

MOCCASIN TELEGRAPH – 289th Edition – August 2nd, 2009

Created by Sherron Jones sherronjones@shaw.ca

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



Smoke and fireweed along Dezadeash Lake on July 10th. We have had a number of bad fires around the Yukon, many of them started by human carelessness, and the smoke travels a great distance. The flowers are colourful and abundant - no need to tend the wild flower gardens.

Photo courtesy Bev Buckway balc@northwestel.net (In Whitehorse)

AERIAL PHOTOS OF GLACIER

Every year at the Association of Yukon Communities AGM, there is a silent auction with items donated by many businesses and individuals around the Yukon. Along with our Member of Parliament's tie, there are always adventure packages that are of high interest and enable the highest bidder to explore our local municipalities and surrounding areas.

This past weekend I took a flight seeing trip over Kluane Park courtesy of Sifton Air Yukon Ltd. in Haines Junction, and have attached two pictures that show a huge piece of a glacier that has recently broken off. For those of us that are not inclined or able to hike way into the park, a flight seeing trip is another way to see nature's bounty. Instead of driving by on the highway, it is a few hours time well invested with a view that is right in our backyard but seldom seen by most of us.

Cheers, Bev Buckway balc@northwestel.net (In Whitehorse)



Photo courtesy Bev Buckway balc*northwestel.net (In Whitehorse)



Photo courtesy Bev Buckway balc*northwestel.net (In Whitehorse)

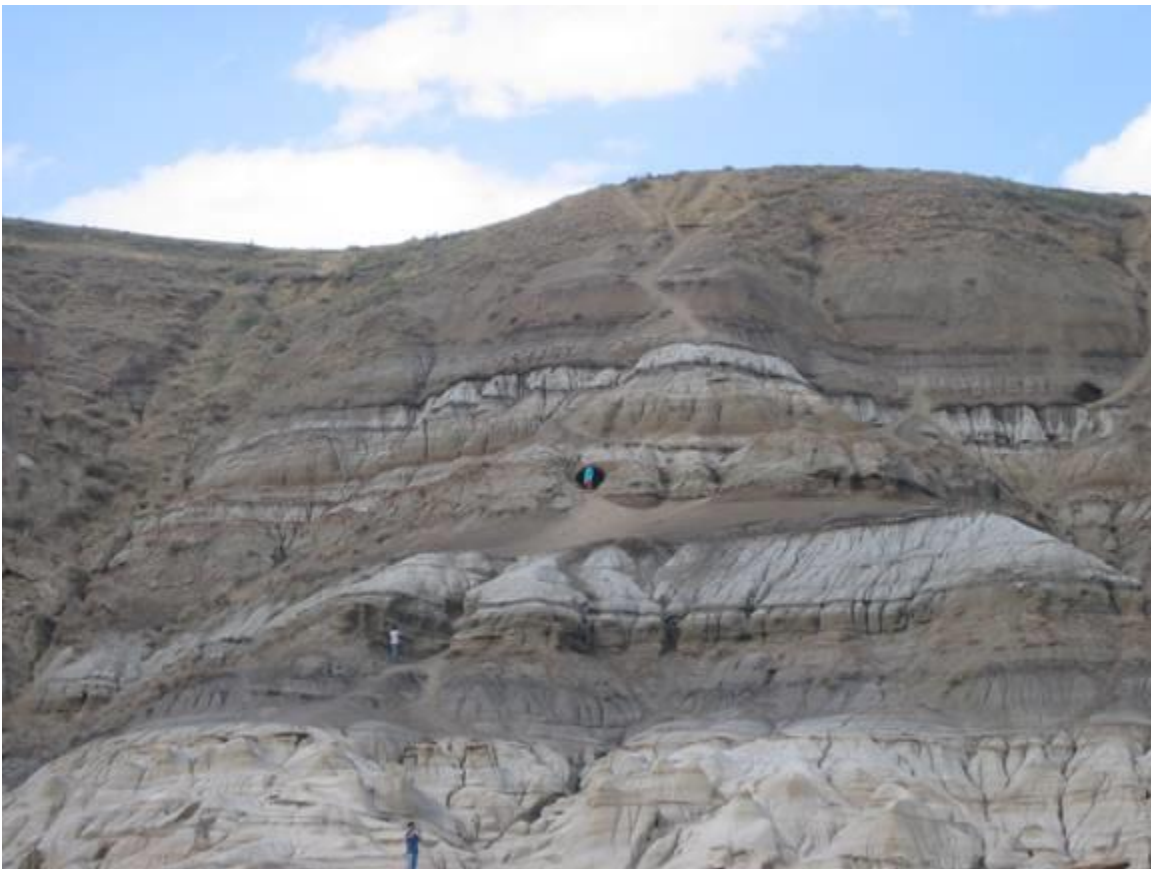
JOYCE YARDLEY

We had another wonderful trip to Calgary (by car) via The Crow's Nest Route in early June. We stayed off the trans-Canada as much as possible and spent time around Banff - and of course the superb "Rocky Mountains," which were at their very best; perfect weather the whole time. It was breathtaking!

The Writer's Union of Canada held the AGM in Calgary this year in the "Arts Hotel." And after those (three days) we drove home the "Drumheller" way and took in the fabulous "Dinosaur" museum, and a little later the "VOO DOS". A first for us both I was so impressed, must have taken 200 pictures, I'll try to get some of them resized and sent off to you. Of course, I had to delete a whole lot too!

Love and hugs, Joyce and Fred

Joyce Yardley Joyce*dataspan.ca (In Nanaimo)



We really enjoyed seeing the "VooDoos," weird formations in the hills.
Photo courtesy Joyce Yardley Joyce*dataspan.ca (In Nanaimo)



Especially thrilled with the Dinosaurs in the museum.
Photos courtesy Joyce Yardley Joyce*dataspan.ca (In Nanaimo)





Flying Dinosaur - Never knew they had existed!
Photo courtesy Joyce Yardley Joyce*dataspan.ca (In Nanaimo)



Beauty on the way home.
Photo courtesy Joyce Yardley Joyce*dataspan.ca (In Nanaimo)

ETHEL COLBOURNE

Hello Sherron...A short time ago, Ethel Colbourne died. I knew her when I was a child growing up in Dawson City, as she was my Mom's hairdresser. We visited her in Westbank, some years ago, and she was still doing some client's hair, (at the age of 86, I believe). However, she was a dear lady, and I knew that I had a picture of her (she sent it to me, a few yrs. ago). If you wish to use it in the Moctel, you are welcome, as I know that many Dawsonites would remember her. In the photo from left to right is me, (Tina) Barbara Westgard (Ethel's niece), Donna Cook from Dawson City, and dear Ethel, herself.

Hope to see you at the Nanoose picnic. Love to you and Bill, from Art and me. Tina

Oh! forgot to mention that this was maybe 1952 in Dawson! WOW!

Tina Parsons Tina artinap@shaw.ca (In Victoria)



Tina (Brasseur) Parsons, Barbara Westgard (Ethel's niece), Donna Cook from Dawson City, and dear Ethel, herself.

Photo courtesy artinap@shaw.ca Tina Parsons

Coming Back from Ground Zero

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

July 11, 2009

“Have you seen Ground Zero?” everyone asks, You can hear the capital letters. This neighbourhood along Eagle’s waterfront may have that name forever.

Ground Zero isn’t where the water and the truck sized ice bergs first came ashore in Eagle, but it’s the place, aside from Front Street, where the ice piled up several metres high at times, that looks most like it got hit by a tornado rather than a flood.

At Ground Zero that flattened cube on wheels with what appears to be an abstract sculpture of a sail behind it turns out to be a truck and an enclosed utility trailer.



All that remains of a truck and trailer

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

At Ground Zero two homes that used to be on different lots overlap each other like shuffled cards, while some giant has played 52 pickup with several other buildings behind and around them.

In one of the houses there are cards neatly laid out on a table, the game having been in progress when the people got the word to get out.

In another home the water came up first and floated a table laden with a meal so that it was cushioned when the ice hit and shovelled the place sideways and back. When the water went away (and the ice remained) the table floated back down to the floor, undisturbed.

At Ground Zero a large flat bed trailer lies flipped on its side as if dropped by some toddler who has just been called in for supper.

Apparently he stepped on and flattened a camper and several cars on his way.



Houses are shuffled together like cards

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



Crushed vehicles and shattered homes litter Ground Zero.

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

At Ground Zero a wall tent sits on a concrete pad, while the home that used to be there sits tilted in a gully nearly 100 metres away.

Folks marvel at what might have happened if the flood had arrived at 2 in the morning instead of the evening. There would have been no time to escape, no time for volunteers to rush into the Eagle Trading Company Store down on Front Street and haul out all the supplies they could get to before it got too dangerous.

There were other danger zones along the river. Andy Bassich and his partner, Kate Rorke, had to be rescued by helicopter from their main cabin home at a wilderness camp 12 miles farther down river.

They had spent hours in several boats, trying to save their 24 dogs. In the end they did lose one. Their cabin was not destroyed, but many of their outbuildings were, and they will have a lot of work to do when they finally have the time to do it.



Kate Rorke and Andy Bassich on their ruined truck.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)

The couple also have a home in Eagle, well above the flood line, and will be spending much of the summer there as Andy is the coordinator of the Eagle Rebuilding Construction Team, a reconstruction organization that most people credit him for creating and giving vision to.

Down Berry Street, beside their dog yard, where all two dozen of them snap to attention whenever either Andy or Kate appear, is a battered and twisted pickup truck. They recovered it from under the ice on Front Street, pumped up the tires, and had it pulled through town during the Fourth of July Parade. It was something of a miracle it survived even that much.

There are small miracles of survival going on all over Eagle and it seems clear that this tiny American town has the will to recover.

All it needs is some help, and that was beginning to arrive on the third week in July. The Federal Emergency Management Agency (FEMA) is pumping \$30,300.00 to each of 13 families to assist in building log homes this summer. That is being topped up by \$10,000.00 to each family from the Samaritan's Purse, a nondenominational evangelical Christian organization that specializes in disaster relief. Samaritan's Purse will also be sending volunteers to assist with the construction of these homes.

In addition, the first of several shifts of skilled builders from the Mennonite Disaster Service, mostly farmers, arrived that week to begin building homes from log kits that are being milled in Tok and shipped (with FEMA picking up the freight costs) over the torturous Taylor Highway.

The next few weeks will be very busy ones as Eagle begins to recover from the destruction symbolized by Ground Zero.

Break up was Turbulent at Minto Resort

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

July 15, 2009

Minto Resort lies about half way between Whitehorse and Dawson City, just south of Pelly Crossing on the Klondike Highway.

Pat and Geraldine VanBibber built the place and opened up in 1987, intending it to be a recreational vehicle camp ground. That didn't quite work out for them, but a change of business plan kept them busy here until 1999, when they sold the property to the Selkirk First Nation and moved on to other pursuits.

Pat missed the place though, so five years ago, when the people who were running it wanted to stop, he signed on for a five year lease. At that time Geraldine was the Yukon's administrator and later became Commissioner, so this was not an enterprise that she could become officially involved with this time around.

She still visits and helps out on her days off and was willing to recall the days when the place was new.

After the first year of operation, they discovered they were going to go broke quickly unless they changed their focus. They contacted the various bus companies and set themselves up as a mid-journey break between Whitehorse and Dawson, offering passengers a hearty lunch in beautiful surroundings as well as a chance to take some pictures and stretch their legs.

Holland-America signed on right away and buses began arriving regularly. In 1988 they had 1700 bus customers and Geraldine recalls being elated.

Pat says they peaked at 17,000 two years ago and that even in this recession they are expecting 10,000 this summer.

A random sampling of arrivals this month shows them seeing two to four buses, with anywhere from 73 to 169 passengers taking lunch in the big gazebo, which seats 100 at a time.

On nice days customers sit at the picnic tables along the river bank and have their pictures taken with a selection of moose antlers to be found there.

Pat says break-up was scary at Minto this year. He woke up in the middle of the night hearing a thunderous noise and when he saw the water and ice rising almost to the top of

the steep embankment he woke everyone on the site (employees and family) and got them ready to move out quickly.

They watched the river churn and throw up ice for an hour, but it seemed to drop a bit, so they posted a watch and went back to bed.

The damage the raging water and ice did can be seen down river as far as Fort Selkirk: flattened trees and gouged riverbank being prominent features this summer.

Minto Resort sits beside a small slough, but Pat now has a clear view of the main channel, as almost all the trees on the small island offshore were scraped away.

These days, says Pat, the resort caters mostly to bus traffic, both Holland-America and independent companies. They also get business from trailer and RV caravans coming through, as well as those unique looking German Rotel units.

There are 30 drive through RV sites at the campground.
"There is never any need to back up here," says Pat.

While all the sites are unserviced, so campers need their own power and water onboard, the setting is a lovely treed area carpeted with small pine cones.

The resort has showers and washrooms, an RV dump station, and fresh water if travellers need to refill. They also welcome river travellers who may be cruising by canoe, kayak or motor craft. Minto is one of the last places where it is easy to pull off the river for the night.



Davidson's camping. With all the road reconstruction after the spring flooding along the Klondike Highway, things are a bit dusty this summer.

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



The Gazebo. The restaurant/gazebo is the heart of the Minto operation
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Minto Resort seen from the Yukon River. The river bank shows gouge marks where
breakup took its toll this spring.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Along the river north. Water and ice were almost at the top of this high embankment during this year's breakup.

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



Holland America passengers arrive.

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



Passengers line up for a hearty meal.

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

ELEANOR MILLARD'S PHOTOS (& Book)

*Learned the day that MocTel 288 went out that the **Top of the World Highway photos** were taken by Eleanor Millard. Thanks to Doris Gates for that information.*

I wrote to Eleanor to tell her that I had included her photos in MocTel 288 as well as ask her about her second book, and some other questions. Here is her reply. Eleanor has also sent some other interesting photos which will be in the next few MocTels.

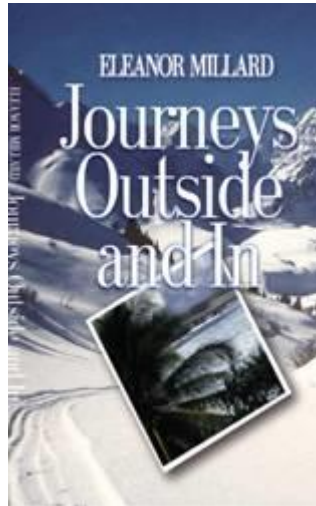
– Sherron Jones

Yes, still in Carcross and loving it. Thanks for letting me know that the photos of the Top of the World held such interest. My sister gave me a digital camera and I love it. It's so great to share photos this way. The Taylor Highway part is bouncy, but at least chip-sealed. But from Chicken to the Eagle turnoff it's like the good old days, with a very narrow gravel road crawling up and down and switchbacks, but not rough (probably is in the rain). I can deal with that, but the fifth wheelers coming around the corner in the middle of the road are an additional challenge that we didn't have back then. I'm sure they don't realize what they have to go through and are totally relieved when they hit the Taylor (or horrified if going the other way). There were a lot of wildfires so I was pleased

that the photos were at least visible. It was hilarious to see Chicken made up as a tourist trap.

Good also to hear that you have [my book] River Child. Here is my website URL and there you will find my other book, Journeys Outside and In. It would be nice if you want to put something about it on the Telegraph. www.eleanormillard.com

Eleanor Millard emillard@northwestel.net (In Carcross)



To order, visit - www.eleanormillard.com

BIOGRAPHY

Eleanor Millard

In 1965, Eleanor Millard came to the Yukon for a summer job as a barmaid in Dawson City. Entranced with its beauty, history, and its First Nations, she stayed. She was Northern Area Social Worker covering several communities, one accessible only by plane. In 1974, she was elected MLA for the Northern Yukon and became Minister of Education.

Now with two Master's degrees, one in adult education and one in teaching English as a second language, Eleanor works in social and educational positions and in consulting, mostly with First Nations in small communities. She lives in Carcross, a First Nation community south of Whitehorse.

Her first book, **River Child**, was published in 2002 and is a collection of nineteen linked stories that explore cross-cultural conflicts in the Klondike. She has presented fiction writing workshops and has done readings in the Yukon, NWT, B.C., and Alaska.

Journeys Outside and In narrates through creative non-fiction Eleanor's experiences in the North and in Central America. The term "Outside" is used to describe any place south of 60 degrees latitude. As journeys "inside", the issues of a White professional working and living with First Nations in the North and the emotional challenges of journeying with them is explored with passion and candour.

MORE PHOTOS FROM ELEANOR MILLARD – Lewes Lake

Sent: Monday, June 08, 2009 7:01 PM

Subject: Lewes Lake hike

Just finished a 4 1/2 hour hike the whole way around Lewes Lake, about 20 km from Carcross along the Carcross Road, in the burning sun. The lake is noted for its chalky shore and bottom, making it unique and dramatic. It was partially drained by Lewes, a White Pass Railway engineer, to make it easier for the trains (somehow!). So that left the chalky bottom partly exposed. We hiked around on the ridge of the "old" lake shore, mostly an easy route, and no steep climbs. The photos of rocks are showing orange lichen, and the messy leaves are a grouse nest with 3 eggs about the size of chicken eggs. There are a couple of beaver dams that we could walk across on.

Eleanor Millard emillard*northwestel.net (In Carcross)

*As I understand it from reading the book **The White Pass Gateway to the Klondike**, Engineer Lewis was attempting to lower the lake level to provide temporary relief during the building of the railway between Carcross and Whitehorse. When they opened up the soil at one end of the lake to allow for lowering the lake level, the soil just flowed away with the water and they inadvertently almost drained the lake – 110 years ago.. – Sherron*



Lewes Lake

Photo courtesy Eleanor Millard emillard*northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Looks like the beavers have attempted to repair mans folly.
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard*northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard*northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)

If you read the article following these photos you will realize that the white sand/silt was originally part of the bottom of the lake. Quite the growth of trees etc. in the past 110 years. - Sherron



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Hard to tell how much would have been underwater before the lake was drained.
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Eggs well camouflaged !

Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)

Extract from **The White Pass Gateway to the Klondike** – by Roy Minter

“**Heney** was ready. His men were in place. Late in the morning of **August 24 [1899]**, the long-awaited message to start constructing the grade to Whitehorse arrived at the Carcross construction camp by steamer from Bennett City. By early afternoon more than 500 men, and a hundred teams of horses pulling wagons and scrapers, were at work following Lewis’s neat line of stakes, which led northward through the Watson Valley towards Whitehorse. **Stikine Bill Robinson**, now employed as Heney’s master of horse and grading foreman, roared his commands. The line of graders ripped through the **sand dunes north of Carcross** and entered the scrub forest that carpeted the floor of the valley and the slopes of the surrounding hills.

Far ahead, **Lewis** continued running his lines, searching for the most practical route for the railway through the low-lying hills, ridges, swamps, and lakes that would dictate both the integrity and direction of the grade.

There had been no time to sink sufficient soil test holes, but those that were drilled produced encouraging results. As the graders moved deeper into the valley, they found permafrost beneath the soil, something neither **Hawkins** nor Heney had anticipated. Its presence created unexpected delays and increased costs. “We ran into frozen ground

beneath the surface,” Graves later explained to the London shareholders. “It has been frozen to great depths by the intense cold of the glacial period.”

By September 4, thirty miles of the Whitehorse extension survey had been completed. Graves reported to London from the comfort of his Chicago office that the work was “a picnic” compared to the heavy work so far experienced. His comment might have applied to the Whitehorse extension during August and September, but Hawkins, who was often on the site, later reported that “all the material that could freeze was frozen solidly and required almost continuous blasting.” But Heney had the men, the material, the powder, and the contract to do the job, and the forty miles of winter ice and summer swamps were obstacles he was prepared to meet as a full-fledged contractor in his own right.

Heney’s plan was to complete the grade and lay the track from Carcross to Lewis Lake, fifteen miles to the north, in time for this section of railway to be in operation before the advent of winter. This would provide him with rail transportation between his base supply camp at Carcross and the head of the construction at the lake.

By September 12, the grade had reached a small canyon at the lower end of the lake, where preparations were under way to bridge the canyon with a small trestle that would lead the railway to the lake’s western shore. Hawkins’s engineers decided to lower the water level of the lake by ten feet to facilitate construction of the grade along the lake and to reduce costs. **On September 14,** after all of Lewis’s engineering calculations had been completed, **Heney’s men began cutting a four-foot-wide trench through a 300 foot narrow, sandy ridge that contained the southern end of the lake.**

By two o’clock that afternoon, they had opened a small stream about four inches deep and two feet wide, which allowed the lake water to flow across the retaining ridge toward the Watson River valley.

Soon the accelerating flow of water began to rip out a ragged ditch. As the flow increased, it tore more sand and gravel from the banks of the ditch, widening it into a channel of water that gushed through with tremendous force, creating an ominous flood a hundred feet wide and ten feet deep. By the evening, the sides of the channel had collapsed, tossing trees end over end into the water. Huge boulders were gouged from the banks and spun into the roaring torrent.

The rushing waters thundered into a natural basin downstream, creating a second lake. Still the flood continued, inching the water level up towards the lip of the newly formed lake’s lower retaining bank. Suddenly, without warning the entire channel from the upper lake collapsed releasing an immense quantity of water that swept everything in its path. **Soon a 100-foot-high waterfall was pouring from the lower lake into the valley, flooding the Watson River with mud and debris.**

A group of Indians, who were drying fish some miles away, were petrified with fright. One old Indian exclaimed, “The earth’s going down. You pray.”

Two days later Lake Bennett was brown with mud from fifteen miles south of Carcross, and the waters were stained all the way to the North-West Mounted Police Post at Tagish Lake. The Watson River valley was covered with mud from Lewis Lake to Lake Bennett.

The workers returned to examine the results of their work; they found that they had unintentionally lowered Lewis Lake by seventy feet, sixty feet more than planned. What were once mounds of sand beneath its surface were now mud-caked hills.

“Lewis Lake has been drained to the bottom except for a few deep holes,” lamented Hawkins to Graves. “We now have to cross the newly formed canyon by means of two bridges, each one nearly 50 feet in height and 500 feet long.” To a friend in Toronto, however, he described the Lewis Lake calamity as a normal construction operation. “This lake has been drained by an earth cut and lowered seventy-five feet,” he said, as if it had been done on purpose.

In truth, it had been a complete disaster. Unless material for construction of the two bridges was delivered from Seattle to the bridge site before freeze up, grade construction beyond Lewis Lake would be stalled. Should the materials arrive late, they would be trapped behind Lake Bennett ice until May or even early June the following year. This could delay completion of the railway well in to 1901, a year or more later than Heney’s target date of August 1, 1900.”

- Sherron

Thanks for this. I don't have Minter's book. It's now spelled Lewes, after the old name for the Yukon River (maybe to hide the engineer's name?). There is a little paragraph in Yukon Places and Names by R. C. Coutts, page 174 if you have it. Interesting that all accounts say it reduced the level of the lake by 50 to 70 feet and it is not that shallow now, probably about 15-25 feet of shore is showing at the most. Must be filling up with silt. Eleanor

WHERE WAS THE LOCATION OF THE RCMP POST AT TAGISH LAKE?

It would be interesting to know the location of the RCMP Post at Tagish Lake. Was it near the narrows between Tagish and Marsh lakes. If anyone has that information or an early photo it would be of interest.

Sherron Jones sherronjones@shaw.ca

RCAF Stn Whitehorse Drum & Bugle Corps

Hello Sherron:

I have enjoyed reading the subject newsletter. [MocTel 288]

I was a member of the RCAF Stn Whitehorse Drum & Bugle Corps that would entertain and parade the folks in Dawson City during the Aug 15-18 (Discovery Day) celebrations. Several pictures were taken using my Ektachrome film and 127 Kodak camera. Unfortunately, the majority of the film has since deteriorated, as you will see in the attachment.

Two of the items I thought your readers may be interested in. The first is a couple of shots of the Fire Dept's equipment in a static position and as it was displayed and towed during the Discovery Day parade complete with the ladies in period costumes.

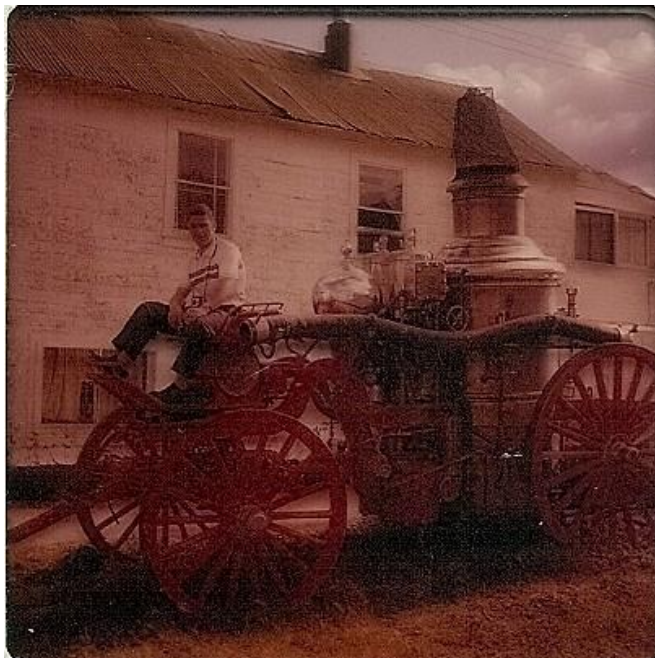
The other is a photo of a tractor that was positioned down near the waterfront and across from the riverboats.

I would like to know if any of your readers can identify this tractor.

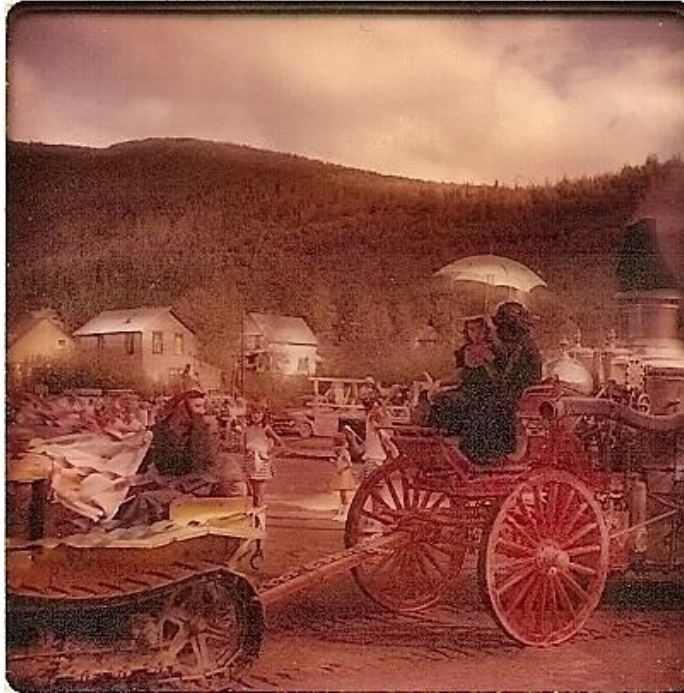
Thank you very much for the memories.

VVV 73

Don Bowman cheldon@computan.on.ca (In St. Catharines ON)
Whitehorse 1957-67.



Don Bowman sitting on Fire Dept's equipment in a static position and as it was displayed, and below towed by a caterpillar tractor during the Discovery Day parade, complete with the ladies in period costumes.



Can you help identify the following piece of equipment ?



A tractor that was positioned down near the waterfront and across from the riverboats.
I would like to know if any of your readers can identify this tractor.

Images courtesy Don Bowman cheldon@computan.on.ca (In St. Catharines ON)

Hello Don

How nice to hear from you. I have placed your message and images in the next edition. Hope you don't mind, I plan to take some of the slide card edges off the images.

It looks from your e-mail address that you are in Ontario. I would like to indicate which city you are in if you don't mind telling me. I am also curious to know who forwarded the MocTel to you.

If you have the time to view them, you would likely find receiving the editions regularly of interest and are welcome to join yourself.

From your VVV 73 it looks like you may be an Amateur Radio operator. If so I am VE7OP and my husband is VE7YI. We were VY1BK and VY1BJ before we left Yukon in 1983. We were there and instrumental in the advocacy for change from VE8. As you may know the whole north, west to east was VE8 and the people in the south had no idea where to direct their beam antennas in order to find us.

We are no longer active, due to the convenience of computers.

88

Sherron Jones

Vernon BC

Hi Sherron:

I live in St. Catharines - largest community in the Niagara Region (140,000) but third in notoriety behind Niagara Falls (7 miles south) and Welland (for the Welland Canal) 14 miles east.

MocTel's URL was relayed to me by Early (Whispering) Smith who I served with in the RCAF at Whitehorse for a spell.

He has mentioned on occasion that I should subscribe to MocTel.

What is the annual subscription rate?

I am no longer an active Ham.

My callsign in Whitehorse was VE8SQ and in Alert, NWT, it was VE8TU.

I cannot recall how many times it was necessary to tell distant operators our geographical location.

As you can see, SQ was in the west and TU was in the North-East.

The VVV is the "tuning signal" signoff that I have always used from the get-go on computers.

Only people like yourself recognize the significance of it.

Like you, I amuse myself on the computer nowadays.

It is much more frustrating (enjoyable??) trying to fathom the User's Manuals for the myriad of software "have-to-haves" that are available.

Should any of your readers be in this area during the month of August (probably too late for the next edition of MocTel) they are cordially invited to attend the Dedication Ceremony and if they are Veterans, they are welcome to join the parade of Vets.

If anyone is interested, I have produced an audio/video PowerPoint presentation about the event.

Best of Luck.

VVV 73 & 88

Don Bowman cheldon@computan.on.ca (In St. Catharines ON)

Whitehorse 1957-67

The three photos sent previously were taken during Discovery Days at Dawson in 1958.

That is my profile in the photo identified as Dawson Fire Eqpt 1.

During that period, there were 23 members of the RCAF Whitehorse Drum & Bugle Corps invited by the Yukon Order of Pioneers to entertain the public in a parade from the (then) ball park through the downtown streets.

Several of us set up a piano in the Pearl Harbor saloon across the street from the YOOP Hall and with trumpet, trombone, sax and drums, played audience requests for a can of beer each. The empties accumulated in the area behind the piano.

We were billeted in the YOOP Hall. They were great hosts having previously set up two six-foot tables inside the entrance door on the main floor and stocked the table tops with beer. Under the table were a couple of cases of whiskey.

Even the RCMP joined us on that party!!

VVV 73

Don

BITS & PIECES FROM MARIBETH

Sherron;

For over 50 years, I have been describing July in Yukon as hills of magenta and no one really understood. Now I have pictures. Thank you to you and to your contributing photographers.

On July 1, a spontaneous drive to Yale brought us to my daughter's first try at panning for gold (all she found was garnet flakes). She has now seen for herself the sort of tent-cabin

her great grandmother inhabited her first few summers on Henderson Creek. The wee museum is well worth a visit.

I read in the previous issue that you missed Ruby Woolger in your picnic pictures (except in the background). I can fix that. Here she is, with Al Sowden.

We camped at Silver Star a couple of nights in July but needed to just vegetate. I'll be back to Vernon in September and will plan ahead for a cup of tea with you.

Maribeth Mainer mainerml@shaw.ca (In Burnaby)



Al Sowden and Ruby (Bowers) Woolger
Photo courtesy Maribeth Mainer mainerml@shaw.ca (In Burnaby)

MOCTEL CD'S

MocTel CD's which include all Special and Regular Editions published in the first six years – 2003 thru 2008 are available. All editions are on one disc and can be mailed to you for the price of \$22.50 (\$20.00 plus \$2.50 shipping costs).

To order, send a cheque to Sherron Jones and indicate that you wish a copy of the CD. Mailing address is at the bottom of each MocTel – 9205 Orchard Ridge Drive, Vernon BC V1B 1V8

CORRECTION

Just finished reading the recent Moc Tel and I notice my E-Mail address is wrong. I had to change due to a change in supplier. You have it right for Moc Tel but think it is wrong in your address. It is [lonehbk*sdbet.ca](mailto:lonehbk@sdbet.ca). I really enjoyed all the nice pictures. Makes me want to wander the hills !!! Take care and have a good week.

Betty (Gordon) Lone [lonehbk*sdbet.ca](mailto:lonehbk@sdbet.ca) (In Mordon MB)

OVERJOYED TO BECOME A GRANDMA

The attached picture, taken last night, depicts how Sean and Lisa told me I am to be a grandmother in about 7 months. This is news I have been waiting to hear for a very long time and had almost decided that it was not meant to be that I experience the great joy of being a grandparent which I understand is entirely different than being a parent. Needless to say I am overjoyed and have already started a journal to my grandchild to be given to them on their 16th birthday and am daydreaming of many, many wonderful shopping trips for children's clothing.

Debbie Kelly [debbiekelly*on.aibn.com](mailto:debbiekelly@on.aibn.com) (In Ottawa)



Debbie Kelly learns she will be a Grandma in February
The frame reads, What Happens at Grandma's Stays at Grandma's.
Photo courtesy Debbie Kelly [debbiekelly*on.aibn.com](mailto:debbiekelly@on.aibn.com) (In Ottawa)

ANYONE KNOW THE WHEREABOUTS OF GEORGE BOLGER

I am doing an article on Mom and Dad and the building of the Yukon Apartments with pictures to send you and would like to get in touch with a George Bolger who apparently worked (perhaps drywalling) on the buildings when Dad built them. I would appreciate knowing how to get in touch with him if any of your readers know his whereabouts. Thanks so much. Debbie

Debbie Kelly debbiekelly*on.aibn.com (In Ottawa)

STRANGE THINGS DONE . . .

Bill and I recently read Strange Things Done ... A Yukon Odyssey by Larry Bratvold. An interesting read for anyone interested in Yukon history, particularly in the Carcross area and the Klondike goldfields.

You can arrange to purchase a copy by contacting Larry or Carol Bratvold in Carcross at cbratvold@gmail.com .

Sherron Jones

THE LIFE AND TIMES OF DIGGER COOK

Had purchased a copy of The Life and Times of Digger Cook – A Yukon Odyssey last year and hadn't read it until just following the one by Larry Bratvold. It was interesting to learn that **Fred Cook** had traveled some of the same ground in the Klondike goldfields as Larry Bratvold did, but 40 years earlier. Fred has some interesting experiences to share.

Also included in this book is the life story of the lost explorer, **Jan Welzl**.

I was able to order this book from Yukon Books a division of Mac's Fireweed in Whitehorse. <http://www.yukonbooks.com/shop/customer/home.php>

Sherron Jones

PHOTOS FROM DOUG PHILLIPS AND DALE STOKES

Hi Sherron, this has been an amazing summer in Yukon. Attached are a few photos of the garden as of this week. [July 30, 2009]

Doug Phillips & Dale Stokes doug.dale*northwestel.net (At Marsh Lake Yukon)

Yes, Dale had an original cabin on this site. It used to belong to the Vars family. In 1997 we built our retirement home out here and started to develop the garden. Dale is my expert weeder and I take care of the other chores. It has been featured in the Canadian Gardener magazine in the past. This year it is at its best with credit to our great summer. We have been in the 30's the past couple of days and it is supposed to stay warm for at least the next week. It makes up for last so called summer. We love it.

Doug



Photo courtesy Doug Phillips & Dale (King) Stokes doug.dale*northwestel.net (At Marsh Lake Yukon)





Photos courtesy Doug Phillips & Dale (King) Stokes doug.dale*northwestel.net (At Marsh Lake Yukon)



Photo courtesy Doug Phillips & Dale (King) Stokes doug.dale*northwestel.net (At Marsh Lake Yukon)

ARTISTIC TALENT



Honor

Created by Madeleine (Millen) Wakefield

Image courtesy Madeleine Wakefield mwakefield@shaw.ca (In Calgary)

CHANGE OF ADDRESS

Please note we have switched to Shaw internet. Our new address is ronb22@shaw.ca

Ron Butler

NEW ADDITIONS

I have quite a few photos taken in Whitehorse and the Yukon, in general, during our 10 years there.

The photos sent previously were from a collection taken on the hectic days before, during and following Discovery Day. I can relate a few incidents that, to some, might be amusing and to others would be the typical antics of a gaggle of sots.

I have no objection to anyone seeing them or however you may wish to use them.

To whom do I address the Postal Money order for the subscription?

VVV 73

Don Bowman cheldon@computan.on.ca (In St. Catharines ON)

[The meaning of 'sots':- habitual drunkard.]

REMOVED FROM THE LIST

Ahoy there Sherron, it is with regret I must ask that you discontinue our subscription, at least for the time being.

Margot and I are getting more and more busy in our retirement, and finding less time to do things "online" than we did before.

All the best with your wonderful social network in the future, and who knows, we may find the time again sometime in the future when life gets less hectic.

Ron and Margot Cairns
ex Mayo early 1970's

CAIRNS, Ron & Margot roncairns@sasktel.net (In Mayo 1972 – 76) Grenfell, SK

QUOTE OF THE WEEK

The secret of a good sermon is to have a good beginning and a good ending; and have the two as close together as possible. ~George Burns

RECIPE OF THE WEEK

Dinner in a Dish

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

1 lb ground beef
1 small onion
1 egg
1 tin kernel corn
1 tin peas & carrots
2 cups mashed potatoes
Salt and pepper

Brown onion and beef; add egg, salt and pepper. Line bottom of casserole dish with corn, then beef mixture, then peas and carrots; cover with mashed potatoes and dot with butter. Bake at 325 degrees ½ hour or until golden brown.

Mrs. Penny Sippel
First Presbyterian Ladies Aid

DATES TO REMEMBER

VANCOUVER ISLAND YUKONERS PICNIC

Saturday, August 15th
11am-3pm
St Mary's Church
2600 Powder Pt. Rd., Nanoose, B.C.

Hwy. 19 to Northwest Bay Road, turn at the Petro Can station to Powder Point Road, turn right and just over the tracks St. Mary's Church is on your right.

Contacts: Sharon Redmond 250-713-6509 or Harriett 250-714-2774

Harriett Butterworth harriett3*shaw.ca (In Nanaimo)

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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