

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

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United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Skagway and White Pass District

Other Name/Site Number: same

2. LOCATION

Street & Number: [various]

Not for publication: n/a

City/Town: Skagway

Vicinity: x

State: Alaska
99840

County: Skagway-Angoon-Yakutat Census Division

Code: 02

Zip Code:

3. CLASSIFICATION

Ownership of Property

Private: x

Public-Local: x

Public-State: x

Public-Federal: x

Category of Property

Building(s): —

District: x

Site: —

Structure: —

Object: —

Number of Resources within Property

Contributing

163

8

3

0

174

Noncontributing

211 buildings

1 sites

199 structures

0 objects

411 Total

Number of Contributing Resources Previously Listed in the National Register: 0

Name of Related Multiple Property Listing: n/a

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.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

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:

- Entered in the National Register
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain) NHL Boundary Study:

Carol D. Skell

Signature of Keeper

April 7, 1999

Date of Action

6. FUNCTION OR USE

Historic: Transportation Sub: rail and pedestrian related
 Domestic single dwelling, camp, hotel
 Commerce/Trade store, warehouse

Current: same Sub: same

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Other

MATERIALS:

Foundation: log, earth
Walls: wood
Roof: wood
Other: railway – wood and steel; wharf – log; bridges – log and wood; domestic – wood

Describe Present and Historic Physical Appearance.

The Skagway & White Pass National Historic Landmark District, located approximately 100 miles north of Juneau, extends from Skagway Bay to the Alaska and British Columbia, Canada, boundary at the White Pass summit. Situated in a deep valley, nestled between snow-capped peaks and surrounded by glacial fields, the district is comprised of the original (1897) Skagway townsite and much of the Skagway River Valley. The major historic resources in the Skagway River Valley include the Trail of 1897 (Dead Horse Trail), the Brackett Wagon Road, the Ford, White Pass City, and the White Pass and Yukon Railway (WP&YR).

The Historic District within the Skagway townsite (see Map B, 2 sheets) includes all of the original (1897) townsite, which is 23 blocks long and from three to five blocks wide. Within the District lie many outstanding examples of turn-of-the-century workingman's residential architecture, as well as several well-preserved remnants of frontier commercial buildings. Of the 374 buildings (not including outbuildings) within the Historic Landmark, all but eight are within the Skagway townsite; of those in the Skagway townsite, 163 contribute to the town's historical character. Most of the contributing residential buildings are brightly painted, single-story wood frame structures with gable roofs and shiplap siding. Most of the contributing business and civic buildings are also of wood frame construction, with gable roofs and shiplap siding; unlike residential buildings, however, many front directly on the pedestrian boardwalks. These buildings commonly have two stories, false fronts, commercial display windows, recessed double doors, and commercial signage.

Although few of the buildings are individually distinguished, as a whole they retain the place and scale of the historic period. The physical appearance of many buildings has been altered over time by additions or historical restoration. In addition, a few of the buildings are deteriorated. Although the deteriorated buildings have lost their structural integrity, they contribute to the character of the district by reflecting the evolution of the historic scene.

The dynamic nature of Skagway's historic buildings is central to the town's character. During the gold rush period, the business district had three different orientations: along the White Pass Trail, along several east-west avenues (due to the imposition of the street grid system), and finally along Broadway (because of the White Pass and Yukon Route railroad's influence). Key buildings were moved during each transitional phase. Since the gold rush period, many additional moves have taken place. To some extent, this spatial dynamism reflects the need to conserve building materials on a remote frontier; in this respect, Skagway's experience is similar to that of many other frontier towns in the American west. Additional factors accounting for building relocations have been the high transportation costs and a shortage of easily procurable materials associated with a remote frontier location, along with the railroad's role in assisting building relocations.

The valley above Skagway comprises the remainder of the District. Between Skagway and the top of White Pass lie the rights-of-way of four historical routes to the Klondike gold fields: the Trail of 1897, the Brackett Wagon Road, the Skagway River route and the White Pass & Yukon Railway. The remains of several camps and tent towns from the 1897-1900 period are found.

Throughout the district are other historic resources of the Gold Rush Era. The original WP&YR locomotive sits across from the railway depot within the business district. Moore's Wharf and a ships register (a list of gold rush era ships painted on a bluff overlooking the harbor) remain as evidence of the era, as do a number of archeological sites. Although these sites are included as contributing components of the overall district

landscape, they have not yet been investigated to an extent that would permit extensive exposition of their archeological significance. (For further information on the archeology of the district refer to endnotes #33-36 in the Statement of Significance.)

Portions of the Skagway & White Pass National Historic Landmark District (established in 1962) and the Chilkoot Trail & Dyea National Historic Landmark District (established in 1978) are included within the boundaries of the Klondike Gold Rush National Historic Park. Created in recognition of the significance of the Klondike Gold Rush, the Park incorporates three separate units. Each unit commemorates an important contribution to the gold rush era. Fourteen blocks of downtown Skagway comprise the Skagway Unit. The upper end of the Trail of 1897, the Brackett Wagon Road, and the White Pass and Yukon Route Railway constitute the White Pass Unit. Finally, the Chilkoot Trail and Dyea Unit includes the remains of the gold rush port of Dyea, the trail over Chilkoot Pass, and the tramways over the pass. The Park includes portions of the National Historic Landmark Districts noted above, the boundaries of the Park, moreover, are wholly subsumed by the two National Historic Landmark District boundaries.

The following paragraphs describe the known historic resources. Contributing resources--buildings, sites, structures, and objects--are included first, followed by noncontributing resources. Some resources, for which the exact construction dates are unknown, are documented within a range of dates (i.e. 1897-1908). NOTE: The numbering of buildings in Skagway is discontinuous, either because of recent demolitions or because the mapmaker skipped some numbers. Therefore, several building numbers (36, 46, 66, etc.) do not appear on Map B; these numbers are omitted on both the contributing and noncontributing resources lists.

CONTRIBUTING RESOURCES:

I. BUILDINGS: A total of 167 buildings are listed. The numbers on the descriptive list are illustrated on Map B (2 sheets), entitled "Skagway and White Pass Historic District."

1. U.S. Cable House, ca. 1901. One-story wood frame, clapboard, double beveled shiplap and vertical panel siding, hipped roof with ridge boards, unsympathetic corrugated sheet metal arctic entry.
4. White Pass House #1, 1900-08. One-story wood frame, asphalt shingle siding, multi-gable and hipped roof, bay window, dormers, oriental arch inset behind double hung sash windows.
5. White Pass House #2, 1900-08. One-story wood frame cottage, asphalt shingle siding, tar paper multi-gable and hipped roof.
6. White Pass House #3, 1900-08. Wood frame cottage, one-story plus attic, asphalt shingle siding, gable roof, enclosed porch, unsympathetic attic gable roof dormers.
8. Dahl/Rapuzzi House, 1897-1908. One-story plus attic, wood frame, clapboard sided, gable roof, hipped roof, sun room.
9. Tunley House, 1897-1908. One-story wood frame, modified country Queen Anne style, double parallel gable roof with rear cross gable, clapboard and diamond-shaped wood shingle siding, multi-gable roof with scrollwork brackets, bay window with transom light and bullseye plinthblocks.
10. Berge/Rapuzzi House, 1900. Cottage, one-story plus attic, wood frame, clapboard sided, gable roof, shed roof arctic entry.

11. **Mulkair House, 1897-1908.** One-story wood frame, historic square and round shingle siding, multi-gable standing seam tin roof. Moved to site ca. 1940, chimney added.
15. **Halverson House/Rose Beth Tea Room, 1902.** One-story wood frame, clapboard, double beveled shiplap and wood shingle siding, multi-gable roof, arctic entry, shed roof additions.
16. **Taylor House, 1897-1908.** One-story plus attic, wood frame, wood shingle sided, multi-gable roof, picture window, small roof attic dormers, bay window with brackets; sympathetic light border, gable roof attic dormer.
17. **McKay/Kalvick House, 1897-1908.** One-story plus attic, cottage craftsman style, wood shingle siding, multi-gable roof with flared eaves, river stone rubble chimney, gable roof dormer, hay window.
21. **Keller House, 1899.** Two-story wood frame, clapboard and round shingle siding, multi-gable roof, bay window, arctic entry.
- 25A. **Teachers' Storage Building, ca. 1900.** One-story wood frame, on wood blocks. Gable roof with double beveled shiplap, clapboard and tongue and groove siding. Moved to site in 1960s.
26. **Old Hansen House, 1897-1908.** Wood frame, clapboard sided, multi-gable roof, arctic entry, sympathetic fenestration alterations.
29. **Dennis Rental House, ca. 1900.** Small wood frame, double beveled shiplap siding, wood relieving arches over door and windows, former crib, deteriorated condition.
30. **Dennis House, ca. 1900.** One-story, asbestos shingle siding, multi-gable roof, former crib.
33. **Methodist/Presbyterian Church, 1901.** Basement plus one and one-half story wood frame, gable roof, clapboard, historic square wood and fish scale shingle siding, modified palladian window with fan light recessed in Moorish or equilateral arch, square-turreted tower with pyramidal spire, dentil molding.
37. **Ray Gault House, ca. 1898.** One-story plus attic, vernacular wood frame, clapboard, double beveled shiplap and vertical panel siding, multi-gable roof, ornamental gable edge, large arctic entry.
38. **Blanchard House #2, ca. 1898.** One-story plus attic, asbestos shingle siding, multi-gable roof, unsympathetic additions.
39. **Vanderwall House #1, 1897-1908.** One-story plus attic, shingle and plywood siding, multi-gable roof, relieving arch and glass blocks surround door.
41. **Snyder/Gault House #1, ca. 1904.** One-story plus attic, double beveled shiplap siding, multi-gable roof, relieving arch over windows, bay window, gable roof portico with brackets.
42. **Lee Gault House, 1897-1900.** One-story plus attic, wood frame, wood shingle siding, multi-gable roof.

43. P. W. Snyder House, ca. 1900. One-story wood frame, gable standing seam tin roof, double beveled shiplap siding, raking pedimented portico with wood columns and brackets, relieving arches over doors and windows; originally a log cabin.
44. Grim House, 1897-1908. One-story wood frame plus attic, clapboard sided, hipped roof, bay windows and entry, consoles, gable roof dormers, bargeboards over porch, ornamental gable ends, rock chimney, roof cresting.
48. Hahn/Lingle House, 1897-1908. One-story plus attic, vinyl covered aluminum siding, multi-gable roof, bay window, arctic entry.
50. Snyder/Gault House #2, 1897-1908. One-story plus attic, wood frame, double beveled shiplap siding, multi-gable roof, turned post and bracket portico, relieving arches over windows, rear shed and gable roof addition.
51. Mickey Mulvihill House, 1900. One-story plus attic, clapboard sided, multi-gable roof, hipped roof, sun room.
52. Tropea House, ca. 1900. Partial basement, one-story and attic, double beveled shiplap and clapboard sided, multi-gable roof, raking pediment porch, shed roof attic dormer.
53. Nye/Roehr House, ca. 1900. One-story plus attic, fish scale shingle and clapboard siding, multi-gable roof, bay window with brackets, two story bay window, pyramidal roof and pinnacle with crockets. Historic stable recently attached to house.
54. Case/Mulvihill House, 1904. Vernacular, one-story plus attic, clapboard and various styles of wood shingle siding, multi-gable roof with returns, flared eaves, pyramidal roof turret, bay window.
58. Beitinger/Mulvihill House, 1897-1908. Cottage, one-story plus attic, asbestos shingle siding, multi-gable roof, hipped roof anteroom.
59. McBrien/Pribbernow House, 1897-1908. One-story plus attic, round wood shingle, weatherboard and board-and-batten siding, multi-gable roof, spindles and fretwork on gable ends, gable roof attic dormers; small, decorative gazebo. House moved to site in 1920s.
60. Goding/Nelson House, 1897-1908. One-story wood frame, vinyl covered aluminum siding, hip and multi-gable standing seam roof, cornice with round wood shingles, shed roof entry.
62. Van Zanten House, 1897-1908. One-story plus attic, asbestos shingle and vertical panel siding, multi-gable roof. Composed of several gold rush-era homes joined together.
68. Gaffy House, 1897-1908. One-story wood frame, clapboard, double beveled shiplap and plywood siding, gable roof, entrance gable with brackets, shed roof addition with drop siding.
75. Lunde/Selmer House, 1900-05. One-story wood frame, historic wood shingle siding, multi-gable roof.

78. Villesvik House, 1897-1908. One-story wood frame, asphalt shingle siding, multi-gable and hipped roof.
- 79A, 79B. Dewar Complex, three buildings (two contributing, one noncontributing). A) Dewar House, 1897-1908. One-story wood frame, hip and multi-gable roof, asbestos shingle siding; 2) One-story deteriorated Gold Rush Era wood frame building, gable roof, vertical plank, historic square and diamond-pattern shingle siding, probably moved to site. A third building, the garage, is a noncontributing resource.
83. Shelby House, 1897-1908. One-story wood frame plus attic, wood shingle sided, multi-gable roof.
86. Osborne Selmer House, 1897-1908. One-story wood frame, former brewery. Historic wood shingle siding, gable roof, casement windows with decorative wood relieving arch, sympathetic addition ca. 1910.
87. Selmer Outbuilding, ca. 1910. Wood frame, gable roof, horizontal board siding, shed roof addition with decorative brick siding.
- 95B. Outbuilding, Rapuzzi Rental House, 1897-1908. Shed roof, double beveled shiplap and drop siding.
97. Rasmuson House, 1899. Wood frame cottage, one-story plus attic, clapboard and wood shingle siding, ornamental gable end, hip and multi-gable roof, decorative bargeboard.
98. Louis Rapuzzi House, 1897-1908. One-story wood frame, clapboard siding, vertical panel siding under eaves, multi-gable and hipped roof, soffits under eaves.
99. Richter House, 1897-1908. Vernacular, one-story plus attic, asbestos shingle siding, multi-gable roof, hip roof sun room; attached gable roof garage, plywood siding.
103. Feero House, 1904. One-story plus attic, weatherboard siding, corrugated sheet metal gable roof with catslide roof in rear, hipped roof anteroom.
104. Lingle House. 1897-1908. One-story plus attic, wood shingle and double beveled shiplap siding, hip and multi-gable roof, shed roof dormer, rock chimney.
- 106A. Mason Complex Cottage #1, ca. 1900-08. One-story, wood shingle sided, multi-gable and shed roof, sun room, arctic entry.
107. Lingle/O'Daniel House, 1897-1908. One-story plus attic, clapboard and vertical panel siding, multi-gable and hipped roof, hipped roof attic dormers, unsympathetic multi-sided solarium; sympathetic garage and pergola. Moved to site in 1920s or 1930s.
108. Fraser/Yglesia House, 1897-1908. One-story wood frame cottage, multi-gable roof, shed roof arctic entry, recent redwood weatherboard siding, rock chimney.
109. Riewe House, 1897-1908. One-story plus attic, wood frame, multi-gable roof, wide shed roof dormer, clapboard siding, square bay window, teardrop bargeboard.

111. Thompson House, 1897-1908. Cottage, deteriorated, one-story plus attic, unsympathetic addition.
112. Fowler House, 1897-1908. Victorian gothic vernacular, one-story plus attic, clapboard siding, multi-gable roof with returns.
118. Meyer building, 1899. One and one-half stories, wood frame, double beveled shiplap siding, shed roof, false facade, display windows, corner bay, molded panels.
119. YMCA Gymnasium and Reading Room, 1900. Two-story wood frame, gable roof, corrugated sheet metal and drop siding.
122. Soldin House, 1897-1908. One-story, asphalt shingle siding, gable roof, hipped roof anteroom, shed roof addition. Building moved to site in 1935.
123. Vanderwall House #2, 1900-08. Basement, one-story plus attic, bungalow craftsman style, double beveled shiplap siding, hipped and multi-gable roof with returns, Oriental window styling. Building moved to site in 1910s or 1920s.
129. Couture House, ca. 1900. Commercial/residential, one-story plus attic, drop and wood shingle siding, gable roof with shed roof addition, false facade.
132. Rogers House, 1897-1908. One-story, gable roof, square- and round-cut wood shingle and asphalt shingle siding, unsympathetic shed roof addition with plywood siding.
133. Heidelberger House, 1897-1908. One-story plus attic, gable roof, hipped roof anteroom, clapboard siding, unsympathetic addition.
- 134A. "White House," 1902. Eclectic style, one-story plus attic, clapboard siding, gable roof, shed roof attic dormers, bay windows, two classical raking pediment porticoes with Doric columns, fire damage.
- 134B. Suffecool Garage, 1897-1908. One-story plus attic, wood frame, gable roof, double beveled shiplap siding, shed roof dormer, former taxicab garage. Moved to site in 1910s or 1920s.
137. Episcopal Manse, 1897-1908. Vernacular two-story wood frame, clapboard and wood shingle siding, gable roof, shed roof addition, bay window, sun room.
139. Burfield House, 1897-1908. Two-story, wide clapboard siding, hipped roof, sun room.
140. Larson House, 1897-1908. One-story cottage, clapboard siding, multi-gable and hipped roof, bay windows, arctic entry. Moved to site in 1910s or 1920s.
142. Mack Brown House, 1897-1908. Victorian vernacular, two-story wood frame, vinyl aluminum siding, multi-gable and shed roofs, hipped roof portico, unsympathetic picture and sliding windows.
143. Brown Shed, ca. 1900. One-story, deteriorated shiplap board siding, fishscale shingle siding under eaves, ornamental gable end with king post and collar tie. Half was a knock-down house, the other half composed of bridge ties. Moved in 1920s and again in 1975.

148. Hukill House, 1897-1908. Vernacular, one-story plus attic, asphalt shingle siding, multi-gable roof, sympathetic shed roof attic dormer, arctic entry.
149. Hukill Rental House, 1900-08. One-story cottage, beaded double beveled shiplap siding, multi-gable roof, sympathetic addition.
154. Tomkin House, 1897-1908. Basement, one-story plus attic, gable roof with decorative gable end, shed roof attic dormers, clapboard siding, bay window, hipped roof anteroom, gable roof portico with turned posts, scrolled brackets and pendant. Moved to site in 1910s or 1920s.
155. Hestness House, 1897-1908. One-story wood frame, weatherboard siding, shutters, multi-gable roof.
156. Thomas House, 1897-1908. Colonial revival cottage, basement, one-story plus attic, wood shingle siding, multi-gable roof with returns.
162. Coffey Cabin, 1897. One-story unhewn, notched log building with attic, gable roof. Vacant, deteriorated condition. Moved in 1976.
165. Dedman/Kalen House, 1897-1908. One-story plus attic, former crib, wood shingle siding, shed roof attic dormer, shed roof arctic entry. Main building moved to site in 1910s or 1920s.
166. Dedman Rental House, 1897-1908. One-story wood frame, asbestos shingle siding, gable roof, arctic entry, shed roof addition, unsympathetic window modifications. Former crib, moved to site before 1914.
167. Reed Apartments, 1897-1908. One-story plus attic, modern board and batten siding, gable roof, modified false front, gable and shed roof attic dormers.
172. Oberly/Otto House, 1897-1908. One-story, wood shingle siding, multi-gable roof, shed roof entryway. Moved to site in 1910s or 1920s.
173. Moore Block, 1897. Multi-dwelling unit, two-story, decorative asphalt brick siding, multi-gable roof, false facade, reversibly compromised by deterioration and siding.
175. Old City Hall, 1897. One-story plus attic, clapboard and asbestos shingle siding, multi-gable roof, thick jambs and window sill, hipped roof anteroom.
176. Tanner Complex, two buildings. a) Tanner Building/Riewe's Store, 1900. Two-story, double beveled shiplap and drop siding, flat roof, display windows, piers with brackets, columns, cornice with decorative consoles atop false facade. b) Tanner Residence, 1900s. One-story plus attic, wood frame, multi-gable and shed roof, wood shingle siding, projecting hipped roof marquee. Restored 1988-89.
179. Colton Storage Building, 1897-1908. Deteriorated double beveled shiplap siding, hipped roof, shed roof extension. Moved to site in 1930s or 1940s.
181. Eville House, 1897-1908. Block foundation with basement, one-story plus attic, clapboard siding,

- multi-gable roof, shingled cornice on east gable end, arctic entry with entrance gable, unsympathetic attached garage.
189. Boynton House, 1897-1908. Colonial revival cottage, one-story plus attic, vinyl covered aluminum clapboard and diamond shaped wood shingle siding, gable roof attic dormer.
194. De Haven House #1, 1897-1908. Basement, one-story plus attic, hipped roof, clapboard, double beveled shiplap and plywood siding, sympathetic shed roof attic dormer and hipped roof addition.
195. De Haven House #2, 1897-1908. Concrete foundation, one-story plus attic, clapboard siding, multi-gable and shed roofs, shed roof attic dormer, shed roof arctic entry. Main building composed of two Gold Rush Era cabins joined together.
200. One story framed structure, 1897-1908. Multi-gabled roof, gabled arctic entry way, asbestos shingle and roll roofing, clapboard and shiplap wood siding.
202. Hanousek "log cabin," 1897-1908. One story framed structure, multi-gable roofed with shed roofed additions and gabled roofed arctic entry way. Wooden shingle roof. Siding is mostly clapboard but with some shiplap on additions. Concrete foundation.
217. Hubbard House, 1897-1908. One-story wood frame cottage, multi-gable roof, double beveled shiplap siding, various shapes of wood shingles under eaves, shed roof arctic entry.
223. Speer House, 1897-1908. Basement, two-story wood frame, clapboard and historic wood shingle siding, gable roof with decorative gable end and bargeboard, hipped roof sun room.
224. Kusters Triplex, 1897-1908. One-story, clapboard sided, multi-gable and shed roof, various shapes of wood shingles under eaves, decorative veranda. Moved to site ca. 1982.
227. Hoyt/Kalenkosky House, 1897-1908. One-story cottage, historic wood shingle siding, multi-gable roof, shed roof arctic entry, brackets over door. Moved to site in 1910s or 1920s.
228. Haskins House, 1897-1908. One-story, clapboard and vinyl covered aluminum siding, roof returns, multi-gable roof.
230. Dahl/Shelby House, 1897-1908. One-story plus attic, multi-gable roof, vertical panel, wood shingle and double beveled shiplap sided, hipped roof arctic entry.
237. The Maki House, 1897-1908. One-story cottage plus attic, multi-gable and hipped roof, clapboard siding.
239. Burgess/Van Meter House, 1897-1908. One story frame structure, multi-gable roof with shed roof addition. Asbestos shingle roofing, dormer window, metal clapboard siding, concrete foundation.
240. Peterson/Lee House, 1897-1908. One story frame structure, multi-gable roof with flat roof addition and arctic entry way. Asbestos shingle roofing, vinyl clapboard siding, concrete foundation with small basement.

242. Thoe House, 1897-1908. One story frame structure with gable, hip, and shed roofs. Corrugated metal roof, wooden shiplap siding, bay window, concrete foundation.
244. Smith/Nelson garage, 1897-1908. Small one story framed structure, gable roof, tar paper roof with most of the tar paper gone on the south half. Horizontal flush siding on the west side with some board and batten siding on south side. Shiplap siding on north and east sides, partly removed. Warehouse type sliding front door.
244. Smith/Nelson House, 1897-1908. Small one story framed structure, gable roofed. Asbestos shingle roofing, shiplap, clapboard, and plywood siding.
247. Owen Flynn House, 1897-1908. One story framed structure, multi-gable and saltbox roof, gabled roofed arctic entry way. Asbestos shingle roofing, wooden shiplap siding, concrete foundation.
249. Shearer cabin, 1897-1908. One story log cabin converted into a garage. Corrugated metal roofing, clapboard siding in front and rear, wood foundation, dilapidated.
250. Ed Hestness House, 1897-1908. Two story framed structure, multi-gable roof with shed roof addition and gable roofed arctic entry way. Asbestos shingle roofing, asbestos clapboard siding, concrete foundation with corrugated metal skirting.
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 covered 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 beveled shiplap siding.
308. Washington and Alaska Steamship Company Office, 1900. Two-story frame commercial building with a fixed glass and wood panel storefront on the first floor, two bay windows linked by a balcony with squared pilasters and supported by wood brackets; double beveled 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 beveled shiplap and board and batten siding. West side is storefront with display windows and inset wood panels below.
- 311A. Richter Curio Complex (contributing portion) is John Irving Building (south end of complex), 1899. Two-story, shed addition. Gable roof, false front on west facade. Vertical panel siding on east, asbestos boards on south, double beveled shiplap and drop siding on north and west. West facade has storefront windows and recessed double doors. The other two parts of the complex (311B and 311C) are noncontributing elements.
- 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 beveled 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.
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 beveled 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. Verbauwhede's Cigar Store and Confectionery, 1899. Complex of two (previously three) wood frame commercial buildings. The front is two-story, gable roof with false front, and brackets on west facade, double beveled shiplap siding. Middle and rear buildings, joined in 1985, were built as cribs. Both are one-story with gable roofs, tongue and groove, double beveled 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 beveled shiplap siding, second story shed addition. Moved in 1927, restored in 1986.
- 318A,318B. Mascot Group, wood frame two-story commercial complex comprised of three buildings (contributing elements). 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 beveled 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 beveled shiplap and drop siding on south and west

- facades. The Hern Liquor Store portion of the Mascot complex (318C) is noncontributing.
322. Idaho Saloon, 1898. One-story frame commercial building; gable roof with attic, gable roof, false front. Display windows on lower portion of east side: double beveled 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 beveled 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 beveled 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 beveled shiplap siding on south facade, and vertical board and batten on the east and north. Exterior on west facade has display windows with plywood siding and inset wood panels below, and vertical double beveled 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 beveled 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.
327. Office/Vaughan Residence, ca. 1898, 1960s. 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 beveled shiplap, vertical panel, tongue and groove, clapboard and drop siding. Extensive remodeling 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 beveled 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 paneled storefront with recessed double doors and glass transoms framed by wood paneled pilasters. Building has a cornice at second floor and bracketed cornice with paneled parapet at top. West facade features clapboard siding, double beveled 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 paneled 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 beveled 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, clapboard siding. Moved to site in 1920s.
336. Peterson and Company General Merchandise, 1900. Two-story frame commercial building with corrugated metal gable roof. Double beveled 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 beveled 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 beveled 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 beveled 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 beveled 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.

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 beveled 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 beveled 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 beveled 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, reverse-laid horizontal half lap siding. Moved in 1979 and 1985.
367. Kirmse Storage Shed, 1900s. One-story wood frame, gable roof, double beveled 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 beveled 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 beveled 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 beveled 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 beveled 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 beveled 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 beveled 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.
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, hip main roof with gabled extensions and a gabled 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 Selmer House, ca. 1900. One-story plus attic frame building, hipped roof with gable extensions and shed type 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 beveled shiplap siding.

II. SITES : A number of contributing historic and historic archeological sites are located within the district. These sites include all four routes from Skagway to White Pass (the Trail of 1897, the Skagway River route, the Brackett Wagon Road and its sled road extension, and the White Pass and Yukon Railway) and the remains of two settlements (the Ford and White Pass City) on the Trail of 1897. (See Map A for routes, and Map C [the two USGS quadrangles] for place name information). Inasmuch as no artifacts have been found from the Skagway River route, it is not discussed further.

A) SHIPS REGISTER: Names of ships from the gold rush era to the present are painted on the bluff east of the wharf, which is located one-half mile south of the corner of Broadway and Second Avenue (adjacent to the "oil tanks" in Map C). Many historic inscriptions remain visible.

B) TRAIL OF 1897: The infamous "Dead Horse Trail" served as the primary route to the gold fields between July and December 1897. Beginning at the Moore Cabin (Skagway Historic Resource #368) the trail wound over muskeg, boulders, and snowfields as it crossed the mountains. A poorly marked, tortuous pathway, too narrow to allow one horse to pass another, the trail lacked improvements except for occasional toll bridges and possible corduroy sections. Although time and the elements have obscured much of the trail, it has been detailed on gold rush era maps and can still be seen above and near timberline.

Between the U.S.-Canada border and the north end of the old 18A Bridge, the Trail of 1897 can be followed along almost its entire length. In this area, the trail corridor is marked by horse bones, metal implements, and clothing left by stampedees. Between the bridge and the confluence of the White Pass Fork and the creek running below the 18A bridge, the trail is less definite, although numerous artifacts can still be seen. Field knowledge of the next three miles of right-of-way is limited. In the vicinity of White Pass City (see [E] below), maps indicate that several buildings were erected alongside the trail, but their present status is unknown. West of White Pass City, the trail can still be followed through the forest for one-quarter mile or more, but south of its crossing with the Skagway River the right-of-way is lost. Within a mile south of the crossing, however, a cabin site and other debris associated with the trail remain. West of the 11-mile post on

the railroad, the right-of-way again crosses the Skagway River. No traces remain of the crossing bridge, but large, flat rocks denote the bridge approaches, and evidences of a camp are extant immediately east of the crossing site. Farther south, a short stretch of the trail is extant one half mile north of the U.S. Customs station, and another is located 200 yards west of Black Lake. Most of the trail in this area is lost. Much of the known right-of-way was re-discovered after a few short, informal surveys of the area; more extensive explorations will undoubtedly reveal other trail sections and artifacts.

C) **BRACKETT WAGON ROAD:** This road and sled-route extension was built between October, 1897 and April, 1898. It allowed Klondike-bound travelers and commercial packers a shorter, easier route over White Pass than they had trod the previous fall. It served as an effective carrier for over a year, but was eventually rendered obsolete by the WP&YR railroad. Between Skagway and White Pass City, the route was a substantial 16-foot-wide one-lane road, illustrated on several contemporary maps. Portions of the road were constructed of corduroy logs, with lengthwise log stringers; other sections were composed of blasted rock. Many bridges and viaducts were built across ravines and bogs. Along the way as many as nine construction camps were built, each apparently consisting of a single gabled log building beside the road. North of White Pass City, the trail was only wide enough for a single horse and sled. No known bridges or viaducts were built along this portion of the road.

Much remains of the wagon road and sled-road extension today. In 1940, the WP&YR railroad took over the first several miles, south of its crossing of the East Fork of the Skagway River. Between the East Fork Bridge site and the seven-mile post of the railroad, the condition of the route is unknown, but between the seven-mile post and White Pass City the route is almost entirely visible. Its route in this area is a well-defined pathway between the Skagway River and the WP&YR right-of-way. Its condition is fair: forest growth has obscured only small portions of the route; rockslides have obliterated a few areas; and some bridges and corduroy areas have been swept away or have decayed. Immediately north of White Pass City, the condition of the sled road is unknown, but north of the Ford (see below) it becomes increasingly easy to identify as it nears timberline. Near the top of White Pass, it can be easily spotted from the railroad tracks. An interpretive sign in this area calls attention to the so-called "Trail of '98."

D) **THE FORD:** Located at the river junction one-quarter mile southwest of the 18A Bridge. During the historic period several businesses and stamperers' tents were located here. Most artifacts from the trailside hamlet have washed away, but a few remain at the base of an adjacent hill.

E) **WHITE PASS CITY:** The largest settlement was White Pass City, a Gold Rush Era tent camp. A few buildings were constructed west of the White Pass Fork in the fall of 1897, but the settlement expanded greatly when the wagon road reached the site a few months later. At its height the town sported more than a score of businesses, along with an unknown number of stamperers' tents. By early 1899 the town was abandoned. A recent archeological survey of the site located four buildings or structural scatters, 26 foundations, five pits, two isolated artifacts and 18 artifact concentrations.

F) **WHITE PASS AND YUKON RAILWAY:** The WP&YR runs from Skagway, Alaska, to Whitehorse, Yukon Territory, Canada. A total of 110.6 miles long, 20.4 miles of the railway lie within Alaska. While the steepest grade is 3.8 per cent, the grade averages 2.7 per cent. Between May 1898-February 1899 a minimum of 11 tent camps, most of which included a siding, were constructed between Skagway and the summit. Proceeding north from Skagway, sidings or building sites were located at the Shops, Boulder, Viaduct, Rocky Point, Clifton, Siding 13, Heney, Glacier, Tunnel, Switchback, and the summit (White Pass Station).

Presently the railway follows the historic right-of-way along the bluff in Skagway and north of the five-mile post. From the five-mile post south to the Skagway yards the railway follows a route constructed in 1938. Although the rails or ties are gone, the original right-of-way is still visible on the west side of the river. All that remains of the two original bridges are a few bridge pilings near the railroad yards. The tracks along Broadway within Skagway were removed in 1945.

Currently, the narrow (three-foot) gauge railway operates on a seasonal basis. Although railroad buildings are located at Skagway and Clifton, the only historic (and contributing) buildings are located within Skagway. The only known historic structures connected with the railroad include the 15-Mile Tunnel, the old 18A Bridge and the 17-Mile Snowshed.

G) GOLD RUSH CEMETERY: This cemetery, located 2 miles northeast of Skagway (just below Reid Falls), was laid out in 1897 and was the town cemetery until 1908. It is marked on Map C.

H) PIONEER CEMETERY: In 1908 a new cemetery, now called the Pioneer Cemetery, was laid out near the present intersection of the Klondike Highway and Dyea Road intersection, two miles north of town. The Pioneer Cemetery received its first burials in 1908 or 1909 and served as the town's burial ground until after World War II. It is marked on Map C.

I) ARCHEOLOGICAL: Archeological tests on the Park properties (including 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. 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. These resources contribute to the overall integrity, setting and scale of the district. Analyses are available from archeological tests at each of the above-named properties. These resources, however, are not individually evaluated in this nomination. The archeological component of this nomination addresses only Criterion A, as noted in the statement of significance.

III. STRUCTURES: South of the townsite proper stands Moore's Wharf, which was built adjacent to the bluff in 1896. It is located one-half mile south of the corner of Broadway and Second Street; on Map C, it is located adjacent to the "Oil Tanks" and "Seaplane Base." Its piers and planking have been periodically replaced, most notably after a 1914 fire, but its design, form, and location remain much as they have been since the 1905-10 period. On the railway, the grade north of milepost five and along the bluffs in Skagway is historic, as are the 15-Mile Tunnel, 18A Bridge, and 17-Mile Snowshed.

Locomotive #52 (Historic Resource #312A) on display in Skagway, was the first WP&YR steam engine in Skagway. Built by the Brooks Locomotive Works in 1881, the locomotive arrived in Skagway in 1898. The locomotive has a 2-6-0 wheel configuration (Mogul type). The loaded weight is 95,500 pounds; it features 14 by 18-inch cylinders, 42-inch driving wheels and a 135-pound boiler pressure capacity.

NONCONTRIBUTING RESOURCES

I. BUILDINGS: A total of 211 such features are listed. Numbers refer to those shown on Map B (2 sheets), entitled "Skagway and White Pass Historic District." Resources dating from the period of significance which have deteriorated significantly or been substantially altered have been listed as noncontributing resources, as have resources that postdate the period of significance.

2. Sincic House, ca. 1942. One-story wood frame, gable roof, vertical panel siding, shed roof addition. Former barracks, moved to site ca. 1960.
3. Sewer Plant/Storage Facility, ca. 1977. One-story, corrugated sheet metal, gable roof.
- 7A, 7B, 7C. Alaska Communications System Complex, three one-story buildings, asbestos shingle siding, 1957. A) wood frame, flat roof; B) wood frame, gable roof; C) wood frame, gable roof, closely connected to a wood frame, modified hipped roof building.
12. Jacobson House, 1984. One-story, hipped roof, roof dormers, log and sawn wood siding.
- 12A. Standard Oil Building, ca. 1900. One-story, gable roof, double beveled shiplap siding, recent shed roof addition. Moved to site in 1985.
13. Jacobson Garage, ca. 1942. Gable roof, board and batten siding, shed roof addition. Moved to site ca. 1981.
14. Cable TV Shed, ca. 1980. One-story, wood frame, gable roof, vertical panel siding. Also parabolic satellite dish, ca. 1980.
18. Knapp House, ca. 1970. Basement, one-story plus attic, wood frame, wide clapboard siding, gable roof.
19. Feero/Whelpley House, 1940s. One-story plus attic, wood frame, gable roof, shed roof attic dormer, enclosed porch.
20. Frolander House, 1898. Two-story plus attic, unsympathetic cedar clapboard siding, pent roof on first story, gable roof, second story bay window and cornice.
22. Blanchard House #1, 1897-1908. Two-story wood frame, cedar wood clapboard siding, pent roof first story, first story bay window, unsympathetic second story addition, recent aluminum siding, stone foundation.
23. Rapuzzi Mobile Home, 1970s. Also corrugated metal, gable roof garage.
24. Teachers' Duplex, 1970s. One-story, wood frame, gable roof, vinyl covered aluminum siding.
25. McMillan House, ca. 1950. Wood frame, one-story and attic, asphalt and vertical panel siding, multi-gable roof, unsympathetic shed roof dormer. Constructed on site of former Christian Science Church, with materials from that building.
27. Lee House, 1947. Basement, one-story plus attic, wood frame, gable roof, entrance gable, shed roof attic dormer, cornice returns, asbestos shingle siding.
28. Lee Complex, two buildings. a) Bill Matthews House, 1898-1908, one-story outbuilding, vertical panel sided, flat roof, modern siding, b) House, post-1945, small, wood frame, gable roof, asphalt siding.

arctic entry, former army barracks.

243. Eville/Knorr House, 1897-1908. Two story framed structure, saltbox roof with a shed and gable roof at back. Corrugated metal roof, two story corner tower, vinyl shiplap siding, concrete foundation. Building was moved to site since the historic period.
245. World War II army latrine, ca. 1942. One story framed structure, gable roof with corrugated metal roofing. Vinyl clapboard siding. Building moved from original site.
- 251-277. Twenty-seven buildings, all constructed after World War II.
278. Skagway Salmon Hatchery, 1982. Small one-story wood frame, vertical panel siding, gable roof.
- 279-285. Seven buildings, all constructed after World War II.
- [286-299. No buildings correspond with these numbers.]
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.
- 310A. Moe Warehouse #1, 1978. Two-story frame building with board and batten siding, gable roof, false front to east.
- 311B, 311C. Richter's Curio Complex (non-contributing elements). 311B=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 beveled shiplap on north and west. Lower portion of west facade is display windows. 311C=Richter's Annex (north), 1972. Flat roof, drop siding, display windows on west.
- 318C. Mascot Saloon Group, noncontributing element. The Hern Liquor Store (1937), at the south end of the complex, has a flat roof; the west side features a false front, an asphalt shingled cornice, a wood paneled frieze, and clapboard siding. Drop siding on south and east facades.
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 beveled 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.

31. **Berry House, early 1970s. One and one-half story split level, gable roof, vertical panel and wide clapboard siding.**
32. **Church Recreation Hall, ca. 1942. One and one-half story, wood frame, asbestos shingle siding, gable roof. Moved to site ca. 1945.**
34. **Riewe Garage, 1914-1930. Small wood frame, clapboard sided, gable roof, double wood doors.**
35. **City Maintenance Shops, ca. 1942. One and one-half story wood frame, board and batten siding, gable roof.**
40. **Knorr Mobile Home, 1970s.**
45. **Gold Rush Lodge, 1982. Two-story plus attic, wood frame, redwood siding, multi-gable roof.**
47. **Burfield Mobile Home, 1960s.**
49. **Marinoff/Kopansky House, 1908-1914. One-story wood frame, gable roof, unsympathetic board and batten, and vertical panel siding.**
55. **Everett Smith House, 1960s. One-story wood frame, split log siding, weatherboard under eaves, gable roof, entrance gable.**
56. **Sullivan House, 1897-1908. Victorian vernacular, one-story plus attic, clapboard and vertical panel siding, multi-gable roof, recent unsympathetic addition.**
57. **Fairbanks Cabin, 1910s? Small one-story wood frame, gable roof, unsympathetic horizontal plank and plywood siding, vacant.**
61. **Westfall House, 1897-1908. One-story wood frame plus tower, multi-gable roof with three-quarter octagonal turret and projecting flagpole, double beveled shiplap and plywood siding; former shed, recent unsympathetic remodeling.**
63. **Cornett Quonset Hut, ca. 1942. Wood frame, gable roof addition; gable roof and shed roof outbuildings.**
64. **Cornett Duplex, ca. 1942. One-story wood frame, multi-gable roof, asphalt siding, originally army barracks.**
65. **Self Residence/Office, ca. 1942. One-story wood frame, asphalt shingle and artificial stone siding, gable roof, entrance gables. Moved to site in 1950s.**
67. **Jacquot House, ca. 1965. Basement plus one-story, wood frame, ranch style, gable roof, vinyl covered aluminum siding.**
69. **Brundage House, 1897-1908. One-story wood frame, gable roof, unsympathetic vertical panel siding, gable roof arctic entry.**

70. Soldin/Henrickson House, ca. 1942. One-story wood frame, asbestos shingle siding, multi-gable roof.
71. Cox/Moore House, ca. 1950. Wood frame, asbestos shingle siding, multi-gable roof; boxcar outbuilding. House was first composed of World War II barracks.
73. Self Airplane Hangar, 1970s. Vertical panel siding, gable roof.
74. Johnson House, 1897-1900. One-story plus attic, wood frame, clapboard siding, gable roof, recent unsympathetic addition to second story ca. 1980.
76. Fleming Greenhouse, 1970s. One-story, gable roof; one story, multi-gable garage constructed 1986.
77. Rose House, ca. 1980. One-story wood frame ranch style, multi-gable roof, weatherboard siding, vertical panels under eaves.
- 79C. Dewar Complex, three buildings. The two main buildings are contributing resources. The third (79C) is a wood frame gable garage, ca. 1942, former barracks.
80. Meyer House, 1970s. Two-story, wood frame, weatherboard siding on elevated basement.
81. Fraser House, 1930s. Log cabin, multi-gable roof, wood shingle siding under eaves.
82. Meroney's Hangar, late 1970s. Vertical panel siding, gable roof.
84. John Edwards House, late 1970s. One-story cedar log kit home, multi-gable roof.
85. Hudson/Edwards House, 1897-1908 (west end constructed 1947-1960). Basement, one-story wood frame, gable roof, asbestos shingle siding, gable roof arctic entry, shed roof addition, rock chimney, soffits.
89. Skagway Air Service Hangar, 1970s. Vertical panel siding, shed roof.
95. Rapuzzi Rental House, 1897-1908. One-story wood frame ranch style, gable roof, wide lap siding. Moved to site 1915-1935. Lost integrity.
96. Reynoldson House, 1897-1908. Two-story wood frame, wide lap siding, bay window with brick facade siding. Possibly moved to site.
100. Bess Dedman House, 1950. One-story cottage plus attic, asbestos shingle siding, multi-gable roof, concrete foundation. House created from army barracks.
101. Bates House, ca. 1950. One-story, asbestos shingle siding, multi-hip roof, gable roof entrance; gable roof garage, drop siding. Both house and garage composed of World War II barracks.
102. Bill Dewar House, 1902. One-story, clapboard and vertical panel sided, flat roof; flat roof garage. Originally had gable roof, moved to site 1915-1935.

105. Gill/Cyr Complex, two buildings. a) House, ca. 1900, altered ca. 1960. One story, wood shingle siding, gable and shed roof, open entry, concrete foundation. Originally composed of several Gold Rush Era cabins. b) House/Garage, 1897-1908, altered ca. 1960. One-story, multi-gable roof, clapboard and weatherboard siding.
- 106B. Mason Complex Cottage #2, 1920s. One-story, gable roof, wood shingle siding, early shed roof addition.
110. White Pass House #4, 1900-08. One-story, hipped roof, asphalt siding. Unsympathetic remodeling and fenestration.
113. Fairway Market, ca. 1970. One and one-half story, corrugated sheet metal siding, gable roof.
114. Gold Pan Drive In, 1977. One-story wood frame, gable roof, false front, open porch.
115. Self/Clark Filling Station, early 1950s. Two-story industrial and residential building.
116. Presbyterian Manse, 1941. Basement, one-story plus attic wood frame, colonial revival style, gable and shed roof dormers, front and rear arctic entries.
117. Coyne House, 1945-50. One-story plywood sided, multi-gable roof, former army barracks.
120. City Fire Hall, 1970. One-story corrugated sheet metal, gable and shed roofs, shed roof tower.
121. Old Knorr House, ca. 1900, altered ca. 1942. One-story, asphalt shingle siding, gable roof, flat roof and shed roof additions. Composed of barracks building added onto small Gold Rush Era building.
124. Brown Quonset Hut, ca. 1942.
125. Cluting House, 1940s. One-story, asbestos shingle siding, multi-gable roof, composed of World War II barracks.
126. Knorr House, 1980s. Two-story wood frame, gable roof, weatherboard and vertical panel siding, projecting porch.
127. Whitehead Complex, two buildings, 1945-50. Both are one-story, shed roof, composed of army barracks; tongue and groove, drop, and board and batten siding.
128. "The Pumpkin Patch." Four mobile homes, 1960s.
130. Mason House, 1967. Wood frame split level, weatherboard and vertical panel siding.
131. Colton House, 1897-1908. Deteriorated wood frame with tongue and groove and imitation brick siding, multi-gable roof, hipped roof anteroom. Moved to site in 1910s or 1920s.
- 134C. Barracks/Hospital, ca. 1942. One-story, gable roof, drop siding.

135. Skagway Library, 1970s. One and one-half story wood building, modified hipped roof, tongue and groove siding.
136. Assembly of God Church, 1967. Two-story, flat roof; attached one and one-half story, gable roof sanctuary with pyramid roof bell tower, weatherboard and vertical-board siding.
138. Burfield Garage, 1941. One-story plus attic, gable roof, clapboard and asbestos shingle siding; also mobile home.
141. Catholic Church, early 1970s. Two-story, offset pent roofs, vertical panel siding.
144. Carl Mulvihill House, 1975. One-story wood frame, elevated basement, gable roof, weatherboard siding.
145. Mulvihill Quonset Hut, ca. 1942. Also small gable roof greenhouse with caboose cupola.
147. Braun Mobile Home, 1970s.
151. Logan House, 1897-1908, altered 1970s. Basement, one-story plus attic, vertical board siding, gambrel roof; small gable roof outbuilding, drop siding. Portion of house composed of lumber from town wharf. Originally had gable roof, moved to site in 1914-1940 period.
152. Enearl House, 1900-08, altered early 1970s. Two-story, multi-gable roof, vertical panel and weatherboard siding, shed roof arctic entry.
153. Cyr/Hartson House, 1897-1908. One-story, gable roof. Fire damaged; vinyl covered aluminum siding covers original walls.
- 158-160. Three one-story wood frame buildings (the Cyr-Cable House, the Warner House, and the Meroney House), all constructed after World War II.
161. Alaska Transfer Barn/Roy's Marine, 1900-08. Two-story wood frame, gable roof, vertical panel siding; recently expanded, converted to filling station 1977.
163. Lamoreaux Storage Building/Garage, ca. 1942. One-story, drop siding, gable roof, army barracks.
164. Lamoreaux House, early 1950s. One-story log cabin, gable roof, shed roof addition.
168. Sourdough Inn, ca. 1950. Two-story, wood frame with porches, horizontal and vertical double beveled shiplap siding, flat roof, moved to site ca. 1980.
169. Marinoff House, 1940s. Drop siding, multi-hip roof, composed of World War II barracks materials.
177. Elks Hall, ca. 1942. One-story, asbestos and wood shingle siding, multi-sided gable and flat roof, false front with clapboard siding. Altered ca. 1979.
178. Taiya Lodge Building #1, ca. 1942. One-story wood frame, vertical panel siding, multi-gable roof. Former army barracks.

180. Hooker/Fuller House, 1897-1908. One-story cottage plus attic, vinyl covered aluminum siding, multi-gable and shed roofs, hipped roof arctic entry. Originally a log cabin, moved to site 1914-1935.
182. Kalenkosky/Hamme House, post-1914. One-story cottage, vinyl covered aluminum siding, multi-gable roof.
183. Army Fire Hall, ca. 1942. One and one-half story garage, board and batten siding, gable and shed roof, tower, two pairs of oversized strap-hinge doors.
184. Calver House, ca. 1980. One and one-half story split level, multi-gable roof, weatherboard, vertical panel and diagonal board siding.
185. Army Engineer's Office, ca. 1942. One and one-half story, vertical panel and board and batten siding, multi-gable roof.
186. Sumner Quonset Hut, ca. 1942.
187. Ralph Tronrud House, ca. 1980. Elevated basement plus one-story, vertical panel and weatherboard siding, multi-gable roof; attached garage.
188. Clark House, 1897-1908. One-story plus attic, gable roof, unsympathetic vinyl covered aluminum siding, shed roof attic dormer.
189. John Tronrud House, late 1970s. One-story plus attic, vertical panel and diagonal-board cedar siding, gable roof with purlins, roof dormers, gable extensions.
190. Hosford Mobile Home, 1970s.
191. "The Bat Cave," ca. 1942. Wood frame, gable roof, drop and decorative brick siding, deteriorated.
192. Sapp/True House, ca. 1980. One-story, gable and multi-shed roof, vertical panel siding.
193. Soldin/Edwards House, ca. 1940s. Basement plus one-story, vertical panel siding, multi-gable roof. Main house probably army barracks.
196. Orth House, ca. 1979. One-story plus attic, gable roof, wide lap siding, gable roof attic dormers.
197. Poe/Olson House, ca. 1970. One-story ranch style, gable roof, vinyl covered aluminum siding.
198. Dahl Health Center, 1967. Corrugated sheet metal building, gable roof.
199. LDS Church, ca. 1980. One-story wood frame, interlocking square log siding, multi-gable roof, from cedar log kit.
- 201, 203-211. Ten buildings, all constructed after World War II.

212. New Railroad Depot, 1969. One-story corrugated sheet metal industrial building, gable and flat roof.
213. Klondike Hotel/Sourdough Cafe, 1960s, altered 1970s & 1982. Two-story wood frame plus attic, vertical panel, drop and vertical double beveled shiplap siding, multi-gable roof, false fronts on west and portion of south facade. West facade has storefront display windows, wood paneling, box cornice and brackets.
214. Hotel Maintenance Shop, ca. 1942. One and one-half story wood frame, catslide and gable roof, vertical panel siding, garage door.
215. Bigoff/Coffey House, ca. 1946. One-story, double beveled shiplap siding, offset gable roofs.
216. Brena Storage Building, ca. 1942. One-story wood frame on wood blocks, drop siding, gable roof, deteriorated.
218. Hubbard Storage Building, ca. 1942. Creosote timber foundation, one-story wood frame, drop siding, gable roof, former army barracks.
219. Telephone Building, 1950s. One-story corrugated sheet metal "Butler" building.
220. Orbin/Stephens House, ca. 1957. One-story wood frame, asbestos shingle sided, gable roof.
221. Power Plant, 1909. Two-story, corrugated sheet metal siding, multi-gable roof. South end historic, north end recent (ca. 1965).
222. AP&T Employees Duplex, early 1960s. One-story ranch style, asbestos shingle siding, multi-gable roof.
229. Mitch Snyder House, early 1970s. One-story plus attic, vertical panel siding, multi-gable roof.
231. Bus Barn, ca. 1980. Corrugated sheet metal siding, gable roof.
232. Lingle/Hansen House, ca. 1942. One-story plus attic, board and batten siding, gambrel roof, shed roof attic dormer, porch and balcony. Originally army barracks, moved to site ca. 1978.
233. Hansen House, late 1970s. One-story plus attic, board and batten siding, gable roof, gable roof attic dormers.
234. Hoover Shed, post-World War II. Small shed roof building, corrugated metal siding, on wood pilings.
235. Hoover House, late 1970s. One-story, gable roof, tongue and groove siding, shed roof arctic entry. Moved to site in 1970s.
236. Mayor House, ca. 1942. One-story ranch style, multi-gable roof, aluminum board and batten and tarpaper siding, soffits. Moved to site in late 1970s.
238. Art Nelson House, ca. 1942. One-story plus attic, asbestos shingle siding, gable roof, shed roof

337. Skagway Air Service Office, 1986. Two stories, plywood siding, flat roof, box cornice on roof.
340. Riewe Mobile Home, ca. 1960s.
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 spindles and fretwork on first floor windows; knee corbels and finial above second floor support full pediment with dentil frieze.
370. Moore House Shed, c. 1990. Board and batten style, reconstruction of similar building erected c. 1901.
- 371A. Broadway Station Restaurant, 1979. Two 1979 WP&YR railway boxcars on rails, connected by gable roof, vertical panel frame building.
- 372B. Eagles' Hall Bowling Alley, 1940s. One story, gable roof, wood 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. One-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 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 building, split log and horizontal plank siding.

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

Noncontributing buildings within the NHL District, but outside of the Skagway street grid, include the Skagway Ferry Terminal (built in the 1960s), the WP&YR crew shelter at Clifton station (built after World War II), and five residences and a powder house along Dyea Road (all of which postdate 1940).

II. SITES: The mining prospect, noted in Map C just north of Dyea Road, dates from the 1940s or 1950s. The seaplane base (also noted on Map C), near the White Pass dock, is no longer in operation.

III. STRUCTURES: Noncontributing structures in the dock area include 2 new docks (the ferry dock and Anvil Dock) and 5 World War II-era oil tanks. The existing Skagway street grid is the same as when laid out in 1897-98, but most of the streets have since been paved and retain no other historic associations. All of the other roads outside of the town's main street grid, plus the present Skagway River bridge, were constructed after the NHL District's period of significance.

The northern and western fringes of the Skagway townsite contain the following noncontributing structures: a Skagway River gaging station (erected in the 1940s), the town's landing strip (laid out in 1949-1950), 20 World War II-era oil tanks (all but one of which were demolished in the mid-1990s), a jetty at the mouth of the Skagway River (constructed in the 1960s), the railroad water tank at Glacier Station, and five structures (built 1969-1970) in the White Pass and Yukon Route railroad yards.

The noncontributing rolling stock of the WP&YR consists of two locomotives, 33 passenger cars, and 147 freight cars. Of this rolling stock 1 locomotive, 12 passenger coaches and 126 freight cars were acquired after 1950 and comprise the modern rolling stock.

Locomotive #195, a Baldwin 2-8-2 locomotive, acquired by WP&YR in 1943 and retired in 1946, is currently on display near Skagway's City Hall; it is Historic Resource #385 on Map B. Locomotive #73 is the only operational steam locomotive on the WP&YR. It has a 2-8-2 wheel configuration (Mikado type). The Baldwin Locomotive Works built it in 1947; its design is similar to others used on the line since World War I. Its loaded weight (238,000 pounds) is twice that of locomotive #52. It features 19 by 20-inch cylinders, 44-inch driving wheels and a 215-pound boiler pressure capacity. It was completely refurbished for the 1982 season and has run each year from 1988 to the present.

Although 21 WP&YR passenger coaches were built during the historic period, they are noncontributing resources. Twelve others were acquired by WP&YR after 1950 and were therefore not in service during the historic period. Originally 48-passenger wooden superstructure coaches, all 33 coaches have been converted to steel, leaving little of the historic fabric. The cars are located in the WP&YR yards in Skagway, and on a siding that parallels the bluff on the east side of Skagway.

The coaches are listed below, according to their car number. The chart lists the numbers and the known dates of construction, acquisition and conversion as they apply to each coach. The following abbreviations are used: A=acquisition date, B=year built, C=date of conversion to parlor car.

1. #209, "Lake Portage", combination, (B=1918, A=1946).
2. #214, (no name), comb. baggage coach, (B=1880s/1890s, A=1899).

3. #216, (no name), comb. baggage coach, (B=1880s/1890s, A=1899).
4. #218, "Lake Atlin", parlor, (B=before 1901, C=1912).
5. #220, "Lake Dewey", parlor, (B=before 1901, C=1917).
6. #222, "Lake Linderman", parlor, (B=before 1901, C=1917).
7. #224, "Lake Marsh", parlor, (B=before 1901, C=1917).
8. #226, "Lake Fraser", coach, (B=1903).
9. #234, "Lake Crowley", parlor, (B=1916, A=1916, C=1916).
10. #236, "Lake Mayo", parlor, (B=1916, A=1916, C=1916).
11. #238, "Lake Watson", parlor, (B=1922, A=1951).
12. #240, "Lake Bennett", parlor, (B=?, A=1927, C=1926).
13. #242, "Lake Teslin", parlor, (B=?, A=1927, C=1927).
14. #244, "Lake Emerald", coach, (B=1883, A=1927).
15. #248, "Lake Tagish", parlor, (B=1887, A=1938, C=1937?).
16. #252, "Lake Muncho", parlor, (B=1893, A=1930, C=1950).
17. #254, "Lake Dezadeash", parlor, (B=1893, A=1934, C=1950).
18. #256, "Lake Lebarge", parlor, (B=1936).
19. #258, "Lake Kluane", (A=1938, C=1938).
20. #260, "Lake Tutshi", parlor, (A=1939, C=1939).
21. #264, "Lake Aishehek", parlor, (B=1884, A=1927, C=1949).

Passenger Coaches acquired after 1950:

1. #266, "Lake Schwatka," parlor, (A=post-1958).
2. #268, "Lake Lewes," parlor, (A=post-1958).
3. #270, "Lake Kathleen," parlor, (A=post-1958).
4. #272, "Lake Nisutlin," parlor, (A=post-1958).
5. #274, "Lake Primrose," parlor, (A=1968).
6. #276, "Lake Big Salmon," parlor, (A=1968).
7. #278, "Lake Fairweather," parlor, (A=1968).
8. #280, "Lake Dease," parlor, (A=1968).
9. #282, "Lake Klukshu," parlor, (B=1976).
10. #284, "Lake Takhini," parlor, (B=1976).
11. #286, "Lake Kusawa," parlor, (B=1976).
12. #288, "Lake McClintock," parlor, (B=1976).

The following freight cars are found on the eastern siding and in the Skagway yards. Although some of the cars were constructed during the period of significance, they did not arrive in Skagway until a later date. The chart below lists the numbers and construction dates of the freight cars. The following abbreviations are used: B=year built, S=year arrived in Skagway, T=tank, UF=underframe. If no S date appears, the car was built in Skagway.

Tank Cars (4): #10 (T=BI908,SI940, UF=B&SI942), #27 (T=B?,SI944, UF=B&SI908), #53 (T=BI908,SI962, UF=B&SI942), #57 (T=BI908,SI962, UF=BI943,SI962)

Hopper Cars (13): #670 (BI918), #671 (BI915), #672 (BI919), #673 (BI919), #674 (BI919), #676 (BI919), #678 (BI914), #679 (BI919), #680 (BI919), #681 (BI919), #682 (BI927), #683 (BI917), #684 (BI914)
all=SI969-70

Box Cars (3): #708 (B1910), #730 (B1909), #754 (B1910) all = S1943

Caboose (1): #911 (B1910, S1944)

The freight cars acquired after 1950 consist of 29 flat cars, 92 container flat cars, two depressed center flat cars and two cabooses. In the list below, the following abbreviations are used: B = year built, S = year arrived in Skagway. If no S date appears, the car was built in Skagway.

Flat Cars, 1000 series (10): #1001 (B1954), #1002 (B1954), #1014 (B1956), #1016 (B1945), #1020 (B1957), #1021 (B1957), #1022 (B1957), #1023 (B1957), #1024 (B1961), #1026 (B1961)

Flat Cars, 1100 series (19): #1103, 1109, 1116, 1120 (all B1943, S1954); #1129, 1130 (both B&S 1942); #1131, 1134, 1135, 1140, 1144, 1149, 1150, 1168, 1176, 1179, 1183, 1184, 1191 (all B1942-43, S1962)

Container Flat Cars, 300 series (51): #300, 304, 307, 308, 309, 312, 313, 316, 317, 318, 319, 321, 322, 323, 325, 327, 330, 332, 334, 338, 340, 341, 343, 344, 345, 346, 347, 348, 350, 351, 353, 354, 359, 360, 364, 366, 368, 371, 373, 374, 375, 376, 378, 379, 384, 385, 386, 391, 395, 396 (all B&S 1969)

Container Flat Cars, 400 series (41): #400, 402, 407, 409, 412, 414, 415, 416, 418, 419, 421, 424, 425, 429, 432, 434, 437, 438, 443, 446, 447, 448, 451, 453, 456, 459, 460, 462, 463, 465, 470, 472, 474, 476, 480, 488, 490, 492, 494, 496, 497 (all B&S 1969)

Depressed Center Flat Cars (2): #1201 (B1962), #1202 (B1967)

Flat Car (1): Atlin Southern Railway, #1, (B1899?, R1940 from Atlin Southern Railway. S1964. On display with Engine #52).

Cabooses: (2) #901 (B1972), #903 (B1969).

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

NHL Criteria: 1

NHL Criteria Exclusions: Several of the historic buildings comprising this property have been moved. Some were moved during the period of significance and thus reflect common building traditions associated with early Alaska community development and growth. Historic buildings were also moved after the period of significance as the district continued to evolve. These historic properties are justified as contributing resources under Criteria Consideration B because they represent integral components of the historic district, were moved within the bounds of the historic community, retain the essential character-defining features (materials, orientation, setting, design) that illustrate the historic patterns of building construction in Skagway, and reflect the particular dynamics of Alaskan development.

NHL Theme(s): n/a

Areas of Significance: Exploration/settlement, Transportation

Period(s) of Significance: 1897-1910

Significant Dates: 1898, 1899

Significant Person(s): n/a

Cultural Affiliation: n/a

Architect/Builder: n/a

NHL Comparative Categories: n/a

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

This property is significant under NRHP Criterion A and NHL Criterion 1; that is, the property is associated with events that have made a significant contribution to the broad patterns of our history.

Significance

The Klondike Gold Rush of 1897-98 was one of the most spectacular events of late 19th century American history. The main American routes to the Yukon River Valley gold fields included the Yukon River, the Valdez Trail, the Chilkoot Pass, and the White Pass. Opening in 1897, the White Pass Trail, beginning at Skagway, became a major transportation route for thousands of gold seekers en route to the Yukon. The completion of Brackett's Wagon Road through the White Pass in 1898 was followed by the construction of the White Pass and Yukon Railway in 1898-1900. The first major commercial railroad built in Alaska, the famed narrow-gauge line served as a vital overland link between Southeast Alaska and the Yukon Valley for more than 80 years. By 1898, the gold rush had transformed Skagway from a homestead at the foot of a pioneer pack trail to a city of 10,000. By 1910, the population of Skagway had diminished to 872. Today the remaining buildings of the booming gold rush city serve as the physical embodiment of the Gold Rush Era. Numerous historical archeological sites exist which, when thoroughly investigated, will contribute unique and valuable information. On June 13, 1962, the Secretary of the Interior designated the Skagway and White Pass District a National Historic Landmark.

Historical Context

When the first ships loaded with gold from the Klondike reached San Francisco and Seattle in the summer of 1897, the entire world caught gold fever.¹ "All that anyone hears at present is 'Klondyke.'" the *Seattle Times* reported on July 24, 1897. "The word is almost beginning-to-be a bugbear. It is impossible to escape it. It is talked in the morning; it is discussed at lunch; it demands attention at the dinner table; it is all one hears during the interval of his after-dinner smoke, and at night one dreams about mountains of yellow metal with nuggets as big as fire plugs."²

It is estimated that between 60,000 and 100,000 people set out for the Klondike in 1897 and 1898, though only about 30,000 actually reached Dawson City.³ The popular consensus seemed to be that once a person arrived in the Klondike, getting the gold would be easy. The hard part was getting to the Klondike. Advertisers and so-called experts sought to profit by promoting the best, safest, cheapest or quickest path to the land of gold. The bewildering number of trails included the Edmonton Trail, the Stikine Trail, the Valdez Trail, the Taku Trail, the Dalton Trail, the Yukon River Trail, the Chilkoot Trail, and the White Pass Trail.⁴

¹ For more information on the Klondike Gold Rush, read Pierre Berton's *The Klondike Fever* (New York: Alfred A. Knopf, 1974) or William R. Hunt's *North of 53* (New York: Macmillan, 1974).

² *Seattle Times*, 24 July 1897, p. 8.

³ Alfred H. Brooks, *Blazing Alaska's Trails* (College: University of Alaska Press, 1973) pp. 349-350; Pierre Berton, *The Klondike Fever*, p. 417.

⁴ Gordon Bennett, *Yukon Transportation: A History* (Ottawa: National Historic Parks and Sites Branch, Parks Canada, 1978), pp. 30, 153.

Before the beginning of the gold rush hysteria in 1897, two well-established transportation routes existed to the Yukon Valley. The first route involved a long journey via stern wheeler up the Yukon River from the port of St. Michael. Since the 1860s, this route had served as the major supply route for trading posts along the river. The second route consisted of a short overland trail originating on Lynn Canal at the head of the Inside Passage. The trail ascended the Taiya River Valley to the steep summit of Chilkoot Pass then proceeded to the headwaters of the Yukon. Historically the Chilkat Tlingit, who lived on Lynn Canal, controlled the mountain pass. To protect their lucrative trading position as the middlemen between the Interior Indians and the Russian, British, and American traders, the Tlingits refused to grant outsiders the right of passage.⁵ By the early 1880s, as more prospectors arrived in the area, the Chilkat monopoly was broken. From then until after the gold rush, most of the prospectors climbed the Chilkoot Trail, built small boats at headwaters of the Yukon, and floated down river to the gold fields.⁶

Exploration

William Ogilvie, leader of the 1887 boundary survey expedition, heard reports in Juneau of a low pass near Dyea or Chilkoot Pass through which a wagon road might be built. A member of the expedition, Captain William Moore, made the first recorded investigation of the pass. Moore christened it "White Pass" in honor of Thomas White, the Canadian Minister of the Interior who had authorized their expedition.⁷

In following the Skagway River Valley to the summit of White Pass, Captain Moore discovered that unlike the high and steep Chilkoot Pass, White Pass appeared to be a feasible route for a road across the mountains. "Capt. Moore has had considerable experience in building roads in mountainous countries," Ogilvie noted in his official report. "He considers that this [White Pass] would be an easy route for a wagon road company compared with some roads he has seen in British Columbia." Ogilvie said that if Moore was correct in his estimates of the height of White Pass and the distance to the summit, "the grades would not be very steep, and a railroad could easily be carried through if necessary."⁸

Settlement

William Moore and his son, Bernard, staked a homestead at the head of Skagway Bay where they constructed a cabin and a wharf. For ten years the Moores dreamed that "Mooresville" would one day be the major jumping off spot for Yukon bound miners. At one point they proposed establishing a toll road over White Pass, but existing Alaska law lacked the authority to grant franchises of this nature, thus their request, like other similar schemes, was rejected.⁹

Despite the fact that the 2,900 foot White Pass was approximately 840 feet lower than Chilkoot Pass, the White Pass Trail remained largely untraveled until 1897.¹⁰ During the hectic summer months of 1897, gold

⁵ Russell Sackett, *The Chilkat Tlingit: A General Overview* (Fairbanks: Cooperative Park Studies Unit, 1979), pp. 19-20.

⁶ *Ibid.*, pp.19-34.

⁷ William Ogilvie, *The Klondike Official Guide* (Toronto: The Hunter, Rose Co., 1898), p. 22.

⁸ *Ibid.*, p. 24.

⁹ Edwin C. Bearss, *Proposed Klondike Gold Rush National Historical Park, Historic Resource Study* (Washington: Office of History and Historic Architecture, National Park Service, 1970), pp. 31-32.

¹⁰ The first group of prospectors on record crossed the White Pass to the Yukon in 1895. J. Bernard Moore, *Skagway in Days*

seekers from all over the world examined every imaginable route to the Klondike. The frantic search for the perfect Klondike trail forced a significant number to realize the benefits of Captain Moore's White Pass route.

In late July and early August of 1897, the first rush of gold miners arrived at "Mooreville". For Captain Moore and his family, the stampede was a nightmare instead of a dream come true. Hundreds of gold seekers swarmed ashore ignoring the old man who claimed to own the site. Within weeks a tent city of thousands of people had mushroomed on Skagway Bay. The people platted a town site, called Skagway, on top of Moore's homestead claim. Only years later would Moore be vindicated in court and receive payment for the land taken from him.¹¹

The delay in opening the White Pass Trail accelerated the growth of Skagway. Scores of Klondikers, frustrated with trying to reach the gold fields, turned their efforts to clearing trails and building a town.¹² When freeze-up improved conditions on the White Pass Trail in late 1897, Skagway with its deep water wharves led the race to become the permanent gateway to the Yukon. The tent city disappeared. In its place rose "the youngest city in the World," according to the city fathers, who also boasted by March 1898 that Skagway was the "Metropolis of Alaska, and the most prosperous town on the North Pacific Coast" (sic). By the summer of 1898, the estimated population of the boom town reached 8,800 to 10,000. Two years later, Skagway became the first incorporated city in Alaska with a permanent population of more than 3,000.¹³ Dozens of buildings from when Skagway was the "Metropolis" of Alaska are still standing. Among these are McCabe College (now city hall), Moore Office Building, St. James Hotel, Mascot Saloon, Seattle Hotel, Golden North Hotel, and the Arctic Brotherhood Hall.¹⁴

Transportation

Meanwhile, the White Pass Trail, the very reason for Skagway's existence, became impassable. Of the estimated 5,000 gold seekers who started out over the White Pass Trail in 1897, only about 10 percent made it through.¹⁵ The heavy traffic turned the trail into a knee-deep river of mud littered with dead and dying horses.¹⁶ Many of the animals fell and broke their legs. Others had to be shot to save them from starvation. An estimated 3,000 horses died along the White Pass Trail, earning it the title "Dead Horse Trail".

"It's a crime to tempt men to go over the Skagway trail," one man said in September 1897. "There is no trail there. It cannot be described. You cannot paint it black enough."¹⁷ One disgusted prospector said that

Primeval (New York: Vantage Press, 1968), pp. 172-174.

¹¹ Bearss, *Klondike Gold Rush National Historical Park*, pp. 78-79.

¹² *Skagway News*, 23 September 1898, p. 1; Bearss, *Klondike Gold Rush National Historical Park*, pp. 92-96.

¹³ Robert L. S. Spude, *Skagway, District of Alaska, 1884-1912* (Fairbanks: Cooperative Park Studies Unit, 1983), pp. 11, 27, 46.

¹⁴ *Ibid.*, pp. 141-161.

¹⁵ Robert C. Kirk, *Twelve Months in Klondike* (London: Wm. Heineman, 1899), pp. 38-39.

¹⁶ *San Francisco Chronicle*, 19 September 1897, p. 15.

¹⁷ *Ibid.*, 13 September 1897, p. 3.

Skagway and the White Pass Trail was "as near hell as any man wants to go".¹⁸ Another described the suffering of the horses. M. J. Conlin said:

It is a trail of blood for the poor animals are falling over the bluffs, getting tangled between the rocks and breaking their legs and backs, in which case they are shot and left lying on the trail. The trail will in a few days be impassable, for the stench from the carcasses is sickening. Men are quitting the struggle every day and as we go along we see strong men coming back with tears running down their cheeks, completely broken down, and the stream of humanity passes on, paying no heed to their sufferings.¹⁹

In 1897 the famed naturalist, John Muir, observed the horrible conditions on the Dead Horse Trail. "It is about the poorest trail I ever saw," Muir said, "and I have seen many in my life. It is a wild and reckless trail. They are laying corduroy up the hills. What is the use of building a slippery corduroy road for a horse to climb? He will fall and break his legs or neck, or both."²⁰

Despite continued efforts, conditions on the Dead Horse Trail failed to improve until the ground froze in late fall. After the bogs and the Skagway River froze, the lower, more gradual trail over White Pass proved superior for hauling freight than the shorter Chilkoot Trail.²¹ Nevertheless, the vast majority of gold seekers in 1897 and 1898 still preferred Dyea and the Chilkoot Pass to Skagway and the White Pass.

The struggle between Dyea and Skagway is indicative of the battle for the title of best transportation route to the interior. By the late summer of 1897, when traffic on the White Pass Trail slowed to a halt, Dyea appeared to have won the first round. On September 7, 1897, one reporter claimed: "The much-vaunted Skagway is a 'busted' community. Its glory as the gate to the Klondike has tumbled to earth even as the columns of Carthage and Greece and Rome have fallen. Even hope has left the City of Tents, and despair, which has hovered with wild eyes over the scene for weeks, has taken possession. An exodus from Skagway has begun."²²

Despite these claims, Skagway flourished. As Captain Moore had foreseen a decade earlier, White Pass could be crossed more easily by a wagon road or a railroad than Chilkoot Pass. The Brackett Wagon Road through White Pass became the first "improved road" built in Alaska. Constructed in 1897-1898 by George Brackett, a former engineer on the Northern Pacific Railroad and mayor of Minneapolis, the road covered the 15-mile stretch to White Pass City at the mouth of White Pass Fork, where the steep climb to the summit began.²³ Brackett labored against great odds to build the road and to obtain legal authorization to charge tolls. Officially opened in March 1898, the road was used heavily by packers and freighters for the rest of the year. When construction of the White Pass and Yukon Railway began May 27, 1898, however, the days of the rough wagon road were clearly numbered.

¹⁸ *Ibid.*, 31 August 1897, p. 2.

¹⁹ *Ibid.*

²⁰ *Chicago Tribune*, 6 September 1897, p. 7.

²¹ Bearss, *Klondike Gold Rush National Historical Park*, pp. 122-123.

²² *Chicago Tribune*, 13 September 1897, p. 5.

²³ Brooks, *Blazing Alaska's Trails*, p. 422; Bearss, *Klondike Gold Rush National Historical Park*, pp. 199-246.

Preparations to build a railroad across White Pass actually started long before the gold rush. In 1896, Capt. William Moore's efforts to interest outside capitalists in financing a railroad across White Pass resulted in the formation of the Pacific and Arctic Railway and Navigation Co. This firm laid the groundwork for the construction of a railroad. It established an elaborate corporate structure consisting of three operating companies for the three political divisions the line would cross: Alaska, British Columbia, and Yukon Territory. The first organizers met with financial trouble, however, and eventually a London banking firm, Close Brothers, took over the project. Close Brothers were skeptical of the feasibility of the project until a contractor known as the "Irish Prince," Michael J. Heney, convinced the investors it could be done.²⁴

The building of the \$10 million, narrow-gauge White Pass and Yukon Railway has been called the "most lasting legacy of the gold rush."²⁵ The railroad doomed not only the town of Dyea (or Die-easy as Skagway partisans called it), but also the Chilkoot Trail, which had been the main route to the Yukon since the early 1880s.

Completed in July 1900, the White Pass and Yukon Railway realigned the entire transportation network of Alaska and the Yukon Territory. By virtue of its railroad link with Whitehorse on the Yukon River, Skagway eventually supplanted St. Michael as the major transshipment point for Yukon freight. In 1901 a division of the White Pass and Yukon Railway, British Yukon Navigation Co., established a stern-wheeler service on the Yukon River.²⁶ The integration of its railway and river service operations gave the White Pass and Yukon Railway a tremendous edge over any other transportation company in the north. By 1914 the White Pass and Yukon Railway and its subsidiaries had driven the last of their competitors from the field and enjoyed a virtual monopoly in transportation on the Yukon River.²⁷

Restored by the National Park Service, the Broadway Depot and the Railroad Building in downtown Skagway symbolize the lasting influence of the White Pass and Yukon Railway on Alaska and the Yukon Territory.²⁸ The railroad ensured that Skagway would survive the gold rush and provided Skagway with a stable economic base for almost 80 years. After the early 1900s, when the gold rush economy of the Klondike collapsed, Skagway entered an inevitable period of decline.²⁹ With new gold strikes at Nome and Fairbanks, other Alaskan communities such as Seward, Cordova, and Valdez vied to become the next "gateway" city, but all failed to surpass Skagway.

²⁴ Bearss, *Klondike Gold Rush National Historical Park*, pp. 247-272; Robert Spude and Gordon Chappell, "Skagway's Railroad Headquarters: The Broadway Depot and the General Offices of the White Pass and Yukon Route," National Park Service Draft Study, 1984. A good account of the early days of the White Pass and Yukon Route is S. H. Graves, *On the "White Pass" Pay-roll* (Chicago: Lakeside Press, 1908).

²⁵ Bennett, *Yukon Transportation*, pp. 59.

²⁶ *Ibid.*, pp. 59, 64.

²⁷ William S. Hanable, "Floating Palaces on the Yukon", *The Alaska Journal*, Winter 1985, p. 37; Melody Webb, *The Last Frontier* (Albuquerque: University of New Mexico Press, 1985), pp. 220-223.

²⁸ Robert L. Spude, "Saving Old-Time Skagway", *The Alaska Journal*, Winter 1985, pp. 4-7; Spude and Chappell, "Skagway's Railroad Headquarters," p. 11.

²⁹ Bennett, *Yukon Transportation*, p. 60.

Epilogue

Like most Alaskan communities, Skagway declined after the gold rush. By the 1910 census, the population had declined to 872.³⁰ The White Pass and Yukon Railway provided Skagway with a stable but narrow economic base. Early entrepreneurs like Harriet Pullen, Martin Itjen, and George Rapuzzi saw that the romance of Skagway's early history would have an irresistible appeal to tourists. By the 1920s the Dead Horse Trail and historic sites around Skagway had become some of Alaska's best known tourist attractions.³¹ In the 1930s leading Skagway business people tried to interest the federal government in creating a "Chilcoot National Park" to preserve the region's historic and natural wonders, but the idea was shelved. The advent of World War II brought a cessation of tourism in Skagway, but following the war the industry gained new vigor. In the early 1960s, plans for Klondike Gold Rush National Historical Park were conceived, and the Secretary of the Interior designated the Skagway and White Pass National Historic Landmark. In June 1976 the long-awaited park became a reality. Park personnel now assist both in preserving Skagway's physical heritage and in interpreting its colorful gold rush history.³²

The Park's program for the adaptive rehabilitation of historic buildings³³ has encouraged archeological research. Excavation at a number of the Park's contributing buildings has provided insights on the Skagway Gold Rush life style which are not included in the historical record.³⁴ The archeology has reinforced the themes discussed for White Pass City and the Brackett Wagon Road³⁵ and is leading to the development of even more complex archeological themes and contexts for the historic district.³⁶

³⁰ Alden M. Rollins, *Census Alaska: Number of Inhabitants, 1792-1970*, (University of Alaska, Anchorage Library, University of Alaska, Anchorage, 1978) p. 177.

³¹ Frank Norris, *Gawking at the Midnight Sun: The Tourist in Early Alaska*. Alaska Historical Commission Studies in History No. 170, (Anchorage, 1985), pp. 124-129.

³² Bearss, *Klondike Gold Rush National Historical Park*, pp. 281-286; Spude, *Skagway, District of Alaska*, p. 134.

³³ Blee, Catherine H., Robert L. Spude, and Paul C. Cloyd, *Historic Structures Report for Ten Buildings: Administrative, Physical History and Analysis Sections, Klondike Gold Rush National Historical Park, Skagway, Alaska*, (Denver Service Center, National Park Service, 1983). David Snow and Robert L. Spude, *Historic Structure Report: The Mascot Saloon Group, Historic Buildings 35H, 35G, and 35F, Historical and Architectural Data Sections, Klondike Gold Rush National Historical Park, Skagway, Alaska*, (Denver Service Center, National Park Service, 1981).

³⁴ Catherine H. Blee, *Archeological Investigations in Skagway, Alaska, Volume I: The White Pass and Yukon Route Broadway Depot and General Office Buildings, Klondike Gold Rush National Historical Park*, (Denver Service Center, National Park Service, 1983); Catherine H. Blee, *Archeological Investigations in Skagway, Alaska, Volume II: The Moore Cabin and House, Klondike Gold Rush National Historical Park*, (Denver Service Center, National Park Service, 1988); Diane Rhodes, *Archeological Investigations in Skagway, Alaska, Volume III, The Mill Creek Dump and the Peniel Mission, Klondike Gold Rush National Historical Park*, (Denver Service Center, National Park Service, 1988); Malcom L. Stilson, "Lynch and Kennedy Lot, Archeological Test Excavations, 1986", (ms. on file, Alaska Regional Office, National Park Service, 1986); Malcom L. Stilson, "Martin Itjen Lot, Archeological Test Excavations, 1986", (ms. on file, Alaska Regional Office, National Park Service, 1986); Raymond T. dePuydt, "Martin Itjen Lot, Archeological Test Excavations, 1987", (ms. on file, Alaska Regional Office, National Park Service, 1988); Raymond T. dePuydt, "Moore House, Archeological Test Excavations, 1988", (ms. on file, Alaska Regional Office, National Park Service, 1988).

³⁵ Caroline D. Carley, *Inventory of Cultural Resources in Klondike Gold Rush Historical Park*, Reconnaissance Report 40 (Office of Public Archeology, Institute of Environmental Studies, University of Washington, 1981).

³⁶ Paul F. Gleeson, "Statement of Work for an Archeological Overview and Assessment of the Downtown Skagway Unit, Klondike Gold Rush National Historical Park," (ms. on file, Alaska Regional Office, National Park Service, 1988).

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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
- Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other (Specify Repository): Alaska Support Office, National Park Service

10. GEOGRAPHICAL DATA

Acreage of Property: 3140 approx.

UTM References:	Zone	Easting	Northing
A	08	493450	6609250
B	08	492950	6608250
C	08	492900	6607100
D	08	492150	6604500
E	08	493600	6601350
F	08	492100	6600800
G	08	490500	6602000
H	08	489300	6599900
I	08	486800	6596850
J	08	486550	6595550
K	08	485800	6594250
L	08	484050	6591900
M	08	482600	6590600
N	08	482400	6589900
O	08	481500	6589300
P	08	481050	6590250
Q	08	481200	6591000
R	08	482850	6593000
S	08	484600	6595300
T	08	484850	6595550
U	08	485450	6597900
V	08	487850	6600900
W	08	488850	6603300
X	08	490200	6604400
Y	08	491300	6607250
Z	08	491500	6609550

Verbal Boundary Description:

Commencing at Bench Mark "Shaft" in T28S, R59E, Copper River Meridian, the boundary follows a line one-half mile east of the center of the Skagway River in a northerly direction to the confluence of the White

Pass Fork. From the confluence the boundary runs one-half mile east of the center of the roadbed of the White Pass and Yukon Railway to Monument 116 on the Alaska-Canada border and then northwest along the border to a point one-half mile west of Monument 117. From this point the boundary follows a line one-half mile west of the center of White Pass Fork in a southerly direction to the confluence of the Skagway River, thence along a line one-half mile west of the center of the Skagway River to Bench Mark "Sharp", and from this point southwest to Bench Mark "Shaft." For the purposes of this description, in case more than one river channel exists, the center of the easternmost channel represents the "center of the Skagway River". In the case of the White Pass Fork, the "center of the fork" is the center of the western channel.

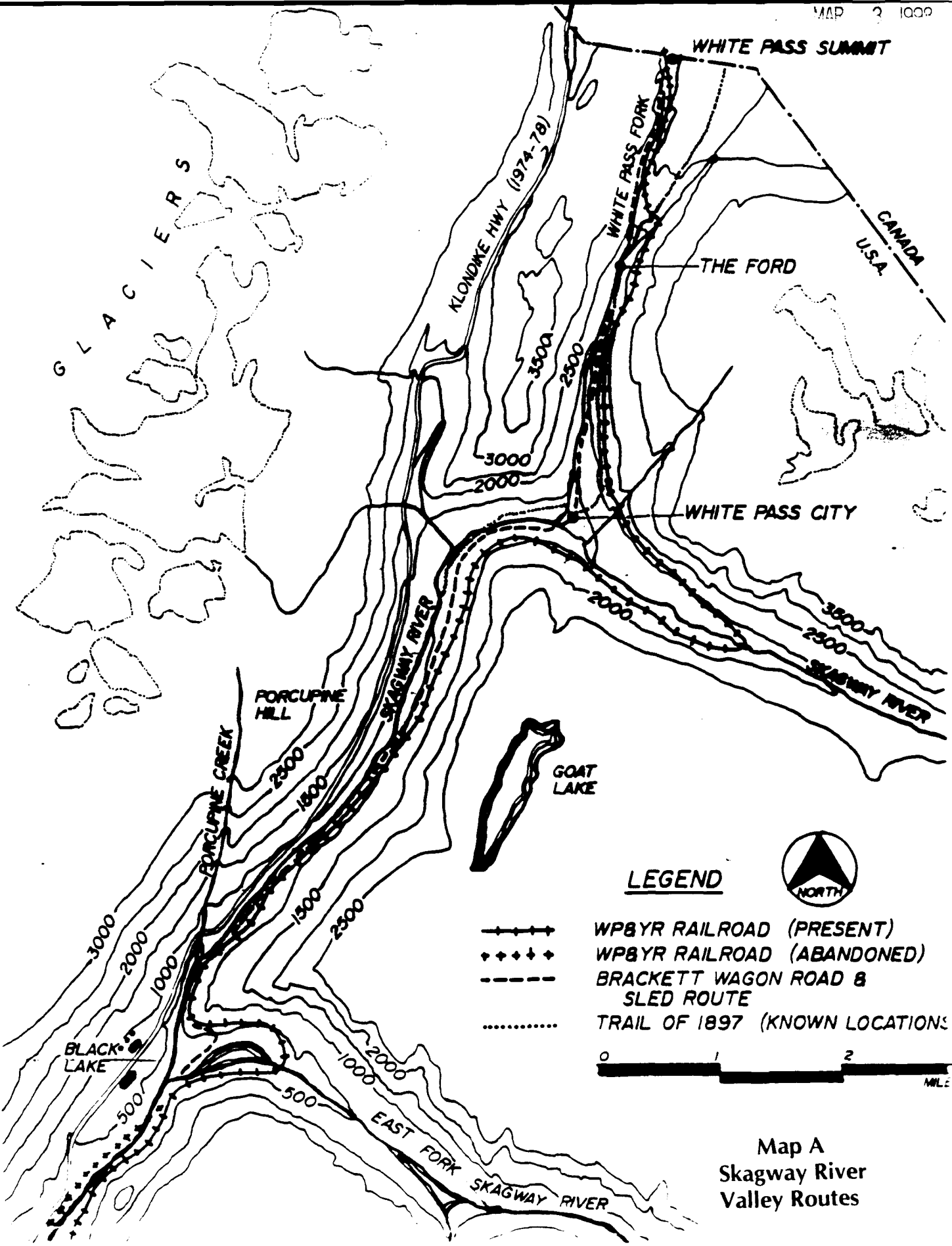
Boundary Justification:

The described boundary includes the concentration of historical resources lying within the town of Skagway and the routes leading to the Alaska-Canada border. The boundaries were chosen so as to incorporate the area's major gold rush-era historic resources; in addition, sufficient natural areas have been included so as to provide an understanding of the physical setting and cultural landscape that defined the historic corridor through the Skagway River Valley.

11. FORM PREPARED BY

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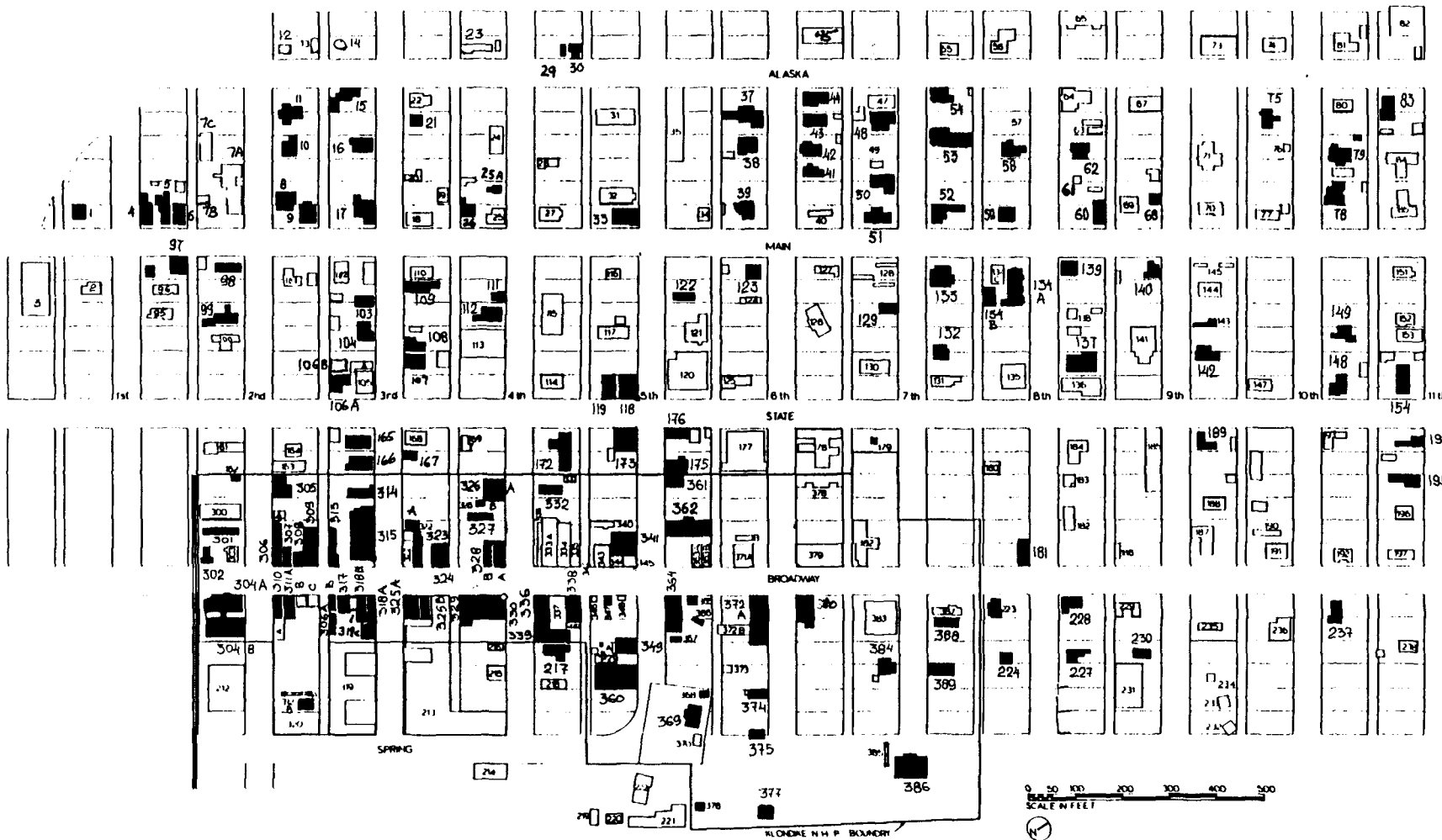
LEGEND



- +—+—+— WPBYR RAILROAD (PRESENT)
- - -+ - - - WPBYR RAILROAD (ABANDONED)
- - - - - BRACKETT WAGON ROAD & SLED ROUTE
- TRAIL OF 1897 (KNOWN LOCATIONS)



Map A
Skagway River
Valley Routes





CONTINUES ON SHEET TWO

Map B (1 of 2) - Skagway and White Pass Historic District

Area shown is entirely within the proposed National Historic Landmark; marked properties are contributing resources (see Section 7).

LEGEND

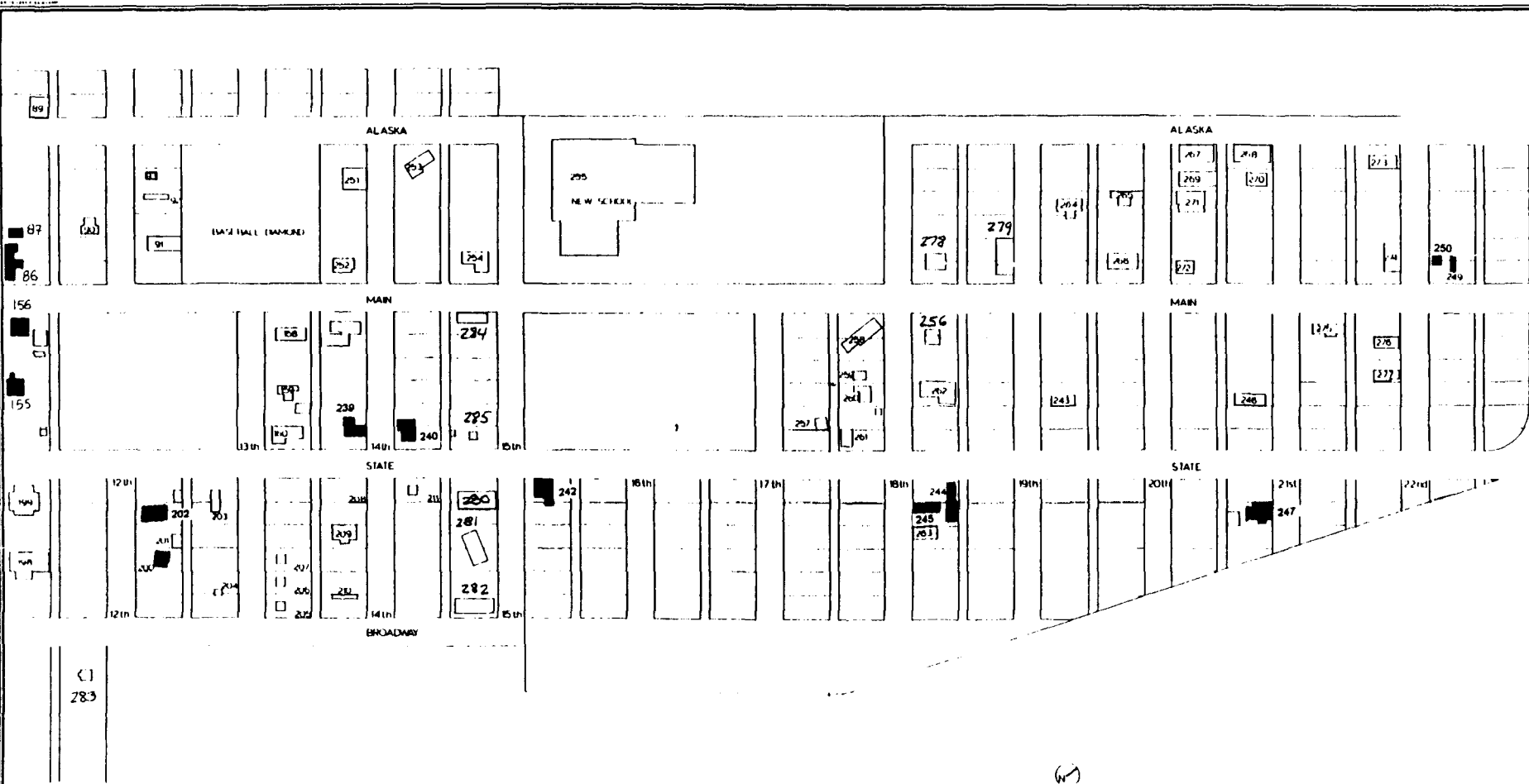
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NON-CONTRIBUTING BUILDING 


Drawn by D. Smith 3.23.84
Sheet 1 of 2


Skagway, Alaska, N.H.L.

11/17/11



(N)

CONTRIBUTING BUILDING 

NON-CONTRIBUTING BUILDING 

0 50 100 150 200 250 300

SCALE IN FEET

Digitized by J. Snow 1/21/04

Sheet 2 of 2

Skagway, Alaska; NTHL

Map B (2 of 2) - Skagway and White Pass Historic District

Area shown is entirely within the proposed National Historic Landmark; marked properties are contributing resources (see Section 7).

2006 03 07 11

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Revised

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE Alaska	2. THEME(S). IF ARCHEOLOGICAL SITE, WRITE "ARCH" BEFORE THEME NO. XXI (Alaska History)
3. NAME(S) OF SITE Skagway and White Pass	4. APPROX. ACREAGE Historic District

5. EXACT LOCATION (County, township, roads, etc. If difficult to find, sketch on Supplementary Sheet)
~~Skagway is located at the head of the Taiya Inlet on the Lynn Canal in Southeastern Alaska. Northwest of Skagway is White Pass which is 2,886 feet in elevation and about 45 miles in length. The pass separates the drainage of the Skagway River into the Lynn Canal from that of the Yukon River into the Klondike in Canada.~~

6. Ownership and Administration.

Skagway (Historic District), City of Skagway and various private owners.

7. Importance and Description (Describe, etc.)

Skagway, founded in 1897, flourished as a result of the discovery of gold in the Upper Yukon Valley and Klondike of Canada. It lay on the direct route into the gold-bearing region and was a terminus for the White Pass and Yukon Route Railway, completed in July, 1900, as Alaska's first railroad. About 100 buildings still stand which, taken together, provide the finest existing example of a mining town that played a vital role in Alaska's first and most important mining stampede.

The great Klondike Rush to Canada, 1897-1900, attracted world-wide attention and caused the first true discovery of Alaska by the American people and their federal government. Alaska population increased from 4,298 whites in 1890 to 30,493 by 1900 as a direct result of the mining rushes of the late 1890's, thus giving great impetus to demands for self-government for that territory. As a result of this population increase and the rapid development of mining in Alaska, the rule of the fur companies, all powerful in Alaska from 1760 to 1898, finally came to an end.

In August, 1896, the strike in Canada was made on Bonanza Creek in the Klondike. One year later, in July, 1897, the news of the gold find reached San Francisco, and the great mining stampede was on. Within a month's time

8. BIBLIOGRAPHICAL REFERENCES (Give best sources; give location of manuscripts and rare works)

See page 3.

(Continued)

9. REPORTS AND STUDIES (Mention best reports and studies, as, NPS study, HABS, etc.)

Map References: U.S.G.S. "Skagway (C-1, B-1 Quadrangles), Alaska," 1951.

10. Photos, 2518-19, 1304, 1305, 1307, 1308, 1309, 1311, 2555, 1312, and 1314.			
10. PHOTOGRAPHS ATTACHED: See above	11. CONDITION Many original bldgs.	12. PRESENT USE (Museum, farm, etc.) Stores, dwellings	13. DATE OF VISIT July 3, 1961
14. NAME OF RECORDER (Signature) <i>Charles W. Snell</i>	15. TITLE Historian	16. DATE July 13, 1965	

* DRY MOUNT ON AN 8 X 10 1/2 SHEET OF FAIRLY HEAVY PAPER. IDENTIFY BY VIEW AND NAME OF THE SITE, DATE OF PHOTOGRAPH AND NAME OF PHOTOGRAPHER. GIVE LOCATION OF NEGATIVE. IF ATTACHED, ENCLOSE IN PROPER NEGATIVE ENVELOPES.

(IF ADDITIONAL SPACE IS NEEDED USE SUPPLEMENTARY SHEET, 10-317a, AND REFER TO ITEM NUMBER)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS
SUPPLEMENTARY SHEET

This sheet is to be used for giving additional information or comments, for more space for any item on the regular form, and for recording pertinent data from future studies, visitations, etc. Be brief, but use as many Supplement Sheets as necessary. When items are continued they should be listed, if possible, in numerical order of the items. All information given should be headed by the item number, its name, and the word (cont'd), as, 6. Description and Importance (cont'd) . . .

STATE ALASKA	NAME(S) OF SITE Head of Taiya Inlet on Lynn Canal, Southeastern Alaska
------------------------	--

7. Importance & Description (cont'd)

on a reduced scale, as a shipping center and supply point for miners and trappers of the Yukon and Klondike districts.

Condition of Sites: Skagway is situated in the narrow valley at the mouth of the Skagway River amid an Alpine setting of great majesty and beauty. Snow-covered mountains rise abruptly to five- and six-thousand-foot elevations on either hand. Approximately 100 original buildings still stand in Skagway that date from the great gold rush days that first brought Americans to Alaska in large numbers. These surviving structures are the finest examples of the mining frontier town, 1897-1910, in Alaska.

The heaviest concentration of the old buildings is to be found on Broadway Street, between First and Sixth Avenues. Here are located the original (1900) Depot of the White Pass and Yukon Route Railroad, the old hotels, saloons, and lodge halls, including the 1899 building of the Alaska Brotherhood. The old Federal Court Building, now utilized as a museum, stands at the east end of Seventh Avenue. Scattered more widely about town are churches, original log cabins and residences, as well as the "Parlor" of the outlaw "Scapy" Smith. There has been relatively little intrusion by modern construction in this setting.

The narrow-gauge White Pass and Yukon Route Railroad still traverses the historic and scenic White Pass route and affords the visitor a comfortable mode of transportation to visit Whitehorse and Dawson in Canada.

8. Bib. Ref. (cont'd) Kathryn Winslow, Big Pan-out (New York, 1951), 95-105;
 Clarence L. Andrews, The Story of Alaska (Caldwell, Idaho, 1947), 181-183, 191, 194-197, 198-200.
 George Chapman, "Mining on the Klondike," in Overland Monthly, 2nd Series, Vol. 30 (1897), 262-272.
 Stuart R. Tompkins, Alaska - Promyshlennik and Sourdough (Norman, Okl., 1945), 225, 227, 228, 237, 252, 258; "Building Alaska with the U.S. Army," U.S. Army, Alaska - Pamphlet No. 355-5 (Dec. 31, 1958), 54, 77.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS
SUPPLEMENTARY SHEET

This sheet is to be used for giving additional information or comments, for more space for any item on the regular form, and for recording pertinent data from future studies, visitations, etc. Be brief, but use as many Supplement Sheets as necessary. When items are continued they should be listed, if possible, in numerical order of the items. All information given should be headed by the item number, its name, and the word (cont'd), as, 6. Description and Importance (cont'd) . . .

Page 2.

STATE	NAME(S) OF SITE
Alaska	Skagway and White Pass

7. Continued:

some 3,000 people had crowded into the tent cities of Skagway and nearby Dyea, which had suddenly blossomed at the bases of Chilkoot and White Passes. Thousands more were seen en route. Between 1897 and 1900 it has been estimated that some 200,000 people attempted to reach the Klondike and about 50,000 actually succeeded in reaching Dawson in Canada. At first, the Chilkoot Pass from Dyea was the route of the majority, for it was a better-known and safer trail than the newly established and more treacherous trail from Skagway over White Pass.

In spite of these drawbacks, more than 5,000 people attempted to cross the White Pass trail when it was opened for the first time in the fall of 1897. But only a few reached the Yukon River via this route before the winter freeze began. The remainder were forced to winter at Skagway. In 1898, with a population of some 10,000 people, Skagway was the largest city in Alaska. Through its streets passed thousands of miners and also such writers as Jack London and Robert Service, who were destined to immortalize the Klondike tales in story and poem. In 1898 transportation facilities from Skagway and Dyea over the passes were improved, and about 35,000 followed these routes that year. Construction, financed by British capital, was also started on the White Pass and Yukon Route Railway in 1898. On July 29, 1900, this narrow gauge railroad, running 110 miles from the port of Skagway via White Pass to Whitehorse at the head of navigation on the Yukon River in Canada, was completed. Henceforth the journey to the Klondike was no longer a hazardous trip for men and freight. The Chilkoot Pass trail thereafter rapidly declined and by 1902 Dyea was a ghost town.

In 1900 the Klondike district reached its peak, producing some \$22,270,000 in gold, but the rush was over and production gradually declined. As an economic venture the Klondike Gold Rush was not a great financial success. While the total yield of the rush is unknown, it has been estimated that only \$51,075,000 was produced from 1896 to the end of 1900. While a few men "struck it rich," the vast majority of miners were disappointed in their expectations.

As Klondike gold production declined, so did Skagway. Its population dropped from 3,117 people in 1900 to only 600 by 1910. With the port and railroad, however, Skagway was able to survive on a reduced scale as a shipping and supply center for the miners and trappers of the Yukon and Klondike districts of Canada.

(Continued)

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STATE	NAME(S) OF SITE
Alaska	Skagway and White Pass

7. Continued:

Present Appearance: Skagway is situated in the narrow valley at the mouth of the Skagway River amid an Alpine setting of great majesty and beauty. Snow-covered mountains rise abruptly to five-and-six-thousand-foot elevations on either side of the town. Approximately 100 original buildings of the 1897-1910 period still stand in Skagway.

The heaviest concentration of old buildings is to be found on Broadway Street, between First and Sixth Avenues. Here are located the 1900 depot of the White Pass and Yukon Route Railroad, the old hotels, saloons, shops, and lodge halls, including among the latter the 1899 building of the Alaska Brotherhood. The Federal Courthouse, also built in 1899, and located at the east end of Seventh Avenue, is now open as a museum of Skagway's gold rush days. Scattered more widely about town are churches, log cabins and frame residences of the period, and also the "Parlor" of the outlaw "Sagey" Smith. There has been relatively little intrusion by modern construction in the setting.

The narrow-gauge White Pass and Yukon Railroad still traverses the historic and scenic White Pass route and affords the visitor a comfortable mode of transportation to visit the mining towns of Whitehorse and Dawson in the Klondike region of Canada.

Suggested Reading:

Clarence L. Andrews, The Story of Alaska (Caldwell, 1947); Pierre Berton, The Klondike Fever: The Life and Death of the Last Great Gold Rush (New York, 1959); Merle Colby, A Guide to Alaska, Last American Frontier (American Guide Series) (New York, 1950); Clarence C. HULLY, ALASKA, Past and Present (Portland, 1958); Stuart R. Tompkins, Alaska, Promyshlennik and Sourdough (Norman, 1945); Kathryn Winslow, Big Pan-out (New York, 1951).

8. Bibliographical References:

Marcus Baker, Geographic Dictionary of Alaska (Washington, D. C., 1906), 580, 672; Merle Colby, A Guide to Alaska (New York, 1950), 179-183; Report of Governor, Oct. 1, 1898, in Annual Report of Secretary of Interior, 1898, Misc. Reports, 222; Pierre Berton, The Klondike Fever - The Life and Death of the Last Great Gold Rush (New York, 1959); Clarence L. Andrews, The Story of Alaska (Caldwell, Idaho, 1947), 181-183, 191, 194-197, 198-200.

¹ 152-153, 333-365, 410. Kathryn Winslow, Big Pan-out (New York, 1951). 95-10:

UNITED STATES
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NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE ALASKA	2. THEME(S). IF ARCHEOLOGICAL SITE WRITE "ARCH" BEFORE THEME NO. Theme XXI (Alaska)
3. NAME(S) OF SITE Skagway and White Pass	4. APPROX. ACREAGE Historic District
5. EXACT LOCATION (County, township, roads, etc. If difficult to find, sketch on Supplementary Sheet) Head of Taiya Inlet on Lynn Canal, Southeastern Alaska	
6. NAME AND ADDRESS OF PRESENT OWNER (Also administrator if different from owner) Historic District, public and private ownership	
7. IMPORTANCE AND DESCRIPTION (Describe briefly what makes site important and what remains are extant)	

Significance: Skagway and White Pass, together with Dyea and Chilkoot Pass, was the most direct route into the Klondike and the upper Yukon Valley. The discovery of gold near Dawson City, Canada, touched off one of the greatest gold rushes in history. Founded in 1897 as a part of this first and most important mining stampede to Alaska, Skagway has the largest and finest collection of original buildings still standing in Alaska that reflect the spirit of '97-98. In July 1897, news of the Klondike Strike reached San Francisco; within a month's time some 3,000 people had crowded into the tent cities of Dyea and Skagway, which had suddenly blossomed at the bases of the Chilkoot and White Pass, and thousands more were enroute for these ports. At first the Chilkoot Pass from Dyea was the route of the majority, for it was older and safer than the new and more treacherous trail from Skagway over the White Pass.

In spite of these difficulties, however, it has been estimated that more than 5,000 people attempted to cross the White Pass trail when it was opened for the first time in the fall of 1897; but only a few reached the Yukon River via this route before the winter freeze began. The remainder were forced to winter at Skagway. In 1898, with a population of some 10,000, Skagway was the largest city in Alaska; and through its streets passed, in addition to thousands of miners, such writers as Robert Service and Jack London who were destined to immortalize the Klondike story in story and poem. In 1898 transportation for Dyea and Skagway over the passes was improved and construction of the White Pass and Yukon Route Railway begun. On July 29, 1900, this narrow gauge railroad, running 110 miles from the port of Skagway via White Pass to Whitehorse, in Canada, was completed. The journey to the Klondike was no longer a hazardous trip for men or freight; the Chilkoot Pass route thereafter rapidly declined, and by 1902 Dyea was a ghost town.

In 1900 the Klondike district reached its peak, producing some \$22,270,000 in gold, but the big rush was over, and production gradually declined. As gold production declined so did Skagway, until the port was reduced to only a fraction of its former importance. With port and railroad, however, Skagway was able to survive, although (cont'd)

8. BIBLIOGRAPHICAL REFERENCES (Give best sources: give location of manuscripts and rare works)
 Marcus Baker, Geographic Dictionary of Alaska (Washington, D.C., 1906), 580, 672;
 Merle Colby, A Guide to Alaska (New York, 1950), 179-183; Report of Governor, Oct. 1, 1898, in Annual Report of Secretary of Interior, 1898, Misc. Reports, 222; Piers Berton, The Klondike Fever - The Life and Death of the Last Great Gold Rush (New York, 1950), 152-153, 333-365, 410. (cont'd)

9. REPORTS AND STUDIES (Mention best reports and studies, as, NPS study, HABS, etc.)

Map Reference: U.S.G.S. "Skagway (C-1, B-1 Quadrangles), Alaska," 1951.

10. PHOTOGRAPHS * ATTACHED: YES <input checked="" type="checkbox"/> (10) NO <input type="checkbox"/>	11. CONDITION Good	12. PRESENT USE (Museum, farm, etc.) Stores, dwelling, etc.	13. DATE OF VISIT July 3, 1961
14. NAME OF RECORDER (Signature) Charles W. Snell	15. TITLE Historian	16. DATE Jan. 23, 1962	

* DRY MOUNT ON AN 8 X 10 1/2 SHEET OF FAIRLY HEAVY PAPER. IDENTIFY BY VIEW AND NAME OF THE SITE, DATE OF PHOTOGRAPH, AND NAME OF PHOTOGRAPHER. GIVE LOCATION OF NEGATIVE. IF ATTACHED, ENCLOSE IN PROPER NEGATIVE ENVELOPES.

(IF ADDITIONAL SPACE IS NEEDED USE SUPPLEMENTARY SHEET, 10-317a, AND REFER TO ITEM NUMBER)