

## **MOCCASIN TELEGRAPH – Twenty Fifth Edition – August 10, 2003**

Created by Sherron Jones [sherronjones@shaw.ca](mailto:sherronjones@shaw.ca)

### **YUKON FIREWEED**



Photo by Doug Bell [dougbell@yknet.ca](mailto:dougbell@yknet.ca)

Doug Bell has forwarded three Yukon Photos and I will place one in each of the next three Moccasin Telegraphs.

August in Yukon usually brings forth a display of this colourful flower, also known as the Yukon Floral Emblem - Fireweed. This flower “*Epilobium angustifolium*” was chosen in 1957 to be the floral emblem for Yukon.

Thanks so much Doug, this is a nicer photo than the one on the Yukon Government website at <http://www.gov.yk.ca/yukonglance/floral.html>

### **AKLAVIK TO OLD CROW--JULY 1, 1958**

By Emily Stillwell -- [eistillwell@hotmail.com](mailto:eistillwell@hotmail.com)

It was a fine day, and a great day for flying. I had chartered a Beaver. At nine a.m., six of us, all employees of All Saints Anglican Hospital, took off for Old Crow. I had heard that the people there would be celebrating Dominion Day. On the way there'd be a chance to see the Richardson Range and Black Mountain up close, and to experience flying through Rat Pass which turned out to be much greener than I thought it would be.

On arriving at Old Crow from the east, the pilot banked the airplane counter clockwise round the village for our landing. Looking down, one could see, basically, two uneven rows of log buildings. There were no streets and no sidewalks. We landed west to east on the Porcupine River, the landing being relatively smooth. Soon, we had doubled back to the dock. We wasted no time in scrambling up the path to the plateau where the village lay parallel to the river.

When I reached the top of the path, on looking up, I was pleasantly surprised to see a tall, straight, young man had come to greet us. I was pleased to learn it was Chief Ben Charlie. We learned that on average only one airplane a month came to Old

Crow. Therefore, our visit was an occasion. It was a given that we would be taken door to door to meet some of the people (known in 1958 as Loucheux.)

One of the people we met outside her home was Edith Josie. Edith had just recently started to do reporting of the local news for the Whitehorse Star. Another stop was at a gleaming, white, pup tent. Just fitting inside was an elderly woman. When Chief Ben Charlie lifted the flap, she greeted us warmly. She had been placed there by caring persons who wished to protect her from the mosquitos. The last stop on the tour was at the home of retired Chief Peter Moses and his wife. (? Rosa) Already visiting the Moses was their daughter, Caroline, who had flown with us from Aklavik. Caroline was a cook at All Saints Hospital.

Chief Moses was wearing a light grey suit, a tie, and a dark, hard cap like a Captain's hat. It had an insignia on it of some kind. On the left side of his suit jacket he wore a ribbon holding his Order of Canada medal. Chief Moses was Chief when the Old Crow people managed to raise and send \$400 to the WWII war effort. Chief Moses was very proud of his medal. At this point, I was feeling that the Old Crow people were very much Canadian. Pictures were taken and we proceeded to the races.

It's a funny thing. I don't remember eating anything or of being hungry during my time in Old Crow. At about 1 p.m., the races began. It seemed every one of all ages turned out to either participate or to watch the games. Sometime during the races, I looked to my right and slightly behind me. There sitting on a dried caribou hide with a pole staff in her hand was elder, Eliza Steamboat. She had made a little grass smudge to threaten off the mosquitos. When I took her photo, she didn't blink. (Later, I had this photo enlarged and framed. Now I'm wondering where it should go-- to the a Museum, or,?)

The races included dashes for the different age groups, plus the sack, three-legged, and moccasin races. There was much hilarity among the spectators, especially, during the moccasin races,. It seemed to me there was very much the white-man's influence in these races. Participating in the egg and spoon was Margaret Hamilton, wife of Reverend George Hamilton. Reverend Hamilton was quite skillful in the apple eating contest--the apples being hung from strings.

Reverend and Margaret Hamilton were two of only seven white persons living in Old Crow on July 1, 1958. There were two Roman Catholic priests including Fr. Jean-Marie Mouchet, two RCMP constables, including Cst. Clare (Sandy) Sanderson, and, one other white male person. There was a Roman Catholic Church, but, only one RC parishioner. Everyone else was Anglican. The fathers were busily involved in the Cross-Country Ski program. They sold me a life membership in the Old Crow Ski Club. I was given a Ski Club crest. (In 2002, I forwarded a photocopy of the original crest to the Heritage Centre in Old Crow. Over the years, the crest or any image of it had been lost to the community. Prior to sending the photocopy, I had sent twenty photographs now known as the Emily Stillwell Collection.)

The last race of the day was the canoe race down the Porcupine. I was surprised at the distance between each canoe. Some were obviously better rowers than others. While the canoe race was happening, young boys were cooling off in the river--some skinny dipping. An adult male sat on a rock close by keeping an eye on things.

To come after the races was a ball game, a moose roast, and a dance. You can imagine my mortification when Mary R, an English RNA, informed me that she had to be on duty at All Saints by 7 p.m.. Hmm! What to do? The people seemed sorry that we had to leave. But, they were glad we came. We'd had a wonderful day. The glass was half full, so to speak. We were back in Aklavik by 6 o'clock. It was still a fine, clear, calm day. I'll remember fondly my visit to Old Crow. Perhaps, I'll get a chance to return, one day.

Note: In 1958, there was very much a connection between Old Crow and Aklavik. Patients from Old Crow came to the hospital in Aklavik, rather than going south to Whitehorse, or Dawson. As well, the people had family connections in Ft. McPherson, Aklavik, and Inuvik.

P.S. In mid July, I chartered an Otter for Herschel Island. There was open water in the Bay, and the arctic wild flowers were at their best. I had more takers than I could accommodate. Making it to my door in time was a couple (plant scientists) desperate to get to Herschel. It was a lovely trip. But, that's another story.

*(copyright notation requested September 15, 2003)*

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I dedicate this to Carolee who saw me through some real tough times.

I started guiding in southern Alberta Pincher Creek west through to Cranbrook BC and north as far as the Red Deer river, for Topographical mapping and Big game hunting mostly in Fernie, Flathead river country.

Then in 1958 I got a territory in northwest BC, from Atlin west to the Haines road and Tatashine River area.

Carolee joined me in 1959 as a young bride. We first lived in Carcross where

I had my horses, and worked for Gordon and Joyce Yardley in the sawmill in the winter.

We moved into Carcross in February and it was about 40 below, so when Carolee went to mop the floor in our new home, a cabin that had not been used all winter. Even though the fire had been going for a few hours, the mop froze to the floor instantly. Handle straight up - no move. Now what? ...Well walk around it spring is coming.

**To The Gal That loves an Outfitter**

By Dave Harder daveharder@telus.net

The gal that loves an outfitter might as well make up her mind  
To face some facts I'll mention err the wedding papers signed.  
She will get herself a husband that will love her mighty true,  
But if she aims to tame him a job she'll have to do.

Now I don't mean cards and drinking for he'll quit the like as not,  
I'm referring to territory and the big game that he's got.  
Suppose he's got a grizzly and he aims to get his hide,  
It may be just a week he's wed, his new wife still a bride.

She will beg him not to do it for she fears he might get killed  
Oh I reckon I can get him and if I'm nearly killed  
It sure won't be the first time and with a grin that mighty tame,  
And he takes his rifle, and goes a hunting just the same.

She will get them both slicked up for town some lovely spring forenoon  
And off they will start together like a second honeymoon  
Just to think she's going with him sets her joyie pulse agog  
But on the way he quits her cause an old moose is in the bog.

She will set a lonesome evening with her temper hard to hold

And wait for him while suppers getting cold  
And then when she'll ask him - like as not he'll say,  
Oh I was just out scouting it's the best time of day.

Now a gal that love's an outfitter might as well make up her mind,  
She will have to face some facts I'll mention ere the wedding paper signed;  
She will get her self a husband that will lover mighty true,  
And if she tries to tame him she will have to learn to live with patience  
Second fiddle to moose, goat or ewe.

Hi, Sherron

I've been reading all the MocTels with great interest. I especially liked the contributions of Joyce Yardley and Harvey Burian, and stories about riverboats.

I have a short story about myself and two long-time & well-known Whitehorse characters, Jim Light and Ben Sheardown.

As many of your readers will know, both Jim & Ben have been inducted into the Yukon Sports Hall of Fame. This story, however, has little to do with sports, except perhaps fishing.

Ralph Lortie

### **FISHING TRIP**

By Ralph Lortie [rlortie001@sympatico.ca](mailto:rlortie001@sympatico.ca)

During the summers of 1956-58, I went fishing many times with Jim – to Marsh Lake, Tagish, Fish Lake, Fox Lake, and some other places no doubt. One trip in '57 will forever be engraved in my memory.

Jim asked Benny & me to go on a fishing trip to Quiet Lake, and soon we went off in Jim's burgundy-coloured pickup (a GMC as I recall). In the afternoon, we headed up the Canol Road. The road was in good condition for the first 15-20 miles, but then we came upon a bridge across a fast flowing river about 60 feet wide & 1½-2 feet deep. The deck of the bridge was in bad shape, but someone had laid planks across it, making parallel

tracks just barely wide enough for tires to follow. Jim didn't like the look of it, and decided instead to try to ford the river along side the bridge (there was a ramp going down off the side of the road). But the riverbed was full of large boulders, so we got only about 20 feet or so into the water, and got stuck.

Needless to say, Jim wasn't very pleased about our situation, and told Ben & I to stay in the truck, and that he would walk back to Johnson's Crossing to get help. So Jim took a bite to eat & set off. Benny & I sat in the truck, played verbal games, and wondered what we'd do if the water level rose. As evening grew darker, we fell asleep. A few hours later, we were awakened by the sound of a truck coming, and soon it appeared on the other side of the river. It slowed down to a crawl as it approached the bridge, but came straight on over. We were somewhat surprised to see this old-timer in his old U.S. army truck (which he had probably scrounged up the road soon after the Americans left at the end of the war). We rolled down a window to talk to the man, and he offered to pull us out. He backed down the ramp, and waded out to Jim's truck with his winch cable. In about 2 minutes, we were on the bank. The man asked us if we were going to drive out, but neither Ben (age 13) or me (14) knew much about driving, so we said no, even though Jim had left the keys in the truck. So the old guy drove off, and we went back to sleep for a while.

When we woke up again, we both decided to give it a try. I started the truck, and backed up (after several tries to find reverse gear) to turn around. I put it in first gear (the only one I knew for sure), but it wouldn't move. We thought that something had been damaged. So we went back to sleep. Sometime later we woke up again, and as I opened my eyes, I was looking straight at the emergency brake handle. Ah, ha!! So I started the engine, released the brake, and off we went. We drove all the way back to Johnson's Crossing at about 15 mph, in first gear. I was afraid I'd wreck the transmission if I tried shifting up.

As we drove into the parking lot at the hotel/motel, there was Jim just coming out, on his way to get a tow truck. He looked at us in amazement. I braked a little late and we bumped into the big log curb, but not too hard. Ben & I got out, as proud as can be, for bringing in the truck and saving Jim the cost of a tow. Little did we know that a few days later Jim would have to get a new transmission put in that wine-coloured pickup. I wish that Jim & Ben were both still alive so we could have a laugh about that fishing trip. We didn't even wet a line.

## **My Family Roots and Yukon trip 2003 by Pat Bakewell ( nee Fulton )**

### **Part 2.**

#### **On the road to Mayo.**

The scenery was always beautiful throughout our Northern trip. The roads were

wonderful to drive on. Much different than when Bill and I left the Yukon in 1961. The traffic was never so heavy that we could not enjoy all the sites, lakes, mountains, flowers, and all the greenery.

We saw our share of both black and brown bears, rabbits, coyote and a moose with two calves. Which Bill says is pretty rare.

We did not get to make the trip to Mayo while we were posted to Whitehorse. The roads were too dusty for new babies and old cars ~ grin ~. Our second son was born in Whitehorse in 1960. We understand the hospital that is in Whitehorse now is new not the same one as then.

When arriving in Mayo we checked in to our motel, then took a quick drive around and found the Binet House where the reception was to be at 6: 00 P.M. The street signs were very unique, wooden not metal as most. It looked like the names were etched in with a router.

Then were off to Keno Hill. It had rained and the road was pretty slick, as it is not paved. The drive took us much longer than we thought. We got to the Keno City museum only to turn around and head back to make the reception in time.

The reception was a great place to meet folks. I don't know who the speakers were, but told of Mayo and the folks that live there. Their plans and dreams for the years ahead for Mayo. I said who I was, daughter of Jim and Audrey FULTON, Spot Cash BREADENS' granddaughter and I was introduced to many wonderful people.

I myself do not remember Mayo, as I was too young when we left there. But names I recall my parents talking about were Agnes and Jack ANDISON. They stood up for my parent's marriage in 1936. Rev VALENTINE married them. The BESNERS' were also a name I remembered. Though this time I was introduced to Jean GORDON and her daughter Betty LONE. I also met Lowell and Lyn BLEILER, Grant HALIREWICH, Bev MASON-WOOD, Eunice McCALLUM, The Mayor – Sharon COOPER. The mail delivery fellow, I did not catch his name. It was a beautiful evening but very windy. They had a very nice table full of cold cuts to snack on, and they had many wonderful pictures on the walls for all to look at. A super job done by many wonderful volunteers.

The next day we set out to tour the village, we found my BREADEN family's home. This house on Second Avenue was built in 1948 by my grandfather. It was built for them to move into in 1950, as my grandfather was wanting to build a new foundation under the original log building, which was built in 1929.

When we visited the Archives in Whitehorse we saw a picture of the original log building, this picture shows my grandfather and my mother standing at the door where my grandfather has his arm half way up the door. This is to have been him showing where the water came up too in the 1936 flood. I have this picture from the archives now.

I have a baby picture of my mother in a large oval frame with a convex glass, which survived the flood of 1936. It still has the watermarks and the cardboard backing is

warped.

I could not find where our FULTON home may have been. We were told down the old Kimball Mill Road. We went down this road a ways but turned back after running into a couple of really rough places. We stopped in at the Literacy Centre as that is where Adrienne HILL works. I was hoping she might have been able to help us find where our FULTON home used to be. She did not know, so could not help us.

We did find the ANDISON home, which was across the Avenue to where my grandparent's home was.

The following morning we went to the cemetery to visit the grave of my little cousin Dianna, who died of cystic fibrosis. I have never seen a cemetery with little white crosses, and this is so very well done.

We then went back to the Binet House, where we went through the museum, which we enjoyed seeing very much. Here we took a picture of the old hospital, which was on the wall. In this hospital both my mother and father would have spent some time. As when my sister Sheila was born in 1938, my mother hemorrhaged and needed blood. My father had to go around Mayo on his bicycle asking for blood donations. I believe it was "Pop" BELLERBY that they got the blood from for the transfusion from. I believe the BELLERBYS' also taught my father about baking. Which he fell back on many times in his life. As my father had his leg crushed in the mines, I am given to understand it was the Calumet mine. My dad told me it was an American doctor that pieced it back together. His leg bothered him all his life but was always grateful to the doctor that saved it for him. My father learned to crochet while in the hospital to help him spend his many hours.

When he was out of the hospital, he learned to bake in Mayo. And my mother told me when my father did his baking she would take it in a baby buggy, and sell his baking door to door. Baby buggies at that time were not fancy but were functional. They were a white box that you could put runners under in the winter and change to bicycle wheels in the summer. They did open a coffee shop in Whitehorse later on, as my Uncle Henry showed it to me when Bill and I arrived in 1958. So the baking could have lead to this.

My parents are both gone now, I have so many questions I would like to ask them now. As we always do. And they are not here to answer. After visiting the Benet House museum we again went to Keno Hill as the mining was of great interest to me. We took many pictures of the signs that related to the mining on our way to Keno. We stopped at Elsa and took pictures of the mine there. The gal at the Kino Hill museum was very interesting to talk too and their museum was very well laid out, and so very interesting. Sorry, but I didn't get her name.

We drove to the signpost at the top of the hill. Quite a rocky road to get there, What a wonderful view, and there was still some snow and ice there.

Coming back to Mayo from Keno, we came down the old part of the silver trail where there is still some corduroy road. Rough going but well worth the trip. In some places the sun was shining just right on the aspen and poplar trees and it looked like you were going through an archway of silver, breath taking for sure.

Back at Mayo we had a lovely supper at the Bedrock Motel, and we were hoping to meet more people. There were only a few for supper when we were there, but we had the wonderful company of Betty LONE and I believe it was Eunice McCALLUM sitting with us.

We also attended their dance for a while, and the next morning we were leaving for Dawson.

We enjoyed breakfast at the Bedrock Motel where we talked a bit with Lyn BLEILER and Grant HALIREWICH. He works on the Alaska Highway now. Time was running on for us, so could not stay any longer. It was wonderful seeing the place where I was born, and to be able to understand better where places are and my folks life in the Yukon.

The next leg of our journey will be going to Dawson.

*To be continued.*

Pat Bakewell [mayo-gal@telus.net](mailto:mayo-gal@telus.net)

## **BRADEN CANYON**

By Henry Breaden [breaden@shaw.ca](mailto:breaden@shaw.ca)

In 1898-99 my grandfather Robert Henry (Harry) Breaden built a cabin 20 miles up the Pelly River from Fort Selkirk. On the maps it was marked as Braden Canyon, for that is the way it sounded. At about the 1st of August 1899, he met my grandmother, Elizabeth Caroline and my father James at Bennett, B.C. They proceeded down the lakes and went through the NWMP checkpoint at Tagish on Aug. 7th 1899. At the checkpoint they were allotted the number 507 on their canoe, which was painted with black paint by the NWMP. This was a checkpoint of the Chilkoot trail as all coming down the lakes into Yukon were checked at this point. They proceeded down Marsh Lake and the Yukon River to Fort Selkirk, and then up the Pelly River to where Harry had built his cabin. They were at that location till about 1912, and Harry was steamboating, trapping and cutting wood for the steamboats. He is shown as being second mate on the Prospector for "Side Stream" Co. in 1907, and first mate on the Lightning in 1908 for N.L. & P. Co.. BYN Co. on the Whitehorse as mate 1917-1918, Nasutlin mate in 1919. In 1921 he was Master for Taylor and Drury on the Thistle.

Arla Repka made a trip down the Pelly River by canoe and took the above photos. The first photo is approaching from the upper end. The second and third are a white granite

outcropping on the right side going down. And the fourth is in the canyon looking back upstream where you can see an island. Although it was called a canyon from the rock walls, there was no exceptionally rough water or rocks, but was fast water. In 1952 Frank Slim and I made the trip by a boat and outboard as he had engine trouble with a YTG ferry. The old cabin was still standing, and do you know I didn't have sense enough to stop and have a look around. Of course in those days I was not into Family Research and didn't even think of it. Frank showed me many points of interest including Gull Rock and many others. After making repairs to the engine, we went with the ferry back up to the present crossing, and I still did not think of having a look. Now that I am a bit smarter, I have many regrets of having such a chance and not making use of it.

I have added the four photographs at :

<http://community.webshots.com/album/78793289mZBans>

## **LOUISE LAKE**

By Gus Barrett

There's a lake nestled deep in a valley  
'Neath the snowcapped Yukon hills.  
Where our family romped in the summer  
When the valley was peaceful and still.

A rustic old cabin once stood there,  
In the jack pines that grow on the shore.  
Its now just a shack, but in dreams I go back,  
To see that old cabin once more.

To fish in the lake in the evening,  
By the light of the big yellow moon.  
Then sleep the sleep of the contented,  
And awake to the call of the loon.

To watch the big rainbow trout leaping,  
Near the bank where the fox kittens play.  
Hear the far off howl of a timber wolf  
Who successfully ran down his prey.

To return to the cabin in darkness.  
Where the lamp lighted windows bring joy.  
See the faces that peer from the window,  
A young woman, two girls and a boy.

Now the valley and lake are just memories,  
Of a time we were young and alive.  
As we worked through the long Yukon winter,  
And waited for spring to arrive.

God must have been proud when he made them,  
And looked down from His throne up above,  
For He flooded that lake with contentment,  
And heaped up the valley with love.

© 2000 Gus Barrett.

*(This is a report sent to Flo Whyard then Mayor of the City of Whitehorse in March of 1982 by Henry Breaden, Superintendent of NCPC.)*

### **FORMATION OF ICE IN YUKON RIVER ADJACENT TO WHITEHORSE**

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Formation of river ice is not “ice” per se, but according to conditions will take different forms depending on wind or turbulence conditions. The one common denominator is that the water temperature must have dropped to critical, which is a fraction of one degree below freezing. It is commonly taken as one tenth of one degree below freezing, for want of such instrumentation which would be required for complete accuracy.

The most common visible form of ice formation is pan ice, which is partially formed on the surface of the river and carried downstream by the current. An ice bridge will usually occur in the slack water bends below Whitehorse, and the ice front will progress upstream from a build up of pan ice. The ice front will usually cause backing of the water upstream, and in severe conditions cause flooding of low-level areas.

The second common visible form is anchor ice, which forms on the bed of the river, usually on riffles. The entire river is formed in steps, which is a natural phenomenon. It may be noted that there are alternate slow moving deep areas terminating in a riffle of shallow water moving at a faster rate. The first formation of anchor ice will be noticed on the riffles, and will gradually progress downstream actually covering the entire river bed. This may readily be observed from the South Access Road at the clay bank south of Fourth Avenue. Anchor ice will first be seen in the shallow portion of the river at this point, and will progress downstream covering the total river bed towards the Robert Campbell bridge. At first the anchor ice will be seen as a light green color on the bottom of the river, which turns to white as the ice deposit thickens and becomes solidified. The Ice deposit is caused by minute ice crystals in water suspension, formed by water turbulence on the riffle in ambient temperature of below freezing. Turbulence near the surface may be caused by large rocks, extremely rough river bank surface, trees or other debris which impedes the water passage. Sufficient turbulence is also formed on the riffles in shallow water, due to tumbling of the water over a rough river bed.

The minute ice crystals in large quantity are semi-buoyant, thereby being carried by the river current, but tending to settle to the river bottom. As the entire river bed along with

the river water is at critical temperature, upon contact the ice crystals stick to the bottom whatever the material, whether it be mud, sticks or gravel. By the continued formation of ice crystal the anchor ice thickens, and this process continues until the turbulent portion of the river upstream is frozen over.

The anchor ice becomes solidified from freezing and becomes buoyant; it overcomes adhesion to the river bed and rises to the surface to join the floating pan ice. This may readily be seen by watching the river surface, and observing pieces of ice which rise to the surface. It is not uncommon to see dirt, trees, deadheads or rocks adhering to anchor ice, which have risen and become part of the pan ice flow. Two prominent riffles for anchor ice formation at Whitehorse are just south of the Steamer "Klondike", and a location formerly known as "Scatter Ass Bar", which is adjacent to the Marwell area.

The third type of ice formed annually is frazil ice. As before, the water must be at critical temperature and wavelets formed by sufficient wind. Ambient temperature must be below freezing to cause formation of frazil ice in the tops of the wavelets. The ice discs formed, are under one inch in diameter, and approximately 1/32 inch thick. The discs are semi-buoyant but do not readily stick on contact. To become troublesome, sufficient velocity must be present to carry the frazil ice downstream. Were it not for the fourth requirement of velocity, the ice would gradually rise to the surface to form part of a covering ice sheet.

Frazil ice is sometimes referred to as "Frazel" and in motion is equivalent to feathers. Where frazil ice problems exist and live steam is used to counter, it will be found that the ice discs scatter like feathers. But upon removal of the steam jet the frazil ice converge to form a solid pack again. After a period of time the discs do freeze together forming a honey-combe type of ice which is far from solid. As is the case with anchor ice, when sufficient ice cover is achieved to stop wave and wind action, the critical water temperature will modify to just above freezing and deposited frazil ice will disperse. Surface ice is maintained and thickened by lowering ambient temperatures. As the temperature continues to drop, the surface ice thickens depending on snow coverage, which acts as an insulator. A balance of thickness is reached where cold penetration from the top is offset by above freezing temperature of the river water. As spring temperatures are encountered, penetration of cold from ambient temperature lessens and the ice begins to cut from the bottom. Surface water from snowmelt causes candling of the ice cover, and at this point is unsafe to support weight. Melting of the surface and cutting from the bottom will continue until open water will be observed and the ice moves out.

The fourth type of annual ice formation is slush. This is found as an ice deposit in deep areas of the river bed. As all others, the river water must be at critical temperature. Part of the deposit is comprised of ice crystal associated with the formation of anchor ice, which has drifted into deep water and settled. The remainder is snow, which has not melted due to the critical water temperature. At first this formation is of a loose nature similar to slush, but after a period of time becomes solid. Upon becoming solidified and buoyant, some of the deposit will rise to the surface, and as ice cover is achieved the water temperature modification disperses the remainder.

It is most interesting to note that the whole process of ice formation and dispersal takes place within one-degree change of river temperature. Normally in November of each year, the water temperature will drop to below the freezing point. At this time problems will occur both in hydro generation of electricity, and flooding of low laying areas. The ice front of pan ice deposit causing rising of water upstream, along with anchor ice on the river bed, and both slush and frazil ice filling the deep areas. All contribute to flooding of low areas, which continues until ice cover is achieved, upstream of the affected areas. Upon sufficient ice cover, the river system temperature rises to just above freezing where dispersal of bottom of ice takes place. It will be noticed that when this occurs, the formed ice sheet will drop leaving a slope from the river bank to the river sheet. Did you ever wonder why this is seen in any river?

It will be noted from the above that there are several factors involved: Any combination of which can vary from year to year producing a different situation. When understood, it is an interesting phenomenon to observe, and becomes less chaotic in dealing with the situation. Some conditions can be rectified by eliminating one of the components contributing to ice formation.

Where at Whitehorse we encountered problems of turbine shutdown due to frazil ice, I had a series of booms installed in the power canal. The booms were placed at an angle of 45 degrees thus eliminating two components of frazil ice formation: Surface velocity was eliminated, and wind was prevented from forming the waves necessary for frazil ice generation. At the same time an earlier ice cover was achieved thus eliminating this problem. In November I take daily river temperatures, which supply me with the information of the critical period. Based on experience and the open water conditions at the moment, I am able to accurately predict any ice formation problems that we will encounter. As in the late fall of 1981, the river had gone to critical temperature and no ice cover in the power canal. Even with our boom provision we were starting to observe frazil ice formation. We shut down one turbine for one day, which allowed a thin skin of ice cover, thus eliminating the problem.

Another problem in power generation is the formation of ice crystal in the river system. On November 27<sup>th</sup>, 1979 we had our intakes seal over completely from this condition. This is the same component that builds anchor ice, but in this situation the ice crystal was on our trash racks as well as on the river bed. The total river system was open, and it was found by Water Survey that the ice crystal was being formed upstream in Marsh Lake, which was still open. Whitehorse Copper's pump station was sealed off that year and phoning me to ask me "What I had done to the river!" We eliminated this condition by providing heat in the trash racks, thus preventing the ice crystals from sticking. It must be appreciated that the degree of heat need be only one degree in temperature of the steel to bring it above critical.

It may be observed by the above that different conditions will be encountered from year to year. By having an understanding of the components that contribute to the formation of ice condition, quite often the result may be modified or averted. If nothing feasible

economically can be done, at least having an understanding of the condition can make it more bearable.

How did I come by this knowledge or nonsense when nobody seemed to know, even other power companies? By constant study of the river, taking temperatures and walking the power canal dyke at 3:00 AM scheming how we could get our tail out of the screen door! If you have a look at the Robert Campbell Bridge in November and see all those rocks on the ice that some kids put there? No, it is not kids, but anchor ice that have dropped their loads from the bottom of the river. I hope this will give you a better understanding of what you are seeing in the river this next November.

*I have just completed reading the book “**Yukon Water Doctor**” written by **Monty Alford** and published by Burns & Morton Co. of Whitehorse in 1986. This book is well worth reading and tells short stories of memorable and sometimes life threatening trips taken by Monty in the pursuit of his work with Water Survey of Canada.*

*Monty mentions folks we have come to recognize from the Moccasin Telegraph such as Rudy Burian, Alex VanBibber, etc.*

*He also talks about the various forms of ice that Henry talks about in his piece and in particular I liked his explanation of ice “candles”. He says, “Surface crystals nearest the shallow shores are separated by impurities between them, and are the first to melt. We say that the ice “candles” and it tinkles melodiously as the huge, loose mass of ice is moved by the wind.”*

- Sherron

### **Thistle Creek**

*I mentioned that the name Thistle Creek always catches my attention when I read it as I had chosen it off the map of Yukon to name a company we had in Yukon. You guessed it, Henry knew about Thistle Creek. I thought I had read somewhere where it was on the trail to the Klondike taken by those who came in via Dalton Post. – Sherron*

Thistle Creek you will find on the Mileages on the Yukon River and was on the other side. So it was not on the way from Dalton Post. They had a dredge on the creek, which was owned by Clear Creek Placers. In either 1948 or 1949, Bud Holbrook from Dawson who was in charge crashed with his light aircraft while taking off on a hot afternoon. This left a Mom and three Holbrook daughters, one of who is Gus Barrett's wife, Blanche. Sad day for all of us, as on the Nasutlin we were at Kirkman Creek with a dragline clearing the channel. Bud's brother in law, Smokey Samuelson was cross shifting me on the dragline, and had to leave to go on the search. The head Honcho was Patti, who had lost a son who was flying a Grumman aircraft flying in Alaska in 1946.

*I also said I didn't know anything about Canyon City.*

Canyon City you will find photos in the Carcross School group of steamers and the start of the log railway pulled by horses that terminated near the Riverdale bridge. You will see that it was a busy place with freight coming in and being loaded on the cars.

*See it at:*

<http://www.yesnet.yk.ca/schools/carcross/graphics/paddlewheelernew3/photoshopgallery/pages/p13.htm>

It was just around the bend to the east from the Start of the Canyon. The reason for its being was to bypass the Canyon and Whitehorse Rapids. It came to an end when the White Pass Railway entered Whitehorse in 1901. As the railway was completed to Bennett July 6th 1899, steamers were built to haul freight from Bennett to Canyon City. Some of them like the Nora and Clifford Sifton ran the Canyon and Rapids, and were used on the river below Whitehorse.

Cheers, Henry Breaden

And you can always depend on Henry for "The Rest of the Story". Ha. Ha. In 1992 Bryan and I toured Canyon City. It's just a short walk along the Yukon River from Whitehorse Dam to this location. There were numerous holes dug by Archeologists doing research. I took pictures of the dig. There was also a dump and this is where I headed. I mean, there are always interesting things in the dump, right? Anyway, I brought home some opened metal cans. One was milk and still had the label on it! Can you believe this?

Donna Clayson

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## **DONNA CLAYSON'S STORY SECTION**

[ytdogteam@telus.net](mailto:ytdogteam@telus.net)

### **LOCOMOTIVES IN DAWSON**

By Henry Breaden

The locomotives in Dawson were used to haul wood from the Yukon River that had been rafted down from well up the river. This wood was used to fire boilers creating steam that was used to thaw the permafrost, which was to be found all through the Dawson area.

The permafrost had to be thawed down to bedrock before the dredges could be used. Later an idea came from the lower river that it could be thawed easier by using thawing points and cold water under pressure. The creek valley was first stripped by using monitors, (huge nozzles which were anchored and swiveled). Later, bulldozers were used to strip the moss and brush, and would be followed the next year by the thawing crew. Pierre Berton's book explains this as he was at Dominion Camp over the hill from Hunker Creek. I never did hear how the locomotives were moved across the Klondike

River, but as the ice would not hold their weight, a simple ice bridge could be made by dropping some logs across the river and pumping water to build the bridge to any depth required. Likely the locomotives were set on skids which would make them stable and easy to pull. They used 200 head of horses to move a dredge over into another valley, so a locomotive would be an easy pull.

*I queried Les Somerton ([rlsomerton@shaw.ca](mailto:rlsomerton@shaw.ca)) on his knowledge of the trains in Dawson. His response:*

I'd suggest checking with your local library - for books on the trains as they have quite a bit of history on the early history and if you are really into it there's a good book. Yukon Gold for one. I don't know the exact date the trains arrived in Dawson but there are good web pages on the Internet.

They ran a railroad up Bonanza creek and then it went over into Hunker Creek and only got as far as the Hunker Dome - you would come around a bend in the road and there was a railroad switch all by itself - it was there for quite a while but was finally bulldozed - also back in the bush there was a box car - it never occurred to us to photograph it. Across the Klondike river were the train barns and a couple of passenger cars, (windows all smashed of course). At that time the rails were still there and we could ride the little handcars you would pump - the miners used quite a bit in their operation. This area was known as Klondike City - (the Indians had a fish camp there) and later became known as Lousetown. They also had a coal mine downriver from Dawson and they used the railroad to bring the coal to the river. The coal was used for power as everything was powered with steam. - Les

*I toured the museum in Dawson City and found the trains being restored. They look wonderful and credit should be given to the people who give so many hours and their expertise in preserving these massive machines. On the grounds in Dawson City, the Train Shelter contains locomotives from the Klondike Mines Railway, including the last Baldwin Vaucrain Compound Consolidation engine in Canada, and other steam-powered machinery - Donna*

## **ARCHITECTURE IN WHITEHORSE**

*While living in Whitehorse I was always interested in the various buildings in the area. My parents were friends with a couple, Bob & Doreen Weeks, who lived at 509 Wood Street. I loved their big house with all the rooms that was next door to a house once occupied by Pierre Berton's family. When asking Doreen for information on her house she mentioned that the building was once a tent and the wooden walls were constructed around the fabric. If you took the walls away the tent would still be there. With this information and with camera in hand I walked the streets of Whitehorse in search of old buildings.*

*When the Yukon Historical and Museums Association (YHMA) published their booklet on heritage buildings I was pretty excited that I would finally be able to learn the history of all my favorite buildings and that my questions would finally be answered.*

*With the YHMA's kind permission I will bring to you the history on architecture in Whitehorse over the next few weeks. Sit back and enjoy. - Donna*

**Source: Whitehorse Heritage Buildings  
A Walking Tour of Yukon's Capital  
Yukon Historical and Museums Association 1983**

The various types of architecture represented by Whitehorse heritage buildings reflect different stages of development in the city's society.

The first Euro/Americans, who arrived in the Yukon during the 1898 Goldrush, brought with them a get-rich-quick attitude. They wanted to go where the money was, make a fortune as quickly as possible and go home. This philosophy, added to the reality of having to hike the Chilkoot Pass carrying the requisite ton of goods, made canvas tents the most practical shelter.

The original White Horse City on the east bank of the Yukon River was viewed as a temporary stopping-place on the way to Dawson City. As a result, this transient community was little more than a tent town. Permanent buildings were few and were generally of crude log construction. Even when the roots of a settlement were beginning to take hold, transportation problems limited architecture to what could be fashioned with canvas and log.

With the completion of the White Pass and Yukon Railway, Whitehorse residents realized that a permanent transportation and distribution centre for the Yukon was growing in their midst. The railroad made it possible to acquire badly needed building supplies. What happened next was a building phenomenon peculiar to Whitehorse. People started to put frame additions on their log homes. Those who still lived in tents framed them in with lumber, often leaving the canvas intact for insulation. As families grew and incomes increased, the owners continued to build additions to their homes. What began as a temporary log cabin or tent grew into a family homestead. This then is the architectural history of Whitehorse: tent, log and frame put together to create one building. The McKinnon House is a prime example of this phenomenon. It began as a humble cabin and was transformed into what was regarded as the "showplace of Whitehorse" in its time.

**LOG TELEGRAPH OFFICE  
MacBride Museum Grounds**

Built in 1900 out of French/Swedish “log on log” style construction with its fairly sophisticated vertical corner logs rather than the cruder overlapping technique of saddle notch corners. This building was the second telegraph office in Whitehorse.

The first telegraph office was built in 1899 across the river in the first town site of White Horse City. It was a 40’ square structure built by J.C. Tache, superintendent in charge of river improvements and other public engineering for the telegraph construction. When the town moved to its present site in 1900, the original office remained vacant in the vicinity of the Whitehorse General Hospital until it was torn down in 1945. In 1901, when the Mounties discovered a few cases of smallpox, the office was used as a quarantine area. Its location made it ideal for patients with infectious diseases and the “Pest House,” as it came to be known was refurbished to be used as a hospital.

The second telegraph office was built on its present site when the town moved across the river. It was used as a residence for various telegraph operators until 1927. The Yukon Historical Society leased it for use as a museum from 1952-66.

Note: The Tutshi sign is an original from the Sternwheeler, “Tutshi” beached at Carcross.

Note in the picture below is the a slab of copper weighing 2590 pounds erected as a memorial to the early prospectors of Canada’s north.



Log Telegraph Building  
Donna Clayson Photo

## **McKINNON HOUSE** **509 Wood Street**

Like many homes in Whitehorse, this house began as a log cabin. A tent was added to the back and was later framed in. Over the years, the building has received several other additions. It was built by Angus D. McKinnon in 1901. McKinnon was the prospector who staked the “Best Chance” copper claim on the Whitehorse copper belt in 1899. He was a blacksmith by trade and later became a businessman.

In 1908 he sold the house to William and Anna Puckett and thereafter commonly known as the Puckett House. William Puckett staked the Anaconda copper claim in 1898, of the first in the Whitehorse copper belt. By 1905, both William and Anna opened and owned four roadhouses. They lived in Tahkeena (Takhini) before moving to Whitehorse and operating the Unsworth Hardware Store on Front Street. Anna was originally from Louisville, Kentucky and had three children. Anna opened a fruit and confectionery store on Main Street. William and Anna opened and operated several roadhouses on the overland trail to Dawson, including the development of the Takhini Hot Springs. Puckett House was considered somewhat of a show home where tourists and visitors would come to admire the lavish garden.

During Nettie Morrison's ownership, the house operated as a boarding house for single women.

The 400 and 500 blocks of Wood Street are historically significant streetscapes due to the coherence and concentration of heritage structures.

The McKinnon House is a 1 ½ story frame and log residence. It was originally a log cabin with several gabled roofs and shiplap siding. It also included a glassed front porch and a fireplace faced with copper ore tailings taken from Pueblo Mine. Two large framed rooms to the rear were built by Archie and Cam. It also had the first bathroom in Whitehorse in 1950. A new concrete foundation was also added.

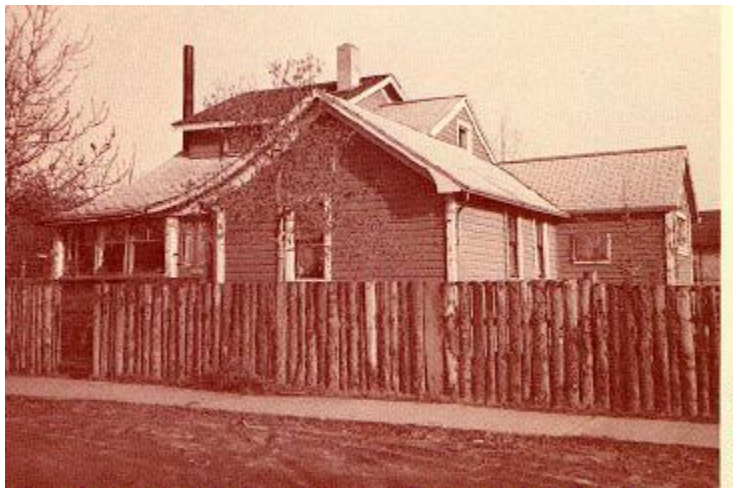


Photo Courtesy of YHMA

## **HARVEY HOUSE** **507 Wood Street**

This one story log dwelling has an L-shaped plan and a gable roof. One addition was originally a tent frame, which was later built into a wood frame. Several additions include a living room on the east side with a fireplace in 1948 and a concrete foundation.

The exterior has been renovated and both foundation work and vinyl siding was completed in 1995.



Donna Clayson Photo

### **Berrigan Cabins** **208 Lambert Street North**

These log cabins were built by Martin Berrigan during the 1940's. They were used as rental units when wartime highway construction caused accommodation shortages. Once the predominant type of architecture in this neighborhood, these cabins are still in use. In spite of their rustic appearance they are sturdy and in good condition.

Born in Ontario, Berrigan came to the Yukon over the Goldrush trail in 1898. He worked as a miner on the dredges in Dawson City. In the 1930s he started spending his winters in Whitehorse building log cabins until he retired from mining in 1939 and made Whitehorse his permanent home. He said mining drained his energy and gave him headaches: "Life is too short for getting sick, so I started to build cabins for rent." He continued to build log structures, including the log "skyscrapers" until he died in 1950 at the age of 78.



Log Skyscrapers  
Donna Clayson Photo



Log Skyscrapers  
Donna Clayson Photo

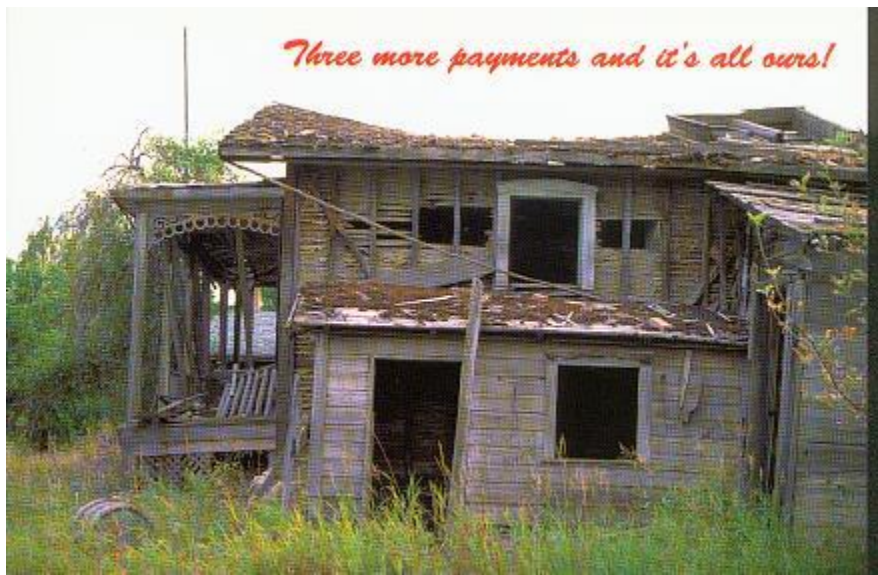
During construction of the Alaska Highway every hotel and home in Whitehorse was over-flowing with army and airforce. Even the riverboats that tied up overnight were used for accommodation. Due to the shortage of rental units Martin Berrigan, then in his early 70's began building the log skyscrapers. The 3-story structure was completed in 1947. It is 58 logs high and each log weighs at least 300 lbs. Concrete footings were added to lend support. Both skyscrapers have been insulated, dry walled and equipped with plumbing and electric heating. The original 5 rental units are still leased as apartments.

**THE BURNS BUILDING**  
**104 Main Street**

It is a rough timber two-story frame building. Originally, it had 1 ½' walls filled with cork and sawdust. The building size was 30' x 50' and it had a partial basement. The building has had several additions over the years. One is to the west face of the building. Another is the addition of the false front in 1928. In 1969 the building went through a conversion including office floors, partitions, windows and shed roof.

The history of the building is interesting. The Burns Meat Company came to the Yukon in 1898, when it was contracted to deliver beef to miners during the gold rush. Cattle were sent by boat from Vancouver, then driving inland, slaughtered and floated to Dawson on the Yukon River. P.A. Burns & Co. constructed their first building on Main Street and a slaughterhouse in the Moccasin Flats area following the completion of the W.P. & Y.R. railway in 1900. The Main Street building was destroyed in a 1905 fire and a second building was completed a few months later and was used as a retail store only. Animals were slaughtered and frozen, transported by refrigerated rail cars. Whitehorse ceased operations. The upper floor of the building was used, at one time, as the Moose Lodge meeting room. It was sold in 1969 and converted for use as office and retail space. T.C. Richards came to work for P.A. Burns & Co. around 1920 as a labourer in the slaughterhouse. Shortly after, in 1921, he was promoted to manager of retail operations. Gordon Armstrong became retail manager after T.C. Richards. Armstrong became mayor of Whitehorse in 1950. It is currently being used as retail/office space.

*And last but not least, my favorite: - Donna*



Three More Payments and It's All Ours

*Next week I'll continue with Architecture in Whitehorse. If you have any pictures you would like to share please e-mail them to me.*

*I'll also be featuring murals in Whitehorse. Do you have any pictures you could share on murals?*

*Also, I've had no stories from any of our readers for quite some time. Please consider sending your story – we'd love to hear from you. – Donna Clayson [ytdogteam@telus.net](mailto:ytdogteam@telus.net)*

*End of Donna Clayson's Story Section*

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## **CLOSELEIGH – WHITE HORSE - WHITEHORSE**

*Donna and Henry have done considerable research and soul searching to try to get the story straight on the progress to the current day naming of **Whitehorse**.*

*Henry had been told that **Closeleigh** was across the river from current day **Whitehorse**, where in fact it appears that location was named **White Horse**.*

*Not only did the community move from the east to the west side of the river upon completion of the **White Pass Railway**, but they then dealt with officially moving the name as well.*

*It is important to note that the surname of the family who financed the railway was **Close**, therefore making it most likely they dubbed the end of the railway **Closeleigh**.*

*I do hope we have captured the history accurately and if anyone has any other input we would be happy to receive it. – Sherron*

A long time ago, maybe 60 years an old-timer told me that the area across the river from Whiskey Flats was called Closeleigh. And I think he was misled himself. It seemed strange to have a name of Closeleigh unless one of the builders of the tramway had a name of Close. (In reality a pole railway, of jackpine poles were used as rails. The cars were four wheeled with strange concave rims to fit the poles. One of these may be seen at the McBride Museum.)

I think what Donna said about the settlement on the East side of the river being called White Horse because of the rapids is correct. When the railway came in on the west side of the river, it likely seemed a good idea to name the railway head "Closeleigh" because of the Close brothers financial backing of the W.P.&Y.R.

I think that we can credit Commissioner William Ogilvie with having the good sense that as already there was a community at that location called White Horse, which it is what the present city is named.

Just think how close I came to being born in Closeleigh Yukon!

The word "tramway" is a misnomer, for a tramway is a heavy cable suspended from towers. The bucket rides below a carriage with two wheels and rides on the heavy cable. To transport the buckets, a light moving cable is attached to the buckets by a clamp to move them along. There was a tramway from Canyon up past Sheep Camp to the top of the Chilkoot Summit. Also, a tramway was used to transfer ore from Calumet mine to the mill at Elsa until the mines closed. What we are dealing with here is in reality a wood

pole railway, and not a tramway even though it may have been called that. I have photos of that entire route from Canyon City to White Horse.

Henry Breaden [breaden@shaw.ca](mailto:breaden@shaw.ca)

## **Change of address**

Morning Sherron,

Just a quick note this morning. Had a bit of computer trouble so now have also changed my email address. Would you kindly change mine to [mayo-gal@telus.net](mailto:mayo-gal@telus.net) on the list and on the rest of my story if you can. I will continue to receive mail on the [pat0bill@telusplanet.net](mailto:pat0bill@telusplanet.net) but would like to make the change as some folks try to put a O instead of a 0 Zero. So thought it was a good time to change. Very sorry for the inconvenience. I enjoyed reading my story on the newsletter.

Cheers for now, all is well with my computer now. I hope all is well with you and your family with the new baby. And the forest fires are settling down.

Cheers for now

Pat and Bill

[mayo-gal@telus.net](mailto:mayo-gal@telus.net)

## **New Honorary Member of the list**

Hi Dennis,

I think the light finally came on as it does on occasion! As you have contributed to the Moc Tel that will be coming out, how about making a request to Sherron as an Honorary Member? We already have four in that category, and they receive copies of the Moc Tel and the updated list when it is updated. I forwarded your two stories to Sherron on your trip to France and a Day with Dennis and a copy of the photo of Yourself, Dorothy, Brian and Jean on that trip. We may know about the tunnel, but how many over here have made that trip? Not too many and it is very interesting. There are no dues, but we encourage our members to send in stories of interest. If I can con you into it, you will be kept up to date with the rest of us. E-mail Sherron Jones, and I have forewarned her of what I was up to. [sherronjones@shaw.ca](mailto:sherronjones@shaw.ca). Sherron will send you a copy of an updated list and likely a copy of the last Moc Tel out. From then on, you will be kept abreast of all that is taking place. And I hope Dennis that you will join us.

Cheers, Henry Breaden

Good morning Sherron,

To be forewarned is to be forearmed, so they say, but as my sponsor Henry Breaden, has I believe mentioned me in dispatches I thought I had better drop you a line. I would consider it a great honour to be accepted as an Honorary member of the Moc Tel should you consider my credentials to be satisfactory, at least as an 'Outsider'.

I spent about five years researching Freemasonry in the Yukon Territory, and have visited

your beautiful part of the world twice being the guests of Don Frizzell and co-host Tom Mickey. I may be a few thousand miles away here in England, but my heart is in the Yukon, 'God's Country'.

Obviously I cannot be expected to contribute too much Yukon material, but would do my very best to keep the old newsletter going and of course be available to help or advise if needed. Being that my wife Dorothy and I are both retired pensioners, we have at least got the opportunity to give you some support.

Kindest Regards,

Dennis Eve, (& Dorothy)

34 Aidan Close,  
Holystone,  
Newcastle upon Tyne.  
NE27 0UP  
England.

Telephone : 0191 - 215 – 1382

*I have moved the 6 Honorary Members into a separate e-mail group contact list and they will receive the Moccasin Telegraphs and not the e-mail address lists. I am doing this since the objective of the e-mail address list is to provide an opportunity for ex-Yukoners & Sourdoughs to reconnect with those they have lost contact with. – Sherron*

## **Comments from readers**

What a Great Story,... Ha ha I could just imagine ..as I know Bill Weigand so well. Wonderful story, Thank you. Gillian Campbell xo [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca)

Thank you for the Mason's edition, I have recently attended a genealogy lecture on the Masons my Scottish Wilson family were all Masons. I also have attended their Archives in Vancouver and wonder if you would allow me to forward the article to the Grand Lodge of BC?

Dorothy (Wilson) Graham [dorothyg@dccnet.com](mailto:dorothyg@dccnet.com)

Hello Sherron,

Many thanks for the Key to the Archives, I'll endeavour to have a look later on this evening.

You must be absolutely thrilled to have the Yukon Archives now supporting your endeavours. I met Heather Jones a couple of years ago, when I called in and presented the Archives with a copy of my paper, 'Freemasonry in the Yukon Territory' and the last copy of the Close Bros History that I had collected from their London office. She is a

lovely person and extremely efficient.

The Archive staff do a fantastic job, and are forever keen to help, I spent a couple of years choosing old 'Klondike' photographs with the help of Suzanne Den Ouden, who has since become a Mum, sadly she was not there when I called in for a cup of tea!

I was also in Dawson City in May, 2001 for the Centenary celebrations of Yukon Masonic Lodge #45, and also witnessed the dedication ceremony of the Memorial to the 'Princess Sophia' tragedy. I believe John Gould said a few words together with other surviving relatives; it was a very moving occasion. I didn't meet John, but I did buy a copy of his brilliant book 'Frozen Gold' which I would recommend any budding stamper to read.

The day I went in to the Museum at Dawson, the archives were closed, so I suppose one of these days I will have to return, but what a brilliant museum, I could have spent a week in there.

I am looking forward very much to recognising the names of old 'Yukon' friends in the Moccasin Telegraph.

Will keep in touch,

Dennis Eve [dennis.eve@virgin.net](mailto:dennis.eve@virgin.net)

### **Sandy's Thought for the Week**

*It's not where you are; it's where you are headed.*

### **RECIPE OF THE WEEK**

**The following is delicious and was one of my mother's favorites:**

### **KLONDIKE BAKED BEANS**

Soak ½ lb. Navy beans overnight in water to cover.

The next day put beans and water on stove, add a bay leaf and about 2 teaspoons salt; simmer slowly for 2 hours.

Stir in ½ teaspoon dry mustard, ½ teaspoon chili powder, a dash of oregano, a light sprinkling of Worcestershire sauce, 3 tablespoons chili sauce, a chopped onion, 1 clove garlic, crushed, a small tin of tomato paste, a fresh tomato, chopped and ¼ cup molasses.

Bake in a slow oven with the cover on for about 4 or 5 hours, or until tender; when the beans have cooked for 2 or 3 hours, taste for seasoning and add more water if they seem to be getting dry.

Donna Clayson

### **Halloween in Mayo – 1930's**

Something that many would not know was that in the 1930s, the Naganos put on a Halloween Party on the 31st of October for all the kids in Mayo. My sister would remember that party at the G.N. Cafe where all the goodies that kids like would be served. Mary Yoshida was the waitress, and in the afternoon would serve sandwiches, cookies, pastries and all the ice cream that you could eat. That was an annual event, and all us kids looked forward to it. This is something that maybe should be remembered in Mayo History, and the G.N. Cafe given credit for such fun for us kids. Henry Breaden

*Does anyone else have a memory of Halloween? – Sherron*

### **Yukoners' Picnic St. Mary's Aug. 16th 2003**

Stan Hegstrom informs us that the Yukoners' Picnic will be held at St. Mary's Hall Sat. Aug. 16th, 2003. Bring your lunch with you along with utensils and any beverage. We hope that many will join us. It will start at 11:00 AM, how about coming early so that we can chat with old friends and not miss anyone! If the weather did happen to be adverse, there is the hall where we can keep dry and chat, so please come one and all Yukoners' and enjoy getting together.

For those travelling from Nanaimo, from the Woodgrove intersection on the #19 highway it is 11.6 KM to the turnoff at Northwest Bay Road, where there is a signal light and a Petrocan Service Station. Turn right.

From the north, it is 11.5 KM from the overpass of the highway from Parksville, to Northwest Bay Road. Turn left.

Proceed east on Northwest Bay for 1.2 KM. Just beyond the tracks to the right is Powder Road that you turn onto and proceed .5 KM crossing another set of train tracks and you will see St. Mary's church hall to your right.

Turn right into Rowland Road for the parking lot. Please set this day aside to get together with old friends that will be there.

Cheers, Henry Breaden [breaden@shaw.ca](mailto:breaden@shaw.ca)

### **FOR PREVIOUS EDITIONS OF THE MOCCASIN TELEGRAPH**

Please contact Sandy Campbell [northernlyght@shaw.ca](mailto:northernlyght@shaw.ca)

To date **twenty-four previous editions of the Moccasin Telegraph** have been produced, along with **eight 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](mailto:northernlyght@shaw.ca)**

### DATES TO REMEMBER

Island Yukoners' Picnic - August 16 – Nanoose, St. Mary's Hall - contact Stan Hegstrom

[seaair@bcsupernet.com](mailto:seaair@bcsupernet.com) (details to come)

YXYCP Reunion - September 26 – 28 – Parksville, Bayside – contact Pat Besier [jpbesier@seaside.net](mailto:jpbesier@seaside.net)

(see edition 5)

ISR – Whitehorse Westmark downtown – Sept 24-28

Okanagan Yukoners' AGM and Luncheon – Noon – Oct 19 – Mekong Restaurant – Harvey St. Kelowna