

MOCCASIN TELEGRAPH – 340th Edition – August 21st, 2011

Created by Sherron Jones sherronjones@shaw.ca

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



Yukon River at Whitehorse 1960

Photo courtesy Heather Fullager (Hankins) heather@okanaganengraving.com (In Vernon BC)

Hi Sherron - while moving my Mom into a seniors place and downsizing her, I found this awesome 20" x 16' photo in a tube in my Dad's stuff. It is too big for my scanner so I asked a friend who is a professional photographer to take a photo of it. I wanted to share it with you for the Moc Tel. The writing in the trees to the right says "Yukon 1960 Nedham". I went to school with some Nedham's so I am sure they would be a relation to the photographer. I remember seeing this photo as a kid but sadly Dad never had it framed. I think I may have to rectify that! I think it is a fabulous photo. I hope you like it.

Cheers

Heather Fullager (Hankins) heather@okanaganengraving.com (In Vernon)

*Note: This photo would have been taken the day the SS **Keno** was launched in order to be taken to Dawson where it now resides as a Historic Site. – Sherron Jones*

Here is a poem sent to me from my friend Debra Huron in Ottawa, in a wonderful response to my Dempster photos. Eleanor

Impermanence

By Debra Huron in Ottawa

Albino fireweed
Witnesses the early march

Of caribou while
Human faces turn
To the sun, to the north, wondering

How the world drums
its way to a state of
constant change.

WHAT A DOWNER

By Gus Barrett sourdoughs2*shaw.ca (In Qualicum Beach BC)

When I woke in the morning
'Bout one week ago,
The rear end was draggin'
And the energy, low,
I hiked to the Course
For my daily golf game,
But I didn't enjoy it
It just wasn't the same.

I stumbled back home
Where the better half said,
"It's my expert opinion,
You've rocks in your head".
"I've made an appointment,
For eleven O'clock,
"So smarten up, dummy,
Get off to the Doc."

They examined the body
With all sorts of tests,
Checked the blood pressure, pulse,
Then they X-Rayed the chest.
When results were all tallied,
The Doctor reacted.
"I'm afraid that Pneumonia
Is what you've contacted.

"So it's Antibiotics and
A week of relaxing.
No golf game of course,
And do nothing that's taxing".
It's a little bit wearing,
And boring to me,
But another ten days,
I'll be back on the Tee.

YUKON NUGGET

A CKRW Yukon Nugget by Les McLaughlin

Courtesy Rolf & Marg Hougen marg*hougens.com (In Whitehorse)

Thomas Fuller, Klondike Architect

His dad has been the architect who designed the Parliament buildings in Ottawa, among other great Canadian buildings. So there was good lineage for the man who designed the Yukon's first official post office. The first post office in Dawson City was operated by the Northwest Mounted Police from a tent on Front Street. When the newly built NWMP compound called Fort Herchmer opened, the Mounties moved the post office into a small log building beside the guard room.

With the first delivery in the spring of 1898, lineups were so long they filled the soggy streets for endless blocks. Miners on the creeks did not dare leave their precious mining claims and, instead, hired men to stand in line for them to get their much cherished mail.

During the summer, the Dawson post office was moved into a building owned by big Alec McDonald, one of the few wealthy Klondike Kings. However, on October 14th, 1898 a huge fire engulfed McDonald's building and the post office disappeared in a puff of smoke.

Twenty-six buildings were destroyed, but by now, saloons were everywhere, so the Mounties leased a place called the Brewery and set up semi-permanent postal headquarters. They were not permanent for long.

Politicians and the public in the Klondike complained bitterly, but the federal government remained unmoved, refusing to set up a real postal service. Soon, a growing city emerged with churches, schools, hospitals, a fire hall and an elected municipal government.

While residents could buy just about anything in the shops, they were still forced to line up for hours, if not days, outside the makeshift post office to get their mail. People complained that men with money could jump the queue, slip the sorters some gold and get their mail quickly. It was known as the "five dollar window", a side door where a bribe would hasten the process. Frustration continued to grow and threatened to become the key issue in the local elections.

In the late fall of 1898, the Canadian Post Office finally agreed to take over the mail service from the Mounties and, in January 1899, the federal Post Master General urged that money be included in the budget to establish a real postal service in Dawson. The Department of Public Works wasted no time in appointing Ottawa architect Thomas W. Fuller to design the building.

He was a good choice. His father, Thomas Fuller Senior had been Canada's chief architect from 1881 to 1896. Walking in his father's fairly large shoes, Thomas Fuller Jr. took seriously his task of building the Yukon's first post office. The land presented its peculiar problems, as architect Fuller quickly observed the delights of building on permafrost.

When the top layer of earth was scraped away, Fuller discovered to his dismay that the ground melted into an oozing mass of mud. One novel idea he had was to dig holes in the muck and position two large metal boxes in the holes to provide a foundation for the heavy wood-fired furnaces in the building's basement.

Except for lumber from the local sawmill, most of the building materials had to be imported from "the outside" at outrageous prices, and carpenters skilled in fabricating anything more than a clapboard saloon were rare in Dawson. Specialized workers were hired from as far away as Montreal and young Fuller himself was often seen swinging a hammer while keeping a close eye on his unique design.



The Reconstructed Post Office - 1980



Outside view of new Post Office Dawson. [original photo caption] Yukon Archives. Walter R. Hamilton fonds, #106.

When the post office opened in November 1900, the Dawson Daily News heralded it as "...a thing of beauty and a monument to the architectural skill of the man who designed it, "high praise, indeed, from a generally cantankerous northern press. However, the official opening did not mean that Fuller's Yukon work was finished. He designed other important buildings including the Territorial court house and Administration Building, the Commissioner's residence, and the Telegraph office. Today, all are National Historic Sites.

While the post office was not in the architectural league with his father's Parliament Buildings, Thomas Jr. no doubt made a good impression with his Klondike construction efforts since he, like his father before him, was appointed the Chief Architect of Canada.

A CKRW Yukon Nugget by Les McLaughlin

Yukon Vocational & Technical Training Centre (YVTTC)

Looking for stories, your memories and/or memorabilia on the Yukon Vocational & Technical Training Centre. In conjunction with Yukon College (Rob Sutherland, Librarian/Archivist), we are trying to collect whatever we can on the Vocational School's history which will then be combined with Yukon College into a 'memory lane' if I may use that term. Also, does anyone remember a Time Capsule whereby all the employees and possibly students placed an article inside the capsule that was placed by the front doors in the early 1970's, after 1971 and before 1974? This time capsule was to be opened in 50 years, I believe, which means another 10 to 12 years to go. No one seems to know where it is since everything was moved to Yukon College so any information on that as well would be appreciated. Please contact me at bdclayson@northwestel.net or snail mail at 24 Salmon Trail, Whitehorse, YT, Y1A 5Y2. I may also be reached at 867-456-4981. Please help us in this special project. Thanks much. – Donna Clayson

DEMPSTER HIGHWAY –MOUNTAINS and VALLEYS – JULY 2011

The mountains and valleys along the Dempster Highway are unique because they are in an area of North America that was never glaciated, called Beringia. They have therefore not been scraped and shaped by glaciers, but show the results only of erosion by weather. The terrain changes dramatically every dozen kilometres until the Mackenzie Delta.

Eleanor Millard emillard@northwestel.net (In Carcross)



NWT/Yukon border

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



Wright Pass (NWT/Yukon border)

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



Tombstone Mountain

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



Richardson Mountains

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



Near Engineer Creek
Photos courtesy Eleanor Millard emillard*northwestel.net (In Carcross)



Windy Pass



050-042: Blackstone
Photos courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Blackstone



Blackstone

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



Blackstone

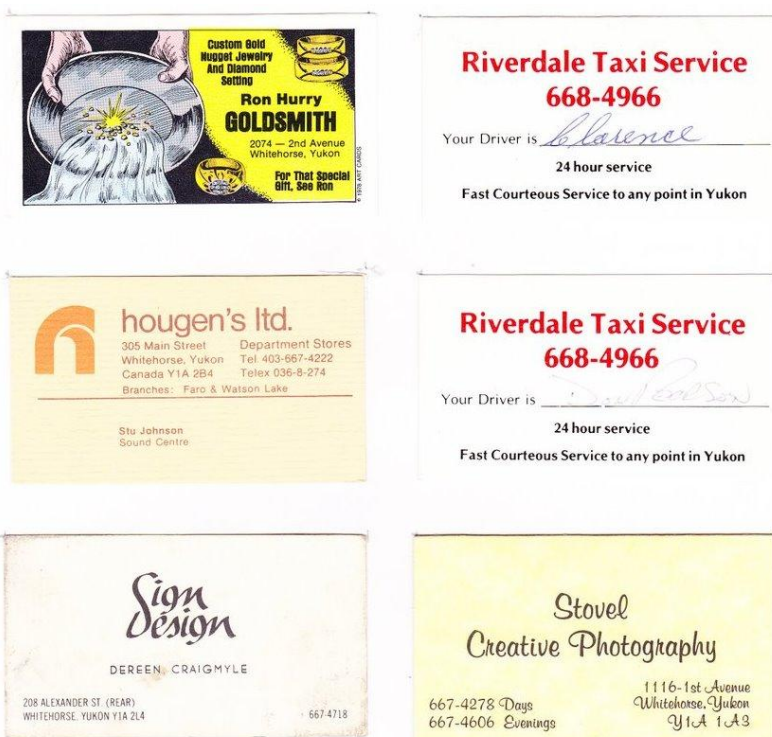
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



Tombstone Valley

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

OLD BUSINESS CARDS – do they bring back memories to you? Submitted by Sandy Campbell northernlyght@shaw.ca (In Langley BC)



FORT SELKIRK

A video message about Fort Selkirk prepared for Yukon News

Well worth watching.

Click on this link to view:

<http://yukon-news.com/multimedia/video/23855/>

Donna Clayson supplied a collection of documents about Fort Selkirk including the link above and articles below. Jackie Pierce, Publisher of the Whitehorse Star, has given permission to share these articles with you.

I do recall that when we lived on Alsek Rd, our next door neighbour Doug Wooten worked with the Katimavik project at Fort Selkirk during the summers of 1979 and 1980.– Sherron Jones

FORT SELKIRK NAMED A HISTORIC SITE LAST YEAR

Fort Selkirk named a Yukon Historic Site

Fort Selkirk is now a Yukon Historic Site under the territory's Historic Resources Act.

By [Whitehorse Star](#) on August 11, 2010 by Dan Davidson



Photo by Dan Davidson

HERITAGE RECOGNIZED – Fort Selkirk, located near the confluence of the Yukon and Pelly rivers, is a restored piece of Yukon history.

Fort Selkirk is now a Yukon Historic Site under the territory's Historic Resources Act.

“Fort Selkirk is a place of great historic significance to all Yukoners,” Tourism and Culture Minister Elaine Taylor said last Friday.

“For years, it served as a waypoint for travellers, a centre for trade and a home for the people who settled there.

“The Yukon government is proud to partner with the Selkirk First Nation in preserving this irreplaceable part of our shared heritage.”

Fort Selkirk, alongside the Yukon River, is located near the mouth of the Pelly River, in the heart of the Selkirk First Nation traditional territory.

“Fort Selkirk was home to our ancestors and has been a traditional harvesting and gathering place for our people for thousands of years,” said Selkirk First Nation Chief Darin Isaac.

“Our people are deeply attached to this site and we have worked together successfully with the Yukon government to protect and manage it.

“We’re very pleased that this partnership will now be enshrined through the site’s designation as a Yukon Historic Site, as set out in the Selkirk First Nation Final Agreement.”

From the Northern Tutchone people’s first encounter with Europeans in the mid-1800s until the 1950s, Fort Selkirk was a thriving cross-cultural community featuring trading posts, Christian missions and a North-West Mounted Police post.

The two cultures worked, played and prayed together until Fort Selkirk was abandoned after the construction of modern roads, which ended the sternwheeler era.

Today, Fort Selkirk provides visitors with a unique experience amidst stunning natural surroundings, exceptional historic buildings and a rich cultural heritage.

The Selkirk First Nation and Yukon government have been working together to preserve and maintain Fort Selkirk since 1982.

As part of the ongoing management of the site, Selkirk First Nation work crews preserve buildings, provide tours to visitors and maintain camping areas with funding and technical support from the Yukon government.

Fort Selkirk is the seventh Yukon Historic Site and the largest one designated so far. A date will be announced in the future for a formal ceremony recognizing the designation.

For more information about Fort Selkirk and other Yukon Historic Sites, visit <http://www.tc.gov.yk.ca/historicsites>.

A Yukon ghost town comes back to life

Almost no one has lived at Fort Selkirk year-round for more than half a century,

By [Justine Davidson](#) on July 13, 2011 Whitehorse Star







Photo by Star photos by JUSTINE DAVIDSON

COMING HOME – Ione Christensen, the Yukon’s former commissioner and senator and the first female mayor of Whitehorse, visits the old RCMP residence in Fort Selkirk, where she lived until the age of 16. Christensen is the last living person to remember the inside of the house and is helping historians recreate the inside of the building to look exactly as it did before the site was abandoned in the 1950s.

FORT SELKIRK – Almost no one has lived at Fort Selkirk year-round for more than half a century, but the former trading post at the confluence of the Pelly and Yukon rivers is still home to many – people who grew up here, whose families have lived and traded here for millennia, and those who have worked to restore and promote this historic settlement over the past 40 years.

For thousands of years before Robert Campbell established Fort Selkirk as a Hudson’s Bay Company trading post in 1852, the First Nations people of the Yukon and Alaska used this site as one of the fulcrums of their well-established trade routes.

A hundred years before the arrival of European traders and settlers, Chilkat people came here with metal tools obtained from Russian traders on the coast, much to the delight of their strongest trade partners, now known as the Selkirk people.

When Campbell arrived, he was well-received by the Selkirk people, who encouraged him to trade his heavy boots in for light, soft moccasins.

“The people of the Selkirk First Nation welcomed the Europeans and helped them,” Selkirk chief Kevin McGinty said Tuesday to a crowd of more than 100 people who were gathered at the fort to celebrate its recognition as an official historic site.

Campbell’s fort – and the competition it brought – were not welcomed by the coastal Chilkat people, however. They attacked and looted the fort in the summer of 1852 when the protective families of Selkirk were on the land away from the fort.

The settlement was rebuilt about 40 years later, and became a major supply point along the Yukon River until river travel was replaced by asphalt in the 1950s.

Today, the site provides shelter to river travellers, and a sense of home to members of the Selkirk First Nation. Some of them still bear the name Campbell, given to Chief Hanan in gratitude for saving the Hudson’s Bay man after he was literally set adrift by the Chilkat offensive.

“And we still welcome all those who come here, from all over the world,” McGinty said. And indeed, the hereditary chief was speaking to people from as close as Pelly Crossing, where the Selkirk First Nation is now based, and from as far away as Australia and New Zealand, countries which supply a seemingly endless stream of paddlers and adventurers who rest here on the journey up the Yukon River.

Some of those who came here Tuesday, such as Ione Christensen and Mariah Van Bibber, grew up in Fort Selkirk.

From 1935 until 1949, Christensen (nee Cameron) was the only child in a community of about 12 non-native settlers. The daughter of the post’s RCMP officer and nurse, the young Ione was treated as everyone’s child.

“I was raised by adults,” Christensen remembered yesterday. “Everybody treated me as if I belonged to them. They’d do all kinds of fun tricks on me. It was wonderful.”

Her father was in charge of patrolling the river from Whitehorse to Dawson City and up the Pelly River, in a canoe on the warmer months, and on a dog sled when the river was frozen.

The European settlers and the First Nations people lived separate but intertwined lives, with the Camerons and their neighbours living year-round in their log houses, and the First Nations people living in tents, constantly moving with the seasons, the traplines, the berries.

The young Ione wasn’t allowed to play with the native children out of her mother’s fear for tuberculosis, but she grew up understanding her neighbours were a vital part of her existence.

“Everybody had a lot of respect for each other, and everybody was dependent on one another,” she said.

“Whenever dad went out on patrols he always took a First Nations person with him as a second person to help him.”

Over the years, the separate spheres of life have come closer and closer, culminating in this week’s unveiling of a plaque commemorating Fort Selkirk as an official historic site. The restoration of a dozen of Fort Selkirk’s buildings represents the longest standing example of collaboration between First Nation and territorial governments, Tourism and Culture Minister Elaine Taylor said Tuesday, McGinty at her side.

Among the many people recognized for their work in preserving, restoring and advocating for Fort Selkirk was Danny Roberts.

Roberts was the last person to live full-time at Fort Selkirk. He moved there when the fort was a bustling town in the 1940s and '50s, and earned his money working on and cutting wood for the paddlewheelers which plied the waters of the Yukon.

By the mid-1950s, the town was all but abandoned, as people began using the newly built Alaska Highway and the big river boats stopped running.

But Roberts stayed with his wife Abby, piloting river barges, working at the Pelly River Ranch about 15 kilometres upriver, trapping, hunting and fishing.

The Roberts also took care of the homes and belongings left behind, and were passionate about maintaining the rich history of the Yukon's first mixed-race settlement.

Danny would take visitors from building to building telling stories of the families who once lived here, and weaving in the long history of his own people.

In 1980, he was officially hired by the Yukon's historic sites branch as a caretaker and interpreter, a job he did for 20 years, until his death in August 2000.

"He told his family to always take care of this place," Freda Alfred, the site's current interpreter and Roberts' niece, recalled yesterday. The job of interpreter passed from Danny to his sister, Alfred's mother, and then to Alfred, who hopes it will stay in the family.

"I tell my granddaughter stories. I bring her here with me to listen and to learn about the history. When I learn something new, I pass it on to her, so she will remember."







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St. Andrew's Anglican Church is one of the many 'white'. Building restored in the early years of Fort Selkirk's revival. Since 1980, the focus has shifted slightly to include First Nations buildings.
Photos by Justine Davidson

A Ghost Town Come to Life

By [Justine Davidson](#) on July 22, 2011 Whitehorse Star

Fort Selkirk is a place steeped in history; a goldmine for archeologists, history buffs and daydreamers, any of whom would be content to wander among the abandoned log homes and peer in the dusty windows of long silent churches.

But every year, instead of becoming a bit more dilapidated, the buildings here stand a little straighter, and some even re-emerge from the ground they rotted into decades ago. It is all thanks to the joint efforts of the Selkirk First Nation and the Yukon's historical resources branch.

Restoration of the town site began in **1979-80, when a group of Katimavik volunteers** contacted the Yukon Department of Environment (this was before the Department of Tourism and Culture was created) to say they wanted to do some work on the area.

The youth service group worked on their own initiative for a couple of years before the government became more interested in developing Fort Selkirk as an historic site and tourist destination.

Although Fort Selkirk is now touted as an example of co-management between territorial and First Nations governments, it was not always so.

"It wasn't really a joint project in the early days," historic sites project manager Bruce Barrett told the Star in an interview last week. "That was something we got to through a series of arduous meetings and negotiations."

In the beginning – before the days of aboriginal self-government agreements – the Yukon government had a decidedly different attitude toward its First Nations partners.

"The government really made all the decisions and hired who they wanted," Barrett explained. "There was some First Nations employment, but the First Nation as such didn't really have a lot of say. "... I think that's the way everything was done in those days, to be quite honest. That was just how Yukon and the Government of Canada dealt with things – they did whatever they wanted and then they kind of brought in the First Nations as an afterthought."

The Pelly Crossing-based Selkirk First Nation, which at one time called Fort Selkirk home, was not impressed.

"The Selkirk First Nation let us know in no uncertain terms that was not an acceptable way to operate," according to Barrett.

One of the major issues the First Nation had with the restoration as it was being done was the fact it focused exclusively on the "white" end of town – the Taylor and Drury Store, the churches and the homes of European settlers.

"They started saying, 'How do we ensure our culture, our history, is appropriately dealt with on the site if we don't have some say about what goes on?'" Barrett recalled.

"Then we realized ourselves that you can't tell the story of Fort Selkirk unless you tell it from both perspectives, and you have the surviving buildings that reflect how both these histories came together."

The two governments struck a joint management committee in 1990, one of the first of its kind, and one that would be used as a model for future historic sites here and across the country.

“It’s still a relatively unique form of governance for historic sites, this idea of joint ownership and management,” Barrett said, noting that several other jurisdictions in Canada have asked the Yukon for advice about “how they can achieve a balanced and inclusive management regime for historic sites.”

But the idea of co-management was not without its detractors. At least one historic sites manager actually quit in protest during the early days of the co-management negotiations.

“I don’t think he was up for the rapidity and degree of change,” Barrett said of the disgruntled bureaucrat, “but as we got new people here, we opened up to the change.”

He credited historic sites manager Doug Olynyk for being a “very diplomatic and relatively easy-going person who was able to adapt to these changes and move them forward.”

In Barrett’s eyes, the co-management of the site “brings the story full-circle.”

Fort Selkirk was one of the first, if not the first, place in the Yukon where European and First Nations people lived together in one community.

Robert Campbell was one of the first Europeans to arrive here, setting up a Hudson’s Bay Company trading post in 1852.

It was looted and destroyed that same year by the Chilkat, who jealously guarded their trade relationship with the resident Northern Tutchone people, but the site remained an important trading and refuelling point for river travellers, and over the next half-century, became an established town.

“It wasn’t all roses – it never is with contact – but this was one of the first places that First Nations and non-First Nations people met in an equitable setting,” Barrett said.

As the restoration project has moved along, certain aspects of it have illustrated the attitudes of the two groups – as they were, and as they are today.

Fences, for instance, surrounded every European home, as a way to protect gardens and keep out animals, “but also they had that sort of white person’s desire to segregate and say ‘This land is mine and that is yours,’” Barrett said. “Whereas in the First Nations end of town, fences were an unknown concept.”

Several visitors from Pelly Crossing said they didn’t like the fences, and asked that they be taken down, but Barrett defends them.

“They tell a story unto themselves,” he said.

Finding the stories of Fort Selkirk has been one of the great tasks of preserving and restoring this place.

In 1984 and again in ’85, the Yukon government set out to record all the oral history of the area before the elders who held it passed away.

During that time, they also interviewed G.I. and Martha Cameron – longtime Yukoners and the parents of Ione Christensen, the Yukon’s former commissioner, senator and mayor of the capital city.

The family’s home is now the focus of reconstruction efforts, aided largely by Christensen’s sharp memory and her parents’ photographic records.

“We had better information on that one thanks to Ione,” Barrett said of the old RCMP residence. “And also her parents were fairly avid photographers, so it is one of the very few buildings that we have interior photos of.”

“It seems much smaller now than I remember,” Christensen said of the home’s elements during a visit to Fort Selkirk last week.

A partial wall, for instance, seems much too short now from Christensen’s six-foot perspective, but so do the home’s low ceilings.

In contrast, the Big Jonathan House was a reconstruction project which relied almost entirely on archeological information, as the house itself was long gone when the Selkirk First Nation decided it wanted to resurrect it as a community hall and centre for information about the fort’s aboriginal residents.

The old First Nations cemetery has been restored “single-handedly” by Pelly Crossing resident Norman Silas, Barrett said at an event on the site last week.

But most of the First Nations homes require very little restoration, Barrett noted. The abandonment of Fort Selkirk began soon after the Alaska Highway was built in the 1950s, bypassing the outpost and rendering the sternwheelers it served obsolete.

First the school closed, then the RCMP detachment pulled up stakes and finally the store locked its doors.

“It was a domino effect,” Barrett said of the settlement, which is only accessible by air or water.

People left, often for Minto, but they always assumed they’d return.

“They left their possessions in the buildings – furniture, trunks, all the necessities of life were left there – and naturally because the site was not supervised, much of it disappeared,” Barrett said.

“But the reason not all of it disappeared was because Danny and Abby Roberts – who didn’t have children then – stayed and guarded it quite carefully. Thanks to them, today, some of the buildings are in a restored condition as they are.”

Danny Roberts came to Fort Selkirk when it was still a thriving town, and working on the sternwheelers in the summer, and cutting wood for the boats’ insatiable boilers in the winters.

His wife, Abby, died in 1983 and Danny stayed at Fort Selkirk as caretaker and interpreter until his death in August 2000.

His care of and dedication to this place were memorialized last week with an interpretive plaque in front of his former home, which is still cluttered with old newspapers and tobacco tins, as if Danny might return at any moment.

“Danny was generous in passing along his skills in piloting boats and harvesting fish and wildlife,” the plaque reads.

“Danny and Abby were capable dog mushers and used a sled and dog team to visit friends along the Yukon River during the lonely winters. Danny travelled by dog team to run his trapline and go to town for supplies.”

Today, members of Danny’s family still work at Fort Selkirk as interpreters, and his niece Freda Alfred hopes her granddaughter (Danny’s great-grandniece) will one day take over the position.

Barrett hopes members of Roberts’ family – and of all the families which have deep roots here – will one day return to their ancestors’ homes.

In the Northern Tutchone tradition, people do not move into the homes of deceased elders, but can reuse the materials from buildings for new structures.

“We do have enough information to reconstruct them,” Barrett said, “but that’s not something we want to do as a government. We want to enable families to do so. It would be quite inexpensive, and it’s something the First Nation should certainly be able to sponsor.”

Other future plans for the historic fort include a shuttle or tour service which would bring travellers from Pelly Farm to Fort Selkirk by boat, perhaps even on a refurbished sternwheeler.

“It would be wonderful to see it done as a community initiative,” Barrett said, noting the co-management agreement, scheduled to be renewed in the next couple of years, already envisions the site providing more economic opportunities for Pelly Crossing.

Forty-five years ago, they moved the SS Klondike

By Whitehorse Star on August 5, 2011 at 2:36 pm



WhiteStar



Photos by Whitehorse Star

Forty-five years ago, the SS Klondike II made her historic overland trip from the Shipyards, the place where she was built in 1937, to her new home, the site of the former squatter area known as Whiskey Flats.

Built mainly as an ore carrier for the lucrative silver lead transport from Mayo, she was out of business when the road to Mayo opened in 1950.

Then, in 1954, she was revamped into a cruise boat complete with new decor, bar, dance floor, the boiler converted to oil, costing \$100,000, a joint partnership with Canadian Pacific Airlines for a real “Klondike adventure”.

In 1954, Dawson City, no longer the proud capital, was slowly winding down, the population aging, the buildings worn.

This new venture brought new life back to the town. Folks dressed up in costumes to meet the boat and many events were organized to entertain the tourists: a stage coach tour of the town, a trip to the Dome

and to old timer Harry Leman's mining operation.

The fun ended with a Klondike Night in the Old Arctic Brotherhood Hall (since renamed Diamond Tooth Gerties). Visitors were entertained with The Shooting Of Dan McGrew.

Costs proved too high. At the end of the season in 1955, the Klondike was hauled from the river permanently.

British Yukon Navigation Co., the owner, began looking at ways of getting rid of the riverboats. The Aksala and the Neecheah were trundled off down the highway. Many plans came forward, some like this one for the Klondike, and happily faded into oblivion.

From the Whitehorse Star, Feb. 13, 1958:

Headline: **"Steamer to make last voyage and end chapter in river life".**

"This article refers to an announcement made in Vancouver that the paddle wheeler Klondike was sold by B.Y.N. for \$25,000 to restaurateur John Lester, who plans to use the boat as a tourist attraction during B.C.'s centennial.

"The boat plus two barges will leave on an expected 2,000 miles down to St. Michael and towed on another 2,500-mile ocean voyage to Vancouver. That is expected to take three weeks."

The government stepped in with a plan to save one of the boats.

The SS Keno had been moved to Dawson in 1960. Their choice was the SS Klondike.

A site was prepared in Whiskey Flats after an aggressive campaign by the Whitehorse Chamber of Commerce in 1964 to clear off the squatters.

A contract was awarded Feb. 23, 1966 to local contractors Kunze & Olson Construction. Chuck Morgan was the site foreman.

Their plan was to move the boat that winter, over the river ice to a spot upriver to where the boat ramp is now located, then up the bank and a short distance over to the site.

The Yukon Historical Society put up a formidable fight to have the Klondike remain with the other two boats in the Shipyards.

Their plan was to move it down to the waterfront reserve and line it up with the Whitehorse and Casca, already on Crown land

Three boats in a row would make a unique attraction at a fraction of the cost.

Petitions and letters were sent to Ottawa but in the end, the plan to move the Klondike went ahead.

The contractors were left with coming up with a new (and more expensive plan) to move it on land during the summer of 1966.

How do you move a 240-foot-long, 49-foot-wide and 70-foot-high riverboat through the streets?

Many thought it was impossible. It was a field day for sidewalk superintendents drawn to this remarkable event, and locals as well as curious tourists.

The boat itself rode on a heavy carriage made from long steel rails, four across. They came from the Peace River Bridge, which had collapsed in 1956.

The two lead tractors anchored the other two, which used their winches to drag the boat along.

Under the tractors, tires were placed as they moved along to protect the pavement.

Under the boat rails were wooden pallets called “butter boards” which were coated with dampened Palmolive Princess Snow Flakes purchased locally and which arrived in barrels on the train.

They found that the soap didn’t squash out like grease. Altogether, they used eight tons of soap, hoping it wouldn’t rain.

The route was: out of the Shipyards, over to First Avenue past Main Street, across a car dealership lot on Hansen Street, through the old hospital property (YTG) and over to its new home.

The big move, which started on June 10, took 12 men, 14 days plus a month of preparation.

The Star reported it went 800 ft. by noon, when it had finally started moving.

The only unexpected trouble was the breaking of two steel cables while being turned on to Front Street.

When power and phone lines had to be taken down, Morgan and his crew worked 24 hours to keep the boat moving.

On behalf of the company, Morgan accepted a miniature gold riverboat from mayor Howard Firth and received a citation for his job of engineering. He was also awarded the title “Captain Morgan”.

“If it wasn’t for the Shipyards, there would not be Whitehorse,” says life-long Whitehorse resident Goodrun (Erickson) Sparling.

She is one of many Yukoners who have remarkable memories of the Klondike and the Shipyards during the riverboat era.

Sparling’s godfather was Capt. Charlie Coghlan. He stayed at their Regina Hotel along with the officers every season. He would take her up in the wheelhouse when the boat was being turned, and let her off again at the depot.

Lorne Raymond was recruited as deck hand on the Aksala and, in 1954-55, was a fireman on the Klondike.

He related how the boats turned: the ship was tied up at the depot facing north and went upstream past the sandbars by the Yukon government administration building.

It nosed over to one side and the paddlewheel kicked in reverse to turn and come back with the current.

The boat stopped at the depot again to load up and pick up a barge. Ironically, Raymond was working at the fire department, when the Casca and Whitehorse burned in the Shipyards in 1974.

Phyllis (LePage) Simpson, now 81, was on the first Klondike when it sank in 1936. As a seven-year-old, she was returning to her dad's wood camp with her mother, who was seven months pregnant, and vividly remembers the fear and excitement of the sinking.

She just finished breakfast, and was on her way back to the stateroom.

"I used to climb up on the railings and lay on my stomach and watch the wheel go 'round and 'round," she remembers today.

As she was watching the wheel, a member of the staff pulled her off the railing right before the crash.

"I was mad, and I turned to yell at him but if he hadn't pulled me off, I would have been the only fatality," she says.

"Everyone on the boat treated me very well."

Most of the lifeboats sank on that fateful day, and she had no lifejacket.

Simpson was placed in a lifeboat with her mother and other women.

"I remember sitting on someone's lap while my mom and the nurse bailed out the boat with their hands."

The two men rowing the boat jumped out and pulled the boat to a nearby island, where they emptied it of water and continued to the mainland.

"If we had tried to make it all the way to the mainland, we would have sunk," Simpson says.

To this day, she still hates the smell of wet wool because of the blanket she was wrapped in.

Ninety-three-year-old Amanda (Burian) Rendell, who lived in Dawson when the Klondike made her last trips, played Lou for the entertainment.

She also remembers the sadness she felt during the vessel's final trip in 1955.

Her sister, Martha Collins, 95, says her husband and brother owned the busy roadhouse on Stewart Island. People stayed over from Mayo when they wanted to connect with the next boat.

Madeline (Perchie) Boyd, whose father, Howard, was a shipwright during the '30s and later, a foreman.

She remembers how he used to blow a whistle to signal the men operating the jacks, and the thrilling sight to see them "hit the water" when launched.

She was in her 30s at the time of the Klondike's big move. Her father was the superintendent at the Shipyards.

"It took them a long time; we didn't think they were going to be able to do it," she says. "It went right down Main Street.

“It took days and moved really slowly; you would go to lunch and on your way just peek over to see the progress.”

Bucky Keobke grew up in Whitehorse and spent two summers while in high school as a pantry boy on the SS Whitehorse.

His jobs included dishwashing and hoisting up the food from the galley below on the dumb waiter. His boss was Bert King, an old timer who had worked on the same boat since 1905.

Ev Tiedeman’s father was contractor Floyd Olson, a partner with Bon Kunze.

He says the Klondike was moved back one length in 1967. With some difficulty, another contractor lowered it by about five feet.

Star reporter Ashley Joannou conducted some interviews for this article.

By PAT ELLIS
Special to the Star

MOCTEL 339 – GUS’ POEM


Gus Barrett did it again! The Daughter of Lady Lou is a fantastic poem. Robert Service would be proud.

Danny Bereza dannybereza@gmail.com (In Courtenay BC)

LES MCLAUGHLIN

I just thought I would pass this clipping on to you that was in the Valleyview Alberta newspaper, the 'Valleyviews'.

A Celebration of Life



*The McLaughlin Family
invites you to join them in
a celebration of the life of*

*Leslie Lorne
McLaughlin*

*at his home at
Sturgeon Lake, Alberta*

*Sunday, July 31
at 1:30 p.m.*

*The family hopes you
will attend and enjoy this
afternoon with us.
We don't have email
addresses for all the
family or for everyone
who might want to attend.
So please share this
invitation with your
children and any others
we may have missed.*

*Les was an integral part of summer life at 'the lake,' bringing his
creativity and unique brand of humor to everyday activities.
On this day we will remember and celebrate the fun, interesting
projects and richness Les brought to each new season.*

*Please bring a chair (and an extra if you have it).
We look forward to a fun afternoon filled with family,
friends, good food, and sharing memories of an
accomplished, well-loved man.*

Les use to spend the summers out at Sturgeon Lake which is not far from Valleyview.

Les by the way was born in Valleyview, before moving with his family to Whitehorse.

I got to know Les over the years as we had a business in Valleyview, and Les would stop in, and we would sometimes go out to visit him at Sturgeon Lake.

Les was a interesting fellow and it was a inspiration to listen to him, he was very talented, he had written a book about his ancestors in the Sturgeon Lake area, it was called Granddaddy of the Peace, the life and times of Tom Kerr, who was a HBC Factor in the Sturgeon Lake area in the late eighteen hundreds.

Les's Mother I believe was a Kerr.

Les was a fine fellow; he has left us too early.

Regards,
Al MacGregor mmac1952@telus.net (In Vernon)

<http://www.writersdeadline.ca/obits-wd.shtml#McLaughlin-Les>
<http://www.abebooks.com/9780968493007/Granddaddy-Peace-Life-Times-Tom-0968493009/plp>

Re: Elsa, Keno, Calumet & Mayo Reunion – Kelowna BC - August 10, 11 & 12, 2012

A Reunion Committee of six has been established consisting of Shirley Prancic, Karen Beneditti, Gail Lauritson, Susan Einerssen and Gary Schulz. We are in the process of not deciding if we are having a reunion but how large of a reunion it will be. We have over 110 confirmations at this point, with ex-Yukoners traveling many miles to attend. We are excited and very motivated to locate as many people as we possibly can.

What we need is a commitment or interest from people who live in other parts of Canada and a list of people you have kept in touch with so that we may contact them. We request that you send me either their mailing address, email address or telephone number to this email address – info@einerssen.com
We would be very appreciative of your help in this matter.

With the world of face book, email and word-of-mouth, this should be quite easy to circulate. With having said this, we need a commitment and a cheque made payable to Shirley Prancic (that would be non-refundable) in the amount of \$20 per person so that we may start booking facilities to host this event.

The committee has come up with the following venues:

August 10, 2012 - Meet & Greet (Evening Event)
August 11, 2012 - Yet to be determined (mini golf game, wine tour or an afternoon social)
August 11, 2012 - Cocktails, Dinner & Dance
August 12, 2012 - Pancake Breakfast

Also with a commitment, the committee can forward accommodation literature, different literature of things “to do” in the Okanagan and other pertinent information that could be requested.

We would need you to respond with your interest and/or commitment by September 30th 2011 so that we may try to negotiate hotel block group rates.

Suggested mid priced hotels:

The Sandman
The Coast Capri
Best Western
Dilworth Motor Inn

Higher priced hotels:

The Delta Grand
Manteo Resort

This committee has had very strong interest and is very excited about hosting this event and hopefully reuniting friends from the past.

We thank you for your time and **hope to see you in 2012.**

PS We have booked two of the venues at the Capri Coast Hotel and are negotiating a block rate for rooms for all of those interested in coming. The Capri Coast Hotel is located in a shopping mall with many amenities such as swimming pool, shopping, lounge, 2 restaurants, (and a few in the mall)

pharmacy, grocery store, post office and much more. We recommend this hotel as it is nice, clean and you would only have to park your car for the weekend.

VANCOUVER ISLAND PICNIC – AUGUST 2011

I promised to send you a couple of photos from the Van Island picnic we were at last Saturday. I only took a few and the attached 3 are the best ones. I'm including a little background on the Simpsons which you can use now or later. I'm sure if you asked them, they could provide more interesting accounts. I didn't get an e-mail address for them but someone probably has one.



Keith & Pat Simpson

Photo courtesy Harvey Burian hburian@telus.net (In Parksville)

Although I did not remember them, the Simpsons told me they came to Mayo in 1959 so Keith could work on building the, then, "new" Mayo Elementary-High School that I attended and from which I graduated in 1963. A large gymnasium was added a few years later. Unfortunately, that school building, except for the gymnasium, burned down in 1975. Today the site is occupied by the Territorial Administration Building in Mayo. The Simpsons were only in Mayo for the time it took to build the school but they had some good memories of the town and the people. After the school building was completed they returned to Whitehorse and lived there for a number of years. Keith later taught at the

Vocational School in Whitehorse and Pat worked as a secretary at F H Collins school.

Keith told me that while they were in Mayo they lived in a small log house just past the Anglican Church. I remember the two or three log cabins that were up on a little knoll at that location. When we were kids we used to slide down the path from the cabins across the roadway and down the Stewart River bank onto the ice. During their stay in Mayo the Simpsons were expecting a child and since it was so cold out and Keith was afraid that they would never be able to have a taxi come in time to take Pat to the hospital, he had a dog team ready to take her when the time came. He says that the town doctor, Dr J V Clark, scolded him for thinking he had to use a dog team to take Pat to the hospital because Dr Clark said the taxi was kept in a warm garage and was able to come immediately when called regardless of the cold weather!

Harvey Burian hburian*telus.net (In Parksville)



L to R - Karen Shaw, Lowell Bleiler, Karren (North) Crowley, Lyn Bleiler
Photo courtesy Harvey Burian hburian*telus.net (In Parksville)



L to R - Harvey Burian, Lowell Bleiler, Karren (North) Crowley, Lyn Bleiler
Photo courtesy Harvey Burian hburian@telus.net (In Parksville)

VANCOUVER ISLAND YUKONERS' PICNIC – AUGUST 2011

Here are some of the pictures we took at the picnic on Saturday that I thought you might like to see, and if you like you may use if you think they are worthwhile. Nice to see you and Bill again on the Island and as usual you brought the nice weather.

Take care Bob and Karren Crowley kbcrowley@telus.net (In Sidney BC)

Attendance at the picnic was approximately 55. Ted & Trudy North were missed in the photos below. Photos included below those of Bob Crowley are courtesy of Bill Jones. – Sherron Jones



Mary Jean , Karren (North) Crowley
Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Karren Shaw, Bob & Karrey Crowley's daughter Jill
Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Blanche Barrett

Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Ron Butler, Lorraine Perry

Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Niki Buchan

Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Sherron & Bill Jones

Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Ralph Beaumont & wife Janice

Ralph is the son of Chuck Beaumont. Ralph came looking for Harry Miller who he hadn't seen in 50 yrs.

Photo courtesy Bob Crowley kbcrowley@telus.net (In Sidney BC)



Adrienne & Don Murray

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Malcolm MacLeod
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Karen MacLeod
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Francis MacLeod

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Percy DeWolfe Jr.

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Joan (Callison) Rodschat & Jim McCausland (Percy DeWolfe's nephew)
Photo courtesy Bill Jones [ve7yi*shaw.ca](mailto:ve7yi@shaw.ca) (In Vernon)



Blanche & Gus Barrett
Photo courtesy Bill Jones [ve7yi*shaw.ca](mailto:ve7yi@shaw.ca) (In Vernon)



Jill (Crowley) & Sandy Campbell
Photo courtesy Bill Jones [ve7yi*shaw.ca](mailto:ve7yi@shaw.ca) (In Vernon)



Bob & Karren (North) Crowley
Photo courtesy Bill Jones [ve7yi*shaw.ca](mailto:ve7yi@shaw.ca) (In Vernon)



Lorraine & Jim Perry
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Bill Buchan
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Colleen Butler

Photo courtesy Bill Jones ve7yi*shaw.ca (In Vernon)



Pat & Barb Dixon

Photo courtesy Bill Jones ve7yi*shaw.ca (In Vernon)



Aksel Porsild

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Jack Marsh & Dolan (Shaddock) Marsh

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Sheila Firth

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)

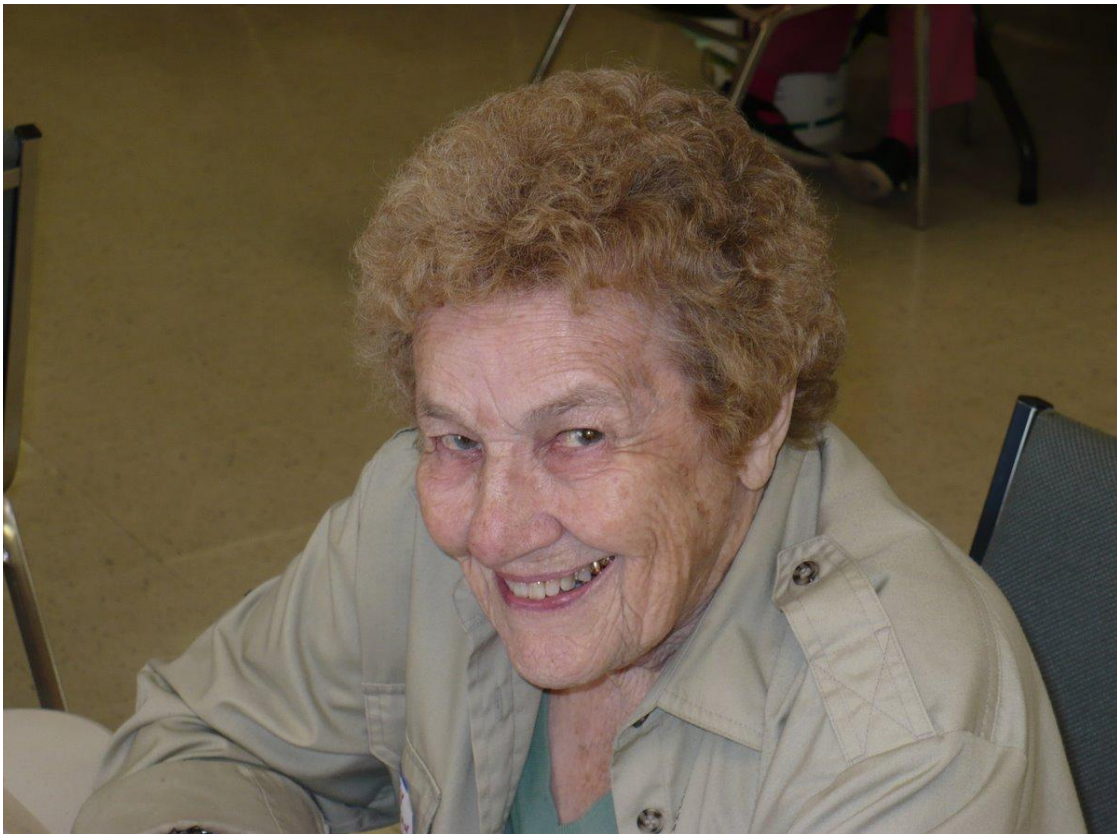


Sharon Redmond

Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Harriett (Osborne) Butterworth
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Betty (Fornier) St. Jean
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Joann Robertson

Joann brought over some copies of her book “The Yukon between the Gold Rush & Highways”
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Vivian (Lelievre) Stuart & Tina (Brasseur) Parsons
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Warren Rongve
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Stan & Connie Hegstrom
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)



Sonya (Nelson) & George Sim
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon)

YUKON FLOWERS



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

OBIT



Roxie Maude Taylor (Clark)

January 26, 1930 – July 8, 2011

It is with great sadness that we announce the passing of Roxie Maude Taylor, born in Estevan Sask. She had 2 siblings, sister Marion and Winnie. Roxie met and married Fred on February 16, 1951 in Abbotsford, B.C. they moved to Whitehorse in March 1951 where she stepped off the train into -55 F. Roxie spent the next 32 years following Fred's W.P.& Y.R. career living in Mayo, Skagway and Whitehorse and raising 3 children.

Roxie worked for Taylor & Drury, Horwood's Office Supplies and the job of her dreams, 12 years at Murdoch's Gem Shop, indulging her greatest passion, jewellery.

Living in the north, Roxie and Fred travelled all over the Yukon and the world, while raising their family and made many life long friends. Their best times together were spent fishing and exploring the southern lakes of Yukon & BC; when Roxie was allowed to go because she always caught more fish than Fred.

Roxie possessed a great sense of humour, always able to laugh at herself, was a legendary cook and hostess and proud Grandmother.

In 1983 Roxie and Fred left the Yukon to retire in Nakusp, BC and finally to Abbotsford.

Roxie loved the Yukon and would travel home every year for visits with family and friends.

Roxie was predeceased by Fred in 1997.

Roxie is survived by her children Clark (Anne), Sharon, Frank (Frances) and Grandchildren Natalie, Matthew and Michael.

Roxie will be sadly missed by her family

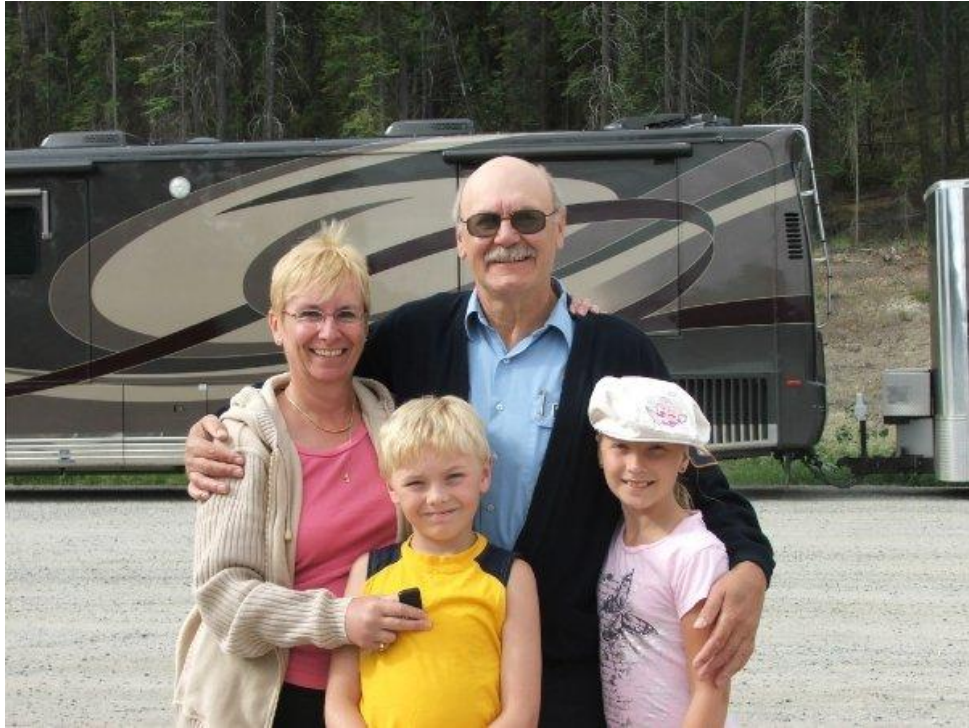
Sherron, I don't know if you heard from anyone but Murray Ash passed away Sat. Aug. 13 at 5:30 A.M. You might remember him as Lloyd's best friend from Whitehorse. Murray was in Edmonton for cancer treatment but apparently it was too late and was very fast. Lloyd was able to make it to Edmonton and spent the last two days with Murray. Funeral/memorial service will be in Whitehorse either Aug. 27 or 28.

Have attached two pictures of Murray that were taken the summer of 2007 when April, Kids and I went on our road trip.

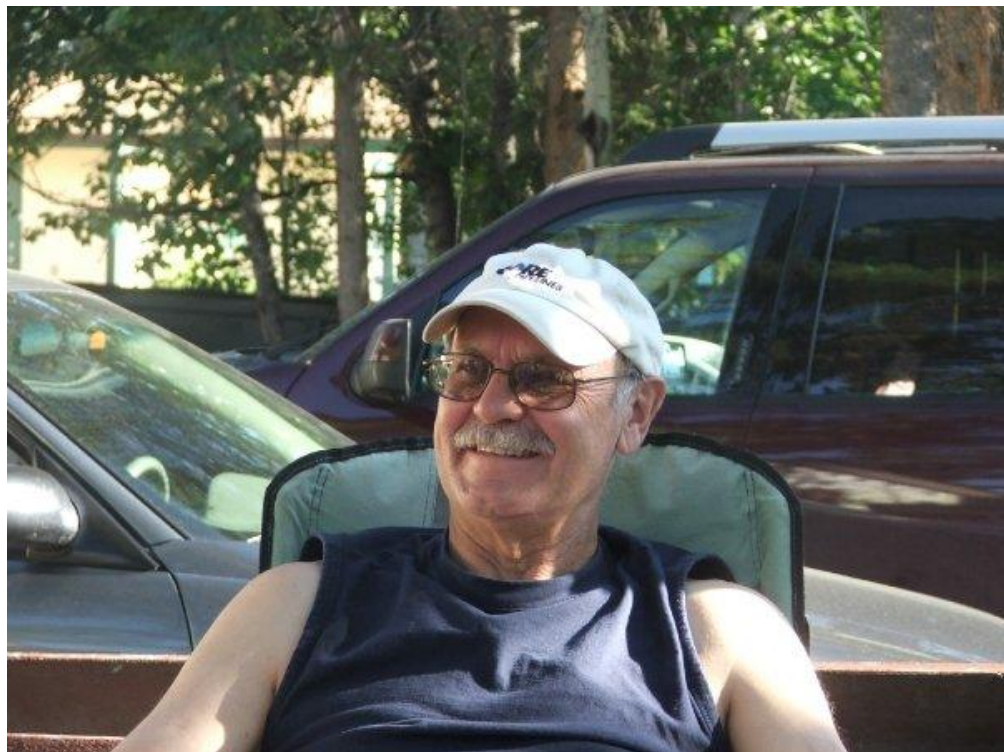
Barb (Barteaux) Degan

Murray Ash

HAS PASSED AWAY. Sadly on Aug 13, 2011 @ 5:30 am. Murray Ash lost his battle with cancer. He went to sleep and with his family by his side he left us to join his parents and his sister. We, his family, will be having a celebration of his life on August 28, 2011 @ 11:00 am. All are welcome to join us at the Canadian Legion located at 306 Alexander St., Whitehorse, Yukon. Donations to the Cross Cancer Society will be accepted.



Barb (Barteaux) Degan, Murray Ash, with Barb's grandchildren Aaron & Mia.



Murray Ash – 2007 – Whitehorse
Photos courtesy Barb Degan [bad2006*shaw.ca](mailto:bad2006@shaw.ca) (In Kelowna)

REMOVED FROM THE LIST

I've really enjoyed reading the MocTel and commend you for all your efforts to keep Yukoners well informed and connected. However, lately, I find less and less time to read it, so think I'll take a break for awhile. Will let you know if/when I want to re-subscribe.

Wishing you all the best,

Carol Bratvold cbratvold@gmail.com (At Tagish)

QUOTE OF THE WEEK

If you paint in your mind a picture of bright and happy expectations, you put yourself into a condition conducive to your goal. - Norman Vincent Peale

RECIPE OF THE WEEK

Applebee's Bourbon Street Steak

1/2 cup bottled steak sauce
1/4 cup bourbon whiskey
1 tablespoon honey
2 teaspoons prepared mustard
4 beef rib, round, or chuck steaks (10 ounces each)

Combine all the ingredients except the steaks in a baking dish or resealable plastic storage bag; mix well. Add the steaks; cover (or seal) and refrigerate for 2 hours, or overnight. Preheat the grill to medium-high heat. Grill the steaks for 12 to 15 minutes, or until desired doneness, turning them over halfway through the grilling.

DATES TO REMEMBER

79th International Sourdough Reunion

September 26 – 30, 2011 Fairbanks, Alaska

ALPINE LODGE HOTEL L4920 DALE ROAD at DISCOVERY DRIVE 99709

\$65 per night + tax (907) 328-6300 (1-800-455-8851) CODE WORD: ISR926

For hotel convention rate, register no later than September 1, 2011

Includes: Reunion Credentials – Banquet - President's Reception - Farewell Breakfast

(Late Registration fee is \$90.00 after August 12, 2011)

Make checks payable to: **79th ISR 2011** and mail to:

Contact you can use, its da.mcgilvary@gmail.com (907) 452-6929, for further information. They are in Fairbanks.

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

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