

MOCCASIN TELEGRAPH – 316th Edition – August 15th, 2010

Created by Sherron Jones sherronjones@shaw.ca

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



Roses and Insects

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

A YUKON NUGGET

By Les McLaughlin leslorn@rogers.com (In Ottawa)

For CKRW and here courtesy Rolf & Marg Hougen marg@hougens.com (In Whitehorse)

Whitehorse Firehalls

Walking around the streets of Whitehorse can be an interesting and informative experience. You just need to take a little time. Sure, life moves at a rapid pace these days. Slow down and head down to Front Street and Main.

Stop and look at the finely restored first - well almost first - Whitehorse firehall. It was built at this location after much talk about whether the town needed a fire department at all. That was back in 1900. Well, the town did need a firehall and, finally, it was built in 1901. Four years later it burned in the great Whitehorse fire of 1905.

The White Pass station right next door went up in flames, as did most of the business district. Although much of the town was destroyed, the firehall partially survived the fire. Ironically, the volunteer fire department had just received its new firefighting equipment the day before, but the fire engine broke down after only a few minutes of operation. Yep, the town needed a fire department, but it also now needed a new building with better equipment.

The second firehall was built shortly afterwards on the same site and was part of the Yukon Electric power plant. It had a second floor that was used to house the volunteer staff.

Amazingly, until the town bought a real fire truck in 1942, the fire department operated a two-wheeled hose cart. It consisted of a long hose that drew water from the Yukon River by an electric pump. The fire department also used a chemical engine, which consisted of a hose attached to a 40-gallon tank containing chemicals. When the tank was tipped, the chemicals mixed and created a gas, thus forcing water through the hose.

Whitehorse hit the big time in 1943 when the town hired a full time fire chief and two assistants. That year a firehall was built on Wheeler Street near the present day Whitehorse Elementary School.

Although it was built to serve the Dowell Construction Camp working on the Alaska Highway, it served the downtown area as well. The Canadian Army took over this firehall in 1945, and worked with the town fire department by providing two additional trucks, twenty paid staff, and an ambulance service. Both my Dad and brother Fred were firefighters and worked at this long-gone building. So did the former Mayor of Whitehorse, Bill Weigand.

In 1962, the Army moved its firehall to Camp Takhini, and the city had to increase its own staff and buy a second fire truck. The Takhini firehall was then turned over to Department of Public Works and, eventually, to the Whitehorse fire department.



Army Fire Service RCE, Dowel Area, Whitehorse
Frontrow (from L to R): Bill (Red) Weigand, Lt. Gillespie, Chief Dunlop, Major Paris, Phil Baily, Reg Walsh.
Backrow (from L to R): ?, Fred McLaughlin, Earl Jensen, Donald MacDonald, Stan Walsh, Stan Wilcox, Lorne McLaughlin, Joe?
Photo by Bill Weigand.



Fire Hall (across from 98 Hotel)
Yukon Archives. Yukon Historical Museums Association #6.



Old Fire Hall.
Yukon Archives. Yukon Historical Museums Association #12.

The present Whitehorse firehall, next to the City offices, was opened during Canada's centennial year in 1967.

A CKRW Yukon Nugget by Les McLaughlin

The Takhini Fire Hall was taken on as a City of Whitehorse responsibility during the phasing in of the expansion of City Boundaries which took place in the 1970's. - Sherron

CENTURY FLIGHT CLUB COMES TO WHITEHORSE

JULY 17 – 24, 2010

Prepared by Donna Clayson bdclayson*northwestel.net (In Whitehorse)

A cross-Canada tour was organized by pilot and television producer, John Lovelace. The Century Flight Club was formed with over 300 members. The sole purpose of the club is to organize annual flights celebrating Canada and Canadian aviation.

The Yukon was selected for the flight because of its rich aviation heritage and wilderness beauty. When the Yukon flight was announced all 120 registrations were filled almost immediately. The length of the tour would be 13 days total with 6 days in the Yukon.

Last year, when the Century Club flew across Canada to celebrate 100 years of aviation, I wanted to be, in some way, a part of this event. My opportunity came this year. I would be helping to welcome the arriving crews.

Two weeks before the event, CASARA Yukon (Civil Air Search and Rescue Association) volunteers were busy preparing the Welcome booth. CASARA focus was on raising awareness of the complexity of Air Search and Rescue response in the North. We approached local businesses and organizations for support and we received great donations that helped CASARA in getting their message across



My office was filled with boxes!

With everything I needed stuffed into my small office Bryan and I began assembling the welcome bags. I couldn't pick up the July 16 edition of the Whitehorse Star until late that day so that evening I started stuffing the bags again. This is not a job I would want to do again.

On the morning of July 12, 2010 members of the Century Flight Club departed from Quesnel, B.C. in the west and Barrie, Ontario in the east. There were some major stopovers along the route including Thunder Bay, Brandon, Wetaskawin, Fort Nelson and Watson Lake with refueling stops at more than a dozen other airports.

Friday evening, July 16 we assembled the Welcome booth. With the threat of rain on the weekend we tacked on the tarps on three sides, not only helping in keeping the rain out if needed but the hot sun as well.

Bright and early Saturday morning we prepared the booth for presentations. Around noon we started hearing aircraft overhead and soon one, then two then many more landed on the tarmac. The fun was about to begin.

Courtesy Whitehorse Star
By Stephanie Waddell on July 21, 2010

Aviators relish their flight path to the North

It's anything but a quiet Monday afternoon on a gravel stretch of runway that links to **Erik Nielsen Whitehorse International Airport**.

A gas truck rumbles along, fuelling up some of the more than 100 planes that have landed here over the weekend.

Overhead, a Vans RV6 begins its descent onto the runway as Mike Beaman, a pilot for Air North who's volunteering on the gathering of small aircraft pilots, waves his hand to direct the red and white, two-person plane.

"Welcome to Whitehorse," John Loveless, who's organized the event, says as he greets the new arrivals – Mike and Jan Guidinger, who flew from High River, Alta. in their aircraft.

Loveless, a former host of the popular aviation show **Wings Over Canada**, has organized the **Century Flight Club's Midnight Sun Challenge 2010**, bringing approximately 250 people – pilots and their partners or guests – to Whitehorse.

This year's tour follows an inaugural club event last year which celebrated a century of flight in the country.

Sitting in their plane before they park, the Guidingers are curious about whether they've missed anything since the first arrivals came in over the weekend.

They learn of a reception held the night before at the Yukon Transportation Museum and that most of the visitors have spent much of their time getting in and exploring Whitehorse on their own.

The more formal, organized events get underway at 4 p.m. with an opportunity for the pilots to show off their planes and helicopters for the public while enjoying a barbecue hosted by the Grey Mountain Lions Club.

The show will be followed this week by a number of air excursions to places like Dawson City, Atlin, Haines Junction and, of course, what trip to the Yukon would be complete without a White Pass and Yukon Route train excursion in Skagway.

"That's going to be really exciting," Jan says, smiling after she notes, along with the train trip, she and Mike are most looking forward to spending time with all the friends they met last year during the inaugural flight tour.

"It's like a reunion," she says before they head off to park the small red and white plane they built three years ago, with the help of an engineer, from a kit.

The two-seater is just the right size to fit, from a size perspective, with many other planes – mostly two- to four-seaters – that have landed there since Saturday.

It's a Cessna Caravan amphibian that could hold up to 10 people (depending on whether it's operating on the ground or water) that has the size to make it stand out among the planes.

As pilot Mark Kohlruss of Lloydminster, Alta. explains, it was his buddies who convinced him to fly up. Four of them, including co-pilot Wayne Cowan, made the journey in the plane jointly owned by Cowan Brothers Enterprises Ltd. and Musgrave Agencies in the Alberta community.

“It’s been fun,” Kohlruss says of the trip thus far. “We’re really enjoying Whitehorse.”

Already, he and his friends have been to Skagway, travelling there Sunday, and are planning to be part of the flyout groups to Dawson and Atlin.

Kohlruss has been the Caravan’s pilot for a little over a year now, but over the last 35 years, he’s flown many small planes with single or twin turbo engines.

By travelling in small planes, he can visit just about anywhere from a favourite fishing hole to the runways of major centres.

“It’s just the adventure,” he says, adding the views he takes in from the pilot’s seat when he’s flying are always a great part of any trip.

Further down the gravel patch, closer to the paved runway of the airport, Mike Gamble and a friend who joined him on the journey from Waterloo, Ont. have taken off pieces that cover the front end of his Cessna 172-F to try to figure out what might have been causing the excessive oil consumption – twice what it should have been.

As he and his friend look over the equipment, Lovelace pulls up in a van to find out if everything is OK.

Oil and gaskets dominate the conversation as they speculate on what might be causing the heavy oil consumption before Lovelace suggests they tighten up some parts and take it for a short flight to see how it operates then.

In an interview that follows, Gamble notes it’s “nothing critical,” but like anything, it’s better to take care of things before they become something bigger.

“We just had our annual (service) done before we came up,” he points out.

For Gamble, this trip has been about six months in the making. Last January, he watched the video about last year’s tour and soon learned another was being planned for Whitehorse this summer.

He and his friend looked at their schedules, and soon they were setting their sights on the 28 hours of air time it would take to get here.

It was also last year’s journey which inspired helicopter pilot Mickey Saunders to make the journey. He is one of only two to fly in by helicopter.

Standing next to the Bell 206 Jet Ranger that he’s now owned for three years, Saunders is more than happy to recall hearing about the inaugural trip he thought would be a once-in-a-lifetime chance he wasn’t able to take advantage of.

When he heard they were planning another trip to Whitehorse this year, he jumped at the prospect and began making plans for the more than six-hour flight – completed over two days – he would begin in Victoria.

Saunders first flew to Quesnel, B.C. to meet up with others travelling as part of the group to Whitehorse before heading out for the northern part of the journey.

For Saunders, flying was a boyhood dream; albeit that dream involved a commercial aircraft. “It never happened,” he says.

What did happen was Saunders spent a few years in his early 20s working to get his fixed-wing licence.

As other parts of his life took over, he had less and less time to work on his pilot’s licence and it fell by the wayside until 1980, when he had a chance to use aircraft in his business in Abbotsford. A helicopter suited the needs of the business, and soon Saunders was learning to fly a chopper.

“I became hooked. They are really a magic carpet,” he says, noting the machine’s ability to stop in the air among many other unique features.

His particular machine has a great reputation as a “workhorse”, being among the top of the ladder for reliability and safety.

While Bell has manufactured many newer models of the helicopter with more bells and whistles, Saunders says his provides just what he needs as a recreational pilot.

He had yet to decide whether he would be part of the train excursion having been on it before on an earlier trip to Alaska, but Saunders was looking forward to flying into Atlin and exploring the Whitehorse area.

If he likes it, he just might stay a little longer to have a look around.

“The advantage of retirement is there’s no clock to punch,” he says.

Aircraft, after aircraft arrived. It was a 12 hour day which would be repeated Sunday when even more planes arrived. The private parking area was filling quickly. Imagine over 40 different types of private aircraft landing at the Erik Neilson Airport which would create a line more than one kilometer in length.



CASARA volunteers Ingrid Wilcox, Donna Clayson and Jasna Todd with John Lovelace
Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)

On Monday evening we attended a meet & greet at the Transportation Museum organized by the Century Club executives where pizza, salad and all the trimmings fed a huge crowd.

During the meet and Greet I talked to numerous aircrews and every single person was having a wonderful time. Comments on our city were positive and, in some cases, many were surprised at how modern and clean it was. Most said they would be back in the near future and even a few said they were thinking about relocating to the Yukon.

I met a family that included their twins – a boy and girl who were 10 years of age. The girl was a budding artist and the boy, a writer. My thought was that should they write about their experiences during the Canada flight it would be an interesting read.

Another couple I chatted with was well past retirement age. The wife only came along because her husband couldn't find anyone else to accompany in the co-pilot seat. In retrospect, the wife was glad she had decided to come and was already looking forward to flying back on future excursions.

One woman pilot stands out in my mind. She was dressed in a tattoo shirt with beads and flowers in her hair. At first I thought her arms were covered in colorful tattoos but it was only tattoo sleeves. She indicated she dresses up differently every time she flies somewhere. She was very outgoing and talkative; a true delight.

Monday was a no-fly day where the aircrew spent the day touring downtown Whitehorse.

Briefings were held for the aircrew on Tuesday to Friday bright and early at 0730 hrs at the Transportation Museum. There were outflights organized for 20 aircraft per day to fly to Atlin, Haines Junction or Dawson. Once the briefings were finished aircraft began leaving for the destination chosen when they arrived. I was lucky to have been asked by local pilot, Murray Adams to ride along on the outflights. We encountered storms along the way and rain when we arrived in Dawson but after spending two hours in town and enjoying lunch at the Downtown Hotel we were ready to fly back to Whitehorse. What a perfect day.

On Wednesday Murray and I flew to Haines Junction. Even though there were rain pockets the day couldn't have been more perfect.

Thursday was an off day for me as the club members were going on the White Pass train from Carcross to Bennett. I didn't go as I felt I needed some rest after such a busy week.

On Friday Murray wanted to fly to Atlin but the weather was disagreeable so we decided not to go. In the evening there was a closing banquet held at the High Country Inn Convention Centre

Saturday, July 24 saw the aircraft leave, flying back to their homes across the country. The entire experience was tiring but very enjoyable. The flight will be featured on two television series: "The Aviators" which will be broadcast in Canada on the Global Television Network and

on Public Broadcasting in the United States and “West Coast Escapes” broadcast on CHEK-TV as well as Public Broadcasting.

I hope everyone will tune in.

Photos:



Lots of Aircraft

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Photo by Star photo by VINCE FEDOROFF



Photo by Vince Fedoroff

SAMPLING NORTHERN ATTRACTIONS – Mike Gamble is one of the pilots flying in to the Midnight Sun Challenge 2010 at Erik Nielsen Whitehorse International Airport.



Participant Sticker on aircraft

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Cessna 206

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Enjoying the shade from the sunshine

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Cessna 172

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



1976 Rockwell Aero Commander

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Cessna 182

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Cessna 172

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Cessna 172

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Stinson 108

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Piper-28-181

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



RV-6A

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



NaChang Chinese Trainer

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Cessna 182

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Piper PA-22-135

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Even helicopters came - Robertson R44

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)

OUTFLIGHT PHOTOS

To Dawson City



Murray Adams with his aircraft

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Rain on the way to Dawson

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Beautiful Cloud Formations

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)

To Haines Junction



Dave Qualley & Murray Adams

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Positioning heavy aircraft

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



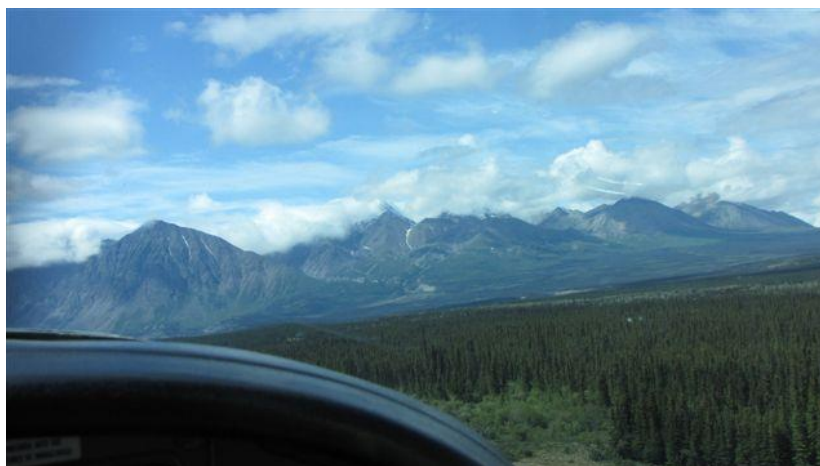
Rain surrounds mountains

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Whitehorse Air Services Pilot Erin Schynder and Donna Clayson

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Taking off from Haines Junction

Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)

WEBSITES

<http://www.marketwire.com/press-release/Historic-Cross-Canada-Flight-Group-Takes-to-the-Skies-Again-1279127.htm>

Murray Lundberg has a beautiful site on the Century Flight
<http://explorenorth.com/wordpress/?p=343>

<http://www.crosscanadaflight.com/>

http://www.johnlovelace.com/more/extended/Century_Flight_Club_-_Why.html

My next door neighbour in Yuma, Edmund Pawlus, who farms in Alberta in the summer was also in Yukon with the Flight Club. Unfortunately he doesn't show in Donna's photos. In case there are other photos around, his call is C-GAZL. His aircraft is a Piper, white with red and yellow strips. – Sherron

Gillian Campbell



Gillian Campbell - 1974 – Whitehorse Inn

Brian Stanhope on piano.

Photo courtesy Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby BC)



Frantic Follies Back Stage

Rear row l-r Gillian, Scott Lyle, Ann Campion

Front row l-r Shelly, Debbie Murdoch, Lorraine

Photo courtesy Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby BC)



Gillian Campbell with sons Richard and Jason – Welwyn Street

St. Patrick's Day – 1975 – off to Gas Town

Photo courtesy Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby BC)



Whitehorse Rapids 1975

Photo courtesy Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby BC)

The photo of Whitehorse Rapids had me doubting that I could be sure it was the rapids because I did not recall the berm in the background. So after contacting Gillian again and then Donna Clayson who came up with the following photos. I decided this was a larger picture.

Thanks to Donna Clayson we now have more to the story.

I still question where the hydro generation actually takes place, at the end of the berm or the spillway near the yellow building ? – Sherron



Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)

The photo above gives a clear view of the ominous path we had to travel across the dam while they built a Bailey Bridge across the Yukon River back in the 1970's when the first Robert Campbell bridge was damaged by ice. It didn't appear damaged to the novice, but to the engineers that inspected it – (Yukon Government or Federal Government Engineer Kurt Koken and City Engineer Dick Fletcher) – the word came down that the Robert Campbell Bridge was closed because it was unsafe.

Stop and Go lights were rigged temporarily at each side of the dam and night and day we carefully proceeded across the dam. I recall 2x4 safety rails were placed to indicate where it was not safe to breach them.

I recall the line up being quite long back down toward Riverdale each morning as we headed into Whitehorse to work.

I can't recall where the light stopped the traffic on the town side of the dam, but suspect it would have been back down the grade and around the end of the berm. – Sherron Jones

So I wrote to George Bliss who was with the RCMP in Yukon about that time. His reply:

Hi Sherron

I arrived in Whitehorse June 2nd, 1973 from the eastern Arctic and was posted to Whitehorse Highway Patrol.

The Robert Campbell bridge to Riverdale was not operational at that time.

I don't recall if all traffic had to go over the dam or just the heavy vehicles.

If the Bailey Bridge was not in use then (June 2nd) it was in use very shortly after I arrived.

There were traffic lights installed on both ends of the Bailey Bridge.

The traffic light control box was located on the town side of the bridge.

It was one of the duties of highway patrol to manually operate the traffic lights during "rush hour", Monday to Friday, to keep the traffic light "green" for Riverdale bound traffic or cars would be backed up quite a distance along 2nd Avenue. At other times, the lights operated automatically.

George Bliss jrsports@sasktel.net (In Regina)



Above is a photo I took a few weeks ago. Upper top of the photo is the fish ladder. On the right is Schwatka Lake and the water that is diverted into the berm area. - Donna
Photo courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)

Donna Clayson has contacted the power company to learn more about the operation of the dam as a power supply. I am thinking that there is more to the story as the water flows to the left along this bermed area. I am thinking that the dam in the center of this photo is for water level control. The rest of the story in the next MocTel, I hope. – Sherron Jones

Sherron, attached below are some photos of the dam I took from onboard the MV Schwatka on July 21st, 2010, (our 24th wedding anniversary). - Donna



Whitehorse Dam, from Schwatka Lake aboard MV Schwatka
Photos courtesy Donna Clayson (In Whitehorse)



Photos courtesy Donna Clayson (In Whitehorse)



You do not see the bermed area which exists to the left of the view above.

Photos courtesy Donna Clayson (In Whitehorse)

MOCTEL 315 – QUESTION RE: CANOL PROJECT REFINERY IN WHITEHORSE

The Whitehorse Refinery was purchased by Imperial Oil shortly after Leduc No. 1 came in back in 1947. I was pretty sure it was 1948 when the refinery was disassembled and moved to Edmonton to become the first refinery in Alberta.

Just checked Wikipedia at < http://en.wikipedia.org/wiki/Canol_Road > where you'll find "the rest of the story"!

Regards,

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

Extract from Wikipedia –

The refinery was purchased in early 1948 by [Imperial Oil](#), dismantled, and trucked to Alberta for the [Leduc oil](#) strike.

REFINERY IN WHITEHORSE

In reply to Cliff Armstrong [ss*still.net](mailto:ss@still.net) (In Cranbrook) I have come across a couple of pictures I took back in the 40's. One of the Whitehorse (Standard Oil) refinery on my first trip downstream in 1945 and one taken from the CPA flight to Dawson in 1949. In the later shot you can see the empty area where the refinery used to be.

Larry Chalmers [aksala49*telus.net](mailto:aksala49@telus.net) (In Oliver BC)



Refinery in Whitehorse as seen from the river in 1945.
Photo courtesy Larry Chalmers [aksala49*telus.net](mailto:aksala49@telus.net) (In Oliver BC)



Refinery area in lower right sits vacant in 1949.
Photo courtesy Larry Chalmers aksala49@telus.net (In Oliver BC)

Can anyone tell us if that s Long Lake in the lower left of this photo ? And is it at a lower elevation than the Yukon River ? – Sherron

ANOTHER DR DUNCAN BABY ?

I think that I too am a Dr. Duncan Baby! Born in Dawson City September, 1946. Mom and Dad certainly had nothing but good things to say about him.

Bea (COOK) Wytinck bwytinck@yahoo.ca (In Oliver BC)

THANK YOU TO CONTRIBUTORS

I want to give a big thanks to you and all the contributors to this week's Moctel - all of them are interesting, mind you- but I found the stories and the wonderful old pictures to be especially reminiscent of the 'good old days'.

Joan (Callison) Rodschat northerner.2@hotmail.com (In Penticton)

JARED & EDDIE WILKINSON

Before I finished reading the first paragraph of this story, I knew I'd heard it before. Many years ago (about 25-30 years, that is), my brother Grant told it to me. At the time, Grant was a wildlife biologist with the Game Branch.

So I called Grant this morning. I would have called him anyway, because today (Aug. 1st) is his 70th birthday. I asked Grant for details of the Jared-Eddie story. He recalled everything just as submitted to you.

Now I can continue the story from Grant's experience. The bear's body was sent to Whitehorse for an autopsy. Grant and a local MD, Dr. Albertini, did it. I guess they had to wait for the body to thaw. Grant says there were no stab (knife) injuries.

The bear weighed 205 lbs., so was starving, and came out of its den to find food. It had several missing and rotten teeth. They estimated his age at 12, and figured that he died soon after the attack on Eddie. Grant still has the grizzly's skull on a shelf at his place.

Grant recalls that the mother of Don Russell (Whitehorse resident) was concerned about Jared, so she went up to his camp (or to Mayo, anyway), to check on him. They soon went to Whitehorse. About six months later, Jared was killed in a car crash, at the top of the South Access, by a fast-moving northbound car which couldn't make the turn into Whitehorse.

I was so fascinated by the story, when Grant told it to me years ago, I could easily remember it as it unfolded on the MocTel.

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

I asked questions of Ralph – Sherron

Answers are inserted below.

Did Grant say what the cause of death of the bear was determined to be ? Yes. The old bear was dying of starvation. He was grossly underweight. Because of his bad and missing teeth, he couldn't eat properly to get ready for hibernation, so he just kept looking for food until his death.

Did Grant mention the condition of the bone/fracture that Jared mentioned ?

No. I didn't think to ask.

Grant also said that the skull has these dates on it - Nov. 30 and Dec. 2, 1977.
Perhaps the dates refer to the estimated time of death of the bear.

LEWES/LEWIS LAKE CORRECTION

Hi Sherron,

In case nobody else has done it yet, I'd just like to clarify the common error about "Lewes" Lake. The engineer whose error resulted in the lake being almost drained was A.B. Lewis, not Lewes, and the lake was originally named Lewis Lake. Coutts said in his book "Although often misspelled Lewes (after the old name for the Yukon River at this point)..."

Another error in highway-sign naming is "Dall" Creek along Windy Arm at the BC border - it's actually Dail Creek, named for the silver mine on the mountain above. A few years ago, I emailed Highways about both of these errors but of course never got a response.

Murray Lundberg yukonalaska@gmail.com (In Whitehorse)

ExploreNorth

Your Guide to the Circumpolar North, from Alaska to Greenland and Siberia

<http://www.explorenorth.com>

AGRICULTURE IN YUKON SPECIAL EDITIONS

Sherron, I was very excited reading through the two special editions: Yukon Agriculture and Side Trips. There was no way I could contain my excitement at all the wonderful photos and information. I lived in Haines Junction from 1961 to 1963 and spent those years visiting the Experimental Farm as several of my school friends lived there. How I wish I would have had the insight of taking photos but at 11 to 13 years of age it wasn't something I thought of doing. How I regret that decision. Thank you to John Stelfox for providing these two special editions for our enjoyment. I'm hoping that if John has more photos if he wouldn't mind putting them together for the MocTel. The photo of Rosalie (Washington) is precious. She hasn't changed whatsoever and I picked out her familiar face immediately.

John, thank you for the memories!

Donna Clayson bdclayson@northwestel.net (In Whitehorse)

STELFOX SPECIAL EDITIONS

Thanks Sherron. That was so interesting. Edward and Gillian

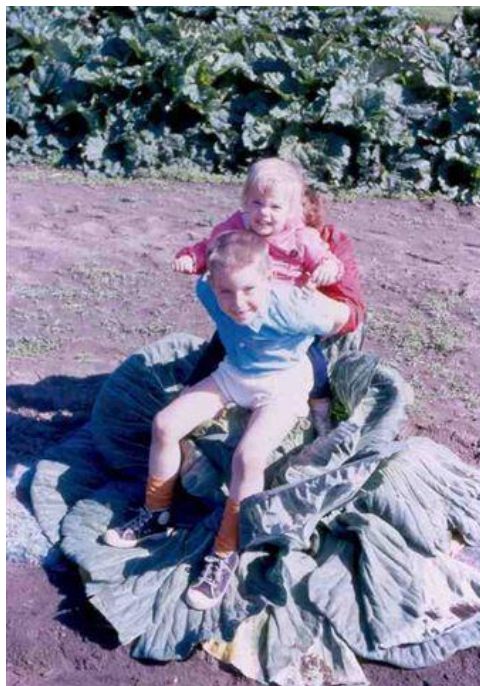
Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby)

MATANUSKA VALLEY

I was reading that latest article on agriculture in the Yukon, and he mentioned competition with the agriculture station in the Matanuska valley. Years ago we met and made friends with a couple in the Matanuska valley named Sherrods, that had a market garden and they sure had some prize gardens.

This is a photo of Roy and Lura sitting on one of their giant cabbages! And his rhubarb is in the back ground. Just thought I would send it. I believe it was the glacier soil that was so fertile there.

Alice Breaden ambreaden@shaw.ca (In Nanaimo)



Roy & Lura Breaden
Matanuska Valley 1960's

Photo courtesy Alice Breaden ambreaden@shaw.ca (In Nanaimo)

MOCTEL 309 – William Oglivie letter

Just catching up on some of the Moc Tels and noticed that re the Ogilvie letter you mention that I couldn't recall who gave it to me. I don't recall the circumstances however the lady who gave it to me was a decendant of William Ogilvie -- I think either his daughter or more likely his granddaughter although the lady was rather advanced in years and when I met her it was many years ago - at least 25 to 30 I would say. Just clarifying that the letter was from a member of the family. Some might want to know that his relative lived in Ottawa on Smyth Road.

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

SS KENO – 50 YEARS

I was at the MacBride Museum today [Aug 10, 2010] for a talk by Ione Christensen on Fort Selkirk.

While there Pat Ellis mentioned there was an event this month regarding the final voyage of the SS Keno. There was a notice regarding the SS Keno on the counter that I brought home. It's been 50 years since the last voyage so it is being celebrated here.

I called the Transportation Museum as I understand they have something happening on August 25.

Below is some info I have:

NOTICE:

The S.S. Keno The Last Sternwheeler to Run the Yukon River

Photos, stories and more from the S.S. Keno's life on Yukon rivers and its final historic voyage showing at the Hougén Heritage Gallery in Arts Underground (305 Main Street)

Opening Reception:

Friday, August 20, 2010, 5 – 7 pm

Show runs until November

MacBride Museum of Yukon History
www.macbridemuseum.com

Also:

August 25, Transportation Museum

Cake and stories by those that were there or remember stories told to them regarding the S.S. Keno. Original 16mm film of the final voyage to be shown.
Invitations will be mailed August 11

Donna Clayson bdclayson*northwestel.net (In Whitehorse)

Parks Celebrates the Last Voyage of the SS Keno

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

The SS Keno celebrated the 50th anniversary of its final voyage to Dawson on July 3 with cake, kids games and tours of the boat.

While some 60 steamboats, along with a complement of tug and barges, were at the Dawson docks within a year of the Klondike Gold Rush, none of them have survived the toll of the years. Some sank, some burned, and more than half a dozen of them are decaying into the river bank north of town.

The S.S. Keno, now on display alongside the Dawson dyke, was constructed two decades after the event, built in Whitehorse in 1922. It wasn't built to serve the Dawson run but, as its name suggests, to haul the ore from the United Keno Hill Mine in Keno City and Elsa operating out of Mayo on the Stewart River.

In 1960 the Keno made her last voyage along the Yukon River, perhaps ending its travelling life in Dawson at least partly because it would never have been able to get under the bridge at Stewart Crossing. As it was they had to take off the wheelhouse and lower the stack to get past the bridge at Carmacks.

It was the last steamboat to arrive in Dawson. Commissioner Geraldine Van Bibber, a child at the time, recalled the event vividly at the 2010 Commissioner's Ball.

The boat was a hit in Dawson and became one of the places where the fledgling Klondike Visitors Association first entertained visiting tourists. Before the Palace Grand Theatre was rebuilt and Centennial Hall was turned into Diamond Tooth Gerties, the Keno was the home of tourist themed theatre productions.

It was damaged in the flood of 1979 and by the late 1980s it was clear that dry rot, the bane of many a beached vessel, was taking its toll. As part of the preparations for the Goldrush Centennials which ran from 1996 to 1998 the damaged portions of the boat were rebuilt over a period of several years and it is now open for tours of the freight deck, which contains interpretive panels describing its history, while a viewing station outside the boat deals in a more general way with river life.

The July 3 celebration began with a Parks' staff skit intended to show how the population relied on the boats to bring them news, old friends and, most important of all, fresh food supplies and fruit at the beginning of each traveling season after the long winter's isolation in the days before reliable highway transportation.

Folks lined up for cake and tours of both the freight deck and the normally closed off second deck. Kids made and sailed small boats in tubs borrowed from the goldpanning championships and entered races where they carried crates and loaded sacks up and down the grade to the top of the dyke.

In a tent shelter below the dyke on the boat's starboard site, J.J. Van Bibber recalled his days on the river when he ran timber rafts on the Stewart and Yukon rivers and was sometimes a spotter on the steamboats.



The 50th anniversary celebrations for the SS Keno drew a good sized crowd on July 3.
Photos courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Visitors take in the new interpretive displays inside the freight deck of the boat.



Parks Canada Ladies prepare for the kids' races.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)

Construction Boom Hits Dawson

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

Its busy season for construction in Dawson City, with **four major projects** currently under way.

On the same block along 5th Avenue and around the corner on Turner Street, two projects are progressing. Drilling for the vertical shafts which are the key element in the town's new wastewater treatment plant is under way in the former Highways Dept. grader yard off Fifth, across from the town's swimming pool.

Around the corner on Turner, another part of the yard and a former residential lot are being turned into a 19 unit apartment building intended to replace the aging Korbo Apartments. This is a Yukon Housing Corp. project.

Just about a block away, on Sixth Avenue, the former children's playground between the current nursing station and Minto Park has been dismantled and archeological examination of the grounds has been completed. Heavy machinery is now excavating the site in preparation for laying the foundation for the new hospital building that the Yukon Hospital Corp. is building there.

The last major project is the construction of a permanent home for the Dawson campus of Yukon College, which has been in at least four different locations over the last two decades. The new building will be joined to the KIAC School of Visual Arts on 3rd Avenue and the two buildings will work in tandem.

One smaller project on 5th Avenue is the upgrade being given to the town's chlorination facility, a project being funded by revenue from the federal Gas Tax Fund. The building had become unsafe to use for a number of reasons and the decision to do the work was taken by the last council but getting financial approval took time and so it was delayed into this construction season.

Most of these projects will be under way during the next year, in some cases, two years.



Twin shafts - a **sort of vertical lagoon** - are a major component of the new wastewater treatment plant.

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



This new **apartment building** will replace the decrepit Korbo. Photos courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Yukon College attaches to the KIAAC School of Visual Arts.



Foundation excavation begins on the **new Dawson hospital**.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)

HELPFUL HINT

Some people may know about this tip, but I just discovered it by chance. When you have brown dark Sugar it's always so hard to keep it soft, always turns into a brick. I put my brown sugar in a plastic container with plastic lid. Screw on type, and it's as fresh and so easy to use.

Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby)

ASPARAGUS

I think we have seen this before, but it has some truth and can't hurt one to try it. If any of you go for regular blood work, it would be worth testing it. – Sherron

From a forwarded email:

Subject: Asparagus -- Who knew ?

My Mom had been taking the full-stalk canned style asparagus that she pureed and she took 4 tablespoons in the morning and 4 tablespoons later in the day. She did this for over a month. She is on chemo pills for Stage 3 lung cancer in the pleural area and her cancer cell count went from 386 down to 125 as of this past week. Her oncologist said she does not need to see him for 3 months.

THE ARTICLE: Several years ago, I had a man seeking asparagus for a friend who had cancer. He gave me a photocopied copy of an article, entitled.

Asparagus for cancer printed in Cancer News Journal, December 1979. I will share it here, just as it was shared with me: I am a biochemist, and have specialized in the relation of diet to health for over 50 years. Several years ago, I learned of the discovery of Richard R. Vensal, D.D.S. that asparagus might cure cancer. Since then, I have worked with him on his project we have accumulated a number of favorable case histories. Here are a few examples:

Case No. 1, a man with an almost hopeless case of Hodgkin's disease (cancer of the lymph glands) who was completely incapacitated. Within 1 year of starting the asparagus therapy, his doctors were unable to detect any signs of cancer, and he was back on a schedule of strenuous exercise.

Case No. 2, a successful businessman 68 years old who suffered from cancer of the bladder for 16 years. After years of medical treatments, including radiation without improvement, he went on asparagus. Within 3 months, examinations revealed that his bladder tumor had disappeared and that his kidneys were normal.

Case No. 3, a man who had lung cancer. On March 5th 1971, he was put on the operating table where they found lung cancer so widely spread that it was inoperable. The surgeon sewed him up and declared his case hopeless. On April 5th he heard about the Asparagus therapy and immediately started taking it. By August, x-ray pictures revealed that all signs of the cancer had disappeared.. He is back at his regular business routine.

Case No. 4, a woman who was troubled for a number of years with skin cancer. She finally developed different skin cancers which were diagnosed by the acting specialist as advanced. Within 3 months after starting on asparagus, her skin specialist said that her skin looked fine and no more skin lesions. This woman reported that the asparagus therapy also cured her kidney disease, which started in 1949. She had over 10 operations for kidney stones, and was receiving government disability payments for an inoperable, terminal, kidney condition. She attributes the cure of this kidney trouble entirely to the asparagus.

I was not surprised at this result, as 'The elements of materia medica', edited in 1854 by a Professor at the University of Pennsylvania, stated that asparagus was used as a popular remedy for kidney stones. He even referred to experiments, in 1739, on the power of asparagus in dissolving stones. Note the dates! We would have other case histories but the medical establishment has interfered with our obtaining some of the records. I am therefore appealing to

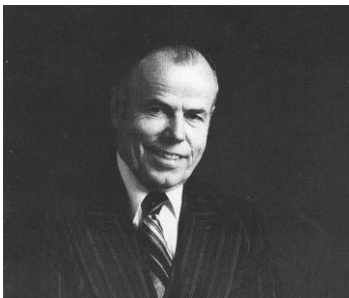
readers to spread this good news and help us to gather a large number of case histories that will overwhelm the medical skeptics about this unbelievably simple and natural remedy.

For the treatment, asparagus should be cooked before using, and therefore canned asparagus is just as good as fresh. I have corresponded with the two leading canners of asparagus, Giant and Stokely, and I am satisfied that these brands contain no pesticides or preservatives. Place the cooked asparagus in a blender and liquefy to make a puree, and store in the refrigerator. Give the patient 4 full tablespoons twice daily, morning and evening. Patients usually show some improvement in from

2-4 weeks. It can be diluted with water and used as a cold or hot drink. This suggested dosage is based on present experience, but certainly larger amounts can do no harm and may be needed in some cases. As a biochemist I am convinced of the old saying that 'what cures can prevent.' Based on this theory, my wife and I have been using asparagus puree as a beverage with our meals. We take 2 tablespoons diluted in water to suit our taste with breakfast and with dinner. I take mine hot and my wife prefers hers cold. For years we have made it a practice to have blood surveys taken as part of our regular checkups. The last blood survey, taken by a medical doctor who specializes in the nutritional approach to health, showed substantial improvements in all categories over the last one, and we can attribute these improvements to nothing but the asparagus drink. As a biochemist, I have made an extensive study of all aspects of cancer, and all of the proposed cures. As a result, I am convinced that asparagus fits in better with the latest theories about cancer.

Asparagus contains a good supply of protein called histones, which are believed to be active in controlling cell growth. For that reason, I believe asparagus can be said to contain a substance that I call cell growth normalizer. That accounts for its action on cancer and in acting as a general body tonic. In any event, regardless of theory, asparagus used as we suggest, is a harmless substance. The FDA cannot prevent you from using it and it may do you much good. It has been reported by the US National Cancer Institute, that asparagus is the highest tested food containing glutathione, which is considered one of the body's most potent anticarcinogens and antioxidants.

OBIT



CAMERON, Gordon Robertson
November 12, 1921 - August 10, 2010

Beloved, husband, father, grandfather and great-grandfather, Gordon Cameron passed away peacefully in the Edmonton General Hospital August 10, 2010. Born on Scotch Hill, Pictou County, Nova Scotia. He married Willa Yvonne (Bonnie) Hunter in 1944, and moved to the Yukon, where the popular couple raised four boys.

During the mid 1950's **Gordon served a term as Mayor of Whitehorse, and later as Commissioner of the Yukon from May 1962 to July 1966.**

Gordon was actively involved in the aviation industry and loved boating in the Yukon. Gordon was pre-deceased by his wife of 65 years (Willa Yvonne) and is survived by his four sons Bob (Lois) of Whitehorse, Yukon, Scot (Sandy) of Devon, Alberta, Hunter of Edmonton, Dean (Carol) of Whitehorse, Yukon; six grandchildren, Douglas (Shannon) Lisa (Brent), Marsha (Sylvain), Kyle (Casey), Bryan, and Fraser (Jill); four great-grandchildren, Austin, Kennedy, Adam and Ashtyn and several nieces and nephews. Gordon's passing is sadly grieved by all who knew and loved him. Donations in his memory may be made to the Heart and Stroke Foundation.



HUNTER, John Alder
March 22, 1921 - July 29, 2010

Born in Eatonia, Saskatchewan on March 22, 1921; Alder as everyone called him, passed away peacefully in his sleep on July 29, 2010 at the Bevan Lodge, in Abbotsford, B.C. Alder is survived by his loving wife, Grace Hunter; sons Paul (Birgitte) and Brad (Sharon) and daughter Dawn (Maurice); step-daughters Dianna (Dennis) and Bonnie (Ed). Also, nine grandchildren - Darren, Amber, Kimberly, Chad, Jeffrey, Michelle, Steven, Sara and Aaron; great grandchildren - Pierson, Jacob and Chace. Predeceased by brothers Ken and Ron and sister, Fran.

Working his more youthful years in the southern parts of B.C., then venturing north with his family to enjoy 15 years in the Yukon (1961 - 1976) where he became an **alderman for the City of Whitehorse** but more notably where he pioneered and started the **Kopper King**, which became more infamously known as the KK, before retiring to the southern mainland of BC.

Alder and Grace were world travelers for many years until the realities of old age set in and staying closer to home, enjoying family and watching the Vancouver Canucks became an easier pastime (unless they lost of course). Alder lived life to the fullest, loved Grace till the end and cared deeply for his family, his grandchildren and his great grandchildren. He will be sadly

missed and will remain in their hearts forever. At his request, there will be no service. The family would like to acknowledge the staff of the Bevan Lodge for their kindness and devotion.

GORDON CAMERON OBITUARY

I'm sure someone has alerted you to Gordon's obit in the Edmonton Journal. During my seven years in Whitehorse with the RCAF I bought my first new VW from Gordon and his Dad back in the 50s, (Bucky Koebke was also a part of that dealership), later worked with him at Canadian Utilities. Gordon was born on Scotch Hill, NS.

Coincidentally, I've just returned from Nova Scotia where I visited the Scotch Hill and Scotsburn areas - several of my relatives still live in those areas.

Earle Smith t16ru672@telusplanet.net Grande Prairie AB

YUKON WILDFLOWERS



Shooting Star –Kelsol Lake Trail – July 1987

Photo courtesy Jim & June Austin jraustin929@yahoo.ca (In Vernon)

REMOVED FROM THE LIST

I love your publication but am traveling a lot and have little time on the internet. I wish to not renew by subscription. Thank you for your hard work.

Harvey Rossiter (In Mexico)

ROSSITER, Harvey xicoharvey@yahoo.com (In Atlin 1969-76 & Whitehorse) Veracruz Mexico

QUOTE OF THE WEEK

You've got to say, "I think that if I keep working at this and want it badly enough I can have it." It's called perseverance. - Lee Iacocca

RECIPE OF THE WEEK

Beaver Dams

Submitted by Noelle (Cyr) Misko sourdoughyt@hotmail.com (In Edmonton)

Recipe included in 1st Porter Creek Scout Outdoor Cookbook.

2 ½ cups rolled oats
1 cup coconut
½ cup cocoa
½ cup milk
½ cup butter
1 cup white sugar

Melt sugar, milk and butter. Let come to a boil, add oatmeal, cocoa and coconut. Drop from tablespoon onto waxed paper. Set in fridge to dry.

DATES TO REMEMBER

I received a call today [Aug 2] notifying me that in the Moccasin Telegraph it states that the Bear Creek Oral History Gathering is on Discovery Day weekend. Previously we were looking at interest for Discovery Day weekend, however, we have chosen September 8, 9, and 10 to ensure availability of hotels. If you could make this clear through the Moccasin Telegraph that would be great.

Trina Buhler, C.E.T.

Technical Officer | Agente technique

Yukon Field Unit | Unite de gestion du Yukon
Parks Canada
P.O. Box 390 | C.P. 390
Dawson City, Yukon.
Y0B 1G0
t: 867-993-7222
f: 867-993-7203
trina.buhler@pc.gc.ca

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

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