Dena Council	Watson Lake BC
Steven Jakesta	Kaska Dena Council	Watson Lake BC
Dave Porter	Kaska Dena Council	Lower Post BC
Donald Gordon	Conservation Design Group	Vancouver BC
Ken Rich	Sage Consulting	Whitehorse, Yukon
Dan Goebel	Woodstock Timberworks	Watson Lake, BC
Malcolm Groat, Councilor	Liard River Indian Band	Lower Post BC
John Groat	Assistant Hunting Guide	Lower Post BC
Peter Chief, Councilor	Dease River Band	Good Hope Lake BC
Suzanne Hale	Education Program	Lower Post
Charlie Boya	Assistant Hunting Guide	Kwadacha First Nation
Hazel Boya (nee McCook)	Field Crew	Kwadacha First Nation
Keith Billington	Band Manager, Field Crew	Kwadacha First Nation
Jason Harris	Archaeologist	University of Calgary
Vanessa Laverdure	E-Team coordinator	Lower Post BC
Dave Crampton	Forest Consultant	Cranbrook BC
Eddie Frank		
Desiree Jones	Researcher	Olds Alberta
Ken MacMillan & the crews	1999 and 2000 trail work	Lower Post
And the many supportive Kaska members of Good Hope Lake, Lower Post and Fort Ware		

Appendix Three: Internet Home Pages With Related Information

BC Provincial Archives	www.bcarchives.gov.bc.ca
BC Fishing Resorts & Outfitters	www.bcfroa.bc.ca/what.html
Canadian Parks & Wilderness	www.cpaws.org/campaigns/rockies.html
Dorothea Calverley History Notes	www.calverley.dawson-creek.bc.ca/Part03-Transportation/
Canadian Mountain Bicycling	www.everywhere.net/canadiancyclist/cmba/cmbahome.htm
Environment Lands & Parks	www.env.gov.bc.ca/
▪ ▪ ▪ Commercial Rec Policy	www.elp.gov.bc.ca/clb/crec/crguide.htm
First Host	www.necvancouver.org/firsthost
Forest Renewal BC	www.forestrenewal.bc.ca/frbc/owa/get?p=vi-homepage
Forest Service Recreation	www.for.gov.bc.ca/tasb/manuals/policy/resmngmt/rm4%2D1.htm
Forest Service Trail Policy	www.for.gov.bc.ca/tasb/legsregs/fpc/fpcguide/trail/trailtoc.htm
Fort Nelson LRMP	www.luco.gov.bc.ca/slupinbc/frtnelsn/sec21.htm
Guidestar – fund search	www.guidestar.org/cgi-win/wc.dl/
Guide Outfitters Assoc. of BC	www.goabc.org/html
Heritage Trails of BC	www.islandnet.com/~hsbc/trail_list.htm
Kaska-BC Memorandum	www.luco.gov.bc.ca/nrockies/kaskalou.htm
Land Use Coordination Office	www.luco.gov.bc.ca
Magellan Two Way GPS	www.magellangps.com/
Mackenzie LRMP	www.luco.gov.bc.ca/slupinbc/mackenzi/macklrmp/
Muskwa-Kechika Act	www.env.gov.bc.ca/main/newsrel/fisc9899/june/bq033.htm
Muskwa-Kechika Map	www.env.gov.bc.ca/clrs/muskwa/muskwa1.htm
Muskwa-Kechika Forest Res.	www.luco.gov.bc.ca/nrockies/muskwa.htm
Northern BC Tourism Region	www.tbc.gov.bc.ca/tourism/tourismhome.html
N. Rockies Protected Areas	www.luco.gov.bc.ca/pas/pasup3.htm
Physiography of BC	www.bcadventure.com/adventure/frontier/physio/physio.htm
Trans-Canada Trail	www.tctrail.ca/
Trans-Canada Trail in BC	www.luco.gov.bc.ca/trancan/home2.htm
Vancouver Foundation	www.vancouverfoundation.bc.ca
Weather at Watson Lake, Yukon	www.cnn.com/WEATHER/html/WatsonLakeYukonTerritory.html
Yellowstone to Yukon Hike Y2Y	www.canadianrockies.net/y2yhike/
Youth Hostels – Canada	w.hihostels.bc.ca/hostdev/

Appendix Four: Sourcebooks and Trail Standards

Alexander Mackenzie Heritage Trail Management Plan, June 1993, Coordinating Committee, Province of British Columbia

Adventure Programs Department 1999-2000, (course calendar), Adventure Center, University College of The Cariboo, Kamloops BC

British Columbia Guide-Outfitters, (undated) Ministry of Environment Lands & Parks; (A directory of active operators)

Commercial Recreation on Crown Land -- Policy & Guidelines, May 1998, BC Ministry of Environment Lands and Parks

Keeping Our Backcountry Areas in World Class Condition, 1996, pamphlet, Province of British Columbia

Mackenzie Forest District Recreation Map, March 1997, British Columbia Ministry of Forests, QP#19946

Muskwa-Kechika Briefing Binder, June 22, 1998, Province of BC - Land Use Coordination Office, unpublished (includes legislation and management plan)

Muskwa-Kechika Fact Sheet, Mineral Exploration and Development, October 1997, BC Land Use Co-ordination Office, Victoria BC

Park Trail Planning and Construction, BCIT Participant Workbook, 1996, BC Parks,

Recreation Trail Management, October 1991, BC Ministry of Forests, (Chapter 10 of a larger procedure manual -- presently being revised)

Researching the History of Aboriginal Peoples in British Columbia, 1992, T. A. Young, BC Lands, Province of British Columbia

Trails and Recreation Facilities Guidebook, Forest Practices Code, September 1995, Province of British Columbia

Diary of a Trip From Edmonton to The Yukon & British Columbia, From 4th of Sept 1897 to 2nd of November 1898, F Lafferty (Sgt.), Yukon Archives, Unpublished, Transcribed Dec 21, 1964. [Personal diary by one of the NWMP members assigned to the Moodie Expedition. The journal is the most descriptive account of the actual expedition and provides great insight into the lifestyles and the cultures of the time. It would form the substance of an excellent historical adventure movie]

Early Airplanes & Airmen Who Pioneered the Peace, D. Calverly (web page) credits *Peace River Block News* with report of two Junkers in 1930 based in Hudson's Hope and mapping the trench for the first time.

Finlay's River, 1994, R.M. Patterson, reprint, Horsdahl & Schubert Publishers, Victoria BC, originally published by Morrow, New York 1968 [Patterson's diary of his 1949 journey up the Finlay and examination of numerous previous records and journals of the area.]

Hey, I'm Alive...The Sequel, Yukon News article, September 1998, E. Friis-Bastaad [Account of survivors from air crash east of Aeroplane Lake]

Kaska Cultural Research Project, September 1997, Kaska Dena Council, unpublished. Approx. 100 pages w/photos, unpublished

Kaska Heritage Trails Project, Volume One, Management Plan for Davie Trail North and McDame Trail, May 1999, E. Gunderson, Kaska Dena Council, unpublished

Kaska Heritage Trails Project, Volume Three, Trans Canada Trail (Lower Post to Swift River), in preparation, E. Gunderson, Kaska Tribal Council, Watson Lake BC, unpublished

Kaska Heritage Trails Project, Research Proposal, Davie Trail – Kwadacha to Fort Graham, December 1999, D. Jones, E. Gunderson, Kaska Tribal Council, unpublished

Kaska History Review, Sept 1, 1998; R. Hartman, S. Hale, 27 pages w/photos, unpublished

Law of The Yukon, 1995, Helen Dobrowsky, Lost Moose Publishing, Whitehorse
"Constantine – 1903 expedition down Mackenzie, 2 years later in charge of a project to construct a road from Fort St John through the Rockies to the Yukon – a laborious and fruitless task proved to be too much for Constantine and he contracted the illness that led to his death seven years later. (Wright – Prelude to Bonanza 257,258 298,299)"

Map of the Western Part of the Dominion of Canada Showing Various Routes to the Yukon Dist. 1898, Jennings W. T. (CE) (as found in Klondike Cattle Drive, G. Elliot, Mitchell Press 1960.) [This map shows the knowledge of the various overland routes in BC at the time of the Klondike gold rush. The map is less than satisfactory depiction of the Finlay River, Fox River, or Kechika. In fact the route through the Trench is not reliably defined. It is a good description of some interesting names and information or misinformation that contributed to the hardship and starvation of many Overlanders. The Lower Kechika and Tumagain River are referred to as the Black River. The Upper Kechika is referred to as the East Branch. The lower Finlay River is labeled Wicked River. Jennings also filed a report Dec 15, 1897 and was believed to be assisting the proposal for a railway from Glenora/Telegraph Creek to the Yukon]

McDame Map Area, Cassiar District, British Columbia, 1963, Hubert Gabrielse, Geological Survey of Canada memoir 319, with accompanying maps and figures, based on NTS sheet 104P. Ottawa, Canada

Moodie -- 1897, and the Country He Traveled, 1936, B. Kennelly, in "The British Columbia Peace, Ft St John", souvenir pamphlet, Provincial Archives, Victoria BC

- "Accompanied by one constable, Fitzgerald, and two military cadets, Frank Lafferty and H. S. Tobin, a halfbreed named Baptiste Pepin, and an indian guide, Inspector Moodie left Edmonton on September 4, (1897) with a train of some thirty odd horses, commencing a task, proof of its efficient performance today in thos "Police Trails" that are found marked on every map of Northern British Columbia, so many of which were laid out by Moodie and his party."
- 1914 Premier McBride proposes Railway (presumably a contradiction of his request to Ottawa for the primary route placed by Constantine -- NWMP in 1906 to follow the more westerly and less suitable telegraph trail route -- ed.)
- Refers to 50 cattle heading up trail in 1898, and another 50 sold in Fort St John. (These may have been with Mansfield's party as referred to by Moodie. The cattle may never have made the trip all the way. Lafferty's journal, reported elsewhere in this bibliography, advises that of all the 'overlanders' that were encountered heading north on the Davie Trail from Ft Graham, only two miners ever made it to Fort Selkirk.)

Murkowski, Senator Frank, Alaska, Web Site, Press, April 2000, 18 pages, [Information, resolution, and draft bill to investigate a Canada Alaska Railway, including 2 maps showing 1942 military route in the Trench. Produced following January 2000 Conference held in Vancouver, BC Together with charter resolution signed by Daniel Morris.]

North West Epic – The building of the Alaska Highway, July 1992, Heath Twitchell, St Martin's Press

Pacific Great Eastern Railway – Maps, Statistics, and Plans For a Railway to Alaska, Provincial Archives, Victoria BC, (est. 1945-48) with

- Finlay Forks to Sifton Pass, 176 Miles, (Mile 333 from Prince George) \$7,222,000
- Sifton pass to Frances River, (Mile 524) \$7,029,000
- Spelling – "Kachika River"
- Shows Davie Trail from Finlay Forks to Lower Post
- Estimated construction of one year with 13,000 men
- Budget of \$100,000,000 ("less than the cost of 2 ships sunk in one hour")
- Will use manpower and equipment from the Alaska Highway experience

Peace River – A Canoe Voyage From Hudson's Bay to Pacific 1828, Journal of the late Chief Factor, Archibald McDonald (Hon. Hudson's Bay Company), who accompanied Sir George Simpson. Edited with notes by Malcolm McLeod. Reprint by M. G. Hurting Ltd., Edmonton, -- copy viewed in Fort St John Museum Archives. [Describes murder of five men at Ft St John in 1823, (possibly fuelled by Samuel Black's philandering -- ed.) and the three or four local suspects reported by local Beaver Indians as having taken refuge in the area Finlay's Branch and the headwaters of the Liard.

Peace River And Cassiar Districts – Abstracts From Reports Made by British Columbia Land Surveyors to the Department of Lands 1891-1928, 1929, Charles F. Banfield, Kings Printer, Victoria BC. Features a 1912 report by B.C. Affleck with photo of McDame. It describes McDame Trail and a 170-mile trip to Liard River by way of the Tumagain. Reference to ease of wintering at the Horse Ranch Range, Walker Creek (played out gold), the Kechika valley being "...the most beautiful valley in all of Northern British Columbia... resembles the east Kootenay Valley." (which it morphologically is part of -- ed.) He described coal at the forks of the Kechika although did not find it. The middle fork of the Upper Kechika is about 65 miles in length, called Ta-da-da-sa-tua, heading at Sifton Pass, access to the Finlay Valley. However he advised travel was too difficult owing to deliberate burning by a party coming though from Fort Grahame some years back. (We may infer 1898 Overlanders.) The west fork is called the Ta-ka-ji-da-di (Frog) leading to the Stikine.

Peace River Chronicles, 1963 G. E. Bowes, Editor, Prescott Publishing, Vancouver BC [excerpts from numerous other authors as follows-- some are listed elsewhere]

- *British Columbia Rides a Star*, 1958 V. Kelsey, Dent & Sons
- *The Peace River Country*, L. M. Bower, April 1912, British Columbia Magazine

Prelude To Bonanza, 1976, A. A. Wright, Gray's Publishing

Report of Commissioner Perry, 1907, Royal Northwest Mounted Police, (containing the 1906 report of Inspector C. Constantine regarding the Davie – McDame Trail)

Report of the Alaska International Highway Commission to The President, contained in "A Message from the President of the United States, April 1940, [cites ground reconnaissance of the Public Works Department of the Province of BC north and south of Sifton Pass in 1930 & 1931 – possibly done by Swannell. US favors the Stikine Route while Canada favored the Trench Route, but a hybrid was discussed. The Trench route had only 3 feet of snow at summit in winter. An airphoto of the Gataga River viewing southward is contained. Premier Pattullo announced a further \$25,000 appropriation for more survey.

Report On an Exploration in the Yukon District and Adjacent Northern Portion of British Columbia, 1887, G. M. Dawson, William Foster Brown & Co 1889, Reprinted Whitehorse Yukon 1987

Report On Exploration of Finlay & Parsnip River Areas, Season of 1893, R.G. McConnell, Geological Survey of Canada Annual Report, Vol. VII, 1894 Part C, [Climbed Prairie Mtn. at the forks of the "Qua-da-cha", erroneously attributes Finlay River to John Finlay ascending it in 1824]

Report On Location Survey, (see also Trans Canadian Alaska Railway below) J.L. Charles, Major RCE, Officer in Charge British Columbia Division, October 5, 1942. Revisions and list of tracings dated 11 & 12 November 1942. The report is acknowledged by L. C. Gunn, Consulting Engineer of Prince George – purpose of this civilian participation is not clear. Describes light snow and ease of wintering horses in the Trench. He also reports 1-2 feet of snow in Kechika Valley north of Gataga. Confirms good pack trail between Chee House and Lower Post called "Davie Trail" and reports the route as very favorable.

Report On Route and General Plan For a Railway in Northern British Columbia, (For Wenner Gren British Columbia Development Company Ltd.) Dec 15, 1959, Col. C. S. Bingham (Retired), Provincial Archives, Victoria British Columbia

- Refers to the Trench as the best way to extend the railway
- Reflects the 1942 Military survey of the Trench for a railway
- Describes the 2300 foot flooding reserve for BC Hydro as the main reason for not considering it any further.
- Also presumed other local transportation(?) competition near the Trench
- Sets the stage for the Dease Lake Extension being constructed for PGE/BC Rail.

Rocky Mtn. Journal, 1824, Black, Samuel, in the personal collection of Dr. John Roberts of Williams Lake, BC. [This is a carbon copy of a hand transcription of Black's journal written by F. Swannell, Dominion Land Surveyor (D.L.S.). The copy is annotated as "Copy for G. V. Copely" who served as Swannell's assistant during the 1913 survey of the Finlay River. These 48 pages of carbon notes are on survey note paper (12.5 X 20 cm). Copely in his own right went on to become BC Government's first district forester for the Cariboo. Swannell answered the call for troops in World War One. The party became aware of the outbreak of World War One through discovery of a red oilskin attached to a tree branch on the Finlay as they were approaching Finlay Forks at the end of their 1914 field season. Inside was a copy of an August newspaper alerting the party about the outbreak of war. Source: MacGregor, J. & personal communication from Copely to Dr. John Roberts.]

Strategic Natural Resource Development Plan & Five Year Operating Plan for the Kaska Dena Traditional Territory. March 31, 1998, Draft Report, Kaska Dena Council

The Beaver, March 1942, [Cover photo depicting "Packhorses at Old Post, McDame's Creek" photo by George Horner]

The Bedaux Expedition, 1979, Harold Fryer, in *Pioneer Days in British Columbia*, Vol 4, Heritage House Publishing, Surrey, BC. [Also appears in *Bannock and Beans* by White]

The Champagne Safari, 1995, George Ungar (video 94 minutes) National Film Board of Canada Available from NFB Video Sales Dept 1-800-267-7710 [a biography of Charles Bedaux featuring the expedition of 1934]

The Deadly Edmonton Trail, E.L. Cole, March, April, May 1955, Serial published in 3 parts in *Alaska Sportsman Magazine*, [exceptional tales of 1898 Overlanders; 4500 departed and half returned before completing half of the trip. Some went by way of Ware, and some by way of Ft Nelson, estimating 90 days of travel.]

The Good People's Trail (or the Davie Trail), July 11, 1997, P. Chief, Dease River Band [A proposal to BC Forest Service regarding the McDame Component of the Davie Trail Project Vision]

The Headless Valley, Ranulph Fiennes, 1973, Hodder & Stoughton, London [1971 expedition from Fort Nelson to Virginia Falls/Nahanni and on to Fort Ware and Vancouver via the Trench. The author tackled most of the journey with a British Military squad but traversed Sifton Pass solo. It includes quotes from Skook Davidson, Jack George, and members of the McCook family. Fiennes has gone on to become the self-styled 'greatest living explorer'.]

The Klondike Rush Through Edmonton 1897-1898, 1970, J. C. MacGregor, McLelland & Stewart,

The Last Great Gold Rush, 1972, Pierre Berton, McLelland & Stewart, [Observes Moodie's trip from Ft St John to Fort Grahame, Sifton Pass and down part of the Dease River through 300 miles of fallen timber and forest fires, -- an abbreviated summary. He also cites *The Edmonton Trails*, a section on *A Species of Treason* by John W. Daffoe -- "No woman has ever completed it, every horse died." There is reason to believe neither statement is entirely correct. Sections were certainly well traveled by Kaska women and their horses, as Hazel Boya attested to on our August 1999 journey.]

The Northern Rockies – The Big "E", David Dodge, Borealis Magazine, Fall 1994, Issue 16 (final),

The Price of Power – A biography of Charles Eugene Bedaux, Jim Christy, 1984, Doubleday Canada Limited, Toronto

The Rocky Mountain Trench, March, 1953, J. Lewis Robinson, The Beaver Magazine, pp 36-39

The Story of Two Dreams, Archie W. Sheils, Provincial Archives, Victoria BC,

- Refers to J. W. Powell of the US Geological Survey 1886 report for "A bill to facilitate the settlement and development of the Territory of Alaska and open an overland and commercial route between US & Russia & Japan" with a railway from Montana via the headwaters of the Peace River to Yukon
- Refers to the E. H. Harriman 1899 expedition (no further information found)
- Refers to Army Engineers 1942 survey (presumably in the Trench)

The Wild North Land, Butler, W. F., 1968, M. G. Hurtig Ltd. (reprint of 1873 & 1906 London publications) [Butler was one of many better known and published explorers to ascend the Peace River and the lower Finlay River during his cross continent trip in 1872. His map shows the location of Fox River and Fox Lake. The Turnagain and Liard are labeled and Fort Halkett is shown as Fort Hallett. The Finlay River is referred to as the North Branch of the Peace River. He describes the "Findlay" River rising 300 miles to its source. Butler describes the Findlay as

named after the fur trader who first ascended it -- albeit only part way according to Black. His map indicates Germanson, Akie River and Kwadacha River.

"It is something like a huge right hand spread out over the country, of which the middle finger would be the main river, the thumb the Omenica. There is the north Fork, which closely hugs the main Rocky Mountain range. There is the Findlay itself, a magnificent river, flowing from a vast labyrinth of mountains, and being unchanged in apparent size or volume 120 miles above the forks we had lately left. ...

"Of these rivers nothing is known. These few items are the result of chance information picked up from a solitary miner who penetrated to the canons mouth and from the reports a wandering band of Sikanies give of the vast unknown interior region of the Stickeen."

One other interesting aspect to Butler's report was the meeting of Rufus Sylvester at Germansen. He was carrying mail from Quesnelle. Robert Sylvester is reported was the founder of "Sylvestre's Post." He also reports meeting Mr. Grahame at nearby Manson's landing.]

Turnagain River & Upper Kechika Rivers, Northern BC, Bulletin 12, 1941, M. S. Hedley, & S. S. Holland, BC Department of Mines, C. S. Banfield—King's Printer

Trails BC – A Strategic Plan, Yates Thorne & Associates, June 1997

Trans Canadian Alaska Railway – Location Survey, Jas. Truitt, Lt. Col., Executive Asst., June 10, 1942 to Sept 28, 1942, A.J. Morris, J.L. Charles, War Department Corp of Engineers (US) Peter P. Goerz, Col., District Engineer, US Engineering Office, Seattle Washington, (with maps @ 1"=4miles, & plan profiles as 'Appendix E') [may be viewed in National Archives Ottawa, and were borrowed by Dept of Indian & Northern Affairs in 1967 to aid planning of the Robert Campbell Highway)

Trail To The Yukon, Denny, Cecil in Alberta Historical Review Vol. 15 No 3 Summer 1967. [Using 52 horses in the winter of 1905/06 they cut trail to Fort Grahame for Insp. Constantine and met Mr Fox.

Two Journals of Robert Campbell (1801-1853), Limited Edition, Seattle 1958,

Yukon Territory – Selected Field Reports of the Geological Survey of Canada 1898 to 1933, Annotated by H. S. Bostock. Dept of Energy Mines & Resources Canada Memoir 284

Appendix Six: History of N.A.W.A.P.A.

(Extracted from a paper by a School District 83 student. Paper was unsigned and undated – informal credit for the paper is offered to website <http://www.sd83.bc.ca/stu/9906/vanj-home.html>)

The North American Water and Power Alliance project was originally proposed by the California-based engineering firm of Ralph M. Parsons over 35 years ago. The publication of this continental water diversion project led to the current debate over the sale of Canada's vast water resources. N.A.W.A.P.A. first came under consideration by the U.S. Senate in 1964 and has been a tabled issue ever since.

Mr. Parsons says: "The immediate requirement is a thorough engineering and economic study, adding details to the plan for presentation to the national, state and provincial governments, and to industrialists of the three countries concerned."

Outline of N.A.W.A.P.A. Plan:

The northwestern region of North America receives about one quarter of all the rain and snow hitting the continent. The plan would divert 15% of this flow (now draining northward) into a natural wonder reservoir - the 500-mile-long (up to 10 miles wide) Rocky Mountain Trench in B.C.

The plan is to flood the Rocky Mountain Trench and turn it into a giant reservoir for North America; part of a system of 177 lakes and reservoirs funneling millions of acre-feet of water into the U.S. and Mexico. This includes diverting water from the Yukon and McKenzie rivers through B.C. to the U.S. and Mexico, turning Western North America into a huge water grid.

The key to the plan is the damming of three rivers, the Peace, the Kootenay, and Columbia, creating a lake 800 km. long, and 16 km. wide and turning communities like Prince George into a modern day Atlantis. A third proposal, which was actively solicited by Bill Clancey, former aid to W. A. C. Bennett and now CEO of Multinational Water Inc., is to divert a portion of the flow of the North Thompson into the Columbia and South to the U.S. where it can be piped to "water-starved" California.

The project should proceed in three phases:

- **Sending water eastward across the Canadian prairies, providing water for irrigation there as well as navigable channels that would connect the Pacific Ocean to the Great Lakes, allowing for the regulation of Great Lakes and St. Lawrence Seaway levels for the first time.**
- **Sending water southeast across Montana and the Dakotas, where it would recharge the depleted Ogallala Aquifer on the High Plains, augment the flow of the Missouri and Mississippi rivers, and link the Canadian plains with the Mississippi by a navigable canal.**
- **Channeling water to the dry southwest.**

The N.A.W.A.P.A. plan includes the collection of surplus water from the Fraser, Yukon, Peace, Athabasca, and other rivers of Alaska, British Columbia and the Yukon Territory to be redistributed. This will be done through a system of canals, tunnels and rivers, to water scarce areas of Canada, the western United States and northern Mexico, with more than 178 million acre-feet supplied annually. [Footnote: An acre-foot of water is the quantity of water necessary to cover one acre with one foot of water. One acre-foot equals 325,851 gallons, enough to sustain two average U.S. households for one year.] The plan also produces millions of kilowatts of electric power as the water drops from northern reservoirs thousands of feet high, down to outlets at sea level.

Appendix Seven: Rocky Mountain Trench

Excerpt from GROUNDWATER RESOURCES OF BRITISH COLUMBIA
Ministry of Environment Lands & Parks Part 9.2.2 -- by: B. I. Ingimundson

INTRODUCTION

The Rocky Mountain Trench is a remarkable structurally controlled valley, extending from south of the Canada/US border northwest almost to the Yukon border. The total distance is over 1,000 km, with a definite physiographic division about midway at the McGregor River. The trench is breached by McGregor Plateau east of Prince George. Therefore, the trench has been divided into north and south sections. South of the McGregor River, the trench forms a defined valley between the Rocky Mountains to the east and the Columbia Mountains to the west. The valley varies from 3 to 12 km wide and is occupied by Kinbasket Lake and the north flowing Columbia River. North of the McGregor Plateau, the Rocky Mountain Trench is a straight northwest trending valley containing the Williston Lake reservoir, the south-flowing Finlay and Fox Rivers and the north flowing Kechika River.

NORTH ROCKY MOUNTAIN TRENCH SECTION – GENERAL SETTING

The physiographic division separating the north section from the south section of the Rocky Mountain Trench occurs approximately at the drainage divide between the headwaters of the Parsnip and McGregor Rivers. The nearest community is the tiny settlement of Summit Lake, north of Prince George on Highway 97. The trench becomes a well-defined north-west (North 33° West) trending valley, for approximately 500 km., as shown on Figure 8.5. This trench section is bounded by the Omineca and Cassiar Mountains to the west and the Rocky Mountains to the east, which rise up to 4,800 m above the valley floor. The trench floor is 6 km wide, narrows to approximately 3 km along the Fox and Kechika Rivers and then broadens again near the Yukon boundary. The north section of the trench is drained into the Peace River system by the Parsnip River system from the south, and by the Finlay and Fox River systems from the north. At the headwaters of the Fox River, at the Sifton Pass, the drainage divides again and the trench is then drained north by the Kechika River, which drains into the Liard River drainage system.

Since 1968 much of the southern half of the north trench section has been inundated by the Williston Lake reservoir, created by the damming of the trench rivers by the W. A. C. Bennett Dam.

GEOLOGY – Bedrock Geology

The north section of the Rocky Mountain Trench forms the physiographic and structural boundary between the Rocky Mountains and the Omenica/Cassiar Mountains. Sedimentary rocks, primarily Paleozoic, form the Rocky Mountains to the east, while the mountains west of the trench, the Omenica/ Cassiar mountains consist primarily of folded volcanic and some sedimentary Mesozoic rock. Throughout the length of northern section of the trench, the underlying rocks consist of Precambrian and Lower Paleozoic age. Generally, the Trench bottom is overlain by thick glacial lake and stream deposits, with relatively few bedrock outcroppings.

– Surficial Geology

The floor of the northern section of the trench is overlain with several hundred metres of glaciolacustrine and glacial till deposits. Multiple glaciation has been a major factor in the distribution of the surficial deposits present in the trench today.

The oldest unconsolidated materials are sands and gravels overlain by the oldest major till unit. With the Early glacial advance, outwash sediments were deposited in the major river valleys. The advance of glaciers originating west of the Trench was extensive. During deglaciation, glaciolacustrine and glaciofluvial sediments were deposited. The following glacial advance, the Early Portage Mountain, extended from west to east across the Trench and the Rocky Mountains into the plateau area to the east. During the following deglaciation a massive glacial lake formed, dammed by Laurentide ice, east of the Trench. Again, more glaciofluvial and glaciolacustrine sediments were deposited within the trench. The Late Portage Mountain advance, which followed, was less extensive and more topographically controlled. The ice flowed down the Finlay and Peace valleys and up the Parsnip valley. During deglaciation, more glaciofluvial and glaciolacustrine sediments were deposited. Some time after this, a minor event known as the Deserters Canyon advance occurred. Radiocarbon dating indicates the Early and Late Portage Mountain advances and the Deserters Canyon advance are of late Wisconsin age. The early advance tills and underlying inter-glacial deposits are probably early Wisconsin or older.

HYDROLOGY

Relatively little information pertaining to the hydrogeology is available in the north Rocky Mountain Trench section, mainly due to the lack of settlement. The largest community within the northern trench is Mackenzie, population 5,000. North of Mackenzie are native settlements of Fort Ware and Ingenika. In all of the drilling information studied, most of the wells were completed in overburden sediments. In only two cases did any of the wells reach or penetrate bedrock. In both cases the wells were located on the outer edges of the trench in the adjacent mountain foothills and the wells were abandoned or completed above the bedrock. Therefore, we have directed our assessment to overburden aquifers only.

Appendix Eight: Geological Notes on the Rocky Mountain Trench

(from University of Calgary Lithoprobe Project -- <http://www.litho.ucalgary.ca/atlas/sbc/rmt.html>)

The Rocky Mountain trench, a linear system of valleys, extends for approximately 1600 km from northern Montana to the B.C.-Yukon border. In the southern Canadian Cordillera, where line SBC 1A crosses the trench, it is bounded on its east side by a west-dipping normal fault. Miocene lake deposits have been found in this part of the trench, indicating that the southern Rocky Mountain trench fault is significantly younger than the Mesozoic compressional structures of the Rocky Mountains to the east and the Purcell mountains to the west.

The southern Rocky Mountain trench fault appears to flatten above the basement at the top of a prominent, 10 km high west-facing basement ramp. This basement ramp is part of a mid-Proterozoic margin upon which the Belt-Purcell supergroup was deposited. During Mesozoic contraction, the Rocky Mountain basal detachment (RMBD) closely followed the craton-cover contact across this ramp, forming a major culmination above it. When thrusting ceased, the RMBD was reactivated as an extensional fault and focused stress towards the surface at the basement ramp, causing extensional faulting in the trench.

To the north, the southern Rocky Mountain trench is aligned with the northern Rocky Mountain trench, which contains a strike-slip fault system that has at least 450 km of dextral displacement since the mid-Cretaceous.

Interpretation of reflection data:

- Varsek and Cook, 1994
- van der Velden and Cook, 1995

Appendix Nine: *Biographical Notes on the Moodie Expedition*

There are of course few source books for the Moodie Expedition. Moodie's own reports to Ottawa are technical in nature and we must turn to other material to learn about the man and the party he traveled with. Constable Lafferty kept an excellent personal journal of the Davie Trail trip. This diary would serve as the basis for an excellent historical novel or movie to feature the era and the still unspoiled geography for much of the route. The only known copy, provided by his family, is retained in Yukon Archives. It is copyright protected until Dec 31, 2003.

A book entitled In Search of Geraldine Moody was published by the Canadian Plains Research Center, of the University of Regina in 1998. The author, Donny White is the director-curator of the Medicine Hat Museum and Art Gallery. His publication details the photographic works and some of the life of Geraldine Moodie who married inspector J. D. Moodie and carried on the practice of wife, mother, photographer and artist during the far-reaching police career of John Douglas Moodie. The pair were distant cousins and Geraldine was the granddaughter of Susanna Moodie, an established Canadian author in the 1800's. The pair were also related to Catharine Parr Traill. Ironically the early days of this project's literature search for keywords 'trail, & moodie' we found references to well known and published sisters Susanna Moodie and Catharine Parr Traill that were perhaps prematurely discarded as unrelated leads.

According to White's research the couple married in 1878. J. D. joined the NWMP in 1885. Moodie, living in London met Geraldine while she was traveling abroad. They moved to Brandon Manitoba rural area in 1879 and after years of farming they left the prairies and moved to Ottawa. The family had six children and lived at police assignments in Lethbridge, Medicine Hat, Battleford, and Maple Creek to which the family frequently returned.

White reports from a variety of sources that Moodie had zeal that was not always welcome, some marital difficulty, and was overbearing in nature. Moodie took leave from the force after his trek and moved his family to Lakefield Ontario. He was later posted to Cardston, Alberta, which possibly precipitated volunteering for duty in the Boer War, and he shipped out in 1900. He was wounded later that same year and returned home briefly to recover. He returned to assume command of the Moosomin, Sask. detachment. In 1903 he was promoted to Superintendent and assumed responsibility for Hudson's Bay and the Eastern Arctic. The couple relocated to Southampton Island and Geraldine continued photography. Geraldine was noted as an independent person and professional photographer –a feat in the time– while Moodie himself was noted as overbearing, officious, domineering and eccentric. Geraldine Moodie became even more reputed as a fine photographer of the Inuit and Arctic lifestyles. Her photos were copyrighted and found their way into collections and government reports.

From 1906 to 1909 the Moodies were posted at Fort Churchill, then placed in charge of Regina District in 1910. By 1912 Moodie got his long sought request for a northern posting and was assigned to command the detachment at Dawson City. A few other short postings led to his retirement in 1917. J. D. Moodie, the man who documented the Davie Trail and the overland police route to the Yukon died on Dec 5, 1947 in Calgary. (page 98)

Geraldine was noted for her artistic contributions to The Wildflowers of Canada (1867), photography of plains Indians, sun dance ceremony, cowboys, police families, and Inuit life.

Appendix Ten: *Britannica on the “Rocky Mountain Trench”*

Extracted from: ENCYCLOPÆDIA BRITANNICA

“Geological depression extending north-northwest for about 900 miles (1,400 km) from western Montana, U.S., south of Flathead Lake, through British Columbia, Can., to the headwaters of the Yukon River. The trench parallels the steep western face of the Rockies, separating them from the older western ranges. Its rugged floor, which is 2-10 miles (3-16 km) wide and 2,000-3,000 feet (600-900 m) above sea level, forms a natural travel route. The depression is occupied in part by several rivers, including the headwaters of such rivers as the Kootenay, Fraser, Peace, Columbia, and Liard.”

Errors here should be noted:

- ◆ probably closer to 800 Miles long
- ◆ Headwaters of the Liard River, not Yukon
- ◆ Floor near Foresberg Ridge is probably 300 metres wide, not 3 km.

Appendix Eleven: Supplement To BCAL Commercial Recreation Application

(Previous information submitted in Volume One and here partly amended)

Purpose of The Plan: The purpose of this application is to seek approval from BC Assets & Land Corp. for conduct of commercial trail guiding with cabins and primitive campsites. The applicant specifically seeks approval in principle for approximately 30 cabin and related facility tenures (10 on Northern Davie, 10 on McDame and 10 on Southern Davie) on the trail system. Related facilities include, cabin logs, pasture, water supply, helipad, corral, tenting area, privies, boat storage near crossings, and firewood cutting. The cabin/pasture tenures are a typical 600 metre square size. The applicant also seeks approval for conduct of commercial trail guiding on the public trail linking their communities and cabin sites.

The applicant also seeks approval from BC Forest Service for trail upgrading. This has been received in the Bulkley-Cassiar Forest District and is to be requested in the Fort Nelson and the Mackenzie Forest Districts. The applicant is prepared to pursue funding for (and install) new trails/bridges as a crown agent, but does not seek tenure for bridges. The applicant is prepared to negotiate an agreement to maintain crown-owned bridges in the event that any are installed.

11.L LAND, BUILDINGS AND FACILITIES

(Davie Trail – North and Central Units)

The three cabins on the South side of the Dease River at Lower Post are owned by the Kaska. Net Value is estimated at \$30,000. They are on untenured land at the Davie Northern Trailhead. They consist of one 15 by 20 foot main building and two 10 by 14 bunkhouses, built in 1996.

- (McDame Trail Unit) The Kaska Dena Council also occupy reserve land with offices and homes at Lower Post and at one unoccupied reserve at McDame's Creek IR#2, --the Western Trailhead.
- (Davie Trail -- Southern Unit) One Cabin completed near Beaver Pass -- estimated value of \$15,000, constructed in 1997
- Other equity in this project includes the Traditional Use Territory rights that are under negotiation through treaty process with the Province of British Columbia.

11.M EQUIPMENT, CHATTELS & EQUITY

The Kaska presently own the following items necessary to the trail management plan:

- Office/administration space at Fort Ware, Prince George, Lower Post and Good Hope Lake
- Portable handheld radio phones, two satellite phones,
- Completed Plans -- estimated combined value of \$110,000
 1. Calderhead, Walther, Elias (3 trail plans)
 2. North West Environmental Group (3 trail plans)
- Kaska members and staff have considerable personal equipment horses, tack, boats etc.

Since the filing of Volume One of this 'application and report' the Kaska Dena Council and the Kaska Nation have successfully undertaken 180 km of trail planning in Yukon for the Trans Canada Trail. They have secured:

- \$25,000 for Davie Trail rehabilitation in autumn 1999 and completed that work
- \$36,833 for year 2000 trail rehabilitation from the Federal Millennium Fund
- Under application for an E-Team for the same season. These works are in aid of keeping the public trail open. Application pending as of this writing May 27, 2000.
- Have funding approval for investigation of a trail head and Kaska cultural center (\$20,000)
- Are in advanced stages of application for a three year tourism strategy

Appendix Twelve: Stage One Environmental Assessments

This project examined numerous potential camp and cabin sites with respect to the environmental benchmark requested in the Commercial Recreation Guidelines. North West Environmental Group Ltd. routinely conducts these reports in the Province of BC. In this case there are a large number of natural sites and a report for each one would be redundant and unproductive. Those sites with concerns are outside of the project terms of reference (privately held tenure, cancelled / reserved tenure, or Federal jurisdiction not within the commercial recreation application). The summary of the findings is presented below in partial fulfillment of the determination of need for Preliminary Site Investigations (PSI's) Stage One Report:

FIGURE 6: STAGE ONE 'PSI' ASSESSMENT NEEDS

DAVIE TRAIL (SOUTH)

Property (see GPS locations in Appendix 13)	History/Observations	Stage One Evaluation
Beaver Pass	Newly occupied cabin site. No evidence of paints, fuels, stressed vegetation, etc.	Further assessment not recommended.
Misc. proposed campsites and cabin sites as described in this report (Approx. 15 locations)	Historic Crown Land. Previous use limited to fire pit evidence or litter.	Further assessment not recommended. No significant problem observed.
Boya Cabin Location, on Kechika River near Matulka Creek	One cabin in advanced decay, minor litter, no problem observed. May fall into river due to erosion	Further assessment not recommended.
Visitor Cabins & Guest Ranch (north side of Kwadacha Reserve)	Proposed trailhead Federal jurisdiction. Existing settlement uses	Further environmental assessment may be required under INAC guidelines
Weissener Lake – east of main trail	Proposed side trail to lake and cabin/camp, Federal Jurisdiction, Previous settlement uses	Not yet viewed. Not part of main trail plan or contemplated improvements. Further environmental assessment need is undetermined.
Private outfitter camps: Fox Lake, Terminus,	Various locations	Not in scope of this project as under private tenure.

Appendix Thirteen: GPS & Photo Locations on the Davie Trail

(Compiled in November 2000 from fieldwork conducted in August & Sept 1998, February and August 1999, August 2000)

Northern Davie Trail – South to North			
Photo	East	North	Location
112	0512000	6654000**	Watson Lake
All GPS locations in NAD 83 format, Alaska Canada Conus, Zone 09. Readings scaled from maps are presumed NAD 27 and indicated ** & updated August 2000 in field between Lower Post and Birches Lake			
			Comment/date/caption
			Sign Post Forest at Junction of Robert Campbell & Alaska Highways in Watson Lake Yukon. (airport, supplies, & hotels)
104	0522000	6651000**	Liard Canyon
115	0527800	6642100	Lower Post, North Side of Liard River
			Air view of Liard Canyon and Highway at Border Crossing
			Suggested Trailhead Kiosk
109	0527800	6642100	Lower Post, North Side of Liard River
			Sept 22-98, Lower Post Community Church
158	0529380	6640811**	Campsite at Dease mouth
			Existing cabins, Land Act notice posted Oct 99 Proposed 600m X 600 m Kaska cabin tenure
	0530422	6636628	AHGP r/w crossing
	0531800	6634300	Kloye Creek (n. side)
	0533050	6331902	Trepanier Creek
101	0532800	6630500**	South of Trepanier Ck
	0534995	6628683	Black Angus Creek
			Old dogsled
172	0537100	6621900**	Proposed campsite on s. side
			Proposed 600m X 600 m Kaska cabin tenure on east side of pond. Land Act notice posted Aug 18, 2000
	0538032	6620375	Proposed campsite on s. side
168	0541000	6615000**	Kaska Creek
			The 16 Mile Swamp – detour proposed
	0543250	6614721	16 Mile Creek Crossing
			New crossing, 31 km from Dease Mouth cabins
152	0550000	6606000**	Mustela Creek
	0545364	6610115	Trail tools
			Proposed 600m X 600 m Kaska cabin tenure. Land Act notice posted Aug 21,00
			43.4 from Dease Mouth Cabins
135	0535200	6620000**	Mustela Cr. Crossing
			Kaska Trail Guides—Roy Abou, Floyd Frank and Wylie the trail dog
107	0553400	6699300**	Calf Creek
			Bypassing beaver ponds
	0553262	6599494	Calf Creek Crossing
			Good logs, beaver dams, 49 km from Dease Mouth
117	0555000	6596600**	Calf Creek area
			'Perfect trail' in mossy forest floor
	0556900	6592800**	Wadin Creek Meadow
			Proposed 600m X 600 m Kaska cabin tenure, not posted
	0557583	6592314	Wadin Ck side trail
			Bivouac, no water, windfalls, litter cleanup needed, 57.4 km from Dease Mouth

169	0562383	6585766	Red River	Aerial view of the Red River crossing vicinity – Public campsite proposed, possibly with larger bridge, 65.5 km to Dease Mouth
	0563018	6582299	Aeroplane Lake Jct	Junction for trail to cabin, 68.7 km to Dease Mouth
156	0562120	6582063	N. end of Aeroplane Lake	Satellite camp of Tumagain outfitting operation Proposed 600m X 600 m Kaska cabin tenure, Land Act Application posted Aug 23, 2000,
137	0564283	6580212	W. shore of Aeroplane Lk	Louis Boya cabin – part of air crash rescue Proposed 600m X 600 m Kaska cabin tenure, and old dogsled, 71.2 km to Dease Mouth cabins
120	0566000	6577000**	S. of Aeroplane Lk	Floyd & ponies take in the view of the northern end of the Trench after ride through forest from Lower Post
138	0565500	6579000**	S. of Aeroplane Lk	Following the well-drained terraces
118	0566900	6574700**	Near Davie Creek	Thirsty horse, muddy creek crossing
	0568000	6574600**	Near Davie Ck	Twin Island Lake Trail Junction
	0571879	6567212	Davie Creek	Do not cross – keep trail north side, 86.2 km to Dease Mouth
136	0574000	6565500**	Davie Creek	Air view eastward over the trail to 66 Mile on the Kechika
	0573347	6565529	Jct Trail to Birches	Newly flagged trail south west to Birches Lake, Aug, 2000. At this point the Davie Trail to the NW should possibly be relocated upslope into poplar.
	0573006	6565506	Davie Creek Xing	Fordable, bridge optional, proposed campsite on south side (grass)
	0578199	6565056	66 Mile Landing	Proposed 600m X 600 m Kaska cabin tenure, Land Act Posting August 25, 2000 91.3 km to Dease Mouth
	0571204	6562018	Trail on lakeshore	Departs Birches lakeshore toward NNE
114	0572268	6560541	Birches Lk	Birches Lake Vista
116	0572277	6560556	Birches Lake -- East Shore	Sept 24-98 Proposed 600m X 600 m Kaska cabin tenure East Shore -- Tumagain Satellite Camp, Land Act Posting Aug 26, 2000, 92.2 km to Dease Mouth cabins by air
	0572500	6558400**	Alternate Camp area	Little Birches Lake near alternate camp on point
	0580100	6557800	Tumagain Mouth	Proposed 600m X 600 m Kaska cabin tenure and site of historic Chee House founded by Sylvestre
111	0592000	6540000**	Scoop Lake	View of Trench north over Scoop Lake
113	0610000	6515000**	Terminus Mtn	View SE over Matulka Ck and Terminus Mtn
	0608785	6510800**	Terminus Mtn Airstrip	Near Matulka Ck Aug 12

McDame Trail – East to West				
All GPS locations in NAD 83 format, Alaska Canada Conus, Zone 09 Readings scaled from maps are presumed NAD 27 and indicated **				
Photo	East	North	Location	Comment/date/caption
108	0575000	6553000**	View west on Turnagain	Dusk at the Turnagain Entrance
	0571770	6551726	Turnagain River – Cliffs, camp	Sept 25 – temporary camp on gravel bar, fordable at low water
165	0569000	6551400**	Turnagain River – Cliffs	Cutbank-- passable at low water, Needs high trail at other times
164	0566800	6549200**	Turnagain River	Main Turnagain Outfitter Lodge
119	0566800	6549200**	Turnagain River	Proposed 600m X 600 m Kaska cabin tenure Main Turnagain Outfitter Camp at mouth of Sandpile Ck
106	0555600	6552650**	Burnt Rose Lake	Burnt Rose Lake – view to Northwest
	0551000	6549800**	Sandpile Creek	Proposed 600m X 600 m Kaska cabin tenure
103	0548000	6654400**		Cache at private camp on Upper Sandpile Lake
105	0538000	6543900**	Deadwood Lake	Crossing marsh at south end of Deadwood Lake
	0537700	6544000**	Deadwood Lake	Proposed 600m X 600 m Kaska cabin tenure
	0535411	6542840	Wpt 6	Sept 28
160	0527700	6550400		Old cabins and Proposed 600m X 600 m Kaska cabin tenure
	0530924	6546695	Wpt 7	Sept 29
	0528414	6546465	Wpt 8	Sept 29
	0516000	6557000**		Proposed 600m X 600 m Kaska cabin tenure – Julian Ponds
161	0514800	6556100**		View southwestward up Julian Creek
	0521685	6553064	Wpt 9	Sept 30
102	0515000	6557000**		Wash – unnamed creek east of Julian Creek
	0514717	6556918	Wpt 10	Sept 30
155	0512400	6655000**		Ken Bridge – crossing Julian Creek
	0512345	6555265	Wpt 11	Oct 1
159	0507809	6554179	Wpt 12	A tree grows back with a harp bend after trail cutting.
	0500553	6554864	Wpt 13	Oct 2
	0504500	6554000**		Proposed 600m X 600 m Kaska cabin tenure
	0497831	6554941	Wpt 14	Oct 3
			McDame I.R.	Indian Affairs managed site on S. of Dease River – possible staging area
	0494986	6555562	Wpt 15	Oct 3
166	0487900	6560600**	McDame	Heritage cemetery—tilting monument erected to "W S Simpson, Indian Agent," doing his duty in 1927 – several other graves on terrace.
110	0487900	6560600**	McDame	Old HB Trading Post at McDame
115	0480000	6570000**	Good Hope Lake	Suggested Trailhead Kiosk

Southern Davie Trail – Southbound: Terminus to Kwadacha				
All GPS locations in NAD 83 format, Alaska Canada Conus, Zone 09				
Readings scaled from maps are presumed NAD 27 and indicated **				
Photo	East	North	Location	Comment/date/caption
111	0592000	6540000**	Scoop Lake	View of Trench north over Scoop Lake
113	0610000	6515000**	Terminus Mtn	View SE over Matulka Ck and Terminus Mtn
	0608267	6509682	Boya Trap Cabin at Terminus Mtn	Existing private Kaska cabin
			Reg'd #751T009	Aug 12, 1999
	0607749	6509553	Abandoned trap cabin near Terminus Camp,	Kechika River erosion, former Kaska cabin
	0608785	6510800	Terminus Mtn Airstrip	Aug 12
				Near Matulka Ck (Pr Kaska = mak-doo-lah)
	0608021	6509455	Terminus Camp Boat Launch	Aug 12
	0611455	6507247	Recovered Boya glasses lost on previous trip	Aug 13
	0612835	6505482	Four Mile Camp & water	Proposed public campsite, Bridge suggested
	0614542	6503025	Seven Mile Camp & water(corrals belong to outfitter)	Bridge suggested
	0617080	6500465	Frypan Creek (water)	Bridge suggested
	0617819	6498336	Kechika River	Proposed Kaska cabin license 600m X 600m,
	0618700	6497800	Direct encounter 3 grizzly bears;	Aug 13
			Shots fired to scare away	
	0619667	6497474	Long rock wall 10 m high	Aug 13, rock wall feature
	0620200	6496800	South end rock wall, beach, camp, boat access	Aug 13
	0621585	6495111	Gataga Forks	Aug 13 Weathered wooden cross & presumed grave
	0621244	6494938	Stone Scraper	Aug 13, Artifact found and reported to archeological resources branch
	0621182	6494830	Gataga Forks(n. shore)	Proposed public camp site(n. shore) and Kaska boat cache
153	0622000	6494400**	Gataga Forks	Aug 14, Rafting the Gataga
	0621053	6495337	2 Old Cabins – Gataga Forks (s. shore)	Aug 15 remains of two Kaska cabins found in 1999, once used as residences by McCook family through 1960's
148	0621194	6494066	Gataga Camp (s. shore)	Aug 15 – Proposed Kaska cabin license 200m X 700m paddock enclose of point between rivers.(s. shore) Purpose to enclose former cabins, feed area,

	0623300	6490300	No name	reduced fencing and boat cache
				Water needed somewhere in this vicinity. Campsite proposed if water is found.
149	0627468	6487319	City Cabin	Aug 16 – Posted Land Act Application Proposed Kaska cabin license 600m X 600m , Former site known as "City Cabin", eroded by Kechika River. Horse trail follows crest 1 km to east. Fiennes reported 3 cabins here in 1971
	0630001	6485009	Fork in Trail – bear right for Kechika headwaters, Left fork trends up Gataga valley	Aug 17, At this point in 1971 it is believed Sir Ranulph Fiennes took the wrong turn as some of our 1999 party did, and headed east up the Gataga Valley. Through GPS and use of a Kaska guide we corrected ourselves. Fiennes went on for grueling days and returned to Terminus for food & rest.
147	0629413	6482811	Boot Hill Summit (southward vista)	Aug 17, View of Boulder Creek from Boot Hill, trail not well marked. No close water in this section.
	0631500	6482000**	East of Boulder Ck.	Proposed public campsite. There appear to be two trails here...by river and higher up to east. Water is needed in this stretch. Bypass Hill and stay near ponds on Horse trail.
	0632034	6476805	Camp 4	Aug 17 temporary camp, high above creek, not recommended
144	0633996	6474617	Good creek coming off Forsberg Ridge	Aug 18 Posted Notice – Proposed Kaska cabin license 600m X 600m
	0634677	6472664	Tent Frame	Former site known as "Tent Frame" Proposed public campsite
143	0638810	6468059	Below Valemont (Lone) Mtn.	Aug 18 – Lone Creek, abandoned Kaska cabin
139	0639900	6468000**		Dense grove of burls – one of many forest curiosities
	0640200	6466400**	Forsberg Creek	Proposed public campsite – Forsberg (Grizzly) Creek Narrowest part of the Rocky Mountain Trench in all of BC, Bridge possible, recommended
	0642732	6461983	Wolverine Camp	Proposed Kaska cabin license 600m X 600m – Wolverine
	0645700	6457600	Rainbow River	Proposed public campsite – Rainbow River
	0647600	6453700		Proposed public campsite
145	0643700	6460000**		A mossy bed at days end
146	0643809	6459547	Fish Creek Cliff	Trail washed away, awkward cliff to bypass
	0650385	6449908		Rudolph's cutbank – Proposed public campsite
	0653300	6445200**	Braid Creek	Proposed Kaska cabin license 600m X 600m on north side of creek. High bridge may be possible where creek exits mountain gap.
	0654404	6442470	Furthest north point of winter travel by Boya family & Gunderson	Mar 7
	0656782	6439613	Site of "Burn Cabin"	Mar 6. Aug 21, Proposed campsite , has helipad
133	0661700	6432700**	Driftpile Ck	Proposed Kaska cabin license 600m X 600m on North side of Driftpile Creek. This site is furthest mapped point of the main Bedaux party Sept 22-27 1934. --5m thick ice debris torrent in winter and bank erosion--bridge may not be possible. At foot of Citroen Peak named for Bedaux's manufacturing sponsor Emile Citroen. Significant Hoodoos,

131	0659000	6436000			Dangerous holes under meadow snowpacks	
	0665000	6426700**	Scarcity Ck confluence with Kechika headwaters		Proposed public campsite – Scarcity Ck, 1 km n. of Sifton Pass	
	0665600	6425500**	Sifton Pass Summit		Sifton Pass – Height of Liard and Peace drainages in Trench	
142	0668600	6420000**	Baby Lakes		Proposed Kaska cabin license 600m X 600m Baby Lakes named for Kaska child drowned here	
	0671127	6415787	Sifton Pass Weather Instruments – untethered		Mar 8, Proposed public campsite	
	0673200	6412200**	East shore of Fox Lake at toe of Mt Josefine, named for Bedaux's Spanish maid.		Proposed Kaska cabin license 600m X 600m (alternative is to acquire unused outfitter cabins on southeast point)	
134	0673400	6412400	Fox Lake		Boya's cache at Fox Lake	
154	0673229	6411777	Fox Lake		Mar 5, Boya's Private Cabins require approval for guide use as well as trapping use.	
	0679200	6405200	Pond beside trail		Proposed public campsite	
	0678000	6406000**	Trail crosses GPS zone boundary			
132	0324600	6401500**	Beaver Pass		Old Kaska cabin and N. junction to Weissener Lake	
	0324700	6401100	Beaver Pass		Site of reported graves, top of bank looking NE toward old cabin	
	0324500	6400800**	Beaver Pass		New Kaska maintained cabin at Beaver Pass 1997 and proposed Kaska cabin license 600m X 600m	
129	0325400	6399500			Author with rented snowmobile and durable 'Boya' sledge	
	0328800	6399800	Confluence of McCook and Fox Rivers		Fox Pass/Weissener Lake Junction trail west to Fox Pass, southerly trail eastward to Weissener Lake – proposed public campsite	
	0325100	6395600**			proposed public campsite	
123	0329300	6389400**	"18 Mile"		Antoine Charlie private trapper cabin,	
	0326000	6389300**	Mt Balourdet		Historical Air Crash Vicinity,	
	0333400	6383400**	Carcajou Ponds		Carcajou – proposed Kaska cabin license 600m X 600m	
128	0334000	6380000**			Keeping the dogs cozy too	
130	0335046	6379911	"9 Mile" below Mt Chief Davie		Antoine Charlie private year round cabin "Nine Mile"	
127	0334000	6379000**			Drying racks	
	0337000	6377800**			Mt Chief Davie – proposed public campsite	
	0333100	6371000**			Kaska-made snowshoes used by all ages	
124	0340000	6369000**			Kaska trapper cabin	
122	0340500	6369500			Kaska youth project and proposed public campsite or alternate trailhead staging area. Note non-traditional tipi poles.	
140	0341091	6369814	N. Boundary Kwadacha Reserve		Aug 22 –Notice posted (Land Act)	

	0341740	6367768	Fort Ware Airstrip	Year round maintained airstrip & fuel
121	0342200	6367400	Fort Ware	Boya Guest Cabin, Kwadacha office, school
115	0341600	6367900	Fort Ware	Suggested Trailhead Kiosk
141	0342200	6367300		Kwadacha Village waterfront on the Finlay River

Appendix Fourteen: Project Progress Reports**14.1 1999 Summer Fieldwork Planning**

To: Steven Jakesta **From:** Eric Gunderson, Reg. Manager

June 26, 1999

Steven...good day. Several items for your review—

1. Yesterday I faxed you a one page summary of several project elements for your review. I would like to use this in discussion with INAC economic program office in Whitehorse. (Trudy Taylor) George suggested contacting her for support. Similarly I would like to give her a copy of the business plan. She operates in confidence and will protect any information put forward on your behalf. I hope she may be of assistance. I require your approval to share these items with her.
2. Attached is a 3 page resume from a grad student that University of Calgary is sponsoring. He found his summer program work in Mexico was not ready to go and is now looking for a new thesis program. He is interested in the Davie Trail Archaeology and can fit with our time lines and goals. He is also in a position to meet with Doug Elias for briefing. Most students now have summer jobs or research projects they are engaged in. But fortunately I was able to find a grad student who may be able to do summer work, travel with us, and develop a more detailed M-K project proposal. (Am I correct in assuming this is the goal?) I contacted both Univ. of Calgary and SFU. Only one student has come forward. With his teaching background and his open thesis topic he may be able to develop a fuller 3 year arch program for you and bring support from a major university. I require your approval to send him the reduced package (no business plan). He has worked for arch consulting firms before, although we wish to hire the grad student and obtain University endorsement. In theory the project will see him get \$9.1 k for fieldwork and writing a proposal to the M-K Fund. \$3.6 k goes to expenses, and \$1.5 k goes to Kaska administration. We will roll his expenses into
3. I was also encouraged by Dave Porter to try and reach Dr. Bob Pfister at UNBC. Dave feels he may be able to bring further UNBC resources to the overall bundle of projects. I will try to advise.
4. Keona Wiley ran out of personal funds and has abandoned the cycle trip. I will still try to make Liard on July 7.
5. I still seek an intern candidate for the project. George has the project material that is needed to submit for training funds. Time is critical to have someone ready to work with me by July 6. Is anyone up there able to "slam dunk" the application quickly? As I understand it we need a specific person to be eligible for the training funds.
6. Tentatively I will proceed with plans to engage Charlie Boya for the Southern Davie from approx. Aug 10 to Aug 26 ... As he will work for KDC, we will need Shirley to prepare a contract and obtain your approval for the following:

Services: Re Davie Trail—to accompany E. Gunderson, an archaeologist, and possibly one other person to be determined by KDC, from Terminus Mtn to Fort Ware from August 12 to August 24, 1999. Assist with cooking, packing, route planning, history, and advise on potential trail for commercial trail operations to be described in a report being prepared by Northwest Environmental for KDC. To assist with trail marking plans, location of future cabin and campsites. And to generally assist with the development of commercial trail plans.

\$150 / day including one day set-up and one day standing down. To provide own pack, rifle, gear etc.	\$2250
Ammunition allowance	\$25
Food provided by KDC or based on receipts	0
4 pack dogs including their feed @ \$10/day	\$600
Radio Rental @\$10/day	\$150
Two nights accom. for two @ \$30 each for cabin use in Ft Ware	\$120
One night cabin use in Ft Ware and Fox Lake	\$120
Repairs or damaged goods on receipt	0
Total	\$3265.00
GST	

Please let me know if each of these items meet with your approval. Most critical is finding the project intern and confirming funds ASAP.

Regards, Eric Gunderson....

14.2 1999 Summer Fieldwork Update

(August 1999)

Kaska Dena Council
 Box 8
 Watson Lake Yukon
 Y0A 1C0
 Attn: S. Jakesta/ S. Laverdure

Dear Steven or Shirley

Subject: Boya Contract

Please be advised that Charlie Boya has fulfilled the terms of his contract. Please make payment for the following services and disbursements:

1. Two persons for two nights cabin accommodation in Ft Ware @\$30	\$ 160
2. One day of preparation and one day of completion @\$150	300
3. Guide services on trail August 12 through 26 inclusive @\$150	2,250
4. Pack dogs:	
2 for 15 days @\$10	300
1 for 10 days @ \$10	100
5. Ammunition per receipt (most rounds expended in field)	57.98
6. Grocery disbursement per receipt	143
7. Additional services (trail locating evenings) 5 @ \$100 see notes	<u>500</u>

Total approved for payment to C. Boya: \$3810.45

Notes: Charlie provided part of the food. Keith Billington, in his capacity as Kwadacha Band Manager, accompanied us on the trip. He is a registered nurse and we welcomed his presence on the project team. Hazel Boya, Charlie's spouse, who has trail knowledge of the subject area since childhood, also attended as an unsalaried assistant. We were glad to have the help and the overall project will benefit from the presence of the two extra persons. On August 21 the archaeologist, Jason Harris, suffered a sprained ankle which consensus suggested required medical attention. We used the satellite phone to arrange a helicopter evacuation for him, one injured dog, and myself (I drove the archaeologist back to Prince George.) We were also facing a time limitation on the trail since the estimated 15 km daily progress was in reality only 10 km. This would have forced the conclusion of the trip at Fox Lake in any event.

You will note that I am recommending an additional payment for Mr. Boya in respect of considerable additional work performed by him in the evenings. He advanced the party by locating and blazing trail for the dogs and saved the group considerable daytime effort in this regard. He seems to be an endless worker finishing much later than us and starting the day fresh ahead of all other members. Item number seven in the list above is an addition to his contract that is well deserved.

Other expenses will follow with our monthly statement.

Sincerely,
 Eric L. Gunderson

14.3 2000 Summer/Autumn Activity Report

Memo to: Bill Lux,
Vice Chair, Lands & Resources
Kaska Dena Council
Lower Post BC

From: Eric Gunderson
North West Environmental Group

October 24, 2000

DRAFT

RE: Davie Trail Activities – Summer 2000

Bill—the following is a report of the program activity undertaken by North West Environmental on your behalf to further the work on the Davie Trail.

1. In May I met with Steven Jakesta and provided a number of updates. Primary focus was on the draft report for the South Davie as it is now due. He received a copy of the Bannock & Beans book, the draft report text and maps.
2. In early June, while on other work in Quebec, I was able to spend two days on your behalf in the national Archives. At that location I secured considerable new information about the 1942 military rail survey on the Davie Trail which has been added to the South Davie Report. The railway concept is quite alive as indicated by the January Vancouver Rail conference to which we were able to suggest to Daniel Morris.
3. You received pending approvals for an E-Team Project and a Canada Millennium Fund grant which we prepared applications over the past autumn & winter. The value of the approved funds is approximately \$76,000. We present a summary of some findings and views as listed here. They are the combined observations of Vanessa Laverdure and me.
 - ♦ The Millennium fund required an environmental overview. Several months elapsed before the federal government send their field technician out and three more months elapsed before the hard paperwork was in place. To meet summer weather windows we proceeded with the work. Jean Gleason requested me to establish the degree of concern we should have over the certainty of the funds under the environmental report. All environmental conditions posed for the grant were acceptable and I indicated to Jean/Vanessa that documents were forthcoming and that our main concern was commencing the ten week work program in order to complete by October 15. The significance of the delays by this department should be communicated to them. It made synchronizing the project with the E-team extraordinarily difficult.
 - ♦ The E-team program contacted KDC in May with a tentative project approval. They stressed one point. The Employment Standards Branch would need to provide a variance for the proposed work schedule and immediate action should be taken to approve the field work & crew rotation. No action was taken until July when V. Laverdure was assigned to the project. Through further extensive work by her, L. Gill and myself it became apparent that scheduled days off in the field and extended work hours would not be permitted by the E-team, even where the crew approved it. E-team's concerns were that the Province could be held liable for overtime charges (although a remote possibility.)
 - ♦ A majority of food and equipment required for the field crews were purchased at less costly southern locations. I acted under direction from the chair, and V. Laverdure to

acquire and transport food, safety gear and field equipment. This was delivered to Lower Post on Wed Aug 9. Through the efforts of C. Porter, the expenditures authorized by J. Gleason were compensated within 30 days. Additional supplies and food were routinely required as the project continued.

- ◆ From Aug 10 – 13 North West prepared a draft occupational health and safety plan for the crew. This is not a final plan and should be submitted for approval prior to undertaking the next major field project. You may find it useful to adapt for labor projects as it should be used whenever employing staff or volunteers.
- ◆ On August 10 & 11 North West also met with S. Jakesta and K. MacMillan to implement MacMillan as project coordinator. (Laverdure being on personal vacation.)
- ◆ The training plan prepared by Gill/Laverdure was implemented on Monday August 14th. North West delivered training for the 14th & 15th. Significant setbacks developed with absenteeism. This impeded the effectiveness of the health and safety plan delivery, which all participants were to attend and sign off. Gill & MacMillan continued the training and endeavored to resolve the youth recruitment. Attendance problems persisted throughout the project.

4. Field work accomplished by Northwest was significant, despite the very limited time window. First priority was to ensure the E-team and saw operators had full kits including maps and schedules. Upon completion of the administration, we scheduled E. Gunderson's departure from Lower Post with Assistant BC Hunting Guide J. Groat and three ponies.

- ◆ August 16 – The river crossing could not be completed as the boat motor failed. Trip postponed at 3 PM to next day. Horses corralled on south side.
- ◆ August 17 – Depart to Black Angus Creek (12 Mile). Cabin site mapped at Dease Mouth. Inspection of trail cutting done in autumn of 1999 indicates:
 - Good conditions and clearing for first 1.5 km
 - Considerable increasing swampy conditions. Dry relocations minimal (F. MacMillan indicates dry trail may be possible to find.)
 - Few trail markers placed.
 - Increase efforts to locate dry trail.
 - Peculiar footbridge place below beaver dam at 9 Mile
 - Mapped cabin site at Kloye Creek (9 Mile)
- ◆ August 18 – Map and post cabin site on unnamed lake, located crossing on Kaska Ck.
- ◆ August 19 – Blazed good dry trail on north side of 16 Mile swamp
- ◆ August 20 – located good crossing of 16 mile creek; blazed trail to former military (?) camp.
- ◆ August 21 – clean up old camp on Mustela Creek, map assessed crossings
- ◆ August 22 – Clean up Aeroplane Lake camp, map & post site
- ◆ August 23 – Locate & blaze connector trail 1.3 km.
- ◆ August 24 – Locate route to 66 Mile, examine side trail leads, blaze junctions to Twin Island and Birches (?)
- ◆ August 25 – post notice at 66 Mile, follow escarpment trail 6 km.
- ◆ August 26 – Post and map Birches cabin site, scout trail on east side of lake, blaze 3 km of new trail northward
- ◆ August 27 – Blaze and flag 3 more km of trail to meet main trail
- ◆ August 28 – cabin and equipment repairs, Arrange flights, crew and equipment changes
- ◆ August 29 – Crew rendezvous
- ◆ August 30 – cut 1.3 km connector trail at Aeroplane camp, floatplane out in evening

In summary, we must complement the way that Lower Post First Nation provided the support resources for the E-Team. The diligent attention to detail by V. Laverdure and her continuity on the project compensated for the absence of a local coordinator for personnel matters, accounts, and 3-4 months of approximately 50% administrative time. The project requires detailed administration.

Appendix Fifteen: Kaska Heritage Trail Sponsors to Date:

Forest Renewal BC – Southern Davie Cabin & Trail Rehabilitation 1997

Forest Renewal BC – Northern Davie & McDame Management Plan 1998

Muskwa-Kechika Trust Fund – Archaeology Proposal Development 1999

BC Heritage Trust – Southern Davie Management Plan 1999/2000

Forest Renewal BC – Northern Davie Trail Rehabilitation 1999

Muskwa-Kechika Trust Fund – Southern Davie Management Plan 1999/2000

Canada Millennium Fund – Davie Trail Rehabilitation 2000

Klondike Snowmobile Association – Trail to Swift River 1999/2000

Liard First Nation – Trail to Swift River 1999/2000

BC Northern Development Commission – Trans Canada Meeting Planning Expenses 1999/2000

Appendix Sixteen: Skook Davidson

This man was well known in the guide outfitting industry of the Trench. He was believed to be one of the original members of the Bedaux Expedition. He is also reported to have recovered the hay mower delivered by Bob White and associates for Bedaux. The following story and obituary are courtesy of the Vancouver Sun.

RANCHER SKOOK DAVIDSON DIES IN HOSPITAL AT AGE 86

Skook Davidson, a rancher and horseman who became a living legend in northern B.C., died Monday in Lions Gate Hospital at the age of 86.

Born in Scotland, John Ogilvie Davidson earned the nickname Skook from the Chinook dialect word Skookum, meaning strong. He got it because as a young man he packed loads of up to 200 pounds when everything at his remote ranch was taken in by trail.

He lived alone for many years at his Diamond J Ranch in the Kechika River valley about 100 air miles south of Watson Lake, Y.T.

The ranch had no road connection with the outside world and river boats or aircraft provided the only access.

At one time Mr. Davidson had as many as 200 horses on his property and his hunting rights covered more than 5,000 square miles.

He first came to Canada at the age of 13 or 14 and travelled across the country to B.C. When he arrived in Ashcroft he had only \$10 left in his pocket.

Mr. Davidson went on to earn a living as a ranch hand and packer. In the First World War he served overseas and won several medals for bravery.

After the war, Mr. Davidson returned to B.C. and ran pack horse trains for government surveys, travelling all over the northern part of the province.

He first visited the Kechika country in 1939 and went on to establish his ranch there.

Mr. Davidson was well known for his salty language, love of horses and interest in conservation. Although he acted as a big game guide, he only allowed a limited number of hunters into his area every year.

In the 1940s, he was given the rank of special constable in the B.C. police force because his knowledge of the north was helpful to the police in some of their more remote cases.

Mr. Davidson suffered from arthritis for many years and by 1971 could scarcely



SKOOK DAVIDSON
... he was a living legend

walk. The following year his ranch was seriously damaged by fire and he was moved to hospital in Whitehorse, Y.T.

He has spent the last few years in ill health in Vancouver area nursing homes and hospitals.

A bachelor, Mr. Davidson is survived by a nephew, W.J. Yule of Calgary, and a great-nephew, G.S. Yule of North Vancouver.

The funeral will be held Friday at 1 p.m. at the Burrard Funeral Chapel, North Vancouver, with Rev. E.H. Wallace officiating.

SLOW
AUG 31/77

Appendix Sixteen: Skook Davidson

VICTORIA COOL, OTTAWA ENTHUSIASTIC

Massive wilderness park proposed for northwest

By MOIRA FARROW
A proposal to establish an immense national park in a wilderness area of northern B.C. has been made to the federal and provincial governments.

The park would cover 10,300 square miles and include part of the Rocky Mountain trench. The proposal has been made by the Nechako Valley Wildlife Conservation Association which sent copies of a brief describing the project to more than 30 groups and individuals last year.

Initial reaction from Ottawa was warm — but from Victoria it was cool. Now the association is about to move into high gear and send copies of high gear to very MP in the country and every MLA in B.C.

The Kechika National Park, as it would be called, would cover one of the most wildlife-rich areas in North America, according to the association.

At present the area is sparsely inhabited, has no paved roads and its many rivers, lakes and mountains are untouched by development.

The proposed name was chosen because the Kechika River is the major waterway and the Kechika Ranges are the main mountains within the park. The northern boundary of the park is about 25 miles southeast of Lower Post which is on the B.C.-Yukon border.

The southern boundary is Port Wares, at the junction of the Kwadacha and Finlay Rivers. The park includes the Sifton Pass trail which made news last summer during the expedition to B.C. of Sir Ranulph and a couple of his British army explorers got lost several times while trying to hike the 100-mile long trail.

Cliff Day, chairman of the association's park committee, said his 35-member group first became interested in a Kechika national park project in 1983. "We learned that old Skook Davidson, who lives in the

started looking into it we realized that a large park would be necessary to completely protect the environment of the area," said Day.

Eventually, last year, the association completed a brief which proposed a locality wilderness park with no development except for "modest shelter, no hunting or fishing, no roads and no motorized vehicles such as snowmobiles. Access to the park would be by foot, boat, canoe or horse.

Copies of the brief were sent to every politician, private individual, club and association that might possibly be interested.

"In general the reaction we got was extremely favorable," said Day. "The B.C. Wildlife Federation are investigating the idea in detail."

He said Northern Development Minister Jean Chretien replied promptly and encouragingly.

"He said his department would look into the idea and he pointed out there was no national park in the area at the moment," said Day.

The association received no direct reply from Recreation and Conservation Minister Ken Rieken. Beyond an acknowledgment, however, Rieken apparently passed the brief over to a provincial government official named Day. Blower who has the title of project leader, Ungulate Land Inventory (B.C.), Canada Land Inventory, Department of Agriculture.

Blower examined the proposal and wrote a discouraging, four-page reply to it which was sent to everyone who had received a copy of the brief.

He described the brief as unrealistic and took issue with it on four main points.

Blower said it was unnecessary to eliminate hunting and fishing to preserve wilderness land; he queried the association's claim that the Sifton sheep population in the area is being over-exploited; he doubted that national park status is the best way to preserve wilderness; and he



SKOOK DAVIDSON ... wants refuge

the past and my impression is that wilderness zones in the future will be ever regulated and restricted with a park warden looking over your shoulder telling you where you can and can't walk."

Blower claimed that national parks diminish wilderness values because they attract more people to the area.

He also suggested that park animals are not "truly wild" and most photographers would trespass animal pictures taken outside a park more than pictures taken inside.

Blower alleged that wilderness areas are much better protected at provincial rather than national parks.

Criticizing the boundaries of the proposed park, he said they enclose a land area three times the size of Prince Edward Island and include a "staked mineralized zone." As an alternative, he suggested two smaller provincial parks in the B.C. north, one on the Kechika River and the other on the east side of the Rockies.

When Blower's report was received, the association re-

plied with a seven-page letter last September answering every one of his criticisms.

Said Day in his reply: "The status of national park will guarantee protection of all natural values within its boundaries. Nature conservancies may protect natural values but most conservancies are too small, and in the wrong place to protect complete ecosystems."

"Provincial park status does not guarantee protection of natural values from the activities of man."

Day opposed all Blower's arguments and said that to maintain an area in its natural state all activities such as road building, skiing, mining, oil exploration, and hunting and fishing "except by native Indians must be eliminated."

"We haven't heard back from Mr. Blower since we sent our reply," said Day on Tuesday. "And now we're printing another 300 copies of our brief and hope to send them off soon to all MPs and MLAs."

The association in its brief said the proposed park area combines the greatest variety of wildlife and the most beautiful natural setting of any part of the province.

It said the area has light precipitation and temperature inversions which produce the ecological requirements for Stone sheep, caribou, mountain goat, moose, elk, mule deer, grizzly bears, black bears, wolves, coyotes, a variety of upland birds, waterfowl and fur bearing animals such as wolverines, beaver and otter.

Continued the brief: "The headwaters of the McConk,

Warford, Muskwa, Kwadacha and Gaiga rivers possess scenic values comparable with the finest in North America.

"At the very reaches of these watersheds are the Lloyd George Icefield and the Stagnant, Liabberia and Kwadacha glaciers. Mountains such as Choudmaker, Walsh, Aisa and Churchill and many others lower in excess of 7,000 feet."

The brief said mining exploration has been done in the area but no deposits of commercial value have so far been discovered. It said mining exploration would be prohibited in the proposed park.

The brief said there is relatively little merchantable timber in the area on its close proximity to the forest industry for development would not involve "appreciable loss."

Construction of hydro dams on the Liard River would not

be permitted if the area became a park because they would result in flooding of the valley bottoms.

Concluded the brief: "Although there are several large provincial parks in B.C. they do not afford protection to the animals within them."

"The waterways within Kechika National Park could provide many miles of navigable water for canoeists and many portions of the park are ideally suited to hiking, climbing and wildlife study. Naturalists and ecologists could study unexploited wildlife populations within complete, undisturbed systems."

"There is presently no large park north of the 54th parallel north latitude in B.C. The establishment of Kechika National Park would thus become the only true wilderness area of any size designated to meet the needs of the plants and animals of the region."

Bird's keeps contract

Bird Construction Company Limited will continue to hold the management contract for Pacific Centre.

Bird has been awarded the job of providing over-all management, supervision and coordination of all construction for planning and construction of the second phase of the \$100 million development, a completed first phase.

Demolition on Block 42, bounded by Greenview, Georgia, Flower and Dunsmuir is to start on Thursday.

The final effect on downtown streets during the two-

year construction period has not yet been determined but it is understood that the affected block of flower will not be closed off altogether the way it was for the first phase of Pacific Centre.

An 18-story 1931 office tower will stand at the corner of Georgia and Granville, and foundations will also be laid for a future, second office building on flower and another office building or hotel on Dunsmuir.

Pacific Centre is a joint venture of Camp Investments Ltd., Toronto Dominion Bank and T. Eaton Co. Ltd.

Allan

FOTHERINGHAM

THE PRESIDENT OF THE B.C. "d) Prepares your membership to

that private little dinner with the select group of B.C. industrialists.

He was asked if he felt all those dollars being poured into Quebec were producing results. Was Ottawa

it seems K. C. Irving have fled to escape Canadian tax laws? Only one catch. Estate lawyers now estimate that to qualify, the rich will have to spend at least half the year in Al-

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Appendix Seventeen: An Incident at Fox Lake in 1964

Internet e-mail sent by: Eric Gunderson <egunders@box100.com>
4/13/99 5:02 PM

Subject: 1964 Anchorage Quake/Fox Lake Slide
To: lijacks@nrcan.gc.ca (Lionel Jackson -- Geological Survey of Canada)
CC: Steven Jakesta <kaska@watson.net>

Lionel...it was nice to see your name in the net directory for the GSC and related staff. I hope you vaguely recall me from good old Univ. of Calgary days.

I am presently working as a consultant in a wide array of land development and resource projects and am based in Williams Lake BC. One of my clients is the Kaska Tribal Council based in Watson Lake. Part of a moderate sized contract our firm is undertaking for them is the evaluation of the 330 km trail down the trench from Lower Post to Fort Ware.

This winter we spent 7 days touring the 90 km of winter route (once used by dogsled) lying between Fort Ware on the Finlay River, and Braid Creek. This includes a location called Fox Lake. My partners and native aides on this trip were Charlie and Hazel Boya. Hazel is the daughter of John McCook (Sr) and Charlie is a past chief for the Kwadacha Band in Fort Ware and they are both respected band members. To set the stage for this enquiry-- in February 99 we spent two nights in their present trail cabin on Fox Lake. Hazel Boya relates the story of how, as a child, her family spontaneously decided to walk to Fort Ware one Easter weekend in the early 1960's. When they walked back to the cabin (Mom, Dad and children) the cabin was gone....into the Lake, and the logs of the cabin are still floating in the lake. They all felt fortunate that they were away or lives could have been lost too. Hazel's Mom is alive but her father has since passed on. Hazel speaks for her Mom's interests and asked if I could locate someone who might be interested in the story. She also asked me to see if there is any form of compensation, albeit very late, that her mother might be eligible for in such extraordinary circumstances. The family lost the cabin and all contents into Fox Lake, in those days maybe \$5,000 and by today's standards maybe \$20,000 of time, materials, goods, possessions. Fox Lake and even the community of Fort Ware are very remote by BC standards, and the people at Fox Lake (2 cabins) were only occasionally aware of current events, government interests or any possible compensation programs of the day.

It occurred to me, upon hearing the story that sympathetic damage from Alaska's Good Friday Earthquake may be of interest to the GSC. This may be especially true if it is a genuine damage event so far inland, and within the Trench proper. It also appeared to me that you or colleagues may wish to visit Fox Lake with the family since there is still evidence of the cabin, there may be good airphoto records before and after, and there is apparently a sizeable surface fracture in the till covered hillside adjacent to the lake. Due to snow depth it was not possible to do any inspection or photos of this.

If nothing else, this report may be useful to add to whatever old file still exists on the Canadian damage from the Good Friday quake which was felt in Calgary (when I was a 15.) I will be adding the report to my overall evaluation of the 'Davie Trail' as it is known up there.

Fox Lake is accessible by float plane and Charlie has a very nice guest cabin at Fort Ware. I can provide phone numbers and addresses to anyone interested. I would enjoy chatting with you anytime....

Appendix Eighteen: Hudson Bay Archives

sources as searched on internet:

1. XVIII.Black, Samuel. A Journal of a Voyage from Rocky Mountain Portage in Peace River to the Sources of Finlays Branch and North West Ward in the Summer 1824. E. E. Rich, ed. London, 1955.

2. POST RECORDS**FINLAY RIVER (BRITISH COLUMBIA)**

Post Number: B.67 Shelf space occupied: 5 cm

Years covered by records: 1824

Document	Reference No.	Document Type	Years	Reel No.
B.67/a/1-2		Post Journals	1824	1M52
B.67/a/3			1824	1M53
B.67/a/4			1824	Addenda M1
B.67/c/1	Correspondence Inward		1824	1M270

BEAR LAKE (FINLAY RIVER) Now known as Fort Ware (BRITISH COLUMBIA)

Post Number: B.249 Shelf space occupied: 28.5 cm

Years covered by records: 1890-1922

Document	Reference No.	Document Type	Years	Reel No.
B.249/a/1-7		Post Journals	1900-1906	1M995
B.249/a/8-9			1905-1917	1MA5
B.249/a/9-10			1908-1922	1MA6
B.249/b/1		Corresp Books	1899	1M1036
B.249/c/1		Corresp Inward	1892-1899	1MB9
B.249/d/1-7		Account Books	1891-1989	1M1328
B.249/d/7-10	See also B.249/a/5		1890-1901	1M1329
B.249/e/1-2		Repts on Districts	1896-1900	1M1254

LIARD (CASSIAR DISTRICT) (BRITISH COLUMBIA)

Post Number: B.299 Shelf space occupied: 6.5 cm

Years covered by records: 1890-1911

Document	Reference No.	Document Type	Years	Reel No.
B.299/a/1		Post Journals	1904-1905	1M1008
B.299/a/2			1906-1911	1MA36
B.299/c/1		Correspo Inward	1898-1900	1MB27
B.299/d/1-2		Account Books	1895-1900	1M1443
B.299/e/1		Reports on Districts	1890	1M1256
B.299/z/1		Miscellaneous Items	Undated	Not filmed

MCDAME CREEK(BRITISH COLUMBIA)

Post Number: B.304 Shelf space occupied: 7.5 cm

Years covered by records: 1877-1923

Document	Reference No.	Document Type	Years	Reel No.
B.304/a/1				
B.304/a/2		Post Journals	1889-1890	1M1008
			1917-1923	1MA37
B.304/c/1		Corresp Inward	1897-1899	1MB27
B.304/d/1-2		Account Books	1894-1899	1M1473
B.304/e/1-2		Reports on Districts	1890	1M1256
B.304/z/1		Misc Items	1877-1893	Not filmed

Appendix Nineteen:

Daily World Article June 5, 1899

EDMONTON TRAIL.**Grim Messages From the Dead.**

**Vancouver Party Lost in the Hills—
Suicides Born of Desperation—
Cold and Starvation Claim Many
Victims.**

Grim indeed are the tragedies marking like milestones the Edmonton route to the Klondike, on which perhaps 1,000 or more people started full of hopes a year or two ago, but which has not yet delivered one of those who trusted to it at the northern goldfields. Instead of finding the gold that lured them to the northernmost West, they have found disappointment or death—no one can say how many suffered the latter fate. All yesterday the party of escapees from the horrors of the trail who came down by the Danube were relating at the Dominion their hard experiences, says the Victoria Colonist of yesterday. This party consisted of men who, coming in twos and threes from the Liard, McDame, Dease creek, Mud lake and other points in this contiguous territory, united in one company on the Casca's first trip down of the season. Each of these has some particular case of death or dire distress to report as having come under his personal observation—the stories merge, however, into a common record of failure, sickness and death.

One party of 15, headed by L. M. Hutton and Jack Payne of Vancouver, and including three men named Dunn, Taylor and Leighton, with seven companions, all from this Province and the neighboring States of Washington and Montana, are known to have perished in the mountains. Another party of about equal size had started about mid-December from a point about 20 miles above Liard river, and 200 miles west of the Mackenzie, their objective point being Upper Liard post. Indian guides could only be induced to accompany the expedition by promise of double pay, and then only with extreme reluctance, as the route led through the little known Hay mountains. This advance party got through in 90 days to Cole river, three miles from Lower Liard post, and 100 miles from the destination aimed at. In the meanwhile the Hutton-Payne expedition had endeavored to follow without Indians. They kept the trail until Hay mountain divide was reached, and heavy snowfalls obliterated the beaten way. Then they floundered helpless in the desolate mountains, and it is admitted must have perished to a man. The Indians sent back by the first expedition returned with expressive shakings of the head and the verdict: "No more alive."

Bud Cole and his partner Harris, of Pelican Rapids, Minn., according to Mr. Autenbring, of Winnipeg, who is of the Dominion 'guests, are the heralds of another tragedy of the closing days of last year, the scene of which was Windy Arm, an affluent of the Liard. Cole and John Sayers were making a moose hunting side trip to the Grand Canyon, to restock their party's larder, when they found in the wooded ravine a weather-beaten prospector's tent. Pulling back the flap they discovered its tenant to be a dead man, frozen stark and stiff, outstretched between the stove and a rough box that had been used as a seat. The body had here lain for months, preserved by the intense cold. At the side of the corpse was a little diary, the last entry in which had been made in January of 1898, as follows: "My hands and feet are frozen, and I do not think I can stand the suffering much longer. I am helpless, and my chum Graham, with whom I have had words, talks of leaving me." The diary itself shows the dead man's name to have been P. McNeely, apparently from Sault Ste. Marie, Mich. There were ample supplies of provisions in the tent, with some money, and the explanation of the tragedy seems to be that, deserted by his chum and helpless, McNeely was unable to secure firewood, and so froze to death. Graham is known to have succeeded in getting through to good gold ground, where he is doing well; the story of his desertion of his partner has spread like wildfire, however, and his violation of the unwritten gold land law

of comradeship will bring its own swift punishment.

Near Mud lake a deserted cabin was found by a party of miners, headed by Sandy Morris, this being only about four months ago. A lifeless body lay on the floor, and a glance at it and about the place was sufficient to read the explanation—"starvation." A note pencilled in German was picked up on the floor, and forwarded to the nearest Government agent. The signature of this was incomplete, the first part of the name reading "Wally Ze—"

At still another point of the trail a skeleton was discovered in sitting posture at the foot of a giant fir tree, upon which a scrap of paper had been fastened bearing the significant words: "Here the trail ends."

On another tree not many miles further on had been cut an inscription telling of the suicide of a desperate man. "If hell's any worse than this trail," it read, "I'm taking a chance." The signature was "C. Richter."

J. M. Smith and J. W. R. Irwin Irving, who went into Upper Casuar from Prince Albert over 15 months ago, report that many lives have been lost in Great Slave lake, the miners' rudely fashioned boats and rafts being unable to stand under the squalls common to that icy inland sea. One party of five were drowned in plain view of the Smith-Irving party, who were helpless to render aid.

At Mud lake there were, two months ago, 40 frostbitten, scurvy-mick prospectors, with a shortage of grub staring them in the face to add to the misery of their position. At Dease lake provisions were running short, and at McDame's the prospect was anything but cheerful. From the latter point word comes of the finding of a body identified as that of Valentine Wendler, from Philadelphia. He had perished in his cabin, either of cold or hunger—perhaps of the two.

Relief has been sent both by the authorities and the Casca Trading Company, the latter having been especially prompt in hearing the cry of distress, and it is probable that the situation is by this time very materially relieved at the three points referred to. All the newcomers are agreed that it is only as an hydraulic mining country that the Edmonton route district will ever be a goldproducer.

Appendix Twenty: Review of Book by Sir Ranulph Fiennes**HEADLESS VALLEY**

October 24, 2000, Reviewed by Eric Gunderson for the Davie Trail Project.

(SUBJECTS – Davie Trail, Muncho, Nahanni, Virginia Falls, Fort Nelson, Fox Lake, Fort Ware, Williston Reservoir)

This book is the property of the records/library of Kaska Dena Council.

Headless Valley was purchased by North West Environmental Group from a used bookstore in August 2000. Antiquarian book dealers set the price at about \$35 and the book is now out of print.

Mike Murtha, Planner for BC Parks in Prince George, brought the expedition and book to our attention.

The author did this trip up the Nahanni and down the Kechika and Davie Trail in 1971.

Fiennes has now been knighted and is recently described by Guinness as the "World's Greatest Living Explorer" owing to a combination of many expeditions around the world. Much of his description of trail life is accurate although embellished by the perspective of a British visitor.

The book offers reasonable insight about hiking the Trench and the particularly difficult tale of getting lost south of the Gataga River. The book also offers accurate descriptions of the highly fragmented trail conditions between Frog River and Fox Lake.

He describes Yukon Joe, Dancing Charlie, Frank George, Skook Davidson, and the McCook family. His references to various people, lifestyles and settings in northern BC are colorful, but sometimes unkind to both white and native alike. He favors folks who helped/subsidized his expedition by naming their companies.

Some photographs are included. One depicts a Kaska cabin at Frog River, often referred to as City Cabin(s). This is the only known picture of the cabins. The McCook family may have some as well. The cabins have been washed away by riverbank erosion. Fiennes confirms other reports of three cabins in total at that time but reports other sites along the trail as well.

The book offers several historical vignettes of the area and much of the author's own descriptions can be relied upon. However, this book should not be used for detailed research on events before the expedition. The sources contained in the 2.2 page bibliography are comprehensive and much research is credited to work done by Ginnie Fiennes, the author's wife.

The researcher notes that there is no record of any European person who has walked from Fort Ware to Lower Post.

Appendix Twenty-One:

Backgrounder

**Mackenzie Land Use Planning
and
Completing Protection of the Muskwa-Kechika:
BC's Largest Wilderness**

Overview

After seven years of tough negotiations, the Mackenzie Land and Resource Management Plan (LRMP) reached a remarkable consensus-minus-one agreement on June 29, 2000. The plan recommends, among other things, that government establish an internationally significant conservation complex of nearly 2 million hectares (almost 5 million acres) in the northern part of the Mackenzie region. Protected areas there will be interwoven with special management areas, where environmentally sensitive industry can occur, and with wildland zones, where mining and wilderness tourism can take place but where logging will not be permitted.

This land use complex, when combined with the adjacent Muskwa Kechika Management Area (MKMA) announced by government in 1997, would complete a 6.4 million hectare (16 million acre) conservation system for BC's Northern Rockies or the Muskwa-Kechika. Twice the size of Vancouver Island, the Muskwa-Kechika is the province's largest roadless wilderness, and is home to North America's most abundant and diverse wildlife populations. We await government's approval of the Mackenzie LRMP proposal.

In total, the Mackenzie LRMP has recommended 666,184 hectares of new protected areas which, when combined with existing provincial parks, will fully protect 13.8% of the planning area land base. Acceptance by government of the plan will bring the total protected areas system in British Columbia to over 12% of the provincial land base. The largest of ten new protected areas proposed are: the Omineca (127,744 hectares), the Finlay-Russell (117,087 ha) and the Gataga-Kechika-Frog or Dune Za Keyih (343,882 ha). In addition, nearly 1.4 million hectares of special management areas and 1.1 million ha of wildlands (no logging) zones have been proposed, as well as other resource management zones where industry takes greater precedence. The Mackenzie plan secures both traditional lifestyles and economic futures in northern British Columbia.

All LRMP stakeholders, with the exception of one mineral prospector, support the recommendation. The BC mining associations withdrew from the process a year and a half before its conclusion. They now oppose the agreement and are attacking it from outside the process, despite continual attempts by table members to accommodate their needs. Miners will still retain the explicit opportunity to mine in all areas of the plan outside protected areas; over 86% of the area will remain open to mining, including virtually all the high mineral potential areas. Officials from one mine returned to the table near the end and helped reach agreement on the final plan.

The Canadian Parks and Wilderness Society (CPAWS) congratulates Mackenzie LRMP participants for their commitment to this long, arduous planning process and their success in achieving a solid, balanced plan. We also commend the BC government for sponsoring and

supporting this participatory multi-stakeholder process. CPAWS now urges government to respect its own process and the efforts and advice of its participants; we urge government to act decisively and legislate the land-use plan *as recommended by the table*.

The Mackenzie Land and Resource Management Plan (LRMP)

The Mackenzie planning area covers a vast area of north-central BC, almost 6.5 million hectares, or twice the size of Vancouver Island. Sparsely populated, the region's economic mainstay is logging; there are some significant mineral deposits as well. Blessed with extensive wilderness and wildlife resources, the Mackenzie District also supports important current and potential tourism, guide-outfitting, hunting, trapping, and other sustainable wilderness economic and recreational activities. The most northern part of the area is the traditional homeland of the Kwadacha people and the Kaska Dene Nation, who have lived sustainably on these lands for thousands of years.

Over the course of the LRMP negotiations, there was intense discussion about how to allocate the Mackenzie lands. Stakeholders represented many different sectors and points of view, including: First Nations, industry, small business, recreation, tourism, labour, guide-outfitting, trapping and conservation. Table participants wrestled with the multitude of potential uses and users, and the need to balance competing interests. In the end, all members but one, the mineral prospector, agreed that the vision reached by the table represented significant consensus and a balanced land-use plan for the region.

New Protected Areas Proposed by the LRMP

The Mackenzie LRMP proposal would contribute close to 500,000 hectares of new protected areas in the northern part of the district to Northern Rockies system, or Muskwa-Kechika (MK). These are:

Northern Mackenzie Contribution to the Muskwa-Kechika Proposed Protected Areas	
Frog Kechika Gataga	343,882 ha
Finlay Russell	117,087
Kwadacha Addition	12,790
Ospika Cones	1,505
Total	475,264 ha

The LRMP also recommends almost 200,000 hectares of protected areas elsewhere in the Mackenzie District. These are:

Southern Mackenzie Proposed Protected Areas	
Omineca	127,744 ha
Chase	35,945
Pine Pass	10,255
Heather Dina Lake	5,970
Muscovite Lakes	5,741
Ed Bird Estella Lake	5,264
Total	190,920 ha
TOTAL PROPOSED PROTECTED AREAS, MACKENZIE DISTRICT	
	666,184 ha

Taken together, the Mackenzie LRMP recommends the establishment of 666,184 hectares of new protected areas. Combined with almost 220,000 hectares of existing protected areas, park protection in the Mackenzie district would total 885,760 ha or 13.8% of the planning area, and will bring the provincial total to over 12%.

The Muskwa-Kechika Wilderness – The Northern Rockies

The conservation complex recommended by the Mackenzie LRMP addresses a large portion of the Muskwa Kechika wilderness, which includes the northern extension of the great Rocky Mountain chain and much of the remote Cassiar Mountains. The full Muskwa Kechika, or Northern Rockies, covers 20 million acres (8 million hectares) in 50 inter-connected, undeveloped and unroaded watersheds. This globally significant wilderness ecosystem, of incredible magnitude and beauty, is as pristine as one can find in this day and age. At its core is the Kechika River watershed, covering 2.2 million hectares, likely North America's largest remaining unroaded watershed south of the Northwest Territories.

The Muskwa Kechika holds the greatest combined abundance and diversity of large wild mammals in North America. Elk, moose, caribou, Stone's sheep and other ungulates abound and support large, healthy populations of grizzly bears, wolves, and other carnivores. Though wolves have been extirpated from much of their range elsewhere in North America, it is heartening to know that the Northern Rockies served as the source population for their reintroduction to Yellowstone National Park in the United States.

The Muskwa-Kechika Management Area

In 1997 the BC government, demonstrating environmental foresight and supporting the recommendations of two previous LRMPs, declared the Muskwa-Kechika Management Area (MKMA). This 4.4 million hectare (11 million acre) conservation area in the northeastern Northern Rockies is the same size as Switzerland, or the province of Nova Scotia.

Parks currently make up 1.1 million hectares of the MKMA. The remaining 3.3 million hectares are *legislated* special management zones, meaning that the environment must, by law, be taken into account in resource development planning. This is special indeed in the province of British Columbia, where most special management zones are not legislated and have often been ignored by those operating within them.

The Mackenzie Contribution to the Muskwa-Kechika

The Mackenzie LRMP recommends the establishment of another 1.93 million hectares of conservation lands in the Northern Rocky and Cassiar Mountains adjacent to the MKMA. This potential addition to the Muskwa-Kechika in the northern part of the Mackenzie region would also consist of an innovative mix of land-use designations: protected areas, special management zones, and a new Wildlands designation which excludes logging but permits wilderness tourism and mining.

The proposed conservation land use matrix within the northern Mackenzie contribution to the Muskwa-Kechika includes the following designations:

Northern Mackenzie Contribution to the Muskwa-Kechika	
Proposed Protected Areas	475,264 ha
Proposed Wildland Zones (no logging)	928,296
Proposed Special Management Zones	409,634
Existing Protected Areas	116,010
Total	1,929,204 ha
Total Protected Areas	591,274 ha

The core of the Muskwa-Kechika within the Mackenzie area is the Gataga-Frog-Kechika river complex, also known in the Sikanni language as the *Dune Za Keyih* or 'Land of the Original People.' This rich watershed complex is a central feature of the Northern Rockies ecosystem, and provides a conservation linkage between the Northern Rockies, the Rocky Mountain Trench, the Cassiar Mountains and the Iskut-Stikine, all the way west through to the Pacific coast.

The LRMP proposes two options for the Mackenzie extension to the Muskwa-Kechika:

- Establish it as a new management area, similar to the Muskwa-Kechika Management Area (MKMA), with its own legislation and administration; or
- Expand the MKMA to include the additional Mackenzie lands and administer them as a single system.

While CPAWS supports either of these two options, the second is by far the more reasonable, cohesive and cost-effective approach. We must treat BC's greatest wilderness as the single ecosystem that it is, rather than impose artificial boundaries which nature does not recognize.

An expanded MKMA would total nearly 16 million acres (6.4 million hectares or 64,000 sq. km). This is the same size as the state of West Virginia, nearly the size of the province of New Brunswick, and more than twice the size of Vancouver Island or the entire country of Belgium. Protected areas alone in the expanded MKMA will cover nearly 1.7 million hectares, equivalent in size to our own Banff and Jasper National Parks combined, or Banff and Yellowstone National Parks combined. The full MKMA is equivalent to the combined land masses of Banff, Yellowstone, Jasper, Glacier, Yoho, Olympic, Nahanni, Yosemite, the Grand Canyon, the Everglades, and Algonquin parks in Canada and the United States.

Muskwa Kechika Conservation History

In 1992, the Canadian Parks and Wilderness Society (CPAWS) and the Chetwynd Environmental Society initiated a campaign to protect the superlative wildlife populations and the vast undeveloped, unroaded wilderness of British Columbia's Northern Rockies and Cassiar Mountains. A coalition of 20 organizations came together to help sustain the Northern Rockies, which came to be known as the Muskwa-Kechika, after two of the principal watersheds in the area.

This unique alliance of northern and southern conservationists included First Nations, environmentalists and naturalists, hunters and trappers, guide-outfitters, and local and national groups. Groups like the Northern BC Guides Association, Kwadacha First Nation, North Peace Rod and Gun Club, and BC Trappers Association came together with the World Wildlife Fund, Sierra Club, BC Wildlife Federation, Outdoor Recreation Council of BC and Federation of BC Naturalists.

Working through the Fort Nelson and Fort St. John LRMPs, this coalition helped achieve a conservation achievement unprecedented in North America – a consensus-based, multi-stakeholder agreement to establish the largest conservation system on the continent, reflecting the scientific tenets of conservation biology. Work by various members of the coalition to conserve the remainder of the Muskwa Kechika has continued through the Mackenzie LRMP to this day.

Conservation Biology

Conservation scientists now realize that wildlife in most parks, rather than being protected from the impacts of human development, are in fact in trouble and species have been "winking out." Parks, created as refuges for wildlife and wilderness, are often too small to do the job properly.

These parks are actually becoming "islands of extinction" as human development encroaches right up to – and inside – their borders. Wide-ranging animals get into trouble as they venture across park boundaries, which of course they do not recognize.

Conservation biologists have concluded that park design needs to be improved if parks are to serve as biological reserves rather than just as pretty natural areas for tourists. Protected areas must be sufficiently large, and surrounded by buffer zones where development is acceptable but where human impacts can be managed carefully. As well, connective corridors between parks can accommodate animals which naturally range over great distances, and can allow for interbreeding for improved species health.

The Muskwa-Kechika Management Area (MKMA) is North America's first large-scale conservation system which puts into practice, on the ground, the science of conservation biology. A network of large protected areas surrounded by even larger *legislated* special management zones (buffer zones) is supported by a *Public Advisory Board* to ensure proper interpretation and implementation over time. The MKMA is *managed cooperatively* by relevant government agencies and requires *joint sign-off* at the strategic planning level for appropriate checks and balances. Financial support is provided for *research and monitoring*.

The new Mackenzie LRMP proposal for the northern region of the Mackenzie area recommends a similar conservation model adjacent to the MKMA. In addition to proposing a matrix of new protected areas and special management zones, the planning table recommends an Innovative Wildlands Zone designation permitting mining but prohibiting logging. The logging industry at the Mackenzie LRMP agreed to restrict their access to certain parts of the territory, recognizing that this new land management tool increases the possibility of ecological integrity and success for the entire model.

First Nations – *Dune Za Keyih*: Land of the Original People

The Kwadacha First Nation, the most remote aboriginal community in BC, lives at the northern tip of the Williston Reservoir. The town of Kwadacha, formerly known as Fort Ware, is at the end of the logging roads in the Northern Rocky Mountain Trench and is the gateway to the Muskwa Kechika wilderness.

The Kwadacha Band, and the larger Kaska Nation of which they are a part, played a pivotal role in ensuring adequate protection of the Northern Rockies wilderness at the Mackenzie LRMP. The Gataga-Kechika-Frog watershed, the heart of the Muskwa-Kechika extension, is traditional Kwadacha and Kaska territory. They have lived there and derived subsistence from this land for generations. Indeed, it was their vision for conservation and economic survival in their homeland – Dune Za Keyih or 'land of the original people' – that set the bar for the level of northern conservation at the table.

Conservationists and others agreed with First Nations needs for protection of this area, and we support their efforts to develop a sustainable livelihood in their traditional territories. Through mechanisms such as sustainable logging and ecotourism, they seek both to protect their natural homeland and its animals, and to develop opportunities for economic survival in today's world.

Opposition by BC Mining Associations

The BC mining sector participated in the Mackenzie LRMP for most of the 7-year process, but abandoned it a year and a half before its end. One mineral prospector remained behind, expressing the single voice of dissent at the final proposed plan which was agreed to by every other participant. The BC mining associations are now attacking the LRMP agreement off the table, using their influence to impact the process from outside normal channels.

This opposition from the BC minerals sector ignores years of attempts made by table members to accommodate their needs. Large areas of land were set aside – and a new land-use designation created – to allow mining even in areas where logging has been declared off limits with the full consent of the logging industry.

Some voices of reason are starting to emerge from within the mining community. For example, the management of the Kemess mine, operating in a proposed special management zone, returned to the table toward the end of the process, and contributed significantly to reaching the final proposed plan. Pacific Booker Minerals, a progressive junior BC mining company, wrote this to the Premier of BC: "The Mackenzie Draft Land and Resource Management Plan gives us all an opportunity to move beyond rhetoric and prove to the world that British Columbians can work together as economically and environmentally responsible citizens."

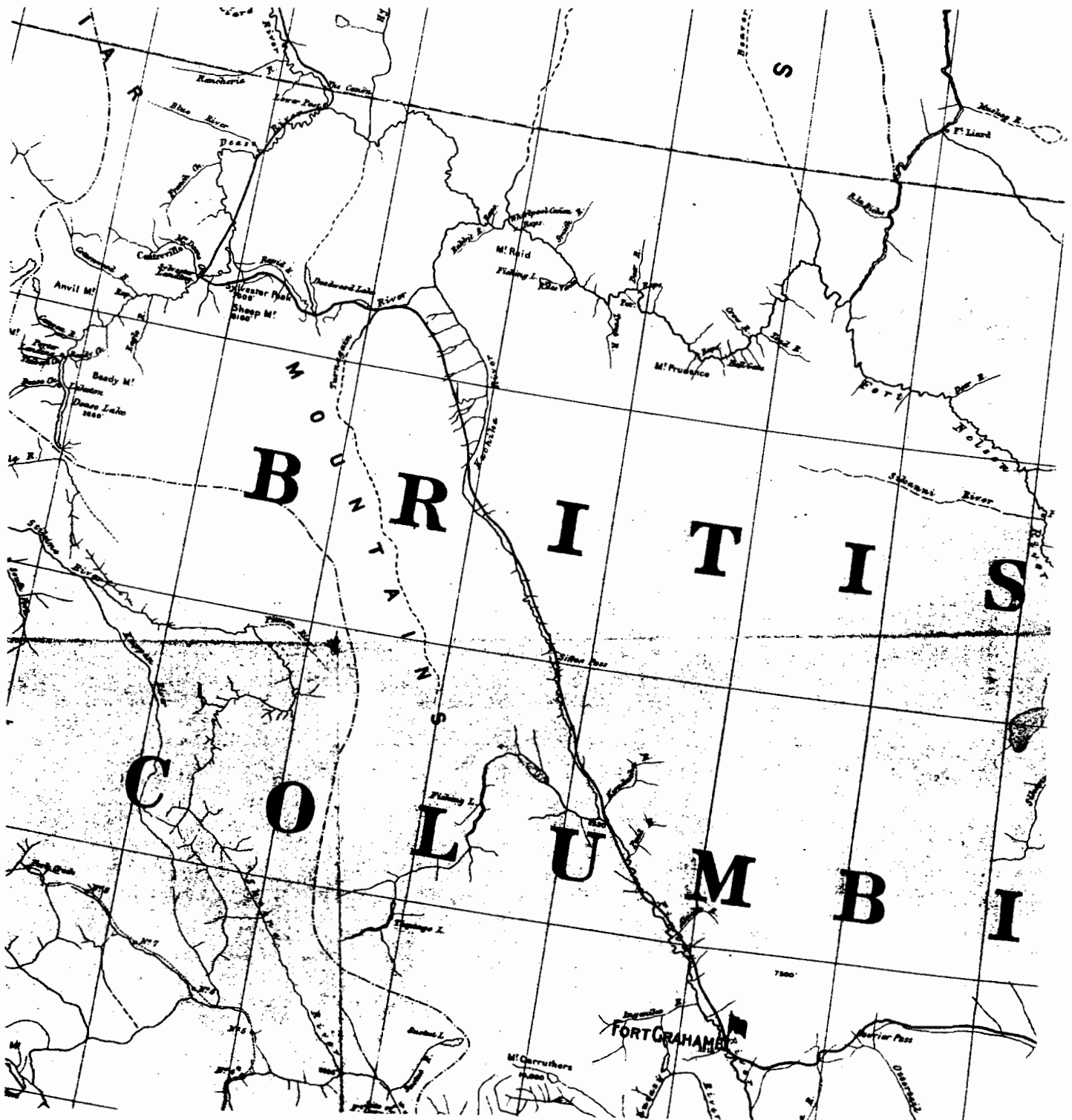
Next Steps – Government Must Act with Integrity

With the completion of the Mackenzie LRMP process, the proposed land-use plan has been forwarded to government and awaits ratification. However, the BC mining associations are exerting intense pressure on government in opposition to the proposal. The government, which sponsored and supported this public and inclusive seven year process, must now implement the recommendations it has received. Those who participated in the LRMP are keeping a close watch to ensure that indeed government acts with the integrity we expect of it and approves this land-use plan.

(Ed note: Approved by Premier Ujahl Dosanjh, November, 2000)

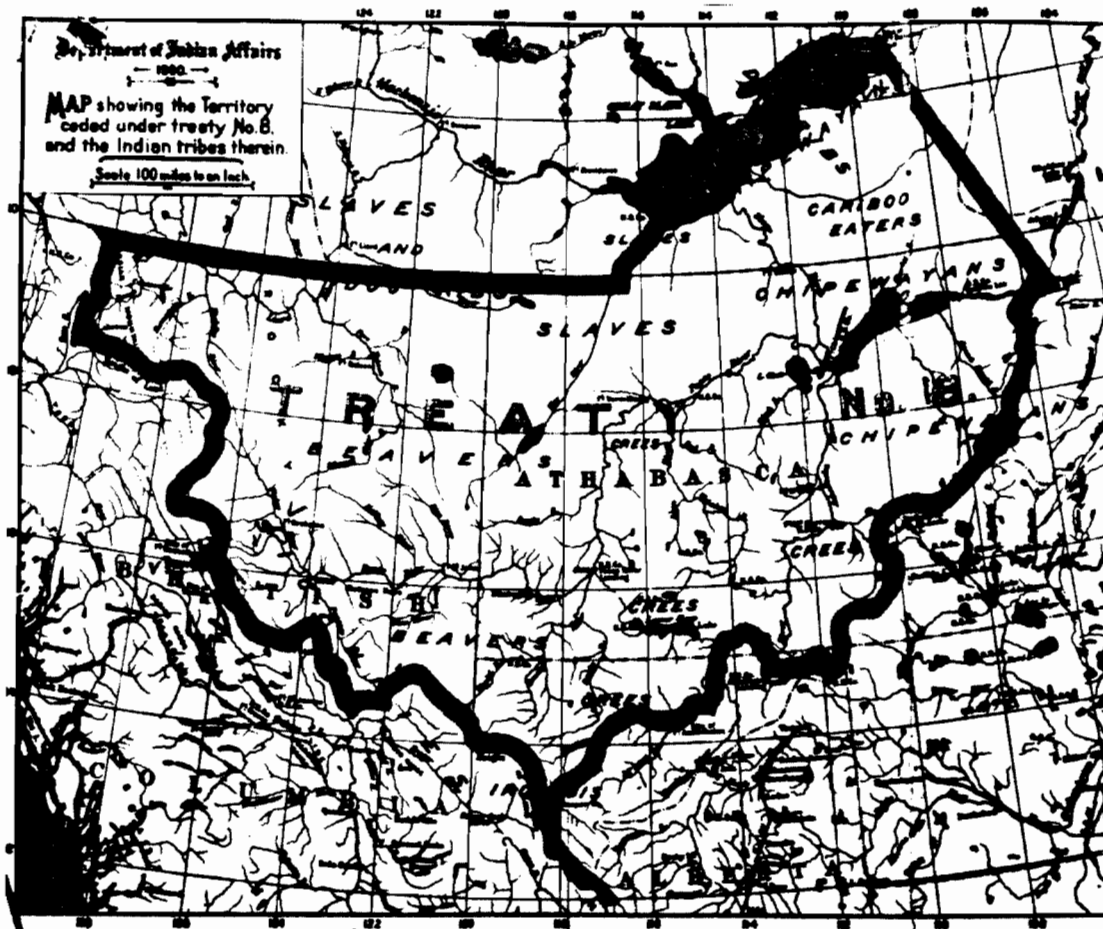
Appendix Twenty-Two: Police Outposts

Western Sheet, 1908 police map showing "Mounted Police Stations in North-Western Canada".
Davie Trail is believed shown by the cartographers based on the 1898 Moodie report and maps.
National Archives RG18, RCMP, A-1 Vol 354.



Appendix Twenty-Three: Department of Indian Affairs Map – 1900

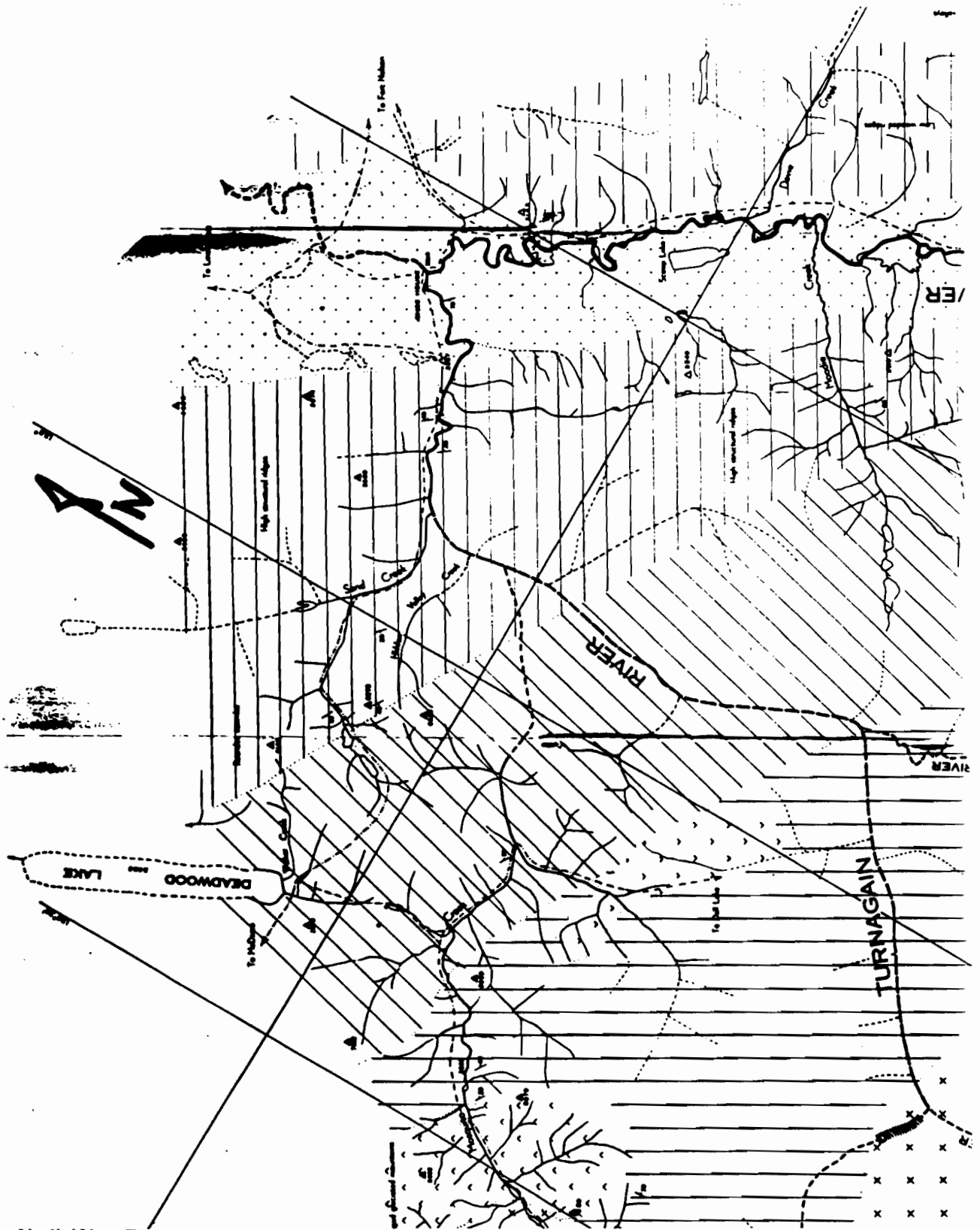
Showing purported inclusion of the Rocky Mountain Trench and Liard Basin under Treaty #8 – however it is probable the residents of the northern trench had never been included in any treaty consultations. Nahannis and Kaska Nations are not indicated although "Kaska" name was not in wide use at the time. (Source "Archivist" magazine of Canada National Archives, 117, 1998)



Carte du territoire cédé en vertu du Traité 8. Archives nationales du Canada, NMC 12251

Map of the territory ceded under Treaty 8. National Archives of Canada, NMC 12251

Appendix Twenty-Four: Hedley's Geology Map – Birches Lake Area 1941



North West Environmental Group

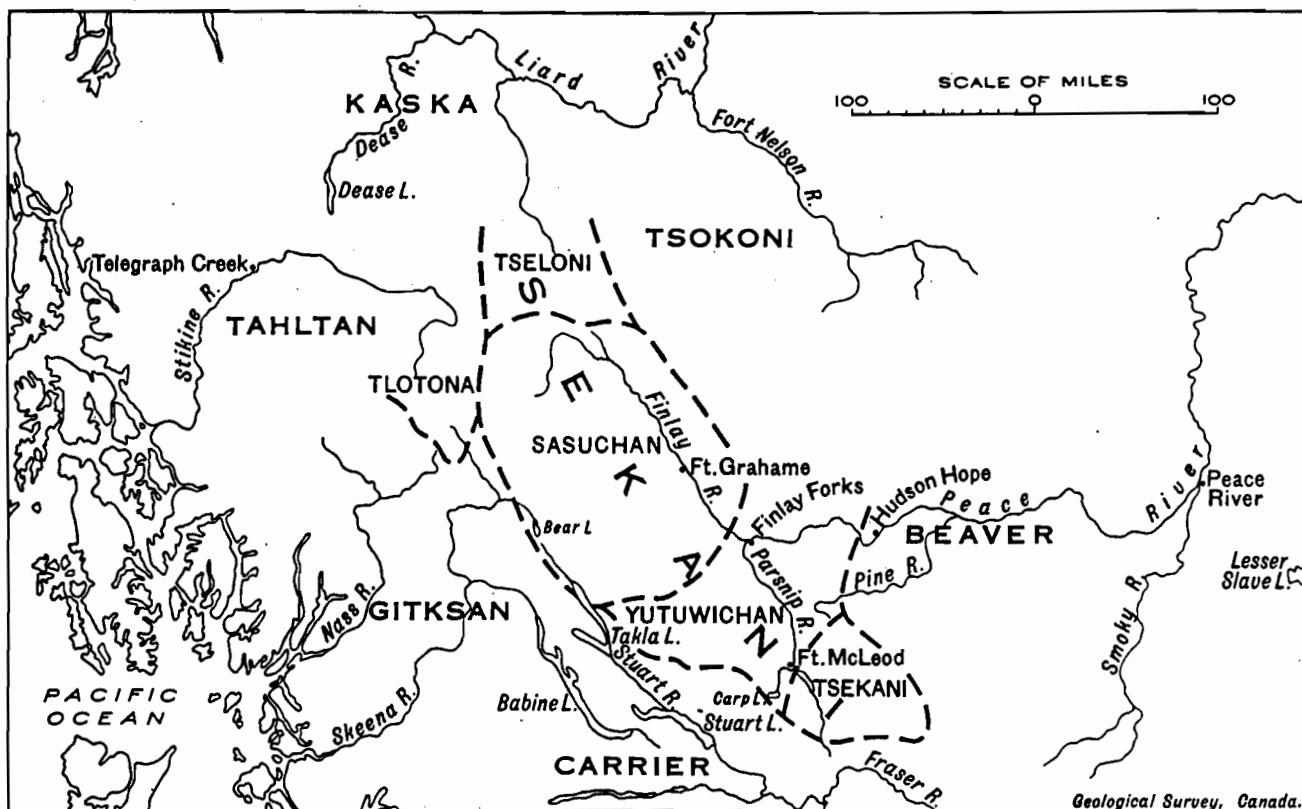
Appendix Twenty-Five: D. Jenness Map of Cultures based on 1924 Study

Figure 1. Sketch map showing the territory occupied by Sekani bands in relation to neighbouring tribes.

Appendix Twenty-Six: BC Committee Maps on Railway Trench Route



A railway connecting Puget Sound with Alaska via British Columbia, Yukon and Alaska is an essential part of the future development of the Pacific Coast States, British Columbia and Alaska.

- 1 - As a national defense measure.
- 2 - Development of natural basic resources.
- 3 - Development of agriculture.
- 4 - Colonization.
- 5 - Development of new industries.
- 6 - Development of common economic interests between Western United States, Western Canada and Alaska.

ROUTE OF U. S. MILITARY ENGINEER'S SURVEY:

PRINCE GEORGE via Finlay Forks to LAIRD POST, (B. C. Yukon Border) where it crosses the Alcan Highway) thence via Francis Lake - Finlayson Lake - Pelly River - Yukon River to YUKON CROSSING following Yukon River to SELKIRK and to Yukon-White River junction to the Ladue River along Ladue River to Alaska Boundary - 1116 miles from Prince George and 1586 miles from Vancouver B. C.

In Alaska, along the Ladue River then the Tanana River to BIG DELTA thence directly west to KOBI STATION on the ALASKA RAILROAD (84 miles south of Fairbanks) a total of 1416 miles from Prince George - 1970 miles from Vancouver B. C. to Fairbanks, Alaska.

**MILEAGE OF PROPOSED RAILROAD, Vancouver to Fairbanks and
Branch Line from Finlay Forks to Alberta Border
serving the Peace River Country.**

NEW CONSTRUCTION:

Vancouver to Squamish	42 Miles
Quesnel to Yukon Border	629 "
Yukon Border to Alaska Border	568 "
Alaska Section to Kobi Station	300 "
Finlay Forks to Alberta Border	320 "
Total NEW CONSTRUCTION	<u>1859 Miles</u>

MILEAGE IN OPERATION:

Pacific Great Eastern R. R.	347 Miles
Kobi Station to Fairbanks	84 "
Total Railroad Mileage	<u>2290 Miles</u>