

MOCCASIN TELEGRAPH – 365th Edition – November 25th, 2012

Created by Sherron Jones sherronjones@shaw.ca

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



Moose

Photo courtesy Heather Jones hpj50.me.com (In Carcross)

See a video of an interview with Heather Jones <http://www.youtube.com/watch?v=4h8XjGECaAk>

YUKON NUGGET

A CKRW Yukon Nugget by Les McLaughlin

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

Elijah Smith

It was an historic day for native people in the Yukon. In February, 1973, representatives for the Yukon Native Brotherhood were in Ottawa to present their Yukon land claim.

Led by Chief Elijah Smith, they delivered a document called 'Together Today for Our Children Tomorrow' to Prime Minister Pierre Trudeau. The meeting is often heralded as the turning point for settlements of aboriginal rights in Canada. I was there that day, and well recall that they impressed the Prime Minister with the presentation, and with the ad-libbed words of wisdom from Elijah Smith.

Later that year, the Yukon Native Brotherhood and the Yukon Association of Non-Status Indians joined forces to form the Council for Yukon Indians to further the land claim process that had just begun.



Elijah Smith - 1973

Edward Elijah Smith, the son of Annie Ned, had a lot to do with that. He was born on July 12, 1912, in Champagne, and lived in the Yukon all his life except the six years he spent with the Canadian Army overseas during WW II. However, it was in the Yukon that Elijah Smith became a fighter.

By the mid-1960s the Yukon First Nations, fearful of losing their cultural identity, began to organize. During hearings on the federal white paper at Whitehorse in 1968, Smith spoke of being treated like squatters in their own country. He said that Yukon Indians wanted the government of Canada to see that we get a fair settlement for the use of the land.

Elijah Smith was the founding president of the Yukon Native Brotherhood and was also a founding Chairperson of the Council for Yukon Indians, since renamed the Council of Yukon First Nations. He encouraged Yukon native people to stay in school. Many of these students would eventually play instrumental roles in land claims and self-government negotiations.

He served as Chief of the Kwanlin Band, Founding President of the Yukon Native Brotherhood, Founding Chairman of the Council for Yukon Indians, and Yukon representatives to the National Indian Brotherhood.

He spoke persuasively of the need for unity among First Nations people long before his vision was widely accepted. Twenty years after Elijah Smith led a group of Yukon native people to Ottawa, they signed the umbrella final land claim agreement, setting the stage for the completion of modern-day treaties for each of the Yukon's fourteen First Nations.



Elijah Smith Building - Whitehorse

Smith held a honorary degree of Doctor of Laws and was named to the Order of Canada. He remained a prominent figure throughout the land claims process until his death in a tragic accident in October, 1991. To honour his memory, the federal building in Whitehorse is named for him, as well is the Elijah Smith elementary school in Whitehorse opened on September 8, 1992.

A CKRW Yukon Nugget by Les McLaughlin



Elijah Smith Building - Whitehorse

SHANTY PHOTO IN MOCTEL 364

Dear Sharon--must read this MocTel again, however I would like to comment on the house known as the Shanty on 6th Ave., once owned by Joe Ladue.

I lived on 6th Ave. in Dawson from the time I was born in 1938 until June, 1954 (except for one year). A gentleman by the name of "Dave Gibson" lived in the house, and he would visit my Mom and Dad often--I called him "Uncle Dave". He was a dear man, with a very slow gait, and walked with a cane. It took him a long time to walk down the hill to our home and then back up the hill to his home. I believe that the McCausland family lived across the street from him. I have a super picture of the house, which I took at the time of the school reunion in 1997--I will scan and send you same.

Keep cosy and enjoy the beautiful weather. It is mild in Victoria, but R A I N! Yikes! Better than snow, though.

Tina Parsons artinap@shaw.ca (In Victoria)

Evening will recall territory's war history

Remembering the Yukon at War, an evening of short presentations by pioneers and historians marking the Yukon's involvement in the First and Second World Wars, will be held at 7:00 tonight at the MacBride Museum.

By freelancer on November 7, 2012



Photo submitted

A HISTORIC MEETING – The Alaska Highway was formally opened with this ribbon-cutting on Nov. 20, 1942, at this ceremony at Soldiers Summit on Kluane Lake. The scissors are held jointly by Ian Mackenzie (right), the Canadian minister of Health and Social Pensions, and E.L. Bartlett, the Alaska Secretary of State. YUKON ARCHIVES PHOTO/SIMMONS COLLECTION

Remembering the Yukon at War, an evening of short presentations by pioneers and historians marking the Yukon's involvement in the First and Second World Wars, will be held at 7:00 tonight at the MacBride Museum.

It could be said that these two wars shaped our modern Yukon Territory.

The First War in 1914 swept many men from Dawson City. First to serve was Joe Boyles' 50 men. Yukon Motor Machine Gun Battery, organized and financed by the Gold King of the Klondike.

In 1916, the 7th Commissioner of the Yukon, George Black, felt the call, sent in his resignation to Ottawa and organized The Yukon Infantry Company 225 strong, of which he was appointed captain.

Not to be left behind, his wife, Martha Black, a formidable woman, was accepted to accompany them to Europe, the only woman aboard a troopship carrying 2,000 men.

Michael Gates, a local historian and author, will give a short talk on this exciting history.

Seventy years ago marked the start of the building of the Alaska Highway and the Massive Canol Project.

On Nov. 20, 1942, the crude, pioneer Alaska Highway was connected at Soldiers Summit, Kluane Lake, completed in a record time of only eight months and 12 days.

The Canol Project was stalled and took until April 1944 to complete.

Whitehorse, being the administration centre of both projects, was changed forever. In a little more than 10 years, Whitehorse would become the capital, in 1953.

Several speakers will talk about this era:

- Donna Clayson will give a short presentation about her dad, who was employed by a Dawson Creek, B.C. subcontractor and worked on the building of the Alaska Highway and later the Canol Road. His photos ca. 1942-45 will be shown.
- Whitehorse author Ellen Davignon (Porsild) will give her memories of how it was to be a kid in Whitehorse when the U.S. military arrived and then enjoyed their company when soldiers were invited home as dinner guests.

Her dad was employed as a carpenter, and after the war, when the highway was opened to civilian traffic, bought a surplus camp in 1947 at Johnson's Crossing.

This was dismantled to build the popular Johnson's Crossing Lodge.

- Goodie Sparling, a teenager at the time, will give memories of the Regina Hotel. The war brought a boom time for small local businesses.

Memories of the numerous hotel guests who were involved in both projects, Joe Lewis the boxer, as well as recollections of the social life, parties and dances held at messes, the old North Star Athletic Hall and Camp McCrae.

- Keith Halliday, grandson of Bill Taylor of Taylor & Drury, Pioneer Merchants will be the MC.

He will also show footage of Whitehorse taken from his uncle Charlie Taylor's home movies.

There will be limited space, so you're advised to be early.

The writer is a local author and historian.

By PAT ELLIS Special to the Star

Recalling Yukon History

Whitehorse resident Donna Clayson shared memories about her father and his photos taken
By [Whitehorse Star](#) on November 15, 2012



Photo by Vince Fedoroff

RECALLING YUKON HISTORY – Whitehorse resident Donna Clayson shared memories about her father and his photos taken during the building of the Alaska Highway last week at the MacBride Museum. Several speakers took part in the event, called Remembering the Yukon at War.

Remembering the Yukon at War

On November 7, more than 50 people came to the MacBride Museum for a series of short presentations from pioneers and historians on Yukon's involvement in the First and Second World Wars.

Yukon author and historian Michael Gates began with a talk on George Black and the First World War. Black recruited and captained a Yukon regiment that travelled overseas to fight. He was injured by shrapnel and returned to Canada to continue his political career. Gates is currently helping his wife Kathy to write a book on Black.

The rest of the presentations focused on the Second World War. During the Second World War the war came to the Yukon in the form of two major construction projects: the Canol Pipeline and the Alaska Highway.

Donna Clayson's father was an engineer who came to Dawson Creek to work on the construction of the Alaska Highway. She spoke about her father's experiences on the job and showed some wonderful photographs from his personal collection.

Next, Yukon author Ellen Davignon spoke about her fond memories of the US Army personnel in Whitehorse. She also presented photographs from Johnson's Crossing where her family moved in

1947, after the Alaska Highway opened to civilian traffic, to build and operate one of the first lodges on the highway.

Then, Gudrun Sparling shared her memories of US Army personnel streaming into Whitehorse, forever changing the city. Her family owned and operated the Regina Hotel and she remembered the pilots “buzzing” the hotel when they got into town to let her family know that they would need a room for the night. Since the pilot’s schedule was classified, they were unable to make reservations. She also showed a photograph of famous boxer Joe Louis who stayed at the Regina while in Whitehorse.

Keith Halliday showed some excerpts from Charlie Taylor’s home movies of Yukon in the 1940s. These films are a real treasure as they show military equipment kicking up dust as they scream down the streets of Whitehorse, VE Day celebrations in Whitehorse and the ceremony that took place when the Canadian portion of the Alaska Highway was turned over to Canada.

Finally, Patricia Ellis and Leighann Chalykoff presented a short slide show of photographs of the Canol pipeline refinery site Whitehorse from the 1940s and from today.

This was the second evening of memories hosted by the MacBride Museum this year. The first, which was on the Whitehorse shipyards and Yukon steamboats, was held in September and was also well attended. The museum plans to host more evenings on different topics in the future.

Please contact Leighann at the museum at 867-667-2709 (ext.3) to get involved. Find out more about the museum at www.macbridemuseum.com lchalykoff@macbridemuseum.com

Leighann Chalykoff
MacBride Museum of Yukon History
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Phone: 867-667-2709, ext.3
www.macbridemuseum.com
Follow MacBride Museum on Twitter and Facebook.

OPEN ALL YEAR
Summer Hours: Daily 9:30am to 5pm, or by appointment

Voted Yukon's Favourite Museum and Favourite Tourist Attraction in Yukon North of Ordinary magazine's 2012 Best of Yukon Reader's Poll. Our kids camps were also voted Favourite Kids' Activity.

YUKON WINGS
R.B. Cameron

Come and take off with YUKON WINGS

Bob Cameron's comprehensive new history of flying in the Yukon is launching at the
YUKON TRANSPORTATION MUSEUM
Alaska Highway by the Airport

Saturday, November 10, 2012
14:00 - 17:00

I just thought I'd let you know that I have published a book on the early history of commercial aviation in the Yukon (See attached), that might interest some of your MocTel readers. If anyone cares to order one, here is how the math works out: \$60 for the book plus \$3 GST. S&H is a whopping \$25 for surface mailing (she's a heavy honker, with over 600 photos!) for a total of \$88.

Upon receipt of a cheque for \$88 I will post a book via surface mail, which takes about 2 weeks to most destinations in Canada. (Air mail is an additional \$20).

My mailing address:

102 Wickstrom Road, Whitehorse, Yukon, Y1A 6N2.

Best regards - Bob

Hi, Sherron - Actually you are in luck as far as S&H to Yuma is concerned. USPS has a special "book rate", but I have to drive to Skagway to get that benefit. I have a small pile (growing by the day!) of books to post from the PO in Skagway (including one other to Yuma), which I plan to do in about 2 or 3 weeks. They tell me delivery time (surface mail) is 3 to 5 weeks. So that math works out to \$60 for the book, \$3 for GST, and \$10 for S&H, for a total of \$73.

Regards – Bob Cameron yukoncamerons*klondiker.com (In Whitehorse)

SOME OLD AIRCRAFT RELATED FOOTAGE

This video link came to me from Rusty Reid – who had received it from Bob Cameron – who had received it from someone else. Interesting to see familiar Yukon faces including Moe Grant.

Click on this link to view:

<http://www.cbc.ca/archives/categories/science-technology/aviation/pioneers-in-the-sky-bush-pilots-of-canada/100-years-of-flight.html>

Sherron Jones

Search, rescue session was frigid one

Whitehorse Search and Rescue volunteers took to the frigid waters of the Yukon River recently for a special qualifying course dealing with rescuing people in cold water conditions.

By [Murray J Martin](#) on November 19, 2012

LEARNING THE ROPES – Whitehorse Search and Rescue volunteers undergo extensive white water rescue training in the Yukon River recently. Seen during whitewater rescue training, from left to right, are Ron Morrison, a professional search and rescue training instructor from Vancouver; Lisa Martin, a director and fund-raiser for Whitehorse Search and Rescue; volunteer member Eevee Johnson; and Donna Clayson, secretary treasurer for Whitehorse Search and Rescue.

Whitehorse Search and Rescue volunteers took to the frigid waters of the Yukon River recently for a special qualifying course dealing with rescuing people in cold water conditions.

The two-day course included rescue boat operation in white waters.



Photo by Murray J Martin

New volunteers undergo a Bear Awareness program, basic tracking, team leadership, map work, compass and GPS operations, avalanche safety and flight training with rescues from helicopters.

The volunteers meet to train on the evening of the first Wednesday of the month at the Emergency Measures Organization offices building next to the Erik Nielsen Whitehorse International Airport.

Murray J. Martin is the Star's Friday outdoors writer.

Inquest hears of officers' fatal foray in boat

The coroner's inquest into the 2010 death of a Mayo RCMP officer began Monday in Whitehorse with local witnesses who saw the young officer swimming toward shore before disappearing beneath the waters of the Stewart River.

By Ashley Joannou on October 30, 2012

The coroner's inquest into the 2010 death of a Mayo RCMP officer began Monday in Whitehorse with local witnesses who saw the young officer swimming toward shore before disappearing beneath the waters of the Stewart River.

Michael Potvin, 26, went into the river on July 13, 2010 when the police boat he and another officer were in capsized.

His body was found more than two weeks later.

Many of the first people to come to the officers' aid were eating dinner at the local café when the boat capsized.

Joanne Buyck was eating with her son, Jeremy Germaine, and partner David Lucas when local resident Jimmy Simon came in yelling for help.

“He said, ‘the boat flipped, the cops are in the water; I need your help,’” Germaine said.



Photo by Whitehorse Star

Pictured Above: **MICHAEL POTVIN**

Simon, Germaine and a third man, Benny Moses, ran to help while Buyck and Lucas followed moments later.

Buyck said she left the café and stood on top of the dike which runs parallel to the water.

From her vantage point, she saw Potvin swimming toward shore while a second officer — Cpl. Brent Chapman — clung to the side of the overturned boat.

In the meantime, the group of men found a boat that had been beached nearby and put it in the water.

Without paddles, the men used long sticks to try to manoeuvre the flat-bottom, 18- to 20-foot boat which had a motor but no keys toward the officers.

Buyck told the inquest Potvin was “swimming strongly” and that she “thought ‘wow, he’s going to make it to shore.’”

Both Germaine and Simon agreed the officer did not appear to be in need of any help.

Simon testified that Potvin was about 20 to 30 feet from shore the last time he saw him.

Rescuers were more concerned about Chapman, fearing the current would pull him into more treacherous parts of water on the other side of the river, Simon said.

Standing near Buyck on the dike, Lucas testified he heard Potvin call out he’d make it and to “go save my partner.”

But Potvin never got to shore.

“He’s swimming, then his arms go straight up and he goes straight down,” Buyck said.

“He didn’t come back up.”

Buyck called the Whitehorse RCMP detachment asking them to contact someone for help.

When the local rescuers got Chapman into the boat, they collided with a sandbar.

They were able to run along the sand until they reached the shore with the cold, wet and “shaken-up” officer, Germaine said.

Simon, who grew up in Mayo, told the inquest the water in the Stewart River can be deceiving.

“It looks really calm but it will pull you right under,” he said.

Screams from the gathered crowd alerted the rescuers that the young officer had not in fact made it to shore.

The shoreline and the water were searched in vain until early in the morning and for many days afterward.

Potvin’s body was eventually found nearly 60 kilometres downstream.

After the eyewitness testimony, the six-person jury began hearing about the history of the boat Potvin was riding in.

Const. Andreas Seidemann testified he used the boat while off duty about a dozen times for fishing and hunting trips in the year before Potvin died.

When the boat arrived at the detachment in May 2009, it did not have a radio. The bilge pump to remove excess water was not working, and neither were many of the gauges, including the fuel gauge, he said.

There was “always a little water in the back of the boat,” Seidemann said.

The problems had not been fixed when, on one hunting trip on Mayo Lake in October 2009, the motor stalled at least 10 times, Seidemann said.

Each time the boat stopped moving, water would slosh over the back.

The officer said the vessel was “on the threshold of going in the water.”

When Seidemann and his partner were able to get the boat back to Mayo, Seidemann said he told the other officers what had happened, but that no documentation was filled out.

He said he never felt unsafe in the boat until that day in October.

Seidemann said he had never been trained to use this boat, though he added he grew up around boats.

He also admitted to never wearing a lifejacket.

While being questioned by coroner’s counsel Lee Kirkpatrick, Seidemann said he had never seen a number of documents, including the RCMP vessel log, trip log and maintenance log for boats.

Seidemann said that while taking a training course with Potvin, he told his fellow officer about his history with the boat.

The inquest is scheduled to last until Friday. Territorial court judge Karen Ruddy is acting as the coroner.

When the testimony is complete, the jury will be asked to answer some basic questions about how Potvin died.

It will also be given the option of providing recommendations for how to prevent similar deaths in the future.

Along with lawyers for the RCMP and coroner, Potvin’s father, Mark, also has standing and can question witnesses.

The late officer was originally from eastern Ontario.

Officer tells of fatal boating excursion

When Const. Michael Potvin went out on the Mayo RCMP's riverboat the day he drowned, it was only supposed to be on the water for an hour.

By Ashley Joannou on November 1, 2012

When Const. Michael Potvin went out on the Mayo RCMP's riverboat the day he drowned, it was only supposed to be on the water for an hour.

He had to be home to his wife for dinner.

To help his new commanding officer, the 26-year-old came in on his day off on July 13, 2010 to help test the old boat on the water for the first time that summer.

He would die while trying to swim to shore after the vessel capsized in the Stewart River.

Cpl. Brent Chapman was at the controls when the boat flipped that evening.

On Wednesday, the 25-year veteran of the force told a Whitehorse inquest into Potvin's death about his last hours with the young officer and his impression of the 25-year-old boat they were using.

Chapman arrived as the new commanding officer for the Mayo detachment on June 7, 2010.

An RCMP-trained and certified boat operator, Chapman told the jury he thought the Mayo boat appeared "dirty," "relatively old" and had a "shortage of equipment."

The motor looked relatively new, he said.

Chapman said he tried to find more information on the history of the boat.

Like earlier witnesses, Chapman testified to having troubles finding information.

"There wasn't a file for this particular boat, and it took me a while to find the limited documentation I did find," he said.

Chapman said none of the electrical systems independent of the motor worked. These included the navigation lights, the bilge pump used to pump water out of the hull and various gauges, including the fuel gauge.

It also lacked a functioning radio, so officers had to bring individual radios onboard.

When it came to the boat's wiring, Chapman said, the electrical system had clearly been patched and modified several times.

"It's not what I suspected would be suitable for a marine environment," he told the inquest.

Chapman said he called officials in Whitehorse to request a new radio and inform them about the wiring.

He was told it would be months before anything could be done, he said.

A week before the deadly capsizing, Chapman gave Potvin a list of items to purchase, some to repair the boat, others to improve the safety equipment.

Potvin was able to buy some of the equipment including flares and a new pin for the 150-horsepower primary motor.

Potvin was not able to find a new bilge pump for the boat, Chapman said.

The corporal testified he was aware that the boat had experienced motor troubles in the past.

The day before taking to the water with Potvin, Chapman had a conversation with a senior RCMP official, Insp. Andreas Seidemann Sr.

The inspector told him about the near tragedy on the boat in October 2009 when his son, a constable with the RCMP, and another officer were forced to bail water frantically on Mayo Lake when the motor stopped working multiple times.

The inspector told him “this boat almost killed two guys,” Chapman said.

He said he believed the October problem with the boat was because of high waves.

“My conclusion was that we would have to be wary in conditions of high wave activity,” he said.

Because of those concerns, he decided to test the boat on the calmer Stewart River, stay close to Mayo and only stay out for a short period of time.

“The plan was to use the Stewart River and stay relatively close to resources if needed,” he said.

By 6:05 p.m., with a Rubbermaid tote full of safety gear and both wearing RCMP personal floatation devices (PFDs), the men were in the boat on the water.

Chapman said he gave the younger officer a safety briefing before coming aboard, which included reminding him to wear his PFD.

In the beginning, the large motor ran well, Chapman said, allowing him to achieve plane well (when the boat becomes more parallel to the water) and run smoothly at different speeds.

About one kilometre upstream, the motor stopped running.

The boat drifted until it ran up against the riverbank.

The officers raised the large motor and used the smaller auxiliary motor to get back to the beach near where they'd originally pushed off.

Chapman said his first thought was that the larger motor had run out of fuel. That surprised him because the officers had checked the boat's fuel tanks before leaving.

Chapman decided to walk home to get some fuel cans and fill them up at a local gas station.

"As I'm walking up the hill, I see Mike take off his PFD and drape it on the bow of the boat," he said.

Potvin was not wearing a PFD when he drowned, the inquest has heard.

The boat was back on the river by 7:10 p.m.

"Because the motor had stopped, I wanted to go out for a short time to make sure the fuel was the issue," Chapman said.

"We were going to do a quick run and then we would be done."

Again, the motor began working as expected, but eventually it went dead again. The men would get it started, but it would stop again.

This happened three or four times, Chapman said.

"Whenever the boat stopped, the wake would come and splash into the motor well," he said. "The motor well had holes in it, so there would be wake on the deck of the boat."

The last time the pair was able to get the large motor going, it ran for a longer period of time before cutting out, Chapman said.

This meant the front of the boat was able to get much further out of the water and create an even larger splash when the motor stopped. The back filled with even more water.

That's when Chapman switched to the auxiliary motor, which required him to sit at the back of the boat to operate.

Weight from the water in the back of the boat had pushed the front end so high it obstructed his view, Chapman said.

Potvin stood at the front of the boat to give directions back to the boat dock.

At some point, the younger officer asked if he should start bailing.

With water already over the stern, Chapman told the jury, "Mike was accomplishing more with his weight in the bow."

Then the boat started to rock. It rocked once to the starboard side before coming back to level.

It rocked again, but this time flipped right over.

Potvin jumped off the front of the boat while Chapman slid off the back.

Chapman testified he ended up in the water next to the boat.

When he next saw Potvin, the constable was more than halfway to shore. Land was about 7.5 metres (25 feet) away.

Chapman said it appeared Potvin was standing up in the water.

“He yelled. I believe he said my name. I assume that meant he was OK,” he said.

Moments later, rescuers were able to get to Chapman and pull him out of the water.

Next came the confusion.

Chapman said he assumed Potvin had made it to shore and had gone to get help.

He was left to wonder, “Why is there so much confusion over what happened to Mike? Why wasn’t he on the shore?” Chapman said.

Chapman was on the search boat whose occupants discovered Potvin’s body 17 days later 58 kilometres downstream from where the boat capsized.

The most emotional testimony of the day came when Potvin’s father, Mark, questioned Chapman, the last person to spend time with his son.

Mark Potvin was given standing to represent the family at the inquest and can pose questions to anyone called to give evidence.

He asked Chapman why he chose to take the boat out on the water even after learning about its difficulties the year before.

The officer responded that police had a responsibility to test the boat to make sure it was functioning.

Mark Potvin also asked why the boat was going back to the boat launch and not to the nearest shore.

Chapman told Potvin’s father he believed the boat would not capsize even while swamped.

Mark Potvin noted that witnesses have testified to hearing the two officers talk to each other in the water.

Chapman said he doesn’t remember having any conversation.

“Why didn’t you tell Michael to stay with the boat?”

“He was more than halfway to shore; I’m not going to call him back,” Chapman said.

Mark Potvin noted that Chapman was the trained senior officer on the boat with his son. Michael Potvin had been with the RCMP for less than a year.

“Did you maintain care of Michael Potvin on that day?” the father asked.

“No,” Chapman whispered.

Inquest jury to begin deliberations this week

The inquest into the death of a Mayo RCMP officer heard its final pieces of evidence Saturday.

By Ashley Joannou on November 5, 2012 at 4:50 pm

The inquest into the death of a Mayo RCMP officer heard its final pieces of evidence Saturday.

Much of the testimony on the final day focused on changes the Yukon RCMP have made to their policies since Const. Michael Potvin drowned in the Stewart River in July 2010 while taking the boat out for its first test run of the season.

Staff Sgt. Roger Lockwood gave evidence describing his job as the M division’s Water Transport Co-ordinator.

The position, which is part of RCMP national policy, began in the Yukon after Potvin’s death.

In his role, Lockwood looks after the maintenance of boats, is involved with Transport Canada and has spent the last two years developing the detachment’s new water policies.

Each detachment has a co-ordinator of its own who reports to him, Lockwood said.

Each officer in the territory is now provided with his or her own personal floatation device (PDF) as opposed to giving them to the detachments.

Potvin was not wearing his PDF when he drowned, the inquest has heard.

Earlier Saturday an employee with the equipment’s manufacturer testified the PFD would have held up a person, even in full RCMP gear.

Lockwood said that a reminder to wear a PFD is now part of a to-do list attached to the keys for every RCMP boat.

That list also includes reminders to make sure the boat’s bilge pump is working and that a capacity plate is present.

The Mayo boat Potvin was in did not have a functioning pump or a plate which indicates the maximum size allowed for a motor.

Marine experts have testified that the weight of the boat's 150 horsepower motor, along with a smaller recently-added auxiliary motor and holes in the vessel's cut-down motor well combined to allow water to come into the back of the boat.

It is still unclear when and where some of these modifications — particularly the holes in the motor well — took place.

Any modifications to boats now have to be approved by him, Lockwood said.

Before approving any changes, Lockwood consults with the boat's manufacturer, a divisional expert and if necessary a marine architect, he said.

The territory currently has 12 vessels, the oldest of which was purchased in 2006.

Reports and logs are filled out every time a boat is taken on the water and more detailed inspections are done at the beginning and end of every boating season.

Inspections were required before Potvin died, but the jury has heard about limited paperwork being available on the history of the boat.

The new inspections include checking the electrical system, the motor, the structure of the boat and the safety equipment.

Lockwood said the division performs spot checks to ensure the paperwork is being done.

Boating courses are now being offered in the Yukon to officers, Lockwood said.

Some officers take a 26-hour small vessel operating course, offered by Transport Canada and focusing on safe operation of a boat.

Others take an additional eight hours to be trained in marine emergencies.

Potvin's father Mark, who is representing the family at the inquest, expressed some skepticism about whether or not the new policies would change the mentality of officers when it comes to personal flotation devices.

The inquest heard from officers in a variety of ranks who admitted to not wearing PFDs when on the water before Potvin died even though it was — and still is — RCMP policy.

Cpl. Brent Chapman, who was on the boat with Potvin the day it capsized, testified the men were wearing PFDs when they began their trip, but took them off after stopping to get gas after the engine stalled.

"How do I know this is not just a paper tire?" Mark Potvin asked regarding the effectiveness of the new policies.

“I can’t change the past but I can influence the future,” the officer said, adding that Potvin’s death has had an effect on all officers in the territory.

Lockwood said there are mechanisms in place to address non-compliance with RCMP policy.

Two code of conduct reviews were conducted after Potvin’s death, the jury heard.

After Lockwood’s testimony, the jury was given the opportunity to ask questions of the officer.

One jury member queried whether there were repercussions for any officers involved.

Karen Ruddy, a territorial court judge who is acting as coroner in this case, told the jury that because of privacy and concerns regarding legal privilege, Lockwood could only give an answer of yes, no or I don’t know.

In the end, he testified he didn’t know.

The boat Potvin was riding in the day he died has been taken off the water and will never be used again, Lockwood said.

Five other custom-made boats, built by the same manufacturer, were reviewed by Transport Canada and deemed to be safe, he said.

They have since been sold.

Tomorrow afternoon, the members of the jury will get final instructions from Ruddy and begin their deliberations.

It will be up to the jury of six to decide how Potvin died. They will also have the option of giving recommendations on how a similar death could be prevented in the future.

Vintage Military Vehicles Bring Back Lots of Memories

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

August 30, 2012

Dawson was the target for a different sort of military invasion just a few days before the Discovery Days weekend, when the members of the Military Vehicle Preservation Association hit town for a day’s rest along the route of their 2012 Alaska Highway Convoy.

Wendy and Jeff Rowsam, two of the convoy’s organizers, were basking in the evening sun at the Goldrush Campground on the evening of August 13. They were happy to discuss the MVPA, this trip, and the goals of the organization.

“Our association, the Military Vehicle Preservation Association, has a plan to do a series of convoys over the next 15 years or so,” Wendy Rowsam explained, “and we are doing them on

highways that have some military history significance. This was the 70th anniversary of the building of the Alaska Highway, so what better time to take a whole bunch of military vehicles on that highway?

“Military vehicles were so instrumental in the building of the highway... so we have a group of approximately 70 military vehicles that are making this trip. There are 190 people or so in our group.”

Entering the Yukon, they took the rough route up the Campbell Highway where they were greeted at both Ross River (where some of them slept in the school) and at the access road to Faro, where a large number of people staged a picnic and greet for them.

“They turned out in force with muffins and coffee. It was great,” Wendy said.

Emerging onto the Klondike Highway at Carmacks they headed north to Pelly Crossing (where some stayed in the community center) and then to the Dempster Corner, where most of them took a side trip to the Arctic Circle and back.

One might question what all this has to do with the Alcan, but Wendy and Jeff, who were key organizers of this tour and had scouted the route the year before, explained that the Campbell, the Dempster and the Top of the World/Taylor routes were more reminiscent of the original state of the Alaska Highway than anything else they could find. Besides, doing the Klondike route over to Fairbanks and then heading south on the Alcan made for a better trip with a wider variety of places to see.

The convoy set out to cover 6600 kilometres in about 27 days, generally moving at a speed of about 35 miles (56 km) an hour, the traditional speed of a military convoy.

They dropped a fair amount of money along the way, staying in local campgrounds (and hotels for those not travelling RV style), purchasing food, gasoline and anything else they might need locally.

The convoy members were especially appreciative of the help they received at Fischer Fuels, just south of town, where a number of them enjoyed coffee and goodies provided by Bev and several of them had Wayne working on their antique vehicles.

“They opened their shop to us and anything that we needed they were able to help with,” Wendy said. “There was some breakage and a few guys needed to fix tires and things like that, so a place like Fischer’s is just great for us.”

Convoys like this one typically travel with a bit of a mobile machine shop and Jeff said they carry lots of spare parts on these trips.

“In 2009 we did the Lincoln Highway across the USA from Washington to San Francisco, reenacting the 1919 Transcontinental Motor Convoy on that road. Coming up, we’re doing another one across the southern US on the Bankhead (Washington to San Diego) and eventually Route 66 (Chicago to Los Angeles) and maybe back here for the 75th.”

“It’s been a great trip,” Jeff said. “We’ve had a little bit of rain and it’s maybe a little cooler than we’re used to, but it’s been beastly hot in the lower 48. This was been a relief for many of us. We have people that have traveled from Florida, Texas, California and Ohio. We’re from Wisconsin. “The vehicles are all vintages,” he continued. “We have World War II vehicles. Ours was delivered to the military in April of ’42, so it’s the correct vintage for the highway.”

The convoy also included vehicles from more recent combat history, such as Korea and Desert Storm.

The Rowsams have converted their truck into a camper – not as large as some of the conversions on this trip, but still adequate. They also added doors and a better roof to their truck, as well as finding a Plexiglas solution to protecting their vulnerable flat front windshield.

“As long as it has one rivet hole and one data plate you can call it original. Anything from there is just restoration,” Jeff said.

He likens the military vehicle hobby to the antique car hobby, and says that it started because the vehicles were known for being rugged and dependable, especially the larger ones, so they got used by miners and contractors, especially in the North, where a lot of them were left after the highway was finished.

“In the late 70s and early 80s this started to come into its own as a bona fide hobby, just like Corvettes, Mustangs, GTOs and others. The car hobby got to be expensive, and people began to think about old Jeeps and other surplus military stuff. In the 1990s with the 50th anniversary of D-Day and movies like “Saving Private Ryan”, it all brought the memory of World War II back to the forefront.

“There used to be a network of surplus parts dealers,” Jeff says, “but now it’s evolved to ... where you could practically build a WWII jeep from reproduction parts.”

Quite a few of the MVPA members are either veterans or related to veterans. The hobby is a way of connecting to their own pasts, or to that of some older relative. Quite often veterans do not talk a lot about their combat experiences, but they will talk about their equipment and the Rowsams have had quite a few conversations that started off with “I used to drive one of those ...” or “My dad used to talk about that kind of truck ...”

Sometimes, if it’s a veteran talking, some younger member of the family will approach Jeff or Wendy later to say that they’ve never heard that particular story before.

The MPVA group greatly enjoyed their brief time in Dawson and were so organized that they managed to get across the river by ferry without completely tying up the George Black Ferry when they left town.



This participant hauled a non-vintage trailer behind his vintage truck.



Wendy and Jeff Rowsam drove the tour route last year to check it out.
Photos courtesy Dan Davidson [uffish*northwestel.net](mailto:uffish@northwestel.net) (In Dawson)



Not all of the vehicles were American.

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

Sewing Our Traditions at Dänojà Zho

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

August 31, 2012

If you haven't wandered into the Dänojà Zho Cultural Centre this summer to check out the display in the central Gathering Room area, you've missed a treat. This summer the centre was able to import an existing display, one that was featured at the 2010 Winter Olympics in Vancouver.

In spite of the fact that *Sewing Our Traditions: Dolls of Canada's North* is a pan-Northern exhibition that includes material from all across the three territories, one of the 29 doll makers in the collection is Dawson's own Dolores Anderson and the territory is well represented in the mix.

Wandering about the display in the Gathering Room and just looking at the variety of styles is an experience in itself, but it is greatly enhanced by the 60-page exhibition book that identifies all the doll makers, and discusses each piece along with colour photographs.

Doll making is now an art form that has grown out of the very practical needs of the Northern people. The materials may have differed across the North, but the original inspiration was the need for toys that could also serve as training tools for the young, as in other cultures around the world.

These days, as the brochure emphasizes, dolls are also a device for preserving the culture of earlier generations by displaying clothing styles and choices of materials and activities.

The exhibit will be on display until September 21.



Annie Tookalook from Sanikiluaq
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



The Gathering Room at the Dänojà Zho Cultural Centre.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Helen Iguptaq from Rankin Inlet, Nunavut
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Susie Angootealuk from Coral Harbour, Nunavut.
Photos courtesy Dan Davidson uffish*northwestel.net (In Dawson)



Dolores Anderson from Dawson City, Yukon.



Cora Kimiksana from Tuktoyaktuk, Northwest Territories.

Soggy Bottoms Best Turdles for Outhouse Glory

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

September 3, 2012

The route for this year's edition of the Great International Outhouse Race was a familiar one. From the starting line on Queen Street beside the parking lot at Diamond Tooth Gerties, the teams ran east to Fifth Avenue, then south to Princess Street, where they had to avoid the continuing repairs around the Valve Chamber that have blocked that intersection.

Getting around through the Dominion Petro Express yard, they continued west on Princess to Third Avenue, where they ran north from the Eldorado Hotel to King Street, turning west at Klondike Kate's. Then it was a sprint to Second Avenue, where they turned south to the Downtown Hotel and back east on Queen Street to Gerties.

The big difference this year was that there was no scavenger hunt along the way, no stopping for a wee nip at the bars on each of the corners that marked their change of directions. This was strictly a foot race once it got under way, so there will never be a way to compare it to the races of the last dozen years or so.

On the other hand, this was a fun race, and the attempts by the teams to make it family fun on September 2 deserve some notice.

Royal(e) Duty came from the Visitors' Reception Centre, with the Queen on the throne above a bejeweled chamber pot pulled by four security agents.

"We are the most regal team with the oldest average age," they announced and then sang "God Save the Queen" as their anthem.

The Dawson City Dung Bats were a team of eight, with four men running and four sitting in their Dug-out house, shaped like a baseball dugout. It was clearly the heaviest entry in the race. "Take me out to the outhouse..." was their theme song. This crew traditionally comes in dead last and has been known to take more than an hour to run/stagger the race.

The Soggy Bottom Boys came from Juliet's Manor. They were six men (four runners and two outliers) in red long johns with "bear behinds" and Juliet on the throne in pajamas. Their theme song somehow combined the elements of the event: "Ain't nobody gonna break my stride, nobody gonna slow me down; oh no, I got to keep on movin'..."

Bumkin's Pumpkins were a quintet of country ladies. They offered this challenge:

"We're the country bumkins,
"we're here to get her done.
"If you try and touch our pumpkins,
"we'll kick you in the bum."

Last to present themselves were the reigning champions, Gertie's Girls, with somewhere between six and eight wins to their credit. This year they arrived as The Turdles, with Donatello, Raphael,

Michelangelo and Leonardo pulling and Splinter on the throne. The team had actually composed a limerick for their cheer, hearkening back to the days when this was a requirement:

“You know that we’re named after artists
“But we’re truly professional fartists
“We don’t use the bush
“to tinkle and push
“And we’ll run this race the hardest.”

That effort earned them the pole position in the mass start, but it wasn’t enough to give them the race.

As the race began it was clear that the Dung Bats had their own definition of “traditional”. For some years now this race has had a scavenger hunt component, with a stop at every bar along the route. This year that was eliminated, but when the other teams headed off down Fifth Avenue, the Bats made the first of their detours and stopped at the Triple J, as they did with every other former stop on the route, guaranteeing a last place finish.

At the finish line as they crashed through the toilet paper ribbon, it was the Soggy Bottom Boys in first place, followed by Royal(e) Duty, and a mere third place finish for the Turdles. The Bumkins pulled in fourth.

Some time later the Dung Bats managed to make it to the finish line. It was probably the fastest time they have ever recorded, and might have been faster if the weight of their dugout and players hadn’t broken the left axle of their outhouse. They arrived cheering “We’re last! We’re last!” quite lustily.

The Peoples’ Choice Award, chosen by level of cheering from the hundred or more spectators, was presented to the Dung Bats, with the Turdles coming second. The Best Overall Entry award by the judges produced same result.

One piece of tradition was missing from this year’s race. The fastest team used to receive a specially mounted toilet seat trophy with a fresh roll attached. Apparently the trophy was not returned for this year’s race.



The Turdles and the Dung Bats race up Queen Street at the beginning.



The route this year went straight round the course with no stops.
Photos courtesy Dan Davidson uffish*northwestel.net (In Dawson)



The wrong way. It did not involve a scavenger hunt.
Photo courtesy Dan Davidson uffish*northwestel.net (In Dawson)



The Bumkins has an amusing musical chant.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



The Turdles had a proper limerick.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Soggy Bottom.

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



Royal Duty.

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



Turdles.

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



Bumkins.

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



Dung bats.

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

Dawson Sees Jet Traffic

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

September 6, 2012

Air North made company history on September 5 when it landed its jet in Dawson shortly after 8 a.m. Not long after the plane came to a stop company president Joe Sparling was out on the tarmac looking things over, hauling the fuel line over to the plane and generally being way too busy to actually leave the area around the plane.

Passengers were impressed by the smoothness and speed of the flight and expressed enthusiasm about the future of jet service in and out of town.

Quite a few locals turned out to snap photos of the event in the early morning. After the word got out there were more on hand when the plane made its return trip later in the day.

Just an hour after landing the plane was off again, bound for Old Crow and Inuvik.

Later in the day, Joe Sparling, the airline's president, talked about the flight, which is something he's been wanting to do for a long time.

It was a good flight, he said.

"Everything went just as planned."

The 737 has been north before and was scheduled to land in Dawson during the Olympic Torch Relay, but was prevented by weather, which can be a problem here.

Dawson and other northern airports with gravel runways present difficulties for a large plane, which has been equipped with a \$1 million gravel kit to allow for service into unpaved airports such as Dawson City and Old Crow.

“The runways and ramp areas have to meet compaction tests and there also has to be adequate turnarounds so that you can turn the aircraft around on the runway, Sparling said.

“We had a consultant come up and he indicated what needed to be done, and the Yukon government’s been working steadily, making the improvements.

“Just last week we had a guy in Dawson and Old Crow and everything pretty much passed the test so we were good to go.”

The company decided that this would be a “soft event” and so did not issue any publicity until after they had succeeded, but rumours of a landing did get out and some people were there just to see the plane at 8 a.m.

When it came back on its return flight Sparling said there were quite a few more folks there looking.

“The purpose of today’s flight was really a test of fueling logistics and ground logistics and that sort of thing. It’s probably not realistic to think that the jet’s going to be flying scheds to Dawson, but I did want to get this proving flight out of the way before winter.”

Further visits by the jet will depend, he said, on cargo and passenger load, but it’s most likely that the plane will be scheduled for some regular flights next summer.

“During the peak season there is some demand for additional capacity. That’s where the jet might fit in.”

This plane is a Boeing 737-200 Combi. Aside from the gravel kit, it is equipped with a large cargo door in the forward cabin, allowing Air North to transport much larger goods into the two communities. In such cases, the plane, which can carry 120 passengers, would probably carry 60 to 80 and the rest of the space would be cleared out for cargo.

The Hawkers that currently serve the route operate in the same way, but the jet can carry a much larger payload.

It’s also faster, but Sparling says that it really only trimmed 10 to 15 minutes off the trip from Whitehorse to Dawson.

In a press release issued late on September 5 Sparling was enthusiastic.

"Since our very first 737 flight just over ten years ago, I've looked forward to being able to fly a jet on our northern route network. It's an incredible milestone for the company."

Congratulations Air North ! ! ! !



Approaching Air North 737-200 makes test landing in Dawson Sept 5 2012
Photos courtesy Dan Davidson uffish@northwestel.net (In Dawson)





Air North 737-200 – Dawson – Sept 5 2012 – 08:00 – 09:00
Photos courtesy Dan Davidson [uffish*northwestel.net](mailto:uffish@northwestel.net) (In Dawson)





Up, up, and away.

Air North first 737-200 departure from Dawson Yukon, Sept 5, 2012 – 0900

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

Yukon Fire Chiefs Meet in Dawson City

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

September 6, 2012

The 20th Annual Association of Yukon Fire Chiefs Symposium and Trade Exhibition was held in Dawson from August 22 to 25.

Wednesday events began with registration, and opening ceremonies, as well as a memorial service, were held at the Dänojà Zho Cultural Centre, followed by a reception at the Oddfellows Hall, which was the center for most of the activities.

The next couple of days were filled up with workshops and presentations with titles like “Yukon Fire Service Transition”, “Prevention and Training Education”, “Critical Incidents and the Volunteer Fire Chief”, “Intro. to Aircraft Rescue Fire Fighting”, “Hose/Ladder/FIT Testing”, and “Forensics and Fire Scene Preservation”.

There were also demonstrations of various kinds of equipment and procedures, training exercises and trade show.

Recreationally there was a golf tournament, a reception at Fort Mile Gold, and a closing banquet with lots of speeches and awards. Jack Holesworth, Retired Fire Marshal of Yukon, spoke about his years of service and of the changes he instituted, including encouraging the formation of AYFC in 2002. His introduction, by Whitehorse Fire Chief Clive Sparks, was a bit of a roast, but it was easy to see the affection between the two men.

Holesworth’s comments provided the group with something of a condensed history of the fire service in the territory, as it developed under his leadership from 1991 to 2006. He concluded with the thought that firefighters are unique among other service groups in that, in the performance of their duties they daily offer their lives to protect their fellow citizens.

Commissioner Doug Phillips has a special connection to the fire service in that his son is a fire fighter in Vancouver. Phillips said he doesn’t understand everything that his son has to do, but feels that’s best because knowing the details would probably keep him awake at night. He stressed that, as far as he could see, members of the fire service were both a team and a family. He was pleased to see the development of an emphasis on training in all the community fire halls.

“It is that training, that instinct; that saves lives.”

Elaine Taylor, Minister of Community Services, spoke of the passion to serve which she sees in the members of the fire service and reiterated her decision to respect the nature and autonomy of the firefighting community by scrapping the plan to gather all the community departments under one centralized umbrella organization. She announced that the budget for the service has been increased in order to allow for the addition or replacement of two trucks each year, doubling that budget line.

Klondike MLA Sandy Silver (Lib.) applauded both of those developments but noted a number of areas where there were still improvements needed: 911 service should be extended to the rural communities; steep embankment rescue training is needed; funding needs to match the new requirements stipulated by YTG’s changed health and safety regulations; funding for fire departments should be directed straight to the departments and not be subject to the budgetary whims of municipal councils.

Following the speeches, came the presentation of awards. The Yukon Long Service Awards were inaugurated to honour those who have served at least 10 years in the fire service, with bars added every five years thereafter.

Ten Year Medals went to:

- - Mark Wickham from the Dawson City Fire Department
- - Gil Bradet from the Eric Neilson International Airport Fire Department
- - Dave Welin, Fire Chief, Carcross Volunteer Fire Department

Receiving their first bar for 15 years of service were:

- - Jurgen Willms, Fire chief, Marsh Lake Fire and Rescue
- - James Paterson, Fire Chief, Eric Neilson International Airport Fire Department
- - Claire Desmarais, Mount Lorne Volunteer Fire Department
- - Jack Holesworth, Retired Fire Marshal of Yukon

Receiving their second bar for 20 years of service were:

- - Brian Pope, Tagish Volunteer Fire Department
- - Nancy Pope, Tagish Volunteer Fire Department
- - Mark Castellarin, Klondike Valley Volunteer Fire Department
- - Torrie Hunter, Dawson City Fire Department

In addition Yukon Commission Douglas Phillips presented the Queen Elizabeth II Diamond Jubilee Medal to:

- - Clive Sparks, Whitehorse Fire Chief
- - Jim Regimbal, Dawson Fire Chief

“In the Yukon, with our 36000 citizens, we were given 121 medals to give out to deserving Yukoners,” Commissioner Phillips explained. “and tonight I am very pleased to be able to give two of these medals to two exemplary firemen, who have put in a great deal of service into making their communities better, not just as firemen, but as community members.”

Sparks’ citation referred to his leadership style, his ability to instruct others effectively.

“His incredible poise and style in contributing to the best of his undertakings creates an environment that draws the very best from his colleagues.”

Regimbal was cited as a leader who “strives to make the fire service the best it can be.

“Chief Regimbal will always take the high road to ensure that the fire service is respected and moves forward with the changes in technology and equipment. Jim is a respected source of information and knowledge for the fire Marshall’s office and for all members of the Yukon’s fire service.”



Clive Sparks, Jubilee Medal. Whitehorse Fire Chief Clive Sparks receives his Jubilee Medal from Commissioner Doug Phillips.

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



Dawson Fire Chief Jim Regimbal and Commissioner Doug Phillips.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Long Service Award Recipients.jpg – Recipients of the 10, 15 and 20 year Long Service Medals.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)



Symposium group shot.jpg – Members of the fire service pose for a group shot.
Photo courtesy Dan Davidson uffish@northwestel.net (In Dawson)

NEW ADDITIONS AND ART EXHIBIT

Dear Sherron - My name is Laurel Parry [from Whitehorse] and I was in Vancouver November 2 – 4 at my brother, John Ogilvy's art exhibition opening where we encountered a number of former Yukoners, including Bill and Jeri Weigand who put me in touch with you because of the Moccasin Telegraph.

Bill encouraged me to submit something about John's show as John is a former Yukoner. Here is something to add if it fits. And, I would love to receive the Moccasin Telegraph regularly. I love it. Thanks for doing this. It is such a great thing to put people in touch.

We are part of the Ogilvy family who moved to Whitehorse from Cassiar in 1970. Our parents are Jan and Cam and we have another brother, Alan who lives in Victoria. Both my parents and I still live in Whitehorse. John lives in Lima, Peru as well as Gabriola Island.

Here is the information on the show:

Former Yukoner John Ogilvy divides his time as an artist and as a diamond driller. He graduated from FH Collins in 1979, and graduated from Red Deer College and Emily Carr College of Art and Design. John's work is displayed at the Ian Tan Gallery on 6th and Granville in Vancouver and for the month of November, the gallery is hosting a special exhibition of his new works. The opening was held on Saturday, November 3rd and it was great to see so many Yukoners out. The invitation below has more information. John would be pleased if interested Yukoners or former Yukoners dropped by to check it out.

Thanks again.

Laurel Parry Laurel.Parrygov.yk.ca (In Whitehorse)

JOHN OGILVY

Former Yukoner John Ogilvy, who divides his time at his homes in Lima and Gabriola Island, works as an artist and as a diamond driller. He graduated from FH Collins in 1979, and graduated from Red Deer College and Emily Carr College of Art and Design. John's work is displayed at the Ian Tan Gallery on 6th and Granville in Vancouver and for the month of November, the gallery is hosting a special exhibition of his new works. The opening was held on Saturday, November 3rd and it was great to see so many Yukoners out. The invitation below has more information. John would be pleased if interested Yukoners or former Yukoners dropped by to check it out.

iantangallery
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CONTEMPORARY CANADIAN ART

JOHN OGILVY

new works

November 3 - 29, 2012

Opening Reception: Saturday, Nov 3rd from 10am to 6pm

Artist in attendance

Please click on the link below to view the exhibition



Christmas Shopping 2012 Oil on canvas 35" x 47"

"My art deals with landscape and our civilization's impact on it. I realize that our subtle impacts on the land can arguably be more aesthetically interesting than the raw wilderness that preceded them. In my paintings I like to include things that I know exist in the landscape, which usually are considered unsightly in a work of art. When looking at a scene, one tends to overlook these objects. By bringing attention to them in my work, I offer the viewer, in some ways, a more realistic view of a typical scene." John Ogilvy

[2202 GRANVILLE STREET VANCOUVER BC V6H 4H7 CANADA](#)

[604-738-1077 INFO@IANTANGALLERY.COM](mailto:INFO@IANTANGALLERY.COM)

WWW.IANTANGALLERY.COM

With locations in Vancouver and Hong Kong, the Ian Tan Gallery represents foremost emerging and established artists in contemporary Canadian art. Representing glass, painting and photo-based works, the gallery maintains a strong regional interest in West Coast artworks. We are recognized as one of Vancouver's finest art galleries, and we maintain a reputation of exhibiting leading artworks of quality.

QUOTE OF THE WEEK

No free man shall ever be debarred the use of arms. - Thomas Jefferson

RECIPE OF THE WEEK

Submitted by Noelle (Cyr) Misko sourdoughyt@hotmail.com (In Edmonton)

“BLACK AS NIGHT CAKE”

- 2 cups flour
- 2 cups sugar
- ¾ cup unsweetened cocoa
- 1 cup milk
- 1/2 cup salad oil
- 2 tsp vanilla
- 2 tsp baking soda
- 1 tsp salt
- 2 eggs
- 1 cup cold black coffee

Mix all ingredients until well blended. Bake in Bundt pan and bake in preheated oven at 350 F for 40 minutes.

Frost with chocolate fudge frosting.

DATES TO REMEMBER

VANCOUVER YUKONERS' ASSOCIATION CHRISTMAS LUNCH

December 6, 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
604 277-2766 or 604 299-1969

Vancouver Island Christmas Party

Thursday, Dec 13, 2012 at 12:00 PM
ABC Restaurant
6671 Mary Ellen Dr.
Nanaimo, B.C.

Lunch and Social
Entertainment by Liam, grandson of Trudy and Ted North
choice of 3 items for lunch, approx. 20.00

Please RSVP by Dec. 4th by E-mail or phone:

Sharon dawson1@shaw.ca 250-729-9773
Harriett harriett3@shaw.ca 250-751-1194

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 criterion 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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