

MOCCASIN TELEGRAPH – 293rd Edition – September 20th, 2009

Created by Sherron Jones sherronjones@shaw.ca

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



Labour Day on the Dempster Highway

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

In Safe Keeping

By Joyce Yardley Joyce@dataspan.ca (In Nanaimo)

I saw her yesterday, first time in too many years
And I realized that until this moment
I had forgotten her.
Somehow the realization that my memory of her
was not lost, but only tucked away
in a safe recess of my mind brought me great joy...

I remembered! Even her name...

The thought made me want to hug her,
But something in her eyes made me stop.
And then I realized
She did not know who I was.

My heart ached.
I wanted to say, "It's all right.
I'm still here, and you have me
tucked away in some corner of your mind.

Maybe tomorrow you'll remember."

© Joyce Yardley

The poem above was among submissions by local writers including myself, and was displayed with others in the Nanaimo VIREL bulletin board upstairs.

Chosen by the head librarian, Abbas Saffari.

New Interpretive Centre Opens at Tombstone Park

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

September 12, 2009

To fully appreciate how badly a prime tourism resource like Tombstone Park needed a new interpretive centre, one need only drive a kilometre or two up the Dempster Highway to the excellent campground and take a look at the old one. The low slung building with the weathered looking front porch is hardly large enough to be someone's summer cabin, and could hardly begin to do the job that needs to be done now that more and more people are paying attention to the Tombstone area.

In central Yukon's brief but gloriously varicoloured autumn the Dempster Highway is a drive that should not be missed, and it takes longer to drive the 100 kilometres from the Klondike River Lodge (where you should gas up before the trip, just in case) than it should because of the temptation to stop for pictures every kilometre or less. The road seems to open up a new vista around every corner, and the colours of late August and early September bring everything into sharp relief.

The new Tombstone Interpretive Centre appears as almost a shock when it looms out of the distance. At first, its most distinctive feature seems to be that the building is located at one end of the enormous gravel pit which is the parking lot. The building itself was opened for the first time on August 28, on the same day that the Tombstone Territorial Park Management Plan was signed at the park by Environment Minister Elaine Taylor and Tr'ondëk Hwëch'in First Nation Chief Eddie Taylor as Premier Dennis Fentie looked on.

Fentie later presided over the opening of the new \$2 million building, along with Taylor and Klondike MLA Steve Nordick.

A press release from that day notes as follows:

"Design considerations included maximizing passive solar energy and natural air circulation to heat and ventilate the building; using solar panels as the key electrical source; instant-on hot water supply, low flow toilets and sinks; and using natural materials instead of plastics.

“The interpretive program in the building was developed by the Yukon Parks branch and the Tr’ondëk Hwëch’in Heritage Department, with Holland America Tours providing substantial financial support for the planning and fabrication of displays and exhibits.”

The new centre is intended to do more than the old one did, adding interpretation of the Dempster Highway itself to its list of features.

By Labour Day the staff were still moving in and some were experiencing their second day in the building and enjoying visits by a number of Dawsonites who came out to see the beautiful fall colours and find out what all the fuss had been about.

There is much to be done in the way of landscaping to moderate the rawness of the site, and when that is complete the building will no doubt fit into its surroundings in a more balanced way.

Inside the building is well lit, mostly with natural light, powered by the solar energy collectors seen behind it and to the left of the viewing platform, and well ventilated by a system of circulating vents. There are four main rooms on the ground floor. A reading and sitting area looks out past the parking lot to the hills around.

Two theme rooms branch out from the central reception area, one dedicated to displays related to flora and fauna and the other more focussed on geology, history and transportation. A less developed room at the rear seems designed to accommodate hands-on activities, and the press release notes that “The building will be available for school programs and may serve as a base for research initiatives.”

The second floor reveals a photographic display related to the area’s many birds, and leads to a large open air viewing platform from which one can see Tombstone Mountain and both the Tombstone Range and Ogilvie Mountains.

There are small cabins on site to house the staff during their work shifts.

As noted, the campground is just slightly beyond the centre. There are 36 well appointed sites, though they were designed in the days of smaller RV rigs and there are no pull-through spots. If you’re not good at backing up your rig, you will be challenged here.

The campground is where all the walking trails start and a fine day will provide a rewarding hike. On Labour Day a newly duct-taped sign posted on the trail marker indicated that bears had been sighted in the area recently. Hikers are advised to heed such warnings. There are indications in the literature that walking trails will begin at the new centre in the future.

Whether one is visiting for just the day or for an overnight stay, Tombstone and the Dempster Highway are well worth the time and effort it takes to get to them and the new interpretive centre will enhance that experience in future years.



In this view from the highway north of the centre and the campground, neither of them has much impact compared to the natural grandeur of the place.

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



The new Tombstone Interpretive Centre is a spacious, airy building with lots of light, nice facilities and some interior development that remains to be completed, but it is ready for use.

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



This view, taken from the road above the campground, the Interpretive Centre is on the left and the Campground on the right.

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



The old Nature Interpretive Centre was located at the entrance to the campground.

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



At this stage, the unlandscaped parking lot area tends to overshadow the building itself.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Display Room 1
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Display Room 2

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

CF-CPY ON THE MOVE

Prepared by Murray Biggin murrayb1931@gmail.com (In Whitehorse)

Compiled by Donna Clayson bdclayson@northwestel.net (In Whitehorse)

Photos courtesy Murray Biggin

On July 6, 2009 CF-CPY began its move from the location in front of the terminal building to a new home in front of the Transportation Museum in Whitehorse. The move was completed in the early hours of July 16th, 2009.

Following are photos of the move:



Last view before lift off onto the ground
(a 3-day trip)



90 ton crane arrived from Ft. St. John



Main crane in place – welder marking the cutline



Small crane in place – welder in bucket



Welder cutting the pipe



This was scary – the small crane jerked the tail up and down to break the weld cut



The weld broke without pulling the tail off



Safely on the ground



When the pedestal was uncovered a second layer 8 ft square was found and a hydraulic chisel was brought in to cut the lower base down to size



All kinds of re-bar!



New framing for pedestal in front of museum



Pedestal with lifting plates waiting for flat bed truck to move it to museum site.



2 100-ton jacks installed on steel plates to be forever buried



CPY patiently waiting for her move to her new home align the pedestal perfectly perpendicular –



Tying in the re-bar prior to cementing



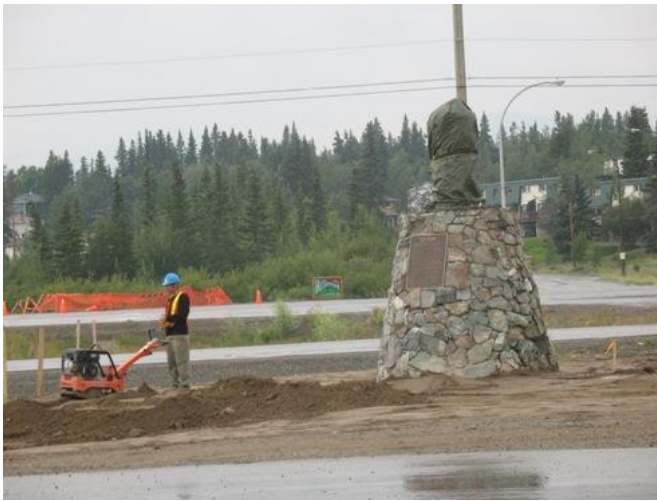
Ready for the cement



Cementing begins



Waiting 4 days for cement to cure (looking south)



Back filling commences



Route south on annex road – notice hinged street lights and museum left center



10 days into project at 0600 hrs CPY being moved by tractor supplied by Alcan Air



Heading for her new home



Almost home – notice 2 trees the tailplane has to move over



Blankets were draped over the 2 trees to allow the elevators to slip over them and protect the fabric. Worked perfectly. The trees bounced back as well.



Small trees were temporarily bent over



CF-CPY arrives at her new home – looking west at the Alaska Highway in background



Using bobcat for final positioning before the lift



Just using the big crane with a double harness to remount CPY onto the pedestal



Checking for true alignment before welding seam



Both welders sealing the gap



CF-CPY free again to give us the wind direction



Pointing north with the museum as a backdrop



Taken on the 12th day pointing south



CPY is smiling again. The hangar left center is where CPY was refurbished for 3 years from 1998-2001

In closing I would like to say I was dead set against the move as this is the only C47/DC3 that is a wind indicator in the world but my hat is off to Grey Wolf Buildings Inc., their foreman, René Aubé, the crane operators and all the people involved in this project. Very professional.

The aircraft was taken down on the 03 July 09 and the re-mount was finished on the 14 July 09 with the pedestal flange being greased on the 17 July 09 and the flange collar being installed which meant that CPY was back to her accustomed duties giving all a wind direction hopefully for at least the next 20 years or so!!

My thanks to Donna Clayson for all her computer expertise, to Rusty Reid, and to Sherron Jones for having the Moccasin Telegraph to pass on all the happenings of interest to all us Yukoners.

Regards, Murray Biggin murrayb1931@gmail.com (In Whitehorse)

In a telephone conversation with Murray he indicated that CF-CPY is functioning well and looks very much like it is where it should be. It is also drawing more attention to and patrons for the Transportation Museum. – Sherron



Fall Colours - 2008 - Lake Bennett

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



Fall Colours - 2008 - Lake Bennett

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



Mouth of the Watson River coming into Lake Bennett.
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Fall Colours – 2008 - Lake Bennett
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)

RE: MOCTEL 292

Hi Sherron, just read the MocTel. You are right these pictures make you want to break out the paints and brushes and start painting even though you have never done so before. We do live in a beautiful country especially this time of the year. Thanks to Dan and Eleanor.

Myrna Butterworth myrnab*northwestel.net (In Dawson)

Sherron, you say you are getting ready to return south for the winter already?? Seems like only yesterday you said you were coming home to Vernon - how time does fly.

The pictures in Moc Tel 292 of the Haines Road brought back a lot of memories - I just love that trip and have not made in a lot of years. Even when I was living 'outside' for 17 years plus - I always talked about that trip, how the St. Elias range opened up to you on the way into Haines Junction then going above the tree line and down into coastal vegetation - all in one trip - was so awe inspiring to me.

Thanks to Eleanor and Dan for the wonderful photographs in this edition - and to all who submit photos to Moc Tel. Memories are wonderful things !!!

Thanks Sherron - and have a great trip south.

Beverley Whitehouse pebnorth*yahoo.ca (In Whitehorse)

Sherron: what a wonderful presentation. You do a masterful job of putting this all together in such a way that it awakens so many memories of people, places and memorable times.

Thanks very much,

Bill Dawson yhuree*sympatico.ca (In Whse, Mayo, Keno; 1956-1964) Burlington, ON

Hi Sherron, always interesting, thanks for your time, have a good trip south. Maroesja

Maroesja van Oeveren maroesjabigm@hotmail.com (In Zandvliet, Belgium)

JUST returned from a trip up through Yukon to Inuvik! What a beautiful stretch of highway (the Dempster)! Hunted it twice in the winter about 1970 but nothing looked familiar seeing it in the summer! I do appreciate the wonderful job you do on the publication. It's good, interesting reading and it's put together in a professional and appealing way!

Thanks Again – Reg Jensen excopper@gmail.com (In Abbotsford)

PHOTOS FROM REG JENSEN'S TRIP



The Tombstone Range on the Dempster
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



A pair of grizzlies (mature cubs) north of Eagle Plains
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



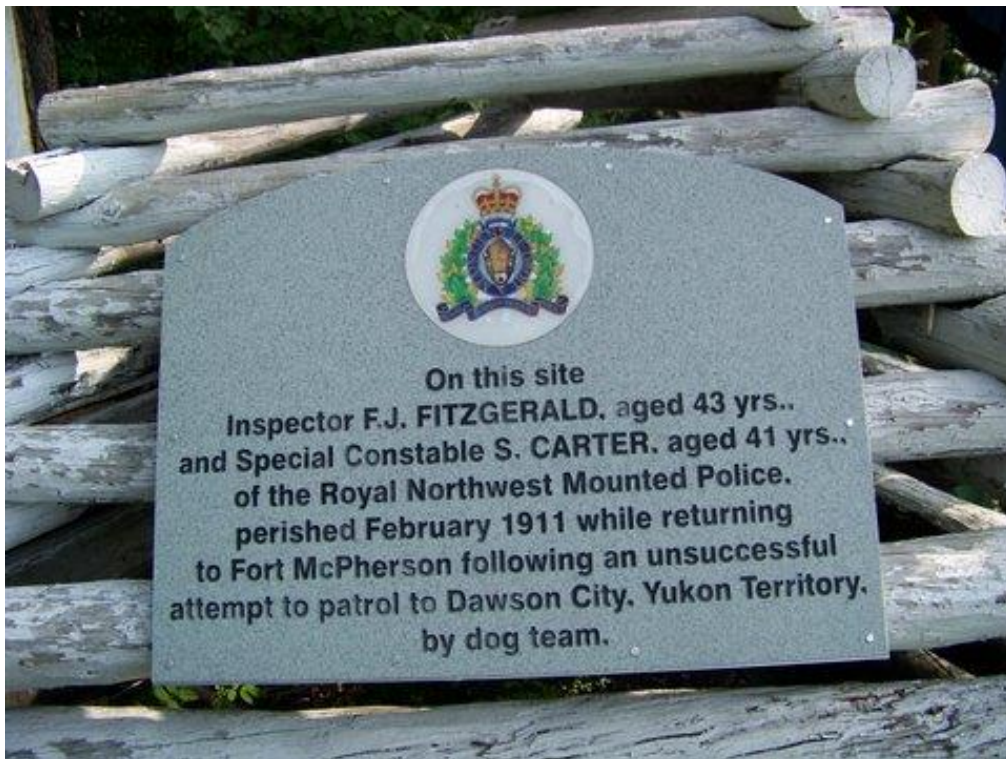
One of two grown grizzly cubs we saw - again north of Eagle Plains.
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



The ferry on the Dempster Highway at the Peel River Crossing near Ft. McPherson.
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



A calm Peel River upstream from the Ft. McPherson crossing.
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



The cairn marking the spot where Insp Fitzgerald and Cst. Carter's bodies were found.
(The "Lost Patrol of 1911").

Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



The cairn at the site where the other two Csts. bodies were found south of the first cairn.
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



The cairn as seen (where the two Csts. were found) from the Peel river.
Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



The settlement of Arctic Red River (old name) now called Tsiigehtchic.

Very picturesque location on the bluff above Arctic Red

River at the point Arctic Red joins the McKenzie River.

Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)

We (both retired RCMP members) got in on a trip up the Peel River from Ft. McPherson to the Yukon border and the location(s) where the four members of the Lost Patrol in 1911 lost their lives. What a beautiful day and a nice trip.

The two cairns where the four member's bodies were found are on the Peel River south of Ft. McPherson. The first (most northern) was about 25 - 30 miles south of Ft. McPherson and the second was right around the Yukon border on the Peel! One GPS we had indicated the border as being in close proximity to the location of the second (or most southerly cairn). One of the Csts. shot himself at this location rather than face further cold and starvation.

We spoke with a first nations lady whose Great Uncle(?) was the "Esau George" that was detailed to guide the patrol the first leg of the journey and then S/Cst. Carter was supposed to take over the guiding the last portion. In fairness to Carter he was familiar with (and had traveled) the route from Dawson TO Ft. McPherson but apparently wasn't familiar with the return route?? (I'm not sure how he returned to Dawson City from McPherson any of his trips however??

And - yes - I couldn't help but think how close they were [to making it back to Ft. McPherson] and it being a shame getting that close and not making it. It took about one hour with a 40 horsepower jet boat to get from the ferry crossing near Ft. McPherson to the location of the first cairn (Insp. Fitzgerald and S/Cst. Carter) and then another 45 or 50 minutes to get to the second cairn near the Yukon Border.

Cst. Russ Jackson was the member out of Ft. McPherson that we rode with up the river and helped clean

up the cairn sites of the grown vegetation. He was just newly transferred in from Manitoba and was a notably (northern) member!

Arctic Red River (the old name!) Is approximately 40 miles north of Ft. McPherson at the ferry crossing on the McKenzie River and it is a picturesque village from the road. We drove around it on the return trip from Inuvik and couldn't help but think it would be a cold windswept place to live on a winter day but I'm sure the summer days make up for it. Such a beautiful location.

The settlement of "Arctic Red River" and is now named Tsiigehtchic. It is situated on the McKenzie River (NWT) where the Arctic Red River enters the McKenzie.



Gordon and Rose Toole our Justice of the Peace when I was stationed at Watson Lake in '78 - '80. We saw them on the way north and had an excellent visit.

Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)

Keep up the good work.

Reg Jensen excopper@gmail.com (In Abbotsford)

More information about the settlements mentioned can be found at:

<http://www.gwichin.ca/TheGwichin/tsiigehtchic.html>

To see a map of the area – go to:

http://www.gwichin.ca/TheGwichin/Map_Settlement.html

From the RCMP website:

The Lost Patrol

From 1904 to 1921, it was an annual Royal Northwest Mounted Police tradition to make a trip from Dawson City, Yukon, to Fort McPherson, Northwest Territories, **approximately 620 miles**, to deliver mail and dispatches. In December 1910, the Commissioner of the Force, Aylesworth Bowen Perry, asked instead that the trip be made from Fort McPherson to Dawson. The trip was to be led by Inspector Francis Joseph Fitzgerald. Accompanying him were Constable Richard O'Hara Taylor, Constable George Francis Kinney and their guide, Special Constable Sam Carter. The four set out from McPherson on December 21, 1910, but never made it to Dawson City. The trip became known as "The Lost Patrol."

Fitzgerald and his men left Fort McPherson, with 15 dogs, three sleds and enough food for 30 days. The men felt no need to question whether they would reach their destination or not. They successfully completed the first leg of the journey and hired native, Esau George, to lead them through the next section. When he had completed his part of the trip, Fitzgerald let George go, trusting in Carter to lead them successfully to their destination. Unfortunately, Carter had only been on one patrol, in the opposite direction, and would soon prove to be an inefficient guide.

By January 12, 1911, the patrol was lost for Carter was unable to find Forrest Creek which would lead them to Dawson. The team unsuccessfully travelled up and down several streams in search of the correct one. With only four days of regular rations remaining, Fitzgerald made a notation in his journal: "My last hope is gone...I should not have taken Carter's word that he knew the way from the Little Wind River." The following day, the patrol reversed their trail in the hopes of returning to Fort McPherson.

The trip back to McPherson proved to be difficult. Weak from lack of food and exhaustion, the team were able to walk only a few miles a day, sometimes not at all due to increment weather conditions. Starving, frostbitten and ill, the patrol trekked on. Between January 19 and February 5, 10 of the dogs were killed for food. February 5, 1911, day 47 of this fatal patrol, was the last entry in Insp. Fitzgerald's diary.

In Dawson, the Fitzgerald patrol was more than a month late in reaching their destination. A relief patrol was sent to locate the Mounties. Accompanying Corporal William John Dempster were ex-Constable Frederick Turner, Constable Jerry Fyfe, and Charles Stewart, a half-breed from Fort McPherson. They left Dawson on February 28, 1911.

On March 21, the lost patrol was found, apparently on their way back to Fort McPherson. Kinney and Taylor were dead, side by side at an open camp. Kinney died of starvation and Taylor of a fatal, self-inflicted bullet wound in his head. The next day, Fitzgerald and Carter were found. Having left the other two in search of help, they finally succumbed to the cold and hunger, just 40 kilometres away from Fort McPherson. They would never find help.

Why did this patrol fail? Although no single, conclusive answer can be given, several factors contributed. Although Carter had made the trip once, and convinced himself and Fitzgerald he was competent, he did not in fact know the route from Fort McPherson to Dawson. After becoming lost, the team spent much time attempting to find the proper stream to follow. With temperatures that winter between -45 and -62 degrees Fahrenheit, and food sources of limited supply and nutritional value, the patrol was doomed to fail. By the time they were missed at Dawson City, and a search party was sent out, it was too late.

Patrols were still made annually until 1921, but because of the fatal trip of 1910-11, measures were taken to ensure that this tragedy never occurred again. Future patrols always hired an aboriginal guide. Cabins and regular caches were established along the trail in case of food shortages. Most importantly, the Forrest Creek Trail was clearly marked so that it would not be missed again. These measures proved successful.

All four men were buried at Fort McPherson on March 28, 1911. In 1938, the graves were cemented over into one large tomb, with cement posts at the four corners connected by a chain. In the centre is a memorial to the Royal Northwest Mounted Police Patrol of 1910.



In Ft. McPherson, NWT - Graves of those who perished on "The Lost Patrol" in 1911.
Photos courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



**PHOTOS TAKEN AT THE INTERSECTION OF THE TRAIL USED BY THE
PATROL AND THE DEMPSTER HIGHWAY**



Reg Jensen at a signpost on the Dempster Highway. The location marks the place where the trail of the early RCMP patrols crossed, and the place where the Dempster Highway intersects. The sign expresses the sentiment "You really get a feel for how big Canada is."
 Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)

No point too far distant in [this] vast country
for the long and strong arm of the law".
- Commissioner A. B. Perry, 1906.

During the winter of 1904-05, Corporal Mapley led the first annual winter patrol from Dawson to Fort McPherson and return, a distance of 1,400 miles. They checked on local trappers and prospectors, recorded game movements and carried mail and orders to detachments at Fort McPherson and Herschel Island. For the next sixty years, the police patrolled this territory with the help of the First Nation guides and special constables who knew it best. The Mounties used snowshoes, sleds and dogs purchased from the First Nations.

A Royal Northwest Mounted Police officer on patrol from Fort McPherson, winter 1915. (YA Claude and Mary Todd fonds #7290)

The special constables and guides often stopped along the way to hunt game for the dogs and men. The contributions of men such as John Moses, Lazarus Sittichini, John Martin, Richard

John Martin in Ross River, May 1930. Although better-known as an Anglican missionary, in his youth, John Martin was one of the first police guides for the north Yukon patrols. Martin and his brother Richard guided the Mounties through their traditional trapping and hunting territory. (YA Claude and Mary Todd fonds #7387)

Martin and Peter Benjamin live on in the annals of police history and family stories.

The Mounties survived by wearing hats, mitts, parkas, pants and mukluks made by First Nation seamstresses. The traditional fur and caribou skin clothing was warm, lightweight and windproof - ideal for winter travel.

The Dawson RCMP Patrol back in Dawson, March 1920. Lr: Peter Semple, Constable Pasley, Staff Sergeant Dempster, Jimmy Simon, and Constable Tyck. (YA Claude and Mary Todd fonds #7295)

Over the years, the police patrols varied their route. This map shows the course taken by Corporal Mapley and later retraced by the Centennial Patrol.

Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)

78. Kunnizzi was the chief guide for the last Dawson Patrol in 1969. (YA Anglican Church Coll. 86/61 #65.)

Corporal Dempster and lost Fort McPherson pa

Fitzgerald's pa
supplies, bad w
an experienced

1995 RCMP Centennial Patrol

In 1995, Royal Canadian Mounted Police officers and civilians used snow machines and dogsleds to recreate the historic patrol. Officers and civilians of the Centennial Patrol at the Fitzgerald monument in Fort McPherson. Lr: Special Constable Fred Blake, Special Constable Peter Negano, Corporal Peter Greenlaw, Staff Sergeant Brian Gudmundson, Constable Karen Olito, Inspector Barry Kutryk, Sergeant Doug Harris, Special Constable Martin Allen, Special Constable Wayne Huffman, Special Constable Jim Thompson. Missing: Constable Pat Maloney. (Photo: Deb Greenlaw.)

Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)



Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)

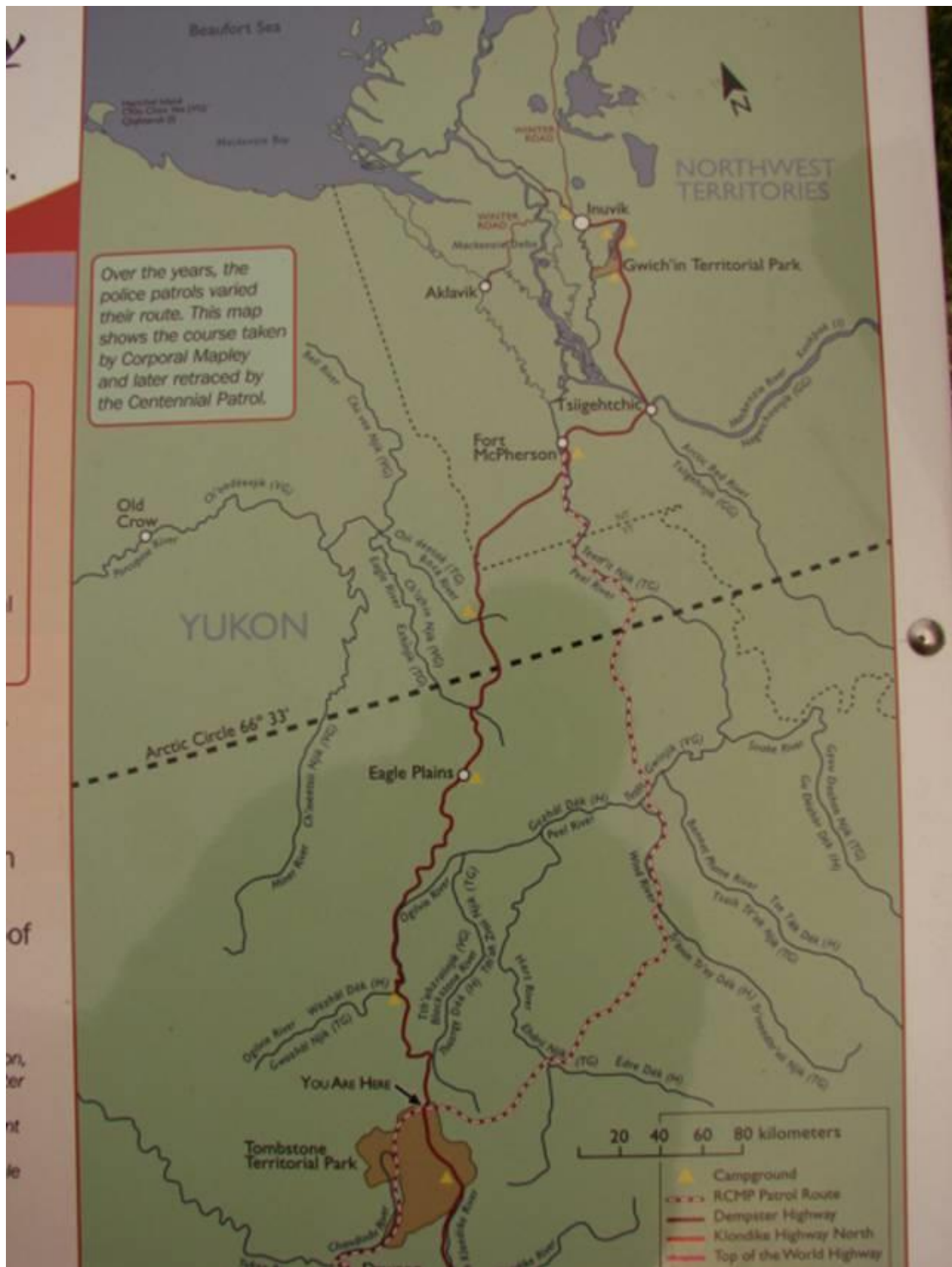


Photo courtesy Reg Jensen excopper@gmail.com (In Abbotsford)

Trevor Bennett sent me a link to **author Kit Cain's website**. I wrote to tell Trevor Kit is willing to share his writings with the MocTel and his reply is below. **Kit Cain** flew a helicopter for **Pat Callison** in 1962. Those stories will begin in the edition of the MocTel. During Kit's summer flying for Klondike Helicopters he worked closely with Engineer **Ernie Sigurdson**. See his request below and if you know where Ernie is now please contact Kit. Also if anyone knows where **Chuck Ford** is now, please let me know.- — Sherron

PS: I wonder if anyone has had any contact with **Ernie Sigurdson**. I think he went back to being a schoolteacher just outside of Vancouver. He was as great a friend as he was a mechanic, and that's important when you're living in a tent under pressure for 6 months.

There's a great photograph of all of us on page 182 of Pack Dogs to Helicopters. It wouldn't surprise me if that was sort of the peak of Klondike Helicopters' activity over the next few years.

Kit Cain soulfulstories@gmail.com (In Yarmouth NS)

Hi Sherron, Thanks for the email. Delighted to hear that Kit sent you the electronic copy. I am sure your readers will enjoy the material and the photos from his book. Also, many thanks for sending me the link to the current MocTel issue on the Haines Road and the Dempster Hwy. I went over the Haines road to Haines, Alaska a few times when I lived in Whitehorse. It is such beautiful scenery - especially in the Fall.

I was delighted to spot the article on the DC-3's and Mayo airport and it sure brought back some wonderful memories of my 'misspent youth'. As you may recall, I was stationed there for a year not long after that fly-in and those photos are exactly the way it was when I was there. As a matter of fact, I remember the day and the moment when I was at Mayo Airport handling a DC-3 flight to/from Whitehorse when I received a phone call from a friend at the local Dept of Transport office telling me they had just been told that President Kennedy had been assassinated in Dallas. I also remember I was in the process of checking in some FBI agents who were up there in regard to the investigation of massive silver ore theft from Keno Hill mine. They were absolutely stunned speechless when I told them what had occurred. Everyone seems to remember where they were at that moment in time, and that was where I was!

I will really enjoy studying the entire issue when I am feeling better and can spend a bit more time on the computer. It is greatly appreciated. Once again, many thanks for thinking of me. All the best to you and Bill. Take care,

Trevor Bennett trevbennett@shaw.ca (Pender Island)

PRUDHOE BAY

By Kit Cain soulfulstories@gmail.com (In Yarmouth NS)

Hi, Sherron, while I'm in the process of training Windows 7 Speech Recognition I thought I'd mention the fact that I had made a documentary film of the Prudhoe Bay oil discovery for the Hamilton Brothers Oil Company out of Denver immediately after the discovery of oil. It doesn't deal directly with the Yukon

Territory, but it certainly isn't very far away. All but a few of the still pictures and all of the 16 MM film footage went to the oil company as their proprietary property, but here are three of the more interesting still photos taken.



One of several oil rigs is pictured above with the Pease Hamilton Bell 204 B helicopter standing by for a photo mission. Notice the wind sock on top of the oil rig. It is sticking straight out which means a wind velocity greater than 15 knots... and I don't think I ever remember seeing it less than straight out! This picture was taken some time during the middle of the day; and by midnight looked something like it does below:



Initially, until the winter roads were completed from Fairbanks, everything was flown in by Hercules C130 aircraft which landed a few hundred yards away from the rig on the frozen sea ice as shown below.



Probably the most spectacular/foolish photograph taken on the trip was the one taken below of the Hercules landing on the sea ice loaded with fuel. A few seconds after the picture was taken, the reverse thrust of the Hercules propellers enveloped my assistant photographer and me in a cloud of snow and ice particles.



When I afterwards climbed up into the cockpit to have a word with the pilot, he looked at me with a smile on his face and said, "I can't tell whether you're a hero or a fool!"
"Just another crazy pilot," I replied.
"Then you're both!" he answered, and we had a good laugh together.

Kit Cain soulfulstories@gmail.com (In Yarmouth NS)

RE: MOCTEL 292

I really enjoyed the latest edition of the MocTel. I am now re-retired as of the end of July so now have time to catch up on a few things such as reading the MocTel in a timely manner.

The item on Fort Selkirk was especially interesting to me, as myself and a buddy went there in the late 1950's. At the time there was one family living there and we managed to catch a ride with them from the Pelly farm by boat, with no idea how we would get out again. When we decided it was time to leave the family had gone off somewhere and it was getting late in the year. To our good luck some boats showed up and gave us a ride out and back to Whitehorse. We were at the stage of thinking of building a raft and floating down to Dawson. That is youth for you; don't think about tomorrow until it gets here.

I didn't realize that the area was being restored so really enjoyed seeing the photos.

I have some keys that I found at the T & D Store site when we were there about 50 years ago. I would be happy to mail them to someone if they would be of value to the restoration project.

Dave Perks birdsivu@telusplanet.net (In Grande Prairie)

Ron and Irene Taylor would like to comment on all the pictures in the MocTel. They were most enjoyable with living in Whitehorse and also driving the Dempster Highway, and to Haines Alaska many times, the scenery is breath-taking.

Also Sherron we will be leaving here on the 28th of October for Yuma too. Will get in touch when we get there. Our son Ken is helping to drive us down with our trailer and we will be visiting the Zion Canyon. Grand Canyon plus the Hoover Dam when we drive him to Vegas to fly home. Ron and I have seen all these wonderful sights but Ken hasn't. So looking forward to the winter in Yuma.

Your MocTel Friend Ron and Irene Taylor ireneelizabethtaylor@hotmail.com (In Kamloops)



Pretty redhead with a quill in her nose.

Photo courtesy Doug Bell cheechako46*northwestel.net (In Whitehorse)

Hi Sherron, today's MocTel reminded me to send another picture or two.

This photo from a visit last weekend at friends south of town. She wandered around all afternoon, almost as if she were asking for help.

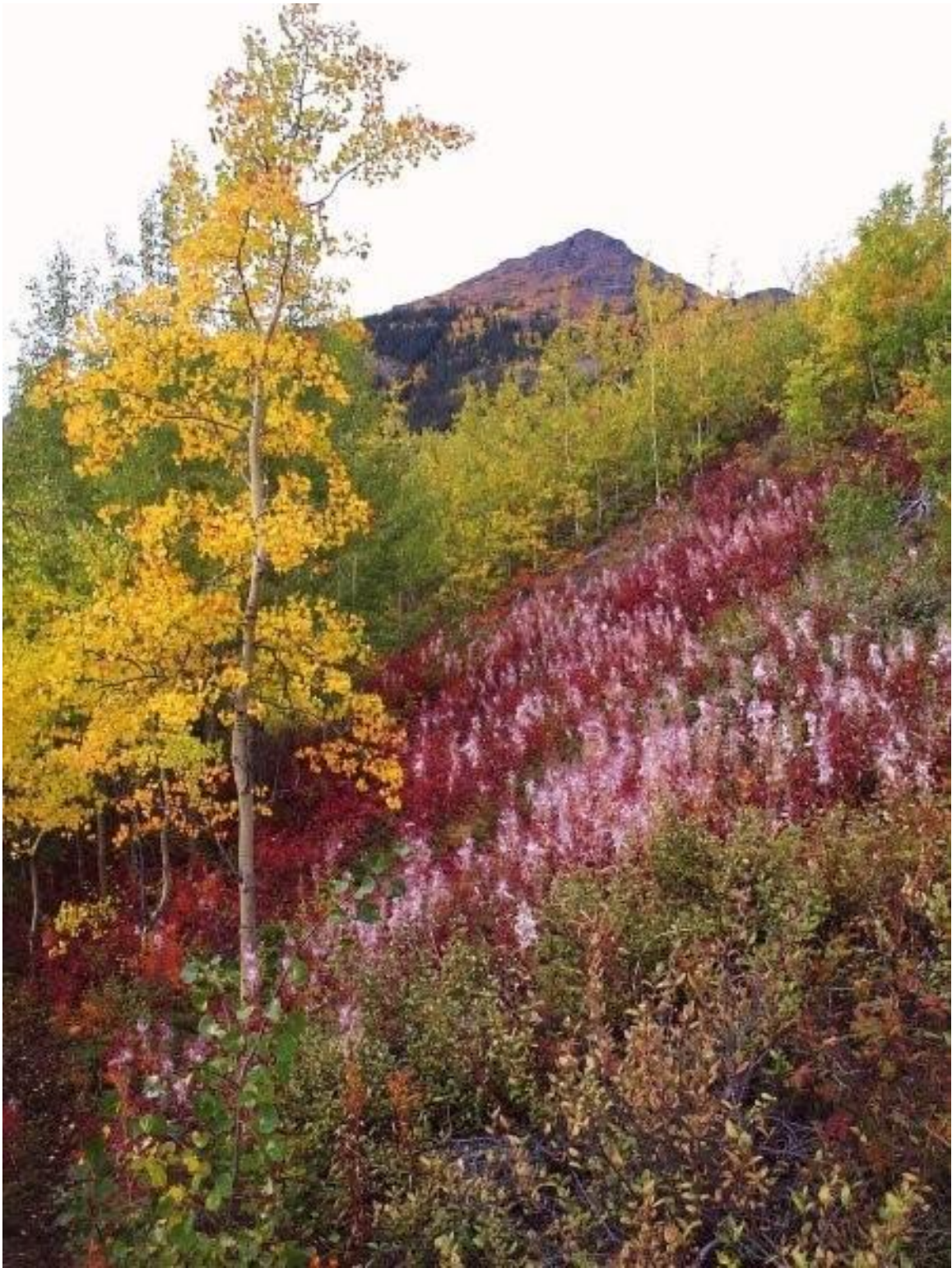
Anyway she's one pretty redhead. She tried ridding herself of the quill rubbing against the corner of the barn which had metal edges, and then left so we're hoping she was successful.

Doug Bell cheechako46*northwestel.net (In Whitehorse)

SAM MCGEE TRAIL

This is a hike called the Sam McGee trail which goes to a summit overlooking the Windy Arm of Tagish Lake and the Skagway Road. Bove Island is in the middle of Windy Arm, Tagish and Tagish Lake in the distance. We found a mushroom growing on a tree along the way.

Eleanor Millard emillard*northwestel.net (In Carcross)



View along the Sam McGee Trail
Photo courtesy Eleanor Millard emillard*northwestel.net (In Carcross)



A mushroom growing on a tree along the Sam McGee Trail.
Photo courtesy Eleanor Millard emillard*northwestel.net (In Carcross)



View from the Sam McGee Trail
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



A view from the Sam McGee Trail
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Skagway road below.

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



Skagway Road

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



Bove Island, Windy Arm

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



A view from the Sam McGee Trail
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Windy Arm of Tagish, Bove Island with Tagish Lake in the distance.
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)

TED HARRISON

Hi Sherron - here is a notice for the next edition of Moccasin Telegraph. It's an invitation for Victoria residents and anyone else who might be able to attend the event at the Empress Hotel on Oct 3, 2009. Details are in the poster.

Thanks

Annie Graham annie.graham@telus.net (In Victoria)

TED HARRISON OC, OBC

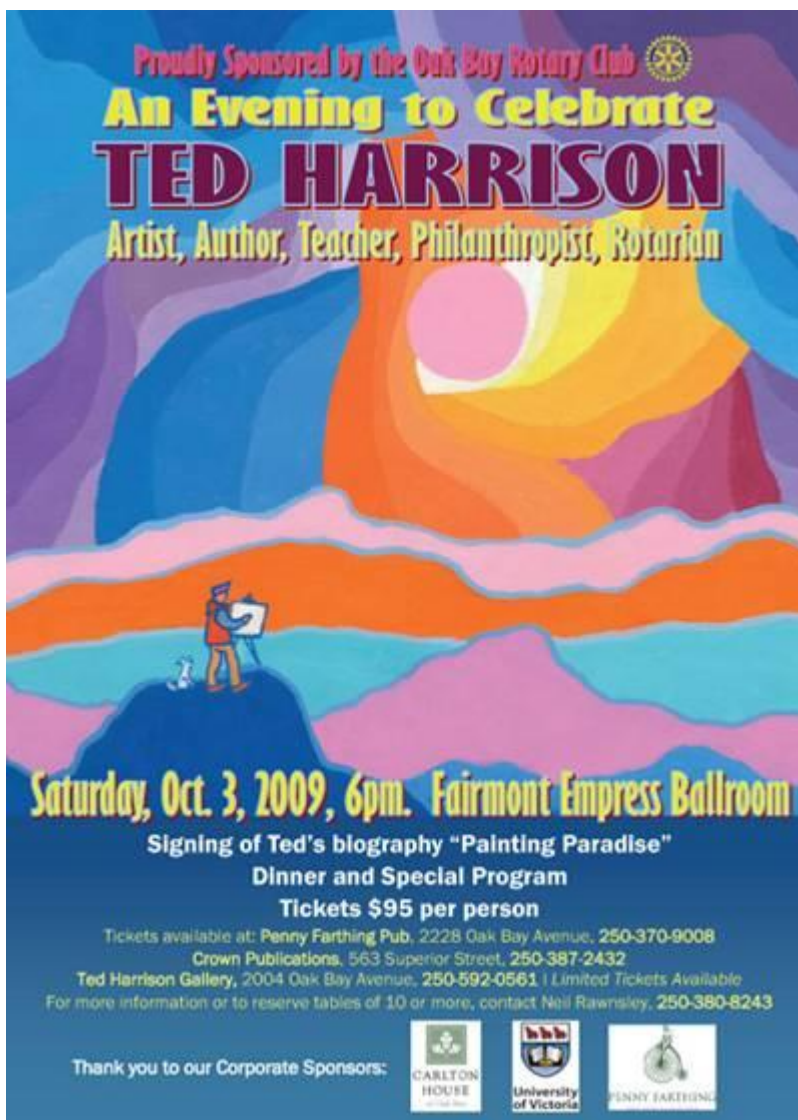
Thought you might like to know that the Rotary Club of Oak Bay is hosting an evening to celebrate Ted Harrison. I have attached an e- poster about the event.

Many in our community have enjoyed and benefitted from their association with Ted and might wish to be a part of recognizing his contributions to the fabric of our country and our community.

We hope that you might be able to join us and if you know others who may be interested in being part of this special evening please forward the e-poster to them. Thank you.

For further information about the event or to enquire about tickets, please call me at 250-380-8243.

Yours truly, Neil Rawnsley Past President Rotary Club of Oak Bay email: rawnsley@vreb.bc.ca



Wally & Dianne Sutherland – Celebrate 40th Wedding Anniversary

Just a short note to say thank you for the MocTel.

We have bought a house in Red Deer and our daughter moved back in with us.

We will not be going south for 6 months anymore. Maybe for January & February only. We will see.

We will be celebrating our 40th Wedding Anniversary Oct 4th.

Dianne Sutherland w-dsutherland@pocketmail.com (Whse 1969-74, Beaver Creek 74-78, Whse 78-99) (In Red Deer)



Wally & Dianne Sutherland

OBIT

I wonder if you could please include short message to the readers of the MocTel to let them know that we just had a visit from Terry Machan to tell us that his father, Don Machan passed away peacefully at 9:50 PM on Monday, September 14, 2009 at the Eagle Park Health Care Facility in Qualicum Beach, BC where he had been a resident for the past almost 18 months. His end came 11 days past the 3 year mark of the car accident which led to his confinement to a wheelchair and more lately to his bed. Don would have been 84 at his next birthday on October 3.

A public funeral service will be held for Don at 1:00 PM on Tuesday, September 22, 2009 at the Qualicum Beach Civic Centre, 747 Jones Street in Qualicum Beach, BC.

I am sure there will be a more full obituary sent at later time.

Harvey Burian hburian@telus.net (In Parksville)

PS. I have been receiving requests as to where people can send cards to the family in memory of Don Machan or to express their condolences and sympathy. I contacted Terry and he asked that cards be sent to the family at his address which is:

Terry Machan
5637 Curtis Place
Sechelt, BC V0N 3A7

QUOTE OF THE WEEK

“Diligence is the mother of good luck.” - Benjamin Franklin

RECIPE OF THE WEEK

Mother's Drop Cookies

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

½ cup butter
1 cup firmly packed brown sugar
2 eggs
1 ¾ cup all purpose flour
1 tsp baking powder
1/8 tsp salt
¼ tsp cloves, nutmeg and cinnamon
1 tsp soda dissolved in 2 tbsp hot water
1/3 cup each walnuts chopped and raisins

Cream butter and brown sugar; add beaten eggs, then sifted dry ingredients, and soda dissolved in hot water. Lastly, add walnuts and raisins. Drop from teaspoon on greased cookie sheet and cook for 10 minutes in moderate oven.

Elizabeth Grant
(Jean Banks mother)
First Presbyterian Ladies Aid.

DATES TO REMEMBER

Vancouver Yukoners' Association Weekend

April 16-18, 2010

River Rock Casino Hotel

8811 River Road

Richmond BC V6X 3P8

www.riverrock.com

April 16	3pm -10pm	Hospitality Room	Ticket pick-up, meet & greet, cash bar
April 17	11am-6pm	Hospitality Room	Ticket pick-up, meet & greet, displays
April 17	5pm -6:15pm	Ballroom Foyer	Reception, cash bar
April 17	6:30pm-12am	Whistler Ballrooms	Banquet served at 6:30, program follows

PLEASE READ VERY CAREFULLY!

Central to the excellent deal offered by the River Rock is the number of hotel rooms picked up by attendees. You must clearly stipulate “Vancouver Yukoners’ Association rate” when booking.

We encourage you to consider booking between now and January 31, 2010 for the “early bird” deal offered this year for the first time.

April 16-18, 2010: \$142.00 one bedroom suite; \$242.00 two bedroom suite

The next best price is available from Feb. 1-March 16, 2010 or until the block of rooms set aside for us is fully booked, whichever comes first!

April 16-17, 2010: \$162.00 one bedroom suite; \$262.00 two bedroom suite

April 18, 2010: \$142.00 one bedroom suite; \$242.00 two bedroom suite

Please note that rooms set aside for Vancouver Yukoners’ will be released to regular pricing March 16, 2010.

To reserve by phone: 604 247-8900 or toll free at 1-866-748-3718

To reserve on-line: www.riverrock.com or info@riverrock.com

For those not wishing to stay overnight at the River Rock, please note that the Canada Line (Skytrain) Bridgeport Station IS the River Rock Casino Hotel. You can walk right from the platform to the banquet floor without stepping outside.

For those flying in to YVR, a short Canada Line ride takes you straight to the hotel with a covered walkway taking you to the registration desk

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 of (\$20 - \$25. your call) for the Moccasin Telegraph.

– Sherron Jones sherronjones*shaw.

MOCCASIN TELEGRAPH

Summer -

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9205 Orchard Ridge Drive
Vernon, B C
V1B 1V8
Phone: 250-549-2736

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Yuma, Arizona, USA
85365
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