

MOCCASIN TELEGRAPH – 343rd Edition – October 2nd, 2011

Created by Sherron Jones sherronjones@shaw.ca

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



Reflection - Lewes Lake – Sept 11, 2011

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

Alaska Highway and other Roads - The Beginning

By Aksel Porsild yukoner1@shaw.ca (In Courtenay BC)

In 1946 the Canadian portion of the Alaska Highway was turned over to the Canadian Government at a ceremony held at Whitehorse on April 1st. Lt Col JRB Jones of the Royal Canadian Engineers accepted responsibility for maintenance of the road from Maj B. Zohn, Northwest Division, 6th Service Command, US Army. The ceremony was attended by many dignitaries, both military and civilian and was marred by an embarrassing moment when, during a parade of highway equipment, a D8 Cat stalled right in front of the reviewing stand. Certainly an embarrassment for the Americans and, hopefully, not an omen for the Canadians.

Much has been written about the construction of the Alaska Highway and the reasons for its creation. There have been books published and films made that chronicle these events, and I will not try to add to these accounts. Suffice to say that up to 1946, the genesis of the involvement by the Royal Canadian Engineers of the Canadian Army, the Road was little more than a “tote” road, passable in dry conditions with most trucks, but very liable to washouts, bridge failures, avalanches and just plain disappearance of the road surface due to its sinking into the mire and muskeg out of which it was formed.

There are always transitions to be dealt with in any large scale operation such as this one, and some of the people who figured large in subsequent years were first employed by the American Corps of Engineers in the initial stages of construction. Some others were involved, later, with the civilian contractors who undertook, under the direction of the US Army and the US Public Roads Administration to upgrade the Route. Some of these were men like Harry George, who was pulled off a Trans-Canada Highway construction project in northern Ontario to work on the paving the new airport runway at Fort St. John. This was an urgent wartime project as the airport was a part of the Northwest Staging Route, which was a string of airports that were built (or in some cases, upgraded) during 1942 and used as stopovers and fuelling stations for the ferrying of military aircraft to Soviet Russia.

Others, such as Jim Quong, had arrived to help with bridge maintenance and design with PRA and necessarily stayed on, since most wartime jobs were frozen in some way or other. In any case the Americans paid very good wages when compared to Canadian ones, and most workers had barely survived through the worst depression of the century.

By 1945 the highway had done what it was designed to do: service the airports on the Staging Route and serve as an alternate communications link between the contiguous United States and its territory, Alaska. This was deemed urgent due to the Japanese bombing of Dutch Harbour on June 3, 1942 and the subsequent invasion of some the outer Aleutian Islands later the same year.

So this was its raison d'être as conceived and, as some Washington senator observed after the war ended, "If the Alaska Highway project shortened the war by as little as one week, it has paid for itself". Meantime it had cost some \$138 million dollars to build and employed some 33,000 men at one point. It ran 1523 miles from Dawson Creek, B.C. to Fairbanks, Alaska, and was pushed through, as a pioneer road, in just eight months. Upgrading by civilian contractors made it a permanent road by October of 1943, although "permanent" was a strictly relative term.

So the War's legacy was the Alcan Highway itself, and while some sort of road most certainly would have been built eventually, perhaps years or decades could have passed before such a road came into being. It has become a tourist route as well as a major freight road and today, every day sees hundreds of tons of general freight moving over it to destinations both in Alaska and northern Canada. Too, it has opened up hundreds of square miles of country to miners and prospectors; the development of several major mines would not have been possible without this supply and transportation corridor. The economy of the Yukon and Northern British Columbia had been enhanced a hundred fold by the mid-sixties. Not only employment on the road itself, but work in peripheral industries like logging, mining, and tourism was made more readily available. Today the highway is a well-engineered, road; a far cry from the muddy track that existed in 1946.

The highway was built between 1942 and 1944, and was subsequently improved to almost all weather status in the next two years by civilian contractors, working under the direction of the U.S. Public Roads Administration. There were five major management contractors hired by PRA, each with its own particular responsibilities. Elliot, the largest, handled camp construction and transportation; the others (one was Canadian, the rest from the US) were responsible for

individual sections of the Highway. Each hired sub-contractors as well. In 1946, a few months after cessation of WWII hostilities and in compliance with previous agreements, the entire Canadian portion of the road was accepted, along with whatever equipment, supplies and plant that existed in various camps and dumps, by the Canadian Government. This was not as good a deal as met the eyes of the Canadians, since much of the better-maintained and newer equipment had been shipped back to the States during the year following the War's end, leaving the older, poorer machinery and plant behind.

The Department of National Defense (Army) was tasked with the job of, at first maintaining the highway with minor improvements. Later, as more money became available through Parliament, more substantial improvements were made to the highway, its bridges, and for flood and erosion control. Relocations of portions of the highway, especially in areas of slide proneness, dangerous curves and steep grades were also started, as more money was allotted to the Highway. It was eventually planned to upgrade to southern Canadian road standards, as exemplified by the new and still-building Trans-Canada Highway.

A new Army unit was formed for the purpose: the Northwest Highway System, Royal Canadian Engineers (RCE) under the command of Brigadier Geoffrey Walsh, CBE, DSO, CD. The first Senior Highway Engineer was Lt Col J.R.B. Jones, DSO, OBE who was responsible for the actual work done on the Highway. Supply, transport, repair and administrative units were also established with headquarters in Whitehorse, taking over for the most part buildings and offices previously built by the Americans.

The largest operational unit, called the Northwest Highway Maintenance Establishment (NWHME), with Engineer Maj W.B. Akerly as Senior Highway Superintendent, was comprised of the people who would actually do the work, virtually all civilians. It was tasked with the maintenance of the highway, bridges and emergency landing strips and their access roads. Also involved was the Haines Cut-off Road, Canadian portion (summer only) and later the Atlin Road. Later, the Unit also maintained microwave site access roads, some of them quite long.

One other operational unit was attached: No. 1 Road Maintenance Company, (known colloquially as "Number One Road") which was almost totally staffed by military personnel. This was an existing unit which had seen exemplary service in Europe during the War. Its responsibility was to carry out major bridge construction and road relocations and re-alignment. It also was there to help out the civilian unit during minor and major crises, such as major washouts and landslides.

Major Akerly inherited 1221 miles of the Highway, over 200 miles of airfield access roads, seven 6,000 foot long emergency airstrips, and (summer maintenance only) 120 miles of the Haines Cut-off. The Canadian portion also contained almost 200 bridges and 8,000 culverts. He also took over an eclectic group of civilian highway workers, many of whom had worked for the construction companies after the US Army had built the pioneer road. Some of these men had already moved their families to the various maintenance camps. These camps, in the southern five hundred miles were located about fifty miles apart, and were responsible for fifty miles. Farther north, the camps maintained around one hundred miles of road. Thus, while Sikanni Chief Camp, for example, maintained only 47 miles of highway, Coal River was responsible for

92 miles. Of course the camps with the most road or the toughest sections had a larger crew, and more equipment, but the average manpower at all maintenance camps was a foreman, a mechanic, and four maintenance men (heavy equipment operators).

These men were a versatile lot and had to be; many problems that were not solved by the departing Americans with regard to road alignment, water drainage, slide stabilization and grade easements were tackled by them. Since the highway was still regarded as a military route, minimal upgrading was done after the war ended in the spring of 1945. Even the camps themselves were of a temporary nature; hastily constructed, roofed and sided with tarpaper, and heated by oil space heaters. They had running water and indoor plumbing but this was about the extent of the amenities. In fact their official status by the Army was EMQ or emergency married quarters! It was not until the sixties that permanent married quarters were built for the maintenance crews, along with more permanent school buildings.

Given budget restraints in a post-war era, the challenges faced by the Army was quite formidable. The Highway was in a most deplorable condition, due to lack of maintenance after the war ended. Corrective, immediate action was indicated if future costs were to be avoided: replacement of many culverts with short bridges, rebuilding or replacing many short span bridges with larger structures having longer clear spans, to prevent ice damage during spring break-up. Surfacing and re-surfacing would also be a top priority if the road was to carry traffic in any volume. These tasks were made more daunting by the condition of the equipment and machinery that Highway Maintenance Establishment (HME) took over. Most of these machines were ancient and worn out, others were of a type not appropriate for the job at hand, and immediate replacements were indicated. In particular, the motor graders, which were the basic maintenance tool of gravel roads, were all of 30's vintage, but were still serviceable. Most were manufactured by Caterpillar, and parts were widely available for them.

Morale of the military people was not great as well, neither officers nor lower ranks. Most of these men had just returned from up to five years away from home in a major global war and looking forward to a few months or years at a permanent base; were now faced with more long periods away from home and family or at least until married quarters could be built. As one officer put it: "I'd had two years in England, two in Germany then, after only seven months home (in Kingston) I was sent to an even more isolated part of the world; I'd hardly gotten to know my kids!"

He did, however, manage to move his family up fairly soon, even though there was a housing shortage in the North as well as everywhere else in North America after the boys all returned. It was daunting, to say the least, for the officers commanding the various units to face a task that most of them had no experience with. Road building was a project that Army Engineers were well versed in, but the kinds of roads they had been involved in were emergency, war time efforts, with no semblance of permanency. This was a totally different kind of project. They were asked to maintain, even improve, a very basic and hastily constructed route and moreover to raise it to civilian vehicle standards. All this in a strange and unknown type of terrain, in a most inhospitable environment, where temperatures range from highs of plus 30 in the summer to minus 50 in winter. The terrain was probably some of the worst imaginable for a major highway project, going mainly against the grain of the topography, over mountain ranges and

across muskeg and major rivers like the Peace and the Liard; known for their wild ways at certain times of year. Permafrost was an unknown entity as well, and no one had any experience with building roads across this type of terrain either.

Some unusual problems not met with in other assignments greeted these “Sappers”. One most difficult problem was that of side hill “glaciers” (later referred to as “nalyeds”, a Russian term). These are build-ups of ice caused by water seepage from road banks or ditches. The water would flow under the frost line and reach the surface when it encountered the road bed which always has a deeper frost penetration than the surrounding area. This water then freezes in layers and can cover the road in a matter of hours, making the surface sloped, slippery and sometimes impassable. One such area, on the Haines Road, was found in the spring (there was summer maintenance only on this route) to have layered up to eight feet in height, and was almost a mile in length. Many studies were done on this problem over the years and many solutions were found, but the only permanent cure was to divert the water by ditching or channelling during the summer, or moving the road.

Another problem not encountered before by the RCE was permafrost, which under laid a long stretch of the Highway from the vicinity of Kluane Lake all the way to the Alaska border. The road had been built upon large areas of permafrost and many remedial operations have been undertaken to solve the problem of settling and soft sections. Today, some fifty years after construction, the problem still exists in the region, and permanent hard surfacing has not been entirely successful. The highway here is difficult to maintain and in spring can be an undulating roller coaster of a road.

Some more routine problems, albeit new to these people, were dust, washouts, slides, bridge and culvert collapses, the road sinking into the muskeg where the underlying material was not thick enough. As well, the winter problems of heavy snowfalls, blizzards, avalanches, very low temperatures and their effects on machinery, and surface icing were also to be contended with. Fortunately, the camps had men experienced in these problems, and most had found their own fixes for them, at least from a short term view. Longer term solutions would be the task of various ancillary units of the Army, such as Soils Department, and the Bridge Engineering branch. Too, new developments in maintenance machinery and vehicles were being made and, as budgets allowed, some of this equipment eventually found its way to the men in the field. In the meantime, vehicles and machinery were often field-modified to suit some particular purpose, or to solve an immediate problem. The resourcefulness of some of these workers was much appreciated by the RCE officers who had responsibility for the Highway’s well-being and condition.

Many Engineer officers were sent to the project at various times, and they all benefited from their experiences with some of these problems. Brigadier J.R.B. Jones, now deceased, had two stints on the Road; he was its first Senior Highway Engineer, from 1946 to 1948, and then returned in 1956 as Commander of all Units. Some others also had multiple tours on the Old Trail, most of whom had requested return duty. It became a training session for them all from the lowest ranking to Colonel. They were all better men for it.



Reflection - Lewes Lake – Sept 11, 2011
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)

YUKON NUGGET

A CKRW Yukon Nugget by Les McLaughlin

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

Tantalus Coal Mine

When Lt. Frederick Schwatka, of the US army, made his famous journey of discovery down the Yukon River in 1883, he was baffled by the many bends in the river around what is now Carmacks.

He kept expecting to reach a bald hill - or butte - but again and again, the river took him away from his elusive geographic feature.

He wrote: " a conspicuous bald butte could be seen directly in front of our raft no less than seven times. I called it a Tantalus Butte, and was glad enough to see it disappear from sight".

Tantalus was a son of the Greek God, Zeus.

The Northern Tutchone people had a less heavenly name for the hill. To them, it was known as Gun Tthi, or worm hill.

Legend has it that a giant worm lived in the hill. If people made too much noise while travelling on the river, the worm would cause a big wind that would swamp their boats.

In 1887, the famous Canadian geographer, George Dawson, reported that coal outcrops in the area provided a source of fuel for prospectors and trappers.

At the turn of the century, Captain Miller, who operated the steamer Reindeer, discovered a coal deposit six miles from the Five Finger rapids.

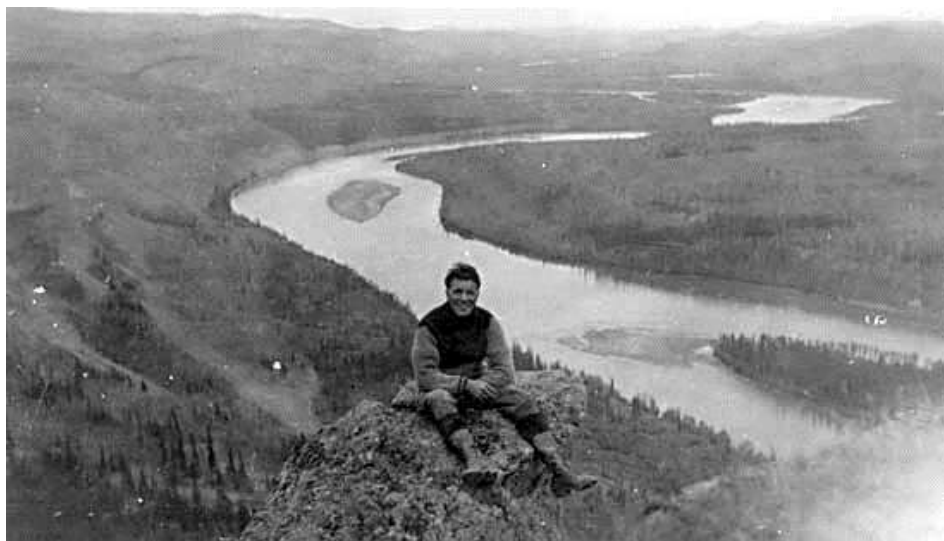
A Dawson City newspaper reported that: "The mine is located right beside the river and Captain Miller has already built a wharf 115 feet long. The quality of the coal is very good and fit for general use. He will soon be able to get out about twenty tons a day. He certainly has a bonanza as coal, in that section of the Yukon, will be a godsend to steamers and railroads".

However, it turned out that the coal was of poor quality, with a high ash content. The White Pass railway, which was expected to become a major buyer, brought its coal from Vancouver by ship instead.

In 1903, Captain Miller sold the mine to the Fiver Fingers Coal Company and then opened the Hidden Treasure coal mine just above Carmacks.

By 1906, the mine, now called the Tantalus Coal Mine, produced just over five thousand tons. In 1907, production rose to ten thousand tons per year.

Although the quality was better here than at the Five Fingers deposit, the few steamboats that tried to use it soon resumed burning wood.



Arthur Thornthwaite sitting on a rock at the top of Tantalus Butte near Carmacks. The Yukon River is in the background. Date: ca. 1920. Yukon Archives. Claude & Mary Tidd fonds, #7714.

After 1918, production at the Tantalus mine dropped to a few hundred tons per year, primarily for use by homes and businesses in Dawson City.

In 1922, the mine was closed and thus began a series of openings and closings from 1938 to 1967, including mining coal for heating the plant at the United Keno Hill mines in the Mayo area.

In 1970, the Anvil Mining Corporation re-opened the Tantalus mine, using the coal at their Faro lead-zinc mine for heating.

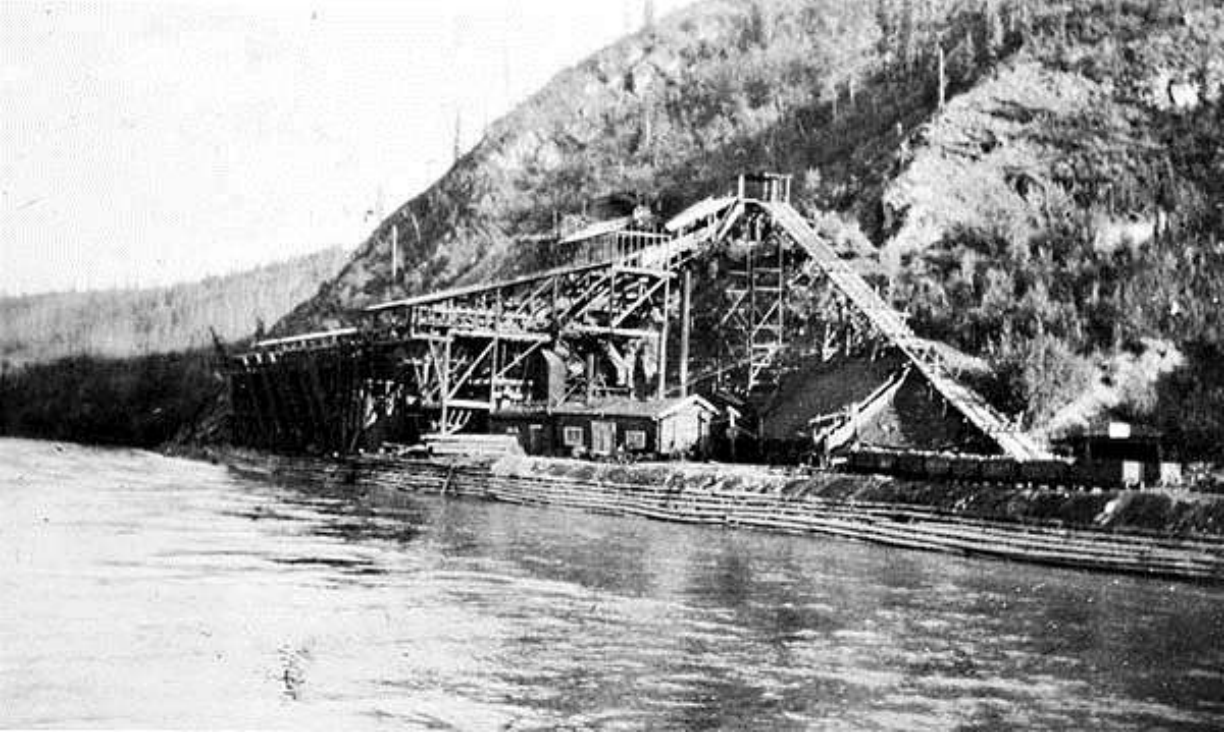
In the mid-1970s, production peaked at about eighteen thousand tons per year. The Tantalus Coal Mine shut down for the final time in 1982, when the mine at Faro closed.



One of the old Tantalus Mines on Yukon River. Yukon Archives. Finnie Family fonds, #219.

Tantalus Butte is an important part of Yukon history. George Carmack built a trading post at the foot of the Butte in 1893, with the idea of developing the coal seam. Three years later he and his two partners discovered gold on Bonanza Creek, and his dream of a coal mine obviously lost its glitter.

His flirtation with coal mining is commemorated today, however, in the community named Carmacks, the town that grew up near his trading post and the Tantalus Butte coal deposit.



Tantalus Coal Mine, Y.T. Yukon Archives. John Patrick Kingscote fonds, #37.

A CKRW Yukon Nugget by Les McLaughlin

If you are interested in learning more about this coal mine - visit:

<http://explorenorth.com/library/mining/tantaluscoal.html>

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



ANSWERS TO THE NAMES QUERY



Fay Ash Tricia Duncan sent along a picture taken at my 9th birthday party in Dawson and these are the names of the kids in the photo. Probably remembered by at least some of your readers.

Back Row (L to R):

Maureen Temple, Pat Pennington, Fay Callison, Tricia Duncan, Leigh Temple, Ann Ravenhill, Lois Cole

Front Row: Gene, Barbie and Pete Duncan.

Fay Ash fayash@shaw.ca (In West Vancouver)

PARTIAL ANSWER TO ANOTHER QUERY



1946 Basketball Team trip to Skagway

This photo by Rolf Hougen is a similar photo to the one sent in last MocTel by Ted North (see below). Can you name anyone from Whitehorse high school basketball in 1946 ?

Photo courtesy Rolf Hougen vcr*hougen.com (In Whitehorse)

Can you identify anyone in any of these photos ?



Can you identify anyone in this photo ?



Photo courtesy Rolf Hougen vcr*hougen.com (In Whitehorse)

This photo in front of a Canadian Pacific airplane is a photo of a group that I lead on a tour of Dawson City and United Keno mines when I was President of the Whitehorse Board of Trade. – This was in 1958.

Rolf Hougen vcr*hougen.com (In Whitehorse)

Can you identify anyone in this photo ?



Photo courtesy Rolf Hougen vcr*hougen.com (In Whitehorse)

The line up of RCMP was at their Whitehorse headquarters that was across from the Regina Hotel where the MacBride Museum is today. They had an army barrack building that served as both an office and a jail. The photo was taken by me in 1946 when Chief Supt. Larson visited. He was the person who sailed across northern Canada in the St Roche.

Rolf Hougen vcr*hougen.com (In Whitehorse)

Can you identify anyone in this photo ?



Photo courtesy Rolf Hougen vcr*hougen.com (In Whitehorse)

The other one is self explanatory. A Young Peoples Association photo of a parade on May 24, 1949 the annual sports day of the YPA.

Rolf Hougen vcr*hougen.com (In Whitehorse)

GROUND SQUIRRELS VS RED SQUIRRELS



Source: National Geographic

This photo was included in the Hougen online archive of Les McLaughlin's stories done for CKRW and also used in MocTel 342 with the story was about ground squirrels and their nature to hibernate underground.

The following message of correction/additional information was received.

Hi Sherron, thanks as always for putting together another interesting edition on MocTel. Just noticed that in the article about ground squirrels (also sometimes incorrectly called "gophers"), there is a picture of a red squirrel (which live in trees and do not hibernate underground the same way ground squirrels do).

Carol (Domes) Foster CarolAMAFoster@gmail.com (In Whitehorse)

Hi Sherron, red squirrels don't actually hibernate, although when the weather is very cold they will hunker down and stay in one of their nests until it gets warmer. Red squirrels are the most common furbearer in the Yukon. Red squirrels are the ones who make those big piles of cones, or middens, you sometimes see when you are walking in the woods. They are also the ones who drag mushrooms up into the trees - I saw lots of mushrooms in trees in the summer of 2011!

On a different topic, I have also attached two photographs of mushrooms which I have never seen before in the Yukon until this summer - any help in identification would be appreciated! As

you can see, the one with the crown is quite small, growing amongst cranberries and moss. Its gills were bright red, and this may simply be a mutant growth form. The mushroom on the tree is about 5 inches across, and about 4 inches high, and has yellow gills. It may be a *Pholiota* of some type.

Thanks!

Carol (Dome) Foster CarolAMAFoster@gmail.com (In Whitehorse)



Will never forget my surprise at finding a roll of tar paper in the garage at our cabin at Marsh Lake full to the top of its center core with stored pinecones. The locked garage was not a problem for the Squirrels. – Sherron Jones

YUKON NUGGETS & STURGEON SOUND

Enjoy MocTel and very nice to see Rolf sending you the Yukon Nuggets – great stories.

Les [McLaughlin] and I started Sturgeon Sound in 1992, with “The fifty year History of the Alaska Hiway”. Up to his passing we produced 12 CD’s/DVD’s, mostly of the Yukon. Les was producer/engineer while I was the peddler. This coming year will be 20 years of bringing the

Yukon to many many visitors to the wonderful land. (It will be my 20th year of travelling the Hiway as well.)

The wonderful stories of Les's Yukon will always be with us.

Keep up the good work Sherron – a great read.

Tom McLaughlin betmcl@shaw.ca (In Summerland)



Gravel Alcan Highway – nearing Marsh Lake
Photo courtesy Doug Bell chechako46@northwestel.net (In Whitehorse)

HOOKED ON BOOKS

presents an event for



Remarkable

Yukon Women

Profiles by Claire Festel
Portraits by Valerie Hodgson



Remarkable Yukon Women presents the lives and faces of 50 Yukon women through profiles and portraits crafted by Penticton author **Claire Festel** and Yukon artist **Valerie Hodgson**. The profiles and stories, along with the painted portraits, reveal much about these women and share insights into what life was—and is—really like for women living in the North.

THURSDAY, OCTOBER 13, 2011

7:00 pm

HOOKED ON BOOKS

225 Main Street, Penticton

Author **CLAIRE FESTEL** joined by one of the 'remarkable women,' **RUSTY REID**, at this talk and book signing.
For more information or to reserve a signed copy, please phone Hooked on Books at (778) 476-5621.

WWW.HOOKED-ON-BOOKS.CA • WWW.HARBOURPUBLISHING.COM

Hooked on Books 
Harbour Publishing



Dempster Highway – August 2011
Photo courtesy Eleanor Millard emillard@northwestel.net (In Carcross)



George (jrsports@sasktel.net) & Joan Bliss stopped to visit us in Vernon while travelling from White Rock to Nakusp, before heading east and home to Regina.
(George was with the RCMP in Whitehorse 1973-78 & Watson Lake 78-79)
Photo courtesy Bill Jones ve7yi@shaw.ca (In Vernon BC)

YUKON FLOWERS



Spring Flowers - Lupins

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

ARTISTIC TALENT



On the way to Dawson.

Photo courtesy Warren Gammel of Fairbanks Alaska, relayed courtesy Lyn Bleiler.

CHANGE OF ADDRESS

Just a note to ask if you could update my email addy.

My new address will be: sandy.b.campbell@gmail.ca

Sandy Campbell

We have recently changed our internet provider and have had a lot of trouble with the connection and with our email set up.

The problems appear to be corrected now so thought I would give you our new email address as I have not received the last few Moc Tel editions.

New email address is: bruell19@telus.net (previous email was bmelliott@xplornet.com)

Thanks!

Marg Elliott

REMOVED FROM THE LIST

MocTel 342 returned from the following -

The following message to <hgdavies@northwestel.net> was undeliverable.

The reason for the problem:

5.1.0 - Unknown address error 550-'No such user (hgdavies@northwestel.net)'

Sherron, Thank you very much for sending copies of your Moc Tel over the past few years. My wife, Kathleen (MacMillan) found some items of interest, but doesn't know most of the people who are providing you with news, stories, pictures, poems and the like. (She was born in Bear Creek, but moved to Vancouver at age six.) I think it would be best to cancel the subscription (if you can call it that since we haven't ever paid anything, I don't believe).

You are doing a great service. Thank you. Eric Gee

GEE, Eric & Kay (MacMILLAN)
Victoria BC

ekgee@shaw.ca

(Dawson Kay born – left in 1931)

Please cancel, not what it used to be....Thank you

THOMPSON, Carolyne (CHAYKOWSKY) cthompson@northwestel.net (Born & raised in Yukon, in Whse)

Maybe take my name off the list for now and when I want to get back on, I will contact you.
Thanks, Sherron, for all your great work. - Linnea
CASTAGNER, Linnea linnea.castagner@gmail.com (In Whitehorse)

Hi Sherron – I think I asked that you take me off your mailing list back in 2009 – but did not follow up when I kept receiving the MocTel. Did scan the odd one but I do not have any connection now with the Yukon – still love it and have many good memories of the years 1944 – 1956.

I enjoyed the MocTel very much and commend you on your superb job you do and the hours you put in each week – but I must ask that you please remove me from your mailing as I have stopped looking for familiar names each week.

Regards, Bill Speer

QUOTE OF THE WEEK

The government cannot give to anybody anything that the government does not first take from somebody else.

RECIPE OF THE WEEK

Submitted by Noelle (Cyr) Misko sourdoughyt@hotmail.com – Noelle's son Brians' recipe.

Steak Bites

- 1 Sirloin steak
- 2 ½ C Soy sauce
- 3 ½ C Extra virgin olive oil
- 4 2 TB Worcestershire sauce
- 5 2 TB Fresh Ginger – diced or grated
- 6 2 cloves Garlic – rough chopped
- 7 2 TB Toasted Sesame oil

Mix the marinade ingredients together in a bowl. Pour into a plastic bag and then place the steak in the marinade. This allows you to flip the steak around without splashing. Let marinade one to two hours. Between the acid in the soy and the Worcestershire sauce, any longer will overpower the steak.

Enjoy !

DATES TO REMEMBER

Mark your calendar - Vancouver Yukoners' Banquet 2012 is April 14, with banquet weekend booked for April 13-15 at the River Rock in Richmond BC.

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.

An easy way to send a money transfer is via your internet banking. Log into you bank's website, find "Money Transfers" or "Email Money Transfers" or however your bank may list it, enter the amount, my email address of sherronjones@shaw.ca and enter a password ie: moctel and press "Send". It's that easy. Then please send me an email to confirm your payment.

– Sherron Jones sherronjones@shaw.ca.

MOCCASIN TELEGRAPH

Sherron Jones
9205 Orchard Ridge Drive
Vernon, BC, Canada
V1B 1V8