

MOCCASIN TELEGRAPH – 266th Edition – September 14th, 2008

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



Tin Cup Lake

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)

TIN CUP LAKE

My husband Ron and I have had the opportunity to housesit a lodge on Tincup Lake in the wilderness area near Burwash & Destruction Bay. It is a fly in only lake and we have been here for a month (just the 2 of us) - an amazing experience!! There probably aren't many Yukoners who have been into this area (Sandy maybe) so thought I would send a few pictures taken in the last couple days. The fishing is great !

The dog is Chester and we are looking after him too - he belongs to Jose Janssen & Larry Nagy who own this lodge.

I also want to thank you so much for the pictures of the Island, Okanagan & Vancouver get togethers. It is so wonderful to see all the people I've known, looking so great. Hope to be at The River Rock next spring.

Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Joy & Inukshuk

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Joy & Chester

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



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Tin Cup Lake

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Ron

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Tin Cup Lake

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Opportunity and Serenity

Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Such patience. Resident pooch Chester.
Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)



Look who sees fish in the lake.
Photo courtesy Joy Denton joydenton2@yahoo.com (At Tin Cup Lake, Yukon)

Also see Tin Cup Wilderness Lodge online at - <http://www.tincup-lodge.com/>

Travel Writer Detained at Customs for Praising the Yukon

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

August 15, 2008

Don't be too enthusiastic about the Yukon if you happen to be going through Customs at the Vancouver airport. If you catch the wrong agent on the wrong day, your enthusiasm might lead to a travel delay.

Ryan Ver Berkmoes writes travel books for the Lonely Planet group and makes a pilgrimage to the Yukon and Dawson City each year to make sure that the latest editions of the Canadian and British Columbia Lonely Planet Guides are as up to date as possible.

As part of his research he makes it a point to contact local media people and see what they think the highlights might be. When he dropped into the Klondike Sun on August 9, he came bearing a story rather than just looking for one.

"I was coming in from Portland to Whitehorse, changing planes in Vancouver," he said, "I went through the immigration line and the woman said, Where are you going?" Ver Berkmoes replied that he was going up to the Yukon.

"The Yukon?" she exclaimed. "Why the Yukon?"

Ver Berkmoes was taken aback by her incredulity and began to wax eloquent about the Yukon's charms instead of simply saying that he was a travel writer on assignment. "What do you mean?" he said. "The Yukon's a wonderful place. It's a great place to go. I love going to the Yukon."

The agent seemed to get quite angry and replied, "No, it's a strange place to go. People don't go there. I see you going there and it raises flags for me."

Unwisely, Ver Berkmoes began to argue with the agent, telling her he wasn't weird and that the Yukon was a great place to go.

"Because I did that she put a little code on my customs card, so when I left the passport area and was going past the final check where you turn your card in, the guy said, "Oh, you have to go in that room over there."

He went into the room where they check all your baggage carefully and was redirected to a still smaller room.

“Here it was me and the guys from Afghanistan ... and lots of dodgy characters. And I sat there for two hours. I seemed to be in the absolute - we don't want you in this country/place.

Luckily he had four hours between planes, which was good because nothing seemed to be happening in that small room. Every so often someone might be taken out and most of them seemed to be rejected. Ver Berkmoes kept trying to find out why he was there, but no one would tell him anything.

Finally it was his turn to be interrogated, and he decided to play it very straight.

“I'm going up to the Yukon,” he told the new agent. “I go every year. This is my job. I write about it.”

The agent said, “Oh. Hmmm. Okay.” and then he stamped Ver Berkmoes passport and sent him on his way.

“If I hadn't had a four hour connection I'd have been SOL. What got me was that the mere fact I was travelling here raised a flag.”

After arriving in Whitehorse Ver Berkmoes drove the Alaska Highway/Top of the World Highway loop to Dawson, hoping all the way that his Vancouver experience would not have caused him to be entered into some sort of alert system that would red flag him at either of the two customs stations on the way here.

“I had no problems at Top of the World. It took me about one second to clear customs.”

He says this is the second time in four years he's been queried about his sanity or motives by someone in Canadian Customs while heading north. The first time it was just a discussion. This time was far more serious.

As far as he can tell, Ver Berkmoes was detained in Vancouver simply because he was trying to defend the territory against that customs agent's prejudices. It's a mistake he won't make again.

“I'm going to add a little box to the book advising people to have very exact, clear responses when talking to customs officials: I am going to go canoeing with the Canoe People. I will be leaving on this date and returning on this date. Say exactly why you're going there and what you will be doing.”



Ryan Ver Berkmoes didn't have to check in at the Canada Customs Office on the Dawson waterfront, and he was happy about that. His experience in Vancouver still disturbs him.

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

Your experience disheartened me

Ed. note: this is a letter to Ryan Ver Berkmoes of Lonely Planet U.S.A. in Oakland, Calif.

It was with regret that I read about your recent travel experience in the Whitehorse Star article published Friday, Aug. 22.

Travel is, and should be, an exciting and rewarding experience for everyone.

Travel should be free of prejudice or recrimination. Travel should be fun.

(For this and the very importance of tourism to the social and economic well-being of Yukon), I was extremely disheartened to hear of your unpleasant travel experience and that the primary cause of it was due to praising the Yukon.

Articulating a person's desire to visit the Yukon should, above all else, not cause harm or encourage unwarranted scrutiny.

In this regard, I have taken the liberty to forward a copy of the news article to the federal minister responsible for the Canada Border Services Agency, the Hon. Stockwell Day, for his review and consideration.

It is important that such treatment not be repeated or experienced by others coming to the Yukon or to anywhere else in Canada.

As Yukon's Minister of Tourism and Culture, I wish to thank you for your continuing support of Yukon as demonstrated by the work you do as a travel writer, and for your continued promotion of Yukon as a wonderful place.

We look forward to your return visit and the opportunity for you to share in Yukon's pride of place, community, and people.

Elaine Taylor
Minister of Tourism and Culture
Government of Yukon
Whitehorse

Apprentice engineer for GNA and TNTA. Started flying in 1993 and then had a big crash Jan 2, 07 will send you info. - Duane

Wind blows plane into pasture

Published: Thursday, January 04, 2007
Calgary Herald



Strong winds turned an emergency landing on a highway 100 kilometres south of Calgary into a frightening crash Tuesday, but pilot Duane Hankins (above) and passenger Grant Patterson emerged unscathed.

Photograph by: CanWest News Service/Lorraine Hjalte

CALGARY - Strong winds are being blamed for blowing a small plane through a fence and into a pasture south of Chain Lakes Provincial Park.

The Bancarz Thumper single-engine plane crashed into the farmer's field, snapping off the landing gear, bending the propeller and leaving the two Calgarians inside shaken and in disbelief.

"It was unreal," said pilot Duane Hankins of his unexpected landing just before noon on Tuesday. "We missed a fence, power lines and two power poles."

Hankins said he and friend Grant Patterson were heading back to Calgary from a trip to Sandpoint, Idaho.

The two had been visiting aviation museums.

But after returning to Canadian airspace, 60 nautical miles from Calgary, the plane suddenly lost all power.

Hankins, a pilot for 13 years, tried to make an emergency landing on a highway, but as they approached the road, winds estimated at about 120 kilometres per hour picked up the small plane and tossed it to the east.

Neither man was injured.

A semi-truck was lying nearby on the highway after it too was toppled by the wind. Chain Lakes Provincial Park is in southern Alberta, located in the foothills of the Rocky Mountains.



Photos courtesy Duane "Dewey" Hankins hankinsduane@hotmail.com (In Calgary)



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





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



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

Gert (Rose) Squirchuck’s memories of the Black Soldiers in Carcross.

(In Lethbridge Alberta – 403- 324-7964)

They came in from Skagway by train – there were 1,000 of them.

They would guard the railway bridge because there were still more soldiers coming in by train.

The officers directing them were white.

They lived in tents on the ‘airport’ – even all winter long at 30 and 40 below and we felt sorry for them.

I worked at the post office with my mother and the officers would come in to get the mail, they were always so nice. I was about 15 then.

I would turn up my radio and they would dance.

I remember them singing, but I don't know what they were singing.

The Black men would bring their musical instruments and put on a concert for us on the platform at the train depot.

The Indian School had burned down and the girls were staying in town at a dormitory in town and there was a break in at the dormitory but I don't know much about it, not much happened.

I remember a sign they put up along the highway. "This road will lead the Jap's to hell, so build it quick and build it well."

When we would go to Whitehorse on the train, they would stop the train and ask who we were.

Gert's father worked on the sternwheeler Tutshi which ran from Carcross to Ben My Chree. Some winters the family went to Vancouver and stayed with his mother. Gert was sent out to school the year before the black soldiers came and was so lonely that this year she was taking school by correspondence at home in Carcross.

Notes made during a telephone call from Gert, Sept 6, 2008. – Sherron Jones
sherronjones@shaw.ca (In Vernon BC)

Harper makes pre-Election Northern Tour

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

August 27, 2008

While little or nothing was said to further the election speculation rampant in the national media, Prime Minister Stephen Harper's four hour visit to Dawson City on Wednesday felt very much like a campaign junket. All that was missing was any kind of a speech. Conversations with locals were held mainly behind closed doors with the press allowed in for a quick photo shoot and then herded out again after about a minute.

Harper and Environment Minister John Baird arrived some 45 minutes later than scheduled, the Hercules aircraft touching down in an environmentally unfriendly cloud of oil haze about 12:15.

The PM was greeted by Premier Dennis Fentie and Mayor John Steins. The mayor and Dawson's town manager, Paul Moore, had arrived in business attire, but were asked to remove their ties before meeting Harper, who emerged tieless sports coat and slacks. The Dawson Rangers and Junior Rangers led by Sgt. John Mitchell, formed up on the tarmac to greet Harper and Baird, and a group portrait was staged on site.

Reporters were kept at bay with rope cordons, including one borrowed for the purpose from the local Canada Post Office. As well, the media who flew in with the federal

ministers were ferried from place to place in a small, 22 seat bus owned by the Tr'ondëk Hwëch'in and driven by former mayor Glen Everitt.

The first stop in town, since the entourage was running late, was at the Eldorado Hotel, where Harper and Baird met with representatives of the town council, the TH council, local businesses and the tourism and mining industries.

Miner Stuart Schmidt and retired Anglican Archdeacon Ken Snider agree that Harper essentially led a round table discussion which touched on such local issues as transportation, education, the 10 year Land Claims review, infrastructure and other things. Harper asked questions and listened to responses, apparently taking lots of notes and eating very little.

Reporters huddled around tables in the Eldorado Lounge, typing up notes and asking staff for the password to the hotel's wifi system so they could file stories. As the meal ended and the group was leaving, the official photographer organized a photo shoot with local citizens just outside the hotel, much to the consternation of some security staff, who didn't hear him and had to be shown that he was actually beckoning people over to meet the PM.

The tour progressed to the Dawson City Museum, where Harper was given a lesson in using a rocker box.

He then plunged into the crowd, accompanied by local Conservative candidate Darrell Pasloski, who seemed determined to be in as many photos with the PM and locals as possible.

Harper and his entourage had a private tour of the museum and then carried on to the Palace Grand Theatre, where he met with Parks Canada staff behind closed doors. Sources indicate this was primarily a meet and greet session, with Harper shaking hands and displaying a fairly good knowledge of the Klondike National Historic Site and what goes on here. There were several group photo shoots and he toured the theatre. Outside, Harper appeared to take a sudden and unscheduled decision to plunge into the crowd gathered at the Old Post Office and do another round of hand-shaking and photo taking as well as a staged photo with the whole group on the steps. Each person who had a photo taken with the PM was handed a business card telling them who to email to get a print of the picture. Then it was off to the airport, nearly two hours later than the schedule that had been provided, at 4 p.m.



Premier Fentie, Mayor Steins, Environment Minister Baird and Prime Minister Harper meet at the Dawson Airport.

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



The Junior Rangers presented the PM with a Ranger cap.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Harper greets Sgt, John Mitchell.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



The lunch with community leaders took place in the Bonanza Room of the Eldorado Hotel.

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



The press waited out the luncheon in the Sluice Box Lounge, working on their stories.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Prime Minister Harper meets Macey and Janice Rose at the Museum.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



The PM was persuaded to accept a raffle ticket from the Yukon Order of Pioneers.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



At the Airport, the PM and other dignitaries posed with the Rangers and Junior Rangers.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



As the tour ends the Hercules aircraft is loaded with its passengers and their equipment.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



The PM gets a rocker box lesson at the Museum.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Harper's last encounter with locals and tourists was at the Old Post Office, across from the Palace Grand Theatre.

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

Uffish Thoughts: The PM's Tour Missed Opportunities in Dawson City

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

Sept. 2, 2008

I could not help but have a certain amount of sympathy for the officers on security duty during Prime Minister Harper's visit to Dawson City on August 27. For them it would have been a case of either too little to do or too much. The "too little" was the result of the total dearth of advance information about this visit.

If the Prime Minister's Office was really looking for photo opportunities, and that did seem to be the main Part of the trip, you would think it would have been a little more open about the fact that Mr. Harper was going to be here.

There were basically four places in town where one could hope to see the PM The first was at the airport, which was a totally controlled situation and probably the only one that the security folks were completely happy with.

The only people on the tarmac were those who had been invited including the Rangers and Junior Rangers (this was arranged pretty much by accident from what I hear), CBC reporter Mardy Derby and myself.

The rest of the assembly came on the Hercules and were a pretty docile group. We all stood behind one set of cordons for the disembarkation and then they moved us to another set (borrowed from the local Canada Post office for the day) for the photo shoot.

The next viewing took place outside the Eldorado Hotel when the PM exited after his luncheon with 7 or 8 locals. An uninvited dozen or so of us were gathered on the steps of Wild and Woolly, just across the street, waiting for the entourage to emerge. Security people stood in the center of the street looking stern and uncompromising.

Suddenly the official photographer called us to come over and meet the PM. He called for “some of you guys”, but security heard “one” and started to block the rest of the group. I was hanging back for photos myself, but I corrected the man and told him to look at the photographer, who was still beckoning people to approach.

Rolling his eyes in resignation, he stepped aside. The group moved on to the Museum, where the PM met his largest crowd, perhaps a few hundred people. Again, if more people had known for sure he was coming and where he was going to be, more people would have showed up, I am certain.

Since Mr. Harper was certainly in the mood to shake hands (yes, I did) and chat (he spent several minutes with Dick and Andre North), it’s a shame that he didn’t have more opportunities to do so. Midway through this stop security people were seen gazing skyward in great consternation as a paraglider flew off the Dome bound for a landing on the Front Street Common. Everyone assumed it was either Stephen Johnson or Steve Kurth, our local flyers, but it turned out to be neither. There were some visiting flyers in town.

The PM missed the biggest potential photo op of the trip when his handlers chose to have him driven the three blocks past the the Robert Service School on his way to the Palace Grand. The school had not been notified of the Prime Ministerial visit.

Such an event makes a big impression on kids. Every one of my former students who was old enough in 1996 still recalls the visit by Prime Minister Chretien during our centennial.

It would have been the work of perhaps 15 minutes to have the PM walk by the school and meet the entire student body on the front steps. It’s a natural site for a group photo and kids would have marked it down as a special event. The last chance was outside the Palace Grand Theatre. Given recent cuts to arts and culture programs, the Parks Canada Staff were a bit worried about this visit, but it turned out to be quite positive, with the PM showing a real interest in Klondike history, just as he had during his private tour of the museum.

There were about two dozen of us across the street at the Old Post Office when he came out and headed for the official SUV, suddenly changing his mind in mid-stride and detouring over to the small crowd to mingle and pose for a group shot. Again the security folks shrugged and muttered into their hands, cocking their heads to listen to each other via the receivers curling out of their ears.

One of my former students slipped an arm over Mr. Harper's shoulder and everyone had a good laugh at the familiarity of the gesture.

The visit itself was pretty inconsequential, taking up a phrase or a sentence in most of the published reports I can find online ("Harper's tour continues to Dawson City, Yukon before he returns to Inuvik for meetings." MSN News)

We do a little better on the photo sites, with Yahoo and Reuters posting several shots of events around the Museum. On the whole however, most folks are left wondering why he came and why, if he was coming, he didn't make better use of the event.

I have finally finished cataloguing 12 albums of Dad's, after scanning most of the contents. I picked some pictures that your readers may feel connection to.

TUBMAN PHOTO



This one is a Whitehorse Chapter Eastern Star group picture. Eastern Star, Whitehorse Chapter: must be from mid-1940's because Mrs. Boerner is on the right. I also recognize Mrs. Howat, Florence Beaumont, Mrs. Grant, Gladys & John Hoggan and maybe a few others. Tall lady in back may be Mrs. Pinchin.

Maribeth Mainer mainerm1@shaw.ca (In Burnaby BC)

Maribeth tried to send a copy of the photo with better resolution but wasn't able to. – Sherron

Memories of Yukon

Many of you will remember Kit Squirechuk. Kit cleaned guns and was an avid shooter and member of the gun club in Whitehorse, himself.

When his wife Gert phoned today to give me her memories of the Black Soldiers in Carcross she went on to mention two other incidents that some of you recall with more detail.

Kit had sold a gun to a man who had given him all the details in order to register the sale of the gun. That man proceeded to hold up the Sears store in Whitehorse and was easily identified through the information he had provided to Kit.

Another memory Gert had was when they had relatives come to visit in 1972 and they took them to Haines. At the border they encountered a man who asked to borrow their flashlight. Kit loaned it to the man only to see him the next day accompanied by two police officers and he said "here's your flashlight back" and returned it. This man had killed someone that night and they inadvertently had helped him cross the border.

Sherron Jones sherronjones@shaw.ca (In Vernon)

OBSCURED VISION

If you lived in the Yukon before the Alaska Highway was paved you all saw them. I mean, how could you miss it.

They looked very much like an armoured personnel carrier.

I'm talking about the cars with three spare tires lashed to the roof. Not a problem with me as long as they were properly secured and if they weren't they had already been lost before Muncho Lake.

Or the grilles of the cars covered with enough "rock deflecting" wire mesh to corral thirty head of farm hens. Again, not a problem.

What became a problem was the corrugated cardboard over the windshield. I ran across it a couple of times a year and it was always cars bearing license plates from the lower 48. The windshield was completely covered in cardboard except for two "portholes" measuring about 6 inches by 8 inches.

GIVE ME A BREAK.

I often wanted to ask the question: "You drove 900 miles up the Alaska Highway with almost completely obscured vision, missing some of the most fantastic scenery in the world and never being able to turn on your windshield wipers, if needed, to receive a

ticket for which you will go straight to jail, until you can see a Justice of the Peace or immediately pay the voluntary penalty, since you are a foreigner?"

No, I never did ask that question. As professionally as I could I simply "helped" remove the cardboard and explained that the cost of a windshield was one of the incidental expenses to be incurred in driving the highway and that driving with obscured vision was an offence under the Motor Vehicle Ordinance.

It was always best just left at that.

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

Hi George

Oh yes I remember those guys. We travelled the Alaska Highway from Whse south in April 1974 in a brand new Chrysler New Yorker. 27 rock chips by the time we got off the Alcan. They were hauling pipe north for the pipeline - 3 pieces per truck and boy did they throw rocks. Bet you have a memory of this too.

I was driving and put the car in the ditch north of Watson Lake. The snow was gone for most of the highway until I entered a corner which was very steeply graded down on the inside of the curve. I made the mistake of taking my foot of the gas and the compression caught and pulled the rear end down the slope. When I stopped I had 'both feet on the brake' and we were laying unscathed with the drivers side of the car at the top of the snow bank and the passengers side of the car flat against the bottom of the ditch. Luckily an Alaskan with a four wheel drive and a winch, stopped and pulled us forward and out. Not a scratch, except on the nerves.

Needless to say I didn't drive any more of the Alcan. Was quite the sensation when the left wheels slide sideways down to the bottom of the ditch and then started to climb the snowbank.

Bill who had been sleeping was not silent throughout my escapade. He was saying "Hit It, Hit It." At first I was only part way into the corner and sliding across the oncoming lane. No way was I going to 'play' in that lane. The sooner I finished sliding left, the happier I was.

Sherron Jones

A good story and I can certainly relate. Some of those old curves certainly had a steep bank to them. There were a bunch between the Mayo cut-off and Takhini river crossing heading to Haines Junction that were posted at 20 or 30 MPH and in the winter if you didn't go at least 30 miles an hour you would slide to the bottom of the curve.

I averaged about 5,000 to 6,000 miles a month and usually scared myself once a year real good.

George Bliss

**Yukon takes home more than just medals at senior games
Team Yukon made history at the recently held Canada 55+ Games,
winning more than a few medals in the process.**

Courtesy Whitehorse Star

Team Yukon made history at the recently held Canada 55+ Games, winning more than a few medals in the process.

The Yukon contingent was the first team to take home the Spirit of the Games Award two times in a row and finished with an all-time best 40 medals in an Outside competition for the biannual event.

“It’s a wonderful accomplishment, considering the population size,” said co-chef de mission, Sue Meikle. “Other contingents get more medals, but they are also three times our population or more. So per population it’s really great and even better was that we won the Spirit of the Games award for the third time in five Games, which is pretty significant. It really speaks to the sportsmanship and goodwill of our team members.”

The Canada 55+ Games were first held back in 1996, but the first time Team Yukon sent a contingent was in 1998. The first Yukon team consisted of around 25 athletes, but since then the Yukon’s participation numbers have continued to grow, which peaked in 2004 when the Games were put on in Whitehorse.

More than 100 Yukoners took part in Whitehorse Games and won a record number of medals as a result. Since then, all of the Yukon +55 Games contingents have been in the 80’s or higher.

The 2008 team had 92 Yukoners, which included 84 competitors, two co-chefs de mission and eight cheerleaders.

Members on Team Yukon ranged between the ages of 55 and 89 years old. Yukoners participated in candlepin bowling, cribbage, darts, floor shuffleboard, golf, curling, lawn bowling, scrabble, slo-pitch as well as track and field.

The different Yukon communities that were represented at the competition included Watson Lake, Faro, Mayo, Teslin, Marsh Lake, Tagish and Whitehorse.

The team’s 40 medal haul surpassed the previous best, at an Outside competition, of 35, which it totalled in 2006.

The 2008 Games, which were held in Dieppe, New Brunswick, were not only special for the Yukon, but also Quebec, which participated at the competition for the first time.

B.C., Newfoundland and Labrador as well as Nunavut didn't send an official contingent for the 2008 Canadian Senior Games.

At the banquet to conclude the senior sporting event, the Yukon was given the Spirit of the Games Award, which was a pleasant surprise to the team, which didn't expect to receive such an honour after winning it in 2006.

The Spirit of the Games Award is presented to the contingent, which most exemplifies goodwill, sportsmanship, camaraderie and enthusiasm.

The Yukon team is formed by territory's Elder Active Recreation Association, which promotes active living among older adults.

In Dieppe, the Yukon won 9 gold medals, 21 silver medals and 10 bronze medals.

The track and field team had a particularly impressive showing, breaking three Games records in discus, shot put and the 3,000-m run.

Tom Parlee, 61, had a particularly impressive showing in his three track and field events.

Parlee, who competed in the senior games for the third time, broke two records in discus and shot put in the 60+ category. Parlee exceeded his expectations, winning the two gold medals after throwing 36.59-m in discus and 9.89-m in shot put event. He also took home a silver medal in the javelin competition.

Parlee, who finished with two gold medals and one silver medal at the two previous senior games, said he was happy with how he did in Dieppe.

"I think it ranks right up there," he said. "I had some distances that I wanted to meet and I surpassed them."

Watson Lake's Dave Kalles set the third Games record in the 70+ category, finishing the 3,000-m race at 14:19. What made Kalles' gold medal run even more impressive is the fact that he hasn't been in a competitive running race in around 55 years.

Kalles also won three more medals, which included placing second in the 1,500-m, third in the 400-m running event and third in the 800-m running distance.

Other Yukon gold medalists included Bob Candow, in darts; Nesta Leduc, 50-m freestyle swim; Millie Jones, 50-m predicted swim; Paul Dabbs, swimming; Merton Friesen, 400-m predicted walk; and Susana Edwards, 400-m run.

Silver medal winners included Edwards for the 800-m run, while Judy Lightening, Eileen

Bird, Ken Burke and Micheal Bauer placed second in lawn bowling.

Bob and Beverly finished second in darts, while swimmers Leduc, Barb Phillips and Paul Dabbs won a combined eight silver medals.

Merton Friesen placed second in the 1,000-m running distance, while curlers Pat Banks, Gary Hewitt, Clarence Jack and Madeline Boyd each took home a silver medal for their efforts.

Beverley Candow and Betty Sutton placed third in darts, while other bronze medal winners included Phillips, Jones, Marg Dun, Jim Coxford, Paul Dabbs, Jo Hopkins and Maura Glen.

Resolute Bay Air Terminal on Cornwallis Island NU



Earle Smith & Major Bill Dyke CAF

Couple of pictures taken last Thursday morning at Resolute Bay air terminal on Cornwallis Island NU. The chap with me is Major Bill Dyke CAF (Ret'd), of Perth ON, and we have many mutual friends who served in Canada's telecommunications branches. The other picture is of our Hercules transport after it sat all night at the Resolute airstrip. Had to be de-iced and warmed up before we flew on up to Alert, nearly two hours further north.

Earle Smith - VE6NM [t16ru672*telusplanet.net](mailto:t16ru672@telusplanet.net) (In Ottawa/Grande Prairie)

Am back in Ottawa again after a few days at home in Grande Prairie.

To make a long story short, back in 1957 I was sent, along with a bunch more RCAF guys, from Whitehorse to Alert, Ellesmere Island, NU (450 miles from North Pole) - we were the initial crew at this site. This year CAF are celebrating the 50th anniversary of the site with ceremonies at Alert and here in Ottawa.

I'm one of the few survivors of that first mission and was one of approximately 24 former RCAF/RCN.RCSigs and more latter day communications personnel who were selected to return to Alert for the functions held there.

We flew via one of the CAF hercules transport aircraft, from Ottawa last Tuesday to Iqaluit to refuel, had a minor aircraft snag there that prevented us from flying on to Alert within the allotted crew time so made a diversion to Resolute Bay. This would put us closer to Alert the next day.

I can't remember, for sure, who was on which side of the picture however I was wearing my favourite Kenn Borek Air cap and I would have had sunglasses hanging down the front of my sweater. The other guy in the picture, Bill Dyke, had a wool cap, green and yellow, I think, on his head. (Pretty certain that Bill was on my left side though)

The Herc in the picture sat out on the gravel tarmac all night and was just ready to be de-iced when I snapped that picture.

Don't believe that our Herc was the one that the PM flew on. As soon as he returned to Ottawa that particular plane, I believe, might have been diverted to New Orleans with emergencies supplies and to help move people.

As to the number of Hercs in our CAF I can't recall however I can dig out the info as soon as I return to Grande Prairie on Sunday.

If you would like to read more of the story on the ham radio side of this operation, Sherron, go to "QRZ.com" and scroll down the page until you see a lead to VE8RCS/VY0 operation at Alert. The URL will have Scott Crouse's surname in it - he has some beautiful photos in it which I'm sure you'd enjoy looking at. (Will try to locate it after I send this email and will forward the URL to you if I can retrieve it.)

Incidentally, as we were driving down to the Herc that morning from our accommodations we stopped beside a small bay where we watched between 75 to 100 Beluga whales swimming around while feeding. The seagulls were having a feast on the bits and morsels of fish from what I could tell. Hard to get any definitive pictures and the height of the average terrain above sea level is only a few feet - all you could see of the belugas, most of the time, was ghostly white shapes gliding just under the water's surface.

Hoping to visit with former Whitehorse RCMP member Neil Peterson and his xyl Cathy while I'm here in Ottawa on this trip - old neighbours of ours back in the late 50s - early 60s.

Regards

Earle Smith t16ru672@telusplanet.net (In Resolute Bay/Ottawa/Grande Prairie)

Effective [November 2004], the Canadian air force has a total of 32 CC-130s Hercules aircraft.

For further information http://www.airforce.forces.gc.ca/site/equip/cc130/history_e.asp

If you want to see some more stuff about Alert go to <http://users.xplornet.com/~scrouse/ve8rcs.html>. And down near the end of Scott's web page there'll be another link you can click on to see more pictures of Alert. It's a humunguous complex - can easily accommodate 500 people if necessary. I expect it will always be manned by the current staff numbers (usually around 50 to 70 people nowadays) for territorial purposes.

Regards.

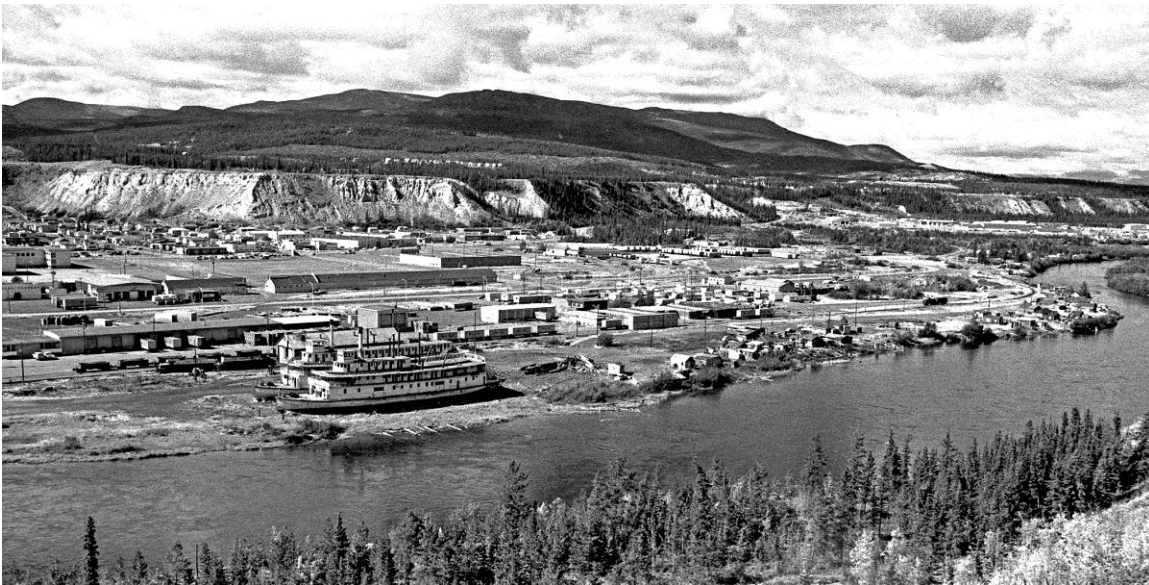
Earle

FRANK SLIM BUILDING AND SURROUNDING AREA

My how the look of Whitehorse as a frontier town has changed to look like many small towns in Canada. Complete with a row of food services including Tim Horton's, Pizza Hut, A & W, Kentucky Fried Chicken and Boston Pizza.



Taken this morning [September 9, 2008] - showing the complete park and where the Frank Slim building sits on the park.
Photo courtesy Tim Kinvig kinvig*northwestel.net (In Whitehorse)



Whitehorse 1970

A photo of the same area - maybe taken from a different angle - taken in 1970. Thought it makes an interesting comparison of the changes in that end of town.

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

To orient you a little - the one common feature in both the Shipyards photo and the 1970 photo is the City's pump house or "sewer lift station" on Second Ave. It is on the Shipyards Park side of Second Ave and can be seen in the photo to the left of the new

Frank Slim building (with the blue door). I understand this building was constructed in 1956 and can be seen in the 1970 photo - follow the line of Second Ave from the left and it is about 2/3rd of the way into the photo - the building with 4 windows. I also looks to me that Ogilvie Street now extends towards the river through the middle of what used to be the City trailer park.

In the September 9th photo you can see Shipyards Park is bounded by Ogilvie Street, Second Ave and the River. Along Second Ave from the intersection with Ogilvie you see the store signed "NOW" (formerly the "Saan" Store) then it's "Tim Hortons", "Pizza Hut", "A&W". Superstore's gas bar then KFC. The Service station that was on the curve of second Ave has now gone. The restaurant across Second Ave is "Boston Pizza". As of earlier this year do now have an "Earls" - its out by Walmart.



Whitehorse Panorama – Sept 9, 2008

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

Though you may be interested in the attached photo. Actually is a panorama I managed to merge together from 5 different shots I took this morning of the Whitehorse River Front showing the empty Motorways area and Shipyards Park area. The image is fairly wide and not very tall so I don't know it is of use for the Moc Tel - but thought you'd be interested anyway. If you are interested I can send you another image of just the empty motorways area (former site of the Canada Winter games tent and now cleared for sale by the City).

Tim



Missing from this photo are the two sternwheelers and the White Pass Freight Sheds.

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

When I said Motorways - it is indeed the old White Pass freight sheds area.

Photo of the area (another pan merged from 2 images) attached. This image shows from Strickland Street (well just past Strickland) to Ogilvie on the right.

This area is the old White Pass freight area, roundhouse etc. By comparing this image with the 1970 one I figure the roundhouse and the two Riverboats are sitting in the same area where the tram track turns toward the river. The area the city is looking at selling is the area between First and Second Ave where the land has been cleared and roads, sidewalks and lights etc have been installed.

Tim

WWII AIR FORCE TRAINING AIRPLANES – MOOSE JAW

I finally stopped at the armouries, here, to ask about restored WW2 army vehicles. The only one in town is a WW2 jeep that someone owns and drives. There's a bunch of old vehicles in the armouries yard that aren't restored.

I tried the Western Development Museum which is a Transportation Museum, here. There was no luck there re: army vehicles. **They do have restored WW2 Air Force training airplanes. These are inside the museum. I know a group from Moose Jaw worked on them for years.

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

NOTES FROM READERS

Keep up the good work Sherron.

I love reading the stories of the men and women that developed our territory.

Regards

Ted Staffen

Speaker, Yukon Legislative Assembly Ted.Staffen@gov.yk.ca (In Whitehorse)

Dear Sherron

Thank you for all you do with your Newsletter. I always enjoy reading the latest News of the North. I especially enjoyed the Special Edition on CF-CPY. I am a former CP Air employee and also remember Bob Cameron from my early days, when I was a little guy in Whitehorse. My Dad & Bob's dad Gordy Cameron were good chums!

As a result of your article on CF-CPY my brother Steve and I have been corresponding with Bob Cameron who we have not any communication with since we were really

young. . (we are talking 50+ years) but we have corresponded and are now completely up to date on each others lives since the days when we lived in Whitehorse.

All the best

Regards Peter Martin peter_martin*rogers.com (Lived in Whitehorse 1948-55) Oshawa ON

These notes are included here in hopes they will inspire others to tell their stories. - Sherron

ARTISTIC TALENT



Marsh Lake – Wide Angle Lens

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

OBIT

The Right Honorable **Erik Neilsen** Born on February 24, 1924 in Regina, SK, passed away suddenly on September 4, 2008 in Kelowna, BC. Survived by his loving wife of 25 years Shelley; daughter Roxanne (Scott) Temple and their children, Erik, Thea and Tori; son Rick (Maureen) and their children, Connor, Kai and Brooke; son Lee; and brother Leslie Nielsen. Sadly predeceased by his first wife Pamela June and his brother Gordon. Erik was very proud to have been the member of parliament representing Yukon for 29 years. There will be a memorial service announced at a later date. In lieu of flowers,

donations may be made to the charity of your choice. Condolences may be sent to the family by visiting www.springfieldfuneralhome.com Tel: 250-860-7077
Published in the Ottawa Citizen on 9/6/2008

He was the recipient of the Distinguished Flying Cross during WW2.

STATEMENT BY THE PRIME MINISTER OF CANADA ON THE DEATH OF THE HONOURABLE ERIK NIELSEN, P.C., D.F.C., Q.C., LL.B.

September 5, 2008

Ottawa, Ontario

Prime Minister Stephen Harper issued the following statement on the death of the Honourable Erik Nielsen, P.C., D.F.C., Q.C., LL.B.:

“I was deeply saddened to learn of the passing of Erik Nielsen. A long-time Progressive Conservative Member of Parliament for Yukon, he was fondly known as “Yukon Erik.”

Erik was a significant force in the world of Canadian politics – a fearless and formidable leader. To this day he remains the longest-serving MP in the Yukon, having won the Progressive Conservative nomination in 1957 and holding his seat until he resigned in 1987. He served as Minister of Public Works and National Defence, Deputy Prime Minister and President of the Queen’s Privy Council for Canada. He was also Opposition House Leader and Acting Leader of the Opposition for a time. In 1985, he headed a Task Force on Program Review, which became known as the Nielsen Task Force and undertook a comprehensive review of all federal spending.

He worked with passion and commitment for his constituents every day throughout his 30 years in Canadian politics. Erik embodied the spirit of Canada’s Truth North Strong and Free and his heart was always in the Yukon where he lived a very different life than in Ottawa. He was a great politician, Yukoner and Canadian.

On behalf of the Government of Canada, I offer my most sincere condolences to his family and friends.”

ENGREN - Mildred (Millie) born on October 31, 1929 passed away on August 22, 2008 at Douglas Fir in Kelowna, B.C. She is survived by her loving husband Helge of 59 years, as well as five daughters, one son, ten grandchildren and three great-grandchildren. A Memorial Service will be held on Wednesday August 27th at 11:00 a.m. at First Memorial Funeral Services, 1211 Sutherland Avenue, Kelowna. The family would like to thank the caring staff of KGH and Douglas Fir Hospice. In lieu of flowers, donations may be made to the Canadian Diabetes Association or Douglas Fir Hospice. Condolences may be sent to the family by visiting www.firstmemorialkelowna.com Kelowna Daily Courier.

NEW ADDITIONS

We have read most of your editions for some time now and wish to join the “gang”. We have been “Yukoners” since June 4th 1952 and are still in Watson Lake, retired since 1987.

Phone 867-536-7336

E-mail elkost*northwestel.net

Lloyd & Ev Kostiuck

REMOVED FROM THE LIST

550-#5.1.0 Address rejected jgbalsam@nb.sympatico.ca

BALSAM, Gunter & Jackie jgbalsam*nb.sympatico.ca (In Whitehorse 45 yrs – 2003)
Riverbank, New Brunswick

Would you please remove me from your mailing list.

Thank you,

Kerry Lyle

LYLE, Kerry kyle*northwestel.net (In Whitehorse **Grad 75**)

Take me off the list.

Tip one for me !

Mike

SCHRAMMEK, Mike crown-h2o*shaw.ca (In Whse – Faro - Whse 1962-85) Kelowna

QUOTE OF THE WEEK

Success is a ladder you cannot climb with your hands in your pockets.

RECIPE OF THE WEEK

Submitted by Donna Clayson yukonlady*albertacom.com (In Ardrossan AB)

Chicken with Country Gravy

2 tbsp butter

2 tbsp	vegetable oil
¼ cup	all purpose flour
¼ tsp	paprika
	Dash of seasoned salt, garlic powder, salt & pepper
2	chicken leg quarters
1 tbsp	all purpose flour
1/3 cup	milk
¼ tsp	salt
¼ tsp	pepper

Place butter and oil in a large ovenproof skillet. Place in a 425°F oven for 5 minutes. Meanwhile, in a shallow bowl, combine flour and seasonings; add chicken, one piece at a time and turn to coat.

Carefully place chicken, skin side down, in hot skillet. Bake, uncovered for 30 minutes. Turn pieces over; bake 20 – 30 minutes longer or until a meat thermometer reads 180°F. Remove and keep warm.

Transfer 1 tablespoon of drippings from the skillet to a small saucepan; stir in flour until smooth. Gradually stir in the milk, salt and pepper. Bring to a boil; cook and stir for 2 minutes or until thickened. Serve with the chicken.

Yield: 2 servings.

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

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