

APPENDIX: PRELIMINARY INTERPRETIVE REGIONS

Site Legend

Red	Alaska Highway
Green	Natural History
Blue	Cultural History

The following list of visitor attractions along the Alaska Highway corridor corresponds to the attractions map in Section 2.5.2.

Agriculture & Energy

Dawson Creek to Fort Nelson

Sites:

1. Dawson Creek – Mile 0 of the Alaska Highway; is hub for four major highways and two railways (BCR & NAR); was main dispersal ground for AH road building equipment and materials. Attractions include: Station Museum, Walter Wright Pioneer Village and Mile 0 Rotary Park.
2. Kiskatinaw River Bridge – is the only original timber bridge built along the Alaska Hwy that is still in use.
3. Alexander Mackenzie Historical marker – good views for next 6.4km of Peace River Valley.
4. Taylor – World’s largest golf ball.
5. World’s largest glass beehive.
6. Camp Alcan Sign – temporary base for highway construction crews
7. Fort St. John – oldest white settlement in mainland BC; oil capital of BC; Sir Alexander Mackenzie stopped here. Ft. St. John was the headquarters for the eastern sector of the highway construction.
8. Charlie Lake – was the original Mile 0 of the Alaska Hwy and a major distribution point (DC and FSJ already had road access from the rail tracks). Excellent wildflower viewing of species not seen elsewhere on the Alaska Hwy.
9. Beaton River Flight Strip – one of four gravel strips built for American military aircraft.
10. Oil pump on east side of the highway, behind the trees.
11. Checkpoint “Blueberry” – gated 24-hour checkpoint by US military.
12. Pink Mountain – name comes from fall foliage of red-barked willows and concentrations of feldspar.
13. Suicide Hill (one of the most treacherous hills on the original highway); Beaton River Bridge named after Frank Beaton, a Hudson’s Bay employee.
14. Sikanni Chief Airstrip – southernmost airfield during WWII.
15. Sikanni Chief River Bridge – the first permanent structure completed on the Alaska Hwy; steel stanchions are all that’s left of the timber truss bridge.
16. “Drunken Forest” where shallow-rooted black spruce growing in the landslide-prone clay soils are standing crookedly. Old section of Alaska Hwy visible from here. Lots of moose on road.
17. Trutch Mtn – named after the first governor of BC, Joseph W. Trutch; was second highest summit on Alaska Hwy before the highway was re-routed in 1987. The old road is now used to access gas well sites.
18. Prophet River Park access road crosses old emergency airstrip on the Northwest Staging Route) and part of the old highway. Trembling aspen and mature white spruce are main tree species.
19. Prophet River Indian Reserve.
20. Mt. Yakatchie – mesa-like topography.
21. Transition zone of trembling aspen stands and white spruce seedlings.
22. Orientated strand board processing plant–largest industrial building in BC.
23. Muskwa River Bridge – lowest point on the Alaska Hwy. Good example of valley/river bottom balsam, poplar and white spruce stands. The slope in this area is very unstable and nature was winning over man until very recently.



Up and Over the Rockies Fort Nelson to Watson Lake

Sites:

24. Fort Nelson, built for the fur trade, was accessed only by river until 1922 when a trail between Ft. St. John and Ft. Nelson was built; in 1942 the Alaska Hwy brought the rest of the world to Ft. Nelson (named after Lord Horatio Nelson); celebrating 200th birthday this year (2005). Soldiers referred to Ft. Nelson as “Zero” as it was the start of the road northwest to Whitehorse and northeast to Ft. Simpson. Ft. Nelson Heritage Museum and Ft. Nelson-Liard Native Friendship Centre are must-sees.
25. Junction with Old Alaska Highway.
26. Bison Ranches to the north.
27. Views of the Muskwa River Valley and Steamboat Mountain; information and interpretation panels.
28. Teetering Rock Viewpoint and trail. Close to entry of Muskwa Kechika Management Area.
29. Interesting vegetation story; trees on north side of the Tetsa River are mainly aspen; white spruce dominate the south side.
30. Beaver Dam on north side of highway.
31. Stone Mountain Provincial Park. Also includes the Wokkpash Protected Area. Stone sheep and caribou are often seen close to the highway. Stone sheep are indigenous to northern BC. The summit area is subject to extreme and sudden weather conditions.
32. Summit Park – highest point on the Alaska Highway. Bare rocky peaks; interpretive panel.
33. Hoodoos and limestone gorge–great examples of erosion. Caribou and Stone sheep are seen close to highway.
34. MacDonald Creek named after Cree Indian Charlie MacDonald who helped the highway’s survey crews locate the best route.
35. Abandoned Churchill Copper Mine Road access to Wokkpash Protected Area– extensive hoodoos, gorges and stepped lakes.
36. Good views of folding processes on mountain face to west of highway– where the Sentinel and Stone Ranges meet. Both are folded and sedimentary rock formations.
37. Stone sheep, elk and deer use the south-facing slopes on north side of the river for winter feeding range. Controlled burns encourage re-generation of forage grasses and shrubs; also allow Chinook winds to clear winter snows off grazing areas.
38. Toad River/Camp 138 Jupp Construction Interpretive Sign.
39. Muncho Lake Provincial Park entrance. Geology panel explaining the area’s geology and Folded Mountain.
40. Excellent wildlife viewing area – Stone sheep, caribou, bear and moose.
41. Peterson Creek was named after Pete Peterson, a local trapper who helped survey crews select a route through the area.
42. Geology panel on the Sawtooth Mountains.
43. Historic Sign and interpretive panel about Muncho Lake Refuelling stop checkposnt during highway construction. Rock walls along the lake were cut and horses were used to haul the rock away. Original route along the top of the cliffs can be seen from the road and is used by mountain bikers. Muncho Lake gains its colour from copper oxide leeching into the lake. It drains the Sentinel and Terminal Ranges, feeding the Trout River which drains into the Liard River.
44. Information panels and Stone sheep hiking trail.
45. Muncho Lake Viewpoint of Peterson Mountain and Honeymoon Island – info panels and memorial to highway worker Ernie Birkbeck.
46. Mineral licks frequented by Stone sheep, goats, caribou and elk. Trail with views of Trout River Valley.
47. Prochniak Creek Bridge named after a member of Company A, 648th Engineers Topographic Battalion during highway construction.
48. Fire story: Lodgepole pine, trebling aspen and paper birch dominate the species of plants growing here after the 1959 fire that swept through this valley.
49. The only remaining suspension bridge on the Alaska Highway. The Liard River gave the engineers a natural route to follow while constructing the highway.
50. Liard River Hot Springs Provincial Park – this park’s wetlands are home to over 250 boreal plants, including 14 orchids and 14 plants that survive at this latitude only because of the hot springs. Moose and bears are frequent visitors.
51. Mould Creek – named after trapper Tom Mould who assisted troops during highway construction.
52. Teeter Creek – named after one of the surveyors of Company A, 648th Topographical Battalion. There is a trail to the waterfalls.
53. Smith River Airport historic sign –a irport is 40km/25 miles away on a 4x4 road. The airport was part of the Northwest Staging Route during WWII.
54. Fireside – a community partially burned by second largest fire in BC history (known as the Eg fire) in 1982. Fire scars are still visible.
55. Allen’s Lookout – lookout over Liard River and Goat Mtn; cairn dedicated to Alaska Hwy surveyors; legend about outlaws who used this site to attack and rob riverboats.
56. Contact Creek bridge – interpretive signs; named after soldiers of the 35th and 340th Regiments who met here from the south and north, completing the southern section of the Alaska Hwy.
57. Interpretive sign about the Yukon Territory and the significance of its name.
58. Hyland River Bridge – named after Frank Hyland, a trader who competed successfully against HBC trading posts in Northern BC.
59. Lucky Lake – named by American Army Engineer troops; hiking trail through mature spruce and pine forest to Liard River Lookout; good birding.

Rivers & Mountains, Gold & Sacred Places

Watson Lake to Delta Junction

Sites:

60. Watson Lake – named after Frank Watson who came here looking for gold; “Gateway to the Yukon”; an important service stop on the Alaska Hwy and the main communication and distribution centre for the southern Yukon; base for hunters, trappers and fishermen; and a supply point for area mining and mineral exploration. Economy is dependent upon the service industry and forestry. Watson Lake was an important point during Alaska Hwy construction in 1942; the airport was one of the major refuelling stops along the Northwest Staging Route. Prior to the construction of the Alaska Hwy, Watson Lake was an isolated settlement. Attractions include: Watson Lake Visitor Information Centre, which has a display and interpretation on the Alaska Highway, Northern Lights Centre, Watson Lake Signpost Forest, Wye Lake Park (interpretive trail & migratory and resident bird watching). Frank Watson was passing through the Watson Lake region on the way to the Klondike when he stopped, settled down and started trapping and fishing. The local Kaska First Nation had a fishing camp on the lake before he arrived. Watson had a line cabin at Watson Lake and an air strip was built by the lake in the 1930s. Watson Lake became an airport along the Northwest Staging Route.
61. Albert Creek Bridge – first tree planting program in the Yukon (200,000 seedlings). Good white spruce story.
62. Lower Rancheria River – northern bush pilot Les Cook helped find the best route for the Alaska Hwy between Watson Lake and Whitehorse by following the Rancheria River, which saved engineers hundreds of construction miles. The river is a tributary to the Liard River. As well as Les Cook tales, Yukon stories about the location of the Alaska Highway are also based on oral histories of local First Nations acting as guides to highway surveyors.
63. Scenic viewpoint.
64. Rest stop with trail down to Rancheria River–named by Cassiar miners working in Sayyee Creek in 1875; site of minor gold rush at the time. Name means native village or settlement.
65. Turnout overlooking the Rancheria River.
66. Historic signs and interpretive panel on highway lodges.
67. Young Creek named after Major Richard Henry Young of the Royal Canadian Engineers, Northwest Hwy Systems.
68. Rancheria Falls Rec Site – boardwalk and trails through boreal forest to waterfalls.
69. Pullout and interpretive signs on the Continental Divide.
70. Alaska Hwy re-enters BC.
71. Lookout to Swan Lake and Simpson Peak.
72. Smart River Bridge – river was originally called Smarch after Tlingit family who lived and trapped in the area—including well-known carver Keith Smarch.
73. Alaska Hwy re-enters Yukon – the last of the seven crossings between Yukon and BC.
74. Morely River Bridge turnout – flows into Teslin Lake; the river, lake and Morely Bay (part of Teslin Lake) were named after Morley Ogilvie who assisted Arthur St. Cyr on the 1897 survey of the Telegraph Creek–Teslin Lake Route. In the spring of 1897 Arthur St. Cyr was chosen to find and survey a wagon road or railway route from Telegraph Creek in B.C. to the head (south) of Teslin Lake. His assistant was W. Morley Ogilvie, DLS, son of William Ogilvie, DLS. After the survey was completed St. Cyr left for Tagish Lake and Bennett to oversee the Yukon/B.C. boundary survey and Morley Ogilvie surveyed the east shore of Teslin Lake. He continued down the Teslin River to its junction with the Yukon.
75. Demonstration forest.
76. Nisutlin Bay Bridge – (part of Teslin Lake) longest water span on the Alaska Hwy. Nisutlin Delta National Wildlife Area is an important waterfowl migration stopover. Good viewpoint of Teslin and Teslin Lake.
77. Teslin sits on the confluence of the Nisutlin River and Teslin Lake. Teslin was a meeting place and settlement of the coastal Tlingit before the trading post was established there in 1903. Has one of the largest First Nations populations in the Yukon Territory. The community revolves around traditional hunting, trapping, fishing and traditional arts and crafts. Attractions include: Yukon Hotel's Yukon wildlife display, George Johnston Museum (named for a local Tlingit resident) and Tlingit Heritage Centre. There is a pullout with interpretive panels on the way in/out of town.
78. Brook's Brook – named by black Army engineers, who completed this section of road in 1942, for their company officer Lieutenant Brooks. Gántiyàkw is the landing at Brooks Brook where the steamboats were repaired. Prior to contact, this was a traditional Tlingit fishing camp. Canada has officially renamed Brooks Brook as Gántiyàkw.
79. Canol Project (Canadian Oil) – sign and interpretive panel about the project and the road built in 1942-44 to oilfields in Norman Wells. Project was conceived and abandoned by the US War Dept soon after the war ended—truck graveyard nearby. The Canol Road was built from 1942-1945 to ensure petroleum supplies for the war effort during WWII. Nearly 30,000 people were involved and construction of the 825 km Canol Road was a major part of the project.
80. Teslin River Bridge and Johnson's Crossing – third longest water span on the highway was constructed so that steamers could pass under it on their way to Whitehorse. Prior to the highway, all goods came to Teslin via steamers from Whitehorse. Johnson's Crossing is one of the original lodges on the Alaska Hwy. The Teslin River enters the Yukon River at Hootalinqua; an old steamboat landing that is being restored. The original lodge at Johnsons Crossing has been replaced with a modern building. An original lodge of almost identical design still exists at Burwash Landing. The Teslin River has a healthy salmon run as it is part of the Yukon drainage.
81. Pullout with interp sign about Squanga flightstrip; osprey nest in the nearby tower.
82. June blooming purple Jacob's Ladder and yellow dandelions.
83. Squanga Lake – Tagish for “whitefish lake” which refers to the rare Squanga Pygmy whitefish found here.
84. View of White Mountains – named by William Ogilvie for Thomas White (Minister of the Interior at the time). Mtn goats introduced to this area by the Yukon Gov't in 1981.
85. Jake's Corner – specially designed bird houses for cliff swallows; only known location in Yukon of the black arctic ground squirrel. Site of US Army Corps of Engineers Camp. There is some dispute over origin of name.
86. The South Klondike Hwy to Carcross passes the world's smallest desert. Carcross is home to St. Saviour's Anglican Church (1902), “Duchess” locomotive, and Caribou Crossing Wildlife Museum, a private business. The old WP&YR rail line parallels the Klondike Highway south to Carcross and the railway ran 24 hours a day during highway construction when the military leased the railway to bring in troops and equipment.
87. Marsh Lake was named in 1883 by a US Army Lieutenant for Yale professor Othniel Charles Marsh. Marsh Lake is the first sight of a historic route during the Klondike Gold Rush.
88. Marsh Lake Camp historic sign.
89. M'Clintock Bay – critical habitat for migrating waterfowl in spring. Good birdwatching; best place to see mule deer in Yukon; beaver lodges are in the sloughs. River named for Arctic explorer Sir Francis M'Clintock. Swan Haven Interpretive Centre is nearby (off hwy); interprets migrating swans from April to mid-May.



Rivers & Mountains, Gold & Sacred Places

Watson Lake to Delta Junction–Continued

90. Yukon River Bridge and Marsh Lake Dam Rest Area – interpretive signs and trail that tell about the natural and cultural history of the area and the Yukon River. Viewpoint of Lewes River Marsh. The river drains 3/4 of the Yukon and 1/3 of Alaska watersheds.
91. Wolf Creek Campground – nature trail through boreal forest to overlook of Yukon River and Wolf Creek. Interp brochure and panels. Wolf Creek is a good salmon stream and the government has a hatchery program here.
92. Highway crosses abandoned White Pass & Yukon Route rail tracks.
93. Interp sign about 135th meridian.
94. Historic sign about McCrae – a whistle stop with the WP&Y then was a major service and supply depot and construction camp and recreation centre during WWII. The WP&YR rail line is not abandoned as the company keeps up its options every year by running at least one train from Skagway to a spot inside the Whitehorse city boundary.
95. Site of Utah Construction Co. Camp. The McCrae area included a military camp and a camp for the civilian contractors at Utah working under the Public Roads Administration (PRA).
96. WP&Y Route’s Utah siding as well as Army camp for thousands of soldiers during hwy construction.
97. Miles Canyon lookouts are near the highway. A local First Nation, Kwanlin Dun, is named for this narrow part of the Yukon River. Kwanlin means “running water through canyon” in Southern Tutchone. It was renamed in 1883 by US Army Lt. Schwatka for Brigadier General Nelson A. Miles. Trails lead to historic mine settlement, old tramlines and wildlife viewing (small mammals and birds) .
98. Information sign at pullout.
99. Whitehorse (including city limits) – Klondike stampede stopped in the area to dry out after running the Whitehorse Rapids (no longer visible due to the hydroelectric dam). Became the northern terminus for the WP&Y Route railway, stern-wheelers and steamers ran from here up and down the Yukon River. Has been the capital of the YT since 1953 and is the service centre for transportation, communication and supplies for the YT and NWT. The city was the headquarters for the western sector of the Alaska Hwy. The Mile 0 at Whitehorse was posted at the railway station. MacBride Museum has the original post.

Mineral exploration and the subsequent mining have been economic boons to the region. The Lucky Lake trail and the Yukon River Bridge site near Whitehorse are lookouts on two other exploration routes for the Hudson’s Bay Co and the Klondike stampede respectively.

Attractions include: SS Klondike National Historic Site, Waterfront Trolley, MacBride Museum, Yukon Beringia Interpretive Centre, Yukon Transportation Museum, Old Log Church Museum, Miles Canyon Historical Society Train tours, and the Whitehorse Rapids Fishway (longest wooden fish ladder in the world).

100. DC905.4 – Historic Dawson Trail viewpoint and interpretive panel. Old stage route between Dawson City and Whitehorse.
101. Takhini Salt Flats – noted for the size of the salt crystals and variety of plants that thrive there. Name is Tagish for “takh” (mosquito) and “heena” (river).
102. Annie Ned Creek – named for revered Yukon storyteller who was awarded the Order of Canada.
103. View of Mt. Bratnober – named in 1897 for Henry Bratnober who was assisting JJ McArthur, a Canadian Gov’t surveyor, survey the Dalton Trail.
104. Takhini River Valley Viewpoint – viewing platform and interpretive signs on wildlife in the Takhini Valley and the 1958 Takhini Burn. Free-ranging elk near highway were introduced in 1951-54 from Elk Island NP.
105. Kusawa Lake access – viewpoint at Mendenhall Landing, a freight transfer point in the early 1900s. An access road was built by US Army for bridge timbers for the Alaska Hwy. Mendenhall River and Glacier (Alaska) are named for Thomas Corwin Mendenhall, superintendent of the US Coast & Geodetic Survey. Mendenhall Landing was originally part of the Kluane Wagon Road built during the 1904 Kluane gold rush and was the head of navigation for the Takhini River.
106. Champagne Bypass – originally a campsite, then a roadhouse and trading post on the Dalton Trail. Champagne was the crossroads of two traditional trails; one going to the coast on what became the Dalton Trail and one going west to east along what became the Kluane wagon road.
107. First glimpse of the icefield of the St Elias Mountains.
108. Cracker Creek–former roadhouse on old stagecoach trail. Old Man Mtn on right.
109. Otter Falls Cut-off Junction–Aishihik Road leads to the old Indian village of Aishihik. Otter Falls was once on the back of the \$5 bill.
110. Canyon Creek Bridge–original bridge built to move freight and passengers across the Aishihik River to Silver City on Kluane Lake. It was reconstructed in 1942 by US Army. The original Canyon Creek Bridge dates from 1904 and the Alaska Highway from Whitehorse to Kluane Lake generally followed the route of the old wagon road.

111. View of Kluane Icefield Ranges – Canada’s highest and world’s largest non-polar alpine ice field.
112. NorthwTel microwave repeater station on top of Paint Mtn installed using helicopters and supplied by the tramline visible from highway. The tramline has been removed but the buildings on Paint Mountain are still evident.
113. Pine Lake Recreation Park – self-guiding interpretive trail through boreal forest talks about the lake’s aquatic habitats and marl formations (a form of calcium carbonate which intensifies the blue and green reflections in the water). Keep an eye out for gray jays, ruby-crowned kinglets, boreal chickadees and red squirrels.
114. Haines Junction – established as an army barracks during construction of the Alaska Hwy. Important service area for travellers and is the eastern gateway to Kluane NPR which was created on recommendation from highway builders, is now part of UNESCO World Heritage site with Wrangell-St Elias NP, Glacier Bay NP, and Tatshenshini-Elsek Wilderness Park. Attractions include KNPR Visitor Centre and Elsek National Heritage River Interpretive signs.
115. MacIntosh Trading Post historic sign has been removed.
116. Spruce Beetle Interpretive Trail – interprets life of the spruce beetle and its effects/ devastation on the spruce forests in the north.
117. Bear Creek Summit – formerly the highest point on the Alaska Hwy between Whitehorse and Fairbanks; lost this status because of highway reconstruction.
118. Sulphur Lake – used by thousands of birds during summer moults. Two bald eagle nests along the shore; wolf pack in area.
119. View of Kluane Ranges and the Duke Depression which separates the Kluane Ranges from the St. Elias Mtns where Mt. Logan, the highest peak in Canada is located. Mt. Steele, named for North West Mounted Police Superintendent Sam Steele. North-West Mounted Police.

120. Pullout with information/interpretation signs.
121. Viewpoint with information panels. The actual site is privately owned and the owner does not encourage visitors.
122. Kluane Base Camp – research station and airstrip sponsored by the Arctic Institute of North America/University of Calgary. Has interpretation and information access.
123. Kluane Camp commemorative plaque.
124. Sheep Mtn Tachal Dahl Visitor Centre, Kluane NP – interpretation and information about the park, local history and Kluane Lake. Wildlife viewing area—Dahl Sheep in particular. Small cross on side of Sheep Mtn marks the grave of a prospector named Alexander Clark Fisher. This was a landing spot for miners working up the creeks off the Slims River after the 1904 strike in the region.
125. Soldier's Summit – interpretive trail commemorating where the official opening of the Alaska Canada Military Highway took place. This was the meeting place where machinery from the east and west met.
126. Congdon Creek – self-guiding interpretive trail; creek named after politician/miner Frederick Tennyson Congdon.
127. Destruction Bay – one of many communities that grew out of the highway's construction. Its name is credited to a storm which destroyed buildings and materials but this is disputed by residents.
128. Burwash Landing – remains of June 1999 fire (lots of fireweed and charred trees); established as a supply centre for local miners; Our Lady of the Holy Rosary Mission was the first church northwest of Whitehorse; Kluane Museum of Natural History; World's largest goldpan. Burwash Landing was originally the outpost of two brothers who created a very successful outfitting business before the Alaska Highway was constructed.
129. Duke River – named for George Duke, an early prospector in the area.
130. Burwash Creek – named for Lachlin Taylor Burwash, a mining recorder at Silver City, who also gave his name to Burwash Landing and Burwash Flats. Burwash Creek is an historical gold mining creek.
131. Kluane River Overlook—information and interpretive panels and observation platform; grizzly bears and bald eagles can be seen here feeding on salmon.
132. Abandoned mine buildings seen from the road from the Hudson Bay Mining & Smelting Co.'s Wellgreen Nickel Mines; named for Wellington Bridgeman Green, a prospector who discovered the deposit in 1952.
133. Kluane Wilderness Village – viewing platform of Mts Kennedy, Logan and Lucania; halfway mark between Whitehorse and Tok.
134. Turnout with view of the Donjek River Valley and Icefield Ranges of the St. Elias Mtns; interp signs. Dan Zhur Chu' means People Berry Water. The white or silver berries grow in the area and are nutritious and tasty. They grow on a willow-like bush and are white and powdery inside. The berry makes a good soup similar to pea or lentil soup. The boiled seeds are decorative and make good jewellery because it can be readily threaded.
135. Donjek River bridge site of difficult highway construction from this point to the Alaska border due to swampy land laying overtop of permafrost, and all the creeks, lakes, rivers and thick groundcover.
136. Pickhandle Lake – rest area with interpretive panels on native trading routes, pond life and muskrats. By the mid 19th century the people from Champagne were meeting the Upper Tanana to trade for fur. The Champagne people would sell the furs to the Tlingit traders. Copper Jack lived here before moving to Snag. Whitefish, grayling, northern pike and suckers live in the lake. This lake is in a group of lakes along an important migration route along the Shakwak Valley fault—connects to the Tetlit Refuge in Alaska.
137. White River Bridge – a major tributary of the Yukon River; named by HBC explorer Robert Campbell for the white colour caused by volcanic ash in the water.
138. Sanpete Creek – named by an early prospector after Sanpete County in Utah.
139. Snag Junction – a YTG campground that has an abandoned airfield and Indian village nearby; watch for swans on series of lakes; lowest temperature in Canada (63C/-80F, Jan 23, 1947).
140. Beaver Creek—Canada's westernmost community; YTG visitor centre; site of old Canada customs station; is one of two sites where Alaska Hwy construction crews connected the highway; Our Lady of Grace Church built from salvaged Quonset hut left over from hwy construction; Yukon Centennial gold rush figurines; plaza has interp panels on wildlife; Westmark has wildlife display.
141. Canada-US International Border – parking and rest area with interpretive panels on the 141st Meridian; 6m/20ft wide clearing marking the border follows the boundary.
142. Tetlin National Wildlife Refuge—730,000-acre refuge encompasses lands south of the Alaska Hwy and west of the Canadian border. Complex wetland association attractive to waterfowl; part of the migration route—143 nesting species and 47 migrant species. Watch for moose, black and grizzly bears, wolf, coyote, beaver, red fox, lynx and caribou. Seasonal visitor centre.
143. Old cabins seen from Scottie Creek bridge.
144. Turnout with interpretive signs.
145. Old cabin at Scottie Creek Services is the “original historic Canadian Customs Log Cabin” (1946-52). Was moved here from original location at milepost 1220 and restored in 1960s.
146. Parking area with interpretive signs and views of Chisana River Valley and Nutzotin Mtns.
147. Tetlin National Wildlife Refuge Visitor Centre – seasonal; viewing deck with telescopes, wildlife displays, interp programming and native culture demonstrations.
148. Hidden Lake – interp signs on rainbow trout and permafrost.
149. Scenic viewpoint with interpretive signs on fire management and changing landscape. Can see experiment using waist-high vertical corrugated metal culverts topped with cone-shaped hats to keep ground from thawing (preventing frost heaves). Good examples of sand dunes stabilized by aspen and spruce trees and sand dune road cuts for highway construction.
150. Deadman Lake Campground – down dirt road, interpretive signs and self-guided nature trail; seasonal naturalist programs.
151. Scenic viewpoint with interpretive signs on sunbowls and cranes.
152. Views of lakes and muskeg in Chisana River Valley.
153. Lakeview Campground – interpretive signs, good duck and loon viewing; the Nutzotin Mtns to south and Mentasta Mtns to west form the eastern end of the Alaska Range.



Rivers & Mountains, Gold & Sacred Places

Watson Lake to Delta Junction–Continued

154. Hwy follows the Chisana River, thousands of ponds; popular area with trappers. Lots of cottony seeds float to ground in June from willows and poplars in the area.
155. View of Tanana River, the largest tributary of the Yukon River.
156. Beaver Creek – dark waters are from the tannins the water picks up as it flows through the muskeg.
157. Scenic viewpoint with Gold Rush Centennial Sign for the short-lived Chisana Gold Rush in 1913—the last major rush of the Gold Rush Era.
158. Scenic viewpoint of Tanana and Kalukna Rivers flowing through plains and marshland; interpretive signs on the Land and the People.
159. Scenic viewpoint of Midway Lake and Wrangell Mountains; interpretive signs on Wrangell-St. Elias National Park, subsistence and Native claims.
160. View of Midway Lake and burn area from 1998 fire. Good wildfire story here.
161. Viewpoint with Gold Rush Centennial signs.
162. Tanana River Bridge – Tanana means “mountain river”; its use was first reported by William Henry Dall chief scientist for the Western Union Telegraph Expedition of 1886. Tanana is formed by the confluence of the Chisana and Nabesna Rivers.
163. View of 1990 Tok River fire (stretches from here to Tok).
164. Turn-off for the US Coast Guard Loran-C station and signal towers—one of seven stations in Alaska.
165. Tok River State Recreation Site – nature trail.
166. Tok – was established as a construction camp for the Alaska Hwy in 1942. It is the major overland point of entry into Alaska, the primary trade and service centre for all types of transportation; it is the only town in Alaska that travellers must pass through twice. Also called Mainstreet Alaska. Visitor Centre. Is the trade centre for the Athabascan Native villages in the region.
167. Tanacross Air Tanker Base – built in the 1930s with assistance from local native groups; was the sixth largest city in Alaska in 1962 housing over 8,000 troops for “Operation Great Bear”.
168. Junction for Tanacross traditional Athabascan community (no services).
169. Pullout with views of Alaska Range and interpretive sign on Donald McDonald, the “father of the international highway.”
170. Robertson River Bridge – river named by Lt. Henry T. Allen for a member of his 1885 expedition.
171. Dot Lake – pioneer highway lodge, nearby historic milepost commemorates the 50th celebration of the Northwest Highway System. Was once an Athabascan hunting camp and stop on Native freight trail to the Yukon River. Dot Lake Village is a traditional Upper Tanana Athabascan village and is headquarters for Dot Lake Native Corp.
172. Tanana Valley State Forest – encompasses 1.81 million acres of boreal tree and shrub species: paper birch, quaking aspen, balsam poplar, black and white spruce, tamarack, and willow.
173. Johnson River Bridge – named by Lt. Henry T. Allen in 1887 for Peder Johnson, a Swedish miner and member of his party.
174. Pullout with Gold Rush Centennial sign about effects of gold rush on Tanana Valley Natives.
175. Gerstle River Black Veterans Memorial Bridge – one of four “steel through truss-style” of bridge construction on the Alaska Hwy. Bridge named for the 93rd, 94th, 95th, 97th and 388th US Army Corps of Engineers for their contribution in construction of the Alcan Hwy. Gerstle River named for Lewis Gerstle, president of the Alaska Commercial Co., by Lt. Henry T. Allen during 1885 his expedition.
176. Sawmill Creek – Bison sanctuary developed to reduce agricultural crop depredation by bison.
177. Grain storage facility.
178. Clearwater State Recreation Site turnoff – silver salmon spawning grounds; good agriculture viewing on way into site.

Plains & Forests, Rivers & Lakes

Delta Junction to Fairbanks & Beyond

Sites:

179. **Delta Junction** – the official end of the Alaska Hwy. The Richardson Hwy, which continues on from here to Fairbanks and down to Valdez was a wagon road built in 1920. Delta Junction is named for the nearby river delta. Was a construction camp in 1919 for the Richardson Hwy. Attractions include: visitor centre, Rika's Roadhouse, **buffalo herds**, the gas pipeline, **wildlife viewing**.
180. **Big Delta** – originally known as Bates Landing; located at the confluence of the Delta and Tanana Rivers. Was originally a stop of the Valdez to Fairbanks overland trail. Was the site of a military telegraph station (part of WAMCATS) and a work camp during construction of the Richardson Hwy.
181. **Quartz Lake** – large 1,500-acre lake of which more than 80% is less than 15 feet deep; most of the lake is covered by vegetation. Cool story.
182. Large moose population around here.
183. **Scenic Viewpoint** overlooking Tanana River and (on clear days) views of the 3 (highest?) peaks of the Alaska Range: Mt Hayes, Hess Mountain, and Mt Deborah.
184. Pullout with Gold Rush Centennial interpretive signs on placer mining and mining the Tenderfoot Creek.
185. **Banner Creek** – historic placer gold stream.
186. **Viewpoint of the Tanana River**.
187. Pullout with Gold Rush Centennial interpretive signs on the gold rush era and gold mining in Tanana valley.
188. **Salcha** – unincorporated community stretching along the highway; was first reported in 1898 as “Salchaket” meaning “mouth of the Salcha.”
189. **Knotty Shop Wildlife Museum**.
190. **Eielson Air Force Base** – the farthest north full-up fighter wing in the US Air Force. Has more than 60,000 square miles of military training airspace. Built in 1943 as a satellite base for Ladd Airfield (Ft. Wainwright). Named for Carl Ben Eielson, the first man to fly from Alaska over the North Pole to Greenland. Eielson Heritage Park.
191. **Chena Flood Channel and Chena Lakes Recreation Area** dam built after 1967 flood of Fairbanks. Recreation area is off the highway; has visitor kiosk and self-guiding nature trails.
192. **North Pole, Alaska** – homesteaded in 1944 by Bon V. Davis it was bought by developers who named the area North Pole to lure a toy manufacturer to the area. This failed, but the city developed into the theme city where “the spirit of Christmas lives year round.” Santa Claus House is a major landmark owned by the Miller family whose patriarch started wearing a Santa Claus suit on his business trips throughout the territory. Visitor Centre.
193. **Fairbanks** – started as a trading post in 1901 by Captain ET Barnette who was stopped at this point at the mouth of the Chena River because the sternwheeler could not navigate the fast-moving, shallow Tanana River beyond this point. A nearby gold discovery by Felix Pedro made Barnette's temporary trading post permanent. Fairbanks is named after Charles W. Fairbanks, a senior senator (later vice-president to Theodore Roosevelt) from Indiana who was admired by Court District Judge James Wickersham. Now Alaska's second largest city, it celebrated its centennial in 2003. Economy is linked to the city's role as a service and supply point for Interior and Arctic industrial and military activities. Played a key role in development of the trans-Alaska pipeline in the 1970s. Tourism is another major industry in Fairbanks.

Fairbanks lies in the Tanana Valley on the banks of the Chena River; is surrounded by rolling hills of birch and white spruce forests. **Denali National Park is a major tourism draw, as is the outlying frontier west, north and south of here.** Attractions include: visitor information centre, Golden Heart Park, University of Alaska Museum, Georgeson Botanical Garden, Pioneer Air Museum, Pump House National Historic Site, Creamer's Field Migratory Waterfowl Refuge, Pioneer Park. Day trips include **Denali National Park, Chena Hot Springs**, old gold mines, and Davidson Ditch Historical Site (a large pipe built to float gold dredges).



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