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Letter from Chuck Beaumont, April 25, 1983

- when the Atlin gold rush tapered off, the company decided a good tourist endeavour could be undertaken at Atlin because of its beautiful setting on Atlin Lake and so constructed the Atlin Inn and advertised it as a holiday resort bringing passengers from the coast ships docking at Skagway

- Tutshi had a narrower sternwheel as it did not need the tremendous pushing power of the boats in the River

- the foredeck was covered with a passenger deck because the use of big gang planks was eliminated, asfreight was generally carried on a barge when there was any quantity

- built by a crew of about 50 carpenters and shipwrights - mainly from Vancouver but some where from the Whitehorse shipyard

- Crew: 4 deck officers: captain, chief officer, 2 mates
6 Deckhands
2 Engineers
3 Firemen
1 Cheif Steward
5 Cooks and Galley Staff
6 Stewards/Waiters
1 Purser

28

- carried 115 passengers

- intially the Tutshi came down West Taku Arm to Engineer Mine a few miles north of Ben-My-Chree and would make the odd trip to Ben-My-Chree with supplies

- Partridges had developed a fabulous garden in the wilderness and it delighted the passengers on the TUTshi to see flowers and comfort at the end of West Taku Arm

- the Partridges encouraged the BYN Co. to proceed on from Engineer Mine to Ben-My-Chree

- once Engineer Mine folded, Ben-My-Chree became the main attraction

- initially the Partridges entertained the passengers on their own but in the 1920's the number of people being put ashore for the few hours at Ben-My-Chree became a burden and the BYN Co. provided some help - generally one or two waiters off the Tutshi to assist serving tea, coffee and rhubarb wine

- after the death of the Partridges, BYN Co. continued the operation of Ben-My-Chree under a manager and hostess and some garden help until 1955 when the Tutshi stopped operation

Letter from Chuck Beaumont, April 25, 1983 (cont'd.)

- "Girl of My Heart" originally the name of the yacht built by Otto Partridge to take he and his wife and whoever else around the lakes

- they lived in a houseboat at the head of West Taku Arm and Otto Partridge was mining there when a rock slide wiped out the workings of the mine and gravity tramway and killed several employees. That is when O. Partridge gave up mining and established the homestead at the head of West Taku Arm

- by 1956 the tourist business up the coast became very popular and lucrative for the coast steamship lines - they found that by eliminating one day at Skagway they could make one extra trip in a season - thereby leaving no time for a trip to Carcross and Ben-My-Chree

Letter from Fred Dunn, May 12, 1983

Cargo on the Tutshi

- mining machinery, store supplies - groceries, clothing
- in the fall made special trips without passengers to carry dynamite, gasoline, explosives, some livestock
- agents for Railway Express and carried many gold shipments out of Atlin

- made periodic stops at Engineer Mine

- other stops would be flag stops at Indian camps along the shore

- Chief Steward would purchase lake White Fish from the Indians

Letter from Dave Morris, May 11, 1987

- was hired in 1952 as a deckhand on the Tutshi
- youngest deckhand that year, paid \$125.00/month
- the economy was booming in the Yukon and older men were not available at the wages being offered
- hired in Whitehorse and given tickets to take the train to Carcross to meet the thirdmate
- Bennett Lake was low at the time so the Tutshi was moored in the lake at the base of the mountain on the north side of the lake
- the tourists were taken by barge, fitted with benches, to the boat - a pilot boat hauled the barge back and forth
- by mid-June initial maintenance was already done - deckhands job was to handle the lines, keep the decks clean, fill the water barrels, man the lifeboats and fire hoses and occasionally help the waiters clean the tourist cabins
- Tutshi burned Bunker 'C' oil - there was a large rectangular tank on the wharf and one of the jobs was to hook up the fuel lines and the steam lines - the steam lines warmed the oil so it would flow
- not sure whether the pumps were on shore or on the boat
- the main storage tank was filled from a rail tank car once or twice during the season
- hauled very little cargo - did supply a Geological Survey of Canada crew and a Royal Canadian Engineers Survey crew
- made 3 or 4 trips to a sawmill at Taku Landing to pick up railway ties - the boat and the barge was loaded to capacity - the entire trip took about 4 days travelling, loading and unloading
- Taku Landing was almost completely intact, many of the furnishings were still in the station house
- on the way to Taku Arm one trip, a logger was seen in the middle of the lake on a raft he had built - he was escaping black bears that had overrun his logging camp
- once or twice the Tutshi stopped at Engineer Mine to drop off supplies for the survey crew - appeared to be in tack with automobiles and trucks parked outdoors
- deckhands and firemen lived in the engine room - sleeping was wonderful with the water washing against the rear wall - bedding and rugs were from an assortment of older steamboat companys
- rooms off the freight deck were occupied by the waiters and cooks
- tourists usually arrived about 10:30 a.m. - the deckhands and waiters met the tourists and carried their luggage to the boat - the boat was cast-off about 11:30
- lunch was being served as the boat turned around in the river

- lunch was always the same when tourists were on board - the menu was veal cutlets, white fish or lake trout - there was always three pies, raisin, cherry and apple - steam pudding was a regular item and there was a large steam powered ice-cream maker on the freight deck - the first cook usually made the ice cream

- in 1952 the capstan (steam) was replaced with a steam winch
- monkey rudders were also installed

- there was a piano on the freight deck and two waiters played for dances - a dance floor was made from canvas which was rolled up and suspended from the ceiling around the large post-deckhands took it down and pulled it taut for dancing

- once the boat was underway the deckhands did not have much to do - had to stay below decks unless there was a reason for them to work on the upper deck

- Morris had a daily job of shining brass rails on the front of the ship (from boat deck to saloon deck)

- on return trip the ship would tie up at Tutshi Island

- had to get up about midnight and use boat hooks to fish cables out of the water

- after the boat was cast off (around 4:00 am) the deckhands filled water barrels with fresh water - used fire hoses to fill barrels - once Morris held the hose straight up and unfortunately the window in the wheel-house was open and the third mate was soaked

- in order to have the heaving lines unfurl easily they would let the rope trail from the side of the boat to soak - they then coiled them wet and the rope unfurled easily

- Martin Redmond looked after the stern line and let it out of the aft port freight door - the rope got caught in the wheel while he was holding on - he was rapidly pulled across the freight deck until he let go - the third mate had to chop the rope out of the wheel - because his heaving line was destroyed he made a new one by tying 3 railway spikes to the end of his rope - unfortunately they came off when we arrived at Carcross and showered the assistant station agent who handled the stern line on the wharf

- at the end of each trip, about 9:00 am, the tourists could go to the waiting room at the station and hear a lecture by Chief Patsy Henderson, who was present with George Carmack and Skookum Jim at the discovery of gold in the Klondike - he also demonstrated calling moose using various techniques

- deckhands did not wear uniforms

- had one day off and were given rail passes to Whitehorse

- 1st and 2nd steward and Chief and Second Engineer had cabins on cargo deck aft of stairs