



Southern Lakes Wire Recovery Project 2015

Final Report for the Yukon Fish and Wildlife Enhancement Trust

Prepared by the Carcross Tagish Renewable Resources Council

February 2016



Southern Lakes Wire Recovery Project 2015

Background

In the winter of 1897-98 more than 3000 people were camped at the town of Telegraph Creek on their way to the Klondike Goldrush. It was then that the need for communication between the north and the rest of the country became obvious. In 1899 the Dominion Government began connecting the old Collins Overland Telegraph Line with Dawson City. By 1901, 1700 kilometres of telegraph wire was strung from Quesnel B.C. to Dawson City Yukon with branches to Bennett and Atlin. The Yukon Telegraph line operated until 1936. The winter of 1936 was a very harsh winter. One of the hundreds of men who worked to maintain the line was quoted as saying:

"There was so much snow we couldn't keep the line up. Anyway the wireless was getting pretty good by then so when spring came, we just walked away and never went back." The Yukon Telegraph Line: Relics of 19th century technology are still scattered across B.C.'s northern wilderness - Jack Souther (2009).

It's time to go back.

This wire has been abandoned and in many areas is now close to, or on the ground, posing a significant threat to ungulates and other wildlife. There are many kilometers of abandoned telegraph and telephone wire in the Southern Lakes region. Although some of the wire has been removed, it is unclear exactly how much and where it is located. In many cases the wire is strung through trees. The extent of ungulate mortality is uncertain, but there are many documented cases of moose and caribou mortalities resulting from wire-entangled animals (*see appendices 1 & 2*).

Goals and Objectives

This project addresses primarily the following objective in the CTFN Final Agreement Section 16.1.1.1: "to ensure the Conservation in the management of all Fish and Wildlife resources and their habitats."

The goal is to identify, map and ultimately remove the abandoned telegraph wire in the Carcross Tagish First Nation (CTFN) Traditional Territory. The objective of this project is to take a first step by starting to map the location and extent of abandoned wire in the Southern Lakes area. As well, the project will solicit information and assistance from Whitepass Rail and the Yukon Government. The project will start to provide a picture of the extent and location of abandoned wire in the Southern Lakes. This project is the first year in what is hoped to be many years of active identification and removal of abandoned telegraph wire.

It is also an objective to bring awareness and education regarding the abandoned wire issue. A long-term goal is to bring partners to the table to help to "keep the ball rolling" in future years as this project is too large for the RRC alone.

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Project Activities

1. What Activities did you complete during your project?

- Meetings with CTFN management and staff to plan, coordinate, and establish a working partnership on this project.
- Meetings with the Director of Lands Management, Whitepass & Yukon Route to determine the extent and location of abandoned telegraph wire on their Right of Way (ROW) along Bennett Lake and Carcross to Whitehorse (McRae). The meetings were also to determine Whitepass' willingness to assist and give permission to work on their ROW.
- Meeting with local trapper who assisted in identifying wire locations along the west side of Marsh Lake (*see appendix 3 pgs. 3&4*).
- Submitted joint proposal with CTFN to the Yukon Youth Conservation Corps (Y2C2) for wire retrieval project on the Whitepass ROW. As the proposal was accepted, meetings were then conducted with the Y2C2 Coordinator, CTFN, and Whitepass to work out the logistics.
- Entered into contracts with the Carcross Tagish First Nation Government to work with and assist Y2C2 on the Whitepass ROW as well as the Carcross-Conrad section (*see appendix 4*). The contracts were structured for CTRRC to pay the hourly wage of the workers and CTFN would provide in-kind use of required equipment and vehicles (truck, ATV, snowmobile, etc.) as well as covering liability, WCB coverage, and other overhead costs.
- Solicited information on abandoned wire by putting posters up on bulletin boards in Marsh Lake, Tagish, Carcross, and Mt Lorne, as well as advertisements in Yukon News and Whitehorse Star (*see appendix 1*).
- "Kick-off" event at Skookum Jim's Cultural Camp, Carcross with Y2C2 (two 5 person crews), CTRRC, CTFN, and Whitepass (*see appendix 2 pg3*).
- Assessed the state of the abandoned wire on Whitepass ROW near Carcross with Y2C2 and CTFN crews (*see appendix 2 pg. 4*).
- Assessed, mapped, and removed wire from Carcross (Skookies) to Conrad with Y2C2 and CTFN crews (*see appendix 2 pgs. 4-7*). Some wire could not be removed as vegetation had established itself on top of the wire. In these cases, the wire was cut as close to the ground as possible to remove any hazards to wildlife.

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2. How did your activities contribute to your goals and objectives?

The solicitation for information has brought awareness of this issue to the public. We received some positive messages from people that had some information and/or were happy that this was being worked on again. An example of an email that we received:

"I'm so glad you have taken this project on. I've heard about its intention to happen for many years. When hiking across the lake from where I live (Old Constabulary) we saw old barbed wire fencing. I believe the trail from Kenny Creek to the Carcross Road will expose some as well. Thanks for doing this."

We also received valuable information from a trapper about wire location on Marsh Lake, including an old map that identifies where some of the wire is/was located (*appendix 3 pgs. 3 & 4*).

This campaign also worked toward promoting awareness of the CTRRC and YFWET. And because Environment Yukon requires there to be an educational aspect to the work that Y2C2 performs, we spent time explaining the role/mandate of the RRC. As well, a Whitepass representative attended the "Kick-off" event to talk about the telegraph wire and some history about Whitepass. We also planned for the crew to ride the Whitepass train to get a sense of the historical aspect and see the abandoned wire along the track; Whitepass offered the trip free of charge.

The work with CTFN and Y2C2 accomplished removal of approximately 5km of wire as well as mapping and assessment of wire from Carcross to Conrad (*appendix 3*.)

We would like to recognise, as well, the moose that contributed to the media campaign when it got entangled in wire on the Whitepass ROW and died as a result (*appendix 2*). This resulted in public sympathy, outrage, and offers of volunteering. Moreover, this resulted in a Whitepass crew removing the wire in that area. All of these activities have contributed to the overall goal of bringing partners to the table and ultimately mapping and removing abandoned telegraph wire. CTFN, Environment Yukon (Y2C2), Whitepass, YEC volunteers, and others are keen on continuing working on this in 2016.

3. Note any variances to your goals, objectives or work plan and explain why they occurred:

The largest variance occurred due to the lack of progress and ability to work on the Whitepass ROW. For safety reasons we were denied access to the active line from Carcross to Bennett. As well, in order to work on the inactive line from Carcross to Whitehorse, Whitepass required a liability indemnity document signed by Yukon Government. This requirement came a couple weeks before the Y2C2 crew was scheduled to commence work. This was a last minute surprise that resulted in delays and a change of plan. Y2C2 had never had a request like this before, so the Justice Dept. had to draft a document for Whitepass to review. A "Land Access" document was drafted which required YG signatures including Premier Pasloski's as the Minister of Finance (*appendix 5*).

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Even though Y2C2's schedule was changed to provide more time for this document, it came down to the very last minute and our work plan was amended to work on the Carcross-Conrad section. Assessment of some of the ROW by Y2C2 and CTFN was conducted; the quickest/easiest access was determined to be too dangerous for the crews so we decided to amend the work plan. Because of this and the resulting time frame issue, the crews were not able to take advantage of the train ride to Bennett. Whitepass stated the offer would remain for next year.

Throughout both projects, garbage and refuse found in the bush and along trails were collected, removed, and disposed of properly. This did not take much additional time or effort to accomplish, particularly along the shoreline of Nares Lake where the wire was close to the water.

4. Explain how the results of your work contributed to the protection, enhancement or restoration of fish, wildlife or their habitat?

This project has resulted in the removal of approximately 5km of wire from the Carcross-Conrad section as well as a section of the Carcross-Whitehorse Whitepass ROW. It has also provided information regarding location of wire for future removal. The benefit of the removal is primarily to reduce the hazard to wildlife populations, particularly ungulates. Entrapment in the downed wire has been a significant issue over the years and the removal of the wire will remove this hazard for wildlife. The project will have direct benefits in terms of reducing wire related mortalities of moose and caribou and restoring habitats to full productivity as well as indirect public education and engagement benefits.

In creating a partnership, this project has further strengthened the working relationship with CTFN, which goes a long way in addressing the RRC mandate and the objective in the CTFNFA (Section 16.1.1.1 to ensure the Conservation in the management of all Fish and Wildlife resources and their habitats).

5. If you were to do the project again what would you do differently?

Rather than focusing on removing wire from the Whitepass ROW, more emphasis needs to be put on Whitepass utilizing their crews to remove their wire. They have stated that their crews actively remove wire from the Carcross-Bennett ROW when they are able and it is their priority to clean up their abandoned wire. The recent moose incident has proven that they have the ability to perform this work quickly with short notice. Much of this wire is attached to poles that are rotting and falling to the ground. This presents hazards that require specialized and experienced crews to remove. Whitepass employees have the knowledge and experience to perform this work. Next years partnership with Whitepass needs to be at least a working partnership. This could include Whitepass crews cutting the poles and bringing the wire down to a safe level where our crews can work on cutting and removing it.

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Y2C2 has expressed strong interest in continuing work on this project and has indicated willingness to donate 2 crews again in the summer 2016. There are many other areas that require wire assessment and removal that these crews could work on. The CTRRC with CTFN should work toward getting Whitepass to commit removing their abandoned telegraph wire as it has proven to be a significant environmental hazard.

As this is a multi-year project, the lessons learned from this years work will be applied to future years. We realized that this overall project is much too large for the CTRRC alone. With the partnership created with CTFN, we need to strive to bring more players to the table. We need to expand the relationship with Whitepass as well as approach the Yukon Government for more “in-kind” involvement. The CTRRC and CTFN are both committed to working together to address this issue and continue to remove abandoned wire that poses hazards to wildlife.

Communications

Communication was achieved in many ways:

- Briefings at regular CTRRC monthly meetings, which are attended regularly by YG Regional Biologists and CTFN's Heritage, Land and Natural Resources staff.
- Lars Jessup, A/Southern Lakes Regional Biologist provided historical information and previous reports/work completed and provided a letter of support to CTRRC for this project (*see appendix 1 pg. 2*).
- Numerous meetings with CTFN management and staff
- Press releases including CTFN's and Whitepass's (*see appendix 1 pg. 2*).
- Poster displayed in the communities (*see appendix 1*).
- Advertisements in the Yukon News and Whitehorse Star (*see appendix 1*).
- Discussion with Yukon Electric Co. staff regarding a volunteer crew for next season
- Newspaper articles and news reports regarding the moose that got entangled in the wire on the Whitepass ROW.

Appendix 1 Communications

Newspaper Ad
published in
Yukon News and
Whitehorse Star



Southern Lakes Telegraph Wire Recovery Project

Carcross Tagish Renewable Resources Council (CTRRC) is in the process of gathering information on the location and extent of abandoned telegraph wire in the Yukon Southern Lakes Region.

As there are documented cases of moose and caribou entangled in abandoned telegraph wire, the purpose of the project is to eliminate this threat to wildlife populations.

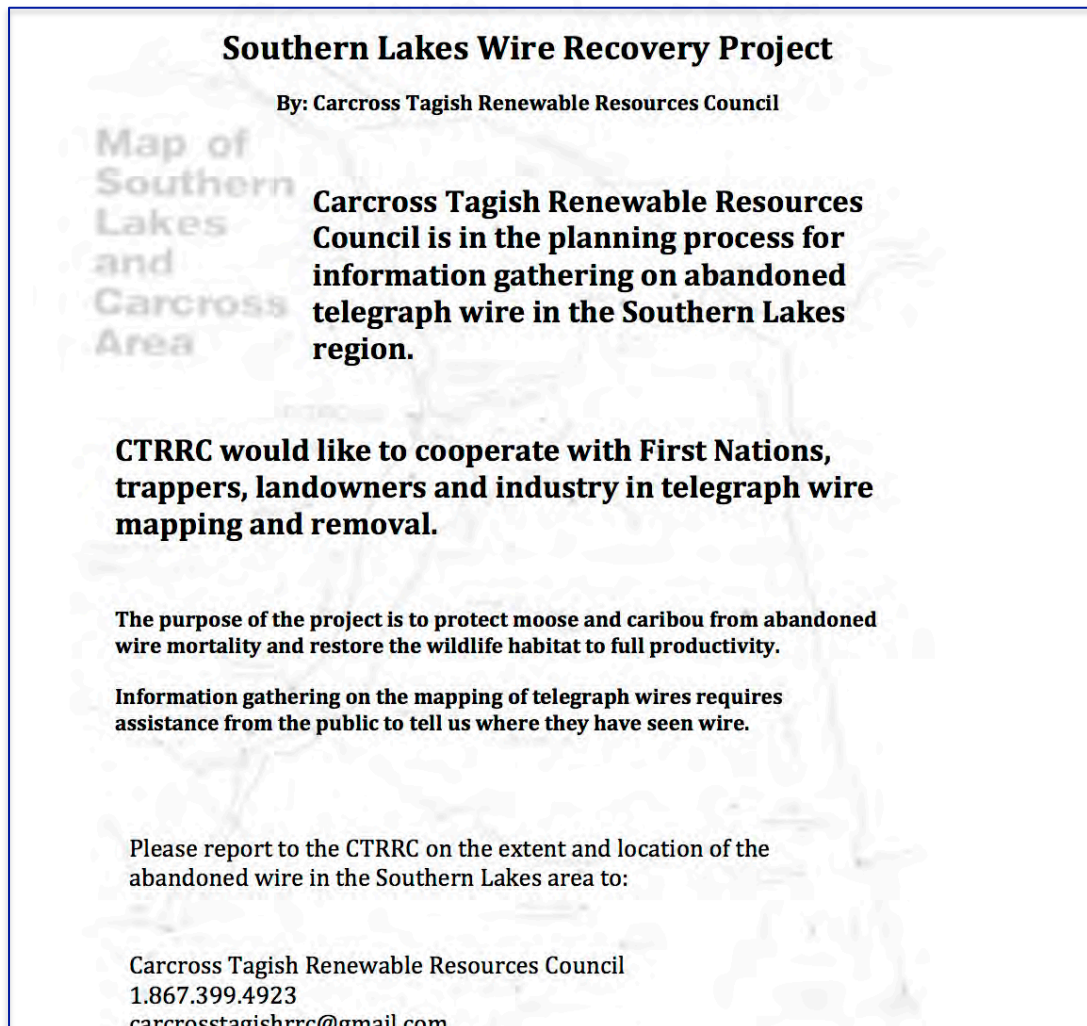
Information gathering on the mapping and removal of telegraph wire requires assistance from the public.

If you have any information regarding the location and extent of any abandoned telegraph wire in the Southern Lakes Region, we are asking you to please report this to:

Carcross Tagish Renewable Resources Council
1.867.399.4923
carcrossstagishrrc@gmail.com



Poster
distributed
in Tagish,
Carcross,
Marsh Lake,
and Mount
Lorne



Southern Lakes Wire Recovery Project

By: Carcross Tagish Renewable Resources Council

Carcross Tagish Renewable Resources Council is in the planning process for information gathering on abandoned telegraph wire in the Southern Lakes region.

CTRRC would like to cooperate with First Nations, trappers, landowners and industry in telegraph wire mapping and removal.

The purpose of the project is to protect moose and caribou from abandoned wire mortality and restore the wildlife habitat to full productivity.

Information gathering on the mapping of telegraph wires requires assistance from the public to tell us where they have seen wire.

Please report to the CTRRC on the extent and location of the abandoned wire in the Southern Lakes area to:

Carcross Tagish Renewable Resources Council
1.867.399.4923
carcrossstagishrrc@gmail.com

Appendix 1

Communications

On 15/09/2015 12:49 PM, Jaime Bricker wrote:

Good Morning Partners~

I am so terribly sorry to hear about the moose that was ultimately killed after becoming entangled in wire on Friday.

<http://www.cbc.ca/news/canada/north/moose-caught-in-telegraph-wire-euthanized-by-yukon-wildlife-officer-1.3228290>

I want to make you aware that White Pass is issuing a statement to the media as follows:

"White Pass has been actively working with the Yukon Youth Conservation Corp and the Carcross Tagish Renewable Resources Council in an effort to clean up downed telegraph line. Our maintenance of way crew collects and removes wire when it is discovered. We regret this very unfortunate incident on Friday. This instance reinforces the urgency of clean up moving forward."

I am so grateful for your initiative to partner and your help with identifying and cleaning up wire into the future.

Jaime Bricker

Director of Contracts & Land Management

White Pass & Yukon Route

PO Box 435

Skagway, AK 99840

(907) 983-9800

Fax (907) 983-2017

jbricker@wpyr.com

www.wpyr.com



White Pass press release email



Environment

Box 2703, Whitehorse, Yukon Y1A 2C6

June 19, 2015

To whom it may concern:

Re: Project Proposal for Removal of Historic Telegraph Wire

I support the Carcross/Tagish Renewable Resource Council's proposed project to remove historic telegraph wire in the Southern Lakes. Remaining telegraph wire is often in poor condition and can pose an entanglement hazard to wildlife as well as a risk to people who may encounter it. This project would follow-up previous wire removal projects in the Southern Lakes which were supported by The Department of Environment. This project would also foster valuable relationships between industry, management agencies, governments, and the public.

If you have any questions or comments, please contact Lars Jessup at Lars.Jessup@gov.yk.ca or by phone at (867) 667-5767.

Sincerely,

Lars Jessup

A/Southern Lakes Regional Biologist

Letter of support from YG

CBC News
September 15, 2015



This moose was found caught in telegraph wire adjacent to the White Pass and Yukon Route railway on Friday. Ken Knutson, Yukon conservation officer, says it likely had been trapped for a day or two. (Claudiane Samson/CBC)

Something needs to be done about old telegraph wire left in the bush, says a Yukon conservation officer who had to kill a badly-entangled bull moose on Friday.

"Clearly it's got to be cleaned up," says Ken Knutson.

"It's been known for a while that it's a hazard. Something like this really brings it home where you've got an animal alive in front of you ... and you've got to euthanize it."

A dog musher called conservation officers after spotting the distressed bull moose caught in telegraph wire adjacent to the White Pass and Yukon Route railway, about three kilometres from the South Klondike Highway.

"You could see that this truly epic battle between the wire and the moose had gone on," Knutson said.

"It was wrapped numerous times around pine trees that were five, six inches. It had mowed some of them down. On both sides of the track it was all churned up. So he'd put up quite a struggle."

Knutson says there was no way the moose would have freed itself from the wire on its own.

"There were multiple wraps around its antlers," he said. "It was around his neck, around its body and its hind legs — there was a big snarl."

'I could have literally gone up and touched him'



'He was in the height of his glory. The kind you want out there breeding,' says Ken Knutson, Yukon conservation officer, about the nearly 500-kilogram moose he had to euthanize last week. (Claudiane Samson/CBC)

Knutson says the animal had likely been trapped for a day or two. "He was worn out," he says. "I could have literally gone up and touched him and he wouldn't have done anything, which is clearly not normal behaviour."

Had the situation been different, he says he might have been able to save the moose. But due to the weak physical condition of the animal and the lack of extra resources available to Knutson at midnight on Friday, he made the decision to shoot it.

Knutson says although the meat will be donated, it's a waste of a healthy 500-kilogram bull.

"He was in the height of his glory; the kind you want out there breeding."

Knutson says he thinks White Pass and Yukon Railway may own the old telegraph line. The railway company did not immediately return calls on Monday.

Plans are in the works to clean up similar abandoned wire that has been snagging caribou and moose for years along the Canol Trail in N.W.T.

Seeing moose's agony with abandoned wire was 'awful,' CO says

The Carcross-Tagish First Nation is looking to ramp up efforts to clear the area of left-over telegraph wire along the White Pass and Yukon Route's railway after an incident with an injured moose last week.

By **Aimee O'Connor** on **September 18, 2015**

Share on Facebook (<http://www.facebook.com/sharer.php?u=http%3a%2f%2fwhitehorsestar.com%2fNews%2fseeing-moose-s-agony-with-abandoned-wire-was-awful-co-says>) Share on Twitter (<https://twitter.com/share?url=http%3a%2f%2fwhitehorsestar.com%2fNews%2fseeing-moose-s-agony-with-abandoned-wire-was-awful-co-says>)

The Carcross-Tagish First Nation is looking to ramp up efforts to clear the area of left-over telegraph wire along the White Pass and Yukon Route's railway after an incident with an injured moose last week.

Conservation officer Ken Knutson received a call last Friday night from a dog musher who had spotted the moose the previous day and noticed it was still in the same spot.

Its body was snarled in telegraph wire, with its back left foot snared and swollen, Knutson told the Star this week.

"It's awful to see an animal wrapped in wire like that when it doesn't need to happen," Knutson said.

His decision to put the animal down was the right one – it would have been inhumane to leave the moose in its entrapment of wire.

It is not the first animal to meet an unlikely end because of the wire, said Natalie Leclerc, the First Nation's natural resources manager.

"It's apparently been going on for years," she said in an interview this morning.

During the last week of August, Yukon Youth Conservation Corps (Y2C2) went to Carcross for a project to start removing some of the wire.

Because the wire is on White Pass' land, the First Nation contacted the company for permission to have Y2C2 come in and start the project.

"They verbally support us going onto their land and removing it," said Leclerc.

While it was a good start, Leclerc said, there are many areas with wire that can only be accessed with ATVs or boats – the Y2C2 crew covered the areas with easier access.

The First Nation has hired two Carcross residents to continue the work, but due to budgetary restrictions, it might not be enough to get all of the work done.

The Carcross-Tagish Renewable Resource Council provided the First Nation with some funding for the wire cleanup, but Leclerc said it was only enough for about 100 hours of work.

“There’s wire all over the place We need people out there working on this all day, every day to actually clean it up,” Leclerc said.

Jaime Bricker, the director of contracts and land management for White Pass, wrote in an email today that the company’s maintenance crew collects and removes wire when it’s discovered.

She added that White Pass has been “actively working” with the First Nation, Y2C2, and the renewable resource council.

“We regret this very unfortunate incident on Friday. This instance reinforces the urgency of clean-up moving forward,” Bricker said.

The First Nation hopes to work toward further funding opportunities or partnerships to get the job completed.

“It’s a matter of getting on with removing that infrastructure,” Knutson said.

“It’s time for it to go because we know it’s killing wildlife.”

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CBC News
release Sept 16,
2015

Carcross Tagish First Nation wants help from White Pass to remove telegraph wire
At current cleanup rate, it could take 5 years to remove all the wire from the bush, says First Nation



Carcross Tagish First Nation wants White Pass and Yukon Route to step up its efforts to remove old telegraph wire along its railway, after a moose who got tangled in the wire had to be euthanized on Friday. Natalie Leclerc, natural resources manager, says the moose's death saddened the First Nation and bumped up the priority of the cleanup project.

"We are hoping to strike up a partnership and get further commitment from White Pass to help clean this wire out."

A dog musher called conservation officers Friday evening after spotting **a distressed bull moose caught in wire** adjacent to the White Pass and Yukon Route railway, about three kilometres from the South Klondike Highway. The exhausted moose was put down by a conservation officer.

Leclerc says the First Nation currently has two contract employees removing wire from the bush, but says it needs more funding to continue the work past October. The project is currently funded by the Carcross Tagish Renewable Resource Council, an advisory group made up of appointees from the First Nation and Yukon Government.

Removal is 'lengthy and labour intensive'

Leclerc says the First Nation has approached White Pass about removing the wire.

"While they are in support of Carcross Tagish First Nation and the Carcross Tagish Renewable Resources Council on this initiative, they haven't really taken the initiative on themselves."

In an email to CBC, White Pass said it is actively working with the First Nation and the Renewable Resources Council to clean up downed telegraph wire.

"Our maintenance of way crew collects and removes wire when it is discovered," wrote Jaime Bricker, director of contracts and land management.

"We regret this very unfortunate incident on Friday. This instance reinforces the urgency of clean up moving forward."

Leclerc says it's a "lengthy and labour intensive" process to remove the wire, especially because some of it is buried and has to be dug up. She didn't know how much wire has been removed but says it could take another five summers to clean up.

The section of railway where the moose became entangled is not on the active rail line.



The White Pass & Yukon Route railway runs between Skagway, Alaska and Carcross, Yukon, during the summer season. A moose became tangled in old telegraph wire next to a section of unused railway line between Carcross and Whitehorse. (White Pass & Yukon Route/Facebook)

Yukon News, September 16-15



This moose was found entangled in telegraph wire along the White Pass & Yukon Route Railroad between Lewes Lake and Emerald Lake. A Conservation officer had to euthanize it.

The Carcross/Tagish First Nation says the community needs financial support to clean up old telegraph wire along the White Pass & Yukon Route Railroad between Whitehorse and Skagway, after a moose was euthanized last week.

Natalie Leclerc, the natural resource manager for the First Nation, estimates it would take \$40,000 to \$60,000 “just to get started” on removing the wire, which belongs to the railway company.

Last Friday, a dog musher came across a live bull moose tangled in the wire between Lewes Lake and Emerald Lake, about three kilometres from the South Klondike Highway. Conservation officer Ken Knutson said the animal had likely been trapped there for 24 to 48 hours. The wire was wrapped around its antlers, body, and back legs.

Knutson said much of the surrounding vegetation was destroyed, evidence of how hard the moose had struggled to free itself.

By the time he arrived, he said, the moose had “no spark left in him at all.”

“He was not at all stressed by our approach,” Knutson said. Because it was the middle of the night, he didn’t have access to rescue resources that might have saved the animal. Even if he had, Knutson wasn’t sure the moose would have survived, since it was so exhausted. He decided the most humane course of action was to kill the animal.

Knutson said the moose had been a big, healthy male, likely weighing in at around 1,100 pounds.

Leclerc explained that this is a recurring problem along the old telegraph route, which runs parallel to the railway. She said the First Nation typically comes across an animal tangled in the wire every couple of years.

In many areas, the wire is still strung on telephone poles. But in some places, it’s broken or sagging close to the ground. Leclerc said some of the wire lying on the ground had previously been covered with piles of dirt, but those berms have been eroding away, leaving the wire exposed once more.

In late August, two Carcross/Tagish First Nation employees were hired to clean up some of the wire. But Leclerc said it's labour-intensive, costly work. Many locations along the route can only be accessed by boat or ATV, and the First Nation has to pay for machinery, gas, First Aid training, and proper disposal of the wire.

"We need a substantial amount of funding," Leclerc said.

So far, the Carcross Tagish Renewable Resources Council has provided some money for the work.

But Leclerc said she's not aware of any funding from the White Pass railway company.

"We're trying to get more commitment from White Pass to clean this up," she said. "They seem to support our initiative verbally."

The Yukon Youth Conservation Corps, a government-funded summer employment program, sent a group of students to help out with the clean-up for a week in late August.

Leclerc said White Pass supported that initiative, on condition that the First Nation assume liability for any incidents. In an email statement to the News, White Pass representatives said they have been "actively working with the Yukon Youth Conservation Corps, Carcross/Tagish First Nation and the Carcross Tagish Renewable Resources Council in an effort to clean up downed telegraph line.

"Our maintenance of way crew collects and removes wire when it is discovered," the statement continued. "We regret this very unfortunate incident on Friday. This instance reinforces the urgency of clean-up moving forward."

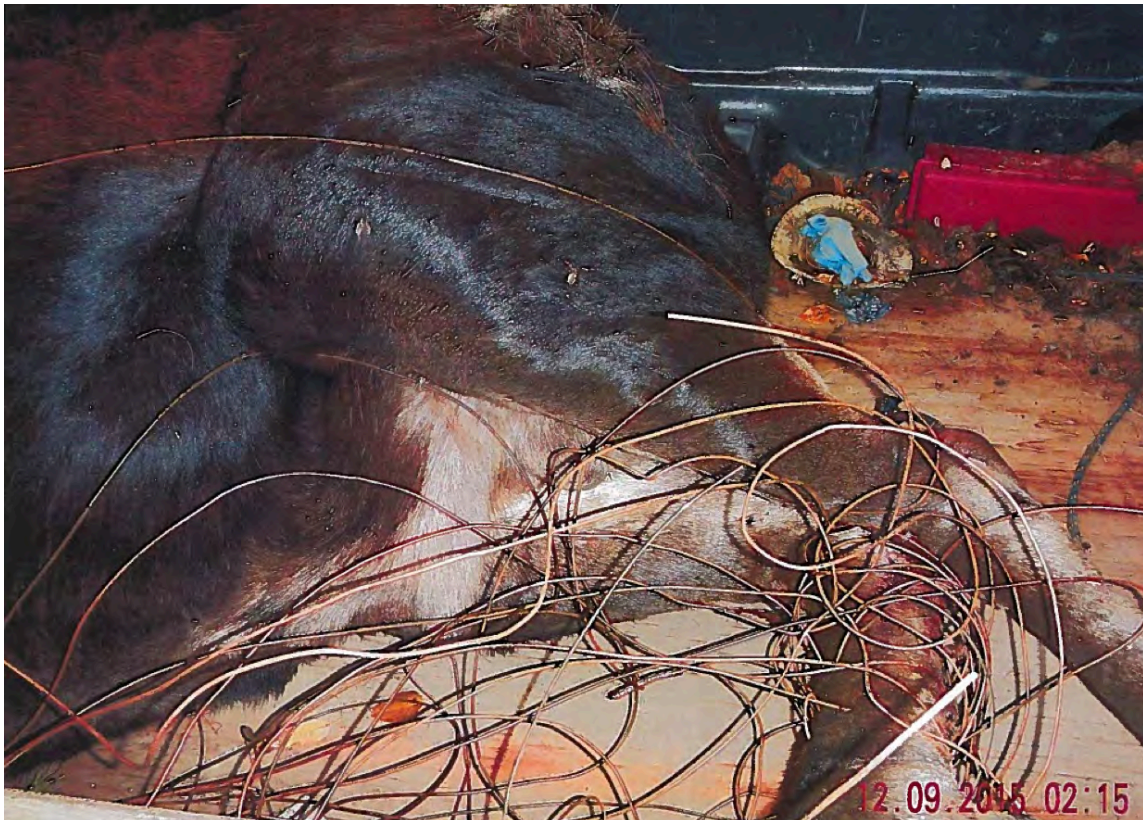
Leclerc said she's been in touch with the company since the moose was discovered on Friday. She's hopeful that this latest incident will spur White Pass to provide funding for the clean-up.

"The emails were flying this morning, so it's on their radar," she said. "We can't keep losing resources like this."

The federal government is currently making plans to clean up downed telegraph wire along the Canol Trail in the Northwest Territories, which has been a hazard to humans and wildlife for years.

Appendix 2 - Photos

Moose caught in wire on Whitepass ROW



Appendix 2 - Photos



Wire mortality, area unknown



Wire mortality, area unknown

Appendix 2 - Photos

Y2C2 crews at Skookies Camp, Carcross



Appendix 2 - Photos



Y2C2 Crew on White Pass Right of Way



Y2C2 Crew on trail to Conrad

Appendix 2 - Photos



Examples of wire on and in the ground

Appendix 2 - Photos



Wire embedded in tree on trail to Conrad



Y2C2 crewmembers removing wire along trail to Conrad

Appendix 2 - Photos

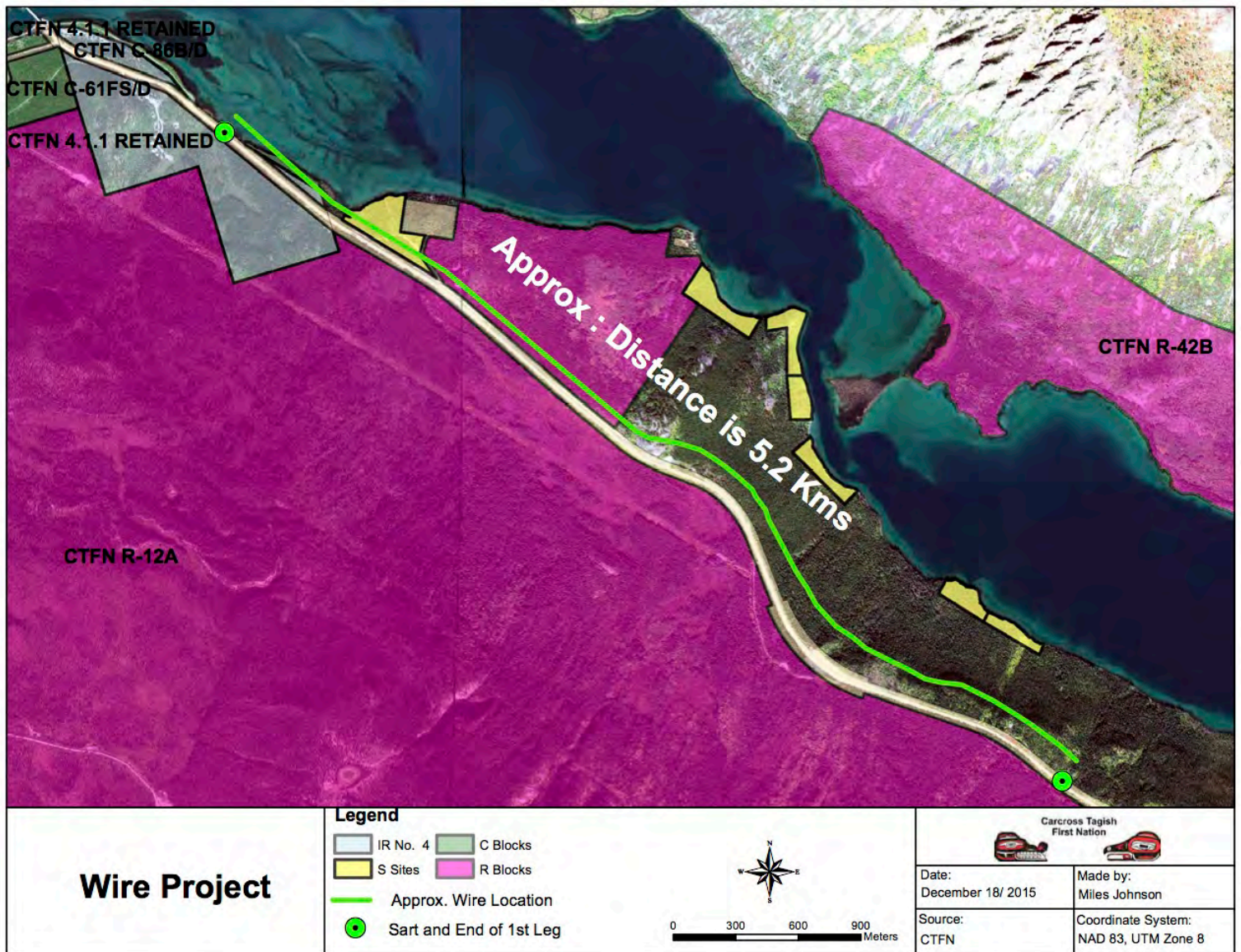


Y2C2 crewmember removing wire along Conrad trail



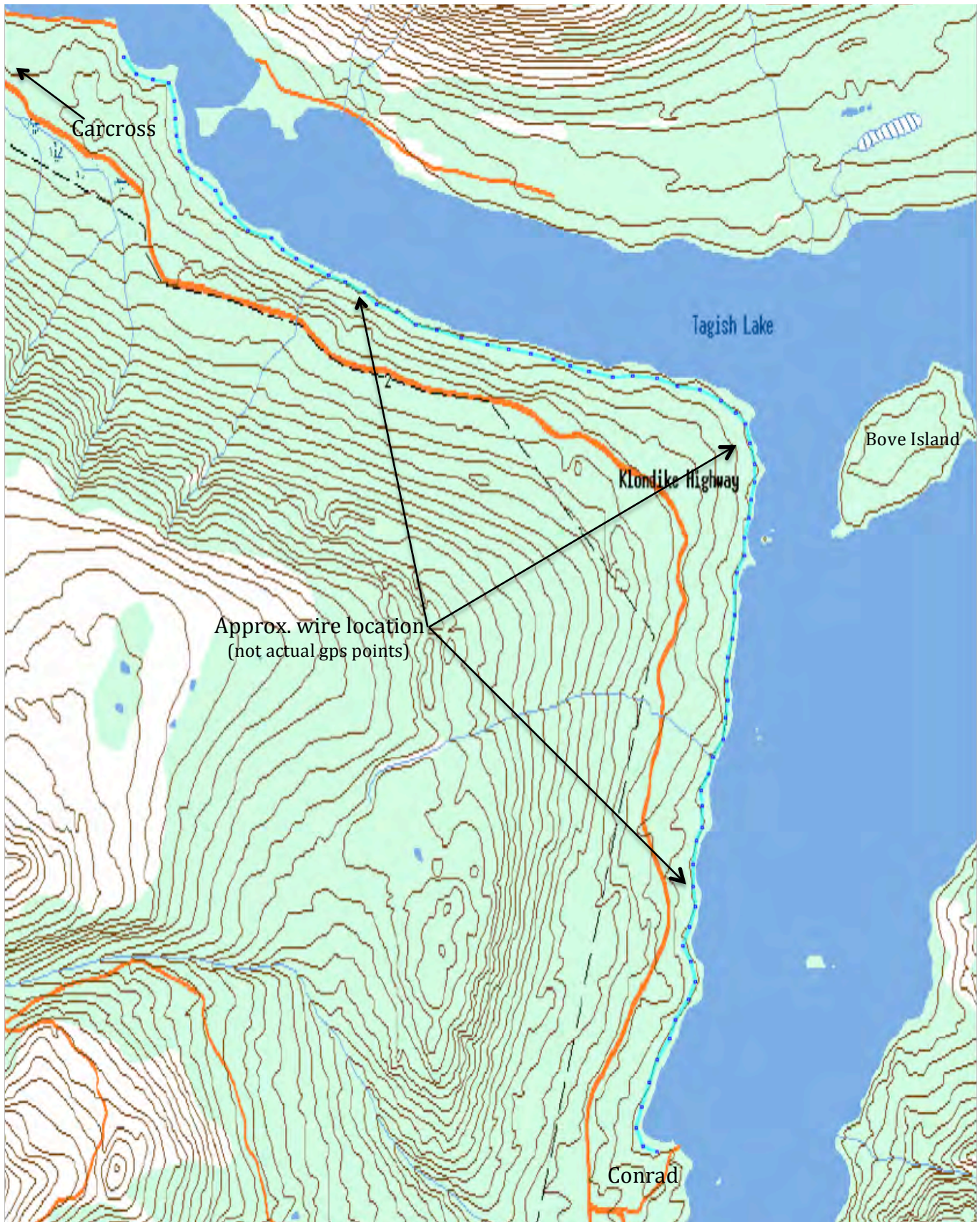
CTFN crewmember removing wire on Conrad trail

Appendix 3 - Maps



Map of location and amount of wire removed on the Carcross-Conrad section

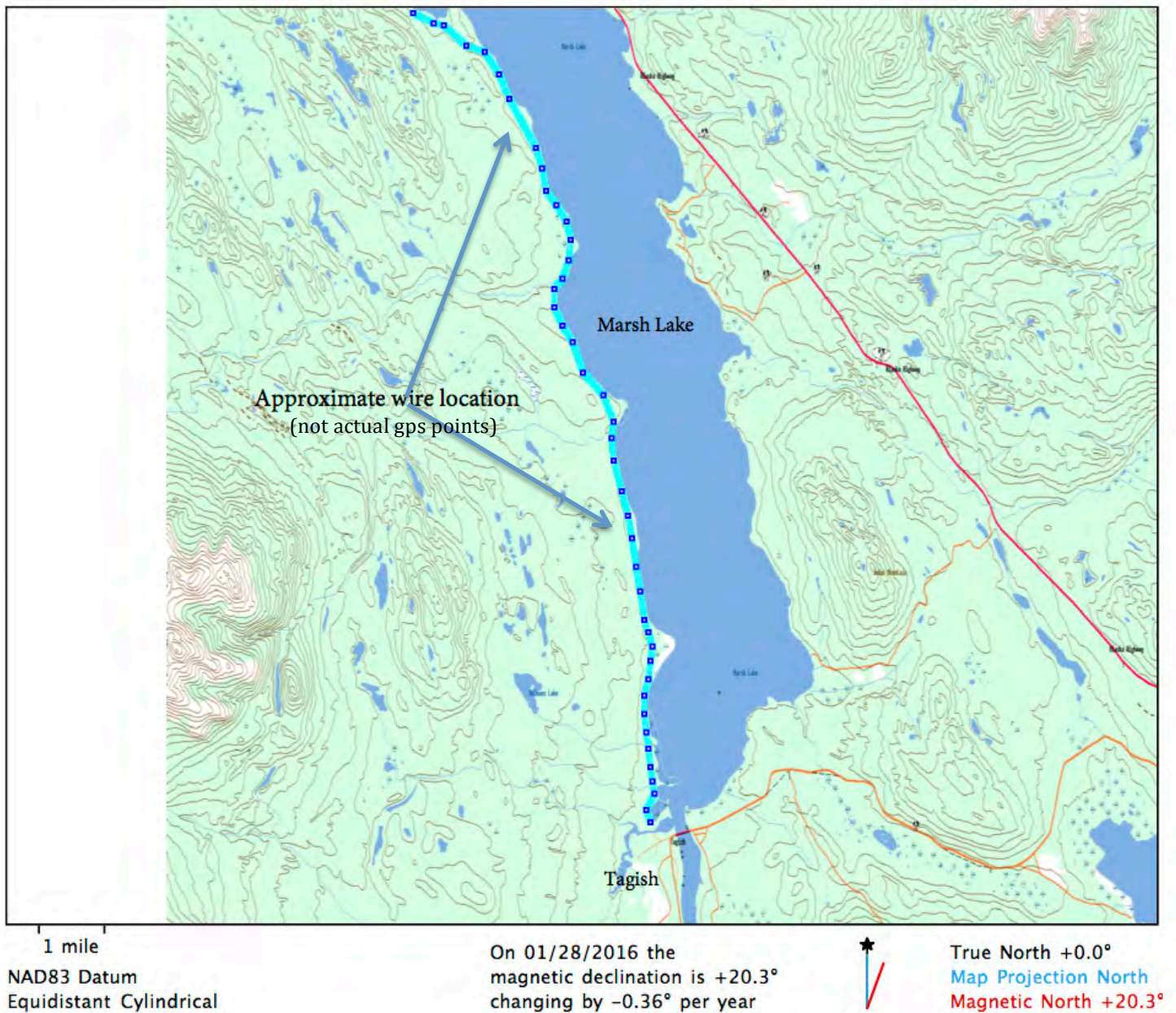
Appendix 3 - Maps



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This is a map of approximate location of abandoned telegraph wire from Carcross to Conrad

Appendix 3 - Maps



This is a map of approximate location of abandoned telegraph wire as taken from an old Federal Dept. of Mines and Resources Map (1947) as well as info from a local trapper. It is unknown how much of the wire has been removed.

Appendix 3 - Maps



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This is a map of approximate location of abandoned telegraph wire as taken from an old Federal Dept. of Mines and Resources Map (1947) as well as info from a local trapper. It is unknown how much of the wire has been removed.

DATED August 13, 2015
BETWEEN

and
CARCROSS TAGISH FIRST NATION GOVERNMENT
 (the Contractor)

- 1) The description of work to be performed under this contract is set out in **Schedule "A"** attached.
- 2) The Contractor will have their own transportation and be expected to transport their workers to and from the location of work.
- 3) The Contractor will provide all labour and equipment required to perform the duties outlined in **"Schedule A"**.
- 4) The Contractor will be paid \$ 24.60 /hour, based on 8 hour days for each worker. The Contractor will be paid \$ 27.44 /hour, based on 8 hour days for the Supervisor. The Contractor will keep track of the hours worked. Hours will accumulate and be divided by 8 to calculate days worked.
- 5) The Contractor will provide an in-kind donation for ATV_s used in the performance of the duties. The contractor will ensure the workers are familiar with the safe use of ATVs.
- 6) The maximum total contract price payable by the CTRRC to the Contractor for doing the work, exclusive of any authorized expenses, is Four Thousand dollars (\$4000).
- 7) **The Contractor shall commence the work on Aug 11, 2015 and substantially complete it by no later than Aug 30, 2015.**
- 8) The Contractor shall submit an invoice to the CTRRC upon completion of services specified under this contract. The CTRRC shall pay the Contract Price within 30 days of receiving invoice.
- 9) The Contractor will supply all required safety equipment including, but not limited to, helmets (ATV), hardhats, safety glasses, work gloves, first aid kit, emergency communication device (e.g. sat phone or SPOT), and bear spray. As well, the contractor will ensure the workers are familiar with the use of this equipment.
- 10) The Contractor shall indemnify and save the CTRRC harmless from any and all claims against the CTRRC arising out of the performance of the Contractor's services under this agreement.
- 11) The terms of this agreement may only be amended in writing signed by both parties.
- 12) This agreement is governed by the laws of the Yukon Territory.

)
)
)
)
4
)
)
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Contractor's signature

SCHEDULE “A”

DESCRIPTION OF WORK

The area of work for this contract is on and around the abandoned portion of Whitepass Rail Right of Way running from Carcross to McRae Industrial Site.

The Contractor will:

- I. Investigate and map the area (minimum 2 workers with ATVs) to determine locations best suitable for Y2C2 crews to access for wire removal.**
- II. Work with Y2C2 crews to assist with coordination of work and hauling wire for disposal (1 worker with ATV).**
- III. Provide the CTRRC with detailed maps and data identifying:**
 - a. Wire location**
 - b. Areas of wire previously removed**
 - c. Hazardous areas suitable for immediate removal, and**
 - d. Sections of wire removed under this contract.**

DETAILED WORK PLAN

- Wire locations in the field will be located and mapped.
- Data will be compiled by the Contractor to record location of wire and number of strands. The status of the wire will also be recorded (i.e. suspended, on the ground, leaning poles, hazardous, etc.).
- Contractor will use a handheld GPS unit (supplied by the Contractor) to pinpoint locations where wire has been previously removed as well as locations suitable for immediate removal while keeping detailed notes about GPS waypoints taken. GPS track log must be turned “ON” to enable compilation of data and detailed mapping of wire location.
- Digital pictures will be taken of wire, documenting amount of wire removed. Any evidence of animals being tangled in wire will be documented with appropriate data and photographs.
- Wire will be removed by the Contractor and stock piled at a sight predetermined by the White Pass & Yukon Route Railway Co.


SERVICE CONTRACT

DATED August 26, 2015
BETWEEN


CARCROSS TAGISH RENEWABLE RESOURCES COUNCIL
(CTRRC)

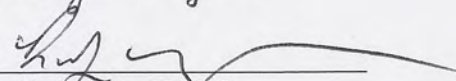
and
CARCROSS TAGISH FIRST NATION GOVERNMENT
(the Contractor)

It is agreed as follows:

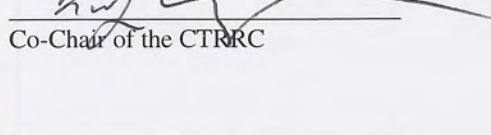
- 1) The description of work to be performed under this contract is set out in **Schedule "A"** attached.
- 2) The Contractor will have their own transportation and be expected to transport their workers to and from the location of work.
- 3) The Contractor will provide all labour and equipment required to perform the duties outlined in **"Schedule A"**.
- 4) The Contractor will be paid \$27.44/hour for each worker.
- 5) The Contractor will be paid the costs for disposal of wire recovered under this contract.
- 6) The Contractor will provide all vehicle equipment including, but not limited to, truck, ATVs, boat, etc. The contractor will ensure the workers are familiar with the safe use of this equipment. *Exclusion of gas, contractor invoice separately* 
- 7) The maximum total contract price payable by the CTRRC to the Contractor for doing the work, exclusive of any authorized expenses, is Six Thousand Nine Hundred Dollars (\$6900.00).
- 8) **The Contractor shall commence the work on August 27, 2015 and substantially complete it by no later than October 30, 2015.**
- 9) The Contractor shall submit an invoice to the CTRRC upon completion of services specified under this contract. The CTRRC shall pay the Contract Price within 30 days of receiving invoice.
- 10) The Contractor will supply all required safety equipment including, but not limited to, helmets (ATV), PFDs (for any boating), hardhats, safety glasses, work gloves, first aid kit, emergency communication device (e.g. sat phone or SPOT), and bear spray. As well, the contractor will ensure the workers are familiar with the use of this equipment.
- 11) The Contractor shall indemnify and save the CTRRC harmless from any and all claims against the CTRRC arising out of the performance of the Contractor's services under this agreement.
- 12) The terms of this agreement may only be amended in writing signed by both parties.
- 13) This agreement is governed by the laws of the Yukon Territory.

Signed, sealed and delivered
In the presence of:


for the CTRRC

)
) *Randy Taylor*
) for 
Co-Chair of the CTRRC

CTRN Hatty and
for the Contractor
of Yukon Territory


Contractor's signature

SCHEDULE "A"

DESCRIPTION OF WORK

The scope of work for this contract is to identify and/or remove abandoned telegraph wire starting northeast of "Skookies Camp" (as per site visit August 19, 2015) and running to Conrad/Venus Mine Site. Note: 2 strands of wire were identified.

The Contractor will:

- I. Locate and map location of abandoned telegraph wire.**
- II. Remove telegraph wire for disposal.**
- III. Deliver telegraph wire to Raven Recycling (or similar facility) for disposal.**
- IV. Provide the CTRRC with detailed maps and data identifying:**
 - a. Wire location**
 - b. Areas of wire previously removed, and**
 - c. Sections of wire removed under this contract.**

DETAILED WORK PLAN

- Wire locations in the field will be located and mapped.
- Data will be compiled by the Contractor to record location of wire and number of strands. The status of the wire will also be recorded (i.e. suspended, on the ground, leaning poles, hazardous, etc.).
- Contractor will use a handheld GPS unit (supplied by the Contractor) to pinpoint locations where wire has been previously removed as well as locations suitable for immediate removal while keeping detailed notes about GPS waypoints taken. GPS track log must be turned "ON" to enable compilation of data and detailed mapping of wire location.
- Digital pictures will be taken of wire, documenting amount of wire removed. Any evidence of animals being tangled in wire will be documented with appropriate data and photographs.
- Wire will be removed by the Contractor and delivered to a recycling facility.

LAND ACCESS AGREEMENT

THIS AGREEMENT made this 18 day of August, 2015.

BETWEEN:

GOVERNMENT OF YUKON
as represented by the Director of _____,
Department of Environment
(hereinafter referred to as "Yukon")

AND:

BRITISH YUKON RAILWAY COMPANY
of
(hereinafter referred to as the "Owner")

WHEREAS the Owner owns certain lands in Yukon Territory on which portions of the White Pass and Yukon Route railway property between the communities of Carcross and Whitehorse are situated (the "Land");

WHEREAS situated on the Land are unknown quantities of telegraph wire that are no longer used by or useful to the Owner for any purpose (the "Wire");

WHEREAS Yukon wishes to remove Wire from the Land, or some portion of it.

WHEREAS the Owner supports Yukon entering upon Land to remove the Wire and wishes to facilitate same.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the mutual covenants and agreements herein contained and subject to the terms and conditions hereinafter set out, the parties hereto agree as follows:

1. The term of this agreement shall be from August 18, 2015 to the expiry of August 28, 2015 (the "Term").
2. During the Term, Yukon may do the following:
 - a. enter upon the Land and remove the Wire, or any amount of it, from the Land; and


Appendix 5

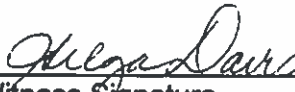
- b. anything upon the Land that is reasonably necessary in connection with its removal of the Wire, or any amount of it, from the Land.
- 3. Nothing in this Agreement shall be construed as requiring Yukon to enter the Land or remove any Wire.
- 4. The Owner shall not charge Yukon in any way in respect of the matters addressed in this Agreement.
- 5. Yukon may dispose of any Wire that it has removed from the Land in accordance with this Agreement however it sees fit.
- 6. If, during the Term, Yukon disposes of any Wire at a lawfully operated landfill in Yukon Territory and Yukon pays a fee in connection with disposing of any Wire in this way, Yukon may, at any time, provide the Owner with proof that such fees were paid, and upon doing so, the Owner will reimburse Yukon for those fees so paid up to Five Hundred Canadian Dollars (\$500.00).
- 7. The Owner shall not interfere with Yukon's exercise of its rights under this Agreement
- 8. Anything that Yukon may do under this agreement may be done by its duly authorized employees or contractors.
- 9. Yukon shall save harmless and fully indemnify the Owner from and against all claims, liabilities, demands losses, costs, damages, action, suits or other proceedings by whomsoever made, brought or prosecuted in any manner that are attributable to the activities of Yukon or its employees or contractors under this Agreement, including all reasonable legal costs and such indemnification shall survive the termination or expiration of this Agreement.
- 10. The Owner agrees that it is not, and will not hold itself out to be, an agent of Yukon.
- 11. This agreement shall be governed by the laws in force in the Yukon Territory.
- 12. This Agreement shall constitute the whole agreement between the parties.

IN WITNESS WHEREOF the parties have hereunto executed this Agreement as attested to by their duly authorized officials on the dates noted below.

Signed this 18 day of August, 2015 by

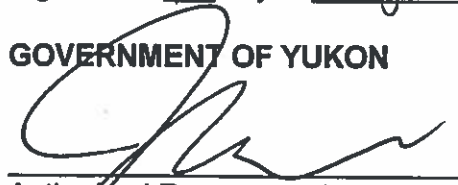
BRITISH YUKON RAILWAY COMPANY

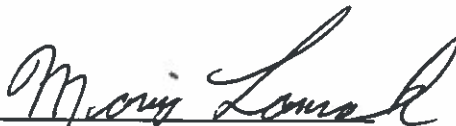

Authorized Representative
Jane Bricker
Print name of authorized Representative


Witness Signature
Helga Davis
Print Witness Name

Signed this 19 day of August, 2015 by

GOVERNMENT OF YUKON


Authorized Representative
Joe McGillivray
Print name of authorized Representative


Witness Signature
MORRIS LAMROCK
Print Witness Name



Finance

Box 2703, Whitehorse, Yukon Y1A 2C6

Memorandum

Date: August 18, 2015

To: Joe MacGillivray
Deputy Minister

From: Hon. Darrell Pasloski
Minister of Finance

Re: Indemnity for British Yukon Railway Company (White Pass) for Department of Environment staff working on their property.

Government of Yukon (YG) Department of Environment and British Yukon Railway Company intend to enter into an agreement where Department of Environment staff will remove some telegraph wire between Carcross and Whitehorse to protect against future occurrences of animals getting entangled in the wire. This work will be carried out by the department's Conservation Action Team.

I have determined that the indemnity contained in the agreement does not pose a material financial risk to YG.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darrell Pasloski". The signature is stylized with a large "D" and "P".

Darrell Pasloski
Minister of Finance

Appendix 5

FINANCIAL ADMINISTRATION ACT

(f) for the custody and protection of securities and of materials used in their production. *S.Y. 2002, c.87, s.64*

Guarantees and indemnities

65(1) In this section

“indemnity” means any commitment (including any contingent or conditional commitment)

(a) to compensate a person for a loss, or

(b) to hold a person harmless in a legal action;
« *promesse d'indemnisation* »

“loss” includes any liability for damages or costs;
« *perte* »

“permitted indemnity” means a written indemnity that meets the prescribed requirements, if any, and

(a) is an incidental part of a written agreement to which the government is a party, if the Minister has determined that the indemnity does not pose a material financial risk to the government,

(b) is a part of or related to an agreement to which the government and the Government of Canada are parties, and commits only to compensate or to hold harmless

(i) the Government of Canada or a person who is its agent for the purposes of the agreement, or

(ii) in respect of actions they perform in good faith in the execution or intended execution of their duties in relation to the subject-matter of the agreement, personnel of the Government of Canada, or of its agent described in subparagraph (i),

(c) commits only to compensate or to hold harmless government personnel in respect of actions they perform in good faith in the execution or intended execution of their duties,

LOI SUR LA GESTION DES FINANCES PUBLIQUES

d'intérêt qui ont été rachetés;

f) la garde et la protection des titres et du matériel nécessaire à leur production.
L.Y. 2002, ch. 87, art. 64

Garanties et promesses d'indemnisation

65(1) Les définitions qui suivent s'appliquent au présent article.

« *perte* » S'entend notamment d'une responsabilité pour des dommages ou des dépens. “*loss*”

« *promesse d'indemnisation* » Engagement (y compris un engagement éventuel ou conditionnel) :

a) soit d'indemniser une personne pour une perte;

b) soit de dégager une personne de toute responsabilité dans le cadre d'un recours en justice. “*indemnity*”

« *promesse d'indemnisation permise* » Promesse d'indemnisation écrite qui satisfait, le cas échéant, aux exigences réglementaires et qui :

a) constitue une partie accessoire d'une convention écrite à laquelle le gouvernement est partie, si le ministre a déterminé que la promesse d'indemnisation ne constitue pas un risque financier important pour le gouvernement;

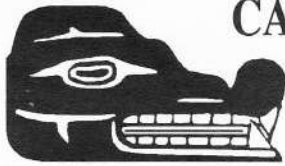
b) fait partie d'une convention à laquelle le gouvernement et le gouvernement du Canada sont parties ou qui y est liée et qui n'engage à indemniser ou à dégager de toute responsabilité :

(i) que le gouvernement du Canada ou une personne qui en est le mandataire aux fins de l'entente,

(ii) à l'égard des actes accomplis de bonne foi dans l'exercice effectif ou censé de leurs fonctions dans le cadre de l'objet de l'entente, que les membres du personnel du gouvernement du Canada ou de son

Final Report Budget Sheet Sample Template

Expenditure Categories	Item	Projected Cost	Actual Cost	✓ Receipts Included
1. Project/Rental Expenses (equipment, machinery)	Equipment Rental	\$2000	This cost was part of the contracts in-kind donation by CTFN	<input type="checkbox"/>
2. Wages, Contract Services	1. Honoraria/contracts	\$5000	\$9078.48	<input checked="" type="checkbox"/>
	2. Project Management	\$1500	CTRRC in-kind No cost applied to this budget	<input checked="" type="checkbox"/>
3. Office & Administrative Expenses (telephone, printing, postage)	Administration	\$500	CTRRC in-kind No cost applied to this budget	<input type="checkbox"/>
4. Travel Expenses (Accommodation, food, transportation)	1. vehicle rental			<input type="checkbox"/>
	2. Fuel			<input type="checkbox"/>
	3. Food			<input type="checkbox"/>
5. Materials & Supplies	Newspaper advertisements		\$739.66	<input checked="" type="checkbox"/>
6. Facility Expenses	Meetings	\$500	None	<input type="checkbox"/>
7. Other				<input type="checkbox"/>
TOTALS			\$9818.14	



CARCROSS/TAGISH FIRST NATION

Box 130

Carcross, Yukon Y0B 1B0

Phone (867) 821-4251 / Fax (867) 821-4802



2364

SOLD TO

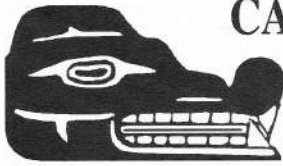
SHIP TO

Carcross Tagish Renewable Resources Council
Box 70, Tagish, YT Y0B 1T0

CUSTOMER'S ORDER		SALES REP	TERMS	SHIPPED VIA	F.O.B.	DATE
712.						JAN 26 '16
	ORDERED	QUANTITY SHIPPED	DESCRIPTION		UNIT PRICE	AMOUNT
1						
2			4202 Wire Removal project			\$2014.24
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

INVOICE

CUSTOMER COPY



CARCROSS/TAGISH FIRST NATION

Box 130
Carcross, Yukon Y0B 1B0
Phone (867) 821-4251 / Fax (867) 821-4802



2365

SOLD TO *Carcross Tagish Renewable Resources Council*
Box 70, Tagish, YT Y0B 1T0

SHIP TO

CUSTOMER'S ORDER		SALES REP	TERMS	SHIPPED VIA	F.O.B.	DATE
712						JAN 26 '16
	QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT	
	ORDERED	SHIPPED				
1						
2			Conrad Wire Removal project		\$1004.24	
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

INVOICE

CUSTOMER COPY



Black Press

INVOICE

REMIT TO: Black Press

Name: Carcross Tagish Renewable Resources Council

BILLING DATE	TOTAL DUE	PAYMENT DUE:
June 11, 2015	\$368.55	June 19, 2015

ACCOUNT #	Invoice #	AMT. ENCLOSED
36099999	1	

DATE	DESCRIPTION	SIZE	Column "	RATE	AMOUNT
06/19,2015	Wire Recovery Project	3x5		Non profit	\$175.50
06/26,2015	Wire Recovery Project	3x5		Non profit	\$175.50
			1		
				TOTAL	\$351.00
				GST	\$17.55
				AMOUNT DUE	\$368.55

GST REGISTRATION NO. R104728464

PJ: June 19/15

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**WHITEHORSE
DAILY STAR**

Established 1900 - Yukon Territory



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advertising@whitehorsestar.com
www.whitehorsestar.com

CLIENT Carcross Tagish Renewable Resource Council

NAME Linda Thornton PHONE _____

DATE June 10/15 EMAIL carcross.tagishrrc@gmail.com

ACCT# _____ PO/LPO _____ VISA/MC/CASH/DEBIT/CH# _____ /OTHER _____

SPECIAL INSTRUCTIONS

(PLACEMENT, COLOUR, WEB, ETC.)

UF

INSERTION DATES	SIZE	DESCRIPTION	PRICE
June 19 26	3x5	Southern Lakes Telegraph Wire Recovery Project	252.45 -30% 176.72 x2 353.44
FILE NAME <u>Carcross Tagish Council</u>			

ADVERTISING
REPRESENTATIVE.

Mickell

GST:

TOTAL:

17.67
371.11

Ad June 19/15