



Photo: Yukon Government



Photo: Jessica Simon

Top Left: Railway boxcar at Soda Station. Bottom Left: View of Gold Bottom Creek from the Ridge Road Heritage Trail. Above: Corduroy road stabilizes the trail and protects the permafrost below. Cover Image: A mountain biker along the trail. (Photo: www.borealebiking.ca)

Ridge Road Heritage Trail History and Highlights

Explore the Klondike along the Yukon's first territorial road.

Championed by Commissioner William Ogilvie and built in 1899, the Ridge Road was the Yukon's first government-built wagon road. It became a major supply route to mines on Dominion and Sulphur creeks, significantly reducing freight costs.

Despite spring glaciers and a steep descent to the mines, roadhouses, stores and freighting companies operated along the route. Tourists even travelled the 56 km (35 mile) road to enjoy the scenic views. It was abandoned by 1902, when more accessible roads were completed along Bonanza and Hunker creeks.

Together with community partners, Yukon Government opened the Ridge Road Heritage Trail in 1996. It follows 33 km of the original road. This multi-use trail passes through spruce, birch and alder forests, showcasing spectacular alpine views, unique historic sights and modern mining operations. The trail is part of the Trans Canada Trail, one of the world's longest recreational trail networks.



Photo: Greg Skuce

Hike or bike the historic and scenic Ridge Road Heritage Trail



Safe Travels

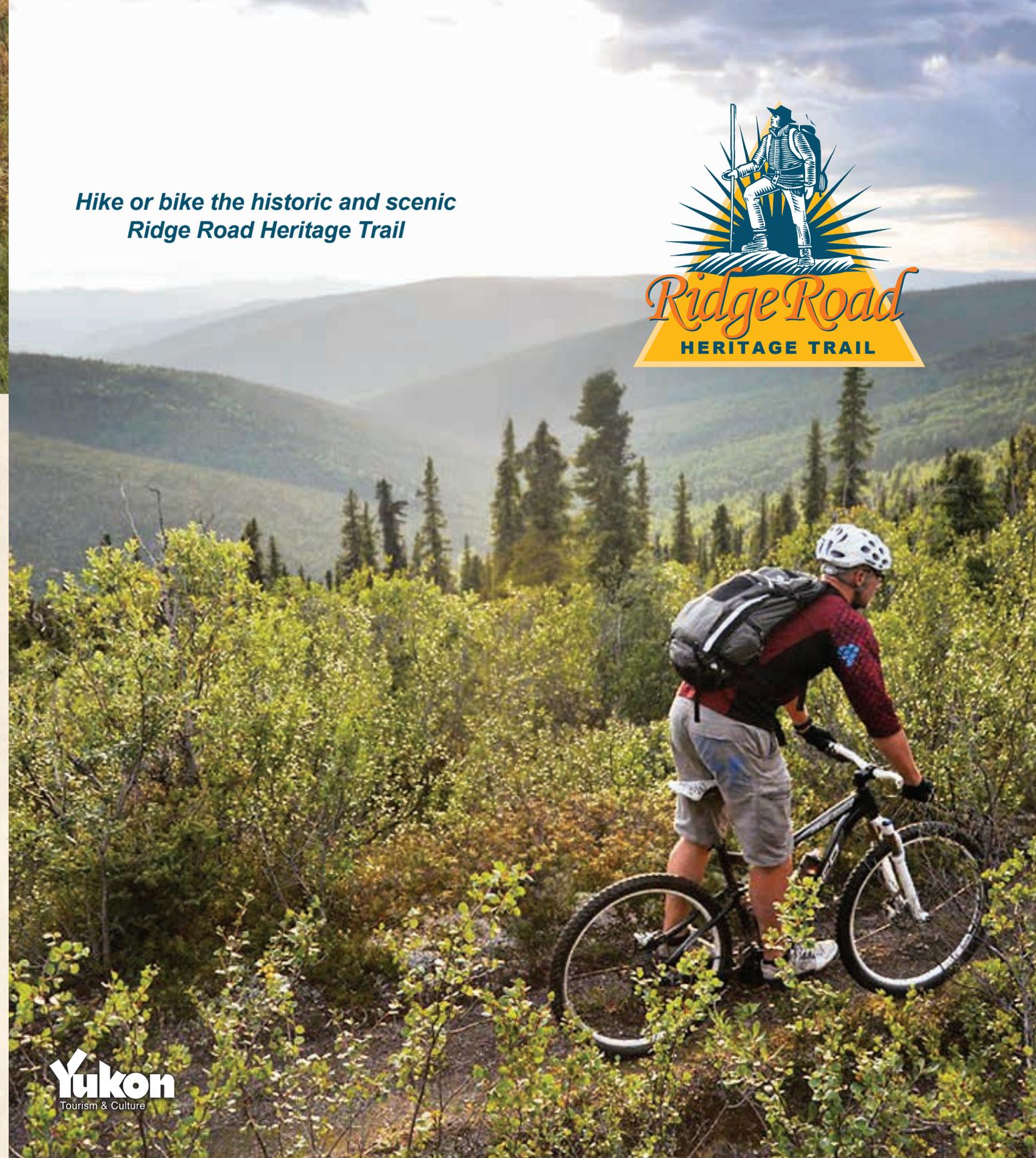
The trail is open from June to mid-September and can be traversed by foot, bike or horseback. The moderately challenging trail is suitable for backpackers of all ages. Allow for a two-day hike or a half-day bike ride.

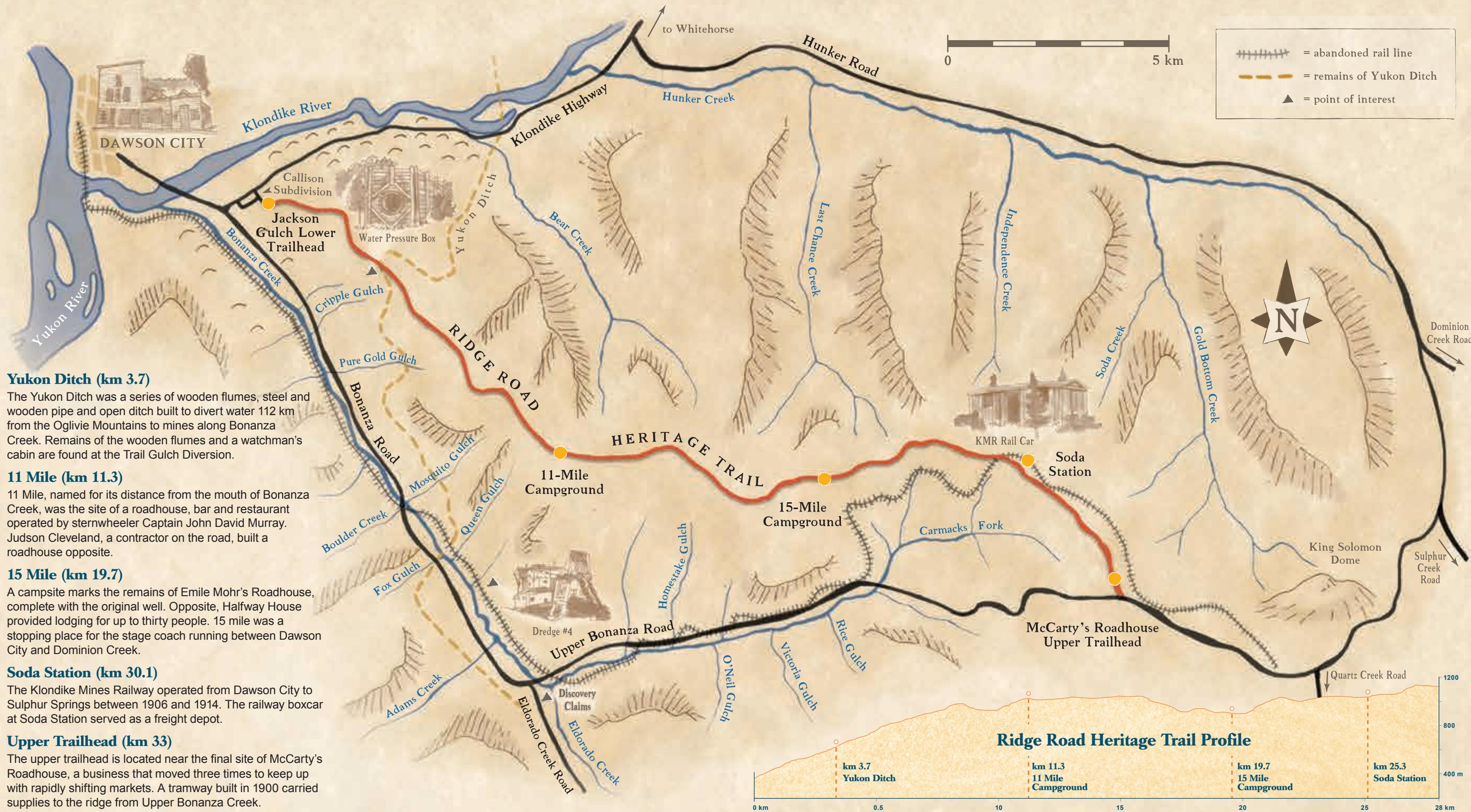
Travellers can begin at the upper or lower trailhead. The upper trailhead is located on Upper Bonanza Creek Road. Drive 13 km along the Bonanza Road and turn left, crossing Bonanza Creek to the Upper Bonanza Road. Drive 16.9 km to reach a pull-out on the left where the trail begins. Reach the lower trailhead via the Callison Industrial area south of Dawson. Follow signage off the Klondike Highway to the trailhead.

Before venturing on the trail, plan ahead. Leave transportation locked and without bear attractants. Sign the register and leave a note with your expected date of return. There is no cell service along the route. Carry bear spray, waterproof gear, sun protection, bug repellent, a first aid kit, food and camping gear. If biking, be aware that the descents are challenging. Check your brakes, wear protective gear and bring a repair kit.

Camp at 11-Mile (km 11.3) or 15-Mile (km 19.7) along the trail. Leave no trace and pack out everything you bring in. Removing historic artifacts is prohibited.

Enjoy your adventure!





Yukon Ditch (km 3.7)

The Yukon Ditch was a series of wooden flumes, steel and wooden pipe and open ditch built to divert water 112 km from the Oglivie Mountains to mines along Bonanza Creek. Remains of the wooden flumes and a watchman's cabin are found at the Trail Gulch Diversion.

11 Mile (km 11.3)

11 Mile, named for its distance from the mouth of Bonanza Creek, was the site of a roadhouse, bar and restaurant operated by sternwheeler Captain John David Murray. Judson Cleveland, a contractor on the road, built a roadhouse opposite.

15 Mile (km 19.7)

A campsite marks the remains of Emile Mohr's Roadhouse, complete with the original well. Opposite, Halfway House provided lodging for up to thirty people. 15 mile was a stopping place for the stage coach running between Dawson City and Dominion Creek.

Soda Station (km 30.1)

The Klondike Mines Railway operated from Dawson City to Sulphur Springs between 1906 and 1914. The railway boxcar at Soda Station served as a freight depot.

Upper Trailhead (km 33)

The upper trailhead is located near the final site of McCarty's Roadhouse, a business that moved three times to keep up with rapidly shifting markets. A tramway built in 1900 carried supplies to the ridge from Upper Bonanza Creek.

