

MOCCASIN TELEGRAPH – 208th Edition – June 10th, 2007

Created by Sherron Jones sherronjones*shaw.ca

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



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

Buds Erupt to Greet the Summer

by Dan Davidson

The leaves came out last week
erupting from their buds like overeager puppies
dying to go for a walk,
to chase a ball or a stick,
to do anything but just sit there
waiting for the right moment.

The sun worked its magic,
the buds swelled, extruding small green tips
which tasted the air,
took the temperature,
sampled the humidity
and reported back to the branches
that it was time -
past time.
“Let’s go,” they said.
And so they did.

The following series is intended to be brought to you for your enjoyment of the mention of people, and places this expedition traveled through in the Yukon in 1948. I have attempted to gain direct approval for sharing this document with you and have not. I am hoping that the advice given me that it is public property will allow it to be shared with Yukoners.

Would also like to point out that some of the terminology is not politically correct today and that is recognized but in an attempt to bring you authentic information it has been included as it was written.

This material will be included in the Moccasin Telegraph for many weeks. Hope you enjoy it.

Thank you to Doug Trim in Whitehorse for sending us the story and to George Millen in Watson Lake who was able to convert the pages into 'jpg' format which allowed me to crop and share the photos with you too.

Thank you to the Yukon Government's Tourism and Culture department who undertook to compile this material. Credit for same is to you.

- Sherron

**NORTH TO THE YUKON TERRITORY VIA THE ALCAN HIGHWAY IN 1948:
FIELD NOTES
OF THE ANDOVER-HARVARD EXPEDITION**

Elmer Harp Jr.
YUKON
Tourism and Culture
Archaeology Programme
Elaine Taylor, Minister
2005

Introduction and Acknowledgements.

Sincere thanks are due Professor Elmer Harp Jr. for granting us permission to publish his field notes and photographs of the 1948 Andover-Harvard Yukon Expedition in our Occasional Papers in Archaeology Series. The Andover-Harvard Yukon expeditions of Frederick Johnson (R.S. Peabody Foundation) and Hugh Raup (Harvard University) in 1943, 1944 and 1948 represent the first systematic explorations of Yukon's prehistoric past.

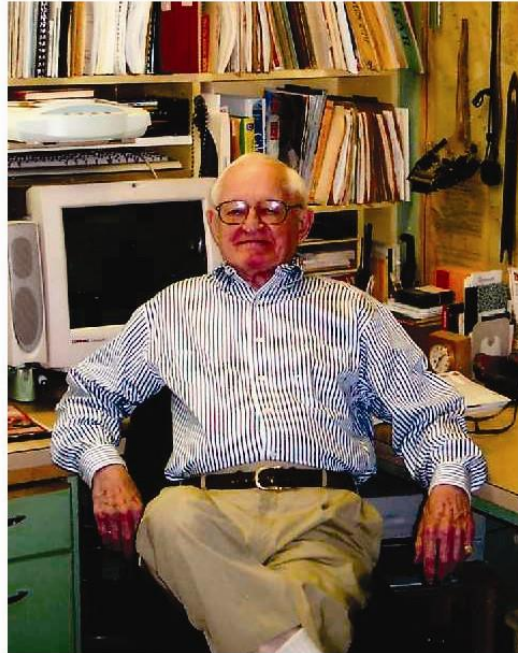
Their pioneering work was the foundation for subsequent investigations by R.S. MacNeish and William B. Workman, and remain a significant benchmark for our interpretations of Southwest Yukon archaeology to this day. Professor Harp's field notes are a perceptive and sympathetic record of the time and place, and the people he met in the course of the 1948 expedition. His observations, sketches, and photographs have preserved invaluable glimpses of both Yukon archaeology and Yukon history in the eventful early Alaska Highway days.

Assembly of this publication would not have been possible without the assistance, coordination, advice, and support provided by Mrs. Elmer Harp Jr. Through her correspondence and regular telephone calls, Elaine kept the project flowing smoothly and provided us with the information and material needed to bring Professor Harp's field notes to the publication stage. It is unfortunate that the story of Elaine's travels to meet Elmer in Skagway at the end of his 1948 Yukon field season could not be included here. The episodes of that cross-country journey related over the course of a number of telephone conversations reveal Mrs. Harp to be the match of her husband in observation and insight.

Special thanks are due Dr. Craig Mishler of Anchorage, Alaska who first proposed the idea of publication of the 1948 field notes to the Harps.

Publication layout and design was by Eve Chapple, with assistance by Daintry Chapple. Their hard work and artistry is very much appreciated. The idiosyncracies of Professor Harp's prose and orthography have been retained in the manuscript to preserve some of the unique character of the original field notes.

Ruth Gotthardt, Series Editor
Whitehorse, Yukon
March 8, 2005



*Professor Harp in his study in Hanover,
New Hampshire, August 11, 2004*

Photo by Drew Adler

Professor Elmer Harp Jr. A Biographic Sketch

Elmer Harp Jr. is Professor Emeritus of Anthropology at Dartmouth College, Hanover, New Hampshire. Elmer Harp Jr. was born in Cleveland, Ohio in 1913 and educated at Harvard University.† After service aboard PT Boats in the US Navy during the Second World War, he joined the Dartmouth College faculty in 1946.

Harp's 35 year career at Dartmouth College included numerous expeditions to the Central and Eastern Arctic, as well as work in Alaska and Yukon. He began his archaeological field research in the Eastern Sub arctic in 1949-1950 when he surveyed the Strait of Belle Isle area discovering and testing several Paleo eskimo sites on the west coast of Newfoundland and Archaic Indian sites in southern Labrador.

He next conducted surveys around Coronation Gulf and Bathurst Inlet, N.W.T., in 1955, finding interior sites with assemblages of Arctic Small Tool tradition. In 1958 he explored the lower and middle Thelon River west of Hudson Bay and found evidence of five early occupations of the Interior Barren grounds Period. During 1959-1960 he was a senior Fulbright Research Scholar in Copenhagen, at the Danish National Museum, and in 1961 he returned to Newfoundland and excavated for three seasons in the Port-au-Choix 2, Phillips Garden, on Cape Riche.

From 1967 to 1975 he explored the southeast coast of Hudson Bay, including Richmond Gulf, and in the same period, staged two summers of reconnaissance in the Belcher Islands. From 1969-1971 he supervised archaeological research projects on the

Trans-Alaskan Oil Pipeline, acting as a consultant to the Bureau of Land Management, US Department of the Interior.

Harp pioneered new technology in near-ground aerial photography for archaeological field work.

Many Dartmouth students were introduced into field research on trips accompanying him to the Arctic. He founded the Department of Anthropology at Dartmouth College in 1967, and served as its Chairman for a number of years, and also as the Director of the Dartmouth College Museum. He retired officially in 1978, but continued his teaching until 1981. The Hood Museum of Art at Dartmouth College now houses contemporary Athapaskan items he collected in 1948 in the Yukon Territory, and the Stefansson Collection holds a number of his papers.

Lives and Landscapes: A Photographic Memoir of Outpost Newfoundland and Labrador 1949-1963 was published by McGill-Queen's University Press in 2003.

In 2004, Professor Harp, at 91, was awarded an Honorary D. Litt. degree by Memorial University of Newfoundland in recognition of his pioneering archaeological research in the province. Professor Harp and his wife Elaine, to whom he has been wed for 66 years, currently reside in Hanover, New Hampshire.

† Where he married a 'townie' after helping her with her German homework.



*Professor and Mrs. Harp at Spring Convocation
at Memorial University, May 2004*

Andover-Harvard Yukon Expedition 1948



Field Notes of Elmer Harp Jr. Dartmouth College

North to the Yukon Territory via the Alcan Highway in 1948

Elmer Harp Jr.

Professor of Anthropology Emeritus

Dartmouth College

Hanover, New Hampshire

Andover-Harvard Yukon Expedition 1948



*Bill Drury, Fred Johnson, and Elmer Harp
Start of the Andover Harvard Yukon Expedition, May 4, 1948*

Preface

We were named the **Andover-Harvard Yukon Expedition** and our leaders were Frederick Johnson, archaeologist, of the R.S. Peabody Foundation of Phillips Academy, and Professor Hugh Raup, botanist, Director of the Harvard Forest in Harvard, Massachusetts. In previous years [1943, 1944], these two scholars had conducted several joint projects searching for signs of early man's first appearance in the New World. This time we were to explore for archaeological sites along the eastern borders of the Rocky Mountains, taking advantage of the Alcan Highway and the access it gave us to previously unexplored country. Furthermore, 1948 was the first post-war year that the highway was open to civilian traffic.

Other expedition members were Hugh's wife, Lucy Raup, a reputable lichenologist, and their two teen-age sons David and Karl, all of whom were experienced travellers in the North; Bill Drury, a graduate student at Harvard was their primary assistant in botanical research; and I, also a graduate student at Harvard, was Fred Johnson's chief helper in the archaeological field work. I had been Fred's assistant in 1947 excavating an early Indian burial ground near Titicut, Massachusetts, and I assume my work was satisfactory that summer because Fred offered me a chance to accompany him on his marvelous five month trip to the Yukon in 1948. At this time I was serving in my first academic appointment at Dartmouth College, as Curator of Anthropology in the College Museum. Bill Drury and I had as our first major assignment to drive the expedition's station wagon from Boston to Whitehorse, Yukon Territory, where we were to meet the other expedition members. This is the story of that trip and our subsequent summer in the Yukon.

Elmer Harp Jr.
Hanover, New Hampshire
June 29, 2004

BILL CRAIG'S FILM OF KENO HEADING TO DAWSON

Hi Sherron,

Been a while. Yes, I am still here. Anyway I just read in the Moc-Tel that Bill Craig has a clip of the S.S. Keno at Carmacks. I sure hope that the Yukon Archives doesn't "Hog" the clip and not make it available to the viewing public.

I know for a fact that my uncle, Henry Breaden, tried several times ""without success"", to obtain a copy of the film the S.S. Keno of which he was a big part in.

It is very frustrating that events like this that are filmed and put in the dark for a few to view. I think it is time the CBC or whoever has a chokehold on copyrights etc. should "wakeup" and start releasing copies to those interested.

Who's "button" do I have to push to get this done?

"Cheers".

Harry J. Miller ee.miller@shaw.ca (In Coombs)

Does anyone know how Harry & others could obtain a copy of the film prepared by CBC - of the Keno going to Dawson? For those who do not know, Harry's uncle Henry Breaden was working on the Keno on that trip to Dawson. – Sherron

Hi Sherron. I know that I have seen footage of the Keno trip. I think there was some kind of documentary made. I think I may have seen it on WHTV so Rolf would certainly know about it. Terry Delaney was the radio reporter on the trip. I don't know who the TV crew may have been. I agree with comments about archival stuff being squirreled away though I think Yukon Archives does their best to make stuff available but they are rightly afraid of running into copyright issues.

I have just finished producing a one hour video on the history of the Town of Valleyview which is celebrating its 50th anniversary as an official town. Took six weeks of hard slogging and editing in a laptop but it is done and should be approved this afternoon by the celebration committee. They are going to show it at the celebration dinner on June 30th - I think that's the date.

Les McLaughlin leslorn@rogers.com (In the west for the summer)

HADGKISS

Just as a matter of interest Mr. Hadgkiss' aircraft was recovered by someone from Delta B.C. several years ago. The reason I know is I was involved with the Air cadet movement in Abbotsford B.C. The regular Air Force liaison officer for the Abbotsford Squadron was from Comox; he was attached to 442 Search and Rescue Squadron. He had been to the crash site after the aircraft was found. They were looking for evidence of what happened to the occupants of the aircraft. A search of the island was carried out by the air force, without finding any sign of them. There was no indication they were seriously injured as a result of the crash, no blood, etc in or near the aircraft.

Apparently the damage to the aircraft was minimal and could have been repaired if recovered. That's how the Air Cadet Squadron became involved. We thought it would be a good exercise to take the cadets on. The air force was willing to supply a heavy lift chopper to move it to a place where it could be dismantled and moved to Abbotsford.

Due to budget cuts in the military, they could not supply the chopper to assist with the removal of the aircraft. The person who did remove it used a sea going barge and took it to Delta B.C. I do not know if it was ever put back into flying condition or not. A Harvard aircraft is built like a tank, and was the primary flying training aircraft for the Air Force for many years. It was built to take lots of punishment by student pilots, before they moved up to other aircraft types. That could be the reason it was not badly damaged on landing and finishing up on its back. There is a roll bar between the front and back seats to protect the student and instructor pilot in the event of this type of landing.

Duncan Netzel duncan.netzel@gov.yk.ca (In Whitehorse)

MORE FILM AVAILABLE TO YUKON ARCHIVES

When you are finding out about the 8mm film for the Keno please ask them if they can restore 16mm film? It was water damaged years ago. I just never let it go. I was a movie picture taker in those days not stills. There is a lot of footage on the Whitehorse rapids in colour, long before the Dam and Lake idea was thought off. If they can restore it they can have it as their own, just want a C.D. copy for my self?? Have a great day, GOD BLESS YOU BOTH.

Cheers Weldon Pinchin pinchin@gulfislands.com (Mayne Island BC)

Hi Heather

You can pass this one on to Clara Rutherford too. I do not have her address. I would like an answer one way or other for Weldon Pinchin. His parents had the Cake Box Bakery on Main Street in Whitehorse in the 1940's and early 50's.

Sherron

PINCHIN, Weldon pinchin@gulfislands.com (In Whitehorse 1943- 195?) 250 539-5543 Mayne Island

Good morning Sherron,

I have passed your message on to Clara. She will be back to work on June 11 and will then be better able to answer the questions which have come your way. You may also want to contact Richard Lawrence who provides professional film transfer service for some of our film/video material. Unfortunately I do not have an email address but he can be reached by phone at: 867 668-7502 or even by "snail mail" at 809 Black Street Whitehorse Y1A 2N9.

Hope all is well.

Best,

Heather Jones Heather.Jones@gov.yk.ca (In Whitehorse)

SS Keno

By Les McLaughlin leslorn@rogers.com (In Ottawa, currently out west)

Today, the SS Keno sits high and dry near Front Street overlooking the Yukon river in Dawson. This little steamboat hauled the ore from the Mayo mining district and helped deliver it to markets around the world.

She was built in Whitehorse in 1922...this little jewel in the crown of Yukon Riverboats. The SS Keno was built to carry ore between Mayo and Stewart City at the mouth of the Stewart River. The Keno's draft was only three feet allowing her to navigate the sometimes very shallow Stewart river. She could carry 120 tonnes on board and other 250 tons by pushing a barge in front. The lead silver zinc concentrate contained bags each weighing 125 pounds and each laid on the freight deck.

Above the freight deck there was the passenger deck which could carry 32 people. Above this was the Texas deck which housed the Captain and officers. And above that was the pilot house. The Texas deck was so named because it was really a "stateroom". The term stateroom came from the days of the great ocean going liners which had "staterooms". These were expensive passenger quarters which were named after American states.

By 1937, ore production was growing faster than the boats could deliver it to Whitehorse. So the Keno was lengthened by 10 feet. A crew of 25 people was needed to operate the boat.

The Keno was taken out of service in 1951, when trucks began carrying ore on the newly built Whitehorse-Mayo road. She sat in the shipyards in Whitehorse until 1960 when the company donated her to the Canadian government. That year she made her final voyage to her resting place in Dawson City.

But by then a bridge had been built across the Yukon river at Carcross. The Keno was too high and couldn't sail under the bridge. So the pilot house was taken off and the smoke stack was laid on the Texas deck. Even with these modifications, the Keno cleared the Carmacks bridge by just 11 inches.

A CKRW Yukon Nugget by Les McLaughlin
Courtesy Rolf Hougen

CALLISON FAMILY

Just wanted to know if in the stories Pack Dogs to Helicopters by Pat Callison is any relation to Dennis Callison who own Toad River Lodge on the Alaska Highway? While looking at the pictures all the names match. I have very fond memories of that place. Spent time there as a kid.

Robert Dussault

DUSSAULT, Robert & Gail (SEMKE) rdussault@shaw.ca (In Whitehorse – 81) Edmonton

The answer to Robert is yes, Dennis and Pat Callison were brothers. – Sherron

MILES CANYON BRIDGE

Well here is something someone may know something about.

Who built the swinging bridge over Miles Canyon?

As kids we used to bike out there and get as high as we could and rip down and over.....gads I wouldn't even set foot on one now.

There was a trail down the hill from I think Ear Lake and we would push our bikes up as high as we could and the ride down and over the bridge. Course we were young maybe ten and very fortunate not to have gone over.

Donna (NEEDHAM) McLean keebird@shaw.ca (In Victoria)

REPLY TO DONNA QUESTIONS AND COMMENTS IN MOCTEL 207

There are a lot of stories of George Millen & Gordon Cameron.

Check back issues of MocTel and Pat Callison's book Pack Dogs to Helicopters both were mentioned. Both men were my neighbors across the lane in Whitehorse. The house that George lived in went to Gordon, after George died in a plane crash.

George had a brother who was also a pilot. He flew for P.W.A. and retired to Mayne Island. He left us about a year ago for the big flight home.

The last time I saw and spoke to Gordon Cameron he was the Commissioner of the Yukon. I saw him in his Government office in Whitehorse.

Mrs. Porter and the library.

The library was right where you said it was.

Mrs. Porter was one of the I.O.D.E. ladies who ran the library. For a short time I was hired to bank the stove, shut it up at night; turn out the lights and make sure no one slept over night - Funny story about that some time.

Swiftsure sail boat race.

I was in fifteen swift sure races all told, both as a crew member and also as a boat owner of two different boats.

There is a lot of difference from racing a boat and going for a Sunday sail.

You will have a grand time on a warm, light wind day.

It's great fun.

Hope this helps.

Cheers Weldon

Weldon Pinchin pinchin@gulfislands.com (On Mayne Island)

GAMBLING IN WHITEHORSE

Ace Away and Poker - 1942- 45 or 46?

I have been asking the people I know, they have asked the people they know. So far all I can find out is nothing. I was hoping by now someone would have told a story in the Moccasin Telegraph about that time in Whitehorse history?

I remember delivering bread to at least two of the games. I think there were 4 or 5 in Whitehorse. I was too young to gamble but was slow in getting out of the hall.

This was O.K. for a few years when the U.S. army was in town. I remember they closed them up one night just about 2 hours after I made a bread delivery.

The dice game was Ace Away had high walls like you see in the Vegas shows.

This was played in the middle of the room so the people were sometimes 4 & 5 deep.

The light was over the pit where the dice were tossed out. Lots of smoke, noise and yelling.

The poker was played in rooms on the out side 2 walls, 8 players to a table. Glass was on the top of a half wooden wall.

There seems to be some grey in my memory as to just how many halls there were. 2 clubs were on the south side of Main Street between 1st and 2nd Avenues. One under the Capitol Theatre. One down by the Regina Hotel ???

There was some gambling before I got there but really got busy after the Bowling Alley on Main Street burned down and the G.I.'s increased. I set pins in the bowling alley before it burnt down. Clyde Wann's property was next to the Bank of Commerce, the only bank in town at that time.

When they had a group of them up for trial in the court house above the post office, it was better then any "LUCY" show for laughs. I snuck in to look and listen. Great fun.

Maybe someone out there will know someone who can tell the story.

My last thoughts on this ace away and poker. It would seem to me that a young person living in Whitehorse now could have access to background info in the Whitehorse Star back issues, when "Scoop" Moore ran it. Also Pat's book has a lot of names of people who were players in those days.

This would be a good project for a history and short stories person.

Cheers Weldon Pinchin [pinchin*gulfislands.com](mailto:pinchin@gulfislands.com) (On Mayne Island)

GOING TO THE YUKONERS PICNIC

Al and I are really enjoying getting the Moccasin Telegraph. We have heard from a number of old friends and finding out where others are. They are so interesting we look forward to each Edition. We will be going to the picnic in Summerland and are planning on going to the Island in August. Thank you again for helping us to get in touch with folks we haven't heard from in years.

Al & Marie Morgan

MORGAN, Marie (FISHER) mariem*facmail.com (Grew up in Mayo, moved to Whse, Watson Lake then Beaver Creek) Kelowna

YUKON, NORTH OF ORDINARY – Interviewing Gillian

Gillian Campbell was interviewed this week for an upcoming edition of a new Yukon magazine. Yukon, North of Ordinary magazine first appeared in February 2007 as an in-flight magazine for Air North.

Oscar Karais' mom, Krystal, said that you could use the attached photo for the Moccasin Telegraph. His parents are the publishers of Air North's new in-flight magazine, Yukon, North of Ordinary, which is the magazine I was interviewing Gillian for.

You can check out the magazine at our website <http://www.northofordinary.ca>

Thanks.

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Yukon, North of Ordinary magazine
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Oscar Karais, as an infant, sits on his mom's (Krystal) lap while watching Gillian Campbell perform as Klondike Kate during the International Sled Dog Championships in Dawson City. Krystal says, "Oscar was absolutely enamoured with her and all of the sequins on her costumes, the lights etc. At that time (and probably still) I've never seen him sit so still for so long." Krystal and her husband Greg Karais publish Air North's new in-flight magazine, Yukon, North of Ordinary. Gillian Campbell will be featured in the Where are they now? section of the September issue of Yukon, North of Ordinary. The interview will be available online at www.northofordinary.ca

Photo courtesy Krystal Karais

DAWSON PHOTOS

(June 6, 2007)

I was wondering if there had been more Special Editions on Dawson since May 21, 2007, the last one I received, and if there will be more. I look forward to them.

Thank you,

Madeleine (MILLEN) Wakefield mwakefield@shaw.ca (Born in Dawson City in 1947 - 1966) Calgary

Hi Madeleine, There are more of Emily's photos to send out. I was having a concern over the copyright concerns Emily has and held off a bit on that. Then have been busy with working part time and then away for the weekend. Emily had given me an outline of how she saw them being sent out since some were more appropriate for special times like Discovery Day. Not all of her photos are of Dawson. She has some of a trip to Old Crow and others from a trip to Elsa. Originally I understood there were 8 sets, but there are only 7. Three sets have gone out (May 3, 8 & 21.) and four are to come.

Glad you are enjoying them.

Sherron

That's good news. I was in Old Crow a few times in the summer of 1966 when Great Northern was flying in. Perched on the banks of the Porcupine River, it was gorgeous. I walked through on the well-beaten paths and was impressed with its tidy organization. The dogs were tethered on the beach. The homes were relatively small but some housed large families and all were very well-kept. Many people met us every time we landed there, so it was easy to feel welcome and at home. I'd like to go to Elsa some day. Maybe I could talk my sister Teri (Leslie Millen) McNaughton who seems to know just about everyone everywhere into coming along. We were together in Dawson in the summer of 1998, and it was her being with me that made the trip so memorable. She visits regularly throughout the north and south and has many friends including Gillian Campbell, the Weigands, and others mentioned in the MocTel.

Thanks for your quick response.

Madeleine

“Deacon” Phelps

By Les McLaughlin leslorn@rogers.com (In Ottawa, currently out west)

I didn't really know the elderly gentleman who spent his days in the back room of the little Yukon Electrical clapboard office on Main Street except that my school chum, Willard, enjoyed stopping there to say hello. To me, he was just a stern-looking old man. To Willard, he was Grandpa Phelps.

If only I had known the immense contribution he made to Yukon society. If only I had the opportunity to talk with him and discover his story first-hand; what a tale he would have told. However, I was only 10 when he passed away and somehow, 10-year-olds are ill-equipped to appreciate the wisdom of elders like Willard Phelps.

What I now know of his fascinating life story, I want to share. Willard Leroy Phelps Sr. was born on March 12, 1867 in Merritton, Ont., a tiny village with strong Protestant religious values and a sense of fair play in business activities of the farming kind. The region of southern Ontario grows world-class vegetables and is blessed with exquisite fields of grapes.

It was that way when the young Phelps attended Ridley College, a boarding school conceived by a group of Anglican clergy and laymen eager to establish a place for boys that emphasized strong academic and religious values. After high school graduation, he obtained a law degree at Osgoode Hall in Toronto. That college pioneered the most important developments in Canadian legal education and was the first to establish a combined law and business degree.

The Phelps family of Merritton had always been very strong Conservatives. Willard's father and later his older brother, Milo, were both Conservative mayors. Not so with Willard because, as fate would have it, the lawyer under whom he articulated was a staunch Liberal. Through his connection, Phelps had a chance meeting with the Prime Minister, Sir Wilfrid Laurier, and was so impressed that he became a life-long Liberal.

In 1896, he started a law practice in Toronto. Within a week, a world-wide depression broke his budding business. Within a year, news of an amazing discovery of gold in far-off place called the Klondike began filtering through to the cities of eastern Canada. Phelps decided to try his luck with gold mining and spent the winter of 1898 preparing for his journey to the Yukon. Like others in the east, he read stories about a good wagon road from Edmonton to the gold fields, but he was persuaded to take the Inside Passage route instead.

In Vancouver, Phelps teamed up with three other men, including George Geddes, who would eventually settle in Teslin, an escaped prisoner from Australia and a man whose name and background have disappeared into the mists of time. While sailing up the inland passage, Phelps overheard some news on the boat that convinced him and his partners to avoid Skagway. The infamous Soapy Smith gang, he discovered, planned to hijack them and steal their outfit that, among other things, included four horses and four

law books. Wisely assessing their predicament, the Phelps party left the ship at Wrangell, Alaska and set out to the Klondike on foot via the Stikine Trail.

When they arrived at Teslin Lake, they promptly ran out of money so they used their horses to haul freight for other gold seekers along the same route. In the fall of 1898, they sold the horses, built a barge and prepared to float down the Hootalinqua River to Dawson. They hoped to arrive there before freeze-up but by this time, George Geddes had fallen in love with a Teslin lady, married her, and stayed there the rest of his life.

Meanwhile, Phelps and his two remaining partners heard rumours of a gold strike on the Big Salmon River so they poled and pushed their barge about 65 kilometers up the Nisutlin River, then portaged their supplies into Quiet Lake. They managed to paddle for 12 kilometres before they were frozen in. On the ice-covered shores of Quiet Lake after freeze-up, they built a rough log cabin and hunkered down to spend their first Yukon winter. The ex-con may have saved their lives by insisting that they keep a path around the cabin clear of snow and run laps on home-made snowshoes all winter for exercise. He also made sure they were never without a boiling pot of tea made from the tips of spruce branches. This foul brew saved them from the ravages of scurvy and saved their lives.

When the ice went out in spring of 1899, Phelps and his two partners paddled down the lake but travelled no more than eight kilometers when they saw another cabin. Inside lay seven men, all dead from scurvy. The three greenhorn gold seekers reached the Yukon River and began the last leg of the trip down to Dawson, arriving shortly after break-up in the late spring of 1899.

Dawson was a boom town of about 10,000 people, with thousands more arriving each day. There were four judges and 23 lawyers, so it did not take long for lawyer Phelps to realize that with little but his four law books, he was facing stiff competition. Broke and unable to get work as a lawyer, he sold his share of the outfit and took a job shovelling cordwood into the paddle wheelers.

In the fall of 1899, there was a rush in the goldfields of Atlin, B.C. Phelps joined the throng and ran a hotel and tended bar for the winter. By 1900, the White Pass and Yukon Route had completed the railway from Skagway to Whitehorse. Figuring correctly that Whitehorse would be the centre of transportation; he moved to the tiny town and set up a law practice.

Here, in 1904, he met Robert Service and a group of seven bank men who were all staunch Methodists. The crew decided that what a frontier town needed more than anything was a church. So they embarked on a building spree and raised a church that, of course, needed a preacher. Phelps persuaded a young minister from Vancouver to take on the job. Phelps met the young clergyman at the White Pass train station and introduced him around the little town of about 500 hardy souls. The next day being Sunday, the morning service was held, but nobody showed up. After waiting a suitable time, the

minister inquired as to where he might find Mr. Phelps. He was told he would likely find him at "the club", which was really a poker room and bar operated by the same bunch of bank boys. When the young preacher confronted him about his non-appearance at Sunday service, Phelps explained that while he fully believed in the necessity of a church, he certainly saw no need for himself to attend. The irate minister left Whitehorse on the next southbound train, and from that day on, Willard Phelps was known as "the Deacon".



Inspector Kronkhite, RCMP with W.L. "Deacon" and Mrs Phelps, late 1940's.

In 1907, Deacon Phelps married Hana Livingstone, a school teacher from Ontario. A daughter, Dorothy, was born in 1910, and son John came along in 1917. By this time, Phelps was an elected member of territorial council sitting in sessions twice a year in Dawson City.

He was also a practicing lawyer and handled the legal arrangements for three Whitehorse businessmen who started a wood-fired, steam-driven power plant on the banks of the Yukon River in an operation they called Yukon Electrical. In 1905, when Jay Wiley, one of the founders of Yukon Electrical, left the territory, Deacon Phelps became the company's manager. He had his work cut out for him. The big copper mining boom around Whitehorse had sputtered. The importance of Whitehorse as the small but vital centre of transportation and communications centre dwindled. The population dropped dramatically. Still, in 1906, Yukon Electrical, under Phelps, dropped its power rates by almost half from 90 to 50 cents a kilowatt-hour. And the company introduced Whitehorse to the magic of the telephone. In 1914, Phelps, along with Charlie French, the plant's night operator and newly-hired electrician Fred Gray, bought out all the company's shareholders and became sole owners of Yukon Electrical. Gray would later become known as King of the Movies because his fascination with the new medium led him to take a course in movie projecting.

Phelps became the King of Politics. In the summer of 1909, the Yukon was in the midst of an election campaign to choose the first wholly-elected territorial council. Eight men from Dawson City and two from Whitehorse won seats and on July 15, Willard "Deacon"

Phelps remained a members of the Yukon Territorial Council until 1943 except the years 1920-25, when he did not run for office.

Meanwhile, Whitehorse remained a sleepy town through the '20s and '30s. Phelps carried on with his law practice, representing such diverse clients as large mining companies like Treadwell Yukon and handling the estates of old-timers like Klondike gold co-discoverer Skookum Jim. But it was his role as owner of Yukon Electrical that Deacon Phelps made his biggest contribution to the growth of the territory. He eventually became the sole owner in the 1940s, and turned the business over to his son, John, and his son-in-law, John Scott, who had married his daughter, Dorothy.

In the late 1940s, as the Canadian Army and its Alaska Highway maintenance activities resulted in the rapid development of Whitehorse, the two Johns decided that the wood-fired Yukon Electrical steam power plant on First Avenue was no longer capable of handling the burgeoning power demands of the city. In 1948, they decided to develop a hydro generating power station on the Fish Lake Road using water from the small creeks that flow out of Fish Lake. They were faced with a complex engineering problem and they made it work.

However, it took more money then the two young engineers had to build the operation. Deacon Phelps, now an old man of 81, withdrew his entire life savings and backed the boys with \$60,000 in cold cash. Without his financial support and solid faith in his son and son-in-law, Whitehorse would not have had a hydro plant on the Fish Lake Road. It was a tiny operation by the today's standards, but a vital one in the late '40s and '50s when Whitehorse emerged from the days of an inconsistent electric power supply to relatively dependable electricity.

In 1951, "Deacon" Phelps died at age 84. His son, John, became president of Yukon Electrical and followed in his father's footsteps by winning a seat on the territorial council in 1952. My old schoolmate, Willard Jr., the Deacon's grandson, graduated with a law degree from the University of British Columbia in 1968. He was a member of the Yukon Legislative Assembly in 1974-75 and 1985-96.

Willard Jr. followed in his famous footsteps by serving as Yukon government leader in 1985 and was Leader of the official Opposition from 1985 to 1991. For five decades, Willard "Deacon" Phelps Sr. had been the territory's guiding light. With his passing in 1951, his steady hand in many businesses, professional and charitable organizations throughout the Yukon would be missed.

A CKRW Yukon Nugget by Les McLaughlin
Courtesy Rolf Hougen

Sherron I think this is perfect for your next MocTel.
Something different from Heinrich than his usual fantastic flowers, butterflies, etc.

Bruni Hoenisch (In Vernon)

From: Heinrich Lohmann

BBQ RULES

We are about to enter the summer and BBQ season. Therefore it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity, as it's the only type of cooking a 'real' man will do, probably because there is an element of danger involved.

When a man volunteers to do the BBQ the following chain of events are put into motion:

Routine...

- (1) The woman buys the food.
- (2) The woman makes the salad, prepares the vegetables, and makes dessert.
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand.

Here comes the important part:

- (4) THE MAN PLACES THE MEAT ON THE GRILL.

More routine....

- (5) The woman goes inside to organize the plates and cutlery.
- (6) The woman comes out to tell the man that the meat is burning. He thanks her and asks if she will bring another beer while he deals with the situation.

Important again:

- (7) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

More routine....

- (8) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- (9) After eating, the woman clears the table and does the dishes.

And most important of all:

(10) Everyone **PRAISES** the **MAN** and **THANKS HIM** for his cooking efforts.
(11) The man asks the woman how she enjoyed "her night off." And, upon seeing her annoyed reaction, concludes that there's just no pleasing some women....

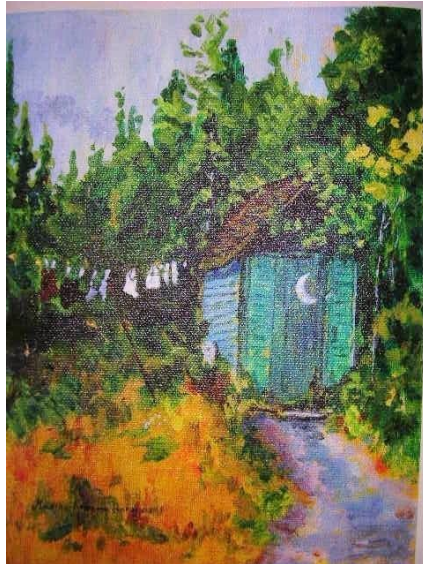
ARTISTIC TALENT

Attached is another print of one of my Yukon outhouse paintings for MocTel. This one is called "In Among the Roses" and it is Acrylic on canvas.

My web site is www.maxinehorner.com

Thanks,

Maxine (Fromme) Horner



"In Among the Roses"

Photo courtesy Maxine (Fromme) Horner maxinehornerart@hotmail.com (In Vancouver)

Plane crash claims pilot

Yukon News - Monday, June 4, 2007

By Genesee Keevil *News Reporter*

Submitted by Bill Maylor b.maylor@sasktel.net (In Neilburg SK)

On Saturday, a plane crashed at the Mayo Airport.

Pilot Richard Rogers, 41, of Mayo, died from his injuries. There were no other passengers in the plane.

RCMP attending the scene found the Dehavilland DH3T Single Otter went down shortly after taking off.

The incident occurred just before 6 p.m.

Police quickly extinguished an engine fire and tended to the injured pilot who later died from his injuries.

The Mayo Fire Department, Emergency Medical Services and local nurses attended the scene.

The Otter was owned by Black Sheep Aviation.

Carmacks RCMP, Transport Canada and the Yukon coroner are investigating the incident.

OBIT

RODGER, Richard Ross On Saturday, June 2, 2007 Richard Rodger of Whitehorse, Yukon **died tragically in an aircraft accident in Mayo, YT.** He was 39 years old. Richard was the beloved son of Cathrine Rodger of Westeros, AB and the adored brother of Krista (John) Bartziokas and uncle of Jacob and Justin of Jasper. Richard is also survived by his grandmother Jewell Rodger of Edmonton, his aunts Jilla (Bob) Williams of Toronto, Connie MacCalder of Calgary children Carmen and Ross, Peggy (Glenn) Wallace of New Hampshire, children Jenna and Kaleigh, Uncle Doug (Terry) Murdoch of Edmonton, children Jeff, Laura, Brad. He will be missed by the Witham and Drinnan families. Richard was predeceased by his grandfathers Ross Rodger and James Murdoch, his grandmother Irene Murdoch, and his father David (Judy, widow) Rodger. Richard leaves to mourn wonderful friends in Edmonton, the Yukon, Jasper and wherever he knew the coffee pot was on. Richard was living his dream and pursuing his talents as a pilot, outfitter, log builder, and wilderness man. His loss will be felt deeply. A Celebration of Life will be held in Whitehorse at Mile 7 Takini Road, Richard's home, on Sunday, June 10, 2007 at 2:00 p.m. In lieu of flowers donations can be made to the Stollery Children's Hospital Foundation. Published in the Edmonton Journal on 6/6/2007.

NEW ADDITION

Greetings,

I was given your address from Doug Marceau who has told me that you write a news letter in regards to the Yukon. Apparently you have written to me but somehow your letter did not arrive here or inadvertently I might have deleted it. Sorry.

I still am interested in the Yukon. My wife and I lived in Whitehorse from 1987 to 1991 as Salvation Army Officers. Our son Daniel was born in Whitehorse in 1990. I often flew with Joe Sparlings "Vintage" Air North to Old Crow and Fairbanks.

The RCMP took me around as well to visit the Social workers at the band offices. We opened the ARC of the Salvation Army in, I believe, 1988. I was the Correctional Services Chaplaincy coordinator. I also had, on contract with the Yukon Government, bail supervision of up to 16 people.

As we were there Tony Penniket was the Government Leader and Ken McKinnon was the Commissioner. Audrey McLaughlin was the NDP Leader and Dr. Brannigan was Mayor of Whitehorse. Glen Darling was manager of WHTV. He also was for a few years president of Kiwanis where I was a member as well.

Another name I remember is Bill Sims. He was with the correctional services in the Court House in Whitehorse. Frequently I flew with him to Vancouver for training sessions. You might know Lynn and Al Phillips. Lynn worked for a bank and Al was the assistant manager at the Bay Store.

I was adopted by the Tlingit's in Haines, Alaska in appreciation for my work among the native people in the North.

We still have friends in Whitehorse.

I would be interested to be added to your mailing list.

The city I am in, together with my wife Joanne, is Port Alberni, BC

After Whitehorse in 1991 we left for the Salvation Army to Germany until 2002 when we came back to Hamilton, Ontario.

God bless you

Rolf D. Guenther frankfurter28@hotmail.com

Major (Rtd.)

PS I just remembered the name of the minister of health at the time as the NDP was in charge.

It was Margaret Joe. I wonder what happen to her. As far as I know she came to the Yukon from the Vancouver region. She might have gone back to there.

She was a very nice Lady. She introduced legislation that no smoking was permitted in the legislation building anymore.

REMOVED FROM THE LIST

Please take me off the list as I just do not have enough time to read the telegraph.

Thank you

Rhona

(Henry Breaden's great niece)

WHITE, Rhona (DOBROVITZ) whitehouse88@shaw.ca (Born in Whse, to age 10) In Nanaimo

QUOTE OF THE WEEK

We don't need more strength or more ability or greater opportunity. What we need is to use what we have. - Basil S. Walsh

RECIPE OF THE WEEK

From the Yukon Nurses Society cookbook.

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

Chicken Rice Roger

2 1/2 lb fryer

3/4 cup uncooked rice

Salt & pepper

1 small can mushrooms

1 tbsp grated onion

2 chicken boullion cubes in 1 3/4 cup hot water.

Cut and coat chicken with flour and brown well. Put rice, salt, pepper in a greased casserole, add onion. Put in mushrooms over rice. Arrange chicken on top, pour boullion over, dot with butter. Cover - bake at 350 degrees for 1 hour. If rice is still too moist after 1 hour, uncover and cook additional 15-20 minutes. Serves 4-6

Liz Kohle

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

Island Yukoners Picnic – Saturday, Aug 11, 2007 at 11 AM at St Mary's Hall in Nanoose Bay. Bring your own picnic lunch & beverage, utensils and join in meeting old friends and acquaintances in an informal setting, which allows lots of time for chatting.

Turn off from highway 19 is at the PetroCan Station which is Northwest Bay Rd. Go about 1.2kms to Powder Road, turn right turn about 1/2km to the church on the right. Signs will be up thanks to Stan Hegstrom.

New committee this year - are Carol Pearce, Sharon Redmond, Fay Ash and Harriett Butterworth.

For further information contact Harriett Butterworth at harriett@shaw.ca (In Nanaimo)

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