

## **MOCCASIN TELEGRAPH – 319<sup>th</sup> Edition – September 26<sup>th</sup>, 2010**

Created by Sherron Jones [sherronjones\\*shaw.ca](mailto:sherronjones*shaw.ca)

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



Montana Mountain (Carcross) - hike in the rain, September 11, 2010, slide area  
Photo courtesy Eleanor Millard [emillard\\*northwestel.net](mailto:emillard*northwestel.net) (In Carcross)

## **MORE IMAGES OF CARCROSS**



Carcross Panorama – Sept 15, 2010  
Photo courtesy Tim Kinvig [kinvig\\*northwestel.net](mailto:kinvig*northwestel.net) (In Whitehorse)



Plants are all native to the area and include sedges, wildflowers, and trees, 2010.  
 Photo courtesy Carol Bratvold [cbratvold@gmail.com](mailto:cbratvold@gmail.com) (In Carcross)



New Carving Shed in Carcross 2010  
 Photo courtesy Carol Bratvold [cbratvold@gmail.com](mailto:cbratvold@gmail.com) (In Carcross)





White Pass Railway in Carcross 2010  
 Photo courtesy Carol Bratvold [cbratvold@gmail.com](mailto:cbratvold@gmail.com) (In Carcross)



Skookum Jim House in Carcross moved 2010  
 Photo courtesy Carol Bratvold [cbratvold@gmail.com](mailto:cbratvold@gmail.com) (In Carcross)

## **A YUKON NUGGET**

By Les McLaughlin [leslorn@rogers.com](mailto:leslorn@rogers.com) (In Ottawa)

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

### **Air Rescue**

On a cool morning of November 7th, 1971, a Cessna 172 aircraft took off from the Whitehorse airport. Four young people on board were going on a sight-seeing tour of Carcross and Tagish. That tour took on dramatic proportions when a snowstorm moved in, covering the entire region with heavy cloud.

Pilot Doug Phillips was at the controls that day back in 1971. With him were passengers Red and Shirley Lewis and Doug Young. Cruising over Carcross, the weather socked in. Phillips could see only the Big Thing mountain sticking up through the cloud bank. He was lost. He radioed the Whitehorse tower, and though able to communicate with the plane, air traffic control could not help him find the airport.

Phillips was told to continue circling the area around Carcross using the mountain as a point of reference. He was also told how to prepare for the worst - a crash landing. Hoping that the weather would clear, Phillips and his three passengers circled, while watching the fuel gage slowly move toward empty.

It was getting dark. Meanwhile, the regular CPAir flight from Vancouver was approaching Whitehorse. Captain Ron Wood began picking up the communication between Phillips and the tower. On the radio, Wood told Phillips to keep circling. When the 737 landed and the passengers deplaned, Wood asked the Vancouver office if he could try an unusual rescue mission. He and first officer, Brian McMahon then took off in search of the tiny Cessna.

They spotted the plane and asked Phillips how fast he could fly. About 100 miles an hour was the reply. The slowest the jet could travel was 140 miles an hour. The Cessna got behind the jet and followed its lights. When he got too far ahead, Wood circled around, overtook the Cessna and continued leading it toward Whitehorse. This was done four times. Finally, the big jet dipped beneath the clouds as Phillips followed.

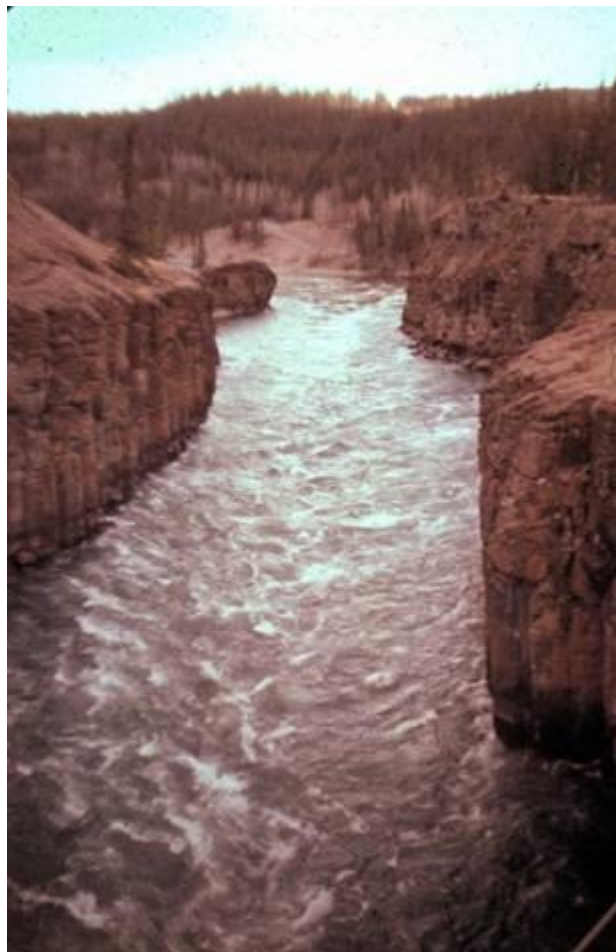
Down through the snowstorm they plunged. The jet could be of no more assistance. As they came through the snowstorm, a glorious sight greeted the four in the Cessna. The Whitehorse airport lay dead ahead. When they touched down, more than five hours after taking off, the fuel gage read ... zero.

Truly a remarkable bit of luck, and a lot of courage on behalf of the Cessna pilot, Doug Phillips, and Captain Ron Wood of CPAir.

A CKRW Yukon Nugget by Les McLaughlin



Miles Canyon Aug 2010  
 Photo courtesy Jim Perry [4perry@telus.net](mailto:4perry@telus.net) (In Abbotsford)



Miles Canyon Oct/Nov 1957, 53 years ago and before the Whitehorse Dam raised the water level in the canyon. Photo courtesy Ira Saunders [sandisaunders@rogers.com](mailto:sandisaunders@rogers.com) (In Ottawa)





Bridge over Miles Canyon August 2010  
Photo courtesy Jim Perry [4perry@telus.net](mailto:4perry@telus.net) (In Abbotsford)



Miles Canyon Oct or Nov 1957.  
Photo courtesy Ira Saunders [sandisaunders@rogers.com](mailto:sandisaunders@rogers.com) (In Ottawa)



MV Schwatka in Yukon River at Miles Canyon 2010  
Photo courtesy Jim Perry [4perry@telus.net](mailto:4perry@telus.net) (In Abbotsford)

## AKSALA

Hello, Sherron - thank you for sending me the copies of the MocTel. I have one little "post script" to add to the excellent history of the "Aksala". When its superstructure was being demolished out at Mile 913, I managed to obtain the wheel house, which I have since restored with its original door, windows, and nameplate. It proudly sits in our front yard, overlooking the Yukon River across from the old Regina Hotel. I also acquired and restored the ship's wheel of the "Aksala", and it adorns the feature wall in our rec room. So that accounts for a few more "remnants" of that historic vessel!

The sight of it on the east side of the river has triggered a few unexpected ( but welcomed!) visits by Whitehorse tourists who had spotted it from the town side. One of the most enthusiastic (and interesting!) was George Pihan (aka Jack Pine), a former deckhand on the "Aksala" in the 1940's. He has dropped in on us twice to be re-photo'd with it. Also, I think John Scott told me one time that he had worked on the "Aksala".

I remember when I was painting the gingerbread trim around the pilot-house, how I cursed the constant running of riverlets of paint down the face of the decor, having to constantly re-wipe them. Then I read Art Knutson's wonderful book about his life on the sternwheelers on the Yukon River, and I had to chuckle when I came to the part where he cursed the frustration of painting the #%&\*%#!! gingerbread on the "Aksala" back in the 1930's. Proof again that some things never change! (Isn't that one of the signs of insanity - doing the same frustrating thing over and over and hoping for a different result??!!)

Regards – Bob Cameron [yukoncamerons.klondiker.com](http://yukoncamerons.klondiker.com) (In Whitehorse)



Bench by the Yukon River at Whitehorse provided by the Vancouver Yukoners Association to raise awareness of the Vancouver Yukoners' Association in the North and to contribute back for the support our organization receives. Posing for the camera is current VY Association President Jim Perry and his wife Lorraine, August 2010.  
Photo courtesy Jim Perry [4perry\\*telus.net](mailto:4perry*telus.net) (In Abbotsford)

## **History of Hydro Power in Whitehorse and the Construction of the Whitehorse Rapids Hydro Facility Yukon Energy**

Prepared by Donna Clayson [bdclayson\\*northwestel.net](mailto:bdclayson*northwestel.net) Whitehorse

### **Part 2**

## **Whitehorse Rapids Fishladder**

The Whitehorse Rapids Fishladder turned 50 in 2009! Some historical facts about the fishladder:

The fishladder was put into service in June 1959. That first year, 1,054 salmon went through the ladder.

Construction cost: \$875,000

Size: 366 metres (1,200 feet) long with a rise of more than 15 metres (nearly 50 feet), making it the longest wooden fishladder in the world



Construction materials: timber and reinforced concrete

While the fishladder included three viewing windows to allow the public to see the salmon as the fish traveled up the ladder, there was initially no visitor reception centre. Instead, students were hired to operate a small information booth during the summer months. It wasn't until the 1980s that an interpretive building was built and a series of outdoor walkways was added.

Today the Whitehorse Rapids Fishway is one of the most popular tourist destinations in Yukon. As many as 30,000 people a year come to see the salmon.

Yukon Energy has had a podcast prepared that reflects the last 50 years at the ladder, and explains why the fishladder and the salmon are so special.

One of Yukon Energy's key values is to support environmental responsibility in our operations. The fishway and the fish hatchery are good examples of this. The operation of the fishladder and viewing facility demonstrates stewardship and responsibility for the environment by helping to conserve the many species of freshwater fish that live in the Yukon River system and aiding the salmon in their long journey from the sea.

Background:

For thousands of years, hundreds of Chinook salmon - born several years earlier in the Yukon River's tributaries – have left the Bering Sea and returned to their natal stream to spawn. The salmon laid their eggs in the gravel, these eggs hatched and new salmon grew in the glacier-fed waters. The young salmon made their way back to the ocean, only to return in a few years to begin the cycle anew.

The cycle continued, uninterrupted, until the late 1950s, when the Northern Canada Power Commission (NPCP) built the Whitehorse Rapids Hydroelectric Dam to meet the electricity needs of a growing community. In 1959, the Whitehorse Fishway was built to help this ancient migration continue. In 1983 and 1984, the Whitehorse Fish Hatchery and a salmon transplant program were started in a further effort to build and maintain the salmon stocks.

The Yukon Energy Corporation took over NCPC's assets in 1987, including the fishway and hatchery.

At the interpretation centre in the fishway, you can view fish through the underwater window and learn more about the salmon and other fish species from displays inside the building and the viewing platforms above the Yukon River.

The Yukon Fish and Game Association operate the interpretation programs at the centre on behalf of Yukon Energy. Every summer, between 20,000 and 25,000 people come to see and learn about the fishway. We hope you are among them!

The Whitehorse Fishway is open daily from 9 a.m. to 5 p.m. in June, 9 a.m. to 7 p.m. in July, and from 9 a.m. to 9 p.m. when the salmon are running in August. Admission is by a suggested donation of \$3 per person, or you can purchase a season's pass for the whole family for \$10. For further information, please call (867) 633-5965.

The Whitehorse Fishway has been rated the number one visitor attraction in Whitehorse. It is also a favoured destination for local residents, many of whom return repeatedly throughout the season.

In 2002, the Whitehorse Fishway was given two awards by Attractions Canada, a national program recognizing excellence in tourism. The awards, in the categories of Developed Outdoor Site and Attraction of National Interest, pay tribute to the Fishway's reputation, outreach and leadership beyond the Yukon Territory.

What's New:

2009 was the 50th anniversary of the fishladder! To mark the event, Yukon Energy had this podcast produced, which tells the story of the fishladder. We also worked with close to 100 Yukoners to have a special public art piece created, which has been installed at the fishladder.

Yukon Energy is always looking for ways to improve our interpretive centre. We have expanded our children's area and added more activities and games for our young visitors. As well, we have purchased a high powered microscope that allows viewers to examine fish scales and otoliths (bony structures located in the inner ear of the fish), both of which help determine the fish's age.

The fishladder has underwater cameras and TV monitors to make your viewing more enjoyable and informative. The cameras allow you to see the fish from different locations starting from a holding pool at the entrance of the ladder and moving up through the ladder. We have also set up a web cam so that people can view the migrating salmon and freshwater fish via their home or office computer.

Aboriginal interpretive program includes talks by First Nation elders and displays that help visitors learn more about the traditional use of the Yukon River. We also have new interpretive signage, a slideshow that can be viewed inside the interpretive building, a new video that focuses on the importance salmon play in the lives of so many Northerners, and brochures that include a great deal of information about the Chinook salmon.

There's always something to see and do at the fishway...one visit is never enough!

How the fish get past the dam:

The barrier dam is a low concrete structure that spans the river, preventing fish from swimming up into the turbulent water on the other side of the spillway. The concrete wall is built at an angle to direct fish to the entrance to the fishway.

The entry at the bottom of the fish ladder offers a good resting place. The flow of water in the fishway can be adjusted by valves to attract the fish into the ladder.

The ladder is built in a series of steps. It is about 366 metres long and rises over 15 metres in steps. The flow of water through each section creates a series of eddies, which allows the fish to rest between steps but still provides enough flow to encourage the fish to continue swimming.

About halfway along the ladder, the fish enter a holding area. At this point you can view the fish through the observation window in the interpretation building. Once in the holding tank, gates on both sides are closed temporarily while staff observe and record the size, sex and condition of the fish. Also at this time, some Chinook salmon are collected for the brood stock program at the Whitehorse Rapids Fish Hatchery.

Want to hear a fish story?

Long distance travelers

The salmon that hatch in the streams near Whitehorse travel more than 3,000 kilometres to the Bering Sea. No big deal, you say, it's all downstream. Perhaps, but later in life, they make the same trip back upstream.

Incredible navigators

Four to six years after leaving the creeks where they hatched from eggs, Chinook salmon travel all the way from the ocean, returning to spawn in the stream where they were born.

A crash diet!

For the three months it takes salmon to swim from the Bering Sea to Whitehorse, they don't eat anything, relying instead on stored body fat for energy.

Climbers extraordinaire

After their 3,000-kilometre swim upstream, Chinook climb the 366-metre long fish ladder, believed to be the longest wooden fish ladder in the world.

It's no eggs-ageration

Chinook salmon lay an average of 5,000 eggs when they spawn. Of these, only about 10 per cent will make it to the fry, or juvenile fish, stage.

And then what?

The Chinook salmon die shortly after spawning. A sad ending to a heroic tale. However, the dead salmon become food for many animals and birds, including bears and eagles.

To be continued . . . .



## **Whitehorse Rapids Fishway**

By Elizabeth MacDonald

Manager

Whitehorse Rapids Fishway

[Fishladder\\*northwestel.net](mailto:Fishladder*northwestel.net)

Whitehorse Rapids Fishway was built in 1959, one year after the Whitehorse Rapids Generating Facility. The Chinook migration through the ladder has been closely monitored every year. This year 671 (as of Sept. 4<sup>th</sup>) Chinook have returned. While 671 is not a large number, it is more than we expected to see. The best return would probably be around 1,000 Chinook. If the return is higher than 1,000 Chinook, many factors will work to reduce the survival rate of the offspring. There is a limited area of spawning grounds for the females and it is likely they will dig up a redd (nests) as they dig their own. Once the fry hatch, there is also a limited supply of food. These and many more factors will likely result in decreasing the survival of the wild Chinook fry.

The hatchery Chinook fry come from the Whitehorse Rapids Hatchery, which was opened to help compensate for the loss of fry as they pass through the Whitehorse Rapids Generating Facility. Every year the staff from the hatchery come to the ladder and take female and male Chinook salmon for brood stock. The brood stock is held at the hatchery until the females are ripe for spawning. At this time the eggs will be fertilized and then placed into incubation trays where they will continue to develop over the winter. In the spring the fry are anaesthetized so that a metal tag can be inserted into their nose cartilage and their adipose fin is clipped off for easy visual identification. The fry are then released upstream of the Whitehorse Rapids Generating Facility at natural spawning sites in the Yukon River Drainage.

The best time of the year to view Chinook Salmon in the ladder is usually the second and third week in August. However, while Chinook Salmon are the only migratory fish to use the ladder, many other species are seen in June and July. Arctic Grayling, Rainbow Trout, Long Nosed Suckers, Whitefish and the occasional Lake Trout can be seen through the viewing windows. Chinook fry can also be seen as they head downstream towards the ocean.

This year there was also an important visitor on Canada Day. A beaver came into the ladder, and shortly after the arrival of staff, the beaver proceeded from the viewing area down to the bottom of the ladder. The beaver climbed out and had a well deserved nap. The following day a Conservation Officer came and returned him to the lake.

The Whitehorse Rapids Fishway would like to invite you to come and visit. Each year the Fishway opens June 1<sup>st</sup> and closes in September on Labour Day. Visitors are welcome to come for a tour, look through the viewing windows at Yukon River fish, feed Chinook fry and listen to an Elder twice a week in July and August.



Photo by Wendy Sheppard of the Canada Day Visitor (Beaver).



Photo by Elizabeth MacDonald of Chinook Salmon through the viewing windows.

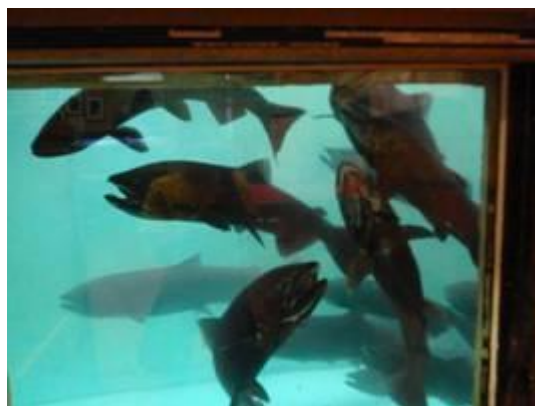


Photo by Elizabeth MacDonald of Chinook Salmon through the viewing window.



Photo by Amanda Boudreau of Nigel Young collecting eggs from a Chinook Salmon for the Whitehorse Rapids Hatchery.



Photo by Elizabeth MacDonald of an Arctic Grayling through the viewing window.



Photo by Elizabeth MacDonald of a Long Nose Sucker through the viewing window.





Photo by Elizabeth MacDonald of a Lake Trout through the viewing window.



Photo by Elizabeth MacDonald of a Chinook Fry through the viewing window.

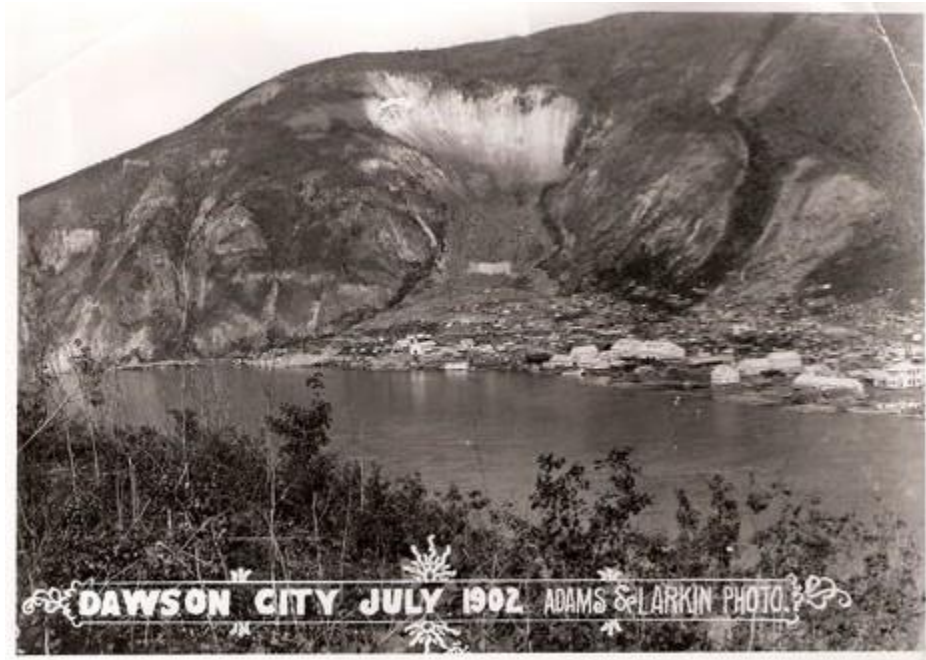


Photo by Elizabeth MacDonald of a Rainbow Trout through the viewing window.  
Note the spotted dorsal fin.

## **MAYOR JAMES ‘MAC’ MCCAUSLAND & FAMILY**

When Jim McCausland was here for the Picnic in August, he brought along a group of old pictures that we thought might be of interest in a future edition of the M/T. Most are from the late 50's when James ‘Mac’ McCausland (Jim's father) was Mayor of Dawson.

Gus Barrett [sourdoughs2@shaw.ca](mailto:sourdoughs2@shaw.ca) (In Qualicum)



A 1902 picture of Dawson taken from across the Yukon River.  
It depicts the Slide area and town underneath.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)



Shows a group of men, apparently a club meeting of some sort.  
Front row clockwise 2nd person I believe is Al Vars, 3rd Alex Wark, fellow next to my Dad &  
Howard Firth, I think is Frank Cody.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)

Sherron: That's Dad [Al Vars] second from the left with his back to the camera. I think it was 1937 when my parents left Victoria to go to Dawson where Dad had accepted a position of some sort of with the Northern Commercial Co. They were there for several years before moving to Whitehorse which I would guess was in the early 40's (I should have paid more attention when they were telling me these stories that at the time seemed so unimportant.) Oh well. I remember them speaking of Jim McCausland and of course many others who from time to time have been mentioned in the Moc Tel. I'm afraid I can't help you with a photo of a YOOP banner. Hope this is what you were looking for.

Regards, Dan Vars [dvars@shaw.ca](mailto:dvars@shaw.ca) (In Calgary)



Another group picture from the fifties era I would think. The two in the doorway I believe are James 'Mac' McCausland and Lil Monroe. The others, some of your readers should be able to identify.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)





Mayor 'Mac' McCausland and wife Jessie being introduced to Prince Philip when he was there in 1958. The soldier in the background I presume would be his escort.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)



City Council of Dawson in the late 50's. From the left - Mayor 'Mac' McCausland, and Councillors Hank Dubois, Chuck Gray, and Ron Connolly.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)



The Mayor 'Mac' McCausland and Mac Monro with a strong box containing SOURDOUGH STARTER. Now there's got to be a story behind a picture like that. Maybe someone will know it. Photos courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)



Jim McCausland age 8, and older brother Paddy age 10.



Jim McCausland being welcomed into the RCAF as the first recruit of 1951 in Northwest Air Command Edmonton, Alberta by AVM Dunlop, on Jan 2 , 1951 at Edmonton.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)



Shows James Mac McCausland in uniform of the RCMP in Dawson City in 1930.

Photo courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)

## LOOKING FOR A COLOR PHOTO OF THE Dawson YOOP BANNER

The **Yukon Order of Pioneers** is looking for a colour photo of their banner that was carried in Discovery Day parades until it was burned in the fire that destroyed their Dawson lodge building in 1967.

Please contact lodge member, Ed Jones, 505-466-1021 or e-mail [edandstar@gmail.com](mailto:edandstar@gmail.com) or 7 Casa del Oro Court, Santa Fe, New Mexico 87508-8718

Your assistance is very much appreciated.

Ed Jones [edandstar@gmail.com](mailto:edandstar@gmail.com) (In New Mexico)

## MESSAGE FROM Mayo Historical Society

Hello Sherron,

Lyn Bleiler who was the **President of the Mayo Historical Society** and had been a long time resident of the Mayo area gave me your email address when I contacted her regarding the Dawson YOOP banner. She suggested you may be able to assist the members of the **Dawson City Yukon Order of Pioneers** by mentioning the following information in the Moccasin Telegraph.

The Village of Mayo received a call from Ed Jones from the Yukon Order of Pioneers in Dawson City, Yukon. He is hoping we could spread the word that they are looking for a color photo of the Dawson YOOP Banner that got destroyed in the fire when their lodge burned in 1967. They used to display it during the Discovery Day Parade. That is why they are hoping that people from around the Yukon or elsewhere may have taken color photos of the banner prior to 1967 if they happened to be in Dawson for Discovery Days. The Dawson YOOP lodge is looking at replicating the banner and that is why they are looking for a good photo of it to ensure the replica will be as close as possible to the original.

We would appreciate your help in this matter.

Sincerely,  
Margrit

Margrit Wozniak  
Chief Administrative Officer  
Village of Mayo Box 160 Mayo, Yukon Y0B 1M0  
Tel: 867-996-4300 Fax: 867-996-2907  
[caomayo@northwestel.net](mailto:caomayo@northwestel.net)



Here is a photo of the **Mayo YOOP Banner**. Just a thought that might help to jog people's memory.

Lyn Bleiler [lynBeiler\\*aol.com](mailto:lynBeiler@aol.com) (In White Rock BC)



**Mayo Lodge #3 - YOOP Banner**  
YOOPs organized Dec 1<sup>st</sup>, 1894  
Fortymile YT Canada  
Photo courtesy Lyn Bleiler (In White Rock BC)

*See the banner left in the photo below. They still need a colour photo. Perhaps you have one from a Discovery Day parade. – Sherron*



Yukon Order of Pioneers in front of their hall in Dawson on August 17th, 1961, photo by J.Gould. Only recognize a few of the old timers but I must have known most of them at the time.  
Photo shared courtesy Jim McCausland [jimmccau@shaw.ca](mailto:jimmccau@shaw.ca) (In Surrey)

*I asked a few former Dawsonites if they had a color photo and have not had any affirmative replies. The photo above had come in a couple of days before the request for a color photo came in and being black and white does not give the information Ed Jones is looking for. – Sherron*

## **RE: YOOPS BANNER COLOUR PHOTO**

Sorry, no pictures here. I am sure our family had some at one point, as my Dad was President of the Dawson Lodge #1 from 1951-52 and then President of the Grand Lodge 1952-53. The Grand Lodge must have been in Whitehorse, as we moved to Whitehorse in 1952.

Another little story to the YOOP Hall. I very clearly remember the night that the NC Store burned down, which was right beside the YOOP Hall. Someone came banging on our door in the middle of the night and my Dad went there and they took everything out of the building that could be moved in case it went up in flames also. As I recall there was only a small amount of damage, as they managed to save the building.

Vivian (Lelievre) Stuart [lornellis@shaw.ca](mailto:lornellis@shaw.ca) (In Victoria)

## **YUKON MEMORIES FROM WILL BRAGA (formerly Dawson)**

As I said 1953 was a memorable year, I was working for General Enterprise. They had a contract to dig a foundation for Marwell Construction, and it was into permafrost.

One day a car pulled up with two business agents from the BC Operators Union and they flagged me down. These guys informed me that if I didn't join their union I would be out of a job, they were all attitude. I guess they thought they were going to teach this Yukon man a lesson. Ha! Ha! I told them if they didn't move their car by the time I got back in my Cat; I would push them off the road because they were on private property. They sure took off in a hurry; they knew I was serious.

When they came back about an hour later, they parked a long ways back. I waited in my Cat with it running to see what they wanted this time. I couldn't believe it, but they actually apologized, they had assumed I worked for Marwell Construction. They had to eat their words, some smart guys! They learnt fast not to fool with this Yukon man. It's just too bad I didn't have my camera with me.

Will Braga [bill.braga@live.com](mailto:bill.braga@live.com) (In Calgary)



Will standing on Slims River Bridge  
Photo courtesy Will Braga [bill.braga@live.com](mailto:bill.braga@live.com) (In Calgary)



In 1956, I was working for the Canadian Army spray painting the Slims River Bridge. On this particular day I was cleaning our spray guns when I heard a car coming onto the work bridge. Suddenly I heard this horrible scream, when I looked up, I was scared that they would drive off the work bridge. I had no idea who had actually screamed, and my partner Slim Foster was laughing. I asked him what was so funny. He said, "You should see your face, it is covered with silver paint." I guess she must have thought I was some alien or something. Fortunately for me there wasn't a camera around that day, but I do have a picture of the bridge we were painting.



Will's paint truck on Slims River Bridge 1956  
Photo courtesy Will Braga [bill.braga\\*live.com](http://bill.braga*live.com) (In Calgary)

Will Braga [bill.braga\\*live.com](http://bill.braga*live.com) (In Calgary)

## HERSCHEL ISLAND

Sherron the old pictures in the Moccasin Telegraph 318 the article about Herschel Island 1930, from the Finnie Family Collection #392.

The old buildings look like HBC buildings, as the Hudson's Bay Company did business there from 1915 till 1937, at that time it was the most northerly post the Company had. Interesting place, interesting times.



I was with the 'Bay' in Whitehorse 1969 to 1972 and with the Company 15 1/2 year's total, 1964 to 1979, and at 30 stores in that time, from Northern Ontario to the Yukon. Time flies.

Regards, Alistair MacGregor [mmac1952@telus.net](mailto:mmac1952@telus.net) (In Vernon BC)



Herschel Island extends 16 kilometres from east to west, 13 kilometres from north to south, and measures 182 metres at its highest point. This treeless, wind-swept island is surprisingly rich in biological resources. The surrounding waters have an abundance of aquatic mammals and fish and many types of large mammals can be seen on the nearby mainland. As well, over 50 species of birds have been sighted, and nearly 100 varieties of Arctic vegetation grow here.

Despite its remote location and small size, Herschel Island has played a large part in Yukon history. Since prehistoric times, coastal natives have used its sheltered southeast bay for seasonal hunting and fishing camps. Sir John Franklin was the first European to visit the area and named the island in July 1826 for the English astronomer and chemist Sir John Frederick William Herschel. After being charted in 1837, the island was left undisturbed for half a century until American ships of the Pacific Steam Whaling Company wintered here in order to get an early start on the short Arctic whaling season. The whalers later brought materials to build warehouses and living quarters; and for the next 10 years, Herschel Island had a winter colony at Pauline Cove of up to 15 ships and 500 people.

This had a severe impact on the Inuit who came to barter furs and fresh meat for modern trade goods. Alcohol and disease reduced the native population of the region from 2,000 before the whalers' arrival, to a few hundred by the time they left. Responding to reports of the illegal liquor trade, Anglican missionary Reverend I.O. Stringer first visited the island in 1893, then later returned to establish a mission and school.

Government recognition of the area occurred in 1903 when the North-west Mounted Police came to enforce Canadian laws among the mostly American whalers. By that time, however, Herschel's heyday was nearly over. The whalers were moving east, after better hunting, and in 1907 the market for whalebone plummeted.

Despite the slump in whaling, the fur trade continued to be important and in 1915, the Hudson's Bay Company opened its most northern post here. Herschel Island continued to be an important stop for various explorers and scientists who came to obtain supplies and send mail. As well, Herschel was the Royal Canadian Mounted Police administrative centre for the western Arctic

for more than 20 years. But when most residents moved to the Mackenzie Delta in the 1930s, they were followed by the church, the police and the traders. The Mounted Police detachment did not officially close until 1964.

Modern communications and transportation have made Herschel Island much more accessible than in the days of R.C.M.P. dog team patrols and long whaling voyages. There is a resurgence of interest in this little island, not only for its potential resource wealth, but also for its fascinating ecology and colourful history.

### **WATSON LAKE 1976 – Gillian with more Yukoners**



Front row: Nell Harrison, Karen Lang (married to Archie Lang), Jean Gilchrist.  
Middle row: Isabelle, Gillian, wife of Roy Erickson (her name escapes me), Roy Erickson.  
Back row: Ian Gilchrist, me [Vic Cheropita] in the tie, Jake Melnychuk in coveralls.

Picture was taken in my office at Watson Lake Airport.

Vic Cheropita [vvchero@shaw.ca](mailto:vvchero@shaw.ca) (In Sherwood Park AB)

Photo courtesy Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby BC)





Gillian Campbell, Nell Harrison & Isabelle Devlin - in Watson Lake - 1976  
 Photo courtesy Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby BC)



Pianist Isabelle Devlin & Gillian Campbell in Watson Lake – 1976  
 Isabelle was with me till the day she died 16 years in all  
 Photo courtesy Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby BC)





Gillian performing in Watson Lake, 1976  
 Gillian with Tom Proctor and I believe the girl on the left is Lorel Jamieson. – Vic C.  
 Photo courtesy Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby BC)



Watson Lake Hotel 1976  
 Isabelle Devlin and Teri Milne, we are great friends we met when she was an Usherette at the  
 Palace Grand and I was leading Lady.. in 1969.  
 Photo courtesy Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby BC)





Isabelle Devlin, Nick Yovetich (died in Oct. 2008) CP Air Line Engineer based at Fort St. John BC and photo taken at Watson Lake Airport. Gillian leaving Watson Lake, 1976  
Photo courtesy Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby BC)

*Thank you to Jim Austin and Vic Cheropita for help identifying many of the CPA personnel and Watson Lake residents. – Sherron*

### **Yukoners set sights on capital**

## **Air North to fly first-of-a-kind charter trip to Victoria next month**

By Darron Kloster, Victoria Times Colonist September 15, 2010



**Air North 737 aircraft at Vancouver International Airport: You'll be seeing their planes in Victoria soon.**

**Photograph by: Courtesy, Air North Photo**

Victorians, prepare for a jet load of Yukoners.

As many as 150 of our neighbours to the north will literally descend on the capital next month as part of a first-time charter organized by Air North, a Whitehorse-based airline.

Spokeswoman Debra Ryan said there has been an overwhelming response in Whitehorse because of the Goodlife Fitness Marathon here on Oct. 10 and from parents and relatives who have students attending the University of Victoria and other post-secondary schools this fall.

"There are lots of things to do and places to see in Victoria, so that's also been an attraction," Ryan said.

The flight -- two hours and 10 minutes one way -- departs Whitehorse on Oct. 8 and leaves Victoria International Airport Oct. 11. Ryan said it's a one-time event, but may prove popular enough to repeat again next year or have additional trips in the future if the demand is there.

Air North already has 100 seats booked and anticipates at least 120 passengers, possibly as many as 153. If it's the maximum, the airline will use one of its 737-400 jets, which seats 153.

Air North operates twice-daily service between Whitehorse and Vancouver and four weekly flights to Edmonton and Calgary, as well as charters throughout the north. The company graduated from a turbo-prop airline to Boeing jets eight years ago.

It has offered other limited-edition charters to Yukoners this year -- most recently taking loads to the Olympics in Vancouver and the Okanagan Wine Festival. Private companies have occasionally used the airline to fly people into Victoria for business, but the charter here is a first.

Ryan said scheduled flights between Victoria and White Horse are not in the company's immediate plans, although she admits Vancouver Island residents are common on their Vancouver-Whitehorse flights.

Air North is considering a reverse charter from Victoria to Whitehorse next fall. "It's not that far. People think it's really out of the way and that's always been a marketing problem for the Yukon," said Ryan.

Charters landing at Victoria International have been exclusively destined for sunny winter vacation spots like Mexico and Hawaii, so a plane load from Canada's north is a welcome addition, said Airport Authority spokesman Terry Stewart.

"It really shows what kind of destination we have here in Victoria," said Stewart. "It also probably shows us that we should be marketing more in the north."

Ryan said White Horse has a healthy community of runners, many of whom initiated the charter through their interest in Victoria's famous fall marathon. She said the just-completed Klondike Road Relay, which starts in Skagway, Alaska, and finishes in Whitehorse, attracted 3,000 runners and organizers this year.

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## **Backhouse Launches Book in the Klondike**

By Dan Davidson [uffish\\*northwestel.net](mailto:uffish*northwestel.net) (In Dawson)

Frances Backhouse lived in Berton House while she was researching and writing *Children of the Klondike* in 2008, so it was only fitting that she would return to Dawson for the Yukon launch of her latest book.

This was also the occasion to show off the 15th anniversary edition of her first Klondike book, *Women of the Klondike*, and both were in evidence at the Dawson City Museum on the evening of August 11.

"It's always a pleasure to be back here in Dawson," she told her audience. "I loved my time up here in the beginning of the winter in 2008 and it's nice to be back in the summer.

"It's great to be doing this talk here because the museum was so helpful to me in doing my research."

Rather than actually reading long passages from the book, Backhouse talked about her methodology and some of the choices she made, with short extracts to make her points. With only a few exceptions she'd picked children who were born in Dawson, or on the trail to Dawson, and were no more than 10 or 12 years old at the end of her survey. which covered from 1896 to 1908.



There were a few whose lives she followed beyond that point. The two major exceptions were the daughters of George Carmacks and Skookum Jim Mason, both of whom lived difficult lives as cultural in-betweeners who didn't fit in either of the worlds they inhabited.

Among the children she covered were those who came over the trail with their parents, some who were born (and died) on that trek, and others who came north with their mothers after their gold crazed fathers had already trekked to the Klondike.

The slide show covered aspects of family life, educational prospects, pastimes and social occasions.

One of the nuggets of information that came out in the talks was the way in which children born to the various mining communities in the Klondike were valued by the miners starved for the domestic life and their own families. In one case it sounded very much as if the gold showered on the newborn child was equal to, or exceeded, the amount that her father had managed to take from his claim.

Backhouse's talk was illustrated with slides of some of the many photos used in the book.

Her audience at the Museum talk was not large, only about eight people, but the next afternoon she had a chance to read to over 50 at the Authors on 8th event. She was well received at both venues.

## **Uffish Thoughts: Literary Gold Helps Bring Visitors to Dawson**

By Dan Davidson [uffish\\*northwestel.net](mailto:uffish*northwestel.net) (In Dawson)

Thousands of non-natives came to the Yukon in the first place to tap its resources. First there were furs and then there was mineral wealth. Douglas Fetherling had called the entire 19th century the Gold Crusades in his book of that name, and he's probably got that just about right.

The Klondike Gold Rush, which we have just finishing celebrating with our Discovery Day holiday, may not have been the world's biggest rush, but it does turn out to be the most famous, and it does seem to be the one against which all the others are measured.

That didn't happen just because of the gold itself. We had great publicity. We had the popular press. We had the media of the day. We were documented in photographs, moving pictures and in books.

And we had good writers, writers whom Dawson took some time out to celebrate just before the big weekend and the holiday in a event we call Authors on Eighth.

Eighth Avenue or, as I like to call in, the Writers' Block, contains the shrines of three men who made sure the Klondike would not be forgotten. This year featured one of the largest crowds I can recall for this event, and I haven't missed more than one or two of them.

The Jack London Centre was standing room only when Dawn Mitchell began her presentation on the life of Dawson's first scribe. London was an unsuccessful writer when he came north looking



for gold. He was here before the main rush and gone before the full horde arrived in 1898, but he took with him the stuff of a literary career and mined it for all it was worth once he got back to California.

It appears that his northern writing triggered an ability to turn his life's experiences into stories. He was able to write of the north, the sea, travels abroad and even a bit of science fiction once his muse was unblocked. Thirty-six books appeared in the 18 years that followed his Yukon adventure.

You can't talk about the London cabin and the centre without honouring the man who brought both to Dawson. Dick North, now retired in Whitehorse, pursued London for his entire writing career, and Dawn makes sure everyone knows his story too.

Then the crowd moved on to the Robert Service Cabin, where Parks Canada's Fred Osson entertained the lively group with a sketch of the poet's life and a few of his verses. Service's life was not a grand success before he came to the Yukon. He'd worked at all kinds of manual labour jobs, had been a hobo, and had rather reluctantly gone back to his first career as a banker when times got tough. The banking took him to Whitehorse, where tales of the gold rush and stampeders prompted many of the poems in his first volume or verse. A transfer to Dawson sealed his fate and unlocked a flood of rhyme that made him one of the wealthiest poets in the world, and made his cabin an unofficial tourist magnet even before Parks Canada took it over.

The walking tour ended across the street at the home of the Pierre Berton, the man whose writing and promotion has so much to do with the current level of interest. Over 50 writers have worked on books in this modest home since it opened as a residence for writers in 1996. At this day's event the latest of them, Billeh Nickerson, read from his collection *McPoems*, and former resident, Frances Backhouse, continued the Dawson launch of her new book *Children of the Klondike*. Local writer Barb Hanulik favoured us with the story of her first trip on the Yukon River, ending with the triumphant words, "forty years later, I'm still here."

There was other literary gold this afternoon. The annual writing contest had produced seven winners each of whom received some Klondike flavoured literature, supplied by PR Services, and an actual gold nugget prepared by Klondike Nugget and Ivory.

The winning entries were "Great River Voyages" by Nancy Fitzpatrick, "The Favourite Thing about my Holiday" by Luke Reid, "The Wreck" by Charles Laberge, "A little Past the Adamsons" by Meg Walker, "A Stuart River Moose Hunting Adventure" by Gord Macrae, "The Adventure Day" by Sofie Reid and "River Head" by Nathaniel Allister.

Berton House is run by the Writers Trust of Canada, with the assistance of the Klondike Visitors Association and the Dawson City Community Library Board.

'Authors on Eighth' is a joint project of the KVA and Parks Canada.



Fred Osson addresses the crowd at the Service Cabin.  
Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



Visitors check out London's Cabin and the square.  
Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



Barb Hanulik recalls her first trip on the Yukon River.  
Photos courtesy Dan Davidson [uffish\\*northwestel.net](mailto:uffish*northwestel.net) (In Dawson)



Billeh Nickerson reads from MacPoems





Frances Backhouse reads to those gathered at Berton House  
Photos courtesy Dan Davidson [uffish\\*northwestel.net](mailto:uffish*northwestel.net) (In Dawson)



We had a good crowd at Berton House on that fine day.





### **Arlington Roadhouse 1953**

Adults (L to R) - Len Enstrom, Bernie Simpson, Edie Simpson, Will Braga, Jackie Milen, and Nells Skestead

Children (L to R) - Louise, Madeline, Lesley, and George Milen

Photo courtesy Will Braga [bill.braga\\*live.com](http://bill.braga.live.com) (In Calgary)

### **Wild Poisonous Mushrooms**



**Fly Speck Amanita (poisonous) – Dyea Alaska – Aug 22 1986**

Photo courtesy Jim & June Austin [jraustin929\\*yahoo.ca](mailto:jraustin929@yahoo.ca) (In Vernon)

## CHANGE OF ADDRESS

Hello Sherron, could you please send the Moccasin Telegraph to my new e-mail address which is [jvhart\\*shaw.ca](mailto:jvhart*shaw.ca) instead of [laduel\\*shaw.ca](mailto:laduel*shaw.ca) .

Thanks again.

Jean Hartnell

Hello Sherron! Just read the latest MocTel...good job once again!

I have changed my email address, too much junk mail in my hotmail account.

So here it is

[judithmichie53@gmail.com](mailto:judithmichie53@gmail.com)

Thank you

Judith Michie

Hi Folks

We now have a new email address:

[justamereplacemi@gmail.com](mailto:justamereplacemi@gmail.com)

My old address ([just-a-mereplace@gi-wireless.ca](mailto:just-a-mereplace@gi-wireless.ca)) is scheduled to turn into a pumpkin at midnight tonight so please adjust your address books.

Look forward to hearing from you at the new address.

Weldon Pinchin

Mayne Island, BC

## REMOVED FROM THE LIST

Much as I have enjoyed your Moccasin Telegraph please take me off your mailing list. Keep up the good work. Thanks Kathy Stubbs

STUBBS, Kathy [kdstubbs@deltahelicopters.com](mailto:kdstubbs@deltahelicopters.com) Delta Helicopters (780) 458-3564

## QUOTE OF THE WEEK

*I'm not interested in age. People who tell me their age are silly. You're as old as you feel. - Elizabeth Arden*

## RECIPE OF THE WEEK

### Blueberry Scones

The buttery, crumbly texture of scones falls somewhere between that of moist muffins and light biscuits. Scones can be eaten at breakfast with preserves, honey, fresh berries, flavored cream cheese, or butter; or they can be served with traditional clotted (Devonshire) cream, whipped cream, or lemon curd for tea.

Whether you prefer this Scottish quick bread savory or sweet (as with this version studded with fresh blueberries), the most important thing to remember is that too much mixing, kneading, and baking will produce dry and tough results.

#### Ingredients

Makes 8

- 2 cups all-purpose flour
- 3 tablespoons sugar, plus more for sprinkling tops
- 1 tablespoon baking powder
- 3/4 teaspoon salt
- 6 tablespoons cold unsalted butter, cut into pieces
- 1 1/2 cups fresh blueberries, picked over and rinsed
- 1 teaspoon grated lemon zest
- 1/3 cup heavy cream, plus more for brushing tops
- 2 large eggs, lightly beaten

#### Directions

1. Preheat oven to 400 degrees, with rack in center. Place a baking mat on a baking sheet, and set aside.
2. In a large bowl, sift together flour, 3 tablespoons sugar, baking powder, and salt. Using a pastry cutter or two knives, cut in butter until the largest pieces are the size of peas. Stir in blueberries and zest.
3. Using a fork, whisk together cream and egg in a liquid measuring cup. Make a well in the center of dry ingredients, and pour in cream mixture. Stir lightly with fork just until dough comes together. Turn out onto a lightly floured surface, and knead a few times to mix well.
4. Pat dough into a 6-inch square about 1 1/4 inches thick. Using a floured knife, cut into four 3-inch squares. Cut squares in half on the diagonal to form eight triangles. Transfer to prepared baking sheet. Brush tops with cream, and sprinkle with sugar. Bake until golden brown, 20 to 22 minutes. Transfer scones to wire racks to cool.

## DATES TO REMEMBER



**The Vancouver Yukoners' Association invites**

Yukoners past and present  
to attend our 83rd Annual Banquet

Date: April 16, 2011  
Place: River Rock Casino/Resort – Whistler Ballroom  
Address: 8811 River Rd, Richmond BC – Free Parking  
Hotel reservations:  
Telephone: 604-247-8900 *or* toll free 1-866-748-3718  
Ask for *Vancouver Yukoners'* rate  
If booking *before* Feb.1, 2011, ask for our *Early Bird* rate.  
Banquet Tickets:  
\$55.00 per person with cheque payable in advance to  
*Vancouver Yukoners' Association*  
Banquet Reception/Registration: Ballroom Foyer 5pm – 6pm  
Dinner: 6:30 pm  
Hospitality Suite: Open Friday evening and Saturday  
Note: registration/pick up tickets at Hospitality Suite  
Check [www.vancouver-yukoners.com](http://www.vancouver-yukoners.com) for updates

FOR TICKETS CONTACT VIVIAN STUART:  
email: [lornellis@shaw.ca](mailto:lornellis@shaw.ca)  
Address: #217 – 3255 Cook St, Victoria BC V8X 1A4  
Phone: 250-383-1349  
(Maiden names too please – Helps to find friends of years ago)

For further information contact:  
[4perry@telus.net](mailto:4perry@telus.net)  
Phone: 604-853-7340  
Yukon residents call 867-668-2228 or 1-800-661-0407 for AIR NORTH discount, quote  
Convention Code 5HUP12W8  
Please share this invitation with your friends and family

## **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.ca](mailto:sherronjones@shaw.ca).

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