

**MOCCASIN TELEGRAPH –Fifty-Fourth Edition- March 7, 2004**

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



**Liard Hot Springs**

Photo courtesy Heinrich Lohmann [heinrich@lohmann.ca](mailto:heinrich@lohmann.ca)

**REFLECTIONS**

By Gus Barrett [sourdoughs2@shaw.ca](mailto:sourdoughs2@shaw.ca)

He stared at me accusingly,  
This tired, worn old man,  
As if 'twas me, caused him to be  
So bent and pale and wan.  
As if 'twas I, caused time to fly  
Ever more quickly now.  
I wonder why, he thinks that I  
Am responsible, somehow.

I didn't know that he would go  
So quickly through this life.  
Why should I feel responsible  
For his troubles, grief or strife?  
So with a frown, I stare him down,  
I won't accept, I vow,  
I'll bear no shame, nor take the blame  
For the furrows in his brow.

He can not say I caused the gray,  
Where once thick dark hair grew.  
Nor can he blame his lack of fame  
On anything I do.  
With nothing said, he turns his head,  
As I too, turn away.  
I turn and go, and yet I know,  
We'll meet another day.

For that's the way it is each day,  
It's really quite absurd,  
He'll imitate each move I make  
Yet utter not a word.  
If I wave, he too will wave,  
He'll meet but will not pass.  
Just stare at me reproachfully,  
From within that looking glass.

© 2002 Gus Barrett



**Shoe Repair Store First Avenue Whitehorse Christmas Day 1961**  
Photo courtesy Gina (Hughes) Span taken by her father Bob Hughes

### **Re: Cake Box, Whitehorse, 1943-47**

By Aksel Porslid

I was Weldon's best friend at the time he describes when he had to feed the ravenous fireboxes of the various wood burning appliances that his folks used. It's true about the amount of wood that place used, especially in winter, but summers the baking was just as much so the large ovens had to be kept hot.

He didn't mention though, that he used to recruit some of his friends to help bring in the wood after school, and several of us, at various times or all together, would

slave for him, for the chance of being rewarded by his mother with one sugar doughnut, which was so-o-o-o good! The amount of work we'd do for one of these delectable doughnuts was truly impressive. I also remember delivering those long, long loaves of sandwich bread for him on a wagon or toboggan, deliveries to the CPA "hotel" (staff house). Weldon would sling nine of these huge loaves in a gunnysack put it over his shoulder and deliver by bike!

He had other incentives in return for our honest labour; he and his brother Dennis had a collection of comic books that was some four feet high and we were sometimes allowed to at least read some, in their presence (we were not allowed to borrow them).

As for the large fire that destroyed the first and Main block, I remember it very well; I recall, among other businesses, the Hollywood, Otto Berg's photo shop, Nelson's Hardware, the Pool hall and McPherson's Drug store, but some of these had maybe disappeared before this.

Some remembrances are coming back, Sherron, and I will try and jot some down to send. Weldon's pieces have jogged some of these and he and I had some great adventures in the forties there.

Aksel Porsild [yukoner1@shaw.ca](mailto:yukoner1@shaw.ca)



**This is not the White truck Henry wrote about. It looks like a Graham truck bought from Wernecke by Ed Kimbel. – Norm Hartnell**

Photo courtesy Fred Aylwin [fbaylwin@shaw.ca](mailto:fbaylwin@shaw.ca)

## **Ed Kimbel's White Truck**

As remembered and composed by Henry Breaden

This is a truck that Norman Hartnell would well remember from when he was in Mayo. It was a tough WHITE logging truck that Ed Kimbel used for his sawmill and logging. During the 1930's a group from Mayo were taken on it to what we called "The Halfway Lakes", or "Sullivan Lakes" where there was good swimming. Ed had a speedboat with a 25 HP, and I mean real horsepower, that he pulled a surf board. Don Pool, who was Edith Gillespie's brother up from Kelowna was the hero of the day with his expertise. It was a skill unknown to Mayo before that time. Other excursions were community picnics held at Five Mile Lake usually annually. This was a truck familiarly seen on the streets of Mayo.

About in January 1950 I was not working and Ed got word to me that he wanted to see me. I had heard by the local Moccasin Telegraph that his truck had gone through the ice. The following is what was told to me personally by Ed. What had happened was that he and Fred Harper went up the Stewart River to bring back a load of hay. The river road was OK in the morning, but unknown to them, the warmer water from behind the Big Island had flowed out into the Stewart River and undercut the ice. When they came back down the river road, the ice gave way and they dropped into 12 feet of freezing water. Both of them managed to get out of the cab, but both soaking wet. They managed to get back on the load of hay where there were two planks which they used to bridge to the main ice. Being on the outside of a river bend there was a certain amount of current under the ice. It is only by the grace of God that they were not pulled under the ice by the current. Guess it was not their time, and they lived into the future.

The sawmill I would judge to be about two or three miles downstream, and the temperature at 40 degrees below zero. Most men would have perished, but Ed said that what kept him warm was kicking Fred those miles as Fred wanted to lie down. Had Fred layed down it would have been his end from freezing as hypothermia had already set in. Both of them soaking wet and freezing managed to hike down to the sawmill, which likely seemed never ending. But the last riverbank at the mill Ed just couldn't make as he was tuckered out. Fred being a younger man was able to make it up to get help, and I think it was Ted Skonsing at the mill who went down and got Ed up the bank and into the warm building. You might say that those two men saved each other, as Ed saved Fred from freezing, and Fred saved Ed by being able to get help for him at the mill. Fred had totally frozen ears and Ed had his toes and feet frozen. I can well imagine the agony of those two when the freezing started to come out.

When Ed spoke to me, he was recuperating in what they called "the Doll House" on 2<sup>nd</sup> Avenue and Centre Street, and was laid up for quite a while. He asked if I would go up with his crew and get the White out of the river. There was a young man working as his foreman that I just can't seem to remember his name at this

time. The plan was to blast a channel in the ice and pull the truck out on the inside shore across the river. I was not happy with the idea for the truck was sitting at 90 degrees to the blasted channel, and to try to pull it through the broken ice would tear it apart. During the day while they were blasting, I tried to keep them away from the solid ice that had formed over the truck. They had a cable attached to the truck and tried a pull at nightfall, but could not move it. It was getting dark and temperature dropping sharply, and by the morning was in the minus 50s range.

It was a couple of weeks before we got a weather break, and Ed was all for getting the truck out of the river. In that time I had chatted with my dad, as I did not like the idea of pulling the truck through broken ice, much of it in the two-foot range. It was his idea that I used when we brought it up onto the ice intact and without damage. The idea was to clear the ice from above the truck, set two vertical timbers to the river bottom at the front of the truck, and a cap over them for the chain block to lift the front end. Once the front end was up, to put 5 inch lagging poles across under the front wheels and two timbers from the lagging down to the dual wheels. Once accomplished, we could hook on with the cat and pull it up and the dual wheels would ride up the timbers.

I think the idea was to try blasting again, but I told Ed that I wanted no part of destroying his truck. What I suggested was to take his wanigan up for us to live in while there, and only one man with me. A case of dynamite with detonators and fuse, and hand tools for cutting timber. While we were working, the crew could continue hauling timber with the cat as the road now was on the other side of the river. When the cat was going up for a load of timber they hauled us, and the wanigan to the site and left us. I can't remember who my partner was, but I do remember that he was a fantastic worker and could handle tools. We started at the front of the truck, which was pointing downstream, and with half sticks of dynamite so as not to damage the truck from concussion, got a slot open. Then we started working upstream two feet at a time with half stick primers. As the ice broke free we pushed it under the downstream edge and let the current take it away. Any of the slush ice we bailed out with a snow shovel. By nightfall we had a nice opening, but as I had not handled dynamite before did not know some repercussions from it. Working bare handed making up the primers, I got the worst headache of my life from the nitro glycerine in the powder. Put in a rough evening but smarter the next day. By the second day we had the total truck exposed and ready to cut timber.

In the morning we walked down the river about a mile to find a good patch of timber and arranged for the cat to haul it out when they were on their way down. We cut all the timber and lagging and it was hauled for us that evening. The next day we cut the timber to length and the hauling crew gave us a hand to set them. It was easy to put in bracing for the vertical timbers, from the top of the timbers to a pocket cut in the ice and freeze it in with water. By nightfall we had the front of the truck above water, but decided to drop it back down so that the radiator would not freeze. In the morning the crew were back early and we raised the front of the

truck and put across lagging. Then the long timbers down under the dual wheels and we were ready for a pull. Ed had a D4 cat at that time and we tried a pull, but due to being on ice the tracks spun. No problem, just blast a hole for an anchor and use a snatch block for a double **purchase**. If needed we could use a triple or even a quad. The double purchase was all that was needed and out came the truck. Being under water it was still thawed and we pulled all plugs in the radiator, transmission and differential before they started freezing. The truck was hauled down to the garage at the mill to dry out.

Shortly after it was hauled to town and put in the Kimbel garage on second Avenue, and two of us rebuilt it. The garage was only about 1- ½ blocks from where we lived so it was handy. You would never today see a truck as well built as I found out. There was a standard differential, but the axles went out to a ring gear in the wheels that gave it about another 15 to 1 ratio **purchase**. Needless to say, Ed was happy to have his old truck at home and ready to go to work again. That truck lasted for many years, and I would bet that even today you would find it stowed away somewhere up there as a relic of many tough past years.

When I think of it nowadays, who would let a 22-year-old kid handle dynamite? But that is the way it was in those days, and the main objective was to get the job done. Today, the environmentalists would be very concerned with the truck and its oils in a habitable river, and what an uproar there would be! A dynamite expert would have to be hired to open the hole and likely a crane taken up to do the lifting. Would they be willing to live in a wanigan while working? Not likely, and they would have to be transported daily from the hotel, losing much of the available daylight. A crane of that size would certainly not be available locally and it would have to be brought in special. When you look at the whole ridiculous thing, the bill would likely be in the half million-dollar range all because the White truck was in the river. I am happy it was those days, and the Kimbel crew had the truck out and in the garage in about four days. The only cost was for the case of dynamite and normal wages of the day for the crew.

While I am here I will describe Ed Kimbel's Sawmill. It was located about one mile east of Mayo in a bend of the Stewart River. From there the river ran south into a long bend before it turned north and to Mayo, likely four miles. Ed used to use booms at the mill to direct logs which had been dumped in upstream, and direct them to where they were pulled up into the mill for sawing. It was quite a sizeable operation and a planer finished lumber before being dry piled. The whole mill was powered by a steam boiler and fired with slabs from the sawing. So you might say that the mill was self-supporting. Ed was what you might call a workaholic and on the go from early morning to late at night. But he had his times of relaxation where he played his banjo for many of the Mayo dances.

So many good memories I have of my growing years in Mayo. When the river went down, there were mud bars across from the mill where the local residents played golf. The mud was solid and dry, and ideal for many games. I had the

pleasure of going over there, not to golf, but more to goof around with other kids. No such thing as greens, but that mud surface gave a surface to play golf on. Bob Sheardown was one that played golf on that "green" along with many others from Mayo. About the only green was the Goose grass that grew in some of the areas around it. I hope that the kids of Mayo enjoy their town as much as I did as a youngster and even after I grew up.

Hi Henry

In your Truck story you use of a terms I am not familiar with.

Q: In your Truck story you use another term I am not familiar with. **Purchase**. What does it mean?

No problem, just blast a hole for an anchor and use a snatch block for a double **purchase**.

A: If you pull on a straight cable it is a single pull. But by anchoring one end of the cable using a snatch block at what you are pulling, for every foot of cable you pull, it pulls the load 6 inches but twice the **power or purchase**. A triple is a block at both ends, which gives you 3 times the power at one-third move of the load. A quad is 4X the power and 1/4 the load move and would be a single block at the anchor end and a double at the load end. This lingo is used whenever blocks are used, whether using cable or rope. With rope it is called a block and tackle. (Make a sketch on paper and you will see it?)

Q: There was a standard differential, but the axles went out to a ring gear in the wheels that gave it about another 15 to 1 ratio **purchase**.

A: Again Sherron, we are talking **power** with the word **purchase**. With a straight 1 to 1 ratio you have a certain speed and power. But using a 15 to 1 ratio, you have 15 times the power with only 1/15th speed. Logging trucks in the bush don't need speed but they certainly need all the power or purchase to carry heavy loads. So the word purchase is used to determine the amount of power that you can put into pulling a load. It is really a straight mechanical word and also used in steamboating also.

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

## **KIMBEL**

The Kimbel family were from a logging area either Washington or Oregon, USA. The White truck was really a logging truck built for heavy loads in the bush. That is why it had that extra drive in the rear wheels. I would not be surprised that Ed had it shipped in from a logging area. The way he floated his logs to the mill down the Stewart River would indicate that he was familiar with that mode. He had a boom at the mill to catch the logs and direct them to the mill, and a swing boom at the upper end to allow traffic on the river. Remember, there was also a

mill at Mayo owned by Jean Benet and Fred Lefebvre (pronounced Lefave). Their logs were rafted down the Stewart in a boom, so needed space to get by Ed Kimbel's boom along with gas driven river boats.

Henry Breaden



**The Keno leaving Whitehorse August 25th, 1960  
Being moved to Dawson to reside as a Historic Site**

Photo courtesy Gina (Hughes) Span taken by her father Bob Hughes

The Red and White aircraft looks like Bud Harbottles PWA Beaver. He used to tie up on the river.

The yellow aircraft on the left could be identified by Bob Cameron I am sure.

Elwood Lyle

*When I described the photo to Jeanne Harbottle when she phoned me she thought the "yellow" one would have belonged to Erik Nielsen, so I sent a copy of the photo to him.- Sherron*

Bingo for Jeanne Harbottle! The yellow aircraft did indeed belong to me. It was a Stagger Wing Beech (registration CF-HSK) and I do believe the Beaver belonged to Whitehorse Flying Services but Bob Cameron's dad would know for sure.

Cheers.....Erik Nielsen

On second thoughts the Beaver A/C might have belonged to Pacific Western Airlines. It was around the time when they bought out Whitehorse Flying Services. Erik

The flying school was sold and Dawn Bartsch (Conolly), an employee of Pacific

Western at the time, was the instructor. (She was the one that inspired Moe Grant to re-qualify after he had both feet amputated at the shin!! Whitehorse Flying Services was sold shortly afterwards to Pacific Western and for some time thereafter Roy Simcoe was their sole Beaver jockey. My guess was that it was a Pacific Western Beaver and that Roy Simcoe would have been the pilot. I notice that Lloyd Romfo is on your list with an address, Lloyd bought the Flying School and chances are that he would be able to identify the Beaver. Good luck---Erik

Hi Sherron:

Yes, you are right. The yellow one was owned by Erik and one of his partners in the law office. It is a Stagger-Wing Beechcraft.

Yes the white one was owned by PWA. The registration letters were CF-ICK.

Yes, I was there that day and saw history in the making. Turning the big boat was quite a trick. In many years ago, some one was bright enough to create a breakwater just to the right of your photo. That was a jut of rocks and earth pushed out into the river. This caused a backwater in the current. The boat ran up river abreast of the breakwater, then reversed the paddles and turned so the stern was in the backwater and the bow was out in the main stream. With a little bit of jockeying the captain was able to turn quite nicely.

Thanks for all the MTs. You are doing a splendid job.

Thanks, Lloyd Romfo

*Meanwhile when I phoned Jeanne back to let her know she was correct about it being Erik's plane, she thought that Lloyd Ryder might have the answer to the "white" one. So I sent a copy of the photo off to Lloyd. - Sherron*

Hi Sherron.

The white one belongs to Pacific Western. The photo was probably taken around the time that Ray Simcoe was flying it.

Lloyd Ryder

## **RE: 'MORE HOCKEY' EDITION**

In response to "More Hockey", someone sent me the name of a player in the Merchants '54 photo. Unfortunately, I've deleted the message without adding the name to the roster. Now I can't remember the name, nor can I recall who sent it to me.

The player may have been Schumaker (sp?), possibly Jerry.

Please put this note in a MocTel, requesting that this subscriber confirm the name?

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



### **Dawson City Airport 1952/53**

Photo courtesy Tom Tait

### **A DC3 at Forty Below**

By Tom Tait [tom\\_tait@telus.net](mailto:tom_tait@telus.net)

A DC3 at forty below is not friendly! They preferred the indoors and we didn't have a hangar in Dawson. Canadian Pacific Airlines tried not to fly when the temperature got down into the minus forty range but it did happen on many occasions and created some interesting challenges for Flight Crew and ground staff in places like the Capital of the Territory where I was the Station Agent in 1952/53

In the coldest winter months the flights: Whitehorse, Mayo, Dawson City were scheduled to take place in daylight only. That meant between about 09:00 AM and 04:00 PM but we sometimes had to overnight the aircraft and crew in Dawson. This was fun for my wife Sheila and I because we got to host the crew in the apartment right next to our accommodation above the CPA Offices on Front St. Phil (Pappy) Iverson was the resident Captain in Whitehorse and a real buddy of ours. The rest of the crew were usually on short term postings and there for training or R. & R. We have kept track of a lot of them over the years.

The Flight Crew consisted of the Captain, Co-Pilot, Stewardess and Flight Engineer. The Engineer would remain at the airport until the DC3 was readied for the night and then be driven into town by our maintenance man Roger Durand. Roger and the Engineer would drain the oil from the engines and store it in the fuel shed next to the small drum furnace to keep it from freezing. Depending on the temperature they might remove the batteries as well.

Remember please that this was happening in near dark on an unlit field at minus forty or so. You wore gloves because you were in real trouble if you touched anything metal with your bare hands. (Or bare anything for that matter.) You didn't move fast or without thought.

This was tricky at dusk but more so at dawn because your aircraft had all night to get mad at you for leaving it out in the cold. There wasn't any electricity at the Airport. We had an old one-lung diesel for pumping gas and if this didn't work we had to hand pump.

Roger lived at the airport with his family. He kept the fires burning in the fuel shed and the passenger waiting room. The Captain, Co-Pilot and Engineer would join him at first light and start preparing the aircraft for flight. This was cold weather science and all a matter of timing. Forty below temperatures are unforgiving. If you don't get it right the first time you have to start all over again.

Check the fuel, replace the batteries, replace the warmed oil, start the "Herman Nelson" heaters to keep the oil and motors from refreezing, remove the heaters and attempt to start the engines. Done with coordination and dispatch it worked. We were pretty good at it.

When the engines were running we transferred the Herman Nelson ducts to the cabin of the plane to assist the onboard heating bring the interior to a livable temperature for passengers and crew.

Except for people, everything had to be loaded through the nose of the aircraft because you couldn't work in the prop wash. When we were ready to load the stewardess and the passengers we would shut down the engine on the side where the door was, hustle them on board and restart the engine. The last job for the Herman Nelsons was to warm the landing gear so the tires would return to round and not be frozen flat on their bottoms. They turn better that way and make take off a lot smoother.

Mayo was the only stop on the way back to Whitehorse. They would land, taxi to the loading area, shut down both engines, load the mail, freight and passengers and be back in the air in a matter of minutes. It was a snap compared to Dawson but I wouldn't have traded it for the world. (Honolulu maybe) It was a real adventure but then everything is when you're twenty-three and just married.

## **A Treasure**

By Fred Aylwin [fbaylwin@shaw.ca](mailto:fbaylwin@shaw.ca)

Not of gold or diamonds,  
Rubies red or sapphires blue,  
Not of silver or emeralds,  
Or pearls of pinkish hue.

But a treasure,  
One you cannot spend.  
It's the treasure of friends and memories,  
All yours to the very end.

## **PALACE GRAND PHOTO MOCTEL 52**

Dear Sherron:

The picture you are looking to identify is the cast from the Palace Grande. Aside from the 2 women named, I know the gentleman on the right, by the girl in pink dress. He was Fred Bass. He played honky tonk piano also, at Gertie's for many years. Fred passed away quite a while ago. He was terrific on the piano. Fran Hakonson [fhakon@cityofdawson.ca](mailto:fhakon@cityofdawson.ca)

Hello Sherron.. Fran will remember most people who performed up there in Dawson....she was always so very nice to me and my Sons...they were very little...in nappies when we first went up there in 1967..... We are thrilled... we have been asked by Joyce Young to go to Whitehorse Sept.1st .....5th.. for the International Senior Games...so looking forward to it.. just waiting for the details ... planning to take both my sons up there too.... Bass & Drums....Gillian Campbell xo [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca)

## **RE FROZEN PICK-UP STORY IN MOCTEL 53**

I can relate to you not being able to drive forwards with a pickup in cold weather. Isn't that the most annoying thing?

I can remember in the 60s one evening Alice and I went to visit Bud and Loraine McNeil on Ogilvie Street in 50 below weather. We had a 61 Chevy pickup, and at that time we were packing the front wheel bearings with a long fibre grease. When we decided to go home, I backed out into the street and when I wanted to go ahead it was no go. I was afraid that I would have to back all the way home through town to Hoge Street. Sure I could back up, and I had to back around the block twice before I could finally get the wheels to start going ahead. Shortly afterwards I got some aircraft grease from White Pass that I used to pack the bearings, and all the time up there never had that happen again. Another was in the real early 1940s, the oil used in the transmission and differential was 140 weight. It was common to see the American Army rigs with fire pots under them in 50 below trying to get them to move. Those poor devils from the south did not know any better. We used coal oil in the fall to cut the oil so that it was fluid for winter, and in the spring changed the oil to the heavy weight. Too many of those soldiers from the deep south froze to death. I was driving a Diamond T truck on the highway in cold weather and came across two coloured fellows in a Studebaker 6X6 who were just sitting there as they had a frozen gas line. When I asked them why they did not start a fire as they had an axe on their truck and dry wood beside the road, one of them said, "Man, yo cain't start a fire with those trees, there is snow on them!" Enough said!

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

## **OBITUARY**

Just a note to let you know that Mickey Dunnett passed away, on Sunday 29 Feb, in Salmon Arm.

Peggy and I are in Salmon Arm now getting everything sorted out. Funeral is on Saturday at the Presbyterian Church at 2:00PM.

Thanks Jim Thoreson

From a message passed along to me I have learned that John Scott has passed away too. If anyone has the details we would be interested in hearing them. – Sherron

## **VANCOUVER ISLAND YUKONERS PICNIC**

Vancouver Island Yukoners Picnic - St Mary's Church Hall - August 14th. Plan to have the same format as last year.

Thanks Stan Hegstrom [seaair@bcsupernet.com](mailto:seaair@bcsupernet.com)

## **F H COLLINS REUNION**

Hi Sherron - - here's another event that may be of interest to some of the Telegraph readers - - or their offspring.

The F .H. Collins Class of '79 is having their 25th year reunion here in Whitehorse in July. Contact may be made to [lsteinback@Klondiker.com](mailto:lsteinback@Klondiker.com) or [dbhuber@whtvcable.com](mailto:dbhuber@whtvcable.com) or they make go to classmates.com and click on Class of '79. They are looking for any former students from the '76 to 79 who did or should have graduated in 1979.

Thanks - - - Merton Freisen

## **HELPFUL HINT**

Good Morning, Sherron,

We received your last email suggesting that recipients of your newsletter use BCC method. Maybe you could clarify to individuals how to actually use this method (ie send the message to yourself, copy to yourself, and BCC to whomever they are sending the message to). Some people might not understand how to do this.

We recently changed our email address and were guarding its disclosure. Alas, we got sloppy and now have so much spam!

Thank you for taking this project on. We do really enjoy the updates and information.

For now,  
Al & Marion Ashby

*It is my procedure when sending out the Moccasin Telegraph in Blind Carbon Copy, to not insert any names in the TO: and CC: boxes, but to put all the names in the BCC: section.*

*I did have one exception where I had one of our group who had a security setting whereby if I did not put one name in the TO: section, my mail to him was returned. I overcame this by putting my own name in the TO: section.*

*I simply –*

- 1) Open a new e-mail*
- 2) Click on the Icon beside TO:*
- 3) Select those I wish to mail to and place them in the BCC section of the drop down window that appears when the Icon in step 2 is used.*
- 4) Click on OK on that drop down window.*
- 5) Proceed to complete the e-mail*

## **NEIL & FRANCES McLEOD**

Neil & Frances McLeod

Neil was born in Flat, Alaska in 1915, before moving to Dawson City, Yukon.

Neil served with the Merchant Marines from 1933-1942 winters only, and worked the riverboats in the Yukon from 1936-1941 summers only.

He was in the Royal Canadian Navy full time from 1942-1945.

Neil worked in Dawson City, Whitehorse, Stewart Crossing, and Mayo. He has memory of the whole route from Whitehorse up to Dawson City, and return. He worked the sternwheelers from 1936 - 1941.

He worked the sternwheelers, until 1941, when he joined the Royal Canadian Navy. He served overseas in a numbers of posts aboard the ships, before returning the North Vancouver to marry the love of his life, Frances. They have four children, who have blessed them with grandchildren and great-grandchildren.

Neil and Frances reside in North Vancouver, and regularly have a houseful of Yukoners. The coffee is always on, and the door is always open.

They have not yet come on line as for e-mail, but you can reach them at 604-988-1461

They would love to hear from any of the their old friends, and new ones as well.

Sandy Campbell

## **HAPPY READER**

Sherron: Thank-you for all the news. You spend a lot of time on research, reading, and then sending us the information. I appreciate your efforts so very much.

Connie Casselman, Calgary

*I am the first to admit that none of this would be possible without the input from the group. So keep up the good work everyone. – Sherron*

## **COMMENTS FROM NEWCASTLE**

It is only in the last few days that I have started to get weird messages that look a bit doubtful; if I have any doubt at all I delete them completely out of my system. I had two yesterday and received four today that I deleted straight away, I am sorry if somebody genuine was trying to make contact but I will not take a chance and open them up.

Thank you for your Anti Virus letter and interesting contents, being that I am about to go on to Broadband over here I think I will have to re-appraise my anti-virus protection.

Many thanks to those who gave recommendations, now and again I receive e-mails with other peoples addresses listed, I tend to copy and paste the message and then delete the e-mail. It is a terrible shame that we cannot as yet find a system that hits back at these sad people who are spoiling other peoples interest and enjoyment.

Thank you for your continuing hard work, I am well aware how frustrating it is for you, but appreciate very much your endeavours to keep MocTel members in constant touch.

Kindest regards, Dennis Eve

Thank you so much for the virus check which dug-out 1 virus which had to be deleted, it was not one of our 'popular' ones but was sitting in my Temp Internet file.

I am soon changing over to a new Internet Broadband set-up, which will be much

faster and will include 'Mounties' at the entrance to My Computer with guns loaded. At least if we are aware of the problems, or are made aware by your goodselves, at least we can stand on guard as well.

Many thanks to you all, Dennis

## **REMOVED FROM LIST**

Sherron,

Please remove my name from the mailing list. Enjoy, but am moving on to other things.

Ian Parsons

PARSONS, Ian [parsonsposse@shaw.ca](mailto:parsonsposse@shaw.ca) (In Whitehorse 1955-60) Courtenay

Please remove my name from your mailing list.

F. J. Buckley

BUCKLEY, Frank [frankjb@uniserve.com](mailto:frankjb@uniserve.com) (In Clinton Creek 1968-75)

Campbell River

Would you mind removing my name from your list until further notice. Have received the virus and will also be away off and on for the next while.

Thanks, Harriett (Osborn) Butterworth

BUTTERWORTH, Harriett (OSBOURN) [harriett@shaw.ca](mailto:harriett@shaw.ca) (250) 751-1194

Nanaimo

POPE, Nancy

[popebn@hotmail.com](mailto:popebn@hotmail.com) (Living at Tagish)

Recipient address: [popebn@hotmail.com](mailto:popebn@hotmail.com)

Reason: Remote SMTP server has rejected address

WALFORD, Wendy (BERGERON) [wwalford@primus.ca](mailto:wwalford@primus.ca) (In Whitehorse 1949-51, 57-60) Oakville Ontario

Recipient address: [wwalford@primus.ca](mailto:wwalford@primus.ca)

Reason: Remote SMTP server has rejected address

## **NEW ADDITIONS**

Hello Sherron Jones. I would like to have my name and address added to the list of contacts in the Moccasin Telegraph newsletter. Mailing Address is. 360 Wellsford, #640 RR#5 Berwick. Nova Scotia, B0P 1E0. phone # 1 902 538 1420. e-mail at [rnmhiltz@glinx.com](mailto:rnmhiltz@glinx.com) . I can receive messages for my dad "Less R. Hiltz"

Regarding your question to, Dwayne Hiltz! as a resident in White Horse during the years 68 to 83. I do remember mention of the existence of another Hiltz in White Horse during those years, as we use to receive his mail during those years.

As far as I know he is not directly related to our branch of the family. But he was likely from another branch of the same tree.

As for your request information regarding my years in the Yukon.

My life began in White Horse in 54, my early years growing up were in the area of town known today as "Rotary Park". I started school in White Horse, and in 63 our family moved up the highway to mile 1202 "Beaver Creek". This was my father's new place of employment, so I was enrolled in Beaver Creek School until 70 where upon we moved out of the territory to Nova Scotia. I have been a resident of Nova Scotia since 70, completing my education, getting married and eventually purchasing a home out side of the town Berwick.

Memories of my early years growing up in the Yukon has made me long to make a pilgrimage back for a visit.

Respectfully Yours Ronald D. Hiltz.

I'm interested in receiving the Moccasin Telegraph.

Marj & Cam Deeks . Thanks. [mcdeeks@klondiker.com](mailto:mcdeeks@klondiker.com)

Hello,

I am an ex Yukoner, having grown up in Whitehorse. I have heard through my sister about the Moccasin Telegraph and would like to be added to the mailing list. My name is Nancy King and yes that is my maiden name. I lived in Whitehorse from 1956 to 1974.

I was also known as Nancy Brooks when I was married. I attended Whitehorse Elementary/High from 1956 - 61 or 62 then transferred over to F. H. Collins.

I have three children all living in BC now, James who was born in Alaska and Lee and Kelly who were born in Whitehorse.

My sister is Dale Stokes who is part owner of Midnight Sun gallery and gifts.

I left Whitehorse in 1974 and have visited many times since. At the moment I am in Vancouver and will be returning to New Zealand next week. Are there any more ex Yukoners who might have travelled as far as New Zealand to live that you know of???

Cheers, Nancy King [nancyk@clear.net.nz](mailto:nancyk@clear.net.nz)

I have received this copy from Minnie Hassen and would like to sign up for my husband and myself.

We are: Herb & Gudrun Davies

P.O. Box # 127

Mayo, Yukon

Y0B 1M0

Best regards

Gudrun Davies [hgdavies@northwestel.net](mailto:hgdavies@northwestel.net)

Hi Sherron

My name is Clarence Tingley. I am not sure if we have ever met or not but anyhow I would like to join your group if I qualify.

The following is a list of my wanderings in the north.

Arrive Atlin, B.C. Apr. 24, 1966

Left Atlin May 1, 1969

Arr. Whitehorse May 1, 1969

Leave Whitehorse Dec. 11, 1970

Arr. Yellowknife, Dec. 17, 1970

Leave Yellowknife, Apr. 20, 1971

Arr. Inuvik, Apr. 25, 1971

Leave Inuvik, Sept. 27, 1973

Arr. Chilliwack, B.C. Oct. 10, 1973

Leave Chilliwack, Apr. 1974

Arr. Mayo, Yukon Apr. 26, 1974

Leave Mayo, Sept. 4, 1976

Arr. Whitehorse, Sept. 4, 1976

Leave Whitehorse, Feb. 25, 1981.

I am now living in Trail, B.C. which is a small Smelter town. Cominco is the company. You have no doubt heard of that name. Of course I retired years ago and am now a month short of my 83 rd. birthday.

While in the north I was an Aircraft Engineer, and got my start with THAT GREAT MAN, Herman Peterson.

My E-mail address is [sigeo.roks@shaw.ca](mailto:sigeo.roks@shaw.ca)

Would like to hear from you Sherron.

Clarence Tingley

Hi Sherron

My name is Pat Webster and I was born and raised in Dawson. Also still here :)

My parents are Newton and Wilda Webster

Grandparents Phil and Martha Collins.

I have had Cami Yaremcio sending the issues to me but none of the pictures are coming thru so please add me to the mailing list.

My e-mail address is [pwebster@yknet.ca](mailto:pwebster@yknet.ca)

I enjoy reading all the old stories. There is a lot of hard work put into this and I am sure we all appreciate it very much. Keep up the good work.

## **CHANGE OF ADDRESS**

I will no longer be [markmachoggan@AOL](mailto:markmachoggan@AOL). I am moving to highspeed at Shaw.

My new address is [markhoggan@shaw.ca](mailto:markhoggan@shaw.ca)

I am representing my father John Edward Frankin Hoggan born in Dawson City in 1928. You have been sending us issues for about four months, since my cousin

Maribeth Mainer referred us to the site. We are on your list under Frank or John Hoggan.  
Mark Hoggan

Hi Sherron

Verena is busy at school so I'll do this for her. Since Verena (Ross) has moved in with me she has had to change her e-mail address as follows:

OLD E-MAIL: [yukongal@shaw.ca](mailto:yukongal@shaw.ca)

NEW E-MAIL: [yukongal@telus.net](mailto:yukongal@telus.net)

Effective immediately. Thanks Sherron

Donna Clayson

Just to let you know that we've been cut off for a couple of days while we switched over to Manitoba Tels' Hi-Speed Digital.

We're back - at the address above...please save it in your address book.

Many thanks...please advise all concerned on the Moccasin...

Ted and Trudy North [ttnorth@mts.net](mailto:ttnorth@mts.net)

We were hit with so many e-mail messages containing viruses today, that I have changed our e-mail address. The new address is [eh.769@shaw.ca](mailto:eh.769@shaw.ca) Thanks - Ed Ard

Hello there, I have finally bit the bullet and changed over to cable. The new address is: [aksala49@cablerocket.com](mailto:aksala49@cablerocket.com) please make the necessary adjustments.  
Larry Chalmers

## **QUOTE OF THE WEEK**

Home cooking is what a man misses when his wife isn't.

## **RECIPE OF THE WEEK**

A really good recipe from a gourmet-cooking magazine; with Yukon variations, which don't hurt a bit

### **OLIVER TWISTS SALAD**

Romaine or spinach or spring greens or mix  
1 purple onion  
Bacon  
Handful pine nuts  
Olive oil

Good balsamic vinegar  
Fresh thyme

Cut onion in half, then each half in 4 pieces

Dice bacon (I use lots) put aside, empty grease, wipe pan. Add a couple of glugs olive oil and add onions sauté gently till caramelized, (lightly brown) add pine nuts and thyme the last minute or so.

Add a couple of glugs of the vinegar and heat a moment or so to thicken a bit then pour over greens and bacon. Toss well.

Make sure everyone is up to table or very close, as this doesn't wait well.

Now for Yukon version, the original called for pannceta, yah like we have that on hand or even know what it is or have ever tasted it. I use bacon from Wal-mart and its good.

Any of the greens are good, although the recipe called for spring greens, you know, the expensive stuff.

You can use dried thyme in a pinch, like we have fresh thyme in Destruction Bay in the middle of winter (or spring or fall).

If you're out of pine nuts, (they tend to be on the expensive side,) leave them out it doesn't really hurt.

I made a whole lot one time, and had leftovers so the next day I heated a pan and very quickly stir-fried it. It too was very good  
Enjoy.

Marsha Flumerfelt

## **DATES TO REMEMBER**

For **Vancouver Yukoners** events check <http://www3.telus.net/yukoners/index.htm> The **Banquet** will be on **March 27, 2004** this year.

Okanagan Yukoners Picnic:

**June 27, 2004 at the Summerland Ornamental Gardens.** We have the site from **11am till 3 pm.** We usually eat at **noon.** There will be an article in the next newsletter coming out in a couple of weeks. Larry Chalmers  
[larryjoanchalmers@telus.net](mailto:larryjoanchalmers@telus.net)

**Vancouver Island Yukoners Picnic - St Mary's Church Hall - August 14th.**  
Plan to have the same format as last year... Thanks Stan Hegstrom  
[seair@bcsupernet.com](mailto:seair@bcsupernet.com)

## **SIGN UP TO RECEIVE THE MOCCASIN TELEGRAPH**

If you have received this copy of the Moccasin Telegraph from a friend and wish to sign up to receive future editions yourself, the criteria is that you **are or were a Yukoner**.

**I need to know your name, e-mail address, when and where you lived in Yukon and which City you are living in now.** If you are female and were unmarried in Yukon please include your **maiden name** as well. It helps me to maintain control over safety of the material to know **who** told you about this project. I wish to keep that control since not only are you signing up to receive the **Moccasin Telegraph**, but you are also allowing me to **share your e-mail address** with the rest of the group. The combined **list of everyone's e-mail address** is then sent out periodically to all members of the list.

The goal of this project is to provide an opportunity for folks to reconnect.

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