

MOCCASIN TELEGRAPH – 137th Edition – November 20, 2005

Created by Sherron Jones sherronjones@shaw.ca

To use an e-mail address from the MocTel, replace the * with @.



Qualicum Beach/Georgia Strait

Photo courtesy Gus Barrett

REVERIE

By Gus Barrett sourdoughs2@shaw.ca (In Qualicum)

He comes and he stands by the deep blue sea,
Then he gathers and tosses a tiny stone,
As he watches the ripples it occurs to me,
Why is he standing there, all alone?

The distant horizon he doesn't see,
He is far away with his private thoughts,
Thoughts of his youth as it used to be,
Adventures, loves, and the battles fought.

Deep in his private reverie,
He pays no heed as young children play,
Neither smile nor frown, he just seems to be
Alone with his dreams of long gone day.

Then I think of the lure of the ocean, too,
How it draws the troubled with unseen hand.
To this place of refuge, where cares are few,
By the rolling surf and the silver sand.

I thought I would ask him his purpose there,
And possibly pass the time of day,

But he gazed at me with a vacant stare,
Then silently turned and walked away.

Then as I watched the ripples wane,
The splash of the pebble is long since gone,
The water is just as it was, again,
A place of contentment for old and worn.

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BROOKS BROOK – Part 1 of 4

By Barb Harris (née Prouty) ostara*inetlink.ca

Arriving in Brooks Brook

My mother grew up in War Time England and after her nursing training came to Canada to live with her sister in Thunder Bay or Fort William as their home was then known. There, she met my father, they married and a year later I was born. Not very long after that, my father accepted a position with CNT in the Yukon. It was a dream come true for him – more like a living nightmare for my mother, totally beyond her experience.

They travelled several days by rail, to Edmonton and then flew from there to Whitehorse. Flying from Edmonton to Whitehorse now, is a fairly comfy 2 hours. Then, it was a yo-yo milk run marathon. If I remember those flights correctly, they landed in Grande Prairie, Ft. St. John, Ft. Nelson and Watson Lake before finally touching down in Whitehorse. I was just a baby so after finally arriving, Dad had to go out in the evening to find a place to buy some milk and Mom waited with me in a room in the old Whitehorse Inn. She was altogether mortified when a strange man using his own key, let himself into our room and proceeded to make himself ready for bed. Thankfully Dad arrived back about then and helped the fellow find his own room. They learned the next morning that all the keys fit all the locks in the hotel.

Preparing for the trip and their first months in their new home, Brooks Brook, was a monumental logistical feat. I assume that Dad had a detailed set of instructions for these preparations because nothing else could have given them any sort of clue about how they were going to be living in that remote place. They were advised to ensure that they had a year's worth of provisions. They were to buy no perishables such as milk or fresh vegetables and fruit. This was very hard on Mom, who had spent her childhood on a dairy farm in Northern England. No fresh cream? They were to buy meat only if it could be kept cold, as in the winter. Most of what they bought of course was in cans. They also had to purchase household goods such as bedding and cookware, dishes and any other thing that they thought they would need to live comfortably. And then the rest of their journey began.

Back then the roads were twisty and gravel still. It was a full day trip from Whitehorse to Teslin in those days, and Brooks Brook was only a few miles closer to Whitehorse,

between Teslin and Johnson's crossing. Dad was in his element, living his fondest dream, and eventually the torturous trip was over. I'm sure my mother harboured thoughts of divorce or homicide along the way though.

One of the first pieces of advice given to my mother, upon their arrival, was not under any circumstances, to trust the local Indians. They were all thieves she was assured. They would come begging for stuff and she should just send them packing or she'd never get rid of them. Sure enough, they were barely settled in, and Dad off at his new job in the repeater station, when there was a knock on the door. Mom opened it to her very first look at a genuine Indian person. It was a man with a younger fellow she took to be his son. They asked her for tea and sugar and said they would pay her back. Mom remembered the advice she had been given, but she also remembered having been the subject of some resentment and prejudice upon her arrival in Canada. Some Canadians were resentful of Canada having been dragged into the War and she became a convenient scapegoat for this resentment. She remembered too, that growing up on a farm meant that hers was a life of 'fortunate' poverty and she'd been taught that what you have you shared. And she happened to have lots of tea and sugar so she gave them some and told them not to worry about paying it back.

A few days later she was returning with me from the repeater station after strolling over with Dad's lunch, and spied something on the step. It was an animal joint of some sort, with the hide still on. She had absolutely no idea what to do with it – but she did understand that the tea and sugar had indeed been paid back.

(to be continued)

JIM MURDOCH REMEMBERED

Jim Murdoch drowned in Atlin Lake August 17, 1980

Henry Breaden started researching the drowning of Jim Murdoch and with the help of Phyllis (LePage) Simpson who came up with the extract from the Frantic Follies booklet which gave us the time of the accident and the help of Heather Jones at Yukon Archives who was able to fine the Whitehorse Star story, we have come up with the following.

I will copy exactly what is in the booklet that I got from the Frantic Follies this fall re James Murdoch. – Phyllis Simpson

QUOTE

James Watson Murdoch died tragically August 17th 1980, his son James Alexander Murdoch was born gloriously November 24, 1980 - in a hospital.

His son Alex is musician/singer/songwriter living in Alberta. His highly acclaimed CD Polyphonic earned him a nomination as Yukon Artist of the Year, and he recently signed on with a major distributor.

END OF QUOTE

Here is what *The Whitehorse Star* reported on Tuesday, August 19th 1980:

'Jim Murdoch drowns HE MADE US LAUGH. The man whose greeting card was laughter has died, leaving the stage to continue delivering the tradition of humor (sic) he created in the Yukon.

Jim Murdoch, 35, died Sunday about 4 p.m. in a boating accident on Atlin Lake. RCMP Const. Ross Spenard of Atlin said the Murdochs were turning around in their kayak to return to shore when it capsized. "The cold water combined with his poor swimming capabilities prevented him from getting back to shore and he drowned," said Spenard. He said Murdoch's wife Marilyn reached shore unharmed.

Murdoch will be remembered as an entertainment institution in the Yukon. He started the Frantic Follies in a school gymnasium 12 years ago. Today the show is seen at the Whitehorse Travelodge by over 20,000 tourists every summer.

"I don't downgrade the possibility that the Follies won't exist because Jim's not here," said Barry Redfern, a close friend of Murdoch's and executive director of the Yukon Visitors' Association.

"It's the tradition of the Follies to continue. That's how Jim would have wanted it."

Four years ago Murdoch began producing his originally written plays in the Palace Grande Theatre in Dawson City. This summer 'Perils Before Schwein' or 'The Count goes to the Klondike' has been providing side-splitting entertainment to over 10,000 travelers.

When the news of Murdoch's death reached Dawson City last night two songs were sung in his honour at Diamond Tooth Gerties and a three-minute silence was held for him.

"The number of people in music and theatre that Jim has indirectly helped over the past 10 years is incredible," said Redfern.

"The whole community of individuals he worked with is devastated by his death. That's how they feel," said Redfern.

Murdoch wore a countless number of costumes. He was often seen on the Follies stage, playing in the Midnight Sun Pipe band, or speaking to various service clubs. He was an admirer and expert on Yukon's first bard of the Yukon, Robert Service, and often captivated his spectators with an occasional reading of Service's poems in front of the poet's cabin in Dawson City.

The Follies are famous world-wide due to two Canadian tours and the countless number of performances seen by foreign travelers.

"The Follies started on virtually nothing and is now probably the only legitimate theatre not to live on government grants," said Redfern.

Murdoch is survived by his wife Marilyn, his brothers, Lyall and Laurie, his sister, Margaret, and his parents who live in Surrey, B.C.

Funeral arrangements will be announced tomorrow.'

Wednesday, August 20, 1980, *Whitehorse Star*:

Murdoch Funeral

'The funeral of Jim Murdoch will be held tomorrow morning.

Murdoch was the driving force behind the Frantic Follies and the Gaslight Follies in Dawson City. The popular entertainer drowned Sunday after his kayak tipped over in Atlin Lake.

The funeral service is at 11 a.m. at the Whitehorse United Church at Sixth Avenue and Main Street. He will be buried at the Grey Mountain Cemetery.

In lieu of flowers, donations to the Jim Murdoch Theatre Fun are requested.'

The *Yukon News* for August 20, 1980 had an article which is almost identical to the one from the *Star* and nothing more. I thought there might have been a tribute or more info re: the accident at a later date...however I have not easily found anything further.

Heather Jones hjones*northwestel.net (In Whitehorse)

Henry made a phone call to Jim Smith a former associate with NCPC as well as well known to many of us as Commissioner Jim Smith.

“I spoke to Jim Smith in Whitehorse today about 5:00 PM and we are gaining a few more facts. He was saying that as he was away on 60 mile in a motorhome that he did not get the information for 3 days at Tok Junction.” – Henry Breaden (In Nanaimo)

So Jim, let it be known you are still remembered after 25 years. I can still see the image of your face on stage at the Travelodge in Whitehorse all those years ago. Thanks for the memories. – Sherron Jones (In Whitehorse)

LOOKING FOR REMEMBRANCES

I am working on a memorial for Miss McMurphy, Miss Farley and Bennie Sheardown. Could you ask your readers for their remembrances if they would e mail me. I will do something for these great teachers for the telegraph. Snowing here!

How come no matter how long you are away from the Yukon it is still referred to a home by most of us. Donna Mclean dj_mclean*shaw.ca (In Kelowna)

SIBILLA & LOON

I have mentioned the Sibilla, so here is a photo of the Sibilla and Loon. Sometimes the Sibilla was used on the river, and at other times as need it was loaded on the train and taken to Carcross and used on the lakes. As you can see it was a rounded hull and good on the lakes. The Loon was flat bottom and strictly for the rivers.

Henry Breaden hjbreaden*shaw.ca (In Nanaimo)



Sibilla, Loon with small floating wharf in foreground.
Photo courtesy Henry Breaden hjbreaden@shaw.ca (In Nanaimo)

Hi Lyn, (Bleiler)

Attached, are two photos [used in prior MocTel] of the Loon and one from the Loon, No. 1 is early spring just after it was launched. No. 2 was tied alongside the barge being pushed by the Keno. No. 3 was from the bow of the Loon just a bend below Fort Selkirk of Victoria Rock. In 1947 I made a trip with Emil Forrest from the Stewart back up to Whitehorse as his deckhand and took photos of the Casca aground and the Whitehorse with a barge going by. But I did not take any of the Loon itself. I have been unable to find a full side view of the Loon.

Whoever it was, must have bought it from the fellow that has the Yukon Rose? There is something interesting here, for when the Yukon Rose came in it had either a Scrip's or Vivian gas engine in it. That was the engine used by Taylor and Drury during the years they had it. When the Rose was sold to BYN they replaced the engine with a 6 cylinder GM diesel. Where did the original Rose engine go? It is in the Loon today, and I think the fellow found another identical to it. Was the fellow's name [Marc] Johnston? I had it in my book until we could not get to him as he was not downloading his mail. For a time I corresponded with him as he had a story of the Thistle being towed from the north end of Lake Laberge when it sank. It was full loaded with a barge from Whitehorse in the south,

and I worked with P. V. Edwards who was skipper when it went down. Where she went down was just north east of the big island in the south end of Lake Leberge. Last year when there was a big deal about the Yukon Rose being ready for launch, I told Sherron although it was painted it would sink. I could see that the planking would not stand water, but have heard nothing since. I have one other photo that does not show well as it is the Sibilla and Loon, but the Loon was on the other side. One thing I noticed was that the Loon was a bit higher than the Sibilla. I hope this helps you along.

Henry.

Sherron, the reason I am sending this is it gives the engine as a Vivian Marine engine. At the time of writing I had been talking to Marc Johnston in Dawson. A correction was the nose from shovel to sharp. Henry.

MS Loon

You will notice that I use the letters MS? It is for Motor Ship. I checked in the roster, but the Loon was not there. I first remember the Loon in the 1930s and it would be about 40 feet in length and a beam of about 12 feet. It was housed, in leaving a foredeck and stern deck to work from and headroom of about 6 feet. The wheelhouse was set on top near the stern to give good visibility. Don't know what engine it had originally, but after the BYN bought the Yukon Rose from Taylor and Drury, they removed the engine from the Rose and put it into the Loon. The engine was a gasoline driven Vivian Marine engine built in Vancouver. From the early 1940s, Emil Forest was the skipper, and put in buoys to mark the channel and other jobs to make channel marking easier. The Loon was built for the river, had a sharp nose and had a barge about 30 feet in length. Emil was always experimenting, and came up with a double tooth drag, to open channels made from 2 ripper teeth from a D8 Cat. The drag was mounted near the stern of the barge, and had an overhead hoist to lift it. In 1947 we could not get up the Stewart River beyond Eagle Bluff with the Keno because of low water, but Emil worked his magic with the drag and cut a channel for us. As it was fall, I went with Emil on the Loon and got some nice photos on the trip to Whitehorse. On the roster of riverboats by Murray Lundberg of Carcross, if you click on "Keno" and follow it to the bottom, you will find the Death of Emil Forest which gives quite a history on his life. He was to be our skipper to take the Keno to Dawson, but he died when the Keno was being launched. In the 1930s Emil ran the power plant at Mayo, and made many things for the children's playground, swings, teeter totters, and roundabouts that some got sick on! We can say that he was a real asset to the Yukon. Just recently I found that the present owner of the Yukon Rose was given the Loon, and low and behold; here was the original engine. - Henry

Since talking with Marc Johnston it is confirmed that the Yukon Rose had a Vivian gasoline engine when it was first built. Vivian in Vancouver on 6th Avenue were well know for their marine engines and I worked for them in the late fall of 1944 in the welding and heat treating as a helper. When BYN bought the Yukon Rose from Taylor and Drury, they replaced the original engine with a GM 6-71 diesel marine that is likely

still in the Rose. Likely the original engine in the Loon would be getting quite old by that time, so BYN made use of the original Vivian engine by placing it in the Loon.

The ways that things go around is uncanny! Dave McGuinness was a young engineer at Vivian, and when it was bought by Hawker Siddley of UK, Dave moved over with them. NCPC bought a group of Mirrlees KV diesel engines that were produced by Hawker Siddley, and who comes up to verify the installation but Dave McGuinness twenty-four years later! He eventually transferred to NCPC and became our chief mechanical engineer. A favourite story of Dave's was that BC Ferries bought quite a few Mirrlees diesels for their ferries and were having vibration problems. He was sent out to trouble shoot and pointed out that they were using 4 blade propellers with Mirrlees KV16 and KV12 engines that would create harmonics from the X4 syndrome. He suggested 5 blade propellers that eliminated their problem. His chuckle was that every spec written for a new ferry specified 5 blade propellers.

Henry.

THE SIBILLA AND LOON REMEMBERED

Hi Sherron; Yes well do I remember these two boats. The Sibilla was used around Whitehorse when I was a young boy, and was not too practical for use on the Yukon, she might have drawn to much water. I think she was found to be more useful on the Lakes operating out of Carcross. I think you are right, Bob Cousins Jr. owned her for a while. That is about the extent of my knowledge of the Sibilla. The Loon is another story; I made several trips on her. The two most memorable were in the fall of 1940 and the fall of 1941. Both these trips were to haul general cargo to our Trading Post at Teslin. The reason the Loon was doing this work was because the Yukon Rose was on Charter to the White Pass to haul ore from Mayo to Stewart. I have a few pictures taken on the 1940 trip; the negatives of all these pictures are in the Archives in Whitehorse. By 1941 I had stopped taking black and white photos, but had started taking 8MM movies, I might add, the quality of these movies leaves a lot to be desired, and to take a picture off a single frame is really not too practical, also the movies are all in the Archives. Sorry I have to rush away, might send you more information later.

Regards Bill Drury WLDANDMAD@webtv.net (In Sechelt)

(Bill's system still has SHAW customers inadvertently blocked, but I have set up an account on G-Mail and have been able to communicate with him, but minus all photos.. – Sherron)

The Loon while working always belonged to the White Pass. After the White Pass discontinued the use of all their boats, large and small, then some of the small ones were sold to individuals. I can not be sure but I think Freddie Hart bought the Loon. You are likely right about the Sibilla, it may have passed through other owners but the more I think of it Bob Cousins was the owner at one time. You should have no trouble verifying

this by contacting one of your members in Whitehorse, who could get the correct information by phoning one of the Cousin's family.

I don't think Jim Fordyce ever owned a boat as large as the Loon or Sibilla.

In '40 when I went to Teslin on the Loon, Cam Smith was the Pilot, Karl Brydon was the cook, Gordon Anderson was the deck hand, and I guess I was Gordon's Assistant. Then on the '41 trip we had the same crew except the cook was a little French man called Shorty de Passmire (spelling????). I might mention that Gordon Anderson had one of the best Photograph albums of River Boats on the upper Yukon that I have ever seen. I think the only boat that Gordon ever worked on was the Loon, and the Loon being mainly a work boat, put him in a position to take pictures of all the larger boats from right down at water level. When I saw Gordon's album a couple of years ago, I suggested he 'will' it to the Archives in Whitehorse. He died about a year ago and I have no idea what happened to the Album, when I visited him he was a resident of Sequim Washington.

The Yukon Rose was a T. & D. boat leased to the White Pass.

Yes, the Taylor and Drury boats were, the Steamer Kluane and the Steamer Thistle, both Stern Wheelers and the last one was the Motor Vessel Yukon Rose, which was a propeller driven tunnel boat.

When things settle down after Christmas I will get you some pictures and some stories about the T. & D. boats. Regards Bill Drury

TREASURED POEM SHARED

Today when I was going through my old picture albums looking for a picture of my son in his early years, I came across this poem that he (Myles O'Brien) and his dear friend and neighbor (Marty Mossip), of 11th Avenue Whitehorse where we lived in 1987, had written, they were 14 at the time. Today my son Myles who lives with his family in Whitehorse is 32 yrs. old and Marty and family live in the Vancouver area. I thought this poem was so cute.

Claudette Moss claudette*myway.com (In Osoyoos)

HOME ON THE SNOW!!!!!!!

**OH GIVE ME A HOME BETWEEN SKAGWAY AND NOME
WHERE THE MOOSE AND THE CARIBOU PLAY
WHERE NOTHING WILL GROW "CUZ" IT'S COVERED WITH SNOW
FROM JUNE TIL THE FOLLOWING MAY.
"HOME, HOME ON THE SNOW"
WHERE IT'S MILD WHEN IT'S FORTY BELOW**

**OH! THE YUKONS FOR ME
BY THE GREAT BEAUFORT SEA
AND THE LIFE OF AN OLD SOURDOUGH!**

Written by: Myles O'Brien and Marty Mossip when they were 15 years old (1987) Whitehorse, YT

CANADA GAMES CENTER

Read with interest all the comments on our new Canada Games Center. It is a beautiful building. For those of you who checked out the City of Whitehorse site - that cute guy with the two pairs of skates is our Grandson, Karn Seaman, all ready to go for a skate at Shipyards Park.

Keep up the Great work Sherron - always enjoy each edition.

Arla Repka orca@klondiker.com (In Whitehorse)

I am very impressed with Canada Games Multiplex. I'm sure it will be well utilized, and is a far cry from the facilities I was familiar with in the 50's. Another great poem by Gus. Also a great photo of the bears.

Don Machan demachan@telus.net (In Qualicum Beach, B.C.)

Hi Sherron,

I'm sorry to hear that you don't approve of Whitehorse's new Canada Winter Games Center. Yes, it cost a lot of money, as do many new things these days. A simple house can cost \$200,000 and new car can cost over \$30,000. I know that other Canadians have the luxury of enjoying these types of facilities and why not those living in the north. And, as I recall the Jim Light arena was not torn down because we couldn't afford the O&M, it was torn down because it was beyond economical repair. Eg. the ends of the huge roof trusses were starting to rot and the cost to repair them was more than the building was worth.

I guess we better not say what else Yukon is getting because of the 2007 Canada Winter Games.

You wouldn't have offered this provocative opinion to spur some new ideas and material for Moc Tel? If so, I guess it worked.

Dan Boyd dboyd@northwestel.net (In Whitehorse)

Perhaps I should keep my mouth shut and paste all of the messages that come in for the MocTel. But I would like the opportunity to defend myself. The Canada Games facility is wonderful and I did not and would not ever say otherwise. Whitehorse is lucky and I would never say otherwise. The fact that I said I hope that the taxpayers of Whitehorse can afford the operation and maintenance budget will continue to be a concern. Since repairs to roof trusses is a maintenance cost, I stand by my understanding of the reason Jim Light arena was torn down.

Word has made it to me that Canada Games Center is not the only project that will be built for the Games but I guess I best leave that, and the further millions for others to inform us of.

It would really be interesting to know of other facilities of this nature that are being enjoyed by other Canadians. Where do they exist?

Sherron Jones (In Vernon)

Thanks Sherron,

I think it's safe to say that we are all somewhat concerned about the O&M cost on this new facility. I personally believe we can afford it but only time will tell. To help Moc Tel readers gain a better understanding of the operating plans for this new facility, I've asked the City of Whitehorse's Manager of Sports and Recreation to provide some comments as to the operating costs and how things are going so far. I expect you will have something from them in a few days.

Back to Jim Light arena for bit, I have to continue to disagree; the fact is we tore down Jim Light arena because it was beyond economical repair, not because we couldn't afford the O&M. We then built the Takhini arena, which cost more to operate than the Jim Light, but we can and do afford it.

As to your question about other City's that have such facilities, perhaps not yet in Vernon, but other communities do have them. I was recently in Prince George, they have a facility that's every bit as nice. I'm sure some other readers might be able to help add to the list.

Dan Boyd dboyd*northwestel.net (In Whitehorse)

We would love to hear from anyone who knows of another multi sport facility like the Canada Games Center in Whitehorse. There isn't one in the whole Okanagan valley and not one on Vancouver Island or Vancouver to my knowledge.

It would be interesting to hear what the projected annual operational budget will be for the Canada Games Center when it is fully operational.

Wish I had a better memory for the repair estimate for the Jim Light Arena, but I seem to recall \$125,000. What ever the criteria was for making the decision to demolish Jim Light arena, the end result was that by eliminating those operational budget costs the effect on the city budget of adding the arena in Takhini was softened.

All the best with your wonderful new facility.

Sherron Jones

THE AVIATION WING — YUKON TRANSPORTATION MUSEUM

Established January 31, 1985
89 Sunset Drive North, Whitehorse, Yukon, Y1A 3G5



Dear Sherron Jones: Oct 30/05
This is long overdue - but I'm trying
to write George Black's bio, and really
shouldn't get sidetracked every time I turn
on my little old computer - today was
the final straw - those Dempster storm
stories + Gus Barrett's Court got me.
I admit defeat. Sign me up and I'll
keep reading with a free conscience.
If anyone out there would like to
share a special memory of Capt. Black
of the Klondike, send it along. It would
make wonderful TV but I can't find the
funding -
Incanuhile, as a token of appreciation -
here's a bit of history for you one of the best
sheets of our original museum board.
Wonderful to see that Yukon Transportation
Museum now!
Best,
No why and,

Directors:

Moe Grant, Chairman - Ernie King, Vice-chairman - Flo Whyard, Secretary - Tom Duncan, Treasurer
Bob Cameron, Bill Reid, Rusty Reid, John Anton, Dennis Frenette, Lloyd Ryder, John Peacock

HOOTALINQUA

What a neat and comprehensive account of the life of the Hootalinqua! Congratulations to Dave Harder, Harvey Burian, and Henry Breaden and to Sherron for preserving so much of the Yukon history that in this case, and many others, would be lost.

Joyce Yardley joyceyardley@dataspan.ca (In Nanaimo)

www.dataspan.ca

Nice work ! The McCoombs moved into Mayo shortly before we arrived in that community if memory serves me correctly, and Bill was still dabbling with a placer operation on Ledge Creek (?) in the vicinity of Mayo Lake. It seems to me that Bill had come to Yukon from Oregon, and something in the recesses of my memory tells me that Mrs. McCoomb was originally from the mid-west, but don't quote me on that. My recollection of the McCoomb residence was that it was due east of the old school building that served the High School grades when I arrived in Mayo in 1953. The McCoombs served as school janitors for a time, and consequently I was at their home frequently for both practical and social occasions. Mr. and Mrs. McCoombs were most interesting individuals and exhibited that individuality and independent spirit inherent in so many Yukoners. I remember Bill as being a very inventive person. If I remember my directions, the McCoomb residence would have been just north of the residence occupied by George and Annie Besner prior to their leaving Yukon to live in Maple Ridge, B.C. I have an idea that the McCoombs may have spent some time prospecting at Hootalinqua before coming to the Mayo area., but again don't quote me on that. I wish my memory was more reliable. My wife and I visited with Mrs. McCoomb in 1981 on our last visit to Mayo, and she was still living in the same little house. Great memories!
Best wishes to all,

Don Machan, (In Qualicum Beach, B.C.)

Hi Harvey & Henry

Not by a long shot is the Saga of the Hootalinqua over. I was so delighted to open the "special edition" this morning and find the work you two have been up to. As a former Mayoite...I too felt a great fondness to the Hootalinqua. I kept wondering why our little treasure had been overlooked and did no one know anything about that little paddle wheeler that sat for years on the banks of the Stewart. In fact, Harvey the picture taken right near the BYN building was probably 100 feet from our front door. That wonderful little boat was part of our "scenery" for all the years that we lived along the banks of the Stewart. I am just beside myself to learn what happened to it. It broke my heart to find out its burning down in later years was the end its life. I was happy to learn that the paddlewheel is still alive in some museum.

But, now I must rattle your brain once more, and perhaps Henry can answer this question, if you are not sure yourself. I was led to believe that Eddie Kimble (acquired) this little boat in a deal of some sort. He had either been owed money by the owner....hence the trade off...the boat instead of payment of some bill. This is just a vague recollection I have of one of Kimble's stories....and who's to say how much truth is involved in this side of the story. He was a great teller of many wild tales that I

questioned in later years...although I don't doubt his story....just thinking out loud! I was so happy to learn of the little boat being rescued many years later and having new life put back into her. I would have given my right arm to have been one of those students that traveled on her down to Ben My Chree.

Great story, thanks for more wonderful memories.

Karren (North) Crowley (In Sidney)

Don, my understanding is that you are correct that Bill McCoomb came from the US, although I do not remember if it was from Oregon. "Gold and Galena" indicates he was from the Eastern United States. I don't know about his wife, Florence. They did live in a little home just North of the Besner home. I think I described it as just up the alley behind where Smith's lived, and Besner's "new" home was beside the Smiths. It was beside where the old small High School building was located. I think there was a tree (or perhaps trees) between the school yard and the McCoombs yard because I remember climbing in a tree with Warren and Dwight Smith at some point in my young life and Bill McCoomb coming out to warn us that we could fall from the tree if we were not careful. Bill McCoomb did still dabble in placer mining at Ledge Creek off Mayo Lake and built a special barge in his yard to use for that purpose. I do remember him "inventing" items to use in his placer mining. Again, "Gold and Galena" indicates that the McCoombs did spend time in the Hootalinqua area prior to coming to the Mayo area. That is probably where I got the idea that they had build the Hootalinqua there, rather than in Whitehorse, where it was actually built.

Karren, I'm afraid I can neither confirm nor deny the rumour you heard about Eddie Kimbel acquiring ownership of the Hootalinqua in place of an unpaid debt. Perhaps only Fred Hart, who appears to have next acquired the boat, might be able to confirm from whom he purchased it.

Dave, do you have any knowledge about from whom Fred actually bought the boat?

Harvey Burian hburian@telus.net (In Parksville)

PADDLEWHEELER - WHITEHORSE

Thanks for another GREAT newsletter! I was thrilled to see Henry Breaden's pictures of the Paddle wheelers, and of special interest was the 1947 picture of the Paddle wheeler Whitehorse. The reason I was so thrilled was my Dad Joe Braga worked on the Whitehorse and even more exciting was the fact that his time on this paddle wheeler was 1947-48! He could have actually been on the boat at the time of the picture.... WOW! Now to make the story even longer myself and my partner Bill Oster (Son of Al Oster) have been searching high and low for a full side view of the Whitehorse, and till now we were unsuccessful. BUT the Moccasin Telegraph and Henry have amazingly published exactly the shot we were hoping for!!! Bill and I have just purchased a larger home for ourselves here in Whitehorse and we have a large rec room and we both came

up with a plan (without a picture) to have Bill paint a mural on one wall of the room of the Paddle wheeler Whitehorse. We both want to acknowledge each of our Dads' ties to the Yukon. My Dad being born and raised here, (still healthy and happy in Dawson City); and Bill's Dad for making an amazing mark on the Yukon with his songs (Particularly "Paddle wheeler"). So I am wondering if you could expedite this note to Henry to see if he would be ok with me using his picture? If Henry is in agreement, ideally I would like to see if I could get a copy of his original for the sake of having a clean/clear picture for Bill to work with.(I would be more than happy to compensate Henry in advance for the copy). Thanks again for publishing such GREAT material.

Kindest Regards to all Yukoner's Past and Present.

Cindy Braga and Bill Oster oster*klondiker.com

Bill Oster
Oster Ink Art & Design
Whitehorse, Yukon
Y1A 4X1

1.867.668.2716

www.osterink.com

signs murals graphics web design

REPLY FROM HENRY etc.

Braga is not a common name, and where does Willie Braga with YCGC of 1946 fit into your clan? And of course I knew Al Oster with his guitar in Whitehorse, in the days that he produced Paddle Wheeler and many other songs. I seem to recall Al in a building supply store that I use to get lumber and hardware for my own projects along with his songs.

Sherron, could you pass the word in the Moc Tel that anything I write or any photos sent are free to be used by anyone for their projects.

So I will scan that photo again and clean it up for you. There is no charge to Yukoners and friends, and I don't think I have any enemies! All the best in your project,

Henry Breaden hjbreaden*shaw.ca (In Nanaimo)

Henry,

Thank you, Thank you, Thank you, it feels like an early Christmas here! My husband Bill does a lot of Graphic Design work so he is understanding your lingo and we will work with whatever you can send us :) Thank you for your true Yukoner spirit of helping out and sharing! When the project is complete I will send you and Sherron

pictures of the painted mural and if Sherron feels there is room in the Moccasin Telegraph we would love to share it with the readership.

Willie Braga is my Uncle and he is happy and healthy in Calgary Alberta. He will be celebrating his 50th wedding anniversary to his wife Jean this December. So we are thrilled for him. He as yourself is happy to share his stories of his time in the Yukon and I love listening! My Grandpa Johnnie Braga also worked for YCGC at the Machine Shop in Bear Creek... he was a welder by trade, and then my Dad as well worked for YCGC on the Dredge #8 and later for Clear Creek Mining Company. So our family has a long/humble history in the Dawson area. The Moccasin Telegraph has been a real treasure in allowing my younger generation to share in the amazing accomplishments that people like yourself, Willie, Grandpa, Dad and Al have made and are a part of Yukon History now :) And yes you were right Al did work at a lumber yard during his Yukon experience.

Well kindest regards to you both, and thank you again for your true Yukon spirit... we love it!

Cindy Braga and Bill Oster

Very interesting Cindy,

Willie Braga somehow stuck in my mind as I know there was a Braga family in Dawson. I stayed with my sister and brother in law in the early winter of 1945 near the Palace Grand Hotel on 1st Avenue, and after New Year Jack Wade and I headed out with cats to 60 mile. We lost the engine of our D7 at 24 mile and that shut us down. Shortly afterwards Clarence Craig hired me to drive for YCGC. It must have been your grandpa Johnnie who I was thinking of, who worked in Bear Creek in the machine shop. It is near 60 years ago and some of the names are a bit slow coming back, but it was Rogers that was in charge of the machine shop. I used to work out of Bear Creek and was driving cat for YCGC freighting over the hills. When back in Bear Creek, I used to stay in the bunkhouse and have my meals in the mess hall run by Kenny McRae. Jack Mutch was in charge of the vehicle repairs, and in 1952 I worked for him at Carmacks when he took charge of the Territorial Govt. garage and highway equipment repair. Later we both were in Whitehorse, and when I became a Mason he was a senior member in the Lodge. This history just goes on and on, but I will get to your photo of the Sternwheeler Whitehorse. Cheers,

Henry Breden

Hi Sherron,

I just responded to you and Henry about the paddle wheeler so I won't go on about that any longer, except to say I am soooooo excited to get going (listen to me... it sounds like I am going to do the mural... hahahahaha) on our paddle wheeler mural :)

Aren't Al and Mary the greatest! I couldn't have wished for better in-laws...I love them! Actually Mary will be here in the Yukon in about a week and a half for a visit.

I remember Mary and Al telling us about their visit with you and your husband and with Gus and Blanche, and then that lead me to my story that I had just met Blanche last Christmas when she was up here visiting her sister Donna Rivest. Now I know Donna and Paul well and of course love those two characters! So that conversation lead to the small world conversation. It seems everywhere you go you find amazing treasures... Yukoners.

All the best to you and keep up the GREAT WORK with the Moccasin Telegraph

Cindy Braga & Bill Oster



BURIAN STORE

Photo courtesy Fred Horn & Joyce Yardley joyceyardley@dataspan.ca (In Nanaimo)

This is a picture of the Burian's Store taken in 1963 when Fred paddled the Yukon River for the first time. What a pity the river swept it all away! I thought Harvey would like to see it in MocTel. Luv, Joyce

CHAIN SAW – COLD WEATHER SOLUTION

I sent part of the story in MocTel 136 to a friend who moved from Vancouver to Peterborough with Pioneer when they were bought out by Outboard Marine (OMC)...now Pioneer and OMC are both gone! Below, his remarks...

Herb Gaensbauer herbgaen@cogeco.ca (In Peterborough ON)

“Great chainsaw story. I started work for Pioneer when it still was IEL (Industrial Engineering Ltd.) and I know some of those old heavy work horses. But using them at -50 or -70 is a different story.

Where I worked in the QC dept. at IEL, we had a walk in freezer where we tested the ability of the saws to start at cold temperatures. His problem with the chain oil solidifying could have been helped by diluting it with coal oil.”

(The 1950's reference to operating a chainsaw (in MocTel 136) in cold temperature was sent in by Ted North.)

MESSAGE RE CHAIN SAW PASSED ALONG

Thanks for the note on "the chainsaw story". I am sure Ted will get a kick out of reading how far his story travelled. Amazing who picks up on these stories, and what sparks a memory.

Thanks for the story on the "Hootalinqua" this morning....I noticed you mailed it off in the wee hours of the dawn.....you really deserve a break from MocTel and when you and Bill get away, it might be hard for you to learn how to relax once again. I am going to miss you being just a few miles away....even though I know you are still going to be in contact with us. It will be wonderful to hear from you while you are on holiday....but remember what the word "holiday" means. We all appreciate your dedication to us, but want you to have a break as well. Thanks for being super woman. "Some" people realize that you give more than your all to keep us all happy.

Getting back to the "Hootalinqua". I am so pleased Harvey & Henry dug up all that info on her. I kept thinking while all the "boat stories" were going back and forth, that there had to be story behind the Hootalinqua. I always felt a fondness for her sitting across the river from us in Mayo. She looked so forlorn all those years ago, just abandoned on the edge of the far bank.

Karren (North) Crowley (In Sidney)

(Dave Harder traveled over to the Island Picnic by ferry and was met by Don Machan who drove him to the picnic at Nanoose where he shared with some of us his photo album which included the photos of the "Hoot" as he called it. We borrowed the photos you see in the special edition and brought them home to Vernon to scan and returned them to Dave by snail mail. Dave also explained how he had sold the boat and hauled it to a location where it was never picked up.

It was about that time that I remembered Rob Hopkins sending me a photo of a 'boat' left out in the Tagish area somewhere. When I wrote Rob to ask of it he sent the details which are now in the special.

I am telling you this because it is really important that I have some communications from people in the group that will provide the clues to piece together stories like the one on the Hootalinqua. We are hoping that more information does come in. – Sherron)

EXTRACT FROM YELLOWKNIFE NEWS

Young people from across North share ideas at weekend meet in Yellowknife

YELLOWKNIFE (CP) - Whether it's dealing with substance abuse and suicide or sharing the good things from their own communities, young people will play a vital part in shaping the future of the North, delegates to a northern youth conference heard Saturday.

Fifty-one young people aged 13 to 25, from communities in all three northern territories, gathered along with 24 adult mentors in Yellowknife for the weekend conference. It was a chance to give their input to the federal government's northern strategy, an effort to bring the territories together on issues ranging from climate change to sovereignty.

Thirteen-year-old Jessica Higgins of Faro, a Yukon community of about 400, said she was surprised to hear how delegates were impressed by the local recreation centre's way of engaging young people. Under a points program, **those who do volunteer work collect points for every hour of service and then cash them in for movie nights or out-of-town trips.**

"People have been telling us that that's a really good system and that they're taking that back to their communities, which makes us pretty proud," Higgins told a news conference Saturday.

OBIT

I regret to advise that I have been advised that R.W. Bro. Robert B Mason, a long time UKHM employee at Elsa, Yukon, and Past Master of Northern Lights Masonic Lodge #157, Mayo, passed away, Wednesday, November 9th, 2005.

A Masonic Memorial Service will be held at Admiral Lodge, Salt Spring Island at 2:00 P.M., Saturday, November 19th, 2005.

Bob Mason and Al Pike were senior officers of Northern Lights Lodge #157, Mayo, when I was initiated into that Lodge in 1955. They were employed in upper management positions with UKHM at Elsa in the 1950's and 1960's and both retired to Salt Spring Island and affiliated with Admiral Lodge. R.W.Bro. Pike passed away a year or two ago. They will both be missed by their Masonic brethren.

I tried to e-mail this message to you a couple of days ago, but it was rejected for some reason, so I hope this reaches you.

Sincerely,

Don Machan demachan*telus.net (In Qualicum Beach, B.C.)

Ronald Kenneth WOOD

January 17th, 1927 - November 10th, 2005 Ron Wood, late of Cultus Lake, BC, passed away at home in the early morning hours of November 10th, with his loving wife Joan at his side. Ron was born on January 17th, 1927 in Vancouver, B.C. He joined Canadian Pacific Airlines on May 5th, 1953. During his varied career he flew the DC-3, C-46, Convair 240, DC-69, Bristol Britannia and Boeing 737. **On August 6th, 1963 he was promoted to Captain at the Whitehorse, Y.T base.** He retired from the Vancouver Airport in November 1980. Throughout his retirement Ron remained an avid fan of light aircraft building, completing the construction of his Thorpe S-18 in 1999. In addition he was an avid modeler of remote aircraft. In addition to his love of flight Ron's other passions included golf and sailing. Ron divided his retirement between Cultus Lake and San Jacinto, California. He belonged to both Chilliwack Golf & Country Club and Soboba Springs Country Club. Ron will be fondly remembered by loving wife Joan; 4 children, Jaff, Todd, Shelby and Michelle; 2 grandchildren Tyler and Riley as well as many other family and friends. The family would also like to extend a heartfelt thank you to Drs. Ken Hirst and Theresa Wilson, as well as Drs. C. Lee and C. Leong at the Surrey Cancer Clinic. Also, thanks to the Palliative Care nurses who were so wonderful. In lieu of flowers, donations in his memory may be made to the BC Cancer Agency, Fraser Valley Cancer Centre, 13750 96th Avenue, Surrey, BC. V3V 1Z2 No Service Upon Request

Published in the Vancouver Sun on 11/15/2005.

CHANGE OF ADDRESS (AND BOOK ADVICE)

I have changed my email address. It is dorotheaK*shaw.ca I would hate to miss any Moc Tels. Keep up the good work! Thought Frank Cook's book called "Wild & Free", written by Jack Boudreau, would interest readers in the Watson Lake area.

Best regards,
Dorothy Komish

(added Dorothy back on the list)

KOMISH, Dorothy dorotheaK*shaw.ca (In Watson Lake 1959-70) Langley

Note new e-mail address lsimenac*wildroseinternet.ca

Thanks

Linda

SIMENAC, Larry & Linda lsimenac*wildroseinternet.ca (In Whitehorse) Breton, AB

NEW ADDITIONS

Hi Sherron, Yep I have finally got myself a computer. Could not hold off any longer. What happened is my sons father-in-law (who works on computers, asked me if I wanted

one, as he had an old one. Told him ok and he set it up for me. Still not sure what I am doing but getting by through trial and error.

I missed my uncles 90th birthday party but his daughter Donna was kind enough to send me the Moccasin Telegraph. The pictures and write up was terrific.

Bye for now and have yourself a great week
Jim McCausland jimmccau@shaw.ca (In Surrey)

We would like to be added to your Moccasin Telegraph mailing list. We are still living in Whitehorse, Yukon, but planning on retiring to southern Alberta in the next year or so. A friend told us about your newsletter and we really enjoy it. Getting on this email list will be a great way to learn more about our Yukon and the very interesting people who make it so very unique. It will also be a great way to keep in touch with fellow Yukoners once we retire. Thanks for such great material!

Pam and Len Briemon briemon@northwestel.net (In Whitehorse)

QUOTE OF THE WEEK

Nothing is insurmountable if you stay focused on the goal.

RECIPE OF THE WEEK – Add this one to your Christmas baking.

Thought you might like this recipe for your “collection”. I don’t think I sent it to you already. It’s a great one to make if you know company is coming. It takes little time to prepare, and smells heavenly when it comes out of the oven. A dear friend shared this recipe with me before she passed away....and I think of her with a tug at my heart each time I make it. It really is a “keeper”.

Karren (North) Crowley kbcrowley@telus.net (In Sidney)

Butter Tart Slice

Crust -

2 cups white flour

¼ cup white sugar

1 cup margarine

Combine these ingredients with pastry blender or fingers. Then press into 9X13 pan, set aside. Turn oven to 350

Filling -

3 eggs beaten

2 cups brown sugar
¼ cup butter melted
1 tablespoon baking powder
¾ cup coconut
1 teaspoon vanilla
1 cup (each) raisins & walnuts
3 teaspoons flour

Beat eggs, combine with melted butter, and then beat in brown sugar. Add remaining ingredients & pour over crust. Bake 35 min. & slice while still warm. This is a winner every time. Enjoy!

DATES TO REMEMBER

Vancouver Yukoners' Association December Luncheon & Meeting

The Christmas Luncheon and Meeting will be held on **TUESDAY, December 6, 2005** at the Holiday Inn Downtown at 1110 Howe Street, Vancouver. As usual, this is a pot luck affair so please bring some sandwiches, or a desert that can be shared with others. Coffee and tea will be supplied.

To keep abreast of the Association's functions go to
<http://www3.telus.net/yukoners/events.htm>

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

– Sherron Jones sherronjones@shaw.ca

CONTACT INFORMATION

Moccasin Telegraph

c/o Sherron Jones
9205 Orchard Ridge Drive
Vernon, BC V1B 1V8
(250) 549-2736 (phone or fax)