

MOCCASIN TELEGRAPH –Sixty Fifth Edition- June 6, 2004

Created by Sherron Jones sherronjones@shaw.ca



Black Gopher

Photo courtesy Doug Bell dougbell@ykn.net

CHILDISH BEHAVIOUR

By Gus Barrett sourdoughs2@shaw.ca

I heard a man complaining loud,
 Though not to me directly,
That children, when they form a crowd
 Will not behave correctly.
I wondered why he'd act so wild
 About the antics of a child.

When we were young we did not drink,
 Though I am loath to lord it.
Not that we wouldn't have, I think,
 We just could not afford it.
But there were other things we did
 Which must remain forever hid.

There was little teen-age violence then,
 And well our parents knew it.
Where would children learn to hate,
 When adults didn't do it.
The apple, so it seems to me
 Will not fall distant from the tree.

When judging children, as we do,
One fault, if we have any,
We concentrate upon the few,
And thus ignore the many.
For every apple turned to rot,
There's hundreds that as yet have not.

So lets divert our energy,
Lets now refrain from preaching.
I think that things will work if we
Just concentrate on teaching.
Then maybe kids will follow too,
Not as we say, but as we do.

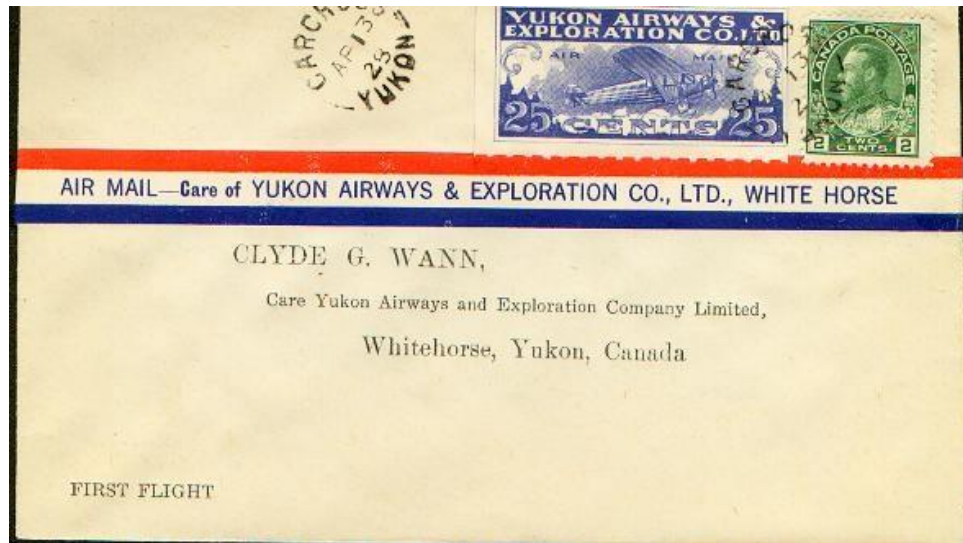
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Chapter 7

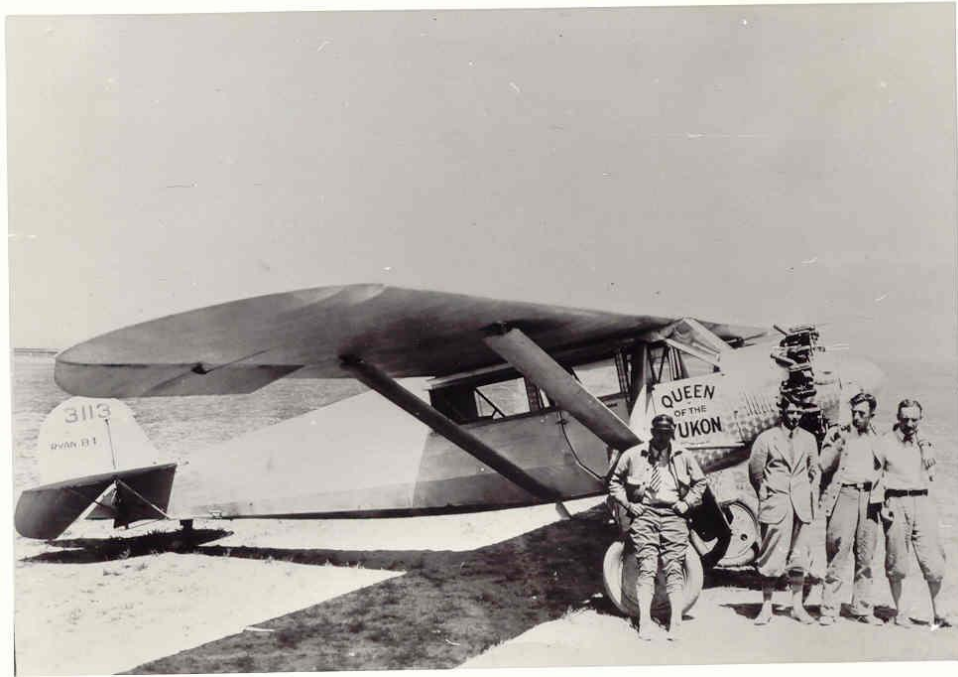
I stayed with Sam McCormick until February 1936 when I left to work for an air service operating out of Whitehorse. This company called Yukon Airways and managed by Clyde Wann had just started up after being closed down for several years.



Postmarked April 13, 1928 at Carcross, Yukon
Photo courtesy Donna Clayson

The previous operation (1928 -) had been the first commercial air service in the Yukon. They used two Ryan monoplanes, the same model as the one Lindbergh had used on his

flight to Paris, and an Eaglerock biplane with two open cockpits. These planes had all been wrecked so the company went out of business.



First Queen of Yukon

Notes indicate Ryan B-1, 3113 picked up in Nevada in Aug 1927 by Cruikshank, Clyde Wann. Both seen in this photo.

Photo courtesy Jeanne Harbottle



CF-AHD - Second Queen of Yukon

Photo courtesy Jeanne Harbottle



Yukon Airways Eagle Rock Biplane Aircraft
Photo courtesy Jeanne Harbottle



FC-CAHR first Yukon Queen crashes into Model T at the Whitehorse Airport.
CAHR – Queen of Yukon hit Pucketts – Model T – 1928 - steering wheel & Engine
cover knocked off – Stephens Pilot – 2 passengers – Write off.
Photo courtesy Jeanne Harbottle



First Queen of Yukon G-CAHR crashes near Mayo, is then fitted with homemade wooden skis and flown back to Whitehorse.

Photo courtesy Jeanne Harbottle.



G-CAHR fitted with skis at Mayo for return to Whitehorse.

Clyde Wann, Finnigan and Steven between struts.

Photo Courtesy Jeanne Harbottle



Top: Post marked Keno – Mar. 1, 1929
 Bottom: Post marked Dawson – Dec. 3, 1928
 Both envelopes carry KLONDIKE AIRWAYS stamps.
 Photo courtesy Jeanne Harbottle

It was now (1936) refinanced and had a Buhl biplane, which carried four passengers and a pilot. The pilot's name was Carl Meuhlheisen. He had a B. and D. engineer named Harold Davenport.

The company intended to base in Whitehorse. On the days that the coast boat arrived in Skagway, the pilot would go there on wheels, pick up a load of passengers, fly back and land on the ice of the frozen Yukon River at Whitehorse. Then he would change the wheels for skis and fly onto Mayo or Dawson. On his return, the procedure was reversed. This went on until he had all his passengers from that boat at their destination.

Clyde Wann had trouble with pilots during his earlier operation because they were not used to the cold climate or the remoteness of the area they had to fly in. Therefore, he had decided to hire two local boys and train them to fly. That way he would eliminate his earlier problem as the locals were used to the cold and the remoteness. He selected a good friend of mine Bud Holbrook and myself as the potential candidates. We were flown to Whitehorse in the Buhl. On the way we both had a chance to fly the airplane straight and level.

In Whitehorse our job was to help Alf Walker, the engineer, rebuild the two Ryans that had crashed during the previous operation. A large building had been obtained from the R.C.M.P. in their old barrack square, which was in the centre of Whitehorse. In this building were the metal tubular skeletons of the Ryans. They had to be sanded, repaired, rust proofed, covered with linen and doped. That was our job when we were not needed to help the pilot and airplane. Whenever Meuhlheisen had a break from flying passengers he gave us instruction. The two airplanes we were rebuilding, when finished and airworthy again, would be the ones we would fly after we were checked out so we had plenty of incentive to keep our noses to the grindstone to speed things along.

Everything was going well until one day in April when Meuhlheisen had taken Holbrook to Skagway with him. I was on the river with the skis and gas waiting for the return trip when the company agent came down and said the aircraft had just crashed on the White Pass Summit killing all, on board.

Bud Holbrook had given up his seat to a Charlie Larsen who was in a great hurry to get to Dawson so Bud had been spared. Of course, it was a terrible shock to everyone concerned but to me it seemed like the whole world had dropped out from under me as I had such high hopes for the future in the flying business.

Evidently Meuhlheisen had taken off from Skagway in a heavy snowstorm and was following the railroad tracks. Near the summit he got too close to the rock wall on his right side and the wing tip hit it turning the aircraft straight into it. The wreckage fell onto a snow shed. A railroad section crew was only a short distance away and heard the crash. They investigated and found the wreckage and no survivors so they went to the Summit and phoned the information to Skagway and Whitehorse. That is how we found out so soon.

The company was now out of business again so I did what I could to help straighten things up for them and returned to Dawson and Sam McCormick.

* * * * *

I started out driving my old truck but Sam had bought a new G.M.C. ten-wheeler, the first tandem drive truck in the Dawson area. It came in on one of the first boats of the season and I was the driver.

I felt quite good about this achievement, as it was the biggest and prettiest truck around. It was distinctive in that it had a transfer case that emitted a high squeal when travelling and soon became known as "the squealer". I drove it all summer to Dominion, Granville, Quartz Creeks and to Sixty Mile hauling freight for the mining companies.

A friend of mine, Norman Reid, who worked as an auto mechanic for Franklin Osborne, and I had talked over the idea of going to Vancouver for part of the coming winter. Instead of going south on the riverboats as most people did, we would take a rowboat and go north down the Yukon River to Circle City, Alaska, by road to Fairbanks

and Valdez and down the coast to Seattle, Washington where Norman's parents would meet us in their car and drive us to Vancouver where they lived.

We bought a twenty-five foot narrow poling boat, sharp at both ends and set up for two sets of oars. We built a canopy over part of it and set up a Yukon wood stove in the bow. With plenty of provisions, we set off in the middle of September.

It was a perfect time of year to be on the river as the migratory birds were flying south up the river. We saw thousands of geese, cranes and ducks. The caribou were moving in large herds, which we saw as they swam across the river on their way to winter grounds. We also saw many moose and bear. We visited every cabin along the way that was inhabited and met many interesting people.

The lower Yukon is five miles wide in many places. When a strong wind is blowing, it can become very rough for a small boat, especially one like ours, which was so narrow in the beam that it would not raise to a wave but cut straight through. In large waves the water would come aboard amid ship, which required constant bailing and scared the daylighters out of us. But on the whole, it was fun.

When we were many miles above Circle, Alaska, we could see their high radio towers but the country was flat. The river had hundreds of channels and we could not find one to take us to the village. Eventually we found ourselves below Circle so we tied up while we figured out what to do, as we could not row upstream. Luckily a motorboat came along and towed us into town. We stayed a couple of days selling our boat and the gear that we did not want with us. Then we caught a ride on a truck and went to Fairbanks.

We stayed a week as this was big city stuff to us country boys and we had to take in all the sights. A bus service ran between Fairbanks and Valdez so we bought tickets. The road was narrow with a dirt surface and quite rough. I do not believe it had had much maintenance. The stopping places were large log buildings called "roadhouses", which were primitive but comfortable. The meals were good. This part we were used to, as it was the same in the Yukon.

In Valdez we caught a large ocean going passenger boat and were soon out in the rough Gulf of Alaska. We hit the first bad storm of the winter season and it was not long before there were very few passengers left in sight. I really enjoyed it as I had never had motion sickness and for some reason liked rough weather in boats.

In Seattle we met Mr. and Mrs. Reid who drove us to Vancouver. We had lots of fun going to dances, movies and house parties but after New Year's we began thinking of going north as the money supply was getting low. We finally bought steerage tickets on the Princess Nora, which took us to Skagway. Then we travelled by train to Whitehorse where I stayed to visit my family while Norman Reid went on to Dawson.

* * * * *

Since I had left Whitehorse, my sisters had scattered. The oldest, Virginia, and the third oldest, Ardie, were in Dawson. The second oldest, Gladys, was in interior British Columbia, and only the youngest, Doris, was home and married. She was now Doris Greenslade.

My Father had suffered a stroke and was quite ill so I promptly got a job driving on the overland stage that ran between Whitehorse and Dawson carrying passengers and mail in the wintertime.

The equipment used was tandem drive Ford trucks at the start of the season, then as the snow got too deep for trucks, tractors and sleighs were used along with conventional trucks called snowmobiles that were fitted with tracks in the back and skis in front.

The places to get meals and beds were Braeburn, Carmacks, Pelly Crossing and at the junction where the road branched one to Mayo, the other to Dawson.

Normally the trucks went right through, stopping only for meals. The tractor trains were much slower so stopped once in awhile to sleep.

It was a very uncomfortable and cold ride for passengers as they rode out in the open on the back of the truck or on top of the sleigh loads with the tractor trains. But it was the only way besides walking to get between those points.

Crossing the rivers in the fall when the ice was running was always a problem as there were no bridges or ferries. We used twenty-two foot freighter canoes to move freight and passengers across. Vehicles were put on the Pelly side of the Yukon at Yukon Crossing and on the north side of the Pelly and Stewart Rivers in the summer by riverboat. On arrival at Yukon Crossing, the canoes were loaded until there were only about three inches of freeboard. Then two men paddled them across. The one in the bow had to push icepans aside with his paddle to let the canoe by.

One time I was crossing and my partner was Louie Irvine, a short stalky very powerful fellow. He could lift a full fifty-gallon drum of gas by himself onto a truck. The drum weighed about four hundred fifty pounds. He was in the bow and every time he stroked with his paddle, the gunnel would dip under and we would ship quite a bit of water. I was very worried about this because if we sank there would be no surviving in that cold water especially with the floating icebergs. I never ever saw anyone with a life jacket. I drew his attention to what he was doing but he was too busy to notice. So every time he stroked, I would push down on the water or an icepan with my paddle to hold the gunnel above water. This, of course, made for very slow progress. He eventually decided to cooperate and put more effort into the backstroke instead of pulling up and we made our landing safely. After that, I saw that the loads were lighter.

When everything was across, it was loaded into trucks and taken to the Pelly River where the same procedure had to be gone through and then again at the Stewart River. When the ice stopped running and was safe enough to walk on, sleighs were used and

pulled by manpower. This was very heavy work and no one liked it. Then, of course, when the ice was strong enough to hold the vehicles, the load stayed aboard and we went nonstop.

* * * * *

Later on in the winter after we had been crossing with the cat trains, we arrived one day at Yukon Crossing to discover a stretch of open water in the centre of the river at our regular crossing place. It was about three hundred yards long by twenty feet wide so we had to find a crossing place below the open water. By going down the shore ice for a quarter of a mile, we found ice strong enough to carry the D-6 cats and sleighs. But to get off the ice on the other side, we would have to climb a fifteen-foot nearly vertical bank.

I was on the lead cat and on reaching the other side, stopped at the foot of the bank to unhook from the sleighs so I could take the cat up the bank without the load. As we were afraid the cat might topple backwards going up such a steep slope, we cut a long tree and chained it to the belly of the cat, letting it stick out the front about sixteen feet. Now three men could put their weight on it to hold the nose of the machine down. I did not move six inches from the sleigh when the back end of the cat broke through the ice into about four feet of water. Now there was nothing to do but get up that bank, as the ice was not safe enough to go anywhere else. We gave it a try but only got well started when the tracks spun out and we were not going anywhere. We fastened cables to each track and then to trees on top of the bank and used the tracks as winches. This method was successful and we crawled up the cables to the top.



Yukon Archive Photo obtained from Jeanne Harbottle

Now the sleighs had to be turned ninety degrees upstream, to avoid the hole in the ice, this was done by using all the cable we had to let the cat go upstream as far as possible. Then we hooked onto the sleighs and pulled them ninety degrees to the right until we had them clear of the hole and could pull them up to the top. When this was accomplished, it was much easier to get the other outfit up using two cats on the one load. After

everything was on top of the bank, we had to break out a trail through the trees back to our regular crossing point.

* * * * *



Yukon Archive Photo obtained from Jeanne Harbottle

None of the cats had a cab as we were on lake and river ice so much it would be dangerous to be confined in a cab. The theory was that if you broke through you had a chance to float to the surface. That sometimes worked on lakes where the water was still but in the current of a river, there was little chance for survival, as the driver would be swept under the ice with no hope of rescue.

A friend of mine had built a wooden frame canvas covered cab on his cat and while going up the Stewart River alone one day broke through. He was only two feet under the surface of the water but he died right in his seat. When he was found the hole had frozen over and he was a solid chunk of ice. The cold water may have caused his death but if he had had a chance, standing up would have put his head above water.

* * * * *

One time another driver and I had to take a truckload of drum gas from Whitehorse to Pelly Crossing. It was getting late in the season to be using trucks as the snow was getting quite deep. When we left Whitehorse a heavy blizzard was blowing so we were breaking trail as we went along.

On the north side of Carmacks, there were many side hill cuts and these were blown full of snow, up to four feet deep on the inside track. We had to back up continually and take a run at it to break it down. We gained only a few feet each time. Of course, this was very hard on the truck so when we were twelve miles past Carmacks, a universal joint broke putting us out of business. We walked back to Carmacks and notified the company of our problem and were told to go back and wait at our truck as the snowmobiles were coming down and would bring us the parts we needed. Also, a truck would be sent from

Pelly Crossing to get our load. We walked back to the truck and built an open-air camp of spruce bough beds, as we had no shelter, and a big fire and we waited.

The next afternoon the truck driver from Pelly Crossing walked into camp. He had broken down at Yukon Crossing eight miles from us. So now three of us waited for the snowmobiles.

The weather was in the thirty degree below range so we kept a good fire going. The first night the new man was in camp he built a good spruce bough bed close to the fire, as he had no bedroll. At bedtime he lay down with his back to the fire and went to sleep. He woke up in a couple of hours and discovered the back of his coveralls was burned out.

Two days later the snowmobiles showed up but they had forgotten our parts so we decided to go to the truck at Yukon Crossing and take the parts we needed off it. The snowmobiles gave us a ride to the truck but that was all they could do for us and went on their way.

We took the universal joint out of the drive shaft and walked back to our own truck. When it was repaired we set off for Pelly with three of us in the cab. The road was very bad now as the snowmobiles only partially packed the snow, which our truck had to break through. Steering was the worst problem and each man lasted only a half hour at the wheel. Many hours later, we arrived at Pelly Crossing.

When we arrived back in Whitehorse, the trucks were retired for the season and cat trains and snowmobiles were used.

* * * * *

In the spring before breakup, we were using trucks again. On one trip we had fifty passengers for Dawson City. They were dredge men who had spent the winter in warmer climates and were returning to get their dredges ready for the summer's operation.

For this load, seats had been built on the back of the trucks but there was no shelter from the weather. The regular passengers knew this so dressed warmly and we stopped every fifty miles to let them warm up.

If the roadhouse was manned, there was a hot meal. If it was not, we carried prepared sandwiches and we made coffee in a huge granite coffee pot.

On this trip I was making the coffee so I went outdoors to get some fresh snow, as there was no water or ice available. With the snow packed into the pot, I set it on a gas fire pot to melt and eventually boil.

When the coffee was made, everyone had some and enjoyed it. Before leaving, I took the pot outside to clean it out and noticed that the bottom was covered an inch deep with rabbit dropping which had been under the fresh covering of snow. I had not seen them

and I never told anyone. The old adage, "What you don't know, won't hurt you", seemed to be true. (To be continued.)

NATURE'S MESSAGE

By Debbie Kelly debbiekelly*on.aibn.com

I have seen creation in a raindrop
That gently touched my soul
And the knowledge of the universe
Within a grain of sand unfold.

Gazing at a snowflake
That proudly drifted to my hand
For a second's flash in time
I saw the mystery of man.

On a leaf rustling in the wind
I saw my past unfold
And as to the ground it floated
Man's future to the world was told.

The smile upon a baby's face,
The sweetness of a lover's glance,
Sunset's farewell, morning's spread,
Are all parts of a universal dance.

Hauling freight on Lake LaBerge

Yes, that is an interesting photo of hauling freight on Lake Laberge. Being that Laberge did not open till about the first of June, it was common to leave a boat like the Aksala in the first bend below the lake where there was a safe cove. A watchman was left to look after the boat during the winter months, and lived in a cabin near the boat.

They used to haul freight across the ice and load the boat so that they had a full trip in at least before the lake opened. That meant that they could have 300 tons of freight into Dawson before the lake opened.

Wheeler was the big wheel of the White Pass and willing to try anything to get an earlier start on the lake. They even tried lamp black and crankcase oil on the snow to cause a channel to open earlier which was a limited success.

In later years they gave up on hauling to Lower Laberge as the cost versus the gain was not worth it. But it was worth a try wasn't it? Don't think that the old-timers were dummies, and they were willing to try anything to gain a point. If you noticed, the boats were sheeted with sheet metal at the water line and it was not uncommon to see one of the first boats come back with all the paint scrubbed off from ice on Laberge.

Henry Breaden



Hauling on Lake Leberge 1924 photo.

Photo courtesy Donna Clayson

COMPUTER – HELP PAGES

Several weeks ago Henry Breaden started his own service of providing helpful hints on operating a computer. I understand he started by offering the service to everyone he had on an e-mail address list he kept for Island and Lower Mainland Yukoners. The following message was received by him today from one of the group is who is happy to have Henry provide the help pages. Jim has permitted me to use his message.

I believe Henry is sending a mailing out once a week. If you would like to have Henry add your name to the mailing list please contact him at hjbreaden@shaw.ca

G'day Henry!

Just wanted to let you know that the help emails you've been sending have been fabulously informative, have stepped up my computing awareness and are extremely appreciated!

Living a bit of a mobile lifestyle I'd been away from a permanent home Internet connection for a few years and was really blindsided by the problems and issues that are out there. I'm now sitting in behind Norton 2004 Virus protection and their firewall (until I get a physical one) and most if not all of my problems have now subsided. Previously I had Zonealarm and AVG, which I have found to my dismay (and probably a lot of others in my address book!) are not adequate for positive protection from intrusion and the upscale virus attacks that are out there!

Thanks again from a happy MOCTEL reader!

Jim Morrow jimmorrow@shaw.ca



Pete & Brownie Foth, Gus & Blanche Barrett – May 27, 2004
Photo courtesy Brownie Foth lfoth@shaw.ca

I don't have to tell you what we did on this rainy afternoon. It was sure nice to have a visit with Blanche and Gus. Pete and Brownie

A MESSAGE FROM STAN HEGSTROM

I have sold my house and moving to Sidney around the 15th of July. I have the hall booked and all is set. I plan to be there to open up but maybe you (Henry) or Blanche should be the contact person-- I can send this out to all the newspapers later about a month early. Stan

Please include this item in your Community events ~ thanks Stan Hegstrom
Chairperson for Vancouver Island Yukoners 250 468-9698

VANCOUVER ISLAND YUKONERS' PICNIC

THE V.I. YUKONERS WILL BE HOLDING THEIR ANNUAL PICNIC AT

ST. MARY'S CHURCH HALL, 2600 POWDER POINT ROAD, NANOOSE BAY
ELEVEN O'CLOCK ON SATURDAY, THE 14th OF AUGUST 2004

BRING YOUR OWN BEVERAGE AND FOOD—ADMISSION FREE TABLES AND
CHAIRS PROVIDED IN OR OUT RAIN OR SHINE —ALWAYS A GOOD TIME

FOR MORE INFO CALL Stan Hegstrom at 250 468-9698 or email at
seaair*bcsupernet.com

RON BUTLER CHECKING IN

Sorry I haven't been able to find the time to send you something about my travels around the Territory. What with re landscaping our yard, redecorating the house and a couple of major woodworking projects, I haven't done much else, other than play hockey 4 days a week since last fall. Anyway I have found some interesting pictures from around Herschel Island when we were tagging polar bears with Dr. Ian Sterling and some others from along the western arctic coast, Komakuk beach, Firth River and counting the Porcupine caribou herd inland. Will get them together and send them along with some stories this fall. In the meantime Colleen and I are taking our daughter and 2 sons back to the Yukon in July along with 3 grandchildren. Our kids want to show their children the north before they lose interest. Will travel the Dease Cassiar up and come back down the Alaska Highway. Should be fun.

Keep up the great work. It is much appreciated, as is the great stuff Henry has been sending out lately. Jeanne Harbottles articles have been most interesting and am looking forward to Donna's Dempster Highway Edition.

Will be back in time for our Islanders picnic in Aug. so hope to see lots of friends and acquaintances there.

All the best, Ron and Colleen Butler ron_but*shaw.ca

DEMPSTER HIGHWAY

What a wonderful story and such a lot of work. I was just thinking of going to bed and I heard my "church bells" chime. I rushed in to our PC and low and behold here was this wonderful story by Donna. Pete and I made this trip from Dawson to Inuvik in our new "high top van" around 1980 or before. Rev. Snider and Aldine were stationed there then, so we were lucky to have a good parking area in their back yard. It was one of the best trips that we had in the Yukon. Tonight the memories all returned and I am anxious to read it to Pete in the morning. Thank you, Donna and Bryan.

Brownie Foth lfoth*shaw.ca

ROAD HOUSES NEAR DAWSON

I was wondering if someone could write a story or stories about the Road Houses near Dawson. I think it was "12 Mile road House" where some of us went occasionally on Saturday evenings. This was in the latter 1950's. An older couple (?names) owned it. One evening the soft spoken lady owner brought a framed photograph for me to see. It was of herself when she had been a dance hall girl. It would be nice to at least be reminded of the couple's name.

I think I was never to the "Granville Road" House?? Perhaps, I've just forgotten?

Donna's account of the Dempster was very comprehensive. I'll send her a little note about visiting Bar Two. I only was to Tuk, the once. Another time, two of us were on our way, but got diverted to Inuvik, much to the amusement of a certain physician. Bless his socks.

Emily Stilwell eistillwell2@hotmail.com

ONE REPLY I SOLICITED

Talked to Blanche and she has never heard of this place either. She also thinks that Emily might be referring to either the Arlington or the Granville Roadhouse, neither of which were operated by an ex-dance hall girl as far as we know. One person you might ask though is John Gould of Dawson. He is a contributor to MocTel and is well versed in Dawson City History. During my time in the early 50's the Arlington was operated by an old gentleman named Nels Skestad, and the Granville Roadhouse by an old lady named Gertie Melhause. (My spelling of both names is questionable.)

Hope this helps. If I can dig up any more info, I will let you know.

Great golf weather this A.M. Unfortunately not great golf.

Cheers Gus (& Blanche) Barrett sourdoughs2@shaw.ca

OBIT

Obituaries (05/29/04)

ANDERSEN _ Anita (nee Sarich) passed away peacefully on Friday, May 21, 2004, surrounded by her loving family at Royal Columbian Hospital in New Westminster at 90 years of age. Anita was born Annie Sarich on October 15, 1913 in Phoenix, BC. After living in Princeton, Saskatchewan, and Vancouver, Anita moved to Dawson City in 1940, and married Arne Andersen in 1945. In 1956, Anita and her family moved to New Westminster where she remained the rest of her life. Anita worked locally as an AVON Lady, a sales clerk in Woodward's and Fields men's department (for over 10 years) where she was chosen outstanding salesperson for her remarkable sales ability. Anita worked globally as a peace activist, political /social rights advocate, and humanitarian. Anita is survived by her daughters, **Joyce Andersen (Reg) of Whitehorse**, Ariel Eastman (Barry) of Chilliwack, and Arlene Lacroix (Rene) of New Westminster; grandchildren Ashley Andersen (Courtney), Richard Andersen (Linda), Jason Parker (Lesley), Barrett and Erika Eastman; and great-grandchildren Danielle and Emily Parker; Christopher and Callie Andersen; niece Marija (Zagreb), nephew John York (Shirley), niece Marlene Houghton (Art) nephews Paul and Milton Taylor, niece Theresa Bessette (Michael) and

numerous grandnieces and grandnephews. Anita was predeceased by her mother, Marie, and father, Marko of Vraneka, Croatia; siblings, John, Marko, Paul, and Milka (Croatia), Peter and John (South Dakota), Barbara (Phoenix, BC), Katherine (Vancouver), Margaret (Saskatchewan), and Mary (Delta). A private family cremation was held on Wednesday, May 26 in Vancouver. A celebration of Anita's life will be held on Monday, June 14 from 1:30 to 4:30 at the Glenbrook Park Amenities Centre, 76 Jamieson Court (across from the Royal City Manor). In lieu of flowers, donations can be made to the New Westminster Symphony Society in Anita's memory and will be greatly appreciated (information available through Janet Nault at Janetnault@shaw.ca or call 604-524-1128). Vancouver Sun / The Province, Area Code 604

(Bill had to note to me who Joyce was. I guess if I had read Reg Therien I would have recognized the name. I had met Joyce originally as Hall, but Bill had worked with her at White Pass. - Sherron)

HELPFUL HINTS

We visited friends last night and the gentleman had recently made a trip back "home" to England and Wales. When he returned he booted up his computer and was instantly swarmed by worms, trojans & viruses. It seems that since his computer had not been updated with anti virus protection for the couple of weeks they were able to get him when he re-booted.

My hubby ran the Trend House Call while we were visiting last night and when we left the count was in the 50's and when he called this morning it was over 60 worms and trojans when it finished. These were all reported by Trend House Call as unable to remove.

When we arrived home last night we looked up the names of those, which the Trend House Call had reported and printed out the procedures to fix them.

So he has headed over there now to give a hand at removing them.

I will cc Jenny in case she has any words of wisdom to impart.

Sherron

PS come to think of it if this is commonplace every one should be warned.

I had written the message above to Henry so he could use the topic in his Help Sheets if he wished.. Jenny does have some wise advice below. – Sherron

There have been a lot of virus threats that have come out in the last few weeks. The biggest one is the SASSAR and its variances.....

Now the importance of the Windows updates. The Sassar is prevented by always checking for them. As well as anti-virus, just because we have these wonderful things that say they automatically do things, does not mean that we do not check ourselves for them.

There is a growing favoritism happening for firewalls... It seems that people who are using Windows XP, if they **turn on** the built in one, it seems to help prevent the Sassar from coming in. If you do not have it turned on, and do not always check for windows updates, you are vulnerable. With my job, I am dealing with this everyday, and I cannot stress the importance of Backing up your data. A lot of people are loosing their data due to this.

I seem to remember the people worried a few months ago about viruses in the e-mail, I did make a comment that all it takes is a web page as well. All you need to have is a connection to the Internet. This is a reality about the Internet, and the people who use it. We all have choices: ask a lot of questions about what you need to do to ensure you are as protected as you can be, always be aware of how the machine is operating. If it all of a sudden slows right down, or getting a lot of popups, then clean out the temporary Internet files, check for updates for windows and antivirus, maybe get a spyware detector (A lot of trojans and worms are actually just spyware running). I use a program called window washer to clean out my systems Internet and windows history, one click of a button it is all gone. I also use a program that checks the registry for dead entries. It is called jv power tools. You can get this one at www.jv16.org and the window washer just Google it. But if you are having a lot of trojans showing up then get a spyware detector, some people use adaware, but there is spybot and a few others too.

People who have a new computer under warranty, check it to see if you have software and hardware for the 1 year. If you do then call the manufacture troubleshooting line and just ask questions.

I am stressing the importance of this, because I work with it everyday. Always read the computer articles in papers, watch the news because when there is a bad threat happening with the Internet, it is always on there.

I hope that this helps and has given some people some good tips on how to keep their systems running at optimal performance.

Jenny Roberts jiroberts*shaw.ca

When Bill returned home without being able to help, the computer was running extremely slow, the Windows Critical Updates were not up to date so they were left in the process of a very slow download.

They have since had a technician in to remove all the unwanted critters and all is well once more. No data was lost, just a few dollar spent. – Sherron

CHANGE OF ADDRESS

Hello Sherron...

Will you please note our new email address. We have moved to (Steveston in Richmond)

Don't want to miss any editions!!

Thank you

Bill Weigand (604) 271- 3272

E-mail bweigand@shaw.ca

MacDOUGALL, Barbara barbara_macdougall@sympatico.ca (In Whse and Dawson
1984-88) 519-745-2305

Apt 1, 275 Ottawa Street South, Kitchener ON N2G 3T7

The newsletters are really interesting. Keep 'em coming.

Hi Sherron Our new contact info is Chris and Belinda Gladish mailing address
Site 41 Comp. 17 Fanny Bay B.C. Street address is 7682 Tozer Rd. Fanny Bay
B.C.(Vancouver Island)

Ph. 250-335-1957 chris@gladishrealtor.com

Hi Sherron As of today we have a new E-mail address, it is as follows

kbcrowley@telus.net

Thank you once again for all your wonderful work. We look forward to each new Moc-Tel, and have enjoyed all those that have shared their stories with us. Along the way we have renewed many old memories.

Sincerely, Karren & Bob Crowley

Hi Sherron, Could you change my email address please back to

elizabethsutton@yahoo.com from suttonb@inac.gc.ca ... I now (finally) have my new computer working at home and with high speed don't know how I got along without it before.

I really enjoy reading the "telegraph" when I get time and appreciate all the effort put in by yourself and other contributors. I forward occasional editions to friends so they can learn about the Yukon.

I'm thinking I should contribute a recipe or two. Will have to scratch my noggin for something original.

Take care, Betty Sutton
24-35 Lewes Blvd Whitehorse, Yukon Y1A 4S5 867-633-2590

CORRECTION IN ADDRESS LISTING

Hello Sherron;

You're doing a wonderful job with the Moc Tel. I look forward to each addition. I do have a couple of corrections for you in the latest address list. These two people are good friends of mine from Haines Jct.....Cheers.....Deb Nelson

ISTCHENKO, Harmony harmony*klondiker.com (Born and Haines Junction, living in Whitehorse)
ISTCHENKO, Rhoda (no n in Rhoda) sunflower*northwestel.net (In Haines Junction since 1956)

REMOVED FROM LIST

Dear Sherron:

Would you please remove my name from the Yukoner's listing. I find that my Yukon connections have faded very badly and I have only a limited interest now. My relationship goes back to pre 1945 days in Dawson. Not too many names show up from that era.

You have done a great job of creating a virtual Yukon History but I will leave it to those still actively interested.

Thank you for all your work-----Roberta Fraser (nee Heath)

FRASER, Alan & Roberta (HEATH) frasal*telus.net (In Dawson) 752-0072 Qualicum

Away on holidays: (have not returned to MocTel after holiday)

LANE, Cyril & Leona leona-cyril*shaw.ca (In Whitehorse) (250) 542 -9092 Vernon (Sept 19 away 3mos)

STITT, Bill & Pat stitniks*junction.net (In Whitehorse) (250) 542-8472 Vernon (Winter Holiday)

Your mail to the following recipients could not be delivered because they are not accepting mail from sherronjones@shaw.ca:

mrlg1020

GEORGE, LeRoy mrlg1020*aol.com (In Whitehorse 1960-63) Sardis, BC

NEW ADDITIONS

After hearing of the Van Tines interest in the MocTel from Linnea Castagner and Jeanne Harbottle, I wrote to them and have added them to the Honorary group. – Sherron

Hi Sherron,

Yes, we would very much like to have our name added to your group. Because we lived in Atlin and did all our shopping, etc. in Whitehorse, we feel that we are partly Yukoners. We are not sure what this involves on our part, but we are very interested.

This is just a quick note to let you know that we lived in Atlin, B.C. from 1968 until 1971 where Doug was employed by the Ministry of Highways as Road Maintenance Foreman. Our children, Val, Meryl and Brenda were aged 10, 7 and 6 when we moved there and they will always remember many of the exciting incidents that occurred during our time in Atlin. We also will never forget the kindness of Tom and Shirley Connelly who invited us for Christmas Dinner shortly after we arrived, or of the patience of Laverne and Janice Neufeld who taught us to curl that first Winter. We have many wonderful memories of the friendly folks of Atlin and we still enjoy going back there to visit. We lost our daughter Brenda in 1986 when she was 24, the result of a car accident, but Val and her husband Stew Janzen and two children, live near us and Meryl lives and works in Scottsdale, Arizona.

Thank you.

Sincerely, Aneta and Doug Van Tine dvantine@sunwave.net

Hi There,

I was just at a luncheon for ex-Yukoners here in Cranbrook. I was told about a newsletter you put out and I'd like to get on the mailing list. Let me know what I need to do.....

I lived in Whitehorse from '63-90 (give or take a couple temporary moves south). My maiden name was James. I married Trent Kindrachuk in '80 and we divorced in '92. He now lives in Fort McMurray. Trent was well known as he had a mobile welding business for quite a few years. We had three kids.

I have lived in Cranbrook since '94. My kids are Chelsea 15, Dustin 19, Brandon 21. They all have Kindrachuk as a last name. Their grandfather was a teacher in Whitehorse for many years before moving to High Level Alberta to teach in the mid-80's.

My father was Bill James and worked at White Pass for many years.

Patti Lehman pdlehman@yahoo.com

My name is Norm Lortie and I was raised in Whitehorse Yukon.

My family arrived in Whitehorse in 1948 when I was 10 years old and I left on my own in 1956 at 18 years of age.

I am very interested in receiving your newsletter.

Thanks Norm Lortie

nlortie@uniserve.com

QUOTE OF THE WEEK

*Never try to teach a pig to sing; it wastes your time and annoys the pig. - Paul Dickson
(But then what's time to a pig.)*

RECIPE OF THE WEEK

STRAWBERRY OR RASPBERRY RHUBARB JAM

By Anne Domes octavia13*yknet.ca

With summer and the abundance of rhubarb approaching, there is a jam recipe, which is tasty, easy, very reasonable and very few chemicals.

5 cups rhubarb cut in 1/2 inch pieces

1 1/2 cups of sugar.

Put in stainless steel pot and let sit over night.

The next day add 1-cup sugar and boil for 5-7 minutes or until the rhubarb falls apart.

Take from stove, add 1 pkg. strawberry or raspberry Jello and stir for about 3 min.

Ready is your strawberry or raspberry jam. Fill hot in jars, let cool, refrigerate.

I have made this jam for years and all my visitors like it. And rhubarb freezes well for winter use.

Bon appetite Anne

If anyone out there has any favorite recipes for Rhubarb, please send them along. I have just completed the first harvest of my three plants, but have enough chutneys and jams made already. Need some new ideas.

Here is a favorite of mine:

RHUBARB SOUR CREAM PIE

1 1/2 cups chopped rhubarb

1 unbaked pie shell

1 1/2 cups brown sugar

1 tblsp flour

1 cup sour cream

3 eggs -- separated

6 tblsp. sugar

Place rhubarb in unbaked pie shell. Mix brown sugar and flour well, blend in sour cream until smooth, add well beaten egg yolks, pour over rhubarb. Bake @ 350 degrees for

approx. one hour. Beat egg whites till foamy, gradually add sugar until whites form stiff peaks, cover cooled pie with meringue, cook until slightly browned.

I sometimes add orange juice and orange rind to the recipes, it adds a wonderful flavor.

Rhubarb juice can be used as a very refreshing drink by adding a little water along with some ice or add white wine or spritzer.

Enjoy.

Share your Rhubarb recipes fellow Yukoners.

Looking forward to the Sunday Brunch at the Prestige Inn here in Cranbrook, sounds like there will be quite a turn out. Possibly someone will be taking pictures to send along to Moc Tel.

Thanks, Carol Buzzell buzzy.cj@shaw.ca

I made this pie this week and it is delicious. – Sherron

DATES TO REMEMBER

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 aksala49@cablerocket.com

I hope you are all making plans for June 27th at Summerland for the Pot Luck Lunch. We hope to see lots of you there. I will repeat the directions the weekend before the 27th. – Sherron

A-golfing we shall go -----to Faro

To many former Yukon's and Faro-ites, the Faro Golf course brings back memories of a course, very different than the usual golf greens. Lots has changed and the Club and the Town have been busy,

This year, the 7th Annual Golf Tournament is on the weekend of July 23rd. - 24th and we welcome every one. Our golf ball drop from a Helicopter (Sept. 11th.) is always a huge success with big prices. Need more info?

E-mail me at: octavia13@YKnet.ca and please put golfing in the subject line.

See you at the tournament in July in Faro. Anne M. Domes

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