

## **MOCCASIN TELEGRAPH – 256<sup>th</sup> Edition – June 22<sup>nd</sup>, 2008**

Created by Sherron Jones [sherronjones@shaw.ca](mailto:sherronjones@shaw.ca)

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



**SS Klondike**

Photo courtesy Norm Bastien [hondahog@northwestel.net](http://hondahog@northwestel.net) (In Haines Junction)

### **CBC Yukon is broadcasting live from the passenger lounge of the SS Klondike in Whitehorse all next week, from June 23-27.**

All three of our daily shows will broadcast from the paddlewheeler on the banks of the Yukon River. With the kind assistance of the great crew from Parks Canada, we're going to spend the week recalling the glories of riverboat travel, and look at the territory's heritage and history in general.

CBC Yukon would like to hear your memories of the SS Klondike, or any other riverboat or transportation memories that week.

If you have a story you'd like to share, please send an email to [dave.white@cbc.ca](mailto:dave.white@cbc.ca), [russell.knutson@cbc.ca](mailto:russell.knutson@cbc.ca), or [arnold.hedstrom@cbc.ca](mailto:arnold.hedstrom@cbc.ca) or call Dave at 867-668-8484 (call collect, 9-5 Monday-Friday). Please call us as soon as you can, as we'd love to include your memories on our shows.

If you live in Whitehorse, please sure to drop by the remote, or tune in to the station... we have some really great programming to offer listeners during the course of the week.

Thanks, John Boivin Program Manager, CBC Yukon  
[john\\_boivin@cbc.ca](mailto:john_boivin@cbc.ca) (In Whitehorse) 867-334-1080 (cell)



### **The Grants and Commissioner Geraldine Van Bibber**

“The Commissioner presented a special gift to her first and former aide-de-camp, retired RCMP Inspector Grant. She gave thanks to both the Inspector and his wife, Carol for all their help during her first two years in office.”

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

## **35th Commissioner's Tea Enjoys a Fine Afternoon**

by Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

June 15, 2008

Tea, lemonade, sandwiches, cake, music and Robert Service were the order of the day as the lawn and porch of the Commissioner's Residence filled up on June 14 for the 35th Commissioner's Tea.

As Rob Watt, the Superintendent of Parks Canada, explained, the Tea has been an annual event since 1973, when the IODE organized an event at the Macdonald Lodge, where it was held for a few years until it outgrew the venue.

"Then a partnership was formed between the IODE and Parks Canada, and we have jointly hosted the event ever since."

Watt said this tied in well with Park's interpretation of the historic site, since George and Martha Black had been in the habit of holding big lawn and garden parties while she was chatelaine.

"I'm pleased to be able to welcome Commissioner Van Bibber to her third Tea. It makes us proud that a Dawson girl became our Commissioner."

Myrna Butterworth, president of the Dawson chapter of the IODE, also welcomed the Commissioner and presented her with a gold nugget tea spoon as a memento of the day.

The tea, she explained, had been an offshoot of the decision taken to hold the Commissioner's Ball for the Yukon's 75th anniversary.

"Then they thought that maybe we should do something for the afternoon while all these people are here. They suggested a tea. That was the first one and we've been going at it ever since."

Commissioner Geraldine Van Bibber mounted the platform next to introduce her guests and reflect on the day.

"This afternoon's tea is held to celebrate the Yukon's birthday. We are 110 years old, and June 13 is the actual day that Yukon became officially recognized and Dawson City became the capital.

"But as we know from our life's experiences, nothing stays the same. The capital was moved to Whitehorse in the early 50s. The Klondike Highway as completed in the same time period and the steamboats that plied the Yukon River stopped. A new era of transportation had begun.

"During the early years, before people travelled too far from home, it was strange to see a stranger about town, from the odd tourists finding their way up the highway, to the traveller coming down the river, we were sure that they had just taken a wrong turn in the road or were not quite sure where they were.

"But locals quickly realized that we were actually a 'destination', and so began the transformation which ... turned the place into a living, working showcase. So, you see, Dawson was, even at that time, ahead of its time; before the term 'living museum' was known, it was happening here."

Van Bibber grew up in Dawson during those transition years and recalls seeing the old timers, survivors of Dawson's early years, sitting on the boardwalks outside the hotels.

"I'm sure they were reminiscing about the way things had changed in their lives, and how awful all those changes were, how the young folks just didn't know a thing."

Concluding her welcome, she introduced her head table guests: her son, Stewart; her daughter-in-law, Nikki; Doug Philips, the territorial administrator, and his wife, Dale; Myrna and Jack Kingscoate; Miss Sourdough Rendezvous, Lindsay Agar; Mr. and Mrs.

Yukon, Shirley and Bucky Koebke; aides-de-camp Tracy Hardy of the RCMP and Ursula Matchett of the Canadian Forces.

The Commissioner presented a special gift to her first and former aide-de-camp, retired RCMP Inspector Grant. She gave thanks to both the Inspector and his wife, Carol for all their help during her first two years in office.

"In May Inspector Grant was awarded an Award of Merit from the Governor General for outstanding service to his profession and country."



Robb Watt

As Rob Watt, the Superintendent of Parks Canada, explained, the Tea has been an annual event since 1973, when the IODE organized an event at the Macdonald Lodge, where it was held for a few years until it outgrew the venue.

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

Jay Armitage, a Parks Canada interpreter, provided a reading of several verses by Robert Service, including the young Service's first recorded poem, a grace, "My Lady Luck", "The Three Bares" and "The Receptionist".

Local fiddler Willie Gordon provided a few tunes and further entertainment of a jazzier nature came from the Parks Players.

Concluding the formal part of the afternoon, Van Bibber and Butterworth cut the two birthday cakes, which were distributed amongst the crowd by the many costumed volunteers.



Willie Gordon fiddles a tune for the Commissioner.  
Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



Myrna Butterworth & Commissioner Geraldine VanBibber  
Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



*My girlfriend Susan from Parksville with two of her 'downunder' passengers from the Scenic Tour she is working. Thank heavens for e-mail – I was able to tell her about the Commissioners Tea when I learned she was in Dawson. Dan was even good enough to take the photo and send it with the others. – Sherron*

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

Saw Susan and introduced myself and later we had our picture taken, no doubt you have it by now. It was a beautiful Day and everyone had a good time. I didn't go to the Ball, but I understand it was well attended and there were lots of beautiful Ball gowns thanks to Myrna Kingscote from Whitehorse.

We are having rain today the first time for a while so we really need it, lots of thunder showers lately and much wind.

Myrna Butterworth [myrnab@northwestel.net](mailto:myrnab@northwestel.net) (In Dawson)

*Whitehorse and Okanagan Yukoners may recognize this lady as **June Austin**. June now lives with her husband **Jim Austin** in Desert Cove, near Vernon. – Sherron*

### **NORTHERN FLIGHT STEWARDESS Flies CPA's Klondike Route from Whitehorse To Dawson City, Yukon Territory**

By Pauline Peters - Yukon News – Nov-Dec 1966  
Submitted by Jim Austin [jraustin929@yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon)

Eleven thousand feet above the frozen mountains and valley of the Yukon flies Canadian Pacific Airlines; DC3 on its Whitehorse-Mayo-Dawson route.

It is October and the sun turns each particle of snow to the sparkling shimmer of many faceted diamonds. The Mountains tower superb and majestic with no sign of their inherent cruelty. Aboard the un-pressurized craft a slender girl of 24, makes her way between the well spaced seats.

This is June Kool, an auburn haired five foot six Canadian beauty, who typifies the stewardess that every guy who travels the airlines –dreams of meeting.



June during time off visits the Indian Handicrafts in Whitehorse to try on a parka and mukluks.... Outside the snow is already starting to fall.

June's grey-green eyes flash at each passenger in turn as she serves the first hot coffee of the morning's flight half way between Whitehorse and Mayo. The business men, miners, engineers and accountants on board relax as she deftly flips down their trays and serves the steaming brew. Many of them have travelled the run before, they know June, and the banter flies thick and fast... "Come on June, it's Kool in the north," is their favourite pun.

At 9 a.m. Mayo time, the plane lands, and they are handed their coats and parkas. Goodbyes are said, it may be a week or more, but they know June will be there to greet them when they make the return trip.

Take off over and on to Dawson – arriving at 10 a.m. Dawson time. Landings in the north have no relation to those at conventional airfields – no long runways – no large terminal buildings, just trees, scrub and hills – moose pasture – nothing to be compared with the international atmosphere of say Winnipeg, Montreal or Toronto.

At Dawson City June has her break and joins the passengers waiting to embark from the terminal building. Perhaps, next summer, says June – she may manage a longer stop over and go gold panning, who knows!

Born in Virden, Manitoba, June is a farmer's daughter.

The family spent the summer on the farm, and the winters in Virden. June developed into a long legged tomboy while her twin sister Rose, the quiet one, tagged along - June led the way swimming in the nearby river and climbing the tallest trees.

Rose, now married, lives in Minneapolis, and is expecting her first baby. The sisters have been apart since they were seventeen, and although they are identical in looks, their personalities have developed and they are separate entities. June says she regrets this, as she misses her sister now more than ever before.

The life of a stewardess on one of the world's largest air lines is a disciplined one, and June misses the companionship and close relationship she shared with Rose.

June attended High School in Virden then the University of Manitoba to study Interior Design. Her first position was as advisor in a chain of department stores, working first in Brandon and then Calgary. While living in Calgary June was persuaded by a friend to apply for the airlines. "It was never a life-long ambition," says June "in fact it was the very last thing I ever dreamed of doing. As a child I wanted to be a nurse or a school teacher."

In 1962 June was accepted by Canadian Pacific Airlines, and started her training to be a stewardess. ..."It is the last thing in the world I had ever thought of doing, the other girls are all so lovely and talented, I feel I cannot even try and compete.." were the words June wrote to her parents at home in Virden – but, June was the type of material the airlines needed; tall, graceful, educated and poised, they recognized her as a winner.

June admits requirements have not altered too much over the past four years, and girls now entering this most desirable of all female occupations are judged principally on height, weight and educational standards, a second or third language is no longer absolutely necessary. They do not require nursing experience as the air line has a complete training programme.

I asked June about her early days with the air line "It was tough going" she said "when my training period was completed, I did the local runs to points across Canada. After that I made the overseas runs to Hong Kong, Tokyo, Honolulu, Mexico, London, Oslo, Copenhagen and Amsterdam.

"Did you buy many beautiful things in those countries?" I asked – "No" June replied "on most of my routes there just wasn't time for anything but sleep. The compensations have been meeting many varied and interesting people, but, as for the job itself I guess it is glamorous but when you get down to it – it's tiring and very hard work."

We now arrived at an interesting question. Why should any lovely girl with the world virtually "at her feet," choose to fly the northern route. This past year magazine stories have tried hard to paint a dismal picture of Whitehorse. The authors of such fiction

would have the reader believe it is a barren and uneducated backwood stronghold; which of course it is not! – “Why did you choose to do an extended tour in the north?” I asked. “Because,” answered June “one of my first trips as a stewardess had been to Whitehorse. I enjoyed the varied personalities and outgoing friendliness of the people who were making the flight, and this combined with the warmth I met within the town itself, gave me the idea that I might sometime make the north my home base. Being a small town girl may have something to do with it, the hustle and bustle of the big cities has little appeal for me and to walk down the street and be greeted by name is of far more importance than all the glitter and illusion of the big city. The opportunity came along and here I am, in Whitehorse.



June Kool standing beside the aircraft at Whitehorse Airport 1966.

We discussed the new uniforms CPA, have recently designed for their stewardesses – evidently, says June, they are to be changed yet again, but all the girls are hoping the color will be the blue, as they all prefer this colour. As a stewardess on the northern flight, June changes into a ski outfit, which as she pointed out is a necessity – it being rather difficult dismounting at Dawson in sixty degrees below zero, dressed in nylons and a short skirt.

I asked about June’s most embarrassing moment, she replied (without a moments hesitation) ... “We had stopped at Prince Rupert and picked up a rather rowdy bunch – I

was in the cabin making the announcements over the PA system – suddenly warm hands slid around me, I was very junior in those days and didn't know how to cope with such a situation. My well rehearsed monologue became slightly incoherent.. sounding something like this: Fasten your seat belts—'please, remove your left hand'—No smoking – 'Do you mind you're standing on my foot'. As soon as the plane takes off we will be handing around – 'NO I WILL NOT BE THE WOMAN IN YOUR LIFE' – at that moment," laughed June, "I was rescued by the Steward. Otherwise it might have developed into an airline disaster of an unusual nature."

June says the type of passenger she enjoys is the one who makes all her efforts worth while, and upon leaving the plane says "Thank you, I enjoyed my trip."

Living in a motel unit at the Taku Hotel, Whitehorse, June does most of her own chores through choice. Her flights are Tuesday, Thursday and Saturday, leaving home base at 8:30 a.m. and returning at 2:30 p.m. As June says, it is not the kind of run you would want to do every day. During spare time in the days when she is not flying June keeps up to date with air line procedures. The stewardesses have refresher exams every year on the emergency equipment; ditching drill in a pool where they learn to use and inflate a rubber raft; dry ditching when they go down the escape chute, plus training to set up and use the radio equipment. June has to have plenty of rest, as flying a northern route is extremely tiring and the Department of Transport and C.P.A. Doctors have set rules as to the health condition of the girls, and the amount of flying they do each week.

I would love to have seen June's wardrobe, but there was not time, she told me however that it was pretty extensive. In fact it is a good thing she flies C.P.A. or there would be an excessive baggage problem....

June had hoped upon arriving in Whitehorse to involve herself in the many activities available, curling, skiing and skating, but during her first week was persuaded to join the Whitehorse Drama Club. She read for a part in their first play of the season "The Man who Came to Dinner" and walked off with the female lead, that of the glamorous star Lorraine Sheldon. Rehearsing for the play has so far taken up nearly all of her free time.

I asked June had she any fears of air line travel, "If I had" she answered "I wouldn't be up there. If at any time there has been some small emergency, I've always been too busy with the passengers to even think of my own feelings, the passengers always come first."

Flying the 250 mile route from Whitehorse to Dawson City one sees some of the most rugged terrain in Canada. How do you find it, I asked? June put my own feelings about the north into words when she stated "I find the unexplored mountains magnificent, it gives me a feeling of being small and inferior. Any invention of man seems quite futile when pitted against the mile upon mile of snow covered peaks – but, somehow it captures my imagination and now I'd prefer sun and snow to sun and palm trees, any day.

I had one last question, which to every woman is all important.... Isn't there a man in your life I asked?... "No," answered June. . . "You see I've always been very busy, and

then I wanted to see the world, I kept on saying ‘no’ and there’s no one that’s come along to break me of the habit.”

A trip on the “Kool north route” is obviously something of an experience, and should be rated highly among the many attractions the Canadian Pacific Airlines have to offer to the adventurous traveller. PS - The above story prior to June and Jim becoming an item!

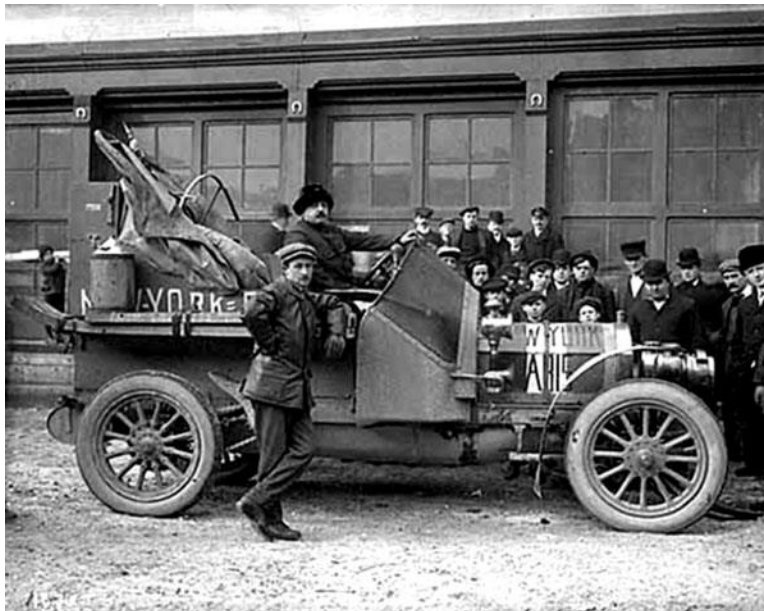
## **In 1906, the Zust automobile was built in Italy and shipped to New York to participate in the Great Race from New York to Paris.**

A CKRW Yukon Nugget by Les McLaughlin [leslorn\\*rogers.com](http://leslorn*rogers.com) (In Grande Prairie)

It’s not often that a car you probably never heard of may well be the most famous automobile ever to hit the Yukon. Ever heard of a **Zust**? No! Me neither, until I read about the greatest automobile race in history.

The Great Race from New York to Paris in 1908 inspired the 1965 slapstick movie with Tony Curtis, Jack Lemmon and a cast of Hollywood characters. In the days when roads were wagon trails and automobiles were as rare as Mars landers, six cars embarked on a race from New York to Paris – wait for it - via Alaska, the Bering Strait and Siberia.

One of the six cars was a 1906 Zusta, manufactured in Italy. On February 1st, 1908, the Zusta arrived in New York City on a steamer. The great race began in Times Square on February 12. Six months later, just three of the six cars finished the race including the winner, a Thomas Flyer which reached Paris on July 27, 1908 and the Zusta which finished a distant third, six weeks behind the Thomas Flyer. The incredible race covered more than 35,000 kilometres in 169 days.



After driving across North America, the cars were supposed to be shipped to Alaska by boat. The original route included driving across Alaska and the Yukon, including Dawson City, prior to crossing the Bering Sea on the winter ice. But the Strait was ice-free long before they could reach that destination, so they were freighted to Japan instead.

Excitement about the cars arriving in Dawson City was dashed. But amazingly, the Zust actually did end up in Dawson. According to the Daily News, it was delivered in mid-1910 for O.B. Perry, manager of the Yukon Gold Corporation. In early August the paper said "it was the only car in use."

By 1913, the "Guggenheim Automobile," as it became known, was still making news when it completed a winter journey on the overland trail from Whitehorse to Dawson. The ownership of the Zust from that time seems unknown, although it did stay in Dawson until the 1950's when Buck Rogers, an avid collector from Vancouver, bought it. By then, the chassis was in two pieces.

In the 1980's, the Klondike Zust was sold to Harry Blackstaff in Ladysmith on Vancouver Island. For more than a quarter century, he worked on restoring the Zust and recently decided to go public with his prize after hearing about a 100th anniversary re-enactment of the historic great race planned for May 2008.

Blackstaff said the restored Zust will be identical to the original, right down to the brass cap on the gas tank and the leather wind screen.

An Edmonton video company is in the final stages of making a historical docudrama about the race called "The Greatest Auto Race on Earth" which is scheduled to appear on Super Channel in February 2008.

Courtesy Rolf & Marg Hougen [marg\\*hougens.com](mailto:marg*hougens.com) (In Whitehorse)

### **More about the Zust Automobile**

Submitted by Donna Clayson - from the Edmonton Sun - Friday May 2, 2008

**The Great Race 2008**, would have started in New York on May 30 and ended in Paris. Virtually all of the North American leg was to run through Canada, hitting cities such as Ottawa, Toronto, Winnipeg and Calgary before winding up in Vancouver.

Permission to run the Chinese portion of the Great Race 2008, from Shanghai to Wulumuqi, was suddenly withdrawn on April 10. Great Race Sports Inc. CEO Bill Ewing bravely spoke of the race being rescheduled, but the enormous logistics involved in staging such an event make that unlikely this year.

News of the postponement was especially disappointing to Harry and Shirley Blackstaff, of Ladysmith, B.C. on Vancouver Island. They are the owners of one of the three cars to

finish the original race, a 1906 Italian-made Zust that was to play a big part in this summer's centennial celebrations.



**1906 Zust now after restoration on Vancouver Island.**

So the Blackstaffs are planning a tour of their own. On May 1 the Zust will begin a journey to Buffalo, N.Y., where it will be the star attraction at that city's Pierce Arrow Museum from May 12-June 2. After that, the Blackstaffs hope to retrace the original route of the Great Race through the U.S., finishing in Seattle, Wash.

At the insistence of their insurance company, the Zust will be trailered all the way and the Blackstaffs are even required to sleep with their prize possession in the same enclosed trailer.

At a high end auction, the Zust, powered by a huge 7.3-litre 4-cylinder engine, likely would bring many millions of dollars.



Zust then in 1908, when it finished third in the Great Race.

Restoration of the 102-year-old automobile started slowly, but since hearing of the 2008 Great Race two years ago, Shirley says they have “been working on it every day, as if it were our job.”

How the Züst ended up in Canada is complicated, but Shirley believes it had something to do with the friendship between one of its Great Race drivers, Emilio Sirtori, and famed American racer Barney Oldfield, and of Oldfield’s friendship with O.B. Perry, who was superintendent of Solomon Guggenheim’s Yukon gold mining empire. The American capitalist was an early aficionado of motor racing and patron of Manhattan’s famed Guggenheim Museum.

Vancouver car collector Buck Rogers bought the car in 1950. When American William Harrah learned of the Züst, he attempted to purchase it to display alongside the Great Race winner, a 1908 Thomas Flyer, in his Nevada museum. But the Züst remained in storage until 1980, when it was bought by the Blackstaffs and brought to Vancouver Island.

The Blackstaffs have extensively researched their car and have ample evidence it is indeed the vehicle that competed in the Great Race. For example, the frame is reinforced with riveted top and bottom cover plates, as mentioned in the 1908 New York Times, sponsor of the original event. There’s also evidence of documented repairs done to the Züst before the race began in New York City on Feb. 12. Shirley Blackstaff has written a book about the Züst. Not yet in stores, it will be available to visitors to the Pierce-Arrow museum starting May 12.

See UFO story at [www.ufobc.ca/yukon/santa.htm](http://www.ufobc.ca/yukon/santa.htm)

This might make an interesting article for a future Moc Tel as there were a lot of UFO sightings in the Yukon.

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

### **SANTA, WAS THAT YOU HEADING BACK TO THE NORTH POLE?**

The incident was reported in the Whitehorse Star by Janice Hamilton and Ken Schofield:

That's what two ambulance attendants, **Tom Banks** and **Ken Schofield**, might very well be asking themselves right now, following a UFO sighting Sunday night (*Dec 26, 1976*). The two were heading towards Haines Junction around 7:30 pm to pick up a patient when they first sighted the bright, white object a few miles north of the Takhini Bridge. According to Schofield, "We saw what we thought at first was a very bright star. It seemed stationary, then all of a sudden it started to move and was right down in our area in no time.

"We were in a flat area - the mountains were maybe two miles from the highway - and the object seemed to be travelling maybe a couple of thousand feet above the ground. It was travelling slow. It looked to me like it might have been lost."

Schofield said they discussed what it could be and thought it might be a plane. Then, suddenly the object took off with great speed over the mountain and realized it could not be a plane. At this point they decided to report it to the ambulance station in Whitehorse. According to the report the two attendants made to the RCMP, the speed, colour and maneuverability of the object was "like nothing we have ever witnessed." "It did not turn, but instantly reversed its course." The object "buzzed" them several times, and they had no control over the ambulance's electrical system.

Banks and Schofield were not reporting each sighting by radio. At one point the UFO seemed to be coming right towards them. As Schofield told the story Banks decided to turn on the ambulance beacon to see what would happen, but for some reason the beacon went off. The object then stopped and went in reverse. Banks told the RCMP he tried to flash the beacon at the UFO and the object paced their vehicle and a bright light flashed back.

When they approached Mendenhall, the UFO apparently veered into the draw of the hillside to the southwest. The two said they thought it would crash because it seemed to be flying to low, but it skimmed over the mountain top and disappeared over the Champagne area. At that point they lost sight of the object.

They drove on two or three miles and crossed the Mendenhall bridge. Schofield continued to watch for the object out the left hand side where it had always been sighted up to this time.

Suddenly on the right, or north side of the road Banks saw the ground brilliantly illuminated approximately 100 yards ahead, through a clearing. When they reached the area there was nothing there.

A little past Champagne they met the ambulance from Haines Junction and transferred the patient into their own vehicle. They then turned back towards Whitehorse.

On the way back they passed an RCMP patrol car from Whitehorse which had been sent out to check the situation. **Cpl. George Bliss** turned his car around and followed several hundred yards behind the ambulance all the way back to Whitehorse.

Banks and Schofield had traveled about 10 miles towards Whitehorse when they saw the object again. They saw the object twice on the return trip and again it was on the south side of the road.

The second time it was at tree level when it first appeared, then it zoomed to between 1,000 to 2,000 feet within seconds, and disappeared.

*I asked George if he could add to this story and if he did see the UFO. – Sherron*

No, I never did see the UFO.

I was just a few miles south of Whitehorse when the telcoms operator in our commcentre asked me to switch my radio channel over to the YTG (Yukon Territorial Government) network. I did and this one guy was talking a hundred miles a minute. I switched back to the Detachment frequency to find out what was going on and was told the ambulance drivers saw a UFO. I went back to the YTG channel and drove out towards Haines Jct. I met the ambulance on their way back to Whitehorse on the

east side of Aishiak about where the turn off is to Otter Falls and followed them into town never seeing anything unusual. That was quite alright with me. – George

## **PIERRE TRUDEAU VISITS WHITEHORSE**

Just going through my old photos and I came across 2 taken while Trudeau was visiting Whitehorse - think it was summer 1970. Thought you may be able to use them - **it would be interesting to see if anyone can identify any of the children "dining" with Trudeau.**

Tim Kinvig



Prime Minister Pierre Trudeau signing autographs during a visit to the FH Collins school grounds in Whitehorse in 1970. Commissioner Jim Smith to the left in background.  
Photo courtesy Tim Kinvig [kinvig\\*northwestel.net](http://kinvig*northwestel.net) (In Whitehorse)



Prime Minister Pierre Trudeau lunching on Kentucky Fried Chicken on the grass curb at FH Collins sports field. Commissioner James Smith enjoying a tin of pop.

Does anyone recognize the children or others in the photo.  
Photo courtesy Tim Kinvig [kinvig@northwestel.net](mailto:kinvig@northwestel.net) (In Whitehorse)

It's yes on all accounts - it was F.H. Collins, Jim Smith is there, it looks like Kentucky fries and Trudeau was the PM - He was first elected April. 1968.

I am guessing this was his first trip to the Yukon as PM? Mr. Smith may be able to confirm this if you are talking to him.

Tim Kinvig

Thanks for passing along Tim Kinvig's photos. I have seen Jim recently - I'll print them and go over and see them this week while I am home. I will also take them to Rotary and ask Art Pearson's opinion on who's who as their oldest daughter Cynthia traveled with the Trudeau squad during their Yukon visit.

We have spotted Bill Ferguson (YTG Education), recently retired, in one of them and a couple of maybes. I'll check them out and get back to you.

Hope all is well. Weather has been cool here but there's always tomorrow.

Tim Keopke [tim@klondiker.com](mailto:tim@klondiker.com) (In Whitehorse)

## **RCMP TECHS IN WHITEHORSE - 1958 - 1986**

*When Ken Jones phoned recently he commented on something I found interesting and asked him to tell me the names again. If anyone can fill in more about the Tech/Communications personnel in Whitehorse it would be great to record them. – Sherron*

Jim Thoreson was the tech in Whitehorse when I was working at Hougen's Service Center which was 1970/71. Jim is on the MocTel and is living in Red Deer. I finally had a chance to meet up with him at this year's Yukoners Banquet in Richmond. Ira was the tech earlier than Jim and I was the tech from 1979 to 1986. I have not contacted Ira Sanders as yet but will soon.

**Ken Jones** [k29j32@shaw.ca](mailto:k29j32@shaw.ca) (In Chilliwack)

I did not keep track of the techs in the years following me - **Glen Marshal (Cst)** followed me in 1961 for two or three years, and I knew Jim Thoreson from other postings. As to the complete list of techs, I cannot add any further insight. I was involved in the initial installations in Whitehorse, Haines Jct., Mayo, Dawson City, Calumet, Teslin and Watson Lake in the fall of 1957, and returned as full time tech in May, 1958 until May, 1961. Hope this helps a bit.

Apparently, Glen Marshal was only there for just over a year ie: '61 - '62. He was followed by **Joe Woasitz ( or Wolasitz ?)** from 62 to **Arnie Prysunka**, I think. Keep up the good work ! ! ! !

**Ira Saunders** [sandisaunders@rogers.com](mailto:sandisaunders@rogers.com) (In Ottawa)

It's right. **Arnie Prysunka** was there before me, and I got there in Dec 68, and left in Aug 74.

I don't know where Arnie is, or when he came there. Perhaps between Ira's time and mine we can nail Arnie's time down. Ira, did he replace you there?? I don't know who replaced me as he came in after I left.

Jim Thoreson [jimthoreson@shaw.ca](mailto:jimthoreson@shaw.ca) (In Red Deer)

I spoke with Garry Hamilton who was i/c Telcoms for most/all the time I was in Whse. (73-78)

He tells me Ted Hoyt followed Jim.

Then there was a young fella just out of the military by the name of Dennis Maskell. He was there for a few years anyway but what happened to him or who followed him I'm not sure.

Good luck. George Bliss

## Summary in Blue

Ira was involved in the initial installation in 1957

### Ira Saunders 1958 – 1961

Have to be careful and not mix apples and oranges on this one. When I first went to Whitehorse, I was the lone Telecoms person there so was the tech, operator and i/c all inclusive. After a time, the comcentre was established with the requirement of full time operators, and, since it was a typical government operation, required a member in charge to supervise the tech and the operators. We will have to make sure the "all inclusives" are separated from the techs only and the i/c's - like any gov't operation, it is getting complicated ! ! ! ! !

Just to confuse things a bit more: I was a CE (Civilian Employee) when I first went to Whitehorse (sort of the equivalent of a Public Servant) and When the CM Category was established in April, 1960, I converted to a CM. When I left Whitehorse in '61, I became a Regular Member (RM). Glen Marshal was a RM (Cat) when he replaced me. He was replaced by a CM a year later. Some Fun, eh wot ! ! ! ! !

Ira

### Glen Marshal 1961 – 1962

**Joe Woasitz ( or Wolasitz ?) 1962 -** *(Does anyone know how long Joe stayed and what year Arnie arrived? )*

### Arnie Prysunka - 1968

### Jim Thoreson 1968 – 1974

I asked -- Who knows when the Radio Techs all in one position became (a beauracrcy)? - Sherron

I guess this all happened on my watch. I don't know when they switched from a regular member (RM) being a tech and i/c and a civilian member (CM) took over as a tech and i/c (while he was the only one on the section). But while I was there I had the happy pleasure of installing the whole new system (designed in Ottawa), which was a high

frequency, single side band (HF/SSB) system that was supposed to be the system to beat all systems. Well anyone that knows HF stuff knows that sometimes you can talk across the street and sometime you can talk across Canada. Sometimes you can't talk to anyone. Needless to say, this system was no better. Once I got this system installed across the YT, the radio traffic increased considerably and I put forth the idea of building a communications center (comcen). They agreed to that, now I had to hire a couple of CM operators, which I did. But now since there was two CM operators and one CM tech, it was deemed that because I was a CM, I was not allowed to be in charge anymore, so they brought Garry Hamilton in as a Cpl, to be in charge. So that is where the Force's bureaucracy steps in. Needless to say, I was not a very happy camper having built the section up and then being told that I couldn't be in charge any more because I was a CM. One more reason why I converted to RM as soon as the marriage regulations changed.

Hope that helps clear a couple of things up.

Jim Thoresen

### **Garry Hamilton who was i/c Telcoms for most/all the time I was in Whse. (73-78)**

When I went to Whse in Jun '73 the comcentre was just inside the back door and to the left of the old detachment before entering the main detachment office. The tech had his shop out back in a steel building that sat immediately east of the east end of the back duplex. S/Sgt Ray Johnston i/c Det lived in the east part of the duplex and single quarters was in the west part of the duplex closest to the escarpment.

There would have been three shifts covering 24hrs 7 days a week so with days off and annual leave etc there would have been (guessing) 5 or 6 telcom operators. In addition there was the tech and a member in charge. When we moved into the new building about 1976 the telcoms centre was visible (glass window) from the front public counter. That's when all the RCMP staff moved out of the Federal Building and we were in one building.

George Bliss

### **Ted Hoyt followed Jim.**

Then there was a young fella just out of the military by the name of **Dennis Maskell**. He was there for a few years anyway but what happened to him or who followed him I'm not sure.

Good luck. George Bliss

**Ted Hoyt went to Whitehorse in 1977.** I followed Ted to Yellowknife in the Fall of 1977 and then followed him to Whitehorse in Nov 1979. He had been transferred to Chilliwack and I followed him to Chilliwack in 1986. Did "adar" Jenkins spend some

time in Whitehorse as well?? I guess I will have to call M Division Staffing to find out for sure. – Ken Jones

Gary [Jenkins] served in Inuvik, but I don't think he came to Whse. – Jim Thoreson

**Ken Jones 1979 – 1986**

### **Some story telling ---**

Do you want to hear a comical story from then???

I will tell you anyways. In the old detachment we built a crypto room in the basement (this room is a secret secure room that housed the telex machines that send/received classified messages, and only the operators and the tech have access to). We had an alarm that would sound when a message would come in and the operator would go down and get the message. One night shift the girl that was working in the comcen (I won't say her name, but she was married to a member) went down to get a message and the door knob came off and the door was locked behind her. She was unable to get out. No matter how much she screamed and yelled, no one could hear her. She had no phone and no radio down there, so she was stuck. Finally after some time waiting, she had the bright idea to get on the telex and contact Ottawa and see if someone could phone the detachment and come down to get her out. She sent the message but they would not believe her. It took her several messages before they finally relented to call. But then the members didn't have a key to get in. As I recall she finally was able to yell through the door instructions on where to find a spare key.

George I don't know if you recall this or not, or even if you were there when this happened.

Jim Thoreson [jimthoreson@shaw.ca](mailto:jimthoreson@shaw.ca) (In Red Deer)

Jim, I'm not sure if I was there or heard the story afterwards. I had forgotten all about the "secret room".

When you were talking about HF/SSB radio, that reminded me about being at an accident south of Jakes Corner and I was trying to call Whitehorse to get me a tow truck. I never did get hold of Whse but I did contact the ident car (to be factual it was a station wagon) which was near Stewart Crossing. That was no help and I can't remember the outcome. Another time, actually Christmas eve 1973 - and I got a call there had been an accident on the first curves south of the summit south of Braeburn Lodge. It was a Whitepass truck that had entered the ditch and rolled killing the driver. I got the call just before midnight and went to the scene. Again, the HF/SSB radio was no good. If you remember there were **Emergency Telephones** (now someone's gonna say "hey, I forgot

about those.") every 40 miles between the Mayo cutoff north of Whse and Carmacks. So, I drove south about 8 or ten miles, slugged through snow up to my butt in the ditch to where the phone was in a box screwed to the telephone pole. I had to use my flashlight to read the instructions and finally got an operator on line. I identified myself and what I needed and she came back on the line after each of a half-dozen calls I made. I learned she thought it was just a regular phone call coming in and did not know the call was an Emergency phone. Within a week or two after that I wrote to CN Telcoms expressing my great appreciation for the assistance I received on what was a busy Xmas eve for the telephone exchange. I never heard back. THEN, a few years later I was in the lounge at the Sandman Inn and I got talking to this lady and it turns out she was the operator. She said she never received my letter acknowledging her great assistance so I personally thanked her then and there. And that's my story and I'm sticking to it.

Once we got on the YTG network it was fantastic just like talking to the detachment from in front of the office. We had a telephone touch tone type pad in the car and we dialed how we wanted our call trunked through and we could talk to anywhere in the Yukon. We still maintained two channels of mobile telephone which was often quite useful. That's another story.

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

Sherron, you have done it again. You have the ability to make a 'small' thing from the past into quite an event. It is great to hear these stories about the communications system in the RCMP. I was involved at the tail end of the SSB era and have heard a few stories about who you could communicate with and at what time. Bill and Sherron would know a lot about that as they are HAM operators.

Ira, I have heard your name at different times during my career with the Force but did not know that you had been in Whitehorse. I was born there and have had a close association with the Force through Boy Scouts as Bob Clark and TRA Paul were my leaders around the time that you were there. Will have to get together with you by email or landline.

George, I recall hearing about your accident at Johnson's Crossing and talking with you when I arrived back in Whitehorse in 79. Again lots of stories from the past.

Jim and I had a chance to get together at the Vancouver Yukoners this spring.

Look forward to more

Ken Jones [k29j32\\*shaw.ca](mailto:k29j32@shaw.ca) (In Chilliwack)

## **Klondike Spirit Returns to Dawson**

by Dan Davidson [uffish\\*northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

May 27, 2008

After several false starts and some tough regulatory slogging, the **Klondike Spirit** is back in Dawson and new owner **Brad Whitelaw** says it's here to stay although it's not quite ready to put into service. "There's some safety matters, certificates and qualifications for the staff," he said.

Training will begin the first week of June and run most of that week. He hasn't got a skipper yet, though **Nick Turner and Charlie House**, the men from **Eagle, Alaska**, who built the Spirit and had hoped to operate it here, could end up with the job.

First though, Whitelaw, who also owns the Triple J Hotel, has a few more hurdles to jump through for Transport Canada. Now that the boat, which will operate mostly in Canadian waters, is owned by a Canadian, this task is proving to be easier than it was for the Spirit's American builders.

Whitelaw says the boat should be in service before the end of June and as soon as he has the go ahead there will be a grand opening, with the whole town invited to take a closer look.

Presently the Spirit is moored just north of the Dawson dock area, just below the Waterfront Building on Front Street.



The Klondike Spirit is a metal replica of a side paddle wheel river boat, designed and constructed in Eagle, Alaska, by the Eagle Boat Company, which is Nick Turner and Charlie House. It is now owned and will be operated by Brad Whitelaw, who runs the Triple J Hotel and Cabins.

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

It's been just about a year from the time that Whitelaw first approached the men who created the Klondike Spirit, which was built to be operated out of Dawson and was named by the students at the Robert Service School in 2005.

Whitelaw saw the boat in 2006 when the builders brought it here, thinking they had completed all the necessary requirements. It turned out they hadn't.

"I just learned about it and it was gone, so I got in touch with them and asked what I could do to help - and it developed into this. Now it's flagged Canadian and its home port is here in Dawson. We expect to put out a high end product for locals and tourists.

"I'm very proud and excited to see it in Dawson where it was designed and built to operate," Whitelaw said.

The plan at this time is to offer lunch and supper tours, about two hours long, both up and down the river. The Triple J will cater the food and the boat will have a liquor licence. There will be interpretive talks on the history of Dawson, the Tr'ondëk Hwëch'in and the Yukon River.

For more information about travel on the Klondike Spirit go to -  
<http://www.klondikespirit.com/>

## **MILLEN HOUSE/DAWSON TELEGRAPH OFFICE**

Was reading past issues of the Moc Tel and noticed some comments on the Dawson Telegraph Office. The property was transferred to the Commissioner of the Yukon in 1987. Tourism and Culture, Yukon Government started to work on the building in 1997 and completed the rehabilitation of the building in 2005. Once the conservation work was completed, an agreement to lease was reached with the Dawson City Museum and Historical Society. The property continues to be leased to the Dawson City Museum as accommodation for the Executive Director. The Dawson City Telegraph Office Historic Site was officially designated as a Yukon Historic Site on August 23, 2005.

For more information on the Telegraph Office and other Yukon Historic Sites go to <http://gysde.gov.yk.ca:7777/pls/htmldb/f?p=111:1:9391739218577070134>. or for more general information on Yukon's historic places see <http://www.yukonhistoricplaces.ca/>





Thanks,

Barbara Hogan Historic Sites Registrar *Historic Sites, Cultural Services Branch*  
Government of Yukon L-2 Box 2703 Whitehorse, Yukon Y1A 2C6  
Tel: 867-667-8258 Fax: 867-667-8023 [www.yukonhistoricplaces.ca](http://www.yukonhistoricplaces.ca) [www.tc.gov.yk.ca](http://www.tc.gov.yk.ca)

The Millen House/Dawson Telegraph Office is at –

[http://gysde.gov.yk.ca:7777/pls/htmldb/f?p=111:10:9391739218577070134::NO::P10\\_PLACE\\_ID,P10\\_VERSION\\_NO:2456%2C16](http://gysde.gov.yk.ca:7777/pls/htmldb/f?p=111:10:9391739218577070134::NO::P10_PLACE_ID,P10_VERSION_NO:2456%2C16)

### Historic Places – Territorial

		<u>Location</u> ▲	<u>Category</u>	<u>Designation</u>
	<a href="#"><u>DAWSON CITY TELEGRAPH OFFICE</u></a>	Dawson City	Building	Territorial
	<a href="#"><u>YUKON SAWMILL COMPANY OFFICE</u></a>	Dawson City	Building	Territorial
	<a href="#"><u>MABEL MCINTYRE HOUSE</u></a>	Mayo	Building	Territorial
	<a href="#"><u>MAYO LEGION HALL</u></a>	Mayo	Building	Territorial

### MUNICIPAL HISTORIC SITES IN WHITEHORSE

1. **Smith House** 3128 Third Avenue
2. **Donnenworth House** 3126 Third Avenue
3. **Captain Martin House** 305 Wood Street
4. **Pioneer Hotel #2 (Hatch House)** Shipyards
5. **Log Skyscraper #1** 208 Lambert Street
6. **Log Skyscraper #2** 208 Lambert Street
7. **White Pass and Yukon Route Depot** Waterfront
8. **Old Fire Hall** 1105 First Avenue
9. **Train Crew's House #1** 1091 First Avenue
10. **Train Crew's House #2** 1093 First Avenue
11. **T.C. Richards Building** 302 Steele Street
12. **Taylor House** 412 Main Street
13. **Casey Car House** Waterfront
14. **Hulland House** 704 Wood Street

More information available at -

[http://www.city.whitehorse.yk.ca/index.asp?Type=B\\_BASIC&SEC={E1320164-D775-4E27-82DA-77CF5B5FA737}](http://www.city.whitehorse.yk.ca/index.asp?Type=B_BASIC&SEC={E1320164-D775-4E27-82DA-77CF5B5FA737})

	<a href="#"><u>DONNENWORTH HOUSE</u></a>	Whitehorse	Building	Municipal
	<a href="#"><u>LOG SKYSCRAPERS</u></a>	Whitehorse	Building	Municipal
	<a href="#"><u>T.C. RICHARDS BUILDING</u></a>	Whitehorse	Building	Municipal
	<a href="#"><u>THE TAYLOR HOUSE</u></a>	Whitehorse	Building	Municipal
	<a href="#"><u>WHITE PASS &amp; YUKON ROUTE RAILWAY DEPOT</u></a>	Whitehorse	Building	Municipal

There are only a few sites up for Whitehorse, documentation still has to be done on some of the sites, we are planning on having all of the Whitehorse sites up this year. Summer is here and that means more field work and not so much office time.

I will correct the Telegraph Office sometime this week, it is a rather involved process that will take some time.

Please keep checking the Yukon Register – we will get more sites up over the next few months.

And yes – I would have liked to be in Dawson for the Tea and Commissioner’s Ball – and have some nice summer weather!

Barb  
*Historic Sites Registrar*

**MOCTEL 255 TED HARRISON & BEAT LEDERGERBER**

I read with interest in MocTel 255 that Ted Harrison has moved to a senior's centre. A few years ago we visited with Ted and how I enjoyed the wall murals and our memories of the time we worked together at the Vocational School in Whitehorse! Attached is a photo of a mural as you enter through the front door. How I wish I would have taken more photos! As you notice in the photo Ted has paint on his trousers - a true artist! LOL.

Ted is surely a treasure and Bryan and I would like to wish him well in his new home.

Bryan & Donna Clayson (In Ardrossan AB)



Photo courtesy Donna Clayson [yukonlady@albertacom.com](mailto:yukonlady@albertacom.com) (In Ardrossan AB)

Sherron, **Beat Ledergerber** was mentioned in MocTel 255. Beat still lives in Beaver Creek and was best friends with my brother-in-law, Jack Stalberg. He is organizing a memorial for Jack for June 21 along with my niece, Sue Thomas.

Donna Clayson [yukonlady@albertacom.com](mailto:yukonlady@albertacom.com) (In Ardrossan AB)

**Beat Ledergerber** is in Beaver Creek, not the Junction...he never was in the Junction....

Sandy Campbell [northernlyght@shaw.ca](mailto:northernlyght@shaw.ca) (In Langley BC)

I saw and talked to **Beat Ledergerber** last summer when I was up in Beaver Creek he is working for the big lodge there and has been for about three years. He still has his plane and was going to take me flying but the weather wasn't to co-operative.

Mogey Mogenson [elgolfo@shaw.ca](mailto:elgolfo@shaw.ca) (In Cranbrook BC)

**MOCTEL 255 – Emily Stillwell photo**

Hi Sherron,

I want to make a correction to some of the photos from Emily Stillwell, she titles some of the photos as 'Henderson Corner', that name did not come into being till much, much later, at the time she took the pictures, I presume it was around 1957 - 58 or so, the place she called 'Henderson Corner', was known as 'Chester Hendersons' place, the building showing in the photos would have been Chester Henderson's house and hay shack. Jester Henderson was a relative of the Discoverer of the Klondike Gold 'Bob Henderson'. Chester Henderson own claim to fame was that he was a very good big Game guide, he also made hay on his property, some of it was bought by Cal Miller of the old Capitol Hotel fame, who took it down to Vancouver and fed it to his race horses, claiming that this hay made the horses run much better. Chester was also known as an honest wood dealer, he would go out every day onto his wood lot and cut one or two cord of wood and bring it to his place where he would split the four foot pieces if necessary and then pile it neatly along his property line. His best claim to fame was that he was a friend to everyone, especially to children, as a game guide he kept a string of horses and children were always welcome to view them and even ride them.

Strachan's farm was about three to four miles closer to town, it was located right across from the Dawson airport, it was one of the properties that Strachan used to grow potatoes and on one field oats. The field of oats attracted a lot of birds, especial ducks in the fall and spring, and I will leave it to your imagination of what took place there at certain seasons.

Best regards, Fred Berger [fpbrgr\\*northwestel.net](mailto:fpbrgr*northwestel.net) (In Dawson)

*In Fred Berger's message above he initially said 'Jestor' Henderson rather than Chester and Palma Berger confirmed Chester was correct. – Sherron*

It was Paul Thistle (Dawson City Archives Curator) who when he was seeing my slides in 2002 called it "Henderson's Corner."  
He helped me with and approved the final version of my photo descriptions. (Paul wasn't sure if it was the Strachan farm and said it was "possibly the Strachan farm." Fred probably knows about that.) In case you are wondering, there are no copies of my photos at the Dawson City Museum.

Hope this helps.

Emily Stillwell [eistillwell@hotmail.com](mailto:eistillwell@hotmail.com) (In Moose Jaw SK)

*Hi Fred*

*Can you comment on the Strachan description. Do you recognize the property? - Sherron*

Hi Sherron

Yes I can, for one thing I have been living in this area now for over fifty one years, known this area for over fifty four years, my first trip to Dawson city was in 1954 to see the dentist, at that time it was a doctor Wischart, and his office was located in the old Administration building, now Museum, Court room and office for Game department. Paul Thistle would not be sure about these places, for one thing he has only been in Dawson at that time for about two years, and all of them people have been in those places long before him and some of them, actually all of them passed on some time before his arrival. His title was ' Dawson City Museum Curator', and I remember it well, the time when he browsed through Emily Stillwell photos, I was at the time president of the Museum society. When one has the title Curator, it does not mean that he or she will know everything about an area.

Well, to go back to Strachan's farm, that place was located on the old Fournier dairy farm property, more or less across from the Dawson Airport, while Chester Henderson's property was past 'Rock Creek Bluff', he at that time owned property on both sides of the highway, his house was located right next to the Klondike river and across the highway he had his hay farm and horse paddock (when he had horses). Also next to the house he had a guest cabin, maybe even two, his wood pile, and his hay barn. And as I pointed out before, the name 'Henderson Corner' did not come into being till much much later, the name I believe was coined by a lady named 'Wendy Burns' who used to live out there at the time.

Hope this will put this to sleep now, Cheers, Fred.

Fred Berger [fpbrgr@northwestel.net](mailto:fpbrgr@northwestel.net) (In Dawson)

The correct name of this wonderful man is Chester Henderson and not Jestor; otherwise, Fred's information is great and more extensive than my own. For instance, I didn't know about Cal Miller or about his race horses being fed Chester's 'nutritious' hay. I was still eleven when I bought Sandy from Chester, and I think Tony Hanulik, who was a year older than me, bought Blazo that same year or the following one, while the rest of Chester's herd was sold to Louis Brown, who had his own big game hunting outfit in Mayo.

Fred is correct too in saying that the location of Chester's ranch was not known as Henderson's Corner until a subdivision was developed there many, many years after Chester had died. Prior to that time, it was unofficially referred to as Chester Henderson's place on the Klondyke, something like saying Sherron's place in Vernon. In Emily's photo, the house closest to the road on the left was Chester's house, and although

you can't see them, the rows of wood would have been on the left closer to the river and forward of the hay shack.

On the right is the gate that opens into the horse pasture. Once when I was ten, my sisters and I were riding with absolutely no control, and having forgotten to close the gate, we found the horses taking us where they wanted to go, which was across the road to the hay shack that was full to the roof. Chester and our parents had noticed the horses racing past and they came running. Chester was waving his hat to shoo them away as Les (Dad) grabbed a rope that he slipped onto Blazo, then saddled him faster than I've ever seen a horse saddled before or since, and rode him to round up all the horses and put them back into the pasture.

I'd forgotten that he'd learned to ride while working on prairie farms before going to Dawson in the mid 1930's and was surprised that he sat this horse as if he'd been doing it every day since. His touch was sure and firm and Blazo responded perfectly.

By the way, there was a Henderson House on 6<sup>th</sup> Avenue or on the west side of 7<sup>th</sup> Avenue across from our house, Millen House/Old Telegraph Office. I don't know if it had belonged to Bob Henderson, Chester's ancestor, mentioned by Fred Berger or if it belonged to a different relative of his, maybe his father. I'm wondering too if it's the same house that was built in 1902 and mentioned as being on the west side of the street from ours' in the Context section of the article you forwarded to me from Barb with Historic Sites. [Would you be able to find out?](#)

When Chester was in town, he had a small two room house at the east end of the lot on the south side of our house where Les (Dad) put in our skating rink. Chester's house actually lined up with our garage and then the horse field was immediately south on the other side of the street. By the way, the Redmond family lived across the road on the east side of the field and part ways up the hill in a lovely forest setting.

Hugs,

Madeleine (Millen) Wakefield [mwakefield@shaw.ca](mailto:mwakefield@shaw.ca) (In Calgary)

PS Once again, Emily's photos are terrific and come with the best memories a person could ever have. I'm thankful to her.

**RE: Henderson House on 6<sup>th</sup> Avenue or on the west side of 7<sup>th</sup> Avenue across from our house, Millen House/Old Telegraph Office.**

This house, (I knew it as the Crayford House when I lived in Dawson) was built in 1901 with the original owner listed as Arthur Forbes Nicol. Grant Henderson owned the house in 1935 – he was the son of Robert Henderson and father of Chester Henderson.

Barb Hogan [Barbara.Hogan@gov.yk.ca](mailto:Barbara.Hogan@gov.yk.ca) (In Whitehorse)

*Historic Sites Registrar  
Cultural Services Branch  
867-667-8258*

I appreciate your inquiries tremendously. Even though it's been many years, chronologically speaking, since I grew up in Dawson, that period, from a sentimental perspective, is still only a heartbeat away. I love hearing about my hometown and getting to know it better through the MocTel.

Thank you very much for finding the answers I need.

Hugs,

Madeleine Wakefield

## **THE HENDERSON HOME ON 7<sup>TH</sup> IN DAWSON**

Hi Sherron, I did not forget about your question, but in order to give you the correct answer, I checked first with our local historian John Gould. And as it turned out I would have been wrong, because I was under the impression that it was the Henderson's that built that house.

Well, it was not the Henderson's, they used to live for many years in the area of 'Guggyville', a place just south of Dawson, across the Klondike river. It was a place of bunkhouses, living quarters for workers and repair shops owned by the Guggenheims of New York. There was also a lot of farming going on in that area, till the dredges, owned by the Guggenheims mined this area out and made it unsuitable for any kind of growing. The Guggenheims also used to do, besides dredge mining some hill mining along the Klondike river, Jackson Hill, and other places like Bunker Hill, on Bonanza Creek. The same people that donate millions of dollars to Museums around the world, but have not a penny for a little museum, in a place where they made a portion of their great fortune, matter of fact they don't even know that they had a mining operation up here in the Klondike, they only talk about their mining days in Fairbanks, Alaska.

Anyway to go back to Chester Henderson's family, it was Chester's father Hector Grant Henderson, who was the son of Bob Henderson, that after moving to town and living in a much smaller place, purchased that particular house and raised his family in it. He had two children, a son, Chester and a daughter, I believe her name was Elizabeth, John Gould thinks that she just died a few years back.

Another thing that I want to add on Chester Henderson's achievement list, is the fact that he was also an enthusiastic prospector for hard rock mineral properties, and his partner on many of trips was a man named Frank Burkhard, who's daughter Sylvia is the present owner of the old Henderson place. Burkhard is an other old time family of Dawson City, as some may remember Frank Burkhard ran a sawmill for many years, out at 'Flat Creek'

about thirty miles south of Dawson, his Father had a bakery in Dawson City years before that.

Hope that will answer some of the questions, if not, I am always around, otherwise cheers for now, Fred.

P.S. This has nothing to do with the Hendersons or any body else. But last fall we planted 104 tulip bulbs, well fifty of them, so far showed their head above ground and the first one is blooming today [June 16, 2008], so if that keeps up we will have tulips blooming after they have finished anywhere else in Canada.

Alfred 'Fred' Berger [fpbrgr\\*northwestel.net](mailto:fpbrgr*northwestel.net) (In Dawson)

## **MOCTEL 255 Correction re Rex Terpening**

Hi, Sherron thanks for all of your interesting MocTel stuff. One small item, please correct an error of mine. When I provided a summary of my back ground I stated that I was in Whitehorse from 46 to 50. This should read "from 50 to 52 then transferred to Vancouver. Thanks

Rex Terpening [snowshoe\\*shaw.ca](mailto:snowshoe*shaw.ca) (In Surrey)

## **MOCTEL 255 and ED & BETTY KARMAN**

MocTel #255 mentioned Don & Penny Sipple. As Jean was reading it on line, who should drive up to the house but Don & Penny. They had a 2-fold reason for coming to Haines Junction. This weekend is the Kluane Bluegrass Music Festival and they usually attend to whoop it up, or at least enjoy the music and visit with friends. The other reason was to deliver the headstone for Ed & Betty Karman, my Aunt & Uncle.

Betty (Basinger)Karman was my Mom's sister. My Mom passed away in 1973. Betty married Ed Karman in Dawson City in 1949, I believe. It was at their invitation that my Dad, Mom, sisters [Marg & Bonnie, and brothers Phil & Vankarl and I arrived in the Yukon in 1954/55. Ed worked in Dawson city mining, and later in life moved to the Southwest Yukon to work on both pipelines as well as the Canol. He opened and operated the only garage in Haines Junction for a few years until it burned down. My Dad was there at the time and while Uncle Ed was working in the car-pit, the car above him caught fire. The car was blocking his exit via the stairs and there was barely enough room for my Dad to reach down and grab him and pull him out. Well, the garage was destroyed, but Uncle Ed was saved.

Aunt Betty and Uncle Ed were life-long members of YOOP (Yukon Order of Pioneers) and IODE (International Daughters of the Empire), respectively. They were honoured and greatly cherished their year as Mr & Mrs Yukon.

Uncle Ed was always on the go, even into his 80's and 90's. The last few years of his life he finally slowed down, not because he wanted to, but because his failing health forced him to do so. It was always interesting to listen to his stories about building the Alaska Highway, his work in Dawson's goldfields, his work on the Canol, Alaska Highway and Haines pipelines. I wish I had had more time to record some of his tales, some of which were really outlandish and so humorous.

While he was well into his 80's, he was building a shop/garage behind his house. He fell off the ladder and landed on some metal siding, slicing his ear almost right off. He refused to go to the Health Centre until my wife, Jean, insisted. All he wanted was a band aid, but finally relented. Then they had to take him to the hospital in Whitehorse to have it sewn back on, which didn't suit him too well. He still insisted that "I don't know what you are all in a fuss for. Just put a damned bandage on it."

I well remember when he built his famous "Snowplane". It was a 3-ski machine powered by an airplane engine mounted on the back. I think you can well imagine how fast it went. We used to climb in and he would crank it up to full power, then head towards the highway. Not travel on the highway, but literally jump across the highway, using the snowbanks as ramps. What a trip, but very noisy. I know I have some photos somewhere of that contraption and will get some to you as soon as I can, but right now I'm a little pressed for time.

I'll compile as much as I can when I have more time. Meantime, if anyone has some favourite memories of them, I would love to include them in my future submission.

We miss them tremendously.

Jean, Dad & I will be heading to my sister Marg's in Prince George for a sort of mini-reunion with Dad's sister, Olive (from Victoria), and Marg's son Dale and his family, my brother Phil and his wife at the end of June. Then Jean, Dad & I plan on venturing on to Ontario to visit Jean's parents and brother, and his family.

Well, everyone take care and pass on as much of your life story as you can to your children, etc. It really does make a difference to your family historian. I know because I've been doing my family history for about 10 years now and still have missed so much.

Norm Bastien in Haines Junction

PS Don & Penny don't have a computer.

"I came into this world without one of those things and I'll go out without one." says Don.

PPS I forgot to mention that Uncle Ed was laid to rest in our family plot at his and Aunt Betty's request, beside my Mom and Vankanrl. Aunt Betty was cremated and she requested her ashes be spread on the glacier overlooking Haines Junction and some sent to her brother in Cobourg, Ontario. Whether they were or not, I don't know. Her son hasn't communicated with us for quite some time, even though he lives in the Junction.

Norm Bastien [hondahog\\*northwestel.net](mailto:hondahog*northwestel.net) (In Haines Junction)



**Edward John Karman (May 27, 1914 – Dec 27, 2006)**

Photo courtesy Norm Bastien [hondahog\\*northwestel.net](mailto:hondahog*northwestel.net) (In Haines Junction)



Photo courtesy Norm Bastien [hondahog\\*northwestel.net](mailto:hondahog*northwestel.net) (In Haines Junction)



**Elizabeth Ada Karman (Aug 15, 1918 – Mar 15, 2008)**

Photo courtesy Norm Bastien [hondahog\\*northwestel.net](http://hondahog*northwestel.net) (In Haines Junction)

*When I saw these photos I knew immediately where the headstones were done. Penny Sipple had hand drawn a fireweed flower for me a few years ago and I drew it into the computer at Valley Monuments in Vernon using their MonuCad system. I expect it is the only place you can get it still.– Sherron Jones*

## **MOCTELS INSPIRE MEMORIES OF PRINCE PHILLIPS VISIT**

Wow, what a bunch of memories are stirred by those old photos of Mayo - circa 1955. And Harvey Burian's memories of the place and it's people are wonderfully accurate.

The last couple of Moctels have brought up a couple of long-dormant memories of my too-few years in the Yukon (spanning 1954-1964).

I was an Announcer with CFYT in Dawson City in 1959 when HRH Prince Phillip visited and of course we locals were swept aside by the "big guys" from Outside radio and television. One neat little detail that sticks in my mind (so typical of the Duke of Edinburgh) took place during his much awaited visit to Robert Service's cabin. The world press was out in front of the cabin waiting for that perfect shot of the Prince emerging from the front door, with the moose horns alongside, etc. The Prince, no doubt with a twinkle in his eye, ducked them all and left them standing there.

Earlier, over in Mayo, my dad was one of the local citizens invited to greet Prince Philip as he arrived for a brief stopover. The local chief of the Indian band was there and after he'd been formally presented to HRH, he was heard to say to Philip "What did you say your name was?" I can only guess that Philip enjoyed that, hugely.

My father never tired of remembering little tid-bits like that. It was a wonderful, unintended put-down to pomp and ceremony, that to my mind could only happen in the Yukon.

I guess it's a part of northern lore by now - but (so the story goes) during that same Northern Canada visit by Royalty -- in Yellowknife, I believe -- Prince Philip had met all the local dignitaries and enjoyed a good meal. As the main course dishes were being cleared away, a waitress was heard to say "Keep yer fork Duke, there's gonna be pie".

Again, I wonder if these little gems are alive in Philip's memory-bank. Nice thought.  
Ted

NORTH, Ted & Trudy (DeWolfe) [ttnorth@telus.net](mailto:ttnorth@telus.net) (Trudy born in Dawson 1938, Ted from Mayo) Edmonton

## **ANGELS AT WORK ?**

Here's a story I would like to share that happened during my time on Whitehorse Highway Patrol from 1973 - 1978. I cannot explain it and I'm not a real religious person, but something was at work here that is beyond belief.

It was either the fall of 1976 or 1977 and I was called to a fatal accident between Marsh Lake Lodge and Jakes Corner. It was a clear day and this happened on a new stretch of gravel on the Alaska Highway. The road was in good condition and very wide. The ditches were also very wide and shallow. There was about 4 inches of snow in the ditches.

A son had left his wife and baby in Alaska while he proceeded to help his mother move from Alaska to the lower 48. The mother was driving a Ford van and for some reason she entered the right ditch, drove along the ditch for some 50 yards and then came back up onto and across the highway. A YTG Kenworth semi hauling a Champion grader on a low-boy trailer was headed north. The semi was headed into his own ditch in trying to avoid the accident when the van hit him hard enough to completely shear off the steering axle which ended up in front of the first set of duals. The semi driver received a minor cut but both mother and son died on impact. Among the lady's household effects were five large coffee cans full of coins. These coins and all the other effects were spread along the highway as the side door of the van popped open on impact. After several hours of cleaning up the accident scene, everything was returned to Whitehorse.

Early in the New Year anything of value was shipped back to the young widow in Alaska. She phoned me sometime later that spring and asked about her husband's wedding band as it was not with the property returned to her. I checked the reports and checked at the Whitehorse General Hospital and there was no record or sign of the ring. She asked if she was to come to Whitehorse is there some way she might get to

where the accident took place. I told her if she wanted to do that I would take her myself.

A few weeks later she flew into Whitehorse and there was still some snow on the ground. I'm thinking it was March or April. We drove out to the accident scene and she said how much she wished she had her husband's wedding band as it would be a very important keepsake. I stopped near the north edge of where all the debris had been and she got out of the car. She walked into the right ditch for about 30 feet, bent over, moved some snow aside and picked up her husband's wedding band. You can try and explain it.....I sure can't.

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

## **NEW ADDITION & WHERE ARE THEY NOW ! ?**

Hi Sherron - can you please add us to your subscription list. **Jim's Mom (Joann Graham** from Haines Junction) kindly forwards the Moc Tel to us every issue, and I do keep meaning to sign up, but I'm a great procrastinator.

My family has been back and forth in the Yukon since 1927 and have been mentioned in articles in the Moc Tel (Grandparents **Ernie & Florence Somerton**, parents **Les & Marnie Somerton**). I love the "where are they now" updates in the Moc Tel, and have one for you:

I always manage to run into Yukoners when I'm travelling. Last week Jim & I were outside visiting friends and family. We visited **Cheryl Leask and Barry Guthrie**, at their beautiful 150 year old farm house in Ontario. I was out for a run around the perimeter of their 25 acres, and it started to pour rain. I love running in the rain - especially when it had been +30 there while it was snowing at home! As I ran along the highway, half a dozen people and two police cars stopped to offer me a ride.

After I told the second police officer that I was from Whitehorse and was happy running in the warm weather, she told me that she used to live in Dawson! After the usual "do you know..." conversation, we discovered that we had something in common: both of our wonderful ex-Mother-in-laws, **Nancy Taylor** and **Marjorie Profeit**, were best friends "back in the day" in Dawson City.

I'm attaching the pictures that I took of **Officer Vickey Cayen** of the OPP. **Her sister Samantha still lives in Dawson.**

Such a small world!

Look forward to receiving the Moc Tel, and thank you for your hard work with this fascinating publication.

Lee Somerton (& Jim Graham) [jimlee\\*northwestel.net](mailto:jimlee*northwestel.net) (In Whitehorse)



**Officer Vickey Cayen of the O.P.P. Her sister Samantha still lives in Dawson.**  
Photo courtesy of Lee Somerton (& Jim Graham) [jimlee\\*northwestel.net](mailto:jimlee*northwestel.net) (In Whitehorse)



**Officer Vickey Cayen of the O.P.P.**  
Photo courtesy of Lee Somerton (& Jim Graham) [jimlee\\*northwestel.net](mailto:jimlee*northwestel.net) (In Whitehorse)

## ARTISTIC TALENT



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

## OBIT

**FALKINGHAM** - Ralph F. A/ Comm. rtd. RCMP, passed away suddenly at age 64 at Kelowna General Hospital with his loving family at his side after an 11 year battle with cancer. He is survived by his loving wife Lainey of 42 years; daughter Kelly (Jim Hampton) and son Cst. Scott (Lisa) Falkingham. He adored his grandchildren Lacey, Christopher, Lexis and Brooke. Ralph is also survived by his sisters Sheila, Marlene, Janet, Debbie and brothers Carl, Kevin and Shawn all of Ontario. A Celebration of Ralph's life will be held on Saturday, April 19th at 11:00 am at Mission Creek Alliance, 2091 Springfield Road, Kelowna, BC with Pastor Leon Throness officiating. In lieu of flowers, donations may be made to the Cancer Centre for the Southern Interior, 399 Royal Avenue, Kelowna, BC, V1Y 5L3 or to a charity of your choice. A gift in living memory of Ralph will be made to "Holding Hands for Hospice" by Springfield Funeral Home.

**BALL, EVERETT COLWILL:** Passed away April 30, 2008 at Moog and Friends Hospice House, Penticton. Born in Clover Bar, Alberta in 1921. He is survived by his loving wife, Margaret and daughter Noel. Predeceased by son, Ernest. Everett recently celebrated 40 years perfect attendance in Rotary and was actively involved in Gideons and First Baptist Church. A Memorial Service will be held on Monday, May 5, 2008 at 2 p.m. at First Baptist Church, Government and Carmi, Penticton. A private family interment will take place earlier on Monday. In lieu of flowers donations to the Gideon Memorial Bible Plan would be appreciated. The family would like to thank the staff at

Moog and Friends Hospice House for the compassion and care. Arrangements in care of EVERDEN RUST FUNERAL SERVICES, 493-4112.

## **QUOTE OF THE WEEK**

*Happiness is not achieved by the conscious pursuit of happiness; it is generally the by-product of other activities. - Aldous Huxley*

## **RECIPE OF THE WEEK**

Submitted by Sandy Campbell [northernlyght\\*shaw.ca](mailto:northernlyght*shaw.ca) (In Langley)

### **Rosehip Jelly**

8 cups ripe rosehips  
1 pkg. fruit pectin  
whole cloves  
5 cups of sugar  
1/2 cup of fresh lemon juice (Real Lemon in the bottle) works as well

Place washed rosehips in heavy saucepan with 4 cups of water. Simmer about 30 minutes or until very tender. Mash a bit and then strain through jelly bag over night. (Cheese cloth works really well) or an old well washed nylon stocking. You should have 4 cups of juice. Add lemon juice and pectin, and bring to a rolling boil. Add sugar, and bring to a full boil again for 1 minute. Pour into 6-7 sterilized jars and when the jelly is almost set, place 1 whole clove on the top of each jar of jelly. Cover tightly, (and sealing is not necessary) and store. Give it a couple of weeks to set, and then enjoy on hot toast or biscuits.

### **Rosehip Marmalade**

With the pulp from the previous recipe, you can make the follow marmalade.

Take the discarded pulp and put it through a sieve so as to get rid of all the seeds, add, sugar to taste, and some nutmeg, and allspice, and at least three cups of water, and a package of pectin. Bring to a boil, for 5 minutes, pour into jars, seal and let set, and in about two weeks, you should have wonderful marmalade. I have put orange rind and lemon rind in as well,..as it gels a little better....and adds a nice citrus taste as well.

### **Rosehip Marmalade #2**

Pick 3 lbs of ripe rosehips. Cut the "berry" or "Hip" in two. Cover with four cups of boiling water, and simmer for 30 minutes. Rub through a sieve. This amount of rosehips will yield you about 5 cups of pulp. Add the juice of 1 large lemon and the juice of 2 large plus the rind of the 2 oranges that have either been put through a meat grinder, or a food processor. Add 6 cups of sugar. Boil for about 20 minutes and pour into your jars. Seal the lids and when they start to pop, tighten down the rings. If you do not have enough jars with lids and rings, you can pour paraffin wax to seal the tops of you jars. Then you can melt it down for next time....

## **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 16<sup>th</sup>.

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](mailto:harriette3*shaw.ca) OR

Sharon Redmond: 250-390-1840

[smredmond\\*yahoo.ca](mailto: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](mailto:sherronjones*shaw).

## **MOCCASIN TELEGRAPH**

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