

MOCCASIN TELEGRAPH – 203rd Edition – May 6, 2007

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



Clean Up – Dawson

Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)

The First Blades of Spring

by Dan Davidson uffish@northwestel.net (In Dawson)

The tricklings started to sound on my roof
as the longer sun warms up the snow.
You can see vapour rise in the heat of the day,
even though it is still 10 below.

The snow on my deck railing twists and turns,
deformed by the uneven heat.
I check it whenever I'm going and coming.
The day's changes always look neat.

The first blades of spring in this town are not grass,
but shovels and graders and cats.
The shovels are taking the loads off our roofs
while machines are out working the flats.

Yes, they've started to scrape the snow off the main streets.
The five figure cost is alarming,
but I know that the melt damage would be much worse,
and our streets can't take that much more harming.

You see machines scraping and digging all over,

Street levels drops more than a foot.
There's still some concern from a few local folks
over where all that "white stuff" gets put.

So while it's still winter out in my backyard,
the streets all turn brown. Lawd 'a mercy!
They will have to truck snow to the Palace Grand
so the dogsleds can run in the Percy.

The Percy DeWolfe Memorial Mail Race is held each year beginning on the third Thursday in March, which means that the actual dates vary a bit. This year they cleared the streets later than they have recently. The year I wrote this poem, sometime in the mid 1990s, they'd scraped them clean so early that they had to truck in a lot of snow to King Street for the starting line and to Front Street to get the teams to the dyke.

This year that wasn't a problem; though they did spread some loose stuff over the accumulation of packed street snow to make it easier on the dogs' feet.

Dan

Pack Dogs to Helicopters

Author Pat Callison – copyright

CHAPTER 29 – Part 3

WHIRLY BIRDS

While aircraft put the dogteams out of business in the north and the copters had an advantage over the fixed wing in exploration work, I was kept busy flying the Cessna 180 float aircraft servicing the helicopters. Whenever one of them got into trouble it took the fixed wing to go to the rescue with parts.

Around September 10, 1964, one of our Bell G2 copters was working for an oil drilling company on the Porcupine River, about 50 miles east of Old Crow, just about on the Arctic Circle.

The pilot was Doug Mitchell, ex-U.S. Navy pilot and one of the first pilots to fly copters off aircraft carriers.

Some prospectors who had flown into the camp on a float plane, wanted to fly into a prospect, discovered by a reliable, well known prospector, Ankor Hoidahl. The prospect was about 100 miles north of the oil company's camp, 50 miles from the Arctic coast on the Blow River.

While winter was beginning to set in, Arctic daylight hours were getting short; Doug agreed to fly the two men to the prospect. He had to carry enough fuel to return to the oil

camp so that, with the two men and their gear, the little G2 was heavily loaded.

They made it out to the site, did the inspection and started back. About half way to the camp, over the headwaters of the Blow River a valve broke and the engine failed.

Doug made an autorotation, made a good landing on the tundra with no power. There was no damage to the helicopter but they were down and without an engine. They tried to make contact on the little HF radio but to no avail.

I flew in to the camp by float aircraft that evening and when the copter did not return I took one of the fellows from camp with me and we started to search. I knew where the prospect was so I knew approximately the route they would be following. I was very close to them that evening but could not spot them. It was typical Arctic country, a few lakes, some mountains and a lot of tundra. Nothing grows on the tundra except moss and small Arctic brush. I landed back at the camp after dark. The next day we searched all day and found nothing so I contacted another helicopter working on another job not too far away and asked him to join us in the search. The temperature was dropping and the overdue pilot and passengers had not carried extra food or bedrolls. I was getting worried. As soon as it was daylight we started out on the second day of search. Daylight was fading and still no sign of the downed helicopter and we had to head back to camp.

Just as I tied up the Cessna a fellow came running out of the radio shack. "Pat, quick, Doug Mitchell is trying to make contact."

I ran to the shack and called Doug. Reception was not good, broken transmission and static kept cutting him out - I was frantic, trying to understand before he faded. I finally got his position and told him I would fly out with food and bedrolls and make a drop right away.

Before losing contact I told him to get a big fire going as soon as he heard the aircraft.

The helicopter was down 60 miles from the oil camp about 35 minutes flying by float plane and although it was getting quite dark by the time Chuck Ford and I got off the lake we didn't have any trouble spotting it. Within minutes a fire blazed up from the ground. I flew over the site about 3 times to make sure we could hit our target. Chuck's aim was good and we were certain the grounded men had the food and bedrolls.

When this had been done there was the business of our landing in the middle of the night. We did have a landing light on the aircraft but the lake I had taken off from was small and wouldn't allow me much leeway for the landing I would have to make now.

Chuck was peering out into the darkness and shaking his head, so I said "About 30 miles west of here is Old Crow Flats", and in all these lakes, I knew there was one good lake so we headed for the Old Crow Flats.

When we got to a large lake there was a certain amount of reflection, so I lined up with the straight shoreline, put on the landing light and landed.

The temperature was just above freezing and there was a strong wind blowing. We tied up the aircraft and settled down to what was left of the long, chilly night. Several times I started up the engine and put on the heater to warm up the cabin a little. As soon as we could see we took off and flew back to the oil company camp.

I instructed the copter pilot where to go so that day the other helicopter flew the three

men from the downed helicopter to the company camp.

A few days later we flew two men, **Gordon Cameron** and **Chuck Hankins** with a cylinder assembly to the downed machine. They installed the new cylinder and we flew the two helicopters back to the camp and we were in business again. **Doug Mitchell** the copter pilot had gone to Dawson by float aircraft.

Gordon Cameron and I were ready to return to Dawson City to take back the helicopter which had been forced down and the Cessna 180 float aircraft. Gordon was a maintenance man and a fixed wing pilot, but couldn't fly helicopters, so he took the Cessna 180 and I took the copter.

Because the weather wasn't all that great and Gordon wasn't familiar with the country, particularly the passes through the Ogilvie Mountains, I said I would lead the way with the copter and he would follow. This was sort of a tortoise and hare situation - I was leading in a slower moving aircraft and Gordon had to throttle back trying to stay behind me and keep on a notch of flap.

There was one pass at the head of the Porcupine River that was a bit tricky to find but it was the only way to get through when the weather was down so we had to stay together until we got through the pass.

I looked back and saw Gordon just before I flew in to the Pass which was about 5 miles long and I flew at about 200 feet. When I got through into the open valley, I looked for Gordon to come through but there was no sign of him. So - back in to the Pass I went hoping to see the Cessna (but not necessarily meet him). Just as I broke out of the north end of the Pass there was the 180 circling around trying to find the Pass. He spotted me, so I went back through the Pass and shortly after I got out he came along behind me.

Once he was through the pass, he knew the way to Dawson. That episode took about four days of our time, three men could have been injured or died of exposure, but luck seemed to have been with us. Gordon and I have had many a laugh reminiscing about the time we played follow the leader in and out of the Ogilvie Mountains Pass.

During 1955 and 1956 Western Minerals was the only oil company drilling on the Peel Plateau, working pretty well all year around. During the winter when the muskeg and rivers were frozen, all the heavy material went in by tractors pulling trains of sleds. Once the cat train road turned to bog and open streams the company relied upon air transport for service. We did a lot of flying for them, both with fixed wing and copter, carrying personnel and perishable foods and of all things "mud".

Mud is essential to a drilling operation. It looks like cement, is mixed with water and pumped into the drill holes, doing two things: it lubricated the drill which, when spinning to a depth of 10,000 or more feet builds up terrific friction, secondly if there are fractures in the soil and rock structure they filled with the mud.

The drill crews could only estimate how much mud would be required for a particular drilling operation, so that year they were short of their requirement and we flew mud for two months.

It was packed in 100 pound bags; I could load 1200 pounds in the DeHavilland Beaver and 600 pounds in the Cessna 180, both aircraft on floats. Besides the payload of mud I had to carry enough gas to return to Dawson from the drill site. We would make two

round trips a day. Mud was a nice, compact freight to handle.

* * *

While helicopters had their problems in flight we lost one machine which was quietly sitting on the ground.

One of our Hiller 12E helicopters was under contract to **Grand Duc Mines**, 35 miles north of Stewart B.C. piloted by **Chuck Ford**. There was a lot of activity at the camp which was situated at the foot of the mountains and the mine was just about ready to go in to production.

It was rough country to fly in, very mountainous, 30 feet of snow in the winter in the spring and fall.

Chuck had left the copter and was in the radio shack getting a weather report when he heard the most gawdawful roar. He looked out the window just in time to see a mountain side of snow come boiling down, completely engulfing his helicopter.

When the snow and noise subsided it was realized that 16 men who had been working nearby had lost their lives in the avalanche. If Chuck had been sitting in the helicopter, as he had been a few minutes previously, he would have made the toll 17.

It was a tragic loss of life. The mine owners suffered a financial loss in that the mine production was delayed for a year and the stock never did fully recover in the market place.

Up until fairly recent times, vast areas of Canada's north was marked "unmapped area" on atlases and general maps.

If anyone thing brought about accurate mapping and familiarization of the top of the land mass in the western hemisphere it was the advent of the helicopter.

My flying for geological surveying began in 1955 and went on until I sold the helicopter business in 1966. One person, with whom I had a long association and continue to do so, is **Dr. Lewis Green**.

Between 1955 and 1958 most of the flying I did for Lew was fixed wing. In 1960 we were awarded a large contract - Operation Pelly - flying in the Tay River, Sheldon Lake and Nahanni River area, using a Hiller 12E helicopter and a crew of two, pilot **Bud Green** and engineer **Gene Van Bocklin**.

In 1961 we were again flying for Lew - Operation Ogilvie in the Nash Creek, Larsen Creek, Dawson area, and it took 600 flying hours to cover that territory and again Bud Green was the pilot.

I suppose one of the biggest survey contracts we had was during the summer of 1961 when the area extended from the Peel River to the Arctic Ocean, a distance of 200 miles, and the width of the Yukon, a total of about 34,000 square miles. The engineer in charge of that project was **Dr. Don Norris** who had a crew of about 30 men. The Hiller 12E helicopter pilots were **Kit Caine** and **Ron Pollock** with air engineers **Ernie Sigurdson** and **Dick Mack**. Our crew really put in the hours that summer, finished up the survey on schedule which pleased the G.S.C. people.

With all those hours of flying we didn't get away scott free. On one occasion we lost an engine and had to fly in a whole new engine and make the change on the job.

Another time, while unloading equipment from the copter one of the men pushed a transit rod up into the moving blades of the copter; and of course totally wrecked the blades, just plain luck that no one was hurt. To fly the new blades in I fastened them onto the floats of the Cessna 180 and landed on a small nearby lake so that within a couple of days that machine was operational but it cost \$6,000.00 to replace the blades. Twice that amount wouldn't cover present day costs.

In another mishap **Lew Green** was involved. Lew was flying with pilot **Skip Halsey** doing a geological survey along the Yukon River near Forty Mile. The streams feeding into the Yukon River cut deep ravines, some 200 feet deep. When the telegraph line was strung along the Yukon River, part of the 2,000 mile communication link between Vancouver and the Yukon-Alaska border, in 1900, the builders just strung the wire across the ravines, rather than run it down one side and up the other. Tough, rusty, 1/8 inch iron lying in wait for an unwary helicopter, half a century or more later.

Lew said later that Skip asked, "Where to now?" as they flew down the ravine and Lew replied, "Let's go home" and just at that precise moment, as Skip lifted and turned the copter, there was an awful crash.

"I don't think we're going home, Lew, just fasten your seatbelt and we'll see what we can do."

The machine was really running rough which could indicate that the tail rotor had come loose. Skip saw a sandbar across the river and headed for it where he made a landing.

Examination showed that they had been heading straight for an invisible wire and when Skip changed course the wire had caught the helicopter just below the cabin across the two front legs connected to the skids. If Skip had continued on course down the ravine the wire would have been high enough to have flipped the helicopter over. The crash sound had been the aerial breaking off and smashing against the bottom of the bubble. Skip was able to fly the machine home where engineers installed new blades. If the wire had gone through the bubble, they could have both been killed.

Skip had learned to fly with the U.S. Army and had flown helicopters for several years for Colombia Helicopters in the jungles of South America. He told us the pilots there carried hand guns because if one ever came down in the jungle one would not likely be found, so it would be better to shoot oneself and be spared the horrors of perishing slowly in the jungle.

Skip flew for me for about 4 years. At one point he left because his buddies had told him about the big money pilots were making flying for the Army in Viet Nam. He was back within the year.

"Oh, the pay was great, but hell, some guys on the ground started shooting at me - there was a war going on over there." Flying for Klondike Helicopters wouldn't make him an instant millionaire, but he would live to enjoy what he did make.

Besides the detailed mapping and geological reports which came out of those surveys, two very good northern books were sort of spin-offs from the exercise.

After his departure from the Geological Survey of Canada, **Dr. Green** authored two books about the Yukon. The first was **The Gold Hustlers**, the early day wheelers and dealers of the Klondike gold operations until the closing of the dredges in 1966. The

theme of the second “**The Boundary Hunters**” is the survey and establishment of the boundary between Yukon and Alaska, no small feat when one considers the terrain of the interior and the maze of channels and islands which make up the Alaska panhandle on B.C.’s west coast.

Both books were well researched and documented so besides being excellent reference material they make interesting reading.



To be continued ...

WHITE PASS & YUKON ROUTE

Bill & Jeri Weigand have shared a copy of a WP&YR travel rate brochure for the '1937 Season'. Hope you find it interesting.

Whitehorse Tour

(Length of time required nine days)

By railway from Skagway over the summit of White Pass, along Lake Bennett, and continuing on to Whitehorse – the headwaters of Yukon River transportation, making the

trip Skagway to Whitehorse in one day and the return trip the following day. This tour is designed for round trip passengers from steamers that remain in port at Skagway two days, but can be taken in connection with any steamer arriving at Skagway. It provides some wonderful mountain scenery and interior interest. Stop is made at Bennett for lunch. At Whitehorse there are many interesting things to see – Mounted Police Barracks; Old Log Church connected with Robert Service’s writings; and particularly beautiful automobile ride to Whitehorse Rapids.

Seattle, Vancouver, Victoria or Prince Rupert to Skagway and return, including standard berth and first-class meals, except during lay-over at Skagway \$95.00

Skagway to Whitehorse and return (two-day limit) including auto sightseeing trip to Whitehorse Rapids 20.00

Parlor car accommodations Skagway to Whitehorse and return 2.00

Total minimum fares for Whitehorse Tour \$117.00

Additional expenses will be hotel and meals at Whitehorse, and lunches at Bennett, costing approximately \$6.75.

West Taku Arm Tour

(Length of time required nine days)

This tour is particularly designed for passengers arriving at Skagway on a steamer which remains in port at Skagway two days, and who are returning from Skagway on the same vessel. It includes the railway trip from Skagway, train departing from the dock shortly after arrival of the steamer, to Carcross at the north end of Lake Bennett, which is reached about noon, where steamer plying on Lake Tagish is boarded for the voyage down beautiful Lake Tagish to its most southern point – the end of West Taku Arm. Steamer arrives at that point in the early evening, leaving for the return trip two or three hours later, arriving back at Carcross the next morning in time for entrain for Skagway, arriving there that afternoon in ample time to see the town of Skagway and sail on southbound steamer. This is an all-expense tour as set out below:

Seattle, Vancouver, Victoria or Prince Rupert to Skagway and return, including standard berth and first-class meals, except during lay-over at Skagway \$95.00

Skagway to West Taku Arm and return including all expenses except parlor car 27.50

Parlor car accommodation Skagway to Carcross 1.50

Total minimum fares fro West Taku Arm Tour \$124.00

The above cost includes all expenses.

West Taku Arm – Whitehorse Tour

(Length of time required nine to nineteen days)

This tour is designed for those who wish to spend a little more time and see more of the interior than is afforded in either of the single tours described above, and includes the complete West Taku Arm tour as well as the entire railway trip from Skagway to Whitehorse, at which point a few days can be spent at the comfortable Whitehorse Inn. This hotel has several rooms with private bath, spacious lounge and excellent meals.

Seattle, Vancouver, Victoria or Prince Rupert to Skagway and return, including standard berth and first-class meals \$95.00

Skagway to West Taku Arm, to Whitehorse and return to Skagway, with first-class berth, and meals on lake steamer between Carcross and West Taku Arm 35.00

Parlor car accommodation Skagway to Carcross, Whitehorse and return 2.00

Total minimum fares for West Taku Arm – Whitehorse Tour \$132.00

Additional expenses will be for hotel and meals at Whitehorse and Skagway, and lunch at Bennett and Carcross. On an average trip this expense will run from \$7.00 to \$17.75.

Dawson Tour

(Length of time required fifteen to twenty-six days)

A very comprehensive tour from Skagway by railway to Whitehorse, and from there for 460 miles by river steamer to Dawson – the heart of the Klondike, and the center of the gold activity of the Stampede of 1898. Much gold is still being taken out and there is much of beauty and interest in the river trip, with an added attraction in the opportunity of seeing wild animal life at close range. The river trip is through Lake LeBarge, Five Finger Rapids, Rink Rapids, and past old historical Fort Selkirk. At Dawson, opportunity is given to visit the gold creeks by automobile and see the large dredges operating and to see many of the old landmarks of the Klondike Stampede. Return is from Dawson to Whitehorse by steamer and by rail to Skagway.

Seattle, Vancouver, Victoria or Prince Rupert to Skagway and return, including standard berth and first-class meals \$ 95.00

Skagway to Dawson and return, including first-class berth and meals on River steamer between Whitehorse and Dawson 110.00

Parlor car accommodations Skagway to Whitehorse and return 2.00

Total minimum fares for Dawson Tour \$207.00

Additional expenses will be hotels and meals at Dawson and Whitehorse. On the average trip this expense is approximately \$15.00

Another tour added the West Taku Arm Tour to the Dawson Tour for an additional \$15.00

Yukon River Circle Tour

Inbound via Seward

(Length of time required thirty-five days)

By far the most comprehensive trip of Alaska and the interior country generally, is the Yukon River Circle Tour. Taking steamer from Seattle to Seward, transfer is made at that point to; The Alaska Railroad for Mt. McKinley National Park, where automobile or horse stage trips of one or two days duration, or longer, are provided by the Mt. McKinley Tourist & Transportation Company. Continuing on from Mt. McKinley Park to Fairbanks, which is the center of a large placer gold mining district. From Fairbanks a short train ride brings the traveler back to Nenana, where the railway meets the Tanana River, and which was passed en route to Fairbanks. From Nenana a steamer is taken for Dawson – 898 miles of beautiful and interesting experiences, and at one point in the trip crossing above the Arctic Circle where the Midnight Sun can be viewed during the last half of June and the early part of July. Ample stopover time is allowed at Dawson to thoroughly enjoy that point and another steamer is taken for Whitehorse, where a day is given for sightseeing. Leaving Whitehorse by rail for Carcross, where lake steamer is taken for West Taku Arm for the afternoon sail down a beautiful chain of lakes to Ben-My-Chree Homestead. Returning to Carcross next morning, train is taken for Skagway, arriving in the afternoon. The length of time to be spent at Skagway will depend upon the steamer reservations out of Skagway for the south.

Seattle to Seward, including standard berth and first-class meals \$65.00

Seward to Fairbanks and return to Nenana (The Alaska Railroad) 31.70

24 or 48 hour side trip to Mt McKinley National Park 25.00 or 38.50

Nenana to Skagway, including side trip to West Taku Arm, (Main Deck) with first-class berth and meals on the river steamers, between Nenana and Whitehorse and lake steamer between Carcross and West Taku Arm (Parlor car fare extra Whitehorse to Skagway 1.00) 125.00

(If Upper Deck accommodations are desired and available, fare will be \$10.00 higher.)

Skagway to Prince Rupert, Vancouver or Seattle, including standard berth and first-class meals 47.50

Total minimum fares for Yukon River Circle Tour inbound via Seward \$307.70

Additional expenses will be hotels and meals at Anchorage, Curry, Fairbanks, Dawson, Whitehorse and Skagway, including meal at Bennett. On an average trip this expense is approximately \$52.75.

The great advantage of the trip via Seward over the trip via Skagway is the leisurely manner in which it is made. Ample time is given at the high points of the trip, viz., McKinley Park, Fairbanks, Dawson and Skagway. A much better appreciation can be had of the river traveling on it upstream than downstream. The additional length of time required for the upstream trip is practically without extra expense to the traveler as these added twelve days of intensely interesting travel with subsistence included, only costs the traveler a few dollars. If time permits the inbound via Seward will be found the most enjoyable of the Yukon River Circle Tours.

A reverse direction Yukon River Circle Tour was offered for \$315.20.

COMMENTS AFTER MOCTEL 202

Another great issue, Sherron. When I looked at Doug Bell's lovely photo of Crocus (my very favorite Yukon flower) I knew how Gus was feeling when he wrote: "I want to go back," his poems keep getting better and better, don't they?

Joyce Yardley Joyce*dataspan.ca (In Nanaimo)

Good evening Sherron

Wow!!! that was a fantastic edition.

I am glad to see that you and Bill have once again arrived safe and sound back to this side of the "border". Welcome home!!!

I loved the story about the "Taps" I have often wondered about the story behind the song....and was really pleased that it has such a fantastic story, though a sad one. Thank you to the contributor of this fantastic piece of history.

Congratulations to the Jenkins' for rebuilding the Eldorado Hotel. It goes to show us all, how resilient that Yukoners are and continue to be. I know that it will not be the original, but not all of the original hotel was lost. The story of the Eldorado Hotel will survive, along with the many stories and pictures.

Thank you to Gus for another well written poem....he succeeded in my welling up AGAIN!!!!

I remember well the "rookie" Mounties that would show up in Beaver Creek every summer. As most of them were from the cities, they were totally unprepared for the little towns. Boy, did they get a wake up call.

We did not have miners to worry about, but "border jumpers", and they could give them a "run for their money" so to speak, and in one case, their lives. They left Beaver Creek with a whole new respect for the North and its challenges.

There were challenges with some of the locals as well, for instance a pair of brothers that fought over a case of beer, that ended in one brother deceasing.

I would like to welcome Marie Morgan to the Moc Tel family. I attended school with her children in Beaver Creek. If memory serves me right, there was Cathy the oldest, then Julie, and then Johnny junior.

I spoke with Bobby and Jules Morgan last year at the Yukoner's Banquet, and they mentioned that Al and Marie were in Kelowna. I will make a point to stop in and see them on my next journey up that way.

I remember Bud Fisher, her father. I just loved to watch him, and hear his stories. The red flannel shirt, suspenders, gold nugget chain, white beard , kneeling by a creek, holding a goldpan with gold nuggets in it, are forever burned in my memory. I think that Beaver Creek Information Center still has the poster that the Yukon Government put out. That would be a great addition to the Yukon Archives. I do not recall what year it was done, but when I was there in 1983 and 1984, we hung it up every summer, with pride. Maybe Marie will bless us with his history, and stories. I believe that he would be a "modern" ambassador of the Yukon, as a place to "go and see".

Congratulations to Debbie Winston in receiving the medals in recognition of her father's service. It makes it come that much closer to the heart, with the "wars" that are being waged in the world today, and the huge sacrifice that our soldiers make every day. Thank you to your dad, Debbie, and to all the soldiers that are serving today.

The picture of the crocuses (nee pasque flower) reminds me of the races we used to have in Beaver Creek, when we would have our "annual" picnic to Red Hill with Beth Patterson and her children, Ruth and Dan, to see who would be able to find the first "crocus" . It was the first sign that spring had come. If a white one was spotted, we were not allowed to pick it, as it was a special one..... the purple were fair game. The belief that if the white one was picked, it would not return next year. I don't know it was true, but as far as I remembered, we never did pick them.

When I moved the Whitehorse, the first sign of spring was Fox Creek opening up and the grayling jumping for flies....ohhhhh!!! such a memory....fresh grayling for breakfast over

a campfire, with hashbrowns and eggs.....and wood smoke, of course. And to top it all off, coffee out of a teabilly.....dessert to be sure.

What a super story about the Mustang, and to have the whole history, that is so much more fascinating. Wow!!!! I bet Moe Grant was surprised to see it all unfold, and then to see that it actually is an important part of the Ford and Yukon history. And to think that Yukon was put on the map once again...Hooray!!!! but in the a most unusual way....automotive...something of a different direction of goldmining....hmmmmmm...

The collection of the Jean Gordon story was fabulous. I have forwarded a copy to my Dad, as I know that he will find it particularly interesting. He has a long history with the Gordons. From being one of the first couples that he met upon his arrival in Mayo, to working for Wilf, in the winter, cutting wood, and then to renting a place off them shortly after I was born. Dad and Jean had a good chinwag (as Dad put it) when he was up for the 100th anniversary of Mayo. I hope that he will send a note to put in the Moc Tel at some point. As he does not have a computer, he relies on the "snail mail".

Thank you to all the contributors for putting their memories in print by honouring a very wonderful lady. I do not know her personally, but I know through Dad, she has been a pillar of Mayo, as well as being a part of the history of the Yukon.

The picture that Bill entered in to the Moc Tel this week, must have had a "little help"....hahaha!!! the ones growing wild in the "back forty" behind my place looks anemic compared to that one. Good photography, Bill.

Until next time

Sandy Campbell northernlyght*shaw.ca (In Langley)

WORKED WITH HORST SCHEFFEN

Just read that the Moc Tel had in a couple of issues I had missed stories in it about Horst Scheffen, since I roomed with him in the early fifties in the Calumet mine, and later on met him again when he moved to Dawson City, where I was living. I would be very much interested in reading some of these stories. Especial since I also knew August Pociwausichek and his brother Otto, very well from my days in Calumet and later on when August and his wife Olive ran a Sporting goods store in Whitehorse, also knew about August purchasing a fancy aircraft for doing acrobatics.

Could you please send me, I believe it is, issue number 191 and number 192 with the above stories.

Thank you very much, with regards, Alfred Berger, at fpbrgr*northwestel.net
P.O. Box 2, Dawson City, Y.T. Y0B 1G0

Good morning Sherron,

Just received your message about Horst Scheffen, but could not find a handle, so could not open any of the stories, maybe you could do something about this problem.

Since I am on this machine, I would also like to thank you for bringing Pat Callison's "Pack Dogs to Helicopters" -- 'Whirly Birds part 2' stories, it brings back a lot of memories, I did put in a few hours flying with Pat in both Fixed wing and Helicopters, I also remember the exploration camp boss of Western Minerals 'Fish', he was an American who was, as his claim to fame, was one of the first ones up in Alaska's Prudhoe Bay, if I remember correctly he was from Oklahoma, a real old time oil man.

I would also like to point out when Pat Callison first started, the oil exploration company was not Western Minerals, that name change took place in the late fifties, when he started to fly for them it was known as "Peel Plateau Exploration", and the operation to supply the camp was run from Whitehorse, through the United Keno Hill transportation office, which in those days also included the Cassiar Asbestos Mine, the man in charge was Nick Gricek?, I spelled the name as it sounded.

The Exploration camp, that is the Seismic operations and also the drilling was run from Calgary, one of the bosses was Ed Campbell, the chief geologist was a person who's first name slipped my memory, but his last name was Wuest, the head office of this company was also closely associated with the 'Glenbow Museum' [in Calgary], and many of Dawson City treasures ended up down there in their collection, quite a few of them supplied by the owners of the "Occidental Hotel", Ole Christianson and partner Maria.

Feel free to use this as you wish, regards, Fred Berger

A QUESTION FOR MOCTEL READERS

Why build a better sluice box?

Sometime between 1953 and 1955, my grandfather, Johnny Hoggan, decided the world needed a better sluice box. When he was home "from the *crick*", he would spend hours puttering in his back porch workshop, designing and building a sluice box mode. I was audience and tool-handler on the project until I left the Yukon in 1956.

In 1968, he had a chance to try his design concept in the Fraser River, near Lillooet. I was going through old slides in January and came across my pictures of the workings. I don't know whose project it was or whether it made any money. I do know that my (now retired) grandfather was having fun. Once again, I was his audience. Once again, his explanations fell on uncomprehending ears.

I asked Brownie Foth whether she knew why Johnny wanted to build a better sluice box. She didn't know and, by now, it was too late to ask Pete.

I throw open the question to all the old gold miners who read MocTel. Why was Johnny Hoggan (or anyone else) trying to build a better sluice box? Did he or anyone else succeed?

Maribeth (Tubman) Mainer mainerml@shaw.ca (In Burnaby)

NEW AGE MINING - MOVING FREIGHT AT CANTUNG

Here are a few photos I took a couple of weeks ago of Pacifica moving freight at Cantung.

Pacifica Resources is the mining company with **Howard's Pass**, they have an extremely large Zinc-Lead deposit at Howard's Pass along the NWT Yukon border. The photos were taken at the **airstrip at Cantung**, and some were taken from the **townsite**. I believe that **UTAir** is based in Russia, I believe that this particular helicopter is currently based out of Whitecourt Alberta.

CANTUNG

Info from:

http://72.14.253.104/search?q=cache:K3n8IJeJYIIJ:www.economicdevelopment.gov.yk.ca/documents/tungsten_low_res.pdf+Cantung+Yukon&hl=en&ct=clnk&cd=4&gl=ca

In part reads –

Yukon and adjacent Northwest Territories have an extraordinary tungsten endowment. The region has a resource of approximately 1 million tonnes of contained metal, representing an estimated 20% of known global tungsten.

Townsite at the Cantung mine, on the border between the Northwest Territories and the Yukon. The Cantung deposit consists of scheelite skarn developed in Cambrian carbonate rocks above a mid-Cretaceous pluton. The mine is the western world's largest operating tungsten mine.



Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)





Photos George Millen george_millen@hotmail.com (In Watson Lake)



UTAIR

When you view the following photos I expect you will want to know more about UTair. This information can be found at - http://www.utair.ru/en/hel/hel_list/ which in part reads:

UTair Aviation:

A major world helicopter operator. (The company is among the top four world helicopter airline companies by volume of operations.) It flies Russian-manufactured helicopters.

The company has 182 helicopters and includes 22 of the model shown in the photos. It is described here –

Mil-26

Ceiling: 4,600 m

Load capacity: 20,000 kg

Aircraft range: 590 km

As of April 05, 2007, UTair's helicopter fleet included 182 helicopters. All these helicopters were permitted to make instrument flights during the day and at night in various climates with the observance of the temperature range. They were also permitted to make flights in mountainous areas and above bodies of water. All our aircraft are equipped with anti-ice systems.

PACIFICA RESOURCES

Pacifica Resources Ltd website is at - <http://www.pacifica-resources.com/> which in part reads:

Projects:

- Acquisition of the Howard's Pass deposit provides Pacifica a world class zinc project.
- New resource estimate scheduled for Q1 2007.
- Major exploration-development program planned for 2007.

Corporate:

- Pacifica is the newest member of the Expatriate Group of Companies.
- Pacifica shares proven management team with Yukon Zinc Corporation.
- Clear goal of discovery or acquisition of mine development project within three years.
- Focused on exploration and development of base metals properties in Americas to feed rapidly expanding metals markets of Asia.
- Pacifica was created in December 2004 with transfer of base metal properties from Expatriate Resources Ltd. and listing on TSX venture exchange. Initial investment by Yukon Zinc Corporation creates major shareholder interest

The Pines & Crystal Palace:

I drove for Whitepass & B.Y.N. and used to stop at the Pines at Judas Creek. I'm not sure but I believe Johnny Johns ran it first, then people by the name of Ekles had it for a short time. When Roy and Helen Chaykowsky bought it and fixed it up. The last winter writer was correct as to the building inside. You came into the dining room, kitchen off to the right, a large aquarium in the wall between the dining room and the Bar. As I stopped quite often I got to know them fairly well. He said his big fish tank needed more fish and snails. Well as it happened, I raised snails and tropical fish. My wife, Dell and I took out two large bags of fish and snails. We left them in the bags floating in his tank, while we ate supper and what a nice supper it was. Then after supper Ray dumped the fish and snail in his big tank. He was so pleased he just sat there and watched for a good half hour. Then we had a drink, then he showed me a very nice nugget, one of the nicest I have ever seen.

Two weeks later Len Moulton and myself ran out of tires so, we pulled into the Crystal Palace at 11:30 pm and Roy was still up. We told him our problem and he said he would fix the tire enough to get us to Whitehorse. While he was waiting for the cement to dry, he came in and made a large ham sandwich for us and we were hungry. That ham sandwich was good, but there were Roy's big fingerprints on it. But we were hungry so that didn't slow us down. He finished with our tire and we put it on and made Whitehorse with no further problems. Roy lost a little sleep, but that's the way he was, he would never leave anyone in trouble.

Roy had a couple of pigs for a while and one of the Whitepass Trucks hit this one, and the hook on the front bumper caught the pig dead center, and split it wide open. Roy said that was his best pig and Whitepass had to pay for it. Of course Roy got to keep the meat.

(I am not too sure about this one, but could someone let me know if I am wrong. Did a Cassiar truck run over one of his children playing on the Hyway?)

After Judas Creek burned down in 1961 (?) Roy & Helen moved to what is called Jakes Corner and rebuilt on that site, which it is today. Roy did not like the name of Pines, so renamed it Crystal Palace, and what a Palace it is today. Roy & Helen could not talk to tourists very well, but got a lot better as the years passed. Roy was a great builder and Helen was an excellent cook. If I am not correct, maybe one of the children could help and even fill in the gaps.

By Allen Sowden sharsowd@telus.net (In Keremeos BC)

(I just read a MocTel new letter from Carolyn Thompson/Chaykowsky, but I will let this go as it is.)

CONTRIBUTION TO MOCCASIN TELEGRAPH

Message received May 4, 2007

Good morning, Sherron

Again, thanks for your excellent service to both current and former Yukoners! I hope some day to make your acquaintance, although I feel I know you through your publication.

I am popping my \$30 contribution in the mail today and challenge all other readers to do the same. Just think about the cost of a subscription to any magazine now-a-days - a monthly magazine at that - and ask yourself which do you get the most enjoyment out of!

Joyce C. Bachli
MegaReporting Inc
94 Walnut Crescent
Whitehorse, Yukon
Y1A 5J3
phone: (867)633-2024
fax: (867)633-4451
email: megareporting@klondiker.com

ARTISTIC TALENT



The Elderbox Bug

Photo courtesy Heinrich Lohmann heinrich@lohmann.ca (In Airdrie AB)

OBIT

Rose SIRMAN

I would like to let you know that my mother, Rose Sirman passed away on April 16, 2007 in the Royal Columbian Hospital in New Westminster. She did not suffer as it was a heart attack. She would have been 92 in June. She had lived in the Yukon from the late 40's to 1992 and then had lived in Edmonton, Penticton and Cultus Lake. She is survived by myself and my husband, Barry, granddaughter Susan Reimer (Curtis) and two great-grandchildren, Hope and Micah in Prince George. She also still has one sister living, Helen in Saskatchewan.

Wanda & Barry Cornfield barry_cornfield@telus.net (At Cultus Lake BC)

PASCOLI, Anita Born January 6, 1934 Colza Italy. **Arrived in Yukon Canada in 1959** to join her soon to be husband **Aldo Pascoli**. Later they moved to Victoria 1961. Predeceased by her parents father Venuto, mother Elda, brother Luigi, sister Elsa. She is survived by her husband Aldo, daughter Carla (Greg), son Paul (Ailsa) and granddaughter Katie. Loving mother never had a bad thing to say about anyone. Kind, thoughtful, we enjoyed her polenta and gnocchi. A special thanks to the staff and doctors at Victoria General Hospital especially Debbie and Sandra. God saw you getting tired when a cure was not to be. So He closed his arms around you and whispered "Come to Me" You didn't deserve what you went through, so He gave you rest. God's garden must be beautiful, He only takes the best. Anita Pascoli passed away peacefully in her sleep April 25, 2007. Memorial Service at the Sands of Colwood 317 Goldstream Avenue on Wednesday May 2nd, 2007 at 1:00PM, followed by Inurnment at Hatley Memorial Gardens. 363639 Published in the Victoria Times-Colonist on 4/28/2007.

PAINE, John Richard (Dick) Demised on the 25th of April 2007, a wonderful spring day. Dick was born in Weldon, Saskatchewan on the 5th of September 1941. His parents were Eva and Harold Paine. Brother and sister are Brian and Marlene. Dick attended school in Weldon where his father was principal, until he attended the University of Saskatchewan where he studied Engineering. He was granted his B. Sc. - Civil Engineering in 1964 and his M. Sc. - Geotechnical Engineering in 1966. While at the UofS, he met his wife to be, Linda. They married in 1962. Two wonderful children, Heather and Devon were born. Regrettably, Heather predeceased her dad in a tragic motor vehicle accident several years ago. Dick died surrounded by loving family and friends. He leaves to mourn his passing: Linda, his loving wife, Devon, his loving son, Marlene, and her husband, Jim Bowman, Brian and his wife, Sandra, nephews and nieces, and numerous friends and colleagues. **Dick founded J.R. Paine & Associates Ltd in 1969, it has been very successful in the geotechnical materials consulting and testing engineering field in Western Canada, with offices in Edmonton, Grande Prairie, Peace River, and Whitehorse, Yukon.** In 1987 Dick also acquired Hoggan

Engineering & Testing (1980) Ltd. Combined; there are in excess of 100 employees that have provided services throughout Canada. In 1998 Dick, so to speak, stepped to the plate and became a shareholder in the Edmonton Oilers Owners Group, ensuring that professional NHL hockey would stay in Edmonton - Dick loved his Oilers, and was enthralled with their success last year, advancing to game seven of the Stanley Cup series. Dick was also an avid supporter of the Edmonton Eskimos and the Edmonton Trappers. He was diagnosed with prostate cancer some four years ago. He underwent a long and vigorous fight with the cancer which slowly metastasized into his spine. Regrettably, the cancer won. In his last few months, Dick, with the University of Alberta, established "The Dick Paine Endowed Research Fund" for the early detection of Prostate Cancer. The family has requested that, in lieu of flowers, that all donations be made to the Fund, the address of which is: c/o Christine Scott, Developmental Assistant, Office of the Dean, Faculty of Medicine & Dentistry, 2J1.01 WC Mackenzie Health Sciences Centre, Edmonton, AB T6G 2R7. Family and friends would like to thank Dr. Don Yee and his staff at The Cross Cancer Institute and Dr. Pablo Amigo, his team, and the staff at station 43 of Caritas Grey Nuns Hospital for the loving and tender care given to Dick in his final days. Special thanks for the love and care that only a true friend could give is extended to Dick's longtime friend, Doreen Rasmussen. Relatives and friends may pay their respects on Sunday, the 29th of April 2007 between 7:00 p.m. and 9:00 p.m. at Glenwood Funeral Home, south of Wye Road on Range Road 232, Sherwood Park. A private family burial will take place and a Celebration of Dick's life will be held on Monday, the 30th of April 2007 at 1:00 p.m. at Glenwood Funeral Home, Sherwood Park, Alberta. Out of respect for Dick, the offices of J.R. Paine & Associates Ltd and Hoggan Engineering & Testing (1982) Ltd. will be closed for the day on the 30th of April 2007. To sign the book of condolences visit www.glenwoodmemorial.com GLENWOOD 467-3337 Funeral Home, Cemetery, Cremation Ctr. Serving Edmonton-Sherwood Park & Area. Published in the Edmonton Journal on 4/27/2007.

BEAMISH, Robert Victor - Age 60, passed away on March 13, 2007 at the University of Alberta Hospital, from complications after surgery. Bob, will be missed by his family and friends, particularly by all his brothers and sisters in Ontario. He was predeceased by his parents Ross & Alma Beamish. He is survived by his son Harold "Charlie" Beamish. A special thank you to his niece Sandra Beamish who remained at his bedside.
Cremation took place in Alberta and his ashes are to be returned to his cabin in the Yukon, this spring. "Back to God's Country".

MATHESON _ Earl Norman Born May 14, 1913 in Dawson City, Yukon, older brother to Gord and Don, and **son of a gold rush Mountie**, Earl died peacefully in the company of his family April 28, 2007. Predeceased by his beloved wife of 60 years Marjorie, and much loved by daughter Isabel (Terry) and son Steve, as well as 3 grandchildren, Vicki (Bob), Tracy (Brad), and Matt; and 5 great-grandchildren, Candice, Stephanie, Shane, Brandon, and Lisa. An honest, gentle man, Earl greatly enjoyed coaching soccer, playing golf, his garden, his work with the Lions Club and

spending time with his buddies. When asked what he was most proud of, he did not hesitate to say "his family". No service by request, donations in Earl's name would be greatly appreciated by Canuck Place. Published in the Vancouver Sun and The Province on 5/3/2007.

REMOVED FROM THE LIST

<veale@yknet.ca>:

Remote host said: 550 sorry, no mailbox here by that name.
VEALE, Ron & Catherine veale@yknet.ca (In Whitehorse)

<vanevery@yknet.ca>:

Remote host said: 550 sorry, no mailbox here by that name.
CHRISTIANSEN, Linda vanevery@yknet.ca (Born & raised in Dawson)

Recipient address: norman.warville@klondiker.com

Reason: Remote SMTP server has rejected address
WARVILLE, Norman norman.warville@klondiker.com (Born in Dawson –in Whse)

Recipient address: d.jones@yt.sympatico.ca

Reason: Remote SMTP server has rejected address
JONES, Donna L. d.jones@yt.sympatico.ca (In Whitehorse)

<abilton@polarcom.com>:

Remote host said: 550 sorry, no mailbox here by that name.
BILTON, Alf abilton@polarcom.com (In Whitehorse)

Recipient address: mcdeeks@klondiker.com

Reason: Remote SMTP server has rejected address
DEEKS, Cam & Marj mcdeeks@klondiker.com

CHANGE OF ADDRESS

I am sorry for the trouble, but I have had to change my email address. Please update you records.

Thanks SO Much,
Ruth McIntyre

McINTYRE, Gordon & Ruth rmac@navigonet.com (Gordon born in Dawson 1910, Mayo 1932-65, Whitehorse 1965-)

Thanks for the email. The last Moccasin Telegraph that I have received was #195. I would really appreciate receiving the other ones I have missed.

Thanks again.

Ruth McIntyre

DELIGHTED TO OBLIGE - Missing MocTels delivered. – Sherron

NEW ADDITIONS

Hello Sherron, another Yukoner coming out of the woodpile, when I saw the number 202 in the last ? edition of the Moccasin, it kind of piqued my interest in the past. My folks had a restaurant on 202 Steele, called of course the 202 club, and for those who knew this place, well, steakhouse comes to mind. Please put me onto your mailing list. Muchos gracias Michiel van Oeveren vandanse@telus.net

QUOTE OF THE WEEK

"Success seems to be connected with action. Successful men keep moving. They make mistakes, but they don't quit." — Conrad Hilton

INSPIRATIONAL MESSAGE

[The Nature of Success](#)

(Click on the above link to access the message)

RECIPE OF THE WEEK

Submitted by Florence Roberts yapper@klondiker.com (In Whitehorse)

Another from the RCAF book.

Pineapple pie filling

1 1/4 cups white sugar

1 cup water

4 tbsp cornstarch

Boil until thick, add:
1/4 tsp salt
2 beaten eggs
1 can crushed pineapple

Cook until thick and pour into cooked pie shell. Top with whipped cream. This filling will keep in a covered jar in the fridge for several days.

I. Connors

DATES TO REMEMBER

Okanagan Yukoners' Picnic

Summerland Ornamental Gardens June 24, 2007. 11 am to 3 pm, Pot luck lunch at 12 noon. Be sure and bring your own eating utensils. (Knives, forks, plates etc.) And lots of food !!

International Sourdough Reunion

Will be held at the Ramada Inn in Penticton from September 19 to 23, 2007

Rooms are \$99 per couple flat rate.

For reservations call :

Toll Free 1-800-665-4966 Code word is: Sourdough 3474

ISR Registration is \$70.00 Registration limited to 175 People

Contact person is: ***Larry Chalmers PO Box 1095 Oliver, BC V0H 1T0***

Phone: 250-498-6887 e-mail: aksala49@telus.net

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.

MOCCASIN TELEGRAPH

c/o Sherron Jones

9205 Orchard Ridge Drive

Vernon BC V1B 1V8