

It ain't gold...
but it's close!



The Klondike Sun



\$2

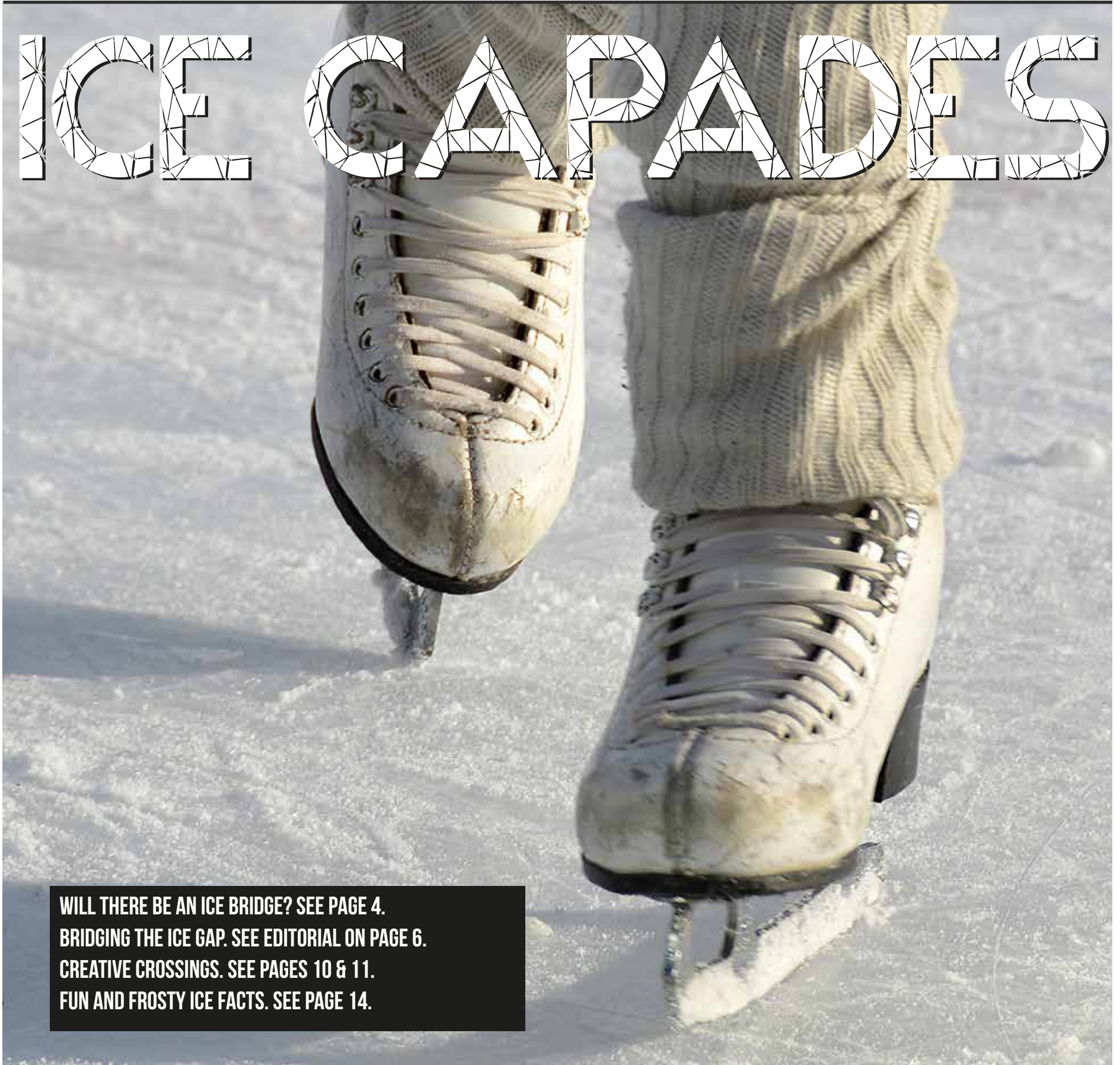
AUTHORS ON EIGHTH
PAGE 12

17 JANUARY 2024

VOLUME 34 NO.18

SHINING A LIGHT ON THE KLONDIKE SINCE 1989

ICE GAP PADDLES



WILL THERE BE AN ICE BRIDGE? SEE PAGE 4.
BRIDGING THE ICE GAP. SEE EDITORIAL ON PAGE 6.
CREATIVE CROSSINGS. SEE PAGES 10 & 11.
FUN AND FROSTY ICE FACTS. SEE PAGE 14.



TAX PROPOSALS IRK OUT-OF-TOWN RESIDENTS
SEE PAGE 3



GARBAGE FEES HAVE DAWSONITES TRASH TALKING
SEE PAGE 5



RAVEN SAYS:
*What's all the
fuss? Why not
just fly over
the river?*

WHAT'S ON IN DAWSON

TOWN COUNCIL

Committee of the Whole Meeting

Tuesday 6 February 2024

Council Meeting

Tuesday 20 February 2024

Council meetings have a standard starting time of 7:00 pm. Meetings are aired live on Dawson City TV, channel 12 and broadcast live on CFYT 106.9 FM.

UPCOMING AT KIAC

The Weather Station

Friday 2 February KIAC Ballroom

The Ostara Project

Saturday 2 March KIAC Ballroom

The Juliani Ensemble

Wednesday 6 March KIAC Ballroom

Hoht'rey ède'a Concert Band Drop-In

Tuesdays 6:00 pm - 7:30 pm
KIAC Ballroom

Handbuilding Pottery Drop-in

Tuesdays, 6-9pm KIAC Classroom

Screen Printing Drop-In

Wednesdays, 6-9pm

Free Open Studio Drop-In Saturdays,

1-4pm KIAC Dënäkär Zho Classroom

After-School Kids Painting Classes

Thursday 3:30 pm - 5:00 pm
Registration Free

Dawson City International Short Film Festival Selection Committee

Come help choose the films for the 2024 festival.

Mondays & Wednesdays @7:30 pm
KIAC Ballroom.

Dawson City International Short Film Festival

March 28-31

For more info on KIAC events & programs, call 995 5005 or visit www.kiac.ca

TR'ONDĒK HWĒCH'IN

Flea Market

Sat 10 February

Youth Winter Recreation Camp

Jan19-21 Nänkāk Ch'ëholay (R22)

Open to TH Youth aged 14-18

Elders Wellness Group

Mondays 1:30-3:30pm

Chief John Jonas Centre

Bannock Wednesdays

Wednesdays 2pm K'ajit-in Zho

(S)HIVER ARTS FESTIVAL

Feb 2-4 Throughout Dawson

CURLING

Commercial Bonspiel

Jan 19-20 \$200 per team

125th Bonspiel

Feb 22-25 \$400 per team

PARKS AND RECREATION

Oldtimers Hockey Tournament

February 9 - 11

Art & Margaret Fry Arena

Women's Hockey Jamboree

March 1 - March 3

Art & Margaret Fry Arena

Figure Skating

Mondays and Wednesdays After

School Nov. 6 - Late March

Cost \$150 Grades 1 and Up

Play Like a Girl Hockey

Tuesdays 3:30-5:30pm

7 November - End of March

Art & Margaret Fry Arena

For Girls from Grade 1 Up

Beginners Learn to Skate

Thursday 9 Nov-21 Dec

For Kindergarten and Grade 1

Cost \$70 Art & Margaret Fry Arena

Under 5 Open Gym

Saturdays & Sundays

RSS Gym 10am - 12pm FREE

Junior Basketball

Ages 7-10 & Ages 11-15

RSS Gym

Fridays 10 Nov-15 Dec

3:30pm-4:30pm Cost \$40

Adult Drop-In Basketball

Mondays 7:30-9pm

RSS Gym FREE

Badminton & Pickleball

Mondays 6-7:30pm

RSS Gym FREE Drop-in all ages.

Adult Volleyball

Thursdays 7:30-9pm

RSS Gym FREE

Adult Soccer

Tuesdays 8-9:30pm

Thursdays 9-10:30pm

RSS Gym Drop-in FREE

Open Gym

Thursdays 6-7:30pm

RSS Gym FREE

Cricket Practice

Saturdays & Sundays

5-6:30pm RSS Gym



THE KLONDIKE SUN

1082 3rd Ave

Bag 6040, Dawson City, Yukon

Y0B 1G0

Tel: (867)-993-6318

E-mail:

klondikesun@northwestel.net

PRINTED BY THE YUKON NEWS
IN WHITEHORSE, YT

Societies Registration

34600-20

GST # 12531 0581 RT

PUBLISHED BY THE LITERARY SOCIETY OF THE KLONDIKE:

BOARD OF DIRECTORS:

Chris Collin, President

George Filipovic, Vice-President

Helen Bowie, Treasurer

Danny Dowhal, Secretary

Ricky Mawunganidze, Director

Dan Davidson, Director

Editor in Chief:

Danny Dowhal

Layout: Dan Sokolowski

Subscriptions/Distribution:

Palma Berger, Colleen Smith.

Judith Blackburn-Johnson and

Dan Davidson

Office Manager: Crystal Everitt

Bookkeeping: Helen Bowie

Contributors & Helping Hands:

Dan Davidson, Chris Holt,

Danny Dowhal, Melissa Antony,

Sara Galbraith, kjmunro,

Dylan Turnbull, Stark Daley

and Zen

Cover Photo:

Annette Schweiz



WE WANT TO HEAR FROM YOU

The Klondike Sun is produced bi-weekly. It is published by The Literary Society of the Klondike, a non-profit organization. Letters to the editor, submissions and reports may be edited for brevity, clarity, good taste (as defined by community standards), racism, sexism, and legal considerations. We welcome submissions from our readership. However, it should be understood that the opinions expressed herein may not always reflect those of the publishers and producers of the Klondike Sun. Submissions should be directed to The Editor, Box 6040, Dawson City, YT, Y0B 1G0, e-mailed to editor@klondikesun.com or dropped off in the drop-box at our office in the Legion Hall, 1082, 3rd Avenue (back door in the back lane). They should be signed and preferably typed (double-spaced), or saved on a digital file. If you can give a phone number at which you can be reached, it would be helpful. Unsigned letters will not be printed. "Name withheld by request" is acceptable and will be printed, providing the writer identifies themselves to the Sun editorial staff. A Publishing Policy exists for more details.

NEXT ISSUE: 31 JANUARY 2024

DEADLINE FOR CONTENT: THURSDAY 25 DECEMBER AT NOON

DEADLINE FOR ADS: FRIDAY 26 DECEMBER AT NOON

For more information: Email: klondikesun@northwestel.net

Telephone: (867) 993-6318

Founded in 1989, the Klondike Sun newspaper records the events and activities taking place in the community of Dawson City, Yukon, Canada and the surrounding Klondike Region.

TAX PROPOSALS IRK OUT-OF-TOWN RESIDENTS

By Danny Dowhal



A proposal by Yukon municipalities to raise taxes for people living outside municipal boundaries is not sitting well with many rural residents.

The Association of Yukon Communities (AYC) passed a resolution last month to urge the territorial government to "review current property taxes in areas peripheral to Yukon municipalities, and increase those taxes appropriately." The resolution was moved by Dawson City Mayor Bill Kendrick, who says the issue has repeatedly come up at AYC meetings.

The underlying assumption of the proposal is that people living just outside municipal boundaries still benefit from town services while paying significantly lower taxes.

"A lot of Yukon communities have a concern that, you know, people wanna move in and they wanna live just out of town, they wanna pay lower taxes," Kendrick was quoted by CBC North. "And it's the municipality that continues to be burdened with, you know, clearing snow to people's places of work, providing recreation facilities, having the cost of water treatment centres."

Brent McDonald, a resident of West Dawson, doesn't think,

however, there is any case for higher taxes. "We get essentially nothing given to us from the City of Dawson," he said. Being across the Yukon River, West Dawson does not receive any municipal services such as water and sewage, or garbage pickup. The Department of Highways will occasionally plough roads if a sanctioned ice bridge is in place, but for the most part snow clearing is done by local volunteers and never by the municipality. McDonald notes that any services that he does use in Dawson, such as water fill-ups or use of the recreation centre have user fees associated with them. Tipping fees are even being proposed for use of the dump (see page 5).

While out-of-town Yukoners pay their taxes to the Yukon Government, via the proposal, AYC members hope to see more money come their way from YG for the services they feel municipalities provide non-residents.

Municipalities receive much of their funding through a Comprehensive Municipal Grant (CMG), which helps fund community programs and services, reflecting what the Government of Yukon says is its "commitment to supporting local governance and sustainable communities."

On April 1, 2024, Dawson City will receive \$2,922,102 in CMG funding, up 9 per cent from the \$2,705,851 the City received in 2023. The remainder of the budget is made up by taxes (approximately \$3.45 million in 2022) and sales and user fees (\$2.5 million in 2022).

The Comprehensive Municipal Grant is how the Yukon Government directly funds municipal governments. This core funding supplements municipal resources and pays for vital municipal services as required under the Municipal Act and other legislation. There are no conditions on the funding, which is intended to help municipal governments balance budgets and reduce the burden on local taxpayers.

The Comprehensive Municipal Grant was enhanced in 2018 to offset the costs of operating and maintaining infrastructure and increasing regulatory requirements which has resulted in increased grant amounts for each municipality since.

"Nobody likes to pay taxes or nobody likes to see increased taxes, but it's something all governments and all people are grappling with," Kendrick said.

"The city is trying to create a different income stream I guess, or a bigger income stream, and I'm not sure why they're targeting the outside-of-the-boundary property owners," said McDonald.



2024 Old-Timers' Luncheon Series Kicks Off

Victoria Gold proudly sponsors the Old-Timers' Luncheon on Jan. 24 at the Assoc. of Mineral Explorers (AME) Round Up Conference.

"These get-togethers are such a wonderful opportunity for those who helped build our industry to connect and reflect, so we proposed a series of luncheons throughout the year" says John McConnell, President & CEO. "We are so pleased to support these seasonal luncheons and truly enjoy being privy to the shared stories, wisdom and history of those who came before us."



Victoria Gold Corp's Eagle Gold Mine is located northeast of Mayo, in the Dublin Gulch claims region. In full operations the mine will produce approx. 200,000 oz of gold annually and employ 350-400 workers. The mine is the largest gold mine in Yukon's history and a significant contributor to the Yukon economy.

For more information about the Eagle Gold Mine, visit: VGCX.com

CROSSING IS IMPORTANT, SO DON'T CROSS, YG TELLS WESTIES

By Chris Holt

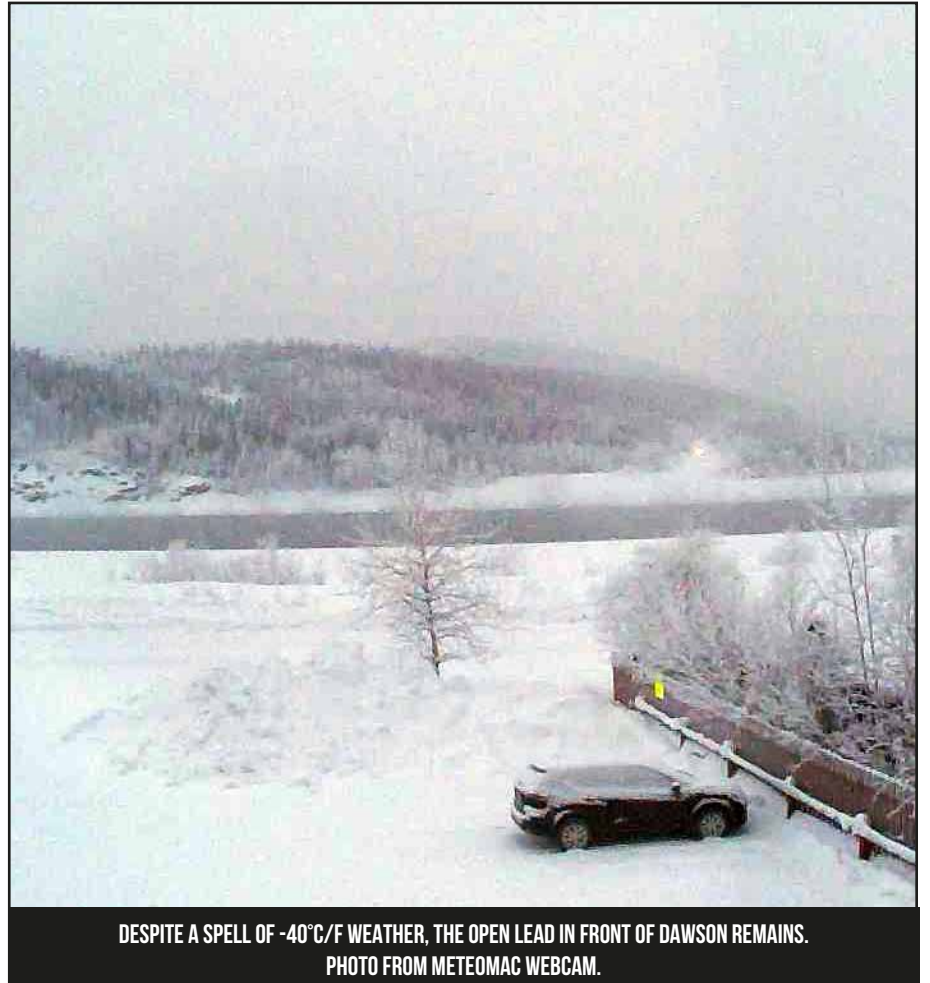
While a Yukon Government bulletin and a recent snap of -40° weather have raised hopes that an ice bridge may still happen this winter, the government has generated snorts of derision from those living on and commuting to the West side by also telling them not to cross the river — after saying it “understands the importance of the ice bridge to Dawson residents.”

“Residents of the community are asked to avoid crossing the river by any method until a sanctioned ice bridge is in place,” the *Update on the Status of the Dawson Ice Bridge* stated. “Doing so is dangerous and could lead to injury or death.”

Most of those who read the government warning consider it is simply YG’s attempt to limit legal liability, but to many Westies, it shows the government’s lack of empathy for the hundreds of residents who live there. After a prolonged Freeze-Up, exacerbated by a shortage of helicopter service, the residents of West Dawson and Sunnydale are fortunate to have any kind of a crossing.

“They don’t care about the people who live there,” said one West Dawson resident who asked not to be named. “It’s all about tourism and mining. The only reason they even want to build an ice bridge — even if it’s not till February — is so they and the miners can get their equipment across for the start of the season.”

There is currently a trail across the Yukon River from Sunnydale to Tr’ochëk, and then various points where the Klondike River can be crossed to reach town — some more tenuous or distant than others.



DESPITE A SPELL OF $-40^{\circ}\text{C}/\text{F}$ WEATHER, THE OPEN LEAD IN FRONT OF DAWSON REMAINS.
PHOTO FROM METEOMAC WEBCAM.

Klondike Sun editor Danny Dowhal, who commutes part-time to West Dawson from town, says the decision to cross is not optional. “People need food, fuel ... and they need to get to work. Folks sure as hell aren’t going to heed a misguided, cover-their-ass government warning. We’re lucky to have a crossing at all.”

The government says it has awarded a contract for construction of an ice bridge, and now is waiting for the right conditions.

The government bulletin said: “The Yukon River in Dawson shows signs of ice formation but not enough to build an ice bridge at this time.

“Currently, there is a large area of open water at the usual location of the ice bridge, which hinders its construction. Typically, the ice bridge is built by spraying water on formed ice so it can freeze in layers. However, this technique is not effective when there is open water at the ice bridge location.


“Recent satellite imaging does show that the area of open water is getting smaller and ice is forming. Additionally, recent cold weather in the community is expected to continue and create favourable conditions for the ice to form to the required thickness.”

Despite these assurances the river remains wide open and shows no signs of freezing anytime soon, and westies continue to cross.

Meanwhile, the government issued their *What We Heard* Report about the Dawson river crossing last week (See Page 9). Beyond inventorying the methods used to gather feedback, the document contains little that is new. Other than dissatisfaction about the state of and service offered by the George Black ferry, there is little unanimity about how or if to build a bridge. Nor does the report offer any solutions moving forward, instead saying more time and money will be spent on consultation.

“Determining the best path forward for the Yukon River crossing in Dawson City will require further public engagement and conversations with stakeholders,” the report concluded. “The Government of Yukon will continue to conduct project-specific discussions with impacted communities, stakeholders, and audiences as appropriate. The values and priorities identified in this engagement will help guide those conversations.”


DAWSON CITY COMMUNITY RADIO SOCIETY



**ANNUAL
GENERAL
MEEETING**

**THURSDAY
15 FEBRUARY
6:30PM
AT THE LIBRARY**

EVERYONE WELCOME



GARBAGE FEES HAVE DAWSONITES TRASH TALKING

by Danny Dowhal

The City of Dawson is considering major changes to the way garbage is handled by the town and, if implemented, homeowners and businesses would be asked to pay more. Among the proposed changes are charging tipping fees for residential garbage at the Quigley Landfill, and curtailing pickup for commercial waste, forcing downtown businesses to pay extra to manage the service themselves. If adopted by council these changes will likely come into effect in mid to late summer 2024.

Neighbourhood bins would also be discontinued, although curbside pickup would be extended to unserved areas and would become a biweekly service, alternating with biweekly recycling pickup. Households would be limited to one bag of garbage per week. Those requiring more than one bag per week will have an option to buy additional bags. The one bag limit is intended to encourage households to recycle, reduce, reuse.

Many residents of areas where bins are used, however, are opposed to the switch to curbside pickup in their area. They say the current dumpsters are effective and are concerned about animal attraction, especially bears. “The dumpster works fine and animal concerns are minimal,” one Facebook comment read. Another echoed the sentiment, saying: “I also believe that getting rid of dumpsters and getting non-bear-proof garbage door to door will just result in unfortunate bear issues, which will most likely get many bears to have to be put down in the end.”

Other comments questioned the City’s economics: “I also struggle to imagine that having door to door pick up with a truck and a few city employees will result in being cheaper than the use of a dumpster that is emptied a few times a month by a local contractor?”

Dawson businesses will either have to truck waste to the dump themselves, an impracticality for many busy and short-staffed business owner, even if they have a suitable vehicle, or else hire a waste pickup service, where waste haulers will include tipping fees in their charge. Annual commercial waste fees are also under review.

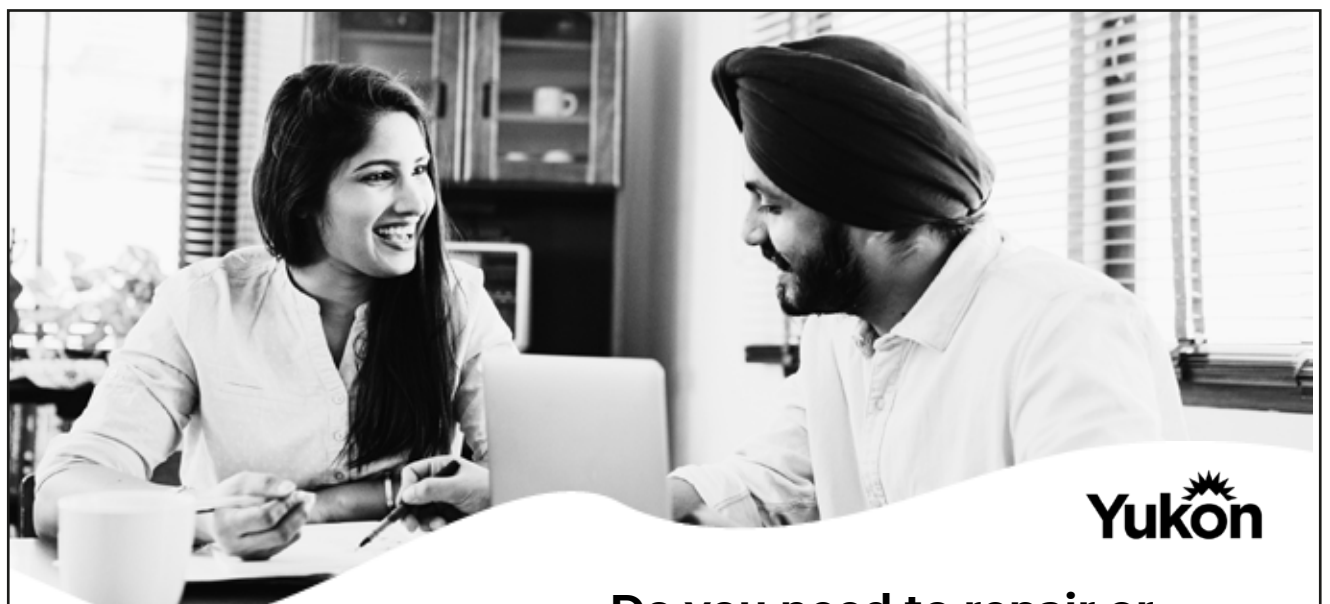
The City says switching commercial pickup services from the municipality to the private sector aligns the cost of pickup services directly with the amount of waste produced by each individual commercial property, encouraging each business to control the waste they produce, reducing

the cost to the taxpayer and reducing the hit on the environment.

But some business owners are unhappy with the proposed new measure on commercial garbage. “Garbage pickup is a basic municipal service. It is not something that businesses should have to provide,” Dave Robinson, owner of The Dawson Trading Post, said in a letter to the Klondike Sun. He says the new measures were conceived without any consultation with businesses and will put added pressure on those already struggling. “The cost ... will have to be added on our products and passed onto the customer,” says Robinson. “Inflation is already killing us, with shipping costs up 30 to 40 percent. Mayor and Council are taxing us to hell, causing us to put our prices up to a point where it will not be feasible to operate.”



USER FEES ARE IN THE WIND FOR THE QUIGLEY LANDFILL. NO WORD WHETHER THE DUMP'S EAGLES WILL BE CHARGED A FEE.



Do you need to repair or upgrade your principal home?

Home Repair Program might be the solution, it provides funding to eligible Yukon homeowners through four streams.

- emergency repair grant; { **Open year-round**
- accessibility grant;
- wildfire grant; and { **Application deadline: January 26, 2024, 4:30 pm**
- home repair loan.

Learn more at Yukon.ca - search for “Apply for funding to repair your home” or contact us to talk about the conditions that apply.

Email: ykhouse@yukon.ca

Phone: 867-667-5759 or toll free in the Yukon 1-800-661-0408.

BRIDGING THE ICE GAP

A Klondike Sun Editorial

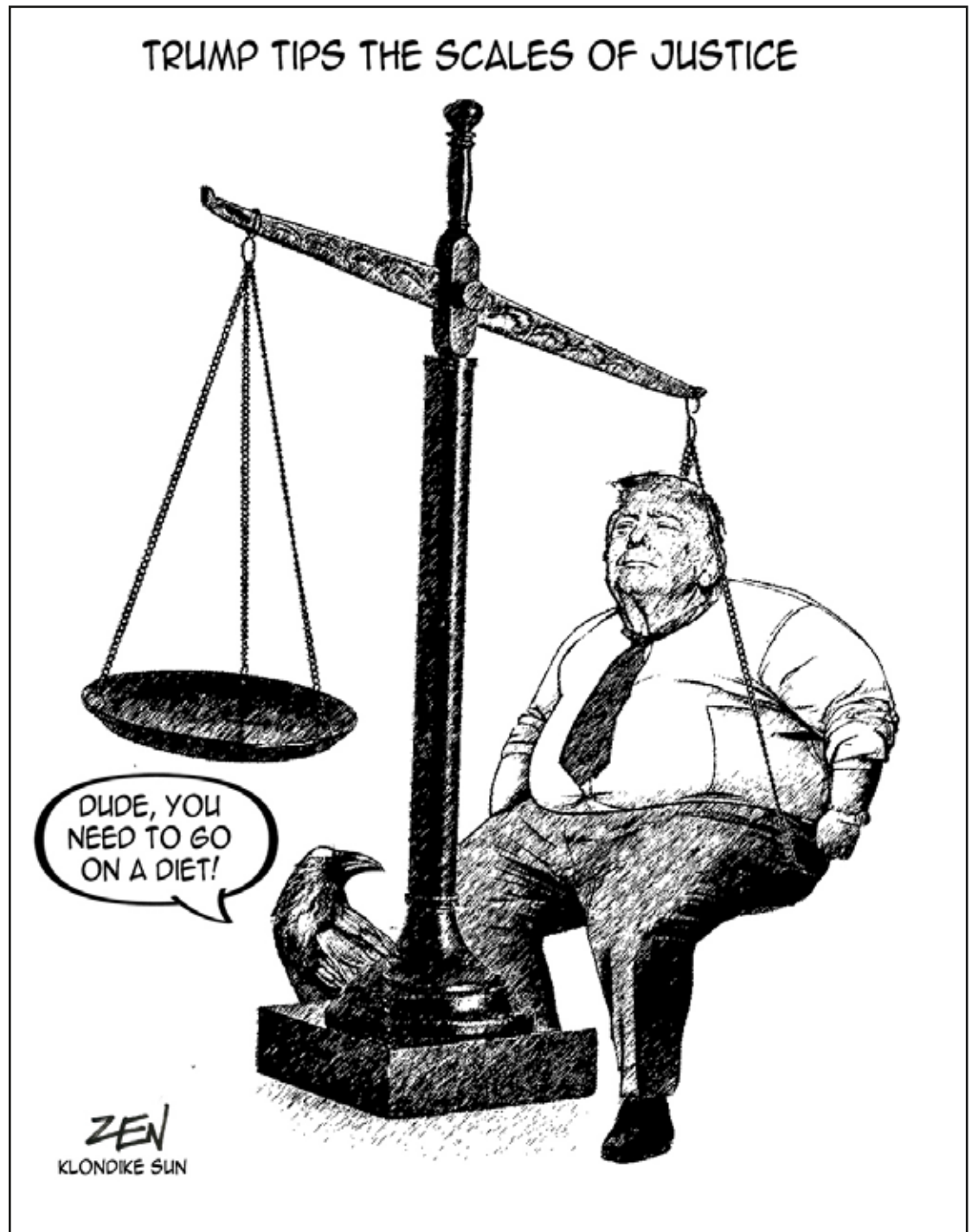
Last week the Yukon Government issued its *What We Heard* report outlining the findings from its public engagement about the Yukon River crossing at Dawson. The preliminary report encompasses both the current ferry service and ice bridge that are the responsibility of the Department of Highways and Public Works. The hearings and surveys were conducted in March, and it took them nine months just to regurgitate their findings. Any actual action on the problems in question appears a long way off.

Given that politics and economics inevitably fuel this exercise, it is not surprising that the government is dragging its heels. With no clear consensus on what to do (people seem split on the desirability of a bridge), and consequently no groundswell of demands from voters (the handful residing in West Dawson and Sunnydale notwithstanding) the government is clearly in no hurry to do something rash, like commit to a \$120 million bridge, especially with an election looming in the not- too-distant future.

Moreover, it is warm-weather tourism and mining, not the welfare of the west side residents affected by the lack of a current winter crossing, as the Yukon River refuses to freeze, that is sure to drive any decisions. All the government has done for those living across the river is to advise them not to cross said river, a directive presumably issued to absolve the bureaucrats from any legal liability.

Given the need for food, medicine, fuel and to go to work, this is about as ridiculous an edict as you will see from any government. (We won't even bring up the subject of emergency services for Westies lest it open up the "you chose to live there" can of worms).

Other than waiting for the river to freeze so they can eventually build a sanctioned ice bridge (more for the transfer of heavy equipment this will enable than for the relief of residents), the government is doing nothing. The thing is, this year's lack of an ice bridge is not an anomaly, and the open water we see in front of Dawson



(as of this writing) has become more the norm over the last decade.

Rather than shrug their shoulders and blame Mother Nature, the government should be looking at some innovative solutions to the lack of an ice road. (Even if a land bridge were to be built, that would be years off into the future). Understanding the reasons behind and options for spanning the 100 yards or so of open water in front of Dawson is far from an impossible exercise. All it takes is will and a commitment to at least make an attempt.

And there needs to be more concern for the taxpaying Yukon citizens who are currently enduring hardship and peril. There are vehicles, for example, like hovercrafts, that are capable of crossing the river in its current condition, and which individually cost about the same as a typical truck the Department of Highways employs.

As far as engineering an ice crossing goes, why isn't the government actually encouraging and subsidizing people to try inventive alternatives to the usual spray-the-ice methods. Some locals have shown their own initiative, trying to string rope or branches across the river to encourage the ice to form, for example, or to wrangle large sheets of ice into the gap. While these grassroots, guerilla efforts have failed thus far, they have not been misguided. If nothing else they have shed some insight into the ice bridging problem, and some of their attempts have shown potential — if they had more resources behind them.

A that's-not-the-way-we've-always-done-things attitude is not going to help. What's needed is some ingenuity and commitment from the civil servants and the elected officials, even if there's a risk of looking foolish through failure. Ask academics for ideas. Poll businesses for proposals. Show some of the ingenuity and gumption that Yukoners are famous for.



VANCOUVER YUKONERS' ASSOCIATION DISSOLVES AFTER 95 YEARS

Following a unanimous vote last month, the Vancouver Yukoners Association has dissolved the organization. In accordance with the May 2023 amendments to the British Columbia Society Act it will take a three year process to exit the Societies Act.

The VYA was established in 1928 to provide social gatherings for those who had moved "outside", or were spending the winter in Vancouver. In time, former Yukon residents, now living in the Lower Mainland of B.C., met four times a year for social reasons and to organize an annual reunion. In the pre-Covid years the group would often see 250-plus people in attendance.

In a statement, spokesman James Perry said it was a difficult and emotional action to take but "the realities of an aging and attritional membership, the challenges of Covid and the changing dynamics of the organization made it a respectful, compulsory decision."

The YVA motion cited several reasons for the dissolution: Few members living in the Greater Vancouver Area, the inability to elect either a President or Vice President for several years; the same directors and a webmaster who have served several terms in their current role, and the absence of a Newsletter Editor.

The YFA no longer rents a meeting space for the fewer meetings now held, and "accepts that there will be no more Annual Reunions". They have given responsibility for the Scholarship Funds to the Yukon Foundation, and ordered that all debts and outstanding expenses should be settled and then all remaining funds be transferred, in time, to the Yukon Foundation in Whitehorse in the name of the Vancouver Yukoners' Association for the benefit of all Yukoners.

The members concluded with a collective "Thank You" to those individuals who showed outstanding leadership in keeping the association viable over its 95-year history.

Sun Strokes

NEWS BRIEFS FROM AROUND THE YUKON

ERIK NIELSEN WHITEHORSE INTERNATIONAL AIRPORT TO GET MAJOR UPGRADES

The Government of Canada in conjunction with the Yukon Government will be spending \$248 million to upgrade the Erik Nielsen Whitehorse International Airport. YG will pony up \$62 million with the feds providing the rest of the funds. Over \$160 million of that money will go to a runway replacement contract, secured by Flatiron Construction Company. The remaining funds will be assigned to various airport projects that are currently in the planning phases, including improved runway lighting.

"While the main runway is a large project, we expect minimal disruptions for the public," said Minister of Highways and Public Works Nils Clarke. "We are committed to ensuring a seamless travelling experience for Yukoners and visitors to our territory during the construction of these projects."



YUKONERS INVITED TO HAVE THEIR SAY ABOUT ELECTORAL DISTRICT BOUNDARIES

The Yukon Electoral District Boundaries Commission is inviting feedback from Yukoners about the current electoral district boundaries, number, and names. Written submissions will be considered in the Commission's preparation of the Interim Report on the electoral districts which, by statute, must be released by June 13, 2024, according to the Elections Act. Following the release of the Interim Report, public hearings will be scheduled to receive comments on the Interim Report, before the Final Report is prepared and released in the fall of 2024.

Written submissions must be received on or before end of business day on Thursday, March 28, 2024. They may be submitted through the Commission's website at www.yukonboundaries.ca, by email to submissions@yukonboundaries.ca, or by mail to Yukon Electoral District Boundaries Commission, Box 2703, A-9, Whitehorse, Yukon Y1A 2C6. The Commission's website will provide publicly accessible additional information about the schedule, as well as maps and other resources to support the Commission's deliberations.

APPLICATIONS OPEN FOR EVERY STUDENT, EVERY DAY FUND

Applications are currently being accepted for the 2024-25 school year for *Every Student, Every Day*, a funding program run by the Victoria Gold Yukon Student Encouragement Society in collaboration with the Government of Yukon.

This funding initiative allocates \$400,000 for projects aimed at improving student attendance in the 2024-25 school year.

These funds will support Yukon educators, schools, community organizations, and First Nations throughout the territory to develop and implement grassroots projects to help improve attendance in Yukon classrooms.

The application process for project implementation during the 2024-25 school year is now open. The application form is available on *Every Student, Every Day's* website at www.everystudenteveryday.ca and is also distributed by the Department of Education to all Yukon school principals. Projects can be submitted by educators, school administrators, school councils, Yukon First Nations governments and community groups.

The submission deadline is Friday, March 8, 2024.

Since its establishment in 2012, the society, with support from the Government of Yukon and community partners, has directly supported more than 200 local projects with over \$1.85 million raised primarily from Yukon businesses and individual donations.

A committee of volunteers comprising educators and *Every Student, Every Day* representatives will evaluate and select the successful proposals this spring.



YG ESTABLISHES ADVISORY COUNCIL ON ARCTIC SECURITY

The Government of Yukon has established a Yukon Arctic Security Advisory Council to "ensure that the Yukon's distinct context and needs are considered in federal decision making about Arctic security." The announcement was made by Premier Ranj Pillai and Chair of the Yukon Arctic Security Advisory Council Dr. Ken Coates. The media conference was held to discuss the council's mandate to study risks across the Yukon security landscape, determine what assets and infrastructure require additional protection and identify opportunities for the Government of Yukon to work with the Government of Canada to enhance security across the territory.

YG says it is committed to enhancing Arctic security, including support of the North Slope Planning Process, as well as the Beaufort Offshore Agreement. The need to advance this work was further emphasized by the February 2023 aerial object incident that attracted international attention and a coordinated North American security response.

The council is intended to bolster YG's efforts to advance national understanding and visibility of the Yukon and the role the territory plays and can play in the national and international dialogue on Arctic security. It also will support further discussions with federal partners on investments in dual-use defence assets, in close consultation with northern governments, and will "help the federal government address longstanding infrastructure challenges across the North and support economic development while meeting defence and security objectives."

The Government of Yukon says it will work closely with the Department of National Defence, Canadian Armed Forces' Joint Task Force North, the Government of Alaska, the Council of the Federation, Western Premiers' Conference, Northern Premiers' Forum and the Senate of Canada on issues related to northern security and defence.

2022 YUKON SUSTAINABLE TOURISM ANNUAL REPORT

Edited from YG Press Release



The Yukon Government has released the inaugural 2022 *Yukon Sustainable Tourism Annual Report*. The report establishes baseline data for key elements identified in the Yukon Sustainable Tourism Framework.

YG says monitoring and reporting on the key elements will provide the tourism sector with knowledge on the state of sustainability within the industry from year to year and go beyond traditional measurement techniques.

"By compiling and sharing comprehensive data on tourism seasonality, economic impacts, resident and visitor sentiment, resident travel, cultural sustainability, labour, governance, accessibility and diversity, energy and climate action, this report aims to inform stakeholders, policymakers and businesses about the health of tourism in the territory," a government press release said. This data is also available on the Yukon sustainable tourism dashboard.

The goal of the information is to help the tourism sector establish priorities, make informed decisions

and investments and understand more about how to amplify the positive benefits of tourism for communities, cultures, economies and environments and address or mitigate negative impacts.

The Yukon Sustainable Tourism Framework was released in May 2022, when the Yukon government became a member of the United Nations' World Tourism Organization's International Network of Sustainable Tourism Observatories (INSTO), becoming only the second Canadian member. A Yukon Sustainable Tourism Working Group was established in the fall of 2022 to help guide the work.

International Network of Sustainable Tourism Observatories (INSTO) is a network of more than 30 destinations across the globe committed to monitoring the economic, environmental and social impacts of tourism in their locales. The Yukon is the second Canadian jurisdiction, and the first North of 60, to be accepted into the network.

The Yukon Sustainable Tourism Framework is linked to actions identified under the Yukon Tourism Development Strategy and Our Clean

Future: A Yukon strategy for climate change, energy and a green economy – and is intended to contribute to meeting goal area one, reducing the Yukon's greenhouse gas emissions.

"In 2022 the Yukon became only the second Canadian member of the United Nations' International Network of Sustainable Tourism Observatories. Now the Yukon is releasing its first Sustainable Tourism Annual Report, which provides crucial insights into the human impact of tourism, helping us to establish baseline data and employ innovative monitoring techniques," said Minister of Tourism and Culture, John Streicker. "Comprehensive information is accessible through the Yukon sustainable tourism dashboard and supports stakeholders with making informed decisions and responsible tourism practices. The Yukon Sustainable Tourism Framework contributes to our broader goals in reducing greenhouse gas emissions and building a sustainable future for generations to come."

The Yukon Sustainable Tourism Framework measures annual conditions across the following 17

key elements of tourism: Governance, Economic Benefits, Employment and Human Resources,

Yukon Resident Sentiment, Tourism Seasonality, Solid and Hazardous Waste Management, Wastewater Management, Water Management, Energy Management, Climate Action, Accessibility, Inclusivity, Equity and Diversity, Cultural Sustainability, Natural Environment, Yukon Resident Travel, Visitor Sentiment, Infrastructure, and Public Health and Safety. According to YG, the Yukon Sustainable Tourism Framework fulfils climate actions I10 and I11 under Our Clean Future.

Through the Our Clean Future strategy, we are committed to reducing our greenhouse gas emissions and supporting a clean, sustainable future for the Yukon," said Minister of Environment Nils Clarke. "The Yukon Sustainable Tourism Framework is internationally recognized for its plan to reduce the carbon footprint of the tourism industry while promoting the Yukon's natural environment for all visitors to enjoy."

The Sustainable Tourism Working Group currently comprises 13 representatives from governments and organizations, including: Champagne and Aishihik First Nations, Lake Laberge Renewable Resource Council, Council of Yukon First Nations, Yukon First Nations Culture and Tourism Association, Tourism Industry Association of the Yukon, Wilderness Tourism Association of the Yukon, Klondike Visitor Association, Sport Yukon, Yukon Convention Bureau, City of Whitehorse, and Government of Yukon (representatives from several departments).

Some other highlights cited by YG in their report are: in 2022, 11 out of the 13 road-accessible communities in the Yukon could be reached using electric vehicles from Whitehorse; during 2022, international border crossings saw over 133,000 visitors in the summer months and approximately 38,000 in the winter months; and, in 2021, 91 per cent of Yukoners agreed that tourism is good for the Yukon as a whole and 89 per cent agreed that tourism is good for their community.

GOVERNMENT ISSUES SUMMARY OF RIVER CROSSING SURVEY

By Danny Dowhal

After two in-person consultations in March by Highways and Public Works, the Yukon Government has finally issued some findings from its study of the ferry service and ice bridge construction at Dawson City. Those expecting a plan of action from the report, titled *Dawson Yukon River Crossing Engagement: Preliminary Result Summary* will be disappointed, however, as YG says more study and consultation will be necessary.

YG does acknowledge action is required, even as it delays any recommendations. "In recent years, there have been challenges associated with both the ice bridge and the George Black Ferry. Climate change, increasing costs, licencing and aging infrastructure are making it increasingly difficult to continue with the status quo on the river crossing." However, what the report mostly deals with is a summary of the methodology employed in the study, and a regurgitation of the comments, placed on post-it notes during the public engagement sessions, from those who participated.

YG says 462 out of 2108 Dawson residents responded to the survey resulting in a 21.5% response rate. Approximately eighty per cent of respondents were not West Side residents. An average of 200 comments were provided in each of the open feedback sections within the survey.

About 78 per cent of respondents said it was important or somewhat important to be able to cross the river in Dawson year-round. There was a common theme that residents wanted safety and year-round access prioritized over economic impact. Some residents wanted to know what the long-term plans are for the river crossing as this could impact their decision to buy property across the river. Many said the government should consider a river crossing capable of generating revenue to offset some of the long-term costs.

Many respondents noted that, while tourism is beneficial to the economy, it does have a significant impact on the operation of the ferry. Some West Dawson and Sunnydale residents also expressed their dissatisfaction with how the influx of tourists has increased ferry wait times during peak hours and asked for a separate ferry line for residents.

The look of Dawson City as a heritage and tourism destination came up as another important consideration for residents. Although some would appreciate a year-round crossing, they did not want a solution that would change the look of the city. Many also advocated that Tr'ondëk Hwëch'in First Nation be a part of discussions regarding heritage impacts. It's worth noting that the survey took place before Tr'ondëk-Klondike received its UNESCO World Heritage status in September.



There was, predictably, a split over construction of a fixed-link bridge. One comment read: "The ferry is an outdated, inefficient means of crossing the river. I feel it time to seriously consider building a bridge to bring the Top of the World Highway to a proper transportation route. Not only for West Dawson/Sunnydale residents (of which there is a significant and growing number) but also for commercial, mining, tourism and general traffic on this northern route."

From the "absolutely do not want a bridge" viewpoint, came this: "The question to be asked is whether we value culture or convenience. The lack of bridge attracts certain types of individuals to West Dawson who value a more rustic way of life. This micro culture is at risk with the development of a bridge." The report acknowledged that many respondents were concerned that increased access to West Dawson/Sunnydale would mean an irreversible change in lifestyle for residents who choose to live on the west side of the river.

One area of consensus was over environmental considerations as YG planned for the future of a river crossing in Dawson, including factors such as wildlife conservation, water protection, impacts to animal and fish habitat, and disruption to land. Almost 88 per cent of the respondents said these would be important or somewhat important.

The costs of a potential bridge were also called into question by many participating in the survey, with 87 per cent of respondents saying it was a factor. "I believe the construction of a year-round bridge would be very beneficial to the residents of West Dawson, but the price tag of such a project does not match with the number of people benefiting. Unless the Top of The World Hwy remains open year round a permanent bridge is ridiculous," one individual wrote. Any year-round highway access, however, would require a partnership with the Alaska government, and there are no indications of such interest. In fact, the US-Canada border crossing has been open fewer days in the past two years than previously.

Many seemed to feel that a year-round bridge crossing would dramatically change the nature of Dawson City. "I

have many concerns: environmental, social, financial, community health & well-being," one respondent wrote. "This appears industry-driven and will almost certainly change Dawson dramatically from the community we know and love, and I believe will have major impacts on the environment through increased industry over a wide area ... I am not able to envision positive effects."

But, with climate change and longer shoulder seasons, the continued feasibility of using a ferry was also called into question. "With a global temperature increase of 1.5 degrees

looming we can't expect to continue to have a safe ice bridge in the winter months. On top of that, we continue to burn diesel 24 hours a day all summer." Other opponents of a ferry cited economic factors: "Ferry is too expensive and leaves us without access for long periods of time. Bridge would increase tourism, access and help with mining and potential for an increase of land development."

Without a clearcut directive and given the potential costs of some solutions, the government is, not surprisingly, dragging its heels on a solution — it took nine months just to issue this report.

"Determining the best path forward for the Yukon River crossing in Dawson City will require further public engagement and conversations with stakeholders," the report concluded. "The Government of Yukon will continue to conduct project-specific discussions with impacted communities, stakeholders, and audiences as appropriate. The values and priorities identified in this engagement will help guide those conversations."



**Daily Overnight Service
from Whitehorse!**

**Contact us at:
Dawson City 867-993-5632
Whitehorse 867-633-4989**

**Or visit us at
www.manitoulintransport.com**

Delivering a world of opportunities...

CREATIVES

by Danny Dowhal

In its interim report on the Yukon River crossing at Dawson this month (see Page 9), the Yukon Government cited some feedback from locals who had some creative alternative ideas for getting across the river. Certainly, with the increasing unreliability of both the George Black ferry and Mother Nature (when it comes to a traditional ice road), it seems time for some out-of-the-box thinking, so here are some innovative schemes for crossing the Yukon River.



A GONDOLA COULD CARRY PEDSTRIANS AND BICYCLES ACROSS THE RIVER.

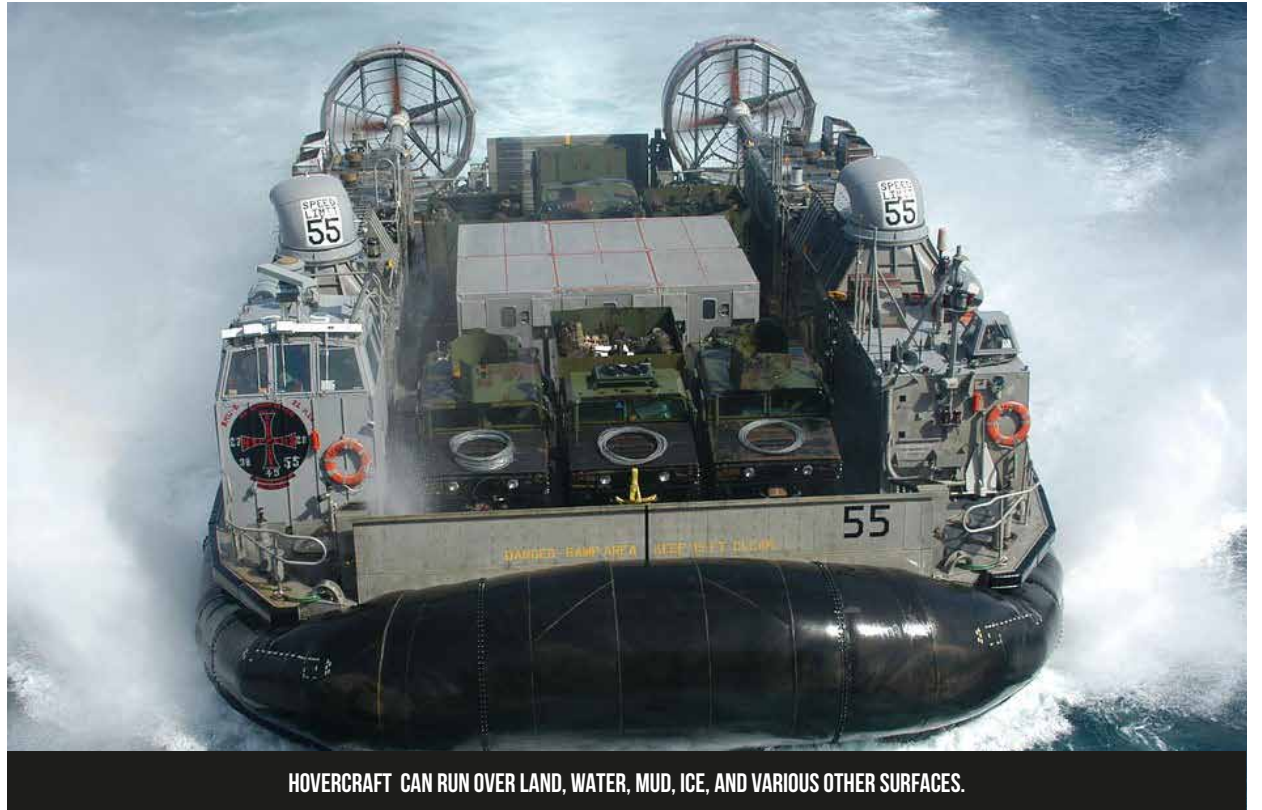
GONDOLA

ESTIMATED COST: \$5 MILLION.

Not everyone wants to drive a 30,000 kg vehicle across to the West Bank. For many West Dawsonites and Sunnydalers, getting across on foot or by bicycle will suffice most of the time. A gondola (also known as a cable car) would be one possibility. A gondola lift is a means of cable transport and type of aerial lift which is supported and propelled by cables from above. It consists of a loop of steel wire rope that is strung between two stations,

These systems are used extensively at ski resorts, of course, but could also allow for a quick and easy way to travel from town to the West side. For example, The Roosevelt Island Tramway is an aerial tramway that crosses the East River in New York City, connecting Roosevelt Island to the Upper East Side of Manhattan. The tramway is the first commuter aerial tramway in the U.S., having opened on May 17, 1976, to serve residential developments on the island. The tram has 110-person cabins that travel 3,140 feet (960 m) between an at-grade terminal on Roosevelt Island and an elevated terminal on Manhattan Island.

Dawson could make do with much smaller cabins, and the distance that needs to be spanned is considerably less (approximately 1,300–1,800 feet, depending on where it lands). The tramway could run year round from the waterfront up to a station somewhere in West Dawson. There could also be a toll for tourists and a reserved section for locals.



HOVERCRAFT CAN RUN OVER LAND, WATER, MUD, ICE, AND VARIOUS OTHER SURFACES.

HOVERCRAFT

ESTIMATED COST \$18,000 TO \$10 MILLION

There has been a lot of talk on the West Side lately about hovercrafts (technically known as Air Cushion Vehicles). The beauty of these crafts is that they could run over land, water, mud, ice, and various other surfaces.

Costs vary depending on the size of the craft. Many of those locally contemplating such a vehicle are thinking of it along the lines of a personal craft. Hammacher Schlemmer, for example, offers a two-person 60 MPH Hovercraft from \$14,000 USD (comparable to the cost of a new high-end Ski-Doo). It features a 60-horsepower, two-cylinder gasoline engine and a 12-Volt battery, 16" windshield, six-gallon fuel tank, and two aluminum skid rails on the bottom hull.

On a more robust scale, hovercrafts are currently used by the Canadian Coast Guard for a variety of purposes, from search and rescue missions to icebreaking duties, particularly in the St. Lawrence River at the end of winter season.

A mid-sized version with a 12-person capacity and a 1,000 kg payload could be purchased for about \$7.5 million.

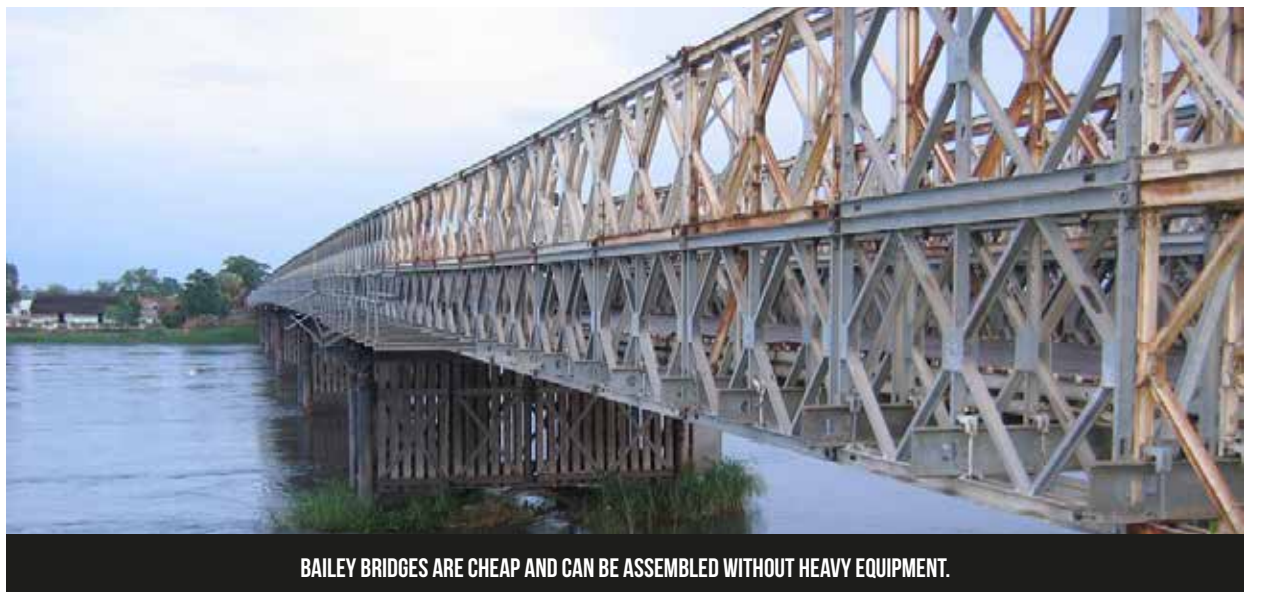
BAILEY BRIDGE

ESTIMATED COST \$3 MILLION

With estimated costs of \$120 million or more being bandied about for a new traditional bridge, one wonders why we don't consider a more affordable option. How about a Bailey bridge? This is a type of portable, pre-fabricated, truss bridge. It was developed by the British for military use during the Second World War and saw extensive use by British, Canadian, and American military engineering units.

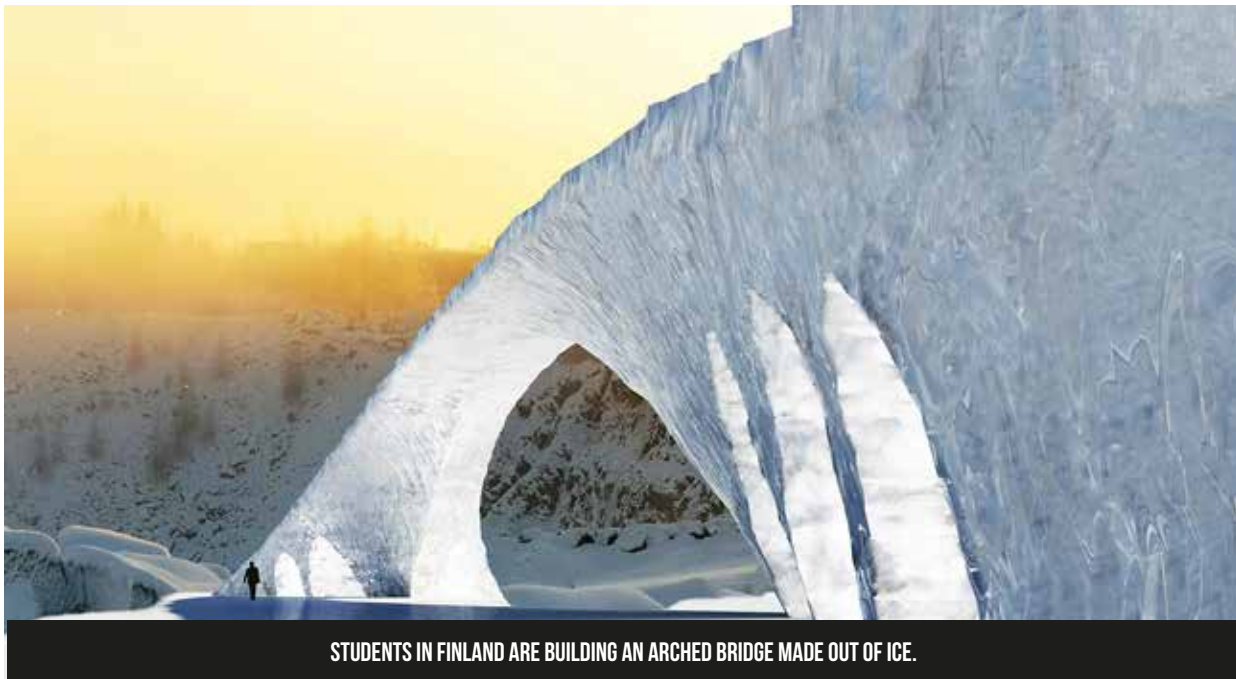
A Bailey bridge has the advantages of requiring no special tools or heavy equipment to assemble. The wood and steel bridge elements are small and light enough to be carried in trucks and lifted into place by hand, without the use of a crane. The WWII bridges were strong enough to carry tanks.

Bailey bridges continue to be used extensively in civil engineering construction projects and to provide temporary crossings for pedestrian and vehicle traffic. While none of the hundreds of Bailey bridges currently in use in Canada today exceed 500 feet, the longest one ever built was 788 metres (2,585 ft), a two-lane bridge that crossed the Derwent River at Hobart, Australia.



BAILEY BRIDGES ARE CHEAP AND CAN BE ASSEMBLED WITHOUT HEAVY EQUIPMENT.

RIVER CROSSINGS



STUDENTS IN FINLAND ARE BUILDING AN ARCHED BRIDGE MADE OUT OF ICE.

ICE BRIDGE ESTIMATED COST \$250,000

No, not *that* kind of ice bridge. We all know the difficulties we've had with the traditional ice road in past years. No, we're talking about a raised bridge that actually spans the Yukon River, open leads and all, made out of ice. The idea for this was in fact first proposed by Leonardo Da Vinci back in 1501. Engineering students at Eindhoven University of Technology in Juuka, Finland, have recently started construction of a 65-metre version. In a modern upgrade, the bridge is reinforced with two per cent paper fibre (which is biodegradable once the bridge melts in spring), making it strong enough to bear the weight of a car.

Now, the Yukon River runs about 1,300 feet from shore to shore in front of Dawson, but recent Freeze-Up issues have only been with a narrow open lead in the middle. This is the part that would need to be spanned, while the rest could be your typical ice-road contrivance.

The major cost would be labour for construction, but we say we should offer up this as a project to some keen Yukon University students.



THERE ARE LOTS OF USED FERRIES ON THE MARKET.

USED FERRY ESTIMATED COST \$1 MILLION TO \$5 MILLION

With all its issues, one wonders why the George Black ferry is still in service. It's not like there aren't a variety of options available. You don't even have to buy a new one — the market is flooded with used ferries. Now, if you're thinking (like anyone who buys a used vehicle), "What about the repair

costs?" we need only point out that the George Black ferry is over 50 years old and, given no word of a replacement, we're still going to be maintaining that guppy for a few years yet.

Although they're a little large for our needs, three BC Fast Ferries built in the 1990s at a cost of about \$150 million apiece are on sale for about \$5 million each. But there are plenty of other used ferries on the market and, depending on specs, etc. you could probably pick one comparable to the George Black for a million bucks, or upgrade to something bigger for, say, \$5 million. Now, we realize there will be other costs involved, like retraining the crew, etc. but the current annual budget for operating the ferry runs about \$1.6 million.

USED CRUISE SHIP ESTIMATED COST \$13.9 MILLION

A recent tongue-in-cheek Facebook post from the "Yukon Government" by Jaime Myers had a lot

of people buzzing (if only because many thought it was real). It suggested that the government was going to buy a used cruise ship and use it to replace the George Black ferry. The beauty and hilarity of this "solution" was that it addressed almost all of Dawson's problems in one fell swoop.

- Provision of an additional 547 low-income onboard suites for Dawson City residents
- Establishment of 47 new business fronts, featuring 18 licensed kitchens
- Inclusion of a comprehensive onboard recreational center boasting a full-sized hockey rink, adaptable to a pool in winter, alongside a full-sized curling rink, walking track, 5 fitness centers, and steam rooms
- Implementation of an advanced onboard waste management system integrated with the city's existing infrastructure
- Incorporation of diesel generators onboard to meet the growing energy needs of Dawson City's residents
- Retrofitting the cruise ship with underwater slow-spin turbines to generate clean and sustainable energy for the city

The post also suggested that, when winter arrives, "the ship will ingeniously transform into a vital bridge, ensuring convenient access to essential services for West Dawson and Sunnyside residents."

Now, the \$9.2 million for the cruise ship that the post cites is actually in the ballpark for used vessels, which are going for peanuts as the new \$350 million behemoths take over the cruise ship market. Unfortunately, at 528-feet, the proposed cruise ship would not, in fact, be able to span the 1,300-or-so feet of the river between the existing ferry landings. And, we're pretty sure you won't be able to sail it up the Yukon River from the Bering Sea, so transportation costs (which Myers earmarked at an additional \$4.7 million) would be a question mark. That would be one helluva wide load to try to get around on the highway.

But, heck, we can dream, can't we?



A CRUISE SHIP COULD SOLVE MANY OF DAWSON'S PROBLEMS AT ONCE.



AUTHORS ON EIGHTH

THE *AUTHORS ON EIGHTH WRITING CONTEST* IS A CELEBRATION OF WRITERS JACK LONDON, PIERRE BERTON, ROBERT SERVICE AND DICK NORTH. SUBMISSIONS ARE JUDGED BY A PANEL INCLUDING THE BERTON HOUSE WRITERS' RETREAT WRITER-IN-RESIDENCE AND A LOCAL JUDGE. PRIZES INCLUDE GOLD NUGGETS AND KLONDIKE BOOKS. THIS YEAR'S THEME WAS "FRAGRANCE."

EAU DE CHAINSAW OIL

By *Melissa Antony*

2023 Authors on Eighth Writing Contest Poetry Submission

I have a new perfume.
The smell of a single mom trying to survive on an undeveloped property.

My nail polish is dirt.
My hands smell of raw meat and Inukshuk kibble.
My hair, full of smoke from burning the relentless brush.

I often reflect on the smells in a day, a season, a month, that are becoming a part of me.
Wild chamomile tea and fireweed vinegar brewing.
Honey, beehives, honeycomb, wax.
Coffee beans that I grind with my woman-powered hand grinder.

Honey bucket stink.
That rotten hide I dragged over for the dogs.
The methane and algae in the ponds around us that I bathe in throughout the day.
Trying to wash away the dirt, smoke and rotten meat only to create an awful combination of all three in one.

Wild rose petals, clover, fresh pickled eggs.
Homemade jams, dandelions, fresh whipper-snipped grass.
The smell of my pillow as I flop face down in exhaustion every night.

Dust, wildfires.
Spruce sap, birch water.
Wet dog cuddles.
The land teaches me every day in every way about the scents of survival.

I embrace every one.
And they embrace me.
My arms and legs are covered in bruises and cuts.
The tree's roots seem to reach out and pull me in so they can get a closer whiff.

Eau de chainsaw oil and gasoline.
I have to let them know that I won't be defeated.

POOP MOON

By *kjmunro*

2023 Authors on Eighth Writing Contest Poetry Submission

poop moon
changing another diaper
by night light

OLD FACTORY, OLD MAN

By *Sara Galbraith*

2023 Authors on Eighth Writing Contest Poetry Submission

Omnipresent disinfecting, old smell in the air,
lingering the hallways, wafting to the place of despair.
To confirm it was you,
ingrained in my old factory, it was true.
In the bowels of the hospital that day,
there we stood stiff in disbelief and dismay.

Pungent coffee, burned and disgraced, for sitting too long on its hot plate.
Impatiently also waiting for me on that April date.
Promise of a perk, and aroma of a hard, bitter tomorrow,
disappointment that its pungence was the only thing noticed in my sorrow.

Caramel coloured rotary phone, a sweet ring and the voice of my matriarch, so calm.
How could she remain so composed, emitting a balm?
Attempts to soothe the agony of the sharpest dart,
so violently and abruptly piercing my heart.

Not a trance nor a spell.
Your heart stopped, mine broke harder, into the abyss of a hell.
To think that call on the wall was the truth,
smelling of uncertain beginnings and an unjust end to my youth.

Dewiness and stench of a dingy basement suite,
juxtaposed with prospect of a neuropsych exam, a potential feat.
Similar to an omission of a coffee perk
on this day, nor any that year would this work.

Notes in the nostril of exhausted shagged rug,
patchouli and sweat of a yukonner, the warmth of their hug.

Olfactory blues,
imbedded in the intermingled archives of my hippocampus and amygdala too.
That day making history.
Salt of the earth you were, engulfing my nostrils, direct flight to the epicentres of the mystery.

No frills, kind of guy. Cedar, smoky, peaty scotch buttered up with some ice,
Irish Spring soap and the stickiest of rice.
Spruce needles, water kissed fossils and wet slate we would smell at Labarge.
Like rain on pavement but better, an essence to recharge.

Mosquito bites and waterside forehead kisses,
still moments of reminisces.
Wafts of wild chives and lupine so sweet,
the promise of summer on its way with its meat.

Recalled are the whiffs in my bulb, olfactory blues,
the gritty nitty clues
for the journey ahead.

Sweet colostrum and warm new breath,
not enough sweet new being to offset the death.
Omnipresent smell of disinfectant and new,
rich coffee with the fixings a creamy, spicy brew.
Inferno its called as I curl up and deeply breathe in.
A sigh of relief while enveloping my kin.

Sun Spots

Klondike Poems & Stories

THE THEORY OF RELATIVITY

By Dylan Turnbull

It's -30°C out and the locals are acting like it's spring, their jackets open, faces exposed to the elements. That's what a break in the weather can do after a week of -40° or worse ... although the long-time sourdoughs will tell you that the cold snap was nothing compared to "the old days" when you'd get a full month of 40 below, with a week of -50°C thrown in for good measure.

I don't dispute their historical accuracy, although I did question one old timer when he claimed he'd seen 70 below. I happen to know the record for the town, back in the 1940s, was something like -58°C. It turns out that, after minus forty, where centigrade and Fahrenheit converge and cross over, he conveniently switches to Fahrenheit for increased dramatic impact.

Frankly, I'm glad my Klondike bravado won't be put to that severe of a test. There's no ice bridge this year, and I have to commute back and forth across the Yukon (and Klondike) Rivers by snowmobile. Frostbite is always

just one wardrobe malfunction away, and at -40° my SkiDoo needs at least 45 minutes to warm up (once, with great effort, you get it to start) or else it will backfire and stall and generally grumble the whole way.

Plus, I'm convinced there's nerve damage in the tips of my fingers, the only cold weather gear problem I haven't solved yet to my satisfaction after a decade of experimentation. My parka, fur hat, balaclava, and mukluks keep the rest of me suitably warm no matter how cold it gets, but my damned fingers always seem to suffer, despite three layers of gloving. I do have warm oversized beaver-and-moosehide mitts crafted by a local artisan that run halfway up my forearm, but the problem is the damned things are too bulky.

Sooner or later, I have to pull my hand out to work some sort of metal clasps or other contrivance and I can feel the numbness begin, starting with the fuck-you finger (the longest) and

thumb (most used digit) on the right hand. That's uncomfortable enough, but when those fingers finally do thaw out, I experience excruciating pain. This seems to get worse every year.

The funny thing is that we started with a mild early winter, where the temperature rarely dipped below the teens. Although I knew it would wreak havoc for formation of an ice bridge this year, I got used to the mildness.

Then, the first day it dipped down to minus 30, I wasn't ready for it. I had to go digging for my coldest-weather gear and, even then, I couldn't seem to work the cold out of my bones.

It's all clearly relative, though, because today minus 30 feels just fine. I'm not even fazed by the snow that seems to come with the temperature changes. I go out to start shovelling and I'm not even wearing a hat or neck warmer, given the physical exertion is keeping me warm. Yeah, I can definitely handle this temperature, I think.

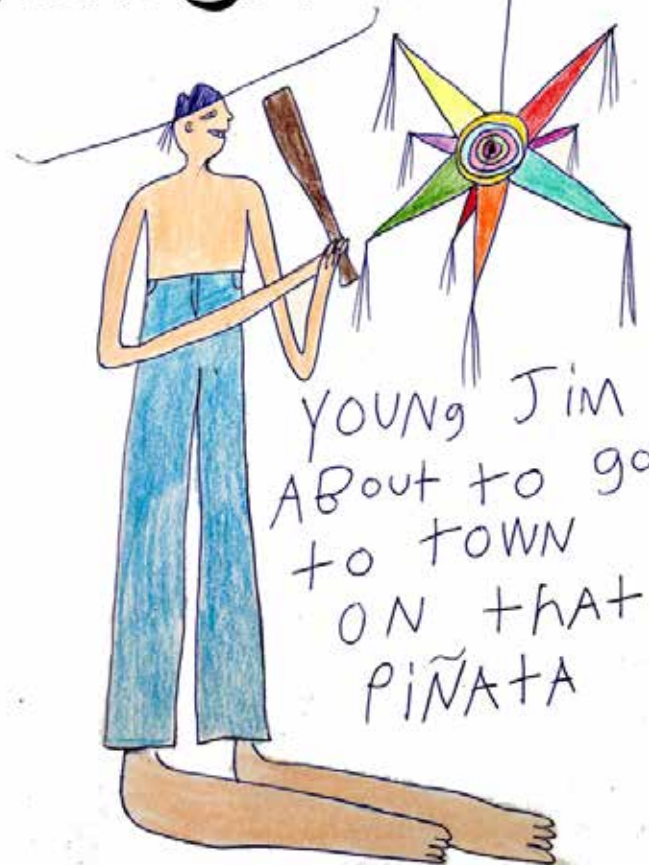
And then my fingers start to go numb.

Henjik hädätr'ënidhän.  We love our languages.
An A to Z Hän primer by Giulia Cecchi



Aw ä'nëtlü'.
Spruce boughs sewing

YOUNG JIM



YOUNG JIM
ABOUT TO GO
TO TOWN
ON THAT
PIÑATA

FUN AND FROSTY ICE FACTS

By Starkman Daley

They say we live in a land of ice and snow. And while that's only true for eight months of the year, it's amazing how little we truly know about ice, the material that dominates our lives. (snow being just a crystallized form of ice). And, yes, it's a pain when we unintentionally slip on it, or have to scrape it off our windshields, but in fact ice is a very diverse and fascinating natural material. So, for your gratification, here are some cold hard facts about ice.

COLOUR ME COLD

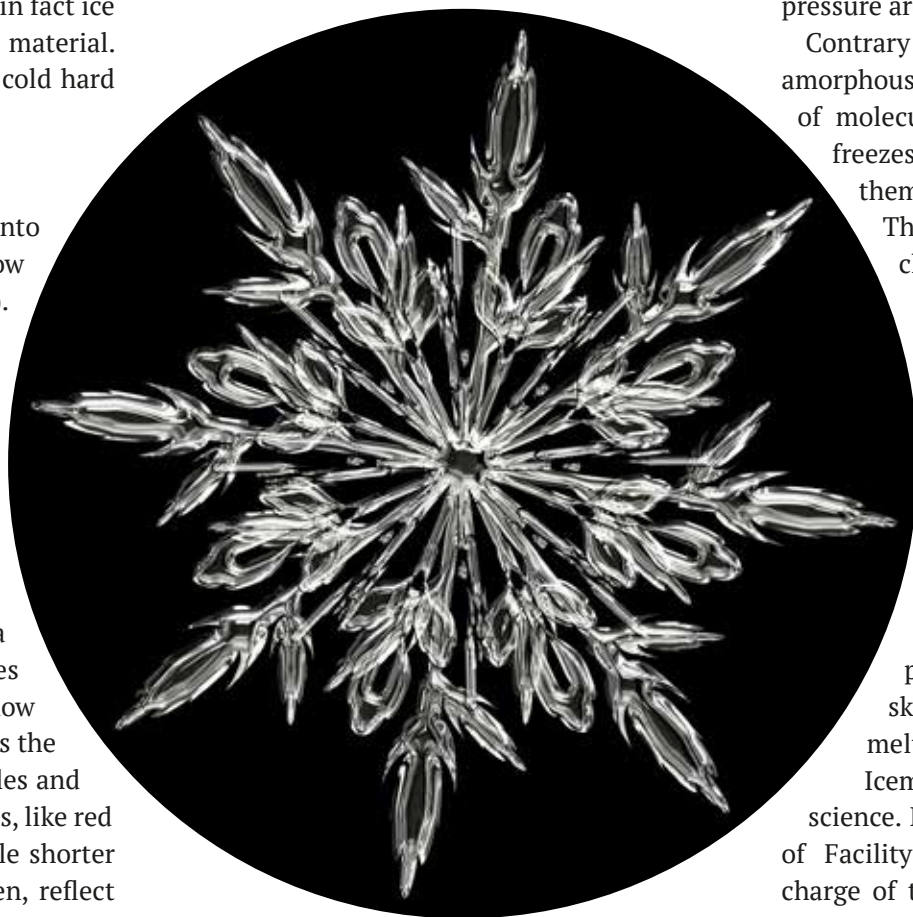
Ice, of course, is water that is frozen into a solid state, typically forming at or below temperatures of 0°C (32°F, or 273.15°K). As a naturally occurring crystalline inorganic solid with an ordered structure, ice is actually considered to be a mineral.

The presence of impurities such as particles of soil or bubbles of air control its colour, from transparent to other hues. White light is made up of a spectrum of colors and each has a different wavelength. As snow accumulates atop an iceberg, the air bubbles in the snow get compressed and more light penetrates the ice rather than getting reflected by bubbles and tiny ice crystals. Longer color wavelengths, like red and yellow, get absorbed by the ice, while shorter wavelengths of color, like blue and green, reflect the light. That's why icebergs and glaciers often appear blueish green.

THERE'S A WORD FOR THAT

Technically, most of the world's ice is one type, known as Ice I (more about the other types below). But Ice I manifests itself in many ways, which is why the Indigenous tribes of the North typically have many, many different words for ice — or, rather, the different types of ice. Even in English, we have a variety of terms, especially for Arctic and Antarctic sea ice. There's *brash* (an accumulation of floating ice made up of fragments not more than 2 m across, formed by the wreckage of other forms of ice), *frazil* (loose, randomly oriented ice crystals a millimeter or less in size), *nilas* (a thin sheet of smooth, level ice less than 4 inches thick), and *pancake ice* (round pieces of ice with diameters ranging from 30 centimetres (12 in) to 3 metres (9.8 ft) and thicknesses up to 10 centimetres (3.9 inches) that form as a result of wave action on slush or ice rind). If you're ever navigating near the poles, you'd better be able to distinguish an *iceberg*

from an *icefoot*, a *bummock* from a *hummock*, and a *floe* from a *floeberg*. *Frost flowers*, resembling, you guessed it, flowers with intricate patterns, blossom on the surface of sea ice when water vapor in the air freezes upon contact with the ice's surface.



WE'RE UP TO ICE XIX

The ice we commonly encounter is known as Ice I. At the molecular level, it adopts a hexagonal lattice structure, forming a six-sided pattern that we see in snowflakes. Water molecules arrange themselves in a way that allows for maximum stability, creating a solid and consistent structure. This is the ice we use for skating, building snowmen, and cooling our beverages.

As pressure increases though, ice can take on different forms, denoted as Ice II, III, IV, V, VI, and so on. These high-pressure ices exhibit unique structures that deviate from the hexagonal pattern seen in Ice I. These *phases* are not commonly found on Earth's surface but do occur in space.

There's even a form of ice that bends. Discovered in 1968, Ice IX is a fascinating modification of ice that results from pressurizing Ice III. Unlike conventional ice, Ice IX exhibits a tetragonal crystal

structure, allowing it to bend without breaking.

In 2019, scientists unveiled a new type of ice known as Ice XV. Under extreme pressures, water molecules form a structure resembling the molecular arrangement of diamonds. These weird incarnations, varying substance, temperature, and pressure are up to Ice XIX as of 2021.

Contrary to the structured nature of Ice I, amorphous ice lacks a defined, regular arrangement of molecules. This ice type forms when water freezes too quickly for the molecules to organize themselves into a crystalline structure. The result is a disordered and somewhat chaotic arrangement, creating a glass-like substance. Scientists have found amorphous ice in space, suggesting its presence in interstellar clouds and icy bodies.

WE SKATE ON WATER

Ice can exhibit different slipperiness levels depending on its temperature and the presence of liquid water. This phenomenon is why ice skating is possible — the pressure exerted by the skater's blade causes a thin layer of ice to melt, creating a slippery surface for gliding.

Icemaking for hockey combines art and science. Mike Craig is the NHL's Senior Director of Facility and Hockey Operations, and is in charge of the league's ice making. He says there is science and precision to achieve the optimal arena environment, but managing and adapting to the ever-changing conditions is where the art comes in. "We keep our eyes on many different elements to maintain ideal ice conditions," he says. For example, each NHL venue has its own water treatment facility because the mineral content in every city's water varies quite a bit. That's just one of the issues that can affect the quality of the ice. On game day, the key is to monitor the top layer of the surface and make constant adjustments to the mechanical equipment, so the temperature is kept to within one degree of -6 to -5 Celsius.

"I'M MELTING, I'M MELTING! WHAT A WORLD."

Most of the world's water is stored in ice. If all the icebergs and glaciers in the world melted, global sea levels would rise by more than 260 feet. After Antarctica, the world's largest ice sheet is in Greenland, and it contains 10 per cent of the world's water. It's also melting fast. One study calculates that Greenland's ice sheet is losing 8000 tons per second.

[BOOKENDS]

A 100 YEAR OLD MYSTERY SHEDS LIGHT ON A MODERN ONE

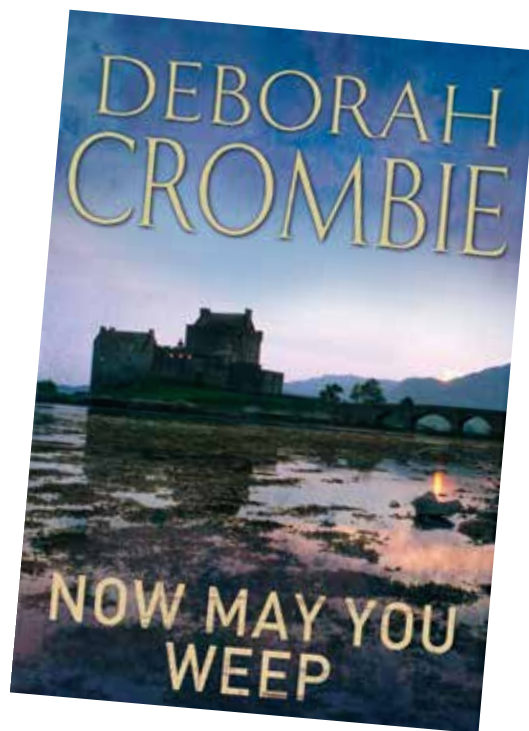
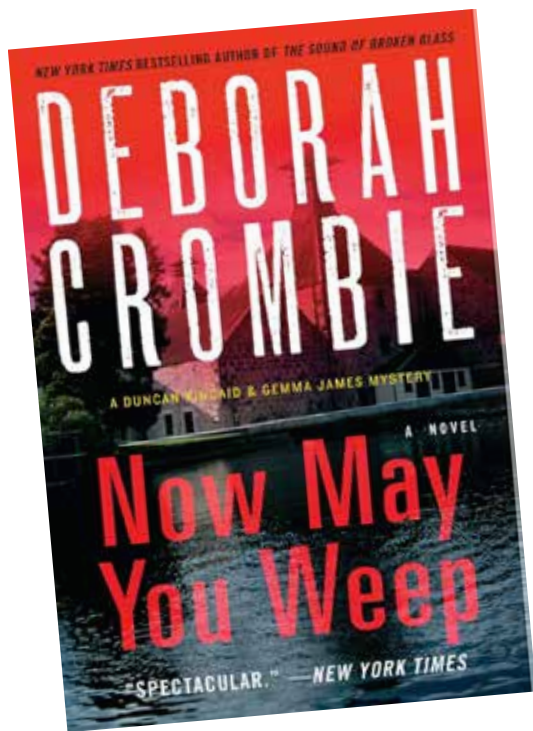
by Dan Davidson

NOW MAY YOU WEEP

BY DEBORAH CROMBIE

Kobo e-book edition, \$11.99

William Morrow, 416 pages, \$17.50



It's odd the Deborah Crombie, who grew up in America, and who lives in Texas, should produce such English feeling books as her Duncan Kincaid / Gemma James series, of which this is the ninth book since the first in 1993. There are twice this many now, and the latest appeared in 2023. I'm that far behind because I started the series after my wife did, and found there are enough sequential plot threads that I'd be best to just read them in the order they appeared.

There have been some changes since the last time I visited. Duncan's young son moved in after the death of his ex-wife. There are issues with the step-dad and even more issues with the boy's grandparents, but these are background matters in this book.

Gemma got a promotion, is no longer Duncan's sergeant, and they no longer work in the same detachment. This is good, as it means they can live together without breaking regulations. She also has a young daughter from a prior connection, so theirs is very much a blended family.

Gemma is on center stage in this book, when she goes on a recreational trip to Scotland with her good friend and constant child minder Hazel Cavendish. She's always thought of Hazel's marriage as a good model to aim for herself, but it turns out there a lot more going on than what shows on the surface.

Hazel had a relationship in her home area

years earlier, and it didn't work out because of generational conflicts between their families. Lately, however, she has reconnected with her old beau, Donald Brodie, and part of the reason for the extended holiday is for her to determine if she really wants to end her marriage and forge a new one with him. Brodie is determined that this should happen, but Hazel is not so sure.

Gemma ends up feeling that she has been dragged along as a front for her married friend's assignation with her lover, the owner of a famous Highlands distillery.

Because they are heard having a heated argument the night before Gemma finds Brodie shot dead in the nearby bushes, Hazel is quickly suspected of the deed, and Gemma has her work cut out for her to prove that this was not the case. In doing so she almost runs afoul of the local head of the police. She is equal to his rank, but this is not her patch, and he resents the big city copper interfering on behalf of a friend. Their professional relationship does improve over the course of the mystery, but there are some bumps.

In the midst of all this present day tension, we are presented with scenes from a love triangle involving the same families, but from 100 years ago in the same area, with the ancestors of Donald and Hazel and some other characters. In a place where feuds and grudges are rife, the story of family

conflict from the past explains some of the tensions in the present day story.

There are lots of red herrings in this story. What about the local woman who wants Brodie? What about the local man who wants that woman, and resents her brooding on Brodie? What about Hazel's husband, who has accidentally discovered Hazel's dalliance? Lots of false clues hide the actual solution.

Deborah Crombie grew up near Dallas, Texas, but from her childhood always had the inexplicable feeling that she belonged in England. After earning a Bachelor's degree in Biology from Austin College in Sherman, Texas, she made her first trip to Britain and felt she'd come home. She later lived in both Chester, England, and Edinburgh, Scotland, where she says she failed to make as good a use of being cold and poor as JK Rowling of Harry Potter fame.

It was not until almost a decade later that, living once more in Texas and raising her small daughter, she had the idea for her first novel, a mystery set in Yorkshire. She had no credentials other than a desire to write and a severe case of homesickness for Britain. *A Share in Death*, published in 1993, was short-listed for both Agatha and Macavity awards for Best First Novel and was awarded the Macavity.

She's won a few awards and written 20 books since then. She tries to spend part of each year in the United Kingdom.

HOW TO DEAL WITH IDIOTS AND STILL KEEP YOUR SANITY

by Faith Wood

Life is a learning process: what works and what doesn't; how to behave in public, with family and in the workplace; and especially what sort of people we want to be around and who we'd rather see sent to Mars.

Even if it hurts to admit, we're all guilty of behaving like idiots at times (and I'm not referring to adolescence, which most of us would rather forget). So we should remember just how difficult it can be to deal with idiots, or even those people who are just annoying. Keeping our sense of humour on these occasions is essential for our sanity.

In the workplace, we've all had to put up with irritating people or the annoying idiot whose behaviour can be tolerated at times but is unacceptable on other occasions. Maybe we've been one of those annoying people. Do you recognize yourself or someone you know in the following examples?

- **The naysayer:** "It'll never work. Might as well give up now." If nothing else, this person usually spurs you to do it – whatever it is – just to prove them wrong.
- **The cynic:** "Oh, yeah, you're just doing this to impress people. You don't really believe in what you're doing. And no one will actually support your cause." The cynic, much to their chagrin, also stimulates you to succeed.
- **The reneger:** "I know I promised to do this, but something came up (famine, flood, dog died, great aunt came into town)." This is the same person who always had an excuse for why homework was never done (see list above). Learn to extricate yourself from situations where you might have to rely on the reneger.

- **The eager beaver:** "What can I do, huh, huh? I can do that! Let me do that! I'll work so hard, and I won't even eat or sleep!" (As well as being an irritation, this person usually falls by the wayside early on, from exhaustion, if nothing else.) If you can put up with the almost overwhelming enthusiasm and optimism for a bit, you can usually find something to keep them busy and out of your hair.
- **The 'do as I say, not as I do':** This person is often a parent relishing in their position of authority over their children. Admit it, you've been guilty of this! You can probably get away with it if you can explain exactly why you're allowed to behave in one way while expecting everyone else to behave in another. (As author Catherine Aird says, "If you

can't be a good example, you'll just have to be a horrible warning.") If you can do that, you're probably on the fast track to CEO success – at least until everything comes crashing down.

- **The boss:** "Just do it because I'm your boss and I say so." Another person relishing their position of authority. Their presence needs to be semi-tolerated, as long as you're left alone to actually do your own job.

The list could go on, but you get the idea. If you smiled while reading this or some faces popped into your mind, great. If you grudgingly recognized yourself, that's great, too. Perhaps it will keep you from blowing your cool the next time you come face-to-face with one or more of the above. Instead, smile politely and take a

whole lot of stress out of your day.

Besides, just standing there grinning is the perfect response to irritating behaviour (and it makes them wonder what you know that they don't).

Faith Wood is a professional speaker, author, and certified professional behaviour analyst. Prior to her speaking and writing career, she served in law enforcement, which gives her a unique perspective on human behaviour and motivations. Faith is also known for her work as a novelist, with a focus on thrillers and suspense. Her background in law enforcement and understanding of human behaviour often play a significant role in her writing.

© Copyright Troy Media



25 YEARS AGO IN THE SUN



JANUARY 19, 1999

THE JANUARY THAW ISSUE

VOL. 11 NO. 17

NOW \$1.00

Conga Line Anyone?

Sun photographer Jennie Kershaw caught this action at the New Year's Soirée, held on New Year's Eve in the refurbished Saint Mary's Hall. For more photos and a story, see page 12.



West Dawson and Sunnydale are Free At Last YTG Sets Aside Municipal Board Decision on Dawson Boundary Reduction

BY DAN DAVIDSON

Residents of West Dawson and Sunnydale received a much anticipated New Year's gift from the territorial government on January 1 when the YTG disregarded the ruling of the Municipal Board and gave the City of Dawson the full boundary reduction it had petitioned for just over a year ago.

At hearings held in December 1997 only one intervener spoke against the city council's desire to rescind the West Dawson/Sunnydale portion of the 1993 boundary expansion. The original expansion contained far more of West Dawson than the town had requested and far less of the Klondike Valley, making it a board decision which really

pleased no one.

It came at the end of several years of acrimonious public debate over Dawson need for more residential land and desire to control more of the watershed in the valley.

After the expansion Dawson found itself in the unenviable position of attempting to govern a service area which it could most easily reach in the winter when the ice bridge stretched across the Yukon River. The new land could also be accessed by ferry during the summer, but not at all during freeze-up in the fall or break-up in the spring.

In reviewing the matter and attempting to find a way to make things work, council polled the residents of the area and found that, while most were less satisfied then

they has expected to be with being under the city's umbrella, nearly all of them would still have preferred to be outside it.

The Municipal Board reported its decision in February, 1998 and it was immediately clear that city council was not happy with it. Discussions at council meetings indicated that Dawson hoped the politicians could be persuaded to overrule the advisors. That is just what happened.

As the December 30, 1998 press release from Community and Transportation Services indicates, "Dawson's redrawn map will exclude the areas of Sunnydale and West Dawson on the west side of the Yukon River. The change also involves narrowing the municipal boundary in the

area lying within the Klondike Valley south and east of the town.

"The boundary reduction will help the municipality manage its jurisdiction more effectively. The municipality, First Nation and residents of the reduction area all indicated support for the

reduction."

Speaking for C&TS Ross Knox indicated that the government's position was that there seemed to be no point in maintaining an expansion zones which no one except the advisory board seemed to want maintained.

What's Inside

- 1. Yukon Quest entries for 1999
- 5. Diand's gotta go
- 7. Carbon monoxide warning
- 8. Locals do Antarctic adventure
- 12. New Years Eve Soirée
- 13. Maxi-Fun is back
- 15. Classified
- 16. New! Council News

**VALENTINE
CANDY
IS
HERE**




**HOURS
9-6
Mon to Sat.
12-5 Sun.**

CLASSIFIEDS

Classified ads are \$6 per insertion. Submit 50 words to ads@klondikesun.com

COMMISSION SCOLAIRE FRANCOPHONE DU YUKON COMMUNAUTAIRES À DAWSON

Vous parlez français, vous ou l'un de vos enfants avez étudié en français, et vous aimeriez que votre enfant soit instruit dans votre langue? Vous y avez droit! Contactez-nous à la Commission scolaire francophone du Yukon : 867-667-8680 info@csfy.ca. Nous souhaitons savoir combien de familles nous pourrions aider à Dawson.

SURVEY EVALUATOR OPPORTUNITY

Start your way to becoming a Survey Evaluator and earn from \$150 for every survey you do weekly.

Contact ad.hr@adexec.com

LOCAL CREATIVE WRITERS WANTED

We'll pay for short fiction and poems. Our pockets are not deep but we legitimately want to support local creators.

Email editor@klondikesun.com

SEEN BIGFOOT LATELY?

Our research team is doing a census of the sasquatch population in the Yukon and Klondike River valleys. If you have a sighting to report, let us know. All replies kept in strictest confidence.

Email cryptids@daemonsandwizards.com

CHURCHES

SAINT MARY'S CATHOLIC CHURCH, 468 King Street

MASS: Tues., Wed., Thurs.: at 5:00 p.m., SATURDAY: at 5:00 p.m. (Sunday Mass) SUNDAY: at 10:30 a.m.

CONFESSION: before mass

Mayo-Mass every second and fourth Sunday of each month at 4:00pm

Hall Rental RECTORY: 993-5361

WEBSITE: www.whitehorsediocese.ca

DAWSON COMMUNITY CHAPEL: Located on 5th Ave across from Gold Rush Campground. Sunday School at 10 a.m. Sunday worship at 11 a.m. All welcome. 993-5507.

ST. PAUL'S ANGLICAN CHURCH: Corner of Front & Church St. Sunday Services at 10:30. 1st and 3rd Sundays: Morning Prayer. 2nd and 4th Sundays: Holy Eucharist. 5th Sunday: Informal.

Contact 993-5388 for assistance.

Evening Prayer, Tuesday-Thursday, at 5pm.

Rector: the Rev. Jeffrey Mackie-Deernsted

SUPPORT

ALCOHOLICS ANONYMOUS:

Meetings: Thursday 6-7pm @ Rm 2160 Hospital

Fridays 1:30-2:30 Telehealth @ Rm 2160 Hospital,

Saturday 7-8pm @ 1083 3rd Ave.

More info please call: 993-5095 & 993-6250.

BUSINESS DIRECTORY



unbeatable
PRINTING

**Print Services, Sign Making
& Digital Signage**

Beat Kaelin
Box 1526
Dawson City, YT
Y0B 1G0

Phone: 867-993-6476
Cell: 867-993-3862
mail@borealis-painting.ca
www.borealis-painting.ca

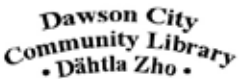


**HUMANE SOCIETY
DAWSON**


Box 1143
Dawson City, Yukon
Y0B 1G0
(867) 993-6900
hsdawson@northwestel.net

HOURS
Tuesday – Saturday: 12:00 pm – 4:00 pm
Closed Sunday & Monday

Registered Charity # 710064
under Yukon Government's Societies Act



**Dawson City
Community Library**
• Däh'tla Zho •



Yukon Public Libraries

Located inside the
Robert Service School Building
on 5th Avenue
between Queen & Princess Streets

Open Monday to Friday
Noon to 6:30 p.m.
Saturday 1 to 4 p.m.

Books • Magazines • DVDs
Public computers • Free WiFi

Phone 993-5571
Email dclib@klondiker.com

The 2024 Yukon Quest Dog Sled Races

The Yukon Quest will take place again next year, starting in Whitehorse on February 3rd, and ending in Dawson on February 8th. Teams are expected to start arriving in Dawson shortly after midnight on Wednesday the 7th, with the last team expected over the finish line sometime, early on Thursday, February 8th, 2024.

The finish line is on Front Street near to the Visitor Information Centre.



Please join us as we cheer the teams as they arrive. Official Yukon Quest merchandise will also be available for purchase. We hope to see you there!

Please help the race by keeping your dog and other pets safely secured at home.

KLONDIKE OUTREACH JOB BOARD

ADMINISTRATION/OFFICE

Accounting Clerk
 Administrative Assistant
 Senior Financial Accountant
 Accounting Clerk Supervisor
 Executive Assistant/Administrative Assistant
 First Nation Court Worker
 Operation Team Leader
 Admitting & Discharge Medical Records Clerk
 Bookkeeper

ANIMAL CARE

Vet Assistant

AUTOMOTIVE/HEAVY EQUIPMENT OPERATOR

Auto Service Technician
 Gas Station Attendant/Tire Technician

CAMP JOBS

Gold Mine Worker
 Camp Cook/Custodian

CUSTODIAN/JANITORIAL

Custodians/Janitors

DRIVER JOBS

Fuel Truck Drivers
 Pick-up and Delivery Drivers
 Snow Removal Driver

EDUCATION

FT or PT Educator;
 Cultural Education Advisor
 Education Oversight Committee Administrator

Adult Learning & Employment Services

Assistant
 Early Childhood Educator
FAMILY SERVICES
 Youth Support Worker
 Youth Program Leader

HEALTH/WELLNESS

Registered Nurses
 Community Health Representative
 Combined Lab/X-Ray Technician

LABOURERS

Metal Fabricator
 Handyman
 Snow Removal Labourer
 Maintenance Worker

MANAGERIAL/COORDINATORS

Social Programs & Services Manager
 Special Projects Coordinator
 Bank (Cage) Manager
 Chief Financial Officer
 Salmon Stewardship Coordinator

MISCELLANEOUS

Freight Day Helper
 Security Guard
 Digital Imaging Technicians
 Fish & Wildlife Trainee

RETAIL/SALES

Cashiers
 Clerks
 Bakery Assistant
 Grocery Clerks
 Produce Clerks

Stock Clerks
 Retail Sales
 Post Office Assistant

SERVICE INDUSTRY

Banker Assistant
 Bank Cashier
 Bartenders/Servers
 Butcher/Meat Cutter
 Cooks/Line Cooks/Kitchen Help
 Dealer
 Door Staff
 Freight Helper
 Front Desk
 Housekeepers
 Produce Clerk

TRADES

Journeyman Electrician
 3rd or 4th Year Apprentice Electricians
 Plumber, Oil Burner Mechanic, HVAC, Labourer
 Plumber, Oil Burner Mechanic, Pipefitter

STUDENT & YOUTH

Student Weekend Farm Labourer
 Youth ECE Afterschool Leader
 First Nations Youth Hospital Intern
 AOC Youth Snow Removal Labourer

Positions with Closing Dates

Conservation Officer: Jan 18
 Family Case Leads: Jan 24 @ 4
 Pre/Post Natal Cultural Team Lead: Jan 24 @ 4
 Office Administrator: Jan 24 @ 4
 Director of Education: Jan 25 @ 4
 Indigenous Court Worker: Jan 25 @ 4
 Employment Support Worker: Jan 31
 Heavy Equipment Mechanic/Power Generation Tech: Feb 12 (Whse)
 Regional Social Worker: Feb 27
 Administrative Assistant: Mar 29
 Heavy Equipment Mechanic: Apr 4
 Fire Crew Member: Apr 15

Job Seeker and Employer Surveys are available at the Klondike Outreach Office or on our website at www.klondikeoutreach.com.

Your input is very important to us, we would love to hear your thoughts and concerns regarding our services and how they work or don't work for you.

Office Hours: Monday – Friday: 9am – 1pm

Phone: 867-993-5176

info@klondikeoutreach.com www.klondikeoutreach.com

We are the Klondike's year-round employment service... drop by or give us a call



SATURDAYS 1:00-3:00 PM
ADULT ARCHERY
AT RSS GYM
 WITH EMMA TOM TOM

SATURDAYS 5:00-6:00PM
DROP-IN CRICKET
AT RSS GYM

Recreation@cityofdawson.ca (867) 993-7400 ext 299



Trondik Hwéchin presents
 a Moosehide Gathering Fundraiser

FLEA MARKET

SATURDAY, FEBRUARY 10TH

FIND NEW HOMES FOR YOUR OLD TREASURES
 CALL OUT TO VENDORS - BOOK YOUR TABLE NOW



YOUTH WINTER RECREATION CAMP

JANUARY 19TH – 21ST.
 OPEN TO TH YOUTH AGED 14 – 18.



THE CITY OF DAWSON

P.O. Box 308 (1336 Front Street), Dawson City, Yukon, Y0B 1G0
Tel: (867) 993-7400 ~ Fax: (867) 993-7434

www.cityofdawson.ca



CITY OF DAWSON | MAYOR AND COUNCIL CONTACT INFO

Council Meetings and COW Meetings are open to the public, aired on CFYT-FM 106.9 or tune into Channel 12.

Contact Mayor and Councillors

Mayor Kendrick
bill.kendrick@cityofdawson.ca

Councillor Somerville
alexander.somerville@cityofdawson.ca

Councillor Pikálek
patrik.pikalek@cityofdawson.ca

Councillor Lister
brennan.lister@cityofdawson.ca

Councillor Spriggs
julia.spriggs@cityofdawson.ca



CITY OF DAWSON PUBLIC NOTICE



CITY OF DAWSON PUBLIC WORKS DEPARTMENT

Asks that community members (Business and Private) remove snow from around their Garbage Bin areas so that the Waste Collection Crew can get to it.

Thank You!

For more information, please contact City of Dawson Public Works Dept. at

pwadmin@cityofdawson.ca or 867-993-7400 Ext. 306

CITY OF DAWSON PUBLIC NOTICE



CITY OF DAWSON PUBLIC WORKS DEPARTMENT

Asks that community members do not put snow from their property onto the roads as it creates safety hazards

Bylaw #07-03, Part III – Property Management

Sec. 7 – Sidewalks (3) - No owner/occupier shall deposit snow and ice upon any street or sidewalk in such a way as to create a safety hazard.

For more information, please contact City of Dawson Public Works Dept. at
pwadmin@cityofdawson.ca or 867-993-7400 Ext. 306

City of Dawson REQUEST FOR PROPOSALS



The City of Dawson is seeking Proposals for:

North End Development Surface Works and Underground Utilities

RFP PACKAGES ARE AVAILABLE UPON REQUEST BY CONTACTING:

projectmanager@cityofdawson.ca
Public Works
Asset & Project Manager
(867) 993-7400 Ext. 304

Offers, in accordance with the terms and conditions of the tender, are to be submitted to:

City of Dawson Office
1336 Front Street, P.O. Box 308
Dawson City, YT, Y0B 1G0

or
via email marked "2023 City of Dawson North End Development" to
projectmanager@cityofdawson.ca
before the deadline.

DEADLINE: 2:00PM on February 6th, 2024

With gratitude, we acknowledge that we live and work on the traditional territory of the Tr'ondëk Hwëch'in, who have lived along the Yukon River for millennia.