

MOCCASIN TELEGRAPH – 352nd Edition – February 19th, 2012

Created by Sherron Jones sherronjones@shaw.ca

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



This photo of a bear is evidence of Heather's patience and bravery to get a good shot.

Professional Facebook page. <https://www.facebook.com/hpjphotography>

Photo courtesy Heather Jones hj50@me.com (In Carcross)

PWA AND INUVIK

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

Pacific Western Airlines was, in the late sixties and seventies the primary (often the only) carrier servicing the larger settlements of the western arctic, as well as most major centres in northern Alberta and British Columbia. They operated first DC-4's and DC-6's, and had a couple of Curtiss C-46 freighters. A brief experimentation with a few turbine Convair 660's, which they called Javelin JetProps gave way to a fully modern airliner, the versatile Boeing 737, in 1970. This aircraft almost immediately replaced the propeller driven ships to major points, and gradually supplanted the prop jobs servicing all the towns in the western NWT: Hay River, Fort Smith, Yellowknife, Fort Simpson, Norman Wells and Inuvik, as these airports were upgraded. The 737 didn't really need any more runway than the DC-6, and with the fitting of a gravel deflector on the nose wheel, was able to operate safely on unpaved airports; the aircraft only needed five thousand feet of runway in any case. The 737 was equipped with a reliable and powerful auxiliary generator, mounted in the tail cone, so ground power units for heating, air conditioning and engine starting were not required. The airline also started servicing its northern Alberta and British

Columbia destinations such as Fort McMurray, Peace River, High Level and Dawson Creek/Ft St John, and Grande Prairie. As well, the always popular Calgary-Edmonton airbus route was flown with this new jet.

PWA was a relatively small airline, and was often referred to derisively as “Please Wait Awhile” and “Pathetic Wild Airline” by some passengers. It was nevertheless a reliable carrier and did much to accommodate the types of passengers and cargo that it was commonly asked to transport. It could be argued that it was the only airline servicing the North and thus could do as it liked, but I’m sure that the routes would have been taken over by other lines if PWA had badly faltered in its service, during those early route-proving years.

It was one of the first airlines in North America, perhaps the world, to install and use the large cargo doors on its jets for loading the fibreglass “Igloo” containers, built to fit in the passenger cabin of the 737 aircraft. These innovative boxes were handled by large fork lift trucks and were almost the width and height of the plane. They were more or less contoured to the semi-circular shape of the aircraft’s interior. About eight feet in length, two containers were usually carried, in the front cabin area, replacing the first eighteen or so rows of seats. The carpeted floor was removed, revealing built-in rollers to aid in moving the Igloos around. This allowed them to be rolled forward or aft by manpower alone, and they were then tied down with cargo straps and nets to preclude movement during flight. A moveable partition with a door providing access to the flight deck was then installed in front of the new first row of seats, and there was just room to squeeze by the containers. Passenger load was reduced from a maximum of over a hundred to about half that, and only the rear accommodation doors were used.

Other, smaller airlines and charter outfits were rife in the North during this time, some of them not surviving long because of the competition. A few of them had regular scheduled runs to the smaller communities, with the hub of operations being Inuvik. Northward Airlines, running single-engine Otters and Beavers was one such, but it was at best a hit and miss operation, especially in winter when darkness and bad weather precluded many flights of the VFR-only equipment.

When they operated, these “sked” runs were well-used, both by the exploration companies’ personnel and by the Native people, who suddenly could visit their relatives and friends without a major overland or boat trip across the Delta, or up the River. Thus, settlements like Fort Norman, Fort Franklin, and Holman Island were woven into the fabric of the Delta regions’ economy, and everyone, from the Federal bureaucrats to Joe Trapper was the winner. Medical, judicial, and education services, as well as emergency evacuations, and other amenities were suddenly available to people in isolated population centres like Old Crow, Colville Lake, Paulatuk and Sachs Harbour. They owed their new freedom of movement to the Big Oil companies, who, with their seemingly unlimited exploration money, did much to open up the Western Arctic.

When the Twin Otter arrived on the scene in the early seventies, the services were vastly improved for those carriers able to obtain these aircraft. All weather operations became the norm, and, as the merits and performance of the Twin Otter were utilized more and more, these excellent performers became the standard of the industry. The Twin Otter could land on any reasonably level piece of unbelievably short snowploughed field, then take off again, fully loaded. An entire book could be written about the exploits of these workhorses, and I will not try to do them justice

here. Suffice to say that the Twin Otter, from its introduction into the North, revolutionized air transport in the region.

In the seventies I was employed as a pilot by Associated Helicopters of Edmonton. Associated was one of the first rotary wing firms to work in the Inuvik/Norman Wells area, and paralleled development with PWA. This was not so surprising, since the precursor of PWA was in fact Tommy Fox's Associated Airways which had done tons of work in the Arctic, before the war and during the Dew Line construction. Fox had decided to get into helicopters in the early fifties, and when this was successful, he sold Associated's fleet, in 1956, to Russ Baker, who had founded Pacific Western with elements of two other small BC bush lines. He built this into western Canada's major airline in the next thirty years. (Interestingly, Baker and PWA pioneered the airbus concept, where no-reservations, autobus-style trips were conducted several times a day between Powell River and Vancouver, with DC-3's.)

Our pilots got to know the PWA crews and we'd often talk to them on air radio. Several times I have brought in men due to go home on crew change from far flung camps. For various reasons I had run short of time to meet the 737 at Inuvik or The Wells to put my passengers on for their flight "out". The PWA captain would usually hold his departure then until I could land beside him and transfer the passengers. It was appreciated by our people and by our customers, and reflected the camaraderie of the Northern breed.

Inuvik was home away from home for a lot of Associated's pilots and engineers during its brief boom, and many of us have fond memories of good times in a town that was at the time quite rough around the edges. Duty up there was not looked forward to, but most of us appreciated the fact that it broke up a winter of slack activity for helicopter operations in most other parts of our world. In this region of permafrost and of tundra ponds, seismic operations could only be conducted during the winter months when the delicate vegetation overlying this ice layer would not be disturbed or destroyed. Therefore the summers were a slack time for most of the exploration firms, with freeze-up the big event, signifying the start of the work season. Helicopters, at the end of their season further south, were ferried to Inuvik or Norman Wells and stored there, awaiting the start-up of the winter exploration season.

Often it was PWA we focused on, and frequently we would meet the flights, picking up our customers, rotating our own crews, or taking express and freight for furtherance to some far-flung camp awaiting repairs for a key piece of equipment. The flights were usually on time, dispelling the sobriquet of "Please Wait Awhile" and for our operations at least, PWA was a reliable and dependable means of transport.

Most of our evenings were spent in one of the three bars in town, not necessarily drinking a lot, but enjoying the fellowship and the dynamic pulses of the people that made up the fabric of the "new" North. All the aircrews of the various charter outfits were buddies in the pub, and bitter rivals when it came to bidding on flying jobs. There usually was enough work to go around, though, and we seldom had problems, vis-à-vis other helicopter companies. The lack of daylight, often only two to three hours of twilight in December and January made for a short work day as well, and cold weather would also preclude some operations, so we always had trips waiting.

Our Company thrived on the extra winter revenue as well, and even our senior people would make excursions up there to see what it was all about, and to break up their own winter. It was an exciting time in the history of the North.



Hearts in Stone

Photo courtesy Norma Waddington [norma*southklondike.ca](mailto:norma@southklondike.ca) (In Carcross Yukon)

With Valentine's Day just passed, I thought I'd send a pic of a rock Cal found at an outcrop, half a mile down the beach, in Carcross. He was intrigued enough to lug it home (app. 15-20lbs). We call it "hearts in stone". It is natural and appears to be some sort of stained quartz embedded in black rock. I wish I had taken a pic, in a more appropriate location (no time now).

Cheers, Norma

Norma Waddington [norma*southklondike.ca](mailto:norma@southklondike.ca) (In Carcross Yukon)

YUKON NUGGET

A CKRW Yukon Nugget by Les McLaughlin

Courtesy Rolf & Marg Hougen [marg*hougens.com](mailto:marg@hougens.com) (In Whitehorse)

The Raven

The Yukon's official bird is certainly not only found in the Yukon. It's found all across the circumpolar world and ranges as far south as the mountains of central America. Still, if you're going to choose a emblematic bird, it might as well be the smartest, funniest, coolest bird in the land.

Know anyone who doesn't have a raven story to tell? I don't. We had a German Shepherd in Whitehorse a long time ago. We tied him to the clothes line so he could range at will around the back yard without heading down the street or into the bush. How ravens would torment poor Rocky, who never came to realize that his chain would let him run only so far. But the ravens knew how far the chain would go, and would croak as they ate his stolen dog food just out of range. More than once he nearly choked to death as he came to a shuddering stop while the ravens, if they could show glee, did so.



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

Smart. These birds are smart, and gregarious. They know humans are good providers of nutrients - garbage cans, grocery bags left unattended in pickups, dog mash left in the backyard. Ravens know how to find this stuff, and that's why they hang around. Ravens are the largest of all songbirds. They are members of the crow family and thus related to magpies, jays and nutcrackers. As with much bird life, not a lot is known about their communication systems. But some researchers say they have the most complex vocalizations of all birds.

While most birds breed in the spring, the Raven breeds in winter. The young are hatched in winter, often in communal roosts. Most bird watchers say they have never seen a baby Raven. That's because when they leave the nest, the three-week-old chicks look as big as, if not bigger than, the adult. A lot of feathers on a tiny body.

Ravens are likely monogamous. They take one partner for life. Or so bird biologists believe. But then, anything about a bird as smart as the Raven is open for debate. For example, do birds play?

Like kids? When you watch Ravens in groups of ten or more soaring and diving with the wind currents over some Yukon sidehill, it's hard to imagine anything at work but play. Nor, as one lucky photographer found out when he took a series of startling pictures, can it be anything but play.



Young Raven

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

The series of photographs show a solitary Raven on a snow-covered sidehill. At the top, it curled into a ball and rolled twenty or more feet down the hill. This happened six times before the playful bird quit - perhaps dizzy from all that rolling down the hill. The photos are proof that this is not another urban raven legend.

So it seems the Yukon's official bird is a gifted creature with a complex lifestyle suitable for the large range of options available in the Yukon. Now, if we could only find one complaining about the weather. Nah, they like the weather.

A CKRW Yukon Nugget by Les McLaughlin

MEMORIES OF DAWSON AND THE GOULDS

Both Helga and I were saddened to learn of the death of Madelaine Gould and more recently John. In the summer of 1971, Helga and I, with our two young children ages five and three, spent a glorious summer in Dawson City. I had recently joined the Yukon Government's Department of Tourism and Information in Vancouver. My job for the summer was to prepare a study on the long term feasibility of gambling as a tourist attraction in Dawson City, and to become more familiar with the historic resources' of the Yukon, particularly the Klondike.

We were so fortunate that John and Madelaine Gould took both Helga and I under their wings for the summer. John became my historical mentor and Madelaine became a mother figure for Helga. Madelaine taught Helga to bake bread and how to avoid bears while picking blueberries by filling a can with pebbles to make a "bear rattle". Madelaine had an infectious sense of humor and was a natural story teller.

We celebrated the summer solstice on the Midnight Dome, gambled until the sun came up at Diamond Tooth Gerties, panned for gold on almost every creek in the Klondike, sifted through the remains of Lousetown and Forty Mile, enjoyed the hospitality of wonderful people like the Frys, the Bremners, the Campbells and many others who awed us as "real" Yukoners and Dawsonites.

We met the cast of the Palace Grand, made a river patrol with the RCMP, visited Moosehide and Bear Creek and watched a fishwheel work in the Yukon River.

We were also fortunate to meet some of Dawson's characters such as "Bombay" Peggy, "Black" Mike and Capt. Dick Stevenson.

In the years following, I visited Dawson City many times, but nothing could compare to the magic of that first summer.

It was an unforgettable summer of memories for my family and we still talk about it 41 years later like it was yesterday.

We formed a friendship with the Gould's that lasted for many years. We moved to Whitehorse in 1973 and the Gould's often visited when they came down from Dawson City.

On one occasion, Helga and Madelaine went to a show in Whitehorse which was playing "The Last Tango in Paris" starring Marlon Brando. Madelaine kept one hand over her face and watched the movie through her fingers. She never said a word during the show", recalls Helga. When the picture was over, Madelaine said ..."Well!...we never see anything like that in Dawson City".

Helga and I left the Yukon in 1980, but will never forget our summer in Dawson City and the wonderful hospitality of John and Madelaine Gould. For us, they represented the true Yukon spirit...generous, caring and willing to share their lives with strangers.

Karl and Helga Crosby fore65*shaw.ca In Lake Havasu City, Arizona

WestJet announces service to Whitehorse

Monday, January 30, 2012

Airline welcomes 31st destination into its domestic network

CALGARY, Jan. 30, 2012 /CNW/ - WestJet today announced daily, non-stop service between Vancouver and Whitehorse, Yukon, beginning May 17, 2012. The announcement follows the release of schedule details for new service to Kingston, Jamaica, and Aruba and details of service to New York's LaGuardia Airport, also launching this summer.

Full schedule details and great introductory one-way fares from \$99 plus applicable taxes and fees are available by visiting westjet.com, by calling WestJet's Sales Super Centre at 1-888-WESTJET (937-8538) or through your preferred travel agent.

"With great fares and a convenient schedule, we believe WestJet's service will appeal to business and leisure guests travelling to Whitehorse," said John MacLeod, WestJet Vice-President, Network Management and Alliances. "Whitehorse's impressive landscape and year-round outdoor adventures make it an ideal getaway for any traveller.

"We're also pleased to offer residents of the Yukon daily access to WestJet's 75-city North American, Mexican and Caribbean network," John MacLeod continued. "And as Vancouver continues to be a strong connection hub for our code-share partners, we will continue to provide access to major parts of the world through these relationships."

One Cold Night in Dawson

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

January 15, 2012

The weekend brought on colder temperatures than the Klondike area has seen so far this winter, with temperatures ranging from -47 at Henderson's Corner to -41 in downtown Dawson during the day. This picture was taken around 11:30 Sunday night.



Cold night.

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

This Chimney Tells the Temperature

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

January 18, 2012

The crown surrounding this chimney is an infallible cold weather indicator, which only takes shape after an extended period of temperatures below -35°C . Actually a stalagmite, it forms from the roof up as moisture drips from the chimney in really cold weather. The crown effect takes shape after the stalagmite reaches the top of the chimney. When things warm up, and once the sun shines on it for a few days, it will signal the change in the weather by the loud thump it makes on our porch roof when it falls off.



Chimney 1.

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

Work continues on Dawson's Wastewater Plant

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

January 29, 2012

In spite of temperatures in the minus 30s work continues on Dawson's new Wastewater Treatment Plant. Over the last couple of weeks side supports for the roof structure on the north end of the building have been put in place. Last week conduits were fitted to the Vertreat shafts, which are the vertical lagoon portions of the plant. Atop the pipes a worker can be seen draped over the pipes, fastening something in place.

While the building was originally proposed as a wooden frame structure, it clearly now has a metal frame. The early December minutes of the town's Historic Advisory Committee indicate that the change was approved because a portion of the building had become a two-story structure. The minutes also note that the exterior façade of the building will still have "board and batten siding and a standing seam roof as in the original application".



A worker can be seen hanging over the pipes that connect to the two vertical treatment shafts. There are two shafts to provide redundancy at the plant in case one should fail or require maintenance. Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



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

48 Hour Film Screening Draws a Good Crowd

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

January 30, 2012

Chris Clarke's untitled film about the trials and tribulations of trying to make a short film in 48 hours won the "Flocons D'Or" (or Golden Popcorn) Award at the Klondike Institute of Arts and Culture's 48 Hour Film Competition on Sunday night.

Last year's winners, Aubyn O'Grady and Evan Rensch, picked up the Audience Favourite Award for the evening and will have to figure out how to share a slightly used Dawson City International Short Film Festival (DCISFF) seat cushion. "Slightly used" because awards presenter Charles Stankieveh had not realized it was to be a prize and had spent the evening using it for its designed purpose.

The Odd Fellow Hall played host to a packed audience of around 70 people to view the results of the latest video scramble. Eleven films made it to the final showing, which included animations, short narratives, mockumentaries and a variety of film styles.

Some of the films were shot outdoors in spite of temperatures that sent most of the 48 hour production schedule (5:30 p.m. Friday to 5:30 p.m. Sunday) in the mid minus 30s.

The awards ceremony at the end of Sunday evening was somewhat reminiscent of those primary school awards days where everyone gets an award for something, but it did seem that the judges had tried hard to be appropriate, and when most of the awards consisted of a certificate and a candy bar, one can't complain.

Clarke, who made her film in Whitehorse and emailed it to the event, awarded herself the "Most kilometers traveled while trying to make a 48 Hour Film" for an effort which saw her all over the city of Whitehorse trying to get people to help her make a film.

Competition organizer Dan Sokolowski announced that this film was an automatic entry in the DCISFF later this spring.

O'Grady and Rensch created "Opening up Community Chest: Broken but not Dead" a fake documentary about the life and death of a short-lived community based folk/rock group, a perfect parody of the actual type.

The film that came the farthest arrived electronically from Kamloops and was created by long time Dawsonite Jay Armitage, who is wintering there.

Judges for the event were John Steins, Veronica Verkley, Charles Stankeiwich and Stefan Popescu.

Following is a list of the other films and the awards they were given:

Kit Hepburn: Lines (and Weird Noises); Most Lines Done in a Film

Karen Mackay: Not Just in the Kitchen; Best use of Drugs/Best soundtrack made by a Judge

Meg Walker: January Brain; I Wish I Was on Drugs Award

Holly Haustein: Untitled; The Lilly Award

Trina Buhler: A Decade of Day Planners; The OCD Award

Jay Armitage: Time is Up; The Golden Pander Award

Sheriden Gunter: Shopping?; Best Clown Car Award

Jenna Roebuck, Georgia Hammond & Molly Shore: Sh*t Aaron Burnie Says; Best Abuse of AB Award

Eryn Foster and Elaine Corden: It seemed Like a Good Idea at the Time; The WTF Award



Molly Shore and Georgia Hammond editing on Sunday afternoon.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Amelia Merher made a valiant effort to entertain a room without a mike.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Aubyn O'Grady and Evan Rensch took the Audience Favourite Award. Klondike Sun Alumni win again. Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Some 70 people turned out for the screening. Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Judges for the event included John Steins, Veronica Verkley and Stefan Popescu.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Dan Sokolowski mugs with the grand prize, the Flocons D'Or.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Bill & Lynda Wray travelled over from Palm Springs area where they are vacationing and Lloyd & Carolyn (Martin) Atkinson are visiting on Don Frizzell's lot in the Foothills of Yuma and they both visited at Bill & Sherron Jones' in Yuma (Jan 30, 2012 – 79 F). Bill Jones, Bill Wray and Carolyn (Martin) all worked at White Pass in Whitehorse at the same time.

Note the petunias in January in Yuma.

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

ROBINS IN WINTER



Robins in Whitehorse at – 40, counted 7 in the May tree that day.
Photo courtesy Doug Bell cheechako46*northwestel.net (In Whitehorse)

ARTISTIC TALENT



Ice Crystals on the beach at Carcross – late fall 2011.
Photo courtesy Norma Waddington norma*southklondike.ca (In Carcross Yukon)

NEW ADDITIONS

Nice to hear from you again. I lost contact with you because we moved several times and our computer had crashed several years ago. All is well now.

Here is our new address:

David & Georgette (Berg) Hill - 601 View Avenue, Courtenay, B.C. Home phone: 250.338.6821
Let's try and stay in contact and please advise us of any Yukon events on Vancouver Island or Vancouver as we would like to attend them. Thanks Dave dave-georgie@shaw.ca

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This message was created automatically by the mail system (eclerity).
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Linda Christensen lindachristiansen@northwestel.net
CHRISTIANSEN, Linda lindachristiansen@northwestel.net (In Dawson City, Yukon)

Dorothy Komish dorotheaK@telus.net
KOMISH, Dorothy dorotheaK@telus.net (In Watson Lake 1959-70) Langley

Tom Tait thtait@telus.net
TAIT, Tom & Sheila thtait@telus.net (In Dawson 1952-53 CP Air agent) Coquitlam

We have two different e-mails accounts in the house, each with a subscription to the Moccasin Telegraph. Rationalizing expenses directs that one account be closed, therefore I'll be dropping mine. I'll still have access to the Moccasin Telegraph through my wife's subscription, which is paid up through the end of 2012. Please remove me from your list.

Thanks.
Lyle Coleman

COLEMAN, Lyle shesley2@telus.net (born Atlin, High School Whse 1957-61, Whse 1968-85) Airdrie AB

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Bill Knutsen wknutsen@telus.net

Dave Cooper dcooper@northwestel.net

Herb & Gudrun Davies hgdavies@northwestel.net (deceased)

Jim & Dolores Anderson yukonunicorn@hotmail.com

JENSEN, Pete & Sharon (PATNODE) pjensen@internorth.com (In Whitehorse) (deceased)

QUOTE OF THE WEEK

Dogs Have Owners ~ Cats Have Staff

RECIPE OF THE WEEK

I have a recipe that I'd like to contribute. It's a little something to help with winter cold (or summer heat or anything in between). Chris Maylor chris@chrismaylor.org (In California)

Home style Kahlua

Ingredients:

1/5th	Vodka (which is really 26oz)
1 ea	Vanilla bean (quality makes a difference, get a good one)
4 cup	White Sugar
4 cup	Water
1/2 cup	Instant Coffee (brand not that important – I've always used Folgers)

Notes: This makes appx. 1/2 gallon per batch.

Bring 3 1/2 cups water to a boil

Once the water starts to boil add the 4 cups of sugar.

After the mixture returns to a boil start the timer and continue to boil for 5 minutes (good rolling boil). Turn off heat and remove from burner.

Add the Vanilla bean immediately after removing the mixture from the boil and allow it to cool for an additional 5 minutes.

During this time mix the remaining 1/2 cup of Water and the 1/2 cup instant coffee together, and then add to the boiled mixture.

Once the mixture is cooled to room temperature add the vodka.

Note: I sometimes cheat and put the pot in ice in the sink to cool it more quickly

Put cooled contents into sealed container.

The mixture should be shaken vigorously once a month to help develop the flavors.

In three weeks the Kahlua will be ready to drink, but it will improve greatly with age.

Seriously consider whether you wish to share. I find that when I share it, the bottle seems to lose its contents much more quickly than when I don't.

DATES TO REMEMBER



**Vancouver Yukoners' Association
84th Annual Banquet**



April 14, 2012

River Rock Casino/Resort – Whistler Ballroom
Address: 8811 River Rd, Richmond BC
Free Parking in Casino Parkade

Hotel reservations:

Telephone: 604-247-8900 or toll free 1-866-748-3718

Ask for Vancouver Yukoners' rate

One bedroom suite April 13-15: \$167, Comparable discount on two bedroom suites;
Special rates extend 3 days pre- and post-banquet, based on availability.

Also note that guests can, at check in, add the buffet breakfast to their room bill for \$10.00 each plus tax & tip.

Banquet Tickets:

\$58.00 per person with cheque payable in advance to
Vancouver Yukoners' Association

Banquet Reception: Ballroom Foyer 4pm – 6pm

Dinner: 6:30 pm

Hospitality Room: Open Friday from 4pm and Saturday from noon

Note: Pick up tickets in Hospitality Room

Check www.vancouver-yukoners.com for updates

FOR TICKETS CONTACT VIVIAN STUART:

Email: 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)

IN WHITEHORSE CONTACT GOODY SPARLING: 867 668-3958

We encourage Yukon residents to fly Air North;

Convention Code 5HUP12W8

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

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