

## MOCCASIN TELEGRAPH – 380<sup>th</sup> Edition – October 6<sup>th</sup>, 2013

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



Nares Mountain and Lake – Sept 23, 2013

Photo courtesy Heather Jones [hjones\\*northwestel.net](mailto:hjones*northwestel.net) (In Carcross & Whitehorse)

### **White Pass and Yukon Route Railroad, Canada – 8<sup>th</sup> Engineering Marvel of the world.**

Built during the Klondike Gold Rush and financed largely by British investors, the "railroad built on gold" was constructed in just 26 months, using 450 tons of explosives to blast through Canada's coastal mountains. Passengers should hold on tight -- the railroad climbs almost 278 meters in just 32 kilometers and has numerous other steep gradients of up to 4%.

The railway still uses vintage cars, the oldest dating back to 1881. **Completion date:** July 29, 1900.

See complete list and photos at: <http://www.cnn.com/2013/07/04/travel/engineering-feats/index.html>

### **25 of mankind's greatest engineering achievements**

By Tamara Hinson, for CNN

updated 7:25 PM EDT, Fri July 5, 2013



(CNN) -- Recent months have seen a fair number of impressive construction plans announced, from Norway's intention to create the [world's first shipping tunnel](#) to Maldives' plans for a [space age underwater hotel](#) to Dubai's plans for the [world's biggest shopping mall](#).

How do these announcements stack up against what's already out there?

We've compiled 25 of what we think are some of the most impressive engineering/construction achievements to date, taking into consideration the era in which they were built and the knowledge and materials that were available to designers.

Many were inspired by the human impulse to travel, and those that weren't can be enjoyed by travelers today.

Engineering can, of course, also include electronics and other micro-feats -- arguably computers and smartphones are among the most successful, popular and influential pieces of engineering ever created -- but we're interested here in big, bold and brave.

Click through the gallery to see our selection, then let us know if you have additions in the comments section.

## **Top Ten**

### **The Palm, Dubai, UAE**

There are several tour operators within Dubai offering boat tours of the Palm.

### **Aqueduct of Segovia, Segovia, Spain**

Segovia is an easy day trip from Madrid and can be reached by both train and bus.

### **Great Wall of China, China**

Beijing International airport is the closest airport to any point of the Great Wall of China -- it's a short taxi ride to the section known as Badaling Great Wall and there are regular bus services.

**Taj Mahal, Agra, India**

Regular bus and train services connect New Delhi with Agra.

**Trans-Siberian Railway, Russia**

The full journey starts in Moscow and ends in Vladivostok, but passengers can join at numerous towns and cities en route.

**Burj Khalifa, Dubai, UAE**

The Burj Khalifa is located in downtown Dubai and is well connected by public transport.

**Akashi Kaikyō Bridge, Akashi Strait, Japan**

The bridge is a short drive from Kobe Airport.

**White Pass and Yukon Route Railroad, Canada**

Excursions start from Fraser, British Columbia. The nearest airport is in Vancouver.

**Tokyo Sky Tree, Tokyo**

From Ueno Station (Tokyo Metro Ginza Line), transfer to the TOBU SKYTREE Line at Asakusa Station -- the Skytree stop is a 14-minute journey.

**International Space Station**

Astronaut qualifications and a rocket.

**Cliff Turner has been a Prospector in the Yukon for Years**, he is over 80 Years of age and was last year up there in the Yukon... also in Watson Lake.

Years ago he was with Special Forces.....a very brave man.

And when he was here is B.C. used to Hire me to do Shows, all the Old War Songs, for Gigs with all the Service Men in the Hotel Vancouver. A very generous and kind Man and a good friend.

He lives in "Cache Creek" with his wonderful Dog. Has a Hotel there called the "Castle Hotel".

Gillian Campbell [gillianklondikekate@shaw.ca](mailto:gillianklondikekate@shaw.ca) (In Burnaby)

**THE PROSPECTOR'S LAMENT**

By J.C. "Cliff" Turner, Prospector – 1966

Oh this is the story,

Of two prospector's old,  
On top of a mountain, freezing and cold.

They're searching for treasures  
That have yet to be found,  
And digging big holes  
In the prospecting ground.

Out on the Jan claims,  
All covered with fog,  
Sits two drunk prospector's  
On top of a log.

The coffee was boiling,  
the rum was all gone,  
They sat there crying,  
Composing this song.

Now there is a bar-maid,  
In a town far away,  
Where the truckers' are rolling,,  
And the Prospectors play.

The sweetest gal  
We have ever found,  
While searching for gold,  
The whole country round.

Her eyes are aglitter,  
Like diamonds of old.  
Her smile is as bright,  
As a mountain of Gold.

If you happen to see her,  
Give her our love,  
From out of the Hyland,  
And the mountains above.

The days are so long,  
The nights longer still,  
Sitting here dreaming,  
Of our bar-maid at will.

Now ours was a true love,  
Not often found,  
That went crashing down  
On the prospecting ground.

And yet as we sit,  
By our campfire at night,  
With the stars all aglitter,  
And the moon oh! So bright.

Our thoughts wander out  
To the town far away,  
To the bar-maid we love,  
And will return to someday.

Her heart is as cold,  
As the glaciers glare,  
Her temper as fierce,  
As a mad grizzly bear.

But we love that maiden  
And we always will,  
From the valleys' depth,  
To the crest of the hill.

From the arctic cold,  
On the barren land,  
To the hills of old,  
In the desert sands.

A moment of pleasure,  
At the sight of her smile,  
And a heart filled with sadness,  
Cause we know all the while,

The truth of that moment  
We cannot tell,  
The curse of that woman  
Will drive us to hell.

So now all good fellows,  
All prospectors' true,  
Come hear this refrain,  
As we sing it to you.

If you meet a young bar-maid,  
In old Watson town,  
With a smile on her face  
And the touch of a frown.

Don't let her beguile you  
With womanly wiles,

With her laughing eyes  
And sparkling smiles.

Or alone and forgotten  
In love you will drown  
Bewitched and heartbroken  
In old Watson town.

Cause if you're a prospector and half a man  
You'll be nailed to the cross,  
by the bar-maid named, JAN.



First boat from Dawson arriving at Whitehorse July 4 1898 with passengers,  
gold and royal mail.

Photo courtesy Gina (Hughes) Span [ginaspan@yahoo.com](mailto:ginaspan@yahoo.com) (In Coquitlam)

Hi Sherron: In your last MocTel I read the article of The Goddard that they found at the bottom of the river. I remembered the name and looked at dad's slides and found a black and white slide of The Goddard which was still afloat and crowded with people. Do you know if they already have that photo or should I send it to you and you can see if they need it? Gina

This is one of 61 black and white slides that dad acquired when he found a cabin with the original plates as windows. He took out the windows and gave them to the museum. They then made 7 sets

of slides and dad was given one set. There are probably others the same out there somewhere. Hope there isn't though so this helps the people who found The Goddard.

Cheers Gina (Hughes) Span [ginaspan@yahoo.com](mailto:ginaspan@yahoo.com) (In Coquitlam)

Find a copy of the photo Gina had in her fathers collection on page 30 of this Yukon Government posted book:

[http://www.tc.gov.yk.ca/publications/The\\_Wreck\\_of\\_AJ\\_Goddard.pdf](http://www.tc.gov.yk.ca/publications/The_Wreck_of_AJ_Goddard.pdf)

## **OUR TRIP ON THE DEMPSTER**

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

On Friday September 6, 2013 Paul and I headed for the Dempster... to see the Fall Colours... something that has been on our bucket list for years.

We had clear skies and decent temps for early September in the Yukon... road conditions great. Our first night was at Tatchun Creek.. lovely campground and very quiet at this time of the year.

Saturday morning at the airstrip just North of Pelly Crossing there were a dozen Sandhill Cranes so we stopped and enjoyed them for a bit. We pressed on to Dawson.. always a treat.. it was sunny and warm and we were part of the last tourist group.. scheduled..to buy up the end of season sales in Dawson... we bought some more groceries, had a visit with an old friend, got gas and headed out for Tombstone campground... and the "colours".



### **Sandhill Cranes**

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

We are seniors so we have lots of time...I always say I have nothing to do and all day to do it...!! So .. we made dinner at a gravel pit along the way and arrived at Tombstone campground about 7:30 pm to find it FULL!! Seems like others wanted to enjoy the Fall colours too. Lucky for us a group camp spot that was not being used is available at 8 pm... we lucked out. Ran into some Whitehorse people and had a campfire and even roasted marshmallows...!! It was starting to rain as we headed to bed.



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

Well, it rained all night.. a lot of campers were in tents .. visibility was limited, roads were soupy that day (Sunday, Sept 8th) but we drove on... slipping and sliding... it was slow going. Stopped at Engineer Creek.. no one camping.. one person in the shelter drying out their gear.

We gassed up at Eagle Plains near dinner time and the young man on the pumps said they were advising tourists not to continue as the road got much worse .. further North...I informed the young man that we were not "tourists"... we were from Whitehorse! However, it was not the news we were hoping for so we camped just up the road at the Eagle River ... in the rain...and mud...!! lots of near washouts so put on our rubber boots to go for a walk.. there was little traffic so we hoped to see some game.. saw an adult Bald Eagle..



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



We were surprized to see the Mad Trapper sign as its back from the highway... near Eagle River... where is the Rat River? We couldn't find it on a map. Apparently it's near Fort McPherson.

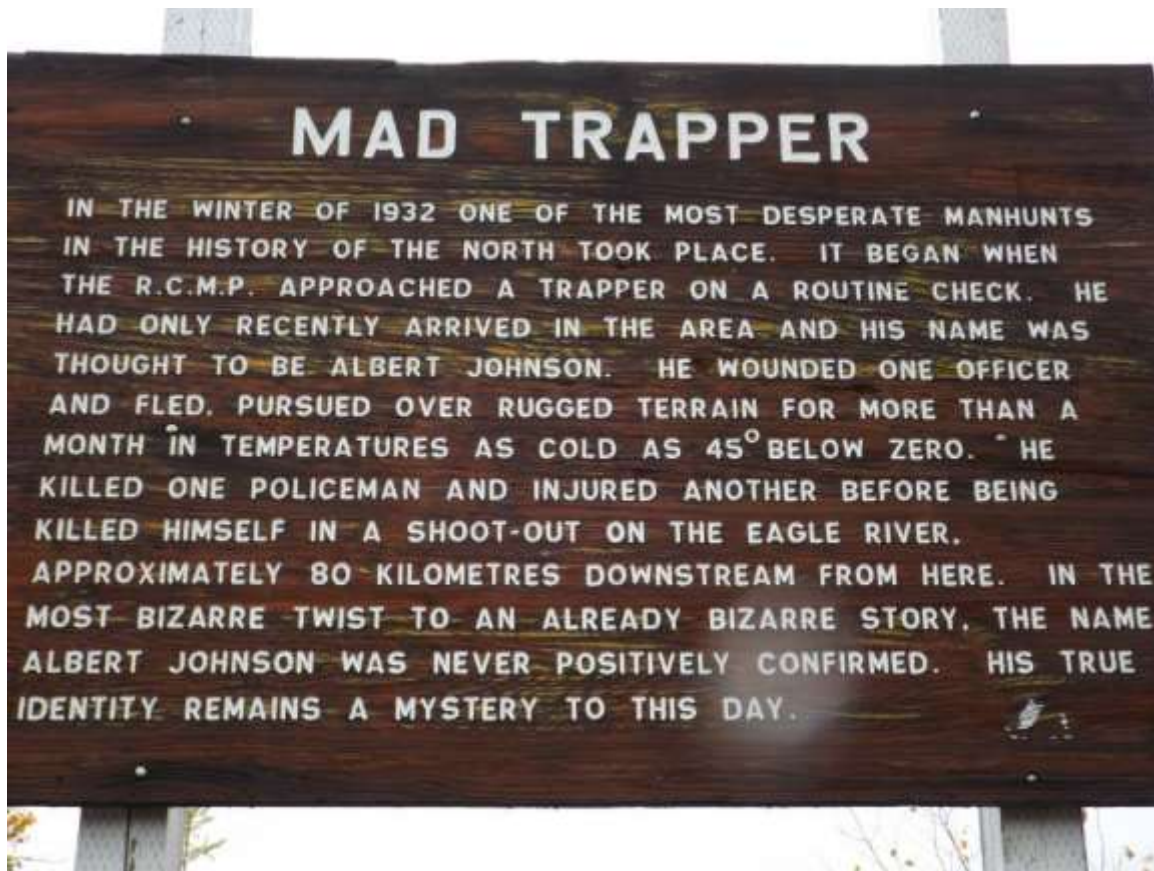


Photo courtesy Betty Sutton [elizabethsutton@yahoo.com](mailto:elizabethsutton@yahoo.com) (In Whitehorse)

I tried to take pictures so that you can appreciate the mud.. funny how most of the pickup trucks on the road were white.. you could tell this by the roof..!!

Made it back to Tombstone for Monday night... lots of space in the campground now. Tuesday was spectacular. Kodak blue skies and cranberries everywhere. Amazing views of the tops of mountains from inside the Interpretive center at Tombstone. A lady from Old Crow had tea going .. Labrador Tea and Cranberries... what a spot to just breath in the Fall Colours of the Dempster.



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





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





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



## **Bill Ferguson**

By Alan McDiarmid [amcdiar02@hotmail.com](mailto:amcdiar02@hotmail.com) In Whitehorse

Robert Service wrote of the Remittance Man in his poem; “The Rhyme of the Remittance Man”.

I had heard that, at one time Bill Ferguson was such a man, but I am in no way certain. To me Bill Ferguson was a gentleman, the grave digger, a nature enthusiast and a student of greater learning. A few words from him, in time became one of my primary guiding principles in life.

Bill Ferguson gave the impression of being a gentleman; not from his appearance, or how he dressed, or the way he carried himself. It was more in the way he always appeared placid, calm and confident regardless of where you encountered him.

You would often meet him on the way down the AC Trail carrying his tools of trade. Or you would see him at work in the cemetery, more likely in the fall when a number of holes were dug ahead of time, anticipating winter needs.

He spent a lot of time wandering the hills around Dawson especially in spring and fall, sometimes where few others had any interest in going. I know I have run into him on hills on both sides of the Klondike, and the Yukon. When we run into each other in these out of the way places we didn't talk; only gestured a greeting. This was not unusual for me; I normally never talked much to anyone in those days.

One particular time in late spring another kid and I were out at our favourite swimming and camping spot, at a dredge pond behind the NC Co. gas house. I spotted Bill just starting down the steep hill across Bonanza Creek. Because I was curious about why he was up there I wandered over to the only bridge where he had to cross. I wanted to see what he might be carrying then maybe I could figure why he was up there. All he had in his hand was a couple of flowers. Maybe he saw I was staring at what he had in his hand so thought an explanation was in order.

He told me what kind of flowers they were and that he never found them anywhere else. He said he had discovered them a couple of years earlier so checked on the spot each year around the same time. That was the first of the two times I can remember ever talking to him.

The public library was in the school. Most times when I was in there or went by the door he was there. In winter the Cub Scouts used the play room in the school for weekly meetings. If anyone was in the school at night they had to go through the library and exit out that door.

One time, I don't know where the nerve came from, maybe curiosity got the better of me, but I stopped to talk to Bill. My question was simple. I asked, why do you read so much. As soon as the question was out of my mouth I was thinking it was a stupid question and was really none of my business.

As it turned out the question wasn't stupid and wasn't unwelcome. He thought for a while then said; “I discovered a long time ago that education isn't a heavy burden to carry through life so I've been picking up all that I can along the way”. I didn't quite get this so said no more. In any event I must have thought I would figure it out later, and committed it to memory.

Years later I was working in Dawson one winter and staying at the Downtown Hotel. Bill was staying there as well. Almost every evening he would walk up to the Penguin Café and sit for long periods puffing on his pipe with a cup in front of him. You could do that “nasty thing” in a public place back then.

He would sit with the pipe in his mouth even when it wasn't lit. I can't remember him talking to anyone but I'm sure he did if someone wanted to talk. Mostly I think he wanted company and was satisfied just being there, where other people were. He wasn't the only one who did this.

By this time I had figured out what he had told me many years earlier. “Life-long learning was important regardless of your vocation or path in life; it was important for reasons of, ongoing personal growth and self-satisfaction”.

I have a great deal of respect for Bill Ferguson and appreciate the lesson I learned from him. I credit this old-timer with my picking up about four years of college in mid-life, at a time when I knew I didn't need it to be successful in terms of career.

## **Vancouver Yukoners' Association**

Vancouver Yukoners' Association had been looking for a project on which to spend the 2013 Silent Auction proceeds. It seemed our bench project had run its course. We have two by the Yukon River, one in Whitehorse and one in Dawson City. “Instead of putting another bench in the Yukon,” mused one member to another, “why not sponsor a couch or some such item at a local cancer treatment site? Every meeting we hear of someone coming down from the Yukon for treatment.”

A few phone calls and emails later, and the realization that donations in kind to health care agencies have to match their needs list, we had a site and a need. As we understood the Jean C. Barber Lodge in Vancouver was well used by Yukoners we put forward a proposal to replace the Lodge's leaking freezer. Our members were delighted to respond. Arrangements were made with Trail Appliances ( 12th Avenue - Vancouver ) to deliver and remove old fridge - no cost for removal services courtesy of Trail Appliances.

The common room freezer was promptly replaced. Ice packs and ingredients for patients' liquid diets were once again secure. The Lodge staff was relieved and delighted.

When we presented the donation plaque, we were offered a tour. We expected a simple room and board facility; we were amazed at the quality, comfort, amenities and philosophy demonstrated there. There is a full service eating area, access to TV and internet, as well as medical staff for support and help. The lodge provides respite for someone coming down from a small community in Yukon. One has only to cross a side street to the Vancouver site of BC Cancer Institute.

Thank you to supporters of Vancouver Yukoners' 2013 Silent Auction, who made this donation possible.



Photos courtesy Vancouver Yukoners Association.





### **MOOSE AT MARSH LAKE**

One of my neighbors at Marsh Lake, Yukon built this 'Log Moose' and put in the bush alongside the road we all walk along near our cabins.

Photo Courtesy Rusty Reid [rustyreid.yukon@gmail.com](mailto:rustyreid.yukon@gmail.com) (In Penticton)



Marsh Lake Moose

Photo Courtesy Rusty Reid [rustyreid.yukon@gmail.com](mailto:rustyreid.yukon@gmail.com) (In Penticton)



Rusty in Penticton

Photo Courtesy Rusty Reid [rustyreid.yukon@gmail.com](mailto:rustyreid.yukon@gmail.com) (In Penticton)

Dear Sherron

Not a good year for us (health wise).  
Niki heart problems and myself memory problems.

However two big Yukon events.

End of June we spent 3 days at Quiet Lake at The Hougen's castle – Flew in to the lake from the Runway in one of Hougen Juniors Beavers !

I'm enclosing a copy of a photo of Chief Inspector Harry Nixon as he caught a fish – Trix Tanner was on board and weighted it – and ordered it to be returned to the Lake ! It was 3 ounces too small.

The other event was a gathering at White Rock where Johnny Helm lives. This celebrated her 90<sup>th</sup> birthday and she is still sharp.

Cheers

Niki & Bill Buchan

Bill Buchan [wrbuchan@shaw.ca](mailto:wrbuchan@shaw.ca) (In Cobble Hill BC)



Harry Nixon ogling over his catch on Quiet Lake – June 2013  
Photo courtesy Bill Buchan [wrbuchan@shaw.ca](mailto:wrbuchan@shaw.ca) (In Cobble Hill BC)

## **DICK NORTH REMEMBERED**

People say that Dawson City is living history. Well, last week, we lost an ambassador who embraced and shared this history with the world.

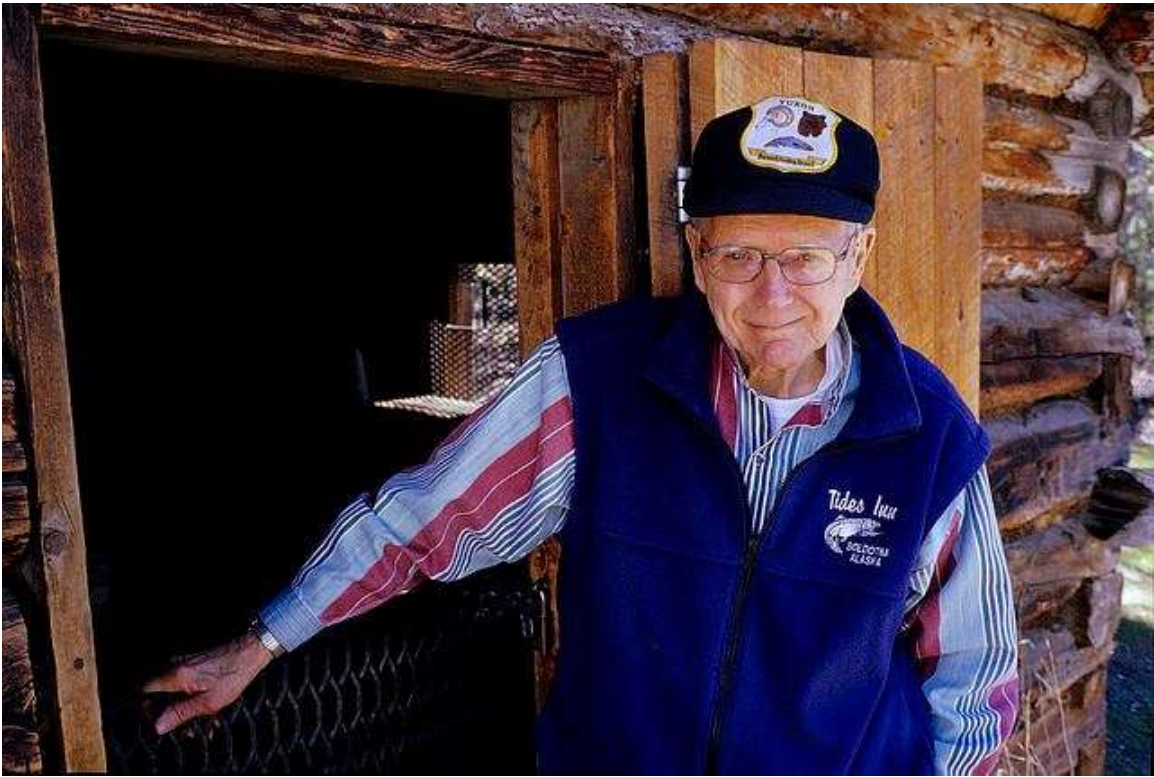
Dick North spent his life going to unparalleled lengths to get the answers to mysteries that baffled Yukoners for years. He was by all means, the Yukon's original history hunter.

A Member of the Order of Canada, Dick went above and beyond to share the Yukon's story with the world. His passion to discover Jack London's Cabin (which he did) was the basis what is now the Jack London Interpretive Centre.

He was a staple of our community and will be welcomed to Jack London's "Gold Mine in the Sky".

A service will be held in Dick's honor on October 4th in Whitehorse.

Here's a shot of Dick in front of his pride and joy: Jack London's Cabin.



## Lady on a Pedestal

By Gordon Bartsch

Book will be available soon for purchase at the Transportation Museum in Whitehorse, the Calgary Airport Aviation Museum or contact Gordon Bartsch directly on Email and he will send a copy by mail.

Gordon Bartsch  
[gordchimo\\*me.com](mailto:gordchimo*me.com)



# Lady on a Pedestal

Gordon Bartsch [gordchimo\\*me.com](http://gordchimo.me.com)

*(Front Flap)*

If you asked the author how to build an airline to service Canada's Arctic, he would probably say: With amazing people and sturdy airplanes ... or perhaps with sturdy people and amazing airplanes. *Lady on a Pedestal* is a story about both. Part memoir, part historical narrative and wholly engaging, *Lady on a Pedestal* is a real-life tale told from a pilot's perspective.

With humour, Bartsch recalls the challenges of running a northern air service – from boom to bust. The story is woven together from the detailed accounts of old company newsletters, journals, pilot log books, and the impressions of a young woman captured in letters home and carefully preserved by a proud mother.

Like his grandfather years before, Bartsch fell under the spell of the Yukon. Featuring a collection of colourful characters, *Lady on a Pedestal* evokes the Klondike gold rush and the fortune-seekers who understood the potential of the far north. In the late 1950s, the new lure was the promise of oil, with pilots and entrepreneurs moving north to the land of opportunity.

Filled with accounts of incredible exploits, *Lady on a Pedestal* reminds us of how human ingenuity can make the impossible, possible. In these pages we meet bush pilots, engineers, madames and ministers.

The story's heroes are a converted DC 3 (CF-CPY), and a young woman who earned the right to fly the Big Dipper route from the left seat. Patient (most of the time) and persistent, Dawn Bartsch excelled as a pilot at a time when women were not welcome in the cockpit of a commercial airplane. Dawn's career had her hauling kegs of fuel to places called Mammoth and Molar, often flying blind and landing safely – even at -60F. Her flights into the village of Old Crow, above the Arctic Circle, provided an important lifeline to the outside world. She and CPY navigated this hostile environment in the 1960's.

*Continued from back flap.*

CPY started her career in the United States Army Air Force. She shed her military colours to service the routes of Canadian Pacific Airlines. Changing her colours once more, she moved on to fly the Yukon's snowy mountain passes, landing on sandbars and rescuing the sick and injured from some of Canada's most remote outposts. CPY was a very flexible aircraft, and she ferried everything from sled dogs to a wounded Cessna. A cabin that carried drilling equipment at night was quickly converted to welcome passengers by day, complete with in-cabin service and linen headrests.

As we follow CPY's story we realize that she was an extraordinary aircraft whose performance pushed well past the limits envisioned by her design engineers, to the great appreciation of those who flew her.

Perhaps that was what was needed to prosper in the far north: To be industrious, flexible and determined.

Dawn and Gordon Bartsch shared a great adventure with a great airplane. Today, CF-CPY sits atop her pedestal, turning into the wind, a testament to the Yukoners who did – and continue to do – what others said couldn't be done.

**\$5 of your purchase price will be donated to the Yukon Transportation Museum to help with museum operations and to help maintain the "Lady on a Pedestal".**

## Arts Underground – Hougén Heritage Gallery Display - August 2013

### **Whitehorse Streets - Paved With Stories: The History Behind Street Names in Downtown Whitehorse**

Provided Courtesy McBride Museum – In Whitehorse, Yukon  
Contact Leighann Chalykoff

#### **Introduction:**

Whitehorse has a rich and varied history, shaped by many diverse forces to become the thriving northern capital city it is today. The people remembered on Whitehorse's street signs represent some of the major influences in the growth of the territory and the development of the city.

The four streets north of Main Street are named for the first Mounties to come into the territory. Steele, Strickland, Jarvis and Wood were all members of the first few contingents of North West Mounted Police who came to the Yukon in the late 1890s to maintain law and order, and to act as the face of Canadian government in the territory.

To the south of Main Street, the streets are named for White Pass Company employees. In fact, the first survey of the area we now know as Whitehorse shows that much of the land was owned and controlled by the Company and its river division, the British Yukon Navigation Company.

Other streets in the downtown area were named for influential Yukoners – pioneers, politicians, entrepreneurs, bush pilots -- and a few men from Outside who had a great effect on the development of the territory such as William Hoge who oversaw the construction of the Alaska-Canada Highway.

This display explores the stories behind the street names using historical surveys, photographs and biographies. When viewed together these stories tell the greater tale of the history of Whitehorse from a seasonal hunting and fishing ground to the seat of Yukon government.

#### **Street Names:**

### **MILITARY MEN OF THE 1940s**

#### **● Alexander Street – Field Marshal Viscount Harold Alexander**

*STORY: Information from Les McLaughlin –*

Known as a brilliant military leader, Field Marshal Harold Alexander was Canada's Governor General from 1945 to 1952. Alexander Street was named after him in honour of his visit to Whitehorse in 1947.

## ● Hoge Street – BRIGADIER GENERAL WILLIAM HOGE

*STORY: From Les McLaughlin –*

Brigadier [General William Hoge](#) was a career soldier in the United States Army. He earned a Distinguished Service Medal during the First World War, and played a major part in the Second World War as well by overseeing the construction of the Alaska-Canada Highway.

The idea of building a land route connecting Alaska to the South had been considered since the early 1900s, but the high cost of construction was a major stumbling block. The Japanese attack on Pearl Harbor in December 1941 changed everything. Days after the strike, US President F.D. Roosevelt ordered the highway's construction "with haste," because Alaska was under threat of invasion. The highway, which runs from Dawson Creek, British Columbia to Fairbanks, Alaska, was deemed a military necessity to transport supplies and equipment north.

Construction of the Alaska-Canadian Highway began in March 1942. The terrain was rugged and impassable at times, winding through thick forests, mountain ranges, permafrost and muskeg (low-lying swampy ground). Accidents were common. More than 11,000 American troops and 16,000 civilians worked through harsh conditions, battling fatigue and hypothermia, to lay down eight miles of road each day.

The road was surveyed en route with help from local First Nations, trappers and bush pilots. Sometimes, when no one was available to help, the workers used "sight engineering", which required climbing the tallest tree and looking ahead. "We didn't have a lot of time for surveying", Hoge said in an interview with Les McLaughlin. "So I'd just order one of my men to walk through the bush, find the tallest tree and give it a good shake. Then I'd tell the bulldozer operators to head for that tree."

By the summer of '42, the US Army realized that the project was too large for just one man to command, and Hoge was put in charge of the northern section with its headquarters in Whitehorse.

In November, about nine months after the project began, the rough pioneer highway was completed.

The US turned the Canadian portion of the highway over to the Canadian government in 1946. It was officially opened to the public in 1948.

## YUKON MOUNTIES

### ● Steele Street – SAMUEL STEELE

*STORY:*

An intrepid man living in extraordinary times, Samuel Steele was one of the first members of the North-West Mounted Police. Before moving on to international fame, he established posts in a land that was alive with danger. He was known as brave, fair, and honourable in his dealings, and was well respected by all.

In Canada, Steele helped lead the march west; he supervised the safe building of the Canadian Pacific Railway; he helped form the Alberta Field Force during the Northwest Rebellion; and he served in frontier areas of British Columbia before establishing law and order in the Yukon during the Klondike Gold Rush.

Steele was the Commanding Officer of the NWMP in the Yukon at the height of the Klondike Gold Rush, and he quickly helped to established law and order in the Yukon.

Steele sent Mounties and machine guns to the mountain passes in February 1898 to man the borders between the United States and Canada. He stood firm during the boundary dispute and defused a potentially explosive situation. Steele was the face of government at a time when a stampede of enthusiastic gold-seekers rushed to the Klondike goldfields, ill-prepared for the harsh conditions that awaited them. He is also credited with saving the lives of many stampedeers by decreeing that only experienced pilots could maneuver their watercraft through the dangerous White Horse Rapids.

From the Yukon, Steele went on to serve with distinction in Africa before commanding troops during the First World War. It is hard to imagine that one life was part of so many milestones in the building of Canada. Steele died in London, England in 1919.

For more information on Samuel Steele and other Yukon Mounties visit MacBride Museum's Virtual Museum website *The Force in the North*. Find it easily online by Googling "Force in the North."

### ● **Strickland Street – INSPECTOR D'ARCY STRICKLAND**

*STORY:* Insp. D'arcy Edward Strickland was an important figure in the early days of the North-West Mounted Police in the Yukon. He came to the Yukon with the first contingent in 1894, and was second in command, under Insp. Charles Constantine.

While in the Yukon, Strickland had many noteworthy duties. He was in charge of the group of 10 men who travelled up river to find suitable timber to build Fort Constantine – the first of many police posts establishing the Mountie's presence, and therefore their authority, in the territory. In 1897, he supervised the construction of the Tagish Post and he was briefly in charge at the White Pass post and oversaw customs duties there before returning to Tagish.

Strickland was a big, beefy man. Judging from the existing photographs of him, he usually did not wear the standard North-West Mounted Police uniform. According to Constantine, Strickland was a fun-loving person, "what is generally known as a good fellow" with "a taste for low company (and) a decided fondness for drink."<sup>(1)</sup>

Strickland was accompanied to the Yukon by his wife Marie Louise Tannis and their son Roland; his daughter Mary was born at Tagish Post in 1899. He left the Yukon in 1900, and remained with the Force until he died at the age of 40 in 1908.

1. Wallace, Jim. *Forty Mile to Bonanza*

For more information on D'arcy Strickland and other Yukon Mounties visit MacBride Museum's Virtual Museum website The Force in the North. Find it easily online by Googling "Force in the North."

● **Jarvis Street – A.M. JARVIS**

*STORY:* Jarvis Street is named for Inspector A.M. Jarvis of the NWMP, who was stationed at the Dalton Post customs office in 1898.

North-West Mounted Police Inspector Arthur Murray Jarvis was sent to the Dalton Trail Post to maintain order during the Klondike Gold Rush to control the surge of people in the area, and establish a border custom station. Jarvis led 18 men from April to October of 1898.

Jarvis retired from the NWMP in 1912 after 31 years of service. In 1915 at the age of 52, he went to England and signed up to serve in World War One in France and Flanders. Jarvis was appointed Lieutenant-Colonel, Assistant Provost Marshal. For his service he received the Commander of the Order of the British Empire. Jarvis died in 1930 in Toronto.

Chambers: The Royal Northwest Mounted Police a Corp History, online; Who's Who, Vol 57 1905;

● **Wood Street – ZACHARY TAYLOR WOOD**

*STORY:* NWMP Inspector Zachary Wood was in charge of customs duties during the Gold Rush and once went outside carrying \$150,000 in gold - bound for the federal coffers in Victoria.

## **YUKON PIONEERS & POLITICIANS**

● **Lowe Street – ROBERT LOWE**

*STORY: From Les McLaughlin -*

***From Les McLaughlin - First Elected Territorial Council***

Robert Lowe was a businessman and politician at the turn of the century, and the Speaker of the [first wholly elected territorial council](#) in 1909.

In the summer of 1909, the Yukon was in the midst of an election campaign for what would become the first wholly elected territorial council. Ten men, eight from Dawson city and two from Whitehorse, were elected. But political power still remained with the commissioner.

On the afternoon of July 15th, 1909, 11 men posed on the steps of the Administration building in Dawson. Ten were members of the first all-elected Yukon Council. The eleventh was C.B. Burns, the clerk of the council. In the previous election, only five of 11 councillors were elected. The other five, plus the commissioner, were appointed by the federal government.

The Yukon was making political gains with its wholly elected council. But the commissioner would still introduce legislation and retained the power of veto over any bills introduced by the elected councillors.

Still this council was taking on the trappings of a real legislative assembly. [Willard L. Phelps](#), councillor and businessman from Whitehorse, was elected government leader. Robert Lowe, councillor and businessman from Whitehorse was elected speaker of the House. They both had arrived the previous day on the riverboat Selkirk, and were staying in local hotels.

The council would now sit twice a year instead of just once for 10 days, as it had in previous years. On that first sitting in July of 1909, the council received a short statement from Commissioner Henderson which said that an ordinance for the revision of statutes, and a few other matters would be presented. He also informed council that the Yukon budget was being prepared and would soon be ready for study.

## ● **Ogilvie Street – WILLIAM OGILVIE**

### *STORY:*

Until the late 1800s, the rest of the world knew little about the western Canadian north. William Ogilvie was one of the men who would put Yukon on the map.

Ogilvie came to the northwest with government surveyor George Dawson in 1887, as part of the Yukon Expedition. While on this trip, Ogilvie mapped the route of the Yukon River and determined the location of the 141st meridian, which is now the boundary line between Yukon and Alaska.

He also interviewed some of the miners who had been lured to the Fortymile region in western Yukon by a modest gold strike. At that time, Ogilvie described the settlement at Fortymile as the “worst jumble” he had ever seen. There was little authority in the area and the miners liked it that way. The miners told Ogilvie that they were concerned about government regulations interfering with their work and commanding a cut of their earnings.

Much to the miners’ delight, Ogilvie recommended that the Canadian government basically leave Yukon alone. At the time, the government took his advice.

In 1895, Ogilvie returned to Yukon to survey claims and head off disputes between miners. He was in the region in 1896 when a large gold find on Rabbit Creek, which would become Bonanza Creek, started the Klondike Gold Rush.

“Mr. Ogilvie reports that there are 100 claims on Bonanza Creek capable of yielding from \$250,000 to \$500,000, and 30 claims on Eldorado Creek that will no doubt yield an average of \$1,000,000 each,” reported the *New York Times* in 1897. “Over all this area good indications have been found, so it is safe to assert that the greatest wealth, if not the richest individual deposit, is yet to be discovered.”

Yukon officially became a territory in 1898, and Ogilvie was appointed to be its second commissioner. He held the position until 1901, when he cited ill-health as his reason for resigning.

In 1903, many newspapers reported the heroic tale of Ogilvie saving a young woman's life after an accident on an Alaskan steam ship. "A wave upset the boat and Miss Richardson struggling in the water, would perhaps have been drowned if Ogilvie had not swam to her side and held her head above water until help came to them," the *St. John Daily Sun* reported. Ogilvie and Richardson were married soon after.

Nine years later, Ogilvie died in Winnipeg, Manitoba. "His name [was] the synonym of justice, equality and fair dealing," reported the *Manitoba Free Press* in his obituary. "He was a man of high ideals, purposes and aims."

The Ogilvie Mountains and the Ogilvie River are also named in his honour.

### ● **Black Street – GEORGE AND MARTHA BLACK**

#### *STORY:*

Prospector, politician and artistic botanist — Martha Louise Black, now remembered as Yukon's First Lady, was a fearless trailblazer.

Martha was born to a wealthy family in Chicago, Illinois in 1866. She was five years old at the time of the Great Chicago Fire of 1871. After completing finishing school, Martha married Will Purdy in 1887 and the couple had two sons. When news of the Klondike Gold Rush reached Martha, she left her sons with her parents and headed north with her brother. They reached the Klondike and set up house in Lousetown, across the Klondike River from Dawson City. Not long after that, Martha realized she was pregnant and gave birth to another son, Lyman, in 1899. Martha was granted a divorce from Purdy and she settled in the Klondike where she met George Black, a lawyer from New Brunswick who was practicing in Dawson. Soon after, they were married. George first held public office as a member of the Yukon Council in 1905 and Martha worked tirelessly campaigning for him.

The Blacks loved the outdoors and spent as much time as possible hunting, fishing and camping. Martha loved to walk for miles seeking out unique species of wildflowers which she would press on a page of watercolour paper — a process she called "artistic botany."

Over the years, Martha became well known for her floral pictures. In 1909, when the Yukon government offered a prize for the best display of native flowers, Martha gathered more than 400 varieties with the help of Dawson City residents and won the prize. For the following two summers, Martha was commissioned by the Canadian Pacific Railway to gather and mount wildflowers for its stations and hotels.

In 1909, the Blacks moved to Vancouver. But in 1912, George was appointed seventh Commissioner of the Yukon Territory, so George, Martha and Lyman returned to Dawson the following year.

During the First World War, Martha worked to support the war effort through the International Order of the Daughters of the Empire and Red Cross charity work. George also wanted to do his part, and in 1916, he resigned from his position as commissioner to enlist. His unselfish act

sparked local support for the war effort and more than 200 men — 10 percent of the population of Dawson at that time — followed Black into war.

When the Yukon contingent was ready to leave home, Martha refused to be left behind. She travelled to England and immediately resumed her benevolent activities. She administered the Yukon Comfort Fund, distributed parcels assembled at home by the IODE, visited the sick and wounded, and sent frequent reports home to Canada for publication.

After the war ended, the Blacks returned to Canada where George was elected Yukon's Member of Parliament. He held that position for four consecutive terms, from 1921 to 1935, when ill health temporarily forced him to resign. In the next election, Martha, who was nearly 70 at the time, ran in George's place and won the seat to become the second woman to hold national political office in Canada. George returned to public office after his recovery and a few years later, in 1944, the Blacks bought a house in Whitehorse. In 1948, Martha was awarded the Order of the British Empire for cultural and social contributions to Yukon.

When Martha died in 1957, her casket was covered with both an American and Canadian flag. She is buried in the Pioneer Cemetery in Whitehorse.

## WHITE PASS COMPANY MEN

### ● Elliott Street – FRANK ELLIOTT

*From Les McLaughlin* - Elliott Street is named for Frank Elliott, who was lawyer for the White Pass in their Chicago office in 1899. Later he became president of the company.

### ● Lambert Street – COWLEY LAMBERT

*STORY: From Les McLaughlin* – Lambert Street is named for Cowley Lambert, who was a director of the White Pass company in England.

### ● Hanson Street – EDWIN HANSON

*STORY:* Hanson Street is named for Edwin Hanson, another White Pass company director in England in the early days.

### ● Hawkins Street - E.C. Hawkins

*STORY: From Les McLaughlin* – E.C. Hawkins was an engineer who, with Thomas Tancred in 1897, decided the railway could not be built. After being convinced otherwise by [Michael Heney](#), Hawkins became the chief engineer in charge of the entire construction project. He was also general manager of the White Pass company when it began service in 1900. Hawkins Street is named for the man who, luckily, listened to [Heney](#).

● **Wheeler Street – HERBERT WHEELER**

*STORY:* From *Les McLaughlin*-Wheeler Street was named for Herbert Wheeler, the third company president, who kept the rails rolling in spite of the great depression of the 1930s.

● **Rogers Street – CLIFFORD J. ROGERS**

*STORY:* From *Les McLaughlin*- Rogers Street is named for Clifford J. Rogers. White Pass company's president from 1940 to 1957.

## WELL-KNOWN YUKONERS

● **Keish Street – SKOOKUM JIM MASON**

*STORY:*

His Tagish name was Keish, meaning “wolf,” but to many people Jim Mason became known as “Skookum Jim” because of his massive strength and his ability to carry heavy loads over the rough Yukon terrain.

In the late 1800s, modest gold strikes in the Cassiar and Stewart River areas brought gold-seeking miners to the Yukon region. By 1885, more than 200 men had travelled over the Chilkoot Pass. Two years later, another strike at Fortymile attracted more than 500 more people to the area.

Many of the miners and surveyors who came into the region hired local packers to carry their gear and provisions over the steep mountain passes, and Mason was one of the best. In fact, it's said that he carried 156 pounds of bacon (more than double the usual load) over the Chilkoot Pass for government surveyor William Ogilvie in 1887.

“This might be considered a load anywhere on any roads, but over the stony moraine of a glacier, as the first half of the distance is, and then up a steep pass, climbing more than 3,000 feet in six or seven miles, some so steep that hands have to be used to assist one up, certainly is a stiff test of strength and endurance,” Ogilvie wrote in *Early Days on the Yukon*.

Nearly a decade later, Mason, Dawson Charlie and George Carmack would head to the Klondike where a gold strike would make them rich and famous.

There are differing stories of who actually discovered the nuggets on Bonanza Creek. After interviewing many people, Ogilvie concluded that Mason had, indeed, found the gold. *Harper's Weekly* correspondent Tappan Adney confirmed Ogilvie's conclusion in his first-person account of the gold rush, *The Klondike Stampede*.

“Skookum Jim, taking the pan, went to the ‘rim’ of the valley at the foot of a birch tree and filled it with dirt,” wrote Adney. “Washing it in the creek he found a large showing of gold. Right ‘under the grass roots,’ Jim said, he found from ten cents to one dollar to the pan. In a little while, it is said, they filled a shotgun cartridge with coarse gold.”

Carmack staked the Discovery Claim on Rabbit Creek, which was later renamed Bonanza Creek, and Mason had a claim to one side. That claim made him a rich man. Mason built a house for his wife and daughter in Carcross, Yukon but each spring he returned to the Klondike.

Mason and Charlie continued prospecting, hunting and trapping. In 1903, they made another, albeit smaller, gold discovery in the Kluane area, which ignited another minor gold rush.

In 1904, Mason sold his Klondike claims for \$65,000 and continued to live in Carcross until his death in 1916. Mason left a substantial fortune in trust. Today the Skookum Jim Friendship Centre

in downtown Whitehorse bears his name, as does a scholarship for aboriginal achievement in mining

## ● Taylor and Drury streets – ISAAC TAYLOR & WILLIAM DRURY

### STORY:

Isaac Taylor and William Drury came to Yukon with plans to strike it rich on the Klondike gold fields during the rush of 1898. Although they did not reach the Klondike, they found a fortune of their own with a chain of 19 stores and fur-trading posts throughout Yukon and northern British Columbia.

Taylor and Drury met on the Ashcroft Trail, also known as the “poor man’s route” to Yukon, as they walked hundreds of miles from central British Columbia. By the time they arrived, the fruitful Klondike claims had already been staked. But Drury saw an opportunity and opened a store during a mini-stampede at Discovery, near Atlin, British Columbia. Taylor quickly joined him.

Starting out with just \$200 and a 12-foot by 14-foot tent, the pair turned a profit buying outfits from unsuccessful gold seekers and re-selling the goods to newcomers. When the railroad was constructed to Bennett, Taylor and Drury moved their shop to follow the action.

At Bennett, they sold everything that a prospector, trapper or fisherman would need. They repaired boots, traded furs and Drury kept busy making sails for the scows headed to Dawson. The sewing machine he used is now in the MacBride Museum’s collection.

As the stampede moved from Bennett, Taylor and Drury moved their business to the White Pass & Yukon Route railhead at Whitehorse. Their first Whitehorse store was an expanded tent near the Yukon River.

Their business continued to thrive even as the Klondike stampede drew to a close. Taylor & Drury opened new locations across the territory. Some stores lasted for decades, while others opened and closed quickly.

In 1903, Taylor returned home to England for a visit. He looked up his partner’s sister, Sarah, and married her shortly after. The couple returned to Yukon and the Taylor and Drury families settled down as the gold rush petered out.

In the decades that followed, T&D stores and the families were part of life in Yukon. Taylors or Drurys could be found anywhere from the Anglican Church to the curling club to the stores in the communities or the sternwheelers on the rivers.

Taylor and Drury’s continued success was due, at least in part, to their ingenuity and creative problem solving. When they had trouble getting supplies to their remote stores, they built their own boat, the *Kluahne*, and purchased their own steamer, the *Thistle*. When no insurance company was willing to cover them, they took the risk themselves.

When there was no place to buy cars in Yukon, they began selling them. In fact, George Johnson of Teslin bought the first Chevrolet in 1929, and the *Thistle* delivered it to him, as there was no road to Teslin at the time. Johnson drove the car on makeshift roads in the community, including Teslin Lake when it froze. In 1962, Taylor and Drury bought the car back from Johnson and put it on display.

When the Alaska-Canada Highway was opened to the public in 1948, demand for cars increased so much that they opened a new, separate business, Taylor & Drury Motors. And when there was nowhere to buy fuel for the cars, Taylor and Drury opened a gas station.

The men also created their own currency when it proved too expensive to keep their stores stocked with cash. As there were no banks in the outposts, it was easier and cheaper to use T&D tokens rather than paper money.

Over the years, shop locations opened and closed as needs changed. The last shop in Whitehorse closed in 1974, and Taylor and Drury Motors closed in the 1990s. But many members of both families continue to call Whitehorse home.

### ● **Ray Street – IRWIN RAY**

*STORY: From Les McLaughlin and Gold and Galena*

Irwin Ray, a long time Yukon prospector who mined around the [Mayo district](#) in the 1930s and '40s.

Ray came to the Yukon when he was 17. While on a boat coming up the coast he befriended a Northern Commercial Company employee and was tipped off to a job opportunity in Mayo. Ray walked the 400 kilometres to central Yukon community where he worked as a clerk for two years.

With the expansion of Whitehorse in 1936, Ray, and his mining partner Ed Barker, bought a piece of land and started one of the first grocery stores in the Yukon, Tourist Services, which included a bar, motel rooms, a garage and a restaurant. On a Friday night, after the dance at the YPA Hall, many of the Yukon teenagers of the 1950s gathered at Tourist Services for the best toasted western sandwich in the Northwest.

### ● **Cook Street – LESLIE RAND COOK**

*STORY: From Les McLaughlin -*

**Cook Street** has a special place in the memories of Yukon bush pilots and the American military. Les Cook was a bush pilot and fur trader. He once operated a trading post on Sheldon Lake.

When the American military began surveying the route for the Alaska Highway, Les Cook was hired to conduct aerial reconnaissance. In fact, Cook and Brigadier [General William Hoge](#) flew over the land between Fort Nelson and Whitehorse day after day to scout the most efficient land route between the two cities.

In the fall of 1942, as Cook took off from the Whitehorse airport, the engine of his small plane stalled. The plane plunged to the ground on Front Street near the [Yukon River](#). Cook and the two other men in the plane with him were killed.

In the coverage of the tragedy the local newspaper reported, “the skill and ingenuity Les had displayed in his many mercy flights for the benefit of others he was unable to apply to save his own life and those of his companions who died with him.”

In 1944, the American military awarded him the U.S. Air Medal for several mercy flights he had made for them.

### ● **Jeckell Street – GEORGE JECKELL**

*STORY: From Les McLaughlin -* In 1902, George Jeckell came to the Yukon to teach in Dawson City. He must have liked the country a lot because he stayed on for 50 years. He was chief executive officer for the Yukon government from 1932 until 1947, and held about as much political power during that time as any unelected public servant ever could. With his teaching background, he oversaw the rapid growth of the Yukon's education system.

## ● **Baxter Street – CHARLES BAXTER**

*STORY: From Les McLaughlin* –The land around the current location of Baxter Street was owned by Charles Baxter, an American who came north in the 1920s and built a place called Baxter’s Ranch. He rented horses for hunting parties, surveyors, and sometimes locals looking for a fun ride past the old pond to the [Yukon River](#) and back.

## **First Avenue / Front Street**

Although originally surveyed as First Avenue, the laneway parallel to the Yukon River was colloquially known as Front Street well into the 20<sup>th</sup> century. The name harkens to Whitehorse’s pre-highway history, where the waterfront played an essential role in establishing the city’s cultural identity. Research is currently underway to determine why and when the name ‘Front Street’ fell out of favour.

The Whitehorse business community has supported changing the name of First Avenue back to Front Street since the late 1970s. The intended purpose is to emphasize the Main Street/First Avenue intersection as the central commercial hub within the city, and the waterfront as a key historical attraction. According to the city’s 2006 Whitehorse Downtown Retail Strategy, it would bring: “... a more authentic sense of history to everyday activity and encouraging reconnection to the now underused waterfront area.” The Strategy was adopted by Council with this recommendation intact.

Leighann Chalykoff  
MacBride Museum of Yukon History  
1124 First Avenue  
Whitehorse, Yukon  
Canada Y1A 1A4  
Phone: 867-667-2709, ext.3  
[www.macbridemuseum.com](http://www.macbridemuseum.com)  
Follow MacBride Museum on Twitter and Facebook.

### **OPEN ALL YEAR**

Winter Hours: Tuesday-Saturday 10am-4pm, or by appointment

Summer Hours (begin May 20): Daily 9:30am-5pm, or by appointment

## **Missing Whitehorse man David Boyle's body found Family says David Boyle's truck was found south of Whitehorse along the Alaska Highway**

[CBC News](#) Posted: Sep 29, 2013 7:50 AM CT Last Updated: Sep 30, 2013 4:16 PM CT



RCMP have confirmed the body of 53-year-old David Boyle was found Friday evening. Boyle's body was found near the Alaska Highway south of Whitehorse.

Constable Dean Hoogland works with the Whitehorse RCMP says Boyle died when his truck ran off the road.

"The truck was located down a steep embankment and it was partially covered by foliage and part of a tree so it was something that was very hard to see. You couldn't see it from the roadway at all and would be difficult to spot by air," he said.

Boyle was last seen on August 30th.

A poster campaign across Yukon asked the public for information.

RCMP also conducted aerial searches for the man and followed many tips from people who thought they had seen his truck.

### **Family plans Saturday service for Yukon man found dead**

[CBC News](#) Posted: Oct 01, 2013 3:20 PM CT Last Updated: Oct 01, 2013 3:20 PM CT

Friends and family of David Boyle, the Yukon man whose body was found last Friday after he had been missing for almost a month, are organizing a celebration of his life.

The service will be held Saturday afternoon at 2 p.m. at the St. Elias Convention Centre in Haines Junction.

Boyle's sisters Sharon Miller and Kathy MacLeod say all friends of the family and everyone involved in the search are invited to attend.

"We had people coming in from Watson Lake, Teslin, everywhere. The Yukon population in general has been so good to us and we are so thankful. We've had people drop off food, we have

had phone calls, we have had flowers, cards; it's just overwhelming how well the Yukon people have supported us."

[Searchers found David Boyle's body](#) last Friday afternoon along the Alaska Highway south of Whitehorse near Jake's Corner. His truck had gone off the road and rolled down a steep embankment.

**THANK YOU AIR NORTH FOR the net effect of BETTER SERVICE OUT OF KELOWNA AIRPORT.** *(see article below)* - Sherron Jones

## **Passenger figures soar**

By **Staff Writer - Vernon Morning Star**  
Published: **September 18, 2013 1:00 AM**

**Kelowna International Airport has surpassed the one millionth passenger mark, the earliest in its history.**

At the end of August, YLW passenger numbers reached 1,001,294 which is almost three per cent more than the same period in 2012. Since January 2013, every month was record breaking. July and August became the busiest summer in YLW history with more than 14,000 more passengers combined flying through the facility.

"This year, and especially this summer, has been phenomenal for air travel through YLW," said airport director Sam Samaddar.

"In 2005, we reached our first millionth passenger that year around Dec. 10, and last year it was mid-September. To top that number this year in August was a surprise, but it coincides with the great tourist season felt throughout the valley this July and August."

**Air North Yukon's Airline recently announced it will continue to link the Yukon and the Okanagan year-round.**

"Having this service available year-round now will provide great access to both our regions," said Samaddar

**"Those in the Yukon can take advantage of our milder winters, our winter daylight hours, fantastic ski hill options and even the connections from YLW to our many sun destinations."**

For those thinking about squeezing into a swimsuit and a holiday to a warmer climate this winter, **non-stop flights** and destination options at YLW continue to grow:

Year-round daily service to Los Angeles on United Airlines remains a popular flight as it celebrates one-year at YLW this December.

Flights to Phoenix will start again on Oct. 26 with an increase to twice a week service on Saturdays and Mondays with WestJet.

Try your luck in Las Vegas with non-stop flights every Thursday and Sunday on WestJet beginning Oct. 27.

Los Cabos, Mexico flights begin Oct. 26 every Saturday on WestJet.

Cancun, Mexico service begins Oct. 27 with WestJet on Sundays and Wednesdays with an additional Saturday flight by Transat Holidays starting on Dec. 21.

Puerto Vallarta, Mexico proves to be another popular destination with Friday service on WestJet starting Oct. 25 and Transat Holidays every Friday as of Dec. 20.

A new Mexico destination is added this year on Thursdays by Sunwing to Ixtapa/Zihuantanejo starting Dec. 19.

## **REMOVED FROM THE LIST**

5.1.0 - Unknown address error 550-'No such user (nugget@northwestel.net)  
Mike Scott [nugget\\*northwestel.net](mailto:nugget*northwestel.net) (In Whitehorse)

Could you please discontinue sending them to me please. I end up in locations without email and so often just delete the whole inbox as there is just too much. Thanks so much, when I retire I will contact you again.

Cheers

Mike Bellamy

BELLAMY (DUFF), Micheal & Lynn [MDBellamy\\*shaw.ca](mailto:MDBellamy*shaw.ca) (In Whse 1969, Ross River 1970, Crestview 1972-83) Spruce Grove

Please feel free to take my name of the email list.

Thanks a lot,

Allie Winton

WINTON, Alexandra 'Allie' [allie.winton@gmail.com](mailto:allie.winton@gmail.com) (In Dawson)

UNSUBSCRIBE me please. Pat & Bill Bakewell [mayo-gal\\*telus.net](mailto:mayo-gal*telus.net)

I will not be renewing my subscription. While I have enjoyed MocTel very much, I just don't seem to have the time to fully enjoy.

Best wishes

Bill Joy Henry [BillJoy.Henry@shaw.ca](mailto:BillJoy.Henry@shaw.ca)

HENRY, Bill & Joy [billjoy.henry@shaw.ca](mailto:billjoy.henry@shaw.ca) (In Elsa 1973-82) Moose Jaw SK

Hi Sharron: It has been great but I think now is the time to discontinue my subscription to the MocTel. Best regards, Bill Craig.

CRAIG, Bill [wsc18475@yahoo.ca](mailto:wsc18475@yahoo.ca) (In Whitehorse 1957-63) 604-858-2298 Chilliwack

Dearest Sharron I have thought this over and I would just like you to take my name of the mailing list for now...I know very few people up there after nearly 30 years of being away...I am trying to down size a lot of things here. You have always done a wonderful job. Many Cudos to you. Keep up the good work!  
Cherio, Lois Tremblay

TREMBLAY, Lois [granny9t@shaw.ca](mailto:granny9t@shaw.ca) (In Haines Junction – 1985) (250) 722-3466 Cedar, BC

## QUOTE OF THE WEEK

*Today: Be responsible for the energy you bring & allow around you.*

## RECIPE OF THE WEEK



### Orange Zucchini Bread

Ingredients: Makes 2 loaves (freezes beautifully sans glaze)

3 cups flour  
2 cups zucchini  
1 teaspoon salt, scant  
1 teaspoon baking powder  
1/4 teaspoon baking soda

1 cup granulated sugar  
1/2 cup apple sauce, or egg substitute  
1/3 cup vegetable oil  
zest of one orange  
1/2 teaspoon vanilla  
1 tablespoon orange juice  
1/3 cup walnuts or raisins

**Glaze:**

1/2 cup powdered sugar  
2 tablespoon orange juice  
1/4 teaspoon zest

**Preparation:**

1. Preheat the oven to 350. Grease two loaf pans.
2. Wash and dry the zucchini. Using a box grater grate 2 cups worth and set aside.
3. Sift the flour, salt, baking powder and baking soda. Mix well with a whisk and make a well in the center of the mixture.
4. Wash and zest the orange.
5. In another cup mix the egg substitute (or applesauce), orange zest, juice, vanilla, oil and sugar until combined. Add to the flour mixture, folding gently until combined.
6. Fold in the zucchini (and walnuts or raisins if you are using them) and split the batter between the two greased loaf pans.
7. Bake for 40 minutes or until golden and a tooth pick inserted in the center of the bread comes out clean.
8. Prepare the glaze: Mix the remaining orange juice and 1/2 cup of powdered sugar in a small bowl. Add the remaining zest and stir until smooth and combined.
8. Cool the bread for 10 minutes in the pans. Then, run the blade of knife around the loaf to gently separate it from the sides of the pan. Invert the loaves and the bread should slide out. Place on a wire rack with a large pan or plate below it to finish cooling.
9. While the bread is still hot spoon half of the glaze onto the top of each loaf. It will almost immediately drip down the sides of the loaf. Cool completely before serving.

**DATES TO REMEMBER**

**VANCOUVER YUKONERS' ASSOCIATION MEETING**

October 17, 2013  
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 [Corrine.loepky@telus.net](mailto:Corrine.loepky@telus.net)  
604 277-2766

## **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**

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Coldstream, BC V1B 1V8