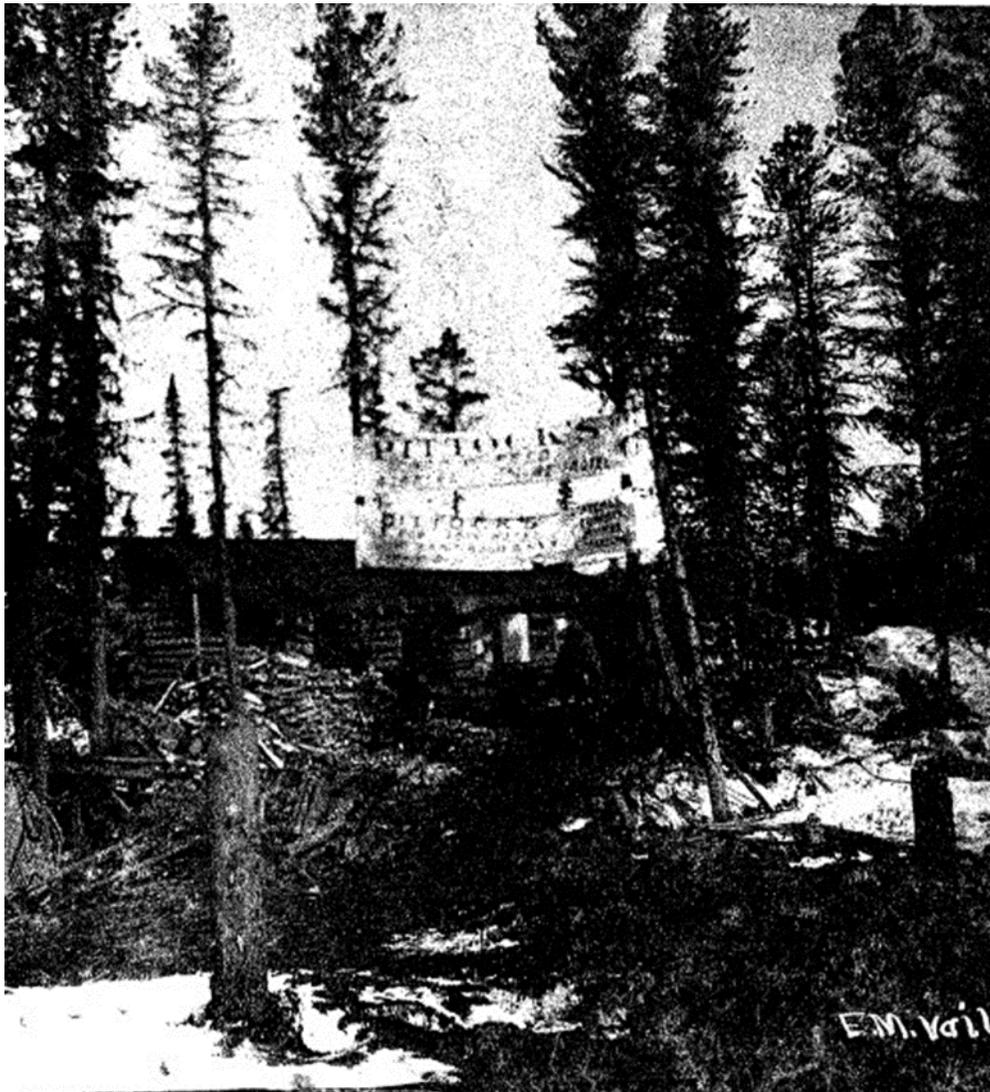


THE PITTOCK HOTEL ON THE BENNETT TRAIL (1897-1899)

Diane Pittock Perkins and Robert A Perkins



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Signs in the photo read:

<p>Upper sign:</p> <p>Pittock's Board with Feed Stable Hotel Inquire Rates</p>	<p>Lower Sign</p> <p>Pittock's Log Cabin Hotel Resturant</p>	<p>Meals [?] Bunks [?]</p>
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Robert A Perkins and Diane Pittock Perkins

2020

1 Introduction – Two Henrys

Native Portlanders and visitors to the Rose City know about the Pittock Mansion. Wealthy financier Henry L Pittock planned his “mansion on the hill” on property that had panoramic views of Portland, the Willamette River, and the distant Cascade Mountains. Construction began in 1912 and Henry L and wife, Georgiana, moved into the home in 1914. <http://pittockmansion.org/our-story/history/>. Portland’s Henry L Pittock had a relative, also a Henry Pittock (although he was known as “Harry”), who 14 years before, developed a hotel on the Bennett Trail during the Klondike Gold rush. [See Appendix B for genealogy of the two Henry Pittocks.] Did the two Henry’s know each other? We have no record of that, although they came from the same town in England. Portland’s Henry did meet gold rush Henry’s son, Asa; more on that in Appendix B. [From now on, I will use “Henry L” for Portland Henry and “Harry” for hotel Henry.]



Pittock Hotel on Bennett Trail, ca 1898



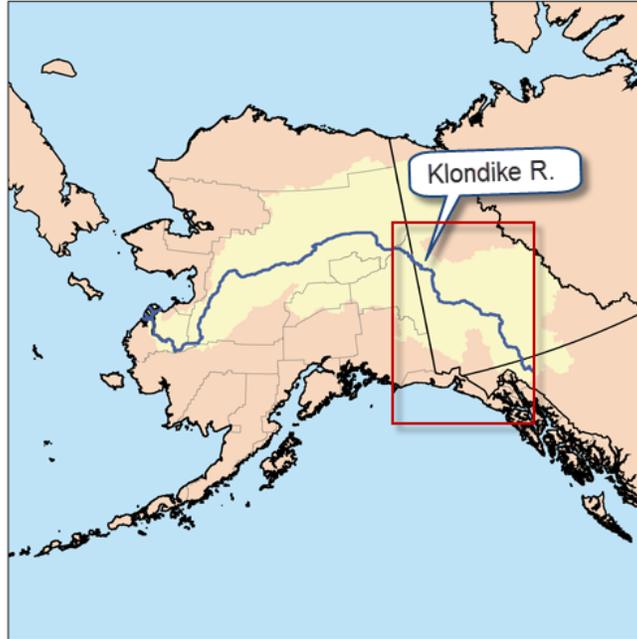
Pittock Mansion on 3229 NW Pittock Drive, ca 2018

Readers can find all the information they might want about Henry L and his mansion from Portland’s Pittock Mansion Society. Here we write about Harry and his hotel as well as our adventures exploring for the hotel in situ and in libraries and archives. We will start with a little history on the Klondike Gold rush, some information on the Bennett Trail, and then information on the hotel during the gold rush and today.

2. Klondike Gold Rush 101

2.A Where is the Klondike?

The Klondike River is a tributary of the Yukon in northwest Canada.



Yukon and watershed with Klondike and area of next map noted

https://en.wikipedia.org/wiki/Yukon_River_Basin



Major locations and native tribes on the gold rush routes

At the bottom of the map is Juneau, which was indeed a city at the time of the gold rush. North of Juneau are Skagway and Dyea. Prior to the gold rush, they were, at most, locations of Indian villages. Note the odd shaped border between the United States and Canada. The treaty between the US and Russia that sold Alaska specified that the tops of the peaks in the coastal mountain range were the border, but no one had actually measured the peaks or followed the route from the mountains to the Arctic. A provisional treaty in 1899 fixed the matters that concern us here, although the final survey did not finish until 1913, but minor changes persisted until a treaty in 1925 finalized the border.

<http://www.internationalboundarycommission.org/en/about/history.php>

There had been mineral exploration in northwest Canada and northeast Alaska and there were some small finds – enough to keep some prospectors interested. Circle City, Alaska, had stores, bars and dancehalls in the mid-1890s. In Alaska, there was a very small military presence, while in Canada the government established a presence with the “Mounties,” the Northwest Mounted Police. In 1896, a very big gold discovery on the Klondike River led to intense exploration of that region. In 1897, ships loaded with gold docked in West Coast ports and “the rush was on.”

The 1890’s were a period of financial instability in the US and many thought that gold was the answer to economic insecurity. Estimates vary, but as many as 100,000 would-be prospectors tried to reach the Klondike and perhaps 30,000 to 40,000 actually arrived there. The prospective prospectors were in a hurry because they knew that “claims” were limited and the competition was fierce.

[There are many sources of historical material available regarding the rush, but <https://postalmuseum.si.edu/gold/gold2.html> has good brief descriptions and good photos.]

2.B Two main routes

There were several routes from the West Coast to the Klondike, but the fastest was the Skagway / Dyea route.



The all-water route required a change of ships at Saint Michael where passengers and goods were transferred from ocean-going ships to the Yukon sternwheelers. The sternwheelers needed the river to be free of ice, and this often was not until June. Heavy goods could be moved by this route, but it was too slow for the miners, who wanted to mine in 1898. The all-Canada routes, and some other routes not shown, were more difficult than the Skagway/Dyea route and thus not heavily used.

Skagway and Dyea were native villages, although not necessarily continuously occupied. The long fiord where they are located is Lynn Canal. Today Dyea is only a location within the City of Skagway, but during the gold rush it was a large community and in competition with Skagway. The Lynn Canal has a large tidal range and the “beach” of both communities is an expanse of mud. Docks were quickly built at Skagway and unloading cargo was easier there. In fact, freight for Dyea had to be manhandled over the mudflats. But these two nearby locations were the beginning of two alternate routes to the headwaters of the Yukon. Dyea was the start of the Chilkoot Trail route and Skagway was the start of the White Pass route. Both routes met at Lake Bennett, one of the large lakes that form the headwaters of the Yukon. At Bennett the prospectors built boats and waited until spring breakup. Once the ice was out, they floated down the Yukon to the Klondike. A leisurely trip, except for some life-threatening rapids.

The Chilkoot route was shorter, faster, and safer than the White Pass route. The iconic picture of the Chilkoot shows hundreds of men trudging up a steep snow-covered slope. At the top the Mounties had a border station that extracted customs duties. It also required each prospector to have 1000 pounds of supplies. So, when you look at the prospectors struggling up the hill – that was only one of the many trips they would need to have the minimum of supplies. Even today, all students of the rush agree that the Mounties requirement was absolutely necessary – many of the prospectors, mostly naïve, would have died otherwise – there were no supplies on the trails and often little in the Klondike. The chief problem with the Chilkoot was that pack animals could not climb the slope. At the top was a boulder field that was impassible for pack animals.

2 C White Pass and Log Cabin

The White Pass route was longer but not as steep and could be traversed by pack animals – mostly horses, but mules and sometimes oxen were used as well. The tale of the horror of the White Pass has been told – over 3000 horses died on the trail. The trail was never that good, but as the animals trekked over it, the little soil and vegetation on the trail was destroyed, leaving bare rocks that lacked traction, besides becoming slippery. In defense of the “packers,” freight haul contractors who were portrayed as cruel to the animals, many of the horses were not healthy to start with. When the gold rush gathered momentum in 1897 and 1898, horse dealers on the West Coast found they could get a good price in Skagway for almost any decrepit animal that could be kept alive through the trip. So horses were diverted from the glue factory to the gold quest.

After the summit on the White Pass, the trail traversed a high alpine plateau, then turned west to head to Lake Bennett. At this location, known as Log Cabin, there was a trail junction. There was a land route from Log Cabin back to developed areas of Canada. Thus, we may think of Log Cabin as a fork in the road from Skagway, one fork back to Canada by land and the other fork to Lake Bennett and the Klondike. In late summer 1898, the Mounties set up a headquarters at Log Cabin, but prior to that the Mounties had a station at the border and a camp on the plateau, but they traveled to the Log Cabin area to obtain firewood, which was not available at the summit. {1} {2}. Appendix E has more history of Log Cabin

So, we refer to that stretch of the White Pass route between Log Cabin and Lake Bennett, where the Pittock Hotel was located, as the “Bennett Trail.” But first some more history:

Entrepreneurs recognized that a railroad between Skagway and Whitehorse would become the preferred route from tidewater to the Klondike and so superior to the other routes that large profits would be realized. The railroad was started in 1897 and completed to Lake Bennett in 1899 and to Whitehorse in 1900. [3] Once the railroad was completed to Lake Bennett, the Bennett Trail was not needed and quickly died. The Mounties moved their headquarters from Log Cabin to Bennett in 1899. Log Cabin quickly died as well, although it had a brief revival in 1900 for the Atlin gold rush. It was also a World War II weather station. In the late 1970s the US and Canada finished the south branch of the Klondike Highway which connects the Alaska Highway, near Whitehorse, with Skagway. At Log Cabin today there is an interpretive station of Parks Canada where the railroad crosses the highway.

3. Two tales of the Pittock Hotel and a photo

3.A E. Hazard Wells story

The hotel is shown on several maps of the gold rush era and we'll discuss those more below. It was located about two miles from the Mountie station. Our first description is from a hotel guest, described in a book written by E. Hazard Wells, edited by Randall M. Dodd. {4} The book, *Magnificence and Misery*, has a fascinating story within a story. Wells was a reporter for the Scripps papers in the 1890's. Unique among reporters of that period, he had been to Alaska twice before on expeditions. Thus, when the gold rush hit, his paper asked him to go to Alaska. He reported via a series of dispatches, which were published in the Scripps newspapers. Besides his dispatches, he kept detailed diaries and material, which he saved. He later moved to Seattle and left the diaries in a box in his house, which was later sold, box of papers and all. By happenstance, the father of Randall Dodd, bought the house and inherited the box. Randall Dodd was amazed when the box turned out to be Wells' unsent dispatches and diaries. Thus, Dodd edited them into a book, which is worth reading. Dodd became a radio personality in Anchorage

Wells was in Dawson during the late summer and fall of 1897, when it appeared that there would be wide-spread starvation in the Klondike. There was not enough food and some of the late-year supplies had been waylaid on their way up the Yukon. The American commander at Fort Yukon, Captain Ray, declared martial law, although he only had one lieutenant, Richardson, to support him, and protect the food stores from looting, but there was not enough food in any case. Captain Ray sent an urgent letter via Captain Healy of the North American Trading and Transportations Company in Dawson and asked Healy to somehow get Ray's letter explaining the terrible conditions to Washington, DC, and plead for help. There was no way to get the message to DC by ship, since river traffic had shut down for the winter, but an overland trip to Skagway might be possible. Healy persuaded Wells to get the word out to the U.S. So starting on December 20, 1897, Wells undertook a trek via dogsled from the Klondike to Skagway. The trip was an adventure of endurance and hardship, but he made it to Log Cabin, where stayed in the Pittock Hotel. Here is Well's account of the hotel and its proprietor, Pittock: [4]

On January 23 we struck out through the mountains for Skagway making eight miles and stopped for the night at Harry Pittock's cabin near the trail. During this eight-mile tramp we found an excellent trail beaten down through the snow to a depth of about four feet. Frequently we encountered packhorses bearing provisions and several sleds drawn by horses. There were numerous cabins along the route where Klondikers of the preceding fall had made their winter camps. Pittock stated to me that he was from Warren, Ohio. He had left six children and a wife behind in the Buckeye State. Two of his boys were at college and two of the girls were of an age when, as Pittock stated, they needed money for finery. The father of the family was clearing from \$15 to \$20 a day bunking and feeding travelers. [Twenty dollars in 1898 is about \$600 in 2019 dollars.] He had six bunks, which he rented at 50 cents a night apiece, and charged \$1 for meals. [See Appendix E for Pittock's competition.] Many traders stopped with him. He stated that there were about fifty packers on the trails, operating about fifteen pack trains. The rates for freight from the seacoast to Lake Bennett had dropped to 40 cents, having been as high as 75 cents a pound a few weeks earlier. [Wells made it from

Pittock's to Skagway the next day – about 32 miles according to Wells – which is about correct by my calculations.]

3 B Dating the photograph

Wells does not mention Harry's son Asa. He had not arrived yet. Below is Asa's story of the Hotel. But first let's date the photo, and for that we need to talk about E. M. Vail and the Iowa-Alaska Mining Company. [Also, see Appendix D, or 5,9 and 10]

In December 1897, at the Park Hotel in Fort Dodge, Iowa, a Mr. J. M. Starbuck, persuaded 32 business men to each contribute \$50 to pay Starbuck to advise them on how to get rich in the Klondike. Gold fever must have been high for these businessmen and farmers to each ante-up [the equivalent of \$1,358 in 2017 dollars] for some information Starbuck said he had in a secret letter. Also, Starbuck had never been to the Klondike, or planned to go now [sic.]. His only contribution to the venture was "advice." As the reporter for the Fort Dodge Semi-Weekly Chronicle dryly noted, "...it is easy to see that [Starbuck] doesn't have to travel far to his Klondike. This money is merely a fee to Mr. Starbuck and pays no part of equipment or transportation." {5}

Nonetheless, that meeting was the start of the Alaska-Iowa Mining Company. Things happened quickly and on February 3, 1898, Marvin Sanford Marsh left Iowa for the Klondike. He kept a journal with dates and places. [Robert is writing a history of the Alaska-Iowa Mining Company, but here we just summarize some of the Marsh diary.] The company traveled in groups. Marsh got to Skagway on March 7 and found others of the company had already started up the trail. Early April found the company at the summit and transferring goods to Log Cabin. Then between April and May they transferred their goods to Lake Bennett, taking many trips back and forth.

E.M. Vail was the company photographer. He produced a set of photos and a "yearbook-type" booklet of photos. He wrote his name on all his photos and numbered them, but many of the photos are missing from the sequence. One photo shows Vail dressed up in military garb on May 1st, 1898, the day of Admiral Dewey's victory at Manila. (Vail had been in the National Guard back in Iowa, but why he carried that military garb to the Klondike is a mystery.) That is photo number 54. The Pittock Hotel photo is number 55. Photos numbers 34 to 59 show activity between the White Pass Summit and Lake Bennett; apparently they made many trips back and forth. Also, there was some time between encampment at Lake Bennett and breakup in late May. Vail traveled to the Chilkoot and took some pictures there. From all that, we can be sure that the photo was taken May of 1898. Since the photo shows some snow on the ground but not too much, we can assume it was taken mid-May.

3 C Asa Pittock and the Hotel

Back to Asa. The full story of Asa and its various tellings is quite interesting, but here I'll just copy from the MS Word document I have, courtesy of Betty Tack. [6]

In 1897 the Gold Rush started to the Klondike, in the Yukon Territory, Canada, and Dad decided to go. He told me I would have to go home to Mother and Will could go too or if

he stayed in Wakefield [Massachusetts] he would have to take care of himself. Will decided to remain in Wakefield. He had graduated from High School that year, and had a job.

I remained in Falls City [Nebraska] that winter and in March of 1898 Dad sent for me to join him in the Yukon.

I landed at Skagway on April 2, 1898 and what a place for a nineteen year old boy, who had never been out in the world, to be thrown into. It was a big sprawling tent city. There were a few wooden buildings, saloons, dance halls, gambling places and several stores and restaurants. Also a daily newspaper of one page.

I was met at the boat by a man who had a pack train and who packed Dad's supplies over the pass. Dad had only got as far as Log Cabin, 30 miles from Skagway. His pack horses had all died on him and left him stranded. So he had started a roadhouse and needed me to help him. After the man who met me had loaded up we started out. Each horse or mule packed about 250 pounds. We only made about 8 or 10 miles a day as it was a terrible trail. There were mules, horses, donkeys, dog teams and oxen. There were as many as 90 horses and mules in the larger pack trains. [Here I'll omit some tales of the horrors of the trail and details of the packing business]

At the summit was the boundary separating Alaska and British Columbia. Here the Northwest Mounted Police were stationed where they checked everyone and their outfits. Anyone with an unsavory character was turned back and so remained in Skagway to make it the unlawful town that it was to become later. We eventually reached Log Cabin and Dad sure was glad to see me as he was doing a "land office" business and needed help badly. He later got a cook, but at the time was doing it all himself. He had about 50 bunks made in tiers. [See below] They were made out of poles and [with?] evergreen on the bottom of each one. People furnished their own bedding, in most cases just sleeping bags. We charged \$1.00 per night for the bunks and meals were \$1.50 per meal consisting of beans, dehydrated potatoes and onions, bread, prunes and coffee. Some "meal" but it cost Dad 50 cents a pound to have all his supplies packed in from Skagway. [One dollar is 1898 is about \$30 in 2019.] Everyone was trying to get to Lake Bennett where they whipsawed lumber and made boats to take them to the Klondike as soon as the breakup in the spring.

[Here I will omit some tails about wild Skagway and Asa's part-time job, hiking to Skagway to get newspapers, then selling them to trekkers and packers on the trail and at Log Cabin.]

On May 1, 1898 they started to build the White Pass and Yukon Railroad. I was in Skagway and saw them drive the "Golden Spike". After all these years it is still in operation today and perhaps, you have made the trip to Bennett on it with Harry. Most of

the rush to the Klondike was over by now and the people in Bennett were only waiting for the ice to go out.

There were still quite a few men on the trail trying to get to Bennett before the break-up. Also there were hundreds coming back from Dawson, broke and disappointed. Most of these men went to work on the railroad as laborers at 35 cents an hour, trying to make enough to take them home. Many were killed as they blasted out the road bed. There is one spot where five were killed in one blast as a big boulder toppled over them, and they were crushed and they are still there today. There is a plaque marking the spot.

After the break-up, I quit going to Bennett but still worked between Skagway and Log Cabin. I continued to do a good business selling papers as everyone was still anxious to read about the war. Also I did all of Dad's marketing. He was still doing a good business with men coming out from Dawson and also the pack train men.

The Daily Alaskan put out a special edition of one sheet about 12" by 14" telling all about Soapy's [Soapy Smith, notorious Skagway gangster] death. I got the first 500 copies off the press at 5 cents a copy and started selling them at 15 cents a copy for the first 10 minutes and for 25 cents from then on to the summit. I sold them all and went on to Log Cabin.

I stayed around helping Dad and only went to town when Dad needed supplies. I had a pair of skis and spent a bit of time in the mountains above Log Cabin. I got pretty well bunged up several times but never broke any bones. You may think it strange that I remember all these things after so many years, but everything that happened in that far distant past is as clear and fresh in my mind today as if it were but yesterday.

Bennett was a deserted town by now as everyone had gone down river. [This would be summer of 1898] There were several little stern wheel paddle boats running on the river by this time making the trip from Bennett to Dawson. People were coming out as fast as they could get passage.

The pack train still did a good business but the rate remained the same. Also our meals were still the same, altho the diet did not change and Dad had a cook now. We had many people stop at our place who afterward became famous. Yukon characters, among whom were "Curley Monroe", "Swift Water Bill Gates" and many others. Also now that river boats were running and they could ride down to Dawson, we had dance hall girls, prostitutes, and entertainers for the dance halls and theaters, as Dawson had a Vaudeville House by this time. Among the favorites with the miners were a trio of dancers, singers and vaudeville artists by the name of Newman (George, Billy, and Margie). They later on in life were friends of mine. The miners used to shower nuggets on the stage when they came on.

Things went on about the same at Log Cabin. We continued to do a fairly good business. The snow had all gone by now and we started to have forest fires. We were nearly burned out a couple of times. In August a man came by on his way outside. He stopped overnight with us. He had come from a place called Atlin in British Columbia, where he said they had made a new gold find. He showed us a pint bottle full of nuggets.

Dad wanted to go and let me run the place but I finally persuaded him to let me go instead. After making up packs of about 65 pounds each we [Asa and who?] started out going by way of Bennett.

[So 1898 and through summer 1899, Asa was in Atlin prospecting, and presumably “Harry” stayed in the Pittock Hotel.]

1899- In September Dad sold the place and decided to go outside instead of going on to Dawson. He gave me \$50.00 and told me to pay my own way as it would give me experience in dealing with the public. We started out for Skagway and as I was hardened to the trail, I soon left Dad behind. I made it in one day but it took Dad two days. Where he told me to go and check in, I went to bed early that night but the next night I went up in one of the joints and started playing Black-Jack. I had pretty good luck at first but as the night wore on I started losing. At six in the morning I was tapped on the shoulder and there was the U.S. Marshall. He said, "Come with me". I only had \$5.00 left. We went outside and he told me my Dad had been looking all over town for me.

I found Dad that morning at the house where we were to stay and made up some excuse about being with friends.

So Harry was still able to make a living with the hotel through the summer of 1899. I have no records about who would have bought the hotel, the railroad was completed to Bennett in July, 1899, after which there was little use for the Bennett Trail or the hotel.

We did find a record that Henry L of Portland did lend Asa \$50, but we do not know what year. My guess is the loan was not repaid.

3 D Size of the hotel

How big was the hotel? Wells says it slept six, while Asa says 50. Surely, it slept at least six, but with Harry and the cook, it must have held at least eight. But it seems unlikely it held more. Asa describes very rough bunks, but the floor area could not have been more than 24 feet long. The photo of the hotel seems to show an angled left end, which I believe was done to avoid rocks on the site. So the width was variable, but less than 12 feet for sure. If allowing 10% for cooking and 10% for storage, there would have been floor space for 10 sleepers. Of course bunks might have been constructed, but for three tiers with a walk space between 20 sleeper would have been tops. So I conclude Asa was exaggerating and 6 or 8 hotel guests seems reasonable. Asa notes that that summer, “we had dance hall girls, prostitutes, and entertainers for the dance halls and theaters...” So it may have been

more fun than he lets on. We did not find an outhouse pit on the site. Which may seem a strange comment for readers, but “mining” old privies is the source of many interesting artifacts.

4 Perkins and Pittock, Quest for the Hotel

4 A Diane starts the quest

Diane learned of a Harry Pittock in Alaska during the gold rush from a chance web search by her brother, Peter Guild Pittock. (Diane and Peter are great-grandchildren of Henry L.) Peter learned that a Henry Pittock was active in the gold rush at a location known as “Log Cabin.” Diane started a search for “Log Cabin,” associated with the gold rush that might have fit a Henry Pittock. However, it turns out there were several “Log Cabins” in Alaska gazetteers. One such location was on the Tok Cutoff in Alaska. Then Peter discovered that Harry’s son, Asa, had a file in the Dawson archives. Diane contacted those archives, but in order to see the file, the archive required permission from Stanley Morris, from the Log Cabin Harry’s side of the Pittock family. Following up, Diane searched for information on the hotel at Log Cabin and Asa Pittock’s adventures in archives in: Dawson and Whitehorse in YT, Victoria and Atlin BC, Seattle and University of Washington, Fairbanks, Anchorage, Juneau, and Skagway in Alaska. She also made “hotel hunting” expeditions to locations in Alaska and finally to Log Cabin – more below. Early in the search, Diane obtained a copy of the photograph from the Yukon Archives in Whitehorse. Since the photo showed a banner with the name, “Pittock Hotel,” that photo became the inspiration for our quest.

Log Cabin is in a remote corner of British Columbia that is called the “Lake District.” Geographically and culturally, it is part of Yukon Territory and for some administrative purposes as well, but legally it is part of BC; and thus Log Cabin is located in BC, not Yukon.

4 B David Neufeld and Parks Canada

Our search for the hotel became focused after Diane communicated with David Neufeld, the Parks Canada historian in Whitehorse. He and some colleagues had done a study of the Bennett Trail in the early 1980’s, as part of a proposal to incorporate the Bennett Trail into the Parks Canada inventory. The proposal was rejected, but David had maps and data that he shared with us; the data included the photo of the hotel. The maps were made by the railroad about 1900 and show the railroad and the trail. The trail diverges from the railroad at Log Cabin and they do not reunite for 10 miles or so.

Thus, about 2007, our search for the hotel centered on Log Cabin, BC. After some unsuccessful wanderings on the trail, we did locate some logs structures from that era. The next year, Diane and Robert traveled to Atlin, BC, where we chartered a helicopter. No luck at all.

Next, between 2007 and 2019, there followed at least 7 trips from Fairbanks to Log Cabin, including one trip in winter. Besides the fieldwork at Log Cabin, we sought out other references that might have a better description of the location of the hotel.

The base map for our explorations was the railroad map David had given us. Assuming the railroad map was accurate, we followed the trail by setting up a grid based on the known coordinates of the railroad. We found many artifacts on the trail, including log structures, which persuaded us that hotel might still be visible. However, the hotel was not in the location indicated by the railroad map. This led us to assume that the map of the trail was not accurate. That would not be uncommon, since right-of-way surveyors are typically very accurate on the right-of-way, but often do not survey nearby structures that are not on the right-of-way – they do sketch them in, but only to show they are not on the right-of-way.

4 C Diane and Robert Trips

So our efforts involved verifying the railroad map. These included:

- Hiring a Canadian surveyor, a student at BC, to check monuments on his computer
- Checking lot surveys from that era
- Using my GPS to verify the monuments
- Visiting with Paul Taylor, formerly of the railroad, who gave me original survey notes of the route. He also assured me that the railroad had not been relocated during the construction of the highway in the early 1950s.

The railroad map shows lots, “preemptions,” by a Mr. Tugwell, of 640-acre lots in the area. We obtained the original survey of Tugwell’s lots from BC Lands, and later located some monuments associated with the surveys. Tugwell claimed the land in the late 1890s, but presumably the monuments were done by the surveyors for the highway, half a century later. While the original surveys seems professional, they did not show the trail in the location the railway map showed, and one of the lots was offset half a section from what was shown on the maps. Nonetheless, the reconciliation of the surveys and railroad maps showed that railroad map was quite accurate about the exact location of the railroad. This allows us to assign grid coordinates to the railroad points and triangulate to points on the trail on the map. However, following the trail in the region where the map showed the hotel, we did not locate any structure where the hotel was shown on the map.

So, this seemed to confirm that the trail location, and thus the hotel location shown on the map, were not accurate. This led to at least seven expeditions along the various routes where the trail may have existed, since we knew the trail started at Log Cabin and headed north towards Lake Bennett. These expeditions turned up some fun artifacts: cans, bottles, stove and sled parts, pails, and galoshes, and many horse bones, but no hotel. In addition, it seemed that there might not be one trail, but several. Confusing the matter some was the telegraph wire that still lays on the ground. The line went from Skagway to Bennett and further, generally along the trail, but certainly the wire diverted from the trail in some locations. [More about the telegraph in Appendix F, or references 6, 7, and 8 if you cannot wait.]

4 D Following the Trail Backwards

Finally, in August 2018, Robert hiked the trail backwards from where it intersected the railroad near Bennett. That expedition is discussed in Appendix A, but it was an arduous 3-day hike. The trail is quite visible in most places and I had computed the trail locations based on the railroad map. The trail is marked by small spruce trees, clearly quite different from the much taller spruce and pine on each side of the trail. It would be an easy walk, except that in all the low areas where there is water, the trail is shrouded in alder thickets, making hiking grueling for a hundred yards or so. Some of the trail runs over swamps, but these are not difficult to hike. That expedition taught us two things. One is that the railroad map shows the location of the trail

quite accurately, and two, the trail itself, except in the thickets and swamps, is quite visible and easy to distinguish.

5 Finding the Hotel

5 A Identification

In May 2019, we returned to Log Cabin. I had plotted the trail on my GPS. We had also located sections of the trail on an aerial photo. The photos are distorted and do not allow accurate mapping, but it was clear that the trail was where the map said it was, or very close. So the first day out, I picked up the trail and followed the GPS through a swamp. At the far end, I picked up the trail, about where the GPS said it was, walked uphill a hundred feet, noting some horse bones [there are horse bones everywhere on the trail] and reached the location where the map said the hotel should be.

I was still skeptical. We had been to that location several times before, rested, and lunched nearby. Now I was sure that I was standing on the trail, in about the location where the hotel should be. We did not find any logs where the hotel should have been, but it is clear from the photo, assuming the photographer is standing on the trail, that the hotel is on higher ground, a gentle upslope from the trail to the hotel. In most places on the trail, the ground on either side is flat or slopes down from the trail. At the likely location, indeed the ground sloped up.

Did we find it? On the photo are two arrows. One arrow points to a cleft rock, which is visible on the photo, but could have been a shadow. Indeed, we walked that area other years and did not notice the rock. The other arrow points to a tree stump with a tit on the right side of the saw cut. That stump was on the ground, until I raised it and tied with rope. Lining up the cleft rock and stump from where the photographer must have stood, the flat area where the hotel stood is clearly defined.

THE PITTOCK HOTEL ON THE BENNETT TRAIL



Note the hotel appears to have a shed roof. Also, a kink in the front wall. I believe that was to avoid a rock.





The arrow shows the direction of Vail's photograph and the box is the location of the hotel. There are some boulders on the ground that might have been used for a foundation, but the land quickly slopes away into the swamp. The entire area of the hotel is covered with thick moss that is heavily interwoven with roots. Using a metal detector, we found lots of metal debris on the region between the hotel and the slope,

A disappointment after ten years of searching and not finding logs? Actually, we had crossed that site several times before, but were always looking for logs. The main difference, the result of my traipse of the whole trail last year, was that I now had full confidence in the old railroad map we had, and I became expert at spotting the trail. Later, as I wrote this story and learned of the telegraph line, it dawned on me that the cabin logs we found, may have been from the telegraph and thus been maintained forty years longer than the hotel.

5 B Artifacts

So, did we find it? From the photograph, we were able to definitely identify the spot where it was. We did find the debris piles, but everything was covered with thick layers of moss and roots. We did put together the remains of an old 2-gallon ceramic pot – my guess a sourdough pot. Funny thought, that when the Pittock relative, 120 years ago, threw the broken pot away, could he could have guessed that one day a distant relative would find it and place some value on it?

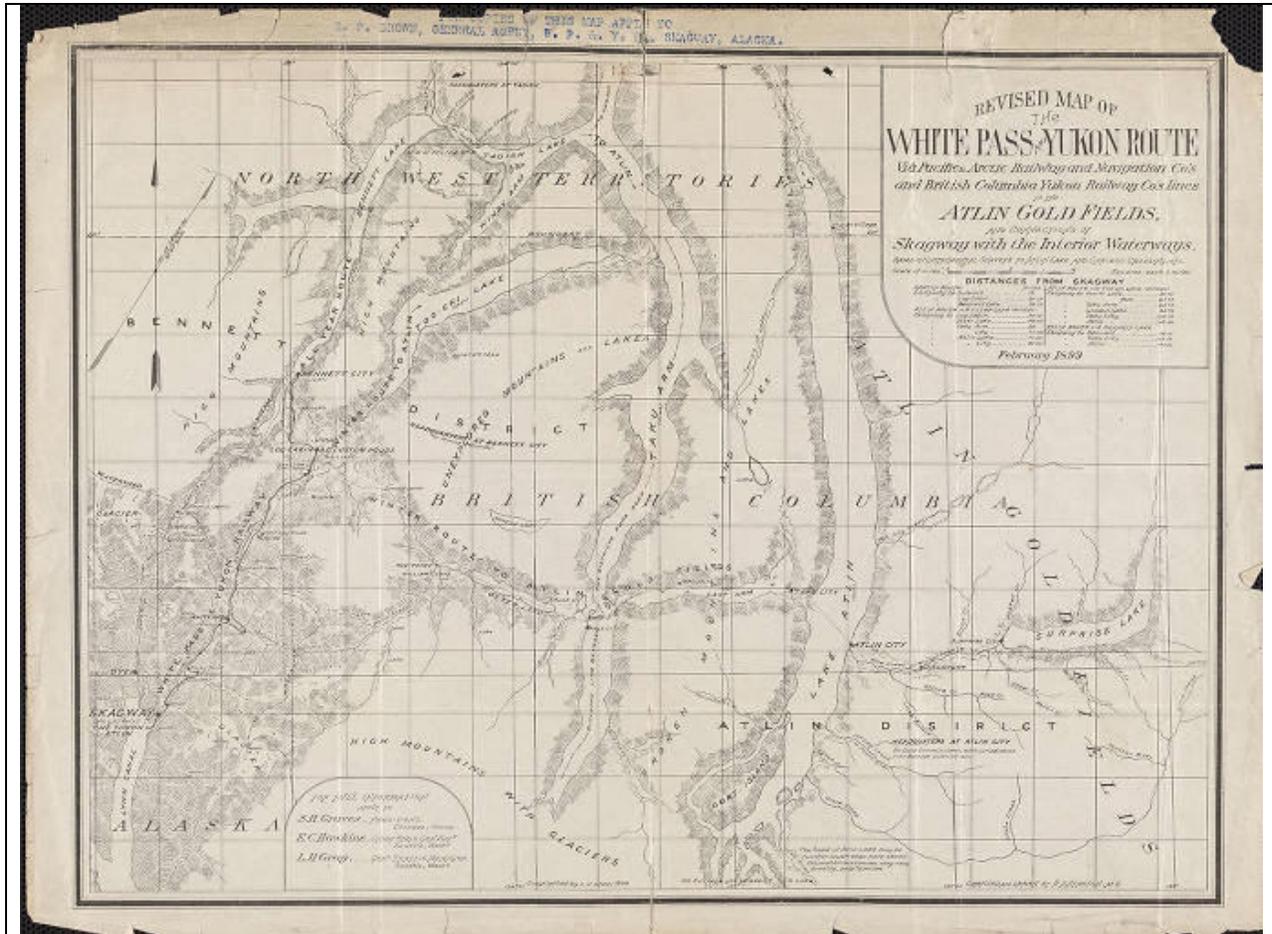


Our prize was the remnants of an old 2-gallon ceramic pot, probably a sourdough starter crock.

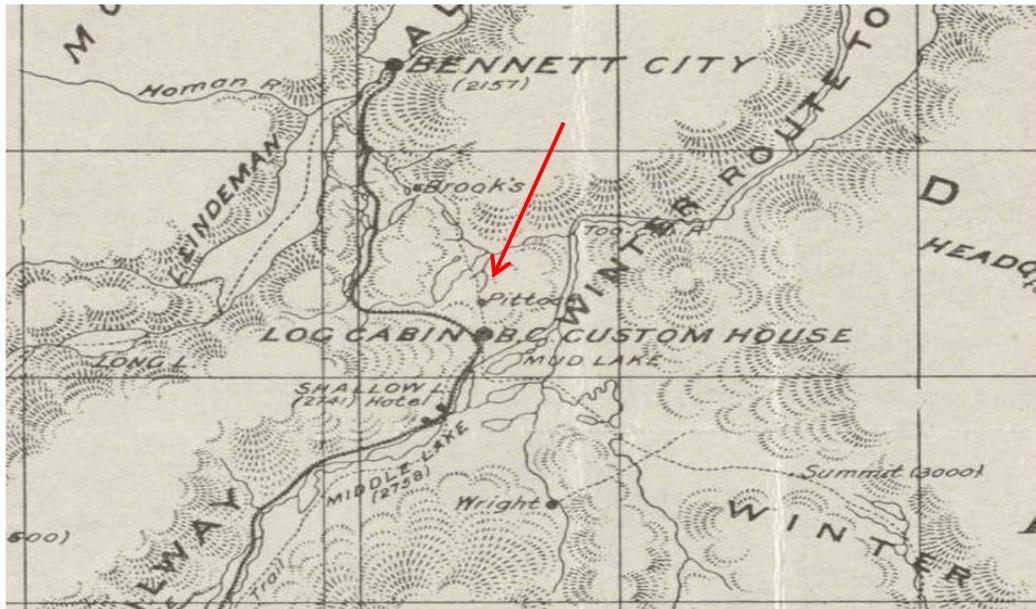
So the quest ends. It would have been nice to have a structure to photograph and maybe bring relatives to for a party. We had fun exploring, met lots of nice Canadians, met some of our distant relatives, and now we're happy to share this little story with any who might be interested.

6 Photos and Notes

Finding the Hotel, circa 1899



- 1 White Pass Yukon Route Map dated February 1899. Note the railroad only goes to Bennett. This map was probably generated by the WP&Y Railroad to show that it could be used to access the Atlin gold fields. See enlargement next, for details.



Henry Pittock chose the White Pass Trail to get to the Gold Rush rather than the Chilkoot Trail, but he only made it to Log Cabin. Note the Custom House, which was opened there in late summer 1898, but moved to Bennett in 1899. This map show Pittock almost exactly where the hotel is located.

Getting there today

The Klondike Highway and the White Pass Railroad intersect at Log Cabin. Here is where the “White Pass Trail” becomes the “Bennett Trail” and the natural place to start looking for the hotel. All the better, Parks Canada has a pullout with a large parking area and interpretative display. The area has toilets, further making it a stopping point for tour busses.

CHILKOOT TRAIL NATIONAL HISTORIC SITE

The Log Cabin-Bennett trail is the most northerly section of the historic White Pass route between Skagway, Alaska and Bennett, B.C. Log Cabin lies at the perimeter of Chilkoot Trail National Historic Site. The site, which is administered by Parks Canada and the United States National Parks Service, was set up to protect the history and resources of this beautiful area. It encompasses a rich variety of natural environments, from alpine tundra to coastal rain forest.

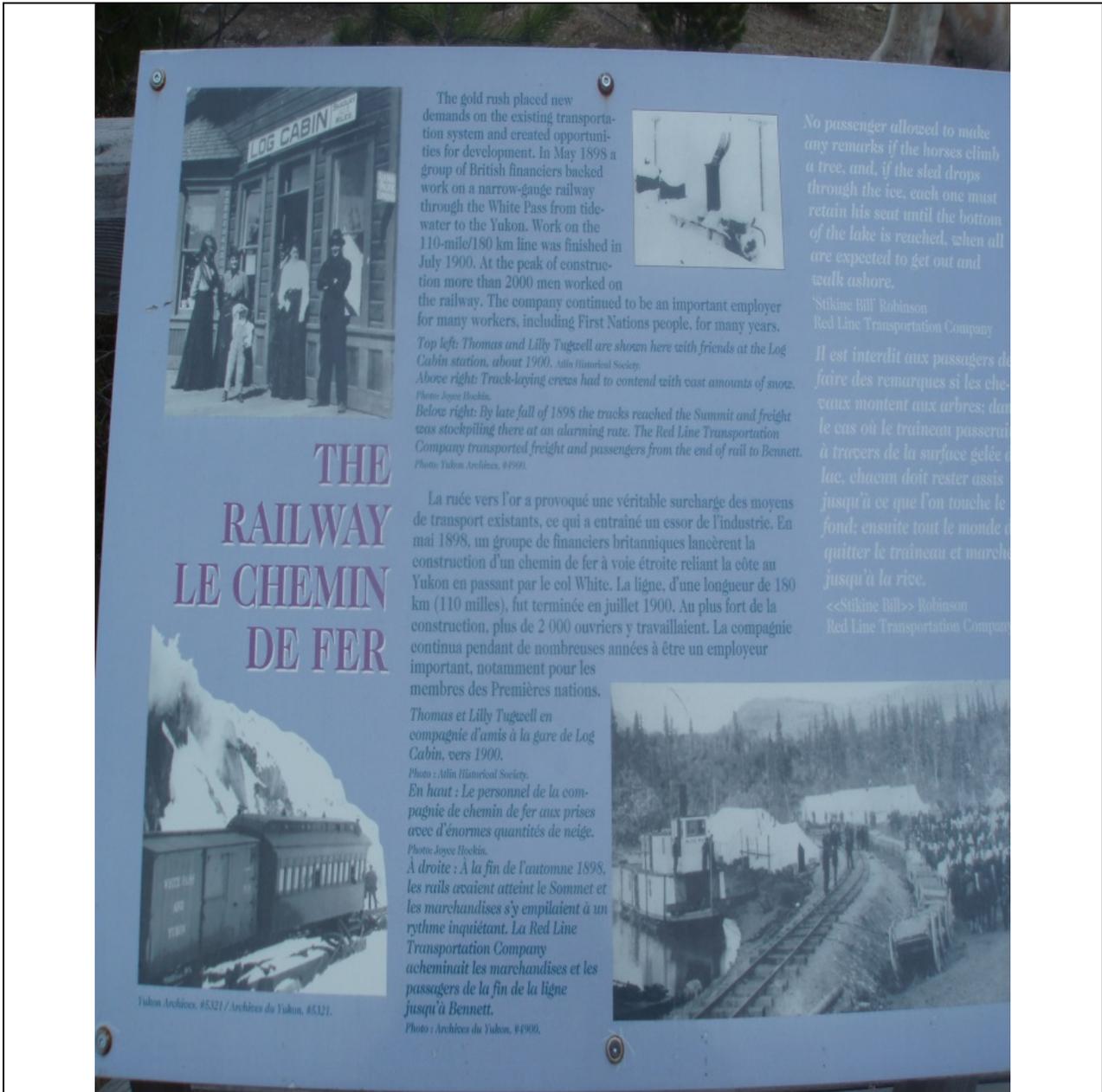
Men, freight and horses at a standstill on the White Pass, circa 1898.
Sinclair Papers, Parks Canada

Des hommes, leurs chevaux et leurs marchandises pendant une halte sur le col White, 1898.
Sinclair Papers, Parks Canada

La piste reliant Log Cabin et Bennett est le tronçon le plus au nord de l'itinéraire historique du col White, qui relie Skagway (Alaska) et Bennett (Colombie-Britannique). Log Cabin est situé aux abords du lieu historique national de la Piste-Chilkoot. Le lieu, qui est administré par Parcs Canada et le United States National Parks Service, a été créé pour protéger le patrimoine et les ressources de cette superbe région, qui comprend une riche diversité d'environnements naturels, allant de la toundra alpine jusqu'à la forêt ombrophile côtière.

LIEU HISTORIQUE NATIONAL DE LA PISTE CHILKOOT

3 Trail information at Log Cabin pullout. Note the Chilkoot Trail park boundary is to the south of railroad, but the trail itself lays 8 miles to the west.



The gold rush placed new demands on the existing transportation system and created opportunities for development. In May 1898 a group of British financiers backed work on a narrow-gauge railway through the White Pass from tide-water to the Yukon. Work on the 110-mile/180 km line was finished in July 1900. At the peak of construction more than 2000 men worked on the railway. The company continued to be an important employer for many workers, including First Nations people, for many years.



No passenger allowed to make any remarks if the horses climb a tree, and, if the sled drops through the ice, each one must retain his seat until the bottom of the lake is reached, when all are expected to get out and walk ashore.

*Stikine Bill Robinson
Red Line Transportation Company

THE RAILWAY LE CHEMIN DE FER

Top left: Thomas and Lilly Tugwell are shown here with friends at the Log Cabin station, about 1900. *Atlin Historical Society.*
Above right: Track-laying crews had to contend with vast amounts of snow. *Photo: Joyce Lockin.*
Below right: By late fall of 1898 the tracks reached the Summit and freight was stockpiling there at an alarming rate. The Red Line Transportation Company transported freight and passengers from the end of rail to Bennett. *Photo: Yukon Archives, 84990.*

La ruée vers l'or a provoqué une véritable surcharge des moyens de transport existants, ce qui a entraîné un essor de l'industrie. En mai 1898, un groupe de financiers britanniques lancèrent la construction d'un chemin de fer à voie étroite reliant la côte au Yukon en passant par le col White. La ligne, d'une longueur de 180 km (110 milles), fut terminée en juillet 1900. Au plus fort de la construction, plus de 2 000 ouvriers y travaillaient. La compagnie continua pendant de nombreuses années à être un employeur important, notamment pour les membres des Premières nations.

Il est interdit aux passagers de faire des remarques si les chevaux montent aux arbres; dans le cas où le traîneau passerait à travers de la surface gelée d'un lac, chacun doit rester assis jusqu'à ce que l'on touche le fond; ensuite tout le monde a quitter le traîneau et marcher jusqu'à la rive.

<<Stikine Bills>> Robinson
Red Line Transportation Company



Yukon Archives, 85321 / Archives du Yukon, 85321.

Thomas et Lilly Tugwell en compagnie d'amis à la gare de Log Cabin, vers 1900.
Photo : Atlin Historical Society.
En haut : Le personnel de la compagnie de chemin de fer aux prises avec d'énormes quantités de neige. *Photo: Joyce Lockin.*
À droite : À la fin de l'automne 1898, les rails avaient atteint le Sommet et les marchandises s'y empilaient à un rythme inquiétant. La Red Line Transportation Company acheminait les marchandises et les passagers de la fin de la ligne jusqu'à Bennett. *Photo : Archives du Yukon, 84990.*



45 Railroad Information Sign at Log Cabin

White Pass Railroad was finished to Log Cabin after Henry Pittock traveled on the White Pass Trail. He along with others had to pack a year worth of supplies (1000 pounds), many including Henry Pittock bought horses before leaving Seattle only to lose them to the treacherous trail.

Riding the White Pass and Yukon Railroad – 2018



View from White Pass Railroad. Today's panoramic view from part way up White Pass Skagway in background.



47 Half way up White Pass railway. The White Pass Railroad crosses many large trestles and passes through tunnels on the way up White Pass



48 Near top of White Pass



49 Top of White Pass. Not far from border and Log Cabin. Note the scarcity of trees. That is why the Mounties had to go to Log Cabin to get firewood.

So, now we are at Log Cabin. The sign in the interpretative display discuss the site.

LOG CABIN/LOG CABIN

In the days of the Klondike Gold Rush a lively community came into being here. More than 15,000 stamperers travelled along the White Pass trail, resting here after the rigours of the Summit. They were on their way to the headwaters of the Yukon River at Bennett Lake. At Bennett they built boats and continued their journey by water. It was a full day's walk with a heavy pack to Bennett from Log Cabin.

Below: Log Cabin was a busy settlement during the gold rush but by 1900 it had been abandoned.
 Atlin Historical Society.
 Top: Alaska State Library

En haut : Log Cabin était pleine d'activités pendant la ruée vers l'or, mais en 1900, l'endroit était abandonné.
 Atlin Historical Society.
 En bas : Alaska State Library.

N. W. M. P.

DAWSON, Nov. 24, 1898

THE Commissioner of the Yukon Territory orders that no person will be permitted to enter the Territory without satisfying the N. W. M. Police Officers at Dagnin and White Horse Rapids that they have with them two months' stored provisions and at least \$200 in cash, or six months' stored provisions and not less than \$300 in cash, over and above the money required to pay expenses from the border to Dawson.

N.B.—This order will not apply to residents of the Yukon Territory retaining if they are identified and prove their competence to pay their way into the territory.

By order,
 (Signed) S. B. STEELE, Secy.,
 Commission N.W.T. Falls, John Taylor.

"A thousand pounds of goods could only be considered a fair outfit for one man, and if the man had to carry it himself, it would take him no less than a month to do it."
 The Chicago Record

<<On considérait qu'une demi-tonne d'équipement constituait une lourde charge pour un seul homme; il lui fallait pas moins d'un mois s'il devait la transporter lui-même.>>
 Le Chicago Record

Yukon Archives / Archives du Yukon. #2576

4 Information sign at Log Cabin pullout

So, let's start our search for the long lost Pittock Hotel.

THE PITTOCK HOTEL ON THE BENNETT TRAIL



5 Montana Mt. at Log Cabin lies to the southwest side of Railroad. Bennett Trail goes north from here. The loose soil is from the railroad construction.



6 Diane with her trusty metal detector at location where we start our hunt for Pittock Hotel..

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Our second trip, we drove to Atlin and chartered a helicopter to look for the hotel. Nice view – no hotel



7 Helicopter trip of terrain on Bennett Trail



8 Bennett Trail from Helicopter. Lake Lindeman and Lake Bennett in the distance

Note the terrain. A swamp between spruce forests. The trees are on slight rises. The soil is glacial boulders, thinly covered with moss and sedge and then the spruce.

Here are some photos of structures that were built about the same time as the hotel – the end of the nineteenth century.



9 Part of a log cabin on Bennett Trail



10 Corner of a log cabin on Bennett Trail

THE PITTOCK HOTEL ON THE BENNETT TRAIL



11 Four tier cabin on Bennett Trail



12 Milk can log cabin on Bennett Trail

Structures like the above persuaded us that parts of the hotel might still be standing.

Not finding the hotel, there are many artifacts of that era.



13 Old wash pan



14 Bolt in old log Bennett Trail

THE PITTOCK HOTEL ON THE BENNETT TRAIL



15 Insulator from telegraph line on Bennett Trail



16 Insulator on "side block" of telegraph on line Bennett Trail

We will talk more about the telegraph below.



17 Sleigh runner on Bennett Trail



18 Another sleigh runner



19 Bob Perkins with Zena and Zeus on Bennett Trail



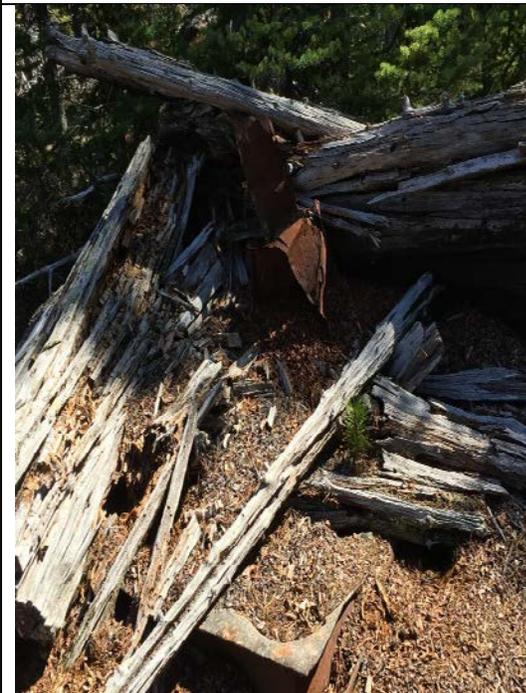
20 Hearth on Bennett Trail



21 Door handle on log, Bennett Trail



22 Rubber galosh



23 Stove remnants in old log cabin



24 Log cabin remains



25 Part of old stove



26 Abandoned water bucket



27 Beautiful old stump on Bennett Trail



28 Sign post on Bennett Trail

THE PITTOCK HOTEL ON THE BENNETT TRAIL



This sign was about half a mile past Pittock's, about halfway between Pittock's and the Paradise Valley Hotel. What did it say? "Stop, you've passed it. Go back." "For good eats, trek to the Paradise Hotel? "



29 Remains of old corduroy creek crossing in swamp on Bennett trail



30 Packsaddle on ridge on Bennett Trail, about 50 feet away from Pittock Hotel



Old boot, I'd call it a rubber galosh, and a leather scabbard or chap. Not sure. These lay near the telegraph line. Were they junk that was readily discarded or great gear that had lasted a long time?



The heavy wire is some copper alloy. In some places it leaves a green track and a narrow strip of dead vegetation.



31 Old log construction near Pittock Hotel



32 Buried can at Pittock Hotel

So, the time is May 2019. And we are getting close.



33 Horse remains at Pittock Hotel site



34 Can dump at Pittock Hotel



35 Part of Crock Pot found at Pittock Hotel



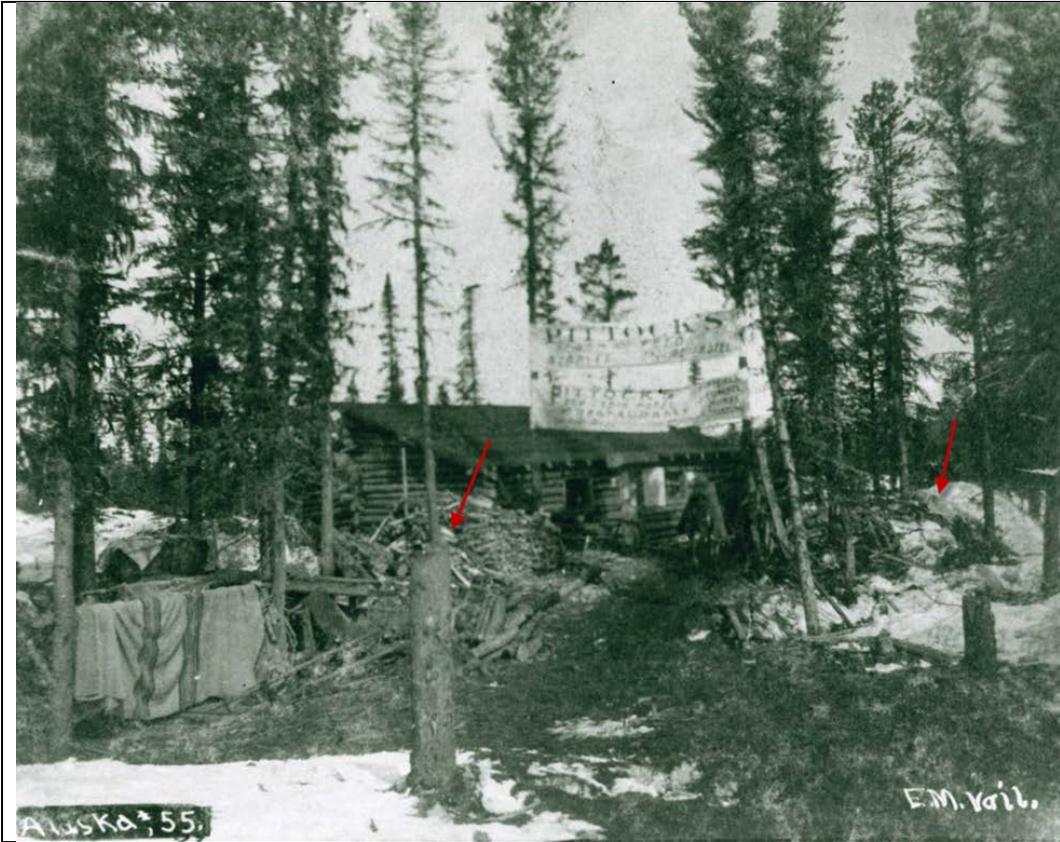
36 Old piece of two man saw near Pittock Hotel



37 Old broken medicine bottle found near Pittock Hotel

Did we find it?

THE PITTOCK HOTEL ON THE BENNETT TRAIL



38 Vail photo of Pittock Hotel 1898



39 Site of Pittock Hotel today. Resurrected old tree stump with tit on right.



40 Today's view of cleft rock. Even the shadows were the same.



Direction of Vail photo. Note the uneven cut on top of stump and cleft rock and compare with photo. No remainder of any logs or anything that would tell of a hotel located there. Area was flat but with some boulders so they must have had flooring, or perhaps the boulders were used for support. .No indication that there had been a forest fire at this location.

Well it's about time!



41 Diane sitting on split rock at Pittock hotel

7 References

Major [references] used and a brief review of some of them:

- [1] The North-West Mounted Police and the Klondike Gold Rush, W. R. Morrison, *Journal of Contemporary History*, Vol. 9, No. 2 (Apr., 1974), pp. 93-105, Published by: [Sage Publications, Ltd.](#) <https://www.jstor.org/stable/260048>. Good review of Mounties during the rush, and their various stations, including Log Cabin.
- [2] Session papers. Sessional Papers, Volume 12, from the Fourth Session of the Eighth Parliament of the Dominion of Canada. Via Google Books. At the back of this long document, Appendix L, has the annual report (1898) from Inspector F. L. Cartwright, 1898, of the “White Pass Detachment.”
- [3] Minter White Pass: Gateway to the Klondike book by [Roy Minter](#). Excellent story of the building of the White Pass & Yukon Railroad.
- [4] Magnificence and Misery, a firsthand account of the 1897 Klondike gold rush, Edited by Randall M. Dodd from writing of E. Hazard Wells,
- [5] Vail and Alaska-Iowa Mining Company. Photo and background of this adventure can be found on <http://www.raperkins.net/Vail%20Photos/Index.html>
- [6] Asa Pittock. There are several versions of Asa Pittock’s story in existence. All start with letters that Asa sent to his niece, Betty Tack [Elizabeth Mae Tack]. Someone, perhaps not Asa, turned these into an autobiography titled, “ My life, “one day milk and honey, the next beans.” In addition, a cousin of Betty’s, William Harold Hedden, wrote a booklet based on “autobiography.” Hedden’s book, *The Alaska-Yukon Sourdough, Memoirs of Asa Elwell Pittock*, was copyrighted in 1986. A copy was available in the Yukon Archives. Diane Pittock Perkins has obtained permission from the copyright owners to use the material freely.
- [7] *Forty Years on the Yukon Telegraph* by Guy Lawrence. Excellent account – fun reading – of the Yukon Telegraph, with lots of first hand insights into living in the bush. This was the all-Canada telegraph, not directly related to the Log Cabin Telegraph.
- [8] *The Story of the Yukon Telegraph* by Bill Miller. Similar to forty years, but has more administrative and construction details of that telegraph.
- [9] Website info on Yukon Telegraph: Also, there is a great site for all things in northwest Canada and Eastern Alaska, Explore North. It has a blog on the Yukon Telegraph: <http://www.explorenorth.com/library/history/bl-yukontelegraph.htm>
- [10] *Gold Rush to the Klondike* by Marvin Sanford Marsh (1854-1933) Marvin S. Marsh fonds, Yukon Archives, Whitehorse YT, Canada. This is a diary of the Alaska-Iowa Mining Company, including their traverse of the White Pass and Log Cabin.

[11] ORGANIZING FOR KLONDIKE, Fort Dodge Semi-Weekly Chronicle, Fort Dodge, Webster County. Iowa, January 1, 1898. Transcription by Linda Ziemann, co-editor Iowa Old Press: <http://iowaoldpress.com> (IAGenWeb Special Project: <http://iagenweb.org>).

8 Acknowledgements

Many people helped in our search for the hotel and in writing of this story. Since this project started in 2003, we have lost touch with some of them, and worse, our memory may have slipped and we probably have omitted some – apologies. Henry Pittock, of Corvallis, besides supplying genealogy information, also edited the manuscript, which was much appreciated. Below their relation to the project groups them. Included are official titles.

Relatives

From Portland Henry:

Peter Guild Pittock, Henry L Pittock great-grandson

Henry L Pittock III, Henry L Pittock great-grandson

From Log Cabin Henry

William Hedden

Bette Pittock Tack,

Stanley K & Betty Morris

Jerilyn Morris Wilson (Mrs. Don E.)

Sue Solley

Libraries, Researchers, and Archives

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Sharyl Ferrall and Linda Ziemann

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Technical

Sam Penhall, BC surveyor

Mark L. Taylor, P.E, Superintendent Rail Operations, White Pass Railroad

Jaime Bricker, Director of Contracts & Land Management, White Pass & Yukon Route

Carolyn van Huizen, Records Distribution Services, Surveyor General Division

Land Title and Survey Authority of British Columbia

Parks

David Neufeld, Parks Canada historian, retired

Christine Hedgecock and Rene`, Resource Management Officer, Chilkoot Trail

National Historic Site of Canada, Chilkoot Parks Canada Agency, Whitehorse, YT

Karl Gurcke, Historian, Klondike Gold Rush National Historical Park, Skagway,

Skagway and Log Cabin

Tim Bourcy, Log Cabin Ski society and Packer Ex & Mountain Shop

[mailto:packer@aptalaska.net]

Mike Gladish, Operations Manager

Whitehorse Cross Country Ski Club

William ("Jeff") Brady

Author and newspaper editor (and Tar Heel to boot)

Appendix A Bennett Trail - 2019

Introduction

I write this with some caution, since identifying exact location of historical artifacts invites theft and vandalism. However I don't perceive what is on the trail as being the kind of stuff vandals would bother with. On the other hand, the trail was a vital part of the gold rush, and someone with an interest in history might want to explore. Also, I'll give a copy of this to the US Park Service and Parks Canada, as well as the Yukon Archives and my UAF Archives.

The authors' quest for the Pittock Hotel is covered in the body of this document. In this appendix, we focus on the trail as a whole, with the notion that someone might want to follow the trail. With a GPS, UTM 8V in 2019, I amassed a lot of data points. Most are accurate within 10 meters or so. Trying to put these in a format that others might find useful is difficult. So, besides a table of the points with some notes, there are several graphics to help one get started.

Following this narration are sections:

1. A collage of the three Canada maps that show the region in detail 1:50,000 scale. The area of interest is in the corner of two of the maps.
2. Layout of the trail north of the ski map. The PI's [that is surveyor talk for where a line changes direction] shown were deflections of the trail calculated from the railroad (RR) map. There are many more points on the ski map than on this north end of the trail.
3. A table of all the interesting GPS points, categorized as: points on the railroad, the telegraph line, PI's as above, points on the trail, and other interesting items. This is followed by a chart of those points.
4. A map of the points on the trail, north of the ski trail map.
5. A map of the points that fit on the ski trail map.
6. A portion of the RR map at Log Cabin.
7. The railroad map of the trail, from Log Cabin to Bennett. It shows the trail crossing the railroad at RR mile 38.6. North of that, the trail is very close to the railroad, so I terminated my efforts at that point. North of Pittock's, the map shows three camps: Lewis Camp No. 9 at Paradise Valley, something labeled "Scroggie," and Brooks Camp. The pdf file has overlaps, since the original map was segmented to contain the curve to the railroad to the west.

Of course the trail is not continuous, it crosses swamps and such, but where it is on land, it is easy to see. This is dry country and there is little soil, just glacial boulders of various sizes. During the gold rush there were convoys of up to a hundred horses, and often oxen and mules. They destroyed the entire organic mat on the trail. Now, 120 years later, there are only some stunted spruce trees on the trail, while to either side are taller spruce and pine.

Finding the trail, starting from Log Cabin:

The beginning of the trail at Log Cabin is not obvious and I avoid it. If you look at the attachments, you will see that there are many points north of a location on the "Kids Loop" on the ski trail and fewer points south of that location. There are several things that make finding the trail south of that location

on the ski trail difficult. Before the railroad, the trail had to pass through the Mountie station. When the Mounties left their station, they sold the logs, but the various foundations remained. There is a vast field of debris, boots, bottles and cans on the strip behind the station, but the route of the trail is not clear. Starting from the highway, the likely route passes through several alder thickets, swamps, and streams. Uggg. The Log Cabin ski trails also co-opt some of the trail location. However, I did find the likely location of the “Tutchi” trail junction. However from there, there seems to be several trails to our starting place. If one were interested in the trail location near the highway, I would suggest starting as I suggest below, and then go south following what trail there might be. Much of this area was worked over by the rushers, indicated by the many shoulder-height tree stumps. The alder thickets may be a product of the horses, dead and alive, that must have fertilized the region. So, I suggest starting with the ski trail map, find the north crossing of the trail and “Kids Loop” and recommend that as a starting point.

Directions to follow the trail north of the Kids Loop.

Head north on the “Kids Loop” on the ski trail from log cabin, to a point, E0502250 N6625108. There the trail crosses the ski trail. The trail north of that point is easy to follow; it runs along the top of the north-south ridge and is easy walking. The trail south of that point is harder to find. The route to the Tutchi trail based on the RR map, is about 50 yards east of that junction. Starting from the highway, following the railroad map as best I could, I did find Tutchi. There were no structures, but certainly junk indicating historic uses. Often the old structures were only tent stands, which would not remain very long.

The trail on ridge from this start point on the ski trail runs about a quarter mile to a swamp; this area has a great collection of historical artifacts.

Next, I’ll give you some text description, which you would need to coordinate with the maps and GPS points that follow in this appendix.

After the ridge on which Pittock’s lays, the trail follows a swamp to the “sign.” And thence over the next ridge to the bridge. From here the trail leads to the horse trough. But shortly after that, the trail becomes indistinct. However the north side of that ridge leads to Paradise Valley, presumably where the rival hotel was located.

From the bridge over Paradise Creek to the end of the trail at the railroad, I found no artifacts, except the telegraph wire and some glass insulators. The map shows several packers camps, but I was weary and nothing was obvious. My guess is that the camps where there was fertilizer being generated revegetated into alder thickets quickly. Here I just plot the trek using both the triangulation from the railroad map and my GPS points, as well as note some features not on the base map.

Notes from my trek on the trail, starting from near Bennett and going south:

Trek from where the Bennett Trail crosses the WP&YRR, about RR mile 38. 6, to the region near Log Cabin – August 18, 19, and 20, 2018.

I'm writing this to aid historians or hikers who want to hike the trail. My purpose was to follow the trail, log points on my GPS, and compare the Bennett Trail as shown on the RR map, to determine if the RR map was accurate, insofar as trail location is shown. Of course the map would be very accurate concerning the RR, however right of way surveyors sometimes only sketch in features that they know are not on the right of way. I'll skip to that answer – the RR map shows the trail very accurately. Considering the stretching of the paper copies and the photocopy process, the map is quite accurate. I also worked with the Canadian topo maps: 104 M/15 and 104 M/14, these and the RR maps coordinate well – although some lakes are indistinct. This is understandable, given that the lakes shown are just wet areas in swamps that likely change with season. Closer to Log Cabin, I used the Tugwell surveys some, but they did not mention the trail near Pittock's and had a different location for Tutchi. There may have been several trails out of Log Cabin towards Atlin – so that is understandable. Also, the final Tugwell surveys moved a half section for one of the lots.

While walking the railroad - whoops - one is not supposed to do that. A little railroad work rig stopped me and cautioned me how dangerous it was, but did not eject me. Walking the tracks is dangerous. But, now resuming my perilous and illegal walk, I came to a monument:

A serious derailment on 3 September 2006 resulted in the death of one section worker. A work train, Engine 114 pulling eight gravel cars, derailed approximately 3 miles (4.8 km) south of Bennett, injuring all four train crew, two Canadian and two American; one died at the scene and the others had to be airlifted to a hospital. [Wikipedia]



The location where the trail leaves the RR seems to be distinct, with a trail visible up a steep slope. However at the top of that slope, the trail becomes an alder thicket and the fun starts.

In general the trail is easy to follow in most places. The packers moved hundreds of horses and pack animals over the trail, up to a hundred animals each day, and they must have degraded all the "soil" on the trail. There really is very little soil in that region. The hills are mostly medium and large boulders that were pushed by glaciers. On the uplands/hills there is a thin organic layer on top of the boulders and once this was wiped clean, revegetation took a long time. So on the hills, the trail is characterized by small spruce trees, mostly 2 to 4 feet high. In these regions, there are often tree stumps cut about 4 feet off the ground. This was shoulder height for men using a two-man saw. In Log Cabin these are everywhere, but further along, they are mostly near the trail. The organic layer on the hills is very dry, since there is nothing to hold the water, except the lichens and moss and such.

So the trail would be easy to find and hike, if it were all upland, but it is not. Wherever there is a low area where water can pond, the trail is covered by alder thickets. These are generally not too wide, but they hinder the hiker's progress and obscure the trail. (An interesting exception to this is a slope near the north end of the trail that is covered by short spruce trees, a Christmas tree farm on steroids. I also found what appeared to be a bear den on this slope.)

My dog Zena accompanied me. After the first day, she was exhausted. At night, I covered her and me with my sleeping bag and a thermal reflective cover. The red pack held her food and she did well.



More notes: The trail apparently went down some very steep slopes. These appear to me to be too steep for horses – certainly, I would not ride one – but the traverses were not obvious to me.

Finally, there are swamps. Looking at the streams that cut through some of the swamps, one can see that the boulders have only a thin cover of grass. Many of the swamps are quite passible on foot, with some care. However, I don't believe the packers used the swamp – perhaps in winter – but that the trail followed the margin of the swamp. However, today these margins are usually alder thickets, so I walked the swamps in some places, whereas the trail was probably nearby in dryer land.



Horse bones are common.

The RR maps shows several packers camps: Brooks Camp, Scroggie, and Lewis Camp No. 9. The latter is in or near Paradise Valley and we have a photo of the Paradise Hotel (vastly inferior to the Pittock Hotel – I'm sure). I could not locate any of these, however I was fatigued and did not spend a lot of time on the search. If the camps were tent stands, there is likely little left to see. Also, these packer camps would have had stables or corrals for animals, which left a lot of fertilizer. So the area may be

overgrown with alder. However, they should have left a midden of cans and bottles and galoshes that could be detected, but I was too tired to search.



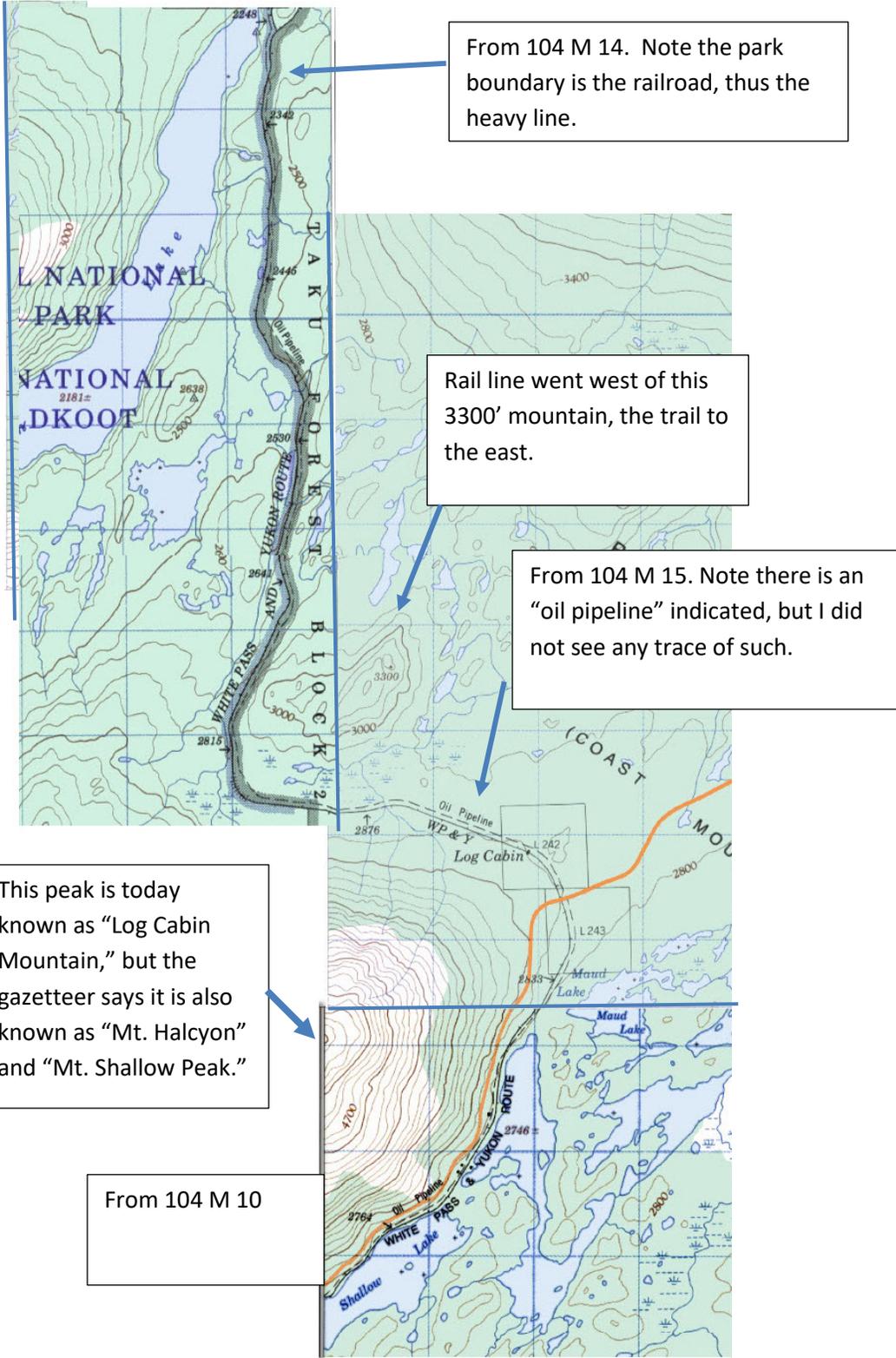
Sign reads, "Paradise Valley Hotel." Since this is the next valley after the sign I found just north of Pittock's, could the sign have been an advertisement for Paradise Valley Hotel?

In the following maps and tables, I have the GPS points of my trek and some points that I computed prior to the trek. These points are turns in the trail, computed from the RR map (I call them "PIs"). The technique is simplify to put the next PI in your GPS, but then follow the trail that you see. Some of the PIs may be off by 30 or 40 yards, but not much more and they all are in the right direction, so one cannot get too far from the trail by aiming for the next PI.

The telegraph wire is a thick copper alloy that followed the trail. In many places, it lays on the trail, but in some places, it diverged from the trail. Again, the wire ends at Log Cabin. Besides the wire, some artifacts strewn along the trail include lots of horse bones, a watering trough, chaps, two bridges, glass wire insulators, and rusting cans.

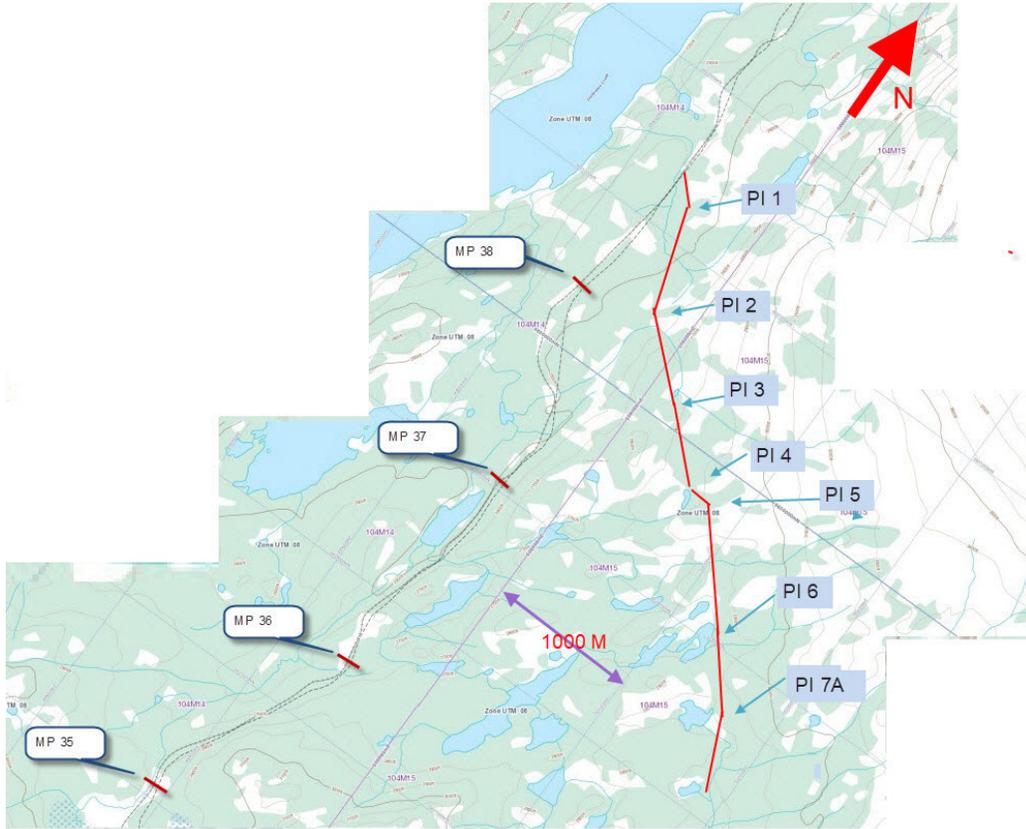
The start of the trail at RR MP 38.6 seems to be a path leading up hill, it may be. But it quickly becomes an alder thicket. Anyhow that path would be a good place to start.

Appendix A, Part 1. Collage of 1:50,000 Natural Resources Canada maps.



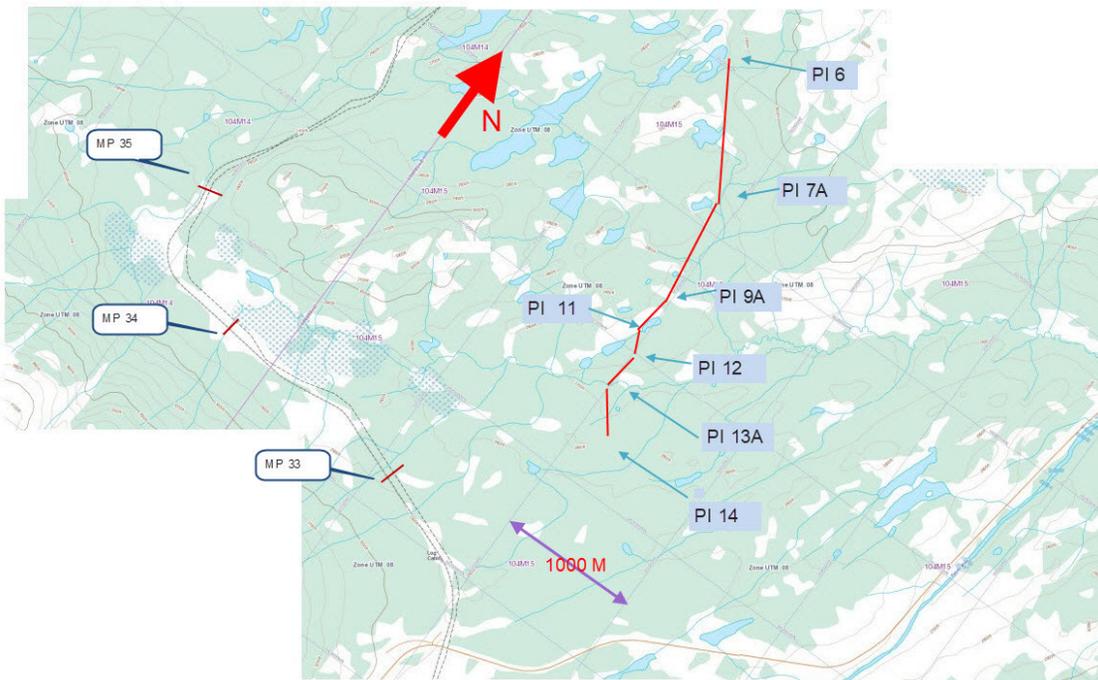
THE PITTOCK HOTEL ON THE BENNETT TRAIL

Appendix A, Part 2. Map of trek. PI's were deflections in the route of the trail, calculated from RR



map.

Top: North end of trek. Bottom: south end of trek. See Ski map for details of south end near Log Cabin. Mile markers are railroad miles – there are mileposts on the railroad.



THE PITTOCK HOTEL ON THE BENNETT TRAIL

Appendix A, Part 3, page 1. GPS points. "waypt" are waypoints in original GPX files, RR is railroad, mp is milepost on railway, tt is telegraph line, PIs are inflection points on the trail.

List of Points, GPS unless noted. UTM8V 2019.

RR				tt			
waypt	E 050	N 662	Note	waypt	E 050	N 662	Note
90	2174	3828	mp 32	128	-392	10929	tt
91	2139	4514	c/l hw and RR	130	-368	10838	tt
92	1461	5120	mp 33	8	2275	4991	tt wire end with insulator loop
93	1185	5223	Ski trail at RR	10	2280	5287	5 log tier with tt loops
94	-41	5396	mp 34	15	2275	5395	old tt box
95	-1118	6149	mp 35	16	2274	5416	tt
96	-566	7593	mp 36	17	2269	5432	tt
97	-447	8464	monument	32	2270	5409	tt start loose ends
98	-409	9100	mp 37	33	2264	5428	tt
112	-752	10554	mp 38	34	2266	5433	tt
116	-656	11384	computed trail	35	2266	5501	tt
117	-739	11346	found trail	36	2263	5524	tt
				37	2270	5596	
				88	2193	5895	tt leaves ski trail
				107	2160	6010	tt insulator

Computed PIs for Trek			Other Items			
			waypt	E 050	N 662	Note
-510	11280	PI1	20	2260	5202	Rock foundation with privy hole
-280	10490	PI2	21	2284	5261	Five tier
190	10130	PI3	22	2273	5351	Hearth
550	9780	PI4	23	2287	5389	milkcan
650	9750	PI5	27	2250	5241	rock foundation with out house
1280	9090	PI6	28	2289	5388	milk can cabin two tiers of logs
1600	8600	PI7A	34	2425	5386	Monument edge of lot 242
1800	8170	PI9A	3	2336	4696	Large can dump w/ boots, far end of RCMP area
1950	7350	PI10	7	2243	4952	Wire fence, stove, saw
1920	7120	PI11	21	2299	5477	bridle and old sled
2000	7000	PI12	27	1952	5005	massive can dump ***
1980	6680	PI13A	103	2235	5344	on se traverse found small ruin and cans
2160	6390	PI14	104	2160	6041	Bridge
2330	5700	PI15	108	2163	5994	trough
2370	5420	PI16	308	2283	5892	old sign
			900	2428	5162	7 log tier on Kid's Loop
			903	2278	5350	hearth
			905	2298	5378	milk can. Top of trail to swamp
			97	-447	8464	monument
			93	1185	5223	Ski trail at RR
			15	2139	4523	c/l highway / RR
			13	1883	4410	BCLS stake w of old highway

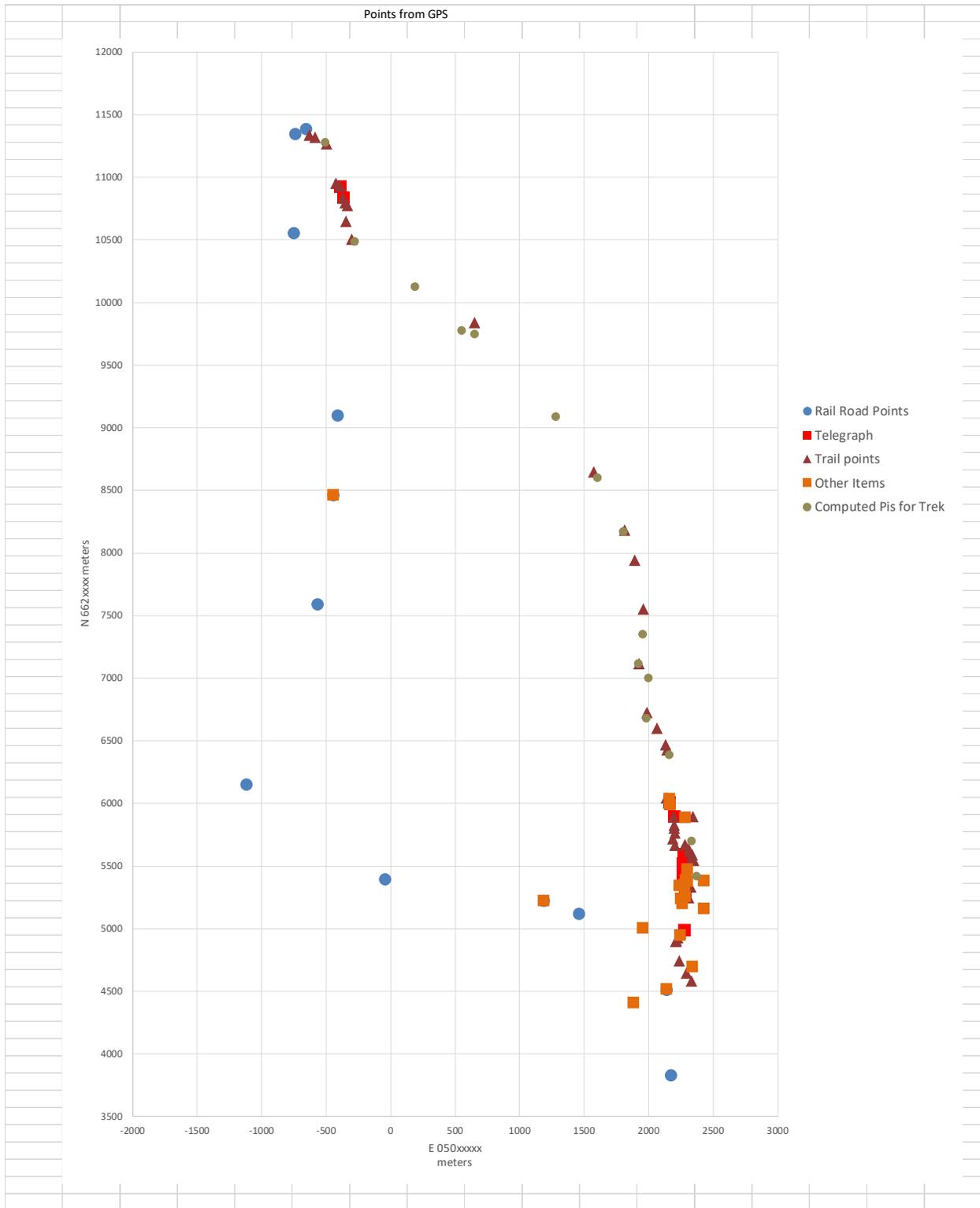
THE PITTOCK HOTEL ON THE BENNETT TRAIL

Appendix 3, Part 3, page 2. Points on the trail (“pot”), or believed to be on the trail.

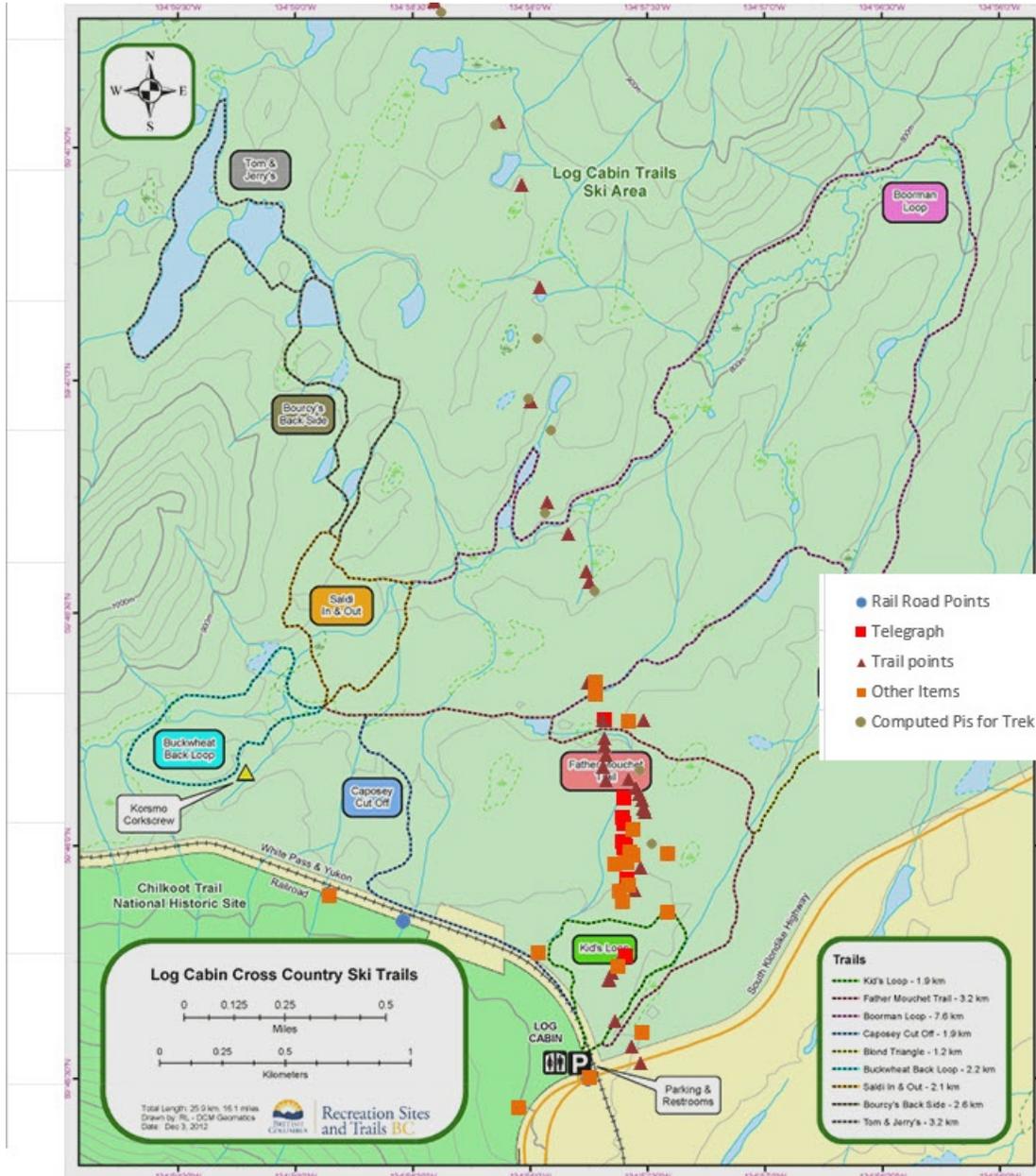
Points on Bennett Trail with notes							
Trail				Trail			
waypt	E 050	N 662	Note	waypt	E 050	N 662	Note
118	-629	11337	Points on likely trail	1038	2327	5333	on trail near 5 tier
123	-586	11321	PoT	905	2298	5378	milk can. Top of trail to swamp
125	-499	11268	PoT, nasty trek	177	2309	5636	North end
126	-424	10951	PoT	176	2320	5615	
128	-392	10929	tt	175	2336	5593	
129	-369	10838		174	2339	5564	hole, water
130	-368	10838	tt	173	2339	5557	
132	-353	10799		172	2346	5545	may be trail
135	-338	10777		178	2283	5674	
136	-349	10651	first camp				
139	-301	10504	moved first camp				
142	648	9840					
143	1573	8649	7A swamp				
144	1811	8184					
146	1890	7944	trail crossing				
147	1959	7552					
149	1927	7115					
150	1987	6729	Paradise				
151	2065	6604					
152	2132	6467					
153	2142	6429	horse				
154	2340	5898					
104	2160	6041	Bridge				
105	2137	6043	pt on trail				
106	2160	6012	pt on trail				
108	2163	5994	trough				
109	2190	5896	top hill, stump and horse skeleton at unrelated survey line pointing west				
110	2197	5830	Points on likely trail				
111	2198	5802	Points on likely trail				
112	2202	5767	Points on likely trail				
113	2188	5718	Points on likely trail				
114	2201	5665	Points on likely trail				
308	2283	5892	old sign				
1026	2330	4585	highway and trail				
1027	2295	4647	top of trail at RCMP, trail twists to here				
1028	2237	4744					
1033	2211	4899	nasty trail				
1034	2212	4906					
1035	2225	4927	Good trail				
1036	2247	4970	photos of junk, tuchi?				
1037	2307	5246					

Appendix A, Part 3, page 3.

All points. Find the approximate UTM from this chart, then look at tables.



Appendix A, Part 5. GPS points mapped onto the Ski Trail Map.



Base map is from BC Recreation Parks and Trails.

<http://www.sitesandtrailsbc.ca/resources/REC168747/sitemaps/LC%20Trails%20Signboard%20map.pdf>

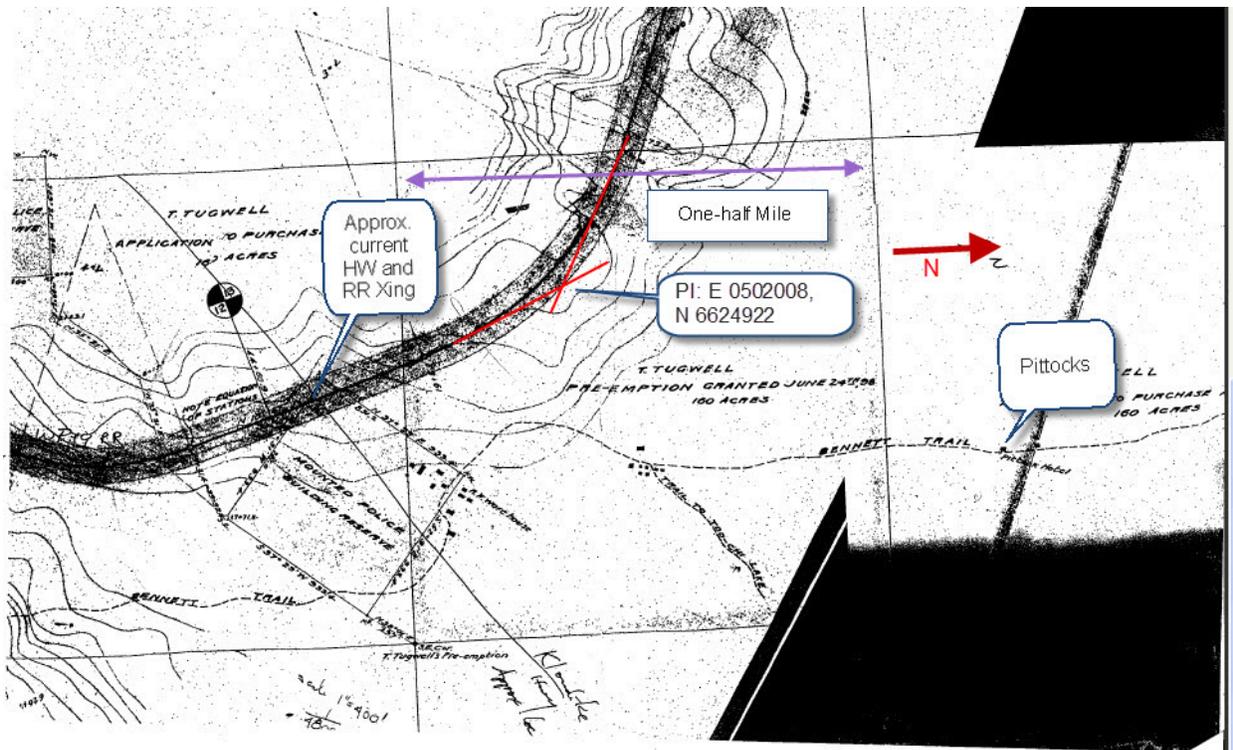
Ski trails are maintained by the Log Cabin Ski Society.

Appendix A, Part 6, RR Map for Log Cabin Area

Railroad map for Log Cabin area. It shows how the current Klondike Highway cuts across the Mountie preserve, but not the Mountie buildings. These were on some high ground and currently a small stream and heavy vegetation lay between the highway and the ridge on which the Mountie buildings were located. Brave, courageous, and bold were the Mounties, but not recyclers. The ridge east of the buildings is strewn with debris – cans, bottles, and junk of all types.

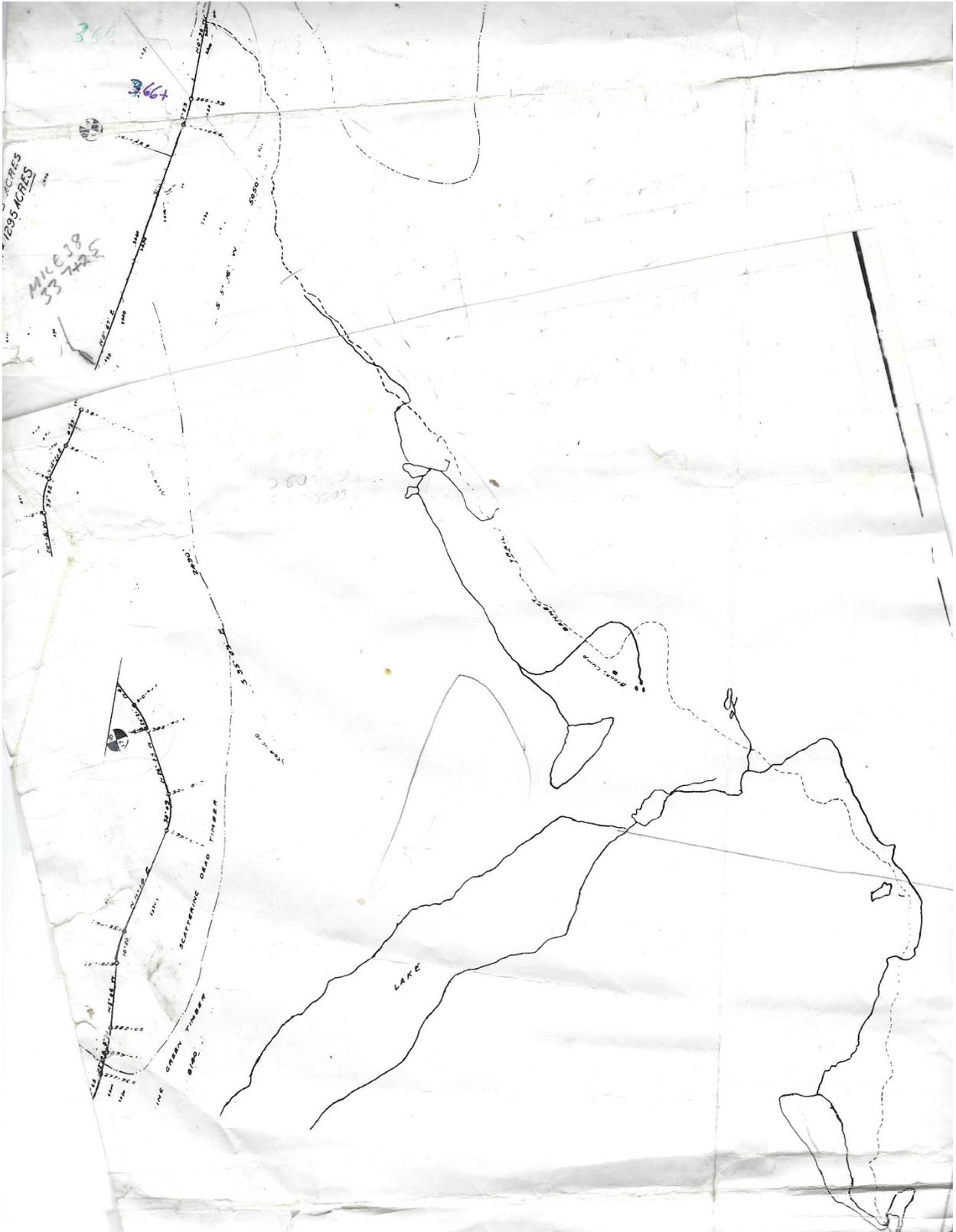
Tugwell's 160 acres are about where shown, we found the monument in the northeast corner that was set by British Columbia Land Surveyors – probably when the highway was developed. Note the bend in the trail to get to the Mountie section. Probably, before the Mounties located there, the trail was straighter in this section.

The PI noted was verified several ways and is the basis for my estimation of the points from the map. The lines shown for Tugwell's lot are true north and south.

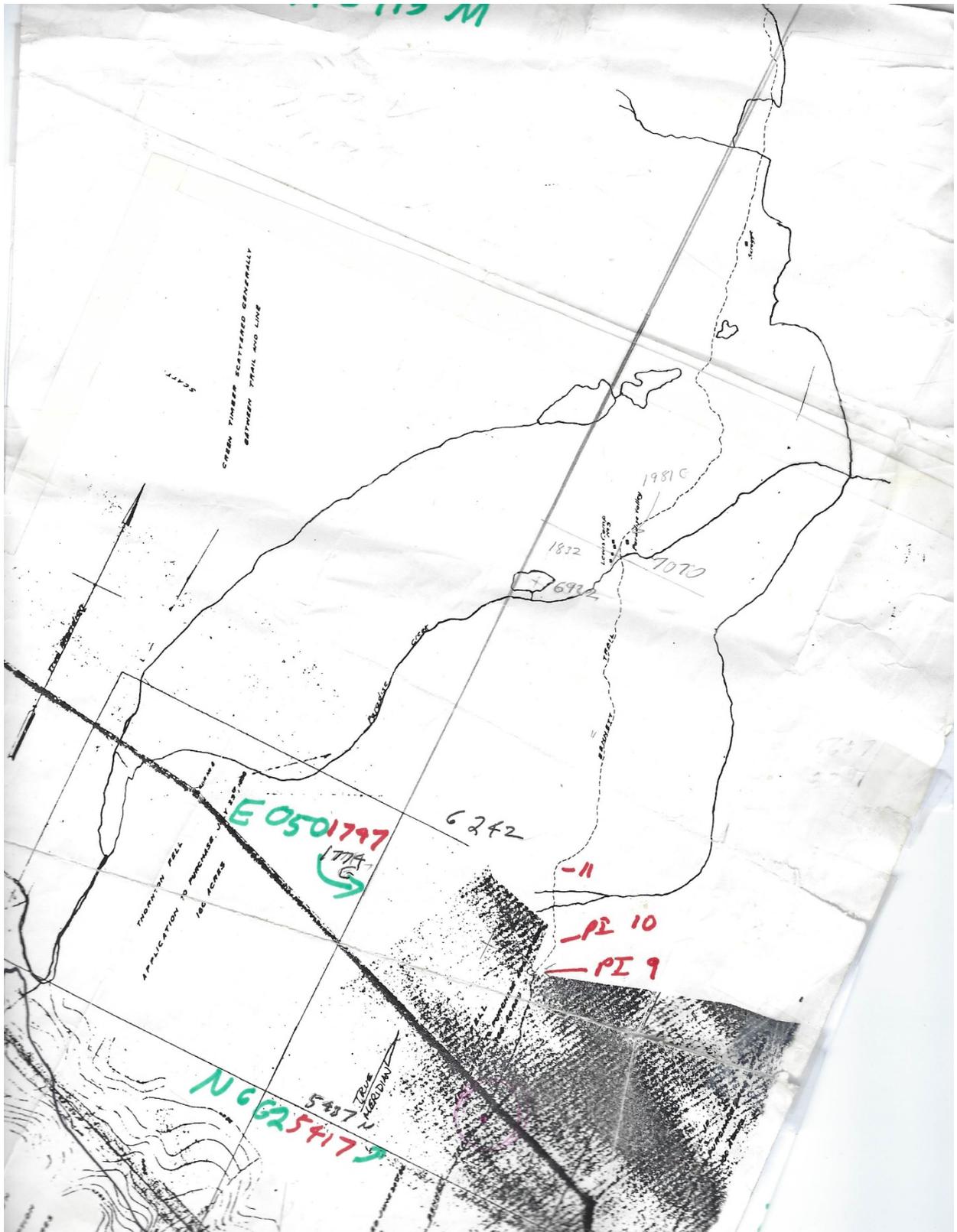


Appendix A, Part 7, PDF of RR from Bennett to Log Cabin













Appendix B Genealogy

Tale of Two Henrys

If you are reading this opus because you are interested in Log Cabin or the Bennett Trail, you can safely omit this Appendix. However if you are a Pittock enthusiast, Henry L. Pittock III supplied a full genealogy of the Henrys, going back to 1522. That is included here, as well as some more recent data on Log Cabin Henry's descendants.

Forebears of the two Henrys came from Deal, in the Kent district of England. On the coast at the border of the North Sea and the English Channel, Deal is a former fishing, mining and garrison town. Close to Deal is Walmer, a possible location for Julius Caesar's first arrival in Britain. At one time, Deal was the busiest port in England; today it is a seaside resort, its quaint streets and houses are a reminder of its history along with many ancient buildings and monuments. The coast of France is approximately twenty-five miles from the town and is visible on clear days. [Wikipedia]

Peter Pittock of Portland notes:

Last year I found out there are about 800 people with the last name of Pittock in the world, about 400 in England, 200 in the US, a 100 in Australia and the other 100+ spread around the world. Decent odds that if you meet another Pittock there is a good chance you are related.

The Henry of the Portland, Oregon, and mansion is Henry Lewis Pittock, who was born in 1834, while the Harry of Log Cabin did not have a middle name of which we can find record. Harry of Log Cabin was born in 1848 and was called "Harry." Both Henrys emigrated from Deal to the US.

Henry L's ancestors were:

Frederick (b 1801) whose father was Ralph (b 1783) whose father was John Pittock (b 1747) who married (in 1781) Anne Claggett (b 1749).

Log Cabin Henry's ancestors were:

William Edgar (b 1815), whose father was George (b 1791) whose parents were John Pittock and Anne Claggett.

So, Ralph and George were brothers, so that would make Frederick and William Edgar first cousins, and Henry L and Log Cabin Henry second cousins. Did the two Henrys know each other? Deal is not a large place, even today, and the two were cousins only 14 years apart in age, so it seems likely they knew each other. We do have a record of Henry L. lending Asa \$50 early in the 20th Century, which is worth about \$1300 in today's dollars. It seems unlikely Henry would have lent the money if he was not aware of the relationship.

Henry L's family is distinguished in Oregon and we need not say more about that side of the family. Regarding Log Cabin Henry: He had two brothers, William (d 1916) and John (d 1904) that remained in England and two sisters, Mary Ann (Polly) who married James Parsons and settled in Quincy, Illinois, and Emma, who married Ebenezer Lass, and settled in Galesburg, Illinois. (A third sister, Elizabeth, remained in Deal, but never married and died young.)

Log Cabin Harry (Henry) was born March 14, 1848, in Deal and died January 10, 1910, at Lincoln, Nebraska. He left Deal for the US in 1865. He married on March 14, 1875, Alice Cary Elwell, who was born April 17, 1855, in Knoxville, Illinois. Asa's story indicates an unsettled life for Harry and his family. Records indicate he divorced Alice about 1890 and married again about 1892. He had a daughter, Faith, by the second wife – we don't know much more on this – the records I have relate mostly to the Elwells.

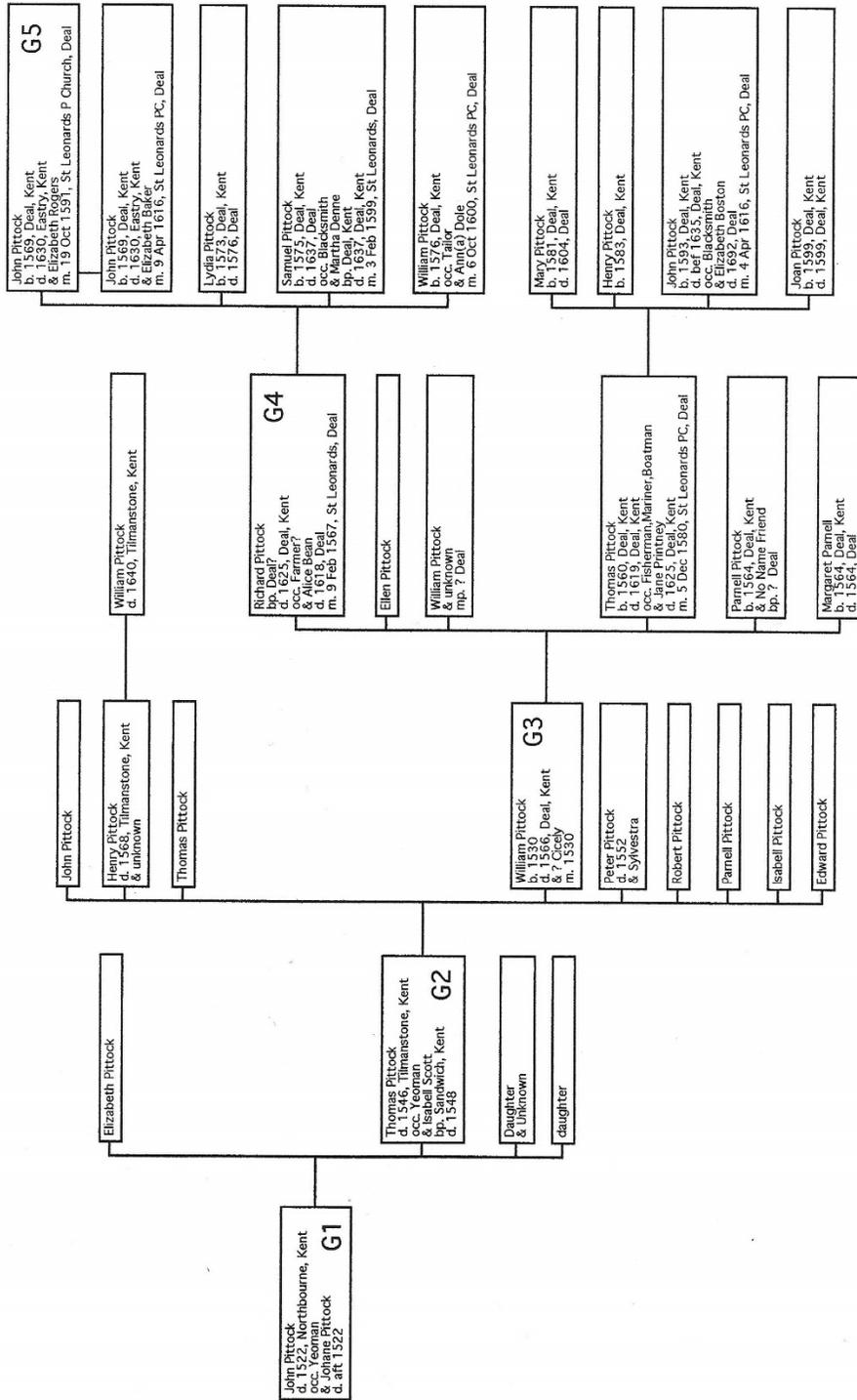
Log Cabin Henry had children by Alice Elwell: William Edgar (b 1877), Asa Elwell (b 1877), Grace Elizabeth (b 1879), Myrtle Alice (b 1882), Harry Jay (b 1888).

The attached genealogies indicate the relationship of Portland Henry and Henry of Log Cabin (Harry). The first thing your non-Pittock author noted is that there are a lot of Pittocks. The second thing noted is that it is difficult to show the genealogical trees in 8 1/2 by 11 format in font big enough to read.

The first attachment, eleven pages of tree format, is from Henry L Pittock III. Starting on the eighth page and following there are red boxes around the forebears relating to the hotel. Best method of review is to print the sheets and then tape them together. Generations 1-5 is a single sheet, 5-7 has a top and bottom sheet, 7-9 is a single sheet, 9-11 is a single sheet, 10-12 has a top and bottom sheet, 11-14 has a top and bottom sheet, and William Edgar has a left and right sheet.

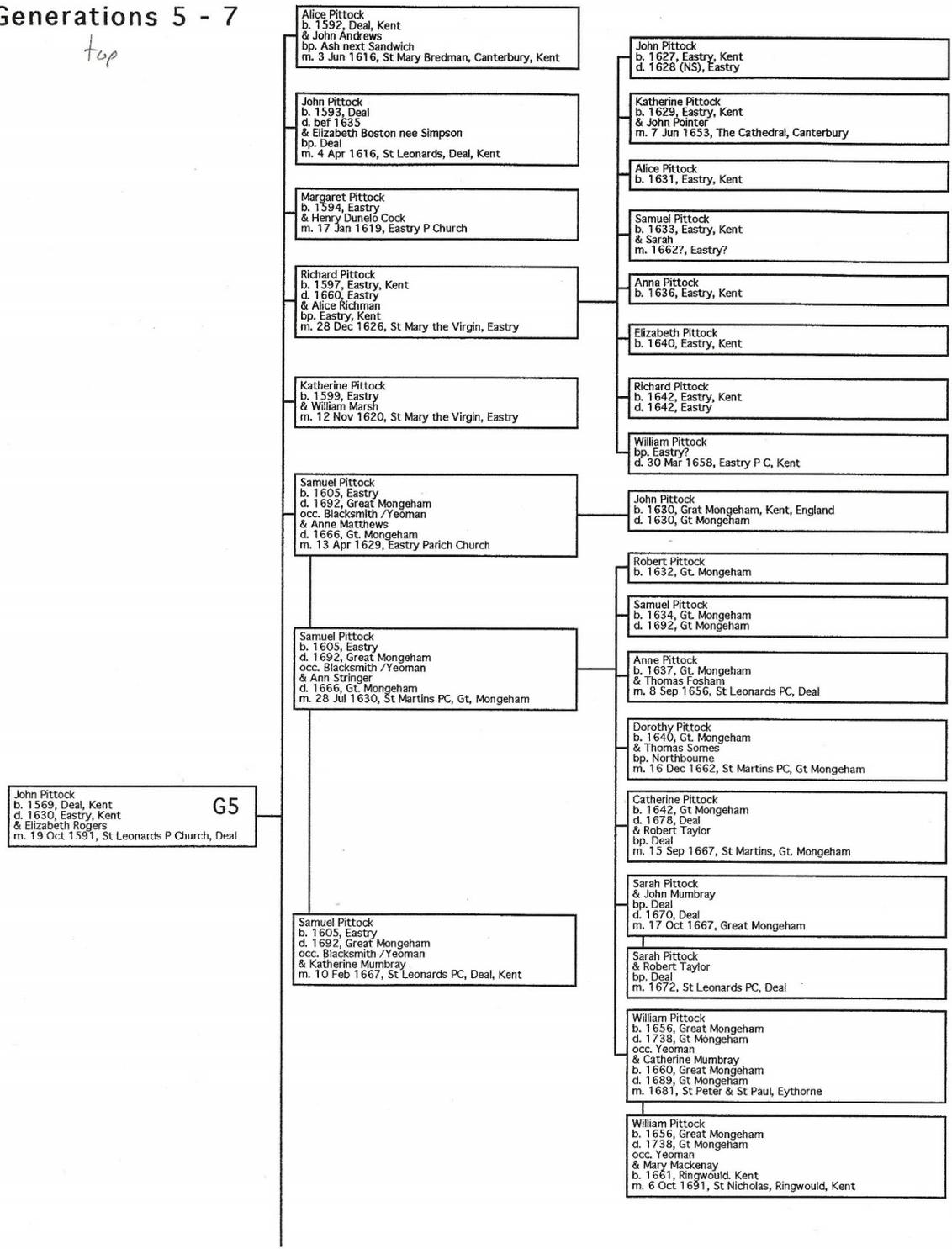
After that, the next attachments, two pages in text format and two pages in tree format, are from Betty Tack and Sue Solley, given to the senior author. Sue is Susan Victoria Pittock on the William Edgar sheets; her great-grandfather was John Pittock (b 1845), one of Harry Pittocks (b 1848) brothers. The text is about the descendants of Log Cabin Henry, his children and a few of his grandchildren. The tree has the siblings of Log Cabin Henry, his children, and more of his grandchildren and a few of his great-grandchildren.

Generations 1 - 5



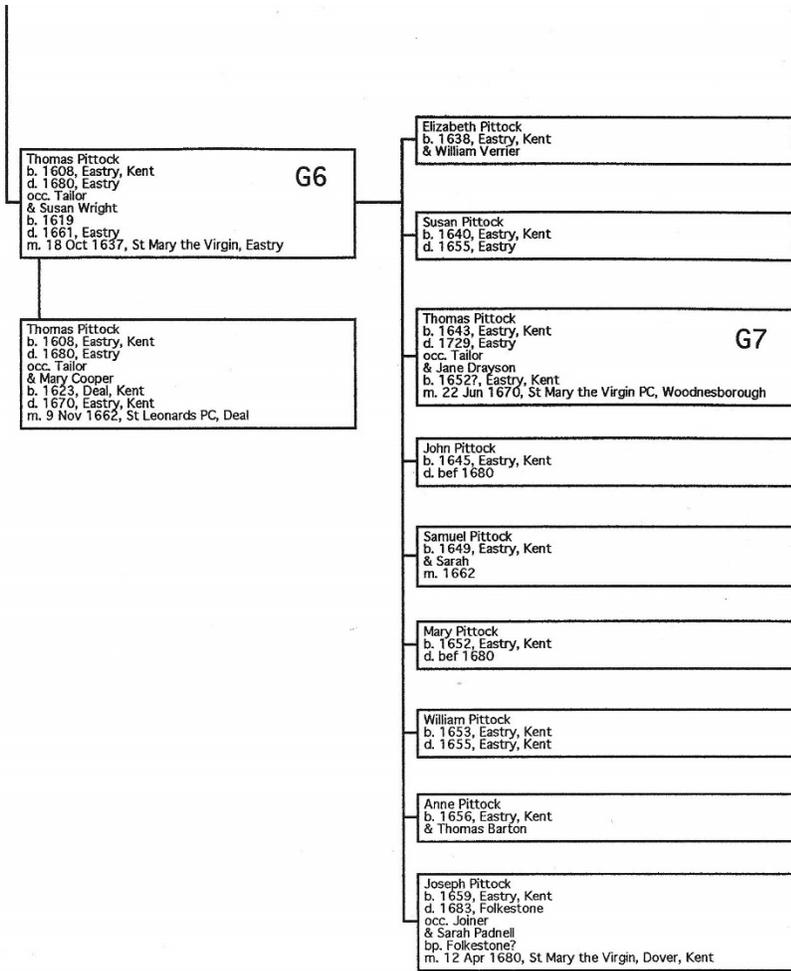
Generations 5 - 7

top

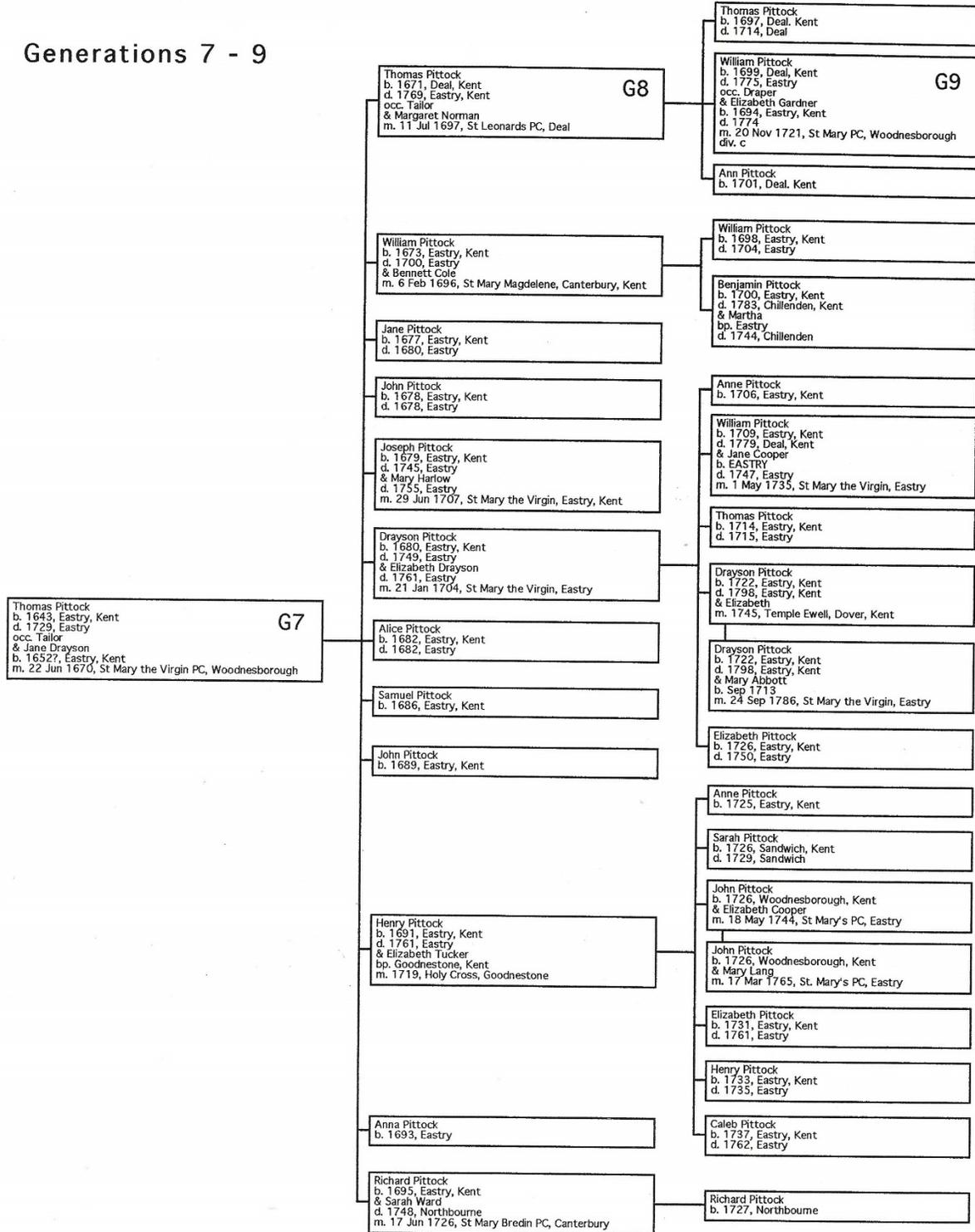


THE PITTOCK HOTEL ON THE BENNETT TRAIL

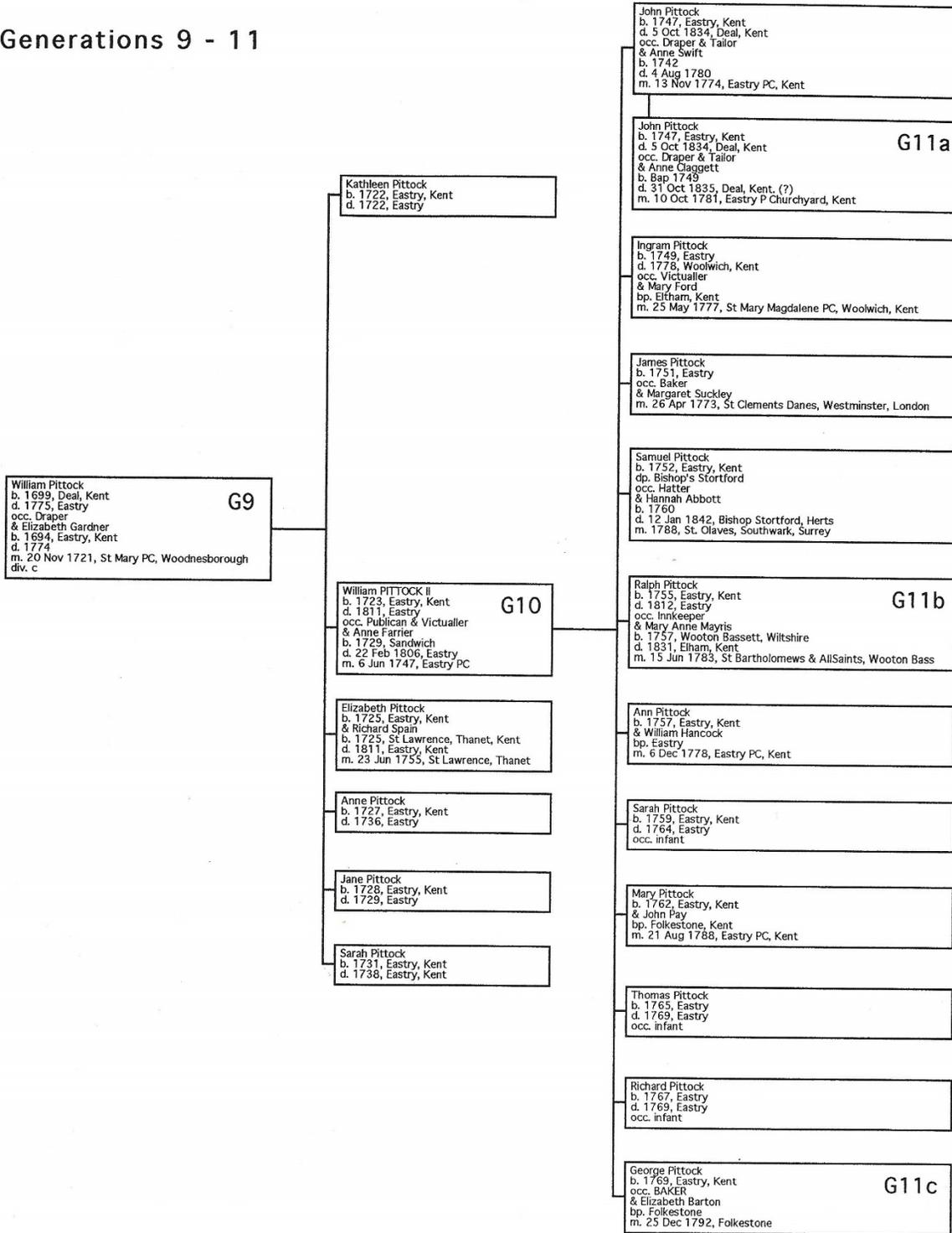
*Generations 5-7
bottom*



Generations 7 - 9



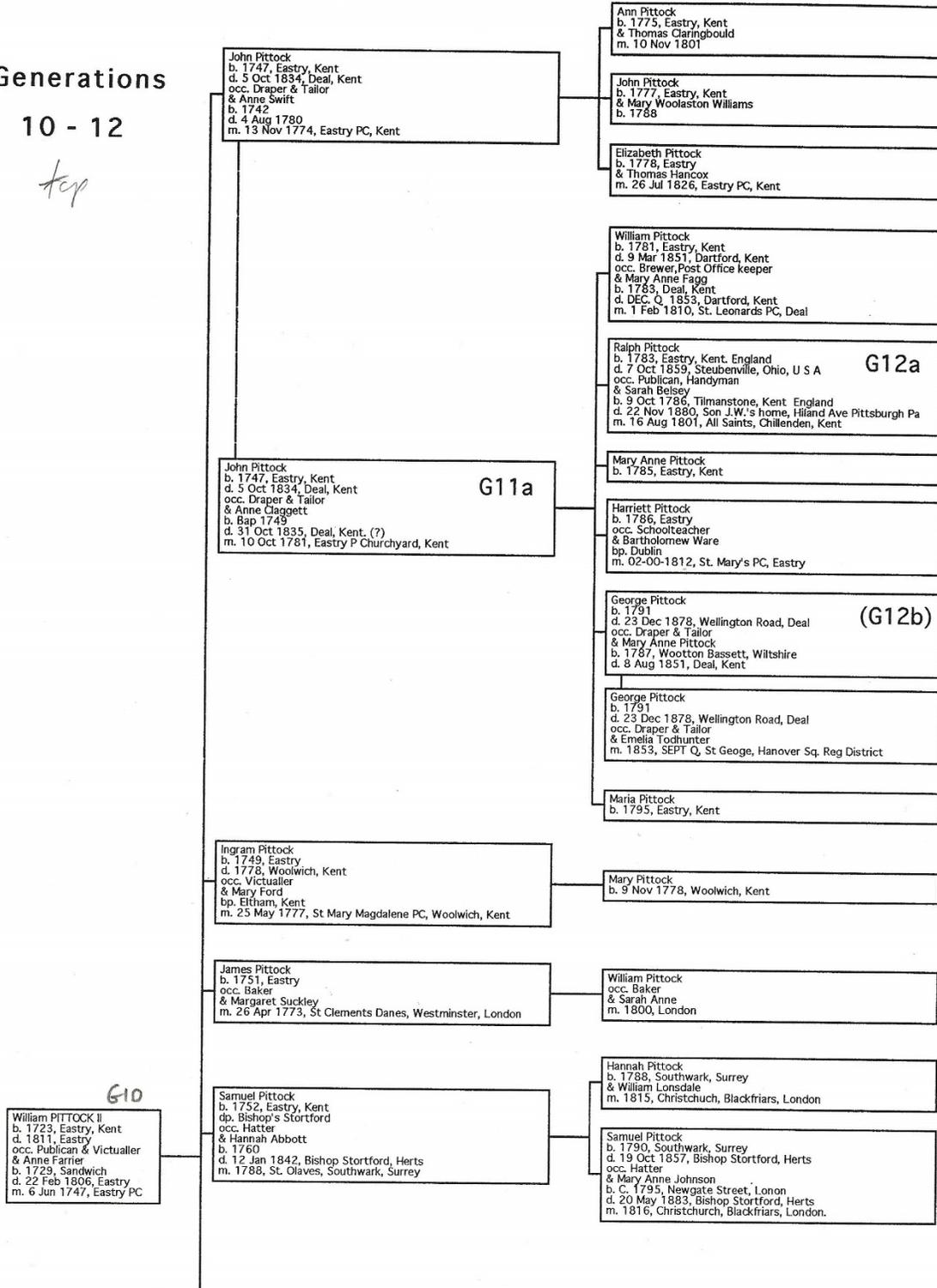
Generations 9 - 11



Generations

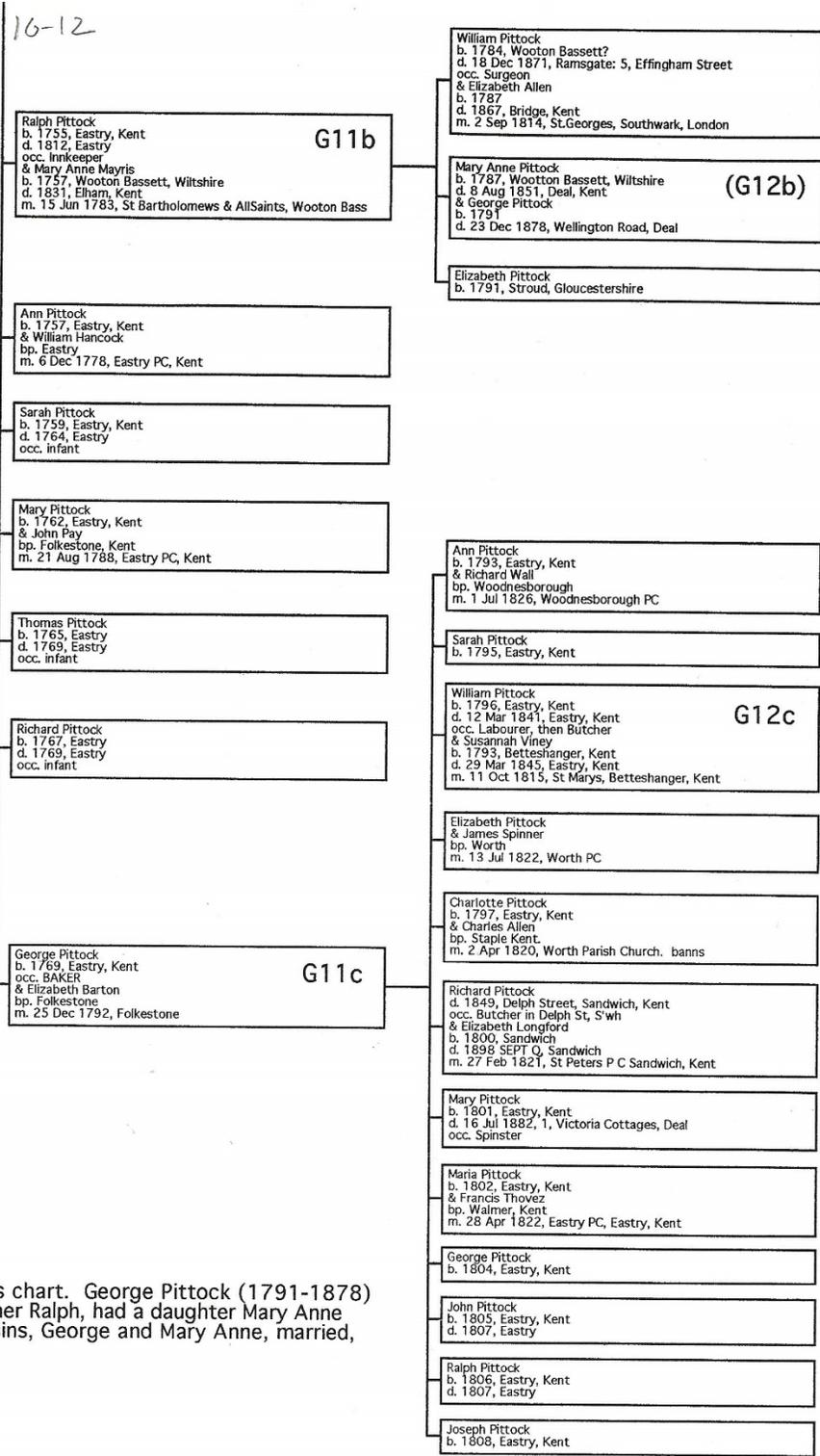
10 - 12

top



THE PITTOCK HOTEL ON THE BENNETT TRAIL

Generations
(Bottom page)



(G12b) appears twice in this chart. George Pittock (1791-1878) was John's son. John's brother Ralph, had a daughter Mary Anne (1787-1851). The two cousins, George and Mary Anne, married, thus the two branches.

14

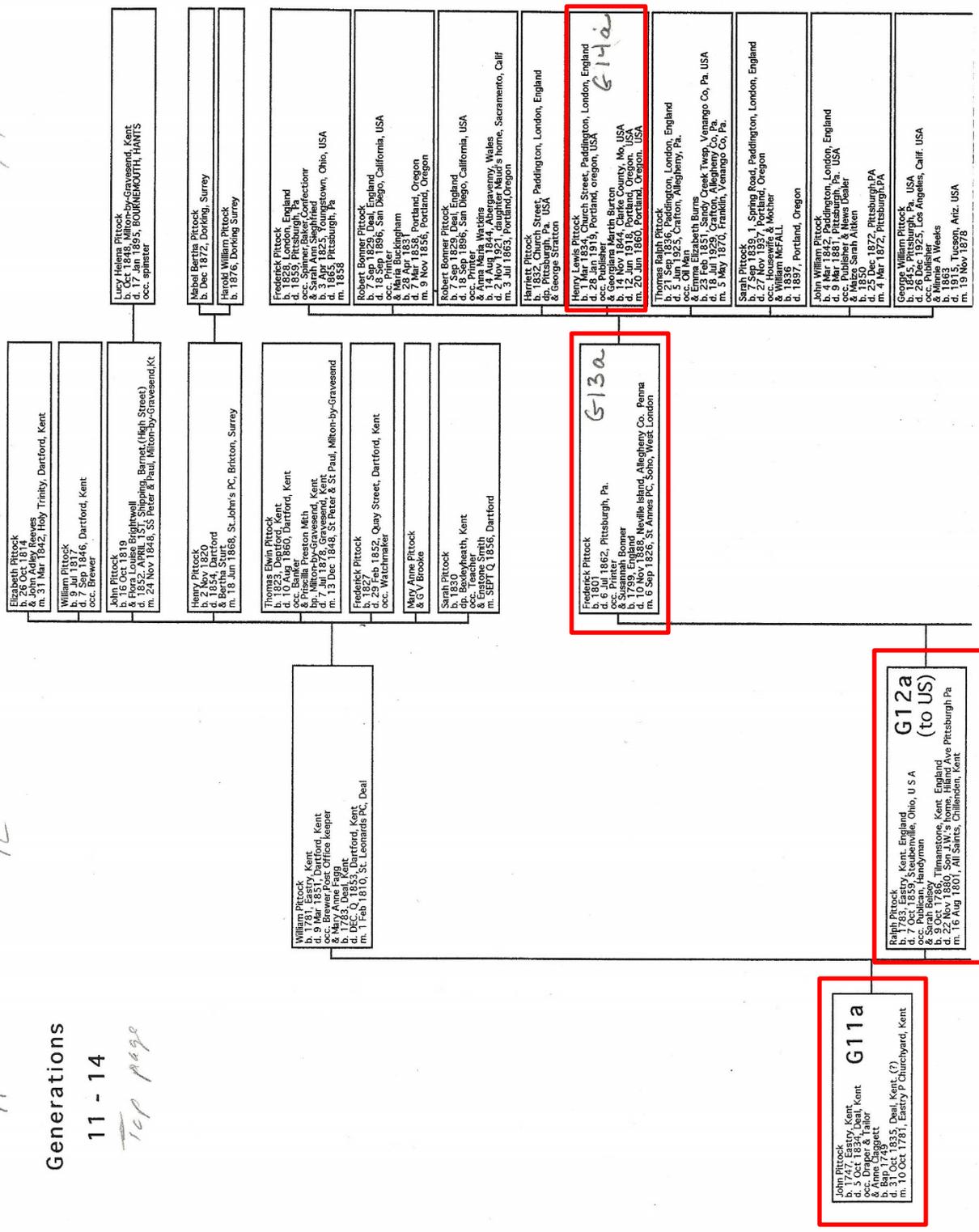
15

12

11

Generations
11 - 14

Top page



THE PITTOCK HOTEL ON THE BENNETT TRAIL

William Edgar (G13)

G14

Left

G13 b
 William Edgar Pittock
 b. 1815, Deal, Kent
 d. 1 Jan 1891, Deal, Kent
 occ. Tailor & Draper
 & Elizabeth Wood
 b. 1811, Deal, Kent
 m. 00-03- 1841, Deal

Mary Anne Pittock
 b. 1842 SEPT Q, Deal Kent
 & James Parsons
 m. 3 Jul 1868, Galesburg, USA

William Pittock
 b. 00-12-1843, Deal Kent
 d. 21 Mar 1915, St Andrews Road, Deal
 occ. Tailor
 & Caroline Jane Wood
 b. 1851, Worth, Kent
 d. 7 Feb 1888, Deal, Kent
 m. 4 Nov 1873, Sandwich Wesleyan Chapel

William Pittock
 b. 00-12-1843, Deal Kent
 d. 21 Mar 1915, St Andrews Road, Deal
 occ. Tailor
 & Mary Louise Gibbs
 b. 1855
 d. 19 Nov 1901, Deal, Kent
 m. 2 Mar 1889, London: Wesleyan Chapel, Finchley Park

John Pittock
 b. 00-03-1845, Deal, Kent
 d. 25 Dec 1903, "The Grange", London Road, Deal
 occ. Tailor
 & Maria Rogers
 b. 1843
 d. 3 Oct 1910, "The Grange" London Rd Deal Kent
 m. 19 Nov 1866, Sandwich Wesleyan Chapel

Emma Rosetta Pittock
 b. Jun 1846, Deal Kent
 d. 1846 DEC Q, Deal, Kent
 & Ebenezer Lass
 m. 3 Jul 1868, Galesburg, USA

Henry Pittock
 b. 00-03-1848, Deal, Kent
 d. 1 Oct 1910, Lincoln, Nebraska, USA
 & Alice Carey Elwell
 b. 1855, Knoxville, Illinois, USA
 m. 14 Mar 1875, Falls City, Nebraska

Henry Pittock
 b. 00-03-1848, Deal, Kent
 d. 1 Oct 1910, Lincoln, Nebraska, USA
 & Mrs. Stoddard
 m. 1890, Boston, Mass

Elizabeth Pittock
 b. 1850, MAR Q, Deal, Kent
 d. 1875, Deal Kent

Edward PARSONS
 & Rose CUNNINGHAM

Edith PARSONS

Emma PARSONS
 & Herbert SINNOCK

Nellie PARSONS

Herbert PARSONS

Grace PARSONS

Edgar William Pittock
 b. 28 Sep 1874, 10, Lower Street, Deal, Kent

John Arnold Pittock
 b. 16 May 1891, 10, High Street, Deal

Ruth Pittock
 b. 1847, Deal, Kent

Herbert Frank Pittock
 b. 00-01-1893, Deal, Kent
 d. 1919, France
 occ. Soldier, Lt. M.G.Corps

Charles Norman (Kisey) Pittock
 b. 1894, Deal, Kent
 d. 30 Mar 1895, Tunbridge Wells, Kent

Alice Pittock
 b. 1867 SEPT Q, Deal, Kent
 & William Henry Sinderfin
 m. 25 Sep 1901, Wesleyan Chapel, Deal

Katherine Pittock
 b. 1869 JUNE Q, Deal, Kent

Charles Edgar Pittock
 b. 1870, Deal, Kent
 d. 17 Nov 1883, Deal, Kent

Sidney Pittock
 b. 1871, Deal, Kent
 d. 1873

Frank Pittock
 b. 24 Feb 1872, Deal, Kent
 d. 27 Mar 1872, Deal, Kent

Sidney Pittock
 b. 30 Jan 1873, Deal, Kent
 d. 1 Aug 1959, The Hermitage, London, Deal, Kent
 occ. Tailor, Councilor, JP Fr
 & Annie Wyatt Court
 b. 1880, Walmer, Deal, Kent
 d. 17 Feb 1940, The Hermitage, London Road, Deal
 m. 1 Mar 1900

Percival Ernest Pittock
 b. 00-06-1874, Deal, Kent
 & Catherine Alice Groves
 m. 11 Mar 1899, The Wesleyan Chapel, Deal, Kent

Alfie Pittock
 b. 1876 SEPT Q, Deal, Kent

Winifred Pittock
 b. 1876, Deal, Kent

Herbert John Pittock
 b. 00-03- 1883, Deal, Kent
 d. 7 May 1884, Deal, Kent

William Edger Pittock
 b. 13 Apr 1877, Falls City, Nebraska
 d. 00-00-1959, Malden, Mass, USA
 & Adelaide Holland
 mp. Malden, Mass

Asa Elwell Pittock
 b. 13 Sep 1878, Falls City, Nebraska
 d. 1965, San Fernando, California, USA

Grace Pittock
 b. 22 Dec 1879, Falls City, Nebraska, USA
 & John Thompson
 b. 1881
 m. 1905, Sunnyside, Washington State.

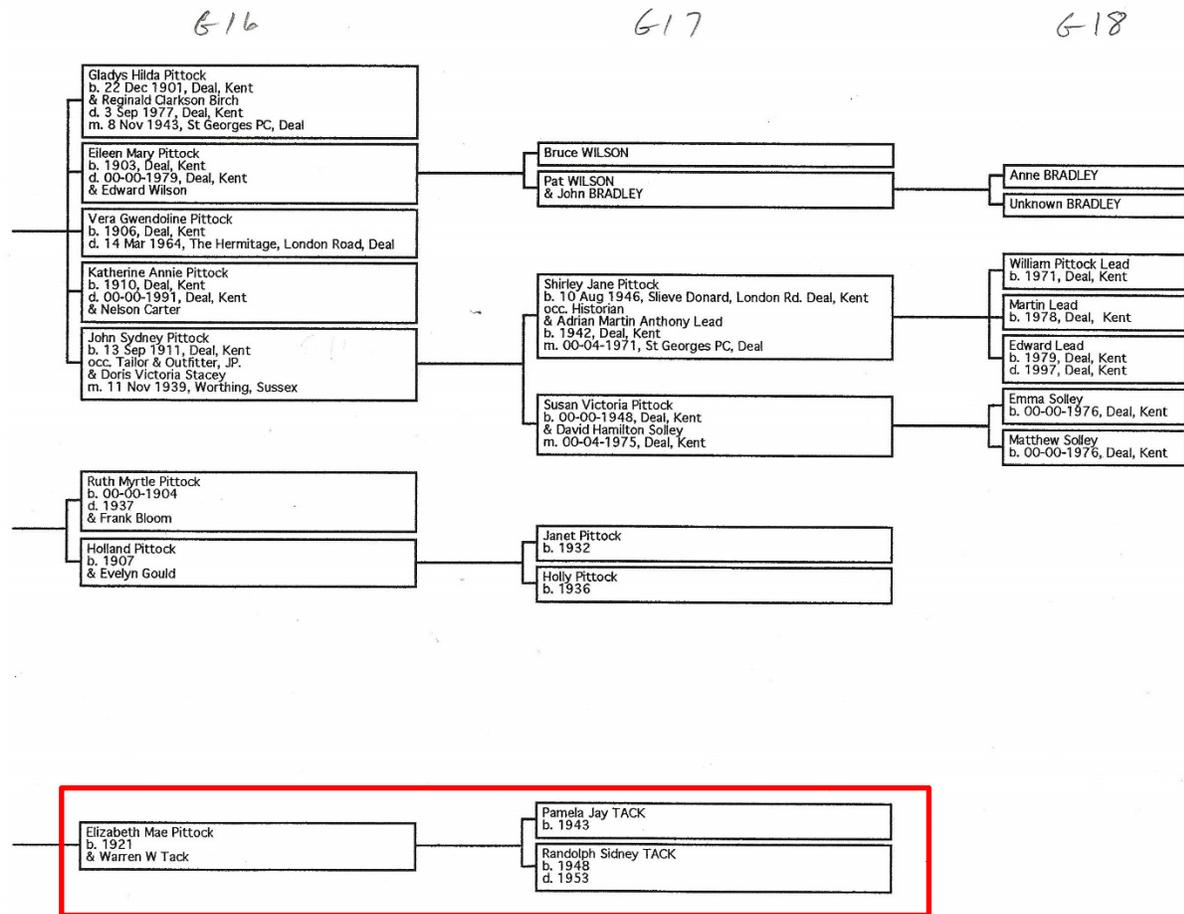
Myrtle Alice Pittock
 b. 26 Mar 1882, Falls City, Nebraska, USA.
 & William Hayes Hedden

Myrtle Alice Pittock
 b. 26 Mar 1882, Falls City, Nebraska, USA.
 & Bert Sutton

Harry Jay Pittock
 b. 23 Jun 1888, Falls City, Nebraska, USA
 d. 10 Jun 1944, Washington ?
 occ. Neuro-Psychiatrist
 & Maude May Burcock

Faith Pittock

William Edgar (G13)
Right



*Descendants of Henry Pittock**Generation No. 1*

1. HENRY¹⁴ PITTOCK (*WILLIAM EDGAR¹³, GEORGE¹², JOHN¹¹, WILLIAM¹⁰, WILLIAM⁹, THOMAS⁸, THOMAS⁷, THOMAS⁶, JOHN⁵, RICHARD⁴ PYTTOCK, WILLIAM³ PITTOCK, THOMAS², JOHN¹*) was born March 14, 1848 in Deal, Kent, and died October 1, 1910 in Lincoln, Nebraska, USA. He married (1) ALICE CAREY ELWELL March 14, 1875 in Falls City, Nebraska. She was born April 17, 1855 in Knoxville, Illinois, USA. He married (2) MRS.STODDARD 1890 in Boston, Mass.

More About HENRY PITTOCK:

Immigration: 1865, U.S.A.

Children of HENRY PITTOCK and ALICE ELWELL are:

2.
 - i. WILLIAM EDGAR¹⁵ PITTOCK, b. April 13, 1877, Falls City, Nebraska; d. 1959, Malden, Mass. USA.
 - ii. ASA ELWELL PITTOCK, b. September 13, 1878, Falls City, Nebraska; d. August 1965, San Fernando, California, USA.
 - iii. GRACE ELIZABETH PITTOCK, b. December 22, 1879, Falls City, Nebraska, USA; m. JOHN A. THOMPSON, 1905, Sunnyside, Washington State.; b. January 29, 1877.
 - iv. MYRTLE ALICE PITTOCK, b. March 26, 1882, Falls City, Nebraska, USA.; m. (1) WILLIAM HAYES HEDDEN; b. May 21, 1877; m. (2) BERT SUTTON; b. March 6, 1878.
3.
 - v. HARRY JAY PITTOCK, b. June 23, 1888, Falls City, Nebraska, USA; d. June 10, 1944, Washington ?.

Child of HENRY PITTOCK and MRS.STODDARD is:

- vi. FAITH¹⁵ PITTOCK.

Generation No. 2

2. WILLIAM EDGAR¹⁵ PITTOCK (*HENRY¹⁴, WILLIAM EDGAR¹³, GEORGE¹², JOHN¹¹, WILLIAM¹⁰, WILLIAM⁹, THOMAS⁸, THOMAS⁷, THOMAS⁶, JOHN⁵, RICHARD⁴ PYTTOCK, WILLIAM³ PITTOCK, THOMAS², JOHN¹*) was born April 13, 1877 in Falls City, Nebraska, and died 1959 in Malden, Mass. USA. He married ADELAIDE M. HOLLAND July 19, 1904 in Wakefield, Mass. She was born May 25, 1879 in New York City, New York.

Children of WILLIAM PITTOCK and ADELAIDE HOLLAND are:

- i. RUTH MYRTLE¹⁶ PITTOCK, b. June 14, 1904, Wakefield, Mass.; d. June 4, 1937, Lynn, Mass; m. FRANK BLOOM, June 1, 1929; b. November 23, 1905.
4. ii. HOLLAND PITTOCK, b. March 10, 1907, Wakefield, Mass.; d. August 1984, New Harbour. Maine, USA.

3. HARRY JAY¹⁵ PITTOCK (*HENRY¹⁴, WILLIAM EDGAR¹³, GEORGE¹², JOHN¹¹, WILLIAM¹⁰, WILLIAM⁹, THOMAS⁸, THOMAS⁷, THOMAS⁶, JOHN⁵, RICHARD⁴ PYTTOCK, WILLIAM³ PITTOCK, THOMAS², JOHN¹*) was born June 23, 1888 in Falls City, Nebraska, USA, and died June 10, 1944 in Washington ?. He married MAUDE MAY BURCOCK May 12, 1920 in Hastings, Nebraska. She was born August 22, 1898 in Ottawa, Kansas, and died October 22, 1933 in Tacoma, Washington.

More About HARRY JAY PITTOCK:

Occupation: Neuro-Psychiatrist .

Child of HARRY PITTOCK and MAUDE BURCOCK is:

- i. ELIZABETH MAE¹⁶ PITTOCK, b. March 18, 1920, Hastings, Nebraska, USA; m. WARREN WINFIELD TACK; b. December 11, 1916, Hecla, South Dakota.

Generation No. 3

4. HOLLAND¹⁶ PITTOCK (*WILLIAM EDGAR¹⁵, HENRY¹⁴, WILLIAM EDGAR¹³, GEORGE¹², JOHN¹¹, WILLIAM¹⁰, WILLIAM⁹, THOMAS⁸, THOMAS⁷, THOMAS⁶, JOHN⁵, RICHARD⁴ PITTOCK, WILLIAM³ PITTOCK, THOMAS², JOHN¹*) was born March 10, 1907 in Wakefield, Mass., and died August 1984 in New Harbour, Maine, USA. He married EVELYN V. GOULD August 29, 1931 in Tufts Chapel, Medford, Mass.. She was born November 9, 1906.

Children of HOLLAND PITTOCK and EVELYN GOULD are:

- i. JANET¹⁷ PITTOCK, b. July 13, 1932.
- ii. HOLLY PITTOCK, b. May 26, 1936.

William
born in Deal
married twice
died 1916

Edgar William by 1st wife
died Nov. 1941 age 66 no issue
3 Sons & 1 Daughter
by 2nd wife

John
born in Deal
died Dec. 25, 1904

Sydney
born 1873
Deal

John Sydney
Gladys
Eileen
Vers
Kathleen

1 Son 1 Daughter

Mary Ann (Polly)
born in Deal
married Parsons
settled in
Quincy, Illinois

Percy
Alice
Kate
Winifred

3 Daughters
1 Son

1 Son 1 Daughter

Emma
born in Deal
married Lass
settled in
Galesburg, Illinois

Edwin
Emma
Nellie
Herbert
Edith
Grace

Grace
William

William Edgar
born Apr. 13, 1877
Falls City, Nebr.
married
July 19, 1904
Adelaide M. Holland
born May 25, 1879
New York City, N. Y.
married at
Wakefield, Mass.

Ruth Myrtle
born June 14, 1905
Wakefield, Mass.
died June 4, 1937
Lynn, Mass.
married
June 1, 1929
Frank O. Bloom
born Nov. 23, 1905

Priscilla Ellen
born May 25, 1937
Lynn, Mass.

Holland
born Mar. 10, 1907
Wakefield, Mass.
Evelyn V. Gould
born Nov. 9, 1906
married
Aug. 29, 1931
Tufts Chapel
Medford, Mass.

Janet
born July 13, 1932
Holly
born May 26, 1936

Asa Elwell
born Sept. 13, 1878

Falls City, Nebr.
married & divorced

Henry *
born Mar. 14, 1848
Deal
died Jan. 10, 1910
Lincoln, Nebr.
married
Mar. 14, 1875
Falls City, Nebr.
Alice Cary Elwell
born Apr. 17, 1855
Knoxville, Illinois

settled in
Falls City, Nebr.

* Came to U.S.A. in
1865

Grace Elizabeth
born Dec. 22, 1879
Falls City, Nebr.
married
John A. Thompson
born Jan. 29, 1877

no issue

Cloyd
born Feb. 28, 1905
died Mar. 29, 1928

Alice
born Jan. 19, 1907
married
Keene Morris
born May 2, 1907

Stanley
born Mar. 24, 1930
Jeannine
born Dec. 21, 1933

Myrtle Alice
born Mar. 26, 1882
Falls City, Nebr.
married
Hayes Hedden
born May 21, 1877
divorced

Harold
born Feb. 4, 1913
married
Ellen Eva DeBock
born Jan. 9, 1915

Yvonne
born May 7, 1936
Eileen
born Aug. 13, 1938
Kay
born Sept. 25, 1939

Bert Sutton
born Mar. 6, 1878
no issue

Hazel
born Feb. 9, 1916
married
Kenneth Williams

Hervey
born July 1, 1914

Benny
born Nov. 15, 1925
died Dec. 8, 1928

Elizabeth
born in Deal
died age 25, never married

Harry Jay
born June 23, 1888
Falls City, Nebr.
married
May 12, 1920 in
Hastings, Nebr.
Maude Mae Burgoon
born Aug. 22, 1898
Ottawa, Kansas
died Oct. 22, 1933
Tacoma, Wash.

Elizabeth Mae
born Mar. 18, 1920
Hastings, Nebr.
married July 4, 1941
Yuma, Arizona
Warren Winfield Tack
born Dec. 11, 1916
Hecla, South Dakota

Appendix C Asa Pittock

Asa Pittock led a colorful life – his tour at the hotel and gold rush Skagway was just a beginning. But first, here are photos of his parents and Asa:



THE PITTOCK HOTEL ON THE BENNETT TRAIL

A long story of the story, Asa wrote letters to his aunt, who transcribed them into booklet, *My Life, "one day milk and honey and the next day beans."* At some time later, 1986, another relative, William Harold Hedden, further edited that booklet, added some pictures, and renamed it: *The Alaska Yukon Sourdough*. That version was in the Yukon Archives, from where we retrieved it. We, the authors, look forward to presenting that book and other documents from Asa's life, but that will be another project. Meanwhile, here is a time line from the book, to demonstrate Asa's interesting life:

Harry Pittock traveled to Skagway from Seattle	1897 _____
Asa Elwell Pittock arrived Skagway	April 2, 1898 from _____ ship _____
Asa worked at Pittock Log Cabin Hotel	1898 and 1899
Asa at Lake Bennett. (5000 inhabitants) carried letters & Newspaper after traveling Skagway to Log Cabin	April 1898
Asa in Skagway for White Pass RR "Golden Spike"	May 1, 1898
Asa in Skagway for 4 th of July Parade, saw Soapy Smith on White Charger	July 4, 1898
Asa in pier when Soapy Smith killed in Skagway	July 8 1898
Asa sold Daily Alaskan Special addition on Soapy's death Skagway via White Pass, Log Cabin to Lake Bennett	July 9, 1898
Asa when to the Atlin Gold Rush walking and boating . stayed three days after deciding all the good sites were staked and returned to Log Cabin	August 1, 1898
Asa made two trips a week between Log Cabin and Skagway, ordering supplies, selling newspapers	1898 and 1899
Harry Pittock sold Log Cabin Hotel	September 1899

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Asa gambled away this passage	
Harry Pittock passage on SS Alki to Seattle Asa on Alke as dishwasher &waiter on Alke	Sept___1899 [photo of "Alki" https://content.libraries.wsu.edu/digital/collection/klondike/id/306/]
Asa on Alki between Seattle and Skagway as waiter	Fall 1899 thru Spring 1900
Asa 1900 census on Alki in Skagway. Listed as Wm	April 19, 1900
Asa joined Harry in Elmhurst , CA	Early summer 1900
Asa return to Seattle again working aboard Alki on Seattle- Skagway run	Summer___ 1900
Asa quit Alki and hired on SS Humbolt as waiter on Seattle to Skagway; run	Summer & Fall of 1900
SS Humbolt left San Francisco for Nome Gold Rush, Asa as waiter	July 1, 1900. [Photo of Humbolt: https://vilda.alaska.edu/digital/collection/cdmg11/id/2215/]
SS Humbolt arrived in Nome. Asa spent three days in Nome, decided everything staked	July 15, 1900
Asa returns as waiter on SS Humbolt to Seattle	July 18, or 19 th 1900
Asa on SS Humbolt; 1 run to Skagway, stays	July ___1900
Asa walked from Skagway to Whitehorse (110 miles on rail bed with Pete Cawley)	July / Aug 1900___
Asa strawboss on the sternwheeler YUKONER Whitehorse to Dawson City Yukon River	Aug___1900

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Asa on Yukoner on last trip down river to Whitehorse.	Oct ? ___1900
Asa given 1 st class tickets Whitehorse-Skagway- to Seattle.	Oct? ___1900
Asa traveled to Falls City NE to visit mother	Winter 1900-1901
Asa back in Seattle. Took passage on boat to Skagway, and rail to Whitehorse. Ship_____	Spring 1901
Asa waited on unknown boat_____ Whitehorse to Dawson City	Summer & Fall 1901
Stayed winter in Dawson City at Catherine Hall's Boardinghouse. Worked as waiter at Melbourne Hotel	Oct? 1901. to Jan 31, 1903
Tanana Gold Strike- Left Dawson by dogsled Page 2	Feb 1, 1903
Mounties at 40 mile checked names & supplies, followed 40 mile to Goodpaster to Tanana river .and soon to become Fairbanks	Feb ___1903
Arrived Fairbanks	Middle of March ___1903
Asa went to work as first waiter in Fairbanks for Marsden at Fairbanks Hotel	March 1903
Asa at town meet where lynching Barnette &Wada discussed a	March ___1903

THE PITTOCK HOTEL ON THE BENNETT TRAIL

<p>Windy Jim volunteers to take dispatches to telegrapher for establishment of Post Office.</p> <p>Asa and his dog team take Windy as far as dog team could go because of breakup.</p>	<p>April 11, 1903.</p> <p>Old Yukon page 186.</p>
<p>Asa returns to Fairbanks gets two meals from Marsden for troubles</p>	<p>April 1903</p>
<p>Asa went to work at Fairbanks Hotel as first waiter in Fairbanks as Marsden opened a restaurant in hotel</p>	<p>April ___ 1903</p>
<p>Asa and friends rowboated to St Michael on way to Nome</p>	<p>Late May ?1903</p>
<p>At St. Michael joined WILL H ISOM sternwheeler as waiter to Dawson City on Yukon</p>	<p>August 1903 [See photo at: http://www.dawsonmuseum.ca/archives/photoarchives/?photo=8686&sub=transportation&page=59]</p>
<p>Return trip as waiter on the WILL H ISOM from Dawson City to St. Michael</p>	<p>Late summer1903</p>
<p>Bought ticket on small steamer from St Michael to Nome</p>	<p>Late summer ___1903</p>
<p>NOME- went to work for largest restaurant in Nome, _____ as pantryman.</p>	<p>Early fall? _____1903</p>
<p>Took last steamer VALENCIA out of Nome before freeze-up to Seattle and on to San Francisco</p>	<p>Freeze up _____1903</p>
<p>Harry Pittock and his new wife living at Mennonites in Zion City, near Chicago, IL</p>	<p>before fall 1903</p>
<p>Harry Pittock had moved back to Falls City, NE with first wife. Asa kicked him out.</p>	<p>Fall and winter 1903/04</p>

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Left San Francisco; on VALENCIA again as waiter on it first trip to Nome. , and back to Seattle and quit	Spring_____ 1904 Breakup for nome
Waiter on MARIPOSA Seattle-Juneau and Valdez Quit when returned to Seattle	Spring_____1904
Waiter on _____ from Seattle to Skagway & quit	Early Summer 1904
Asa, Wally Poole and friend walked again from Skagway to Whitehorse	Early summer 1904
SS. SELKIRK as waiter	Summer 1904
Steamer TANANA went to work for as waiter at Dawson. TANANA ran from Dawson to Fairbanks	Summer 1904
TANANA'S last trip on way to Whitehorse for winter got off at Dawson City.	Fall 1904 Before freeze up
PRINCIPLE hotel as waiter Corner of 2 nd & King	Fall 1904
Won Yukon Breakup Ice Pool at Reed Pharmacy in Miners Drug Store	May 11,1905
Maude Kramer his Sweetheart	1905
Open Pittock & Hickey Cigar store in front of Standard Theater &Dance Hall @_____ Purchased Only Steam Peanut Roaster in Yukon	Spring 1905
Sold peanuts & soft drinks: Sullivan-O'brien fight	July 4, 1905
Bought Emitt Hickey out	Towards end of summer 1905
Closed Pittock & Hickey sold equipment	Middle of winter 1905/06

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Went to work at Principle Hotel as dishwasher	Winter & early spring 1906
Maude went to Fairbanks on first boat down river	May ____ 1906
Waiter on the TANANA between Fairbanks & Fort Gibbon	May _____ 1906
Last saw her in Fairbanks on her way to Nome	Fall _____ 1906
Maude in Nome	
Robbery on TANANA/ Asa slept on \$59,000	July ____ 1906
Robbery discovered on IDA MAY	July 17, 1906y
Newspaper accounts of robbery & trial	July 17, 1906 to - Sept 20, 1906
Prisoners escape at Eagle, Bobby Miller stayed	_____ 1906
Remained in Fairbanks, as extra in restaurant	Winter 1906
Went to Cleary City with "Cliff". Working as waiter _____ when there was a shift	Winter 1906
Christmas opening of new saloon & dance hall With Marge Newman and friends	Christmas 1906
Move to Nome and got job in new restaurant ____	Dec 1906 or Jan 1907
Moved back to Fairbanks and got job as night watchman on Steamer DELTA	Spring 1907
On DELTA as waiter	Summer 1907
Arrested natives on board , tried to escape	_____ 1907

THE PITTOCK HOTEL ON THE BENNETT TRAIL

At Tanana quit S. DELTA. Asa & Cliff got jobs on Steamer SARAH going to Dawson	Toward fall _____ 1907
Worked for passage on _____ to Whitehorse	Toward fall _____ 1907
Walked with Cliff from Whitehorse to Skagway	Fall _____ 1907
Worked for passage on _____ Skagway to Seattle	Fall _____ 1907
Traveled to Ellensburg , WA to visit Grace & John	Fall _____ 1907
Accompanied Grace to Falls City NE	Winter 1907-1908
Job in grocery store in St. Joseph, Missouri	Early 1908 thru Spring 1908
When back to Falls City, NE and on to Seattle	Spring 1908
Worked on ocean boats _____?	Summer 1908 until Fall 1908
Arrived Whitehorse on RR from Skagway	Fall 1908
Job as Porter at White Pass Hotel / Pete McMillan boss	Fall 1908 To May 1910
Joined the North Star Athletic Club	Fall 1908 winter 1909-1910
Opened Pueblo Chop Restaurant	May 20, 1910
Closed Pueblo Chop for the winter	Winter 1910
Built and ran skating ring for North star Athletic Club	Winter 1910-11
Reopened Pueblo Chop	Spring 1911
Closed Pueblo Chop (sold?)	Fall 1911

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Managed Carcross Hotel for Mr& Mrs Gideon	Winter 1911 one month
Worked at Treadwell (Juneau) in Cyanide plant with cousin Will Lass (one of the bosses)	Winter 1911 & Spring 1912
Went back to Whitehorse and worked in grocery dept. of Taylor, Druey & Jeddler & Co.	Spring, Summer into fall 1912
Went back to work at Treadwell (Juneau)	Winter 1912-13
Traveled to Whitehorse. Bought rowboat and followed breakup to Circle City. Then hiked to Fairbanks with Chub Douglas	Breakup/Spring 1913
Went to work in restaurant in Fairbanks (short)	Summer 1913
Went to work on TANANA	Summer 1913
Quit steamer TANANA in Fairbanks Upon hearing gold strike on Shushanna	_____1913
Got job on steamer to headwaters of Tanana with restaurant outfit as far as junction of the Nenana and Shushanna River	_____1913
Hiked 150 miles to headwater (60 lbs. Packs). Everything staked so returned , cross country to headwaters of Nebesna River. Got lost from companions. Found boat and returned to Fairbanks.	Summer 1913

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Went back to work on the Riverboats , left boat as it was going to be wintered in Whitehorse.	Summer till fall 1913
First class transportation Whitehorse to Seattle	Freeze up 1913
Went back to work on Ocean boats	Fall 1913
Left ship at Seward and remained	Winter `1913-14 ? dates don't jive
Opened Seward Tailor Shop from Heine Burger with Joe Wortek	Feb. 24, 1915 to Fall 1915
Left Seward went "outside" after world fair	Fall 1915 and into 1916
Ended up in San Francisco where went to work on English boat to Australia, and back to SF quit	1916 (spring?)
Returned to Seattle, to Whitehorse and first boat down river to Fairbanks	Spring 1916
Went to work in Nenana for AEC (Railroad)	Summer 1916
Move to run store 40 miles south of Nenana at crossing Ferry, AK	Fall and Winter 1916
Quit AEC and went to join the Army. By way of Dawson, Whitehorse, Skagway to Seattle	Summer of 1917
Enlisted in Army at Ft Lawton, [near Seattle, WA)	July ___ 1917
Shipped to mobile laundry school Washington .DC	Summer 1917
Shipped to Newport News, VA Camp Steward awaiting overseas for France	1917 until March of 1918
Shipped to Ft Washington, near Seattle were discharged	March _____ 1918

THE PITTOCK HOTEL ON THE BENNETT TRAIL

Went to oil boom in Texas, Wichita Falls, then Buckburnett. Worked for St Clair Oil Co	Summer 1918
Moved to Caddo [TX], traveled to Mineral Wells and bought restaurant on wheels ran restaurant in Caddo	Summer 1918
Sold everything, traveled to El Paso, Jaurez, ended up in jail. Robbed and broke	1918
Jumped freight going west to LA, skid row, freight to Bakersfield and Hitchhiked to San Francisco.	
In SF at Salvation Army worked odd job	
Got job on SS SONOMA between S.F./ Australia & New Zealand	Till 1921 when steward strike was over
When to Seattle worked on MARIPOSA to Seward.	_____1921
Went to work at Marathon Restaurant for Mel Holben	_____1921
Bought a cigar store/bootleg shop	_____till fall 1922
Sold store and travel to Seattle, to Boston to visit brother Will. Wife Adelaid, children Ruth and Holland.	Winter of 1922-23
Went to NY. Got job as scullion on boat going to England. On return as waiter. At least one more round trip, then quit.	_____1923
Got job as cook at boys camp in Adirondacks	Summer of 1923?
Travel to Boston shipyard where LEVIATHAN was being fitted. Sailed to	1923?

THE PITTOCK HOTEL ON THE BENNETT TRAIL

NY (500 dignitaries) then to England and back to NY and quit remained in NY	
Hired on SS MONROE as saloon night watchman, then 2 nd Stewart in charge of 80 Chinese. Traveled to SF thru Panama Canal. Return trip to 15 countries before returning to N.Y	
Second trip Asa was Chief Stewart on MONROE round the world. Quit work when returned to NY	
Visited Philadelphia, and Indiana visit with sister Myrtle and her family.	
Traveled to Des Moines, Iowa visited brother Harry and Asa mother. Harry daughter Bette was 2 yrs	
Made a trip to Australia	
Worked on SS YALE between SF- San Diego and LA	
Traveled to Boulder Dam, Las Vegas & trips to Seattle.	
Returned to SS YALE intermittently till strike of 1934	Strike of 1934
Went to Seattle, visited brother Harry at American Lake.	
Returned to Tacoma/ Seattle and made a few trips Seattle-Skagway on A K Steamship HALALEKULA	
Return to SS YALE in SF	

Wow.

Appendix D Iowa Alaska Mining Company and E.M.Vail

Gold Fever Strikes Iowa

In December 1897, at the Park Hotel in Fort Dodge, Iowa, a Mr. J. M. Starbuck, persuaded 32 businessmen to each contribute \$50 to pay Starbuck to advise them on how to get rich in the Klondike. Gold fever must have been high for these businessmen and farmers to ante-up the equivalent of \$1,358 in 2017 dollars for some information Starbuck said he had in a secret letter. Also, Starbuck had never been to the Klondike, or planned to go now. His only contribution to the venture was “advice.” As the reporter for the Fort Dodge Semi-Weekly Chronicle dryly noted, “...it is easy to see that [Starbuck] doesn't have to travel far to his Klondike. This money is merely a fee to Mr. Starbuck and pays no part of equipment or transportation.” [1]

But the “The-Iowa-Alaska Co-operative Mining Association.” was formed and shortly left for the Klondike. The expedition is summarized in the diary of Marvin Marsh. Briefly, they made it to Dawson in good order. Somehow they acquired a small sternwheeler and explored some creeks other than the Klondike – which was fully claimed. Apparently some of the Iowa team stayed over that winter – winter of 98-99, while others returned the fall of 98 – empty handed.

One of the participants in the Fort Dodge meeting and an active member of the association was E. M. Vail of Marshalltown, Iowa. Vail was an amateur photographer and took photos of the association and the trip to the Klondike and back.

Vail produced two sets of photographs of the trip. One set was probably a folder-type booklet of probably all the trip photos. That set was titled: Alaska Views...From Seattle to Skaguay and return via St. Michaels and Unalaska. That set probably had 150 photos. About 40 of those photos are printed again in an album. The album was not printed as such, but the photos were inserted into an album with handwritten notes below the photos.

I'm searching for the full set in Alaska Views, however one of Mr. Vail's partners, Marvin Marsh, had a selection of the photos and these are in the Yukon Archives in Whitehorse. [2]

A copy of the album is in the University of Iowa Archives [3], who made high quality scans of each album page. By today's standards the original photos are not high quality, but the photos and notes provide a poignant history of the association's journeys and Yukon and Alaska just before the turn of the century.

I'm currently doing some historical research into the association and also trying to acquire the rest of Vail's photos and would be like to hear from any interested readers. Email Robert A. Perkins at raperkins@alaska.edu

[Alaska Views Contents](#). This pdf file lists, presumably, all the photos Vail offered in Alaska Views folder.

[Yukon Archives Citation](#). This pdf file has the acknowledgment for the Marsh photos and diary.

[Marsh Diary](#). This 16 meg pdf file has the Marsh Diary, from February 5, 1898, to October 28, 1898.

1. ORGANIZING FOR KLONDIKE, Fort Dodge Semi-Weekly Chronicle, Fort Dodge, Webster co. Iowa, January 1, 1898. Transcription by Linda Ziemann, co-editor Iowa Old Press: <http://iowaoldpress.com> (IAGenWeb Special Project: <http://iagenweb.org>).
2. Marvin S. Marsh fonds, Yukon Archives, Whitehorse YT, Canada.
3. Special Collections and University Archives, University of Iowa

Appendix E Log Cabin

Log Cabin, a location in British Columbia, was the junction of several routes. It was the end of the White Pass trail and the beginning of a trail to Lake Bennett, as well as the beginning of a route to the interior of Yukon/BC with a side route to the Atlin gold fields. Here is a little timeline of interest to the Pittock Hotel.

Prior to 1897, the White Pass was an Indian trail. After the summit on the trail, one would need to continue north to get beyond the mountain terrain and wet muskeg to order to get to firmer ground and find trees for firewood and structures. The Log Cabin area was the first such location with flat terrain.

The great rush through the Log Cabin area was in the winter of 1897-1898. Summer of 1898 there was little mining traffic, but the railroad had started construction. The railroad was complete to Lake Bennett in July 1899, after which Log Cabin was not so important. However, the Atlin gold rush started in 1898 and peaked in 1899, and material and people bound for Atlin would disembark at Log Cabin.

The term “log cabin” probably referred to a small cabin built by the Mounties early in the rush, probably before 1898. The Mounties were stationed at the border and had a small encampment a few miles north of the border, but made the trek to Log Cabin to get firewood. Perhaps they built the small cabin as an emergency shelter in case a wood-cutting expedition was caught in a storm. There is no record of a formal Mountie presence in Log Cabin until the late summer-fall of 1898, after the great rush had passed. In summer of 1899, when the railroad was complete, the Mounties moved their headquarters to Bennett. The Mounties had a presence in Log Cabin, as they did everywhere during the rush, but I did not come across any records of Mountie activity at that location, prior to their move in late summer 1898. In the figure caption below, it states that the original log cabin had been a Mountie building, but was a restaurant in the spring of 1898.

In the winter of 1898-1899, there was a steady stream of broke and disheartened would-be miners headed back to Skagway from Dawson. If they wanted to try their luck at the Atlin fields, they would still take the route to Lake Bennett, via the frozen Yukon, then go through Log Cabin to Tutshi Lake and then to Atlin.

So, during the height of the rush, Log Cabin was a crowded place, with little supervision by the Mounties or anyone else. [The following is taken from an article titled: *Log Cabin, an Oasis on the White Pass*, copied from a spiral-bound booklet, of which I cannot find the title. In turn, it has references that I will give, although I did not check those original references.] That section has some details on the area history, including some information on Mr. Tugwell. Here the article quotes from Leon Boillot, but since the reference is in French, this is likely a translation:

As it is Sunday, and the tent is up, we are resting. Log Cabin consist of a half-dozen log huts and hundreds [exaggeration?] of tents randomly scatter along a ridge covered with pine and fir trees. This provides an effective barrier to the violent winds savaging the area; it is sort of an oasis

On the ridge, a few log cabins rise here and there from amongst the tents, which are various shapes and sizes. Some serve as a stable, with as many as 50 horses. Others contain hundreds of tons of baled hay, sacks of oats and barley, with still others, even smaller, pompously proclaim themselves to be hotels, restaurants, saloon, and so on.

For 2 francs 50 (about \$16 US today) you can enjoy a cup of coffee and a slice of meat or, for a more substantial sum, a nondescript kind of ratatouille [According to Wikipedia: Ratatouille is a French Provençal stewed vegetable dish] decorated with shriveled accoutrements which might have been potatoes, turnips or onions at one time. So-called dessert of prunes or baked apples and you have spent 5 francs or better.

Several professionals, doctors, clockmakers, shoemakers, have set up shop in small tents besides the trail and are desperately trying to earn enough money to pay their way into the interior. For those interested in probing the deeper mysteries of this journey, it is likely that the doctor is a charlatan, the clockmaker a blacksmith and the shoe maker a true disciple of Saint Crispin. (St. Crispin is the patron saint of shoemakers and leather workers, but the analogy does not fit here.) [L. Boillot, *Aux Mines d'or du Klondike; du lac Bennett a Dawson* (Paris, 1899) pp 56-57]/

Note that Boillot was at his oasis in winter/spring, but as the warm weather came, conditions changed from an oasis to a fetid swamp. Next is from a missionary, John Sinclair:

[he felt that between the miserable terrain and the unsavory local population, Log Cabin] was the dirtiest place on earth. Such a filthy hole I never have seen as that group of shacks and tents at "Log Cabin." Loathsome looking dogs slunk around the tents. They were red-eyed and diseased-looking through gorging themselves on decayed horseflesh. Greasy and slatternly women, begrimed and ragged children and rough, shifty-eyed men wallowed in a sea of mud and filth. All this, plus the terrible stench of dead horses, more noticeable in the warmer temperature, spurred us on and fired us the renewed energy to get away from there with all haste. [J. Sinclair, *Mission Klondike* (Vancouver 1978) pp 92-93]

So, for Sinclair, it was not an oasis. Anyhow, one can see the benefit of Pittock locating his hotel near Log Cabin, but far enough away to provide some break from the stench and squalor. Probably travelers were glad to get past that mess and get a good night's sleep at Pittock's Hotel. Note both accounts take place in spring and summer of 1898, before the Mounties set up their shop in summer and fall 1898.

Here are some photos from my web site and the University of Washington Achieves.

What was the "Log Cabin?"



Credit: University of Washington Libraries, Special Collections, HEG521

From UW collection. Note the tree apparently growing out of the roof peak. This building was probably what led to the name, "Log Cabin," for the area near here. See script in next photo.



From the Vail collection (See appendix D). Note again the tree. This photo was taken in late spring 1898.



Somewhat comical photo of Vail himself in front of the “Iowa-Alaska Mining Cos’ cabin at Log Cabin.” Since the company did not stay in Log Cabin beyond the time they were transporting their gear to Bennet, it seems unlikely they built a cabin. More likely, they bought or rented one to store their gear and get a dry night’s sleep.



Again, Vail, this time by a tent. Perhaps this is why they bought or built the cabin. The slats to the right of the tent were probably a sled of some type, tipped on its side.



Here the caption on the photo says “Mt. Halcyon.” Trail here is probably leading into Log Cabin area. Note the tents and firewood. From Yukon Hiking [http://www.yukonhiking.ca/log_cabin.html], where the mountain is called “Log Cabin Mountain”....”According to the BC Gazetteer, there is no official name for this mountain, but other common names include Shallow Peak and Mount Halcyon.”

Credit: *University of Washington Libraries, Special Collections, HEG076*



Credit: *University of Washington Libraries, Special Collections, HEG063*

This is what the trail looked like during the heyday of the Pittock Hotel. Note the mules and the number of animals. Also, the steep slope. That may be a mule laying down, about four animals back. The trail today still has horse bones (which may be mule bones) everywhere. The men are “packers” who hauled freight based on weight.



Credit: University of Washington Libraries, Special Collections, HEG170

Here is what I guess would be a typical setting. Note: left to right, bags of grain and bales of hay for animals, many sleds, in the background on the banners is a “store” and the “Victoria Hotel.” It looks like the hotel is a tent. It is still winter, but my guess is with all the animals, dead and alive, the area stunk.



Credit: *University of Washington Libraries, Special Collections, HEG018*

This is probably from the summer of 1899, and shows the railroad construction. The horses are in a “cut” and the wagons are for moving rock and soil. Note all the boulders on the left. It was reputed that the railroad took much better care of its pack animals than the “packers” did.

The screenshot shows the Wikimedia Commons interface for the file `File:Pack train at White Pass, British Columbia, between 1893 and 1903 (AL+CA 7357).jpg`. The page includes a navigation sidebar on the left with links like 'Main page', 'Upload file', and 'Tools'. The main content area features the photograph of a pack train with several pack animals (mules or horses) carrying supplies through a forested, mountainous landscape. A man is visible standing near the animals. To the right of the image are various utility icons such as 'Download all sizes', 'Use this file on the web', and 'Email a link to this file'. Below the image, there is a caption: 'Pack_train_at_White_Pass,_British_Columbia,_between_1893_and_1903_(AL+CA_7357).jpg (768 x 543 pixels, file size: 63 KB, MIME type: image/jpeg)'. At the bottom, there are tabs for 'File information' and 'Structured data'.

[Found this as I was doing the last draft of this tome. This photo was most likely taken in the summer of 1898 or 1889. Looks like the first animal is covered with a blanket, but more likely a tent or such, while second animal is looking at us – wonder what he’s thinking.



Well, here is the competition. Paradise Valley is the next valley over from where Pittock's is located. I would take it as more than a mile and a quarter from Log Cabin, and Pittock's to be half a mile. On the maps, this region is noted as "Lewis Camp no. 9."

Appendix F The Telegraphs

Three telegraph lines may interest the reader. The first, of which there are pictures in Chapter 6, is a telegraph line built by the White Pass & Yukon Railroad for its operations. This line is mostly laying on the ground on, or close to, the trail, mentioned in Appendix A. The line is a rather thick copper or more likely copper alloy, single-strand wire with glass insulators. Most likely it was completed along with the railroad in 1898-1899. I can't find more about the construction of that telegraph, but presumably it first terminated in Lake Bennett, and then was extended to Whitehorse, probably coincident with the completion of the railroad in 1899. Shortly north of Lake Bennett is the town of Carcross, known at that time as Caribou Crossing. From Caribou Crossing is the water route to Atlin. A 2015 newspaper article indicates that a moose was caught when his antlers became entangled in the loose telegraph wire. At that time, the railroad was being pressured to remove the rest of the wire.

The second line, from Dawson City to Bennett, was demanded by the Mounties. There were Mountie posts from the summit of the White Pass to Dawson and these needed to communicate. As well, Dawson needed to be connected to the outside world. In spring 1899, the Canadian government authorized its Department of Public Works to build a line from Bennett to Dawson. A remarkable feat, the line was completed in a few months in the summer of 1899. The route was not too complicated, since it followed the Yukon River and the construction crew and equipment could float downriver in barges. Nonetheless, it was extraordinary. Twenty-eight men, of whom four drowned, completed all the work in six months, for \$135,750 (US? If it were, that would be three and half or four million in today's dollars.)

Although the line tied in the Mountie stations, and a small fort of the Canadian military with Dawson City, its link with the outside world was still tenuous. A message from Dawson to Victoria needed to be relayed at Bennett. From Bennett it went over the railroad's telegraph line to Skagway, where it was printed and put on the next ship for Victoria. So, there was pressure for an "all Canada" line.

The All Canada line started from Quesnell, BC, on the Fraser River, and headed north. Unlike the Yukon River telegraph, this route was plagued with construction difficulties and some delays. But when complete it did indeed tie in Dawson to the rest of Canada's communications network - except outages were common on the line. There were crews more or less full-time on the line – stations every 40 miles or so, and intermediate shelter cabins for winter repair. Nonetheless, long outages occurred. In that case, messages were sent via a side route to Atlin, and then to the White Pass & Yukon telegraph office in Bennett. Thus, the line on the Bennett Trail was still in use for telegrams from Dawson for many years after the railroad was complete and the Bennett Trail all but abandoned.

Here I will note that some of the structures we found may have been in use later than the gold rush in connection with the telegraph. The one we call "four-tier" had the telegraph line within a few feet, perhaps indicating a connection between the cabin and telegraph.

I especially recommend two books about the Canadian telegraphs:

Forty Years on the Yukon Telegraph by Guy Lawrence, [7 in the References] and

The Story of the Yukon Telegraph by Bill Miller [8 in the References.]

Also, there is a great site for all things in northwest Canada and Eastern Alaska, *Explore North*. It has a blog on the Yukon Telegraph: <http://www.explorenorth.com/library/history/bl-yukontelegraph.htm>