

MOCCASIN TELEGRAPH – Twenty Second Edition – July 20, 2003

Created by Sherron Jones sherronjones@shaw.ca



Sternwheeler Casca

By Henry Breaden breaden@shaw.ca

In regards to the Casca grounded, I am sorry that I used the term "Lines" which you naturally would not know. When we said lines, it meant cable, either 5/8", 3/4" or 7/8 inch. For rope, we used the term "rope" only. When it came to tying up the boat or pulling off a gravel bar, we always used cable. And where we had a large load and swift river that we just run out of power, we would "Line Up". This meant pulling out about 1500 feet of 5/8 line and anchoring it to a tree. Then the winch on the bow was used to pull the boat up the river with the engines going full ahead. Where rope was used, was in the towing tackle from the boat to the barge. This was 1-1/2 inch diameter rope. One end of the rope blocks was anchored to the shoulder of the boat, and the other end to the towing posts on the barge. If you look at the photo of the Str. Whitehorse with a barge, you should see the starboard towing tackle. The tackle was run onto the winch for tightening, and was usually left there except if the winch was needed for something else like lining up or pulling off. In this case, there were short 1-inch ropes anchored near the winch, which were used with a special hitch that held the towing tackle tight, and allowed the winch to be used for other work. Another use of rope was the lifeboat "Falls", which are the block and tackle used to lower a lifeboat. At the front of the lifeboat was a "Painter" which is about a 12-foot length of rope used to tie the lifeboat to anything. Another use was a "heaving line" which was a 3/8-inch rope with a weight at one end. When we were coming into a dock, to get the lines ashore, a heaving line was thrown to the longshoremen ashore, and they pulled the cable ashore and attached it to a "deadman" by using a "toggle" which was a 4-foot length of cordwood. It is a complete different "Lingo" isn't it?

Have you seen the film "KENO"? It is the last trip of the Keno to Dawson. When we went aground at Slackwater Crossing just above Minto, I used a system that was quick if there was no big timber around. That was to use 6 Yukon willow in line, where the line is around the first, around the second and finally shackled into the last willow bunch. Then tighten the cable back to the first one and you are ready to winch. It is surprising what the Yukon Willow will hold due to the root system, and as night was coming on, I wanted to try a pull before dark. If the willows pulled out, we had the full night to put in a deadman. This meant digging a trench at least 4 feet deep, and drop in a timber with a cable on it with the trench 90 degrees to the pull. Then dig a slit trench for the cable to lie in, in the direction of the pull. The whole thing is then covered up and you have a "deadman" with a cable coming out of the ground at an angle. The winch line is attached to the deadman with a toggle (as above.)



Now for the Casca in the Fingers. I took the photo from the workboat "Loon". In the fall of 1947, I was on the Keno and Emil Forest needed someone with him for the trip back up the Yukon River. So I agreed and had a great trip, as I took a few photos. After running lines for the Casca at Williams Creek, we were ahead of her and above the Fingers before her. Another was the photo of the Whitehorse and barge heading downstream. We crossed Lake Laberge at night, and I was able to get the one of Laberge completely calm at daylight. This was most unusual, for I have seen Laberge very nasty on several occasions, and here was Laberge without a ripple.

In earlier years, the boats knew where the others were from the telegraph offices along the river, so there was no problem of one boat meeting another in the Fingers. After the war, we were all equipped with radios, so it was that much better. Accidents? The Str. Whitehorse managed to hit the wall at least 3 times during her 53 years on the river. As the wall is projecting, it more so removed some of the cabin work rather than damaging the hull. It meant having a ships carpenter on board to rebuild the cabin work for a trip. But I remember the Casca losing about 30 feet of guardrail by getting too close. It could happen from wind, (those things were like a large sail), or from the skipper getting out of position at the last minute. It was quite exciting running the Fingers downstream, for

there is quite a strong current between the 2 rock islands on the left. You would "shave" the islands, and the current would set you over at least 10 feet. As soon as you were through, you had to go full astern and make a drift, as there is an island directly below the rock walls. I don't know of anyone being drowned in the Fingers thankfully. Coming up with a loaded barge, you would pick up the cable at the lower end and winch up through. With a light boat or no load on the barge, you could usually steam up through in the latter season when the water level had fallen and less current.

Another beast is Rink Rapids, 25 minutes below the Fingers, or 5 miles. The Str. Dawson was lost on a reef in 1926, and the Casca No. 2 hit the Dawson boiler and sank in 1936. In 2 weeks, the B.Y.N. had lost 2 boats, the Casca No 2, and the Klondike No. 1 in the Thirty mile below Lake Leberge.

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Co. B, 14th infantry arriving Fort Gibbon, Alaska on the Tanana River in July 1914. The unidentified steamer is pushing barges with wanigans on them.

I have borrowed this photo from the Carcross Community schools site on Paddlewheelers to show the use of barges with wanigans build on them.

Visit their site

at: <http://www.yesnet.yk.ca/schools/carcross/graphics/paddlewheelernew3/photoshopgallery/pages/p20top.htm>

- Sherron

Pushing Barges

By Henry Breaden

About the steamers pushing barges, all of them did, but the Klondike being much larger sometimes did not. Yes they pushed barges all of the time and we considered them as part of the equipment. To give you an example, the Keno could handle 100 tons of cargo on the deck, but would handle another 150 tons on the barge making a trip total of 250 tons. Another example would be the Diesel, Neecheah, which I was on for a season. She is about 60 feet in length with the galley and dining room in the stern, engine room and fuel storage midship and the crew's quarters forward. So there was no room for freight on the boat itself. We pushed a barge that would handle 60 tons of freight. In 1945 we were on the Stewart River hauling freight to Mayo, for the amount going in was about right for us. We hauled general merchandise for the stores even on the barge, and used tarps to protect the cargo from weather. In the fall when it was freezing, we put kerosene lanterns under the tarps so that produce did not freeze. The next year, United Keno Hill opened up and the Keno was put on the run to haul freight and ore.

On the main river, the Casca, Whitehorse, Aksala and Klondike were running to Dawson and used barges. The Casca for example would hold 150 tons on the deck and another 150 on the barge going to Dawson. As it was all downstream, why not double your capacity and go downstream for near a free ride? Even though the Casca and Whitehorse were tourist boats, they would both deliver about 300 tons of freight to Dawson every 10 days along with the tourists. I had heard that the freight more than paid the expenses of running the boat, and the tourist money was "Buck Shee" (without cost). So the barges were a paying proposition, and without them it likely would not have been feasible to run the boats. Usually perishable freight would be loaded on the boat on (dunnage boards, or gratings) to protect it from a wet deck. Course freight like fuel drums, dredge parts, vehicles or dynamite was loaded on the barges. Whenever dynamite was hauled, there were no passengers, and usually the Aksala hauled it from Whitehorse to Stewart River. We would transfer the boat freight to the Keno including detonators, which we would put in stateroom bunks for the trip, and pick up the barge. The Aksala may continue to Dawson, and on the way back up pick up the barge of ore we had brought from Mayo. Whenever explosives were carried, we flew a red flag from the forward jackstaff to warn other boats. When we passed other boats on the river, somehow they found a reason to sit near the beach until we had gone by. Maybe they were thinking of the Str. Columbian in 1906, and that was only 3 tons of black powder on the bow.

Another thing that was common was a housework, or wanigan, on the barge to protect freight from weather. During the 1930s, these were used on the Stewart River, but were phased out in the early 1940s. In the old Stewart Slough there were barges that had been used on the lower river to Dawson and they were Huge! I would assume that they would carry 4 times the freight of the ones we used on the upper river. The Susie, Sarah and Julia B used to push up to 5 of them upriver to Dawson. One on each side, and 3 ahead of that.

These large boats were of the Mississippi River Packet type with twin stacks and twin boilers. Usually built in Unalaska in the Aleutian Chain. My dad said that they were like a big island moving upstream on the river.

(The Str. Alaska was renamed Str. Aksala when it was re-registered in Canada.)

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Please find attached a photo of Victoria Rock, 1/2 mile below Fort Selkirk, Yukon River. It is supposed to be a replica of Queen Victoria. Henry breaden@shaw.ca

Obituary

In Loving Memory of a brother, friend and stepfather DOUGLAS EARL FRIZZELL who passed away suddenly at the age of 59 in an act of HEROISM.

On Sunday July 13th, while fishing with his brothers family, Cindy and Jerry Wolsynuk and three young children, Doug selflessly helped assure the safety of the children as the 19 ft jet boat took on water and sank within minutes, in Little Atlin Lake, 55 kms west of Whitehorse.

Doug was born November 19,1944 in Dawson Creek, BC. He moved to Vernon around 1966 and worked for his brother Don at Vernon Moving & Storage before starting his own business as a postal contractor. He also worked for 10 years as a truck driver for Rocky Mountain Transport in Vernon.

Doug was a past president and ardent supporter of the Vernon Snowmobile Association. His hard work and efforts, for a period of nearly 30 years, contributed much to the growth and success of the association and to the snowmobiling in general, on a provincial scale. Doug worked tirelessly fund raising for the charity through Snowarama, making Vernon Snowmobile Association the highest grossing contributor in BC, for many years. He remained the backbone and a director of the association long after he sold his sleds and past events and new VSA activities found their way into his daily conversations. He will be greatly missed by his stepchildren, Rhonda Tilson (John) child: Vanessa, Theresa Wharton (Steve) children: Justin and Nicholas, all of Vernon, Charlene Jensen, children: Karina, Jamie and Danielle of Revelstoke, BC and his only brother, Don

Frizzell (Muriel) nieces, Cindy (Jerry), Sandra (Ralph), Lorelea, and their children, all of Whitehorse, his uncle Bill Norish of Vanderhoof, BC, aunts Elsie Healing and Lil Taylor of Lacombe, Alberta and Olds, Alberta, many long term friends and members of the Vernon Snowmobile Association and past work associates. At his request there will be no funeral. A Commemorative trip to his favorite snowmobile area is planned for this winter and all his friends and acquaintances are cordially invited to come along. Donations in his memory to Vernon Crime Stoppers will be appreciated. His friendship, community spirit and generosity will never be forgotten.

(I hope the Whitehorse Star will permit the use here of their piece. There wasn't time to get the permission after finding the confirmation of the link in the above Obit in this morning's paper here in Vernon. - Sherron)

Boat sinks, man drowns

by Sarah Elizabeth Brown

A **Whitehorse Star** Archive story originally published July 15, 2003

An uncle up visiting from B.C. died Sunday afternoon in Little Atlin Lake after the boat he and his family were in sank.

Doug Frizzell, of Vernon, B.C., was the only one in the six-person group not wearing a life jacket, said Carcross RCMP Const. Jeff Monkman.

Frizzell, his niece, her husband, their two children and a young friend of their kids were out on the lake Sunday when they started to notice at about noon that the 5.4-metre fibreglass and aluminium jet boat was filling up with water.

The Whitehorse family and their 58-year-old uncle from B.C. made it about two kilometres from the Little Atlin Lake boat launch when they stopped to check the engine compartment, said Monkman.

When they lifted the hatch, the boat quickly sank in a little more than four metres of water. They didn't even have time to grab any of their belongings before the boat, belonging to Frizzell's brother, sank beneath them, Monkman said.

The two parents and all three children, all wearing life-jackets, managed to swim the approximately one kilometre to a nearby shore.

Late Sunday evening, concerned family members notified the Carcross RCMP the group was overdue from their day-trip. The family decided to charter a plane and found the five stranded members of the boating group on the Little Atlin lakeshore.

Shortly before 1 a.m. Monday, the family called the Carcross RCMP again, this time to let them know they were only looking for Frizzell.

Four hours later, a local fisherman helping out in the search found the man's body floating on the lake about six kilometres from where the boat sank.

A coroner attended the scene and has ordered an autopsy. Police are looking into why the boat sank, and will have to haul it up from the bottom of the lake today, Monkman said.

Memories of Dawson events, by Pete and Brownie Foth.

Subject: A couple of incidents that happened while Pete was Justice of the Peace and Coroner in Dawson:

One bright sunny day in Dawson, a hefty wrap on our front door was heard. Two RCMP were standing there asking where Pete was. They mentioned that they really needed him 'pronto.' I explained that he was at the mine with his partner Sox Troberg , on Cripple Hill and wouldn't return till a late supper hour. I drew a little map and hoped that they would find the turn off. They thanked me and headed off in their van. Once they found the turn-off on Bonanza Creek, they headed up the steep hill where Sox and Pete were both using their monitors. No-one saw nor heard them coming and what a surprise when they finally made the grade bringing with them a prisoner. Court was held right there in the open and all were happy with the results.

Another episode happened on New Year's Eve. We both had been planning and looking forward to the biggest event of the year, New Year's Eve Ball. I had acquired the services of reliable, Agnes DeWolfe, months in advance for the evening, made myself a fancy long gown and worked all day on my hair doo. We were to go to friends, Tom and Athol Retallack for drinks before heading off to the hall, for the bash of the year. Around the dinner hour, again the police arrived wanting to talk to Pete. I had always scuttled to the adjoining room with the girls when Pete needed privacy talking with the police. After they left, I could see that something was gravely wrong by the look on Pete's face. Well it turned out that someone had come to town from Bonanza Ck. and found an Oldtimer dead in his cabin. For how long, no-one knew, but the Police needed the Coroner to go with them out to fetch this body into town right then. Well, you can imagine how I carried on, after all I had been preparing this one night out, for eons, it seemed, and now I wouldn't be able to go. Well it was very clear, that my partner was going with the Police regardless of anything I said. After all this Oldtimer could have been frozen for days, but that was no reason to leave him out there until I had my fling at the Ball. It was -30 -40 that night, and away they went in the RCMP pick-up. Many tears were shed, and the 2 little girls were feeling bad for poor Mom. To make this story a little shorter, at approximately 11:30 p.m. the police let Pete out and believe it or not, we made the ball as the whistles were blowing and the balloons were flying. As I look back, I believe that was the very best party in Dawson that we ever had! Poor Pete, what he had to put up with!!!!!!!!!!!!!!

Brownie Foth



Pete & Brownie Foth (July 5, 2003)

The girl that took this, we knew when she was 10 yrs. old in Beaver Ck. (1965) Great visit, great memories. Everyone seems to carry a nice little digital in their pocket nowadays. "Never leave home without it".

Luv ya,
Pete and Brownie.

Great Photo Pete & Brownie! Thanks for sharing it with the group. – Sherron

DONNA CLAYSON'S STORY SECTION

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First of all I'd like to apologize to all readers of the Moccasin Telegraph for not submitting stories for the last three issues. I've been on vacation but did have material to submit to Sherron. However, before leaving for Saskatchewan I tried e-mailing the articles but for some reason, they would not go and got hung up in computer never-land. I believe I've corrected the problem and hope I can make up for my tardiness. To add to the problem my computer was in for an upgrade that took longer than anticipated.

I'm back and looking forward to submitting more stories but need your help. Please send in your submissions to ytdogteam@telus.net. All and anything would be greatly appreciated and in particular, family histories. Are any of our readers willing to share your family stories?

I see the Mayo Celebrations are over and from what I hear, a tremendous success. Can any of our readers send in a review of the activities? – Donna

Regarding Joyce Yardley's book: Crazy Cooks and Gold Miners: I have read this book twice and found it so interesting I couldn't lay it down. The first time I read it I was done in 24 hours so had to read it again to see what I missed. I highly recommend Joyce's books. She is an excellent writer that captivates her readers.

1950 crash victim grateful to air pioneer

by Stephanie Waddell Star Reporter

A **Whitehorse Star** Archive story originally published June 6, 2003

Permission to use granted by the Whitehorse Star

Moe Grant makes visits to his long-time friend Herman Peterson just about every day. The memories of how Peterson rescued him from an airplane crash are still strong after more than half a century. "I wouldn't have been alive today if it hadn't been for him," Grant said in an interview Thursday afternoon.

On Wednesday evening, Peterson was inducted into the Yukon Transportation Hall of Fame as a 2003 Transportation Pioneer of the Year along with Percy DeWolfe. James Mutch, as well as Fred and Jean Cook, were inducted as 2003 Transportation Persons of the Year.

In February 1950, Grant was flying by himself between Carcross and Atlin, B.C. when a mechanical problem forced his plane down. He had no food or emergency signalling system. "The food was the least of my worries, but I didn't have any water either," Grant said. "I was eating snow, and trying to walk out, but the snow was too deep and I broke my foot and dislocated my ankle in the crash."

He did have a bottle of scotch he took a sip from, which dehydrated him more than anything, he said. The first night, his foot froze, which acted somewhat like an anesthetic, so he could walk on it without much pain. He walked as far as he could under the circumstances, but as search planes flew over him on the side of the mountain where he had crashed, nobody noticed him. He eventually made it down to the mountain's timberline where he thought he could make a fire using matches in his pocket. When he went to take them out, however, he found they were soaked. "I had packed the engine tent – the canvas engine tent," Grant said. "I packed that down the mountain with me as kind of a shelter, and I wrapped myself up in that. I got underneath a tree out of the wind and that's where I stayed for three or four days." The body heat melted the snow around him. "I got that melted down to the ground under the tree. (It was) like I was laying in a grave," he said. As planes flew over, Grant would wave to them, but he was never spotted. Around four days after the crash, the search was called off.

There were two people who never gave up, though – Grant's father and Peterson. "Herman had flown that route so many times that he happened to spot something a little different on the side of that mountain he hadn't seen before.... He just happened to be at the right angle, the sun happened to be just right and he spotted the aircraft on the side of the mountain and he radioed into Whitehorse," Grant recalled. Shortly afterward, Grant was rescued.

Peterson and his wife, Doris, have been like parents to him, he said. Born in Lachute, Que. in 1913, it didn't take Peterson too long to know he wanted to be a pilot. At 10 years old, he convinced his father to take him to see a float plane that had landed in the area. He bought his first plane for \$250 when he was in his early 20s. The plane had crashed, but Peterson planned to fix it up. He even got his first lessons out of the deal from the plane's owner, Joe Fecteau. By 1942, Peterson had earned his commercial and air engineer licenses. He went to work for Northern Airways in Carcross. His first assignment was to assist in removing equipment and live ammunition from three American B-26 bombers that crashed in Million Dollar Valley. He would go on to deliver supplies for the Canol Pipeline project, along with mail and passengers in various aircraft from Carcross to Telegraph Creek, Tulsequah and Iskut.

In 1950, he and his family moved to Atlin, where he started the community's first air service – Peterson's Flying Service. The first contract for the company was to deliver mail from Atlin to Telegraph Creek. Peterson spent more than 25 years delivering mail, supplies and people throughout the North. At one point, Peterson considered getting out of the business when one of his planes – a Cessna 180 – crashed and burned north of Telegraph Creek. It was being piloted by a representative with the Geological Survey of Canada and there was a passenger on board who worked for Consolidated Mining and Smelting. Both were killed. When another pilot spotted the smoke, he flew in to assist, but was caught in the same downdraft which caused the initial crash. This plane went down as well, but nobody was injured. "You get over these things, but you never really get over it," Peterson said years after the incident. He retired in 1967, but continued

flying as he acquired planes for fishing trips and even built his own Smith Special biplane named Suzy.

Grant noted he would have liked to see Peterson be inducted into the hall of fame years before this. “They waited too long,” he said. The Atlin airport has been named the Peterson Field in his honour.

Percy DeWolfe, known as the Iron Man of the North, was the other 2003 Transportation Pioneer of the Year to be inducted into the hall of fame.

For more than 40 years, he risked his life to deliver mail between Dawson and Eagle, AK. He came to the Yukon with the Gold Rush of 1898 from Wolfeville, N.S. Like many who arrived for the gold, by the time he and his business partner got to Dawson, all the good claims were staked. He and Peter Anderson, his business partner and friend, were also broke by the time they arrived. The two bought a net on credit and headed 26 km down the Yukon. They brought back fresh salmon to sell in Dawson. It wasn't long after the two friends had a fairly successful fishing business. Through the winter, DeWolfe and Peterson did freighting and chopped wood for a little extra cash. In 1910, the pair went separate ways when DeWolfe obtained a contract to carry mail on a 340-km route from Dawson to Eagle. He used dog-sled, horse-drawn sleigh, boat and sometimes his own feet to deliver the mail. There were times when he nearly lost his life. In one instance, his horses fell through the ice, but not before DeWolfe was able to throw 20 bags of mail from the sleigh. DeWolfe tried to save the animals in the freezing water and was nearly forced under by flailing hooves. When he realized rescue would prove impossible and his life was at risk, he grabbed part of the sleigh and pulled himself out. And before he headed home in his wet clothes, he delivered the mail that had been saved.

Stories like this were scattered throughout his 40-year career delivering the mail. DeWolfe's last contract saw him delivering mail to Fortymile. He died the last year that post office, which was at that point run by Anderson, closed – 1951. Every March, his career is honoured with the annual Percy DeWolfe Memorial Mail Race sled-dog race from Dawson to Eagle.

SINKING OF THE NEECHEAH

By Henry Breaden

We used to haul small freight and supplies to Brewer Creek, Barker Creek and Scroggy Creek including mail. Most often we did not see anyone there, for they were up the creeks mining but when we came back down, the material would all be gone.

Do you remember when the Neecheah sank at the mouth of Brewer Creek in the late summer of 1949? I think it was Harold Bates who was skipper, but coming downstream they struck something and stove in the planking along the knuckle which is between the side and bottom of the hull. (Note: Stove is the word we used. When you stove in any section on rocks or anything it meant breaking the planking).

We came down from Whitehorse with the Nasutlin and when we were coming in I hollered to George Phillipson, "Where is the Neecheah?" He turned his thumb down and we knew it was sunk somewhere. Our Chief Officer (Pilot) Murdo Brian, was from the McKenzie and a real knowledgeable fellow. We loaded the steam wrecking pump from Stewart and headed up to Brewer. There was the Neecheah in fifteen feet of water laying 45 degrees on its side. It was fortunate that the damaged plank was up, and we were able to lash a tarpaulin over the break and winch the Neecheah back upright. We put freight gratings over the windows and canvas over that so that we used the housework as a hull and started pumping. When it was pumped out, Murdo and I got down in the hold and put in what they called "Soft Patches", for I had worked in the shipyards in Whitehorse.

I had experience both on the Keno and Nasutlin in low water on the Stewart putting in patches. When we had a particular riffle that we did not know if we could make coming downstream, some of us used to go down into the hold and watch. It was black as the inside of a cow and only a flashlight to see by. Real spooky, for when you went over a riffle you could hear the rocks rolling under the hull. Not only that, but I swear you could see the planking bend between the frames. If one cracked, you had a stream of water and had to put in a Soft Patch with only four feet of space in the Nasutlin and five in the Keno.

Crawling in between the truss work frames was a chore in itself. A brace went in between the patch and the deckhead and you used two wooden wedges opposed to tighten it up. Meanwhile you were getting soaked, but that would dry out! The main thing was to see that the boat was not at risk of taking in water.

Jackie Pierce of the Whitehorse Star has sent along a picture of Miss Canada 1955. Thank you for sending this along Jackie.



Dalyce Smith

Miss Canada 1955
Courtesy of the Whitehorse Star Collection

YUKON WILDLIFE

By Donna Clayson

Yukon is shared by the people and the abundant wildlife. Even though there is lots of wildlife in the north it is sometimes difficult to see due to the forests. I was very determined as a teen to see how many species of animals I could spot. I would spend hours and, sometimes days camped in the bush hoping that some form of wild animal would pass by.

I've been fortunate to see grizzlies, black bear, elk, moose, wolves, lynx and numerous small animals pass by my line of vision as I sat quietly, not moving.

How many readers of this newsletters have had some sort of encounter with the wildlife? I'd love to hear your story so please send them along.

Below are some highlights regarding the Yukon wildlife:

- ❖ While many animals live in the national parks or game preserves there are just as many that live in their natural environment.
- ❖ Moose are found throughout the Yukon. They can be found along lakeshores or in sloughs.
- ❖ Deer are scarcer. The largest population of Mule deer can be found along the Takhini River, west of Whitehorse.
- ❖ There are major herds of caribou that migrate between seasonal pastures. The barren-ground caribou of the Porcupine Herd in the northern regions have been known to migrate to summer grounds 12,000 km from their winter range.
- ❖ Mountain goats are seen mostly in the southern Yukon.
- ❖ Sheep populations spend the summers on the rocky ridges and grassy slopes. There is an estimated 20,000 sheep in the Yukon, most of which are Dall sheep.
- ❖ Black bears are a major big game resource.
- ❖ There is a large population of grizzly bears.
- ❖ There is such a large population of timber wolves that they can be seen almost anywhere in the Territory.
- ❖ Many Yukoners trap. Some of these animals include: marten, lynx, wolverines, mink, wolf, otter, coyote, weasel, fox, squirrel, beaver, muskrat and fisher.
- ❖ There are numerous hawks and owls. Bald and gold eagles are common. Falcons can also be seen.
- ❖ There are seven species of grouse. These include blue, ruffed, spruce and sharptailed, willow, rock and white-tailed ptarmigan.
- ❖ Waterfowl are found in the wetlands throughout the territory. There are sandhill cranes, trumpeter swans, Canada geese and ducks that stop over during migration.
- ❖ Thousands of swans and Canada geese land at Marsh Lake every year.

- ❖ There are 190 bird species in the Yukon.
- ❖ Fannin sheep frequent the Faro region.
- ❖ Butterflies frequent Keno.
- ❖ We can't forget the raven. Their throaty calls can be heard no matter where you go.
- ❖ Snowshoe hares are also abundant and the favorite meal for the lynx.
- ❖ And, of course, the mosquito.



The Dreaded Yukon Mosquito

How many of our readers can identify what kind of animal is in the picture below? I took this picture of this baby in 1991. My stepmother (Mary Ellen Storing) was holding the bottle. Please send in your guess and let's see how many people will correctly identify this baby. Of course there is an interesting story behind this picture that I will relate in a future edition. - Donna



Photo courtesy of Donna Clayson

REASONS TO EAT CARIBOU

A 90-gram serving of caribou vs beef:

1. **Caribou is lower in fat:** 4 grams vs 10-18 grams
2. **There are fewer calories in caribou:** 150 calories vs. 256 calories
3. **Caribou has more protein: 27 grams vs 22 grams**
4. The tundra plants it grazes on make **caribou higher in calcium:** 20 mg vs 7 mg
5. **Caribou has more iron:** 5.6 mg vs. 1.7 mg
6. **Caribou aren't fed antibiotics or growth hormones.**
7. **Caribou waste doesn't endanger any water table**
8. **Caribou don't overgraze** – they stay on the move
9. **Ever heard of "mad caribou disease?"**
10. **Caribou run wild** until they're killed

I love wild meat of any kind, as that is all we had when living in Haines Junction. My dad, Doug Storing introduced me to the following recipe. It was actually quite good. I look at it now and don't know whether I could still stomach it:

Source: **Yukon Cookbook, A Selection of Recipes from Yukon Sourdoughs**

BOILED MOOSE NOSE

1. **Build a fire.**

2. Singe nose by tying a wire to it and dragging it around in the fire; or on a long fork. Scrape and singe again, repeating singeing and scraping until all the hairs are off. Roll up pieces of paper tightly and light the ends to singe the hairs in the nostrils. Pull all the burn off and boil for 3 to 4 hours. It is good hot or cold.

Neighbours

Loud voices warned of their coming.
Wheels groaned over gravel
then jarred to a stop.

Sway-backed horses
dropped their heavy heads
to feed.

Billy goat smells
Permeated the house.
“hallo, missus!”

Laughter crackled loudly.
Voluptuous pockets produced penny candy.

I pushed the kettle
to the heat of the stove
and settled back to listen to incredible tales
told by the old-timers.

Borrowed from a friend – Donna

End of Donna Clayson's Story Section

A Message from Gillian Campbell

gillianklondikekate@shaw.ca

Hi Sherron, Sorry I don't have too much news to tell you. We are doing a FREE SHOW first Night of the FIREWORKS AT Kits Show Boat, at Kitsilano.. Wednesday 30th July. We are guaranteed a FULL HOUSE ha ha because we are on just before the FIREWORKS. We will have a 7 piece Band and Dancers too.. I hope it does NOT RAIN !!!! last year we were rained out and had to re schedule, so I hope I see some Yukoners there.... Love Gillian xoxo

New Additions

Hayden, Joyce & Earle jhayden@yknet.yk.ca In Whitehorse 1953 - 1975, 1987 to present.

Sharon, this is a great website. Thanks for all your work. I would love to hear from people with memories of Whitehorse in the 1950s & '60s – for research project. Joyce Hayden

Hi Sherron: Thanks for all of the info. Eleanor Millard of Carcross forwarded both the email list and the edition of Moc Tel to me. I really enjoy it. I will write something about the 1950s for (hopefully) your 22nd edition, and at the same time, ask anyone who has memories of that time to email me. I have been writing Yukon history for awhile, and have published Yukon's Women of Power: Political Pioneers in a Northern Canadian Colony as well as the biography of Victoria Faulkner, who was the Commissioners Secretary for 44 years and for whom the Womens Centre in Whitehorse is named. I would like to put a little blurb about my books in the next edition.

I have written several articles about the 50s and 60s, and I suppose I will try to sell another one or two, but mainly I just want to record that era. It was quite unique. If nothing else, the info will go to Archives. I doubt I will do another book - my health isn't all that great.

We lived on Tutshi Rd, at #10, in the 60s and early 70s. I worked at the YWCA from 1970 to 1975. From 1953 to 1964 we lived at 808 Black St. Now we have returned (in 1987) and live at 69 Teslin Rd, just at the end of Tutshi. I worked for the Status of Women Council, and did some consulting after we returned from BC (8 years in Vernon - 4 in Masset, QCI) then I was elected to the Yukon Legislature for four years and was Minister of Health & Social Services. After I recovered from that, I began writing again. (I've been a freelance writer since 1970). I can't remember what else you asked me. When I do the blurb about my books, I will list the women who's biographies are in Women of Power. There are 19 of them. (It's a big book!)

Thanks for responding so quickly. Did I read that you are living in Vernon? I liked it, but I developed dreadful allergies there, then asthma. It's an interesting community. Thanks again. Cheers, Joyce Hayden jhayden@yknet.yk.ca 69 Teslin Rd, Whitehorse, Yukon Y1A 3M5 ph 867 668-3452 fax 867 633-6780

A friend of ours brought over a copy of the Moccasin Telegraph (Twentieth Edition) in which we were delighted to find a story about my mother "Mary Rich" by Doris (Fisher) Miller of Merritt, BC. We are interested in being added to your e-mail address list. Cecile and Don Curry (Marsh Lake, YT) dcurry@marshlake.polarcom.com

We would like to have our names added to your list of Yukoners:
Rudy and Janet Couture: randjcouture@klondiker.com Currently living in Whitehorse:
(Watson Lake-Faro-Whitehorse)

DELETIONS

Dear Sherron

I want to compliment you on "The MOCCASIN TELEGRAPH", it is a great newsletter and I am sure the job of running it is bigger than you ever imagined. Hang in there.

I need to ask you to remove our name from your list because I am so busy I just don't have time to read it.

Thanks

MacCallum
Lawrence & Margaret
[403] 281 9079
Immac@telusplanet.net

POEM

The Alaska Highway

*Winding in, and winding out
Fills my mind with serious doubt
As to the lout that built this route
Was going to hell or coming out*

Sandy's Thought for the Week

It is better to appear the fool, than to open one's mouth and prove it.

RECIPES OF THE WEEK

Hi Sherron: I will write you a few of our favourite Yukon recipes that I use from the Sourdough's Delight Cookbook . This was published by St. Pauls' Anglican Church Women, Dawson City, Oct. 1983. The first one was made by Pete Pomuchina who lived in a little cabin on Bonanza Creek. He was a close friend that we looked after for a long time. Each week, we took groceries and mail down to him and this tasty casserole was made while we were there. He always had homemade buns (which he called 'bumps') to be eaten with a large cup of homemade raisin wine and scads of black coffee. I still make this when the grandchildren arrive, as they all knew Pete and love this meal.

Brownie Foth

Chicken Stew with Veggies--Pete Pomachina - Bonanza Ck.

Place 1 package chicken thighs in a large pot with 2 cups water. Boil for at least 30 mins. Then add 1 Tablespoon fat and any veggies that you have such as-- potatoes, carrots, turnip, onions, green and red peppers, and lots of garlic cloves, all cut in large pieces. Add a touch of salt and enough water to cover veggies. Boil for another 30 - 45 minutes. When almost done, add 1-can tomatoes and 1 can of cream of tomato soup. Eaten with his huge buns, really "finger-licking good." Enjoy.

Seven Layer Dinner - Yukon style

1 layer sliced raw potatoes	1 layer rice, uncooked
1 layer sliced onion	1 tin tomatoes
1 layer sliced carrots	1 layer sausage
1 tin peas with liquid	

Place all in casserole in order given. Bake 1 hour with lid on, 1 hour with lid off. Some people prefer to use 1 tin of mushroom soup plus 1 tin of water, instead of tomatoes. Delicious!

Copying films

Hi Sherron,

For anyone wanting to copy old films, shopping around would be in order. I just had 1,600 feet of 16mm film copied for \$192 - 12 cents a foot - by one of the top archival-quality copiers in the country. More info at <http://www.thevideoduplicators.com/>

Murray Lundberg webmaster@yukonalaska.com
YukonAlaska.com
Your Gateway to The North on the 'Net
<http://www.yukonalaska.com>

Chemical use on Pipeline Right-of-ways

Sue Thomas (STALBERG) suthomas@islandnet.com a resident of Beaver Creek in the 1960's has forwarded information found online, and in the Yukon News. This information indicates that dangerous chemicals were sprayed on the pipeline right-of-ways and may have ongoing effects and remaining contaminants.

Since this is a serious subject and not only does it have international ramifications and possible health implications for those who lived in the area, I would like to have you contact Sue and get on her mailing list of folks she is keeping abreast of the developments in information on the subject.

FOR PREVIOUS EDITIONS OF THE MOCCASIN TELEGRAPH

Please contact Sandy Campbell northernlyght@shaw.ca

To date **twenty-one previous editions of the Moccasin Telegraph** have been produced, along with **six special editions**.

Sandy Campbell has kindly agreed to send out copies of the earlier editions of the regular Moccasin Telegraph upon request. Please be specific as to which editions you are requesting.

We have also come up with a way of placing the past editions into e-mail accounts online and we can provide you with the instructions and password, which will enable you to retrieve them yourself.

Sandy is a working girl and will get to the requests at her earliest convenience.
Contact Sandy at northernlyght@shaw.ca

DATES TO REMEMBER

Island Yukoners' Picnic - August 16 – Nanoose, St. Mary's Hall - contact Stan Hegstrom
seaair@bcsupernet.com (details to come)

YXYCP Reunion - September 26 – 28 – Parksville, Bayside – contact Pat Besier jpbesier@seaside.net
(see edition

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