

MOCCASIN TELEGRAPH – 265th Edition – September 7th, 2008

Created by Sherron Jones sherronjones@shaw.ca

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



The Frank Slim Building in Whitehorse

Photo courtesy Tim Kinvig kinvig@northwestel.net (In Whitehorse)

I can confirm that the bylaw to assign the new municipal building in Shipyards Park to be named “The Frank Slim Building” did receive third reading at the last regular Council meeting on August 25th. Sorry I didn’t advise you sooner.

Maryanne Doering Maryanne.Doering@whitehorse.ca (In Whitehorse) (City of Whitehorse)

I was pleased to see Frank Slim was being honoured with having the Building in the shipyard area named after him. He was a real pioneer of the Yukon well respected and thought well of and especially among the shipyard crew, as well as every one that had the privilege of knowing him.Alice Breaden ambreaden@shaw.ca (In Nanaimo)

RAVISHING RUBY - O

By Gus Barrett sourdoughs2@shaw.ca (In Qualicum BC)

There’s many a rumor that’s made the rounds,
And many a tale’s been told,
Of the women who came to stake their claim,
In the great stampede for gold.
Of their feats of honour and daring deeds,
That have gained them wealth and fame,
And some who serviced such human needs,
As to lead to a life of shame.

There was one who followed the gold rush trail
And climbed the pass to the crest
Who was slim and pretty and “all female”
But could hold her own with the best.
She worked and toiled ‘til her clothes were soiled,
And she ached from head to toe,
But she played the game and she gained the name
Of Ravishing Ruby - O

She sailed the river, where rapids roar,
Through the mighty canyon, wild,
Then drifted down to Dawson town,
And there, her claim was filed.
Now, most folks came to stake a claim
For that golden treasure trove,
But Ruby’s mine was a different kind,
She staked her claim on love.

With great aplomb she built a home,
Her purposes to suit,
She forged ahead though some folks said,
‘Twas a house of ill repute.
‘Cause men alone, will come undone,
So they seek the female charms,
And many a bloke would trade his poke,
For a night in Ruby’s arms.

And trade they did, each made his bid,
And the highest, it was said
Won exclusive right to pass the night
In Ravishing Ruby’s bed.
Town ladies sneered and haughtily jeered,
At Ruby’s life of sin,
While Ruby smiled at the golden pile,
As she raked the nuggets in.

When the strike went bust, as all strikes must,
And the gold rush petered out,
The miners strayed but Ruby stayed
For a long retirement.
She settled down in Dawson town
And a legend she would be.
For many a broke old-timer spoke
Of her generosity.

And when at last, it came to pass,
She moved on down the trail,
To that better place, and a life of grace,
(Or so the Good Books tell.)
Though hers had been a life of sin
And many a rumor swirled,
Those left behind, would come to find,
She wasn't a bad old girl.

© 2008 Gus Barrett

THE FRANK SLIM BUILDING

Attached are photos of the Frank Slim building - looking at the building from various angles. I managed to get a couple of shots of the back the other day when the nice evening sun was out. However I was not able to get shots of the front under sunlight - this week anyway.

Will get some more when there is an event there and people are around.

Tim Kinvig kinvig*northwestel.net (In Whitehorse)



Frank Slim Building in Whitehorse
Photo courtesy Tim Kinvig kinvig*northwestel.net (In Whitehorse)



Frank Slim Building in Whitehorse
Photo courtesy Tim Kinvig kinvig@northwestel.net (In Whitehorse)



Frank Slim Building in Whitehorse
Photo courtesy Tim Kinvig kinvig@northwestel.net (In Whitehorse)

Frank Slim Building

Can you fill us in ??

Must say I am very surprised. Thought I was going to see an older building in the Shipyard area of Whitehorse named after Frank Slim, to honor him for his time and expertise navigating the Yukon rivers on the riverboats.

It's hard to gain perspective as to where this building is located - not knowing where the Pizza Hut is. In the last photo I think I see the escarpment across the river and Grey Mtn. beyond. Also looks like the rail turn around beside the parking lot. This leads me to believe the building is new and must be located almost too where Second Avenue converges to almost meet the river at what we used to call the entrance to Sleepy Hollow (or for some who would remember, where the Jarvis' lived and had a wolf in their yard).

Just looked at Google mapping and see my presumption is correct for the Pizza Hut. Still surprised that it is a new building that is being named. Now need to understand why the City is doing the naming -- is it a City owned building? Seems like the building is in the former location - depending on how close to the river, of either the City Trailer Court or Moccasin Flats.

Sherron Jones sherronjones@shaw.ca (In Vernon)



Frank Slim Building in Whitehorse
Photo courtesy Tim Kinvig kinvig.northwestel.net (In Whitehorse)

The rail turnaround you see is actually the tramline that turns away from the 1st Ave and turns toward 2nd Ave around shipyards park and down towards the Wal-Mart area. The line is not old track - rather newly installed as part of the shipyards park construction.

Will get you a photo overlooking the shipyards park area so you can put it all in context. The building is city owned (as far as I know) and is part of the complex setup for

shipyards park. If I remember correctly, the City had a competition of something to name the building.

Again, if I remember correctly it is near the area of the old City Trailer Court.

Tim Kinvig kinvig*northwestel.net (In Whitehorse)

Excavation Accident on Lewes Blvd

Sometimes you have to shake your head at the luck some people have.

I received a call just after midnight to attend on Lewes Blvd, across the road and not far from the Vocational Training School.

At this location there was an open excavation pit for new or replacement sewer/water pipes. On arriving I found that one of the barricades had been smashed and there was a vehicle in the pit. The vehicle had been travelling from Riverdale towards the downtown. As no one was around saying they were the driver, I radioed the office and determined the registered owner. It was someone I was familiar with so I knew who I should be looking for. I had a tow-truck attend and pull the vehicle out of the pit. Upon examination of the vehicle I found a small trace of blood on the steering wheel. The vehicle was removed to the towing compound for safe keeping. I then attended at the hospital to see if anyone had come in needing treatment and there had not been anyone in for several hours. After this I went to the residence of the registered owner and could not get an answer at the door.

Late the next day the registered owner arrived at the office to report the accident. He stated he had been driving from Riverdale and could not remember what happened but he must have been knocked unconscious and came to in the pit. After that he had little recall of the events and stated he received a blow to the head during this event and today had a bandage over one eye. I asked him if he had been drinking and he assured me he had consumed no alcohol the evening before. Although suspicious I had no option but to let it go at that.

As he was about to leave the office I asked him "off the record" what happened. He told me he had been to a party in Riverdale, missed seeing the barricade and drove into the pit and did in fact hit his head on the steering wheel. He was not knocked out but exited the vehicle. He then tried to climb out of the pit and being "so drunk" this took him close to 15 minutes. It was two steps forward and one step back. Eventually he got back to level ground, walked back to Riverdale and crashed at a friend's house. Although he committed a serious offence, there was some humour in the way he told the story. The penalty he paid was a cut to the head and heavily damaged car.

George Bliss jrsports*sasktel.net (In Regina)
Whitehorse Highway Patrol 1973-1978

ALASKA HIGHWAY

It was the middle of June in 1956, and I was helping to build the Slims River Bridge. I had just been married in December, and I had rented a cabin at the lodge, so Jean could be with me. On this particular day, I was hoping to have a nice cold beer, but that was not to be.

Jean met me as I got off the truck telling me she had an emergency, and I had to rush an American army captain to the hospital. He had been looking for a propane leak in his trailer stove when it blew up in his face burning him badly. The first people to attend him smeared butter on his face before they remembered Jean was a nurse and went and got her.

By then I had arrived home. The captain offered me his Cadillac to drive him in, but I turned him down as I knew how fast I could drive my own car. Then Jean put him in the back seat, wrapped him in a blanket, turned my heater on because if he got a chill we'd be in trouble, and reminded me to let the doctor and nurses know she had not been the one to put butter on his face.

By the time we got to Haines Junction, I asked the captain if he would like a beer, but he said no, so I proceeded to Whitehorse. Needless to say, I passed everything on the road. He asked me if I'd ever been a jockey driver. I think I scared him half to death. When we got there, I wanted to bring him to the Military Hospital, but he didn't want to do that, as he'd have to take orders, so I took him to the Civilian Hospital, which may have been called the General Hospital in Whitehorse. Many hours later, I drove him back to Slims River, but not nearly as fast, and I did have my beer while I was waiting for him.

Three months later, I got a citation from Ottawa.

Willie Braga bill.bragashaw.ca (In Calgary)

WHICH WAY WOULD YOU TRAVEL?

On our most recent trip to Haines, Alaska, Mike spotted this huge rig at a nearby campground...heaven knows what it cost to operate that huge rig...a "land yacht " as Yukoners fondly call them.....let alone buy something that huge...plus the truck to pull it...Wow! OR would you prefer something in between OR tenting it as in this photo of our tent at Bennett Lake.

Kathy Jones-Gates kmgates*northwestel.net (In Whitehorse)



Vroom – Vroom camping.

Photo copyright Michael Gates msgates@northwestel.net (In Whitehorse)



Gates' Tent at Bennett Lake.

Photo copyright Michael Gates msgates@northwestel.net (In Whitehorse)

Solar Car Hopes for Sunshine for Dempster Trek

by Dan Davidson uffish*northwestel.net (In Dawson)

July 23, 2008

Heads turned, jaws dropped and cameras clicked frantically at noon on July 23 as Marcelo da Luz arrived in Dawson City in the Power of One (XOF1) Solar Car. The XOF1 is more than a month late arriving here than da Luz had originally planned. He had hoped to be in Inuvik, his turn-around point, by June 21, but parts delays held him up for a month and he didn't get on the road until June 12.

After a ceremonial event in da Luz's home town of Toronto, the XOF1 was shipped by truck to Buffalo, New York, where it began what will be a journey of over 16,000 kilometres.

The objective for this project was to develop and build a solar car and set a world distance record. The existing record is 15,500 km.

Da Luz is quite clear that this is more than just a record setting race for him.

"I want to promote the use of sustainable energy and to save the planet," he said, just minutes after he had popped the top off the XOF1 and surprised everyone who had wondered just how there could be a person inside a vehicle that small.

The car is just five metres in length and 1.8 metres wide. It weighs a mere 300 kg with the driver inside and is just nine tenths of a metre high. Since .4 metres of that is ground clearance, that leaves just half a metre to contain the driver.

Cruising into Dawson on its three wheels at about 45 km/hr, followed by its support van and trailer, the XOF1 looked like some sort of remote controlled robot car. The small tinted window on top of the vehicle provides forward vision. The rear view comes from a micro camera displayed on a portable viewer.

Da Luz drives from a prone position in a seat molded to his body. He says it's almost too comfortable

The XOF1 is completely powered by solar energy. The top section of the car is totally covered by solar panels which feed power to the batteries which drive the motor. On a fine, sunny day it has a cruising range of 500 km before it needs to pause to recharge. With a fully charged battery and very little sun (the kind of conditions it has had for the last several days in the Yukon) it can still make 200 km.

"I believe individuals can make a difference," he said, "so the idea here is to do something unique, challenging and positive to inspire people to pursue their dreams."

Da Luz has been pursuing this dream for over nine years, and has encouraged a large team of enthusiasts to work with him.

Why drive to Inuvik?

"It's probably the greatest challenge on the planet for a solar car. As you go north the sun is low on the horizon so it's not a good quality of light for a solar car. Also there's 1500 km, for the round trip, of gravel. That's going to be a real test for the solar car."

The team is carrying 75 spares for the 14 inch tires on the car.

While the XOF1's progress into town was a stately 45 km (partly to save power due to the overcast conditions and partly to show off) it is capable of speeds up to 120 km/hr and can accelerate 0 to 85 in six seconds.

"The only way I can drive this car is by plugging into the sun. We get 900 watts of energy from the solar cells. A toaster consumes about 1,000 watts so, for less than a toaster, we can drive this car."

It has cost about a million dollars and 50,000 hours of work to put this project together. At a rate of \$50.00 an hour, da Luz estimates that the project is worth about \$2.5 million. He says he's been lucky enough to find some investors and people who would donate time to the project, but he has also mortgaged his house and taken time off from his job as a flight attendant to see this through.

"I'm not an engineer. I took marketing in college. Most of the people who have helped us are just regular people, though some are engineers."

Da Luz's official residence is in Bridgetown, Barbados, which is where the car is registered. He has also lived in Toronto for the last 18 years, having grown up in Brazil. If the sun came out Da Luz was hoping to make it to Tombstone on Tuesday, pause to recharge and then continue.

Todd Whitley and Max Buneta have been the drivers of the support van and trailer on the outward bound trip but, because of the late start they won't be able to finish the return trip across the country once the XOF1 gets back to Dawson. Da Luz is looking for volunteers to make the rest of the trip with him and is asking around at each of his stops. Interested persons could contact him at mailxof1@xof1.com.



A strange sight met drivers outside Dawson on Tuesday.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



The Power of One (XOF1) Solar Car and its support van cross over the Klondike River.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Pedestrians gather to check out this silent cruiser.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Pop goes the weasel as Marcelo da Luz exits the XOF1.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Marcelo da Luz has invested nine years and a lot of money in this project.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)

Solar Car Masters the Dempster Highway

by Dan Davidson uffish*northwestel.net (In Dawson)

August 11, 2008

The Power of One (XOF1) solar car arrived back in Dawson on the evening of August 6. Greeted by friendly waves and picture takers as he noiselessly glided through town. Marcelo da Luz said he almost felt at home.

In spite of mud, loose gravel, potholes and rainy weather that diminished the ability of his car's solar cells to maintain a charge, the XOF1 made the trek from Dawson to Inuvik in four days, getting stuck in freshly spread highway gravel only once, although da Luz admits freely that the Dempster Highway was a challenge for his low slung, narrow wheeled vehicle.

He stayed there a few days to recharge his batteries and then took another four days to get back to Dawson. Da Luz and his companions camped along most of the route, sleeping in the van and the support trailer.

Inclement late July and early August weather meant that da Luz was sometimes swathed in two sleeping bags inside the car while driving, and the ventilation slits in the tiny window had to be covered with masking tape to keep out the rain.

The potholes on the Dempster were terrific, and driving it in the three-wheeled XOF1 posed a navigational challenge. A four-wheeled vehicle could deke around a lot of the potholes, but when your rear third wheel is in the middle of that span it gets a bit harder to miss them all. Still, the car managed to lose only one tire on this part of the trip (he travelled with 75 spares) and the one suspension component that broke was a part bought in a store rather than one of the parts that were specially machined for the solar car.

Da Luz is sure that his trip will set the land distance record for a solar car. This is currently 15,500, and his trip will be over 16,000. He is even more certain that it will be a long time before anyone matches his feat under similar road conditions. To make quite sure, however, he's trying to recruit another support team to accompany him over the Top of the World /Taylor Highway route to Anchorage to add a few more kilometres and road challenges to his achievement.

His current companions in the van and trailer can't get the time out of their regular lives to take the unscheduled detour, so da Luz has signs posted around the town while he and his team rest in a room donated by the Triple J Hotel and the XOF1 slowly recharges its batteries in the Triple J parking lot.

On the day of this interview there's so little direct sunshine that the trickle would barely power a light bulb.

In spite of the hard ten days on the road and the cold he's loading up on vitamins and fruit juice to fend off, da Luz can't stop talking about the scenery. Seated in the hotel restaurant he serves up a visual feast on his laptop computer, showing off the hundreds of photos his support team has taken from the van on the journey up the highway and back. For da Luz there are only two disappointments from this trip. The first occurred in Toronto, where a regulation that was enacted after a solar car accident a few years ago prevented him from driving the XOF1 in his home province. He wanted this trip to be an

all-Canadian adventure, but he had to ship the car to Buffalo and avoid Ontario in order to make the trip.

The second disappointment was from the Northwest Territories, which actively discouraged him from making the trip rather than encouraging him. Initially he had hoped to have the car bear a specialty plate from the NWT with the word SOLAR inside the bear shaped plate.

Such a plate was issued by the NWT and then revoked. He ended up registering the car in Barbados and that added to his problems in Ontario, in spite of international agreements which allow travel by vehicles with international plates.

Da Luz says the authorities in the NWT asked the RCMP to pull him over near Dawson and check out all his registrations and paperwork, but it was all found to be in order and he was able to carry on.

The XOF1 was received enthusiastically and with great interest along the highway in and in the communities through which it passed. The photographs show people staring with fascination at the car and whipping out their cameras to get a picture of the unidentified rolling object as it passed by them.

Da Luz has been quite simply thrilled by his experience in the north, but he would like to come back for one further expedition. While he would certainly need to do something to deal with the car's lack of a heating system before he could do this, he'd like to come back and see how the XOF1 would handle ice roads.



Marcello da Luz shows off the licence plate he wishes he'd been able to put on the XOF1.

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



While da Luz and his crew rest at the Triple J Hotel, the solar car slowly recharges in the parking lot.

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

Solar Car returns to the Yukon; will need fresh Volunteers

by Dan Davidson uffish@northwestel.net (In Dawson)

August 25, 2008

Marcelo da Luz and the Power of One (XOF1) Solar Car have succeeded in navigating the Top of the World Highway, Taylor Highway and Alaska Highway to Anchorage, Alaska, and have currently returned as far as Beaver Creek, where the team is taking a few days break and giving the XOF1 some time to recharge.

There is considerable road rebuilding going on between the US Border and Tetlin Junction on the Alaska Highway. In an email da Luz described his return trip from Anchorage to Beaver Creek.

“The trip across the construction zone was challenging. However, after taking on the Dempster at its worst since it was built, Well, I can almost say it was a small feat.”

Da Luz decided to add the trip to Anchorage to his itinerary after he returned to Dawson City from his trip to Inuvik, and spent a few days in Dawson recruiting a fresh set of volunteers to drive his support van and trailer.

He will be looking for more recruits when he arrives in Whitehorse later this week.

“I found all the volunteers I needed in Dawson. However, they are all going their separate ways in Whitehorse. So, I'll be looking for new volunteers to carry on the tour.”

Da Luz has to return to Buffalo, New York, to complete his round trip. The detour into the USA on this cross-Canada excursion is due to the fact that he could not obtain a permit to run the XOF1 in Ontario.

Da Luz arrived in Beaver Creek on Sunday, having driven over 6,700 miles (10783 km) so far.

“Just 3,000 (4828 km) more we'll have the distance record.”

The existing record is 15,000 km. Da Luz original route before the Alaskan addition would have taken him over 16,000 km, so he should have no trouble setting his solar vehicle record.



The XOF1 Solar Car cruised the Dempster Highway to Inuvik and back in spite of road conditions that have truckers complaining.

Photo supplied by XOF1 team



Other Dempster Road Trip photos by XOF1 Team



Crossing the Arctic Circle
photo by XOF1 Team



XOF1 by the Midnight Sun
photo by XOF1 Team

Forty Men for the Yukon

I just learned this morning about a 20 minute documentary that has been produced by Tony Massil of SFU as Tony was being interviewed on CBC Radio. It would have been great to announce in this week's edition of the MocTel if we had known, as you will see from the announcement below, the film was featured at the Keno City Film Festival over the Labour Day weekend.

The film is entitled "Forty Men for the Yukon". It apparently consists of interviews done with two men who have lived in the Mayo-Keno City area of the Yukon for about 40 + years. Their names are Frank Erl and Geordie Dobson, both who will be recognized by any of the MocTel readers who have lived in the Mayo-Elsa-Keno area over the last 40 years. Frank Erl has been gold mining on Highet Creek near to where the Bleilers mined for many years and Geordie Dobson also did some mining but is perhaps best known for his operating a garage, hotel and bar in Keno City for many years.

The film was shown in the Keno City Community Hall on Friday, August 29th along with some other films as noted in this announcement from the Yukon Film Society on their website : <http://www.yukonfilmsociety.com/>

Film Festival in Keno City-labour day weekend

August 25, 2008

Friday August 29- Keno Community Hall
All films are admission by donation.

8 pm **Nahanni** Donald Wilder/NFB, 1962, 18 min

The legend of a lost gold mine on the Yukon/NWT border lures men to their doom. Albert Faille, an aging prospector, has set out time and again to find the hidden gold.

Forty Men for the Yukon Tony Massil, 2008, 20 min

A new documentary about Highet Creek placer miner, Frank Erl and long-time Keno resident, Geordie Dobson.

9 pm **Here Are the News: Edith Josie** Cathleen Smith, BC/Yukon, 2008, 48 min

Gwich'in newspaper columnist, Edith Josie, began writing for the Whitehorse Star in 1963 and was soon syndicated in newspapers all over the world where she reports on the daily activities and events of the village of Old Crow.

10 pm **Artifacts** Andrew Connors, 2006, 36 min

A man awakens the spirits of his grandfather's youth when he travels to an abandoned town (Keno City in another dimension) in search of the grandmother he never knew.

"Forty Men for the Yukon" is also being featured at the Toronto International Film Festival being held in Toronto, ON September 4 to 13/08. This particular film is being shown on Tuesday, September 9 at 9:30 PM and on Wednesday, September 10 at 3:30 PM. Both showings are in the AMC Theatre 24 at the Toronto Life Square, 10 Dundas Street East in Toronto. A short announcement can be found at the TIFF website:

<http://tiff08.ca/filmsandschedules/films/fortymenfortheyukon>

The name for the film, "Forty Men for the Yukon" apparently comes from the advertisement that caused Frank Erl to apply for a job in the Yukon that first resulted in his coming to the Mayo-Elsa-Keno area. My parents knew both of these men and we used to stop by and visit with them whenever we were in their respective locations. Geordie Dobson is a great story-teller and I would suspect that the documentary will have captured some of his stories. He is also known by residents, visitors and tourists to the Keno City area as the man who built a house out of empty beer bottles. I am enclosing a photo I took of the house when I visited Keno City in 2003.

Harvey J. Burian hburian@telus.net (In Parksville BC)



Geordie Dobson known by residents, visitors and tourists to the Keno City area as the man who built a house out of empty beer bottles - Keno City 2003.
Photo courtesy Harvey Burian [hburian*telus.net](mailto:hburian@telus.net) (In Parksville BC)

MAYO, CADETS etc.

Hello there

Sherron, my wife and I are enjoying every edition of MocTel as they come our way.

We cherish our memories of the time we spent in Yukon, myself working in the JV Clark School and its predecessor, and Margot in the hospital. We were in Mayo from 1972 to 1976, and our youngest of three children was born in Yukon. Dr. Clark was on vacation at the time my wife was due, so we were sent into Whitehorse, a long car journey away, for our daughter to be delivered.

We crammed a lot of living into the few short years we were there ...

I'll relate one facet of that "living" that I was involved in.

We were members in the local Legion branch.

The branch decided to sponsor a cadet corps in Mayo, so we first initiated an Army Cadet platoon, attached to the Corps in Whitehorse, then, our application to found a Sea Cadet Corps being approved, **RCSCC Klwane** was formed to replace the Army Cadet platoon. (The Legion branch met in the old Legion hall, recently designated an historic building and the Corps met in the school gymnasium - the gym was the only part of the school that survived in the Mayo school fire that consumed the rest of the structure).

I was fortunate to serve as the Corps' first commanding officer, and **Lt (N) Gerry Podhora**, who worked for NCPC, assumed command when we left Yukon. **We had a 27' whaler sent up to us from CFB Chilliwack**, which we launched in the reservoir lake above the Mayo dam. During the last winter I was there, **we built one of two sailboats** in my industrial arts shop (I was the IA teacher, amongst other subjects, in the school).

A highlight of our cadet time there was - several cadets accompanied me when we

boarded HMCS Yukon for her cruise from Halifax to Esquimalt during the summer of 1974. We were the only Sea Cadet corps in the Canadian north, but had other branches of cadet services with us, some Air Cadets from Whitehorse, I remember, as well as cadets from other locations across the north.

Some of our young men attended the national cadet camps at Whitehorse, NRCC Camp Evans, which was headquartered for several summers in the residential school there.

I would love to hear from any of the cadets or officers we had in the Corps, and would really appreciate having photos of any of the exercises or parades we held.

After Yukon, my wife and I lived and worked in several Saskatchewan communities, she in nursing, and I in teaching as well as other pursuits.

I took retirement as Director of Education for a First Nation Education Authority in June of 2007.

We moved to our current home here in southern Saskatchewan a little over one year ago.

Lt(N) Ron Cairns CD (Ret'd) [roncairns*sasktel.net](mailto:roncairns@sasktel.net) (In Grenfell, Saskatchewan)

CF-CPY

Hi Sherron, The other day my son Doug, who is an Air Canada Jazz Capt. mentioned to me he had an Air Canada pilot in the jump seat, on the flight from Whitehorse to Vancouver. He mentioned, I think he lived in Tsawwassen where my family grew up. They discussed CPY and Doug told me to look up the Moccasin Telegraph. On Google all I could get was a newspaper clipping from Telegraph Creek, dated June 2004. I guess I was too early for Google.

I was pleased to find it today on the RAPCAN newsletter, and was more surprised to find my article written for the Air Canada Pionairs about a year ago. Many of the people mentioned all learned to fly about the same time, and knew of each other.

The pilots who were with Connelly Dawson left in July 1960, and I was hired to fly for him. I remember arriving in Dawson City on Discovery Day 1960. Cormie McArthur, and his wife Flora joined us to qualify on the DC-3.

After I left in 1963 to rejoin PWA I lost touch with Cormie, but saw him occasionally after he joined the MOT. Sadly Cormie was killed in a hit and run accident in Vernon in March of this year.

I have some pictures of Dawson City and CPY if you are interested.

Ken Williams [kenwill*shaw.ca](mailto:kenwill@shaw.ca)
Retired PWA, CAIL Capt.

This might bring back some memories and names forgotten. I saved this from when I worked for TNTA.

Duane “Dewey” Hankins hankinsduane@hotmail.com (In Calgary)

TRANS NORTH TURBO AIR (1971) LIMITED – STAFF LIST – September 1972
Submitted by Duane Hankins hankinsduane@hotmail.com (In Calgary)

ANDERSON, Jerry	_____	_____
BISHOP, Marilyn	130 Hillcrest Drive	85890
BROWN, Mike	Mayo	2141
BUICK, Rocky	20 Chalet Crescent	82835
CAMERON, Bob	24 Whitehorse Condominium	72760
CAMERON, Dean	24 Whitehorse Condominium	72760
CAVE, Valerie	Box 4369, Mt. Radar	_____
CINNAMON, Doreen	1206 Pine Street	32407
COLEMAN, Lyle	1308 Centennial Street	32267
DENNETT, Ron	405 Alexander	76674
DOMONKOS, Ken	24 Whitehorse Condominium	72760
DRZYMALA, Gene	13 Aishihik Road	77589
DUNBAR, Bob	Haines Junction	3341
DUNNE, John	42 Alsek Road	74820
ENGST, Elmer	103, 404 Lowe Street	72608
FRITZ, Mike	_____	_____
FYSH, Ray	R.R. #1	32562
GREER, Lori	Box 1451, Inuvik	3191
HAGEN, Willard	Box 1056, Inuvik	_____
HANKINS, Chuck	14 Aishihik Road	72924
HANKINS, Duane	201 Mackenzie Trailer Court	32263
HOSKING, Denis	24 Whitehorse Condominium	72760
HOWELL, George	#6, 12 th Avenue	32066
JACKSON, Dave	18 Teslin	76063
JOHNSEN, Ralph	35 Liard	72323
JOHNSON, Fred	407B Hoge Street	77582
JOHNSTON, Larry	1205 Spruce Street	32009
JONES, Ken	95 Parklane	82501
KAPTY, Al	19 Tagish Road	77471
KERKLYWICH, Ed	Lake Labarge	_____
KIPKE, Bill	_____	_____
KIVIMAKI, Robert	3128-3 rd Avenue	76896
LANCASTER, Richard	14 Donjek	77471
LAMMERS, Hans	TNTA Old Crow	2141
LILLIES, Jim	103A, 93 Lewes Blvd.	72407
LONG, Ed	Box 1802, Inuvik	2861

LYLE, Elwood	51 Alsek Road	72722
MCKAY, Ed	304A Strickland	72840
McKNIGHT, Lloyd	14 Donjek	77471
McNAUGHTON, Dave	_____	_____
McTAVISH, Craig	31 Takhini	77166
MEYER, Arden	81 Sunset	82692
MOEN, Harlan	Box 1056, Inuvik	2321
MORRISON, Adam	404 Jeckell Street #3	72767
MUFF, Joe	#7, 1154 First Avenue	77038
MUFF, Winfreid	#7, 1154 First Avenue	77038
OLSEN, Edgar	_____	_____
ORBAN, Bob	5061 Fifth Avenue #305	77006
OULTON, Ed	171 Valleyview	82267
PHILLIPS, Eric	14 Donjek	77471
PLASTER, Don	303B, 93 Lewis Blvd.	72064
PULLINGER, Dave	_____	_____
REMPLE, Larry	#6, Bellon Apts.	32444
ROBERTSON, Brian	_____	_____
ROSS, Murray	305A, #3 Klondike	72605
SIDEEN, Alan	60, 11 th Avenue East	32109
STEIN, Al	Box 1056, Inuvik	2389
STOUT, Evon	Lot 303, Porter Creek	32010
STUART, Trudy	_____	77695
TINGLEY, Clarence	Box 1056, Inuvik	2639
TAYLOR, Barney	404 Strickland	76951
TAYLOR, Tom	14 Donjek	77471
TRERICE, Bill	406 Alexander Street	76780
URBANOWSKI, Terry	Crestview	32457
VAILLANCOURT, Lynn	377 Hemlock	32384
VICKERS, Tom	Minto Road, Porter Creek	32278
WARNER, Al	#5 Klondike Road	72993
WARNER, Allen	#5 Klondike Road	72993
WARSOFKY, Richard	_____	_____
WATSON, Barry	158 Dalton Trail	85928
WELLS, Dorothy	Airport Apts.	85524
WREGGITT, Jack	31 Beech Street	32457
WRIGHT, Ian	1205 Spruce Street	32009

TNTA Staff House, Inuvik 2389
 TNTA Staff House, Hns. Inc. 3341
 TNTA Staff House, Mayo 2141
 TNTA Staff House, Atlin 311
 TNTA Staff House, Carmacks 5551

DUANE HANKINS, JIM HANKINS, CHUCK HANKINS



Jim Hankins at Fraser 1970

Passed away Rimbey, Alberta 1988

Photo courtesy Duane 'Dewey' Hankins hankinsduane@hotmail.com (In Calgary)

As a kid growing up in Calgary my father Jim Hankins worked for Alpha Milk and then secured a position in the Yukon to operate a caterpillar in the early 60s. In the winter of 1970 I drove from Calgary to Whitehorse to find work. Dad at that time was working for WPYR and living at Fraser clearing snow from the tracks between Bennett and the cantilever bridge.

My uncle Chuck Hankins found me a job with Great Northern Airways as apprentice engineer. I wouldn't get a chance to get to Fraser to see dad for a couple of months because of work and weather. I will never forget the experience of my first train ride.

There was a shift at work that we'll all remember at GNA especially Clarence when a DC4 collapsed in the hanger squashing what I think was a small Cessna like a fly swatter.

It was great reading the story on CF-CPY as I worked on it, as well with Al Warner. (For you that knew him and the rest of the people in my old phone list.)



I hate digging out a big plane

Photo courtesy Duane 'Dewey' Hankins hankinsduane@hotmail.com (In Calgary)

In the Spring of 1971 I started with TNTA and worked mostly out of town on the single otter and left in 1973. Dad and I would then both work running cat and truck for Harry Anderson and Merle Sallows in the summers.



Snow up to my butt

Photo courtesy Duane 'Dewey' Hankins hankinsduane@hotmail.com (In Calgary)

Left the Yukon in 1974 and went back to Calgary until 1986. In 1987 moved to Rimbey AB and then in 1996 migrated to Vernon where Chuck and Madeline [Hankins] are now. In 2002 moved to Calgary where I am now working for a rig-moving outfit for the last 6 years as salesman.

I travelled back to Whitehorse for TNTA's anniversary party in 1997. Also took a surprise birthday cruise this year from Alaska to Vancouver with a stop in Skagway and then a bus to Fraser to see how it had changed. The border guards stations now sit where dad's trailer use to be. I had taken some old pictures that he had and showed them to the conductor and engineer who had remembered him. They asked if we would like to ride the locomotive back down to Skagway so we did and got to see just how dad had to clear the tracks. He must have been half nuts. The highlight of my Alaska trip was riding up front in the locomotive and seeing what he had seen all those years.

It was a harsh and cold country living in the Yukon but I am glad I did it and saw the sites and met some of the best people. I am still in contact with a few from the old TNTA phone list. Hi to everyone out there on the Moctel.

Duane 'Dewey' Hankins hankinsduane@hotmail.com (In Calgary)



In the engine of the White Pass & Yukon Route Train - June 2008
Engineer John Westfall (30 + years with WP) and Duane Hankins - Fraser to Skagway
Photo courtesy Duane 'Dewey' Hankins hankinsduane@hotmail.com (In Calgary)

CF-CPY

Great special on the CF-CPY! Nice to know the story and the history of this great plane. Glad we have it in such a prominent place and use.

Cheers

Audrey Vigneau vigneau*northwestel.net (In Dawson)

Black soldiers who helped build the Alaska Highway

The Archives just had a researcher, John Virtue, start his research on the Black soldiers who helped build the Alaska Highway and asked if it was possible to place his request for assistance in the Moccasin Telegraph.

"I'm researching a book on the 3,500 black American soldiers who helped build the Alaska Highway during World War II. The McGill-Queen's University Press will publish the book, the first book of its kind. One of the reasons more has not been written about the black soldiers is that U.S. Army policy was that they should be barred from any settlements in Alaska and the Yukon. Many of the soldiers did manage to get into town. If any Whitehorse residents saw, met or talked to any of the black soldiers, I'd like to hear from them. Or if they have heard stories about them. My e-mail address is virtuej@fiu.edu. My home mail address is 6450 Collins Ave., Apt. 301, Miami Beach, FL 33141. I'm originally from Edmonton. Any help I receive will be greatly appreciated."

John Virtue

Director

International Media Center

Florida International University, Miami

E-mail: virtuej@fiu.edu

Tel.: 305-919-5544

Fax: 305-919-5498

Websites: www.fiu.edu/~imc, www.johnvirtueauthor.com

Thanks, *Peggy D'Orsay*

Archives Librarian Yukon Archives

Box 2703, Whitehorse Yukon Y1A 2C6 Canada website: www.yukonarchives.ca

phone: (867)-667-5625 fax: (867)-393-6253

In answer to your question, Sherron,

I have a vivid recollection of **black soldiers** building the gravel road from Whitehorse to Carcross. I believe it was shortly after I was married in 1942 – before that it would take all day to make that trip over a very rough dirt road.

The soldiers were widening and gravelling it at that time, and by the time we got as far as the area they were working on, it was late at night. The road ahead was closed temporarily while they cleared a trail for us to get by. It was pitch dark except for the big headlights on the caterpillars and graders, and on the caps of the working men. When we first arrived, I guess it was “coffee break” time – because the equipment was just sitting there idling, and the black men were all singing in unison. It sounded so wonderful that we just sat there with the windows rolled down and listened! Then they put the thermoses aside and climbed back on the cats and waved us on through. I don’t remember the rest of the trip, or why we were even going there, but Gordon was working at the Whitehorse Airport for Pan American at that time. Another thing I never found out was why they worked at night?

Joyce Yardley joyce*dataspan.ca (In Nanaimo BC)



Ken & Maureen Jones – Sept 4, 2008
Photo courtesy Bill Jones ve7yi*shaw.ca (In Vernon BC)

Ken and Maureen Jones, who are currently on vacation in Kelowna, came for a visit and dinner on Thursday. Ken spent two weeks working on the WP train between Carcross and Bennett again this summer and loved it. He is getting quite a reputation for his knowledge, background and love and keen interest in his, and his wife’s, families’ historic links to this part of Yukon. Maureen has relatives in Vernon and each year when

they visit she is able to leave with some new information about her family. By next season I am sure Ken will have even more information to share with the passengers and anyone else interested in learning about the past. This year the revelations include more information about the building Maureen's great grandfather bought in Bennett and moved over the ice to Carcross and later became known to many of us as Watson's General Store.

Sherron Jones sherronjones@shaw.ca (In Vernon)

ARTISTIC TALENT



Man Made Rain

Photo courtesy Doug Bell chechako46@northwestel.net (In Whitehorse)

OBIT

ROBERT ALLAN FRASER - March 15, 1953 - August 2, 2008

It is with great sadness I am informing you of my youngest brother, Robert Fraser's recent death. Robert died suddenly while on the job working for the Yukon Dept. of Highways. Robert was born and raised in Whitehorse & leaves behind sons Shane & Braden, wife Gail, brother Buck and sisters Marjorie (Farr) Martin & Joy (Fraser) Denton along with nieces, nephews and many friends and co-workers. joydenton2@yahoo.com

I received this from Doreen Karhut as the CNT Retirees coordinator.
Beverley Whitehouse

Ruth Lehmann

I received a telephone call today from Jo Lehmann with the sad news that his wife Ruth passed away yesterday at Whitehorse General Hospital. Ruth had been ill for sometime.

Ruth hired on with CNT as a Toll Operator in the early 70's and remained with Northwestel Operator Services until her retirement in April 2002. Those of us in who were in Operator Services will well remember how Ruth loved the early shifts, 5 or 5:30 am and how she never failed to tell me every morning that I should schedule another operator for 5:30am as it got so busy. I never did and she always managed to handle whatever traffic there was at that time. She truly enjoyed being an operator.

In accordance with her wishes Ruth will be cremated and there will be no service.

Our condolences go out to Ruth's husband Jo.

Doreen Karhut

ERIK NIELSEN, former Tory MP, passed away in his home in Kelowna of a massive heart attack, Sept. 4, 2008, at the age of 84.

Quote from CBC website - <http://www.cbc.ca/canada/north/story/2008/09/05/nielsen-obit.html>

“Known best as "Yukon Erik," Nielsen was the territory's longest-serving MP. He represented the Yukon for the Progressive Conservatives for three decades, from 1957 until he resigned in 1987.”

Quote from Canadian Press – <http://www.thestar.com/article/491688>

“Between 1984 and 1986, he was second-in-command to Mulroney.”

CHANGE OF ADDRESS

I'd like to let everyone know that Bryan and I have decided to move permanently to the Yukon. Alberta has been wonderful the last 30 years but the north beckons and it is there we belong. We have purchased a home in the Cowley Creek Subdivision, 16 km east of the South Access Road and have rented our home in Alberta until we can sell it. Once settled, Bryan will continue restoring antique vehicles and exploring the new surroundings. As a farm-boy he has lots to learn regarding the north. I am setting up a

new website that is finished and all that needs to be done before the big launch is approval which I will do once I'm settled. The new business venture is exciting and more details will come once the website is up and running. We're leaving Alberta September 2. This is an open invitation to everyone that the welcome mat is out and the coffee pot is on. We're looking forward to either meeting those we haven't officially met yet and to those that we've known forever.

Please be advised effective immediately of our new address:

24 Salmon Trail
Whitehorse, Yukon
Y1A 5Y2
Telephone: 867-456-4981
Cellular: 780-915-2605 (until approx. the end of Sept)
e-mail: bdclayson*northwestel.net
klondikeart*northwestel.net
www.klondikeart.ca (under construction)

Cheers,
Bryan & Donna Clayson

CLAYSON, Bryan & Donna (STORING) bdclayson*northwestel.net (In Whitehorse, lived in Haines Junction)

My Sasktel address is closed and I am with telus now. maylw*telus.net (In Lloydminster AB)

Bill Maylor

Sherron, our e-mail address has been changed. It is now svparkin*klondiker.com

Thanks

Sheila Parkin

BACK ON THE LIST

Thanks for the list. It is interesting to be reminded of all the people we worked with some 36 years ago. For me TNTA gave me a start when I finished my course in bookkeeping at the college in Whitehorse. I always appreciated that opportunity. Wouldn't it be interesting to know where all these people are today.

Could you put us back on your list for MocTel? I guess when we went east in 2006, I had asked to be taken off the list and just never got back to you to have our names reinstated. Have you come up with a membership yet?

Good to hear from you and thanks for the [TNTA] list.

Doreen Cinnamon rdcinnamon@shaw.ca (In Whse 1969-80, Dawson 1980-82)
Kelowna

REMOVED FROM THE LIST

Please remove our name from mailing list, Thanks. John

Joined 2005 or prior

BACKE, John & Dianne (MITCHELL) hj1016@shaw.ca (John at 1016, Dianne in Whse then Haines Junction) Kamloops

QUOTE OF THE WEEK

A cloudy day is no match for a sunny disposition.

RECIPE OF THE WEEK

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

EGGPLANT MOUSSAKA

2 large eggplants

3 T. oil

Salt

Cut eggplant into 1.4 " slices, salt both sides, brush with oil and broil until brown.

TOMATO SAUCE

½ cup onion chopped

½ cup celery chopped

½ cup green pepper, chopped

½ cup mushrooms, sliced

4 T. olive oil

1-19 oz. tin tomatoes

1-5 1/2 oz. tin tomato paste

2 small carrots, grated

1 tsp basil

½ tsp oregano

¼ tsp thyme

2-3 dashes hot pepper sauce

1 tsp salt
½ tsp pepper
Combine above ingredients and cook for 20 minutes.

CUSTARD:

2 eggs
2 cups cottage cheese { Mix together
1/8 tsp nutmeg {
Salt and pepper {

CHEESE MIXTURE:

1 cup grated Mozzarella cheese {
1 cup grated Gruyere cheese { Mix together
2/3 cup grated Parmesan cheese {

ASSEMBLY:

Layer in a 9" x 13" greased casserole dish in the following order:
1/3 of the tomato sauce
½ of the eggplant
All of the custard
½ cheese mixture
1/3 of the tomato sauce
½ of the eggplant
1/3 of the tomato sauce and
½ cheese mixture.
Bake in oven at 350 degrees for 35-40 minutes. Serves eight people

Gail Chester

Yukon Nurses Society Cook Book

SIGN UP TO RECEIVE THE MOCCASIN TELEGRAPH

If you have received this copy of the Moccasin Telegraph from a friend and wish to sign up to receive future editions yourself, the criteria is that you **are or were a Yukoner**. The goal of this project is to provide an opportunity for folks to reconnect. There is an annual subscription fee for the Moccasin Telegraph.

– Sherron Jones sherronjones*shaw.

MOCCASIN TELEGRAPH

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