

MOCCASIN TELEGRAPH –Sixty Ninth Edition- July 4, 2004

Created by Sherron Jones sherronjones@shaw.ca



Sheep Mountain – Klaune Lake

Photo courtesy Doug Bell dougbell@ykn.net

THE BEGGER

By Gus Barrett sourdoughs2@shaw.ca

He stands beside the open door,
Upturned hat between his feet,
Just outside the liquor store,
Begging for enough to eat.

Worn out shoes and clothes in tatters,
Shaggy puppy at his side.
I wonder if to one he matters,
Unshaven, rough and glassy-eyed.

Amidst the lights and Christmas glow,
He looks so sad and out of place.
And yet, I thought, it seems to show
Divergence of the human race.

I tossed the change my purchase brought me,
He smiled and thanked me with a nod,
I recall a phrase my daddy taught me,
“There’s me, but for the grace of God”.

Then as I walk away I ponder,
This diverse world in which we live,
Where man can split a land asunder,
Yet find it in his heart to give.

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Chapter 11

In February **1939** I had a letter from a Carl Beale in California who owned a company called Northern Resources. They were going to start gold mining in Atlin, B. C. and were shipping a great deal of heavy equipment to Carcross forty miles out of Whitehorse. It was to be taken to Atlin over the lake ice. As I had experience with cats and ice, would I be interested in working for him. His offer was very good and could not be equaled in the Yukon so I accepted and was told to be in Carcross on the first day of March to meet his man in charge, Pete Jensen.

I was there on the appointed day and met Pete. He had with him three dragline operators and a cat skinner. These men had all worked together building a road to Germanson Landing in interior British Columbia so knew their business. They had with them an International TD-18 tractor with bulldozer blade, a P. and H. yard and a half dragline, which was broken down into three pieces - the trucks, the base and the swing frame. These were all very heavy pieces and would go on separate trips. There was a large double-ended go-devil built by an iron factory in Seattle. It was the strongest go-devil I had ever seen. It would carry the heavy shovel parts. In fact, everything about this outfit was bigger than anything I had ever been around. But size really does not mean that much when it comes to operating as the motions are the same as the small stuff.

The base of the dragline was to be the first load so we put it on the go-devil. An ordinary horse sleigh was hitched behind to carry the men and some of the small gear. There was a hundred foot cable between the tractor and go-devil to spread the weight. The whole trip would be on lake ice except for an eight-mile portage between Tagish Lake and Atlin Lake. This was a very dangerous operation as nothing of this size had ever moved over the lake ice before. In fact, all the experienced people in the area said it could not be done as many dog teams; horse teams and little two-ton tractors had broken through the ice in previous years. The lakes were very deep so in the event that either the tractor or load broke through, the whole outfit including the men could be lost.

I was to be the guide so I rode on the go-devil and gave the cat skinner hand signals to show directions. The tractor was kept in high gear and full throttle except when crossing pressure ridges, which would have made a pretty solid bump so it was slowed down to go

over these. All went well to the portage at Moose Arm where the tractor was hitched directly to the go-devil. Back on the ice again on Atlin Lake, the tractor went back on the long cable for the run to Atlin, which we reached successfully. Then there was a short haul of six miles on land to Discovery on Pine Creek where the operation would start. The rest of the loads were just as successful until we had everything in place.

Discovery was an old mining camp that had thrived in the early nineteen hundreds. It had had quite a large population but there were only about a dozen houses left and only three people living there permanently. The ground in the creek bed had been worked over by a floating dredge but the company figured there was plenty of gold left.

The operation would work the same as the one we had had at Bullion Creek but on a much larger scale. The dragline was a yard and a half. The sluice boxes, four feet wide by four feet high by seventy feet long, was made of heavy steel. The hopper that the dragline dumped into was twelve feet by ten feet by four feet high. Two large water nozzles were mounted on the corners to break up the material and wash it down the sluice, where it piled up at the lower end. The cat would push it away into high piles. After the dragline was operating, it moved downstream and started digging a bedrock drain. The sluice boxes were being assembled and the tractor was working everywhere. By the time the snow was gone and the ice out of Pine Creek, we were ready to start sluicing.

The operation went smoothly and much gold was recovered.

* * * * *

My wife was going to have a baby and decided she would like to go to Prince Rupert where her family lived to have it as the facilities in Atlin were rather primitive. This she did and returned with a baby girl we named Donna Marie.

I had bought a house in Discovery for three hundred dollars. It was one of the best ones in the camp and was even painted. The others had plain boards. We set up housekeeping in that.

At the end of the season the operation shut down and all but the local people went south for the winter. We went to Prince Rupert.

* * * * *

During the winter the company had decided to use another method of recovery so they had a large machine called a dry land dredge built in Seattle and shipped north to Carcross. We returned early and moved it to Atlin. The dry land dredge operated exactly as a floating dredge only it was mounted on four large crawler tracks and was pulled along the pit floor by the dragline. All the machinery was run by electric motors and the dragline was changed from diesel to electric. A hydroelectric plant was built and water brought to it as there was no other source of electricity in the area.

When mining started, this set up worked very well. The tractor was freed from its job of constantly pushing tailings as this rig had a seventy-foot endless belt at the back end called a stacker, which put the tailings up in high piles at the rear.

We had a new man in charge this year named Jack Turnbull. He was an old-time floating dredge man having worked all over North and South America on them. He was walking on the tailing pile one day when something on the ground caught his eye. When he picked it up, he saw it was a large gold nugget that had gone through the machine but had not been caught in the riffles. He immediately built a device called a nugget trap to catch the larger pieces and it paid off as we were now getting many large pieces.

We had a very good summer and in the fall, I took the family to Vancouver to look for work as the war was on and many skills were needed.

(To be continued.)

WHAT ARE WE DOING TO THE CHILDREN?

By Debbie Kelly debbiekelly*on.aibn.com

Battered, bruised and bleeding
Our future lies in ruin.
Why do we hurt those we love
And bring ourselves disaster?

Minds half-baked and searching
For anchors firm and sturdy.
The children wonder what we want
And why their life lacks meaning.

Where are the guides they need?
From whom do they learn?
What training are they getting
To lead a wounded world?

Our past and present teach us
What we seek to build the future.
Strength and understanding
Are tools they'll need to grow.

Abuse, murder, rape.
How much can we handle
Before our world from weariness
With remorse collapses.

DREDGEMASTERS DESCENDANT

I'm the summer researcher from the Dawson City Museum and I'm looking for somebody who I believe might be in Vancouver and have some connection to the Vancouver Yukoners Assoc. In 1966, dredge no. 11 was closed down and the dredgemaster and his daughter moved to Vancouver. (Or so I hear.) The name is Odegaard and his daughter may still be alive, although would be quite elderly today. There is somebody in Dawson who has purchased the claim and is interested in writing a book on the dredgemaster's cabin (which has since been removed) and the shed (where he is living). Any information you could provide would be greatly appreciated.

Regards,
Jacob Larsen
Research Librarian
Dawson City Museum dcmuseum*yknet.yk.ca
Box 303 Dawson City, Yukon Y0B 1G0

I did contact Henry Breaden and the Foths both of whom were helpful, and also suggested Jacob contact John Gould in Dawson. With some hope we can make contact with a descendant. Henry was able to contact one who was 20 in 1966 and does not recall much but said he would contact his father. – Sherron

Sherron,

I can't thank you enough for the inquiries you've made and all the responses that came outpouring. What a HUGE help!
I've spoken a bit with John Gould, getting the history of the cabin which was moved from the dredge site. Hopefully I'll be able to track down one of Odegaard's descendents in the Vancouver area and if not, this is already a lot of progress.
Thanks again for all your help and I'll keep you informed when I find out more.
Best wishes,

Jacob

FOREST FIRES RAGING – WHO HAS A STORY

Hi Sherron -

Perhaps this has been covered in a previous edition of the MocTel, but I don't recall that it has ... Forgive me if it's been covered already.

Right now here in Eagle AK we are facing a very serious fire threat. We have two large fires converging on us, and so far very little has been done. The only preventive measures are those that have been taken by locals. We are hoping that things will be better tomorrow. Today Alaska's Governor declared a state of emergency for Eagle -- but as far as we can tell, there's no difference. I'm sure we will be up all night.

Anyway -- are there any folks who have stories to tell about fire-fighting in the bush? I'm sure there must be quite a few who have done it and lived to tell about it! (And what stories they must be ...)

I know that there are many serious fires in the Yukon now too. We all face the same threat.

Jean Turner njturner*aptalaska.net
Eagle, AK

*No Jean we have not covered the topic and thank you for the suggestion.
Who has a story that involves a forest fire? Fighting it or fleeing it!
We will be hoping that the fires spare everyone and all of your belongings in Eagle,
Alaska.
You must be very concerned for your home, your sternwheeler, and among many
concerns your museum. – Sherron*

Thanks for the kind words. It's not looking good this morning. Both fires escalated overnight. The closest one is just across the river from our Native village 3 miles away - and moving toward us. If it jumps the river it will be upon us. The other one is getting ready to move straight down a valley of black spruce that leads directly into town. So we're looking in all directions. Can't see much, though. In fact, I live next to the river and can't even see the river. Some of the locals were going to get the cats out and cut fire breaks last night.

Jean

GLEN CAMPBELL'S SUMMER OF 1950 STORY RINGS SOME BELLS FOR HENRY BREADEN

I am sure that you have a winner here in Glen's story. Glen is bound to have many of them being that he was a real outdoors boy. That would likely be something new to Glen to have bright daylight at 2:00 AM, something that he would not be used to. So many old familiar names in that story, but Loren Ross is one that just does not stick. Gordon Mervyn is a familiar name, the two youngest sons were Gordon and Carl Mervyn.

I will take you for a ride with the Mervyn family. The two oldest sons were Kyser and Jerry, both drowned in the Stewart River at separate times. Then there was Norman, (Dinky) and David, (Dickey), Alex who died in Dawson hospital about 1946 of TB, and the two youngest sons, Gordon and Carl. David and Alex used to be my fishing and hunting partners in my early teens.

Of the girls I think that Margaret (Maggie) was the oldest and married Jimmy Woods of RCCS in Mayo, later YECO in Whitehorse. Florence, the second married Albert Pelland, (Josie's son) but passed away from TB. Nora was the third who married John Gatey in Mayo. (I think you know the rest of that story) The next was Alice who went to school with us, and I think lived out her life in Mayo. It seems that there was one younger, Dorothy, but it was after my school years. Jim Mervyn had a trading post at Lansing,

which Glen mentioned in his story, and moved the family to Mayo in 1938 when he bought the Chateau Mayo from Eugene Binet, better known as Gene.

There was one name that Glen was wondering about, and that was Steve Albertini? It was a name familiar in Mayo in early years, and I think it was Steve Arbetina. I have tried the old PO list for 1935 but cannot find him. He was both a trapper during winter and a prospector during the summer months. Of course from the 1920s to 1950 there were many that this was their work and source of revenue.

As far as photos, I think you have it well in hand, the only photo that I could think of would be the Beaver River, which would be a similar area to what they were working. Many of those valleys looked near the same, and you might wonder how they did not get lost in them.

Cheers, Henry Breaden

GLEN CAMPBELL'S STORY AND PHOTO

This issue Dad is really going to love. Lots of familiar people and places.

Good to see Pierce Williams' picture. We lived in an apartment down the hall from the Williams, over the Whitehorse NC Store when I was little. His sister Sylvia was one of my baby sitters.

I'll have my granddaughters in tow when I go through Vernon next week but I may pack the Yukon slides anyway, just in case I get a chance to drop them off to you. If it looks like Dad is up to doing the identifying, I can leave them with him and you could get together with him and look over what is there.

Maribeth Mainer mainerml@shaw.ca

BENEFIT FOR FRAN DOWIE

Dear Sherron.....Did you see the article in the Sun Newspaper... yesterday I think it was..

About Fran Dowie.. his legs gave out from under him.. and he is in hospital

RICHMOND.....we are going to do a Fund Raiser for him.. he is in a bit of a Pickle..

financially..... Could you possible tell everyone. We have to try and fill the Fire Hall....

Thank you so much.....HUGS Gillian Campbell

FIRE HALL CENTRE FOR THE ARTS

11489 84th Avenue, North Delta

JULY 13th, 2004 at 7:30pm

Doors at 6:30pm

Price \$30.00 at the Door

All proceeds to Fran Dowie

A Local Celebrity or Not?

The name 'Fran Dowie' may not ring a bell for many Canadians under the ages of sixty-five but many children would recognize Fran's ruddy face and sharp blue eyes from Santa's Workshop on Granville Island or Lonsdale Quay. My kid hated every Mall Santa who lurked about until he was introduced to Fran's depiction. 'Santa' is one of the many roles that Fran has played since his first debut at the Orpheum Theater in 1929 when he filled in for his father, Frank Dowie's inebriated straight man, at the age of nine. His sidewalk star resides across the street from the Orpheum, in front of Mc D's greasy arches.

As Fran says, 'It's in front of Mc Donald's on Granville Street... where all the rubbies heave.'

One would think a local celebrity like Fran Dowie would be living the good life after performing in every Famous Players in Vancouver since 1929 then from the 1940s to the 1950s throughout the world and back again. Well, we'd hope so, but this is not the present reality for 85-year-old Dowie, instead he is laying in the Richmond Hospital worried about whether he will walk again or survive his August eviction- move. Needless to say, Fran and companion Debbie are scheduled to move out of his Richmond home in August due to unpaid house taxes from 2002-2004.

'Unless we can come up with the money we're out... then July's taxes are due.'

I have never seen Fran defeated in all the years I have known him, having danced with his troupe when I was in my twenties as well as working with him for the last five years on his biography for a radio and a film documentary.

'Diane, this may be my last Swan Dance. I can't walk...I've been on the waiting list for a hip replacement for two years,' he tells me from his hospital bed.

It isn't the fact that Fran's body is worn-out as much as his spirit is defeated from being over-looked and forgotten. Fran still wants to work. Fran's late wife, Louise once informed me that Fran's grandfather was one of the first actors in British Columbia, in which case makes Fran Dowie equivalent to a 'Barrymore' in Vancouver!

Fran has not had much opportunity to perform in the past few years, instead he has busied himself, making puppets out of his home and last year he organized a vaudevillian theatrical group who have performed at several venues since. Fran, unlike many performers has always prided himself in creating his own work and *has*, since arriving from England in the sixties when he recreated the Barkerville show. Being unemployed has managed to take its toll on celebrity, Fran Dowie.

'Luckily I had a voice over last month...my pension isn't enough,' says Fran.

When Fran and I started working on the radio documentary in 1999 we hoped that Fran would get more recognition and a few gigs from it to subsidize his measly income...a military pension and reversed mortgage payments.

'Least my voice is still good!' says Fran regarding his last voice-over job.

In March 2000 snippets of his radio biography were on the David Greirson Show on CBC radio. Fran was elated by the phone calls he received, but no work came.

In 2001 when Bravo! called, interested in Fran's biography Fran seemed relieved that his stories would live on. After a meeting, they sent a letter explaining that 'Fran Dowie was not high-profile enough'. A production company wrote 'Fran Dowie is full

of life but, not the type of project we are looking for.’ That’s funny because everyone we speak to agrees that Fran Dowie indeed is ‘a celebrity who has an interesting story to tell’. So why then, is this man who has given his life to the stage, destitute?

Fran told me that CBC will be doing a documentary on him now. So apparently, Fran Dowie is a celebrity after all, but most of us who know him, knew that all along.

Diane Farnsworth

Entertainer, Gillian Campbell, Carl Craig and I are hoping to put on a benefit show for Fran Dowie next month. We might screen our short documentary on Fran and sell his Barkerville music cds to raise money.

When I mentioned putting on a benefit for him, Fran said, ‘I’ve played for a few of those.’

How understated.

If you are interested in donating a space for the performance or anything that will help us raise money e-mail us at:

skywaterdreams@shaw.ca

Check our website, (Fran is on it):

www.skywaterdreams.com

YUKON QUEEN

Information courtesy of Paul Squires, Alberta Aviation Museum Association, Edmonton, Alberta.

Barkley-Grow T8P Aircraft

The Barkley Grow T8P was an aircraft designed by Archibald Barkley, who had worked with the Wright Brothers on their aircraft designs. The designation T8P stands for "Transport, 8 Passengers". The design was supposed to be the first of a series to be produced by the Barkley-Grow company, but in the event only the T8P was ever produced, and only 11 aircraft were constructed. The company died due in part to the depression and because other, more sophisticated aircraft were available, especially the Beech 18 which came out the same year, 1937. Hence to almost everyone the T8P is THE Barkley-Grow, no other name required.

The aircraft looks very similar to the Beech 18 and the earlier Lockheed 10, all three being low wing, twin radial engine cabin monoplanes with twin fins. Where the Barkley-Grow differs is in its simplicity. Archibald Barkley had a firm design commitment to building functional and robust aircraft. Where the Lockheed and Beech aircraft have flush riveting, retractable undercarriage and modern wing and flap profiles, the Barkley-Grow has exposed rivets and fixed undercarriage, with a proven wing profile and simple flaps and controls. This made the aircraft slower than it's two competitors, but easier to

keep flying. Unfortunately this design philosophy was not accepted by the aviation community in the US, and the sales went to the Beech.

This simple looking machine, however, did not mean that Barkley rejected advanced design. The wing, for example, is a unique "horizontal cellular", with no spars and no ribs. Instead narrow, tapering strips of aluminum were bent to a "V" shape, then riveted tip to tip to form an "X". The feet of the X were then riveted to the aircraft skin. Many "X" shapes were built up in this way to form the wing profile. This was very expensive to make, but resulted in a very light and strong wing.

Other features, such as the wide undercarriage and vertical gear legs, made the aircraft easy to convert from wheels to skis and floats.

Of the 11 Barkley-Grows built, seven came to Canada. Canada Car and Foundry of Fort William, the fifth largest company in Canada at the time, was just beginning to start aircraft production, and they purchased the Canadian rights and a license to build the design, but it never entered production in Canada.

Barkley-Grows were chosen for a number of long-distance flights. One of these was an attempt to fly Non-Stop from Washington, DC to Lima, Peru. The pilot felt he wasn't getting enough publicity, so he took off one day from Washington airport and performed a series of stunts and dives over the White House. Unfortunately this was not announced, and President Roosevelt and his wife were very disturbed by this action, fearing the pilot was going to crash into the building. The following day a regulation prohibiting aircraft from flying over the White House was proclaimed, and remains in force to this day.

The flight, when it finally took place, ended with the aircraft running out of fuel and coming down short of its destination.

With its rugged and simple construction and simple systems the Barkley-Grow was ideal for operations in Canada's Northern area. One aircraft in Quebec and six in Western Canada were used by various airlines. In the NWT and Yukon these were the first modern airliners to service the routes and introduced scheduled service, radio communication and radio navigation. Pilot's, however, remember that the Barkley-Grow also introduced another "first" to the North, uniforms for the crew, a mixed blessing.

CF-BLV, the "Yukon Queen", the third built, along with CF-BMG and CF-BMW, were acquired by Grant McConachie of Edmonton for his Yukon Southern Transport. McConachie had realized that Edmonton lay on the polar routes from the US to Asia, as well as to Europe. He coined the phrase "Aerial Crossroads of the World" to describe Edmonton to businessmen he met to raise funds for his dream, a series of airfields from Edmonton to China across the Yukon and Alaska. Yukon Southern Transport was formed to develop the first part of this route.

The problem, as always, was money. To properly develop the route McConachie needed modern aircraft like the Barkley-Grow. He arranged to meet with the Chairman of

Canada Car and Foundry where he talked to him about the possibilities of the Yukon route. The Chairman was impressed and offered to underwrite part of the cost of the aircraft. McConachie explained he did not have the money to take this offer, and kept talking. After a while the chairman agreed to a lease arrangement with so much per aircraft down. McConachie then revealed that he didn't have any money, and kept talking. His point was that CCF wasn't selling many of these aircraft, and that if the North saw what they could do it might result in enough orders to put the aircraft into production in the Fort William plant. He must have been persuasive, because the chairman agreed to a lease of \$1 per plane and \$1,000 a month per aircraft to be paid from the revenues. So McConachie got the Barkley-Grows, and put the money for each aircraft aside in an account pending receipt of a bill.

But the bill never came, and when Yukon Southern Transport merged into what became Canadian Pacific Airlines the Barkley-Grows were still on the books, paid in full, at \$1 each.

After the merger the Barkley-Grows continued their northern service until replaced by more modern aircraft. They were sold to Pacific Western Airlines in the 1950's. CF-BLV had a bad landing in Peace River in the winter of 1960 that damaged it beyond repair. Recorded as scrapped, it was in fact given a new life in a children's playground, where it "flew" many thousand of hours of imaginary adventures for it's young pilot's. In the 1980's it was recovered by the Calgary Aerospace Museum for use for parts for their own Barkley-Grow. A later deal by a US company to recover a B-24 from a lake in the Yukon led to BLV being restored with the intention of returning it to the Yukon in exchange for the bomber, but when the information on the lake the B-24 was supposed to be in proved wrong the deal fell through. BLV was displayed for many years at the Aviation Hall of Fame in Wetaskiwin, but they have a Barkley-Grow in better condition, so finally BLV returned to Edmonton in 2001 where it is displayed in the Alberta Aviation Museum.

TECHNICAL DATA

Barkley Grow CF BLV

Built in the 1930's by Barkley Grow, Detroit USA. Total production was eleven. Five ended up in Edmonton. Three were flown by Yukon Southern and two by MacKenzie Air Service. CF BLV was the first Barkley Grow to arrive at Edmonton's Blatchford Field in the late 1930's. It flew throughout Canada's northwest, until crashing on takeoff at Peace River, Alberta in 1960. The wreck was left in the bush and then used in a playground until salvaged and restored by the Calgary Air Museum.

The Alberta Aviation Museum acquired CF-BLV in a swap for a RCAF T-33 jet trainer. Their latest acquisition was towed up the highway under escort, at night, to Edmonton.

Type:	Transport
Power Plant	Two Pratt & Whitney 9 cylinder radials.
Performance:	Cruising speed, 141 mph. Range 700 miles

There is an interesting biography of Grant McConachie and the routes to the Yukon called "Bushpilot with a Briefcase – The happy-go-lucky story of Grant McConachie", Ronald A Keith, Douglas & McIntyre, ISBN 1-55054-586-8.



Donna & Ken Jones
Barclay Grow CF-BLV
Alberta Aviation Museum
Donna Clayson photo



Ken & Donna Jones on 3-month Tour.
Photo courtesy Donna Clayson

I've attached a picture of Donna & Ken Jones who were visiting from Whitehorse last weekend. We went to the Aviation Museum in Edmonton. Ken was with the Air Force decades ago and has retired from TNTA (Trans North Turbo Air). He is on the Executive of the Transportation Museum in Whitehorse and has worked with the First Nations for the last 12 years. Donna is a professional tour bus driver and seamstress. You name it she can make it. Also attached is their mode of transportation from Whitehorse. When they left here they were headed on a 3-month tour of Canada.
Donna Clayson



Yukon King

Sheldon Luck & Robert Service
Photo Courtesy Jeanne Harbottle

I am looking for information on the **Yukon King**. – Donna ytdogteam@telus.net

See further information on William Floyd Sheldon Luck at –
http://collection.nlc-bnc.ca/100/200/301/ic/can_digital_collections/aviation/m099.htm

and in the BC Aviation Hall of Fame at -

<http://www.bcaviation.com/luck.htm>

Then this most interesting tidbit on Robert Services' site –

James Mackay in his biography Vagabond of Verse, reports that in August of 1940 Robert took his first ride in an airplane from Vancouver to Whitehorse in the Yukon. Stayed a few days and returned to Vancouver. Perhaps not, In McKay's book it refers to Sheldon Luck flying Service Back to the Yukon. Larry Bagnell found Sheldon Luck who still lives in B.C., and he confirms that Service never showed up for the Flight.

<http://www.robertwservice.com/modules/library/article.php?articleid=1083>



CF-BMQ landing in Edmonton in 1940
Photo courtesy Jeanne Harbottle

OKANAGAN YUKONERS' PICNIC

The picnic was well attended and from the comments of someone who had been there for the past seven years, 'there were a lot of new faces'.

Folks attended who travelled from Ottawa, Saskatchewan, Alberta, Castlegar, Grand Forks, the Fraser Valley and most destinations in the Okanagan, just to name some.

The weather turned out to be excellent, not too hot but mostly clear skies.

There was a slight mix-up in bookings for the Gazebo so some started eating at 11:30 and we were out of the Gazebo and across the road to a beautiful grass area with more picnic

tables at 12:40. For those who came a little late I expect this was an inconvenience as the potluck was packed up quite early.

I have photos to share and expect to send them out in a special edition this week.

Sherron Jones

BEAVER CREEK

I must say I enjoyed the article Tom Butters submitted regarding the first school in mile 1202. Despite being a little before my time in Beaver Creek, Rec Hall and the curling rink was still the centre of the community until the community constructed a new hall during my early years in the community.

I enjoyed the rest of the edition as well. I have noted that some of the later editions that I have not got around to down loading when they were first available I am not able to down load them after some time passed. As I am missing a few issues due to not being prompt.

Is there a way I can down load the ones I am missing?

Best regards to you.

Ron Hiltz rmmhiltz@glinx.com

The weekly HTML copies of the MocTel are only left up for a couple of weeks. The downloadable copies are kept online in a different file. For information on how to access the past editions, please contact me. – Sherron Jones

REMOVE FROM LIST

Recipient address: jnaherny@hotmail.com

Reason: Remote SMTP server has rejected address

Diagnostic code: smtp;550 Requested action not taken: mailbox unavailable

NAHERNY, John & Lorna jnaherny@hotmail.com (In Whitehorse in 1960's) Wynndel, BC

Recipient address: campaul@pop3.axion.net

Reason: Remote SMTP server has rejected address

Diagnostic code: smtp;550 relay not permitted

ERLAM, Paul campaul@axionet.com (In Whitehorse)
(604) 732-7557 Vancouver

Recipient address: sokalski@intergate.bc.ca

Reason: Remote SMTP server has rejected address

Diagnostic code: smtp;550 unknown user

SOKALSKI, Pat (PENNINGTON) sokalski*intergate.bc.ca (White Pass, Dawson, Whse- 1942-present, wintering in Richmond)(604) 279-1566

Sherron I just got a phone call from Debbie and she is discouraged with the many e-mails that she has been getting from over 500 people whom she has never known. These e-mails have been returned to her and she supposedly had been the sender. I guess that terrible worm got to her and of course there is no-one who can fix anything up there. She is trying her hardest, but it's very tough. People like Bill Weigand, Harvey Burian, Conway and on and on. She wants her e-mail address deleted from the Moc Tel List. She has 3 big sons, all using her computer until she gets another one, whenever that will be. She must find the time to drive to W'Horse to do that. Summer is a very busy time for her, working, looking after a monster garden and feeding these big boys after their 12 hour days of hard work. I can see her point, as she doesn't have the time to even read the Moc Tels as she's too tired to digest these articles about people so long ago that she has never met. I can see her point, so maybe it's for the best to do this now. Thank you, Sherron. Brownie Foth

ALGOTSSON, Debbie algotson*cityofdawson.ca (Born in Dawson City)

Please folks do not panic. The problem is not originating from the MocTel. The worm has been allowed into Debbie's computer and the problem is originating there. – Sherron

QUOTE OF THE WEEK

If you don't risk anything, you risk even more.

RECIPE OF THE WEEK

BROWNIES

Submitted by Moge Mogenson elgolfo*shaw.ca

Cream: 1 cup butter
2 cups sugar
4 eggs

Add: ½ cup cocoa – add water to make 1 cup
2 cups flour
1 cup walnuts
½ tsp baking soda
1 tsp vanilla

Bake at 350 degrees for 20 – 30 minutes.
Collected from Jan Nolan (Y.T.G.)

Cabbage Rolls for 20

Submitted by Moge Mogenson elgolfo*shaw.ca

Note: All measures are approximate.

Stuffing: Cook about 2 cups rice (uncooked measure)

Mix: Cooked rice with 5 lbs raw hamburger, salt, flour and garlic salt to taste.
2 cups bread crumbs (takes greasiness out)

Cabbage: 2 large heads (6 – 8 inches)

Cut out hearts and put in large pot of boiling water.

Water also has 1 cup vinegar, sugar & salt.

Do not boil until cabbage falls apart !

Take cabbage out – peel off soft leaves and put back in pot.

Roll stuffing in a leaf and place in shallow roasting pan.

Cover with Chef-boyardee sauce or Tomato soup and sour cream.

Bake at 450 degrees then down to 375 for 2 ½ hours (approx.)

Collected from Clair Weiss (Ida's)

DATES TO REMEMBER

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 prizes. 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

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

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