

## **MOCCASIN TELEGRAPH – 262<sup>nd</sup> Edition – August 10<sup>th</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 @.



**Marsh Lake**

Photo courtesy Doug Bell [cheechako46@northwestel.net](mailto:cheechako46@northwestel.net) (In Whitehorse)

### **Part IV (of IV)**

#### **FUR TRADE DAYS IN THE YUKON**

Story and photos by Jim Kirk (On Denman Island)

I met my new boss who was a bachelor and was staying at the Regina Hotel, a couple of blocks down the street from the H.B.Co. store. He arranged for me to also have a room at the same hotel. Living there was a luxury for me with no water to carry, no wood to cut, three meals a day, no dishes to wash. I could send out my laundry and had an electric light in my room!

The Whitehorse store was a smaller operation than Selkirk or Stewart. There were two other stores in town: Taylor & Drury and Northern Commercial. With supplies arriving regularly by rail all year round there was no need to have large warehouses nor more than a few weeks' stock on hand.



Regina Hotel, Whitehorse, in 1940.  
Photo courtesy Jim Kirk (On Denman Island) – Yukon Archives



Hudson Bay Co. Store in Whitehorse, Front Street across from White Pass station, 1940.  
Photo courtesy Jim Kirk (On Denman Island) – Yukon Archives

There was also an Outpost at Frances Lake which was supplied from the Whitehorse store. It saved the trappers in that area having to travel to Whitehorse to sell their furs. The work load for me was considerably less. There were two local residents hired to look after stocking shelves and sales. Andy, the boss, and I both helped out in the store when needed but mostly looked after the buying, handling and shipping of some of the nicest furs Andy and I had seen. We often had to pay over budget to purchase extra fine lots of fur because of the intense competition, not only in town but from fur buyers who came up from Vancouver. Andy had 17 years of fur buying experience across northern Canada and I learned a lot from him.

We were kept busy during the pre-Christmas rush and often had to go back in the evenings to catch up on the office work. It was originally decided I would be sent south after Christmas, either to Port Simpson, on the coast north of Prince Rupert, or 110 miles inland to Kitwanga, a totem pole village on the Skeena River. However things continued to keep busy and Andy applied to District Office to let me stay on until after Easter when most of the trappers would have brought in their catches. I still hadn't received my gear from Stewart and had to purchase some suitable clothes for Christmas. I had to make more purchases before Easter as my belongings didn't catch up to me until June!



“Cat train” leaving Whitehorse with Christmas freight for Dawson City. Note “caboose” on third sleigh. The Bank of Commerce, where Robert Service wrote “Dan McGrew” and “Sam McGee” is in the background. The Toronto-Dominion Bank now sits there. This photo was taken from the front steps of the Whitehorse Inn, torn down in 1977.

Photo courtesy Jim Kirk (On Denman Island)



Cat train leaving Whitehorse with Christmas freight.  
Photo courtesy Jim Kirk (On Denman Island)

Before Easter we had a visit from the District Manager from Edmonton. He brought news that the Company had decided to close out their merchandising operation and we were to sell off as much of the stock as we could before June. The remaining stock and equipment would be shipped down to Selkirk and Stewart. The Company planned to continue buying fur with one of their buyers in Vancouver going to Whitehorse each winter. I was asked to stay on to help with the close out and then Andy and I would leave for Edmonton and a month's furlough. That sounded great!

Word soon got around of our sale and we were kept busy packing and shipping orders for miles around.



The White Pass shipyard at Whitehorse, Spring, 1941.  
Photo courtesy Jim Kirk (On Denman Island)



U.S. Douglas medium bombers at Whitehorse airfield, May, 1941.  
Photo courtesy Jim Kirk (On Denman Island)

It was early spring, 1941, months before Pearl Harbor, when numerous flights of American medium bombers began landing on the small airstrip above Whitehorse. They were on their way to Fairbanks and the Aleutian Islands of Alaska. About the same time a train load of G.I.'s arrived from the deep south of the U.S.A. Probably none of them had ever seen snow before and there was still lots of it piled up outside the White Pass station. I was picking up some freight when I overheard them arranging to take photos of themselves in front of the snowbanks. They were all blacks and one of them remarked, "We sho enough going' to show up against this here background!. They had been sent to work on enlarging the Whitehorse airfield and to start work on the new Can - Alaska highway. The U.S. was nervous about a possible submarine threat to their coastal shipping between Seattle and Alaska and wanted an inland truck route built as soon as possible.

By early June we had the last of the furs baled and shipped. After a few days of cleaning up and saying good-bye we were ready to leave. Once again in only a short time I had made a number of good friends. I was even offered a job in town as they thought I no longer would be employed after we closed the store.

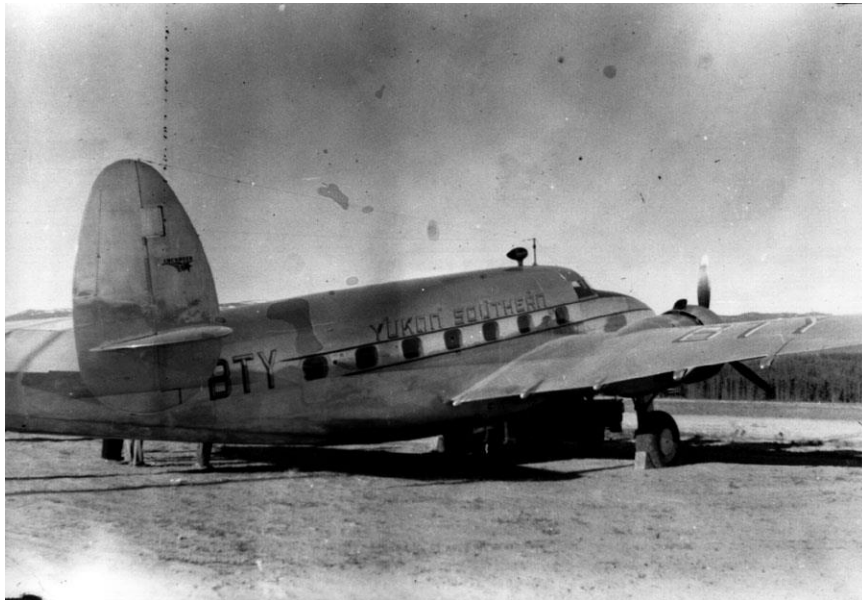
On Saturday the 14th of June it was pay day for a couple of hundred G.I.'s now working in the area so it was a noisy time around town that night. However, it was a quiet town at 5:30 the next morning when Andy and I left Whitehorse on board a new twin engined

Lockheed Lodestar aircraft headed for Edmonton. In less than three years the bush plane route had become a modern airline route. Instead of three days' flying in a two or three passenger plane it was a 12 passenger airliner with a stewardess and only a one day flight back to Edmonton!



A few of us at Christ Church picnic at Ear Lake, Whitehorse, June, 1941. Left to right: Laura Fagan, Mrs. Carmichael, Mrs. McPherson, Mrs. MacBride, Jim Kirk. (last day in the Yukon for the H.B. Co. Jim)

Photo courtesy Jim Kirk (On Denman Island)



Yukon Southern Transport, Lockheed "Lodestar," fastest commercial aircraft in the world. 4.00 A.M., June 15, 1941, at the Whitehorse airfield, leaving for Edmonton.

Photo courtesy Jim Kirk (On Denman Island)

After checking in at District Office we both boarded a Greyhound bus for Winnipeg. I was excited at the thought of being back home again. Andy was going on to stay with relatives in Ontario. This concludes some of my Yukon experiences while in the fur trade.

ADDENDA: While on furlough I enlisted with the RCAF as a pilot. After the war I returned to the North with the H.B.Co. and with a wife, serving at Company Posts in Ontario, Quebec and Saskatchewan.

*More photos exist in the Jim Kirk photo collection which he has donated to Yukon Archives. – Sherron*

The end . . . .

## **Point Made**

The summer of 1974 I had patrolled to Mayo and was en route to Dawson. Just north of Stewart Crossing there was a stretch of road that was the consistency of flour. Once a vehicle travelled over this stretch, if there wasn't any wind, the dust would hang in the air for a long time creating a visibility hazard. There was a YTG Department of Highways grader doing some work on the road and he didn't have the flashing light that's required for construction/road maintenance equipment working on the road. Oh he had the light mounted on roof of the cab but it wasn't flashing. I stopped him and we had a short discussion regarding his responsibility to see that his equipment was functional and being used. He assured me he had made many attempts to get the parts from Whitehorse but all to no avail. I said I believed I might have a solution to the problem and wrote out a ticket. The Yukon Motor Vehicle Ordinance had a provision that the owner of a vehicle could be charged for certain offences. As such, I made the ticket out to the Department of Highways. I further advised the operator that he was to get hold of Whitehorse and if the new light was not installed within 72 hours the grader was to be removed from the road and not used again until the light was fixed. I told him I would be back this way in about four days and if the grader was being used without the light, the next ticket issued would have his name on it.

When I returned I was very pleased to see a nice new flashing orange light on the grader. I stopped and spoke with the operator who happily reported that he relayed the information to Whitehorse and they had a new light up to him within 24 hours. This was a "no cost" to anyone scenario as the fine was paid by the YTG Department of Highways and the fine money would just go back into the YTG coffers. I knew this, but the object of the whole exercise was to get the light fixed. Point made.

George Bliss [jrsports@sasktel.net](mailto:jrsports@sasktel.net) (In Regina)  
Whitehorse Highway Patrol 1973-1978

## ***“THE PEOPLE ON OTHER PLANETS”***

While I was the Mining Recorder in Dawson City in 1965-66's, I was given a fascinating little hardcover book *“The People on Other Planets”*, written by Richard A. Fox, and published in the US in 1925. A handwritten note in the flyleaf reads “Fox used to live in Dawson. Lived in green house on 1<sup>st</sup> Ave. Book sold about 500 copies. Weighed about 140 lbs - slim. Worked for nobody. Started the first carving of ivory in the Yukon – his idea entirely. Actually believed he had been to other planets. Very honourable – paid his bills on time. Thought he was a mystic.”

The 118-page book includes 56 diary entries dated from May 1904 to January 1924. Nearly half the entries were made while Fox was working claims at Mint Gulch, while others were made in Dawson, a couple in a “hunter’s cabin on Coohy Creek,” - and one in Circle City, Alaska.

The following is a diary entry made at an unidentified location on May 29<sup>th</sup>, 1909.

Dave Gairns [dgairns\\*telus.net](mailto:dgairns*telus.net) Castlegar, BC

### ***“FEATHERED PEOPLE***

*This morning I was taken to a planet where two races of feathered people exist and one race of Caucasians without feathers, resembling us. These have adopted about all the general pursuits of life as we have, in industry and social life. Mixed with considerable vice and crime, yet they are more developed spiritually than we are, thus modifying their evil habits. The most noteworthy object I saw was a lion the size of a cow which they easily tame and control like a dog. Another animal is a giant horse. It is ten feet tall and well proportioned.*

*The first of the feathered people with whom I came into contact were the size of an ostrich with bronze feathers, resembling our bronze turkeys. They have no arms but have short wings which are of no avail for flying. Their heads are like birds, but they talk, reason and act like people, and are considered human beings by the other races. They are very shy and are much respected by all others, upon whom they depend for the principal supply of food, which consist of grain and vegetables. The other feathered tribe is all human in features and body. They have arms and hands and perform much useful labor, providing the necessities of life, but avoid all dirty work and drudgery. In refinement and the practice of worship and its attendant virtues they excel all others I have ever met up to date. They could be compared with angels more than anything else. They are very beautiful in appearance, their complexion being of a Creole cast. They stand seven feet tall and not a deformity or blemish did I see among them. They wear cloth garments over their feathers and have no other hair than eyebrows and lashes. They live in houses. Their beds consist of eiderdown mattresses, upon which they lay without covering. They hate crime and vice and will not deal with other races if they can avoid it. They eat no meat but live on grain and vegetables. Sickness and crime are*

*unknown among them. They nurse their children at the breast, but I was given to understand that they lay eggs and hatch their babies. The white people have tried to mix with them, but without success. The white race admires them very much and looks upon them as a holy people and their superiors. They often go to the feathered tribe for advice and reward them with presents. There are not many of the feathered tribes. They recognize a supreme God and look to him for guidance. They try to live holy and just lives so that they may enter spirit life in a fit state. They are very frank and truthful and give advice and aid to all within reach.”*

PS Let's see if this gets a response of any kind from your readers before I type up any more of the stories!

Dave G.



Marmot !

When working on trucks, sometimes you have to use local help, this one seemed very critical of my work, screamed at me the whole time.

Still at Mac Pass (MacTung), July, 2008

Photo courtesy George Millen [george\\_millen@hotmail.com](mailto:george_millen@hotmail.com) (In Watson Lake)

Material about **MV Dorothy** submitted by Sandy Campbell [northernlyght\\*shaw.ca](mailto:northernlyght*shaw.ca) (In Langley)

News Release

**ATCO LTD. & CANADIAN UTILITIES LIMITED**

Corporate Head Office: 1400, 909 - 11 Avenue S.W., Calgary, Alberta T2R 1N6 Tel: (403) 292-7500

July 11, 2008

**Ready for Launch – A Yukon Waterway Legend**

CALGARY, Alberta – One of ATCO Group's oldest companies, Yukon Electrical Company Limited is pleased to announce the re-launching of the historic "M.V. Dorothy."

Today, the M.V. Dorothy, a 33-foot wooden motor vessel built in 1932, returns to the Yukon waters where it was first sailed by Yukon Electrical Limited more than three quarters of a century ago. It has been restored to its original design and character, embodying the unique spirit of the Yukon.

Nancy Southern, President and Chief Executive Officer, ATCO Group, together with Yukon Deputy Premier, Elaine Taylor and other invited guests, will launch the boat at a special ceremony at 4:00 pm. The ceremony will take place at the MV Schwatka Launch area, approximately one half hour south of Whitehorse, Yukon.

"The Dorothy has a rich and colourful history representative of the Yukon and her uniquely diversified people," Ms. Southern said. "It gives ATCO and our Yukon Electrical Company Limited, great pride to return the Dorothy to Whitehorse in this pristinely restored state for all Yukoners and visitors to remember the stories of her past, and it is my hope that she will also serve as a reminder of ATCO Group's commitment to Yukon's future."

The M.V. Dorothy was originally constructed by the warden of the British Columbia Penitentiary and some of its prisoners. It eventually became the property of Yukon Electrical Company Limited. In addition to her service with the Yukon Electrical Company, the M.V. Dorothy has had many roles over the last eight decades. She has sailed as a research vessel and was seconded by the US military who kept her under US command throughout World War II. She sank twice but once again, she is ready for sail. Today's celebration includes a scenic ride on the M.V. Dorothy.

ATCO Group, an Alberta-based worldwide organization of companies with assets of approximately \$8.2 billion and more than 7,800 employees, is comprised of three main business divisions: Power Generation; Utilities (natural gas and electricity transmission and distribution) and Global Enterprises (industrial manufacturing, technology, logistics and energy services). More information about ATCO Ltd. can be found on its website [www.atco.com](http://www.atco.com)

For further information, please contact:  
N.C. (Nancy) Southern  
President & Chief Executive Officer  
ATCO Group  
(403) 292-7561



### **MV Dorothy**

*See information about Dorothy's family in the article below.*

Photo of **MV Dorothy** found online and submitted by Sandy Campbell  
[northernlyght\\*shaw.ca](mailto:northernlyght*shaw.ca) (In Langley)

*The following an extract from – (also submitted by Sandy Campbell)*

<http://heritageyukon.ca/Publications/documents/YHMAsummernews2007web.pdf>

YUKON HISTORICAL & MUSEUMS ASSOCIATION Summer Newsletter 2007

### **Historic Home Stands on Shaky Ground**

The Scott House is one of Whitehorse's oldest and most architecturally significant buildings. The home has just recently been put on the market, which means that it has a very uncertain future. As the house is not recognized as an official historic site, it could be altered, moved, or destroyed by the next buyer. For a building of this caliber, its neglect could be devastating.

Albert E. Henderson built the Scott House between 1908 and 1910. Henderson was a shipyard foreman in charge of repairs to the British Yukon Navigation Company's steamships. In 1917 he became the superintendent of the B.Y.N.Co. His skills as a carpenter are evident in the design of the building, which displays a gabled hip roof and

large airy rooms with high ceilings. Details such as ornamental brackets, turned porch columns and bow windows made the home an upper class residence for the period. The original wood flooring was obtained by Henderson from the ships he worked on and it is likely that many of the materials for the building came from the local shipyards. A cobblestone fireplace was added in 1936 and in 1954 the kitchen and bathroom were extended at the rear of the building. Beyond those alterations the house is virtually the same as it was almost one hundred years ago.

**John Henderson Scott purchased the house in 1927.** Scott came to the north during the Klondike Gold Rush and mined for gold in Dawson City and Fairbanks. His family lived in the house for ten years. **The property returned to the Scott family in 1954** when it was bought by their son **John Delbert Scott and his wife Dorothy Phelps Scott.**

John D. Scott was a prominent member of the Whitehorse community. He designed buildings in the area and the passenger boat MV Schwatka, one of the earliest tourist attractions in the city. He was a miner and geological engineer; as well he was responsible for the re-opening of the Venus Mine near Carcross.

**Dorothy's father, Willard Phelps, was the owner of Yukon Electrical Company.** He was also one of only two lawyers in Whitehorse from 1900 to 1944 and served as the leader of the Yukon Council. Dorothy's brother, John Phelps, was an electrical engineer and politician. He and Scott designed and built the Yukon's first hydroelectric plant near Fish Lake. It supplied power for the Yukon Electrical Company. John Scott lived in the house until his death in 2004.

Continued on page 9 of this website -

<http://heritageyukon.ca/Publications/documents/YHMAsummernews2007web.pdf>



Scott House – 206 Hawkins – Whitehorse  
Yukon Government - online photo.

## **ALASKA HIGHWAY POEM – AUTHOR NOW KNOWN**

Sherron in a recent Moc Tel the poem about the Alcan Highway was mentioned and it was stated "Author Unknown".

Well such is not the case. Barb Zaccarelli personally knows the author who has stayed at her B&B twice in recent years.

In addition he provided Barb with two books that he has written which definitely say no copying:

"Alaska Highway - Poems by Troy C. Hise 1943. This booklet had a first printing by Troy L. Hise, Sr. in 1995 and a second printing in 1996. It is small "cookbook size" app. 40 pages of poems and pictures.

On the inside cover in Troy's handwriting is the following message:

To: Ralph & Barbera

It has been 15 years since we first met. If it will take that long to see you again you can help me celebrate by 100th B.C. Thank you for your friendship. It has been a pleasure for Marie & me.

Signed: Troy L. Hise.

The second one is "Poems for Reading & Relaxation" by Troy L. Hise of Alaska Highway. It is the same size but fewer pages, no pictures but full of poems. This one had first printing in 1996 also.

Inscribed in inside cover:

"about a dozen true stories, mostly imagination. See I can still think. Troy"

Address in front of book is:

Troy L. Hise

2008 Sunset Court South

League City, Texas 77573-3250

Phone 281-338-2055 or fax 281-332-9508

Just in case you wanted to chase this further. I have copied this to Barb so that she knows what I sent you.

Tom Mickey [tmickey\\*northwestel.net](mailto:tmickey*northwestel.net) (In Whitehorse)

*If anyone has a copy of this verse I would be interested in hearing the words yours has. The one Sandy Campbell quoted for us in MocTel 260 - used "lout" and "route" instead of "man" and "road".- Sherron*

# ALCAN HIGHWAY

We are stationed at Summitt Lake,  
The Aleutian Islands are at stake.  
The Alcan Highway is the supply road.  
To get the supplies, it's the only mode.

Over the snow and icy hills we go,  
To where, we don't know.  
They say they are going to Alaska,  
I don't know, could be Athabaska.

To Fort Nelson and Muncho Lake,  
The only trips we are allowed to make.  
A hundred miles north, a hundred miles south.  
Our only news is by word of mouth.

We are lost somewhere between  
No city lights can be seen.  
Sun is up from nine-thirty to three.  
Come on Northern Lights so we can see.

Digging wood from under the snow.  
"Cold" isn't it? Of course, you wouldn't know.  
My men and I do, we are here to reveal  
Being cold at 30 below is definitely for real.

The trucks are coming, we must take them on.  
In a couple hours, I'll be gone.  
Driving this road you must beware,  
You miss sliding off by the width of a hair.

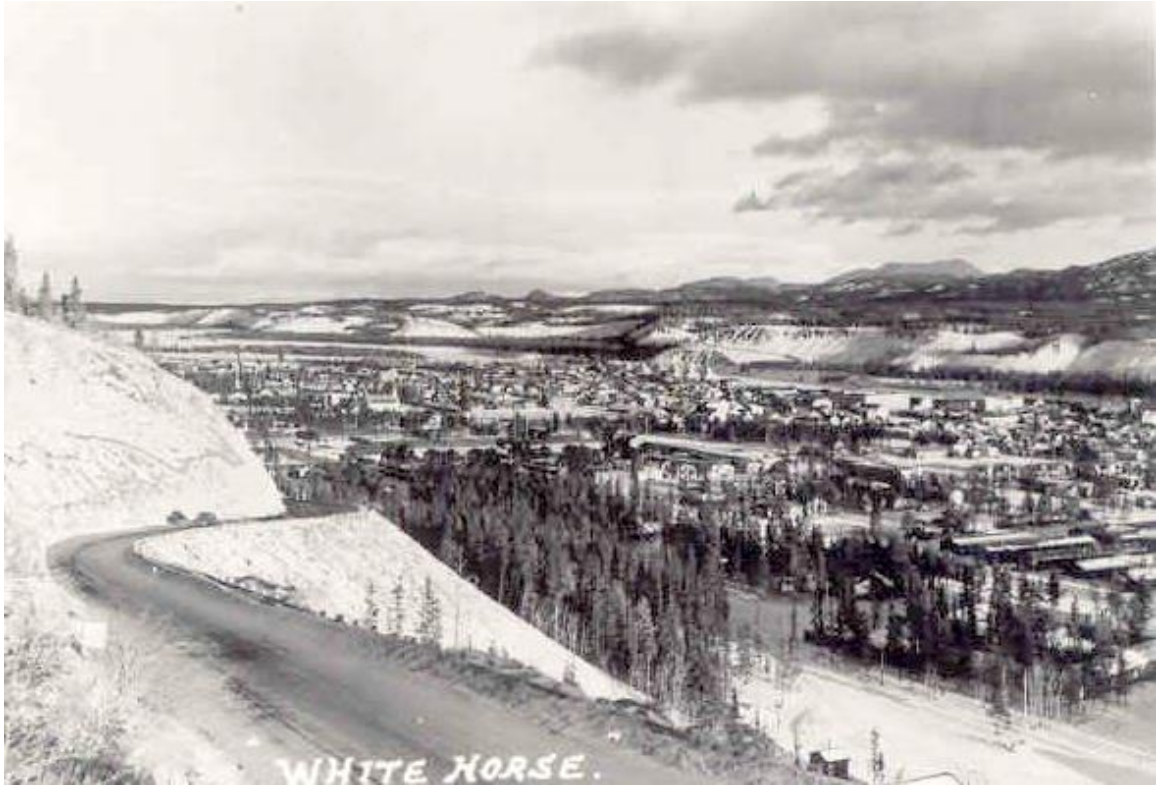
Around the curves, around the bends  
You wonder where the hell it ends.  
Come on destination, come into view.  
I need some coffee, my feet are cold, too.

**Winding in and Winding out,  
Fills my mind with serious doubt  
If the man who built this road  
Was going to hell or coming out.**

Written by:  
Sgt. Troy L. Hise  
Co. I 477th Trk Regt. Q.M.  
Summit Lake Relay Station  
April, 1943

*Permission to reprint this poem here was received from Mrs. Troy Hise. - Sherron*

Troy L. Hise 2008 Sunset Court South  
League City, Texas 77573-3250  
Phone 281-338-2055 or fax 281-332-9508



A view of Whitehorse from the airport escarpment road. When I arrived in Whitehorse in 1951, this road was no longer in use.

Photo courtesy Jim Austin [jraustin929@yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon BC)



Whitehorse City and waterfront with airport escarpment road in the background. White building just right of center was the CPA general offices and staff house.

Photo courtesy Jim Austin [jraustin929@yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon BC)



A postcard of the Whitehorse Airfield. Note there are only two hangars instead of three on the military side. I expect this was taken in the mid to late 40's?

Photo courtesy Jim Austin [jraustin929@yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon BC)



A picture taken from the military side of the Whitehorse airfield taken toward the civilian side showing what appears to be a Dehavilland Mosquito? right of center. I don't know who took this picture.

Photo courtesy Jim Austin [jraustin929@yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon BC)

The De Havilland Mosquito was developed for WWII and was an amazing aircraft. It was constructed entirely of wood which made it hard to pick up on radar. It served a dual role as a fighter and a bomber. Its defence was predicated on its ability to outrun most fighters dispatched against it. As a bomber on raids over Germany it carried half a ton more bomb load than a B-17 Flying Fortress and flying 50 M.P.H. faster. (This information from a book titled "Great Weapons of World War II").

Regards Jim Austin [jraustin929@yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon BC)

## **MORE BLAKER CONNECTIONS TO WHITEHORSE**

I thought I would mention that my oldest daughter, Jessica, is working at the Whitehorse General Hospital for a two month period. This is part of her two year medical residency training after her graduation from the University of Calgary. What is neat about this is that Jessica is working at the same hospital that she was born in. Her mother, Yvette, worked there as a nurse from the mid 70's to the early 80's. Several nursing staff that worked with Yvette are still working there and have since connected with Jessica. Jess is planning to practice family medicine and low risk obstetrics in Calgary.

My wife Sharon and I will be going to Whitehorse on August 16<sup>th</sup> to visit family and friends. On the 19<sup>th</sup> it will be my mother's 80<sup>th</sup> birthday. (She moved back to Whitehorse from Penticton last July.) I am looking forward to being home again.

Later on in August we will be attending our first family wedding as my youngest, Claire, is to be married to Chris Walker. Both are currently living in Prince George where Claire works for the Northern Health Region as a software trainer and Chris is the morning host for CBC radio. The wedding is to take place on Vancouver Island at St. Stephens Church in the Sidney area. The church is the oldest continually used church in BC as it was "opened for business" in 1862.

Phil Blaker [pblaker@shaw.ca](mailto:pblaker@shaw.ca) (In Chilliwack BC)

*Some of you will remember Phil's father Fred Blaker was Fire Chief in Whitehorse for many years. All at one time, Fred was the Fire Chief and his son Phil was the City Engineer and Fred's brother Denny was a Building Inspector for the City. I remember this because I worked in the Finance department at the same time. – Sherron Jones*

## **MOCTEL 261 INSPIRES MEMORIES**

The latest version of Moc Tel crossed my screen today and it, as usual, triggered some fond memories. I have some pictures that I am going to try to include with the various comments. Some of the pictures will cross the time warp between the time I was in Whitehorse (1957 - 1961) and the time I was in the Western Arctic (1962 - 1964).

The article on the Old Crow patrol reminded me of **Dan Wheeler** when he was in Sachs Harbour on Banks Island. It was a bit of a desolated place in the middle of the winter. He was transferred to Old Crow at a later date, but I was in to Old Crow about the same time I went to Sachs Harbour.



Sachs Harbour RCMP Det. Member could be Dan Wheeler. The harbour where we landed is behind me - the DOT airport at the top of the hill ahead.

Photo courtesy Ira Saunders [sandisaunders\\*rogers.com](http://sandisaunders*rogers.com) (In Ottawa)

*Radio operators may notice the long wire antenna. Also the antennas in the other photos. - Sherron*



Old Crow Detachment building - that is my shadow on the door side for the member. I don't recall the member's name but he was alone at the time. The Cpl. had gone outside

to be married and wasn't back from his honeymoon yet. There was a new prefab bldg. behind the Detachment that was to be the married quarters.  
Photo courtesy Ira Saunders [sandisaunders\\*rogers.com](http://sandisaunders*rogers.com) (In Ottawa)



From previous photo, I turned left and looked down "Main Street" at the settlement of Old Crow. Needless to say, it was C O L D.  
Photo courtesy Ira Saunders [sandisaunders\\*rogers.com](http://sandisaunders*rogers.com) (In Ottawa)



This is an aerial view of the Detachment compound - note the "out of place" white prefab behind the Detachment. Photo courtesy Ira Saunders [sandisaunders\\*rogers.com](http://sandisaunders*rogers.com) (In Ottawa)



The aircraft was CF-MPW, the RCMP single Otter, in which I spent about 400 hours during my stay in Inuvik . It had landed on the Porcupine river in front of the Detachment at Old Crow and we are offloading supplies. The local population always showed up when the Police plane arrived to help and maybe get a handout !!!

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

The hanger fire reminded me of the Yukon Flying Services owned and operated by Lloyd Romfo which operated out of that hanger in 1959, 60 and 61. The Two Fleet Canucks - CF-ENN and CF- DPM (I think) and the Cessna 120 were utilized to train young hairbrains like me to fly. At that time, we soloed in 5 hours and got our licences in 30 hours. Two of my friends - **Ralph Brockbank** and **Neil Melsness**, and I flew off our private pilot's licence in one month, and Neil and Ralph both went on to obtain their Commercial tickets. Neil retired from the RCMP as the Director of Air Services (C/Supt) for the Force, and Ralph retired to private security practice as an Inspector in the Force.

The article "Getting the Yukon out of the boy" by **Boyde White** also reminded me of the flying training. As part of our training, Lloyd would cut the engine on the aircraft at critical times and ask us where we would try to land. One day, he cut my engine on take off heading south off the runway and asked - "Where to now ? ? ? ? " By the time he told me to resume power, we were below the side embankments of the spillway of the dam which was still under construction and not flooded, I could have landed on the bottom of the spillway if I had to - but I never would have been able to take off again from there !!!  
!!

The attached last series of pictures are from either the Stewart Crossing or the Pelly Crossing (or both) when the bridges were under construction but we were still using the ferry. You will note that the ferry in the second and third photos is motorized whereas the fourth photo is a "cable stayed" current operated ferry. I cannot recall which crossing is which! !!!



Pelly Crossing Bridge

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



Pelly Crossing Bridge Photo courtesy Ira Saunders [sandisaunders@rogers.com](mailto:sandisaunders@rogers.com) (In Ottawa)



Photo courtesy Ira Saunders [sandisaunders\\*rogers.com](http://sandisaunders*rogers.com) (In Ottawa)



Pelly Crossing Ferry

Photo courtesy Ira Saunders [sandisaunders\\*rogers.com](http://sandisaunders*rogers.com) (In Ottawa)

## **BRIDGE AND FERRIES IDENTIFIED**

I believe photos 1, 2 & 4 are of the Pelly Ferry bridge and ferry. Photo 3 looks like the Stewart Crossing ferry. My reasons for suggesting this follows.

I know the ferry in photo 4 is definitely the Pelly one as I remember it being, I believe, an old steamboat barge that was converted into a ferry. It actually was attached to a heavy cable that was connected on each side and the river current plus a small gas powered engine, was used to power the ferry across the river. It was convenient in that you could drive on and drive off, since the ferry did not have to turn around to cross the river as did the ferries at the Carmacks and Stewart crossings. You can see the cable in the photo. It is the dark line on the right hand side. If you look closely you can see the cable anchor on the far bank. I believe that the small boat on the side of the ferry in photo 2 of the bridge is the lifeboat that was attached to the side of the Pelly ferry as well. I may be incorrect, but I don't recall there being any lifeboats on the sides of the other ferries. Of course they could have been there and I just didn't notice them. I do remember there being life preservers.

The ferries at the Stewart and at Carmacks crossings were steel ones that you drove onto (or backed onto, although I don't remember us doing so) and then had to back off at the other side since it could only dock at the one end. I believe it was powered by a large GM diesel engine. The wheelhouse on the Stewart Crossing and Carmacks ferries originally sat right on on the ferry deck. However, with the large ore trucks being used by UKHM (United Keno Hill Mines) and later by BYN (British Yukon Navigation), the person steering the ferry could not see over them to guide it across the river. Hence, the wheelhouses were soon raised, as you see in the photo, so that the person steering the ferry had a clear view of the water and the landing on the opposite shore.

The bridge photos (1 & 2) show a bridge with three piers and 3 covered spans (i.e. the bridge structure is such that the trusses are above the bridge deck and you drive through them). I have a photo of the Stewart Crossing bridge and it only has two piers and a single span. If you look at the following two sites on the Internet you will see the satellite view of the two bridges. It would appear from these views that the bridge is indeed the Pelly River bridge.

Image of the **Stewart River Bridge**:

<http://maps.google.ca/maps?hl=en&tab=wl&q=Stewart%20Crossing%20Yukon>. You will have to click on the satellite view and zoom in to be able to see the actual bridge with it's one covered pan.

Image of the **Pelly River Bridge**:

<http://maps.google.ca/maps?hl=en&tab=wl&q=Pelly%20Crossing%20Yukon>. Again zoom in and you can see the 3 covered spans. You can also see to the right where the old

ferry crossing was and see where the highway went up the embankment on the North shore as it appears in the photo of the Pelly ferry.

Incidentally, it seems that an easy way to distinguish between the 3 bridges on the Mayo-Dawson-Whitehorse highway across the Yukon, Pelly and Stewart Rivers is by the number of covered spans (i.e. spans with the trusses high above the bridge deck).

- a) The Stewart Crossing bridge has 1 covered span;
- b) The Carmacks (Yukon Crossing) bridge has 2 covered spans; and
- c) The Pelly Crossing has 3 covered spans.

Unfortunately, Google Maps does not seem to have an image of the Carmacks bridge, as it does for the Pelly and Stewart crossings. I did find the enclosed photo which shows the 2 covered spans.



**Carmacks Bridge**

Photo courtesy Harvey Burian [hburian@telus.net](mailto:hburian@telus.net) (In Parksville BC)

It's been a few years since I crossed these bridges so if my suggested simple way of distinguishing these bridges is inaccurate, hopefully the MocTel readers will correct me.

These ferries hold many memories for me as my parents and I travelled often down the highway to Pelly to visit friends there and along the way. Perhaps the most vivid memories are those of being stuck on one side of a river (usually the wrong side!) because of a breakdown of the engine that powered the ferry that crossed that river. Of

course as a young boy, the time, I am sure, seemed much longer than it really was, although several hours wait was not unusual. Because my dad was a mechanic he often would don his coveralls and join the men working on the engine to see if he could assist with getting it to run again. I specifically remember one time when this happened at the Pelly ferry and then when we arrived at the Stewart Crossing ferry it happened again! We didn't arrive home until the wee hours of the morning on that occasion!

It was a day of mixed feelings when the bridges were completed in 1960 and we no longer had to wait for the ferries ... some sadness to see the passing of a time when we could ride the ferries ... but joy in that we no longer had to wait for a broken down ferry to be repaired to allow us to make our way home.

Harvey Burian [hburian@telus.net](mailto:hburian@telus.net) (In Parksville BC)

## **IVOR MAST CELEBRATES HIS 99<sup>TH</sup> BIRTHDAY AUGUST 4<sup>TH</sup>**

I thought you might like to know that Ivor Mast, retired RCMP member who spent many years in the Yukon and NW Territories, will celebrate his 99th birthday on August 4th. I was up to see him yesterday and he is "doing quite well for his age" he says. He still plays a good game of Crib and managed to beat me again.

If anyone wanted to [visit or] send him a card, his address is 616 - 11771 Fentiman Place, Richmond, BC V7E 3M4.

Maxine Horner [maxinehomerart@hotmail.com](mailto:maxinehomerart@hotmail.com) (In Vancouver)

## **CYCLE TO WALK – HAS PASSED THE HALFWAY POINT – CROSSING CANADA**

So glad I received this notice before joining the road team for the final 2 months on Cycle to Walk (a unique Yukon journey) [www.cycletowalk.com](http://www.cycletowalk.com)  
So many Yukoners are involved in this..

My traveling e-mail is [kipveale@hotmail.com](mailto:kipveale@hotmail.com). I'll be away from the Yukon from Aug. 4<sup>th</sup> – Oct. 19<sup>th</sup>.

Read up some of the team profile on the [www.cycletowalk.com](http://www.cycletowalk.com) website. Doug and Bertha Ayers have lived in the Yukon for many years. They took "early retirement" to go the whole way.. 6 months.. across Canada. They are the real heroes (other than Ramesh, of course)..

I will be joining them in Toronto on Aug. 5<sup>th</sup> for the Blue Jays Game (Ramesh will be receiving a team sweater and will be introduced on the field). Amazing! (Lots of the

activities in each of the provinces are listed on the website. It would be great for former Yukoners to come out to greet Ramesh and the team as they go through their towns/cities.

I will be with the team as a support person for the final 4 provinces, starting with them as they enter New Brunswick and finishing with them when we reach Cape Spear, Nfld.. in early October on my 65<sup>th</sup> birthday (!) A Great Way to celebrate 2 milestones (my own and Cycle to Walk) for me.

As a Yukoner (or even not even as a Yukoner) Ramesh's story (see his bio) is an inspiration! I've known him since he came off the plane in Whitehorse as a wee guy with polio. Now he is a social worker and a colleague. And still an inspiration!

Kip Veale [veale\\*northwestel.net](mailto:veale*northwestel.net) (In Whitehorse)

## **YUKON SPIRIT STILL ALIVE**

My daughter Tina and I just returned from a road trip to the Yukon.

We traveled from Grande Prairie to Whitehorse on to Dawson City over the Top of World Hwy down the Alaska Hwy to Whitehorse and back home.

It was a great trip even though it rained most of the time. We reconnected with friends and family and did the tourist things. On the Top of the World Hwy between Dawson and Chicken Alaska we had a flat tire. We had hardly pulled over when another car stopped to give assistance with the tire change. Another car stopped and two fellows said they were not in a hurry and would follow us as our spare was a "toy tire" and limits your speed. True to their word they followed us to Chicken where we got our tire repaired at the Cracked Knuckle Tire Shop.

Everywhere we stopped people were friendly and talkative. Total strangers would chat and some days we didn't make a lot of miles as the visiting was so interesting.

Dave Perks [birdsivu\\*telusplanet.net](mailto:birdsivu*telusplanet.net) Grande Prairie AB

## **GILLIAN CAMPBELL**

Just came back from Gillian Campbell's outstanding performance in Victoria. She was, as always, a wonderful gal who had the audience in her hands. My husband took quite a few photos and as soon as he edits them, I will send a couple along for the next Moc Tel.

Just returned from a month in Yukon - coldest July on record but still a wonderful place!

Annie Graham [annie.graham\\*telus.net](mailto:annie.graham*telus.net) (In Victoria BC)



Gillian Campbell at BC's 150 Celebration - Aug 2, 2008 in Victoria  
Photos courtesy Garth & Annie Graham [annie.graham@telus.net](mailto:annie.graham@telus.net) (In Victoria BC)



Steve Baker in the red underwear, fourth from left in the tall multi-coloured hat.  
Photo courtesy Stephen Baker [sbbaker@shaw.ca](mailto:sbbaker@shaw.ca) (In Victoria)

THOSE WERE THE DAYS.....THEY WERE A GREAT BUNCH  
TOO....HAHAHAH LOVE MY JOB. GILLY OXOXOXO

## **SID MAY**

A tidbit to add to the Sid May- Mad Trapper story. While working at North Fork power plant for Newt Webster as mentioned in an earlier Moc Tel. I got to know Sid May who was our cat mechanic from Bear Creek. We had two of the oldest cats the company owned, a gas 22 and RD-7 as well as a older D-6, which needed Sids attention regularly, and I was usually assigned to help Sid.

One story I remember that Sid told while we worked on the little gas, was about his assignment to lead a patrol to find the mad trapper, and how when they caught up with him and how he confronted the patrol and the shoot out that ensued, they were all shooting and when the mad trapper went down Sid's guide threw his gun down and the way Sid told his recollection of the event. I took for granted that he was sure his guide should be credited for the death of the mad trapper.

In later years when everybody was writing about the mad trapper, Bob Martin the son of one of the two Martins that were native Anglican ministers who traveled the Yukon, worked for in Mayo, he told me that he was with his father in Ross River at a trading post and they saw the mad trapper getting ready for his trip into the Artic.

Also during the search for the mad trapper my dad was a general store keeper in north eastern Alberta, and he sold radios which were selling very slowly as they were very expensive and required a huge set of dry batteries and a 2 volt wet battery. Needless to say as soon as the news got out about the mad trapper saga, everybody needed a radio. My dad had to make several trips into Edmonton for more batteries and radios, and from that time on everybody had to have one. He always contributed the popularity of the radio to the Mad Trapper, not Marconi.

Brian Kates (In Edmonton)

*After reading Brian's message I went back and looked at the last MocTel. Sid May was in pursuit but doesn't mention who fired the fatal shot. Can imagine only the shooter would instinctively know.*

*Extract from MocTel 261-*

***“Sidney Walter May joined the Force on November 5, 1928. He was dismissed on June 22, 1933 for marrying without permission. He then worked as a mechanic for Yukon Gold and in 1966 moved to Kamloops where he worked for Lornex Mines, again as a mechanic. He died on November 15, 1973, aged 67.”***

*And Extract from Patrol Diary –*

“15-2-32 Weather 41 below. Broke camp 7 a.m., made fire 11 a.m., made fire again 4:30 p.m., arrived Le Pierre House 7:30 p.m., Miles 52.

16-2-32 Weather 40 below. **Police posse left Le Pierre House at 8 a.m. on Johnson's trail**, noon fire mouth of Eagle River 11:30 a.m., **camped for night 3:30 p.m. on Eagle River**. Miles 17.

**February 17th Weather 50 below. Broke camp 7:30 a.m. Contact with Johnson 11:30 a.m. Johnson killed. Continued up Eagle River. Camped for night 9:30 p.m. Miles 47.**

18-2-32 Weather 50 below. Broke camp 9 a.m., arrived at Le Pierre House 1 p.m.. Miles 10”

*It still bothers me that men could work this hard for the RCMP only to be dismissed for marrying. - Sherron*

## **FEDERAL ELECTORAL REFORM**

*Would love to receive a message from you, for the MocTel, on Electoral Reform. – Sherron*

Thanks for the invitation, Sherron. Attached is a press release due to come out tomorrow in the Yukon News and Whitehorse Star. The proposed system has been improving continually through concerned people sharing their skills and ideas through giving feedback to whatever the system was when they read it.

At this time, I think most Canadians are like I was, not even considering that the Canadian system could be ineffective. I think your Moccasin Telegraph can play a very valuable part and hope it does make people aware and encourage them to play an active role in this much needed change.

Hopefully more Canadians will realize the strength and value of their vote and help make this much needed change happen, and soon.

Dave Brekke [brekkedi@northwestel.net](mailto:brekkedi@northwestel.net) (In Whitehorse)

## **DID YOU KNOW?**

- **In Canada's 2006 election, 50.2% of the voters might as well have gone for a beer instead.**
- **Parliament has been talking for over twenty-five years about making a more effective electoral system for Canada.**
- **Howard Zinn, a well known American civil rights activist stated: *"We don't have to engage in grand, heroic actions to participate in the process of change. Small acts when multiplied by millions of people, can transform the world."***

## **WHAT DO YOU THINK?**

Have you wondered before about the effectiveness of Canada's electoral system?

**Only 49.8% of the people who went out to vote on January 23, 2006 could point to an elected MP that their vote helped to elect.**

Fair Vote Canada has asserted for seven years that CANADA NEEDS ELECTORAL REFORM.

February 19, 2007, Ms Catherine Bell (Vancouver Island North, NDP), stated in Parliament:

***When it (Canada's present system) was created, there were only two major political parties and now there are five. It came into effect before we had electricity, before women were persons under the law and before first nations had the right to vote ...*** (For more see Hansard)

Two provincial citizens assemblies proposed two very different electoral systems. Canada's present system is a third option. A combination electoral system (an effective fourth option) has been established. All have strengths and weaknesses. Parliament could raise awareness and understanding of these four systems with openness to other systems and hold a referendum to decide which system is preferred.

**SHOULD CANADA IMPROVE ITS ELECTORAL SYSTEM? The right time for change has not occurred in forty years.** Most Canadians are having good times and Canada is dealing with serious concerns, but the deficiency is present and democratic representation needs to improve.

**HOW ABOUT NOW?** To do so would require CARING CANADIANS, and CANADA'S PARLIAMENT to get involved and effectively use long-range planning, as well as not calling an election before dealing with the need for electoral system change. Positive PRESS is also very important.

**WHAT CAN CARING CANADIANS DO?** Caring Canadians can tell their MP that they want more than a 50% chance that their vote will be effective when they vote with their hearts and minds. If you have not yet taken a concern to your MP, whether or not you voted for him/her, you should know that one of your MP's roles is to welcome, listen to and respond to your concerns as a constituent. **WHY NOT TRY IT?** Are any of your friends interested? Would you like to write a letter to the editor?

**WHAT CAN CANADA'S GOVERNMENT- IF NOT GOVERNMENT, THE OPPOSITION, DO?**

**BETTER YET, TOGETHER.** Decide to proceed with this recommendation for an educational program followed by a referendum on electoral system change. Proceed as efficiently as possible with a focus on involvement of Canadians both now and in the future. Use a cumulative majority preferential referendum. (Described at <http://electoralchange.ca/html/referendum.html> )

Dave Brekke, B.Ed., M.Ed.

**Former Federal Returning Officer** and member of the previous Elections Canada

Returning Officers Advisory Committee (ROAC)

1 867 633 4418

Very concerned Canadian, Apolitical in position

[brekkedi\\*northwestel.net](mailto:brekkedi*northwestel.net)

*Hope you will take an interest in looking at the website and be prepared to act in order to make positive change to governing Canada. – Sherron*

<http://electoralchange.ca/html/referendum.html>

**NEW ADDITION in MocTel 260**

My ties to Dawson are through Gordie [Westberg], he was born up there in 1948 and stayed till he was 15. I met him in Mayo in 1968, he was working for NCPC and I newly arrived from New Zealand was nursing at the hospital. We married the following year and moved to Whitehorse in 1971 and are now retired at Marsh Lake. We have two children and three grandsons, our daughter and husband live in Whitehorse and our son in Kelowna.

Thanks Sherron and we are really enjoying the telegraph.

Judy Westberg [gj.iceberg@yahoo.ca](mailto:gj.iceberg@yahoo.ca) (At Marsh Lake)

## ARTISTIC TALENT



F.H. Collins – YXY - Whitehorse

Photo courtesy Doug Bell [chechako46\\*northwestel.net](http://chechako46*northwestel.net) (In Whitehorse)

## OBIT

**LONG Robert F.** February 16, 1925 - August 1, 2008 It is with great sadness that we announce the passing of "Papa," who spent 83 years teaching us how to love. Bob was predeceased by his son John in 1992 and his daughter Judy in 1999. He is survived by his loving wife of 54 years, Joyce, son Bob (Shaun), daughter Teresa (Bill), sister Margaret, grandchildren Shea, Rob, Alicia, Kelsey, Dean and Brennan, nieces and nephews, as well as many good friends worldwide. Bob joined the army in 1942, serving overseas in Italy,

Belgium and Holland. **Following the war, he worked in the Yukon for 2 years before returning to Vancouver and beginning at Canadian Fish Company.....**

Published in the Vancouver Sun and/or The Province on 8/8/2008

## REMOVED FROM THE LIST

The following message to <[rgrmayo@hotmail.com](mailto:rgrmayo@hotmail.com)> was undeliverable.

The reason for the problem:

5.1.1.0 - Unknown address error 550-'Requested action not taken: mailbox unavailable'

RONAGHAN, Roland & Joyce [rgrmay@hotmail.com](mailto:rgrmay@hotmail.com) (In Mayo & Whse 1967-2006) Champion AB

Joined in Sept 2007

Please take me off your list. Thank you! Cheryl Austin

AUSTIN, Lon & Cheryl [loncher@shaw.ca](mailto:loncher@shaw.ca) (In Dawson 1979 – 84, Whse 16 yrs.) Parksville

Paid in 2005

Please remove our name from your mailing list. We have enjoyed MocTel and you have done a tremendous job with it. Thank you. Bob & Faye Hancherow

HANCHEROW, Bob & Faye [rfhanch@shaw.ca](mailto:rfhanch@shaw.ca) (In Watson Lake (1962-66) Kamloops

Joined in 2006

I have not had time to look at the Mocket's and I receive hundreds of emails every week... many times, the Mocket ends up in my "to read later" box and I never get around to them.

I will put \$20 in the mail today but please take me off your mailing list. Maybe at some future time, I'll be interested in receiving it again. Thanks so much. Irena

YARDLEY, Irena [msyardley@comcast.net](mailto:msyardley@comcast.net) (In Yukon 1979-86) Sarasota, Florida

Just a note re your e-mail.

I have been on the Mocket mailing list since the middle of 2005 and have donated per the request for donations. Recently the criteria has changed and it has become mandatory to subscribe and make payments therefore please remove my e-mail address from your mailing list--Thankyou.

KARHUT, Doreen [dorjkar@northwestel.net](mailto:dorjkar@northwestel.net) (In Whitehorse)

## QUOTE OF THE WEEK

*An investment in knowledge always pays the best interest.*

## RECIPE OF THE WEEK

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

### Sandy's Bread Pudding

1 loaf of bread, or ½ of white and ½ of brown  
5 1/2 cups of milk  
4 medium eggs or 3 large eggs  
¾ cup of white sugar or ½ cup of brown(packed) and 1/8 cup of white  
2 tsp of cinnamon  
1/8 tsp of cloves  
1/8 tsp of allspice  
1/8 tsp of powdered ginger  
½ tsp nutmeg  
1 ½ tsp vanilla  
¾ cup of raisins  
¾ cup of walnuts (optional)  
Butterscotch, caramel or maple syrup  
Butter  
9 x 14 pan, (glass works the best for me)

Set the bread out overnight to dehydrate a bit. It holds together better when all the other ingredients are added. (If you wish, you can cube the bread now, as it will dry out a little faster, and won't fall apart the next day when you try and cut it the next day)

Then the next day:

In one bowl add the milk, eggs, sugar/sugars, all the spices, vanilla and beat together until well mixed and slightly frothy.

Butter the pan and set aside.

Mix the cubes of bread, the raisins and walnuts together and lay in the pan, (if you are mixing together two breads, mix them up a bit....)

Pour the liquid mixture over the bread and place in the oven at 300 degrees, center rack, for at least 1½ hours. When you insert a knife in the middle and it comes out clean, you know it is done. (just a hint: if you let the oven warm up to the designated temperature, you can knock off about 10 -15 mins of cooking time)

Take out and put on cooling rack.

Take the butterscotch/caramel/maple syrup and drizzle over the top while it is still hot, as it will seep into the pudding as it cools.

Serve warm with ice cream, whipping cream, just cream, or just by itself.

Truly delicious, and leaves you wanting more

## **DATES TO REMEMBER**

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.ca](mailto:sherronjones@shaw.ca).

## **MOCCASIN TELEGRAPH**

c/o Sherron Jones

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