

The POWDER MAGAZINE

TWELFTH EDITION

ELSA, YUKON TERRITORY

JULY, 1974

JACK ANDISON: HIS-STORY

How many men can say they've met The Mad Trapper of Rat River and Prince Phillip as well, and both within a thirty mile radius of Elsa?

Undoubtedly, Jack Andison, Head of U.K.H.M.'s Carpentry Shop, is the only one.

Jonathan G. (Jack) Andison was born November 8, 1909 at Cochrane, Alberta where his father homesteaded and worked for Burns meatpackers.

A childhood later, and after completing four years' technical training, Jack went to work for Kelly Douglas in Vancouver as a freight-handler. Six months later he joined Safeways, then just opening up in B.C. (1926), and spent two years with them window dressing.

In 1929 Jack was working as a timber crane operator for the Wood and English Lumber Co. near Alert Bay, B.C., when he received word that his mother was ill.

His father was then running the Burns outlet in Mayo, having arrived in the Yukon in 1927, so Jack came North. His trip up was quite an experience.

"I was with Angus Beaton, a prospector from Atlin, who had just spent \$25,000 in less than a month in Seattle, and comin' up the coast this woman kept pesterin' me about how I was getting to Mayo."

"I explained that I was going by boat, but this lady kept insisting that I should fly there with her."

"In Carcross she had my bags ken off the train and loaded onto a canvas-backed pontoon aeroplane, so I had no choice but to accept her 'hospitality'."

"It took three attempts, with all

of us heaving forward in our seats, to take off from the lake because we were so overloaded."

"We landed at Mayo (it was September 2, 1929), and only then did I find out that the woman was Mrs. Livingston Wernecke, whose husband owned the plane and was responsible for opening up mining in this area as General Manager of Treadwell Yukon Corp."

(A cairn commemorating the work of Livingston Wernecke stands across from the Elsa school: The Editors.)

Jack's first winter in the Yukon he and a friend trapped near Big Kalzas Lake. In the spring of 1930 he went to work for Treadwell Yukon in Mayo as Yard Foreman.

He was married two years later to a Scottish lass he'd met back in Vancouver in 1919 ("He used to carry my books home after school." Agnes



JONATHAN G. (JACK) ANDISON
... and turn-of-the-century slide-projector
used at the old Wernecke Camp.

Andison says.), and the newlyweds moved to the Wernecke camp atop Keno Hill, site of the first large scale silver mine in the Yukon.

"About 250 men lived there then, maybe 13 of them married." Jack says.

"We had a two-lane bowling alley, an indoor tennis court, and one cow. If anyone had a baby they got fresh milk free."

"You weren't allowed to drink in the camp, but you could get time off to go into Keno and work a thirst out of your system."

"Keno had a liquor store that was open 24-hours a day, Jackson's Bar, and there were twelve girls operating there then."

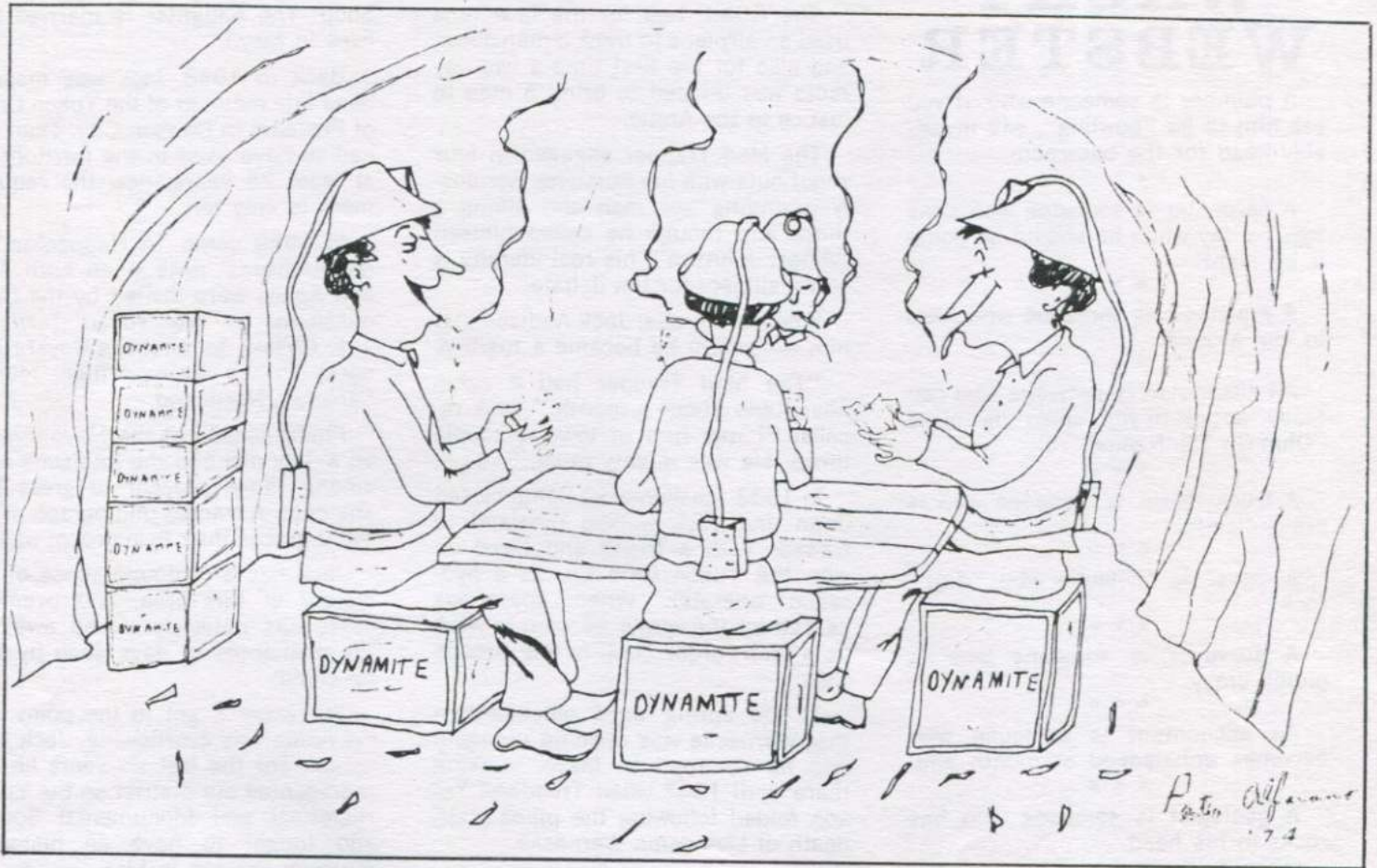
"As you can imagine, Keno had a pretty good taxi business."

Jack was in on it, driving an old 1927 Dodge touring car for a man named Jack Parker.

Some 300 miles north of Keno in the winter of 1931, a recluse trapper shot and wounded a RCMP constable, triggering the incredible saga of The Mad Trapper of Rat River, and a controversy that has raged to this day. (The story is told in "The Mad Trapper Of Rat River", a book by Dick North available at the Elsa library.)

In one of the most amazing feats of endurance in the history of the Canadian North, the Mad Trapper eluded capture by a combined force of Indians, trappers, and RCMP, for 48 days in a running battle that ranged over 150 miles well above the Arctic Circle, in temperatures that averaged forty below zero, before being gunned down February 17, 1932, at the Eagle River, Y.T.

(Cont'd on p. 4)



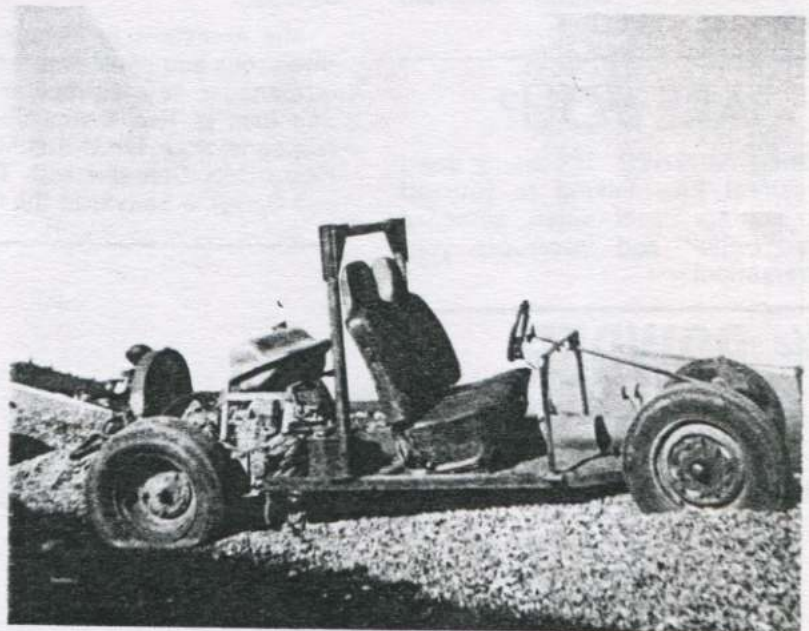
SKY'S THE LIMIT, EH, FELLAS?
(The wrong way to do it.)

YUKON CADILLAC LICKS INFLATION

Inflation and the Energy Crisis have caused production cut-backs by most automobile manufacturers, however Yukon Cadillac, a spare-time division of U.K.H.M. Transport, has increased output 200 percent.

Last year the fledgling firm founded by Pat (Big Daddy) Van Bibber produced one "vehicle", this year it has already cranked out two. Company vice-president Don (Slush-Bucket) Curry Jr. explains the phenomenal increase:

"We beat inflation by a process of elimination. Take a car door, for example. Useless. If you have a door, it means you have to open and close it to get in and out of your car, and risk smashing your fingers. If you eliminate doors, you eliminate this risk and you also eliminate the need for air conditioning. And if you eliminate fenders and bumpers you eliminate the possibility of getting dents in them. Also, a lot of manufacturers make a big stink about built-in sun-roofs. Insane. We've



YUKON CADILLAC PROTOTYPE
(Note Futuristic Trend Toward Squared-Off Rear Wheels!)

eliminated the roof, and 'poof', all the golden goodness you could want." Which may explain why Yukon

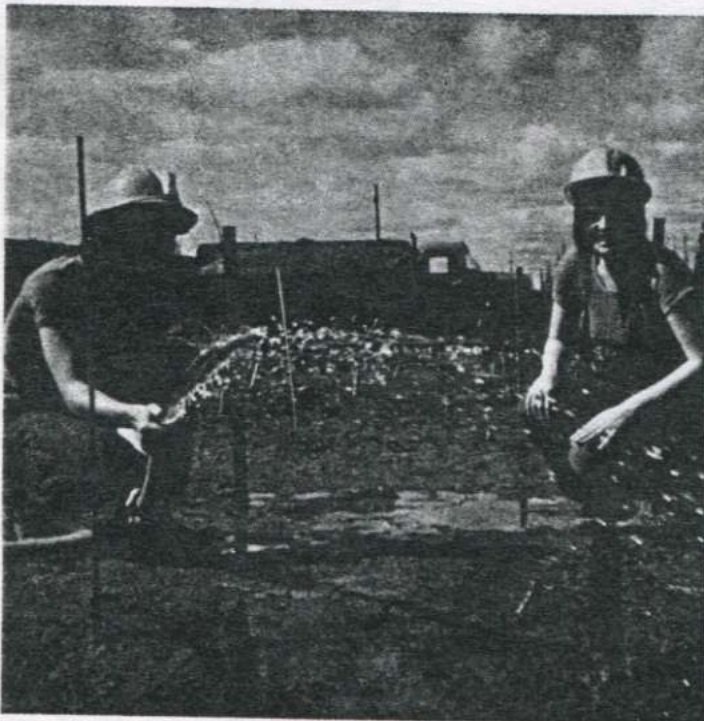
Cadillac recently received the "Classy Chassis" Award for Best "Rip-Off" Of The Year.



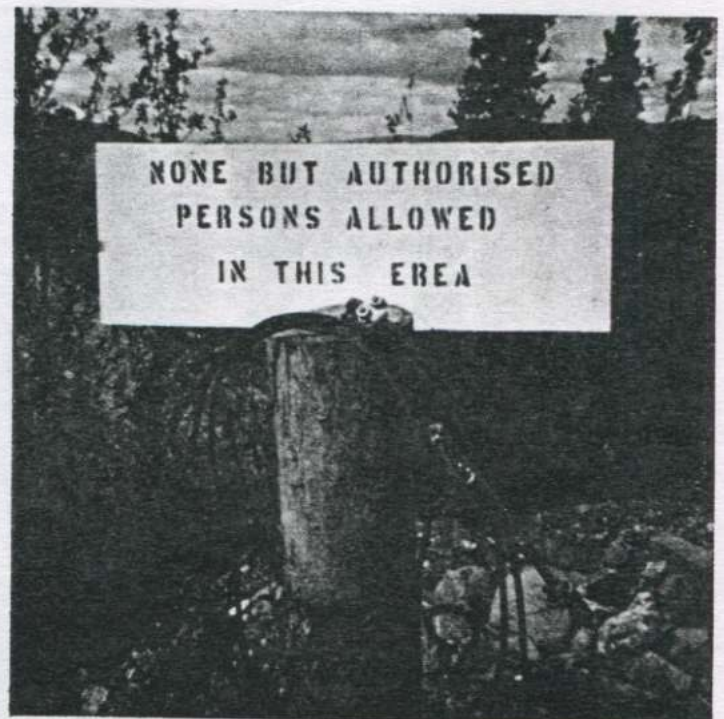
MARINERS. Elsa Sea Cadets, Bob Binder, Dirk Rentmeister, Peter Grundmanis, and Bruce Binder are flying to the East Coast this summer to embark on a five-week ship-trip from Halifax to Vancouver via the Panama Canal — All Expenses Paid! The young sailors are seen visiting the cairn honoring pioneer mining man Livingston Wernecke which stands across from the Elsa School.



TROUBLE-SHOOTERS. Above are the members of U.K.H.M.'s Mine Rescue Team who competed recently in the 8th National Championships at Whitehorse. They are from left to right: (Standing) Tibor Csizmazia (Coach), Konnie Berg, Gunther Rentmeister, Bob Andison; (Kneeling) Mike Mitchell, Fulvio Roberti; (Missing) Don Curry Sr.



GREENTHUMBS? Rob and Bonnie Ward from Engineering are busy attempting to spread a magic carpet of greenness over a tailings test-plot as part of a refoitation experiment by U.K.H.M. Ten specially-selected grass types are being tested, and if the experiment is successful the Company plans further seeding next year of all the old tailings — an area of about 100 acres.



INKERRECT. We recommend that the painter of this notice enroll in Frontier College and "Brush-Up" on his spelling. The sign guards the access road to the Warehouse sheds just below the Curling Rink.

WACKY WEBSTER

A plumber is someone who, if you ask him to go "bowling", will invariably head for the bathroom.

* * *

A carpenter is someone who saws logs by day when he should be doing it by night.

* * *

A mechanic is someone who likes to tool around.

* * *

An electrician is someone who can really socket-to-you when he plays "Ohm-On-The-Range".

* * *

A truck driver is someone who is pretty "shifty".

* * *

A miner is someone who "digs" rock.

* * *

A surveyor is someone who is plumb crazy.

* * *

An accountant is someone who becomes unbalanced at month end.

* * *

A geologist is someone who has rocks in his head.

* * *

An engineer is someone who can prove $2 + 2 = 4$.

* * *

A clerk is someone who knows $2 + 2 = 4$, but can't prove it.

* * *

A white hat is someone who had a yellow one, but lost it.

ARE YOU?

Being "BUSHED" is walking down Mainstreet Elsa talking to yourself and getting upset when someone says "Hello" and interrupts your conversation!

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JACK ANDISON (cont'd from p. 1)

The RCMP had for the first time used an airplane to track a man down, and also for the first time a two-way radio was utilized to bring a man to justice in the Arctic.

The Mad Trapper engaged in four shoot-outs with his pursuers, seriously wounding two men and killing a third, and though he called himself "Albert Johnson", his real identity is still a subject for hot debate.

Whoever he was, Jack Andison met him — before he became a fugitive.

"The Mad Trapper had a cabin near Keno about a month," Jack recalls. "I met him in town a couple times. He was mighty quiet."

In 1933 the Wernecke Camp closed down and Jack walked overland to Dawson with a friend and hired on with the Yukon Gold Co. as a hydraulic operator. When operations ceased for the winter he went to work as a short-order cook in the Arcade Cafe.

In the spring word reached him that Wernecke was opening up again and he returned to Mayo, working there until 1947 when Treadwell Yukon folded following the plane-crash death of Livingston Wernecke.

For the next few years Jack pursued odd jobs, including one summer spent as a deckhand on the steamer Keno, then in 1956 he joined U.K.H.M., and has now worked for the Company for 19 years. He will be retiring in January, 1975 to the home he has in Mayo.

The Andison's have four children, three sons and one daughter. One son is manager of a caterpillar distribution firm in Red Deer, Alberta, and two sons work for U.K.H.M., Bob, a Heavy-Duty Operator with Transport, and Darryl, a Sawyer at the Carpentry

Shop. The daughter is married and lives in Mayo.

Back in 1958 Jack was made a bona fide member of the Yukon Order of Pioneers in Dawson City. Then you had to have lived in the territory for at least 25 years, now the requirement is only ten.

In 1959 came "A Happening" in the Andisons' lives when both Jack and Agnes were invited by the Commissioner of the Yukon Territory, J. F. Collins, to meet His Royal Highness, Prince Phillip, then touring Canada's Northland.

Phillip landed at the Mayo airstrip on a July day and the Andisons were among those present to greet him and chat. A framed photograph of the event graces their living-room wall.

Jack has a profound sense of the history of this area, and over the years has patiently stored away all the mementos of days gone by that he could.

But when it got to the point that his home was overflowing, Jack took action. For the last six years he has represented our district on the Yukon Historical and Monumental Society and fought to have an historic museum erected in Elsa.

This spring his efforts began to bear fruit. Funds to the amount of \$25,000 toward construction of just such a building can now be obtained from the territorial government — providing a Museum Society is formed in Elsa.

If this is done, and if the edifice is constructed, we will all have the opportunity to view and admire the memorabilia of this area so painstakingly collected by Jonathan G. (Jack) Andison, and others as dedicated to preserving our heritage as he.