

**MOCCASIN TELEGRAPH – 357<sup>th</sup> Edition – June 2, 2012**

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

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



Black bear near my Nares Lake cabin, May 4, 2012.  
Photo courtesy Heather Jones [hpj50\\*me.com](mailto:hpj50*me.com) (In Carcross)

**YUKON NUGGET**

A CKRW Yukon Nugget by Les McLaughlin

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

**Audrey McLaughlin**

When Audrey McLaughlin loaded her pickup truck and headed west from Ontario in 1979, she could not have imagined the roller-coaster ride that in ten years would take her into Canadian history books.

Ontario-born Audrey Brown married a mink rancher, Don McLaughlin, when she was just 18. Soon she found herself living in an old farm house with two kids and hundreds of mink to look

after. She left the relationship in 1972 and moved to Toronto to become the executive director of the city's Canadian Mental Health Association.

By 1979, she was once again ready for change. The call of the mountains beckoned and she drove the Alaska Highway in her new maroon half-ton pickup. In Whitehorse, she started a consulting business - working on projects such as child welfare legislation and conducting research on land claims and aboriginal self-government.

By 1987, the political landscape in the Yukon was undergoing dramatic change as Erik Nielsen's 30-year career, as the Conservative member of parliament, ended.

The door was now open to new faces with new ideas. Audrey was recruited to run for the NDP nomination in the coming by-election.

On the third ballot at the NDP's Yukon party convention, McLaughlin surprised everyone with a victory over favourite son, Maurice Byblow.

Until then, her only political experience, apart from 17 years of working behind the scenes for the NDP, was to run for Whitehorse city council. She lost.

In the federal by-election of 1987, she beat the Liberal candidate, former Mayor Don Branigan, by 332 votes and was on her way to Ottawa.

During her first two years in office, McLaughlin served as the NDP critic for Northern Development, Tourism, the Constitution and Revenue Canada. In 1988, she became chair of the party caucus.

Then, after just two years as a federal MP, she ran for the leadership of the party, after Ed Broadbent resigned. To everyone's surprise, she beat Dave Barrett, the former Premier of B.C., on the fourth ballot. Audrey McLaughlin entered the history books on that day in December of 1989, as the first female leader of a national political party.

Some views she held strongly, and she was not afraid to go against her party's official position. She opposed the proposed Meech Lake constitutional accord because - she said - it would forever prevent the Yukon from becoming a province. The Meech Lake accord died.

In the 1993 federal election, she retained the Yukon riding, but the NDP lost its official party status in the House of Commons. In April 1994, she stepped down as party leader, but remained interim leader until her successor, Alexa McDonough, was chosen at the NDP convention in Ottawa in 1995.

McLaughlin remained a member of parliament until 1997. After her retirement, she served as President of the Socialist International Women and was appointed special representative for the Government of Yukon on circumpolar affairs.

From her office in the country's only log skyscraper, the Ontario native, who chose the Yukon as her home, has made a significant mark on the Canadian political landscape.

Post scripts from Wikipedia –  
[http://en.wikipedia.org/wiki/Audrey\\_McLaughlin](http://en.wikipedia.org/wiki/Audrey_McLaughlin)

McLaughlin did not run for re-election in the [1997 election](#).

McLaughlin was an overseas volunteer in [Barbados](#) in 1986 with [Canadian Crossroads International](#). Today she is an honorary patron with Crossroads. In 1991, she was sworn in as a member of the [Queen's Privy Council for Canada](#) so that she could access classified documents during the [Gulf War](#). In August 2003 she was made an Officer of the [Order of Canada](#).

She published an [autobiography](#), *A Woman's Place: My Life and Politics*, in 1992.

## Post-political career

In 2000, she joined the [National Democratic Institute](#), an organization that promotes democracy and peace in [developing nations](#) and travelled to [Kosovo](#) to help women there to run in the country's [first democratic election](#).<sup>[2]</sup> McLaughlin has also served as the President of the [Socialist International Women](#) and as special representative for the Government of the Yukon on Circumpolar Affairs.<sup>[3]</sup> She was an honorary pallbearer at the state funeral of [Jack Layton](#) in 2011.

A temporary addition to the Whitehorse Skyline has just been added this week - the construction crane for the **Mahs Point Condo project**.

Tim Kinvig



Mah's Point Condo Project – 2nd Avenue  
Photo courtesy Tim Kinvig [kinvig\\*northwestel.net](mailto:kinvig*northwestel.net) (In Whitehorse)



Mah's Point Condo Project – 2nd Avenue  
Photo courtesy Tim Kinvig [kinvig\\*northwestel.net](http://kinvig*northwestel.net) (In Whitehorse)

Yes, it is being built by Tippy. It's on the site of where the New North cabaret and motel sat. The website for the condos is <http://www.mahs-point-condos.com/> - I think it may be the first six story building in Whitehorse - could be wrong on that.

Tim Kinvig [kinvig\\*northwestel.net](http://kinvig*northwestel.net) (In Whitehorse)

### **Uffish Thoughts: Ice Bridge Closes in Dawson**

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

April 11, 2012

Just over a week ago I picked up Tim Falconer, the latest Berton House writer-in-residence, at the Dawson Airport. My routine, when I do this, is to drive the new writer to Berton House to give them an orientation point, and then do a quick ½ hour tour of the major sites in town.

They'll need to know where the Recreation Centre is so they can get a pass for the arena or the weight room; the location of the Health Care Centre, just in case; the two grocery stores and the drug store; the Yukon SOVA/Yukon College complex; the Klondike Institute of Art and Culture (Odd Fellows Hall) Building; City Hall; the Museum; a quick rundown of our historic buildings, etc.

Tim had been in email contact with our last two writers and was curious about West Dawson, so I included a swing across the ice bridge on the Yukon River as part of the tour.

Lots of our visitors find the idea of an ice bridge fascinating and a little intimidating. I don't often have any reason to cross it, and hadn't been on it since the Percy DeWolfe Junior race start. I, too, find it interesting, and make a point of driving it several times during the winter.

It was very solid on April 2; not a sign of water anywhere. The shore ends of the bridge, which are always the first parts to go, were firm and shining in the morning sun.

Today – April 11 – the ice bridge is closed to traffic and the warning sign has been posted.

I knew it was coming. I remarked to Tim at the time that if we had a solid week of the kind of weather we were enjoying on the day I picked him up, the bridge could be compromised by the middle of the month.

The disintegration of snow and ice in the spring follows an interesting pattern. By early April everything has settled and compacted down to a hard surface that will easily support a person, especially if there has been any weight on it. Walking our perimeter fence (to see where our dog was managing to escape) last week I found I was on solid “ground” as long as I didn't step off our dog's well-worn path.

This week, while looking for photo angles to shot the damage the snow did to our second floor balcony when the slide guards gave way on Sunday morning, I found that there was no secure footing on the lawn and that everything had turned to a granular, sandy sort of texture on its way to becoming slush.

The ice bridge deteriorates in something like this fashion, beginning at the edges where, ironically enough, it first starts to freeze in the fall. Any movement of the water under the ice acts to disconnect the junction of the land and the river, and the shallow areas tend to go first.

On April 9 I noticed that the east bank of the bridge had gone slushy and was laced with puddles, not unlike those that were being formed on the streets by melt water all over the town. I took a few pictures and watched as a couple of pick-up trucks made the crossing. I was in my little KIA sedan that day and I wouldn't have tried it. Already some residents were clearly deciding to park their vehicles on this side and walk across. I wondered how long it would be before Highways decided it should be closed.

I got my answer this morning, just two days later. The more daring – or perhaps desperate – folk will continue to brave the puddles for a while, and skidoos may skip across the wet spots for a time after that, but it probably won't be long before the two parts of Dawson begin their seasonal separation.

Last year it was late April before the bridge was officially closed, and the ice went out on May 7, with the ferry going in the water on May 16. This year – who knows?



**Ice Bridge closed – By April 11 the ice bridge was declared closed.**  
Photo courtesy Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)

### **Dawson's Seasonal Lakes**

By Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)  
April 10, 2012

Rapid spring melting is creating a series of large puddles (or tiny lakes) all over Dawson as the city crews rush about trying to get all the storm drains open. There has been more snow than usual here this winter and council recently discussed how rapidly the snow removal budget had been eaten up. A lot of these occur at the intersection of Fifth Avenue and the side streets. Here we have the Turner Street puddle in front of the new Yukon Housing apartment building as well as the perennial puddle at the corner of Fifth and Queen, just beside the Robert Service School. In the latter case, the boardwalk is also awash.



Lake Turner Street

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



Robert Service School Reflection

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

## **Berton House is a Incredible Gift to Canadian Writers, says Lawrence Hill**

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

April 11, 2012

“Berton House has been fantastic,” Lawrence (Larry) Hill said, just a few days before bringing his one-month residency to a close.

“I’ve always wanted to come up here ... and I managed to get a lot of work done.

“It’s an incredible service to Canadian writers to offer this to us, no matter where we’re from, whether it’s Saint John’s or Montreal, or Hamilton, in my case. To be able to bring writers to Dawson City is an incredible gift to those writers.”

He finished the first draft of his latest novel, *The Illegal*, on the day he arrived and managed to get well into the revisions during his stay.

“That’s steaming along. I’ve also had the chance to collect some really useful material for my next novel, which I’ll just call *The Highway* until I have a real title.”

*The Highway* will deal with the experiences of one of the African American soldiers sent to help build the Alaska Highway. The central character will be from the American Deep South and will have issues of cultural and climate shock to deal with along with the well documented racism prevalent in the US armed forces at that time.

That novel is a couple of years away from being begun as Hill has a non-fiction commission that he is not allowed to discuss to work on first, after he finishes with *The Illegal*.

In spite of his dedication to craft and a heavy working schedule, Hill also found time to enjoy Dawson.

“Also, it’s just been a really great time socially. I’ve enjoyed Dawson City and its people, met a lot of people in this short period of time and done a lot of stuff.”

This includes being part of the third prize winning team in the chili cook-off during Thaw di Gras, dog sledding with Yukon Quest musher Brian Wilmshurst, doing readings at the Dawson Community Library, in a cabin in West Dawson, at the Yukon School of Visual Arts and the Robert Service School.

“It’s been nice to engage with people. A few people have shown me their work, their creative work, and it’s been nice to read that and just encourage them.”

Hill is also keenly interested in art and enjoyed looking at work by local and visiting artists. On the afternoon that we sat for this chat, he had spent the earlier part of the day with John Steins, viewing his work and that of his recently deceased father, Ilgvars.

“It’s a great way to connect with a place, to come up here as a writer and kind of step in.”

While it is possible for a visitor to become very busy here, Hill never felt like anyone was pressuring him.

“It never felt like an imposition. People asked or suggested things and usually I’d say yes and sometimes I wasn’t available. My sense is that people here understand that the writers can sort of carve out their time as they see fit. They can do as little or as much as they want.

“People just seem to let you do what you need to do.”

Hill, of course, as the winner of the Commonwealth Literary Prize and with *The Book of Negroes* so promoted by his publisher that it had a deluxe, oversized, illustrated edition, had a bit more star power than the average visiting writer. When he first went in to the Post Office the clerk recognized him and openly admitted to being a bit star struck. When he had his library public reading, he pulled in three times the audience of any of the recent writers, packing the limited space.

Hill just likes to meet people, both as a writer and a tourist.

“When you travel, you can go to Cuba, stay in five star hotel and meet the servers in the bars or you can come to a place and kind of settle in for a while, actually meet people and connect with them.

“That’s some of the most rewarding kind of travel you can do in life, I feel, is to connect with people, work with them, share time with them, go into their homes, settle in, give them something of you ... and take something of them.”

Hill is already plotting how he might return to the Yukon to take in all its seasons. He was here for the Young Authors Conference in late April 2006, but he feels he needs to see all of the territory’s seasons in order to write the Highway book, since the story will cover several years. He will try to do this while he’s working on other projects.

“I’m the kind of writer who likes to plant the seeds for a book a few years before I have to start working on it, especially if it’s a complicated book, which this will be. If I waited until a year from now before I started assembling materials I’d lose six months when I was really ready to go. This way, by the time I start, I’ll know exactly who to talk to and to read, and I’ll have most of it at my fingertips.”

Inspired by his attendance at Ian Tamblyn’s house concert, Hill is wondering if he might not be able, in a year or two down the line, to organize a home reading tour that would take him up the length of the Alaska Highway and give him a chance to experience all the communities that might be settings for his novel.

He has some other thoughts about Dawson, as well. His wife, Miranda, has established a charity called Project Bookmark Canada.

“What it does is it sets up plaques in places in Canada where the literature (all fiction) actually took place. There are about ten of these in the ground now, and she’s looking to expand it from coast to coast. The first one was from Michael Ondaatje’s *In the Skin of the Lion*. There’s a scene where a nun falls from the Bloor Street viaduct and her life is saved by a worker who is building the bridge. There’s a plaque on the bridge with 400 words from the book that describe the nun falling, along with some information about the author and the book. Another one features Anne Michael’s *Fugitive Pieces*.”

The condition for the plaques is that the place still has to be there and identifiable even if the building or structure isn’t any longer. Hill thinks that Dawson, already dotted with non-fiction plaques about historical places, could probably qualify for some of these as well.

Certainly a practice similar to this can be found all over the United Kingdom and Ireland.

Anyone with suggestions about site-specific literature should contact Project Bookmark Canada at its website.



**Lawrence Hill at Berton House.**

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

## **DCAS Survives Changes and Continues to Thrive**

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

April 13, 2012

It was a year of many changes for the Dawson City Arts Society (DCAS), as executive director Karen Dubois noted in her presentation to the annual general meeting on March 29. Three positions in the main office had turned over within a few months of the last AGM, including the programming and administrative assistant jobs. One of the programmers moved to take over the direction of the ODD Gallery/Artist Residency division, so there were really four changes.

The programmer jobs were redefined to two equal positions, making for more stability in the presentation of two major annual programs, the Yukon River Arts Festival and the Youth Art Enrichment program. One staffer now also manages presentations and special events, while the other looks after community courses, of which there are many.

Emma Tius and Matt Sarty were the new faces in those positions and they managed a busy eight months after they took over without missing a beat.

Dubois noted that DCAS, which operates in the world through both the gallery and the Klondike Institute of Art and Culture (KIAC) has a new website. It's a bit of a work in progress, but "we're very happy with the functionality and the appearance ..."

Towards the end of the previous year the organization received funding to upgrade its equipment, as a result of which it has a new sound system, film screen, high definition projector, flat screen monitors, scaffolding and, to the eternal gratitude of its audiences, comfortable chairs and a better system of storage for them after each event.

Last year the executive made an attempt to raise \$40,000 in funding independent from DCAS's normal funding sources. Their previous best had been \$14,000 and Dubois was pleased to note that they made it up to \$23,000 – a good start.

DCAS continued to be a vital member of the board of the Yukon School of Visual Arts, as well as participating in the Klondike Development Organization and the Tr'ondëk Hwëch'in regional economic planning exercise.

Looking ahead, the board has been working on plans to deal with the Odd Fellows Hall itself, which is showing some wear after more than a decade of its new life as DCAS central. Repairs are needed to the sprinkler system, the ceiling and the heating system. Last year the ballroom floor was refinished and it is holding up well.

Recently, Dubois made a pitch to Dawson's town council for funding to assist it in applying for Cultural Capitals status for the year 2014. This is a competition for communities of fewer than 50,000 people. She did not know it at the time of the AGM, but the request was viewed favourably by the council and some funding was approved at a special council meeting a day after the AGM.

“Working at KIAC demands the ability to switch between creative visioning for future programs, to making arrangements for elevator repairs, to conducting cross Canada recruitment, to making sure the fuel is delivered on schedule,” Dubois said. “There is an ever revolving cast of characters coming in and out of the doors, from toddlers in their tutus, to artists from across the country, to repairmen, to members and volunteers.”

DCAS president Peter Menzies said the organization was celebrating “another successful season, leaving another chapter of fond memories and lasting impact as we continue to grow the ‘cultural cluster’ here in Dawson City.”

Menzies noted the importance of the Economic Impact Study in proving the importance of the arts in the community.

“A parade of visiting dignitaries from Europe, the USA and Canada all marvel at what we have done here.”

KIAC has a yearly schedule that keeps spawning annual events: the Dawson International Short Film Festival, the Yukon Riverside Arts Festival, the Youth Art Enrichment Program, Summer Youth Art Camp, the ODD Gallery, and the Gallery’s Natural and Manufactured project.

During the last year there have been music lessons (guitar, piano and fiddle), a local orchestra, dance classes, visual art for all ages, several film workshops, another 48 Hour Filmmaking Competition, and the members’ art gallery.

The building also plays host to music and drama performances, a winter bi-weekly film night and monthly community coffee houses from September through May. Last summer it sponsored a summer series at the Front Street Gazebo and runs a Kids Art program in the summer.

There is also the Artist in Residence program out of Macaulay House, which is shared during one residency period with the Dawson City Music Festival to bring in a Songwriter in Residence.

Emma Tius and Matt Sarty presented the program report; Tara Rudnikas spoke for the ODD Gallery; Dan Sokolowski reported on the short film festival.

The last major item on the program was the election of new directors to a couple of boards, something which never seems to be a problem for this group.

Continuing members on the main DCAS board are Leslie Grant, Lulu Keating and Georgette McLeod. They are joined by Caili Steel, Rian Loughheed-Smith, Peter Menzies, Elaine Corden, Gail Calder, Pat Habiluk, and Meg Walker.

The ODD Gallery also has a board, and it is comprised of Janice Cliffe, Matt Sarty, Emma Tius, Meg Walker, Kerry Barber, Dan Sokolowski, Aubyn O’Grady, Rain Loughheed-Smith, Eryn Foster and Evan Rensch.



### **Dawson City Art Society AGM 2012**

DCAS members enjoyed a slide show of the organization's events while listening to the evening's business.

Photo courtesy Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)



**Dawson City Art Society** executive director Karen Dubois, president Peter Menzies and board members Lesley Grant and Elaine Corden.

Photo courtesy Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)

### **Little Gold Border Crossing Returns to Longer Hours**

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

April 16, 2012

Member of Parliament Ryan Leef settled into a corner of the Visitor Reception Centre in Dawson City on Monday morning, flanked by a rack of moose antlers and a brochure display rack, with his notes sitting on the hinged wooden top of a trash can enclosure.

He noted that this was so unlike some of the formal settings he's been getting used to since his election as MP.

Such impromptu settings are, he said, "part of the unique character of the Yukon that we all love so much."



A smiling Ryan Leef announces a victory in the debate over border crossing hours.  
Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

It was a small group of about a dozen (including his entourage) that had gathered to hear the good news he had to bring. The hours of operation at the Yukon-Alaska border on the Top of the World/Taylor Highway route were scaled back last year, to the immense annoyance of the business community here and travellers along the circle route.

"I am thrilled to be able to tell the residents of Dawson City, and all of the Yukon," said Leef, "that **Little Gold's hours will be reverting to the regular length**, which will have a significant positive economic benefit to the region."

The restored hours will be **8 a.m. to 8 p.m., Alaska Time, and 9 a.m. to 9 p.m. Yukon Time.**

Leef noted that he began to hear the complaints almost immediately on taking office. The change in the hours, made even more complicated by the time zone differences between the Yukon and Alaska, had generated complaints from then-Klondike MLA Steve Nordick, as well as Mayor Peter Jenkins, Tr'ondëk Hwëch'in Chief Eddie Taylor and the Dawson City Chamber of Commerce.

“I heard from the representatives of all levels of government, from local businesses, and from the Yukon Chamber of Commerce in respect to the impact the reduced hours at this point of entry would have on the community of Dawson City.”

Leef said his success in this matter owed much to being a member of the government rather than sitting on the opposition benches. He also praised the contributions of former Yukon Tourism Minister Elaine Taylor and the current Minister, Mike Nixon.

“What we know in terms of the significance is that’s going to allow travellers to stay a little bit longer in Dawson, to enter a little bit earlier, to make long term plans around that kind of border crossing.”

The reduction of hours was announced late last year, after travellers had made plans that included the published longer hours. As a result, a number of Dawson’s hotels reported that people who had planned to come through Dawson on the loop after driving north on the Alaska Highway did not do so when they were faced with not being able to get to the border before it closed. There were many hotel and RV park cancellations that made direct reference to this.

“The other important note about this is that it’s finally an example of how well both the municipal, with your mayor, with the First Nation government, and the territorial, moving up to the MP – how well we were all able to work together to get a federal issue dealt with,” Leef said.

“This wasn’t just a federal issue that Canada could deal with; it was one that had to involve the United States. For a small community like Dawson to have that level of importance and impact between Alaska and Canada and to be able to resolve that, I think, speaks volumes for the importance of our cooperation, the cooperation that the mayor and I have, that chief and council and I have, the cooperation that the territorial government has.

“ It also speaks volumes as to how significant Dawson City is as a community in this territory.

“That’s why, today, I felt it was of the utmost importance to come to Dawson. I recognized that, being April, we weren’t going to have a huge turnout, but nonetheless, I didn’t want to make the announcement from Whitehorse and have the people in Dawson City read that in the paper. I didn’t want to try and solve a problem for Dawson City and not bring that news right here.”

## **Analysis: Whatever Happened to the Yukon Queen II?**

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

April 16, 2012

Holland America’s view of the Yukon Queen II has clearly undergone a serious change. After years of maintaining that the high speed catamaran was absolutely essential to the company’s operations in the Yukon (Linda Huston, Director of Southeast Alaska Operations in 2008 and 2010) and hinting strongly that without the boat the company had no future in the territory (Steve Leonard, VP for Sales, 2009), the company has pulled the boat from its operations and will not be bringing it to Dawson City from its winter berth in Eagle, Alaska, this season.

Press reports from two Holland America officials, Paul Goodwin (an executive vice-president) and Erik Elvejord (Director, Public Relations) have stated clearly that the boat will not be used here in the future.

The YQII has been a bone of contention for the Tr'ondëk Hwëch'in since it began its life on the river in 1998, carrying an average of two busloads of passengers each way between Dawson and Eagle every day during the summer season.

The initial complaints were that the boat was damaging the salmon fishery, something that the company originally denied, but came to accept as the evidence mounted. There was a report from the Yukon River Panel as early as 2002. It concluded that the boat needed to slow down, that this would “lessen, though not eliminate, the destruction of small fish between Dawson City, Yukon, and Eagle, Alaska.”

This led to changes in the way the vessel operated which the company said reduced the damage, but did not eliminate it entirely.

Increasingly, after 2004, objections to the boat's presence began to emphasize complaints that its wake was eroding the riverbank along its 336 kilometre route. Given the nature of the river's seasonal behavior, this was somewhat harder to prove or disprove. The flooding that devastated Eagle in 2009 and scoured the riverbanks from Minto on downstream would have exceeded any damage the boat might have done over several years.

Eventually the company was advised by the federal fisheries department that it should, in addition to its mitigation activities, apply for a license to allow it to operate in spite of any harm it might be causing, a procedure which is used in a variety of industries that might have an impact on the environment or wildlife.

This triggered a hearing through the Yukon Environmental and Socio-economic Act by the Dawson Designated Office, which was unable to make a firm recommendation and bumped the assignment upstairs to the executive committee in 2008.

Following that were three seasons which were far from normal for the YQII. In 2009 the Eagle flooding shortened the season by a month or more. In both 2010 and 2011 the Taylor Highway to Eagle was so damaged by flooding and mudslides that it was not considered safe for the two buses lead by pilot cars to attempt the route.

For those seasons the YQII was based out of Dawson City and ran a two-hour cruise down and up the river to provide the riverboat component of the cruise package.

The tourism industry generally has been supportive of the company and the boat. In 2009 Rod Taylor, who was then the president of the Tourism Industry Association of the Yukon, stated rather hyperbolically that the boat's departure would “end the tourism industry in many ways in Yukon. That's how catastrophic that would be.”

At that time the YESAB executive committee had just begun to examine submissions related to the case and was expected to take two years to complete the review.

Last summer (two years later) there were numerous complaints that the company was slow in filing reports that were required by the YESAB executive committee in order to come up with a final ruling.

Not much has been said in media since a year ago, but clearly the company has reached some conclusions of its own, one of them being that there is another way to provide its passengers with a variety of experiences.



The Yukon Queen II arrived on Dawson last year on May 19, [2012] while the remains of breakup ice were still melting on the shoreline. This year it will not arrive, as the company has removed it from the Dawson tour.

Photo courtesy Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)

The general marketing strategy of companies that use coach tours as part of their operations is that it is desirable to vary the travel experience as much as possible. Holland America, as part of a group of companies that specialize in cruise ship experiences, does land excursions partly to satisfy the states that own the ports at which its ships dock. The company uses rail connections out of Skagway and in Denali, and promoted the river tour on its Dawson run, beginning with the first Yukon Queen back in the 1980s and later moving to the larger Yukon Queen II.

Internal customer satisfaction surveys routinely rated the cruise as one of the most enjoyable parts of the Yukon experience, and so the company was reluctant to give it up.

Logic would suggest that, although company officials have complained about the length of the YESAB regulatory process and the apparently unending opposition to the boat from the Tr'ondëk Hwëch'in and the fishing community, the decision to pull it at this time has more to do with the inability to use it as it was intended on the run back and forth to Eagle.

As long as the scenic, but sometimes very narrow, Taylor Highway remains too damaged to be navigable by motor coaches, it seems that the YQII is not as vital a component as it has been said to be in the past.

Instead, the river experience can be provided by the smaller, slower Klondike Spirit, which is already based in Dawson and presents a very attractive alternative to the traveller's search of a frontier style cruise.

## **Klondike Spirit is in High Spirits Over New Deal with Holland-America**

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

April 17, 2012

Keeping in mind that it's an ill wind that blows no one good, the announced departure of the Yukon Queen II from the Dawson City tourism picture is good news for at least one local operator.

Brad Whitelaw, owner of the Triple J Hotel and the Klondike Spirit paddlewheeler, is picking up the river tour business that the YQII is leaving behind.

While the Klondike Spirit is a much admired fixture on the Dawson waterfront and has offered a popular sightseeing and dinner cruise for several years now, the ridership has not been what the owners had hoped and an increase in docking fees last year came as a surprise to them at the time.

"It's been a struggle, as any new business looking for a niche in the market might have," Whitelaw said, "so this couldn't come at a better time for us, or from better people."

Holland America/Princess Cruises has contracted with the Spirit to take all of its clientele on a river tour each day. As the Spirit is a smaller vessel than the YQII, it will take up to four trips daily to manage this, in addition to its own evening cruise, which will be moved to a later spot in the evening.

"They've built us into their package so we provide a ride for all of their guests," Whitelaw said.

"It's a remarkable deal and we're proud to partner up with the good people at Holland-America/Princess. I look forward to a long, prosperous partnership with them.

"We're going to put out the best product we can and I'm sure their guests will be pleased with their experience."

Whitelaw himself found that he enjoyed the rides he had taken on the YQII, which offered free cruises to the community at the end of each season as a thank you for its hospitality. The YQII was under constant assault by people and organizations that complained of the damage they said it did to both fish and the riverbanks. It has been the subject of continual study since 2001, about three years after it began its seasonal life here.



The Klondike Spirit, berthed beside the Yukon River for the winter, is undergoing preparation for the new season and its increased workload.

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

The boat was placed here to maintain a regular run back and forth between Dawson and Eagle, and it has not been able to do that for the last two years due to the road conditions on the Taylor Highway. It has been merely cruising the river on the Canadian side since 2010. With 2012 looking to be the same scenario, it is perhaps not surprising that the company, which used to refer to the river cruise as an indispensable part of its Yukon package, has changed its mind about that.

The Klondike Spirit was built in Eagle, Alaska, by Nick Turner and Charlie House, who originally planned to relocate to Dawson and run a river tour from here. That proved to be more complicated in terms of licensing and regulations than the two could manage to navigate. They first brought the boat, which was named by the students at the Robert Service School, to Dawson in 2006, but were unable to get the necessary papers to run it and had to take it back to Eagle.

They sold the boat to the Whitelaws (Brad and his father, Robert) in 2008. Brad had seen the potential of the craft in 2006 and determined it would be a good fit with his other operation.

It was easier for Canadian owners to get through the red tape on a boat that was only going to be used in Canadian waters and it has been running annually since then.

## **Eagle had been Expecting a Season with the Yukon Queen II**

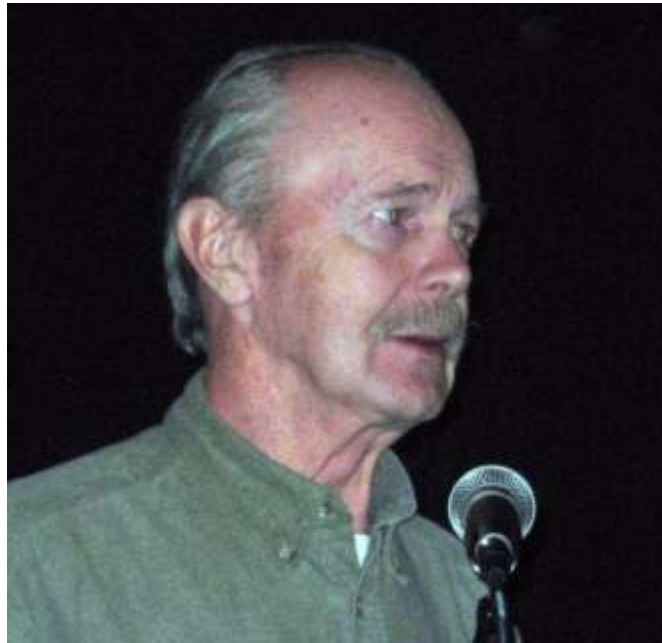
By Dan Davidson [uffish\\*northwestel.net](mailto:uffish*northwestel.net) (In Dawson)

April 17, 2012

The village of Eagle knew somewhat before the Yukon that the Yukon Queen II would not be working the Eagle to Dawson run again this year, but John Borg, who is with the Eagle Historical Society, says that Holland-America had been sending out quite different signals until just recently.

“We found out about a week ago,” Borg said on Tuesday (Apr. 17). “Someone phoned me from Fairbanks to say that the Yukon Queen would not be operating from here this summer, that they were removing the boat.”

Borg said he was surprised because that was not the message they’d been hearing from the company during the winter.



**John Borg, speaking at the Percy DeWolfe Banquet in March.**

He is the longstanding Race Marshall for the event.

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

“They kept leading us on all winter long, saying they were planning on being back. And then suddenly one day, we’re pulling out.”

The person Borg spoke to indicated that a major factor was the cost of insurance for the buses coming over the Taylor Highway to Eagle.

Borg says the road is not as bad as people seem to think.

“I’ve been here for 45 years and for the most part the road is in better condition than it’s ever been since the work was done here in the last two summers.

“There are a couple of places where there could be a concern, but there’s a one lane marker and it’s got pylons to keep you from going. They come with a pilot car, so I don’t see where the road should have been an issue.

“We have fuel trucks and tankers that come in here with about 20,000 gallons of fuel. They don’t come with a pilot car. They’re not interested in dropping gasoline or diesel into the Forty Mile River.”

He thought that the truck drivers just might be a bit more capable and experienced than some of the bus drivers he’s seen over the years.

“They have had some incidents where they’ve taken the corners a little short and hung up the bus on the edge of the road in places just because they didn’t respect the possibility of a soft shoulder.”

The two buses that used to arrive from the road, added to the passengers from the Yukon Queen II, gave Eagle a short, but vital tourism injection each day during the summer. Local craftspeople set up what they called “the mall” as an open-air market for their wares just across the street from the Courthouse/Museum. The museum and courthouse tour helped to support the work of the society.

The town walking tour that’s offered every morning during the summer season includes the remaining buildings from Fort Egbert and takes about three hours. But not many Holland America travellers would see much of that.

Borg says that there were ways in which the bus and boat visitors were just perfect for the small village. They didn’t need a place to stay over night. They didn’t need to be fed. And they were only there for a couple of hours, after which life returned to normal.

It’s been two years no since they’ve seen them at all and local crafts folk have a considerable stockpile of goodies piled up.

## **Yukon River Could Break Up Before End of April**

By Dan Davidson

April 22, 2012

The Klondike River is open at its mouth where it joins the Yukon River as of April 22, but reports from further upstream indicate there is still ice that has not moved. Driving along the stretch from the Dempster Corner into Dawson City on Saturday there were lots of open leads and a good deal of running water, but it was clear the river had not flushed.

Reports from residents posting on Facebook indicate small ice jams around Henderson Corner and some rising water, but nothing to be taken too seriously so far.

Walking the dyke from the confluence down to the Dänojà Zho Cultural Centre there was a clear channel of running water all the way and visible down past the ferry landing. What snow and ice there was remaining along the east side of the Yukon River was clearly sitting where the mud and gravel flats show when the water level is low, which it was here on Sunday.

The Yukon Order of Pioneers placed the tripod out on the ice at the Cultural Centre several weeks ago, and the ladies of the IODE are still busy flogging tickets for the annual Ice Pool. They will stop selling tickets this coming Wednesday, April 25 at midnight. This is probably a good thing, since it looks as if the ice could go any time after that.

A few days of extra sunshine, some rain upstream, or the flushing of any of the upstream rivers that join the Yukon River south of Dawson would be all that it would take to lift the ice, break its cohesion and set it to moving.

Dawson town councilor Stephen Johnson has made a hobby of doing a statistical analysis of breakup times since they were first recorded here in 1896. With a few exceptions, and one strange outlier, the slope of his graph shows a trend towards earlier breakups when charted over the 116 years.

Last year the ice broke up and floated downstream on May 7 at 4:21 p.m. according to the time on the clock that was tripped by the wire attached to the tripod. This year the graph predicts a “14.3% chance that the ice will break at 7:22 p.m. on May 4”.

May 4 has been the date on five occasions over the last 15 years, so that seems like a fairly safe bet, but there’s a May 3, an April 29 and an April 30 in that time period as well, so earlier would not be out of the question.

The Yukon Flood Risk report for this year notes that the ice cover at Dawson is thinner than most years due to warm weather and a higher snowpack. On April 18 the Yukon River was said to be rising five to ten centimeters daily, largely due to that snowpack, which is 127% of normal.

Temperatures were predicted to run above normal during the last week of the month and the Yukon River’s breakup “at Dawson is expected to occur earlier than normal around the last week of April” according to that report.

## **The Dyke is Closed**

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

April 25, 2012

When the wooden and steel barrier that blocks the hole in the dyke in Dawson is dropped into place, you know it's not long before the river breaks up. When the flood dyke was being

constructed back in 1987 there was some concern about this single breach in the barrier that protects Dawson from potential floods.

But Dawson also has a living waterfront and a dock, and there had to be some way to get down to it for the boats that were active at that time. This removable barrier, which is slipped into place annually for a short time, was the answer the engineers came up with.

It has worked well over the years since then.



Wooden and steel barrier that blocks the hole in the dyke in Dawson.  
Photo courtesy Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)

## **Ice Jams South of Dawson City**

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

April 25, 2012

There are some large puddles on the road through Rock Creek today (Wednesday) but the latest flood risk report says the creek itself has dropped 18 inches since Tuesday and “is presently not a threat.”

A grader was smoothing out some of the rougher patches and pushing some of the water off the road on Wednesday.

People who have yards and homes close to the creek have reported some flooding on their properties, but nothing too serious so far.

There is an ice jam above the Rock Creek subdivision, but lots of water was getting through on a number of channels on Wednesday.

Further along the Klondike Highway, just below Henderson's Corner, there is a much larger jam with a pond building up behind it. At Henderson itself, the river that is visible from the road did not appear to be high at all and was flowing freely. There are several channels between there and Rock Creek and there is open water between the two jams.

Some Hendersonites are reporting water in their yards.

The Flood Risk Breakdown report says that the Yukon River is rising 20 to 25 cm daily and has risen 1.34 m since the April 10 report. Last week it was rising 5 to 10 cm daily, so the rate has increased.



An ice jam just above Rock Creek.

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



Another jam on the creek below Henderson's Corner, looking southeast along the Klondike Highway.

Photo courtesy Dan Davidson [uffish\\*northwestel.net](http://uffish*northwestel.net) (In Dawson)

## **Dawson's Wastewater Plant will Tax the Town's Financial Resources**

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

April 26, 2012

The City of Dawson has determined that it will not be able to sustain the operation and maintenance costs of its new Wastewater Treatment Plant (WWTP) over the long term. Since sustainability has been a big part of evaluation of this project since it began several years ago, this is not good news for anyone.

Dawson would like to pass some of this bad news on to the territorial government and has passed a resolution invoking several clauses of the memorandum of agreement regarding the project, which was signed off on July 24, 2009.

Mayor Jenkins reported that in 2011 the actual direct O&M costs of operating Dawson's sewer system were \$395,423.00.

The original projected annual O&M cost for the WWTP alone was \$280,000.00. That estimate has since been revised by Corix, the company building the plant, upwards to \$373,000.00.

The city has learned that additional insurance for the new facility will run to \$44,000.00, bringing direct costs of the WWTP alone up to \$417,000.00.

This is on top of the existing costs for W&S operations, which will be decreased only slightly when the current screening plant is taken out of the equation.

Annual costs in this range cannot, Jenkins said, be sustained by the town's 581 ratepayers.

This fear is not a new one. Jenkins made these arguments during his first terms as mayor prior to 1995, and they were echoed by concerns from the Webster, Everitt and Steins administrations during the decade and a half when he was out of municipal office.

His personal view of the current WWTP project has always been that the O&M projections were too low, but he says that his personal estimate of \$1 million is not the reason why he has urged his council to pass the resolution he proposed on April 25.

“What is being projected here is based on the information provided, my personal opinion aside. That's the numbers we have.”

Article 5.3 of the MOA refers directly to sustainability, and council's resolution declares directly that the project is not financially sustainable, given the numbers available, and the likelihood that estimates will continue to rise.

The sustainability clause in the MOA is vital, given that the town has twice been declared bankrupt, most recently in 2004, and is still recovering from that last experience.

Sustainability is also an issue related to the source of the federal funding used to pay for this project, which was promoted as being for sustainable infrastructure projects.

In a letter to the government, Jenkins also notes that the current standards for financial reporting require the town to include amortization for the project in its annual budgets. This will add a million dollars annually to the negative side of the city's books, a fact that “has not been recognized in any Yukon government communiqué with respects to operating costs to date.”

Under Article 5.4 of the MOA, the council is requesting now that YTG begin to look at providing it with an additional operating grant to cover these increased costs once the town takes over running the WWTP.

Council also noted that the current expiry date (Article 15.1) of the MOA was based on the original projected startup date of the WWTP, which was to have been last December 2011. Since the revised date is December 2012, council requests that the expiry date be revised to reflect that change.

Some council members felt that it was a bit abrupt of the mayor to expect them to digest his and the administration's concerns in a series of resolutions and a letter that they had not seen until 7 p.m. that night. Discussion of this course of action continued over the next half hour.

Councillors Potoroka and Kendrick asked to see some of the supporting documents which led to the formation of the resolution and the letter, and city manager Jeff Renaud provided those.

“What we’re doing,” Jenkins said, “is putting the government on notice that, pursuant to the terms of the MOA, it’s not sustainable. We are just triggering what is in the MOA.

“It’s basically a doubling of our O&M.”

City Manager Jeff Renaud summed up the issue.

“Based on the tax base we have, and the tax rates we have ... I don’t think it’s sustainable in the long term. No.”

He added the fact that taking on the WWTP as an asset was going to double the amortization line item on the city’s books. Last year the amortization requirement caused the town to show a \$700,000 deficit (even though this is an accounting number that does not reflect the town’s actual cash flow position) because of a \$1.3 million amortization line.

Taking on the WWTP as an asset in a few years will add \$1 million annual to that line, and if it were to happen next year, would cause the town to show \$1.7 million deficit.



The metal siding going on the new **WasteWater Treatment Plant** will be covered with wood on all sides when the project is completed.

Photo courtesy Dan Davidson [uffish@northwestel.net](mailto:uffish@northwestel.net) (In Dawson)

## MEMORY OF FLO WHYARD inspired by MocTel 356

Wow Sherron, this is some epistle. Your article on Flo Whyard reminded me of a story about Flo getting a phone call from the manager of a Transport firm which trucked all sorts of stuff from outside the Yukon. He identified himself as Ken Garvice and continued, "Mrs. Wayward, we have a shipment for you and want to know when you could pick it up?" Well, anyone who knew Flo could believe Flo's instant response to Ken; "Well Mr. Garbage, I suppose we could pick it up today!"

Keep up the good work Sherron, Bill Dawson [yhuree@sympatico.ca](mailto:yhuree@sympatico.ca) (Whitehorse, Mayo, Keno City and Dawson City 1956 - 1964).



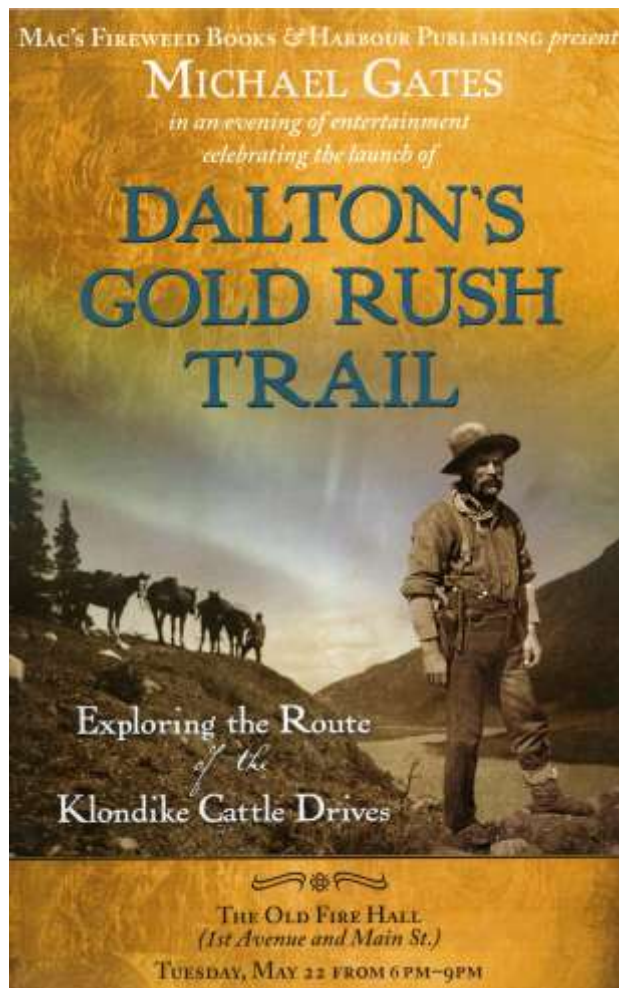
Black bear near my Nares Lake cabin, May 4, 2012.  
Photo courtesy Heather Jones [hpj50.me.com](http://hpj50.me.com) (In Carcross)

**Dalton's Gold Rush Trail: Exploring the Route of the Klondike Cattle Drives**

Hello Sherron;

Here is some information for you regarding my new book: Dalton's Gold Rush Trail: Exploring the Route of the Klondike Cattle Drives" which has just been released.

The official launch will be in Whitehorse on the 22nd of May at 6:00 pm in the Old Fire Hall At Main Street and First Avenue. I have attached the official poster, which includes an image of the cover of the book.



I will be at the Gold Show in Dawson City on the 18th and 19th of May, which will be followed by the official launch. I will be giving a reading at the Arctic Institute camp at Kluane Lake on May 27th, followed by Haines Junction on May 28th, Haines Alaska on May 30 and Skagway Alaska on June 1st. Following that, there will be a presentation at the The Bert Sheppard Stockmen's Foundation Library And Archives in Cochrane Alberta on June 13th. Other readings will follow in the Yukon, BC, Alberta, and even as far away as Saskatchewan in the fall. I can provide you with more information on that as commitments are firmed up.

If you have any questions, let me know.

By the way, the photos of the banquet were great, and Heather's photos in the Moc Tel are terrific.

Cheers, Michael Gates [msgates@northwestel.net](mailto:msgates@northwestel.net) (In Whitehorse)

### **Author**

Michael Gates first came to the Yukon in 1971, and fell in love with the north. Formerly the curator of Collections for Klondike National Historic Sites in Dawson City, Gates pens the popular column, "History Hunter" for the Yukon News and currently lives in Whitehorse.

### **Description**

The history of the Klondike, with its harrowing narratives of climbing the Chilkoot and White passes, braving the rapids of the Yukon River and striking it rich only to go broke again, has become legend. Yet there are still more untold stories that linger in the boarded-up ghost towns, forgotten wilderness cabins and along overgrown trails. Yukon historian Michael Gates has made a career of poking around both the archives and the outdoors of the North.

Used as a trading route by the Chilkat Tlingit for centuries, the Dalton Trail was taken over by Jack Dalton, a hard driving, murdering, entrepreneurial adventurer, who built bridges and way stations and set up a toll booth. For a fee he would pack passengers and freight to and from Dawson, gaining a reputation for a difficult but safe passage.

This is the trail where starry-eyed financiers first dreamed of building a railroad to Dawson City, where thousands of head of cattle were regularly driven north--with only some reaching their destination--and where reindeer were unsuccessfully introduced to the Yukon as pack animals. Despite its short existence--from 1897 to 1903, when it was superceded by the relative ease of the Chilkoot and White trails--the Dalton Trail was also a flashpoint for conflict with the local Natives, border disputes between Canada and the US, and the jumping-off point for yet another gold strike at Porcupine Creek.

While the Klondike stories are (nearly) all true, just remember--it happened first on the Dalton.

Order from Mac's via –

<http://www.macsbooks.ca/?STG=1613190190&q=h.ts&opt=kw&tsf=y&qs=Dalton+gold+rush+trail&x=21&y=19>

Also available at Harbour Publishing –

<http://www.harbourpublishing.com/title/DaltonGoldRushTrail>



Crocus abound.

Photos courtesy Betty Sutton [elizabethsutton@yahoo.com](mailto:elizabethsutton@yahoo.com) (In Whitehorse)



This is what I woke up to today, May 17. The dogs love it but I've cancelled a trip to town, a rare thing for me to do. Eleanor Millard [emillard@northwestel.net](mailto:emillard@northwestel.net) (In Carcross)



May 17, 2012 - Photos courtesy Eleanor Millard [emillard@northwestel.net](mailto:emillard@northwestel.net) (In Carcross)





May 17, 2012 - Carcross

Photo courtesy Eleanor Millard [emillard\\*northwestel.net](mailto:emillard*northwestel.net) (In Carcross)

## **CHANGE OF ADDRESS**

Would you kindly change my email address to [maxinehorner4@gmail.com](mailto:maxinehorner4@gmail.com)

Thanks,  
Maxine (Frome) Horner

## REMOVED FROM THE LIST

I would like to take my name, off the list please Sherron, have enjoyed the Moc Tel , Marilyn Murray

MURRAY, Marilyn [murrayjm@shaw.ca](mailto:murrayjm@shaw.ca) (In Whitehorse 1987-97) Courtenay

Hi there Sherron, please cancel my subscription to Mocketel, thanks Mary Laing

LAING, Mary (ANDISON) [dog\\_angus@live.ca](mailto:dog_angus@live.ca) (Born in Mayo, 1937 lived most of my life there, left in 80) Calgary

5.1.0 - Unknown address error 550-'5.1.1 <[t16ru672@telusplanet.net](mailto:t16ru672@telusplanet.net)> recipient rejected'

SMITH, Earle [t16ru672@telusplanet.net](mailto:t16ru672@telusplanet.net) (In Whitehorse 1954 - 61) Grande Prairie (deceased)

KROCKER, Guy & Lynda (STIRTON) [lmkrocker@shaw.ca](mailto:lmkrocker@shaw.ca) (In Whitehorse 1964 - 1979) Victoria

MacKINNON, Marshall & Jeannine [wmmackinnon@eastlink.ca](mailto:wmmackinnon@eastlink.ca) (In Whitehorse 1949-50, Old Crow 1950-52) Charlottetown, PEI

## REMOVED FROM THE LIST – LOST CONTACT

[grybas@whtvcable.com](mailto:grybas@whtvcable.com)> was undeliverable.

The reason for the problem:

5.4.7 - Delivery expired (message too old) '[Errno 61] Connection refused'

GRYBA, John [grybas@whtvcable.com](mailto:grybas@whtvcable.com) (In Whitehorse)

[twilight@atlin.net](mailto:twilight@atlin.net)> was undeliverable.

The reason for the problem:

5.1.0 - Unknown address error 550-'sorry, no mailbox here by that name

NEWELL, Sheree [svannev@polarcom.com](mailto:svannev@polarcom.com) (In Whitehorse since 1955)

[leej41@nl.rogers.com](mailto:leej41@nl.rogers.com)> was undeliverable.

The reason for the problem:

5.3.0 - Other mail system problem 554-'delivery error: dd This user doesn't have a nl.rogers.com account

WHIFFEN, Leona formerly WATT [leej41@nl.rogers.com](mailto:leej41@nl.rogers.com) (In Whitehorse 1970-79, 1981) Newfoundland

[buyer427@hotmail.com](mailto:buyer427@hotmail.com)> was undeliverable.

The reason for the problem:

5.1.0 - Unknown address error 550-'Requested action not taken: mailbox unavailable'

ALLISON, Jim [buyer427@hotmail.com](mailto:buyer427@hotmail.com) (In Watson Lake, Destruction Bay, Dawson City) Alberta

[brauer@northwestel.net](mailto:brauer@northwestel.net)> was undeliverable.

The reason for the problem:

5.1.0 - Unknown address error 550-'No such user

BRAUER, Michael [brauer\\*northwestel.net](mailto:brauer*northwestel.net) (In Whitehorse)

## QUOTE OF THE WEEK

*If everything seems to be coming your way, you're probably in the wrong lane.*

## RECIPE OF THE WEEK

Submitted by Gillian Campbell [gillianklondikekate\\*shaw.ca](mailto:gillianklondikekate*shaw.ca) (In Burnaby)

Just came home from Liverpool.... Visiting my Aunt..... Also stayed with a school chum.. and his wife [now my adopted sister] made this excellent pie.. It was delicious.... Had to share the recipe.

Love Gillian

### FISH PIE – Sister Susan's - England

50g butter - and extra for greasing dish  
350g skinned un-dyed smoked haddock  
350g skinned fresh haddock  
2 sliced leeks  
50g flour  
600 ml hot milk  
juice of half a lemon  
2 tablespoons fresh chopped dill  
3 chopped hard boiled eggs

### TOPPING

1 kg potatoes, peeled and cut into even sized pieces.  
quarter pint of milk.  
2 heaped tablespoons of grainy mustard.  
75g mature cheddar cheese grated.

Butter a shallow pie dish 6cm deep. Cut fish into half inch pieces. Boil leeks in salted water for 5 minutes, drain well. Melt butter in good sized pan, add flour and cook a few moments. Whisk in half the milk, allow sauce to thicken then add the rest. Whisk until smooth. Add fish, a little salt and pepper. Cook over low heat for 2 minutes stirring. Add lemon juice, dill and chopped eggs - turn into buttered dish. Spoon over the leeks and set aside to become cold and firm.

Meanwhile boil the potatoes in salted water until tender, drain and push to one side in the pan, add

the milk, and let it become hot then mash the potatoes with the milk, add the mustard, check and adjust milk and seasoning.

Spread over the leeks and scatter with cheese. Stand the dish in a larger one or in a roasting tin in case it boils over. The pie can be made to this stage up to 48 hours in advance. (It freezes too but without the eggs.)

Cook in pre heated oven 200C/180C FAN /Gas 6 until the top is golden and the sauce is bubbling.

Can use spinach instead of leeks. All plain haddock or salmon. and 200g shelled prawns instead of eggs.

## **DATES TO REMEMBER**

**Yukon Get Together**  
**Brannigans Restaurant**  
**Saturday, June 2, 2012**  
6:30 - 9:00 pm

Appy Menu is substantial for your dinner  
(tea, coffee, soda, and dessert included)  
\$20 (includes hst and gratuity)  
Cash Bar available

**Please call or email to reserve by Wednesday May 30**  
250-472-1083  
[sandie@brannigans.ca](mailto:sandie@brannigans.ca)  
[www.brannigans.ca](http://www.brannigans.ca)

**VANCOUVER YUKONERS' ASSOCIATION GENERAL MEETING**  
21 June 2012  
11:30 am-2:00 pm

Croatian Cultural Centre Room C  
3250 Commercial Drive, Vancouver  
Parking plentiful and free  
Transit accessible – Handicap accessible  
Bring a friend  
Lunch \$10  
RSVP [vanyukoners@gmail.com](mailto:vanyukoners@gmail.com)  
604 277-2766 or 604 299-1969

## **Okanagan Yukoners' Picnic**

- will be held at the Summerland Ornamental Gardens again  
this year on the **24th of June** week after Father's Day. Set-up at 11AM potluck at noon.

Hope to see lots of people there this year.

Larry Chalmers [aksala49@telus.net](mailto:aksala49@telus.net)

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

## **MOCCASIN TELEGRAPH**

Sherron Jones  
9205 Orchard Ridge Drive  
Vernon BC V1B 1V8