

MOCCASIN TELEGRAPH – 270th Edition – November 9th, 2008

Created by Sherron Jones sherronjones@shaw.ca

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



Cowley Lake

Photo courtesy Ralph Lortie rlortie001@sympatico.ca (In Mississauga ON)

My trip to Whitehorse, Aug. 1-7, 2008

For the first time since 2001, I went home to Whitehorse. My arrival on August 1st coincided with brother Grant's 68th birthday.

After spending the morning of Aug. 2nd with Grant and Boomer, I drove into town to see Dave Carter.



Grant's place at Cowley Lake

Photo courtesy Ralph Lortie rlortie001@sympatico.ca (In Mississauga ON)



Grant & Boomer

Photo courtesy Ralph Lortie rlortie001@sympatico.ca (In Mississauga ON)

Dave drove me up to Fox Lake so that I could see the site of the Jimmy McGarry accident. Of course, the scene was much different from my recollections of 1957, and my last view of it in 1962.



South end of Fox Lake.

Photo courtesy Ralph Lortie rlortie001@sympatico.ca (In Mississauga ON)



Trees 20 ft. high that weren't there at all 50 years ago.
Photo courtesy Ralph Lortie [rlortie001*sympatico.ca](mailto:rlortie001@sympatico.ca) (In Mississauga ON)

On the way to Fox Lake, it occurred to me that I'd never been to Kusawa Lake (Lake Arkell when I was a lad). I knew that Dave had camped and fished there many times, so I asked if we could go there as well. We did, and I'm so glad that I finally saw this beautiful place.



Beautiful Kusawa Lake
Photo courtesy Ralph Lortie [rlortie001*sympatico.ca](mailto:rlortie001@sympatico.ca) (In Mississauga ON)



Takhini River flowing from Kusawa Lake

Photo courtesy Ralph Lortie [rlortie001*sympatico.ca](mailto:rlortie001@sympatico.ca) (In Mississauga ON)

As one can see, it was a brilliant, very warm day. Until I arrived, Yukoners had experienced a cool, very wet summer – good thing I brought some sunny weather from Southern Ontario. Dave & I paused for refreshments before heading to his place for dinner.



Dave Carter, a very close friend for over 50 years.

Photo courtesy Ralph Lortie [rlortie001*sympatico.ca](mailto:rlortie001@sympatico.ca) (In Mississauga ON)

On the trip to Whitehorse, I also walked around and took photos of my old neighbourhood at Hawkins St. and 4th Ave., my parents' gravesite (and others) at Grey Mtn. Cemetery, and the old school on 4th Ave, now looking very colourful in its new paintjob – perhaps later.

Ralph Lortie [rlortie001*sympatico.ca](mailto:rlortie001@sympatico.ca) (In Mississauga ON)

YUKON DRIVING - 1973-1978

I always carried tire chains in my patrol car and I think I only needed to use them a couple of times. One late winter day I was called to an accident just a short bit north on the Mayo Road. I was told by radio it was between the Takhini Bridge and the turn off to the hot springs. As I crossed the bridge, the road curves left and then there's a good climb to the top of the hill where it again flattens out. Just after crossing the bridge and rounding the curve heading north, I see a White Pass ore carrier half way into the ditch. He had been coming down the hill and slid half way off the road sideways. It was just below freezing and the road was like the proverbial skating rink. I knew if I stopped I would start sliding so I just kept going and made it to the top of the hill where I parked the car on the flat. I started to walk down the hill and once I got to where the road had a good slope to it, I started to slide. I was sliding about the same speed as if I was walking and slid right down past the semi while still standing up. The semi driver was standing by his front left corner holding onto his truck and as I slid by he held out his arm and pulled me in. It was almost as if it had been choreographed.

After getting that straightened away I got a call to an accident on the hill going down to the Lewes River bridge south of Whitehorse where the dam is located. It was a young lady whose father allowed her to practise driving without a learner's license. She hit another car on the hill and it was just as slippery as the Mayo Road. I was able to get stopped but my car would only stay stopped if I kept my foot on the brake. By applying the emergency brake, which only locked up the back wheels, was not sufficient to keep the car from sliding. Tom Mickey came out to this accident and he too could not keep from sliding on the hill. I parked my car at the bottom of the hill where Tom had to come down so he could chain up. I hopped in the tow truck and rode up with Tom thus avoiding the need to chain up.

There were no injuries in either of these accident but injuries and deaths were not uncommon. Most often when an accident was reported we knew if there were injuries and were able to dispatch an ambulance at the same time. Other than Whitehorse, I think all the small places had volunteers who were very good and were always ready to respond when needed. Over the course of my service I investigated about 67 fatal accidents.

One of the worst was just north of Pelly Crossing. Five people in a small car hit the back end of a one ton flat deck truck that had been left on the shoulder of the road due to mechanical problems. Although the truck was half way off the road, the driver of the car still managed to nail it pretty good and four of the five were killed. The car was broken into several pieces from the impact. As often was the case, alcohol was a factor as was speed.

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

ENGINEER MINE

Engineer mine was located 42 kilometres west of Atlin, British Columbia, along the shores at the south end of the Taku Arm. In a region of wilderness beauty, the mine has a history of misfortune and curses.

In July 1899, two Swedish prospectors told some White Pass railway engineers about a pale yellow metal they had found on the shore of Taku Arm. The engineers formed a partnership with the Swedes and two of the engineers decided to explore the area. One, Charles Anderson, rowed past large visible quartz veins running down into the lake. He then staked a claim which he recorded in Atlin on July 20, 1899.

In all, twelve claims were staked that year, in an area that became known as the Engineer Group. Ore samples showed very promising results. The first shipment of ore was carried to Lake Bennett aboard the steamship, the Gleaner.

Then John Hislop, one of the key figures in the White Pass railroad story, became president of the Engineer Mining Company of Skagway. There were a significant number of local investors, including many White Pass workers. Tunneling work took place over the next several winters. In 1902, the company built a stamp mill, but money woes shut down production for two seasons.

In 1906, some of the claims were mistakenly allowed to lapse and were quickly staked by a Mr. Brown of Atlin. Led by Captain James Alexander, a group from Atlin, known as the Northern Partnership, acquired the claims from Brown.

Evidently there were some under-handed tactics involved with the group's take-over, and Brown placed a curse of death and disaster on everyone involved with the mine.

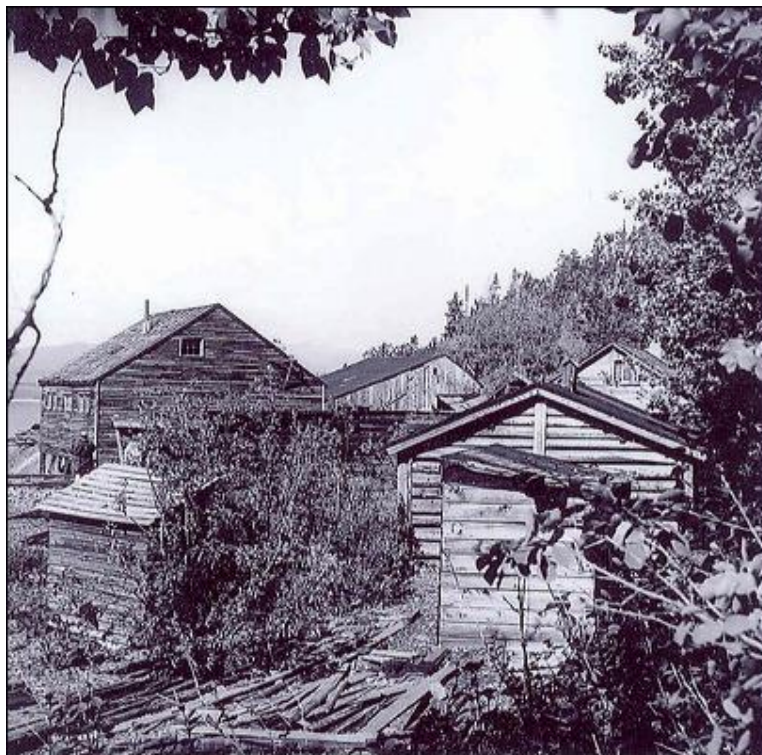
Still, work continued and, by 1910, the company had two mills on the property, employing about 30 people. For the next few years the property was under litigation and work slowed substantially. By 1912, Captain Alexander had taken control of the mine and found a larger orebody. The mine's potential increased and several investors, including the provincial government, funded a large-scale operation.

By 1917, work on the mine leveled off as the First World War severely depleted the pool of mine workers. In 1918, Captain Alexander seemed to have found a buyer for the mine, so in October he and his wife decided to head south. Alexander left his pet parrot “Polly” at the Caribou Hotel in Carcross, and took the White Pass train to Skagway.

From Skagway, the couple sailed to Vancouver on Princess Sophia. On October 22nd, the Sophia ran aground on Vanderbilt Reef. Two days later with all passengers still on board, the ship slipped off the reef. Three hundred and fifty-three passengers and crew drowned in the icy waters of the Lynn Canal, including Captain Alexander. The tragedy had a terrible impact on the Yukon since many key players from the Yukon’s mining and transportation industries were headed south after the summer season. Polly the Parrot lived at the Caribou Hotel in Carcross for more than 50 years after Captain Alexander left the famous bird there.

Captain Alexander’s death had an immense effect on operations at the Engineer Mine. It ceased production for five years while litigation dragged on over ownership of the property.

In 1924, investors from New York acquired the mine and built a number of structures including bunkhouses, a mess hall, and several residences. A powerhouse was built on the Wann River, 5 km south of the mine. The mine site began to resemble a small town. By 1925, upwards of 140 men worked at the mine. The S.S. Gleaner, and later the S.S. Tutshi, made regular visits, delivering mail to a wooden box nailed to a tree.



Engineer mine photo in 1965 by Rolf Hougen



Mrs. Alexander with parrot in her hand; Captain Alexander sitting in chair. Yukon Archives. Reginald Brook Sr. fonds, #18.



Engineer Mine Camp after buildings completed. Tutshi in mid distance. Lawsons camp above smoke stacks. Yukon Archives. Reginald Brook Sr. fonds, #65.

The mine made a profit for a while, but never achieved its hoped-for potential. The workforce declined to about 20 men in 1930. At this time several of the gold-bearing veins were depleted, and the mine closed once again.

It seems the reported curse delivered by Mr. Brown had some merit. Certainly the mine experienced more than its fair share of trouble, and for Captain Alexander, his untimely death on board the Princess Sophia, proved the curse was real.

A CKRW Yukon Nugget by Les McLaughlin.
Courtesy Rolf & Marg Hougen marg@hougens.com (In Whitehorse)

BLACK BEAR ! not a GRIZZLY

Pleased to note that you are enjoying your well-earned vacation. The latest Mocket has been read with interest, as always. One slight error that I'd like to bring to your attention (and I'm sure you'll get many other, similar comments!) The critter that is alleged to be eating a young bison is a black bear, not a grizzly. As a further comment, blacks are not usually muscular enough to "take-on" a buffalo or their young. Is there any chance that this is (has been) a "road kill"?

Regards to all readers (and correct me if I'm in error) Rex

Rex Terpening snowshoe@shaw.ca (In Surrey)

Sorry to contradict Rex but quite a few knowledgeable people had identified the bear as a Grizzly, not just from the photographs (128) but from seeing it themselves. Yes there's a good chance the Bison was a road kill but it's been reported since that the same bear (presumably) has fresh kill in exactly the same spot and that it's learned to take down the young ones (Bison). The blond coloured hump between it's shoulder blades convinced me, it's size also. Locals at Contact Creek are also calling it a Grizzly. Is this enough Sherron. Regards to Rex and if it hadn't had been for all the other people identifying it I might have deferred to Rex's opinion.

Regards

Paul Tubb (In Watson Lake)

Further words re ursus horribilis

Hi folks, My Latin spelling is questionable anyway, you all (not you'all) know whereof I speak. You guys live in the Contact Creek area (bear country!) so I've no right to question your judgement. You've seen the guy at close-quarters; I've only looked at one photo. On

the other side of the coin, I've hunted for many years (bagged 3 grizzlies/half dozen or so blacks. Anyway, I certainly shouldn't make snap judgements on the basis of a look at one photo. Glancing at the photo, his nose seemed too "pointy" for a grizzly; my recollection is that the average grizz is more "beetle browed". So, that being said, you guys are eye-witnesses; if you say he's a grizzly then grizz he is.

And speaking of bears, I don't think there is a meaner critter in the bush than a black. Do any of you recall an incident from years back when a couple of chaps (unarmed) were assigned to some sort of a bush project, along the Highway, south of Nelson. A hungry black came along; much "shoo-ing" helped not at all. Each of them then climbed a tree; a bad mistake! Mr. Bear selected a victim, climbed up and knocked the poor chap to the ground, followed him down, killed and ate him. And he may not have killed him first!

In another bad affair, a couple of girls out for an evening walk (summer help at a Highway stopping place), they were tackled by a black. One girl was pinned to the ground; the other ran to the camp for help. Meantime, the bear proceeded to eat the rumps from this poor girl, before help could come. As usual, the only man at the camp who could legally carry a firearm could not be immediately located. I've heard of another black bear situation that is so bad that I hate to even discuss it! My personal opinion is that the only good black bear is a dead one.

Lastly, for Sherron, have a good vacation! And for you Contact Creek dwellers; have a good winter!

Kindest regards to all,

Rex Terpening snowshoe*shaw.ca (In Surrey)

Who Remembers DUBBIN ?

I was looking through an old trunk while getting ready for a garage sale and found a round tin of DUBBIN (for water proofing leather). There was a price tag on the tin from Taylor & Drury Ltd. with the price of \$0.49. I must have purchased this sometime in the 60's. The amazing thing is that when I opened the tin the Dubbin was still good and I put some on a pair of boots. Products we buy today are not made to last.

Glad to hear that you made it South and are settled for the winter.

Bye for now.

Dave Perks birdsivu*telusplanet.net (In Grande Prairie AB)

SOLAR CAR

*****GUINNESS WORLD RECORD FOR DISTANCE TRAVELLED BY SOLAR CAR TO BE BROKEN TODAY *** [Oct 29, 2008]**

Marcelo da Luz, and his solar car (Xof1) will be aboard the BC Ferry leaving Horseshoe Bay this morning at 10:30 headed for Nanaimo.

His 136 day adventure should see him in Victoria later in the day, where he will break the existing record of 15070 kms traveled by a solar powered vehicle.

Check out his website, www.xof1.com for more information. (The "news updates" give a daily recap of this epic journey, that includes crossing the arctic circle on the Dempster highway) There is a You-Tube posting on October 23 that's worth watching.

Good folks of Vancouver Island, watch for this amazing "sun powered chariot" - feel free to support this "green" project any way you can!

Cheers!

Earl L Brown
earl*autumnimages.com
Fort Nelson
250-774-3488

IMPORTANT NOTICE ABOUT DATES ON TIRES

I think this is important to pass on to all Moc Tel subscribers. Something I never knew, but will certainly check the next time I buy tires.
Hope all is warm and sunny in AZ.

Best wishes
Merna Hensley terrtori_1@hotmail.com (In Kamloops)

THIS IS A MUST WATCH ...YOUR LIFE MAY DEPEND ON IT, I NEVER KNEW OF THIS

This is very important.
Please watch the video. The good info is at the end.

<http://abcnews.go.com/Video/playerIndex?id=4826897>

ARTISTIC TALENT



Virescent Green Metallic Bee

Photo courtesy Heinrich Lohmann heinrich*lohmann.ca (In Airdrie AB)

OBIT

IRVINE, Thomas (Tom) Brady September 18, 1943 - October 30, 2008 Thomas Brady Irvine, beloved husband of Ione, passed away on Thursday, October 30, 2008 after a long courageous battle with cancer. Tom was born on September 18, 1943 in Lancaster, England to Thomas and Roseanne (nee Duffin) Irvine and they immigrated to Canada in 1955. Tom graduated from Father MacDonal High School and then attended Sir George Williams University in Montreal. Tom moved to Calgary in 1975. He had a very successful career in the oil and gas industry in Calgary, Houston, TX and, **most recently, Whitehorse, YT.** Sports were of special interest to Tom and he was a gifted athlete playing football and running track. He also loved to golf, sail, and ski. Tom was also a member of the Whitehorse Rotary club. Besides his loving wife Ione of Calgary, Tom is survived by his brother Stewart (Jackie) of Toronto and their children Joelle, Montreal and Marc, Toronto; parents-in-law Lorne and Dorothy Storey of Davidson, SK; sister and brother-in-law, Jennifer Gaye and Eugene Thompson and their family; Veronica (Jim) McKitrick and daughter Rosie; Andrea Thompson and son Kyler, all of Kelowna; and Mike Thompson of Saskatoon. Tom dearly loved each of his nieces and nephews and took great delight in spending time with them. Tom was predeceased by his parents and grandparents. Memories of Tom will be of his dry wit, determination, and his pride for his Scottish heritage. We will also fondly remember Tom for his constant cup o' tea, his love of sports, how handsome he looked in his kilt, and his stoic dignity throughout his

long illness. Those wishing to pay their respects may do so at McINNIS & HOLLOWAY'S Fish Creek Chapel (14441 Bannister Road S.E.) on Monday, November 3, 2008 from 6:00 to 9:00 p.m. Tom will be laid to rest next to his parents in Montreal, QC. Graveside Service will be held at Cimetiere de St-Laurent. Forward condolences through <http://www.mcinnisandholloway.com> . If friends so desire, memorial tributes may be made directly to the Alberta Cancer Foundation, c/o Tom Baker Cancer Centre, 1331 - 29 Street N.W., Calgary, AB T2N 4N2 (Telephone 403-521-3433). The family wishes to thank Dr. Joseph Dort, Dr. Joe Warshawski, the Calgary Palliative Home Team, and the palliative care nurses and staff at the Sarcee Hospice for all of their wonderful care. Also, thank you to special friends Jim and Jan and their family Mallorie and Michael Murphy for their loving support and kindness throughout Tom's illness. In living memory of Tom Irvine, a tree will be planted at Fish Creek Provincial Park by McINNIS & HOLLOWAY FUNERAL, Fish Creek Chapel, 14441 BANNISTER ROAD S.E. Telephone: 403-256-9575.

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CHANGE OF ADDRESS

Could you send a copy to this e-mail. Roland Bressmer rolbre1@hotmail.com

I would love to start receiving the Moc Tel again. This is my new e-mail address bjmorgan@northwestel.net. Many thanks.

Bobbi Morgan

I'm still in Kamloops and will be here for the winter. Lots of work here and nothing back in the US.

I would like you to change my email address to terrtori_1@hotmail.com as we will be canceling our sbcglobal account.

Regards

Merna Hensley

NEW ADDITIONS

Can I subscribe on line?

Stewart

No ! Do not have that set up. Do just send out e-mails to subscribers each week or two depending on volume sent in to me.

If you wish to receive the MocTel -- please send a message that can go in the MocTel, outlining your connection to Yukon. These messages are part of what makes the MocTel interesting. Also your outline will give others the opportunity to reconnect with you, which is the goal of the project.

Nice to hear from you.

Sherron Jones

Thanks for the email. I left Whitehorse in 1964. I arrived in Whitehorse in 1956. The Nielsen kids were very young then. I was at the funeral for Erik in Kelowna and very much enjoyed seeing the Nielsen kids. Of course, at a funeral one does not have much time with any one so I didn't get an opportunity to really visit with them. I live in Nelson, B.C

Stewart Enderton senderton*shaw.ca (In Nelson BC)

We just spoke with Wally and Diane Sutherland, and they gave us your address. We lived in the Yukon from 1970 to 1977. My husband Frank was one of the original seven letter carriers in Whitehorse from 1971 to 1974, and then worked at Taylor Chev manager of the Service station. We would like to get the newsletter if possible, that is if it is available via internet.

We met Wally and Diane in Pahrump and we are following the sun. We just retired this year and this is our first time heading down here, meeting all kinds of really nice people. Well thanks a lot and hope to hear from you.

Thanks

Nita and Frank Thompson dreamwel*hughes.net (travelling) (home base Kamloops)

Thank you for your reply. Our home base is Kamloops B.C. We are now full time rving, we are now in Las Vegas and are going to be in Arizona shortly but am not sure yet whether we will make it to Yuma or not. When we met Wally & Diane we copied Vic Hoy's email wrong and would like to get in touch with him as Nita worked for him in the hardware dept. at Hougen's.

Thank you

Frank & Nita

REMOVED FROM THE LIST

PATTINSON, Sue rsvpatt@telus.net (In Mayo 1961 – 63) Cranbrook/Wycliffe Area
Recipient: <rsvpatt@telus.net>
Reason: <rsvpatt@telus.net>: Recipient address rejected: User unknown

LARSON, Marlee (FORDYCE) midnightmarno@shaw.ca (Born & raised in Yukon)
Kamloops
Recipient: <midnightmarno@shaw.ca>
Reason: #5.1.0 Address rejected midnightmarno@shaw.ca

QUOTE OF THE WEEK

Tough times never last, but tough people do.

RECIPE OF THE WEEK

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

War Cake

2 cups brown sugar
1 pkg. seeded raisins
1 tsp. each cinnamon, cloves, nutmeg.
Mix together in saucepan. Add 2 cups hot water and boil for 5 minutes. Allow to simmer for 10 minutes. Remove from heat and cool. Then add:
3 cups all purpose flour
2 tsp. soda
1 tsp. salt

Mix well. Put in a deep greased/floured pan. Bake in 325 degree oven for about 1 hour.

Mrs. Linda Surette
Yarmouth Nova Scotia

DATES TO REMEMBER

A REMINDER ABOUT THE VANCOUVER ISLAND CHRISTMAS LUNCHEON

DATE: FRIDAY, DECEMBER 12

TIME: NO HOST BAR AT 12 AND LUNCH AT 1

COST: \$17.00 PER PERSON (CHOICE OF 3 ENTRIES) - THE PRICE INCLUDES THE MEAL, COFFEE, TEA AND GST (BUT NOT GRATUITIES)

PLACE: ABC RESTAURANT
6671 MARY ELLEN DRIVE,
NANAIMO (JUST OFF PARKWAY NEAR WOODGROVE)

There is a limited room capacity so please let us know by the beginning of December at the latest if you are going to be able to make it.

Fay Ash fayash@shaw.ca (250-760-0349) or
Harriet Butterworth harriett3@shaw.ca (250-751-1194)

Hope to see you there..... Fay

SIGN UP TO RECEIVE THE MOCCASIN TELEGRAPH

If you have received this copy of the Moccasin Telegraph from a friend and wish to sign up to receive future editions yourself, the criteria is that you **are or were a Yukoner**.

The goal of this project is to provide an opportunity for folks to reconnect.

There is an annual subscription fee for the Moccasin Telegraph.

- Sherron Jones sherronjones@shaw.ca.

MOCCASIN TELEGRAPH

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