

MOCCASIN TELEGRAPH –414th Edition – November 1, 2015

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



Dawson City Yukon

From FB Dawson Yukon Oct 20, 2015

MRS. GRACE BARTSCH'S FIRST TRIP TO THE KLONDIKE, AS TOLD-IN HER OWN WORDS

Part 4

Billie A. and Mr. Powell, who had come in with the teams, went back to the head of Fifty-Mile to help the boys get the rafts started. While out for a little stroll with my Kodak, saw and picked the first flower. I was thinking of my sister when I saw it, and surprised myself by exclaiming her name "Alice". Friday, April Twenty-Seventh. Our new camp was rather a bare looking place. It was furnished with a tiny Klondike stove; frying pan, a bucket, a couple of plates, two cups; granite at that; and a knife, fork and spoon apiece. Our spruce bough bed, with the fur robe on it, completed the furnishings in our camp. The tent, not very large was pitched in a lovely place. I could look down Miles Canyon where the smooth deep waters were confined between two perpendicular walls of solid rock, and not more than sixty feet part. The deep undercurrent, hardly visible from the surface, swerved from side to side and was one of the most dangerous places on the Klondike Trail. A tramway had been built around this to a point just below the rapids, but it

was a very expensive way of getting around the difficulty, even though you had to furnish your own power, whether it be horse or your own muscles.

While the sheep came from Bennett on the railway grade, the cattle were not allowed by the railway officials to travel the new road bed; so they were driven and continued on the same side of the river until they reached Lake Labarge. They were started on the drive early in the morning. Chris went to Whitehorse again on business. I did not care to go, so I stayed in camp alone. I spent most of my time roaming around among the pretty knolls that recede from the river to the timbered hills just beyond, that stretch many miles into unknown country. These grassy knolls were turning quite green and the first brave spirit of spring was seen in the tiny fur-clad blossoms like the one I picked on the previous day. This little flower belonged to the Anemone family. It was a dainty lavender color and looked like an iris.

The Mounties had very picturesque quarters here, well built, long, low log buildings, rather broad for the height, with very few windows and the walls chinked with oakum and mud. Every precaution was taken to ensure warmth during the long winters of this frozen wilderness. As a rule, the Mounties were very fine fellows; always accommodating, clean and alert; but today the officers at this post were more or less under the influence of liquor and were very jolly. The Mounted Police patrolled the Yukon; there were usually two at a post and about twenty miles apart. This post was headquarters and there were eight or ten Mounties here. Chris returned late in the afternoon and just before dusk we moved our camp across the river, just opposite the town. Chris had been busy most of the day, making arrangements for a most strenuous day tomorrow when the empty rafts would be brought through the canyon and Squaw Rapids. The feed was transferred over the tramway today, in the tram cart drawn by our own teams. It was brought to the river and loaded in the small boat that makes regular trips back and forth. Ten trips were necessary.

Our meal was exceedingly light this evening; tea, flap-jacks and bacon. Saturday April Twenty-eighth. I am sorry to have to record the burning of the new town of Whitehorse. Regrettable as it is, there was not much left but ashes this morning. Our horse Charlie was in the stable over there and when we were awakened in the night by the glow of the fire on our tent, our first thought was of our faithful horse, but we were unable to help --- the river, being between us. However, some kind person took him out of the barn without any injury. We selected a very undesirable location for our camp last night. Just here the telegraph wires span the river and in a very loose style. The winds produced many varied sounds on them today. They ran from soft vibrations to shrieks; howls and yells. Sometimes I felt that I could not be very far from the insane asylum. The boys did not arrive with the rafts, so the running of the canyon and the rapids did not take place. Sunday, April Twenty-ninth. It has been raining today and exceedingly gloomy, with no wind, so the wires have not been so noisy, I have been at the head of the canyon most of the day. The boys arrived with the rafts this morning, but were held up by ice jams. There were many outfits collected here and Fifty-Mile looked as if it were prepared for war, not with men this time but with huge cakes of ice, swiftly born on the current of the river and madly rushing forward. The jam broke at five o'clock, and I never witnessed anything more thrilling or exciting; saying nothing of the anxiety. One of the foremost rafts was caught in the jam as it gave way and moved forward, and crushed like an egg-shell. The Yukon laid claim to another victim. Many others were wrecked and a total loss. Chris was well pleased to remain in the background (having nearly lost his life in this same place the spring before), until the ice had well spread in the waters below the canyon and the channel as safe as could be expected. Then he piloted one raft through and Billie A. the other.

They had an exciting time of it and still more excitement when they ran Squaw Rapids about ten minutes after leaving the head of the canyon. I watched the proceedings from our camp and was mighty glad to see them safely landed.

Monday, April Thirtieth, 1900. The men came with the teams this morning and moved our happy home once more. This time we set up just one mile below the foot of the Whitehorse Rapids. The rafts built on Marsh Lake that came through the canyon and Squaw Rapids, were left there. We abandoned them as they would not stand going through the Whitehorse Rapids. The men were very busy transferring the entire outfit to this camp, where they planned to build new rafts for the remaining twenty miles of Fifty Mile to the head of Lake Labarge. Just before dark, while looking up the river, I saw a large heavy raft coming headed straight for the rapids. I grabbed my Kodak and fairly flew, for it was already in the swirl and fury of the raging waters and was being thrown from one great boulder, lying in the bottom of the channel, to another. I reached a position to take a picture just as it was riding the highest breaker in the swift and treacherous Whitehorse Rapids. I was very proud of this and hoped the picture would turn out well we had quite a complete camp here. The entire outfit, excepting the cattle, were there. We had twenty men; twenty-one with Chris. Nannie, the little goat we bought in Skagway for a leader, and I, were the only females. We had two tents now; one was the cook tent and the bunkhouse combined. Our little private camp was most comfortable. I had a carpet of gunny sacks packed down all around the edges, with wooden pegs that I cut during the afternoon. We had a cook and I was a lady of leisure. Bright and early that morning everybody was stirring, the place was like a beehive; everyone working. It would take several days to get ready for the rest of the trip as there was much transporting to be done yet, and the timbers for the raft to be cut, the rafts to be built and loaded. Today, while wandering around, I found a number of wooden crosses planted deep in the earth and bearing the inscription "Victim of the Whitehorse Rapids". I was told there are hundreds of them in the vicinity. Seekers of gold here reach the inevitable, as there is no choice; they must go on, for at this point they could not turn back. Many rafts have broken to pieces and boats capsized in the cruel, struggling waters of the Yukon, and their owners have gone to their fate. Some kind hand, perhaps a Mountie or a friend, has buried the victim and placed the best available monument to the memory of an "unknown man". These things made me feel sad but grateful that so far we had had such excellent luck. I was having a wonderful experience, enjoying it all. I sometimes thought of the ones at home and would have loved to receive a letter but could not, at least until I got to Dawson. Today I robbed a young birch tree, a silver birch, of a large piece of its bark, which looked more like skin than bark. It was in so many layers and I spent much time separating the layers until I had one that looked like a piece of onion skin notepaper. Upon this I wrote a letter to my mother, she was so afraid something would happen to me up in these wilds. I folded another piece for an envelope and sealed it with balsam; then directed it with indelible pencil to Mrs. James Graham. She need not worry about me, as I told her in the letter, for Chris with his untiring strength; his broad shoulders; his clear foresight and knowledge of the country, having made two trips in here before this, together with determination and his snappy brown eyes, was the kindest and best protector any girl ever had. Then too, the men were all so kind and polite to me; although I had never known any of them excepting Billie A. before. Billie A. was a very tall man, with blue eyes and light hair; a wonderful river man and a sterling character. Most of our men were fellows who wished to work their way into the Klondike and were pick ups from Seattle. As we went on, we got to know them better. This life would bring out either the good or the bad in one's disposition. Their first names were all I knew.

Joe and Willie surely showed good stuff in their make-ups by trying to bring one unloaded raft through the Whitehorse Rapids, but they caught on a sand bar, just above, and no one was willing to help them off, for all realized what the outcome would likely be. I think it was a mighty good thing they hung high and dry, for there would without much doubt have been two more victims. Manny was spoiled and naughty, but I loved her. The men were all terribly angry with her today for she led the entire bunch astray. She would follow me anywhere and the sheep followed her. Otherwise, they go where she goes. Today Chris caught her. She was company for me, and I found myself loving and petting her and telling her my secrets. I was feeding her salt, when Chris took a picture.

May Third, 1900. The feed was all transferred. We passed the greatest barriers. The old rafts were deserted now. They served their purpose and they lie with hundreds of others on the shore. In a few weeks from now the river would be swollen with melting ice and snow from the lakes and these rafts would be carried further back on the shore and left there. Perhaps a few would be carried through the rapids and if so they may be of use again. We were among the very first ones with our outfit this spring. There was much snow and ice along the shore, but the channel was pretty clear of it. Today I stole over to the rapids on the snow and ice to get a picture. The ice was getting very rotten, so they say up here, and each cake I stepped on looked as if there is a chance of it breaking off and taking me for a lonesome ride; but I ventured on, answering the call of the country, until I came to a big black- looking cave in the ice through which I could see the rapid running water of the main stream. Here I stopped and took a picture of the cave, then hurried my footsteps towards camp again, for I did not want to be a victim. The lure of the Klondike was calling me. Tomorrow Chris and I, with a few of the men, would start on with the sheep. One small raft was loaded to go with us. 'As soon as the men, under Billie A's supervision, built the required number of rafts, then they will load them and start.

(To be continued)

COURTESY WHITEHORSE STAR – YUKON HISTORY SECTION -



Photo by Vince Fedoroff

A smoke trail similar to contrails left by passenger jets, but much more colourful and mystic, could be seen in the sky for many minutes after the object passed over.

Sky-high drama mesmerizes Yukoners

By Whitehorse Star on **January 18, 2000**

By Sigrun Maria Kristinsdottir

Many Yukoners, Alaskans and northern British Columbians were rattled and mesmerized by a light in the dark morning sky at approximately 8:44.

Drivers stopped their vehicles to to alight and gape, and school students and staff emptied their classrooms to watch the drama.

“What you’ve seen is a very bright meteor of the class known as a fireball,” said Dr. Jeremy Tatum, a representative of Meteorites and Impact Advisory Committee to the Canadian Space Agency in Victoria.

“The description of this light going through the sky, the noises that were heard to accompany it and the trail that was left behind, that’s all typical of a bright fireball.”

One witness to the meteorite described sitting in his car, perplexed by what appeared to be an instant change in the amount of daylight. And then it was dark again. But almost instantaneously, there was another flash, as though a street light had blown out. And then another, before the last in the pulsating flashes of light lit up the sky as if it was mid-day.

Looking skyward, the burning streak shot southward across the sky and disappeared as quickly as it came.

It was probably a few meters in size, and travelled at 10 times the speed of sound, said Tatum.

He said he did not know yet if it or any fragments of the meteorites hit the ground.

The committee will be getting satellite pictures and infra-sound records, said Tatum.

“If something did land, it’s almost impossible to find it unless someone actually saw it land.”

In a press release from the Yukon government, it says that reports from NAV Canada and seismic information from the Pacific Geo Science Centre indicate a suspected meteorite hit the ground near Carcross this morning.

No reports have been filed of any damage or injury, and it appears to have landed away from settled areas, says the press release. The Yukon’s Emergency Measures Organization is working with Emergency Preparedness Canada, Natural Resources Canada and the RCMP to gather more information on the object.

Air traffic controller Gerry Kuhn was on duty in the Whitehorse control tower.

“I was up here, and I saw it actually ... coming down through the sky down the Carcross Valley. It just lit up the whole sky,” said Kuhn.

He added he got reports from the Takhini Hot Springs Road and Haines Junction that the object had been seen there.

“So it must have come from that direction,” he said.

“(We don’t know) much at this point,” Doug Caldwell, an emergency communications officer, said late this morning.

“I’m waiting for some other information to come in. Our main concern right now is anybody who is going to go looking for this object, whatever it may be, that they look after their own safety as a priority.”

EMO officials have said the object landed somewhere in the Carcross area, near or at Caribou Mountain, and Caldwell said there are always avalanche threats and other mountain related dangers that can occur.

Cpl. Gina Nagano of the Carcross RCMP said the light pulsed.

“Carcross RCMP witnessed an extraordinary bright light in the sky. It got very dark, then very bright, then it went pitch black and returned to an orange pink colour,” said Nagano.

“Seconds later, a massive explosion was felt, and it was rather traumatic.”

Nagano added geologists are looking in the area for the object, and that she understood a helicopter was dispatched this morning. Caldwell said EMO anticipates this was a meteor.

“I’m assuming this is (a meteor). We’re not going to know until somebody’s got something that can show us what it is. All indicators right now are following the basic premise of being a meteorite,” said Caldwell, adding that it was probably not a very big one.

Meteor is a rock, a piece of a comet or asteroid, that travels through space.

It dispatches energy as it comes through the atmosphere, and that’s the reason for the light meteorites cast, Caldwell explained.

“Where we’re at astronomy wise, the planet is orbiting right now through a known belt of debris,” he added. “January 4 (was) the largest meteor shower of the year.”

If the meteorite landed, it would have burned up all of the hot material on the way, and would have been cold when it hit the ground, Tatum explained.

“People see meteorites in the sky almost every night,” said Doug Davidge, an environmental assessment officer with Environment Canada.

He added they were trying to figure out where the object landed, if it did in fact hit the ground.

Davidge explained the loud noise heard seconds after it passed over could mean either that it hit the ground or it could simply be the noise the object made as it passed through the air.

A smoke trail similar to contrails left by passenger jets, but much more colourful and mystic, could be seen in the sky for many minutes after the object passed over.

The light from the fireball was also seen in Atlin, B.C., said RCMP Cpl. Mike Stewart, who heard the noise it made.

“This is the second one we’ve had in a week here reported to us.... We had a report on the 11th (of January) at 4 a.m. Some people south of Atlin, about 30 km, they reported a very similar thing as you’re hearing this morning,” said Stewart.

“They saw the tail of a meteorite, a big flash. Then they heard a big crash, a ‘boom’ and then it shook their cabin,” said Stewart. Martin Jasek is one of Yukon’s UFO investigators.

Although he didn’t see the object personally, he said he had gotten reports of it.

“(This is) fairly common. There was a similar one that was seen by six people in ... December 1998. That was later at night, so not as many people saw it,” said Jasek.

That meteor was seen all the way from Lake Laberge to Whitehorse, heading in more or less the same north-to-south direction as this one was.

Jasek said that often meteors simply vaporise before they hit the ground, but if they do crash, they can cause damage.

Caldwell stressed that if people are going to look for the object, they should let someone know where they're going; go with another person; and be prepared for the winter conditions.

YUKON NUGGET

A CKRW Yukon Nugget by Les McLaughlin

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



The airplane at the Cyr Wood Lot on the site of today's airport.

First Aircraft in Whitehorse

In **June 1920**, Captain Douglas of the U.S. Air Force and Captain Leroyer of the Canadian Air Board arrived in Whitehorse. Both came with the authority of the US and Canadian governments to present a plan for a record-breaking airplane flight from New York State to Nome, Alaska. The purpose was to study the feasibility of establishing aerial routes in the far north.

The Captains came to Whitehorse to arrange for landing places, fuel and supplies. The Whitehorse STAR described it as "an event that will go down in history as one of the most daring conceptions of the potentialities of aerial flight that has ever been conceived since the possibilities of a lighter-than-air craft for transportation became, through the inventive genius of man, a certainty."

They would need a field 600 yards long and 200 yards wide. The day after their arrival they were shown a site on the escarpment overlooking the tiny town. At the time, it was known as Cyr's wood lot and covered with trees and brush.

The four airplanes taking part in the expedition were the de Havilland DH-4 biplanes of the first Alaska Air Expedition. The distance to be covered from New York to Nome was ten thousand miles, with sixteen stops en route including Whitehorse and Dawson City.

A telegram from Washington, D.C., addressed to the "Mayor" of Whitehorse, stated the planes would reach here on or about July 22. The airmen in this transcontinental flight met with many difficulties.

However, they reached Wrangell on Saturday, August 14, 1920, and on the following Monday the first plane arrived in Whitehorse. Shortly afterwards two others appeared upon the horizon and were safely grounded on the local airfield. The fourth plane had met with difficulties on muddy ground at Wrangell, and did not reach Whitehorse until Tuesday, August 17th.

The bold airmen received a royal welcome in Whitehorse. Each plane had a speed of 135 miles an hour and was overhauled every thirty hours.

Back in 1920, this was big news, and the Whitehorse Star waxed eloquently about the feat.

Just as mighty oaks from tiny acorns grow, so, from the small airfield constructed for this first transcontinental flight north, has developed one of the finest airports in the north today, of which Whitehorse is justifiably proud. In the past it played an important part in aviation throughout the north. In the future, because of its strategic position, it is destined to play an even greater part in global aviation.

A CKRW Yukon Nugget by Les McLaughlin

Hello Sherron;

Here attached is an article about a woman from Dawson who was involved in World War I. I contacted the family, and we pooled our knowledge to produce this article.

I am currently writing a book about the Yukon in World War I and would like to learn more about anybody from the Yukon who volunteered and whose families still remember them. I am, among other things, compiling a list of names of all who enlisted during what was known as the Great War (1914-1918). Peggy D'Orsay of the Yukon Archives compiled a list, and I have been adding to it. Right now, the list contains more than a thousand names. Considering that the Yukon only had a population of around 4,000 at the time of the war, that is an incredibly high level of enlistment. The rate of enlistment for the rest of the country was about 5% of the population.

If anybody would like to know if their relative's name is included on this list, they could contact me at msgates*northwestel.net.

Cheers,

Michael Gates msgates*northwestel.net (In Whitehorse)

History Hunter

A Dawson Girl in the War Zone: World War I

October 4, 2015

Michael Gates ©

It is well known that Martha Black took an active role in the Yukon's overseas wartime activities. She helped attend to the wounded, sick and homesick Yukon boys. She spoke widely about the Yukon and was even made a fellow of the Royal Geographical Society.

What is less well known is that there were other Yukon women who entered the war – as nurses. One was Mrs. L. G. Bennet, whose husband, a Dawson City lawyer, had enlisted as an officer November 28, 1916. A few months later, in the spring of 1917, she was selling their Seventh Avenue Dawson home, hoping to close the deal by the break-up of the Yukon River. She then planned to go overseas as a nurse.

Marie Louise Thompson, daughter of Dr. W.E. Thompson of Dawson City, signed on as an officer in the nursing corps in London England July 17, 1916. She had already been in charge of an American Ambulance hospital ward in France since 1916. She had served in France and Flanders since the outbreak of the war, and in October 1918, was preparing to ship out to Siberia.

The third was Zowitza Nicholas, daughter of John and Jennie Nicholas, of Dawson. John, a barber, came to the Klondike during the gold rush, and operated a barber business at 108 Queen Street until his death December 23, 1917. These facts I was able to uncover from material I found while doing research on World War I. Zowitza, or Zoe, attended school in Dawson and moved to Seattle in 1913 to study nursing when her parents divorced. In 1918, America was fully engaged in the war; Zoe volunteered to go to France as part of a nursing unit out of Seattle.

At the beginning of August, she had just left Fort Riley army base in North Central Kansas and wrote her mother from New York City. She described the roll-call, constant drilling (just like the soldiers), plus getting her passport and other paperwork in order. Three nights a week, they studied French. She was fitted for her uniform: a dark blue Norfolk suit, blue sailor hat, brown gloves and shoes, which, she was told, had to be worn continually. She looked very elegant in the photo taken of her wearing this uniform.

In her spare time, her passion for travel is revealed. "New York," she wrote, "is just one of the realizations of my dreams... There are many of our girls who could have come and didn't. They don't know what they are missing." She saw everything she could and still it was not enough: riding the subway, visiting Grant's Tomb, visiting the New Jersey coast, Edgar Allen Poe's cottage and Central Park. Next on her list were the Brooklyn Bridge and Coney Island. It was, she said, an education she couldn't get in school.

She soaked up the atmosphere and her enthusiasm is evident in every word: "New York is a city of such life, and activity, of business; of Italians, Jews, French; of aggressiveness, of boldness, of good will, good cheer; with all and every form of human emotions; peoples, dress, and anything you can ever conceive; all can be found here in this little spot. It's wonderful."

Zoe was shipped overseas and stationed at Base 50 Red Cross Hospital at Mesves, France. It was one of more than 100 established by the United States Army to tend the wounded. After the Armistice, she was granted leave and travelled widely through occupied Germany, Belgium and France, a trip she described in another lengthy letter to her mother. She traveled from Nantes to Paris, then Metz, Koblenz, Cologne and Brussels, visiting cathedrals, art galleries and museums.

She traveled to Nice with another nurse, where they spent several days enjoying the warm Mediterranean climate, even taking an excursion to Italy by car. She visited ancient Roman ruins and even careened along the hairpin turns of a coastal highway in an automobile, clinging to the road high up on the side of the cliffs overlooking the Mediterranean.

But it is the description of her journey from Brussels to Paris by train that stirred my emotions. The ten hour journey took her through the battlefields of France and Belgium. There, she saw the barren wasteland that had been created by war. She saw countless bridges destroyed by the conflict; she witnessed overturned locomotives in the ditches beside the railroad tracks. She saw the wire entanglements, mowed down trees, and the shell holes, big and small. She saw trenches, trenches and more trenches. Small white wooden crosses populated the landscape, some single, others clustered together. One had a helmet hanging from it.



“Zowitza, or Zoe Nicholas was raised in Dawson City, but went to Seattle the year before the First World War began. She trained to be a nurse and served in a hospital camp in France, where she was known as the “Angel of Ward 7.” Photos courtesy of David E. Cann

“It is hard to believe that the mass of stone was once a town or a house or that people ever lived there and worked,” she wrote:

“...there are rods of twisted iron... and then there is the inevitable pile of stone. Stone and red bricks; perhaps a piece of wall standing, perhaps not, and more piles of stone. Town after town is like this – no people there – not a sign of life...

“At one place I saw a man with a long stick or rake – I don’t know which – digging and pushing and scraping aside a mass of stone. I wonder if he was intending to build himself a home, or if he was only looking for riches that were once his treasures.

In her letters, she didn’t describe the horrors she saw in her hospital. Sixty years later though, she remembered her work. Many soldiers died of influenza in the closing weeks of the war. “The room was so full of coffins that we had to step over them,” she recalled. “I could never get over the terrible things that happened to those poor boys.” She was remembered as the “Angel of Ward 7” by William Roper, one of the soldiers she nursed back to health the winter of 1918. Sixty five years later, he tracked her down in suburban Los Angeles, to say thank you. She was married twice and continued to nurse until 1979. She was 88 years old at the time, and she lived to be 90. Working in the wards during the war couldn’t have been a pleasant experience, but her travel while overseas could well have been one of the highlights of her life.

Dowell School Reunion – 1944 Whitehorse 2015 (71 years)



In 1944 this group, LtoR- Rolf Hougen, Howard Ryder, Tom McLaughlin and Bucky Keobke attended classes together in the old Dowell Construction vacated office building. The Lambert

Street School was overcrowded, so grade 9 to 12 were moved to this location near where the Quanlin Dunn shopping centre is located. Dowell was one of many Alaska Highway building contractors.

Howard and Bucky never left the Yukon and Tom drives up the Highway every year delivering his brother Les's CD's to business along the route. We met for coffee this summer. All of us are around the 85 year mark.

The Dowell School is attached.

Rolf Hougen marg*hougens.com (In Whitehorse)



Dowell School – Whitehorse abt 1944

Photo courtesy Rolf Hougen marg*hougens.com (In Whitehorse)

ALFRED EDWARD LEE MASONIC SWORD

[To: Don Frizzell]

I am writing you return for the note that you sent to my father Thomas Hayden on August 11th. My brother was to send you a quick note to let you know that we have moved Thomas into a Long Term Care Facility as he has been diagnosed with Moderate to Severe Dementia. If you know anything about him you will know he does not like the idea of being contained in any facility and so we are having a big struggle with him. He is getting the care he needs as far as his mental situation but the hard part is that his physical being is doing well. He is aware enough to know that he is able to take care of himself and he does not see why he is in the facility. My mother is coping

well but is also having some issues with her memory. We are hoping that with Thomas being in the home that she will come out of her shell a bit and regain some of the ground back to health. We are keeping her busy.

You have asked about the sword. At the time we were at a loss as to where it had gone. It seems that my father moved it and it took a bit of time to find it. I am attaching the pictures that my brother Mark took and hope that they are what you are looking for. The dimensions that my brother took are the Sword is 36 ½ “ the blade is 29” and the Scabbard is 30”. My brother took 12 pictures but they seem to be very unclear. I have chosen the best of the bunch but have included one that shows all 3 pieces which is not clear. If you need other shots please let me know and I will try with my camera and see if I can do better.

Lee Joyes
F2 Red 575 Riverbend Dr.
Kitchener, Ontario
N2K 3S3
519-744-0031/1-877-821-8375





MocTel 413 - made a connection and memories, for Dennis Eve and Gillian Campbell

From: D EVE [mailto:denmeve@btinternet.com]
Sent: Sunday, October 04, 2015 3:29 AM
To: gillianklondikekate@shaw.ca
Cc: Brian & Jean Eve
Subject: Just to say Hi !

Hi Edward and Gillian,

Having been a subscriber to Moccasin Telegraph since day one, I have been thrilled to read of your exploits in the entertainment world and your unselfish support given with great enthusiasm to your audiences. However it was only in this weeks' edition of Moccasin Telegraph 413, that I was able to say hello to a fellow Black & Decker customer at Hamondsworth, an area which will disappear and probably become an expanded LHR in years to come.

In the early 70's I used to attend a class held in a pub across the road from opposite Black and Decker, I can't remember the name of the pub but the beer was good. In 1972 I was responsible for offering accommodation in our Community Association to the Alberta All Girl Drum and Bugle Corps, just a 100 plus young good looking Canadian girls who screamed when we served up fish and chips and tea. Wow could they play especially as they had just won first prize for top band at Calgary.

My wife and I used to live in Hayes, d Middlesex until 2001 then joined our daughter and grandchildren up here in Newcastle upon Tyne. We have just celebrated our 55th wedding anniversary, my wife Dorothy has just beaten lung cancer and is now looking good.

Kindest regards to you both and family,

Dennis and Dorothy Eve,

34 Aidan Close,
Holystone,
Newcastle upon Tyne.
Tyne and Weir. U.K.

From: [Gillian Campbell](#)

Sent: Sunday, October 04, 2015 9:59 AM

To: '[Sherron Jones](#)'

Subject: FW: Just to say Hi !

Hi Sherron isn't this nice. Such a surprise. Your MOC TEL does good getting people in touch with each other.

Love it.

Hugs Thank you Gillian xo

From: Sherron Jones [mailto:sherronjones@shaw.ca]

Sent: Sunday, October 04, 2015 11:06 AM

To: Gillian Campbell

Cc: Dennis Eve

Subject: Re: Just to say Hi !

Hello my jolly English friends; so happy to have put you two in touch. You are both salt of the earth people.

Dennis thanks so much for taking the time to send Gilly your memories.

You both have spent time in Dawson as well. Trod the same sidewalks in both jolly old and Dawson I bet.

Would like to share your connection in the MocTel if that is okay.

Much love,

Sherron

Yes no worries Sherron Happy to.

Look forward to keeping in touch with Dennis too

Who know he may come over here for a Visit with his Wife...we have a guest Room.

Hugs to all Edward and Gillian xo

Enormous, ‘catastrophic’ landslide in northern Canada almost went undetected by humans

[National Post, Tristin Hopper](#) | October 28, 2015 7:41 PM ET

More from Tristin Hopper

It was enough rock and ice to equal the weight of 33 million pickup trucks. And for an earth-shattering two minutes, it barrelled down a mountain at nearly 200 km/h, pulverizing everything in its path.

And the Yukon didn’t even know it was there.

“Most likely it would have been missed,” said Colin Stark, one of two Columbia University geologists who spotted the “catastrophic” event from more than 5,000 kilometres away.

Expected to rank among the world’s 10 largest landslides for 2015, the slide saw a massive chunk of rock and ice slough off Mount Steele, Canada’s fifth highest peak.

If the Oct. 11 slide had struck in a populated region of India or China, hundreds would be dead.

Even in Canada’s sparsely populated Rocky Mountains, it would have at least blocked a highway or buried a wilderness lodge.

But it occurred in a remote corner of Kluane National Park, Canada’s Wales-sized contribution to a swath of protected land stretching all the way to Anchorage, Alaska.



earthobservatory.nasa.gov Images of Mount Steele, before and after the Oct. 11, 2015 landslide which saw roughly 45 megatons of rock and ice tumble down its southeast slope and slide across the surface of Steele Glacier.

“That particular area, as the crow flies, is about 70 kilometres to the Alaska Highway; people aren’t back there very often,” said Jeff Bond with the Yukon Geological Survey. Quite often, said Bond, the only way remote Yukon landslides are recorded is if some bystander happens to phone it in.

“We hear about them from helicopter pilots who say, ‘hey, did you guys know about this big slide?’ ”

In the summer of 2014, for instance, a landslide plowed into a creek within Kluane National Park, violently creating Canada’s newest lake. But it wasn’t until six months later that the change happened to be spotted by an off-duty parks employee who was out for a hike.

Credit for discovering the Oct. 11 avalanche falls to Stark and his research partner, Göran Ekström.

Operating out of Columbia University’s Department of Earth and Environmental Sciences, they have pioneered a way of discovering landslides by sifting through data typically used to detect earthquakes.



Jennoit/Jenn/WikipediaMount Steele in 2007.

In the case of Mount Steele, one of the few witnesses to more than 45 megatons of falling rock and ice was “YUK8,” an unmanned Canadian seismic monitoring station located only 25 kilometres away.

Confirmation then came in via Landsat 8, a NASA Earth-monitoring satellite that focused in on the remote mountain and noted that vast areas of the surrounding peaks and glaciers had been blackened by debris.

“The fact that the debris fell on ice contributed to the long debris field,” NASA wrote in a subsequent post.

Named for Sam Steele, the Yukon’s indomitable top Mountie during the Klondike Gold Rush, Mount Steele has proved to be surprisingly delicate of late.

In 2007, the mountain first found its way into geology textbooks with a slide that buried an area larger than Vancouver’s Stanley Park, and shook the ground with the force of a 5.2 earthquake.

That time, the only witnesses were a research team led by glaciologist Garry Clarke, who just happened to be nearby when they heard the distinctive roar of a mountain falling over.

“They got dusted by the ice avalanche, actually,” Bond said.

Mount Steele is part of the Saint Elias Mountains, which includes Canada's highest peak, Mount Logan. Amid regular earthquakes and landslides, it's also a good candidate for Canada's most geologically interesting corners.

Just last year, in fact, a mountain face broke off nearby Mount La Perouse, in Alaska, creating one of North America's largest known natural landslides.



Jsayre64/Wikipedia Commons Kluane National Park with Mount Steel in the centre.

The following from CBC Yukon Facebook -

[CBC Yukon](#) added [8 new photos](#).

[October 27 at 9:35am](#) · Edited

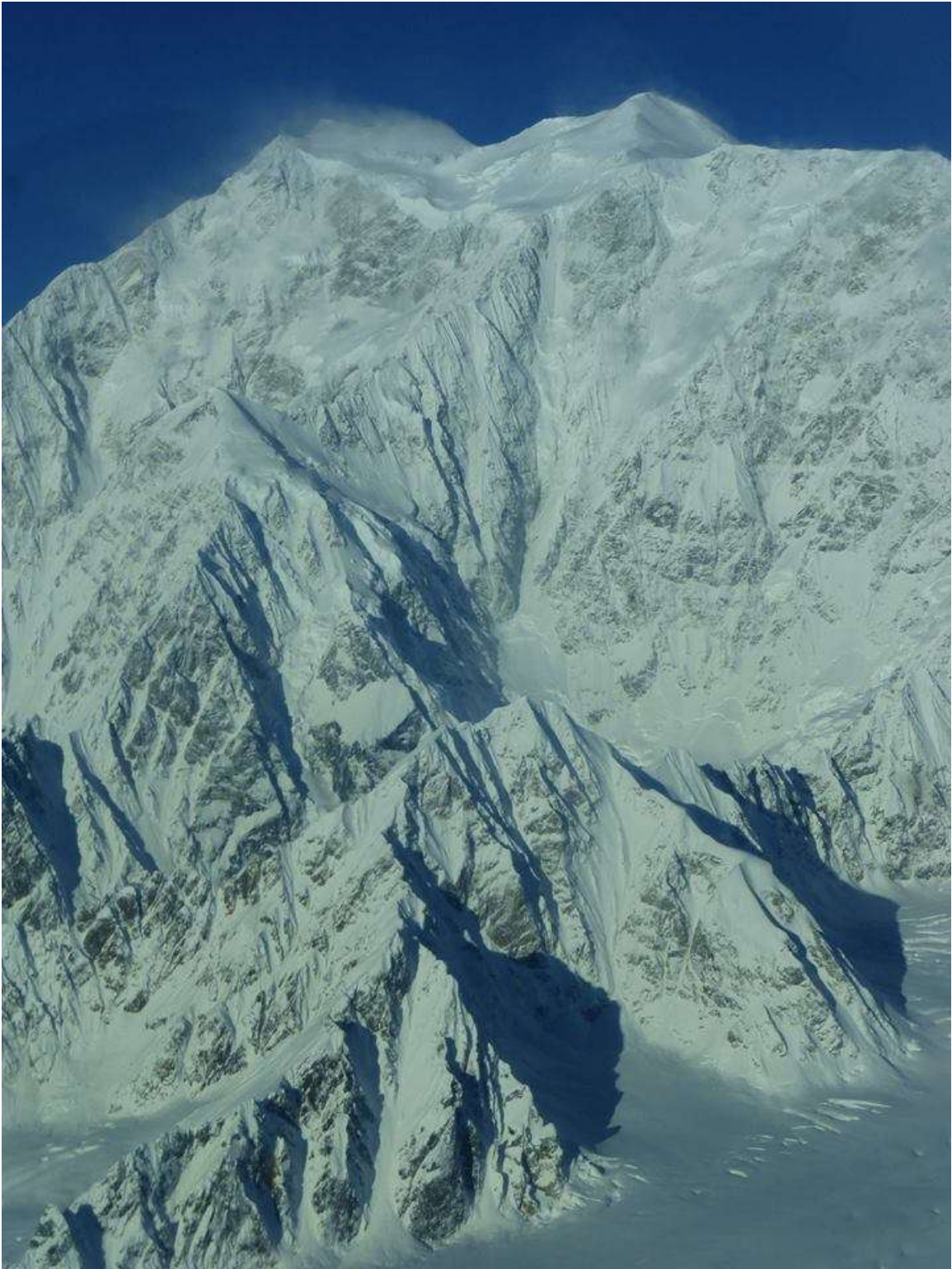
Some gorgeous aerial shots of a majestic piece of the Yukon from listener and pilot Daniel Clunies-Ross Mt. Logan and the recent avalanche triggered on Mt. Steele. "Last June I began flying for Rocking Star Adventures (Burwash). We do air tours over Kluane Park. I was up yesterday (Sunday) with Elsabe and Martin of the Wanderer's Inn (Haines Jct). The weather was fantastic. We were able to fly completely around Mt. Logan and then we took a look at the recent avalanche on Mt. Steele. It was interesting to see the dust continuing to come off the avalanche area indicating that it is still active."



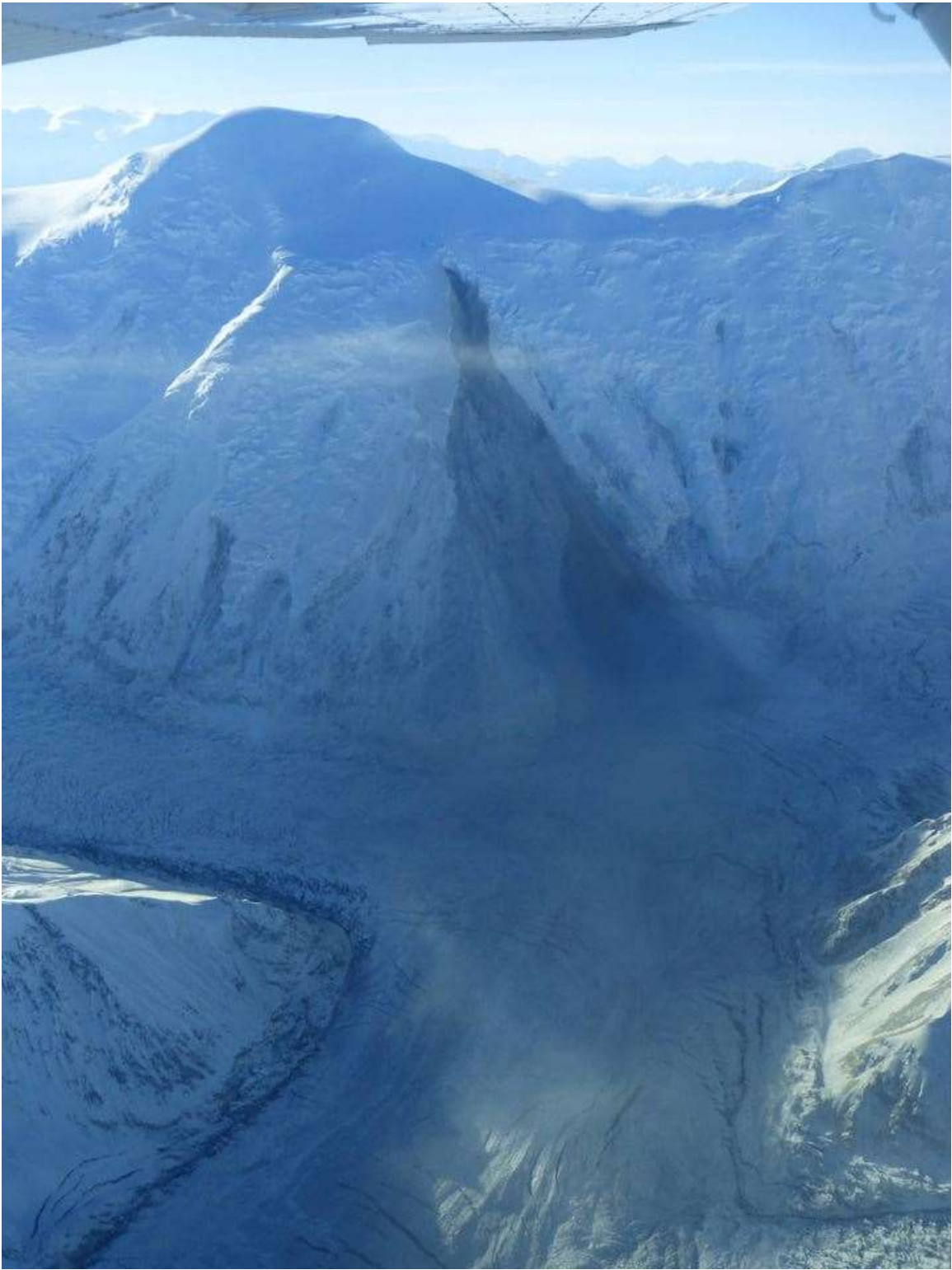
Kaskawulsh Glacier in Kluane National Park
Photo: Elsabe Kloppers



A clear day to fly around Mt. Logan
Photo: Elsabe Kloppers



Mt. Logan closeup
Photo: Elsabe Kloppers



Snow dust still rising from Mt. Steele avalanche
Photo : Elsabe Kloppers



The crevasse on Mt. Steele left behind by Avalanche
Photo: Elsabe Kloppers



Closeup of Crevasse on Mt. Steele left behind by Oct 15, 2015 Avalanche.
Photo: Elsabe Kloppers



Kluane Lake

Photo: Elsabe Kloppers



Vista

Photo: Elsabe Kloppers

Mount Steele landslide 1 of the 10 largest of the year: researcher This is the 2nd massive slide on Mount Steele in less than a decade

By Karen McColl, [CBC News](#) Posted: Oct 24, 2015 9:00 AM CT Last Updated: Oct 24, 2015 9:26 AM CT



This satellite image shows Mount Steele following the massive Oct. 11, 2015 landslide. (NASA Earth Observatory/USGS)

Experts say they aren't surprised about a massive landslide on Mount Steele in southwest Yukon earlier this month, but that doesn't mean they know what triggered it.

The St. Elias Mountains are young, steep and heavily glaciated, which makes them more susceptible to slides, says Jeff Bond, manager of surficial geology at Yukon Geological Survey.

"This is a highly active area," he says.

On Oct. 11, 45 million tons of rock, snow and ice came thundering off Mount Steele, a 5,067 metre peak in the remote icefields of the St. Elias Mountains, in Kluane National Park and Reserve. The debris — which NASA compared to the weight of approximately 700 aircraft carriers — fell approximately one kilometre and slid about twice that distance on the Steele glacier.

This is the second significant slide in the area in less than a decade. A 2007 slide on Mount Steele is considered [one of the largest known landslides in western Canada](#).

Bond says the recent slide may be smaller, but it's still thrilling.

"It's always exciting to see mother nature in high-speed action," he said. "This is geology on steroids, so to speak, where things are happening quickly and catastrophically."



Mount Steele is located in the St. Elias Mountains of Kluane National Park and Reserve, in a glaciated area accessible only by air. (Google)

'Actually a very large event'

The recent landslide was discovered by Goran Ekstrom, a seismologist and professor at Columbia University who tracks seismic data worldwide.

The force of millions of tons of rock and ice coming off the mountain caused seismic waves measuring similar to a magnitude five (moderate) earthquake, he says.

"It's actually a very large event. We don't have a full list of large landslides, but I would say this will be in the top 10 of 2015. Worldwide," said Ekstrom. "It might even be higher up on the list."

He says the scientific community doesn't know if there is a "special condition" with Mount Steele that caused two significant events in a short period of time.

He says, although ground shaking can cause landslides, there were no earthquakes in the region the day of this slide, nor were there other obvious triggers.

Ekstrom says many people are surprised to hear that a landslide of this scale could go almost undetected, but he says if it weren't for the satellite images from NASA, that likely would have been the case with this one. Shortly after Ekstrom detected the Mount Steele slide, his colleague Colin Stark tracked down NASA images that show Mount Steele before and after the slide.

"In a few weeks, there will probably be snow on top of these deposits and nobody would ever have known that there was a landslide." said Ekstrom.

Ekstrom says researchers think there might have been another large landslide south of Mount Steele in Alaska last week, but researchers have been unable to confirm the slide using satellite images due to cloudy weather.

Geologists say Kluane is one of the most seismically active regions in the Yukon because of the Duke and Denali faults. Although Mount Steele is in a remote area accessible only by aircraft, [a small landslide did occur much closer to the the beaten path in August 2014.](#)

CBC contacted Kluane National Park and Reserve for comment, but did not hear back.

Alaska Highway nominated as Natural Historic Site of Canada

Courtesy: <http://energeticcity.ca/article/news/2015/10/28/alaska-highway-nominated-as-natural-historic-site-of-canada>

The Alaska Highway Corridor has earned a nomination as a Natural Historic Site of Canada, which was submitted to the Historic Sites and Monuments Board of Canada earlier this month.

The Alaska Highway Community Society calls the corridor a ‘cultural landscape’ that runs 1,900 km from Dawson Creek, through northeastern BC and Yukon, to the Alaska border.

“We are extremely grateful to the Peace River Regional District for having the foresight to fund this initiative since September 2011, and we are proud of the fact that this project has been driven by the people and communities of northeastern BC and Yukon,” said Bud Powell, Chair of the Alaska Highway Community Society. “Their hard work has helped us get to this point – the submission of the nomination of the Alaska Highway Corridor.”

Within this cultural landscape, 12 sites in BC and Yukon have been recommended for inclusion in the nomination.

Those sites are:

British Columbia

Northern Alberta Railway (NAR) Station, Dawson Creek

Historic Kiskatinaw Bridge

Charlie Lake Cave (Tse’K’wa)

Old Fort Nelson (Tthe’k’eneh Kúe) Warden’s Cabin

Old Alaska Highway Trail at Muncho Lake

Yukon

Watson Lake Air Terminal Building

Watson Lake Sign Post Forest

White Pass & Yukon Route Railway Depot, Whitehorse

Former Northwest Highway System HQ Building, Whitehorse

Soldier’s Summit, Kluane National Park and Reserve

Liard River Hot Springs

The Donjek Route, Kluane National
Park and Reserve

National Historic Sites of Canada tell the story of defining moments in Canada's history, and help Canadians celebrate their shared cultural heritage.

The AHCS believes the Alaska Highway Corridor should be part of that story, especially with big celebrations coming up in 2017 – both the upcoming 75th anniversary of the Alaska Highway, and the 150th anniversary of Canada.

After 2017, the AHCS and Alaska Highway Heritage Society in Yukon are looking to raise the profile of the Alaska Highway Corridor through economic development, tourism, recognition of Indigenous history, and heritage preservation.

Funding through the Peace River Regional District here in BC is the foundation for this work, including research, the BC engagement program, communications, and developing Yukon partners.

In Yukon, funding for the initial phase of the project was provided by the Yukon Tourism Product Development Partnership Program, the Community Development Fund and CanNor, with support from Northwestel and Yukon Energy.

NEW ADDITIONS

Your email about your historical discs was forwarded to me by Austina Parsons. I worked in the north, at Cassiar and Whitehorse for about 35 years, but don't otherwise know how to get on your mailing list, so please let me know.

John Motherwell john_motherwell@telus.net (In Victoria BC)

OBIT



DARBYSHIRE-JOSEPH, Karen Esther

Sunrise: May 11, 1954

Sunset: October 13, 2015

It is with sadness we announce the passing of Karen Esther Darbyshire-Joseph. Karen passed away peacefully and surrounded by love of family at St. Paul's Hospital on Tuesday October 13, 2015. On May 11, 1954 Karen was born to her mother Betty Titus-Smith who raised her with her late father George Ellis Darbyshire in Whitehorse, Yukon. Karen descends from the Kane/Slim (Champagne, Yukon) and Darbyshire (Hinchliffe, Saskatchewan) families. She was grew up and lived in Whitehorse, Yukon, up and until she graduated from high school in 1972. She moved to Vancouver where she began her studies at Langara Community College and later received her

Bachelor of Arts, Psychology in 1979; and Bachelor of Law in 1993 at the University of BC. In 1979 Karen married Willard 'Buddy' Joseph and began to raise their children on Capilano IR # 5 in North Vancouver, BC. Karen is survived and will be deeply missed by her daughter Dantry Ecterra Darbyshire-Joseph (Wayne Anthony); son Brandon Paul Darbyshire-Joseph (Tishia Baker); grandchildren Eden Sequoia Jubilee Joseph, Steele Creedon Will Joseph, and Thorin Ayeden Kihew Joseph. She is also survived by her siblings Frances Yvonne Darbyshire (Jan Soltan), Gary George Darbyshire, Darrel 'Earl' Darbyshire (Donna), Kathleen Gayle Darbyshire, Charlotte Anne Barker; and many nieces, nephews, loving relatives and dear friends. A prayer service will be held at St. Paul's Indian Catholic Church, 424 West Esplanade, North Vancouver, BC on October 15, 2015 (Thursday) at 7:30 p.m. Karen will go home to Champagne & Aishihik First Nation near Whitehorse for funeral service and burial on October 17, 2015 (Saturday). On line condolences can be found at www.glenhavenmemorialchapel.com

Published in Vancouver Sun and/or The Province on Oct. 15, 2015



Margaret Louise Coombs

Passed away in Victoria on October 15, 2015.

Mrs. Margaret Louise Coombs, age 93, born in Winnipeg, Manitoba. She is survived by her sons, Bob (Ernestine), John (Lee), Tom (Claire) and Ted, three grandsons, David (Carly), Benjamin (Jonelle) and Aaron, and one great grandson, James. Her beloved husband Bill and son David preceded Margaret in death, as did brothers Graham and Nevin, and sister Frances.

Margaret was raised on a farm near Woodmore, Manitoba and spent her early career in Winnipeg with Trans Canada Airlines and the Hudson Bay Company before marrying Bill and moving to Cape Breton, Nova Scotia in 1950. After further postings with the RCMP in Ottawa, Ontario and Whitehorse, Yukon the family settled in Victoria, British Columbia in 1965. Along the way, Margaret and Bill made numerous lifelong friendships that endured time and distance. Margaret was an active member of the Cadboro Bay United Church and the United Church Women's Group. She was an amazing host who loved to cook and entertain, Margaret was devoted to her family, church life and friends and her desire to provide whatever was necessary was boundless; a few of her last words were "I don't have much pep, I need a kick in the pants!"

Margaret lived at Berwick House for the past four years and we are appreciative and thankful of the care she received from the staff and Dr. Ted Rosenberg. We also want to acknowledge and thank the staff of the Royal Jubilee, Sixth Floor South for the care and attention they provided. In

lieu of flowers, the family would appreciate donations in Margaret's memory to the "Our Place Society" (www.ourplacesociety.com).

A celebration of Margaret's life will be held on Friday November 27th at 2:00 PM, Cadboro Bay United Church, 2625 Arbutus Road, Victoria, BC with a reception to follow.

Published in The Times Colonist from Oct. 20 to Oct. 22, 2015.

QUOTE OF THE WEEK

A woman's mind is cleaner than a man's: She changes it more often.

Oliver Herford

RECIPE OF THE WEEK

From The Star Cook Book, The Women of Yukon Chapter No 1 order of Eastern Star, Dawson, Yukon Territory, for the Benefit of the War Work 1942.

Frozen Desert – Peach Mousse

½ container of Davis gelatine
½ cup hot water
½ cup sugar
Pinch of salt
1 cup crushed peaches and juice
½ cup chopped blanched almonds
½ cup shredded coconut
1 cup whipped cream
Dash of lemon juice

Disolve gelatine in hot water; add sugar and salt to crushed peaches. Now add sissoled gelatine Fold in almonds and coconut, lastly whipped cream. Place in freezing tray for 3 to 4 hours. Note: Other fruits may be substituted.

Louie Todd

DATES TO REMEMBER

Annual V.I. Christmas luncheon

Dec. 10, 2015, ABC restaurant, Mary Ellen Drive, Nanaimo, B.C.

12 Noon

\$20 for 3 course meal **Gratuity not included**

RSVP

Harriett [Butterworth-- hariett3@shaw.ca --250-751-1194](mailto:hariett3@shaw.ca) or
Sharon [Redmond-- dawson1@shaw.ca --250-713-6509](mailto:dawson1@shaw.ca)



**Vancouver Yukoners' Association
88th Annual Reunion
April 08-10, 2016**



Banquet - Saturday, April 09, 2016

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

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

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2 Bedroom Resort Suite \$232.00**

Special rates extend 3 days pre- and post-banquet based on availability
BOOK EARLY – AVAILABILITY & RATES SUBJECT TO CHANGE

Banquet Reception: Ballroom Foyer No-Host Bar 5pm – 6pm

Welcome followed by Dinner: 6:15 pm

For group seating reservations, please follow directions on website at
www.vancouver-yukoners.com

Check the website for updates and a list of those attending

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

Note: Pick up tickets in Hospitality Room

..... THE CANUCKS AND HANK KARR TO PERFORM FOR YOUR ENJOYMENT

**REGISTER BEFORE FEB 29/16 FOR DRAW OF FREE SUITE FOR 2 NIGHTS AT
RIVER ROCK**

Book early as ticket sales could be limited

FOR TICKETS CONTACT VIVIAN STUART:

Address: #217 – 3255 Cook St, Victoria BC V8X 1A4

Phone: 250-383-1349 email: lornellis@shaw.ca
\$58.00 per person with cheque payable in advance to
Vancouver Yukoners' Association
(Maiden names too please – Helps to find friends of years ago)

Yukon Residents may contact Penny Sippel at 867 667-4094
303A Hanson St. Whitehorse YT Y1A 1Y5

We encourage Yukon residents to fly Air North. Contact them for any special discounts.

SIGN UP TO RECEIVE THE MOCCASIN TELEGRAPH

If you have received this copy of the Moccasin Telegraph from a friend and wish to sign up to receive future editions yourself, the criteria is that you **are or were a Yukoner**. The goal of this project is to provide an opportunity for folks to reconnect. There is an annual subscription fee of (\$20 - \$25. your call) for the Moccasin Telegraph.

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

– Sherron Jones sherronjones@shaw.ca

MOCCASIN TELEGRAPH

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