

house building, an electrical light plant building and a 3/4-ton truck. The tenant on the adjacent lot was the RCMP.

In the early summer of 1949, a mass of plywood panels arrived by steamboat at the Minto landing, as part of the new prefabricated detachment building shipped from Eastern Canada. The Mannix Company was building the new highway and kept a sizable carpentry crew working at Minto. The group erected the building in a relatively short time. It was the latest design in northern detachments: the 4x8-foot plywood panels, complete with insulation and wiring ducts, were bolted together to form a 28x28-foot two-bedroom living quarters, joined by an enclosed breezeway to a 12x36-foot garage and office annex. The whole complex was erected on 4x4-inch wood pilings, 18 inches off the ground. With small windows located high in the walls and the floor erected off the ground, the building was designed for areas of permafrost where blowing snow covered buildings in the winter. But the winters were cold in Minto and there was little snow and wind. As a result, natural light was meagre inside the quarters and the floors were extremely cold. Otherwise, the building proved roomy and adequate.

Fort Selkirk Detachment, located on the Yukon River at its junction with the Pelly River 28 miles north of Minto, had been in existence since the gold rush days, but was now being abandoned in favour of locations along the new highway. The Hudson Bay Company store closed and the building was dismantled and shipped out of the Yukon Territory. The Anglican church discontinued services when all but four or five of the residents moved to Minto and other communities. The detachment closed shortly after Cpl. G.I. Cameron, NCO i/c since 1935, retired. Cst. Len Hall relieved him and transferred all

police property to the new quarters at Minto in the fall of 1949.

I was transferred to Minto Detachment in June, 1950, to relieve Cst. Hall. The highway was now running from Mayo to Minto, and was almost completed through to Carmacks, 47 miles to the south. The Government had decided to carry on with the highway right through



Cst. Stuart Gates plowing a garden patch for vegetables, 1951.

to Whitehorse. With this project still one year away from completion, the mines continued to ship the ore by boat and Minto never became the terminal point as originally planned. The townsite never grew, and in fact, the fire warden station buildings were moved to Mayo in 1951. Only the RCMP detachment buildings remained on the townsite.

To speed up the transport of ore shipments, steamboats were converted to burning oil instead of cordwood and consequently, many wood camps were