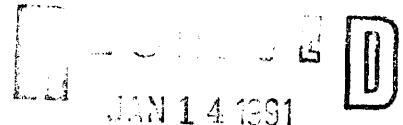


United States Department of the Interior National Park Service



National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name
other names/site number Klondike Gold Rush National Historical Park

2. Location

street & number three units in the Skagway & Taiya River Valleys not for publication
city, town Skagway vicinity
state Alaska code 02 county Skagway-Angoon-code zip code 99840
Yakutat Division

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes sub-columns for Contributing and Noncontributing resources.

Name of related multiple property listing:
Number of contributing resources previously listed in the National Register 98

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of certifying official Date
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
[X] entered in the National Register. See continuation sheet.
[ ] determined eligible for the National Register. See continuation sheet.
[ ] determined not eligible for the National Register.
[ ] removed from the National Register.
[ ] other, (explain): for Confirmation
for Signature of the Keeper Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)  
Skagway Unit-commerce/trade/business  
Chilkoot Trail Unit-transportation-  
pedestrian-related  
White Pass Unit-transportation  
rail and pedestrian related

Current Functions (enter categories from instructions)  
commerce/trade/business, domestic  
recreation & cultural/outdoor rec.  
transportation-rail related

**7. Description**

Architectural Classification  
(enter categories from instructions)

Other  
\_\_\_\_\_  
\_\_\_\_\_

Materials (enter categories from instructions)

foundation earth/wood  
walls wood  
roof wood  
other whaves/bridges - log  
tramways/railroad - wood, metal  
and wire

Describe present and historic physical appearance.

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Situated approximately 100 miles north of Juneau in southeast Alaska, Klondike Gold Rush National Historical Park, occupies portions of the Skagway and Taiya River Valleys. Both river valleys extend from the Taiya Inlet to the boundary of British Columbia, Canada.

The Park is composed of three units. The Skagway Historic District Unit includes 14 city blocks in downtown Skagway. The 15 mile long and one-half mile wide Chilkoot Trail Unit includes Dyea townsite and the entire length of the United States portion of the trail. The White Pass Unit includes the upper end of the Trail of 1897 (Dead Horse Trail), the Brackett Wagon Road sled route, the White Pass and Yukon Railway (WP&YR), and White Pass City. The White Pass Unit is approximately five miles long and from one-half to two and one-half miles wide. The park lies within, but is not as extensive as, the Chilkoot Trail and Dyea, and Skagway and White Pass National Historic Landmarks. Boundaries of the Park are shown on attached maps.

I. SKAGWAY HISTORIC DISTRICT UNIT

A) CONTRIBUTING RESOURCES;

Within Skagway Historic District Unit lie several well-preserved turn-of the century frontier commercial buildings, as well as some outstanding examples of residential workers' architecture from the same period. A total of 63 contributing resources exist within the unit, along with 26 noncontributing resources. Although few are individually distinguished, as a whole they retain the place and scale of the historic period. Several of the contributing buildings have been moved and the physical appearances of many others have been altered by additions and/or restoration. The inclusion of these buildings reflects a tradition of relocation and reuse in an effort to conserve building materials in a remote frontier. A few of the buildings are deteriorated. Although the deteriorated buildings have lost their integrity as buildings, they contribute to the character of the district by reflecting the evolution of the historic scene.

Additional contributing resources within the Skagway District Unit include the original WP&YR locomotive and a number of archeological sites. Some archeological sites are components of buildings that are contributing resources while others are considered as independent resources. Although included as

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contributing resources for their role as historic sites, they have not yet been investigated to an extent that would permit extensive exposition of their archeological significance.

a) BUILDINGS (numbers are identified on Map A)

162. Coffey Cabin, 1897. One-story unhewn notched log building with attic, gable roof. Vacant, deteriorated condition. Moved in 1976.
301. Jeff Smith's Parlor, 1897. One-story frame commercial building with attic; beveled tongue-in-groove and board-and-batten siding; gable roof. Moved ca. 1935, also 1963.
302. Itjen House, 1897. One-story wood frame, multi-gable roof, clapboard siding. Moved three times, most recently ca. 1978.
- 304A. Old Railroad Depot, 1898. Two and one-half story with an irregularly shaped hipped roof, horizontal tongue-in-groove siding. Second story has bay window on west facade.
- 304B. Railroad Administration Building, 1900. Two-stories, platform framed, flat roof, drop and vertical board siding. Greek Revival facade on north elevation with embossed tinwork, display windows and recessed doors.
305. Miners Hotel, 1897. Two-story wood frame commercial building, gable roof, vinyl aluminum siding, gable and shed roofs on additions, sun room. Moved to site in 1899.
306. Red Onion Saloon, 1898. Two-story frame commercial building with flat roof, drop siding; full glass storefront with double doors, parapet on east and south. Moved in 1914; recent board and batten shed roof addition.
307. Washington Fruit Store, 1899. Two-story frame, false fronted commercial building, fixed glass over wood panel storefront, recessed double doors on first floor, double bevelled shiplap siding.
308. Washington and Alaska Steamship Company Office, 1900. Two-story frame commercial building with a fixed glass and wood

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panel storefront on the first floor, two bay windows linked by a balcony with squared pilasters and supported by wood brackets; double bevelled shiplap siding.

309. Arctic Brotherhood Hall, 1899. Two-story frame fraternal hall, gable roof, stick and driftwood checkerboard-pattern veneer nailed on east facade. Veneer contains high degree of architectural detailing, including balcony, frieze, cornice, broken pediment and recessed doors flanked by fluted pilasters. Drop-siding on remaining facades, shed addition.
310. Hot Scotch Saloon, 1898. One and one-half story commercial wood frame building, hipped roof, double bevelled shiplap, and board and batten siding. West side is storefront with display windows and inset wood panels below.
- 311A, 311B, 311C. Richter Curio Complex, one and two-story frame building in three portions. a) John Irving Building (north), 1899. Two-story, shed addition. Gable roof, false front on west facade. Vertical panel siding on east, asbestos boards on south, double bevelled shiplap and drop siding on north and west. West facade has storefront windows and recessed double doors. b) Richter's Curio Store (center), 1929. One-story commercial building in two portions. Shed roof, false fronts on north and west, siding of tongue-and-groove on east and double bevelled shiplap on north and west. Lower portion of west facade is display windows. c) Richter's Annex (north), 1972. Flat roof, drop siding, display windows on west.
- 312B. U.S. Customs Office, 1899. One-story frame commercial building with attic, gable roof, semi-false front on south. Clapboard siding on north and south, double bevelled shiplap siding on east and west. Moved to site in 1969.
313. Alaska Steamship Company Office, 1900. One-story wood frame building with false front, fixed glass and wood frame storefront on the east, gable roof, roof cornice, vertical panel siding, several additions.
314. George Dedman House, ca. 1901. One-story wood frame, multi-gable and shed roofs, stucco siding; former crib, moved to site before 1914.

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315. Golden North Hotel, 1898. Three-story frame commercial building with flat roof, cornice line between the second and third floors, and simple bracketing that projects from above the third floor. Double bevelled shiplap, plywood, lattice and vertical post siding. A three-quarter round turret projects from above the first floor, above which is an octagonal, wood-shingled, onion-shaped dome. Moved to site and added to in 1908; recent shed roof addition in rear.
- 316A, 316B. Verbauwheide's Cigar Store and Confectionery, 1899. Complex of three frame commercial buildings. Front is two-story, gable roof with false front, and brackets on west facade, double bevelled shiplap siding. Middle and rear buildings, joined in 1985, were built as cribs. Both are one-story with gable roofs, tongue and groove, double bevelled shiplap and drop siding. Restored in 1985-86.
317. Boas Tailor and Furrier Shop, 1899. Two-story frame commercial building with fixed glass and wood panel storefront and bracketed cornice on false front. Flat roof, double bevelled shiplap siding, second story shed addition. Restored in 1986.
- 318A, 318B, 318C. Mascot Group, wood frame two-story commercial complex comprised of three buildings. a) The Mascot Saloon (north, 1898) has multi-gable roof, fixed glass over a molded wood panel storefront with matching recessed double doors on west facade, narrow double bevelled shiplap, tongue and groove and clapboard siding. b) The Pacific Clipper Line Office (center, 1898) has flat roof, four window bay on west facade, vertical board panels underneath and molded panel frieze above, with clapboard, double bevelled shiplap and drop-siding on south and west facades. c) The Hern Liquor Store (south, 1937) has flat roof; west side features false front, asphalt shingled cornice and wood panelled frieze, clapboard siding. Drop siding on south and east facades.
321. Mason Garage, ca. 1900. Single story wood frame building with corrugated metal shed roof, board and batten siding. Former stable, moved to present site between 1914 and 1940.
322. Idaho Saloon, 1898. One-story frame commercial building; gable roof with attic, gable roof, false front. Display

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windows on lower portion of east side: double bevelled shiplap siding. Rear addition has clapboard siding.

- 322A. Hermen's Shop, ca. 1900. Single story wood frame, gable-roof, clapboard siding; moved to site between 1908 and 1914.
323. D. Lucci Grocery, 1898. Single story gabled commercial building with attic, fixed glass and wood panel store front, and false front topped by plain box cornice. Double bevelled shiplap and tongue and groove siding.
324. E.A. Hegg Photographer Studio, 1897. Two-story frame commercial building with hipped roof, semi-false front and wood marquee projecting over boardwalk; stucco siding on first floor, double bevelled shiplap on second floor.
- 325A. Keller's Drug and Curio Store, 1898. One and one-half story frame commercial building with attic, gable roof, semi-false front on west, double bevelled shiplap siding on south facade, and vertical board and batten on the east and north. Exterior on west facade is display windows with plywood siding and inset wood panels below, and vertical double bevelled shiplap and projecting cornice above. Recent marquee covers boardwalk on west and portion of south facade.
- 325B. B.A. Whalen Curio Shop, 1899. One-story frame commercial building with false front and attic, gable roof. Double bevelled shiplap and drop siding; west facade has display windows and inset wood panels.
- 326A. Carroll and Co. Mercantile/Masonic Lodge, 1899. Two-story frame commercial and fraternal building, gable roof. Molded pediment and cornice on brackets, box cornice projects from semi-false front. Drop and weatherboard siding, diagonal board sheathing.
- 326B. Nettles Tin Shop/Ford Hardware Store, ca. 1898. Single story false front commercial building, gable roof; board and batten, plain horizontal and vertical panel siding. Existing building may be south end of larger building burned in 1950s. Moved to site ca. 1970.

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327. Office/Vaughn Residence, ca. 1898. One-story wood frame building, gable and shed roofs, modern board and batten siding.
- 328A. Pantheon Saloon, 1903. One and two-story frame commercial building; combination of gable, shed and flat roofs. False front projects over facade of cobblestone, driftwood and rough tree trunks as columns. Double bevelled shiplap, vertical panel, tongue and groove, clapboard and drop siding. Extensive remodelling has taken place.
- 328B. Pioneer Paints and Wallpaper Store, 1898. One-story commercial building with rear attic. False front, shed addition in rear. Combination of gable, shed and flat roofs. Siding used includes drop, wood shingle, double bevelled shiplap and corrugated metal.
329. Lynch and Kennedy Dry Goods and Haberdashery, 1900. Two-story gable commercial building with attic, false front on west facade. Glass and wood panelled storefront with recessed double doors and glass panelled transoms framed by wood panelled pilasters. Building has a cornice at second floor and bracketed cornice with panelled parapet at top. West facade features clapboard siding, double bevelled shiplap on other facades. Originally an army barracks, moved to site and embellished in 1908.
330. Trail Inn, 1900. Three-story wood frame commercial building. West front has glass and wood panel storefront under bracketed cornice at second floor. Second and third floors have clapboard siding with bracketed cornice and panelled parapet above. Diagonal bay window tower on northwest corner, starting at the second floor, is covered with clapboard and wood panels with shingled peak roof. The third floor of the facade has arch motif in vertical board and pediment in parapet. Clapboard siding on north facade, double bevelled shiplap on remaining facades, shed addition. Originally two-story army barracks, moved to site and embellished in 1908.
332. Ward House, 1900s. One-story with attic; gable roof with two shed roof additions, lapboard siding. Moved to site in 1920s.



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336. Peterson and Company General Merchandise, 1900. Two-story frame commercial building with corrugated metal gable roof. Double bevelled shiplap siding, glass storefront with inset wood panels, cornices above and below the second floor.
- 338A. Keelar, the Money King, Store, 1900. One-story frame commercial building with shed roof, porch and marquee on west side, double bevelled shiplap siding.
- 338B. Bowman Barber Shop, 1903. Two-story gabled frame commercial building, with false front on west, shed roof addition on east. North facade and west second floor have original double bevelled shiplap siding. Other facades have modern corrugated aluminum, decorative brick and Masonite sidings. Bracketed cornice tops the west facade; marquee on west continuous with that of building to south.
339. St. James Hotel, 1898. Two-story commercial building with gable roof, modified false front, recent corrugated metal siding. Southeast corner has vestibule, double vertical board doors with transom, diagonal door overhangs, second story cornice.
341. Seattle Hotel, 1897. Two-story commercial building with attic, gable roof with Dutch style false front. North facade is of decorative brick asphalt and driftwood; other facades sided with vertical paneling, plywood and board and batten.
342. Principle Barber Shop, 1907. One-story frame commercial building with false front on east and west, shed roof, vertical plank and double bevelled shiplap siding.
347. Alaska Street Crib/Brass Pic, 1901. Single story frame building with shingled gable roof, tongue-in-groove siding, overhanging gable and porch. Moved to site in 1981.
349. Moe Warehouse #2, ca. 1900. One-story wood frame warehouse with attic, gable roof, double bevelled shiplap and tongue and groove siding, double freight door.
360. National Guard Armory Hall, 1898. One-story with attic, gable roof wood frame warehouse. Corrugated metal siding.

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361. Board of Trade Saloon/Old Library, 1898. Two-story gabled frame commercial building. On south is asbestos board siding, with bracketed cornice and vertical board frieze. north exterior is rolled asphalt; double bevelled shiplap siding on east and west.
362. House of Rich, 1906. Two-story hipped roof frame commercial building, corrugated metal and asbestos-board siding, projecting marquee.
364. Kirmse Jewelry Store, 1904. Two-story frame building with a double gable roof; two sets paired doors and fixed glass and wood panel storefront on west facade; bracketed cornice, drop siding on west and south; corrugated metal siding on north and east; gable and shed roof additions.
365. Boss Bakery, 1902. Single story gabled frame commercial building. Original glass and wood paneled storefront and double bevelled shiplap false front face west; facade contains two cornices, one above the storefront, one topping the false front. North and east sides are vertical fir tongue and groove panels, double bevelled shiplap siding on south. Moved to site ca. 1979, restored in 1985-86.
366. Goldberg Cigar Store, 1897. Small wood frame commercial building, gable roof, drop siding. Moved in 1979 and 1985.
367. Kirmse Storage Shed, 1900s. One-story wood frame, gable roof, double bevelled shiplap siding with vertical supports, vertical panels under eaves. Moved to site 1983.
368. Moore Cabin, 1888. Log cabin, gable roof covered with plywood sheathing and hand-cut wood shingles. Portions of interior covered with newspaper dating from the 1890-96 period. Moved in 1901; restored in 1985-1986.
369. Ben Moore Residence, 1897. One-story plus attic, frame building, gable roof with intersecting sheds, sun room arctic entry with shed roof. Double bevelled shiplap, drop and beaded vertical board siding.
- 372A. Eagles Hall. Gold Rush Era Construction. Moved to present site 1916. Two-story frame building composed of two gold rush-era hotels. Multi-gabled roof, asbestos board siding; recent one-story gable roof addition to south facade, double

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bevelled shiplap siding. Covered storefront on first floor of west facade, recessed entrance, two bay windows above, Dutch style false front, clapboard siding, pediment and cornice.

374. Peniel Mission, 1900. Two-story frame building with hipped roof, recent wood shingle siding and concrete foundation, hipped roof addition.
375. Wynn Johnson Residence, ca. 1905. Two-story wood frame, porch on south side, gable roof, drop and bevelled tongue and groove siding, foundation of wood posts on grade. Vacant, poor condition. Moved to site in 1914-1930 period.
376. Pullen Barn Complex, two buildings. a) Pullen Groom's Cabin, 1910. One-story wood frame, gable roof, double bevelled shiplap siding, shed roof porch. Vacant, deteriorated. b) Pullen Horse Barn, 1910. One-story wood frame with possible loft, ruined condition.
377. Moore Office Building, 1898. Two-story wood frame, poor condition, flat roof, double bevelled shiplap siding. False front with vertical board frieze, curved-bracketed cornice and projecting bay windows on west facade. Sash on this and other facades has pedimented entablature.
380. Nome Saloon, 1899 & 1905. Two-story wood frame commercial building with flat and gable roof; double bevelled shiplap, drop and historic wood shingle siding, cornices at second floor and eaves levels. East end of building is a two-story gold rush era barracks.
381. Pullen House, 1899. Three-story frame building with several additional wings and porches and gabled, hipped and shed roofs, several gabled attic dormers. Double bevelled shiplap siding, southwest porch in clapboard and dormers in shingles. Several first story bay windows. Deteriorated condition.
384. McBride House, ca. 1900s. Single story frame building, multi-gable roof, drop siding, mixed fenestration, entrance gable; recent gable roof, clapboard outbuilding.
386. McCabe College/Federal Courthouse, 1899. Two and one-half story, hipped main roof with gabled extensions and a gabled

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tower, stone foundation, granite walls up to center of second floor, upper five feet of wall clapboard siding. Round and diamond-shaped wood shingles at gable ends, tower has clapboard siding above second floor windows.

388. Oscar Selme House, ca. 1900. One-story plus attic frame building, hipped roof with gable extensions and shed dormer, cedar shingle siding. Moved to site in 1907.

389. Shelley/Dortero House, 1897-1908. One-story plus attic frame building, gable roof, drop siding, various shapes of wood shingles under eaves, gabled addition to rear with double bevelled shiplap siding.

b) STRUCTURES: One historic locomotive, currently on display in Skagway, exists as a contributing resource. Built by Brooks Locomotive Works in 1881, Locomotive #52 (Historic Resource #312) arrived in Skagway in 1898. The locomotive features 42-inch driving wheels in a 2-6-0 wheel configuration (Mogul type). The loaded weight is 95,500 pounds, it features 14 by 18-inch cylinders, and a 135-pound boiler pressure capacity.

c) ARCHEOLOGICAL COMPONENTS: Archeological tests on the Park properties (Contributing resources 302, 304, 318, 328, 329, 365, 366, 368, 369, 370, and 374) within the Skagway district have located intact gold rush deposits on each lot tested. These are not counted as separate contributing resources, but as components of those cited above. The finds include the first Mascot saloon, the Gold Rush dump adjacent to Moore's property, and the original Moore cabin site. On Park properties, the artifacts from scattered trash, dumps, privies, and other features have provided an insight to the daily life of the gold rush townsfolk.

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B) NONCONTRIBUTING RESOURCES: (Numbers are identified on Map A)

a) BUILDINGS: Resources dating from the period of significance which have deteriorated significantly or have been substantially altered are listed as noncontributing resources, as have resources not dating from the period of significance. A total of 25 buildings fall in this category.

300. White Pass Commissary, 1943. One-story gable roof wood frame, drop siding, former barracks.
303. United Transportation Union Hall, 1940. One and one-half story frame building, flat roof, asbestos shingle siding.
- 305A. Rapuzzi Storage Shed, ca. 1950. Small one-story frame building, gable roof, clapboard siding.
- 310A. Moe Warehouse #1, 1978. Two-story frame building with board and batten siding, gable roof, false front to east.
319. Klondike Hotel Annex, 1980. Two-story wood frame, vertical panel siding, multi-gabled roof, porches.
320. Gold Rush Motel, 1970s. One-story, vertical panel sided frame building, porches.
331. Ward House Garage, ca. 1942. One-story wood frame, gable roof, double bevelled shiplap siding. Probable former army barracks.
- 333A, 333B, 334. Gross Building, 1940s. One and two-story frame building with split log siding on two sides, gable roof, pediments, false front, cornice, awning over boardwalk. Originally a grocery, theater and record shop complex.
335. Mae's Home Kitchen, 1960s. One-story, split log siding, shed roof, vertical panel addition.
337. Skagway Air Service Office, 1986. Two-stories, plywood siding, flat roof, box cornice on roof.
340. Riewe Mobile Home, ca. 1960s.

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343. Morelli Building, 1977. Two-story, concrete block walls and board and batten siding, false front with clapboard siding.
- 344,345. Slettevold Building, 1977. Two-story building with recessed door, shed and flat roof, clapboard and wood shingle siding, cornices, bay window and balcony.
346. B & J Gold Shop, 1979. Small single story frame building, gable roof, clapboard siding.
348. The Scrimshander (kiosk), 1980. Small single story frame building with gable roof, driftwood veneer on west facade, miscellaneous stained glass fenestration.
- 349B. Moe Warehouse Complex, three buildings, ca. 1940s. a) One-story, gable roof, wood shingle siding, b) one-story, horizontal plank siding, shed roof, c) one-story, board and batten siding, shed roof.
350. Moe Warehouse #3, 1970s. One-story gabled frame warehouse, corrugated metal siding.
- 363A,363B. Corrington's Gift Shop, 1975. Two-story split log building (north); two-story frame addition (center), combination plywood and clapboard siding, two bay windows on second floor; two-story frame addition (south) features three-fourths octagonal turret with cantilevered tower. South facade features spandels and fretwork on first floor windows; knee corbels and finial above second floor support full pediment with dental frieze.
- 371A. Broadway Station Restaurant, 1979. Two 1979 WP&YR railway boxcars on rails, connected by gable roof, vertical panel frame building.
373. Edwards Garage, late 1970s. One-story wood frame, gable roof, board and batten siding, double vertical folding doors.
378. Taiya Lodge Building #2, 1940s. Single story wood frame (barracks converted to apartments in 1960s), multi-gable roof, vertical panel siding.
379. National Bank of Alaska Building, 1916. One and one-half story concrete commercial building with flat roof, stucco

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or concrete grout exterior finish, inset panels;  
interrupted, decorative false front.

382. Gutfeld Residence/Skagway Inn, 1918. Two-story residential/commercial building. Wood frame with wide clapboard siding on front portion of building, horizontal logs in rear. Intersecting gable roof with shed dormer, shed additions, decorative vigas above first floor on south facade.

383. American Legion Hall, ca. 1970. One-story frame building, gable roof. Open attic extends full length of the building. split log and horizontal plank siding.

387. Selmer Mobile Home, 1960s. Moved to site in 1970s.

b) STRUCUTRES: Locomotive #195, a Baldwin 2-8-2 locomotive, acquired by WP&YR in 1943 and retired in 1946, is currently on display in Skagway.

## II. CHILKOOT TRAIL UNIT

(For more information on these resources refer to the Chilkoot Trail/Dyea District National Register Nomination.) Within the Chilkoot Trail Unit, 30 known contributing resources along with 22 noncontributing resources are found.

### A) CONTRIBUTING RESOURCES:

1) DYEAL TOWNSITE: Located at the mouth of the Taiya River Valley, Dyea is situated five air miles northwest of Skagway. During the 1897-1899 gold rush, thousands travelled the sixteen and one-half mile Chilkoot trail from Dyea to the United States - Canadian border in Chilkoot Pass.

In the spring of 1898, Dyea's 8000 residents occupied a two-mile stretch of land extending inland from the high tide line. The town boasted a Native village, a military camp, two wharves and a sawmill. The businesses were scattered along the Chilkoot Trail. After June, 1898 the population of Dyea dwindled. By 1900 the town was abandoned. In the intervening years some buildings have collapsed, while others have been dismantled and removed, destroyed, or damaged by floods waters. From 1900 to the 1930s homesteaders operated a number of truck farms and dairies in the

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area. Over 250 features including at least ten building ruins, plus structural scatters, foundations, pits and individual artifacts exist today as the physical reminders of the Gold Rush Era and the Homestead Era. The major features are listed below.

a) Dyea's Long Wharf. The remnants of Dyea's largest wharf now consist of approximately 150 round vertical posts, most less than two feet high. Pilings were placed three abreast with approximately 14 feet between the east and the west posts. Although, the known length of the wharf was approximately 7600 feet, the north and south ends of the wharf were never connected. A 2400-foot gap exists between the northern and southern sets of pilings.

b) Vining and Wilkes Warehouse, Dyea. This 50x100 two-story building occupied the corner of 1st Avenue and West Street. In 1952-53 the building collapsed. All that remains is a scatter of boards and logs choked by fireweed, grasses and encroaching spruce growth.

c) Dyea False Front. The Gold Rush Era real estate office of A. M. Gregg occupied a location on Main Street between 4th and 5th Avenues. Although the sides and rear of the building collapsed about 1960, the false front remains upright supported by a horizontal 2x6 board attached to adjacent trees. Scattered debris can be seen nearby, and a line of spruce trees dating from 1900-1910 parallels the false front.

d) Dyea Collapsing Building. The remains of a 28 foot by 20 foot single-story building with basement are located on the former Broadway north of 4th Avenue. Only a portion of the walls remain standing. The presence of a basement suggests that this may have housed a tavern.

e) Dyea (or Native) Cemetery. From 1898 to 1921 30 to 50 persons were interred here, but the identity of most has been lost. Today, a single headboard, a low cement border, and metal piping mark the site. Slight mounds and depressions marks indicate the location of possible burial sites. In the 1970s, the encroaching Taiya River endangered the cemetery. As a result nine of the ten identified bodies were removed to the nearby Slide Cemetery outside Park boundaries.



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f) Dyea-Klondike Transportation (DKT) Company Wagon Road. The approximately two and one-half miles long road connected the small DKT dock with Dyea. The north-south route paralleled the west side of Taiya Inlet approximately 200 to 300 feet above the inlet. Constructed in January and early February 1898, the road consisted of a rough track with a pile bridge at the north end. It was used intermittently for eighteen months then abandoned. Today, portions of the road can still be followed and several of the bridge pilings can be found in and near Nelson Creek.

g) Pullen Barn, Dyea. This 20 foot square building was originally located adjacent to the residence of Bob Wright, a prospector and laborer who lived in Dyea from 1894 to 1902. Used intermittently for several decades as a barn, the building collapsed during the winter of 1982-83.

h) Native Village, Dyea. This cultural site predates the gold rush. In 1895 it consisted of 12 log or brush houses but ballooned into a large Native community by the fall of 1897. Gold rush businesses soon invaded the village. Although most of the original site has been devoured by the shifting Taiya River, house pits, artifacts, structural scatters and other cultural debris flank a quarter mile stretch of the Chilkoot Trail.

j) Matthews Cabin, Dyea. The dilapidated building measures approximately 22 feet by 17 feet. Originally a homesteader's cabin, the building is now vacant. The roof has fallen in, the porch has been removed, and one wall has collapsed.

k) Kinney Bridge, Dyea. Between 1898 and 1903 the Kinney Bridge allowed stampedeers to cross the Taiya River on the journey northward. The bridge abutment on the east side of the river exists as the only remaining evidence of the bridge.

2) CHILKOOT TRAIL AND WAGON ROAD, DYEA TO CANYON CITY: The present recreational trail and the 1898 wagon road follow almost entirely separate alignments in the Taiya River valley. The first mile and one-half of the recreational trail, blazed in approximately 1947 by local resident Emil Hanousek, follows the east side of the Taiya River. The historic wagon road emerges from the Native village area (see resource 1i), continues up the

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west side of the river on a still usable road, and crosses the river on the McDermott property (formerly known as the Wilson homestead; see resource 1k).

Above this point, both routes are located east of the river. The present trail up to Finnegan's Point consisted of a logging road built between 1948 and 1952 as part of Skagway Lumber Company operations. The old wagon road remains west of the present trail as far as the so-called Four Mile Hill. Near the 3.5 mile mark on the trail, a bare, rocky area allows a view of the wagon road for several hundred yards. North and south of that area, the surrounding forest obliterates the road.

North of Finnegan's Point, the portion of the trail constructed in 1961 by Alaska Department of Youth and Adult Authority personnel, is situated east of the river. The exact route and condition of the wagon road between Finnegan's Point and Canyon City is unknown. Also unknown is the exact location of the 1897 trail that preceded the construction of the wagon road.

3) FINNEGAN'S POINT: A wayside stop and toll bridge site located five miles north of Dyea, Finnegan's Point was primarily a tent camp on the flood plane of the Taiya River. Remnants marking the site include two telephone lines, insulators and several deep, rectangular depressions east of the present recreational trail.

4) CANYON CITY: In 1897 a small service town, Canyon City, sprang up eight miles up the trail. By 1899 the town was deserted. During its heyday, the town covered an area one-half mile long and three blocks wide. It contained two tramway power plants, a post office and over twenty other businesses. Today little exists. The north end of the townsite has been obliterated by the Taiya River. Away from the flood plain, a survey located four structural remnants, 18 building foundations, and miscellaneous debris. A later investigation located 135 smaller artifacts.

5) CANYON CITY BOILER: Near the center of the historic townsite rests an iron boiler, 16 feet long and about five feet in diameter. Several lengths of large-diameter smokestack totalling 36 feet are located nearby. The boiler was built to power the proposed Dyea-Klondike Transportation Company tram to the top of Chilkoot Pass. Most of the tram was never built.

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6) CHILKOOT TRAIL AND WAGON ROAD, CANYON CITY TO SHEEP CAMP: During the gold rush, wintertime stampeders and wagons climbed the frozen river between Canyon City and Pleasant Camp. Summer travellers zigzagged along a torturous course high above the Taiya River canyon. Little evidence of the winter route remains. Today, Chilkoot hikers utilized the summer route. Telegraph wires and at least one utility pole line the route. A cabin ruin exists one-half mile south of Pleasant Camp. In 1961 corrections personnel constructed the section of the trail between Pleasant Camp and Sheep Camp along the east side of the river. The historic route, however, climbed the opposite side. Presently this trail can be followed in places and yields many small Gold Rush Era artifacts.

7) PLEASANT CAMP: Halfway between Canyon City and Sheep Camp, Pleasant Camp marked the site of a trail and tramway line crossing. It contained at least one business and a camping area. A foundation, a tramway support pole and smaller artifacts mark the mark the site. Two other foundations are located one-half mile to the south.

8) SHEEP CAMP: The largest camp between Dyea and Lake Lindeman, Sheep Camp housed up to 8,000 stampeders. Covering a one-half mile stretch of the Chilkoot Trail, the site contained a post office, a tramway station and over 50 other businesses scattered along several streets. Since 1898, however, Taiya River floods have swept away many buildings, and the inclement weather has destroyed others. A 1979 field survey identified 23 buildings, five structural scatters, eight foundations, numerous pits and many large artifacts. A later investigation located 160 additional artifacts.

9) SHEEP CAMP WAREHOUSE: One of the few gold rush buildings remaining on the east side of the Taiya River stands adjacent to the Sheep Camp campground. Three walls remain of this log building, which measures 42 feet by 20 feet. Each wall stands between three and four feet high; logs which once laid atop them are scattered about. This building is shown in several photographs, but is not identified. It was probably a warehouse or stable.

10) CHILKOOT TRAIL, SHEEP CAMP TO SUMMIT: Little is known about the location of the historic trail above Sheep Camp. Most stampeders trod over this section of the trail on snow, and the specific route may have changed over the course of a winter.

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Neither research nor field work has determined the location of a summer route, except for a short stretch near Sheep Camp. Tramway and utility poles are found throughout the corridor in this area, but none are known to have followed the trail for more than a short distance. The present trail, below timber line, was created by corrections workers in 1961 and 1962. Changing snow conditions and the scarcity of suitable tread surface prevent trail maintenance above timber line.

11) CHOYINSKY GRAVE: The probable grave site of Morris Choyinsky, the only known victim of the flood of September 17, 1897, is located a mile north of Sheep Camp. A wooden, semicircular, illegible grave marker is seen beyond a small rock pile. Both historical and recent accounts suggest this site as the victim's grave.

12) STONE HOUSE: This site was an early campground along the Chilkoot, the last camp below tree line. A tent assemblage here was swept away in a September, 1897 flood, and few camped here afterwards. The large rock that formerly denoted Stone House has also been dislodged, and is now located at about Mile 14.9 of the trail, one-quarter mile below its former site.

13) PALM SUNDAY AVALANCHE SITE: Only an interpretive marker indicates the site of the snow slide of April 3, 1898, in which approximately 65 people died. It was the worst disaster of the gold rush, and diverted hundreds away from the Dawson trek. The site today is located at the bottom of a notched ravine; during the summer a large scree slope is exposed.

14) TRAMWAY WAREHOUSE AND TOWER: One-half mile south of the Scales a collapsed 40-foot by 90-foot warehouse is found approximately 200 yards south of the only standing tramway tower along the Chilkoot Trail. The latter is eleven feet tall. These are the two most visible remnants of the Alaska Railroad and Transportation Company's aerial tramway, one of three such operations. Both the warehouse and tower are located on a high bench west of the trail, two miles north of Sheep Camp.

15) TRAMWAY TENSION STATION: A collapsed latticework of wood planks, 28 feet long and eight and one-half feet wide, is the tangible remains of one of several tension stations that existed along the Chilkoot Railroad and Transport Company's eight-mile tramway. The tension station is just a few feet away from the standing tramway tower (resource 14).

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16) **THE SCALES:** This short-lived gold rush camp spread across the bowl below the "golden stairs," the path that reached from this point to the top of Chilkoot Pass. At its height of activity, in the spring of 1898, over a dozen businesses were located here, along with massive piles of stampedeers' supplies. Few travellers, however, spent the night in this cold, exposed spot. The camp quickly "ghosted," and most of its former buildings were packed over the pass. Today, two structural scatters are found, along with several tramway cables and over 300 small artifacts.

17) **POWERHOUSE AND BOILER AT THE SCALES:** At the southern end of the camp lies a 60-foot by-30 foot collapsed wooden building. These flattened boards mark the remains of the Dyea-Klondike Transportation Company's warehouse, from which a two-bucket tram operated in 1898. Nearby lies a steam boiler. Once thought to have been part of the DKT operation, it was instead related to one of the motorized hoists situated atop the "golden stairs." The boiler is eight feet long, three and one-half feet wide, and is in excellent condition.

18) **HORSE WHIM REMNANTS:** The remains of this whim are located in a sheltered notch on the east side of the false summit above the Scales. It consisted of a horse-powered horizontal wheel attached to a long rope, and was used to pull sled loads of goods up the "golden stairs." The whim is usually buried in snow, even in summer, and has now been reduced to scattered bits of wood and metal. It is now in poor, deteriorating condition.

19) **MOTORIZED HOIST MACHINERY:** Two motorized hoist operations existed between the Scales and the top of Chilkoot Pass during the spring of 1898. Remnants exist from each. On the east side of the trail at the false summit rests the drum and line counter of one hoist, thought to have been part of a steam-powered operation. Within a hundred yards of the summit, and just west of the Centennial Monument, the machinery of a gas-powered hoist rests on skids.

20) **KNOCKDOWN BOATS:** Over eighty deteriorated boat kits, composed of canvas wrapped around four-foot lengths of boards, are located on a ledge fifty yards southeast of the Centennial Monument. A gold rush entrepreneur evidently intended to take these kits over the pass and down to the Lake Lindeman; however, the boats were abandoned here. Today, they are distributed

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widely about the ledge. While a few are still packed in bundles, the contents of others have been opened and scattered.

## B) NONCONTRIBUTING RESOURCES:

1) Dyea Residences. Several people own buildings within the National Register boundaries in the Dyea area. All of these improvements have been built since 1960. Their names and parcel numbers follow:

Elliott, Willard and Robert Burton (cabin)	USS 1516, Lots 6 and 7
Hunz, Dave (foundation)	USS 1516, Lot 8
Burnham, Sue (cabin)	USS 1516, Lot 9
Hosford, Ray (house)	USS 1516, Lot 10A
Hosford, Fred H. (cabin)	USS 1516, Lot 10B
Sivertsen, L. (house)	USS 1516, Lot 10C
Bousson, Dennis (house)	USS 1516, Lot 11A
Hosford, Mike (cabin)	USS 1516, Lot 11B
Logan, David (cabin)	USS 1516, Lot 12
McDermott, John (two cabins)	USS 1516, Lot 13
Kalvick, Alf (house)	USS 1516, Lot 14
Blanchard, Gordon (cabin)	USS 3441, South portion
Hanousek, Ed., Jr. and Sr. (three cabins, one house)	USS 3669

2) Dyea Ranger Station Complex. Three small, gable roofed cabins built by the National Park Service between 1980 and 1982.

3) Sheep Camp Ranger Station Complex. Two small tents with wooden walls, assembled here by the National Park Service in 1973.

4) Chilkoot Trail Shelter Cabins. Two log cabins exist, each with adjacent outhouses. These buildings were built by the State of Alaska, Department of Youth and Adult Authority in 1962 and 1963.

5) Hosford Sawmill Complex. Two buildings, a ruined sawmill, a large sawdust pile and scattered piles of discarded lumber mark the remains of a sawmill operation located three miles north of Dyea between 1948 and 1956. The Hosford homestead, approximately 12 feet square, is now in dilapidated condition; its roof has collapsed. The adjacent, planked storage shed, also 12 feet

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square, remains intact. Its roof and walls are thin, however, and openings between the planks expose the interior to the elements.

III. White Pass Unit

(For more information on these resources refer to the Skagway & White Pass District National Register Nomination.)

A) CONTRIBUTING RESOURCES:

1) Trail of 1897. The infamous "Dead Horse Trail" served as the primary stampeders' trail between July and December, 1897. It was a poorly defined, tortuous pathway, too narrow to allow one horse to overtake another along it. Within the Park's boundaries, it wound over muskeg, boulders, and snow fields. It was unimproved except for occasional toll bridges. Time and the elements have largely obscured the trail's right-of-way today. In general, the trail is seen most easily above and near timberline, while areas below timberline have been largely lost to the surrounding forest.

2) Brackett Wagon Road. This road and sled-route extension was built between October, 1897 and April, 1898. It allowed Klondike bound travellers and commercial packers a shorter, easier route over White Pass, but was soon rendered obsolete by the WP&YR railroad. South of White Pass City, the route was a substantial 16 foot wide one-lane road. Portions of the road were constructed of corduroy logs, with lengthwise log stringers; other sections were composed of blasted rock. Within the Park boundaries, several construction camps were built, each apparently consisting of a single gabled building beside the road. North of White Pass City, the trail was only wide enough for a single horse and sled. Today, much remains of the route. Between the southern Park boundary and White Pass City, the route is almost entirely visible. Its condition is fair; forest growth and rock slides have obscured portions of the route, and bridges and corduroy areas have largely decayed. Immediately north of White Pass City, the condition of the sled road is unknown, but north of the Ford it becomes increasingly easy to identify as it nears timberline.

3) White Pass City. This tent camp was the largest gold rush settlement between Skagway and the top of White Pass. Both the Trail of 1897 and the Brackett Wagon Road passed through this

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site. At its height the town sported more than a score of businesses. Activity here was brief, however, and by early 1899 the town had emptied out. Its relative inaccessibility has insured the preservation of many of its artifacts. A recent archaeological survey of the site located four buildings or structural scatters, 26 foundations, and numerous pits, artifact concentrations, and individual artifacts.

4) The Ford. This small, ephemeral collection of tents was located at the river junction one-quarter mile southwest of the old 18A bridge (steel bridge). Several businesses and stamperders' tents were located here. It was located along both the Trail of 1897 and the Brackett Sled Road. Most artifacts from the hamlet have washed away, but a few remain at the base of a nearby hill.

5) White Pass and Yukon Route Railway. The WP&YR runs from Skagway, Alaska to Whitehorse, Yukon Territory, Canada. A total of 110.6 miles long, approximately four miles of the 20.4 miles of the railway within Alaska lie within Park boundaries. This portion of the narrow (three foot) gauge line averages 2.7 per cent grade. Between May 1898-February 1899 a minimum of 11 tent camps most of which included a siding were constructed between Skagway and the summit. Siding 13, Heney, Tunnel, Switchback, and White Pass Station at the summit, are located within or adjacent to the Park. Although none of the historic buildings at these sidings exist today, the railroad grade within the park boundaries, the 15-mile tunnel, the 18A bridge, and the 17-mile snowshed are historic structures.



**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

exploration/settlement

transportation

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Person

N/A

Period of Significance

1880-1910

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

1880, 1897

1898, 1899

\_\_\_\_\_

Cultural Affiliation

N/A

\_\_\_\_\_

\_\_\_\_\_

Architect/Builder

N/A

\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

**9. Major Bibliographical References**

Bearss, Edwin C., Proposed Klondike Gold Rush National Historical Park, Historic Resource Study (Washington, D.C., National Park Service, November 1970), 303 pp. + 87 plates.

Beierly, Andrew, Interview by Frank Norris, Skagway, August 28 and September 5, 1986.

Carley, Caroline D., Inventory of Cultural Resources in the Chilkoot and White Pass Units of Klondike Gold Rush National Historical Park (Seattle, University of Washington, Institute for Environmental Studies, Office of Public Archaeology, Reconnaissance Report No. 40), 1981, 558 pp.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # AK-15, AK-16, AK-29, AK-30
- recorded by Historic American Engineering Record # AK-13

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

National Park Service  
Alaska Regional Office

**10. Geographical Data**

Acreeage of property 13,191.35 (2,721.33 Federal). Skagway Unit - 119.72; Chilkoot Trail (including Dyea) - 975.63; Whitw Pass - 3320.00

UTM References

A	0,8	4,8,4	80,0	6,6	1,8	50,0
	Zone	Easting		Northing		
C	0,8	4,9,3	40,0	6,6	09,3	00

B	0,8	4,8,6	95,0	6,6	1,7	4,00
	Zone	Easting		Northing		
D	0,8	4,9,6	70,0	6,6	0,5	00,0

E 08 478950 6586850  
F 08 479250 6608600

See continuation sheet

Verbal Boundary Description

See maps A, E, and F.

See continuation sheet

Boundary Justification

Following the boundaries of Klondike Gold Rush National Historical Park established by Congree on June 30, 1976.

See continuation sheet

**11. Form Prepared By**

name/title	<u>Frank Norris, Historian &amp; Bonnie S. Houston, Historian</u>		
organization	<u>National Park Service</u>	date	<u>June, 1990</u>
street & number	<u>2525 Gambell</u>	telephone	<u>907- 257-2658</u>
city or town	<u>Anchorage,</u>	state	<u>Alaska</u> zip code <u>99503</u>

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## Significance

Klondike Gold Rush National Historical Park contains many of the best preserved remains from one of the most thrilling events in nineteenth century North American history. Because of the unfolding gold rush, the eyes of the world looked toward the lands that comprise this park between 1897 and 1910. Both the historical significance of the rush, and the number and quality of the remains from that period are recognized as important aspects of the Park's heritage. Within the Park's boundaries are an active small town (Skagway), an abandoned port town (Dyea), several Gold Rush Era trails and wagon roads, the remains of various trail side camps, and a turn of the century railroad.

## Exploration and Settlement

Prior to the arrival of Anglo-Americans, Chilkoot Pass served as a major trade route for local Native Americans. Tlingit Indians utilized the Taiya River Valley to trade with interior Athapaskans Indians. Russians and other early Europeans took advantage of the Tlingit's monopoly on the trade route to distribute goods to the interior. Although the Anglo-American considered the trail a part of their own trade network, the route remained in the control of the Tlingits until 1880, when U.S. Navy Captain Lester A. Beardslee pressured the Tlingits into sharing the trail with explorers and prospectors. Anglo-Americans settlers and explorers employed Natives to transport goods and materials across the 27-mile portage.

Between 1880 and 1897, the Chilkoot Trail was one of two primary routes between coastal Alaska and the upper Yukon River drainage. Expeditions using the route included those of Lt. Frederick Schwatka, Dr. Willis Everette, Capt. William Ogilvie and the Alaska Boundary Survey. Although less publicized, prospectors also utilized the route for the annual spring trek north and their return in the fall before winter arrived. By 1886, the growing number of prospectors prompted John J. Healy and his brother-in-law, Edgar Wilson, to establish a trading post at the mouth of the Taiya River near a traditional Tlingit village site. After 1880, the Tlingit population keep pace with the increasing number of prospecting parties headed northward. In the late 1880s, an Anglo-American settlement sprang-up four miles southeast of Healy and Wilson's.

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The Ogilvie Expedition of 1887 set out to find an alternative route rumored to be at the head of Skagway Valley. While the rest of the party crossed Chilkoot pass, Skookum Jim, an Athapaskan Indian, and "Captain" William Moore climbed Skagway Valley, crossed over the pass, and joined the main expedition at Lake Bennett. Ogilvie named the summit in honor of Thomas White, the Canadian Minister of the Interior. The pass proved to be 800 feet lower than the Chilkoot with a more gradual final ascent to the summit. Having previously climbed the Chilkoot Trail, Moore felt certain that White Pass offered the best place for a wagon road or railroad across the Coast Mountains. In 1887, excited about the possibilities of future development, Moore homesteaded 160 acres at the mouth of the Skagway River. By the spring of 1888, he had completed a cabin of the site.

Healy and Wilson's Trading Post and the Moore homestead existed in relative isolation until mid-July 1897, when news flashed around the world that large quantities of gold had been discovered in the Klondike River drainage, 450 miles to the north. Immediately a huge rush ensued. The trails following the Taiya and Skagway River Valleys became the two most commonly used routes to the gold fields. A lively rivalry soon emerged between supporters of both routes. Although Skagway Bay offered a better harbor, the scales tipped toward Dyea in the late summer of 1897, when the trail behind Skagway became impassible. The construction of several deep water wharfs renewed Skagway's popularity.

Within two weeks of the arrival of the first steamer, the Skagway townsite was established. The new town grew rapidly. Soon a grid pattern of streets began to evolve. Large numbers of businesses located along Broadway and State Streets and 5th and 6th Avenues. These were supplemented by a transitory sea of tents, which soon gave way to rude log cabins or planked shacks.

Despite the veneer of order, crime and corruption abounded. Local law enforcement consisting of a commissioner and a locally appointed marshal, proved inadequate to deal with the situation. Jefferson "Soapy" Smith, a Colorado con man and gang leader, organized the town's underworld into a loose confederation. Skagway became widely known for its criminal activity, and Smith, who made a pretense of being a solid citizen and public benefactor, was a powerful local presence.

During the summer and fall of 1897, poor trail conditions on the White Pass route created a population boom in Skagway. Unable to

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traverse the pass, stampeders were forced to remain in Skagway. Chilkoot Trail remained open until closed by winter weather, keeping the population of Dyea to a minimal amount. After January 1898 the town grew rapidly. By April population included 6000 to 8000 fortune seekers.

Dyea was arranged on a grid pattern, seven blocks long and five blocks wide. North of downtown, the Chilkoot Trail wound along the western bank of the Taiya River for over a mile before it left the townsite. Healy and Wilson's Trading Post, a U.S. Army encampment, the Tlingit village, and a discontinuous, ever-changing row of gold rush businesses lined the trail. At the north end of town another small cluster of shops catered to southbound travellers. All told, Dyea boasted over 200 businesses, the most common of which were supply houses, hotels, restaurants and saloons. Lawyers, real estate agents, freighting companies, warehouses and drug stores also flourished. Travellers leaving Dyea crossed the Taiya River at the north edge of town. During the summer and fall of 1897, a canoe ferry served travellers. The Kinney Bridge, completed in December 1897, largely replaced the ferry. Wintertime travellers, however, often evaded the bridge tolls by proceeding directly up the frozen Taiya River bed.

Once stampeders left Dyea (and over 35,000 did so during the winter of 1897-98), a host of businesses and improvements awaited them. During the height of the rush, travelling lunch counters were seen every few hundred yards along the trail, and shell-game operators reportedly plied their trade at every turn. Trailside encampments occurred every few miles. Relatively large temporary towns sprang up at Canyon City and Sheep Camp. Smaller camps were found at Finnegan's Point, Pleasant Camp, and the Scales. On the Canadian side of the pass, small settlements were found at Happy Camp and the head of Long Lake, while large tent cities sprawled along the shores of Lake Lindeman and Lake Bennett.

Entrepreneurs employed technological advancements to augment existing transportation systems and communications. Tramways were constructed to haul supplies and equipment over the pass. The most sophisticated tramway consisted of a series of buckets that carried freight from Canyon City to the top of Chilkoot Pass. Two other tramways ran from midway up Long Hill (between Sheep Camp and the Scales) and from the south end of the Scales.

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Telephone lines followed the trail from Dyea to the top of the pass and continued on to Lake Bennett.

Transportation

The trail was improved several times during the stampede. By early 1898 the foot and horse trail had evolved into a wagon road. The road included sections of corduroy road and several toll bridges. Wagons were able to proceed all the way to Sheep Camp until breakup, at which time they were restricted to the Dyea-Canyon City corridor.

The limited amount of traffic over White Pass reduced the number of improvements. Few crossed the Trail of 1897 without incident. After over 3000 horses perished during the first few months of the rush, the trail became known as the "Dead Horse Trail." The only improvements on the tortuous and narrow trail consisted of a few toll bridges and short stretches of corduroy. Relatively few wooden buildings were constructed along it. At the earliest opportunity, stamperders chose to travel on to the frozen bed of the Skagway River.

By March 1898, the Brackett Wagon Road officially opened. A fifteen-foot wide pathway, the road wound ten-miles up the east side of the valley to the confluence of the Skagway River and White Pass Fork. A crude sled road continued from this point to the top of the pass. At the terminus of the wagon road, the only sizable gold rush settlement between Skagway and the pass, White Pass City, sprang up. Temporary settlements appeared at the Ford, halfway between White Pass City and the summit, and at the summit.

On May 27, construction began on the White Pass and Yukon Route (WP&YR) railway. Within two months four miles of track had been laid and trains began operating. By February 20, 1899 the railway reached the summit of White Pass. Although traffic on the Brackett Road declined immediately, it remained in use for months afterward. On July 6, 1899 the railroad reached Lake Bennett. By July 29, 1900 it extended to Whitehorse.

The completion of the railroad doomed the Brackett Road and turned Dyea and other Chilkoot Trail communities into ghost towns. Although the tramway companies attempted to remain

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competitive, they were bought out by the WP&YR. By early 1900 all had been dismantled. Although as the southern terminus of the railway, Skagway was assured a long term future as a railroad town, the population began to decline as the gold rush subsided. Many commercial enterprises closed. The remaining businesses slowly migrated towards the railway line near Broadway. By 1914, the shift in the business district was essentially complete. With few exceptions, the downtown area looks much the same today as it did before World War I.

Epilogue

After the gold rush the railroad became Skagway's primary industry. The continual movement of people and goods in and out of the Klondike and other mining regions kept the line busy until World War I. After the summer of 1898, tourism became a small and sporadic source of income for the town. A number of enterprises on Broadway catered specifically to the tourist industry. When mining activity in the Yukon declined after the war, the railway became increasingly dependent on summer visitors. During the Great Depression of the 1930s, tourism and other railroad revenues declined. The railroad, however, remained a constant force, and as a result, Skagway's population stabilized; censuses between 1910 and 1940 show the number of local residents fluctuated between 500 and 1000.

Beginning in 1942, Skagway witnessed a brief but dramatic boom as the entrepot for the Alaska Highway and Canol Pipeline projects. Development caused the town's population to multiply to over 3,000 within a year. The construction of scores of barracks and the erection of scattered rows of tents filled empty town lots. Historic buildings were utilized for military purposes. Railroad traffic increased from two trains per week to ten trains per day. The government took over the line, augmenting the existing locomotive and freight car fleet.

Once the Alaska Highway and Canol Pipeline were completed, operations in Skagway decreased. By mid-194 all troops were removed from Skagway. All that remained of the wartime effort were clusters of barracks and a plethora of used railroad equipment. The local economy returned to that enjoyed before the war, although railway tonnage increased to meet the new demands of the Yukon economy.

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Between 1945 and 1965, the Yukon economy slowly increased with the growth of tourism and the appearance of several large mineral operations. Traffic over the WP&YR reflected the new demands placed upon the line. In 1967, a large lead-zinc mine opened in Faro, Yukon Territory. In preparation for the increased tonnage, the railway bolstered its roadbed, replaced several bridges, and built a large waterfront ore storage and transfer facility. All this activity had little effect on Skagway's population; from 1950 and 1970 it remained between 500 and 1000.

Since 1970, tourism and the Federal government have transformed Skagway's historic district. The increase in cruise ship, ferry and highway tourists have resulted in the establishment of many gift and curio shops. The creation of Klondike Gold Rush National Historical Park has increased Skagway's worth as a tourist destination and played a major role in restoring many downtown buildings.

Today, a total of 48 commercial buildings and a number of residences several of which are historic residences, exist within the Park. Although over a score of non-historic buildings exist, the overall atmosphere in the Historic District is reminiscent of the Klondike Gold Rush. In order to ensure the continuance of the frontier architectural styles, new buildings are required to conform to specific design criteria.

Skagway gained architectural and historical significance because it was built quickly during the gold rush, and subsequent economic developments have not altered the original scene. A victim of benign neglect, Skagway has remained essentially static while communities elsewhere have thrived or fallen.



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Cyr, Alice, Interview by Frank Norris, Skagway, August 28 and September 3, 1986.

Friesen, Richard J., The Chilkoot Pass and the Great Gold Rush of 1898 (Ottawa, Environment Canada, Parks Canada, National Historic Parks and Sites Branch, History and Archaeology Report #48), 1981, 144 pp.

Lee, Mark and Edith, Interview by Frank Norris, Skagway, August 29, 1986.

Mulvihill, Carl, Interview by Frank Norris, Skagway, August 27 and September 1, 1986.

Norris, Frank, "An Historical Map of Dyea, Alaska," and "A Directory of Businesses in Dyea, Alaska" with accompanying notes (unpub. mss., National Park Service, 1984), 3 maps + 35 pp.

\_\_\_\_\_ and Terrence Cole, "Skagway and White Pass Historic District" (nomination, National Register of Historic Places, 1988).

\_\_\_\_\_ and Carol Taylor, Historic Structures Report, Dyea and the Chilkoot Trail (National Park Service, in press).

Spude, Robert L., comp., Chilkoot Trail, from Dyea to Summit with the '98 Stampeders (Fairbanks, University of Alaska Co-operative Park Studies Unit, Occasional Paper No. 26, 1980), 213 pp.

\_\_\_\_\_, Skagway, District of Alaska, 1884-1912, Building the Gateway to the Klondike (Fairbanks, University of Alaska Co-operative Park Studies Unit, Occasional Paper No. 36, 1983), 162 pp.

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 76002189

Date Listed: 1976

Klondike Goldrush National Historical Park

Property Name

Skagway-Yukutat-Angoon      AK  
County                                      State

N/A

Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*for* *Autawietti of Lee*  
Signature of the Keeper

2/26/91  
Date of Action

=====  
Amended Items in Nomination:

**Statement of Significance:** Because the property contains several moved resources, Criteria Consideration B should be checked.

This information was confirmed with Sandy Faulkner of the Alaska Regional Office, NPS.

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DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

11/5

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National Park Service

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 76002189

Date Listed: 1976

Klondike Goldrush Natl. Hist. Park Skagway-Angoon-Yakutat AK  
Property Name County State

Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Patrick Andrews*  
\_\_\_\_\_  
Signature of the Keeper

*5/7/92*  
\_\_\_\_\_  
Date of Action

=====  
Amended Items in Nomination:

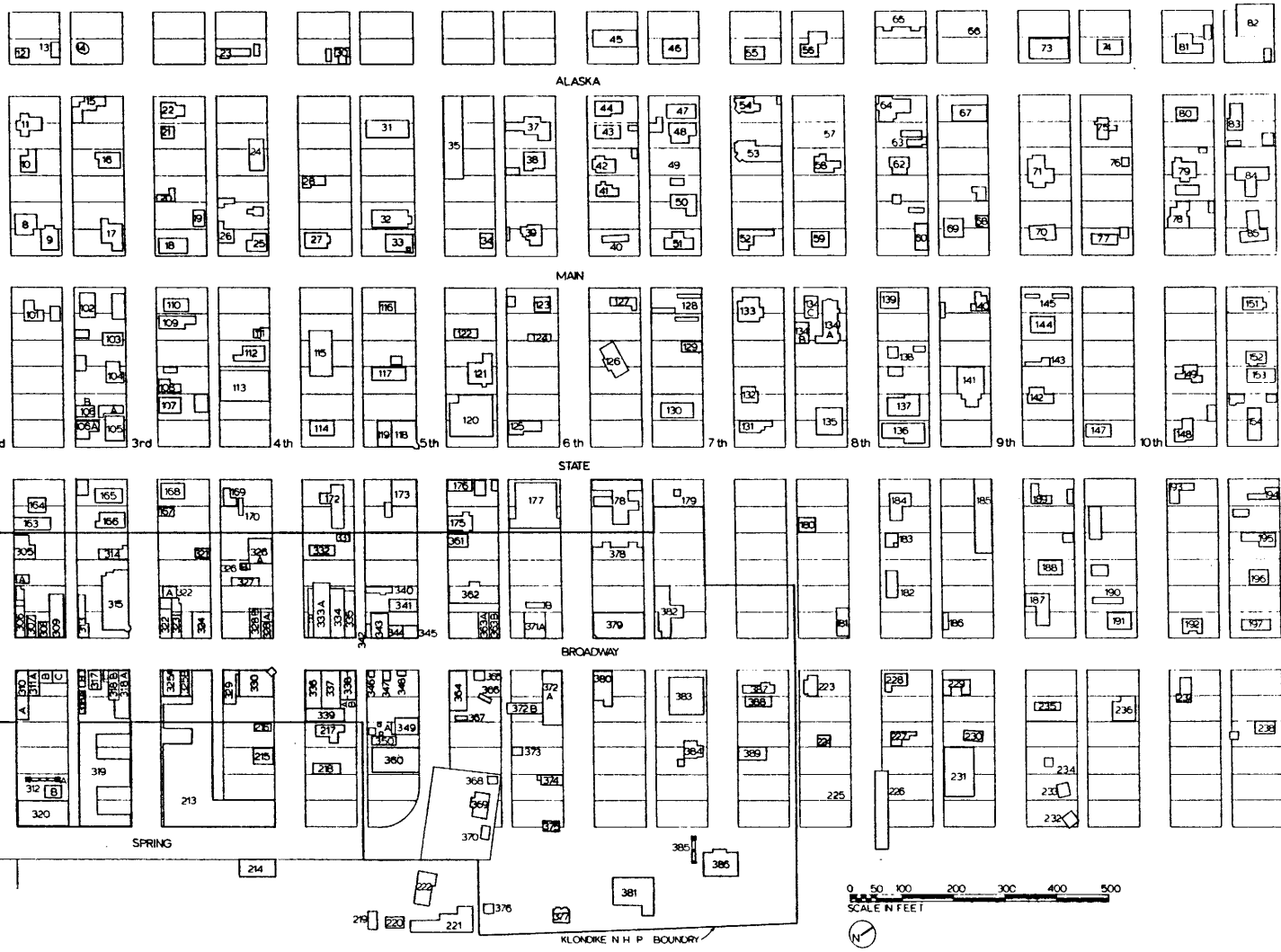
Section No. 10

This nomination is amended to show the acreage for the Chilkoot/Dyea portion of the park as 9751.63 acres (there was a typographical error in the original nomination).

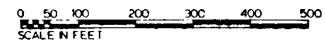
This information was provided by the Alaska Regional Office, NPS (2/25/92).

DISTRIBUTION:

National Register property file  
Nominating Authority (without nomination attachment)



Map A



- LEGEND
- CONTRIBUTING HISTORIC STRUCTURE
  - NON-CONTRIBUTING HISTORIC STRUCTURE
  - NON-HISTORIC STRUCTURE

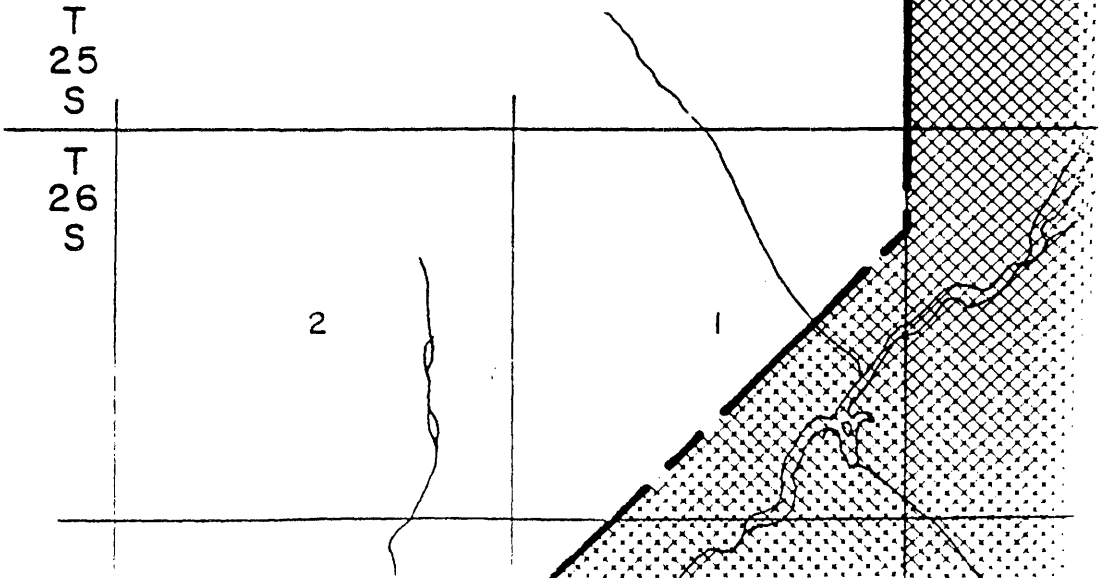
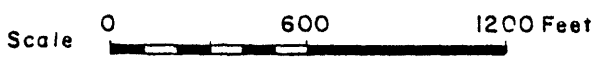
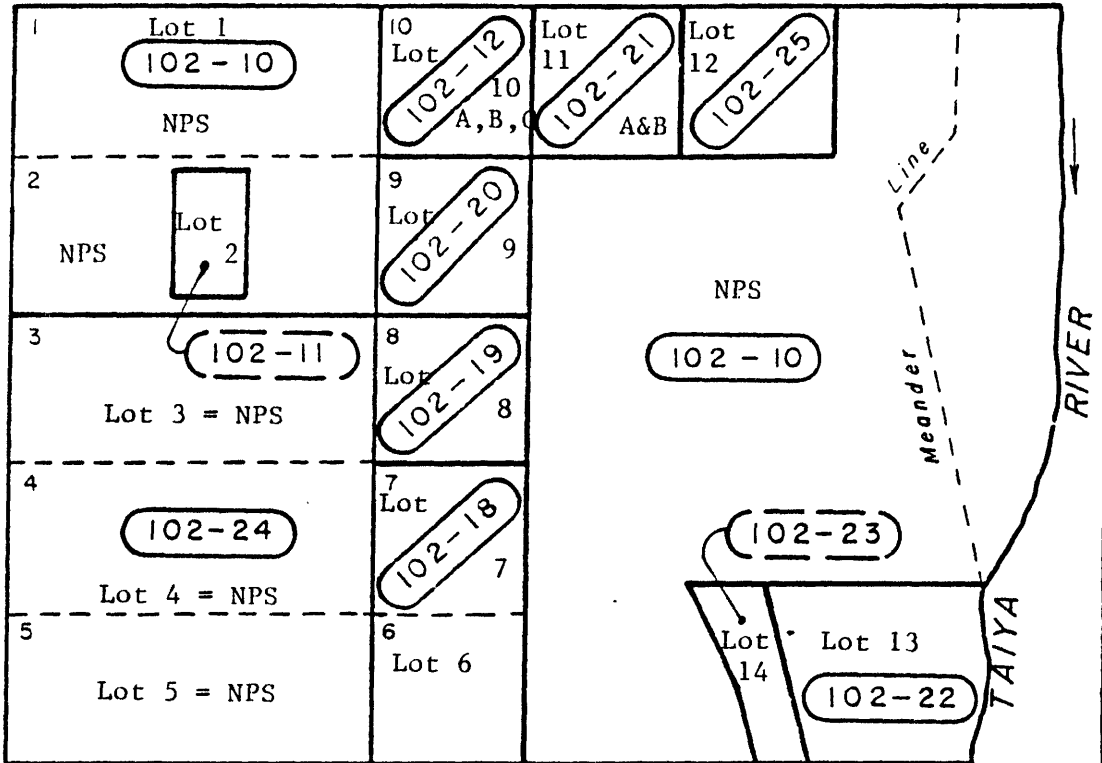
Drawn by D Snow 3-23-84  
Sheet 1 of 2

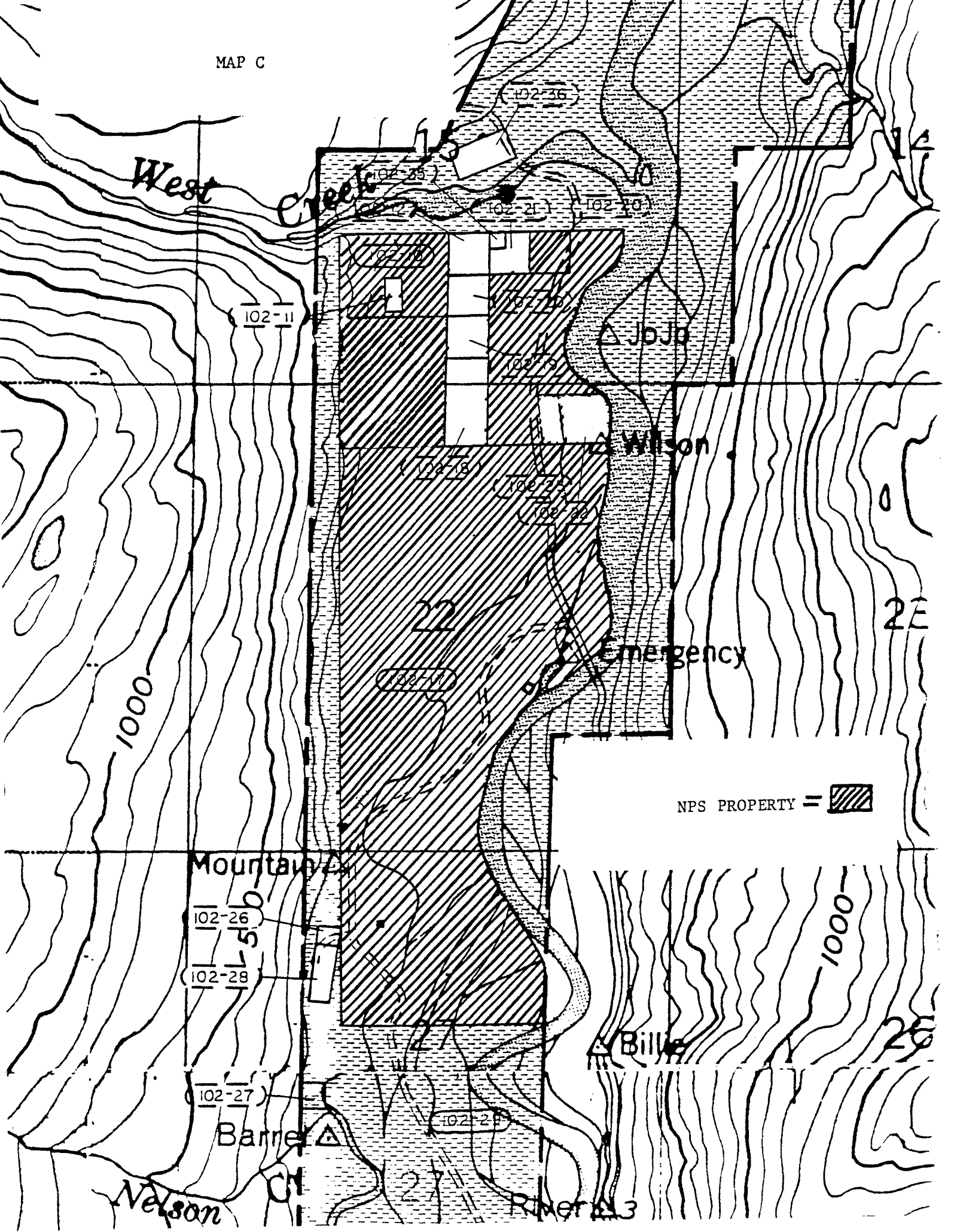
Skagway, Alaska ; NHL

CONTINUES ON SHEET TWO

DRAWN BY D. SNOW, ARCHITECT, 2000 W. 10TH AVENUE, ANCHORAGE, ALASKA 99503

MAP B





West Creek

Jojo

Wilson

Emergency

Mountain Creek

Bills

Barre

Nelson Cr

River

NPS PROPERTY = [hatched box]

102-11

102-36

102-25

102-21

102-20

102-20

102-19

102-19

102-28

102-23

102-22

102-20

102-26

102-28

102-27

102-29

1000

1000

22

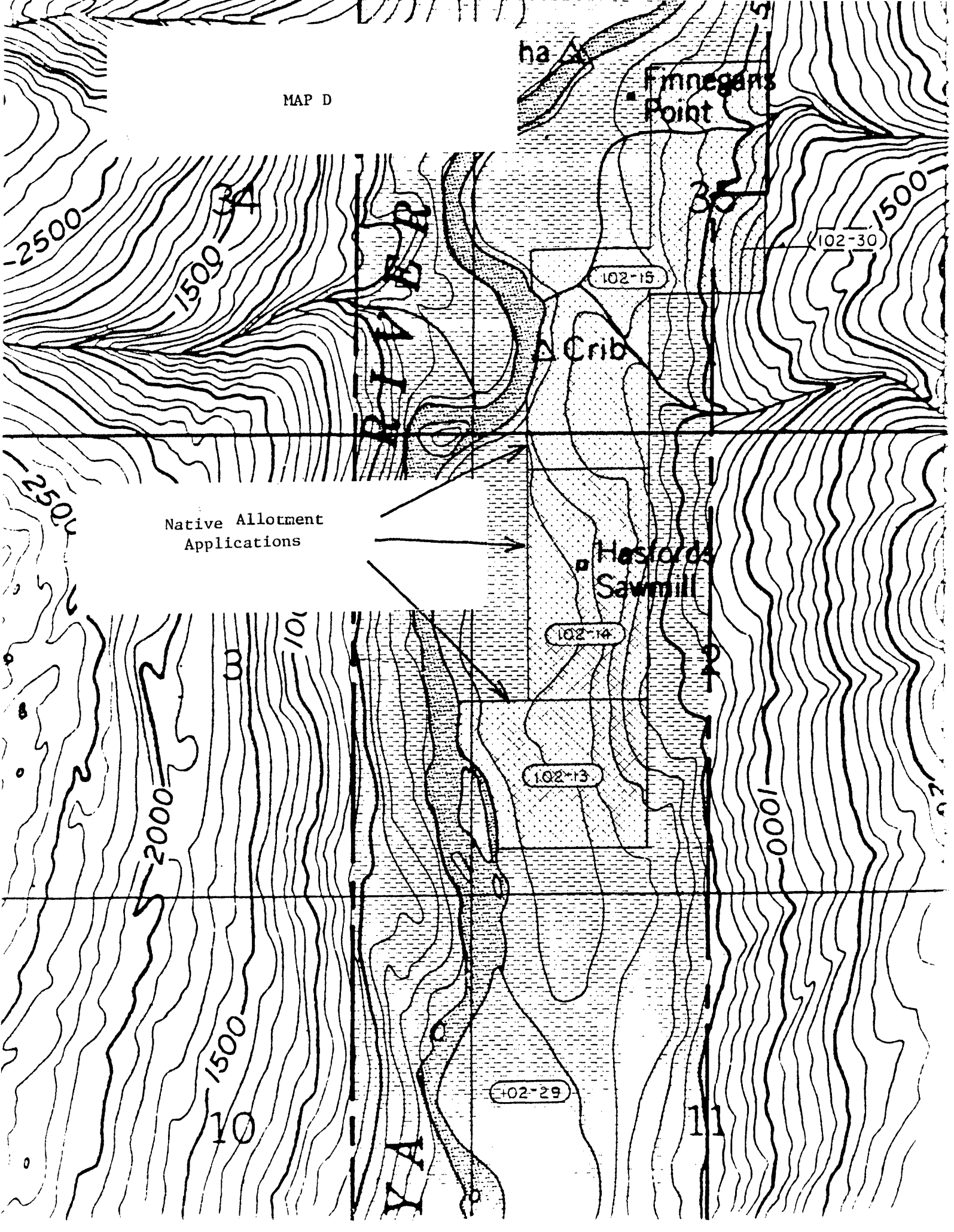
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
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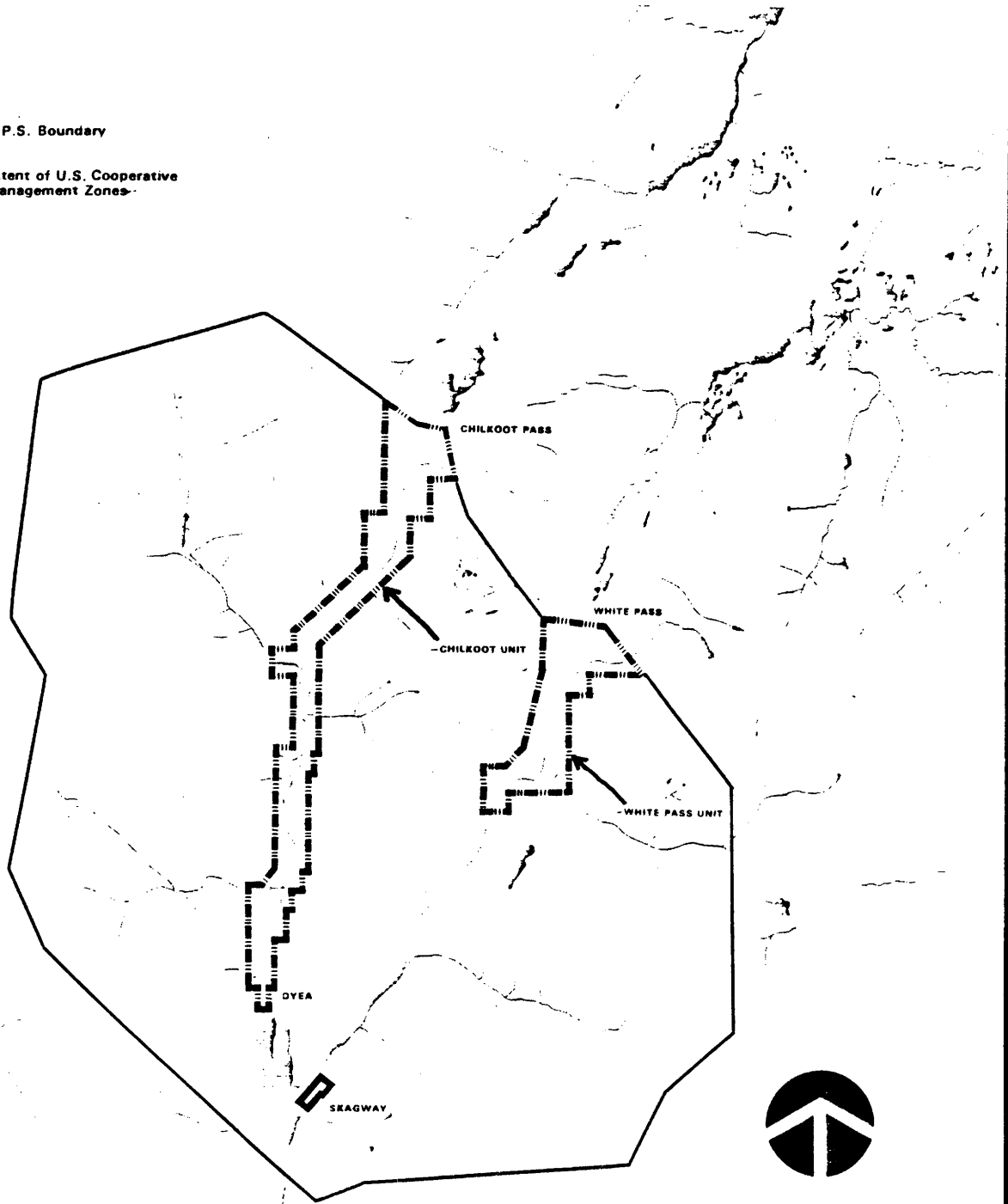
3

MAP D



MAP E

-  N.P.S. Boundary
-  Extent of U.S. Cooperative Management Zones



scale 0 1 2 3 4 5 Miles

KLONDIKE  
GOLD RUSH  
NATIONAL  
HISTORICAL PARK

20020

DSC



R59E R60E

SCALE OF MILES



MAP F



T25S  
T26S

T25S  
T26S

36

31

6

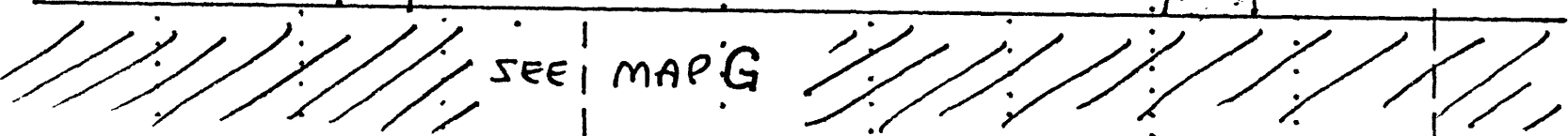
DYEA/  
CHILKOOT  
TRAIL  
UNIT

U.S. CANADA  
U.S.A.

R60E R61E

WHITE  
PASS  
UNIT

SEE MAP G



SEE MAP F

T265

T275

36

31

36

31

T265

T275

DYEA/  
CHILKOOT  
TRAIL  
UNIT

6

WHITE  
PASS  
UNIT

1

6

MAP G

T275

T285

36

31

36

31

T275

T285

TAIYA  
INLET

SKAGWAY  
UNIT

R59E | R60E

R60E | R61E