

MOCCASIN TELEGRAPH – 255th Edition – June 15th, 2008

Created by Sherron Jones sherronjones@shaw.ca

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



Participants ready for annual Poker Run held in Haines Junction in May.
Norm Bastien hondahog@northwestel.net (In Haines Junction)



Taking the high side.
Norm Bastien hondahog@northwestel.net (In Haines Junction)



Muddy ! Big boys and their toys.
Norm Bastien [hondahog*northwestel.net](mailto:hondahog@northwestel.net) (In Haines Junction)

These are a few pictures of our annual Poker run in May. There were 93 machines in all and about 120 people. The Jorge Annual is getting bigger every year. The first one had about 7 participants in 1997 and the numbers have been climbing every year as word and pictures get out about how much fun we have.

The trip is about 30 Kilometers long through mud, water, snow and bush trails. This year it took us from noon to about 5PM. The object of this run is to remember a dear friend, Jorge Sneider, have fun and raise \$\$ for the local library, of which Jorge was a great supporter.

The fun usually takes place during the 2nd weekend in May. Quads, 6-wheelers, 8-wheelers and motorbikes are all welcome. Helmets are mandatory and water-proofing is attempted by the experienced. Its fun to watch (and not warn) the 'newbies'. For anyone who wants to join us, and hasn't in the past, consider this your only warning. hahahaha.

We have a sweeper trio (of which I'm one) to assist the less experienced participants, aka "Slow-Pokes" and "Directionally Challenged" riders.

Registration is at the Gateway Lounge. The run starts at EXACTLY 11AM, (Yukon **Social Time**), with numerous breaks for things such as getting someone "unstuck", affecting repairs, drying out (participants & machines), lunch & drinks (whatever you bring), picture-taking, playing in whatever you can, and a host of other fun stuff.

It costs \$10/poker hand with the 1st card at registration, 3 more on the trail and the final card back at the lounge. Afterwards there is a supper and then everyone heads home, maybe after a shower, maybe not. But definitely happy and tired.

Come and join us next May.....if you dare. No age limit but minors are advised that they must be with a parent or responsible guardian.

Special thanks have to go to Dale & Francis Peterson for making the Alcan Motor Inn & Lounge available as the official start and finish headquarters. They have supported us from year one.

Norm Bastien hondahog*northwestel.net (In Haines Junction)

Random Fall Photos of Dawson and Area—1955 – 1957 – Part 2

Emily Stillwell ©



**A first sign of approaching fall was the turning of the leaves on the AC Trail.
[‘AC’ stands Alaska Commercial Company]**

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



This was a view from Front Street as one was walking to the downtown from “the Residence.” With the building of the dike, this view is no longer there.

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



The Klondike River is on the left with Henderson's Corner ahead.

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



This is Henderson's Corner and possibly the Strachan farm.
Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



I noticed these clouds as a group of us were walking towards the Rock Creek cottages. Lil and Mac Munroe had loaned a few of us their cottage for two nights.
Photo courtesy Emily Stillwell eistillwell@hotmail.com (Moose Jaw SK)



This is the SanSouci farm across the Klondike River as seen from in front of the Rock Creek cottages.

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



This lady from Bear Creek, and Emily had walked to the Ogilvie Bridge. We were both employed at St. Mary's Hospital at the time.

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

RCAF Air Traffic Control Memories of Whitehorse

This article extracted from <http://www.rcaf-atc.org/other/other/other-55.html>

Authors name not given. Posted to the internet January 5, 2005

Web address submitted by Kathy Gates kmgates*northwestel.net (In Whitehorse)

In 1927, Yukon Airways and Exploration was formed as the first commercial airline in the Yukon Territory. It was based at "Cyr's wood lot on the hill above Whitehorse", which is the location of the present Whitehorse airport. It was here that four US Army Air Services DH-4B biplanes landed in August 1920 en route to Nome, Alaska, from New York, and again on their return flight. The field was used regularly by aircraft flying in the area and en route to Alaska. In 1934, these included the Martin Bombers of the US Army.

In 1929, the cleared area was a strip of 1,800 feet (549 metres) long. By August 1933, a north-south gravel runway, 3,700 by 300 feet (1,128 by 91 metres), had been developed, along with a cross-runway of 1,500 feet (457 metres). The field was under the control of the territorial government. Local residents paid for most of the work.

Air transport between Carcross, Whitehorse, and Fairbanks, Alaska, became increasingly important, and by July 1934, the landing strip had been widened to 500 feet (152 metres) and the cross strip extended to 1,600 feet (488 metres), but the field was too soft for heavily loaded aircraft. For a time, the field was operated by the White Pass and Yukon Railway, but the site remained crown land.

A temporary licence, for day use only, was granted to the government of the Yukon on January 8, 1935.

On July 7, 1937, Grant McConachie, president of United Air Transport Ltd. flew the first airmail between Edmonton and Whitehorse. In those days, Whitehorse was the hub of aerial activity and was used by aircraft from United Air Transport, Northern Airways, British Yukon Navigation Company, Canadian Airways, the RCAF and Pacific Alaska Airways.

Improvements were made to the field in 1937 when additional land was cleared at the northeast end. The runway was extended to 4,500 by 100 feet (1,372 by 30 metres) and realigned into the prevailing wind. A second runway, 2,000 feet (610 metres) long, was developed at 90 degrees to the first. These improvements were made as a result of the new airway between Edmonton and Whitehorse, via Fort St. John, Fort Nelson, and Watson Lake.

Pacific Alaska Airways (owned by Pan American Airways) began operations at Whitehorse on April 1, 1935, with Lockheed Electras, flying a scheduled service to Fairbanks from Juneau by way of Whitehorse. In the same year, the company built an

emergency field at Burwash Landing, Yukon, and provided men and equipment to assist the territorial government in improving and maintaining the Whitehorse Airport. The airline also built an administration building and radio station at Whitehorse in 1935. The original Pacific Alaska terminal and workshop were at the top of the old road that comes up on the clay cliffs about 1,000 feet (305 metres) south of the old RCAF hangar on the east side.

Pacific Alaska continued to operate the Juneau-Whitehorse-Fairbanks service until the winter of 1940 when, in co-operation with Pan American Airways, scheduled service was extended from Seattle to Fairbanks via Prince George, Juneau and Whitehorse, using Lockheed Loadstars and, later, DC-3s. In September 1942, the Pan American operations on the route to Alaska were taken over by the US Navy, and were managed under contract by Pan American until July 1944, when civil operations were resumed. Pan American remained at Whitehorse during the war. From 1940 to 1961, when the air terminal was moved to Hangar A on the west side, the old Department of Transport operations building on the east side was used as an operations centre and ticket office. At the termination of the Navy contract in 1945, the workshop was moved from its original location to Hangar B on the west side. Pan American closed the operations at Whitehorse in December 1963. Over the years, they operated a variety of aircraft: Lockheed 10 and 14, DC-3, DC-4, B-337 Stratocruiser, and DC-6.

The Whitehorse airport was taken over by the federal government for the duration of the war. In June 1941, the Department of National Defence approved a major expansion of the airport for use by the RCAF: the main runway was paved and, in 1942, was extended to 6,600 feet (2,012 metres). Improvements were also made to the second runway.

In December 1941, when the United States entered the war, the Edmonton--Whitehorse route assumed new importance. In 1942, Whitehorse had a key place in the development of the Northwest Staging Route to Alaska. The US Air Force developed the west side of the airport and the RCAF, the east side. Today, the east side is largely unused, as operations are carried on from the west side in wartime hangars. All American improvements were purchased by Canada for \$8 million at the end of the war.

The Department of Transport assumed responsibility for civilian services on the east side, formerly used by the RCAF, in 1948, and the RCAF moved to the former USAF area on the west side. Finally, **Transport Canada took over the whole airport in September 1958**, and on September 11, a temporary airport licence was issued. Transport Canada established its offices in Hangar A and used the old (RCAF) garage and workshops on the west side of the airport.

The air terminal remained on the east side until about 1961 when a new terminal was constructed in Hangar A. In 1982, construction began on a new air terminal building, just south of Hangar A. This new building was officially opened on December 7, 1985, and Hangar A was demolished shortly thereafter.

Telecommunications, weather services and air traffic control were located in the old tower at Hangar H until the new operations building - near Hangar A on the west side - was completed in the spring of 1971. The old operations building was torn down in 1972. RCAF Hangar H was the only building remaining on the east side; it was destroyed by fire on October 1, 1984.

I was transferred to Whitehorse in October of 1957. I got a ride on USAF C-47 from Edmonton to Whitehorse. There were approximately 100 RCAF personnel at this station of which eight were Air Traffic Control. There were four officers and four airmen. A "day shift" was staffed with one officer and one airman. An officer worked the evening shift and an airman worked the midnight shift. We were limited to VFR operations at the time. IFR clearances were obtained from Edmonton. We got lots of PX's from all over the north at night as we sometimes were the only agency the aircraft could contact.

We lived in barracks on the station. The Control Tower was on the other side of the field.

We would walk to Flight Planning and get a ride across the field to the Control Tower.

Snow removal was not too much of a problem. Lights were on a stand and we had to drive the airport putting the lights on top of the snow banks. This was a great job when the temperatures were 30 below zero. We controlled both military and civilian traffic.

Military traffic was mostly USAF. It was a fixed tour of two or three years. As most of the traffic was civilian the MOT took over and the RCAF ATC personnel were all transferred out. The last couple of weeks we did our shifts in tower and then we went out to fight a big bush fire that had been started by military. There was a large Army base there as well and they looked after the highway.

MOCTEL 253 & 254

Norm and I really enjoyed the pictures of Whitehorse in 1958 and the subsequent pictures of Whitehorse & Dawson City sent in by Emily Stillwell. Being there from 1952 to 1978, it brings back a lot of memories and it is fun to "remember when".

The Moc Tel, just received #254, was very enjoyable and exceptionally well done. The work you put into this "hobby" each week is phenomenal and the fact that we have been friends with the Scheck family for the past forty five years made this edition very special. Our thanks and appreciation for each and every edition, it just gets better all the time.

Norm & Sheila Becker snbecker@shaw.ca (In Penticton)

*Thanks goes to Emily Stillwell and Kathy Gates for providing these highlights for Sheila.
– Sherron*



Jubilee Carnival Float – Whitehorse – 1958
Who can tell us about the Jubilee Carnival.

Photo courtesy Ira Saunders sandisaunders@rogers.com (In Ottawa)

SNOW IN YUKON JUNE 8 & 9



This is kinda unusual for June 9th. I went outside at 8AM and could hear trees breaking in the forest and the power was out for a while. Good thing we have a woodstove. We're nice and toasty indoors. It's only +1C outside.

Norm Bastien hondahog@northwestel.net (In Haines Junction)



We got snow in the Junction, the picture taken at 7:30 am this morning.
Photo courtesy Barb Allen Ballen*cafn.ca (In Haines Junction)

AFTER THE SNOW



Lungwort

Photo courtesy Elizabeth Sutton elizabethsutton@yahoo.com (In Whitehorse)



Lupins

Photo courtesy Elizabeth Sutton elizabethsutton@yahoo.com (In Whitehorse)



Red Crossbill

Photo courtesy Elizabeth Sutton elizabethsutton@yahoo.com (In Whitehorse)

I'm sure you heard we had this big dump of snow yesterday [June 8, 2008] ... I hope someone sent you pictures... my camera battery was dead so I couldn't take pictures but today I took these shots of Lupines in our yard, Lungwart (looks like bluebells) and a Red Crossbill... all survived the snow and cold... I had one Nasturtium that bit the dust... everything else was fine.

Summer is coming soon.

Betty Sutton elizabethsutton@yahoo.com (In Whitehorse)

RECENT ISSUES OF MOCTEL

I want to express my appreciation to the Dawson people who have recently submitted so many interesting, informative and memory inspiring articles and photos to the MocTel. It is so good to be able to read some wonderful memories of former days from those who called Dawson City their home. I have especially enjoyed **Madeleine (Millen) Wakefield's** memories and photos which have included a number of people that I remember well from Dawson. (I doubt that Madeleine will remember me but I did have the opportunity to meet her a few times at various joint school functions and, as a teenager, remember her as a very attractive young lady! :-))

Also I have appreciated the photos that **Emily Stillwell** has been submitting of Mayo, Dawson and Whitehorse. The shots of Mayo (MocTel #250) has evoked a few memories for me.

The first one of the airport in 1955 is just the way I remember it being for a number of years. It was here in 1959 that HRH Prince Phillip, The Duke of Edinburgh landed and the whole community gathered to greet him a few years later. The Queen had been scheduled to come as well but it was when she was pregnant with Prince Andrew and had to stay in Whitehorse to rest, so the Duke came by himself. It was from this site that I flew out many times during my attendance at UBC in the early 1960s. The field looked quite long in the photo but when you are coming in on a DC-3 it doesn't look quite so long! I'm sure any of the pilots of the planes that have flown into Mayo can attest to that! Other than a change in buildings, the field looked much the same when I last saw it in 2003.

The photo of the former First Nations Village that is located down the Stewart River from Mayo a couple of miles reminded me of the days when I was a teen and would get up very early in the morning during the Spring or Summer and walk from our home in Mayo through the back woods on a trail that would take me to the highway and across the Mayo River. I would then climb up the high bank to the top of a plateau and follow along the edge of it until I got to the place where the photo was taken. This was a nice two hour or so hike there and back and I would enjoy the crocuses on the hill (in Spring) and the birds

in the trees, the squirrels and other small animals. It was my solitude hike and I have a photo taken from the same location a number of years later. You can also drive to this location by going down the highway toward Whitehorse and Dawson City a bit and then taking a dirt road into the spot. As I recall, the gravesite is on the hill to the right of location where the first photo was taken.

The photo of the sign at the Chateau Mayo Hotel also bring lots of memories. The building just across the street as you look West on First Avenue was the Northern Commercial Company Ltd. (NCCo.Ltd.). Among others, **Tom and Athol Retallack** with **their son Tommy** lived upstairs in that building for a time. Tom was the manager probably around the time the photo was taken. Later **John and Kay Boyce** and **their children Louella and Tim** lived there when John managed the store. Beyond that there is a roof overhanging the sidewalk and I think this would have been the old telephone exchange where **Karren (North) Crowley's** parents worked before the exchange moved into their house. The rise in the side walk further down the street is the front of the Taylor & Drury Ltd. store. The white sign is also showing in the distance. I worked for T&D part-time, after school and on weekends while in high school. **Gerald Newsham** was the manager for a time as was **Tom Prangley** and **Jim Boyes**. Those of you from Whitehorse will remember **Jim Riley** who worked there one Summer prior to my stint. **Les Couch** also managed the store for a time.

Just one small note about the caption on the next photo. If memory serves me correctly, the sign shown is actually not the first neon sign in Mayo. It is true that the first neon sign in Mayo was placed on the Chateau Mayo Hotel but I'm pretty sure it was placed on the corner of the hotel at First Ave (Front street) and Centre Street (it would have appeared at the upper corner of the building across from the telephone pole). The sign shown in the photo is the cafe sign and does not appear to be a neon one. There was a neon cafe sign put up in the same spot later, as I recall. The cafe was owned and operated by a number of people including **Ruth McIntyre, Fred Tokar, Ann Kwasnicki** and **Luigi Cambiotti**.

In the same photo, the house way at the back of the photo just above the head of the boy on the bicycle at the left is where **Karren (North) Crowley** lived and to where the telephone exchange was moved. I could be mistaken, but the bicycle that is only partly showing on the right of the photo might have belonged to **Warren Smith** (a nephew of **Charlie and Betty Taylor**.) The reason I say this is because he was the one person in town who had a balloon tired "cruzer" bike. Of course the rest of us kids thought it was pretty neat! If it is his bike then that leg showing probably is Warren's! The only person I recognize for sure is the person standing with his face partially turned to the camera and with a hat on. It's **Alex Wark**, the hotel co-owner.

In the next photo of **Gas [Gaston] Weglin** (RCMP) the house in the back just above his arm is where **Gerald and Beulah Newsham** first lived when they came to Mayo. You can't see it in the photo but Gus was standing beside a garage at the south-east corner of First Ave. and Laurier St., that would have been run by **Charles "Chappie" Chapman** (and before that by **C.E. "Bud" Fisher**.)

The next photo of the **Burton family** appears to have been taken in front of their home which was the East side of a duplex on Second Ave. in what we called the "Signals" compound, and later the DOT houses. **Harry and Jean** were good friends of my parents and, though they were a bit younger than I was, **I played with Ben and Brian**. Harry was a civilian working with the Signal Corp. and assisted with the transition of the Mayo station from the Royal Canadian Corps of Signals (RCCS) to the Department of Transport (DOT) The Burtons later moved to Edmonton where I believe Jean is still living. Harry passed away a number of years ago. I think Ben is living there as well.

Okay...that's enough memories for today! Thanks again to everyone who submits photos and write-ups! It a great way to be reminded of bygone days!

Harvey Burian hburian*telus.net (In Parksville, BC)

*The photos in 250 that Harvey refers to are at –
<http://www.mocotel.org/2008/MT250.html> for online viewing. – Sherron*

I sent Harvey's comments to those he mentioned in his message and received these replies. – Sherron

FROM EMILY STILLWELL

I have reread Harvey's response to having seen my Mayo photos in the MocTel 250 and have found it even more interesting the second time. What a lot of information from my few black and white photos. I have been reminded of things, including Prince Phillip's visit, and about the people who were living in Mayo at the time.

My memory tells me that the Cafe sign was a neon one and I think at the time the only one in Mayo. This prompted me to take the picture. I had thought it was the first one but I could have been mistaken. I was acquainted with all three gentlemen in the picture. It was interesting to read about the boy with the bicycle, etc.

I was good friends with the Harry Burtons. Before I arrived in Mayo, I was friends with Jean's sister, Mary, and husband. They invited me once to travel with them to their family home in Edmonton when I think all the family was there for a special occasion. The picture of the Burtons was indeed taken in front of their home. They were in their Sunday best.

Gas Weglin, came from Southern Saskatchewan, possibly the Willowbunch area. That's what my memory tells me.

Thanks to Harvey for sharing his stories and comments.

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

FROM KARREN (NORTH) CROWLEY

Just thought I would add my two cents worth about the photo's Emily Stillwell shared with us in MocTel 250. As they say a picture is worth a thousand words (or something like that), it is true. Each photo that Emily has shared with us does just that. As I reminisced myself looking back at the photos, it's funny how easy it is to slip back in time. I am still in awe of Harvey's recollection of such details, this is "stuff" that movies are made of....and what detail Harvey could provide!

Harvey you must have been about eight years old (or younger) when these photo's where taken, so you really had a keen eye for details way back then. But then, growing up in such a small town, anything that happened in town was of great interest to us all. The hanging of the Cafe sign at the Chateau was big stuff to us all. Just a little "footnote" on **Warren Smith's** bike. **Mary Jean Boyle** had a "balloon tire bicycle" also. What a marvelous bike that was. We used to take turns riding (doubling) each other in the spring on our way up to Crocus Hill. Not many owned a bike, so those of us that could, would borrow one and our gang would head off up past the airport on the first warm spring day. I know this has nothing to do with the photo of the cafe sign, and Warren Smith on his bike.....but that's what I conjured up in my memories upon seeing that bike.

In the same photo Harvey, you have me shaking my head in amazement. How could you pick out all those details in just that one photo? Talk about being sharp as a tack when it comes to your memory! Regarding the Yukon Telephone Office on the right (between NC Store and T&D's); our family never lived in that building. That building housed the telephone office in the early '50's. I think the lady who lived there was **Ruth McDonald** and her family. Ruth (sorry if I am misquoting her name), operated the telephone exchange out of this building when we arrived in Mayo, and I think she lived in the back as well. I only remember what a clean house she kept. I always marveled at the fact that those wooden floors where kept clean as a whistle. The telephone exchange was moved to our house (farther down the street on the left of this photo) soon after we moved in. Then we ran the telephone office out of our place until Dad was transferred to Whitehorse five years later (but that's another story, nothing to do with this photo). I understand that the telephone office building burnt to the ground many years later.

The photo of the **Burton family** brought back memories as well. I remember the family well, and they would have been that age the last time I saw them as well. Dad worked with Mr. Burton at the Signal Corp. when he quit the Yukon Telephone Co. and started working as a radio operator for "Signals", which transferred over to D.O.T. and prompted our family's transfer to Whitehorse a few years later.

Kind of blows you away when you see what one persons photo's can spring to life! I'm sure many Mayoites have lots of stories to share seeing these photo's of Emily's from days of long ago. Thanks Harvey for giving us such wonderful details. Your memory and recollection takes us all back to those days. No matter what the state of our lives where at that time, all those memories are warm ones. Thanks once again for sharing.

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

I got such a chuckle out of the 1/2 year I just must share this. – Sherron

Thanks, Karren, for making me feel a little younger than I am! I know I probably seemed like just a little kid to you "older" young people back then. :-) In the Summer of 1955 I was 10 1/2 but it is interesting how one does tend to remember things from those formative years. – Harvey Burian



Photo courtesy Maggie (McLaughlin) Heath mheath2@telus.net (In Grand Prairie)

Maybe someone would like to add names. I know some of the names, recognize most.
1949 – 50 - **Whitehorse Merchants Hockey Team.**

Back Row, L to R - Bill Hamilton, Pete Petiot, George Kolkind, Lloyd Camyre, Jim Howatt, Rolf Hougen

2nd row - Bud Harrison, Stan Hovdebo, Gordie Dromrosky, Donny O'Neil (or Ken Kolkind), Keith Braemer, Ross Craig, Jim Jardine.

Front row - Norm Smith, ---, Goalie - Garth Langford, Bill Trimball, Doug Campbell.
Stick boy ----- .

Photo was taken in B Hangar, or Hangar B as Les likes to call it. USAF built it in the '40s.

– Ralph Lortie

MOCTEL 254

I want to tell you how much I enjoyed the pictures in the last Moc Tel. I have the deer and the dog on my desktop. It makes me smile.

Ruth McCallum bestoptions@telus.net (In Fruitvale BC)

WOULD BE INTERESTING TO KNOW

Would be interesting to know how many of you have a Yukon photo on your desktop. Would also be interesting to know if you found it in the MocTel?

Also would be interesting to know what the real circulation of the MocTel is – how many of you circulate them to friends – either by e-mail or in printed form?

Sherron Jones sherronjones@shaw.ca (In Vernon BC)

FROM MADELEINE (MILLEN) WAKEFIELD

Harvey Burian's comments caught me by surprise – and on top of that I found them to be altogether nice. I remember his name well, but I don't remember any particulars, though I would like to. I'm wondering if we met at joint school functions as he mentioned and/or through the youth organizations in Dawson and Mayo.

In the 60's, George Majinski (sp) was the Social Welfare Officer based in Dawson, and one of his projects was the Dawson Youth Organization (DYO), which he twinned with a teen group in Mayo. Once a month, the Dawsonites held a dance in the Yukon Order of Pioneers (YOOP) building that burned down some years later. Records played, and we danced and danced until the music stopped at 11:00 pm or midnight, and though I am not a late night person, it seemed early because of the joy it brought.

George understood our looking forward to these events and arranged for the DYO and MYO to meet at a dance, for he said it was the perfect ice-breaker. I think the DYO bused to Mayo first. It was a cold winter day, and the defoggers were not working well, so there was only a small clear patch of windshield for the bus driver to see through; however, we arrived safely, and the Mayo teens were welcoming. On our return, the bus defoggers worked well, and we talked about the fun of it all, shortening the trip immensely.

In early summer, we held our invitational dance for the MYO in the auditorium of the Dawson Public School. It was exciting to host these teens, and we looked forward to

getting to know them better. George had had a terrific idea, for our meeting each other opened our worlds a little more in a wonderful way.

Some of the people at the DYO dances were: Davey Hill, a fabulous dancer, Norma Nielsen and maybe her sister, Tina Neilsen and her brother, Billy, Heather (Berg) McGeachy and her sisters, Sharon and Noni, Ralph Troberg and perhaps his sister, Leona, my sisters, Louiza (Millen) Maguire and Teri (Leslie Millen) McNaughton, Bonnie DeWolfe, Lenore Hakonson, and perhaps Valerie (Osborn) Duckworth and Beatrice (Winkie) Cook. On those nights, the YOOP Hall was filled with teens, so there were many more than those just mentioned.

Now, I may have gone far a field in supposing it was at a dance that we may have met, so if I have, you have my regrets and my news about the DYO and the MYO.

Madeleine Wakefield mwakefield@shaw.ca (In Calgary)

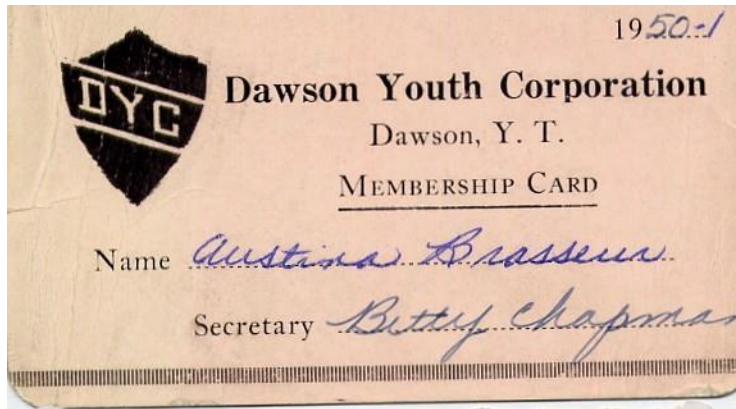
FROM TINA (BRASSEUR) PARSONS

Further to the story of the DYO though, it started a few years earlier, because I am older than Madeleine. The forming members were **Lorne Ellis** a bank employee, who also played an instrument at our local dances in the Community Hall (now Diamond Tooth Gerties). **Doreen Jeffries**, formerly CALEY was a member at that time and her husband to be, **Jim Jeffries**, also a bank employee. I believe **Bob Rogers** from Bear Creek was a member also. We held dances in the back room in the Arcade Cafe (Royal Alexandra Hotel) on Front St. in Dawson, dancing to records in the nickelodeon. We ordered our DYO sweaters, which were yellow "fibreglass" material sweaters. This was probably around 1952-53. Yes, we did have fun in dear little Dawson.

Regards, Tina (Brasseur) Parsons artinap@shaw.ca (In Victoria)

Hi Sherron and Madeleine,further to "DYC", I looked in my album, found my membership card, and a photo of a wiener/marshmallow roast we had, possibly early summer, 1951. I believe the people to be from left to right, Mildred Olsen, Doris May (Bear Creek), Mary Jane Bunberry, Bob Rogers, (Bear Creek), and Art Fry's daughter (can't recall her name)...perhaps "Dale".

Tina (Brasseur) Parsons artinap@shaw.ca (In Victoria)



I believe the people to be from left to right, Mildred Olsen, Doris May (Bear Creek), Mary Jane Bunberry, Bob Rogers, (Bear Creek), and Art Fry's daughter (can't recall her name)...perhaps "Dale".

Photo courtesy Tina (Brasseur) Parsons artinap@shaw.ca (In Victoria)

MOCTEL 253

The photos of your luncheon and guests were really enjoyable. As well, your home looks warm, comfy, and completely inviting, so if ever I am passing through, please remember to put a timer on my visit.

Also Emily Stillwell's photos are remarkable. The subjects and color are gorgeous. I think the log house in Dawson was on the north side of the street from Bonnie DeWolfe's home on the east side of 5th Avenue and kitty corner from Myrna Hadley's home on the west side of 5th Avenue, but I don't know who owned it.

Heinrich Lohmann's work is impeccable. Every week that I see one of his pieces, my breath stops momentarily. Its perfection is a joy to see again and again, and I look forward to each new work.

Madeleine Wakefield mwakefield@shaw.ca (In Calgary)

Madeleine is correct, the house was owned by my husband Les, he fixed it up and we lived there until 1982 when we moved to our present home in Bear Creek. The house was originally owned by the RCMP and was on a lot where the swimming pool is now, it was purchased and torn down and moved to its present location in 1938. The house has been owned by a few people since moved and is now owned by Sally Peterson.

Myrna (Hadley) Butterworth myrnab@northwestel.net (In Bear Creek)

WHITEHORSE AIRPORT IN THE 1950'S

Jim was this photo on the east side of the runway or airport. – Sherron



Whitehorse Airport Tower & Terminal Building– photo taken 1951-52
Photo courtesy Jim Austin jraustin929@yahoo.ca (In Vernon)

Yes, not truly east but more east than anything else. I always think of that side of the airfield as the city side. The truck parked in front was CPA's 1947 International 1 ton stake truck used for hauling cargo to and from the airport and cargo deliveries around town. The tower was the operational tower at that time and was staffed by RCAF personnel although the terminal building itself was a Dept of Transport building. Also on that side of the airfield were CPA's hangar, CPA's old steamboat hangar and machine shop, Whitehorse Flying Services hangar, plus a double row of residential housing which were later moved off the airfield also a building termed CNT "Canadian National Telephones" recreation centre.

The road down the escarpment was no longer in use by 1951. It was built by the military during the war and I don't know what year they stopped using it though I'm sure I've been told. The old terminal and hangar were used by CPA until the RCAF moved out between 1957 and 1965 (I wasn't there during those years). Then a passenger terminal was built into hangar A and CPA gave up the lease on the city or "civil side" hangar and leased hangar C. the photos of the terminal and hangar were taken between Oct 1951 and November 1952.

Some years later, the tower on the hangar with the Canadian Pacific Airlines sign was revamped by the RCAF and then became the operational Whitehorse Airport tower. By the way, the above mentioned hangar was built during the war by and for the RCAF. The three hangars on the other side of the airfield (call the military side) were built for the American Army Air Force. (Don't know who the constructors were).



Canadian Pacific Airlines leased this then DOT hangar - photo taken 1951-52
Photo courtesy Jim Austin jraustin929@yahoo.ca (In Vernon)

Looking across the airfield from the existing passenger terminal this hangar was to the right of the old passenger terminal. It was built for and by the RCAF during the war but CPA leased it from the Dept. of Transport. Moving on to the right were located CPA's machine shop - CPA's old steamboat hangar the Whitehorse Flying Services hangar. Then further along was a double row of residential housing for Federal employees.

Jim Austin jraustin929@yahoo.ca (In Vernon)

The art he left behind

When painter Ted Harrison moved to a seniors' home, an expert was called in to save the murals on his walls

Louise Dickson, Times Colonist - Published: Sunday, June 08, 2008

Ted Harrison is closing the door on an important part of his life -- but a legacy of blazing colour can't go with him.

Three weeks ago, the 81-year-old artist moved into a seniors' home in Oak Bay and put his Victoria house up for sale.

Not many know that inside the outwardly nondescript house, Harrison used the walls as canvases for his joyous artwork. Painting conservator Philip Mix is removing and preserving two murals from the front hallway and the basement. Where they will end up has yet to be decided.

"I'm planning, but nothing's happening yet," says Harrison. "So we'll have to wait and see."

On this colourless, overcast morning, Harrison has agreed to make the short journey from the seniors' home to his old house.

The front door swings open, and a mural of the northwest coast brings the front hallway to life. Fishing boats cavort with whales. Sea stacks, painted to look like the cliffs of Langara Island in the Queen Charlottes, rise out of the churning ocean. A bright sun casts a glow over the whimsical seascape.

Harrison, dressed in a smart navy blazer adorned with his Order of Canada pin, stands before his colourful creation.

"The water washes the soft rock away and then the soil collects and trees grow on the top and they look like little castles," he says, pointing to the sea stacks. "The waves and the hills are similar and have similar rhythms and even the sky. It's all a curvy, linear, dancing sea."

Fifteen years ago, when Harrison first moved to Victoria from the Yukon, where he lived for 25 years, he was so homesick he wasn't sure he would be able to paint, he said. The man who could see rainbows of colour in the cold northern sky and the vast reflective snow found his new home quite dull.



Art from the home of Ted Harrison.

Photographed by Adrian Lam

The hallway was dark, he said, the basement dingy. "There was precious little light."

Still, he shrugged off his longing for the Northern Lights and picked up his paintbrushes.

"I started on my vision of the Yukon, and that took me about two weeks," he said. "I painted away and painted away and really enjoyed it. I kind of transformed the room into a Yukon scene."

Three walls are illuminated with ribbons of pink, orange, purple and blue representing sea, sky, clouds and mountains.

The act of painting and the painting itself soothed him, lessening his homesickness.

For the northwest coast mural in the front hallway, Harrison asked his son Charles to remove dark wood strips from the walls.

"Underneath was a wall of plywood, which had all been varnished. I couldn't paint acrylic on varnish, so I sanded down the wall and then put six coats of gesso on it. After that, the acrylic paint stuck to it very well."

His wife, Nicky, who died in 2000, loved the paintings, he said. "She liked all the things I painted. She encouraged me to paint."

Val Pusey, owner of Full Circle Studio Arts, has been to the house and seen the murals. She is delighted they will be preserved.

"They're fabulous," Pusey said. "It transformed the whole house and brought the North back into his home. Ted Harrison is a national treasure. He's an artist of major significance."

Hard at work in the basement, Mix said it's a privilege to be preserving Harrison's work. "These pieces come from a fundamentally interesting period of Ted Harrison's life," the conservator said. "He's a symbol of the impulse of B.C."

The restoration work, for which Mix will be paid between \$10,000 and \$15,000, is difficult. The plan is to remove panels of plasterboard and reassemble them with as little damage as possible. The challenging part is getting the nails out of the plasterboard.

"I find each little nail hole and number them and make a chart of where they are all supposed to go," said Mix, who also restored the ceiling at Craigdarroch Castle. "I'm trying to cut them as cleanly as possible so that when I go back I'll refill the areas and do minor retouches."

"Once a painting's on a wall, you never anticipate there will be any reason to remove it." Upstairs, a final glance at the brilliant whales and the vibrant boats. Harrison locks the door and steps back into the dull, drizzly morning. Friends and lunch are waiting for him at the Rotary Club.

Ldickson*tc.canwest.com

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Permission from Louise Dickson:

It's Ok as long as you give the Times Colonist and Louise Dickson credit for the work.

Thanks

PS (*I had interpreted it as a nursing home that Ted was going into.- Sherron*)

Sherron: It is not a nursing home. It's a senior's retirement home. He has a suite, he can cook if he wishes or dine in the common dining room.

It's a short walk to his studio and store.

Ted is planning a major art show next year and his autobiography will be published.

Rolf Hougen marg*hougens.com (In Whitehorse)



Percy DeWolfe Jr at his grandson Patrick McGrath's graduation in Qualicum on June 7.
Photo courtesy Donna DeWolfe donnadewolfe@hotmail.com (In Nanaimo)

NOMINATE SOMEONE FOR A – TRANSPORTATION HALL OF FAME AWARD

As follow-up to the Yukon Transportation Hall of Fame Awards in MocTel 254 here are the previous recipients of the Polaris award. So that if you are considering nominating someone you will know who has already been honoured. There are lots of worthy recipients so give it some thought. (The Pioneer/Person of the Year award recipients were listed in MocTel 254) – Sherron

You are right about all those unknown folk's names....and I agree with the Yukon names you suggested...and now it is time for someone to nominate those good people. We, the nominating committee, did get a list of the Inductees in the Transportation Hall of Fame who were pilots so therefore eligible for the Polaris award also...but had not received a nomination for any of them either.

Namely:

Clyde Wann (Pioneer of the year in 1996)

Andrew Cruickshank (Pioneer of the year for 1997)
 Bud Harbottle (Pioneer of the year for 1997)
 Pat Callison(Pioneer of the year for 1999)
 James Mutch (Person of the year for 2003)
 Herman Petersen (Pioneer of the Year for 2003)
 John Scott (Pioneer of the year for 2004)
 Everett Wasson (Pioneer of the year for 2005)

We did get one for Lloyd Ryder who was a **Person of the Year** for 1997, and he received the **Polaris award** on 2007.

So, just perhaps the MocTel will get people to thinking and writing up nominations. They will have until December 31st of this year for the deadline anyway.

As you could see from the various lists of all the Inductees sent you, there were a few years when a whole bunch of folk got awards...and I think that was a result of the former committee thinking they could get a number of deserving names off the list of nominees...and while they were all still alive. I did suggest that we could do the same...and get more publicity and focus on this award...it is well deserving...and especially as most of these people do not get the big attention usually given to many other awards around the Territory. Yeah, they get thanked by their bosses etc. along the way...but I observed many of them feeling extra special at the ceremonies I have been to over the years. And they all deserve it.

I shall keep you posted.....

Kathy Gates kmgates*northwestel.net (In Whitehorse)

ORDER OF POLARIS

Presented to individuals, groups or association 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.

* 1974 – 1997: administered by Canadian Aviation Hall of Fame

1974	C.H. (Punch) Dickens
1975 - 1984	No information available
1985	Wilfred Austin Curtis
	Alexander John Lilly
	William Francis Montgomery Newson
1986	Paul Davoud
	John Plant

1987	Archie Van Hee
	Basil Deacon Hobbs
1988	Alfred Caywood
1989	Julien Joseph Audette
	Herbert Hopson
	Robert Bruce Middleton
1990	Col. R.W. McNair
	Peter Powell
1991	Ronald Peel
	A.M. (Mickey) Sutherland
1992	Thurston Blakey
1993	Ernest Joseph Boffa
1994	No information available
1995	George Neal
1996	No information available
1997	Rex Terpening
** 2006+: administered by Yukon Transportation Hall of Fame	
2006	Al Kpty
2007	Lloyd Ryder

This is the information that is required:

2009 YUKON TRANSPORTATION HALL OF FAME

Nomination for Award

Category (check one):

Transportation Pioneer of the Year

Transportation Person of the Year

Order of Polaris

(Note: The selection panel may act upon their discretion to determine the appropriate category for nominee submissions)

Nominee:

Name Title

Company (or other)

Address

Postal Code

Telephone e-mail

Submitted by:

Name Title

Company (or other)

Address

Postal Code

Telephone e-mail

Signed

Name Title

Company (or other)

Address

Postal Code
Telephone e-mail
Signed

Please attach a typed narrative of 500–1000 words detailing the achievement of the nominee that would merit this award. The scope, the impact, the importance and the nature of the contribution must be clearly identified. Biological information and other pertinent material (newspaper clippings, letters of commendation, testimonials, other awards etc.) should be included as well as a photograph of the nominee, if one is available. **The submission must be signed by two persons.**
Deadline: December 31, 2008.

Contact person –

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

DOCTOR DUNCANS CHILDREN



Mrs. Brasseur with Barbara, Genie and Peter Duncan

They are Dr. Barry Duncan's children, names are Tricia, Barbara and Peter. Tricia and Barbara attended the Yukoners' banquet in April, and were so happy to connect with Fay (Callison) Ash, their childhood buddy. Tina

Dear Tricia....remember when I told you that my Mom looked after you 3 children in April, 1951? Well, I found this picture in my album....am also sending to Sherron at Moc Tel, as you can see. If you do not want it used, just let Sherron know. Regards, Tina (Brasseur) Parsons p.s. this is taken at our home on 6th Ave. in Dawson City.

Photo courtesy Tina Parsons artinap@shaw.ca (In Victoria)

Certainly, go ahead and use it [the photo]. Barb and I think the three Duncan kids in the picture are (left to right) Barb, Genie, and Peter. Don't know where I was when the photo was being taken!

Tricia (Duncan) Sirrs triciasirrs@shaw.ca (In Calgary)

**PHOTO FROM MOCTEL 253 – Bob Jacobs Retirement Party
City of Whitehorse Fire Department – Photo taken May, 2008**



Here are the names from left to right, not in rows.

Mark Icceton, Dennis Blaker, Yogi Ponsioen, Clive Sparks (current Fire Chief, on leave) Warren Zakus(Acting F.C.), Allan Koprowski, Paul Harach(back), Ed Schiffkorn (ret.), Gary Pettifor (way in back), Bob Jacobs (me, with legs bent, I am not really that short), Ray Kitz, Don McQuillen (ret.), Cameron Leveille (peering over Don's head), John Ross (front), Norm Jensen, Brian Fedoriak, Ed Tomlinson (ret.& almost hidden), Mike Marcussen YTG Asst fire marshal), Jack Boily (front), Larry McKay (ret.), Scott MacFarlane, Barry Blisner, Kevin Lyslo, Glen Regan(back), Dave Dowie, Jason Wolsky

Photo courtesy Rusty Reid

Photo Identified by Bob Jacobs bjacobs@northwestel.net (In Whitehorse)

HAINES ALASKA PHOTO IDENTIFIED

It has been confirmed by an impeccable witness that the couple are **Len and Pricilla PEEVER**. Apparently Pricilla still lives in the Whitehorse area but doesn't do computers. She has been advised of the "hit" and has contacted mutual friends about it. Thanks for the assist. You have probably picked up another subscriber in Pat Fraser (nEe: Kerry) ! ! ! !

Ira Saunders sandisaunders*rogers.com (In Ottawa)

HERE IS A CHALLENGE

Hi Sherron

I was wondering if you had considered an additional section to your Yukoners list? As I looked at the list, for the umpteenth time now, many names came to me that were not on the list. I had to guess that they hadn't heard about the list, hadn't wanted to be on the list or had passed away.

An added section titled "In Memorium" might answer the question some have as to whether a person they knew was not found or had died.

This will obviously create more work for you so I'll leave it as food for thought.

Regards, George Bliss jrsports*sasktel.net (In Regina)

Does anyone have the time to go back and at least list those who we know have passed away by viewing the obit section of each MocTel? Then we could add others that we become aware of. I suggest we could list their name, date of passing and where they were living if that is available.

ie. Breaden, Henry October 2 2006 Nanaimo BC

– Sherron

Hi Sherron

That information seems reasonable. Definitely need the name. Date would be a question in the reader's mind alright and place would fill in the last blank.

Some of the names that came to my mind in reading the list, and I wondered where they were, are:

WHERE ARE THEY NOW ? ? ? ? can anyone tell us?

Ches Champion - i/c Dept of Hwys. - He had a son and daughter who may still be there.

Collin Yeulet (sic?) - 2 i/c Hwys

Colin was on the MocTel list for awhile and then I lost track of him. Saw him at an Okanagan Yukoners picnic a couple of years back. He was living in the Kootenays at that time. - Sherron

Dave Brackenberry - Deputy Registrar Motor Vehicles

Herb Taylor - Registrar Motor Vehicles

Fitz Fitzsimmons (sic?) - i/c Game Branch - He was in the RCMP for a while.

Norm Rudolph - WP&YR

George Ellis - Safety Supervisor WP&YR trucking division. Ex Edmonton City Police. Passed away.

Audrey Ellis - worked in maintenance at the hospital.

Ted Kent - WP&YR trucking division

Ron Schultz - WP&YR trucking division

Don Evans - driver WP&YR trucking division -CB handle Fat Albert

Pam Evans - Don's wife but I heard they split.

Bill Hensley - S/Cst in Whse and then he was with WP&YR. Now in China, Singapore or somewhere in SE Asia.

Tony Bazylinski (sic?) CB handle River Rat - drove for WP&YR
Shirley Bazylinski (sic?)

?? Oster - (not Al) drove for WP&YR His son joined the RCMP.

Gordie Gee - Yukon Freightlines

Hank Sippel - truck driver - Don and Penny Sippel's nephew.

Donna & Ken Milne - Don and Penny Sippel's daughter live in Whse

Cindy - Don and Penny Sippel's daughter

Paul Sippel - Don and Penny Sippel's son

Dusty (?) - Weigh scale operator Whitehorse

Ralph Bolivar (sic?) - a bachelor from Carcross who died many years ago. I saw Dorothy's name several times. She was the owner of the Carcross Hotel.

Bobbie Watson. Son of Matthew Watson who built the Matthew Watson store in Carcross.

Bobbie and his wife were great people. They lived in a little white house just west of the store, across the street, and backed onto Bennett Lake. They had at least one daughter who was a nurse I think. She would be quite elderly now if still living.

[Bob and Nell Watson both passed away within a short period time. Their obits were in a prior MocTel. – Sherron](#)

Tagish Anne - she ran the bake shop and lived on the south end of the bridge at Tagish. I was one of the pall bearers at her funeral and six of us were in boot and breeches, red serge and stetson. She is buried on Grey Mountain.

Tagish Anne's husband. Can't recall his name but he was just a wisp of a man. I'm guessing Anne was a war bride from England. I think she laid a few lickins on him if he got into the booze. She was a big lady.

Wayne Henke we spoke of the other night on the phone, and his wife. I think they had two children.

Steve Henke his dad would have passed away by now. They had Henke's Body Shop.

No doubt gone now is Bill Hancock (?) who ran Locksmith Services.

I saw Dave Harder's name in Moc Tel from Ten Mile Ranch. I think his wife's name was Laura or Lorelee and their daughter was Peach. Can't recall the other children's names.

[Dave has remarried and lives in the lower mainland now. He has a son in Carcross and lost another to a tragic WP train accident a year or two ago. – Sherron](#)

Hy Seely who owned the theatres in Whse. She's in the Langley-Abbotsford area now. Her daughters, Bev lives in Regina and Laurie (sic?) is in BC I think. Bev was a Rendezvous Princess or Queen one year circa 1972.

[Hy Seeley has a sister who gets the MocTel and Hy used to.](#)

[She is in a seniors residence last I heard -- in the lower mainland somewhere. But her sister Tina \(Brasseur\) Parsons could give you better info. – Sherron](#)

[I will phone my sister, Hy and ask her if she remembers him. If he wishes to e-mail me, that would be fine. Hy's daughter, "Laurie" does live in Aldergrove. Thanks for passing this info on to me. - Tina](#)

You said you were adding Don Trerice to the list (Rhea's husband). They're up in Dawson right now.

They have two sons. Darren is in Australia and Kelly is in Fort Nelson.

Rhea's brother Bob Parent who was with Whse Motors is mentioned in Moc Tel. He and his wife Nancy have both passed away now. Their children Jay, "Duke", and Charmaine are still in Whse I believe. Nancy's brother was a Jamieson (sic?). I met his widow Ruth Jamieson who lived at the lake between the town and airport at Watson Lake. Ruth's daughter Vicky married an RCMP member, Rick Llewellyn. I think they're in BC. Ruth had two or three other children too.

Moe Grant is mentioned in Moc Tel. The first winter I was in Whse I was at an accident scene and it was minus 40. There was a guy standing there in running shoes. I said to him "Aren't your feet cold?", He said "Nope, I don't have feet." That was Moe Grant, who lost his feet in a plane crash. The story's covered in Moc Tel.

I saw Fred Cook's name many times through the older Moc Tel and can see him very clearly in my mind. How many times did he drive the highway.

Wayne King and his dad Norm King.

Dave Gagnon who bought the tow truck from Tom Mickey. Wayne King drove for him.

Dave Avalado (sic?) drove truck. I believe his wife's name may be Hillary. Think she was a nurse.

Bobbie and Ray (wife and husband) nurses at WGH.

You were saying Ellen Davignon is living in Whitehorse and her husband Phil passed away.

I believe it was her parents who built the lodge at Johnson's Crossing and Phil and Ellen ran it many years.

Yes it was. Robert (1898 - 1977) and Elly Porsild (1903 - 2004). We have had a story about the lodge written by Aksel Porsild their son. Their daughter Jo (Porsild) Brown passed away this year. – Sherron

?? Duncan from Teslin.

[DUNCAN, Walter & Doreen](#) dorwjduncan@yahoo.ca (In Teslin and Mesa AZ)

Blackie - the old timer that was around Dawson in the early 1970's. Do I recall he died at 105?

Penny Sippel's family from Dawson. I remember her dad used to be a guard in the cells at Dawson.

[Have sent a note to Harvey Burian and Margaret \(Burian\) Underwood to see if they can give me the name for you.](#)

This would have been Penny's dad, Phil Collins, who was a guard at the Dawson jail, probably in the late 1970's and early 1980's. I checked this out with Penny's sister, Freda MacMillan.

Margaret (Burian) Underwood yukon180@hotmail.com (In San Jacinto CA)

Thanks Sherron but I'm sure he has passed on. I could phone Don and Penny Sippel as well as I have their number. I remember Phil being old when I first went into Dawson in 1973. (Gas was 98 cents a gallon then in Dawson and I said if it ever got to a dollar a gallon I'd quit driving. Well today in Regina it's 134.9 a litre which equates to \$6.12 a gallon and I'm not hoofing it.) But, on saying that, and knowing how those tough old Dawsonites hang on, he may still be with us. Do I recall Penny telling me her Mom is still alive. I think so. - George

I wasn't using my brain. I do know that Penny's dad has passed on and that her mother is living in the cabin next to theirs at McClintock. – Sherron

George is referring to Phil Collins, Penny's dad and husband to Martha (Burian) Collins. After [uncle] Phil retired from doing carpentry and other similar types of work he served as the "night watchman" or guard for the RCMP lock-up cells in Dawson City. If I recall correctly he was sort of "on-call" so that whenever the RCMP had someone who they decided needed to be kept overnight in their lock-up cells, they would call Phil and he would go in and guard the person overnight. It was a kind of part-time job that Phil could do after retirement and provided him with some small extra income. I think there were a number of senior's who were called on to serve in this capacity.
Harvey Burian hburian*telus.net (In Parksville BC)

A Swiss fella who last name was something like Lebergerber.
He ran a garage at Beaver Creek and was also the Justice of the Peace.

Beat Ledergerber -- as far as I know he is still at the Junction. Donna Clayson has been in touch with him by phone a few times and I think plans to see him this summer when she and her cousin are there for a memorial for her uncle Jack Stalberg. – Sherron

Dennis Walker's name I didn't see. He drove for Cassiar Asbestos.
Sharon Walker. She worked for Clark Homes???

Sue Bassinette (sic?). She taught figure skating and co-owned a native handicraft store on 4th Ave.

So many faces of WP&YR and Cassiar drivers I can see but can't put a name to them.

So many faces of people all around the Yukon I can see and can't put a name to.

Tom Banks and Ken Schofield, ambulance attendants.

George Bliss [jrsports*sasktel.net](mailto:jrsports@sasktel.net) (In Regina)

ARTISTIC TALENT



Shell and Star Fish

Heinrich Lohmann [heinrich*lohmann.ca](mailto:heinrich@lohmann.ca) (In Airdrie AB)

NEW ADDITIONS

Bob and Angie JACOBS were asking me how they go about getting the Moccasin Telegraph. I said I would send in their name and email address.

I mentioned to them about the back episodes being available on CDs, but you can tell them about that.

EMAIL: [bjacobs*northwestel.net](mailto:bjacobs@northwestel.net)

Rusty Reid

Norm Randall was also told I was looking for info on connections to CF-CPY so the first part of Norm's message will appear in both editions. – Sherron

This is **Norm Randall** to begin with I started with Canadian Pacific Airlines in Dec - 1950 - I was an Apprentice -- I started in one of the Engine shops where we took the

external items off of the engines prior to it going to the Overhaul shop -- After about 1 year there I transferred out to the aircraft maintenance dept working 3 shifts -- by the spring of 1953 I was tired of what I was doing there and started watching the bulletin board for openings elsewhere - Summer of 1953 I was transferred to Whitehorse as an apprentice-- I drove my car up to Whitehorse shortly after - during this period I would have worked on CPY as I am sure that it would have done a rotation through YXY -- the following spring --my wife to be (who I did not know at that time --and another friend she worked with came to Whitehorse to take Canadian Pacific's flight to Fairbanks) and since I was the only single employee there with a car I took them around the town.

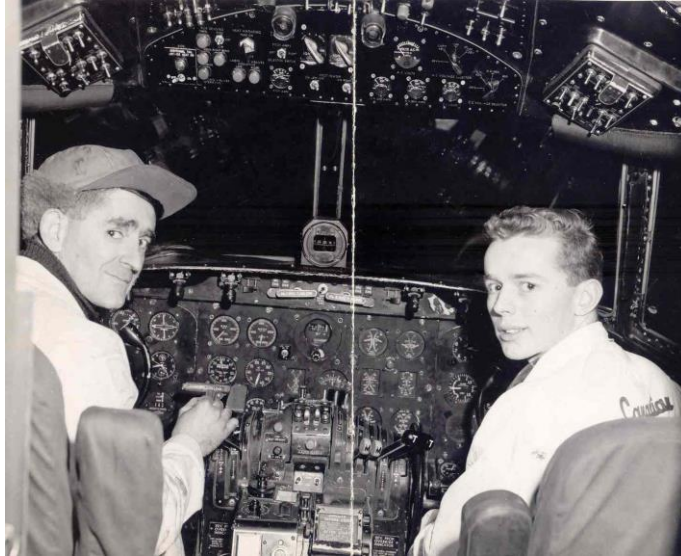
That fall I transferred back to Vancouver in order to write my Aircraft Engineers License. In 1956 while working in Vancouver Joan and I got Married. In the summer of 1960 I transferred back to Whitehorse expecting to only stay about 2 years. While there I initially worked on the night shift (about 10:00 pm on --) the winter of 1960 with change of schedule I ended up traveling on the DC-3 on the Dawson City run until Canadian Pacific stopped flying it in 1967.

After that I did various things -- some periods I would just work in the hanger in Whitehorse -- for about 3 months I travelled with the DC- 6 back and forth on the coastal flight between Whitehorse - Prince Rupert (or Terrace) and Vancouver. In 1968 now CP Air bought the Boeing 737 and put them onto the Whitehorse run and I was again working in the Hanger. Later with the change of schedules I was put on the 737 as the travelling Engineer (mechanic) and I did this for many years -- travelling back and forth between Whitehorse and Grande Prairie.

During most of these years George McLeod was my Chief Mechanic and Jim Austin was the other Engineer that worked on the base -- Later George retired and Jim took over as Chief Mechanic for several years until the company decided that position was not required. About 2 years after Jim's retirement the company in 1986 decided that they no longer required maintenance coverage in Whitehorse and I at that time retired. Approximately 6 years later we moved to Vancouver -- Sept of 1992.

In all I guess that I lived in Whitehorse about 33 years. My family were raised there. My Daughter Kathy Randall works in Whitehorse for the Yukon Government, and I have a son working at Honda in the Parts department. My other son is working for city of St. Albert - in Alberta. I also have 2 brothers in Whitehorse -- Laverne Randall - also ex CP Air -- and - Tom Randall presently driving trucks on the Highway. -- (He ran the Yukon Quest twice -- the 1st time completing it -- the 2nd time he had to drop out in Dawson City because of problems with his dogs.) My sister Noreen Osborne has moved out of Whitehorse recently and is now in North Battleford.

My wife and I did enjoy our many years in Whitehorse --but since we had never sold our house in Vancouver decided it was time to go back to it --to a milder climate.
Regards Norm Randall joan.randall*shaw.ca (In Vancouver)



George McLeod & Jim Austin

Photo courtesy Jim Austin jraustin929@yahoo.ca (In Vernon)

Great list. I did find a few people I lost track of.
Please add me to the list and I will pass this along to other ex-Yukoners I know.

BLISS, George jrsports@sasktel.net (In Whse 1973-78 & Watson Lk 78-79) Regina, SK

Yes, I was with the RCMP. I came to Whitehorse from the eastern Arctic in June 1973 and was on Highway Patrol until May 1978. I was very fortunate that my duties took me all over the Yukon visiting all the communities several times a year with the exception of Old Crow. It was without question the best 5 years of my service. I also did short stints of a few weeks to a month at Carcross and Beaver Creek. I was transferred to Watson Lake in May 1978. I left there in January 1979 and transferred to Regina where I married and have three great children who are 22, 24 & 26. I retired in 1989. I still have many friends in and around Whitehorse. I am planning a trip to the Yukon next spring and will track down as many as I can. Unfortunately there is never enough time to visit everyone. To answer your question as to whether I was familiar with the Moccasin Telegraph, I had not heard of it until today but found it very interesting. Thank you for the link.

George Bliss

Yes, you are correct again. Good memories. The yellow Corvette and the yellow boat were mine. The boat had been red and was faded so I had it painted to match the Corvette but it came out a shade or two darker. I sold both after coming to Regina. The boat was originally sold out of Whitehorse Motors and as I understood the new owner took his wife out once on Schwatka Lake, she got scared and said "sell the boat". He sold it to a member of the Force, Warren MacDonald, who within months got engaged and he sold it to me. I think that was the fall of 73 or 74. We used to water-ski on Schwatka 2

or 3 times a week from May to Oct - with a wet suit - sometimes around pieces of ice. I also water-skiied down Miles Canyon one year, but we needn't put all this in. Perhaps others will remember me and I'll hear from them. I have so many great memories of the fantastic people I got to know such as Hank Karr who was here last fall and we had coffee. What a great CD he has out in the Yukon Book of Memories. It's a must own for anyone that was or is in the Yukon. Perhaps I'll consider placing an anecdote or two in up coming issues of the MT. Some stories I can't tell unless of course I changed the names :-)))

Regards, George

I would like to be included in the telegraph. I have and still live in Yukon since 1965 and would like to keep in touch with others that have left.

I live in Watson Lake, Yukon

Sincerely yours

Dianna Raketti raketti*northwestel.net

I have heard about your Moccasin Telegraph through my family in Whitehorse. I grew up and lived there until I was 21 years of age and I would love to be added to your news letter about the north.

I am hoping that you will add me to your list of recipients.

I think this is a great way for all people not in the north or still in the north to keep in touch.

I look forward to hearing from you.

Thanks very much

Barb Burrell barbb*lynden.com Acheson, AB T7X 5A7

Your M/T sounds most interesting; perhaps you would add Ross and myself to your list of subscribers. Next: as you may have guessed, Jim [Austin] has been my closest friend for more than 60 years.

Regards Rex

TERPENING, Rex snowshoe*shaw.ca (In Whitehorse 1946-50) Surrey

TAYLOR, Ross & Edith edithnet*mts.net (In Dawson) Winnipeg

I am hoping to get more information about the connection of these two gentlemen to the Yukon. At the very least I see H.R. 'Rex' Tarpending was a recipient of the Polaris Award in 1997. – Sherron

Thanks for your note, Sherron and herewith a few words of introduction to other members, some of whom I have probably crossed paths with in the past.

Being a new subscriber to Sherron's Mocassin Telegraph she has asked me to say a few words of "hi" to you guys and gals out there.

I'll keep this brief, my name is Rex Terpening, home in Surrey, BC. Retired from CPAir in 78 - first aviation job (for wages!) was with Canadian Airways Ltd. at McMurray in 1934. Prior to that I had worked for the HBC Transport as a fireman on one of their sternwheelers, operating between McMurray & FT. Fitzgerald. I was only based at Whitehorse from '46 to '50 then transferred to Vancouver where I remained until retirement in '78.

I might mention that Sherron has expressed some surprise at the HBC having a Transport Division so I'll add a word on that subject.

Sherron, the HBC was founded 2nd.May/1670 and, from that date on they had a Transport Division. This started with **two fleets of birchbark canoes**, one to bring the trade goods to the posts in the interior, another to carry the furs back to the main posts on Hudson's Bay and then by sailing ship to the UK. For some of the more distant posts such as La Pierre House in the upper Yukon this was a 2 year journey. From that early beginning, the HBC continued to modernize their transport fleet: their first aircraft was purchased in 1938 and Ross can give you the exact date when the HBC Transport came to an end.

Regards to all.

Rex Terpening snowshoe@shaw.ca (In Surrey)

Hi, Sherron thanks for your note re O/P [**Order of Polaris**]. Yes, I've had the great good fortune to have received this Order. I was nominated to the Aviation Hall of Fame a few years back (1997 actually) and the Order of Polaris was also provided for any Hall nominees who had spent their active years in our northern hemispheres and I qualified in this respect. I must say that I was most honored to have received this award and surprised because I had not been previously aware of this tie-in between the two awards.

Regards

Rex Terpening snowshoe@shaw.ca (In Surrey)

QUOTE OF THE WEEK

There is only one person who could ever make you happy, and that person is you.
David Burns

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.

BAKED FISH STEAKS

Sprinkle fish steaks with seasoning to taste and let fish sit for awhile. Preheat oven to 325F degrees.

Bake fish 20 – 30 minutes, depending on thickness of steaks or until fish flakes easily with fork.

BAKED STUFFED FISH

1, 2 or 3 lb. fish or several smaller fish, with heads, tails and fins

2 tbsp butter

¼ - ½ cup onion, chopped

¼ - ½ cup celery, chopped

½ cup fresh mushrooms, sliced or diced (optional)

2 cups soft bread crumbs

½ tsp salt

Pinch of marjoram

2 tbsp butter, combined with

2 tbsp lemon juice

Melt butter and sauté onion, celery and mushroom over a slow fire for 5 minutes, add bread, salt and marjoram; and stuff into fish loosely.

Place fish in a baking dish and brush with lemon juice-butter mixture. Bake in a preheated 325F degree oven for 20 minutes, if the fish is 1 inch thick, 30 minutes for a fish that is 2 inches thick, and so on. This is the approximate time for a fish which is of room temperature; a cold fish will need a slightly longer baking time.

The dressing may be varied by omitting the mushrooms and adding ½ - 1 cup whole, seedless green grapes, or 2 or 3 diced apples. Sage may be used in place of marjoram.

DATES TO REMEMBER

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

Bring your own dishes and cutlery. Also bring a dish for the potluck lunch and something to drink. Come early to visit.

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

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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.ca.

MOCCASIN TELEGRAPH

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