

MOCCASIN TELEGRAPH – 254th Edition – May 18th, 2008 [June 8]

Created by Sherron Jones sherronjones@shaw.ca

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



Look what we just took from the back deck. - Deer & Zach
Fred Aylwin fbaylwin@shaw.ca (In Vernon)

Random Fall Photos of Dawson and Area—1955 – 1957 – Part 1

Emily Stillwell ©



Where this hill is located is not recalled.

Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



Small gauge engines are parked in Louse Town.
Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



An unidentified home is made of logs.
Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



Note the clear water of the Klondike River pushing into the Yukon River.

Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



Looking eastward from the third floor fire escape at “the Residence” with a view of the Administration Building through the trees. The roof in the foreground is a wing of the residence which housed the kitchen.

Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



The old Presbyterian Church and buildings are as seen from the fire escape of “the Residence.” What happened to the 50,000 dollar pipe organ that was inside the church? Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



Dawson, looking toward the Midnight Dome, with the Dawson School visible in the distance.

Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)

CUSTOMS HOUSE AT BOUNDARY, LITTLE GOLD, ON YUKON ALASKA BORDER

Courtesy Madeleine (Millen) Wakefield mwakefield@shaw.ca (In Calgary)



Les Millen (Dad) at the **Customs House at Boundary** also referred to as Little Gold on the DOT scheds. It's on the Yukon Alaska border about 55 miles west of Dawson across the Yukon River. 1955 or 56.



This photo looks like it was taken at Boundary, Little Gold, but I'm not sure. The fireweed there are as tall, but I don't remember the trees. I'm on the left, then Jackie (Mom), Louiza, Teri (Leslie), maybe Glenna Franklin, and George. 1955 or 1956.



Les is loading water into the barrels on his truck at Walker's Fork, about 5 miles from Boundary on the Alaskan side. This water was used for drinking and cooking. Les

pumped it into pipes, so we could have running water in the Customs House. As well rain barrels were kept on the back porch and emptied into other holding tanks in the house to be used for laundry and flushing toilets. The weather always cooperated, as I don't remember these barrels being empty.

Les [Millen] is at the truck, then Louiza [Millen] in white blouse and red collar, Teri (Leslie) [Millen] is in the yellow jacket, and I'm [Madeleine Millen] on the right in the red top, about 1957.

Les left for Boundary as soon as the ferry was back in operation after the ice went out of the Yukon River, usually in May. He returned for us after school finished at the end of June. While the drive was only about 55 miles, it took all day on the narrow dirt and gravel road. If it had been raining, then there were deep puddles and lots of ruts that had to be carefully navigated as there were no gas stations or any other type of habitation along this highway to go for help.

We rode in the back of the truck behind the groceries and clothes and whatever else we needed for the months we were spending there, and we amused ourselves by watching for wild animals, making cloud pictures, playing I spy, talking, or being silent and taking in the one of a kind country that stretched out all around us and that began as soon as we drove off the ferry on the west side of Dawson. The road goes uphill for about the first 5 miles, and it was so narrow that the tree tops on both sides touched to form a canopy over the road that was more beautiful than I've ever seen elsewhere.

One summer, a large iron safe, used for protecting groceries from hungry animals and kept buried up to its front opening door in the bank of the road by a prospector or trapper, was pulled out and left on the opposite side of the road by a bear, testifying to its strength and will. Much later, we met a man who mined on the creeks just below Boundary on the Alaskan side who told us how a bear had chased him, caught him, ripped his scalp off, but still he ran, threw himself into a creek, and escaped. When we met him, his scalp had healed, but the scars were deep and terrible and unforgettable.

Our parents let us roam in the hills and valleys, and we were allowed to go as far as we liked as long as we could see the top of the flag pole on the Customs House, so we'd know the way back. Sometimes we saw bears a long ways away, and, just in case, we ran as fast as we could through the tall buck brush until we reached home. Other times we found large and small traps set for a variety of animals, but, as we never saw the owners, we threw sticks to set them off and then brought them home to hang in a neat row from the back ledge of the house.

There were marmots that lived across the road from us in the hills, and often they came to sun themselves on the front porch steps. They whistled to each other, and we whistled to them hoping for their responses, which sometimes came. When we stepped outside, they ducked under the steps until we left. We often tried to coax them to come to us, but they didn't, and we respected their territory even when it was the porch steps of the Customs House.

In the fall, the caribou migration route ran along the valley's edge behind the house, so as soon as Jackie (Mom) saw them coming, she would hurry outside to take in the laundry, else they'd run right through it. One fall after migration, a lone caribou came along, and Les hurried inside to load his rifle, but by the time he returned, it was on the American side.

Just at this moment, some American friends and miners arrived from Sixty Mile on the Canadian side to pick up diesel from a huge tank on the American side of the border, and when they noticed the caribou, they took out their rifles. The unspoken agreement was that the caribou belonged to them if it was on their side, but it belonged to Les if it was on his side. In the end, the highly valuable meat was shared, for its only replacement was in a can.

Our parents also hunted grouse, and we learned to mimic these birds. On one of their hunts, they told us to remain in the truck, meaning in its exterior bed, and from there we could hear them whispering as to the whereabouts of the grouse, so we started to call, as grouse do, and were able to call them right back to the truck. Then as they leaned against it, still whispering in puzzlement as to the whereabouts of these grouse, we couldn't resist one last call to let them know they'd been had.

We picked cranberries across the road from the Customs House, and at Walker's Fork, we picked blueberries. Our parents paid us 15 cents a cup, so coupled with our allowance for house cleaning, doing dishes, and helping in general, it increased our earnings quite a bit. We saved mostly to buy clothes that we ordered through the Sears and Eatons catalogues. And we bought fire crackers from the restaurant cum saloon cum souvenir shop that was three miles from Boundary on the American side. Also at this location there were cabins for tourists who preferred to spend the night, gas for vehicles, and a dirt airstrip.

Sometimes, we walked from Customs to this little place, but we never saw any animals along the way. Our parents would have planned to load water at Walker's Fork, so they didn't mind coming the extra mile to meet us and visit with the owners, George King and his wife, who spent many years there. She made the most scrumptious desserts imaginable, and they sold chocolate bars, candy, pop, alcoholic beverages, and souvenirs.

All the people we met while at Boundary were friendly, and we looked forward to seeing them and hearing their news. The only other children we knew lived at Sixty Mile. The Franklins had two daughters, Ina and Glenna, and the Schmidts, their mining partners, had five children, I think, but only remember Deedee, Mimi, and Stewart.

Sixty Mile was quite a long drive from Boundary, but once in awhile, we drove there to visit, watch a movie, and have popcorn before returning home. The movie was shown in the cook tent, I think on Friday and Saturday nights. As this mining operation was extensive, there was a crew of men that looked forward to these weekly movies.

The Franklin and Schmidt girls were just a bit older than us, so their parents brought us the clothes they'd outgrown, which overjoyed us, for these clothes, coming from the States where the Franklins and Schmidts spent their winters, were different in quality and style from anything we purchased through the catalogues. On top of that, their taste was superb.

At O'Brian Creek on the American side, there was another family with children our age, but we only met them after Jackie learned to drive the car Les bought her, a 1957 aqua green Chevrolet station wagon that she named Abigail, I think because a vehicle apparently runs better if it has a name. I don't remember these people as well, just that their Dad kept a revolver in a holster slung over a post on the headboard of his and his wife's bed in case of intruders.

And also that when I went blueberry picking with them, I tripped over a hornet's nest, which caused the hornets to swarm around us, and even though I ran, they seemed to know it was my fault, and bit me terribly - inside my mouth as it was open to let out my yelling, in the soft tissue of my upper lip, which soon swelled to my nose, on my eyelids that puffed up so much my eyes appeared as narrow slits, and over most of my face and neck. The parents, whose names I don't remember, kept me in bed and put cold compresses with baking soda on my face day and night for the first 3 days, and then after that they let me see my face in a mirror, and that's why I can describe it.

One couple that came from Dawson to visit us at least once was Dr. Rooks and his fiancée, Isabel. They were young and very much in love and it was absolutely impossible for them to hide their romantic feelings for each other even as they chatted with our parents. We enjoyed seeing them very much.

The Customs House was pleasant and comfortable. Les had an office with a separate front door for the tourists to enter. He enjoyed meeting people and learning about them, and too he was no doubt assessing their integrity as they chatted. During regular hours and if there were children our age in the vehicles, then we sometimes went outside and spoke with them. The office was open from 7:00 am to 7:00 pm, I think, so if he and Jackie went out for a drive or a walk after that time, he reminded us not to unlock the door and to write a description of the vehicle and the license plate number.

At 7:00 am every morning and 7:00 pm every night, Les turned on the radio to listen to the DOT schedule and answer when Little Gold was called. In this way, the DOT (later MOT) in Dawson communicated with those of us in remote areas. It was interesting to hear the speaker call in each place, and there were many, and then listen to the responses and know that all was fine.

In the house there was an open style living and dining room, a kitchen, a utility room where the indoor water barrels were kept along with other items, a bathroom, and two large bedrooms, so once again George began the evening in our parents' bedroom and then they transferred him to one of the couches, there were two, in the living room. In

our parents' bedroom, there were his and her clothes closets, which came in handy for hiding and for pranks that we played on each other.

One day, my sisters and I, and there may have been one of our girl friends from Dawson, I'm not sure, but anyway we planned one of these pranks for George, who loved Zelda the Witch comics, I think partly because he was young enough to want to believe that just maybe there was a one in a trillion chance she could exist. So on this particular day, my sisters and I drew the figure of Zelda with her pointed hat and riding on her broom on some cardboard and cut it out. In all we made one for each of us, and we each took a flashlight, and then we hid, one in each closet, and one under the bed, so we were already in place when Jackie was supposed to be tucking George into bed.

However, she had forewarned him that we had something planned and put him in one of the closets with ice cubes for us. As it was very dark, I didn't know who was in the closet laughing beside me until the ice cube dropped onto my bare foot, and then I realized we'd been outmanoeuvred. We came out of our hiding places, complaining as defeated ones do, but in our hearts we hadn't given up.

We didn't have long to wait for, as she turned her back to us while talking to George and tucking him into bed, we quickly and quietly ducked under the bed. And this time we practically held our breaths as she turned out the light and closed the door, making it very very dark, but we knew what to do.

We slid out on the hardwood floor, and, lying on our backs, we shone the flashlights onto the cardboard cut-outs of Zelda causing her to soar across the bedroom walls and ceiling to George's delight, amazement, and excited yells. When Jackie opened the door, he was sitting up and pointing to the Zeldas. "Look!" he said to her, as we slipped out of the bedroom and clustered near the door to overhear his version of what he'd seen. It was, I think, an enchanted night for him where the impossible became almost possible.

At Boundary, Les made root beer, bottled it, kept it cool in the basement, and it lasted all summer. And he and Jackie made ice cream with the old wooden pail. We usually helped Jackie prepare the meals, and one summer as we were peeling potatoes, she noticed that we were peeling them so hurriedly that there was more peel than potato, so she suggested a contest to see who could peel the potatoes leaving only the thinnest of peels, and I'm sure that by the time we learned to do this, she could almost see through them. I don't remember the reward; it doesn't seem to matter as much as the skill. Maybe it was being the one to have the thinnest potato peels, and if so, that would have been enough for us.

In the early years, we returned to Dawson just before the snow came, in time to cross the Yukon River before the ferry was pulled out for winter. Later, when Jackie had her car, we came in sooner, and while we were happy at Boundary, we were also happy to return and be with our friends again.

Madeleine (Millen) Wakefield mwakefield@shaw.ca (In Calgary)



Watson Lake Hotel – Nov/Dec 1957
Photo courtesy Ira Saunders [sandisaunders*rogers.com](mailto:sandisaunders@rogers.com) (In Ottawa)



Watson Lake Signs – Nov/Dec 1957
Photo courtesy Ira Saunders [sandisaunders*rogers.com](mailto:sandisaunders@rogers.com) (In Ottawa)

2008 - 2009 - VANCOUVER YUKONERS - BOARD MEMBERS



BOARD MEMBERS (L. to R.) Sheila Firth, Ken Taylor (V.Pres.), Helen Munro (Pres.), Carol Clarke, Maribeth Mainer (Sec.), Sue Morrison (Past Pres.), Corinne Loeppky, and Vivian Stuart (Treas.), missing & camera shy: Dorothy Graham & Jim Boyes

BILL MAYLOR MEETS SOME MOCTEL FRIENDS

Bill Maylor was in Sardis BC on his way home [from his sons in Texas]. Hosts Bill and Jean Stone offered to host his MocTel friends Sandy Campbell and Maribeth Mainer for afternoon tea and a wonderful chicken dinner and gab on Sunday June 1. The two William Allens were army contemporaries; Jean Stone and the late Freda Maylor were friends from their Burnaby school days. Bill and Freda Maylor, Jean Stone and Maribeth Mainer all attended Burnaby North High although Maribeth was still at Alpha Junior High during their Burnaby North days. Bill Stone was a field engineer, Canadian Forces, on the building of the Dempster Highway.

Margaret (Burian) Underwood got Bill Maylor and I talking online over a year ago when she discovered we had North Burnaby in common. Turned out I had lived a couple of blocks from his mom in Enderby, knew his grandfather (who I had also known in Hope) and his aunt and uncle in Enderby. We met the first time at the Okanagan picnic last year. Sandy and I were watching for each other at Yukoners events because we each had seen the others name in the MocTel.

You better believe the stories were flying thick and fast!

Maribeth Mainer mainerm@shaw.ca (In Burnaby)

Bill Maylor is our MocTel Obit researcher; he submits most of the newspaper obituary's of former Yukoners. – Sherron



L to R – Bill Maylor, Jean Stone, Maribeth Mainer, Bill Stone
Photo courtesy Maribeth Mainer mainerm@shaw.ca (In Burnaby)



Bill Maylor
Photo courtesy Maribeth Mainer mainerm@shaw.ca (In Burnaby)



Bill Maylor, Jean Stone, Sandy Campbell, Bill Stone
Photo courtesy Maribeth Mainer mainerm@shaw.ca (In Burnaby)

RE PHOTO IN MOCTEL 252

Re the picture of the young couple in Haines in 1958 sent in by Ira Saunders. They are Len and Pricilla Peever, her maiden name was Wonge. Pricilla lives here in Whitehorse, and I've let her know she's in the news. Isn't it fun solving mysteries???

Ellen Eby Ellen elreby@klondiker.com (In Whitehorse)

RE MOCTEL 253

When mom went into a nursing home and it was obvious she would not be coming back to her beloved home on poplar point, the house was sold and all her personal belongings were packed and placed in storage. After she passed away I had to sort thru it all and found all folded up in with some other family treasures, the Main Street poem I had written. Needless to say a lot of tears flowed. Still miss her a lot.

Donna McLean djmclean1939@shaw.ca (In Victoria)

WHERE ARE YOU NOW?

Would you be able to run the text below in the Moccasin Telegraph again? It's been really helpful for us in finding folks to feature in the Where are they now? column.

Cheers,
Lily

Yukon, North of Ordinary magazine, the inflight magazine on Air North, is looking to catch up with former Yukoners to be featured in the Where are they now? column.

If you're interested in being interviewed for the column, e-mail the editor, Lily Gontard, editor@northofordinary.ca. You can also call her toll free at 1-888-848-6671 ext. 2. Interviews can be done over the phone or by e-mail. Check out the summer issue and some of the previous interviewees at <http://northofordinary.ca/discover/where.html>

Lily Gontard
Editor
Yukon, North of Ordinary magazine
Air North's inflight magazine

<http://www.northofordinary.ca>
Cellphone: 867-332-1206
Toll-free tel & fax: 1-888-848-6671 ext. 2
P.O. Box 269-108 Elliott St.,
Whitehorse, Yukon Y1A 6C4 Canada

MOCTEL 253

We were all a bit gob-smacked by the number of deaths in the last edition. Have to get a sympathy card away to Dodie Anderson - Pete's death not unexpected but it has been a long haul for Dodie.

In MocTel 253, p.17, the name is Eileen Coutts, not Ellen. Her husband was known as "Scotty".

Loved the picture from 4th and Main because it captured the front of the NC garage that I watched being built and spent many an hour in, until they moved Dad's Cat department over to 3rd and Steele.

Mrs. McClimon's candy apples were the only ones I remember in Whitehorse, other than the ones sold at the occasional gypsy circus. The latter were notable for their ability to

attract flies, the adherent properties of the candy (hair, teeth, nose), and the disgusting state of the apples.

The Capitol Theatre was also special in that it had an emergency generator. If the power went off, we went to the movies, the only time we went on a school night.

Have a great get together, indoors or out.

Maribeth Mainer mainerml@shaw.ca (In Burnaby)

Walter Denholm

Had a query recently about Walter Denholm. My first impression was that I thought I remembered hearing he had passed away. So decided to ask. – Sherron

Sorry I missed replying to this email on the first round and have been away for a couple of weeks. Purging my email today and noticed I had not replied.

Regret that I have to report that Walter passed away almost 2 years ago. He died at his apartment in Abbotsford apparently from heart problems. There was a small celebration of his life held at his apartment complex. His ex wife, Eileen, still lives in Abbotsford and remarried many years ago.

Regards.....

Don Murray donaldmurray@telus.net (In Vancouver)

YUKON TRANSPORTATION HALL OF FAME

The Yukon Transportation Hall of Fame is proud to present its annual Awards Ceremony:

Tuesday June 3rd, 2008, 7:00 pm.

Yukon Transportation Museum

30 Electra Crescent (near the Airport)

The awards and their respective recipients this year are:

Transportation Pioneer: **Val Scheck**, for major contributions affecting or advancing the transportation industry prior to 1965.

Transportation Person: **Harold Upton**, for leadership in advancing the Yukon's transportation industry within any sector, or as a whole.

Order of Polaris: **No nominations were received**, for this award recognizing significant contributions towards advancement of the aviation industry north of the 60th parallel.

Please feel free to join us, the ceremony lasts approximately one hour and everyone is welcome to attend. There will be a reception with light refreshments, and a free door prize following the awards presentations.

Elizabeth Beecroft
Elizabeth.Beecroft@gov.yk.ca
A/Program and Research Officer
Transport Services
867.667.5832

FORMER YUKONERS – LUNCH AT THE JONES’

Ron & Colleen Butler were in Vernon this week. Ron called ahead and suggested we all go out for lunch or dinner; so instead we had a pot-luck lunch at our place.

Ron, Klaus and Barb all worked at Hougén’s in Whitehorse. The Hoenisch’s and Butler’s were next door neighbours on Alsek Road; and the Jones were next door neighbours to Fred Aylwin’s parents George & Amelia Aylwin. Bruni and I worked together at the City of Whitehorse and Colleen was a nurse.

There was lots of chatter and laughter and the food was good. Lunch lasted nearly 6 hours – so I think you could say everyone enjoyed themselves; have received one reference to it as a lunch-athon. – Sherron Jones sherronjones@shaw.ca (In Vernon)



Ron Butler, Klaus Hoenisch, Colleen Butler
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Bill Jones, Barb Aylwin, Ron Butler
Photo courtesy Bruni Hoenisch hoenisch*junction.net (In Vernon)



Barb Aylwin, Ron Butler, Bruni Hoenisch, Klaus Hoenisch
Photo courtesy Bill Jones ve7yi*shaw.ca (In Vernon)



Klaus Hoenisch, Sherron Jones, Bruni Hoenisch, Fred Aylwin, Colleen Butler
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Bruni Hoenisch, Barb Aylwin, Fred Aylwin,
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)

YUKON TRANSPORTATION AWARDS

Transportation Hall of Fame Award ceremony was held June 3, 2008

Photos and narrative submitted by Kathy Jones-Gates kmgates@northwestel.net (In Whitehorse)

There was a wonderful turn-out of family and friends at the annual gathering for the Yukon Transportation Hall of Fame ceremony on Tuesday evening in Whitehorse. Held at the Yukon Transportation Museum on the Alaska highway, about 200 well-wishers crowded into the main exhibit hall, under the watchful gaze of the “Spirit of the Yukon” plane. **Mike Gates, was M.C.** for the evening and welcomed everyone to the gathering. He provided a short overview of the Awards ceremony:



Audience at annual Yukon Transportation Hall of Fame Awards sits under the wings of the "**Spirit of the Yukon**" (sister plane to the "Spirit of St. Louis") at the Yukon Transportation Museum.

“This year marks the 12th Anniversary of the **Yukon Transportation Hall of Fame Awards Ceremony**. As many of you know, June 1st – 7th marks the “National Transportation Week” here in Canada. During this week, we pay tribute to the thousands of Canadians who work in the various transportation sectors. This week also gives us an

opportunity to pay tribute to Yukoners who have made an outstanding contribution to the development of the transportation industry here in the Yukon Territory.

We are proud of our heritage and in particular, the women and men who were and continue to be the backbone of this ever demanding, yet rewarding industry. Transportation in the North has always been a challenge due to numerous factors, such as; the harshness of our climate, our vast land-mass or rugged terrain, and our limited pool of resources.

The Yukon has 4,700 kilometres of roads and 129 bridges over which to move people and goods throughout the territory with a population of only 32,000. This combination of small population centres, combined with long distances has always presented significant challenges to efficient transportation within the Yukon. Transportation has always been a cornerstone of Yukon's growth and development. A vast majority of the goods we consume are carried into and through the Yukon on our highways and 97 percent of the tourists who visit the Yukon use our road network. Yukon's historic transportation system is mainly land based and almost all Yukon's communities are accessible through a network of roads. As our transportation options grew, so did Yukon's opportunity and potential to develop its resources and establish town sites along the main transportation routes.

The people who are being honoured tonight helped overcome the challenges that the north and the Yukon have presented to transportation. They proposed innovative solutions that increased transportation efficiencies, provided essential services that link families and communities, and also aided with the construction of important Yukon bridges.

Tonight's honourees are linked by common characteristics like outstanding pioneering spirit and innovations that make them part of our proud north. Many times they defied all odds to make Yukon's Transportation System more viable and safe for others.

The **Transportation Hall of Fame opened in 1996** to honour those who have made significant contributions to Yukon's transportation. Each year new inductees are honoured and new stories of innovation, persistence, pioneer spirit and memorable events are told and relived. By recapturing these events and historic markers tonight, we are helping to remember and honour those whom help make the Yukon what it is today. We are pleased and fortunate to have our Transportation Hall of Fame room in such a fine facility as the Transportation Museum building in which to honour such people."

The Yukon Minister of Community Services, the Honourable Glen Hart, then presented **Valentine (Val) Scheck**, with his **Pioneer of the Year award for 2008**. Val was a man of few words, but the appreciation he felt for this honour was obvious in his voice. His daughter Bev, with her husband Butch Chouinard, spoke of the family excitement over hearing of this well deserved recognition and many flew back to the Yukon to participate in the evening's celebrations.



Mike Gates on right, who was **M.C.** for the evening, speaking to **Val Scheck**, on left.



Val Scheck receives his Yukon Transportation Pioneer of the Year for 2008 award from Yukon Minister of Community Services **The Honourable Glen Hart**.

Valentine (Val) Scheck, as a boy, came to the Yukon in 1942. He worked with his father and 6 relatives on the North Canal Road. They had been hired to cut wood which was burned in sections of culverts to keep the glaciers from building up and halting construction of the road. This was just the start to Val's career in the transportation industry.

Val soon started running highway construction equipment. He would tell stories about being so young when he started that he had to sit on one foot to get the height needed to operate the levers. Val spent most of his working career on various sections of the Alaska Highway and other Yukon roadways. At the time, these roads were known as the Northwest Highway System.

Val Scheck worked for such noted men as Major Brown, Major CT Young, Hector Rail, Al Bock, Ray Russell, and Walter Gordon Williscroft. Through his career in the transportation industries, Val worked for various employers, such as: the U.S. Army, the Canadian Army; Army Maintenance; Army Bridge Crew; Bennet & White; McIaac Construction; Ben Ginter Construction; Jack Walden; Metcalf/Hamilton/Kernan & Briggs (MHKB); and, White Pass & Yukon Route.

In the transportation industry, Val Scheck soon earned a reputation for being able to do anything. He worked as airport maintenance personnel on equipment at Snag for Bennet & White during the coldest day ever recorded in the Yukon (February 3, 1947, -81F). Along with his ability to drive numerous pieces of highway equipment, he was also able to identify and solve any problem that came his way.

Later in his career, he came to Whitehorse in search of a better job. Upon inquiry, he learned that the highest paying job was steelworkers hired to work on the Duke River Bridge. Although he had never been employed as a steel worker, Major Young thought Val could do the job and arranged for his transfer to the Duke River Bridge. Only two workers were permitted to bolt the upper section of the bridge together, one was Val Scheck. He loved this work. He also worked on the Slims River Bridge and the Donjek River Bridge.

Through the years, Val Scheck continued working in the transportation industry and then in 1958 he moved to Whitehorse. In Whitehorse, he drove truck for White Pass for 5 years. In 1963, he bought a carwash business that had a contract to wash 5-7 Westours buses a day. He named it the Steele Street Carwash. He sold his carwash in 1968, bought a few trucks and went on to form Val Scheck trucking (later renamed Pioneer Transport Ltd).

In 1971, he bought a large property at 100 Galena Road. During this time Val built and used the first tri-axle truck in the Yukon. In 1973, he built a new shop and took on the Texaco Bulk Plant. To add to his accomplishments, Mr. Scheck also started Valco Home Heating and delivered home heating fuel. In 1976, he went on to build and use the first tri-axle pup tanker in the Yukon.

Val Scheck ran these successful businesses until 1979, when he was crushed under a vehicle that he was working on. Due to the type of man Val Scheck was, he managed to get himself out and get help. Unfortunately, he would never fully recover and was unable to resume his normal workload. In 1981, he sold his businesses to Points North Transport; thus ending his 39 year career in the transportation industry. Val Scheck now lives in Summerland, B.C. with his wife, Winona, of 56 years.



Bev Chouinard, daughter of Val Scheck.



Butch Chouinard, son-in-law of Val Scheck...he was born and raised in the Yukon.



Val Scheck is seated between his sister **Ann Wondga** on the left and his wife **Winona Scheck**, on the right, at the Awards gathering.

The late **Harold Upton** was then honoured as the “**Person**” of the Year for 2008. Unfortunately, the Awards committee had difficulty tracking down family members in time for this event, but again, the Minister of Community Services, the Honourable Glen Hart, made a presentation on behalf of the late Harold Upton to Vern Janz, Director of Highways and Public Works, Transportation Services. Mr. Janz had been working for Alaska Yukon Transportation driving the ore trucks for Currough Resources from 1990-93 when Mr. Upton was Transportation Manager for Currough. Mr. Janz indicated that Mr Upton really stirred things up and was never afraid to try new ways to improve the transportation of mining resources within the Yukon.



Minister of Community Services Glen Hart, right, presents the Yukon Transportation Person of the Year for 2008, to Vern Janz, Director of Highways and Public Works,

Transport Services, who accepted the award on behalf of Harold Upton and family, as Harold had passed away in late 2007.



Harold Upton, recipient of the **Yukon Transportation Hall of Fame Person of the Year** award for 2008

Mr. Harold Upton was born in Nova Scotia in 1932. As a young man, he signed on with the Canadian Navy and acted as an administrator for HCMS Wallaceburg during the 1950s. Harold then moved to Ottawa where he worked for Transport Canada until he retired in the early 1980's. Upon retirement, he moved west seeking new opportunities in the transportation industry.

Upon becoming employed by Foothills Pipelines Ltd as Manager of Transportation and Logistics, Harold developed a complete logistics and transportation plan for the construction and operation of the proposed Alaska Highway Pipeline. He also developed a special trailer to haul the pipe which made several test runs in the Yukon. Like many men before him, he found a fondness for the north which brought him back time and time again and in 1986, Harold made the big move north to the Yukon.

At this time, Mr Upton began work as Transport Manager for a new company by the name of Curragh Resources Inc. While with Curragh Resources, he helped develop a total trucking package for the concentrate haul from Faro to Skagway using Super B-trains with ore pots, as opposed to a truck/ train operation. The unique design of the trailers also provided significant transportation efficiencies. Mine supplies could also be

transported in containers to Faro on the same trailers, through re-arranging the empty ore ports on the backhaul route.

During the 1990's, ore trailers were once again re-designed and the maximum GVW was raised from 64,000 kg to 70,000 kg. This increased the net pay load from 37 tonnes to 46 tonnes. The Faro-Skagway run saw 1,900 tonnes of concentrates shipped daily in ore pot containers, four to a truck, each held 12 tones of concentrate. The implementation of these changes drastically reduced the cost to haul concentrate to Skagway as well as reducing backhaul freight costs from \$400 per tonne to \$80 per tonne and general freight costs from \$700 per tonne to \$120 per tonne.

It was during this time, that Harold once again employed his knowledge and became instrumental in the development of an "Air Ride" system for the ore trailers. The "Air Ride" System utilizes heavy duty air bags to absorb the shock, bounce, and vibration that usually come with pulling a trailer. This allows the trailer to rock back and forth on its natural axis as it was originally designed to operate.

In November of 1994, Harold was one of the first employees of Anvil Range Mining Corporation, being hired as Manager of Transportation. While working for Anvil Range, Harold once again redesigned the ore trailer, for the 3rd time, to end up with a 10 axle combination. At the time, these newly designed trailers would become the heaviest commercial truck and trailer combination to drive Canadian Highways. Complete with air ride systems, the trailers made a very low impact on Yukon Highways compared to previous designs. Increased weight limits were negotiated with the Territorial and U.S Governments which raised the GVW to 77,000 kg. This resulted in the net payload increase from 46 tonnes to 51 tonnes. The new design not only increased payloads and lowered costs; a 60% decrease in tire wear was realized. This design is still in use today. Harold retired from Anvil Range in 1996 and moved to Campbell River where he continued to consult on transportation issues. Harold then moved to North Bay, Ontario, where he passed away peacefully on October 3, 2007 at the age of 75. Mr. Harold Upton was truly a great contributor to our transportation industry in the north both by cost effectiveness and helping preserve Yukon highways.

More from the MC's notes:

Hall of Fame, Awards committee member, **Hugh Kitchen**, who is president of the **Northern Air Transport Association**, spoke briefly on the 3rd award. The **Order of Polaris**, which was not presented this year. He said that no one was nominated and he encouraged people to begin thinking of likely candidates, do their research and nominate either a person or group by the deadline of December 31st 2008.

This relatively new Award now under the umbrella of the Awards committee recognises individuals, groups, or associations whose contributions to Aviation include meritorious service in the Yukon. A nominee will have made a significant contribution and/or advancement to the Aviation industry. Air-Men and women,

engineers, air crew, mechanics, designers and ground support, groups or associations, who played an important role in opening up the North, will also be considered. All inductees are admitted as members of The Order of Polaris.

To conclude the evening festivities, M.C. Mike Gates asked Hugh Kitchen to come up and draw for the wonderful **Door Prize**, donated by the **Northern Air Transport Association**. It was a draw for a **one hour flight-seeing airplane trip** for the lucky winner and 5 other family and friends. To everyone's excitement, the prize went to **Verda Heiland of Whitehorse**, who is **Val. Sheck's** niece.

A special thanks was given to the evening's sponsors: Northern Air Transportation Association, the Yukon Transportation Museum and the Department of Highways and Public Works – Transport Services Branch, who have all contributed to honouring the transportation award winners. **The Hall of Fame is dedicated to the late Andy Hooper** – a beloved Yukoner who accomplished much with his famous World War II truck; as well as the many men and women who have laboured in the face of hardship and obstacles to create and maintain Yukon's transportation network.

Everyone mingled in the **Bush Pilot room** filled a lavish array of finger foods and delicious cakes and a chance to catch up on old friends and share more memories of Transportation life in the Yukon Territory.

Past recipients of the Hall of Fame Awards include:

- Transportation **PIONEER of the Year 2008** *Valentine Scheck*
- Transportation Person of the Year 2008** *Harold Upton (deceased)*
- Transportation **PIONEER of the Year 2007** *Leo Proctor*
- Transportation Person of the Year 2007** *Angus McIntyre*
- Transportation **PIONEERS of the Year 2006** *Happy & Pauline LePage*
- Transportation Person of the Year 2006** *Peter Becker*
- Transportation **PIONEER of the Year 2005** *Everett Wasson (deceased)*
- Transportation Person of the Year 2005** *Ray Magnuson*
- Transportation **PIONEER of the Year 2004** *John Delbert Scott (deceased)*
- Transportation Person of the Year 2004** *Laurent Cyr*
- Transportation **PIONEERS of the Year 2003** *Mr. Percy DeWolfe (deceased) • Mr. Herman Peterson*
- Transportation PersonS of the Year 2003** *Fred Cook (deceased) & Jean Cook • Mr. James Mutch (deceased)*
- Transportation **PIONEER of the Year 2002** *Mr. George Chambers (deceased)*
- Transportation PersonS of the Year 2002** *Alaskan Senators Ted Stevens & Mike Gravel*
- Transportation **PIONEER of the Year 2001** *Mr. Isaac Taylor (deceased)*
- Transportation PersonS of the Year 2001** *Mr. Ed Jacobs & Mr. Mike Nikon*
- Transportation **PIONEER of the Year 2000** *Mr. William Drury (deceased)*
- Transportation Person of the Year 2000** *Mr. Chuck Morgan (deceased)*
- Transportation **PIONEER of the Year 1999** *Mr. Pat Callison (deceased)*
- Transportation Person of the Year 1999** *Mrs. Joyce Hayden*
- Transportation Pioneer of the Year 1998** *Mr. T.C. Richards (deceased)*
- Transportation Person of the Year 1998** *Mr. Oliver Hutton (deceased)*
- Transportation PioneerS 1997**
Mr. Charlie Profeit (deceased) • Mr. John (Jack) Hoyt (deceased)

Mr. Antoine (Tony) Cyr (deceased) • Mr. Louis Irvine (deceased)
 Mr. Andrew David Cruickshank (deceased) • Mr. Tede Barton Myles (deceased)
 Mr. Francis (Bud) Harbottle (deceased) • Mr. Marvin Taylor (deceased) • Mr. William Gordon
 (deceased)
 Mr. Watson Smarch • Mr. Frank Slim (deceased) • Mr. Bob Curry
Transportation Person of the Year 1997 Mr. Lloyd Ryder
Transportation Pioneer 1996 Mr. Clyde Wann (deceased)
Transportation Person of the Year 1996 Mr. Gunnar Nilsson & Mr. Hector Lang (deceased)
 Plan to visit the Yukon Transportation Hall of Fame to learn more about these special individuals,
 honored for their significant and lasting contribution to Yukon transportation.

*Sincere appreciation to Kathy Gates for sharing the photos and narratives with us.
 Hope that MocTel readers will give serious consideration to nominating people you know
 who are deserving of consideration for these three awards. You can contact Kathy Gates
 who is on the board that considers the nominations and she will guide you to the right
 person who can supply the forms required to be filed. I have also asked Kathy to supply
 us with a list of those who have received the Polaris Award. – Sherron Jones*

JACK LONDON'S CABIN



Ellen (Porsild) Davignon, Ted North, Lorene Porsild
 Photo courtesy Aksel Porsild yukoner1@shaw.ca (In Courtenay BC)

Photo was taken August 2007 at the Jack London Cabin in Dawson, where he hosts stories and such for the tourists. The cabin is built partially from the original London cabin that Dick found near Stewart, and chronicled in his last book "Sailor On Snowshoes".

Aksel Porsild yukoner1@shaw.ca (In Courtenay BC)

OBIT

My Mom passed away recently and I'm emailing her obituary and I'll send a photo and wondered whether you would put it in the next edition of the Moccasin Telegraph?
Marg Arthur margaret.arthur*telus.net (In Victoria)



Margaret A. (Peggy) Arthur

Margaret A. (Peggy) Arthur (Bruce) (nee Walker) 1909 – 2008

After a long, happy and rewarding life, Peggy Arthur passed away peacefully at Mt. Edwards Court Care Home in Victoria on May 23, 2008 in her 99th year. She was active, cheerful and lucid to the end.

Peggy was predeceased by her husbands, Robert Bruce (1945) and Alex Arthur (1961). She is survived by her son Henry (Coquitlam) and daughter Margaret (Victoria); by her dear grandsons, Bruce (Jennifer, Toronto) and Brian Arthur (Kirsten, Victoria); their mother, Jean Bell (Vancouver); her birth granddaughter, Sara Haave (Vancouver) and her niece, Arlene Johnston (Spokane). She outlived both her younger siblings.

Peggy was born in Maple Creek, Saskatchewan, and lived there until she was 18, when her family moved to Swift Current. As a young woman in her 20's, Peggy moved to the Kettle Valley area in BC where she met her first husband, Robert Bruce. They lived in the Kootenays, the Okanagan and she was widowed in New Westminster in 1945. Upon remarriage in Rosedale to Alex Arthur, Peggy moved to Steveston BC, then to Mayo and later Whitehorse, Yukon where she was widowed again in 1961. While in the Yukon, she assisted in her husband's businesses: Silver Inn Hotel, Mayo; Mayo and Keno Menswear; Porky's Menswear and Hillcrest Supermarket in Whitehorse.

Subsequently, she relocated to BC again and lived in Chilliwack, Okanagan Falls, Penticton, Abbotsford and for the past ten years in Victoria where her daughter cared for her.

Peggy was a hard worker of Anglo-Saxon stock, strong-willed and independent. She loved to play cards, dance, entertain, knit, crochet and have picnics. Ahead of her time, Peggy was a healthy, nutrition-conscious person who always exercised. She took great care with her appearance, and never looked her age.

Thanks and appreciation go to the staff at Mt. Edwards Court Care Home and Dr. Rosenberg for their care and kindness.

No service by Peggy's request. After cremation, her ashes will be interred next to her first husband Robert Bruce at Midway in the Kettle Valley.

ARTISTIC TALENT



Heinrich Lohmann heinrich*lohmnn.ca (In Airdrie AB)

TEMPORARILY OFF THE MOCTEL LIST

We are headed to our Lake property for the Summer.
Can you take us off the mailing list till September if it is not too much trouble?

Tom & Sheila Tait tom_tait*telus.net

When you come back if you are interested in seeing the Special Edition about CF-CPY let me know and I will send it to you.

*Hope you both have a great summer. Where is your lake property? Shuswap?
Sherron*

We are at Sakinaw Lake on the Sunshine Coast. Have been there for 28 years and bought there as coincidence would have it because one of the CPA pilots that flew DC3's in to Dawson in the 50's owned a property there "Mickey McCarvill". He died last year.

I will want to read the CPY article. We will be coming home periodically during the Summer and I will let you know if an early opportunity presents itself.

Keep up the good work. We really enjoy.

Tom Tait

NEW ADDITIONS

A friend of mine, Jackie Balsam, sent me this link to sign up for the Moccasin Telegraph news letter. I would be very interested in receiving this news letter and also buying the CD with past issues which Jackie has said is available for a nominal fee. Please let me know what I have to do to sign up. My e-mail address is yukongenie@yahoo.com

Thank-you, Jean-Ann Brown

We're very interested in learning more about the Moccasin Telegraph newsletter. My husband, Larry, and his family came to the Yukon in '54. His dad was with the army "Engineers". Larry has a book published - a memoir of growing up during those years and of his later mining efforts. It's called "Strange Things Done . . .
We're still living in Tagish, Yukon. We look forward to hearing from you soon.
Carol & Larry Bratvold

We really enjoyed reading the Mocket issue #253 and would love to read some of the other issues! I've shared this info with a few other Yukoners and they are also excited about it. Please add us to your mailing list. We are happy to send a donation to help cover costs.

Thanks so much, Sherron - this is a great newsletter.

Carol Bratvold cbratvold@gmail.com (At Tagish)

QUOTE OF THE WEEK

When one door of happiness closes, another opens, but often we look so long at the closed door that we do not see the one that has been opened for us. - Helen Keller

RECIPE OF THE WEEK

Submitted by Moge Mogenson elgolfo@shaw.ca (In Cranbrook BC) and typed by Donna Clayson yukonlady@albertacom.com (In Ardrossan AB)

From - Yukon Cookbook, A selection of recipes from Yukon Sourdoughs.

KLONDIKE BAKED BEANS

Soak ½ lb. navy beans overnight in water to cover. The next day put beans and water on stove, add a bay leaf and about 2 teaspoons salt; simmer slowly for 2 hours.

Stir in ½ teaspoon dry mustard, ½ teaspoon chili powder, a dash of oregano, a light sprinkling of Worcestershire sauce, 3 tablespoons chili sauce, a chopped onion, 1 clove garlic, crushed, a small tin of tomato paste, a fresh tomato, chopped and ¼ cup molasses.

Bake in a slow oven with the cover on for about 4 or 5 hours, or until tender; when the beans have cooked for 2 or 3 hours, taste for seasoning and add more water if they seem to be getting dry.

DATES TO REMEMBER

Okanagan Spring Picnic to be held as usual at the Summerland Ornamental Gardens on Sunday June, 22nd at noon.

Vancouver Island Picnic at St Mary's Hall, Nanoose BC, August 16th.

Time is 11am-4pm

Held rain or shine. There is indoor accommodation.

Bring your own lunch. Coffee and tea provided.

For further info contact:

Harriett Butterworth: 250 751-1194

harriette3@shaw.ca OR

Sharon Redmond: 250-390-1840

smredmond@yahoo.ca

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. There is an annual subscription fee for the Moccasin Telegraph.

– Sherron Jones sherronjones*shaw.

MOCCASIN TELEGRAPH

c/o Sherron Jones
9205 Orchard Ridge Drive
Vernon BC V1B 1V8
250-549-2736