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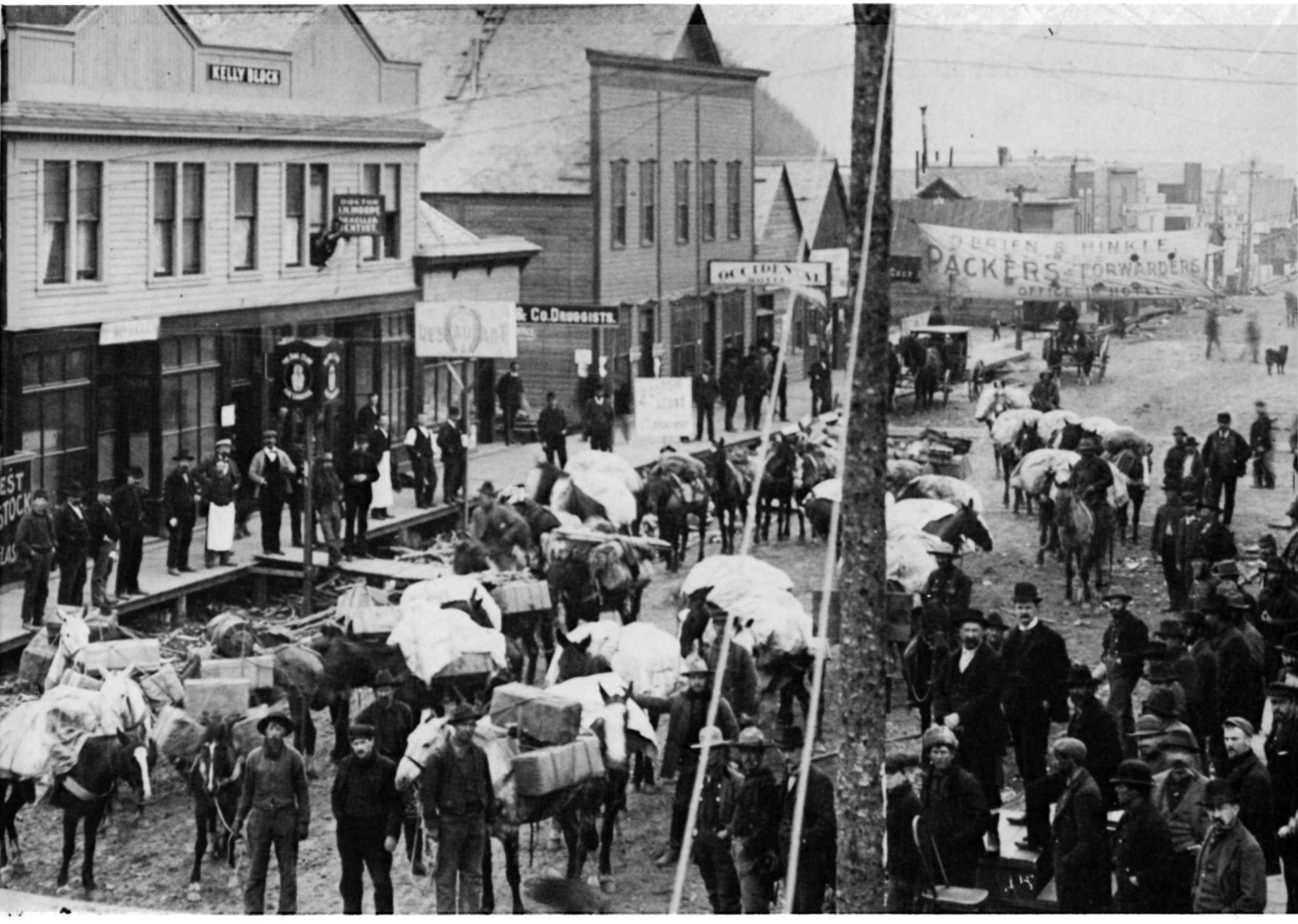
september 1983

KLONDIKE GOLD RUSH
SKAGWAY, DISTRICT OF ALASKA



NATIONAL HISTORICAL PARK / ALASKA

SKAGWAY, DISTRICT OF ALASKA
1884 ~ 1912



BUILDING THE GATEWAY TO THE KLONDIKE

ROBERT L. S. SPUDE

SKAGWAY, DISTRICT OF ALASKA
1884—1912

Building the Gateway to the Klondike

Historical and Preservation Data on the Skagway Historic District
Compiled for Klondike Gold Rush National Historical Park
and the People of Skagway

ROBERT L. S. SPUDE

Anthropology and Historic Preservation, Cooperative Park Studies Unit
University of Alaska, Fairbanks

Occasional Paper No. 36
1983

Klondike Gold Rush National Historical Park Staff:

Richard E. Hoffman, Superintendent 1977 – 1979
Richard Simms, Superintendent 1979 –
Jay Cable, Chief Ranger 1978 –
Gary Higgins, Historical Architect 1977 – 1979
David Snow, Regional Historical Architect 1980 –
Pete Bathurst, Preservation Specialist 1977 – 1980
Gene Irvine, Preservation Specialist 1981 –
Barbara Montgomery, Administrative Clerk, 1977 – 1980
Amy Caldwell, Administrative Secretary, 1980 –
Emily Olson, Administrative Technician, 1980 –
David Cohen, Interpretive Specialist 1979 – 1982
Betsy Duncan-Clark, Interpretive Specialist 1983 –
John Warder, Maintenance 1983 –

Title page photograph: Broadway Avenue, Skagway, 1898. The Kelly Block (better known as the Daily Alaskan Building) and Occidental Hotel were demolished in 1964.

All photographs on file at Klondike Gold Rush National Historical Park

Report prepared as a cooperative effort of the Cooperative Park Studies Unit, University of Alaska, Fairbanks, and the Alaska Regional Office of the National Park Service, U.S. Department of the Interior; research data compiled as part of contract no. CX-90-8-0119.

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CONTENTS

Part I: The Golden Dream
Chapter 1: Skagway, District of Alaska, A Chronology 5
Chapter 2: Skagway, District of Alaska, A Historic Overview 39

Part II: Building the Dream
Chapter 3: Architectural Development 47
Chapter 4: Broadway Avenue, Skagway 77
Chapter 5: Building Characteristics 105

Part III: Preserving the Dream
Chapter 6: Preservation in Skagway 129

Appendix: Researching Buildings within the Skagway Historic District
Historic District Buildings 141
Research Guide 162

FOREWORD

Today there is a widespread and growing recognition of the value of America's cultural heritage, a recognition that our architectural and historic resources play an important role in shaping the cultural identity of our society. Communities in Alaska and across the country are increasingly aware of the importance of preserving and documenting historic buildings, sites, and monuments. One important function of the study of historic resources is to add perspective to the literary record of a community's historical significance. The colorful gold rush era which gave birth to Skagway and a host of other Alaska towns and cities lends itself to both scholarly research and the creation of popular myth. An examination of the physical record, the buildings and sites which were a part of Skagway's history, can provide the information necessary to ensure a broader understanding of the past.

The present study, however, offers more than a compilation of data on historic buildings and sites. The physical evidence, however significant on its own, exists within the context of an active modern community. Historic buildings, like all others, must be utilized and integrated into the larger designs of the community. The significance of the present study then, lies in the recognition of the importance of the historic data as an aid to future planning. Its goal is to facilitate the compatible development of all Skagway's resources.

The study is important in one final way, as a guide to historic preservation research and planning in other Alaskan communities. Just as the colorful images of Soapy Smith, Frank Reid, Skookum Jim, and the White Pass and Yukon Route railroad have come to suggest the excitement and hardship of the gold rush in the new frontier, *Skagway, District of Alaska* suggests a standard for the study of historic resources and to plan for their utilization must now be attentive to the standards and quality of the research. This study sets a fine example to be followed.

The Alaska Association for Historic Preservation appreciates the commitment necessary to produce a quality cultural resources study. Congratulations are due to Robert L. Spude, the National Park Service, and the Anthropology and Historic Preservation section of the Cooperative Park Studies Unit, University of Alaska, Fairbanks, for their dedication and professionalism. Special credit must also be given to the citizens of Skagway for their contributions to the city's continued vitality.

Alaska is indeed fortunate to possess such a rich variety of historic and cultural resources, and it is our hope that *Skagway, District of Alaska* will stimulate many similar efforts throughout the state.

Thomas G. Beck
Executive Director
Alaska Association for Historic Preservation

PREFACE

Skagway, the gateway to the Klondike, has never lost its gold rush luster. The boardwalks bordering dirt streets, the wooden false-fronted buildings, and the narrow-gauge mountain railroad all represent a period of history peculiar to Alaska, the last frontier. In the old federal District of Alaska, Skagway had led the way as the first incorporated town and major city. Unfortunately, the new town's growth and exuberant spirit has since met times of political and economic hardship. The following pages describe some of the themes and pieces left in Skagway — especially those turn-of-the-century buildings which continue to give the town its distinctive flavor.

Part I, The Golden Dream, shows Skagway's rapid growth during the period from 1884 to 1912. It provides a glimpse of the historic era when Skagway emerged as a gold rush boom town to become the major city in the District of Alaska.

The second section, Building the Dream, reviews the architectural development in Skagway and looks at some of the buildings and their particular characteristics. It also includes views up and down Broadway Avenue, past and present, in the core of town. This section partially explains why the Skagway of today looks as it does.

In the final section, Preserving the Dream, is a summary of Skagway's preservation of objects and structures. A compilation of information about specific historic structures with a capsule history of each building within the Historic District can be found in the appendix — as well as a brief "flow chart" for personal research.

Hopefully, this study will help people to understand early Skagway life; it might also assist planners, private and public property owners, and preservationists to restore historic buildings with a sense of the town's heritage.

Many people contributed to the reation of this report, from the Klondike gold rush stampeders and their chroniclers to most of the

present residents of Skagway. All who were approached for information willingly aided the project. To all who helped, I offer my heartfelt thanks. I wish to give full acknowledgment to the following people and organizations for their work and special assistance:

Zorro Bradley, Melody Webb, Ilyne Miller, Kathy Morack, Bob Wallant, and my other co-workers at the Cooperative Park Studies Unit, University of Alaska, Fairbanks;

Leslie Starr Hart, William E. Brown, and cultural resource staff, Alaska Regional Office, National Park Service;

The enthusiastic residents of Skagway, especially Virginia Burfield, the Selmers, the Dedmans, and octogenarian George Rapuzzi;

Soapy's gang, and the office, train, and track crews of the White Pass and Yukon Route;

National Park Service, Denver Service Center, historical architects Tom Bush and Jean Parker for photographing the street elevations and Randy Copeland for drawing the historic district maps and providing information about architectural details;

Janus Design of Tempe, Arizona, for the streetscapes;

Meg Jensen, former back country ranger, for photographs;

William Hanable, former State Historic Preservation Officer, and the staff of the Office of History and Archeology, Alaska State Division of Parks, for information about historic preservation;

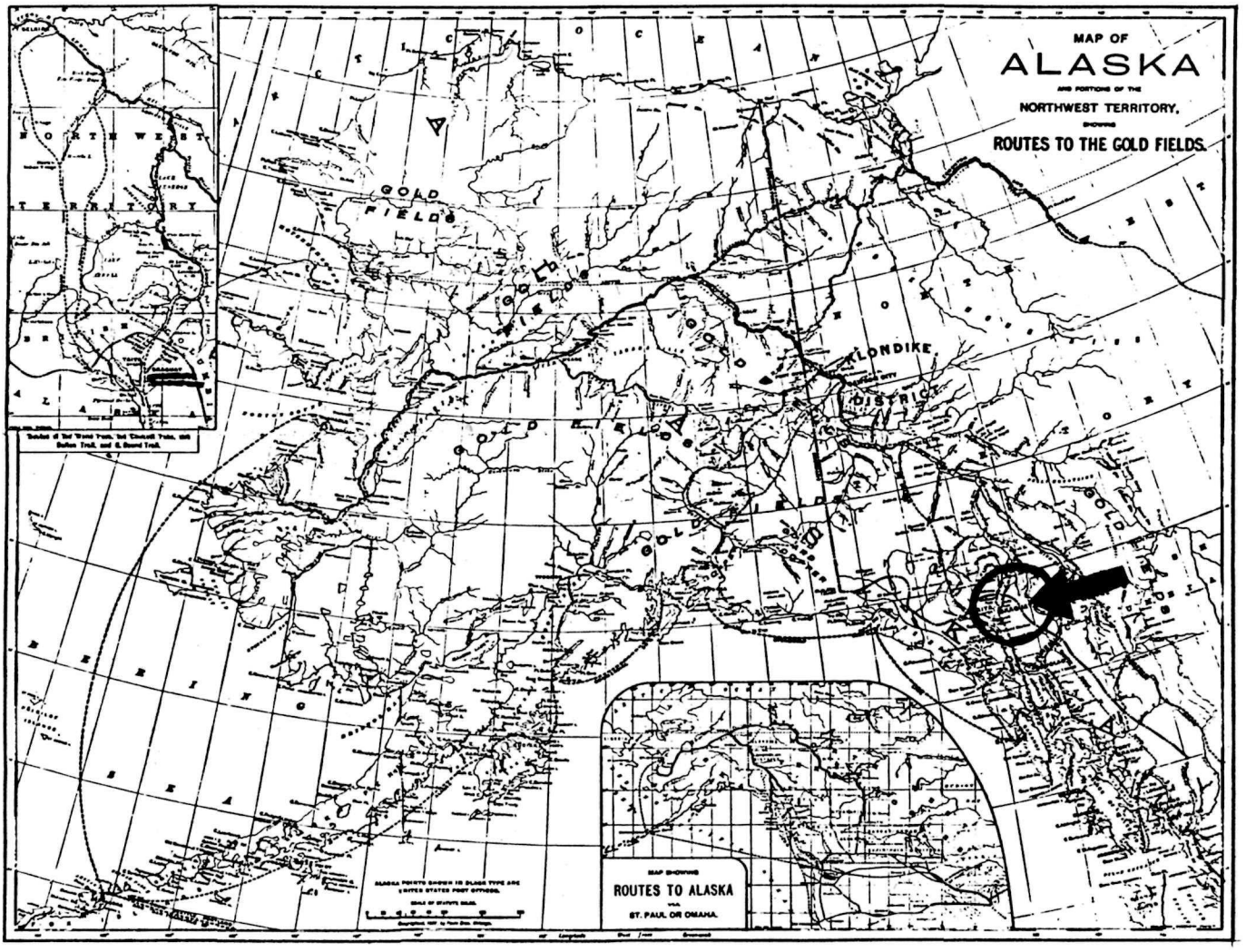
Barbara Montgomery, Sue Hosford, Dorothy Richards, and Nancy Jones-Hill for typing the earlier manuscripts; and Teri Lucara and Paula Jones for typesetting the final text.

The staff of *The Northern Engineer*, University of Alaska, Fairbanks, for editing, design, and typesetting.

And the helpful staffs of the Alaska Historical Library in Juneau, the Anchorage Historical and Fine Arts Museum, the city of Skagway, the Days of 98 Museum in Skagway, the magistrates of Skagway, the State of Alaska, the University of Alaska in Fairbanks, and the University of Washington in Seattle.

Robert L. S. Spude

SKAGWAY, DISTRICT OF ALASKA
1884–1912



Skagway, on one of the routes to the Alaska gold fields. (Map courtesy of Archives, University of Alaska, Fairbanks)

1
THE GOLDEN DREAM





Captain William Moore, very much in character. Town founder and a man who bred legends, he had been in every Pacific coast gold rush since California in 1849. He was one of the first steamboat captains on a half-dozen British Columbia rivers, and among the first few into the Yukon River headwaters. The Captain boasted of his successes and dreamed of new ones. Skagway provided his final success before his retirement to Victoria, B.C. (Photo courtesy of Archives, University of Alaska, Fairbanks)

Log cabin and frame house, built by Captain Moore and his son Ben, amid the first wave of stampeders, August 1897. (Photo from the Winter and Pond Collection, courtesy of Alaska Historical Society)



1

SKAGWAY, DISTRICT OF ALASKA
A CHRONOLOGY

After it was purchased from Russia on March 30, 1867, Alaska remained an unorganized territory of the United States until May 17, 1884, when president Chester A. Arthur signed an act establishing the District of Alaska. Skagway, situated in the southeastern panhandle of Alaska, came to symbolize many of the stages of development which occurred in the District during the gold rush era.

1887	**spring**	Captain William Moore and Skookum Jim conduct reconnaisance of White Pass.
	November	Captain Moore and son Ben begin constructing log cabin and wharf at Skagway Bay.
1892		Moores petition Canadian and United States governments for toll road privileges over White Pass.
1896	**July**	Ben Moore's 160-acre claim surveyed.
	August 14	Klondike discovery by George Washington Carmack, Tagish Charley, and Skookum Jim.
1897	**March 25**	*SS City of Mexico* leaves Seattle with 600 stampeders. Beginning of first wave.
	July 14	Captain Moore announces White Pass Trail open.
	July 17	*SS Portland* arrives at Seattle with over "a ton of gold."



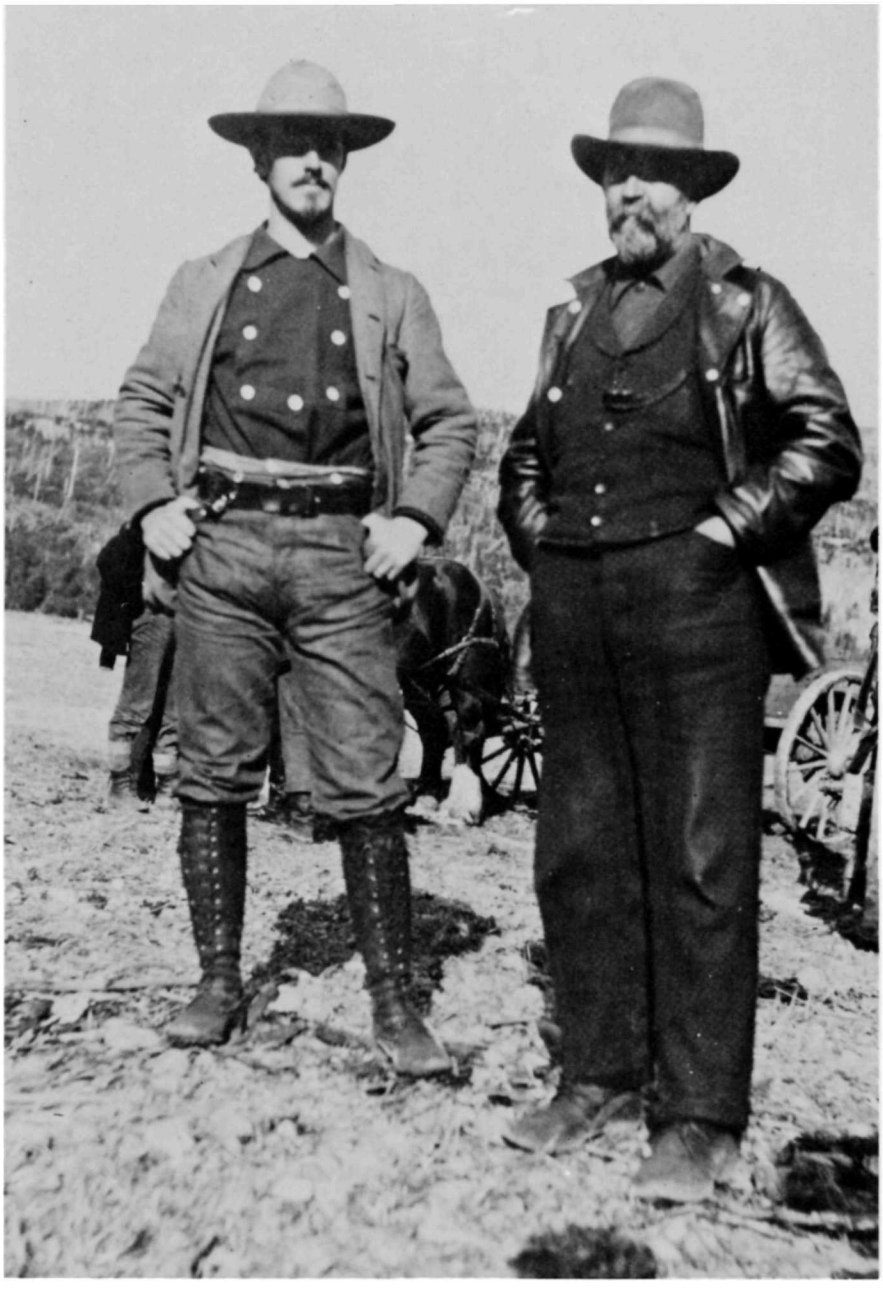
The first stampeders, July or August 1897. (Photo courtesy of the Library of Congress)

1897	**July 29**	*SS Queen* discharges cargo and 200 passengers at Moore's Wharf. Second wave of stampeders.
	August	Pack Train Saloon opens.
	August 26	Newspapers report tent city of 5,000–6,000 stretches from Skagway Bay to White Pass Trail.
	October 15	First issue of *Skaguay News: . . . Skaguay has 15 general merchandise stores, 19 restaurants, 4 meat markets, 3 wharves, 11 saloons, 6 lumber yards, 8 pack trains, 6 lawyers, and 9 hotels.*
	November 11	Post office established, spelled Skagway.
	December 4	City election, H.E. Battin first mayor.
	December 12	Union Church dedicated.

LAYING OUT SKAGWAY, 1897

From *Daily Alaskan* (Skagway), Special Edition, January 1901

It was on August 2nd that the first great rush was made to stake lots. When lots were staked, the locators were notified by Mr. Hill, the then manager of Moore's wharf, that the property belonged to Captain Moore, and that none would be allowed to build on it. But the locators, they went on clearing and building just the same. It then became apparent that a large number would winter here, Dave McKinney



Dave McKinney (right), one of the leaders of the miners' meetings and Treunenan (sp?). McKinney Avenue, the street named for him, no longer exists – it became Fifth after he and others had moved on to the Klondike and a new 1898 town council voted to use numbers in place of names.

Other street names: Brady, John G. Brady, governor; Ivey, Joseph W. Ivey, collector of customs; Shoup, James M. Shoup, U.S. Marshall; Sperry, Charles B. Sperry, manager of White Pass Trading Co.; Battin, H. E. Battin, tramroad promoter and first mayor; Keiser, stampeder; Bond, Marshal Bond, stampeder; McKinney, Dave McKinney, stampeder; Johnson, C. S. Johnson, attorney; Moore, Capt. William Moore, first resident; DeLaney, U.S. judge; Buchanan, George Buchanan, first man killed in town; Hobart, C. L. Hobart, customs agent; Suydam, Harry Suydam, surveyor; Strong, J. F. A. Strong, editor of Skaguay News. (Photo courtesy of Washington State Historical Society)

and a few others called a meeting and decided to lay the town out in blocks, 12 lots of 50 by 100 feet to the block, and the streets to be 60 feet, with the exception of Broadway, which was to be 80 feet.

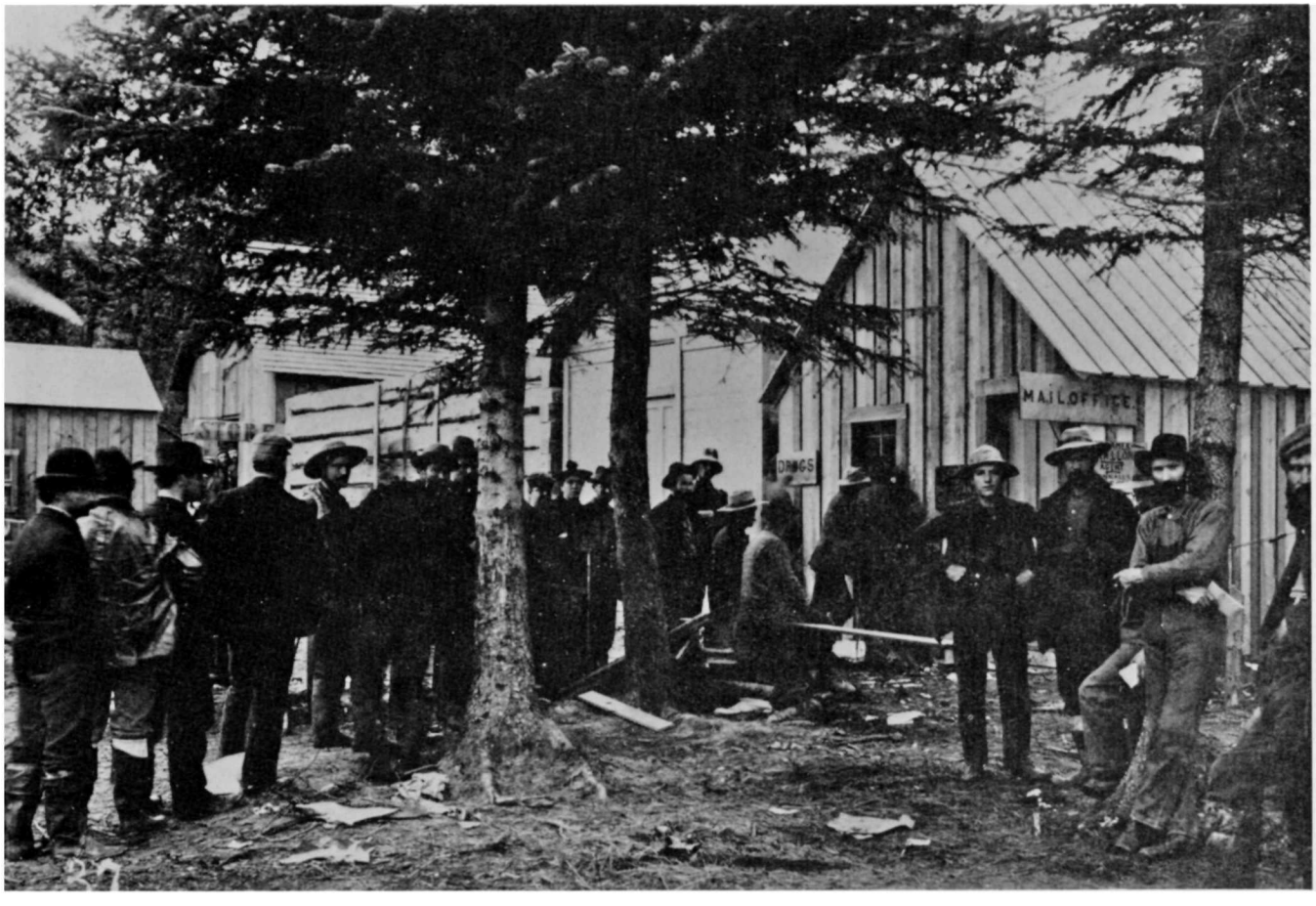
Frank Reid was at that time bartender at the Klondike Saloon, a tent standing near the rear of what is now Cheney's store [northeast corner 5th and Broadway]. Some unfortunate surveyor, on his way to Dawson, went broke and left his instrument in pledge at the saloon. Then Reid, with the ready wit and adaptability of the frontiersman, took the instruments and appointed himself city engineer.

The city was laid out, and United States Commissioner, John U. Smith, pretended to record the locations of lots at $5 per pretense. When corner lots were scarce, an amended plat was got out, and the old corner lots were in the middle of the block, and so on. There was great excitement over this and many mass meetings. . . .

Moving buildings to clear Broadway, September 1897. The trail lies to the left of the activity, in front of the boardwalk. (Photo courtesy of Yukon Archives, Whitehorse)



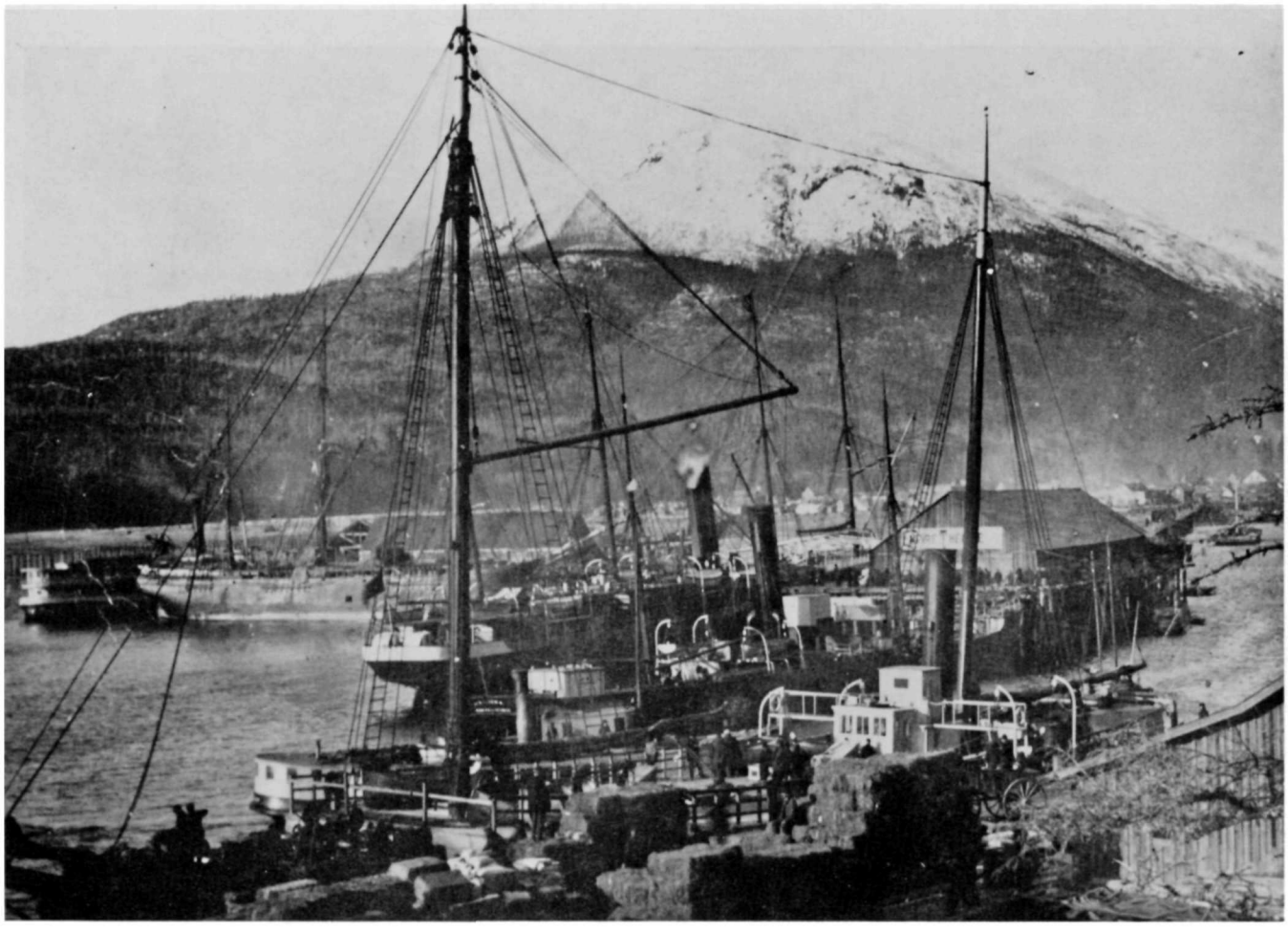
A bevy of movers and shakers in early Skagway. Among the folks lined up at the post office in Dr. Runnall's store are Frank Reid (second person left of righthand tree), editor and Miss DeSucca (between the center trees), and S. F. White, a real estate man (leaning against the tree). The site is the present 5th Street between Broadway and State; the log city hall under construction in the background (left) still stands.

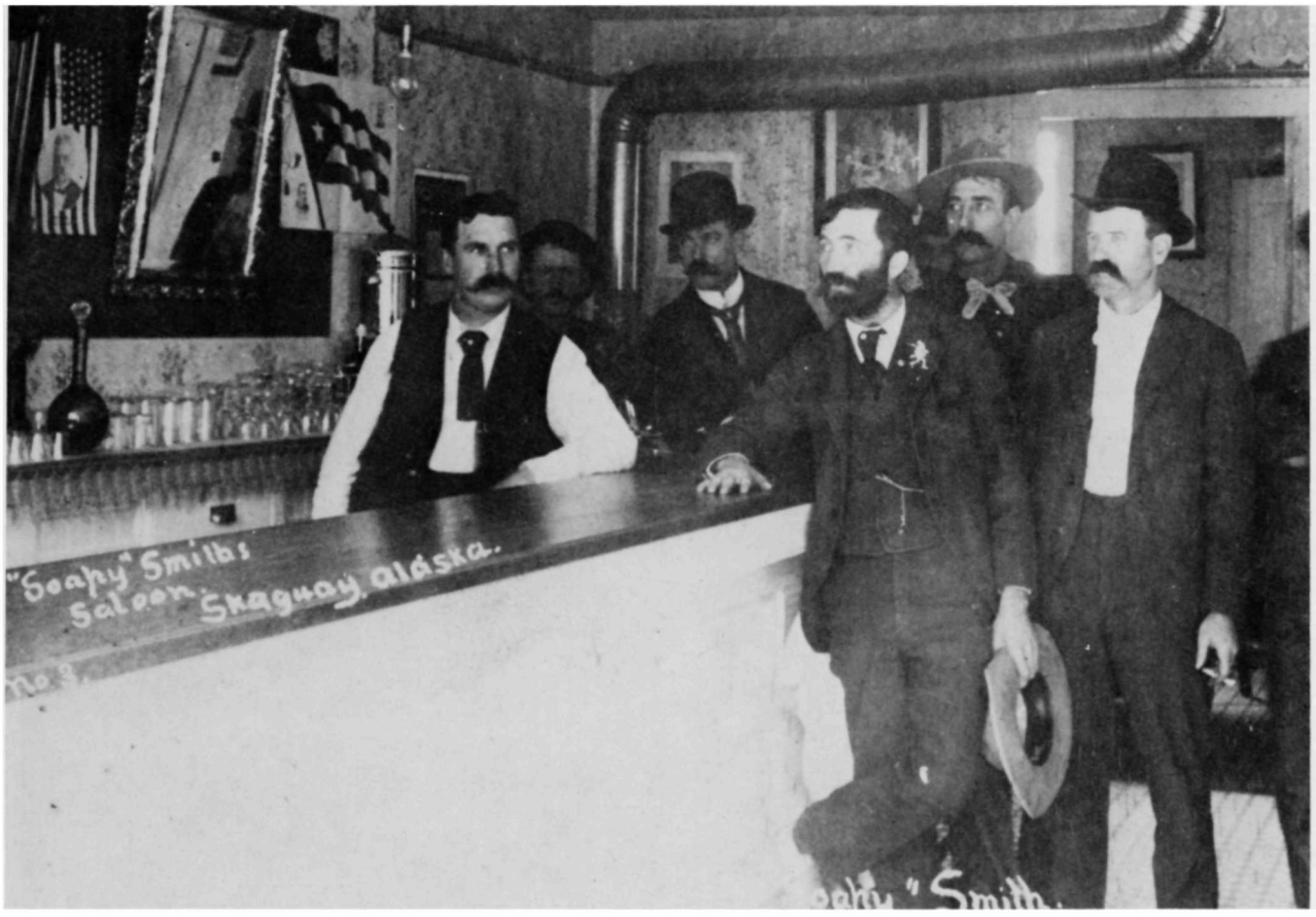




Jeff Smith's Parlor in the spring of 1898. The building which originally stood on 6th Avenue was moved to 2nd in 1964; it still stands. (Photo courtesy of Bancroft Library, University of California, Berkeley)

The Czarina and the Dirigo at the wharves in Skagway, April 1898. (Photo courtesy of Provincial Archives, Victoria, B.C.)





Interior of Jeff Smith's Parlor. Soapy stands beside the bar with his hat in his hand. (Photo courtesy of Denver Public Library, Western History Dept.)

1898	**January 31**	Deputy Marshal Rowan and laborer Andy McGrath shot in People's Theater.
	January	Klondike Trading Company store completed, corner of State and 3rd.
	February	The rush increases, 1,000 stampeders arrive each week.
	March 1	Brackett Wagon Road opens.
	March	Vigilante Committee of 101 formed; countered by Law and Order Committee of 303.
	May 27	Construction of White Pass and Yukon Route begins.
	June	Population estimated at 8,000 to 10,000.
	July 8	Shoot out between "Soapy" Smith and Frank Reid.
	July	Soapy's gang captured.
	August 5	News of Atlin discoveries.
	October 12	Elks Lodge organized.
	December	New railroad depot opens, fire hall on 6th completed, and branch of Canadian Bank of Commerce opens.



Lynn Canal and Skagway from Mount Dewey, 1898. (Photo courtesy of Bancroft Library, University of California, Berkeley)

TOWN OF SKAGWAY, 1898

From *Skaguay, The Gateway to the Klondike,* Skagway, 1898

One year ago the good ship City of Mexico, laden with gold hunters, anchored in Skaguay bay. Those argonauts landed on a beach which gave no sign of human occupation; but half a mile inland near the east bluff, was the cabin of Bernard Moore, the pioneer whiteman of Skaguay, who settled there in 1891 [sic.]. Some two hundred yards further west, amidst a grove of tall pines and cottonwoods, stood the home of old Captain William Moore, erected in 1892, on what is now State Street, at the crossing of Fifth Avenue. A city has sprung up around it. The second story window looks down State Street upon the blue waters of the bay, and also across 5th Avenue into the large plate-glass front of the 1st Bank of Skaguay, made more brilliant by electricity by night than by sunlight during the day. Half a block west, the same Union church bell calls the children to school, and the people to religious worship, whether Catholic, Presbyterian, Methodist, Baptist, Congregational or Episcopal — each in turn or together as one church.

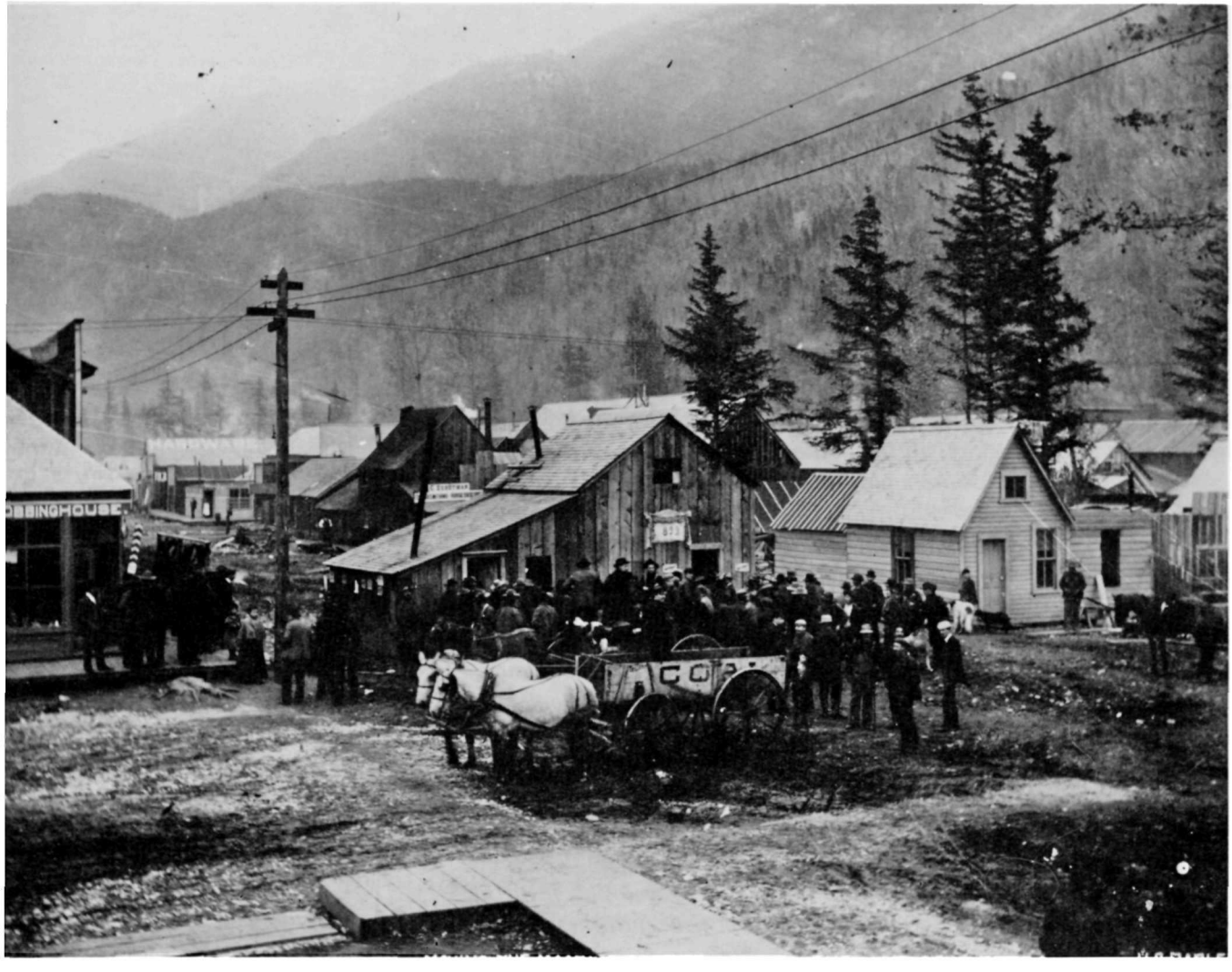
Within a year 3rd, 4th, 5th, and 6th Avenues and the alleys between were lined with wood frame buildings; June 1898. (Photo from the Barr Collection, courtesy of Archives, University of Alaska, Fairbanks)

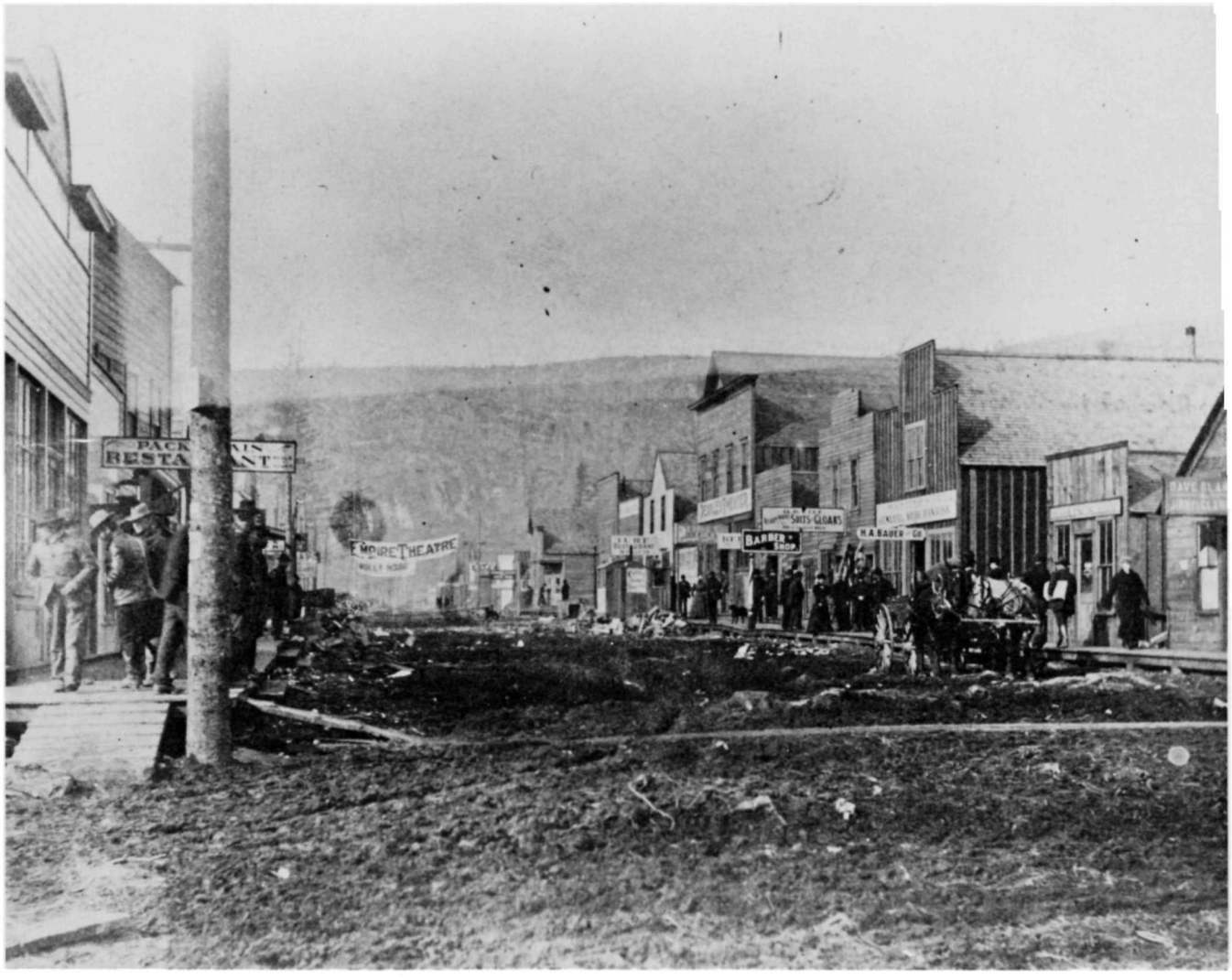


Robust, gray-bearded Captain Moore stands in the suit of a successful entrepreneur in front of his "old" home, built in 1892. This July 4, 1898, scene shows the town founder as a praised man, proprietor of Moore's wharf, Moore sawmill, and agent of the Alaska and Northwest Territories Trading Company, a Victoria concern which funded his developments and fought his lawsuits over the Moore homestead vs. the Skagway townsite. (Photo courtesy of Suzzallo Library, University of Washington, Seattle)



Moore's house was in the center of one of Skagway's main streets, at 5th and State, and he had already chased – with a crowbar – one group of miners who had attempted to move the structure. In October 1898 the Captain acquiesced to the town fathers' demands to move his old (1892) residence from the center of State Street; and after he moved to his temporary quarters in the Moore Hotel (still standing), the miners' committee removed the structure to the tideflats. It no longer stands. The present fire department is now on the site where The Jobbinghouse stood; the horses and wagon are standing in the middle of the 5th and State Street intersection, ready to proceed down 5th. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)





Sixth Street in the spring of 1898. Note the Pack Train Restaurant on the left and Soapy's saloon (here, the First Bank of Skagway) and the three-story People's Theater (burned 1898) on the right.

On Broadway, one block east, the railroad has apparently come up out of the water and is stretching its unknown length around Porcupine hill, over White Pass and down the Yukon — intent on bringing back to Skaguay, all the golden wealth of the Klondike.

Should Captain Moore's old home catch on fire, our magnificent water system, with hundreds of feet pressure from the mountain lake far above the city, would quench the fire, and if need be, tear the house to pieces, without the aid of a fire engine. The old lanterns hanging in its loft are useless now, for it stands in the glare of electric lights of a system that supplies 1,200 sixteen-candle incandescent lamps, and 50 arc lamps, which beautify our graded streets and spacious sidewalks, our pleasant homes and palatial stores well stocked with complete Klondike outfits, as well as with every necessity and luxury for use here, at almost San Francisco prices. In addition to these, our growing machine shops and factories and our four large wharves, at which the ships of all nations can find ample accommodation, will give employment to hundreds of workmen.

The Indian hunter's path over White Pass developed into the dreaded Skaguay pack trail, which in the first four months, was strewn

TONY STANISH LOUIE GEOVICH

Pack Train Restaurant

OPEN DAY AND NIGHT
PRIVATE DINING ROOMS FOR LADIES
STRICTLY FIRST CLASS

TELEPHONE NO. 56 BROADWAY, ALASKA NOTHING BUT THE BEST
CORNER BROADWAY AND SIXTH



A family in 1898; and the first school in Skagway, October 1898.



with the maimed and starved bodies of 3,000 dead horses. This gave way to the famous Brackett wagon road, but before that quite reached the summit its moving terminal was overtaken and passed by the Pacific & Arctic Railway, which will soon bring Dawson City within thirty hours travel from Skaguay with the wagon road and good trail to Bennett and fast steamers on the Yukon, which even now is only four days from the Klondike . . . .

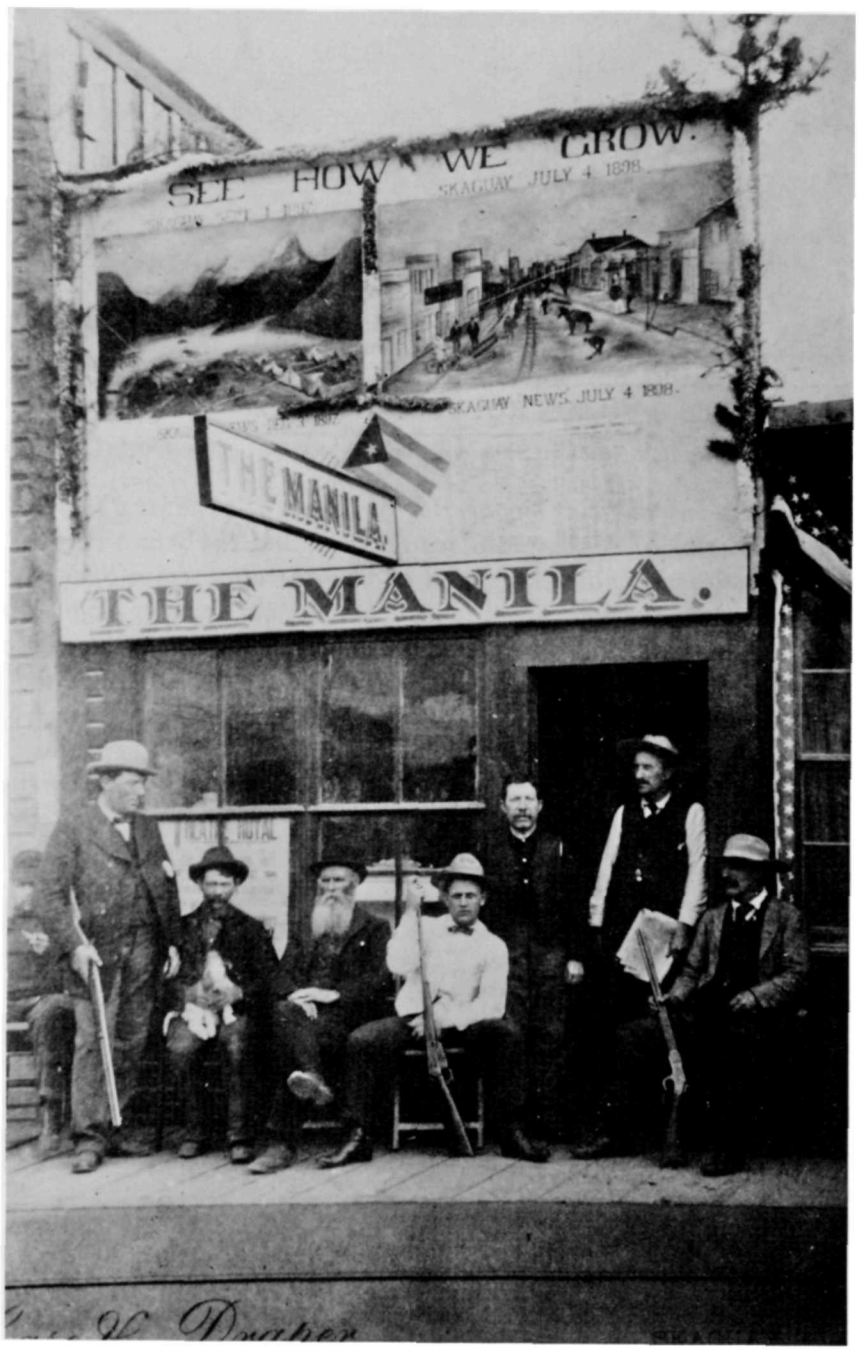
Skaguay is unique as a study in social civics. She has no government but a city council with no power of collecting taxes, or enforcing its ordinances. She has no police but one duputy U.S. Marshal. Yet in spite of her frontier position and her cosmopolitan, rapidly changing population, Skaguay is the most quiet and orderly young city in the world. She had demonstrated, by implication at least, that other cities are too much governed; that American people left largely to themselves are disposed to do the right thing, and without compulsory taxation will improve and beautify the city of their choice . . . .

The future of Skaguay is assured: she is the San Francisco of Alaska — the Key City of the great golden Northwest and will be the capital and the metropolis of the coming North Star State.

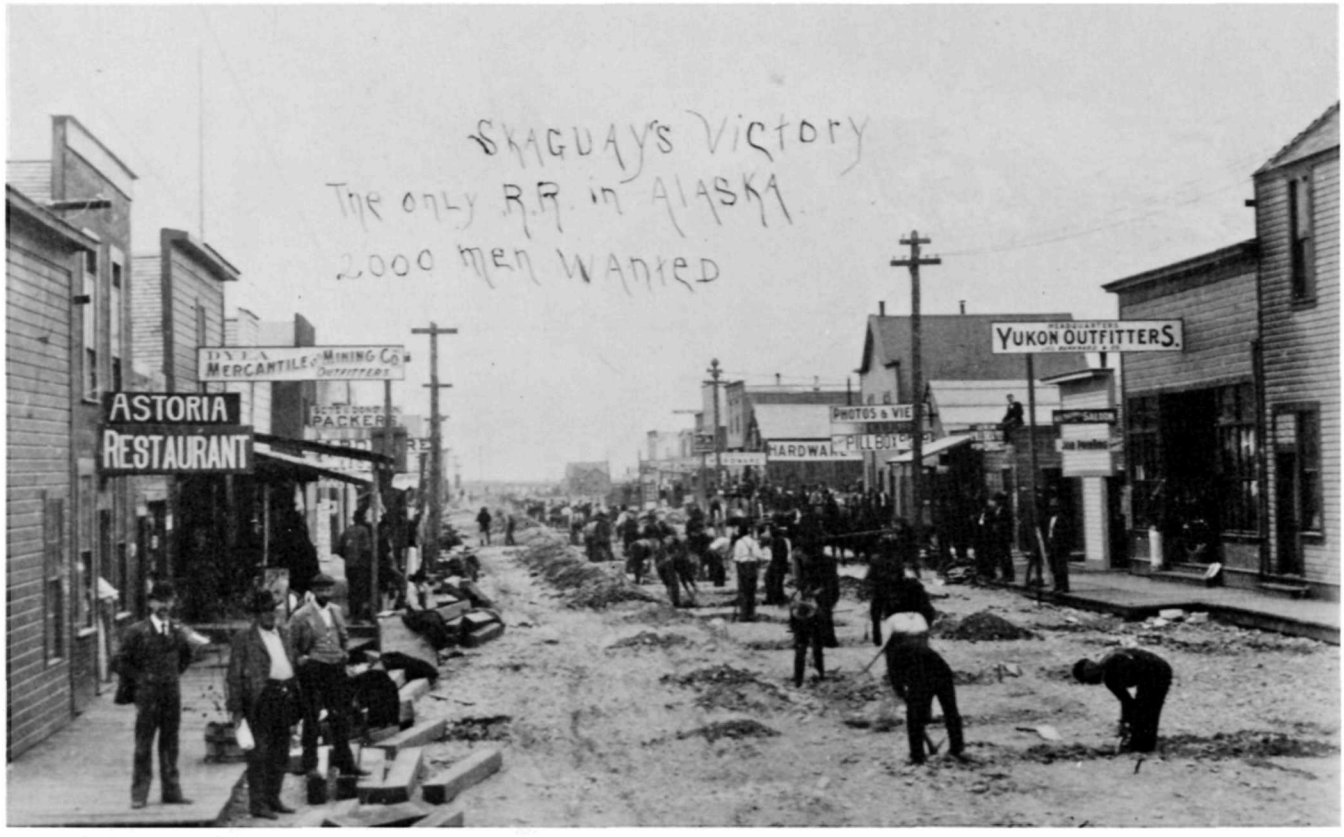


The Nome Saloon. (Photo courtesy of Alaska Historical Library, Juneau)

1899	January 5	Theater Royal burns.
	January	Skagway's 80 illegal saloons fined $100 each. Many close.
		Japanese prostitutes move to "Jap Alley" (west of State, between 5th and 6th). Their removal requested by editors and competitors on "Paradise Alley" (north of 6th).
		YMCA has 1,000 members.
		Frank Reid monument erected.
	February 20	Railroad open to Summit.
	March 9	Railroad workers strike.
	March	Canada's anti-alien laws cause halt to Atlin rush.
	May 16	First news of Nome gold rush.
	May	Construction of Arctic Brotherhood Hall (Broadway), Baptist Church (4th and Main), and McCabe College (6th) begun.
	June 8	"Skagway Day" declared a day to clean up town for tourist season.
	July 1	New $1,500 license law closed all but 10 saloons.
	July 6	Railroad reaches Bennett.



The Manila Saloon, 5th Avenue between Broadway and State, 1898. Closed 1899.



Laying the rails down Broadway in June 1898. (Photo courtesy of Provincial Archives, Victoria, B.C.)

WHITE PASS & YUKON ROUTE RAILROAD

From *Directory and Guide to Skagway*, Skagway, 1899

The many difficult engineering problems of building a railroad to the interior of Alaska have been solved, and the White Pass & Yukon railroad is now completed and in operation from Skagway over the summit. Its construction is a marvel, the acme of engineering skill, the triumph of capital and labor in subduing and making subserviant to man the heretofore impassable and barren vastness created by God, formerly preserved for himself as it were, and vistited only by the howling blasts of Boreas.

The line surveyed and over which the road-bed has been successfully constructed over the summit has proved to be not only a practicable and feasible route, but one the grade of which is nowhere abrupt, having a gradual ascent of about 175 feet (maximum) to the mile. The road runs from the water front, on Broadway, to the suburbs of the city, crossing the river at Twenty-third Avenue, from whence it follows the old Skagway trail to the foot of the mountain. In order to secure a gradual elevation the line follows the east fork of the river, making a long horseshoe curve around the upper end of the canyon. From this point the ascent is continuous and the roadbed is hundreds of feet above the river.

A trip in one of the comfortable upholstered and modern coaches on the White Pass division of this road is replete with interest and pleasure, in marked contrast to the toilsome and weary journey on foot climbing the summit, over a half cut trail, with a pack on your back, as experienced by thousands of prospectors during the past two

WHITE PASS AND YUKON ROUTE 43

Pass one person from Skaguay to White Pass Summit and Return, February 20th, 1899, when stamped with Company stamp, to witness ceremonies connected with the completion of the tracks to Summit of White Pass.

WHITE PASS & YUKON ROUTE FEB 20 1899 SKAGUAY, ALASKA

E. C. HAWKINS, General Supt., Skaguay, Alaska.

L. H. GRAY, Gen. Traffic Mngr. Skaguay, Alaska.

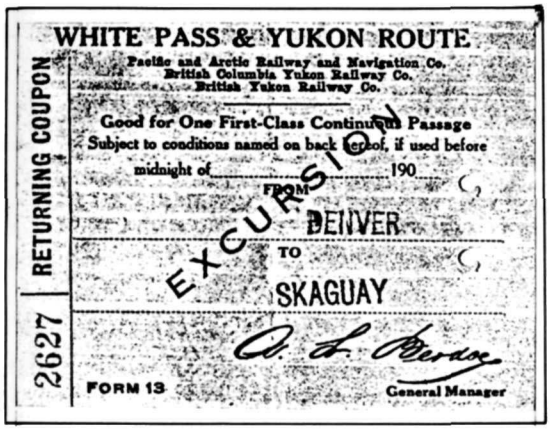
White Pass & Yukon Route, the first excursion train, on Broadway in June 1898. (Photo from the Draper Collection, courtesy of Alaska Historical Library, Juneau)





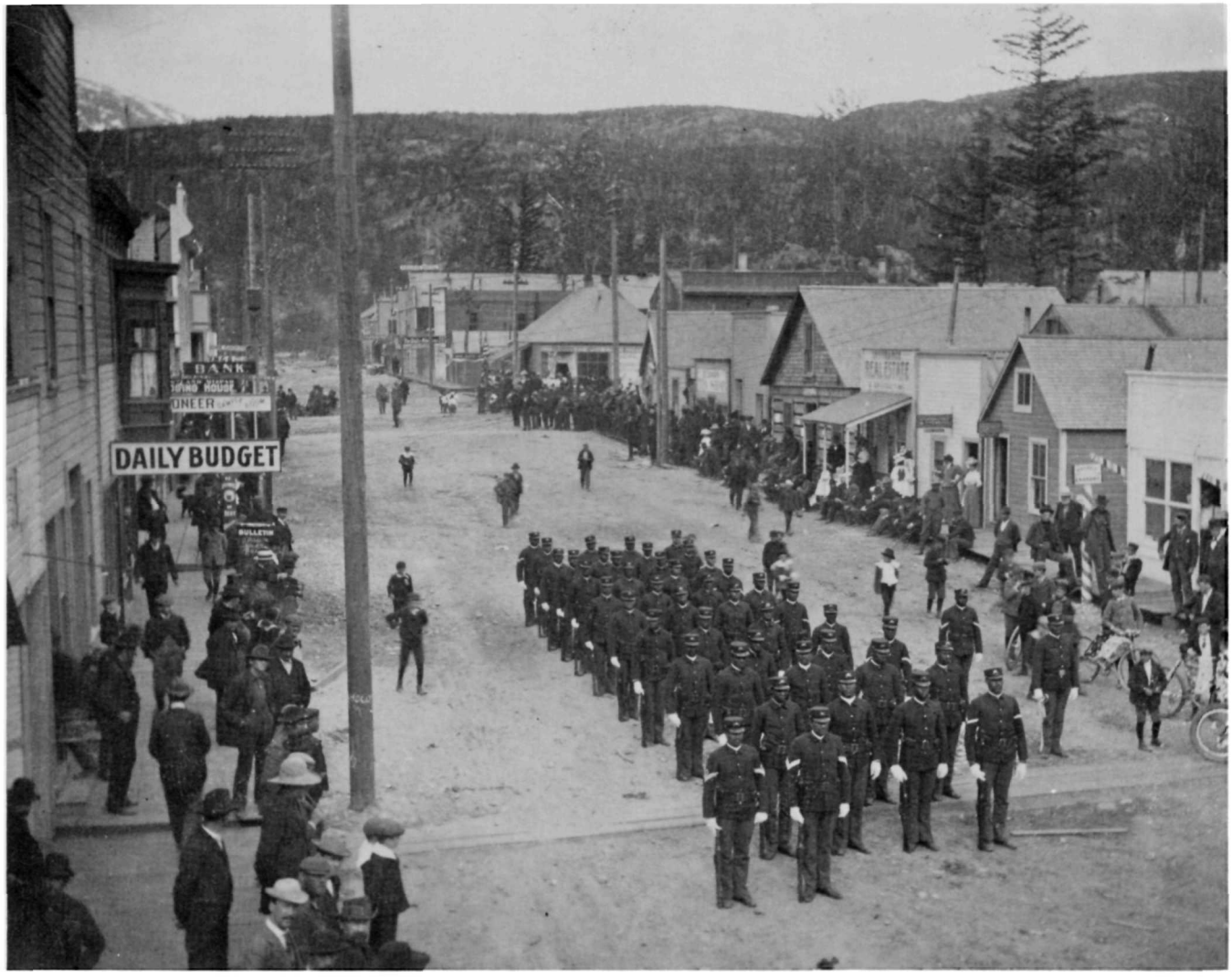
An express cart weighted with over 3/4 million dollars worth of Klondike gold at the rear of the depot, about 1900. (Photo courtesy of University of Oregon Library)

years. The scenery is one grand panorama of beauty and wonder. Always in view of the now world-famed Skagway river, whose turbulent waters rush on in unceasing disquietude as if in haste to seek rest in the placid bosom of Lynn Canal. The iron belt winds like a serpent around the mountains, hundreds of feet above the river, always going upwards, upwards! upwards!! and always going northward in order to reach the point where it crosses the summit and starts down to the vale of the Yukon, to which, with expectant gaze, the eyes of the civilized world are turned.



Down at the depot in 1899. The railroad tracks curved from behind the depot to continue up Broadway. These coaches have just arrived from the Yukon (note the snow on their roofs and the hotel courtesy car on the left). (Photo from the J. G. Price Collection, courtesy of Archives, Univesity of Alaska, Fairbanks)





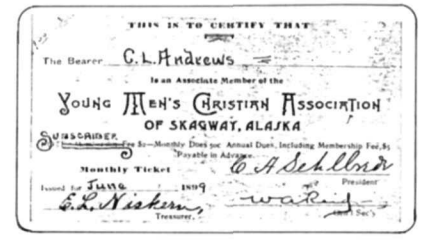
Military parade on 5th between Broadway and State, July 4, 1899. (Courtesy of Alaska Historical Library, Juneau)

1899	**October 24**	Bert and Florence Horton murdered by Tlingit Indians.
	November 2	Captain William Moore lays foundation for mansion at east end of 5th (Pullen House).
1900	**January 17**	Brannick Hotel fire.
	February	Railroad Building on 2nd Avenue under construction.
	March	Idaho Saloon refitted as bar and "family liquor store."
		YMCA forms camera club and begins construction of gym.
		Wholesale houses opening.
	April	Presbyterians build church (5th and Main).
		Sash and Door factory built.
	May 2	First advertisement for motion picture show.

J. H. BROOKS, The Largest Pack Trains in A.
The Old Reliable
PACKER AND FREIGHT
From Skagway to Lake Bennett, At and Intermediate Points.
PROMPT AND SAFE DELIVERY OF GOODS GUARANTEED.
Office, Brannick Hotel, Bond Street, Skagway.

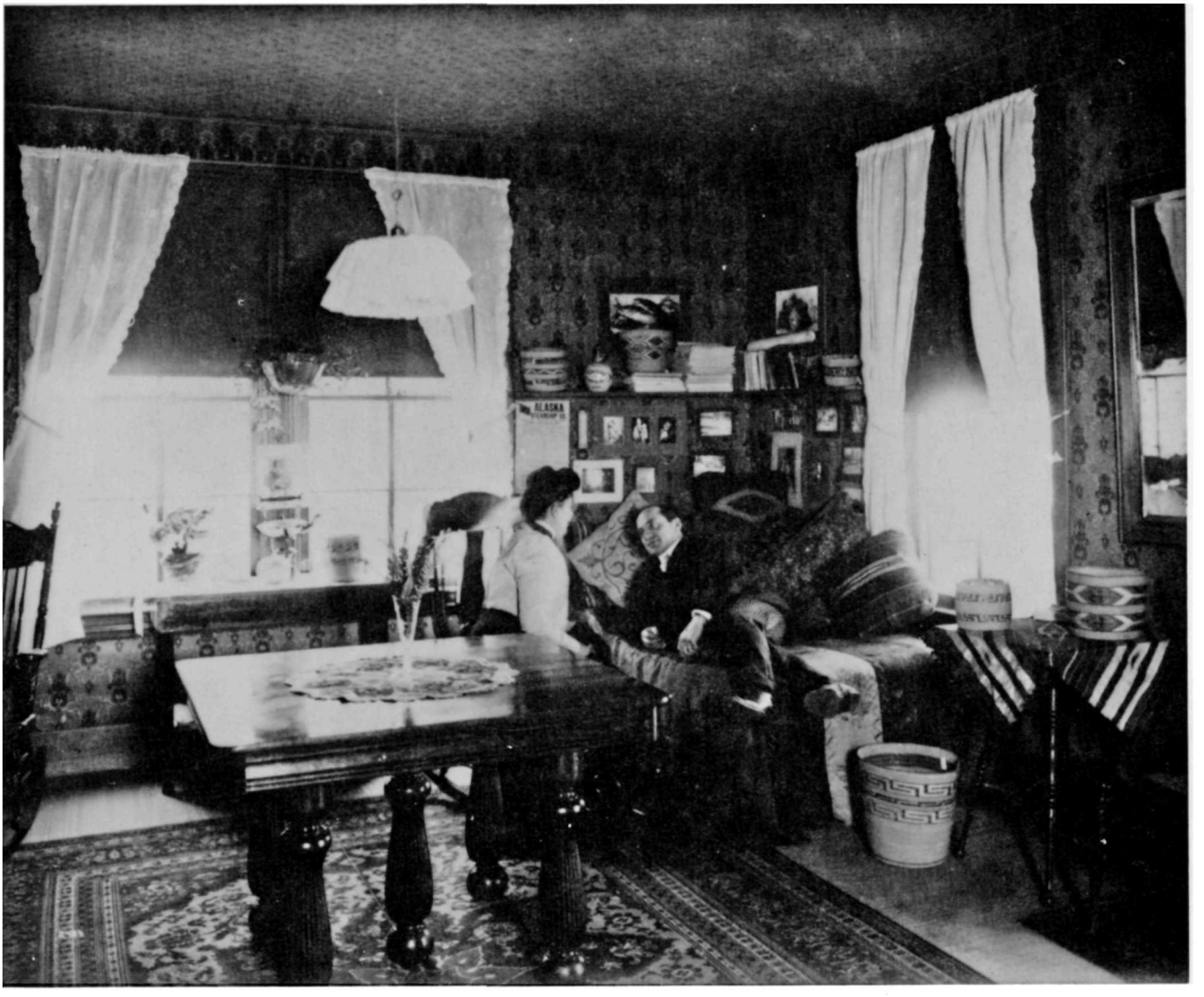
Brannick Hotel on the north side of 4th near State, 1898. The hotel burned in 1899. (Photo courtesy of Bancroft Library, University of California, Berkeley)




THIS IS TO CERTIFY THAT
The Bearer C. L. Andrews
is an Associate Member of the
YOUNG MEN'S CHRISTIAN ASSOCIATION
OF SKAGWAY, ALASKA
SUBSCRIBER
Monthly Ticket
Issued for June 1899
C. A. Schlosser President
E. C. Nisken Treasurer
Watkins Sec'y

YMCA Camera Club at lunch on Burro Creek, June 22, 1900 (note Capt. Moore with the white hair and beard). (Photo from the Moore Collection, courtesy of Archives, University of Alaska, Fairbanks)

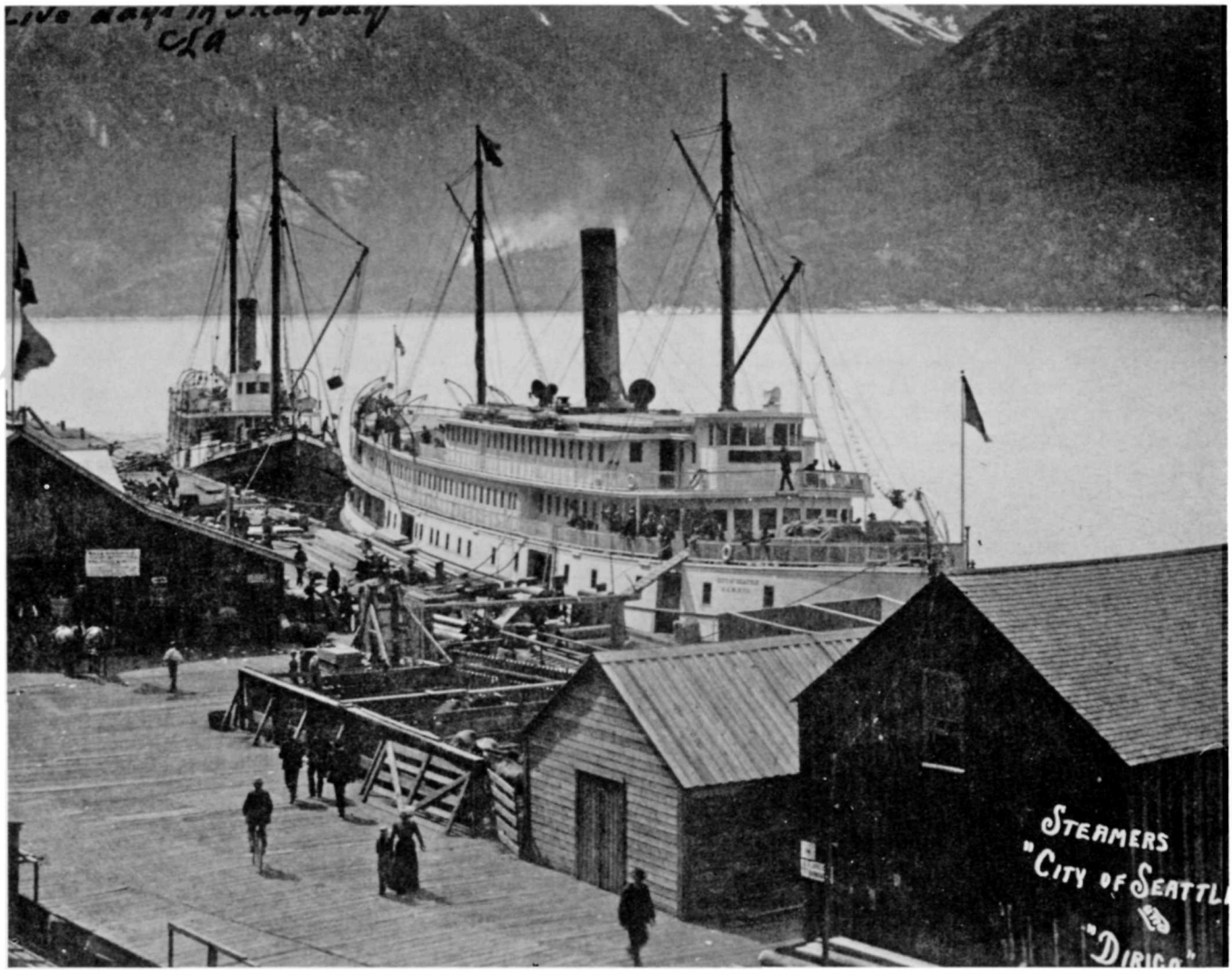




An aspect of Skagway in about 1900. (Courtesy of Alaska Historical Library, Juneau)

1900	**May**	Elks Hall under construction.
	June	Census record reports 3,117 residents.
	June 28	Skagway incorporated.
	July 2	Railroad connects Skagway to Whitehorse, Yukon Territory.
	July 11	Barrett and Bussart, last packers, leave for Dawson.
	July 18	Decision against Moore homestead claim. Scramble for lots east of Broadway.
	July 22	Arctic Telephone Co. competes with Alaska Telephone Company. Wires cut.
	August 19	Women form Magpie Club (Women's Club).
	October	U.S. Army barracks built on 6th.
	December	U.S. District Court opens in McCabe College building.

Moore's wharf in about 1900 with the City of Seattle *(center) and the* Dirigo *moored near the cattle pens. (Photo courtesy of University of Oregon Library)*





Moore's wharf about 1900. Note the mining machinery (lower left) and the rails, cattle, hay, and boilers (near the temporary storage tents) awaiting transport to the mines inland. The City of Seattle *is in port at the Pacific Coast Steamship Company wharf (upper left). (Photo from the Moore Collection, courtesy of Archives, University of Alaska, Fairbanks)*

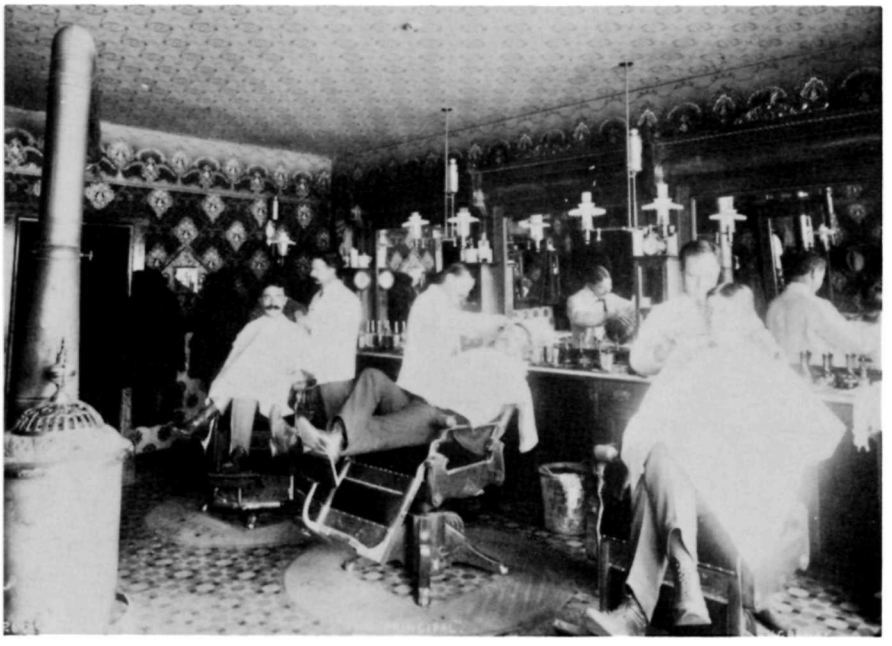
SKAGWAY, 1900

From *Alaska-Yukon Gazetteer and Directory*, Seattle, 1901

SKAGUAY is located at the mouth of Skaguay River and the head of Lynn Canal, 1,000 miles north of Seattle, and 110 miles northwest of Juneau. It is the southern terminus of the White Pass & Yukon Railway, which runs daily trains to White Horse and intermediate points, connecting in summer with steamer lines, and in winter with semi-weekly stages for Dawson and the Klondike, it is the gateway to the gold fields of the Yukon Territory and Alaska. It was settled in 1897, and incorporated in 1900, is governed by a Mayor and City Council . . . has good graded schools, five churches, two hospitals and two banks, one library, two local telephone companies, eight hotels, and several large, well established wholesale houses, who supply the miners of the upper Yukon and the Klondike. It is a port of entry and the Canadian and U.S. Customs Officers are located here. It is connected with Dawson, Atlin and all intermediate points by telegraph. Has four newspapers. Population, 3,000.

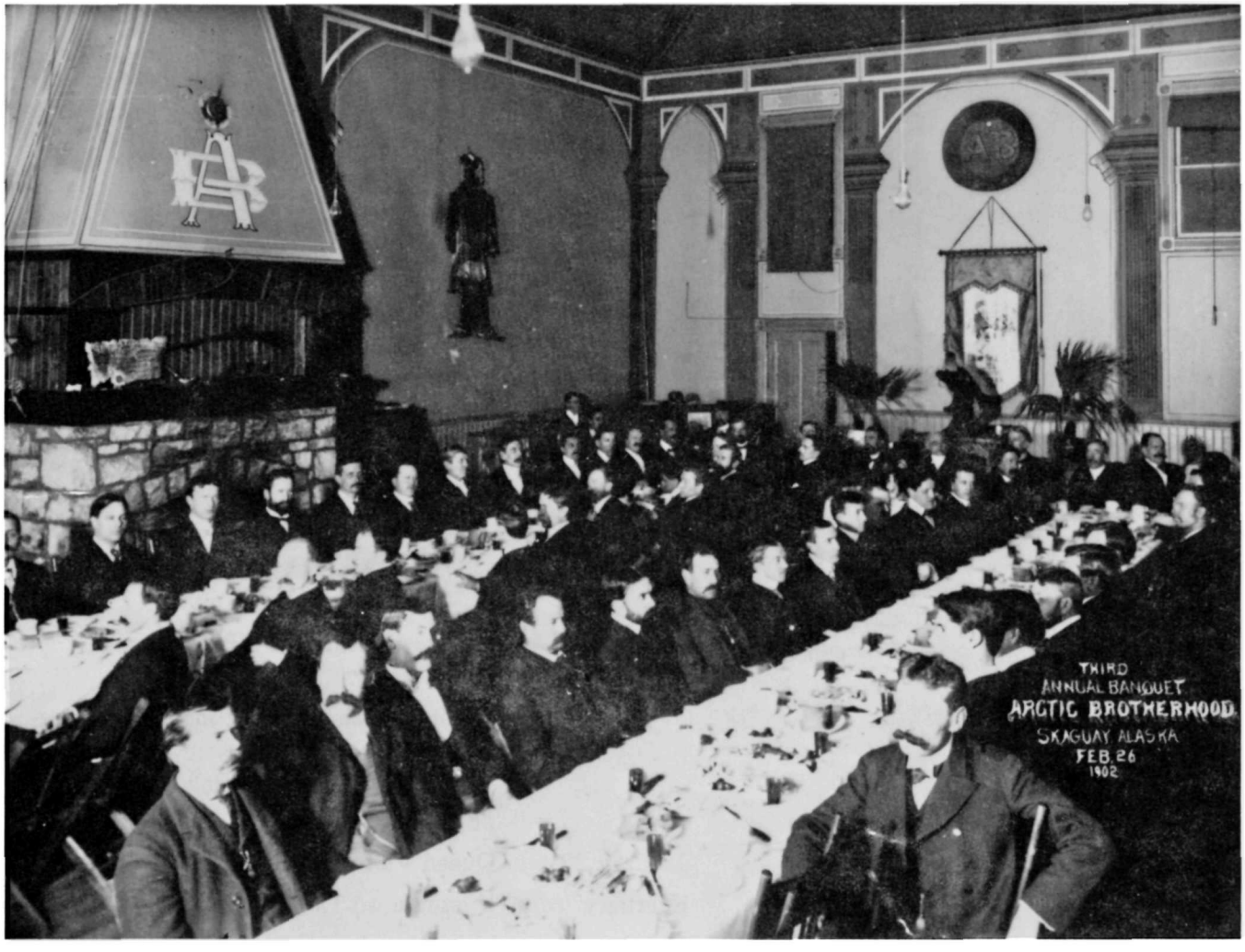
The Mascot Saloon, Pacific Clipper office, Verbauwhede Confectionery, and other Broadway buildings during a flood and high tide, October 28, 1901. (Photo courtesy of Alaska Historical Library, Juneau)





The Principle Barbershop, about 1900. (Courtesy of Alaska Historical Library, Juneau)

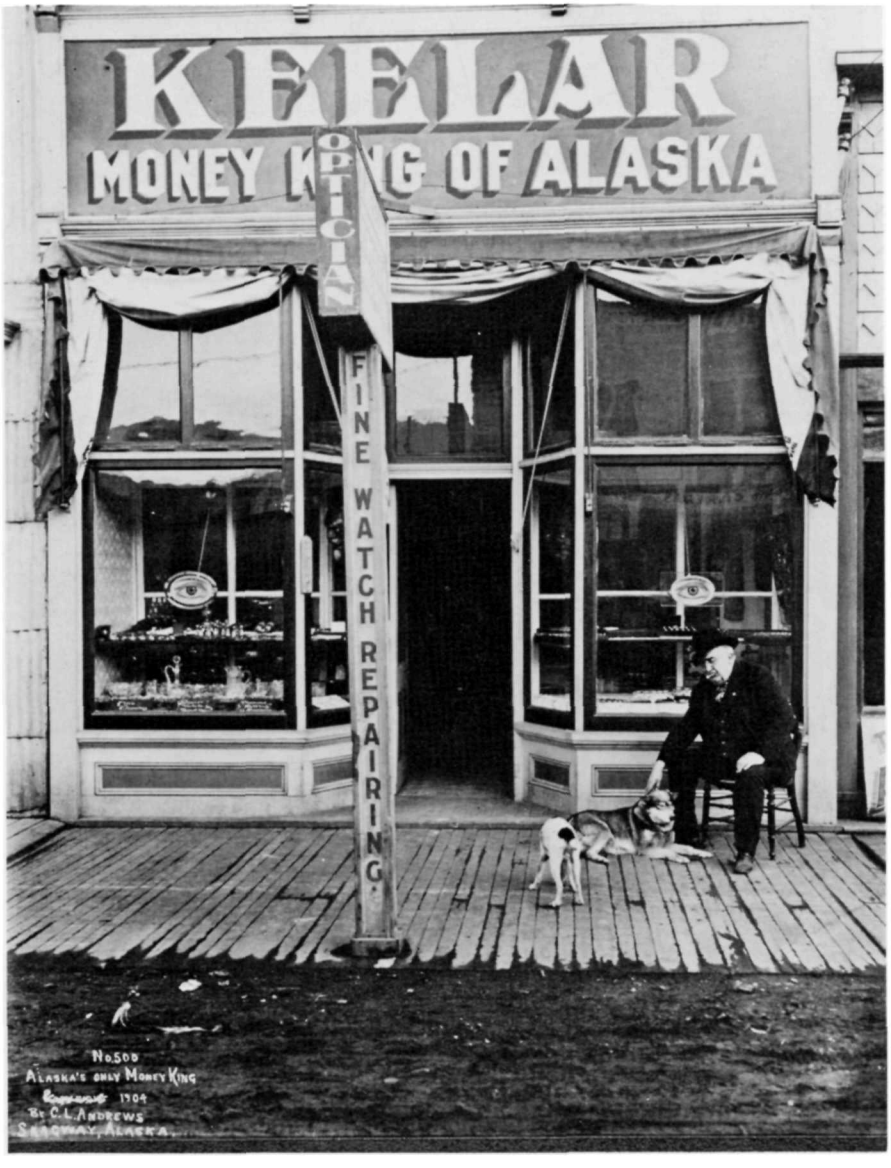
1901	**January**	Cantilever bridge of WP&Y railroad completed.
		Tacoma businessman consolidate Skagway's utility companies.
		Moore wins appeal and right to 60 acres of downtown area.
	January 22	Queen Victoria dies.
	February	First rush to Tanana (Fairbanks).
	March	Mounties close Dawson gambling halls.
	April	City council orders prostitutes moved to district on 7th Street.
	April 5	12th Street School plans accepted.
	May 15	Annual clean up day. Plant flowers.
	July 10	Mrs. Hattie Pullen opens lodging house in Moore Mansion.
	July 13	Masonic lodge first installation.
	September	Telegraph line opened to "Outside."
		President McKinley assassinated. Theodore Roosevelt becomes 26th U.S. president.
	September 5	Businessmen agree to settlement with Moore over townsite lands, pay 25 percent of 1900 assessment.
	October 13	Tide and river flood town.
	October 29	City council allots $1,000 for dike.
	November	YMCA closes. 55 members.
	December 22	Will Clayson moves business block to Broadway and 4th.



Interior of the Arctic Brotherhood Lodge in 1902. The building still stands today. (Courtesy of Alaska Historical Library, Juneau)

1902	**April 15**	Anti-Chinese meeting; eviction of Chinese demanded.
		Businesses moving to new railroad center of Valdez.
	June 5	Annual clean up day. H.D. Kirmse offers prizes for best garden.
	August 5	300 tourists in one day, busiest day of the season.
	August	Lee Guthrie's residence "The White House" built.
	September	Population estimated at 1,800.
	September 13	First regular shipment of ore over railroad.
	September 16	Bank of Commerce robbery attempt.
	November 5	Moore sawmill burns.
1903		Second rush to Tanana. Fairbanks booms.
1904	**March**	Elks hall burns. Rebuilt.
	Summer	Alsek and Kluane discoveries. Minor rush.
	October	$18,000 water system completed.





Keelar's store in 1904; it is now the liquor store half of Moe's Frontier Bar. (Photo from the C. L. Andrews Collection, courtesy of Alaska Historical Library, Juneau)



Ben Moore, the Captain's youngest son and partner in the Skagway venture. (Photo from the Moore Collection, courtesy of Archives, University of Alaska, Fairbanks)

Captain Moore's mansion; today, the Pullen House. (Photo from the Moore Collection, courtesy of Archives, University of Alaska, Fairbanks)





Kern Castle Resort above Skagway. (Photo courtesy of Alaska Historical Library, Juneau)

1905		Population estimated at 1,000.
1907		Development of copper mines near Whitehorse.
		The Soapy Smith Tragedy published.
1908	**February**	Railroad begins building branch to mines and ore bunkers at Skagway; 500 workers hired.
	March	Klondike Trading Co. building moved to Broadway; opened as Golden North Hotel.
	May 9	Dewey Hotel rolled to Broadway and 2nd.
	May	"Kastle Kern" resort built above Lower Lake.
	June 15	Three-story Trail Inn/Pack Train Saloon opened.
	July 20	Soapy Smith's headstone stolen.
1909		Old St. James Hotel and Peterson's Store moved to Broadway and 4th.
	March 29	Captain Moore dies in Victoria.
		Gold rush to Iditarod.

SKAGWAY, 1910

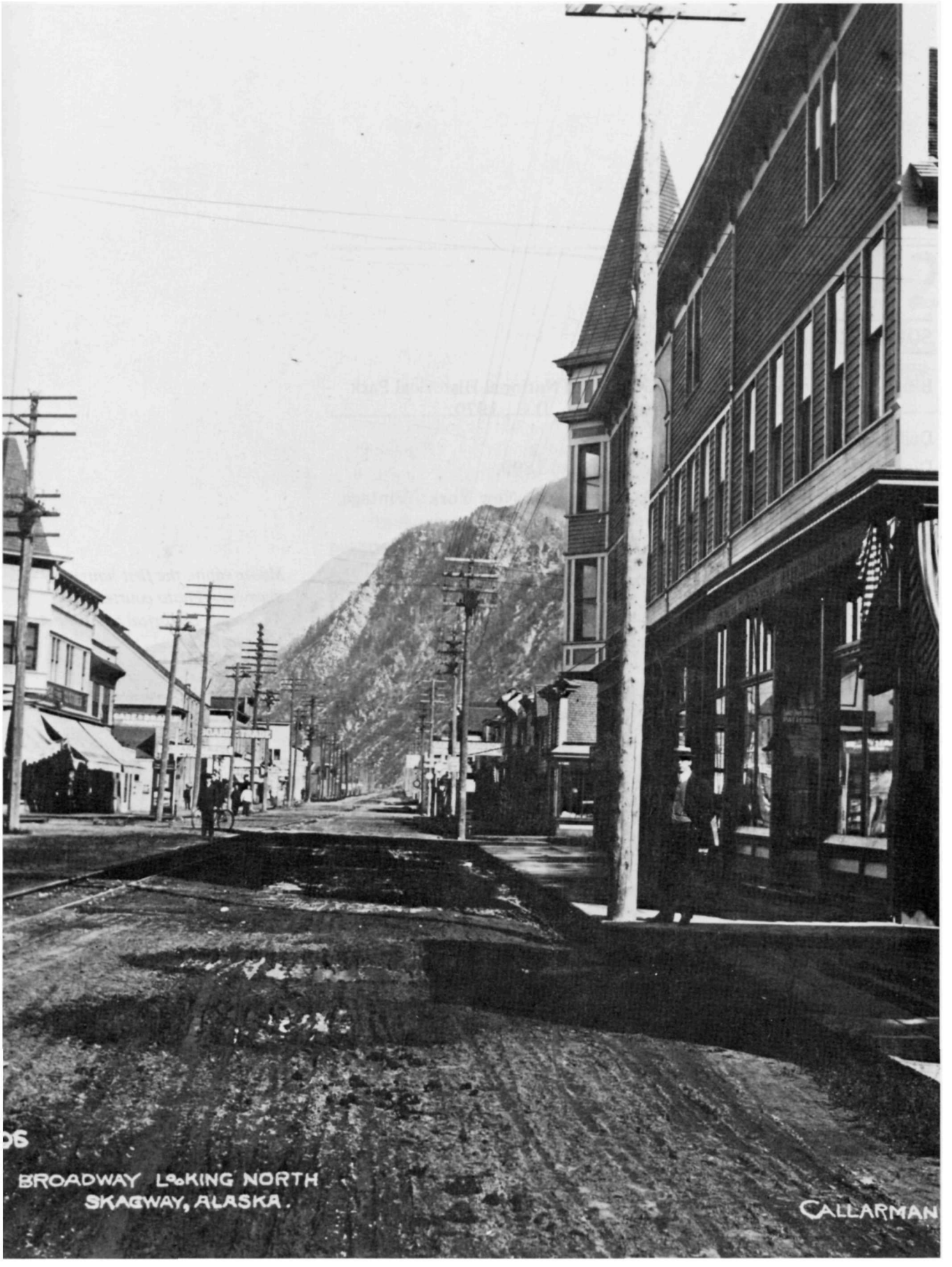
From *Skagway, Alaska*, Skagway Commercial Club, 1910

Skagway is the natural headquarters for tourists and sightseers. . . . Here is the 'Gateway To The Golden Interior'; richer than the imagination can paint, greater in majesty and beauty than the far-famed Switzerland, and unsurpassed in loveliness of nature. This little town contains 1000 people, and is picturesquely located in a valley which is the terminus of the White Pass & Yukon Railway. It is surrounded by lofty mountains, tremendous glaciers, numerous beautiful waterfalls, and such scenery as should prove a magnet strong enough to attract men and women from afar.

Let us walk leisurely down the street and we will stare in surprise and wonder at the fine cosmopolitan shops and stores, and the large and well built hotels, fraternal halls, water works, the electric light and telephone system, the daily newspaper, the government cable which keeps you in constant touch with all the outer world, and the up-to-date railroad shops. Then let us visit the residence streets and see the pretty homes with well-kept lawns and flower gardens, the churches, schools, and the first class hospital, and you will wonder how this far-away town could improve so rapidly when it did not come into existence until 1898 [sic], at which time it was the headquarters of many eager gold-hunters and prospectors bound for the Klondike and other parts of Alaska, from 5,000 to 10,000 in number, housed in tents, old shacks, and similar other structures providing but scanty shelter.

1910	April	Red Light District removed from Broadway and 7th to Alaska Street.
	May 6	King Edward VII dies.
		Census record reports 872 residents.
1912		Last White Pass & Yukon Route railroad dividend.
	August 24	U.S. Congress establishes Territory of Alaska.
		First legislature convenes at Juneau.

Broadway Avenue, 1910. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)


BROADWAY LOOKING NORTH
SKAGWAY, ALASKA.
CALLARMAN

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Skagway Commercial Club, 1910. Skagway, Alaska.

Moore cabin, the first house in Skagway. (Photo courtesy of Anchorage Historical and Fine Arts Museum)



2

SKAGWAY, DISTRICT OF ALASKA
A HISTORIC OVERVIEW

In August 1896, prospector George Washington Carmack and his partners, Natives Skookum Jim and Tagish Charley, discovered gold in a tributary of the Klondike River. Earlier, in 1887, Captain William Moore and his son Ben had claimed a 160-acre homestead on the shore of Skagway Bay. These two events, located 500 miles apart, set in motion a chain of events leading to the settlement and growth of Skagway.

Located at the major gateway to the vast interior, Skagway was to become the dominant community during much of the Far North's gold rush era. With this dominance, Skagway developed a distinctive architectural style which has come to symbolize this period of Alaskan history. To appreciate the full significance of this architectural heritage, it is helpful to review the highlights of Skagway's development and its role as a major force in shaping the District of Alaska's economic and political history from 1884 to 1912.

At the time President Chester A. Arthur signed the enabling act creating the District of Alaska, the population of the district consisted of numerous Indian and Eskimo groups, a few Russian-American settlements, and a scattering of European and American adventurers (primarily in the Southeast panhandle). At that time too, the gold placers of Juneau were on the decline, and news began trickling out of the interior about discoveries of gold along the Yukon River. The governments of Canada and the United States sought information about these gold fields and sent surveyors to the area to determine on which side of the international boundary the gold fields lay. Survey parties journeyed up the Yukon and over the Coast Range passes. A member of the Canadian survey crew, Captain William Moore, explored the White Pass, noticed its low altitude, the short distance between the sea coast and the navigable headwaters of the Yukon River, and the level lands at Skagway Bay on the Lynn Canal. In

October 1887, he returned with his son Ben, and staked a homestead claim. Skagway's history had begun.

The place chosen for the Moore's homestead, and later to become part of Skagway, was surrounded by spruce-covered hills rich in wild game. The rugged coastline cut deep into the ocean, creating a natural deepwater harbor. The Skagway River (from the Tlingit name *Shgagwei*) bordered the flats and drained the gulches leading to White Pass. The parallel Dyea River (*Diyéi*, in Tlingit) was further northwest and led to the Chilkoot Pass. On its banks, John J. Healy and Edgar Wilson operated a trading post; Indian packers and miners hiked over the Chilkoot trail to the interior. The annual trickle of miners over these passes became a torrent once word of the Klondike discovery reached "Outside." Healy and Wilson and the Moores were overrun.

The rapid growth of Skagway in 1897—1898 is difficult to review in detail, but some of the episodes stand out. Originally, Captain Moore had intended to build a wharf, operate a sawmill, and offer a packing service over his hoped-to-be-built wagon road (or railroad) to the Yukon River, where he also hoped to operate steamboats to the mines. The Captain's plans were all but scuttled by the onrushing stampeders. By July 1897 he had a small wharf built, a sawmill under construction, and a trail blazed to the summit, but within two months, a reported 6,000 stampeders landed at Skagway Bay. The miners also faced several problems: they found that the White Pass Trail was incomplete and impassible, there was no government protection because of the district's inadequate administration in Sitka, and there was a lack of means to protect property rights. The stampeders questioned Moore's land claim since he was a Canadian citizen and his improvements were funded by Victoria, British Columbia, investors.

The stampeders re-created the common scenario found on previous mining frontiers. The miners called a meeting. They formed a committee to clear the trail — a nearly impossible task; and other inpromptu committees discussed meting out justice in criminal cases.

After considering the possibilities of a town growing at Skagway Bay, another miners' committee decided to plat a townsite over Moore's homestead and allow the stampeders to claim lots for a 5-dollar filing fee. On August 18, 1897, Frank Reid and William C. Fonda began surveying the townsite. Their plan divided two quarter sections into blocks 220 feet wide by 300 feet deep. Streets were 60 feet wide, except Broadway which was 80 feet, and alleys were 20 feet wide and ran the length of each block. Two large tracts were reserved for the Moores' residence and their sawmill. Building had

begun before the surveying, with the result that some businessmen were found to be either in the center of streets or alleys, or on the wrong lot. Miners' committee meetings resolved the disputes. The committee forced several building owners to align their structures with the street grid.

Skagway was an instant city. By October 15, 1897, when the first issue of the *Skaguay News* appeared, Skagway could boast of an array of businesses and professional services. The feverish pitch of building activity continued through 1898 and the height of the Klondike gold stampede. A population estimate reported 8,000 residents during the spring of 1898 with approximately 1,000 stampeders passing through town each week. The townsite was covered with structures, ranging from simple wood frame shacks to the three-story People's Theater and Opera House. Two- and three-story hotels lined Fourth Avenue, while Fifth and Sixth avenues were a hodgepodge of stores, saloons, and offices; dives and the red light district were found in the alleys in between. In the social sphere, church groups organized and held services in a union church, sharing the building with the town's school. The miners' committee was replaced with an elected town council which acted without legislative authority but did good works toward fire prevention, street maintenance, and the construction of a water system. Law enforcement was ineffectual; petty crimes and grander felonies went uncontrolled. The populace suffered an active criminal element but did not allow itself to be run over. The people finally formed a vigilante committee and managed to rid themselves of Soapy Smith and his gang.

Transportation was the key to Skagway's success. Four wharves extended from the town's streets to deep water. The White Pass Trail, nicknamed the Dead Horse Trail because of the fiascos of 1897, went through a rapid succession of improvements. George Bracket had a wagon toll road nearly completed to the summit when the White Pass & Yukon Route began construction of a narrow gauge railroad in May 1898. The completion of the railroad to Lake Bennett in June 1899 and to Whitehorse, Yukon Territory, a year later secured for Skagway a dominant role as the main transportation entrepot to the interior mining camps. The White Pass & Yukon Route's railroad and its Yukon River steamboat line required an office force and maintenance crew. The company built large machine shops, depot and administration buildings, as well as residences and a private athletic club. The arrival of the railroad changed the Skagway psychology from one of short-term get-rich-quick schemes to one with long-term stable consid-

erations. In June 1900 Skagway became the first incorporated city in Alaska.

After a promising start, Skagway encountered several setbacks. Although Captain Moore desired a simple resolution of the disputed title to the Skagway townsite, his Victoria backers pressed for court action. In September 1901, rather than continue the fight, the town's businessmen agreed to pay 25 percent of their property's assessed value to the Alaska & Northwest Territories Trading Company (the Victoria concern) in exchange for a quit title. Rather than pay the fee, some businessmen abandoned the town. The economy was further weakened by the Canadian government's enforcement of customs at the international boundaries which separated Skagway from the Alaskan interior. These Canadian restrictions severely hampered Skagway's trade with the interior, and many wholesalers were forced out of business.

Further Canadian legislation hurt trade also. An anticipated rush to new gold strikes at Atlin, British Columbia, was halted by an anti-alien law allowing only Canadian citizens to own mining claims. Skagway outfitters lost heavily. Skagway's efforts to become — as its proponents proclaimed — the "San Francisco of the North" were unsuccessful.

On the other hand, the first years of the new century were filled with hope. The regular salaries of 100 to 200 troops stationed at Camp Skagway, on Sixth Avenue, paid for drinks at the town's saloons and dance halls. The lumber mill supplied local needs and nearby contracts. The Methodists built the granite McCabe College. When the college failed, the building became the federal court house for Alaska's First Judicial District. The White Pass & Yukon Route railroad continued to improve its properties; they extended and leased Moore's wharf and built more rolling stock, thus enabling the company to supply the needs of new railroads in the interior mining districts. Tourists also discovered the area; steamship companies built offices along lower Broadway to accommodate both the tourists and the gold-toting sourdoughs returning from Dawson. On the strength of these income sources, Skagway experienced several years of prosperity. It was a modern city with fine hotels, electric lights, water works, a telephone system, and growing residential districts. The city's government was strengthened by federal legislation, formulated in 1899, which regulated gambling, saloons, and, more importantly, gave the local government power to tax and collect license fees. With these revenues, funds went into further city improvements: a new water

system, street grading and lighting, and a new city hall and jail. The city government was able to control vice and move the brothels into one district along Seventh Avenue. Congregations built substantial churches, all the fraternal orders built halls, and the Arctic Brotherhood formed its first "camp" in Skagway. The Twelfth Avenue School was the finest in the District of Alaska when it opened in 1902. That year, John G. Price — Alaska's unofficial delegate to Congress (sent by Skagway residents) — returned from Washington, D.C., with news that President Roosevelt looked favorably on the creation of a territorial government. Also, a new agency of the U.S. Army, the Alaska Road Commission, would select Skagway as its headquarters.

By the middle of the decade, the prosperous years had passed. The population had dropped to half the 3,117 people counted in the 1900 federal census. The military had left town in 1904, moving to the newly built Fort William H. Seward; mining stampedes to nearby districts had frizzled; and the growth of the Fairbanks district had created the competitive Valdez-Fairbanks transportation route. Numerous railroad proposals in central Alaska lured away even more of Skagway's dwindling population to the new railroad boom towns of Valdez, Cordova, and Seward. Hoped-for federal government plums such as offices and agencies' headquarters, went to Juneau.

In spite of this economic see-saw, Skagway was never in any danger of collapse. The White Pass & Yukon Route continued as the main transportation corridor into the interior. Ever increasing numbers of tourists visited the town, and sourdoughs continued to depart via Moore's wharf. New mines opened near Whitehorse, at Atlin, and at Conrad while the gold mines at Dawson continued to be productive. Large ore bins were built at Moore's wharf to handle the freight.

In 1907 the editor of the *Daily Alaskan* echoed soon-to-be mayor Chris Shea's call for a New Skagway. He wanted to clear up the alleys, to tear down the old ramshackle shacks, and to gather the town's scattered business houses along Broadway. Skagway's citizens took action. They moved huge two- and three-story buildings halfway across town. New buildings went up. By the end of 1909, a row of ornate hotels, shops, offices, saloons, and stores lined Broadway. The Trail Inn/Pack Train bar, the Golden North Hotel, the Dewey Hotel, the Lynch & Kennedy Haberdashery, and the Harrison's Store opened. Unfortunately, the economic base for these improvements proved short-lived. A national financial panic that shook the West in 1907—1909 had repercussions in Alaska and the Yukon

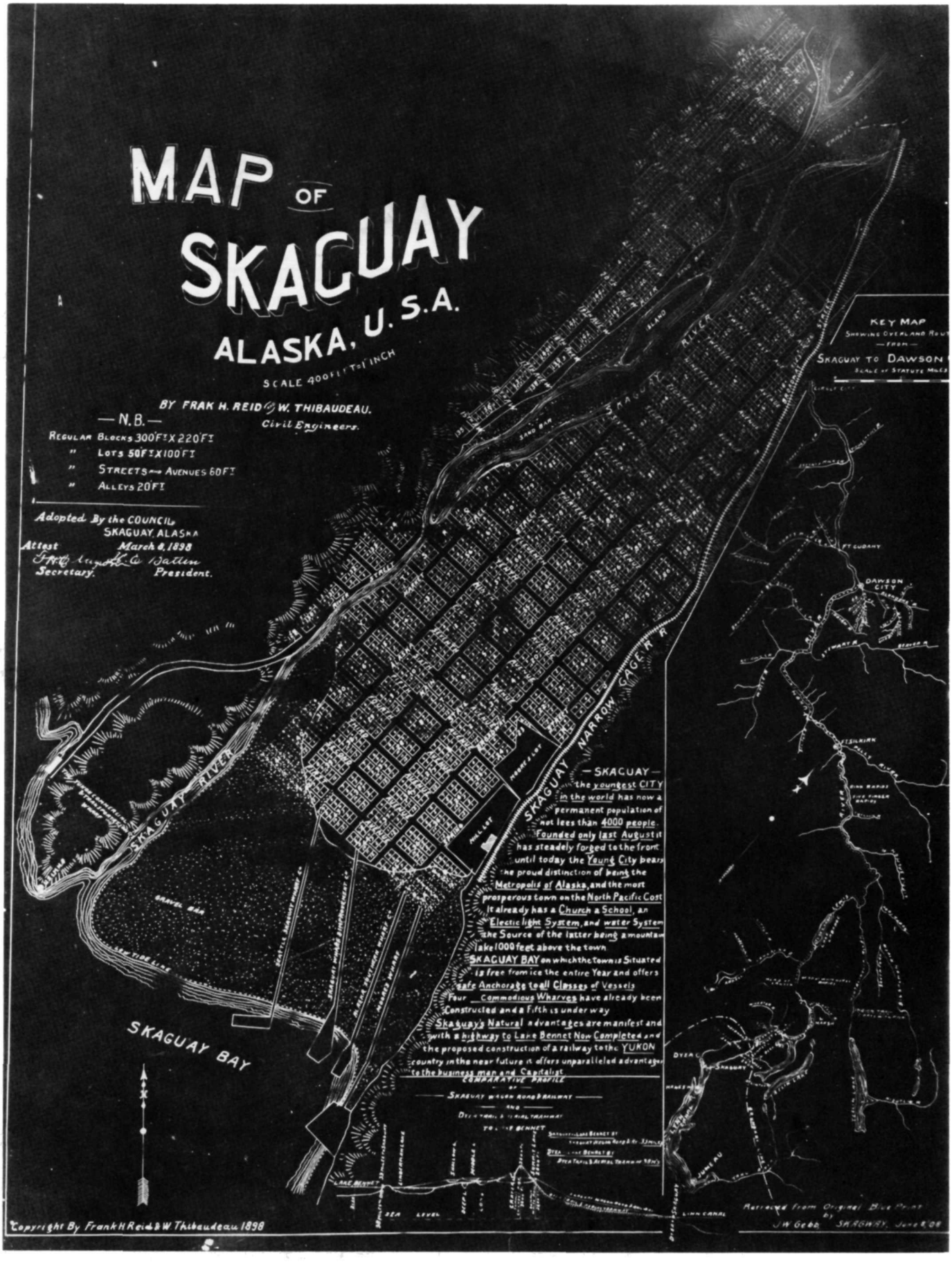
Territory. The low-grade Conrad silver-lead mines closed; and the Whitehorse copper mines produced only intermittently, leaving the White Pass and Yukon Route's new ten-mile railroad spur and its Skagway ore bins only partially used. By 1909 the Klondike had passed its peak productive years and was on its long steady decline. By 1913 the old White Pass & Yukon Route had paid its last dividend.

Skagway became a town of around 600 people. Most of them worked for the railroad or for steamship companies at the wharves; during the summer some residents catered to the needs of the tourists. The economy had stabilized. The social life of the community was centered in churches, active fraternal lodges, the movie house, or in saloons. The city government continued to function, and opportunities for work, recreation, self-improvement, and social participation — though limited — were present. Skagway was a friendly place in which to live.

On August 24, 1912, the citizens of Skagway joined people throughout Alaska to celebrate the creation of the new Territory of Alaska. Although Skagway could no longer claim pre-eminence as the center of population and economic activity throughout the District, the city was well established as a business center for the surrounding area and as an emerging tourist attraction.

II
BUILDING THE DREAM




MAP OF SKAGUAY
ALASKA, U.S.A.
SCALE 400 FEET TO 1 INCH
BY FRANK H. REID & W. THIBAUDEAU.
Civil Engineers.
— N.B. —
REGULAR BLOCKS 300FT X 220FT
" LOTS 50FT X 100FT
" STREETS and AVENUES 60FT
" ALLEYS 20FT
Adopted By the COUNCIL
SKAGUAY, ALASKA
March 8, 1898
Attest
Secretary.
President.
KEY MAP
SHOWING OVERLAND ROUTE
— FROM —
SKAGUAY TO DAWSON
SCALE OF STATUTE MILES
SKAGUAY RIVER
SKAGUAY NARROW GAGE R.R.
SKAGUAY BAY
— SKAGUAY —
the youngest CITY in the world has now a permanent population of not less than 4000 people. Founded only last August it has steadedly forged to the front until today the Young City bears the proud distinction of being the Metropolis of Alaska, and the most prosperous town on the North Pacific Cost It already has a Church a School, an Electic light System, and water System the Source of the latter being a mountain lake 1000 feet above the town SKAGUAY BAY on which the town is Situated is free from ice the entire Year and offers safe Anchorage to all Classes of Vessels Four Commodious Wharves have already been Constructed and a Fifth is under way Skaguay's Natural advantages are manifest and with a highway to Lake Bennet Now Completed and the proposed construction of a railway to the YUKON country in the near future it offers unparalleled advantages to the business man and Capitalist
COMPARATIVE PROFILE
OF
SKAGUAY WHITE PASS RAILWAY
AND
DYEA TRAIL & CANADIAN TRANSPORT
TO LAKE BENNET
LAKE BENNET
SEA LEVEL
DYEA
SKAGUAY
DAWSON CITY
FT. GIBBON
Copyright By Frank H Reid & W Thibaudeau 1898
Redrawn from Original Blue Print
by J.W. Gebb SKAGWAY, June 8 '98

3

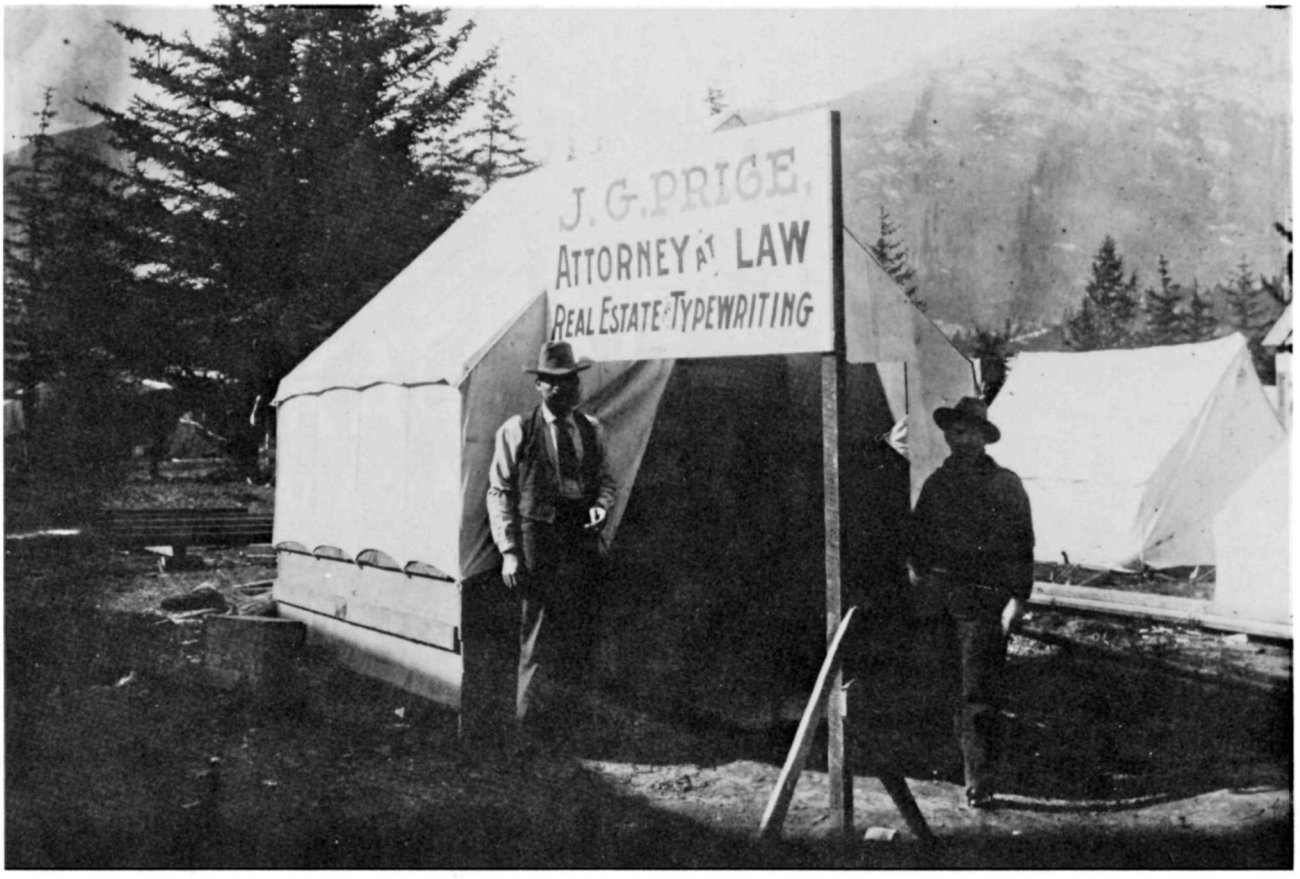
ARCHITECTURAL DEVELOPMENT

In less than 20 years, Skagway grew from a tent city of gold stampeders to an established town, the major economic and political center of the District of Alaska (1884—1912). This history is embodied in Skagway's architecture. Reflecting the general American culture brought into the region during the gold rush, the construction, style, and features of the buildings contrasted sharply with the earlier traditional Native structures and the massive buildings of Russian America. Basically Victorian, many of the structures still stand—making Skagway one of the best preserved examples of turn-of-the-century architecture in the far northwest.

Whether to study the town's influence in Alaskan history or to reconstruct or renovate specific buildings in Skagway itself, it is helpful to understand the architecture of this substantial remnant of the Klondike gold rush. The town's growth, and its architectural development, can be divided into four phases of building activity:

PHASE I, Pioneer Tent City, 1887 to 1897
PHASE II, Gold Rush Boom Town, fall 1897 to spring 1899
PHASE III, Mature Railroad Town, 1899 to 1905
PHASE IV, Tourist Town, 1905 to the present.

Skagway street plan, March 8, 1898.



Fifth Avenue, 1897.

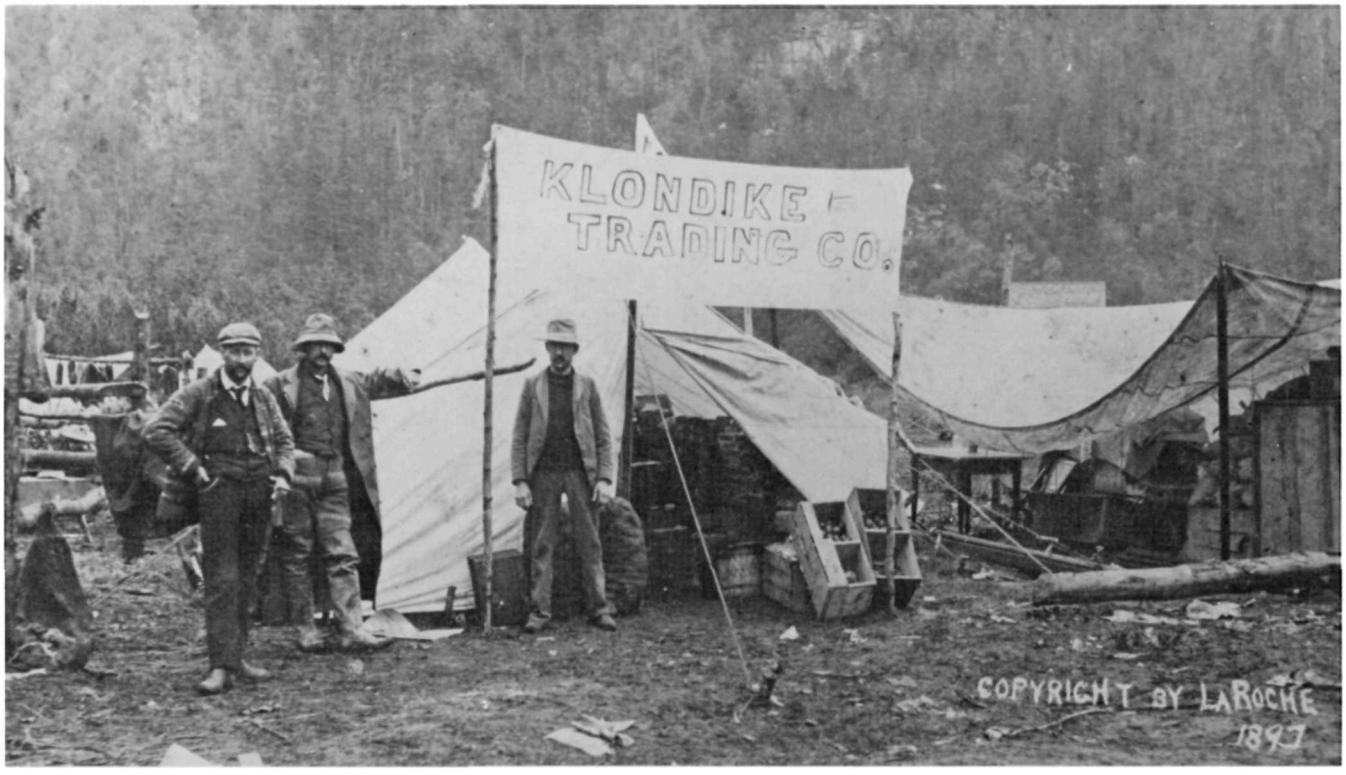
PHASE I
Skagway, A Pioneer Tent City, 1887 to 1897

The first phase of Skagway's development began when Captain Moore and his son Ben constructed the first cabin and ended after the first wave of stampeders built upon the land, after disputes over lot titles had been settled or sent to the courts and after buildings were aligned with the streets instead of the trail. Buildings dating from this period of time tend to be simple in construction and detail. Log cabins, tents, and quickly constructed wood frame structures abounded. During the first days of the stampede, land ownership was undecided. Stampeders were unsure whether gold would continue to be found in the Klondike, and businessmen built with one aim — to make the most money as quickly as possible.

Except for the few log structures, buildings erected during this period tended to be tall and narrow in proportion. Board and batten building fronts were extended occasionally to create false fronts. These were lavishly painted or covered with canvas signs. Tents were all sizes and shapes. Ornamental details were nonexistent. Structures such as the Moore cabin, the Seattle Hotel, and the Goldberg Cigar Store were characteristic of this period. Few of the buildings of this phase have survived. What has been retained is a land use pattern which reflects a definite business orientation toward the east side of the valley as well as a grid of streets, lots, and blocks which reflect the general layout of Skagway during this early period.

Skagway, from the bay, on August 27, 1897. (Photo courtesy of Library of Congress)

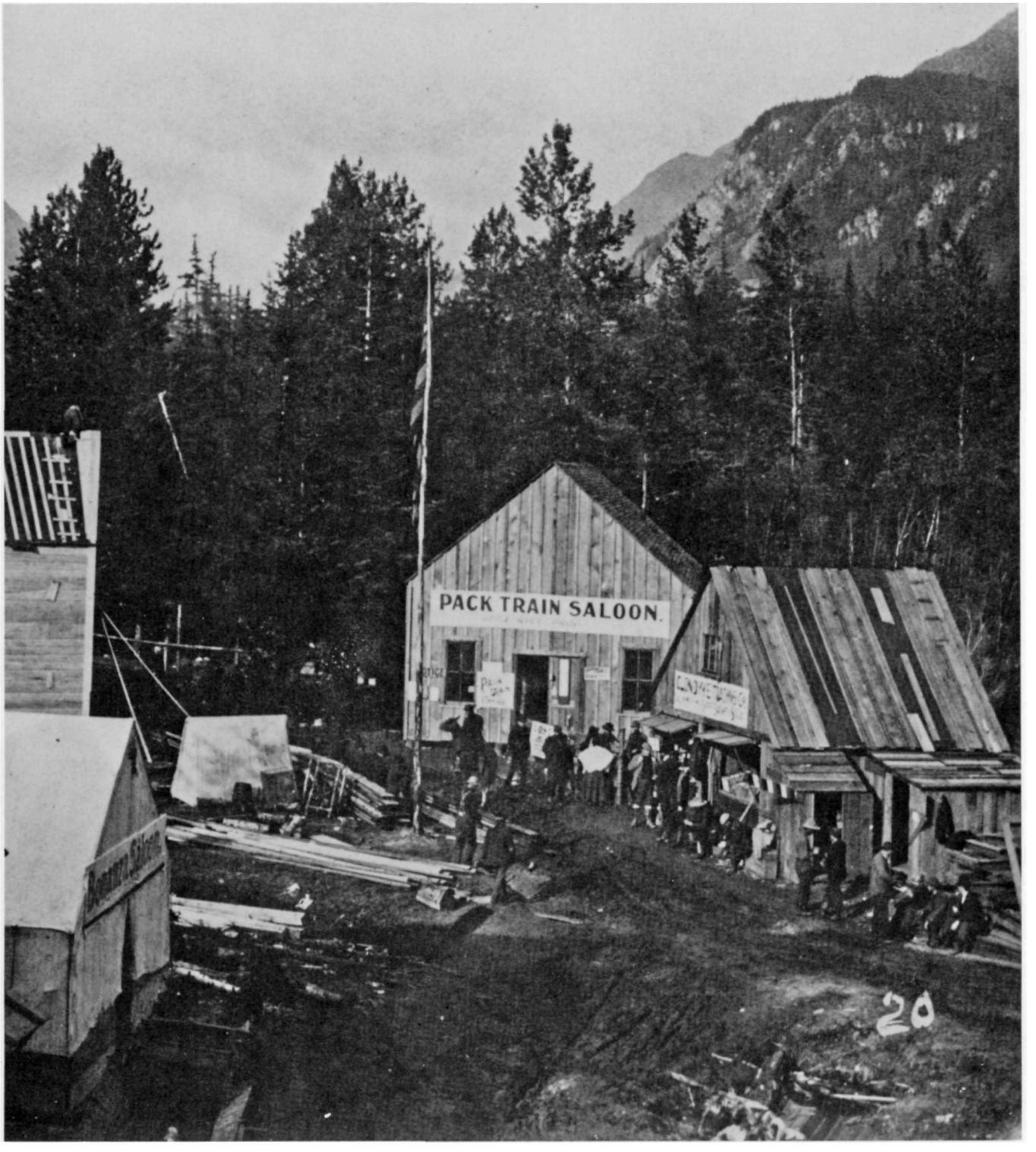




Klondike Trading Co. in 1897. (Photo courtesy of Archives, University of Alaska, Fairbanks)

Clondyke Trading Co. relocated by Frank Reid, the town surveyor known for shooting Soapy Smith.





Buildings constructed in August 1897 were often not aligned with future streets. These structures which stand along Moore's pack trail were later moved; this area is now the center of Broadway and Sixth Ave. (Photo courtesy of Suzzallo Library, University of Washington, Seattle)

The tent city becomes a gold rush boom town.



PHASE II
Gold Rush Boom Town — Fall 1897 to Spring 1899

The second phase has received the most publicity. It is the era of mad dashes for the passes, of crowded saloons, and of Jefferson Randolph "Soapy" Smith, con man extraordinaire. The completion of the railroad over the White Pass and the increase in federal laws (and their enforcement) in the spring of 1899 symbolized the end of the "Days of 98." There was a more intense use of the land during this phase. The construction of building facades along the front of property lines created a nearly continuous linear mass along the streets. Boardwalks were built at different levels and were usually cluttered. False fronts of one, two and three stories were ornamented with painted signs, sign boards, and ornamental advertisement figures — boots, clocks, wooden Indians, and barber poles. Utility lines and telephone poles appeared. Fire towers on Fourth and Sixth avenues loomed over the downtown area while tower-like structures used by breweries were located outside the business district in cramped alley ways such as Hiroshima or Jap Alley, French Alley, and Paradise Alley. One-story cigar stores, saloons, and prostitutes' cribs abounded.

Outside the business district, homes were situated back from the property front and side lines. Each of these small log cabins and wood-frame structures was set in its own frame of trees, grass, and an occasional garden. All of these buildings were considered temporary, filling the quick demand caused by the gold rush. Most have been torn down or have been altered by later additions and renovations, placing their architecture more accurately in a later period.

Because of the accessibility of Puget Sound dealers, construction materials were easily shipped to Skagway on steamships. Unemployed craftsmen were lured north to build the new town, but because profits from the stampede depended on how quickly buildings were available, structures were of poor quality. Fire was a hazard. During 1898—1899 several fires destroyed clusters of buildings, including the grand three-story 50- by 100-foot People's Theater and the 50-room Brannick Hotel. The Mascot and Idaho saloons, the St. James Hotel, and the Hegg Photograph Studio belong to this phase, although they later received new window or facade treatments. The least altered reminders of this era are Jeff Smith's Parlor and the Pacific Clipper Line office. With the completion of the railroad and the change in attitude toward long-term commitments to Skagway, the second phase ended.

Fourth Avenue at State, "Hotel Row," in 1898; only the St. James remains.
(Photo courtesy of Suzzallo Library, University of Washington, Seattle)





The Miners Hotel at one time stood on the corner of Broadway and 4th. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)

Hegg Photo Studio about 1900. (Photo courtesy of Suzzallo Library, University of Washington, Seattle)



Goods Forwarded Without Delay. Rates Cheap.

NELSON & ANDERSON

PACKERS AND FORWARDERS . . .

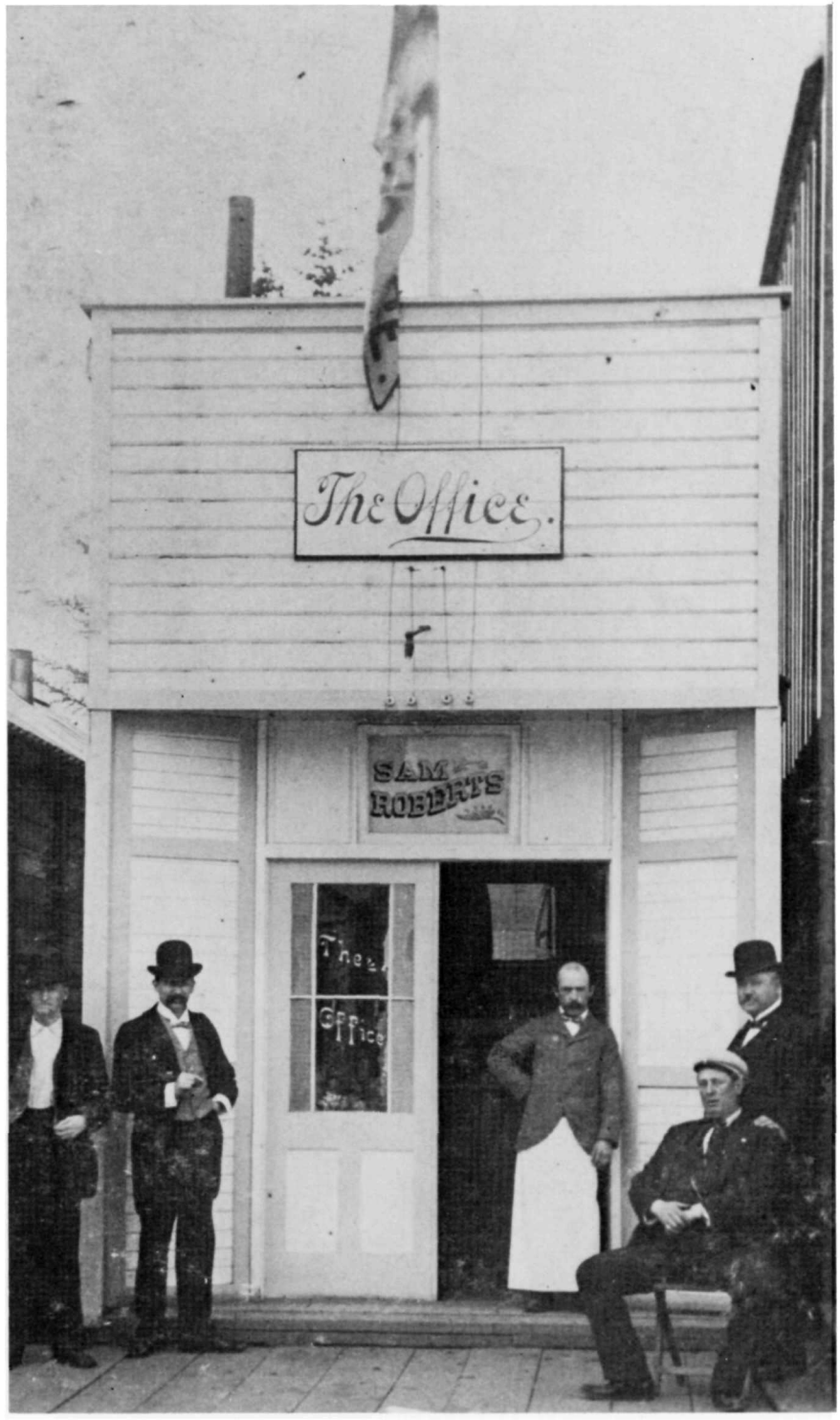
Skaguay to Lake Bennett.

OFFICE:
ANDERSON HARDWARE STORE.
RUNNALLS ST.

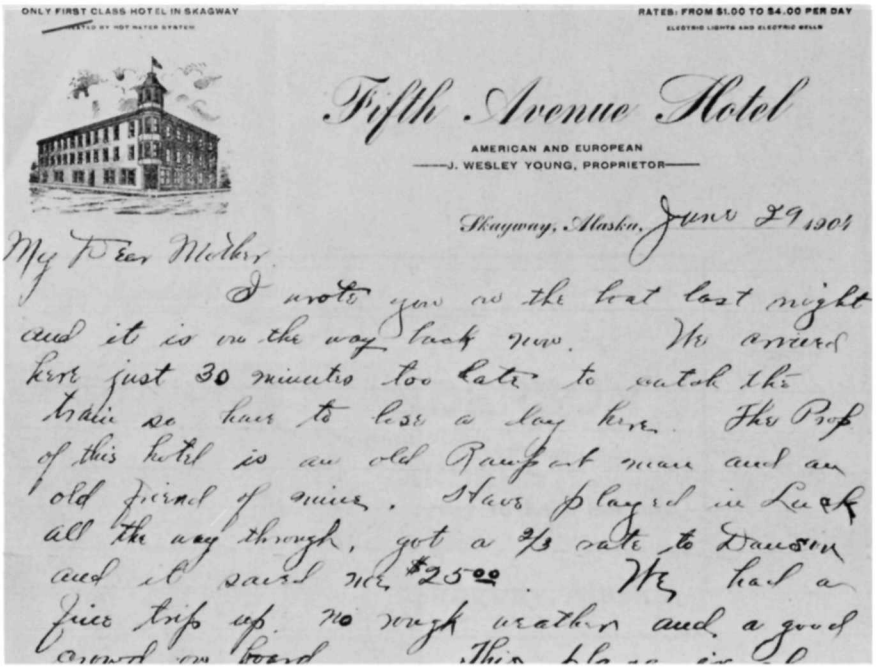
Skaguay, Alaska.

Anderson Hardware, northeast corner of 6th and State, about 1899. (Photo courtesy of Alaska Historical Library, Juneau)





Saloon, 5th Avenue, 1898. (Photo from the J. G. Price Collection, courtesy of Archives, University of Alaska, Fairbanks)


ONLY FIRST CLASS HOTEL IN SKAGWAY

RATES: FROM $1.00 TO $4.00 PER DAY

Fifth Avenue Hotel

AMERICAN AND EUROPEAN

J. WESLEY YOUNG, PROPRIETOR

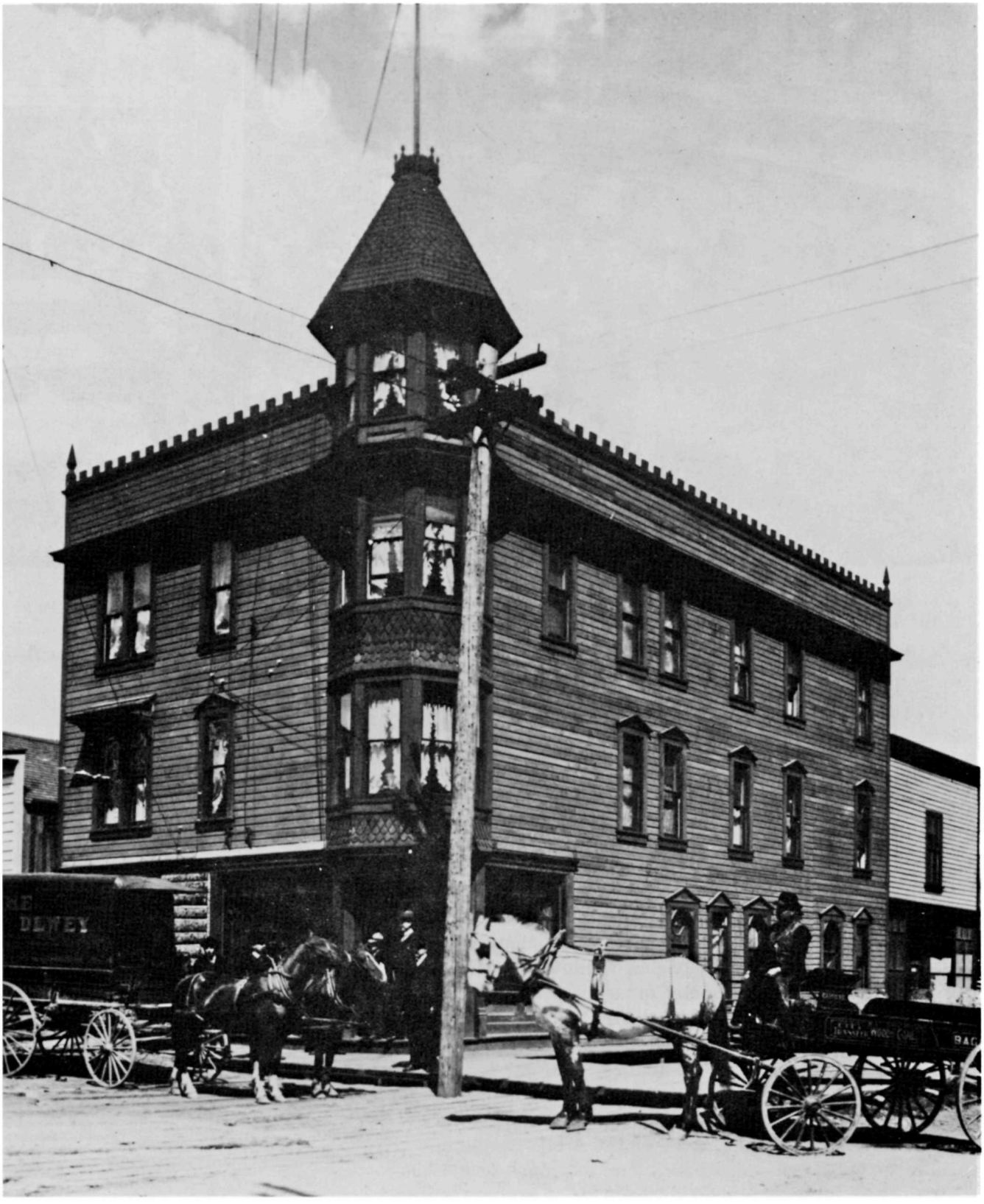
Skagway, Alaska, June 29 1901

My Dear Mother.

I wrote you on the boat last night and it is on the way back now. We arrived here just 30 minutes too late to catch the train so have to lose a day here. The Prop of this hotel is an old Rampart man and an old friend of mine. Have played in Luck all the way through, got a 2/3 rate to Dawson and it saved me $25.00. We had a fine trip up. No rough weather and a good crowd on board. This place is so

Fifth Avenue Hotel, about 1900. (Photo courtesy of Alaska Historical Library, Juneau)

The Hotel Dewey in 1902; the hotel was built in 1898 and it burned in 1940.
(Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)



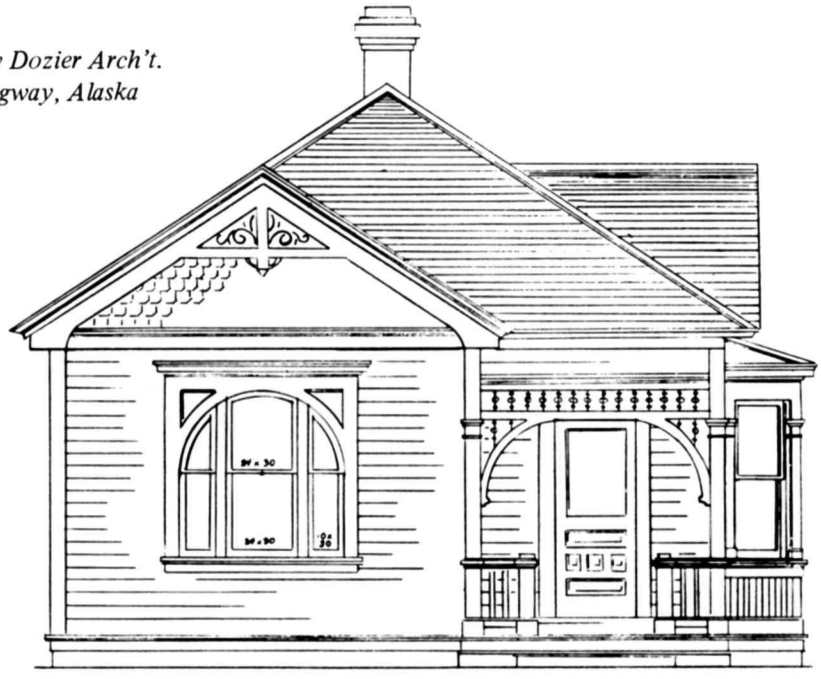


The WP&Y Route train arriving in downtown Skagway. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)

PHASE III
Skagway, A Mature Railroad Town, 1899 to 1905

The third phase began when the rails reached from the ocean to the headwaters of the Yukon River in 1899 — the sign that Skagway had succeeded in its ambition to be the dominant gateway to the interior. It is best known as a period of sturdier buildings, of churches and fine residences, of a new morality, and of town pride. Beginning about 1899 and continuing through the next decade, building styles became more elaborate and complex. This change was greatly facilitated by the establishment of scheduled steamer service to Puget Sound cities and by the development of the White Pass & Yukon Route transportation system. Larger and heavier tools, materials, and building elements became available. Plate glass windows replaced multi-pane display windows. Pressed metal ornamental details appeared on facades. Imported machinery and the arrival of skilled craftsmen and architects improved the sophistication of construction. Many of the structures built at this time were multi-storied, well constructed, and elegantly detailed. Garish signs were replaced by appealing facades; canvas awnings appeared, as did bay windows and electric display lights. Rustic details, such as those on the Arctic Brotherhood Hall and Pantheon Saloon, added a representative touch of Alaskan rustic

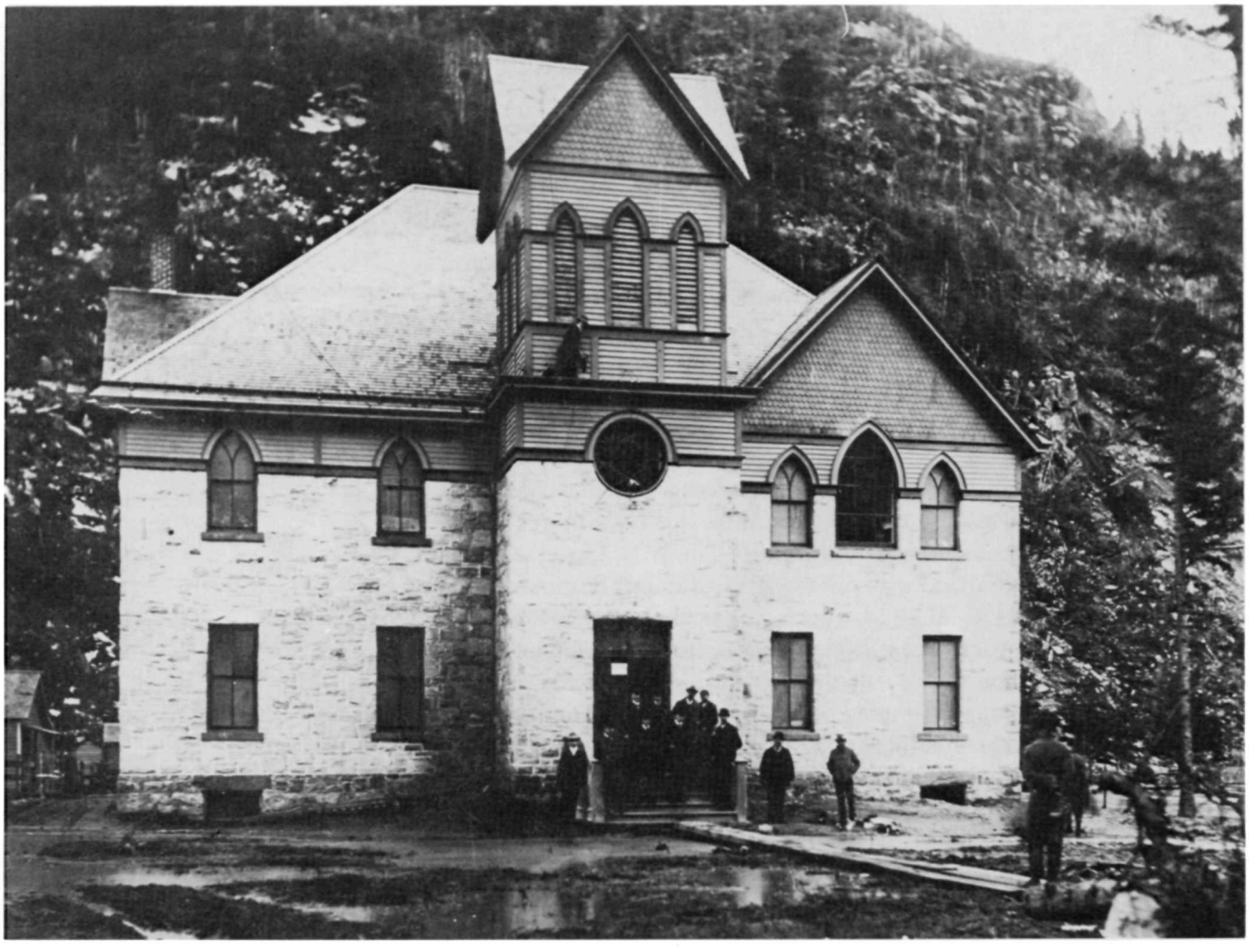
Henry Dozier Arch't.
Skagway, Alaska



Front Elevation

Main Street residence; demolished.

U.S. Courthouse (McCabe College). (Photo from the Laura M. Hills Collection, courtesy of Archives, University of Alaska, Fairbanks)



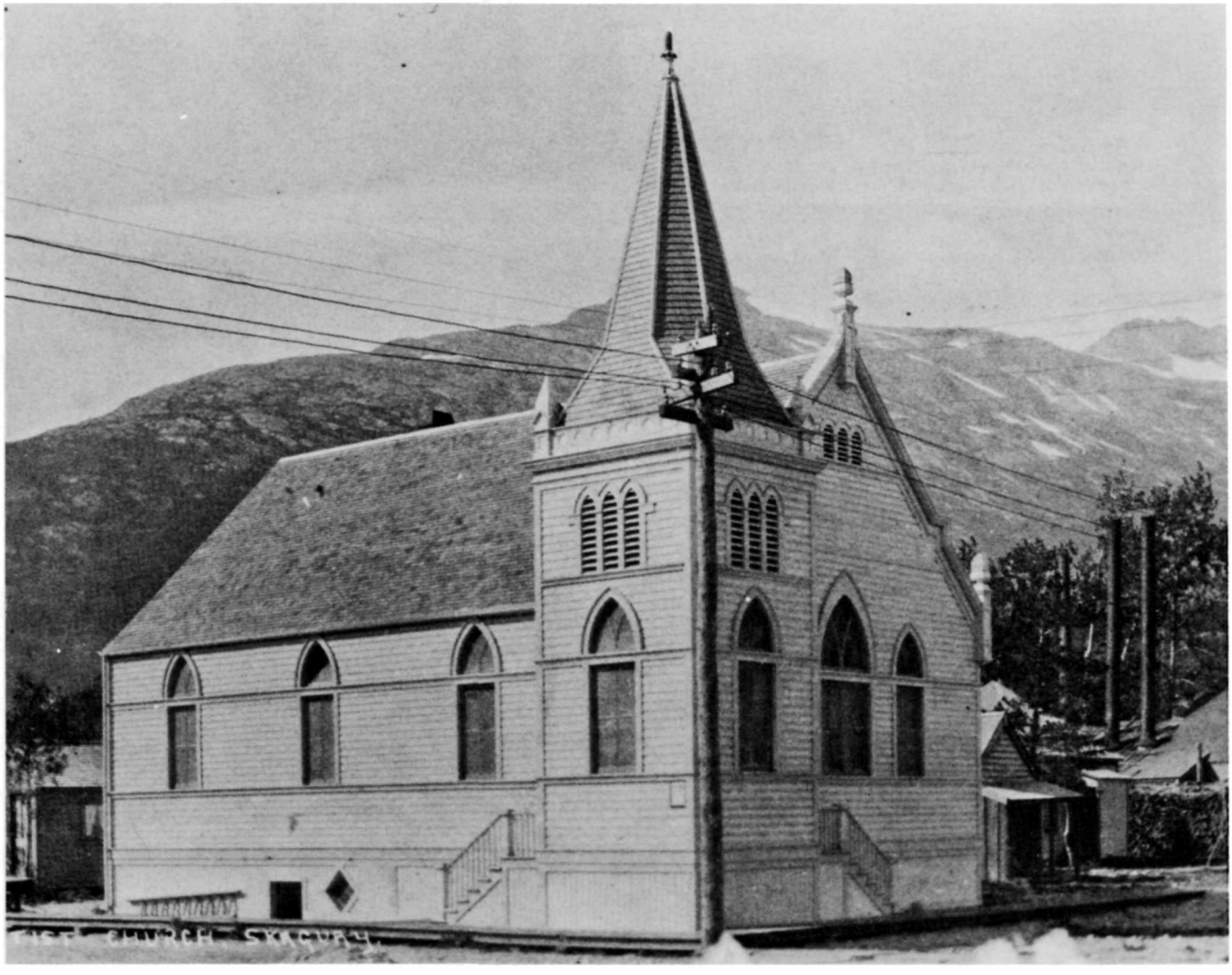


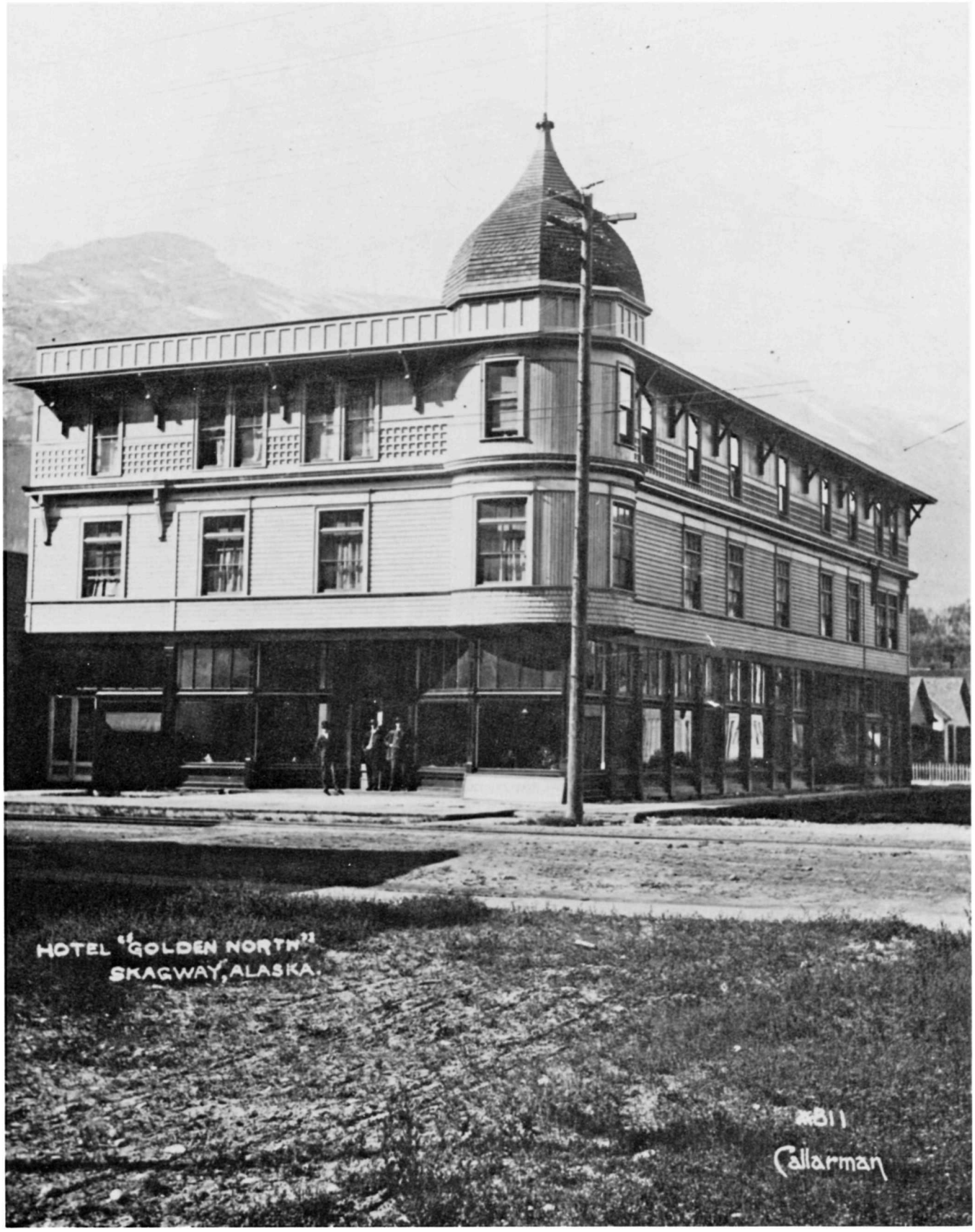
Twelfth Avenue School; built 1901-1902. Demolished. (Photo courtesy of Bancroft Library, University of California, Berkeley)

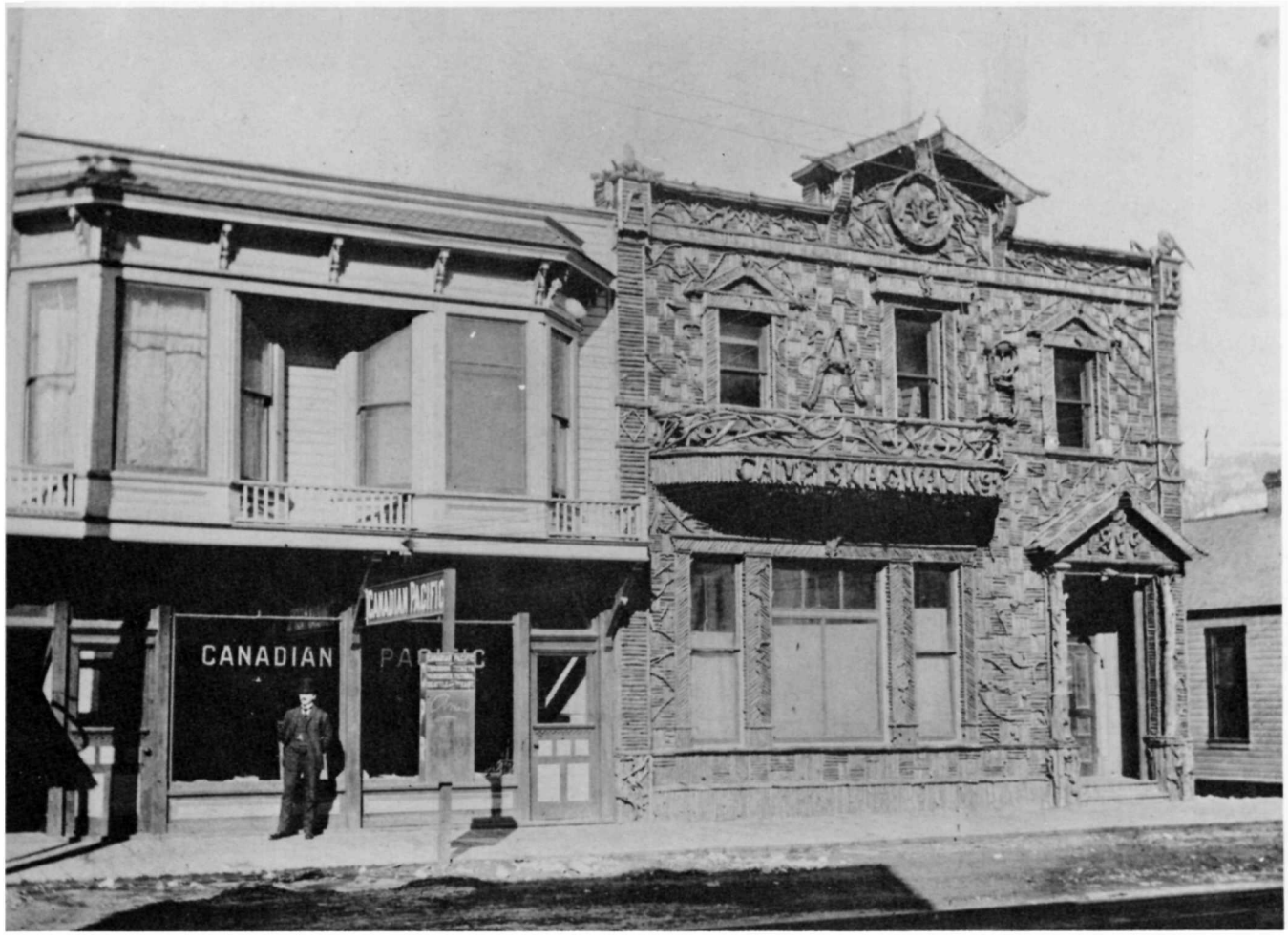
rugged individualism, but they still fit into the verticality and symmetry of Skagway's Victorian architecture. During this third phase, city and public efforts strived for permanence. City ordinances changed the streetscape by requiring all sidewalks to be on one level and by mandating brick chimneys. The Methodists built the only granite structure: the two-story McCabe College, one of Alaska's first institutions of higher education.

The origins of residential design in Skagway are commonly traced to the popular Queen Ann style. Henry Dozier, a Seattle architect hired by the White Pass & Yukon Route, used this style in designing cottages for the railroad company officials. The W.H. Case residence combines Victorian Gothic with Queen Anne details. Some residences mixed features from so many different styles that they are best classified simply as Victorian mélange. Exceptions to the Queen Anne residential styles stand out, particularly Captain Moore's "steamboat" mansion (now the Pullen House) and the bungalo-style homes along Main Street. It is probable that most of these designs were derived from pattern books, although professional architects had offices in Skagway. The work of professional architects is best seen in public buildings such as the Twelfth Avenue School, Elks Hall, WP&Y Railroad Building and Methodist Church (on the corner of Fifth and Main).

Baptist Church, Skagway, n.d. (Photo courtesy of Anchorage Historical and Fine Arts Museum)




HOTEL "GOLDEN NORTH"
SKAGWAY, ALASKA.
Callarman



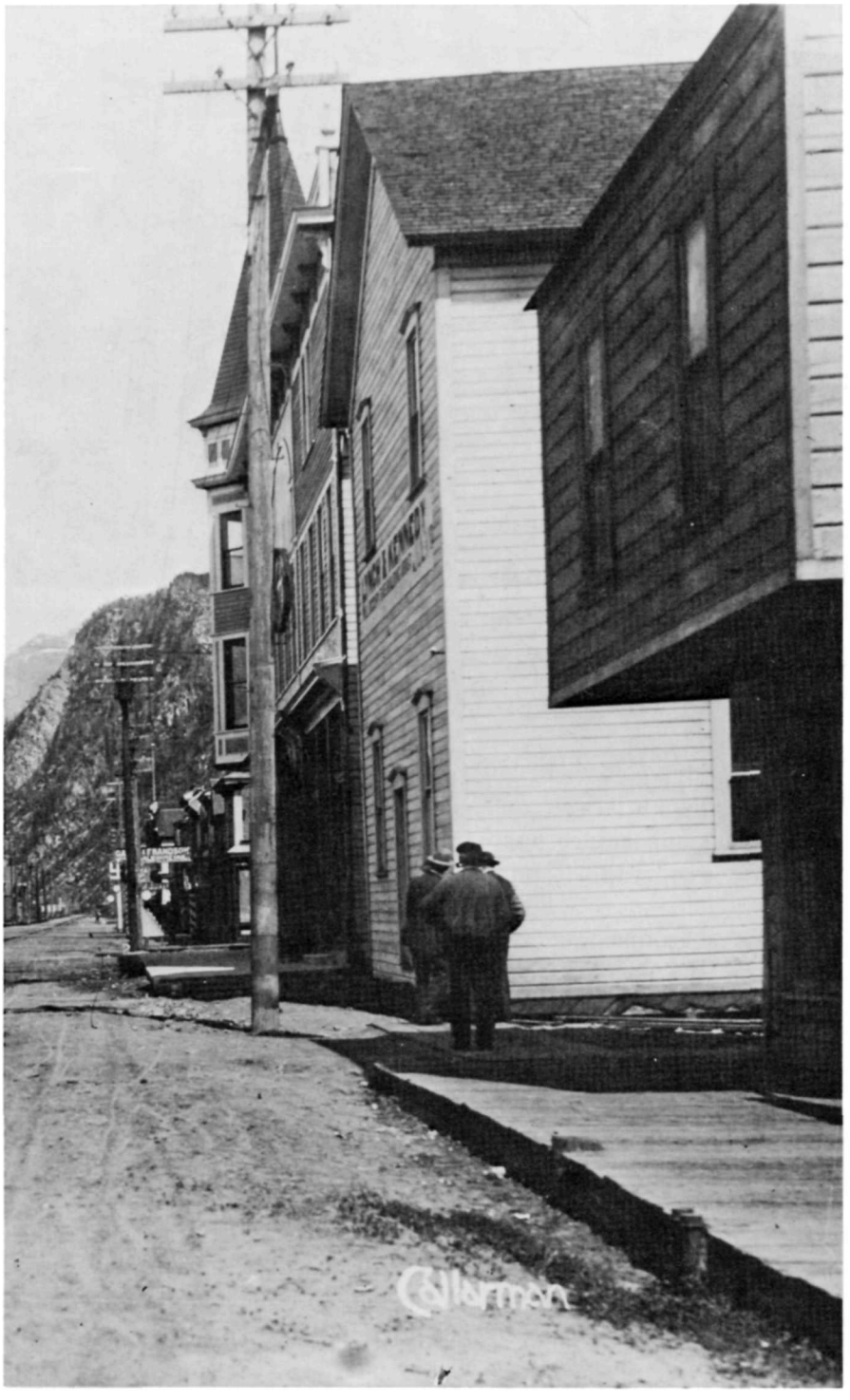
The Washington and Alaska Steamship Company office and the Arctic Brotherhood Hall, about 1910. (Photo courtesy of Provincial Archives, Victoria, B.C.)

PHASE IV
Skagway, A Tourist Town, 1905 to the present

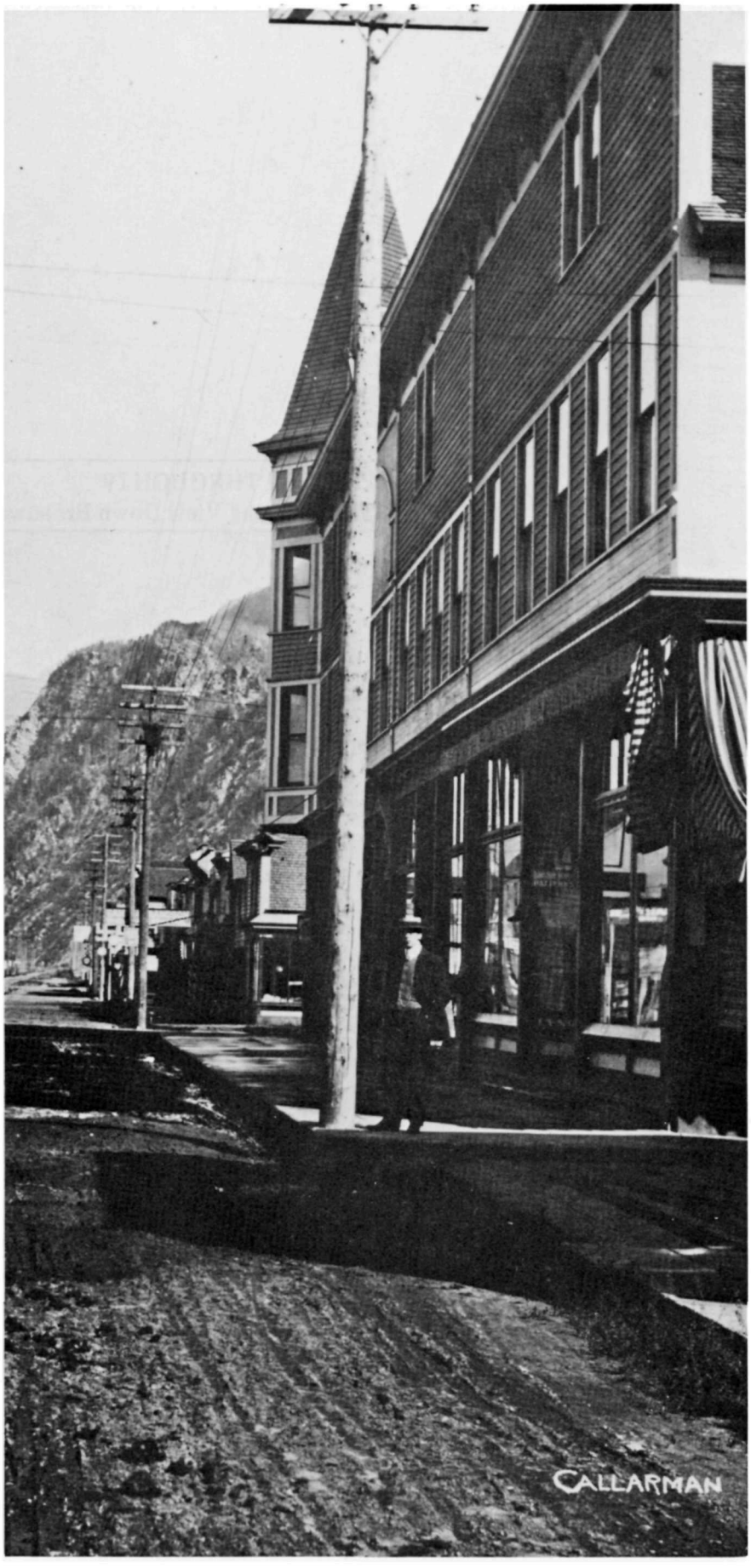
The fourth phase of building activity was influenced by tourism as well as by a brief economic spurt in 1908. A local drive to improve the town's appearance was part of a reaction to criticism about Skagway's being the "scrap heap of creation," as one visitor phrased it.

Local groups organized to clean up the town, and civic improvements at first meant tearing down early gold rush era shacks. By 1907, however, businessmen were suggesting the creation of a New Skagway by building a business corridor along Broadway Avenue. They actually used little new construction; instead people merely moved structures from other parts of town onto Broadway. The Golden North Hotel was moved and a third floor added. The Trail Inn/Pack Train bar complex had been two army barracks which were moved to Broadway and adorned with an exuberant three-story facade, 100 feet long, with a corner tower. The avenue's new appearance was due to new architectural styles; in fact, the facades built in 1908 could have been built in 1900 or earlier. However, the overall townscape had changed. The major businesses that once lined Fourth, Fifth and Sixth avenues, were now shifted 90 degrees to face the railroad tracks down Broadway.

Hotel Golden North. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)



Moved from Sixth Avenue, the former U.S. Army Barracks became Lynch and Kennedy Dry Goods in the summer of 1908. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)



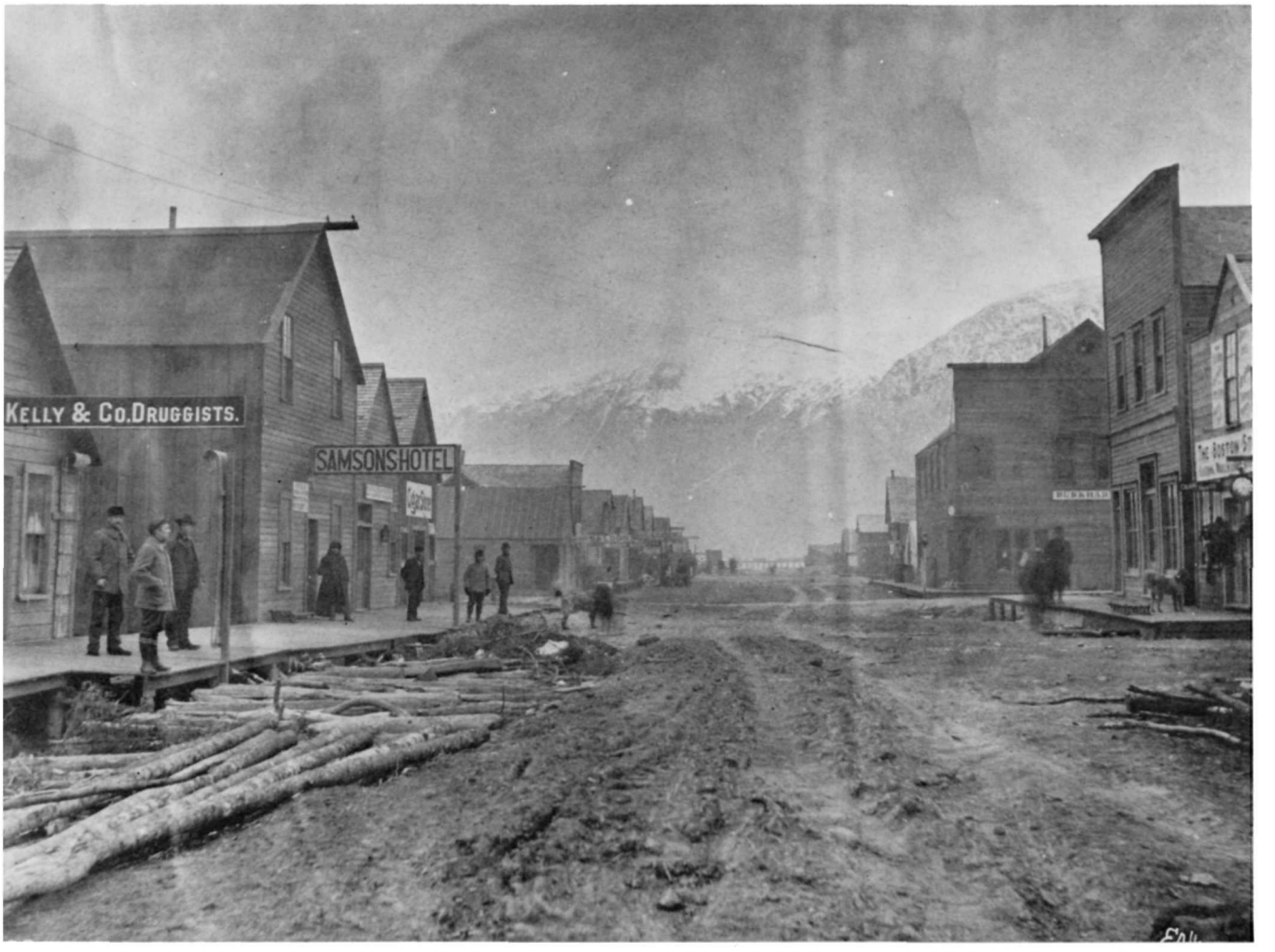
Lynch and Kennedy Dry Goods about 1910, in what is now the Pack Train/Trail Inn complex. (Photo from the Barley Collection, courtesy of Yukon Archives, Whitehorse)

PHASES I THROUGH IV
The Changing View Down Broadway

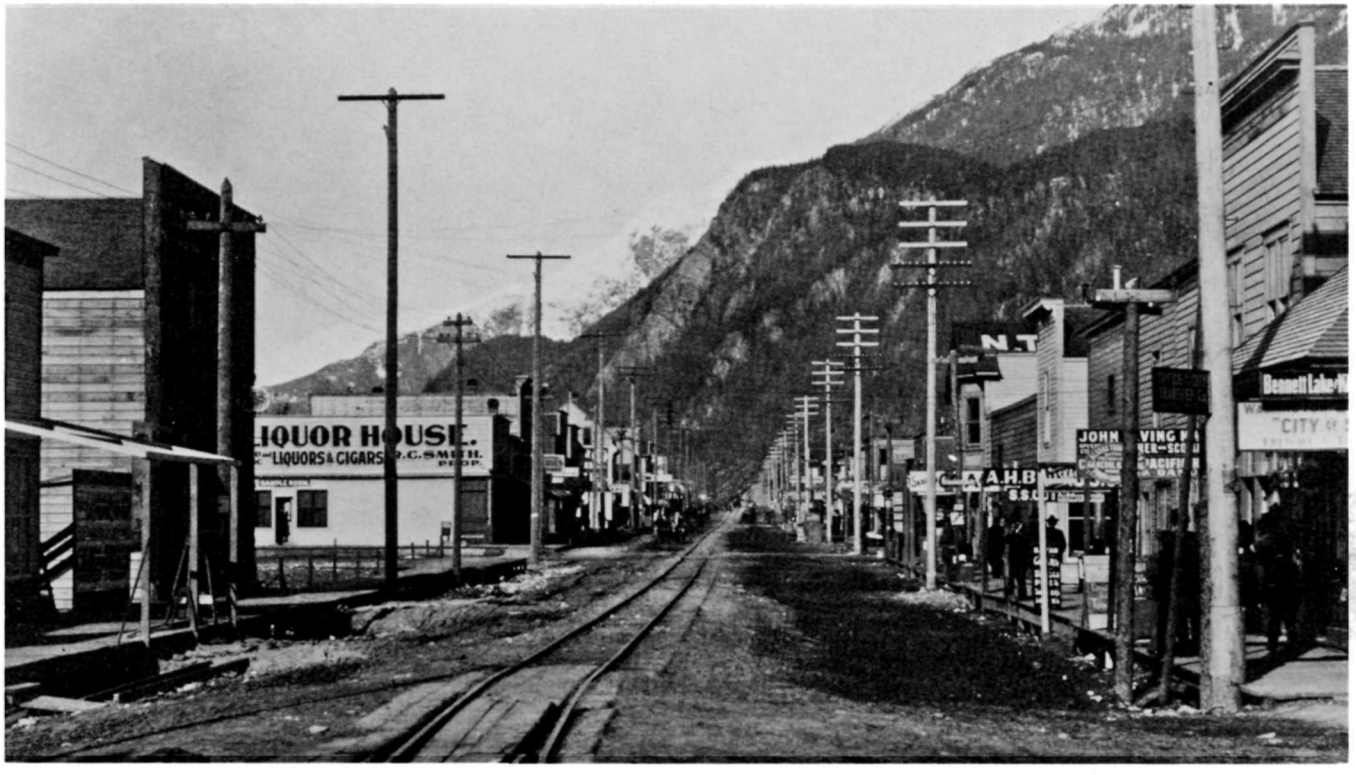
In August 1897, Broadway was lined with tents. (Note the street sign above the tent to the left.)



By December 1897, Broadway began to appear as a city street.



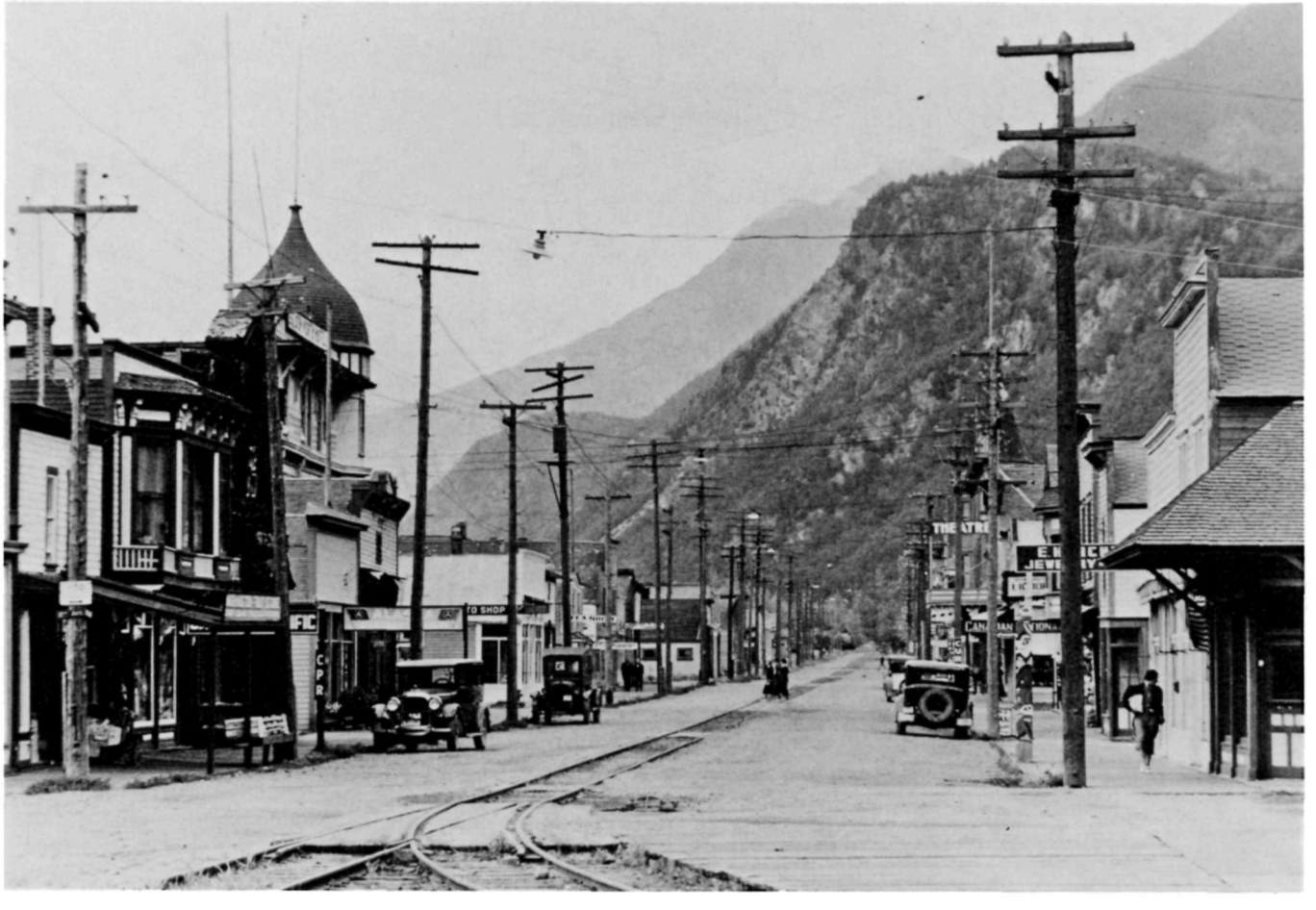
Skagway in transition, before the towered buildings appeared on Broadway but after laws requiring brick chimneys and one-level boardwalks, 1899.



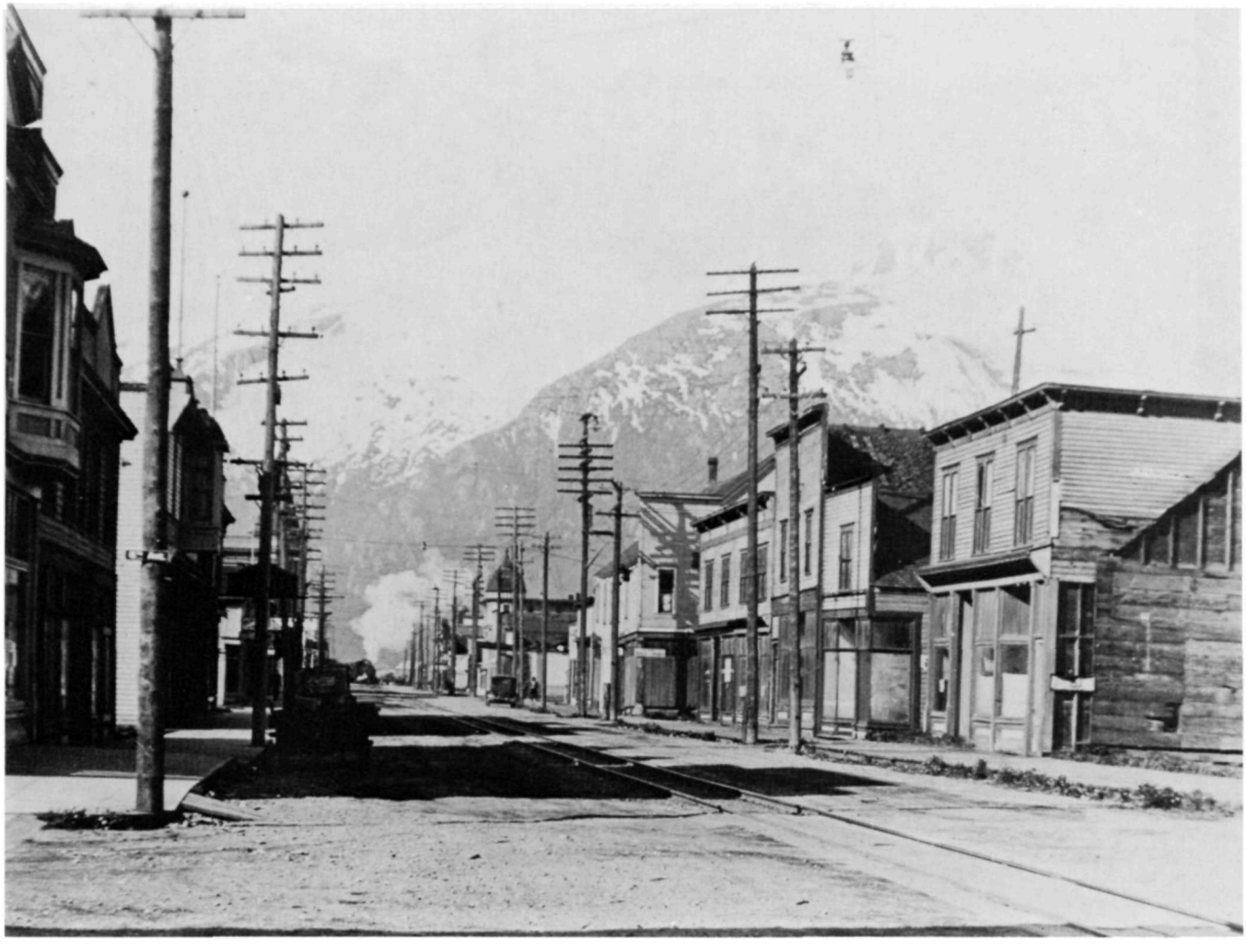
Broadway, looking south from 5th, at its peak development about 1910. (Photo courtesy of Suzzallo Library, University of Washington, Seattle)



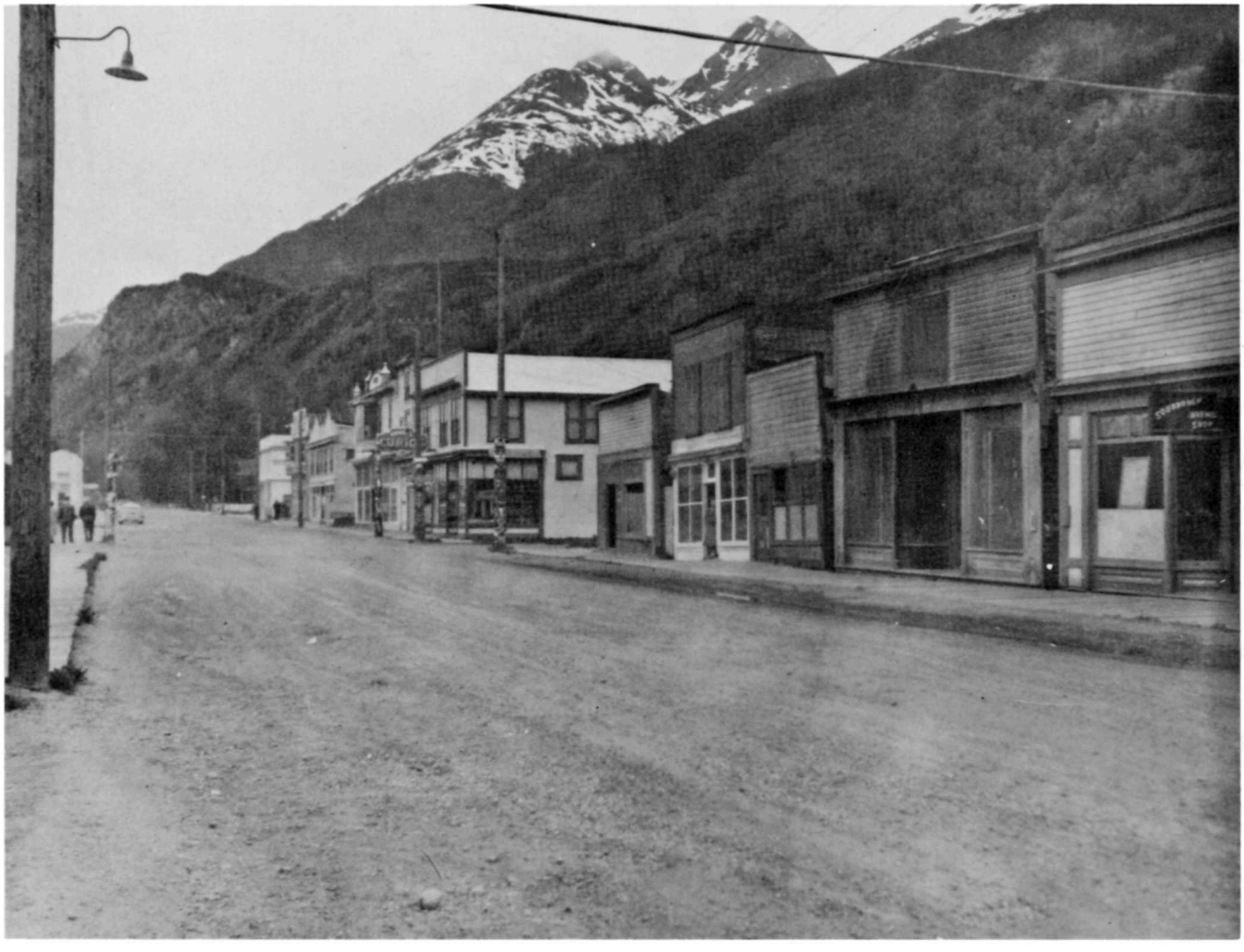
Broadway, 1920s. (Photo from the Skinner Collection, courtesy of Alaska Historical Library, Juneau)



A declining Skagway: Broadway Avenue in the 1930s. (Photo from the Skinner Collection, courtesy of Alaska Historical Library, Juneau)



Broadway Avenue in 1959; half of the structures shown here were demolished within a decade.



Broadway Avenue in 1979. Restoration of Mascot Saloon underway at right. (Meg Jensen photo)



July 4 tug-of-war contest on Broadway Avenue about 1910.



4

BROADWAY AVENUE, SKAGWAY

What was it like to walk along Broadway Avenue in gold rush Skagway at its peak? A sourdough standing at the corner of Fifth and Broadway would see a wall of false-fronted, wooden buildings with bright signs, awnings, boardwalks, crates and — most likely — mud. Two church steeples towered to the northwest with the beginnings of a residential district below them. To the southeast, down Fifth, squared-off lots jutted out from the corner of Ben Moore's hard-held homestead. A fence angled across Fifth Avenue marked the land claims boundary and the official start of Moore's abandoned White Pass Trail. The fence still stands.

The rest of town, however, appeared square and orderly with buildings evenly lined up with their frontages on the 50-by-100-foot lots. A continuous, solid face of false fronts, two and sometimes three stories high, lined Broadway from the depot to past Seventh.

Broadway Avenue between Second and Seventh is the core of Skagway's Historic District. The following streetscapes of this area, which are drawn from historic and modern photographs and from the structures still standing, show the early façades of the buildings lining Broadway — many of the buildings seen by our sourdough at the turn of the century. Contemporary visitors see Broadway as it appears in the accompanying photographic composites pieced together in 1977. (Note that the number beneath each building is keyed to the Historic District maps and building histories in the appendix.)

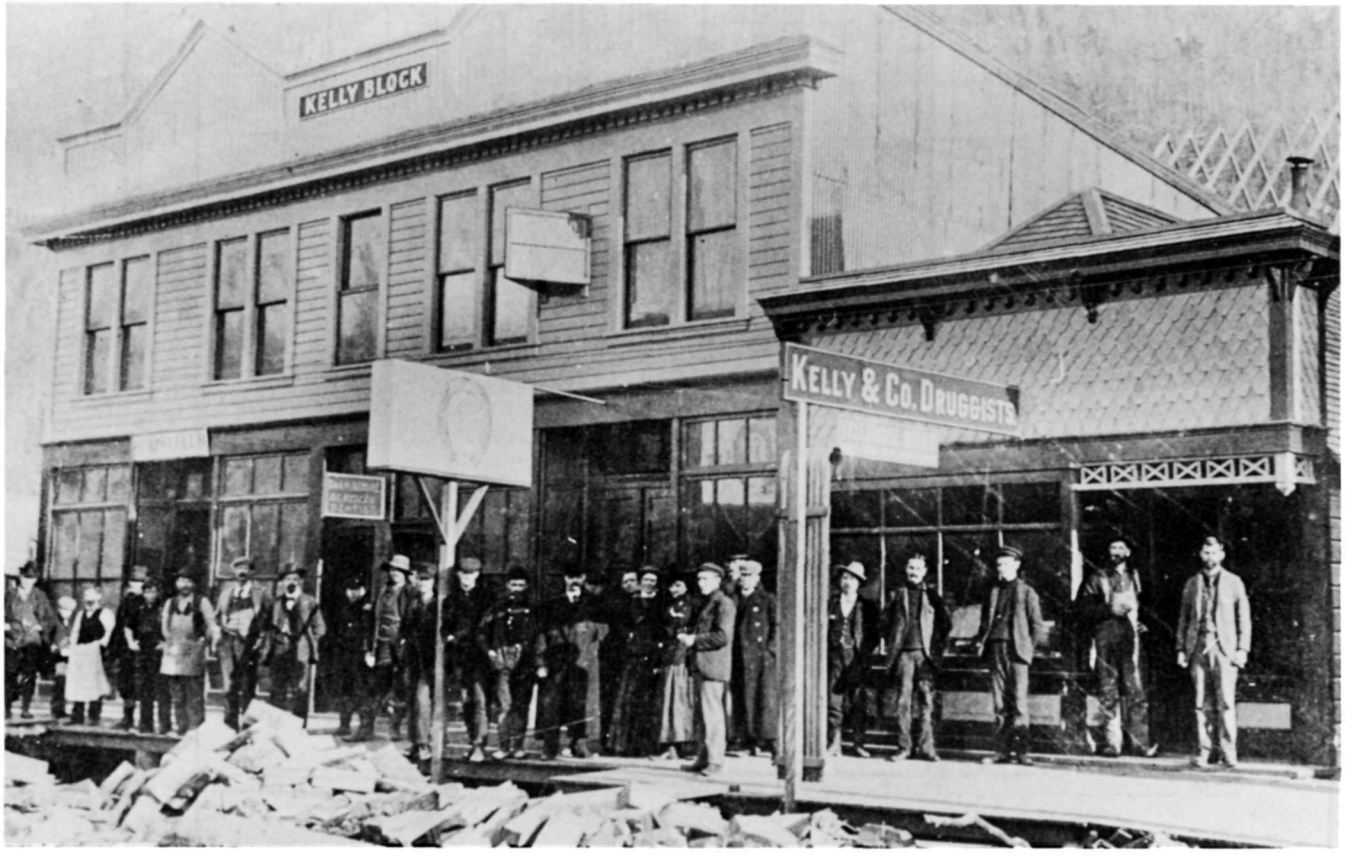
The architectural streetscapes represent the front of each building at its earliest known appearance, unless this early appearance does not include the major features known today. Rather than draw Broadway at a set time period, say 1898 or 1900, which would have omitted several key structures, each presently standing building was recreated to look as it did at the time it was constructed. However, since some of the early structures were mere shacks or very simple gable-roofed



sheds — which only later received their distinctive false fronts and decorative trim, they are shown at their earliest "distinctive" appearance. Thus, the Pack Train complex is drawn with the ornate, towered facade added in 1908 and not as it appeared earlier as the army barracks with a simple gable roof.

Non-historic, recent buildings are drawn to represent their original 1960s or 1970s appearance; no attempt was made to add a "historic" façade over a non-historic building. Outlines or "ghosts" of structures which once stood on the now vacant lots on Broadway are included to help fill in the solid wall of shops and stores that once faced this street.

These two photos illustrate the facade changes along Broadway. Note the new face added to the Kelly & Co. Druggist's building in the spring of 1898; the construction debris in the foreground was used as fill in the street. (Photos courtesy of Alaska Historical Library, Juneau)



SKAGWAY HISTORIC DISTRICT

DISTRICT MAP - 1979





SKAGWAY HISTORIC DISTRICT

KLONDIKE GOLD RUSH NATIONAL HISTORICAL PARK

BROADWAY

STREET · EASTSIDE

36A





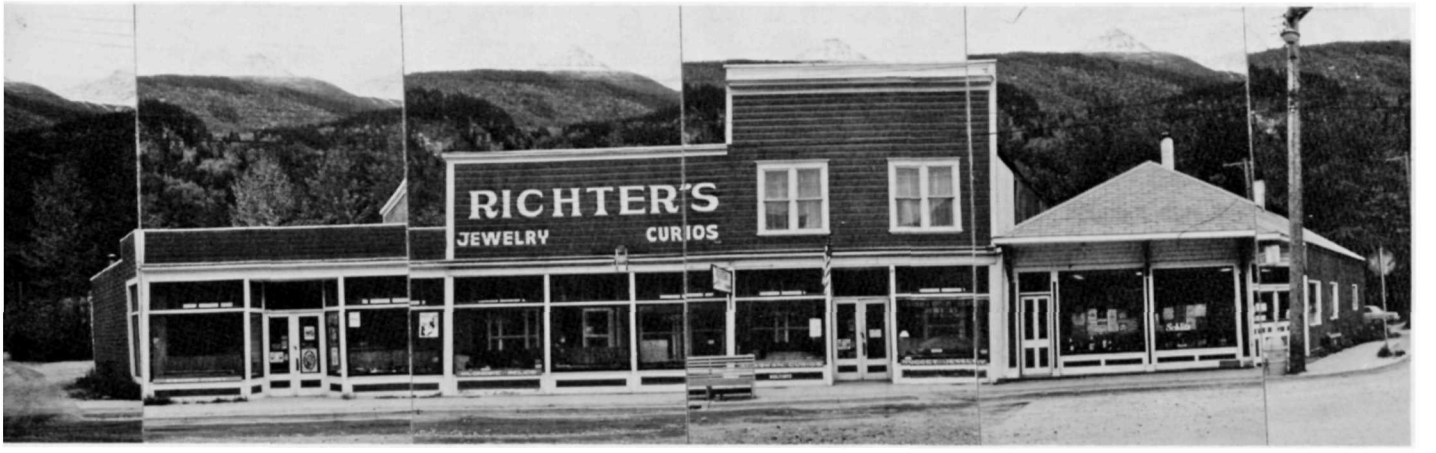
THIRD AVE.

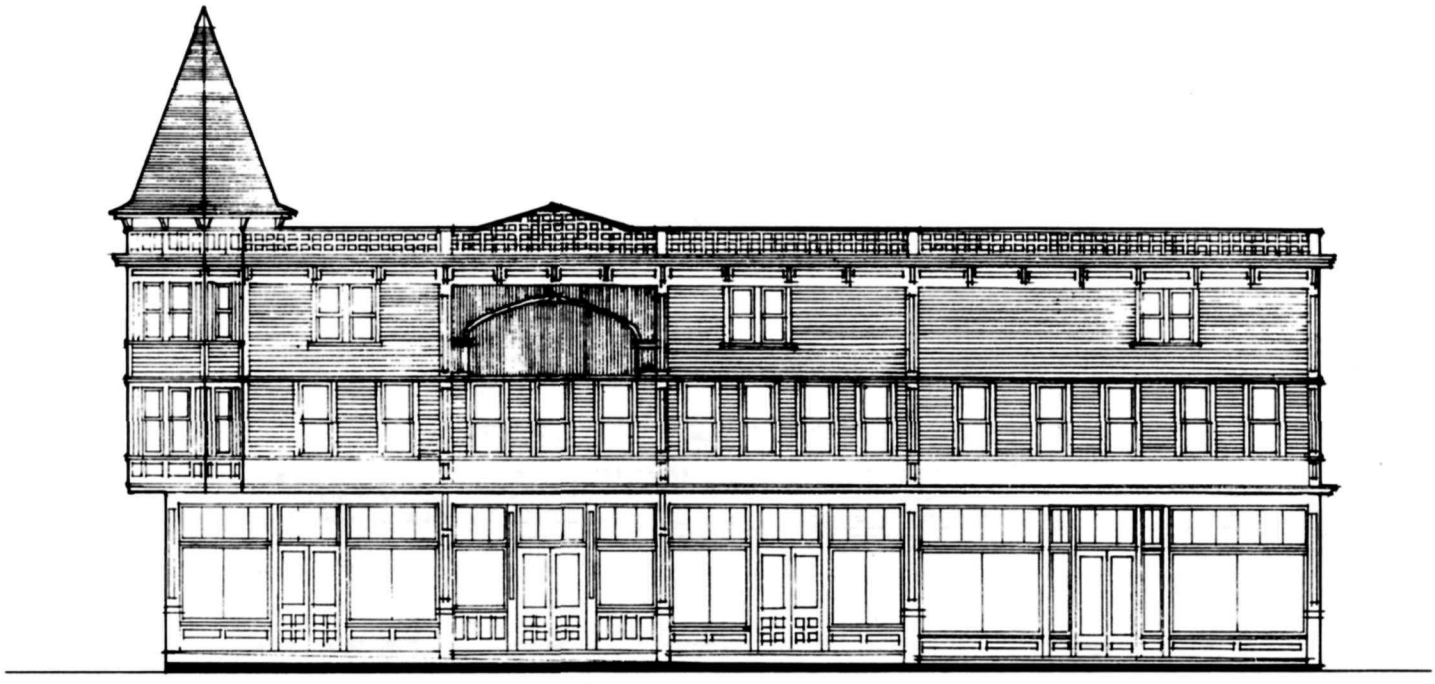
35H 35G 35F 35E 35D





35C 35B 35A

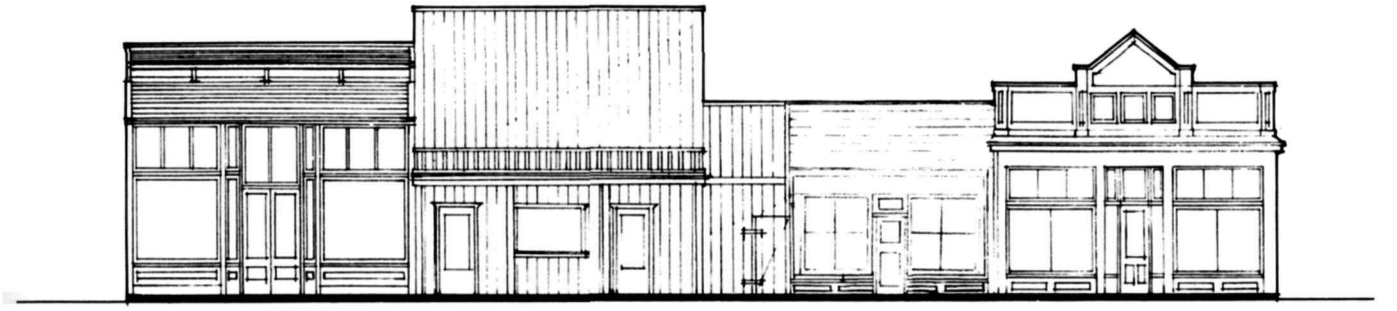




FOURTH AVE.

26F **26E**

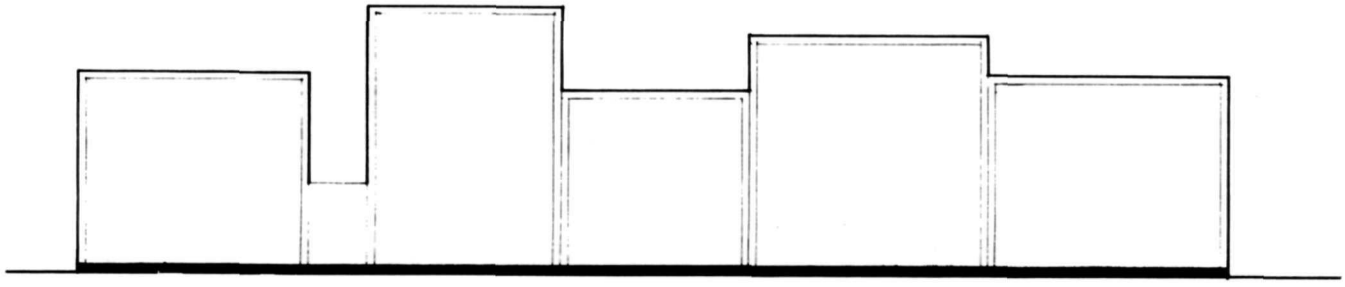




THIRD AVE.

26D **26C** **26B** **26A**

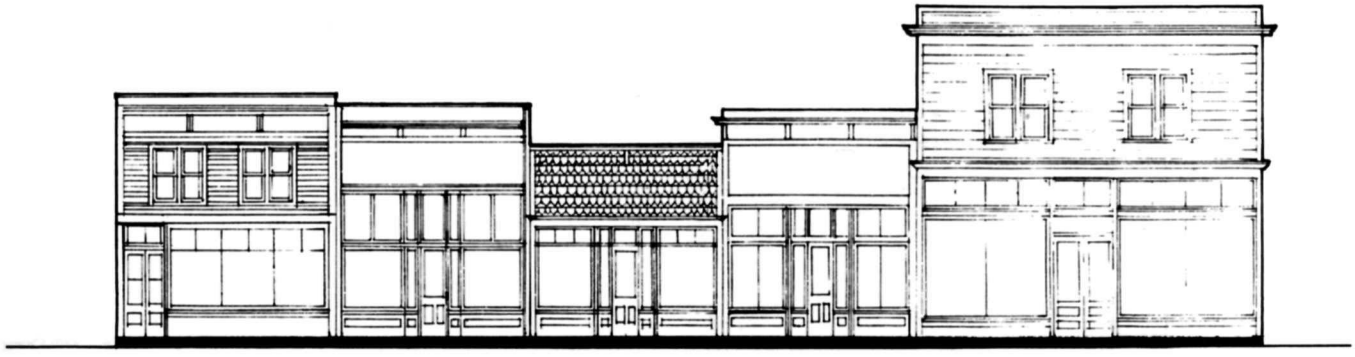




FIFTH AVE.

25E





FOURTH AVE.

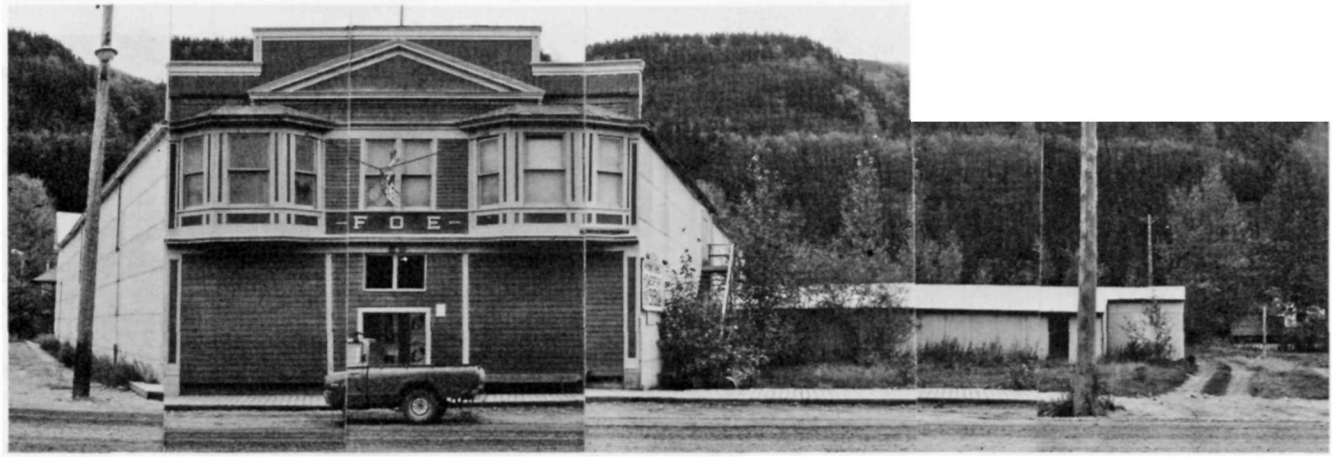
25D 25C 25B 25A





SIXTH AVE.

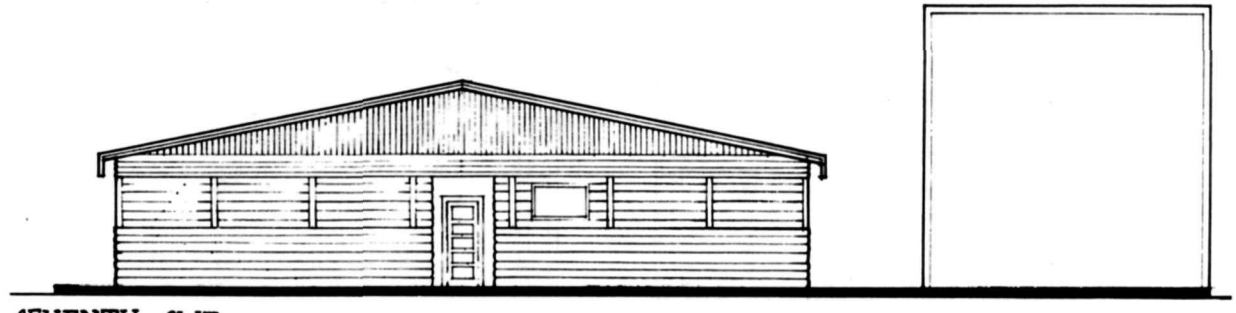
24B





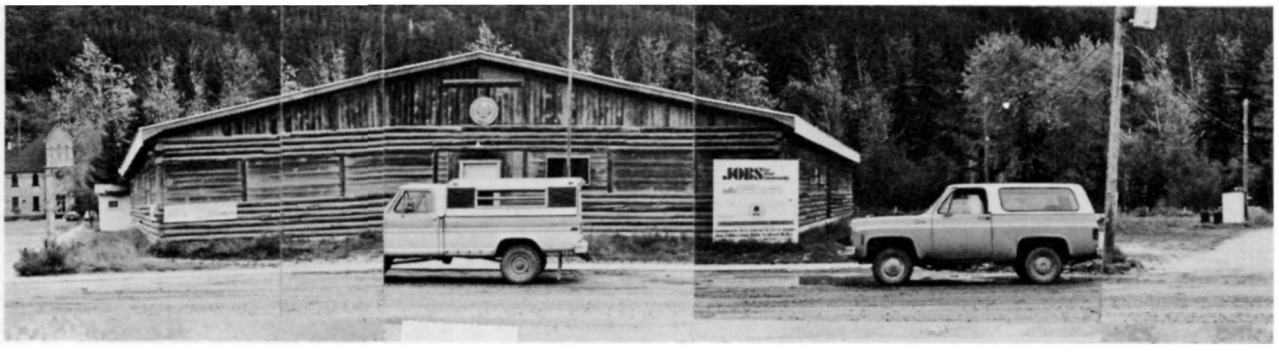
1G 25E 24A





SEVENTH AVE.

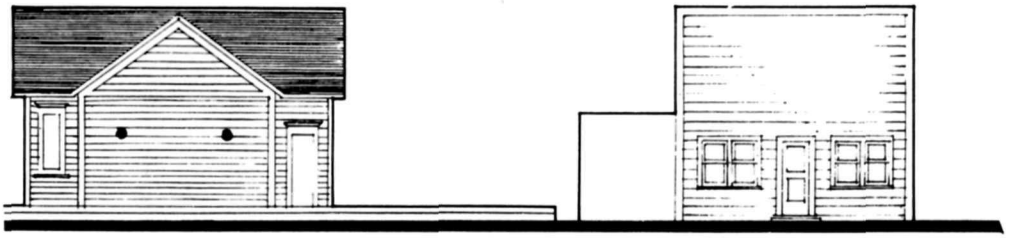
23B





23A





SECOND AVE.

BROADWAY
STREET-WESTSIDE

37C

37A





SECOND AVE.

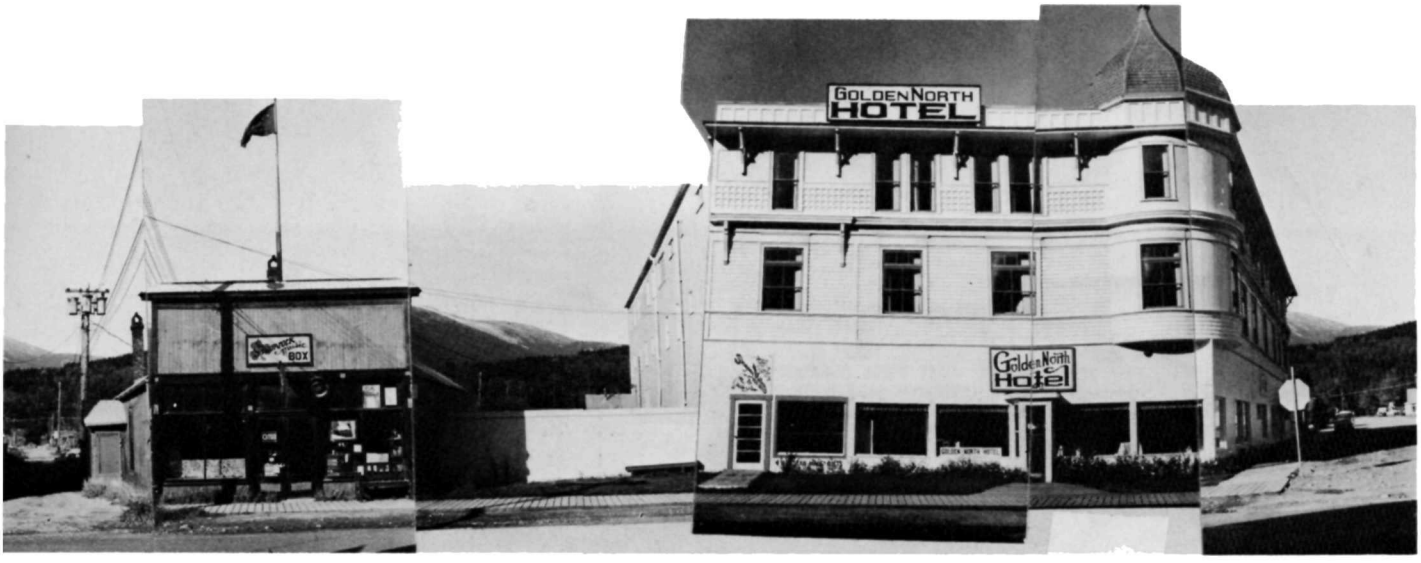
34A **34B** **34C** **34D**

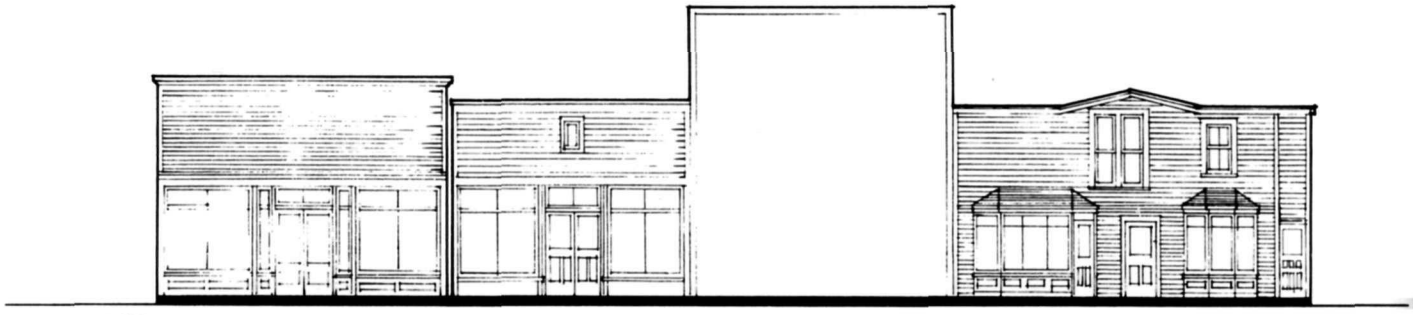




34E

34F





THIRD AVE.

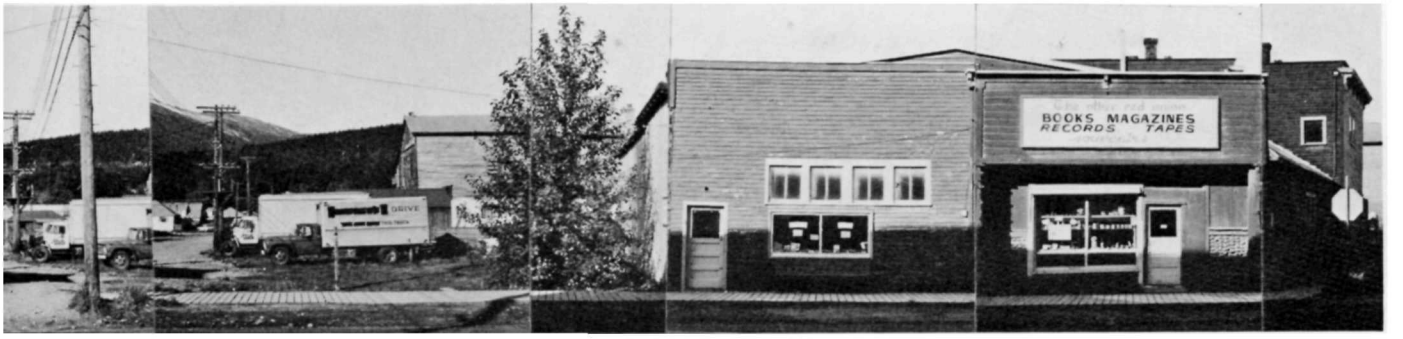
27A **27B** **27C**





FOURTH AVE.

27D





FOURTH AVE.

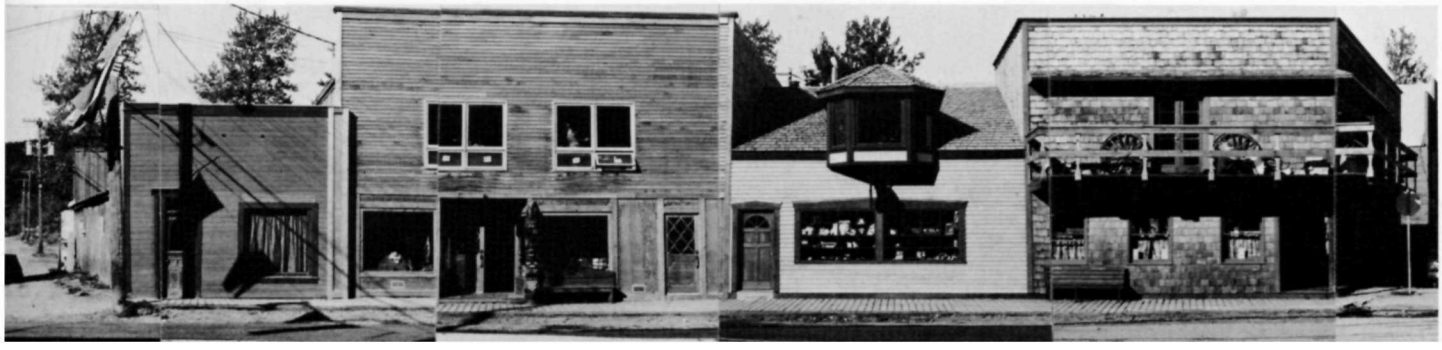
1A 1B 1C 1D





FIFTH AVE.

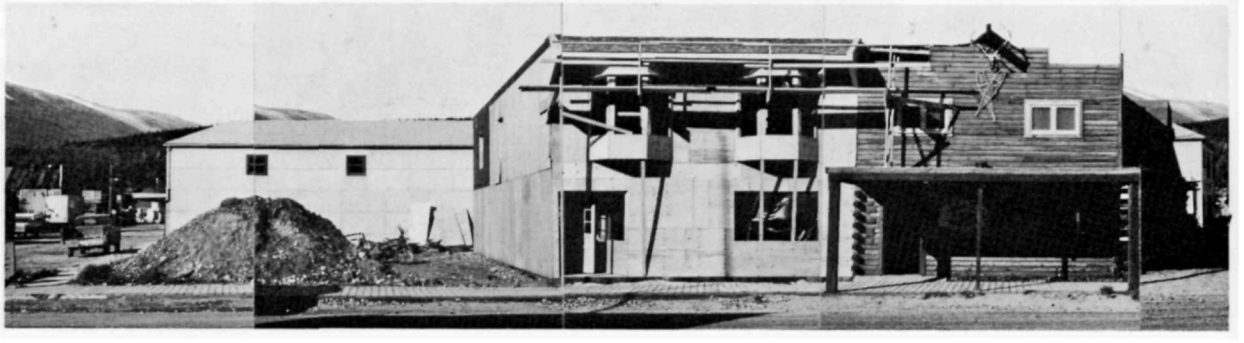
1E 1H 1I 1J

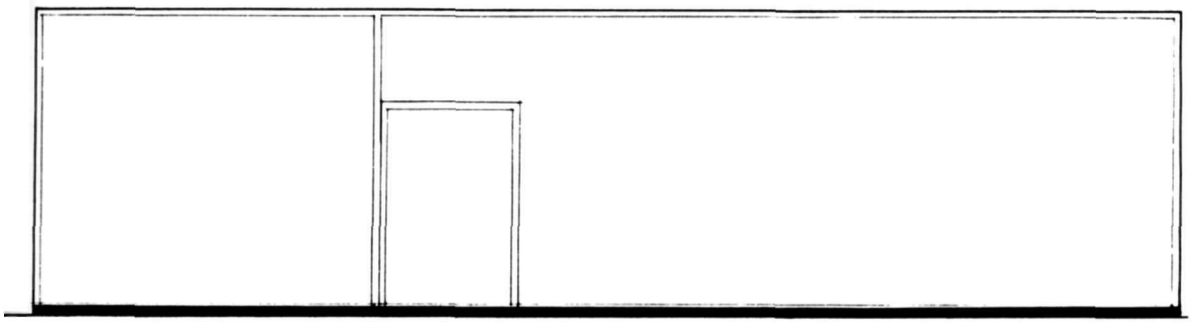




FIFTH AVE.

21 2H





SIXTH AVE.





SIXTH AVE.

3A





3E



F. H. Clayson & Co. Yukon Outfitters, 1898. (Photo courtesy of Suzzallo Library, University of Washington, Seattle)



5

BUILDING CHARACTERISTICS

An observant pedestrian in Skagway might note the town's general feeling of orderliness and symmetry. In Skagway's heyday, this overall orderliness was broken by clutter along the boardwalks. To walk from one end of the street to the other, the pedestrian's path would meander: around fruit crates at Rapuzzi's store, by the sandwich sign at the Alaska Steamship Office, under the canvas awnings — some with signs on them, and through a host of spaces defined by the overflow and overhangs, openings and closings, of each narrow building. Because the ground floors of these buildings contained large windows, the solid wall of the building fronts disappeared as people peered into the shops. This open and closed space experienced by the pedestrian is what architects call building rhythm.

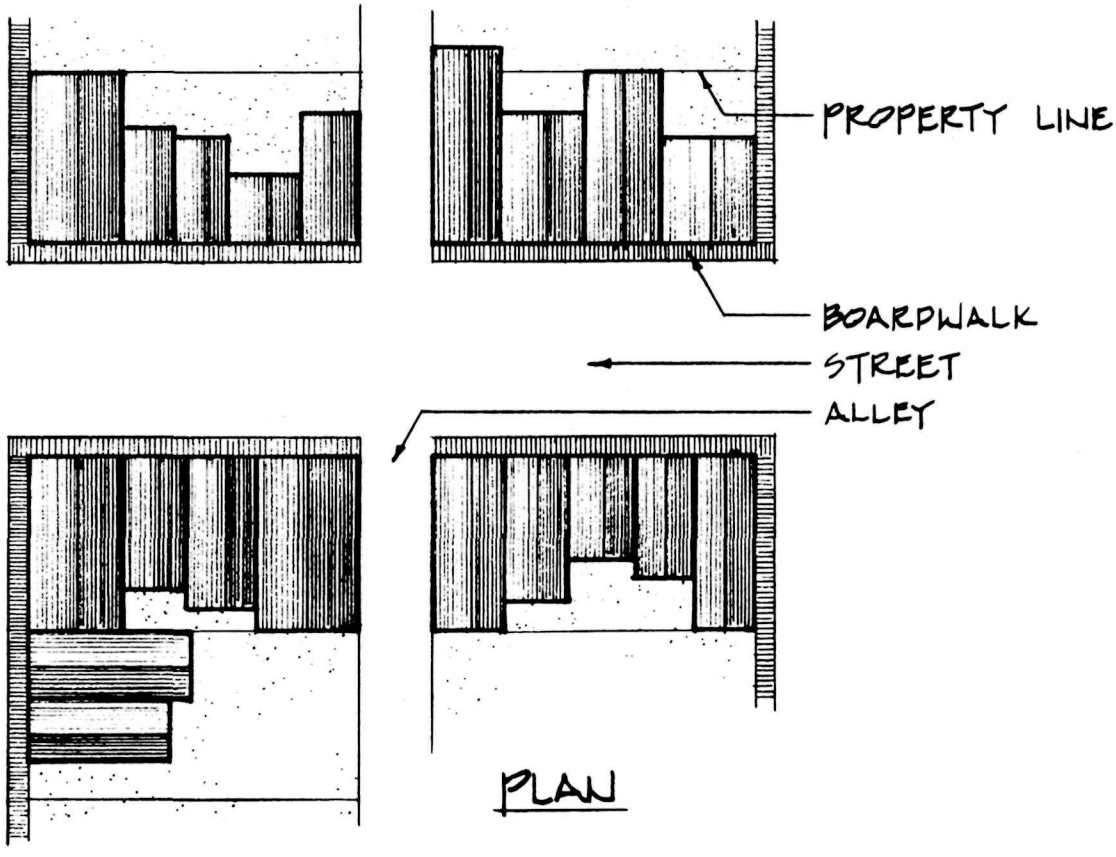
This particular rhythm is only one of the many architectural components which make Skagway distinctive. An observer might also notice that the town's buildings have symmetry — an architectural feature of the Victorian era which helped to give a sense of order to what was a chaotic period. To illustrate, draw an imaginary line down the center of the Mascot Saloon, or most any other store front for that matter, and note that one half of the facade would be just the same as the opposite half. Occasionally this center line of symmetry would shift from floor to floor, but each level had its own symmetry. The structural proportion is also noteworthy: the buildings of Skagway appeared tall and thin, the buildings of today seem short and wide.

The visual architectural components which make Skagway unique are many. Historical architect Randall Copeland of the National Park Service, Denver Service Center, analyzed historic photographs and drawings; he prepared the following discussion of design components and building characteristics to aid the construction of contemporary structures — including additions and modifications — to be in harmony with the existing historic structures of Skagway. This analysis

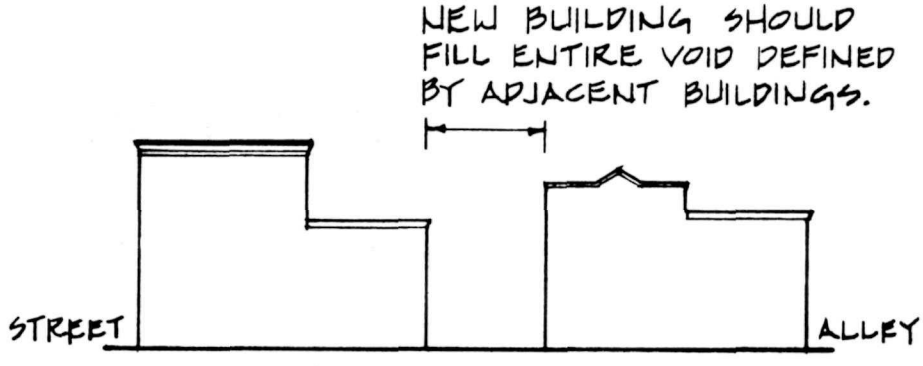
is included here to provide a more technical understanding of the Skagway streetscape.

ORIENTATION

In August—September 1897, Frank Reid surveyed Skagway into 50- by 100-foot building lots. Because land was expensive, entrepreneurs purchased only the required frontage for their proposed buildings. This often resulted in several structures per lot. Buildings were generally long and narrow, abutted one another, and fronted the property line.



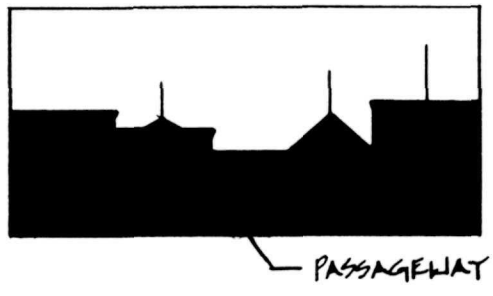
Fences or false walls filled gaps between buildings, giving the streetscape a definite linear quality. This quality still exists today.



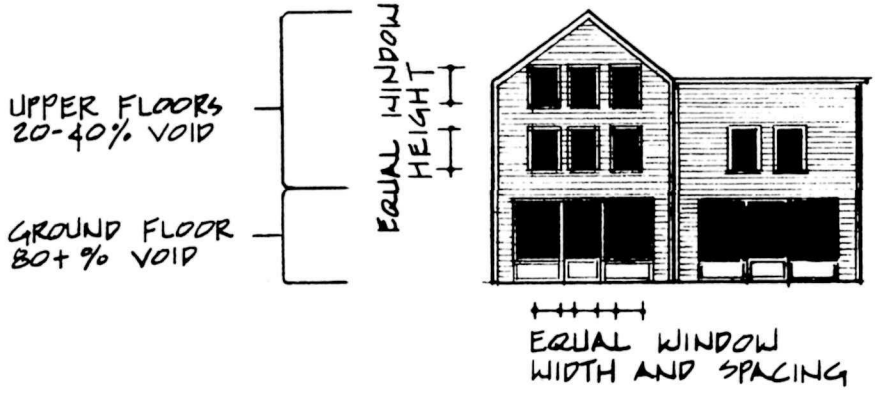
ELEVATION

RHYTHM

As in music, a streetscape's rhythm is defined as the patterns of arrangement — the recurrence and the relation of part to part and parts to the whole. Two scales of rhythm exist, one richly variable (building mass to sky) and one following consistent logic (facade mass to openings).



In general, horizontal lines such as roof lines and cornices vary. As buildings historically abutted one another, no void relationship existed except at intersections. Where a small passageway did exist between two buildings, a fence enclosed this gap.



The pattern of doors and windows gives a streetscape much of its character. Ground floors had large windows, to attract shoppers, spanning the entire facade and usually topped by equally wide transom windows. These windows took up better than 80 percent of the first floor facade. Small, multi-pane windows characterized early 1897—98 Skagway but were replaced as quickly as possible by larger "French plate glass" display windows. The upper floors had fewer windows, but they were equal in size and evenly spaced from floor to floor. They covered from 20 to 40 percent of the facade.

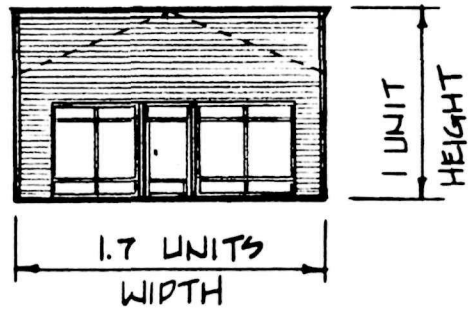
PROPORTION

Proportion is the relationship between a building's width and its height (expressed in mathematical terms: 1:2 equals 1 unit in width to 2 equal units in height). Historically, commercial buildings in Skagway never exceeded three stories; two stories was the predominant height. Currently, the Historic District ordinance limits building height to 35 feet.

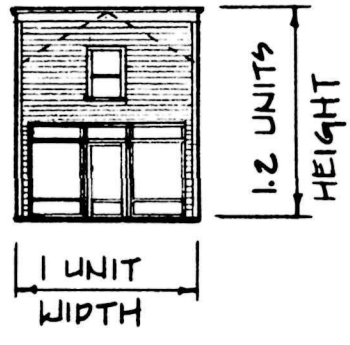
Expensive street frontage land resulted in primary facades being vertical in emphasis; and the proportions of windows and doors reinforced this verticality. The varied proportions of building facades gives the streetscape much of its character: within the Historic District this proportional relationship ranges from 1.7:1 to 1:2, the average proportion is 1:1.2.



PROPORTION VARIES FROM
1:1.8 TO 1.7:1 (WIDTH: HEIGHT)

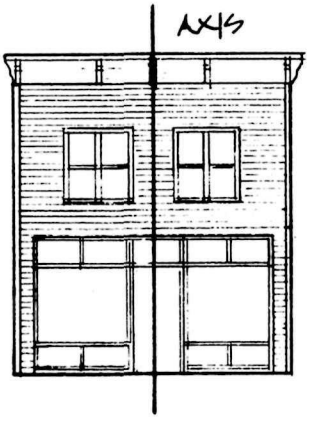


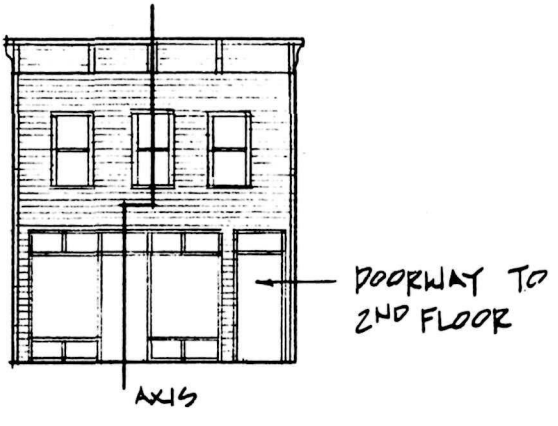
AVERAGE PROPORTION
1:1.2



SYMMETRY

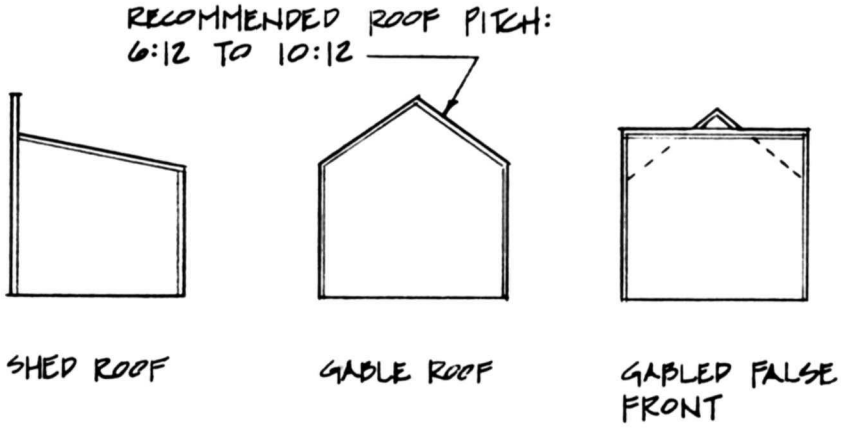
Facades were generally symmetrical around a center, imaginary axis. Design elements were spaced equally from this line. This principle of symmetry varied where the facade had a secondary doorway to the upper floors, at which point the axis shifted at the ground floor.

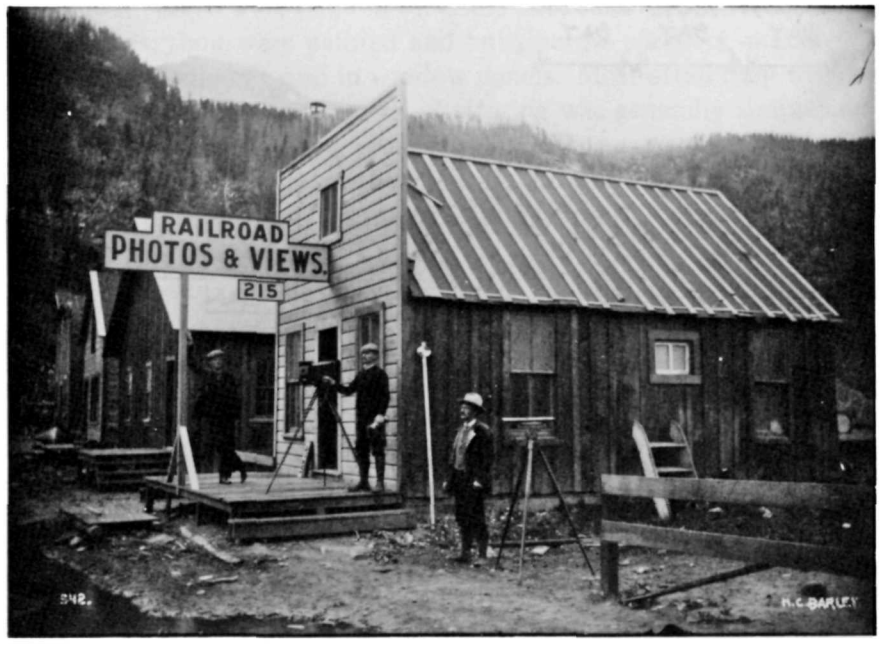




ROOF SLOPE

Most of the rooflines in Skagway were hidden behind false fronts. Whether visible or hidden, they were shed or gable roofs. Occasionally, false gables or portions of the gable roof were a part of the facade.

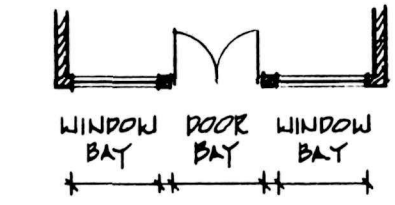




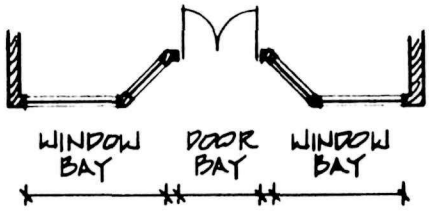
H. C. Barley and his camera in 1898. His photographer's studio has the typical shed roof with a false front.

STOREFRONT ENTRYWAYS

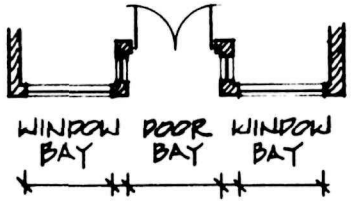
There were four basic types of storefront entryway designs in Skagway. All of them had three bays — two window display bays divided by one door bay.



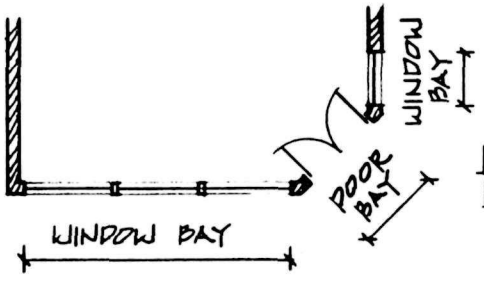
FACADE ENTRY - PLAN



DIAGONAL RECESSED ENTRY - PLAN



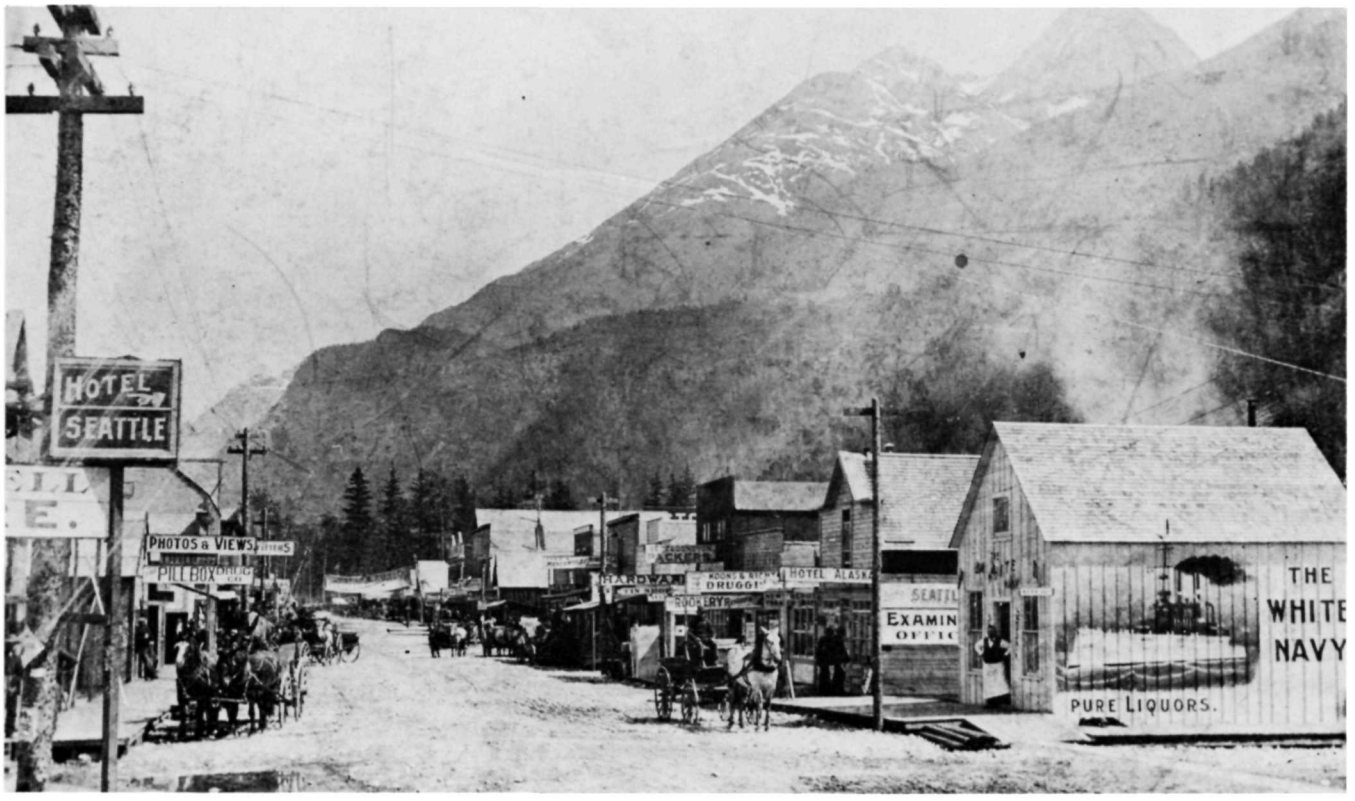
90° RECESSED ENTRY - PLAN



DIAGONAL CORNER ENTRY - PLAN

MATERIALS

Wood and glass were the predominant building materials. Board-and-batten exterior siding ran vertically; drop and clapboard siding ran



Skagway with its plethora of signs in June 1898. (Photo courtesy of Historical Society of Seattle and King Country)

horizontally. To a lesser degree, corrugated metal was used for roofs, facades, and siding.

SIGNS

Historic Skagway had a rich variety of signs, primarily pedestrian oriented. Signs were painted on doors and windows, facades, siding, and roofs; they were painted and hung across parapets, porches, awnings, overhangs, and in window panels. Most often they were on wood, occasionally on canvas. Lettering was generally simple and bold; upper case lettering predominated. Skagway residents have been true to this tradition; and they continue to use a wide variety of sign types and print, some of which are historic reproductions.

PAINTING

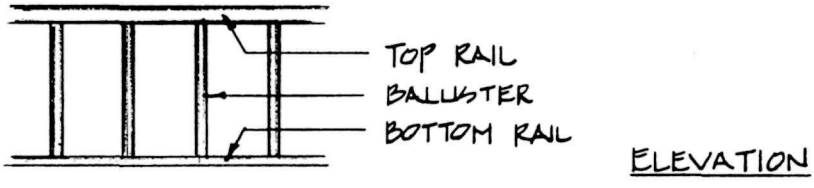
In general, Victorian architecture had colorful painting schemes chosen to accentuate a building's design and details. Initially, dark, rich "muddy" colors (browns, reds, olives, grays, greens) were used; these were gradually changed to pastels and white into the twentieth century. The "trick" was to enhance the building's best features without calling attention to the effort and to avoid becoming overly ornate. In general, the simpler the building, the fewer the colors.

ARCHITECTURAL ELEMENTS

Within the broad outline of the previously discussed design components — orientation, rhythm, proportion, symmetry, roof slope, store front entryways, materials, color and signage — it is the architectural details and elements which give the historic district much of its character. False fronts, cornices, brackets, horizontal siding and corner boards all have a dominant impact. The following glossary and sketches may help in the understanding of these architectural details.

BALUSTRADE

A railing system used along the edge of a porch or balcony.



BARGEBOARD

A board which hangs from the projecting end of a roof, covering the gables.



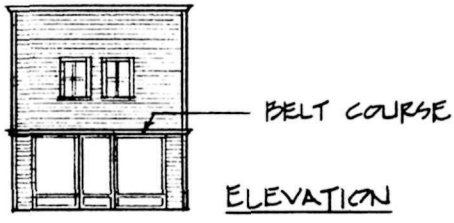
BAY WINDOW

A window or series of windows projecting from the wall and forming an extension of the interior space.

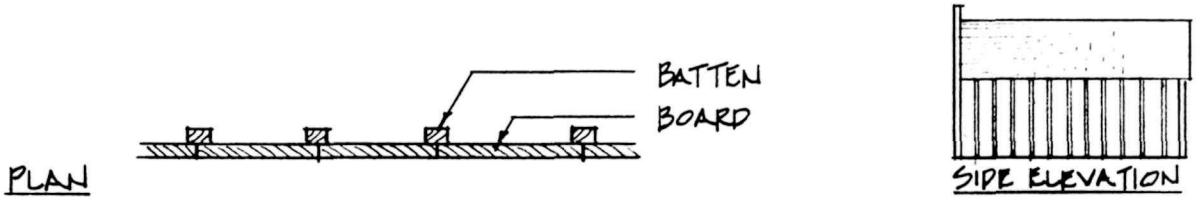




BELT COURSE
A horizontal course encircling a building or running across a facade.



BOARD AND BATTEN
A wall or roof finish system in which a strip of wood is placed over the joint between adjacent boards.



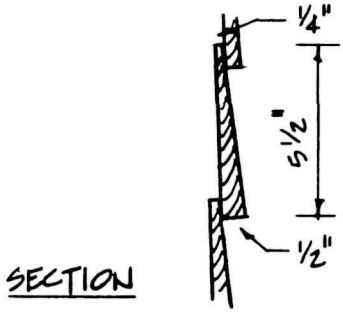
BRACKET
A decorative member projecting from a wall designed to support, or appear to support, a projecting vertical load acting outside the wall.



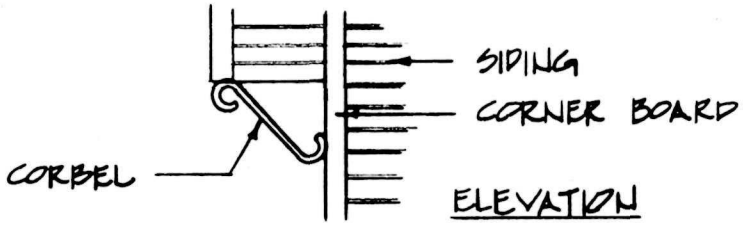
BROKEN PEDIMENT
A pediment, the sides of which stop before they intersect.



CLAPBOARD SIDING
A type of horizontal wood siding with the lower, thicker edge of each board overlapping the thinner top of the board below it.



CORBEL
An architectural element that projects from a wall and supports a vertical load from above.



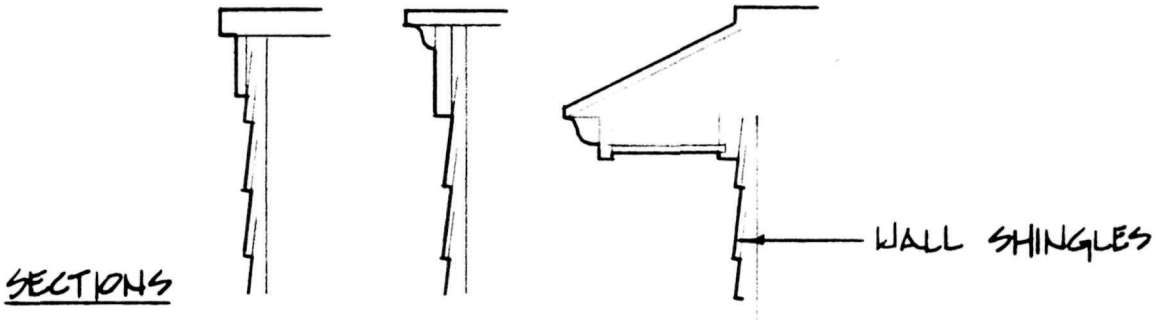
CORNER BOARD

A trim board used on the external corners of a wood frame building to give it a finished appearance and to protect the end grain of the siding boards from moisture.



CORNICE

The exterior trim projection which finishes the top part of a wall.



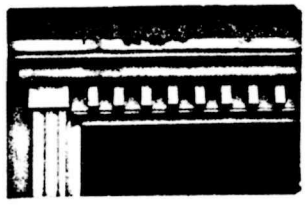
CORNICE RETURN

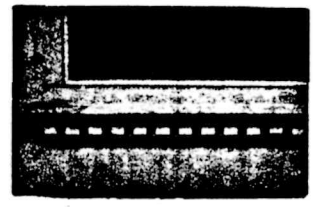
The area of a cornice which continues around the corner of a building rather than terminating at the edge.



DENTIL

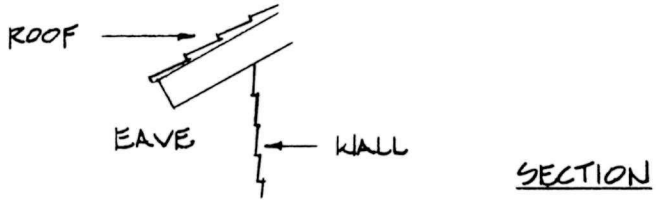
One of a series of small projecting, ornamental rectangular blocks, usually under a cornice. Their use in Skagway is limited.





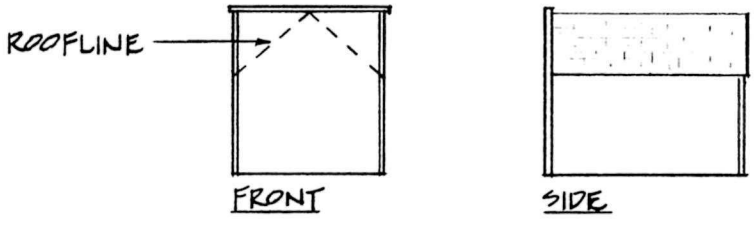
EAVE

The lower edge of a sloping roof that overhangs a wall.



FACADE

In architecture, an exterior face of a building, especially the front or most important face.



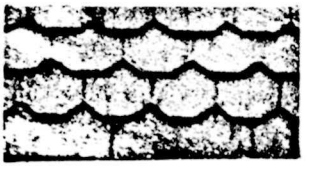
FALSE FRONT

The vertical extension of a facade to "hide" the roofline behind the rectangular face.

FINIAL
A crowning, ornamental detail.



FISHSCALE SHINGLES
Shingles cut with a scalloped edge.



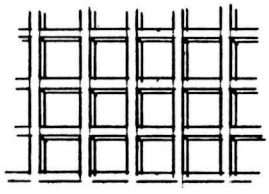
GABLE ROOF
A double-sloped roof forming a triangle at the ends of the building.



GABLED ENTRY
An entryway crowned by a triangular pediment.



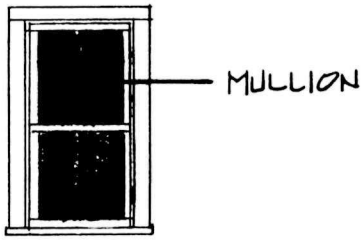
LATTICEWORK
A reticulated or net-like work formed by the crossing of laths, or narrow, thin strips of wood, normally in a rectangular pattern.



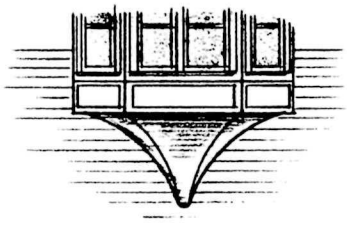
MANSARD ROOF
A roof having two slopes with the lower slope steeper than the upper one.



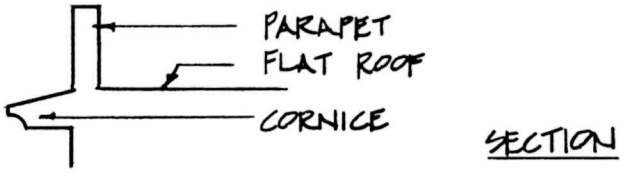
MULLION
A vertical member separating panes of glass in a window or door.



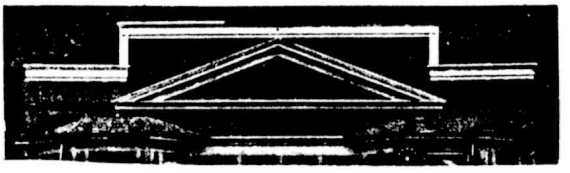
ORIEL WINDOW
An upper story bay window corbeled out on a bracket or corbel.



PARAPET
A low wall rising above a platform or flat roof.

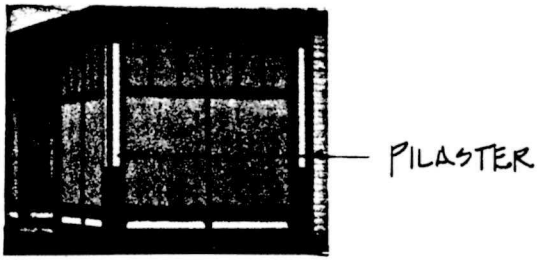


PEDIMENT
The triangular gable end of a roof above the horizontal cornice or a decorative space over windows or doors.



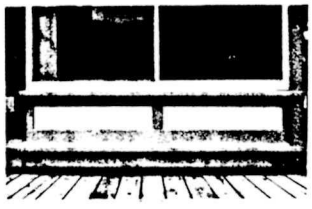


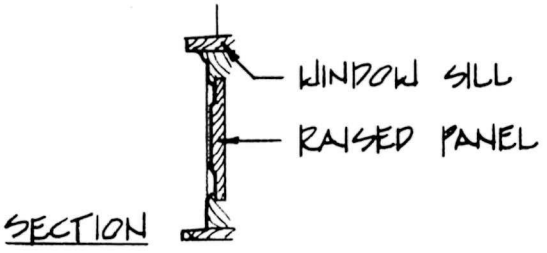
PILASTER
An engaged pier or pillar, or a decorative feature simulating a pier or column, constructed as a slight projection beyond the plane of a wall.



RAISED BASE PANEL

A rectangular wood panel with a center raised panel, located below a ground floor window.

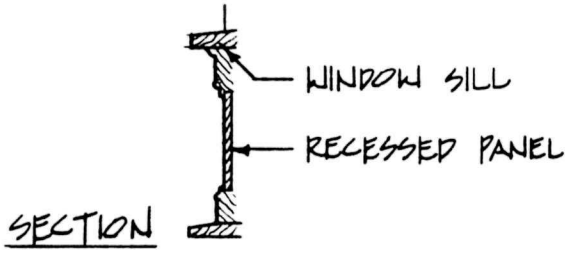




RECESSED BASE PANEL

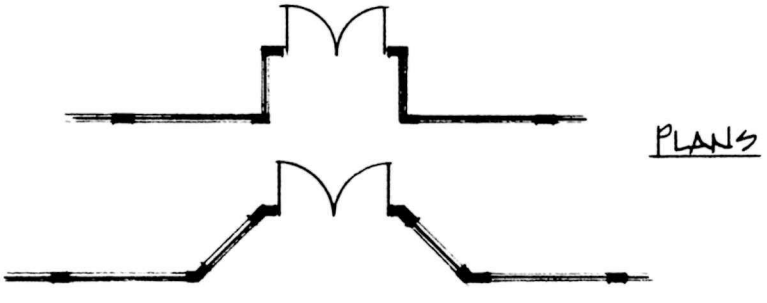
A rectangular wood panel with a recessed interior panel, located below a ground floor window.





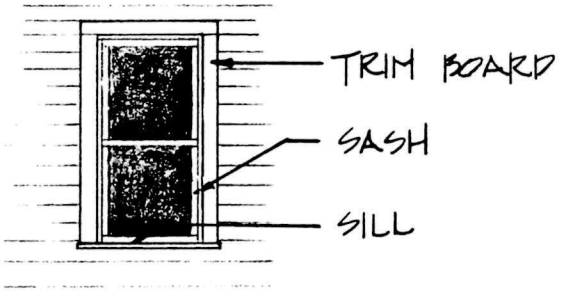
RECESSED ENTRANCE

An entrance to a building, recessed beyond the plane of a wall.

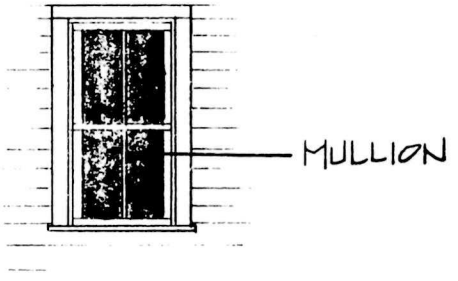


SASH
The movable framework of a window.

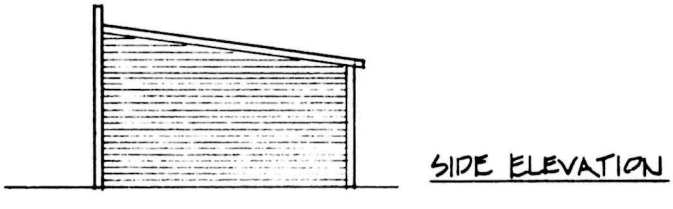
1 Over 1 Sash — A double hung sash design where each sash has a single pane of glass.



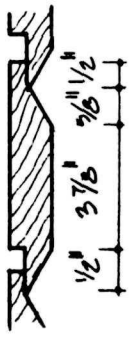
2 Over 2 Sash — A double hung sash design where each sash has two panes of glass, separated by a mullion.



SHED ROOF
A roof shape having only one sloping plane.

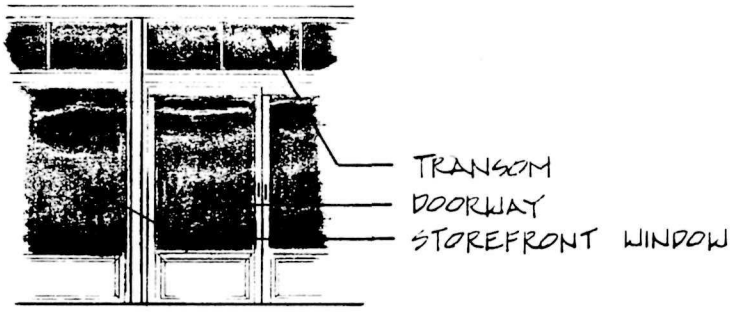


SHIPLAP SIDING
A type of horizontal wood siding, with one edge rabbeted to make an overlapping joint.

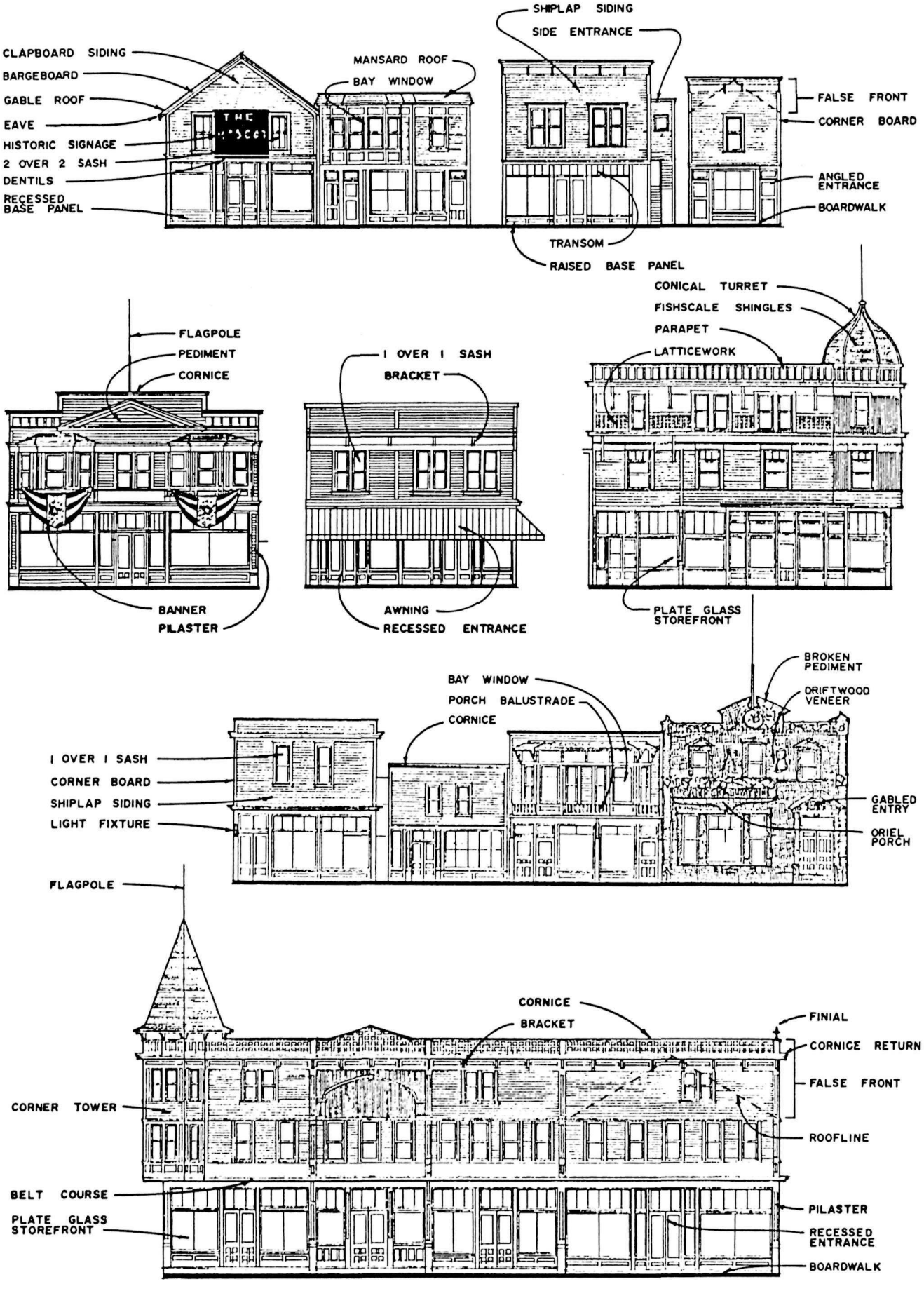


SECTION

TRANSOM
A small window above a door or another, larger window.



ELEVATION


CLAPBOARD SIDING
BARGEBOARD
GABLE ROOF
EAVE
HISTORIC SIGNAGE
2 OVER 2 SASH
DENTILS
RECESSED BASE PANEL
MANSARD ROOF
BAY WINDOW
SHIPLAP SIDING
SIDE ENTRANCE
FALSE FRONT
CORNER BOARD
ANGLED ENTRANCE
BOARDWALK
TRANSOM
RAISED BASE PANEL
FLAGPOLE
PEDIMENT
CORNICE
BANNER
PILASTER
1 OVER 1 SASH
BRACKET
AWNING
RECESSED ENTRANCE
CONICAL TURRET
FISHSCALE SHINGLES
PARAPET
LATTICEWORK
PLATE GLASS STOREFRONT
BROKEN PEDIMENT
DRIFTWOOD VENEER
BAY WINDOW
PORCH BALUSTRADE
CORNICE
1 OVER 1 SASH
CORNER BOARD
SHIPLAP SIDING
LIGHT FIXTURE
GABLED ENTRY
ORIEL PORCH
FLAGPOLE
CORNICE
BRACKET
FINIAL
CORNICE RETURN
FALSE FRONT
CORNER TOWER
ROOFLINE
BELT COURSE
PLATE GLASS STOREFRONT
PILASTER
RECESSED ENTRANCE
BOARDWALK



Ornamental garden on the Pullen House grounds, in about the 1920s.

Rooms Single or en Suite
With or Withour Bath

Hot and Cold Water
Electric Lights
Telephone

The Pullen House

ONE BLOCK FROM POST OFFICE

Alaska's Most Famous Tourist Hotel

FAMOUS FOR ITS HOME COOKING

Milk, Butter, Cottage Cheese from our own Dairy

Rooms, $1.50 and up
Meals, $1.00

MRS. H. S. PULLEN, Prop.
SKAGWAY, ALASKA

III
PRESERVING THE DREAM



VISIT

THE PULLEN HOUSE MUSEUM OF '97 and '98. The best collection in the North. See Soapy Smith's outfit—Roulette Wheel, Crap Table and Faro Bank—and many other rare and beautiful things.

MUSEUM OF '97 and '98.

Captain Moore riding shotgun in a unique dog-powered wagon; Harriett Pullen is seated in the back with a young friend, Broadway Avenue, about 1905.



6

PRESERVATION IN SKAGWAY

In a sense, preservation in Skagway began the day the first stampeders arrived at Skagway Bay. Propelled north by the momentous Klondike gold rush, the participants realized that they were taking part in a major historical event. They wrote diaries and letters to preserve their thoughts; they took photographs and saved momentos. With the passing of the days of '98, the preservation of memorabilia began. As early as 1901 Ben Moore had set aside his father's cabin, the first structure in Skagway, "to preserve the building and contents in their entirety as a momento of the city."

Ben Moore's pioneer efforts were not copied until decades later. Unfortuntely, civic pride at first was expressed as a thorough clean-up of unsightly shacks, and the town began an era of beautification which included the relocation of buildings to a central core on Broadway during the early 1900s and 1910s. Still, souvenirs from the gold rush became prized and they were quickly placed in shop windows to please gaping tourists.

The number of tourists or "excursionists" increased, especially during the grand ocean cruise days of the 1920s and 1930s. To cater to these visitors, the major steamship lines and the White Pass & Yukon Route railroad extolled the gold rush flavor of this small town at the head of the enchanting Lynn Canal. When passengers arrived in Skagway, they were greeted by an assortment of characters left over from the stampede days — Martin Itjen and his "Streetcar" tour, "Ma" Pullen of the Pullen House, the actors in the first "Days of 98" shows, and the proprietors of a string of curio shops. Three of these shops remain, at least in name.

These individuals worked to keep alive the spirit and appearance of Skagway, which at that time was in one of its lowest economic periods. They also initiated a second preservation period. Martin Itjen preserved the saloon of Soapy Smith and the home of Frank Reid, as

Excursionists on a 1906 White Pass run. Note the converted, open car. (Photo courtesy of Library of Congress)





Excursionists from a cruise ship docked at Moore's wharf in 1901 when Skagway was at its peak.

well as caring for the Gold Rush Cemetery grounds — of course, these were major stops on his tour. Ma Pullen, the Kirmses, and other townfolk collected and prepared memorabilia for their small and large museums. Although many of the early structures were falling to ruin, the Broadway Avenue corridor of buildings was maintained as a picturesque front for tourists traveling by railroad or foot up the main street.

The first public efforts to create a national park began during the 1930s, but the four-man committee which petitioned the Department of Interior in 1934 met with no success. However, national sensitivity for historic preservation was developing, and in 1935 (and again in 1966) Congress passed major pieces of legislation that called for identification, protection, and enhancement of historic properties.

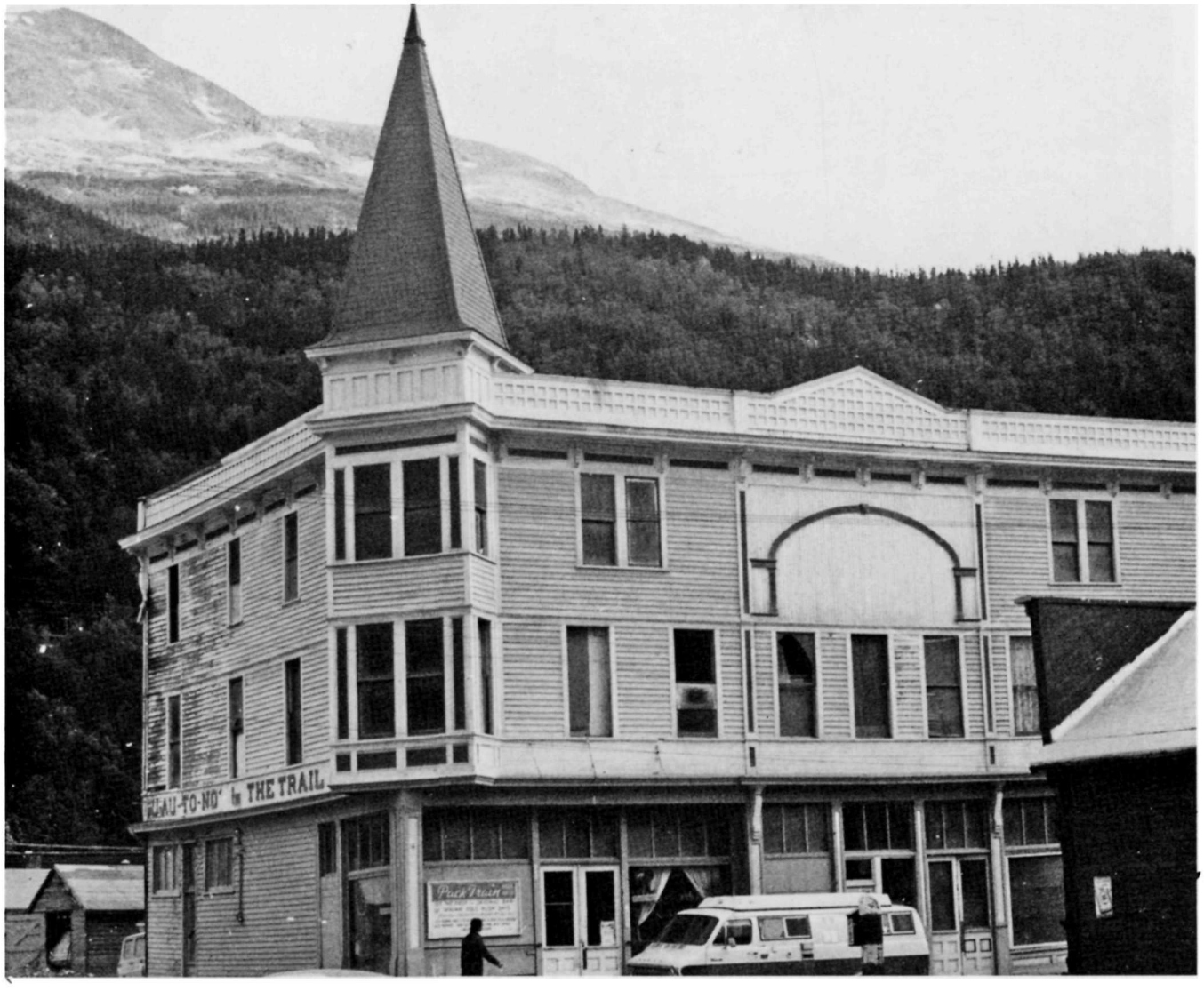
World War II precluded any potential for further inquiry. At the same time, Skagway's tourism industry collapsed. By the end of the 1940s, the pioneers — the Itjens, Ma Pullen, and others — had passed from the scene.

Following a period of stagnation, the preservation of Skagway took a more serious turn. The residents were no longer satisfied with eulogies for demolished buildings, and during Mayor Cy Coyne's tenure in the 1950s, they began to seek attention for the national landmarks



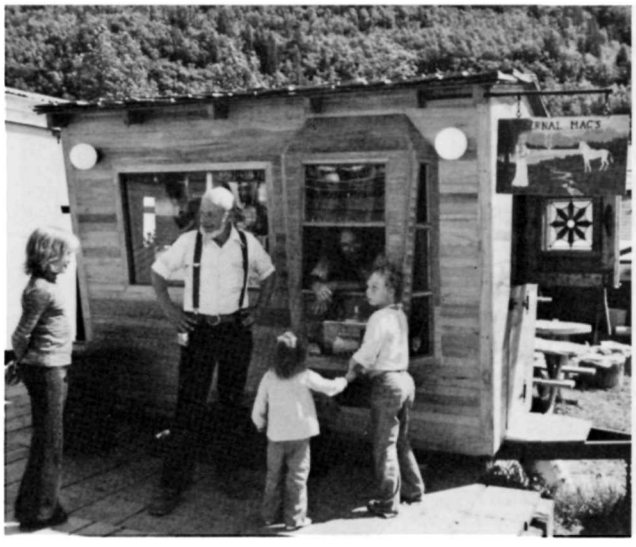
White Pass and Yukon Route old depot complex prior to restoration, photo taken in 1979.

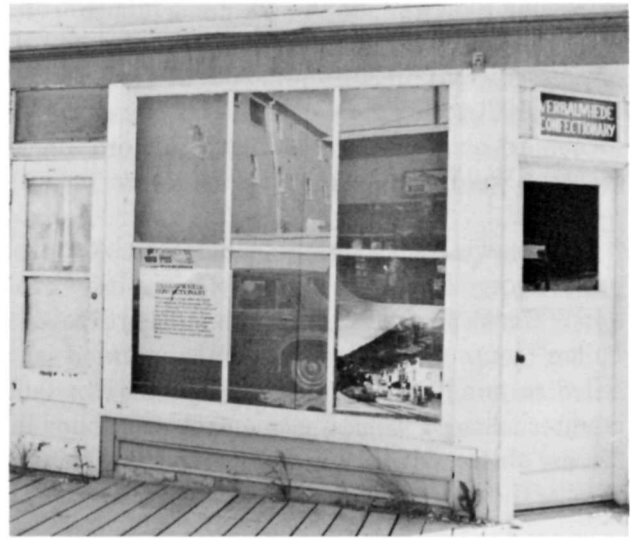
Trail Inn/Pack Train Saloon, Broadway Avenue; preservation is now underway.



Historic Case home; preservation underway.

Broadway Avenue in 1980.





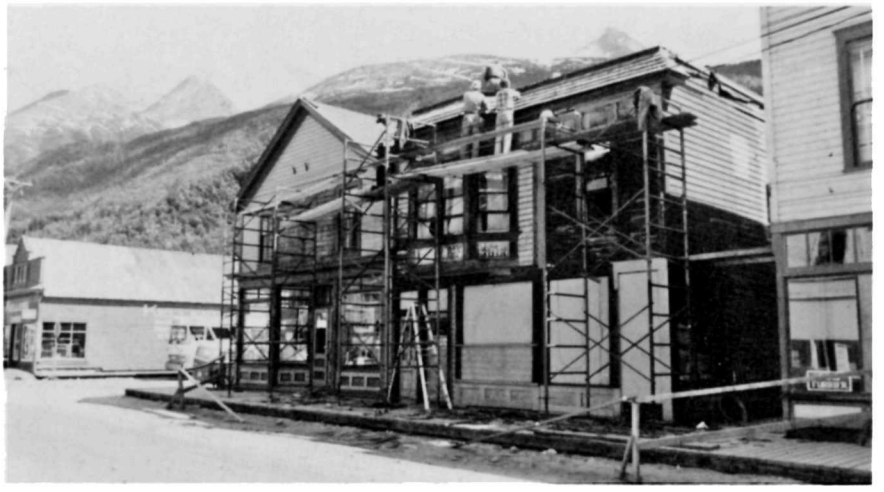




WP&Y Route locomotive, then (1898) and now (1979). One of the first two locomotives remains in Skagway, the other is in Whitehorse. (Older photo is on a postcard from Dedman's Photo Shop).

in their community. The city established a historical commission and requested another look by the National Park Service. Local groups and the mayor's historical commission, aided by state groups, succeeded in placing Skagway on the National Register of Historic Places (an official list of cultural resources in the United States that are worthy of preservation) on June 13, 1962, as the "Skagway and White Pass National Historic Landmark." This status enabled local property owners to obtain federal and state historic preservation loans and grants. Buildings along Broadway were repainted. Shops were reopened.

Meanwhile, certain individuals were actively preserving Skagway's past. George Rapuzzi took over Martin Itjen's role as the caretaker of Soapy Smith's parlor and innumerable artifacts. Unfortunately, Ma Pullen's museum was lost to Seattle auctioneers; local and state efforts failed to purchase all but select items. This failure, however, was counterbalanced when the townfolk succeeded in collecting and preserving objects for a city-run museum (The Days of 98 Museum, located in City Hall). The White Pass & Yukon Route railroad participated in



Painting the Mascot Saloon, 1980.



Keller's Curios foundation work, Broadway, 1980.

Preparing the Itjen House for painting, 1980.



these preservation efforts by donating two locomotives for static display.

The White Pass & Yukon Route company also donated the old depot to the National Park Foundation in 1969 and thus encouraged the revival of the 1950s proposal to have a national park established in Skagway. A series of National Park Service planning documents followed, and in 1976 President Gerald Ford signed the enacting legislation for Klondike Gold Rush National Historic Park. On June 4, 1977, the park was dedicated. The National Park Service currently administers the park lands and acts as a partner in the preservation of Skagway's Historic District.

The preservation of Skagway, started much earlier, gained considerable momentum. But, in a sense, the preservation of Skagway has just begun. Buildings are being jacked up and placed on concrete foundations, replacing the rotted wood pier foundations of the gold rush. Facades are being painted, buildings cleaned up and reused, and new roofs added. With much work, Skagway's physical presence may continue with us, allowing future generations to empathize with the dreams of the stampeders.







Skagway residences today.

APPENDIX

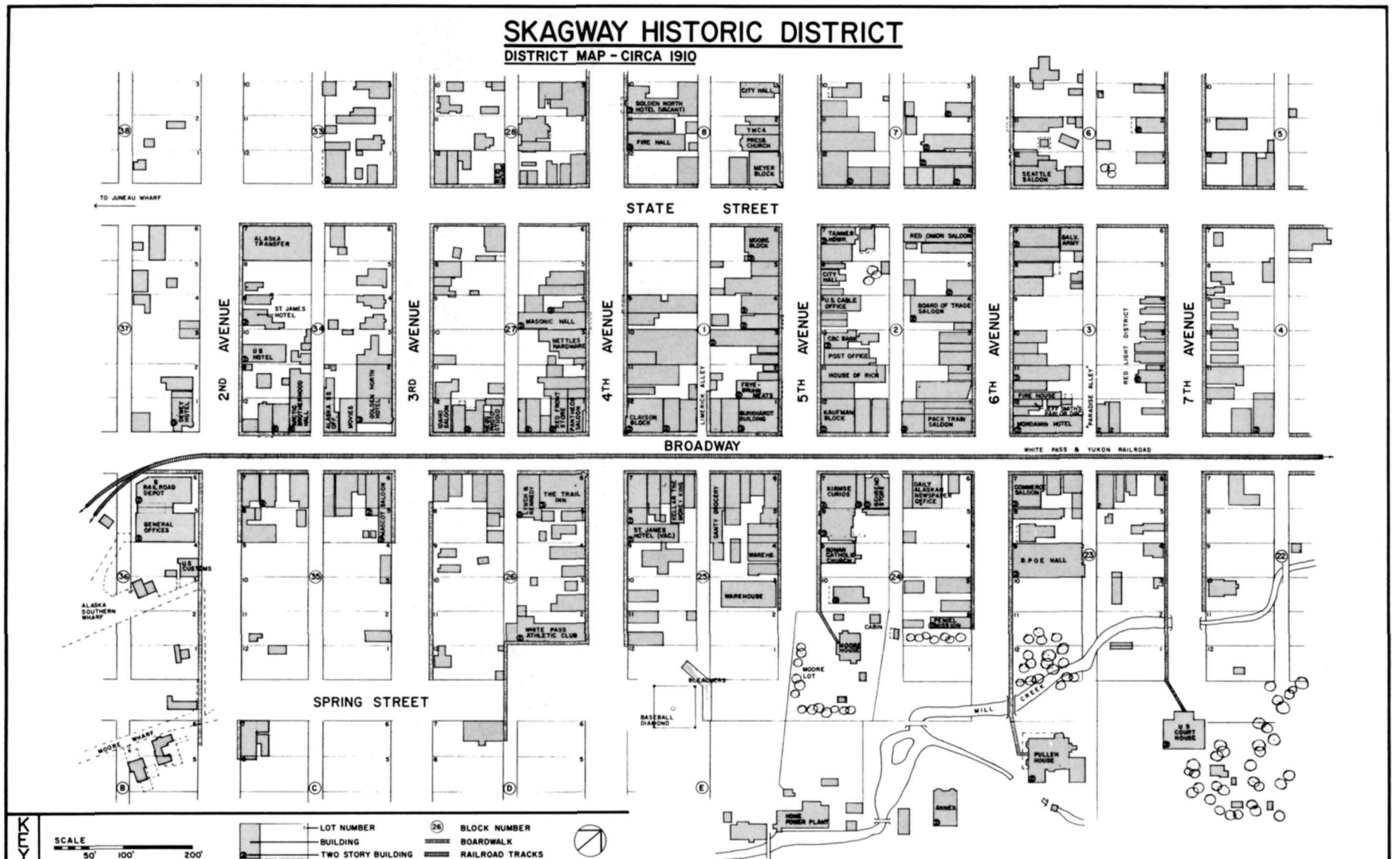
BUILDINGS WITHIN THE SKAGWAY HISTORIC DISTRICT



Broadway Avenue at 2nd: The Red Onion, Rapuzzi's Washington Fruit Store, C. P Steamship Office, and the Arctic Brotherhood Hall.

SKAGWAY HISTORIC DISTRICT

DISTRICT MAP - CIRCA 1910



BUILDINGS WITHIN THE SKAGWAY HISTORIC DISTRICT

The entire town of Skagway is included in the Skagway and White Pass National Historic Landmark. This landmark designation is commemorative in nature, and it provides a review period for all federal activities and allows for federal historic preservation incentives for owners of all historic properties in Skagway.

In the core of the town, however, is the Skagway Historic District. This area includes all of the buildings protected by the City of Skagway's historic district ordinance as well as the public law creating Klondike Gold Rush National Historical Park. Property ownership is mixed, public and private.

The following information is provided for persons interested in specific buildings in the Skagway Historic District. Following the 1910 and 1979 maps of the city is a list of historic structures in this district. Each of these structures is identified by a letter and a block number that are keyed to the 1979 map, the Broadway streetscapes in the preceding text, and the "capsule histories" included in this appendix.

The brief histories of each structure were compiled from historic photographs, newspapers, and other sources. Individuals interested in elaborating on these thumbnail sketches — for building compatible structures, restoring historic buildings, or collecting historical material for specific buildings — can use the accompanying Research Guide. Source documents can be found at the Klondike Gold Rush National Historical Park office, the City of Skagway's Magistrates' Office, and the Alaska Historical Library in Juneau.

SKAGWAY HISTORIC DISTRICT

DISTRICT MAP - 1979



The number and letter given with each building show its location on the 1979 map. The letter identifies the building, and the number refers to the block on which it stands. Thus, building 34 A, the Red Onion Saloon, is building A on block 34.

37 A United Transportation Union Hall
37 B Jeff Smith's Parlor
37 C Martin Itjen Residence
37 D Army Barracks
37 E Log Cabin
34 A Red Onion Saloon
34 B Washington Fruit Store
34 C Washington & Alaska Steamship Company Office
34 D Arctic Brotherhood Hall
34 E Alaska Steamship Co. Office
34 F Golden North Hotel
34 G Miners Hotel
34 H Red Light District Crib
27 A Idaho Saloon
27 B D. Lucci Grocery
27 C E.A. Hegg Photographer Studio
27 D Pantheon Saloon
27 D1 Pioneer Paints and Wallpaper Store
27 E Capt. Carroll & Co. Mercantile, Masonic Hall
27 F Unknown office/residence
27 G James A. Nettles Tin Shop
27 H Unknown shop
27 I Stable
1 A,B,C Theater/supermarket
1 D Restaurant
1 E Principal Barber Shop
1 F Seattle Hotel, Frye-Bruhn Meat Market
1 G D. Goldberg Cigar Store
1 H Morelli Building
1 I,J Slettevold Building
1 L Residence
1 M Quonset hut
1 N Capt. William Moore Block
8 A YMCA Gym and Reading Room
8 B Meyer Building
2 A Residence
2 B House of Rich
2 C Board of Trade Gambling Saloon
2 D Tanner Building
2 E Elk's Hall
2 F Tanner residence
2 G City Hall
2 H,I Corrington's Gift Shop
2 J Broadway Station Restaurant
3 A,B,C,D National Bank of Alaska Building
3 E Gutfeld residence
3 F Apartments
36 A White Pass & Yukon Route Railroad Depot
36 B White Pass & Yukon Route General Offices
35 A Hot Scotch Saloon
35 B John Irving Building
35 C Richter's Jewelry & Curio Shop
35 D Verbauwhede Cigar Store & Confectionery
35 E Boas Tailor & Furrier Shop
35 F Hern Liquor Store
35 G Pacific Clipper Line Office
35 H Mascot Saloon
35 I U.S. Customs Office
35 J,K,M Klondike Hotel
35 L Alaska Liquor Store Warehouse
26 A Keller's Drug Store & Curio Shop
26 B B.A. Whalen Curio Shop
26 C Sourdough Inn
26 D Igloo Bar
26 E Lynch & Kennedy Dry Goods & Habberdashery
26 F,G,H Trail Inn, Pack Train Saloon
26 I Sourdough Inn
26 J,K Klondike Hotel
25 A Peterson & Co. Genl. Mercantile
25 B American Tailor Shop, Skagway News Depot
25 C Keelar the Money King Store
25 D Bowman Barber Shop
25 E Boss Bakery
25 F St. James Hotel
25 G National Guard Armory
25 H Warehouse
25 I,J,K Warehouses
24 A Kirmse's Jewelry Store
24 B Eagles' Hall
24 C Moore's Cabin
24 D Ben Moore residence
24 E Garage
24 F Peniel Mission
24 G Wynn-Johnson residence
23 A Nome Saloon
23 B American Legion Hall
23 C McCabe College, Federal Court House
23 D Pullen House
23 E Moore Office Building
23 F Residence
22 A Selmer residence
22 B Shelly residence

UNITED TRANSPORTATION UNION HALL
37 A
1940 Built in 1940 as the union hall for United Transportation Union Local 1787, this one-and-a-half-story wood frame structure is presently the curio shop of Richard Dick, a Tlingit Indian.

JEFF SMITH'S PARLOR
37 B
1897 Initially constructed as the office of the short-lived First Bank of Skaguay, this false-fronted, single-story, wood frame building became the saloon of the infamous con man, Jefferson Randolph "Soapy" Smith. After the gunfight which caused his death on July 8, 1898, the saloon became a restaurant called Clancy's and, later, the Sans Sauci. In 1935 Martin Itjen, a tour guide, moved the building across Sixth Avenue onto the south side and re-opened it as Jeff Smith's Parlor Museum. Itjen retained the integrity of the parlor's interior and exterior design; only the illuminated exterior sign and the cornice board are missing today. In 1964 the museum was moved again, this time by George Rapuzzi who moved it to the south side of Second Avenue, near Broadway. Although two additions have been attached to the rear, this landmark structure still retains its 1898 appearance.

MARTIN ITJEN RESIDENCE
37 C
1901 David J. Rich, a painter and hardware store owner, built his modest home on the edge of the Moore's wharf approach in 1901 and 1902. The single-story, T-shaped residence still contains mouldings, window sashes, and other finishings obtained from a local sawmill and sash and door factory. Martin Itjen purchased the house from Rich in 1921. Itjen added two portholes as front windows, attracting the attention of tourists. From their door, Martin and Lucy Itjen greeted people passing by and sold rides on the Skagway "Street Car" to such attractions as Jeff Smith's Parlor Museum and the Gold Rush Cemetery. After the relocation of the railroad behind the house in 1946, and after the Itjens' deaths, the house was moved off the right of way. In 1978 the National Park Service acquired the Itjen house and moved the building to the south of Second Avenue on Broadway, 300 feet west of its original site. Restoration is in progress.

ARMY BARRACKS
37 D
1943 During World War II the construction of the strategic Alcan Highway required the United States Army to move men and supplies into the interior via Skagway. These barracks were built for soldiers in the 770th Railway Operating Battalion of the Military Railway Service. George Rapuzzi presently uses the frame structure as a warehouse.

LOG CABIN
37 E
1897 Local tradition states that this 15-by-20-foot log cabin with shingle roof was built by stampeders awaiting the spring breakup before heading for the Klondike. Originally located near the White Pass Trail (southwest corner of Tenth and Main in Skagway), the vacant cabin was moved to the south side of Second Avenue in 1976. Westours owns the structure.

RED ONION SALOON
34 A
1898 A Seattle saloon man, Peter Lawson, built the Red Onion during the fall of 1898 and opened it as Skagway's largest dance hall and saloon. Upstairs was a brothel, a higher class parlor than the adjacent cribs on Yokohama Row and Paradise Alley. After the gold rush era, the two-story, wood frame structure was moved from the southeast corner of Sixth Avenue and State to Second Avenue and Broadway. This move in 1914 required that the facade be placed onto the building's rear which then became the front of the saloon. After local prohibition in 1916, the saloon closed. The exterior has remained unchanged. J. Wrentmore, the present owner who operates the Red Onion bar, the 1898 curio shop, and the Brothel Museum, is currently restoring the structure.

WASHINGTON FRUIT STORE
34 B
1899 George Rapuzzi, Sr., moved his fruit and confectionery business from Sixth Avenue to this false-fronted two-story wood frame store on lower Broadway shortly after its completion in 1899. The Rapuzzi family lived upstairs and operated the business until the 1940s. The structure retains its original exterior appearance although an early 1900 wood canopy over the boardwalk has been removed. Members of the Rapuzzi family are still active residents of Skagway and the store has become a storage and display space for the adjacent Trail Bench curio shop.

WASHINGTON & ALASKA STEAMSHIP COMPANY OFFICE
34 C
1900 In October 1900, an agent for the Tacoma-based Washington and Alaska Steamship Company, E. T. Pope, contracted to have a ticket office built on the lower end of Broadway near the railroad depot. The delicate-looking two-story office with second-floor bay windows was completed by the end of the year, but the steamship company went out of business as gold rush traffic waned. In the summer of 1902 the building became the ticket office for the Canadian Pacific Railway. The Canadian Pacific ticket office remained open until the advent of World War II. The building was later re-opened as the Trail Bench curio shop by J. Knapp who took up residence in the upstairs apartment. The building retains its original appearance.

ARCTIC BROTHERHOOD HALL
34 D
1899 The Arctic Brotherhood Hall was the first hall built for the fraternal order of the Arctic Brotherhood, formed during the Klondike gold rush in February of 1899. The hall was erected between June and August of 1899, and in 1900 the brothers added a facade of driftwood and sticks shaped into a mosaic of letters, gold pan, and square patterns — a unique example of Victorian rustic architecture. The Brotherhood's membership declined as Skagway's economy waned. In July 1923 President Warren Gamaliel Harding became the last initiated member of Camp Skagway Number 1, Arctic Brotherhood. A B Hall, now owned by the City of Skagway, retains its original exterior appearance. The interior paint schemes were changed, a stairway was removed, and the furnishings were moved to the city museum.

ALASKA STEAMSHIP COMPANY OFFICE
34 E
1900 The Alaska Steamship Company prospered and expanded during the Klondike gold rush. In 1900 the company built a one-story, wood frame, false-fronted ticket office on lower Broadway with an attached residence at the rear of the building. The company operated the office until the depression in the 1930s. The Shamrock Music Box, a curio shop and music store, now occupies the historic office.

GOLDEN NORTH HOTEL
34 F
1898 The Klondike Trading Company built the two-story, wood, business block with an onion-domed corner tower at Third Avenue and State early in 1898. After the Klondike stampede, the building was rented by the army as barracks until 1904. George Dedman and Edward Foreman, proprietors of the Golden North Hotel, purchased the Klondike Trading Company building and in 1908 had it moved one block to the southwest corner of Third and Broadway. They added a third floor, raised the corner dome another story, and refitted the structure as a hotel, Skagway's largest. The Golden North Hotel continues in business; the descendents of George Dedman operate Dedman's Photo Shop in Skagway.

MINERS HOTEL
34 G
1897 Originally built on the northwest corner of Fourth Avenue and Broadway in September of 1897 as the Miners Hotel, this building today serves as the two-story residence and beauty salon of K. Kieth. In 1899 after the passing of the gold rush, the two-story, false-fronted, wood frame structure was moved to its present site on Second Avenue. John Williams later operated the hotel as the St. James Lodging House, a flophouse near the wharf. The hotel retains its overall configuration, although remodelling has removed the false front, covered the wood siding with aluminum, and modernized the interior.

RED LIGHT DISTRICT CRIB
34 H
c1901 Skagway's Red Light District lined Seventh Avenue between State and Broadway from 1900 until moral trends dictated its removal from the business district. The vacated structures were moved to other parts of Skagway, leaving the locality devoid of buildings today. Three of the cribs were moved to Third Avenue, west of the Golden North Hotel, and were remodelled as residences which continue to be used today.

IDAHO SALOON
27 A
1898 An April 29, 1898, photograph shows the single-story false-fronted wood frame Idaho Saloon under construction. A series of owners operated the saloon during the gold rush, but between 1899 and 1905 Robert C. Smith, operator of Skagway Brewing Company, gave the building much of its present appearance. After the failure of Smith's brewery, the saloon became a restaurant. In recent years, seasonal businesses in the building have included a restaurant and a curio shop.

D. LUCCI GROCERY
27 B
1898 During the height of the Klondike stampede, between February and April of 1898, an Italian fruit dealer, one D. Lucci, built this single-story false-fronted wood frame structure. Three years later, Lucci moved out and the new owners remodelled the facade with a plate-glass front. The building's exterior has changed little since then. It is presently the Sweetooth Saloon, a restaurant.

E. A. HEGG PHOTOGRAPHER STUDIO
27 C
1897 The two shacks, which were united with a false front to become the studio of photographer E. A. Hegg, were built during the stampede to claim lots in nascent Skagway (August through September 1897). Hegg opened his shop and advertised in the first issue of the *Skagway News* on October 15, 1897. In February 1899 Hegg expanded the studio and built bay windows on the front. The studio remained open through 1901, but Hegg moved on to photograph other gold stampedes. After a number of alterations, including a stucco covering and changes in use, the building is again a photographer's studio: Dedman's Photo Shop, operated by Barbara Dedman Kalen, a Skagway native.

PANTHEON SALOON
27 D
1903 The Pantheon Saloon is a hodgepodge of structures that date back to September 1897; the present configuration is a result of remodelling in 1903 and later new construction. The story-and-a-half false front has touches of Victorian rustic architecture with its stick-and-stone ornamentation and tree columns. In 1898 the building was a flophouse until D. C. Brownell added a false front to the shack and opened a hardware

store. H. B. "Tuck" Flaherty and John F. Anderson acquired the vacant building in 1903 and, after extensive remodelling, opened the Pantheon Saloon. Around 1905 Anderson added the rear two-story addition. The building retains much of its exterior appearance, although the interior was remodelled as a restaurant, and, lately, as a curio shop. The National Park Service acquired the building in 1977.

PIONEER PAINTS and WALLPAPER STORE
27 D1
1898 C. A. Fasel arrived with the first wave of stampeders in August 1897. By the spring of 1898 his paint and wallpaper business had expanded enough for him to erect a substantial two-story false-fronted business on Broadway south of Fourth Avenue. Today parts of his 1898 paint shop — the north wall, foundation, and parts of the south wall — are included in the 1940s addition to the adjacent Pantheon Saloon. The false front dates from the 1940s and the interior appearance is that of a 1950s to 1970s bakery. The National Park Service acquired the building in 1977.

CAPTAIN JAMES CARROLL & COMPANY MERCANTILE, MASONIC LODGE
27 E
1899 Captain James A. Carroll's voyages into Alaskan waters predate the gold rush by 30 years. He maneuvered the first cruise ship into Glacier Bay and on July 27, 1897, unloaded the first stampeders at Skagway Bay. In 1898 he opened a branch of his Seattle store in Skagway. Between January 9 and 24, 1899, he had a two-story wood frame, false-fronted store erected on Fourth Avenue west of Broadway. The upstairs was rented to the Skagway Lodge Number 113, F and AM, the oldest Masonic Lodge in Alaska. In 1907 Captain Carroll, then over 70 years old, sold the store to the Masons. The Masons added onto the west end of the building in order to create the square hall required for lodge functions. The Masons continue to maintain the building and the first floor is rented as store space.

UNKNOWN OFFICE/RESIDENCE
27 F
c1898 The wood frame, false-fronted 10-by-20-foot house on Fourth Avenue has an unknown origin. Local tradition states that before its move to the present site in the 1950s, the building stood near Sixth Avenue and the word "Printing" was legible on it. This suggests its use as a newspaper office or printing office — possibly for the short-lived *Budget* or *Guide* newspapers. Its length suggests a rear living quarters. Since the 1950s, the structure has served as a residence. A compatible addition was completed in 1981.

JAMES A. NETTLES TIN SHOP
27 G
c1898 Plumber James A. Nettles arrived in Skagway in 1898 and by 1902 he and his partner, Cortes Ford, expanded into the Fife-Alaska building on Fourth Avenue. Nettles moved his single-story, wood-frame-fronted tin shop to the rear of the building. For two decades Nettles Hardware & Plumbing served the needs of Skagway. A fire in the 1930s destroyed the store front, but the rear tin shop was saved. It is presently used as a workshop and for storage.

SHOP
27 H
c1900 Between 1908 and 1914 this single-story gable-roofed wood frame building was moved and attached to the rear of the Idaho Saloon (27 A). Its previous use is unknown, although its size suggests use as a small shop on Fifth or Sixth avenues. In 1978 it was used as a bunkhouse.

STABLE
27 I
c1900s The date of construction and original use are unknown. The building may have been moved to its present site from another location.

THEATER, SUPERMARKET
1 A,B,C
1940s The structure was built in the early 1940s to house a supermarket, theater, and store rental space. Now owned by M. Kalstrom, the building contains the Igloo Liquor Store, a market, National Park Service offices, and Door Knob Curios.

RESTAURANT
1 D
1960s The Northern Lights Restaurant was built in the 1960s.

PRINCIPAL BARBER SHOP
1 E
1907 James D. Stinebaugh arrived in Skagway in 1897 and opened a barber shop on Sixth Avenue. As the business district shifted to Broadway, Stinebaugh followed the move. In 1907 he built this one-story false-fronted structure to be "the most modern and best appointed tonsorial establishment and bath house in Southeastern Alaska." A rear false-front entry allowed patrons to enter by either side of the building. The building, which became the barber shop of Oscar Selmer, Sr., has changed little; the interior still contains the mirror and barber's counter. In recent years the store has been rented as a dress shop and drug store. G. Choate is restoring the structure.

SEATTLE HOTEL,
FRYE-BRUHN MEAT MARKET
1 F

1897 The Seattle Hotel, a two-and-a-half-story false-fronted wood frame structure standing on Fifth Avenue, was built in the winter of 1897 for stampeders waiting to cross White Pass. In December 1897 the agent of the Seattle-based Frye-Bruhn Meat Company bought the hotel and refitted its first floor for the company's Skagway market. By 1900 the meat market had taken over the building, using it through the 1930s. The exterior has been stripped of its ornamentation, but the building's overall configuration has been retained. It is presently used as an office for the *Lynn Canal News* and as the Fifth Avenue Bunkhouse. Restoration is in progress.

D. GOLDBERG CIGAR STORE
1 G

1897 In 1897—1898 D. Goldberg sold cigars and confections from his small wood frame store on Fifth Avenue until the gold rush to Porcupine, north of Haines, drew him away. The building has changed little since then. In 1979 the National Park Service moved the structure to Broadway, north of Fifth Avenue, where restoration is in progress.

MORELLI BUILDING
1 H

1976–1977 The Porcupine Trading Post food co-op and a seasonal curio shop occupy the false-fronted Morelli Building.

SLETTEVOLD BUILDING
1 I, J

1976–1977 The Klothes Rush Laundry and a residence occupy the two-story Slettevold Building.

RESIDENCE
1 L

1900s The brick chimney, window sash, and other features of this single-story residence suggest a pre-1900 construction date. The building was moved to the site in the 1920s. It is presently a residence.

QUONSET HUT
1 M

1943 This quonset hut is one of six remaining in Skagway. The huts were built throughout the town when the army constructed the Alcan Highway during World War II.

CAPTAIN WILLIAM MOORE BLOCK
1 N

1897 Captain Moore, Skagway's first white settler, built the Moore business block in 1897, a decade after his arrival. Anticipating a gold rush into the interior, he and his partners built a wharf, a sawmill, and several other structures as well as the business block which provided a hotel, store space, a bank, and law offices through 1899. It was the center for all of Captain Moore's Alaska and Northwest Trading Company

business. The hotel also provided office space for the Skagway Chamber of Commerce, for Captain Richardson who was the officer in charge of constructing Fort William Seward (Chilcoot Barracks), and the Alaska Road Commission. The building later became a hotel called the Portland House. This two-story wood frame structure retains its original configuration and false front, although remodelling in the 1930s replaced the ornamental facade with gray asbestos siding. It is presently vacant.

YMCA GYMNASIUM and READING ROOM
8 A
1900 Skagway's active YMCA contracted with builder G. N. Hensley to construct this story-and-a-half wood frame gymnasium. The structure contained a gym, baths, handball court, photo darkroom, and reading room. In 1902 butcher Herman Meyer bought the building and, after moving it to State, remodelled it as a meat locker. By 1903 Meyer had moved to Valdez. George Rapuzzi presently owns the building and uses it for storage.

MEYER BUILDING
8 B
1899 Stampeder Herman Meyer arrived from Seattle in 1897 and opened a butcher shop in a tent. His Arctic Meat Company prospered, and in 1899 he built the story-and-a-half Meyer Building to house his butcher shop and a store rental space used by the Brown Shoe Company. In 1900 his Arctic Telephone Company opened a switchboard in it as well. The building was to have been two stories high with a corner tower but was never finished. The base of the corner tower on the structure's northeast corner gives the building a unique appearance. By 1903 Meyer's businesses had failed, and he moved to Valdez. George Rapuzzi presently owns the building and uses it for storage.

RESIDENCE
2 A
This residence was destroyed by fire in August 1973.

HOUSE OF RICH
2 B
1906 In 1906 David Rich, a painter and wallpaper hanger, opened a shop in a single-story building on Fifth Avenue. He remodelled the original structure into a two-story wood frame shop called the House of Rich and operated it until the 1920s. Later remodellings covered the first floor's glass store front and the wood frame exterior. It presently houses Fairway Fast Freight on the first floor and a residence on the second.

BOARD OF TRADE GAMBLING SALOON
2 C
1898 Lee Guthrie arrived from San Francisco among the first stampeders and opened a gambling hall and saloon. In 1898 he built the two-story french-plate-glass-facaded, wood frame Board of Trade gambling saloon. It was filled with roulette wheels, gaming tables, and card tables — all of them illegal. In 1898—1899 the gambling den temporarily became N. K. Wilson's and later Britt's drugstore while Guthrie opened a saloon and billiard hall in an adjacent structure. The drugstore moved out and the Board of Trade restaurant moved in, operating until 1908. The building was purchased for use as the army's cable communication office and was moved from Sixth to Fifth Avenue, its present site, where it operated through 1910; then the building was acquired by the city. After use as Skagway's city hall, the structure was given to the Women's Club for offices and a library in the 1920s. In 1979 the library was moved to a new facility, and the building returned to city ownership. The false front has been covered with asbestos shingles.

TANNER BUILDING
2 D
1900 The Tanner Building, built in the winter of 1899—1900, retains its exterior and much of its interior appearance. M. M. "Si" Tanner, the town sheriff during the turbulent years of 1898 through 1900, built this two-story wood frame structure for first-floor store rental space, upstairs offices, and rear rooms for a sheriff's office and jail. Druggist N. K. Wilson and, later, William Britt rented store space. In 1902 Tanner opened a sporting goods shop and in 1906 converted the entire building into his hardware store. Tanner Hardware operated for 30 years. In 1936 the jail was remodelled as a cold storage locker for Herbert Riewe's Skagway Cash Store. Riewe's grocery business has since moved to Broadway, and the Tanner Building is used for storage.

ELK'S MEETING HALL
2 E
1940s After the ornate Elk's Hall on Sixth Avenue was destroyed by fire, this structure was built for the Skagway B.P.O.E. Lodge. A new west facade was added in 1979.

TANNER RESIDENCE
2 F
1900s "Si" Tanner built this one-story residence. Shingles cover its original wood siding.

CITY HALL
2 G
1897 Built in 1897, this one-and-a-half story log structure was covered with drop siding in December 1901. It retains its 1901 appearance. The structure served as Skagway's first city hall and jail. Some of the major events associated with the building include the detention of "Soapy" Smith's gang, after

the vigilantes captured them in July 1898, and the meeting of the federal land appraisers to transfer the railroad right of way to the White Pass & Yukon Route. In 1901 lawyer John G. Price acquired the structure, remodelling it as his law office. Previously, lawyer Price had been sent to Washington, D.C., to defend the rights of Skagway's residents against the Moore Townsite Company and to serve as the unofficial delegate to Congress for the unorganized territory of Alaska. The building is presently used as a residence.

CORRINGTON'S GIFT SHOP
2 H, I
1975, 1977 Dennis Corrington built the two-story gift shop, museum of Eskimo art, and residence in 1975 and (the south half) in 1977.

BROADWAY STATION RESTAURANT
2 J
1979 Kurt Koster constructed this pizza parlor in the spring of 1979, using two vintage 1899 box cars.

NATIONAL BANK OF ALASKA BUILDING
3 A,B,C,D
1916 The National Bank of Alaska, organized in 1914 with home offices in Skagway, built this one-story concrete structure in 1916. The bank continues to use the building which also includes store rental spaces. The post office has occupied the north store space since the 1910s.

GUTFELD RESIDENCE
3 E
1910s Using materials from an 1897—1898 false-front building, Max Gutfeld, operator of the Vienna Bakery on Broadway, built this residence in 1918. In the 1920s a rear wing was added by moving the vacant Ross-Higgins warehouse (built in 1901) from Fourth and Main to the present site. The Skagway Inn presently operates in the enlarged building.

APARTMENTS
3 F
1960s The single-story rental apartments were built in the 1960s.

WHITE PASS & YUKON ROUTE RAILROAD DEPOT
36 A
1898 The construction of the White Pass & Yukon Route railroad began in May of 1898 and, by the fall, lumber arrived for the construction of the two-story wood frame depot. By December 1898 the railroad offices opened on the second floor and the ticket office, waiting room, and baggage room opened on the first. After the completion of the adjacent railroad general offices, the depot was remodelled, with additions connecting the building's front and rear with the general offices. The depot was acquired by the National Park Service. Restoration is in progress.

WHITE PASS & YUKON ROUTE GENERAL OFFICES
36 B
1900 Seattle architect Henry Dozier designed the ornate two-story, wood frame railroad offices. The structure was built in 1900 and opened with the company's offices on the second floor; its traffic department occupied an office in the west half of the first story, and local express companies shared the east half. Gold from the Klondike passed through the Wells Fargo office on the first floor. During World War II the depot and general office became headquarters for the 770th Railway Operating Battalion which was charged with providing supplies for the construction of the Alcan highway in the interior. In 1969 the building was acquired by the National Park Foundation and transferred to the National Park Service. Restoration is now in progress.

HOT SCOTCH SALOON
35 A
1898 John Anderson, a Seattle saloon man, built this one-story wood frame structure in the fall of 1898 across the street from the depot. The building was divided between his Hot Scotch Saloon and some rental space. The first renters were the Bennett Lake and Klondike Navigation Company's steamboat ticket office. By 1901 the Pacific Coast Steamship Company bought the structure and remodelled it as its Skagway ticket office, operating until the 1930s. In 1973 the Alaska Liquor Store opened in the building.

JOHN IRVING BUILDING
35 B
1899 British Columbia steamboat pioneer, John Irving, built this two-story false-fronted wood frame structure during the rush to Atlin in 1899. The John Irving Navigation Company, which operated a system of steamboats and a railroad from Bennett to Atlin, had a ticket office on the first floor as did Canadian Pacific Navigation. After the Atlin rush, the building became the Railroad Restaurant. After 1910 the Grand Truck Pacific Railway opened a ticket office for its steamships. In the 1930s the building became a part of Richter's curio shop, the present occupant.

RICHTER'S JEWELRY & CURIO SHOP
35 C
1929, 1971 With the increase in tourist business during the 1920s, E. H. Richter built a wood frame false-fronted structure in 1929. In 1972 he built a one-story addition to the north. Richter's Curio Shop still operates here.

VERBAUWHEDE CIGAR STORE and CONFECTIONERY
35 D
1899 Fredrick and Nathalie Verbauwhede moved their store and confectionery to the first floor of the new false-fronted wooden structure in 1899; the second floor was used as a residence. In 1901—1902 single-story additions were attached to the rear of the store. After a series of uses as barber, gun, and curio shops, the building became the Alaska Transfer Company express office. The National Park Service acquired the building in 1977. Restoration is now in progress.

BOAS TAILOR and FURRIER SHOP
35 E
1899 Stampeder Herman Boas built his two-story false-fronted residence and shop in the fall of 1899. The tailor and fur business operated here until 1903, then a series of small businesses used the building until 1908 when H.D. Kirmse acquired the structure. It became the Kirmse's lower Broadway curio shop. In 1927 the building was moved a block further south to its present site and was remodelled. In 1978 Jack Kirmse sold the building to the National Park Service. Restoration is now in progress.

HERN LIQUOR STORE
35 F
1937 Perry Hern built the two-story addition to his drug-store in 1937. The upstairs area was used as part of his residence and the first floor became a post-prohibition liquor store. The National Park Service is preserving the building.

PACIFIC CLIPPER LINE OFFICE
35 G
1898 The Seattle-based Pacific Clipper Line built a two-story office in July 1898. The company secured the transportation contract for hauling railroad supplies north; they prospered and expanded. The PCL later became the Admiral Line. In 1904 the building was sold and became a part of the adjacent Mascot Saloon and later the Hern Drug Store. In 1974 the National Park Service acquired the building. Restoration is now in progress.

MASCOT SALOON
35 H
1898 The Mascot Saloon began in the corner of the two-story structure built by the San Francisco-based Northern Trading and Transportation Company. In 1899 saloon owner Albert Rienert bought the building and began expanding the Mascot Saloon to its present configuration. In 1916 prohibition closed the saloon and Perry Hern acquired the complex for his Skagway Drug Store which operated into the 1940s. In 1974 the National Park Service acquired the building. Restoration is now in progress.

U.S. CUSTOMS OFFICE
35 I
1899 The Skagway customs office played a secondary role until the Dyea subport proved too isolated. In 1899 the staff at Skagway was increased and a single-story wood-framed false-fronted structure was erected adjacent to the railroad depot. The customs building was built by the railroad and leased to the government. In 1969, with the construction of the new depot, the customs staff was moved to the present site. The United Transportation Union Local 1787 acquired the building for use as its meeting hall.

KLONDIKE HOTEL
35 J, K, M
1970s The Klondike Hotel, owned by Westours, acquired the Gold Rush Motel (35 J) built in the 1970s at the corner of Spring and Second. Westours constructed a two-story unit (35 K) in 1977 across from the main hotel's lobby on Third Avenue. A third unit (35 M) was built in the spring of 1980 at the corner of Third Avenue and Spring Street.

ALASKA LIQUOR STORE WAREHOUSE
35 L
1978 The two-story warehouse of the Alaska Liquor Store was built in 1978.

KELLER'S DRUG STORE and CURIO SHOP
26 A
1898 The original use of the ornate one-story building is unknown. Photographs taken in 1898 show it on the north side of Fourth Avenue. By 1912 stampeder Louis Keller had moved the building to its present site. Doctor Keller opened a drugstore and sold curios on the side. Keller's Curio Shop, now owned by the Kalen family, still occupies the building. Restoration is in progress.

B.A. WHALEN CURIO SHOP
26 B
1899 Two false-fronted buildings were placed back to back to create an addition to Keller's Drug Store. The two structures may have been on the lot when Doctor Keller moved the corner structure to the site; he probably arranged them to acquire more store space. The two shops appear on photographs as early as 1899. At that time B.A. Whalen operated a curio shop, Skagway's first, in what is now the east building. Whalen knew the tourist trade, and he closed his shop in the winter to work in Los Angeles and then returned in the spring. In 1910 Jack Puch, a taxidermist, moved into the building. By 1912 Doctor Keller had acquired the buildings, rearranged them, and established his drugstore and curio shop.

SOURDOUGH INN
26 C
The Sourdough Inn was destroyed by fire July 18, 1979.

IGLOO BAR
26 D

The Igloo Bar was destroyed by fire July 18, 1979.

LYNCH & KENNEDY DRY GOODS & HABERDASHERY
26 E

1908 Fred Patten and Chris Shea, Skagway businessmen and saloon owners, led the drive to build a new Skagway in 1908 by moving businesses to Broadway and erecting new structures, or at least new facades. Mayor Shea proposed building the Trail Inn complex which included store rental space. Haberdashers Henry Lynch and John Kennedy agreed to rent the space. During the summer an army barracks on Sixth Avenue, built in 1900 as part of Camp Skagway, was moved to Broadway. The two-story wood frame barracks was remodelled with a wider first floor and a new three-story false front matching the Trail Inn. Lynch and Kennedy opened in September 1908. The National Park Service acquired the vacant building in 1977. Restoration is now in progress.

TRAIL INN and PACK TRAIN SALOON
26 F,G,H

1908 The Trail Inn symbolized the new Skagway that businessmen desired to create during the brief period of prosperity in 1908. Fred Patten and Chris Shea, owners of the Pack Train Saloon, led the drive to move businesses to Broadway and to erect new structures or new facades. Contractor Patten saw to the inn's design and the moving of an old army barracks, built around 1904 as part of Camp Skagway on Sixth Avenue, to a new location at the southeast corner of Fourth and Broadway. The wood frame two-and-a-half-story barracks was sawed in half; the two pieces were placed perpendicular to Broadway and a new three-story false front was placed on the north and west walls; a tower adorned the corner. In June 1908 Mayor Chris Shea opened the Trail Inn and Saloon with a grand feast. Prosperity was short lived, however, and the complex passed through the hands of several owners. After prohibition, the building was reopened as the Pack Train bar, the name it retains. The Brenna Family is restoring the landmark structure.

SOURDOUGH INN
26 I

1950s On July 18, 1979, a fire destroyed all but the south wing of the Sourdough Inn. The Klondike Hotel, owned by Westours, has acquired the property.

KLONDIKE HOTEL
26 J, K

1960s The Klondike Hotel, owned by Westours, constructed
1970s these units in the 1960s and 1970s.

PETERSON & COMPANY GENERAL MERCANTILE
25 A
1900 H. O. Peterson and his two sons, Alfred and Frank, arrived from Minneapolis in 1898 and opened a mercantile. As business expanded, Peterson & Company decided to build a new store on the northeast corner of Fourth and State. During the fall of 1900, a two-story wood frame merchandise store measuring 30 feet by 75 feet was erected. The company moved into the first floor by November 3. The second floor was rented as office space to the proposed Chilkoot Pass Railroad. In 1902 Peterson & Company closed their mercantile; seven years later L. A. Harrison moved the structure to the northwest corner of Fourth and Broadway and opened his clothing and dry goods store. Skagway Hardware and Skagway Air Service, owned by Ben Lingle, occupy the building today.

AMERICAN TAILOR SHOP,
SKAGWAY NEWS DEPOT
25 B
1898 The present furniture shop of the Skagway Hardware store is made up of three altered historic structures and additions. The north 10-by-30-foot area was the American Tailor Shop operated by George Mohl from about 1900 through the 1910s. The building originally may have been the Rookery Restaurant built in 1897. A 15-by-25-foot area in the south part of the furniture store was used by the Skagway News Depot, a circulating library, and stenographer's office run by Mrs. E. E. Shorthill and Mrs. Elizabeth Harrison from 1898 through 1909. L. A. Harrison joined the business in 1902. The shop sold all types of goods — bicycles, dry goods, and stationery. In 1909 Harrison expanded to the adjacent two-story corner building. The building was rented out. A third historic structure within the present furniture store complex appears to be a 10-by-15-foot gable-roofed structure moved to the rear of the Skagway News Depot prior to 1908. The unique wooden chimney and the use of board and batten suggest an early date of construction. The building's original location or use is unknown. It may have been an 1897 business structure moved to the rear of a lot after its usefulness passed. The three structures have been greatly altered.

KEELAR THE MONEY KING STORE
25 C
1900 Flamboyant merchant Frank Truman Keelar arrived from Oakland, California, in 1898 to open a jewelry and pawn shop and an optician's office. He also speculated in real estate, acquiring lots on Broadway. In 1903 he moved his business to this shed-roofed structure. A nearly two-story facade with a glass front was attached to the one-story building. In 1905 Keelar's adopted son, J. Ikuta, took over the business and operated his Totem Jewelry store. The building is presently the liquor store department of Malcom Moe's Frontier Bar.

BOWMAN BARBER SHOP
25 D
1903 A stampeder known only as Mr. Latimer built a one-story wood frame flophouse and short order restaurant in September 1897, naming it the Waldorf Hotel. By the spring of 1898 the hotel was sold to the Allen Brothers who operated a hardware store here until 1903 when H. C. Bowman remodelled the building as his barber shop and residence. Around 1905 Bowman placed a new false front on the building. The second floor of the false front remains unchanged, but the first floor corner entry and glass front have been covered. Malcom Moe's Frontier Bar has been in the building since the 1940s.

BOSS BAKERY
25 E
1902 Frank Brackett, son of the wagon-road builder George Brackett, constructed a one-story false-fronted building for his Brackett Trading Post in the fall of 1897. In 1898 Boss baker, Steve Baur, moved into the building. He sold the business to Fred Ronkendorf who remodelled the building in February 1902, enlarging its interior to include an ice cream parlor and restaurant as well as the bakery. The present story-and-a-half false front was placed on the building in 1902. In 1906 grocers Prosper H. Ganty and Andrew Frandson acquired the building. The grocery remained in business until the 1930s. A fire during World War II destroyed all but the front 20 feet. The National Park Service acquired the building in 1978 and on October 2, 1979, moved it to its present location on Broadway between Fifth and Sixth avenues. Restoration is now in progress.

ST. JAMES HOTEL
25 F
1898 Completed in January 1898, the St. James advertized itself as the only fireproof hotel in Alaska — its sides were covered with corrugated metal. The hotel served as headquarters for packer J. H. Brooks and reputedly was where contractor Michael Heney and Sir Thomas Tancrede agreed to see to the organization and construction of a railroad over White Pass. The hotel was moved in 1909 from its original site on the northwest corner of Fourth and State to its present location on Fourth Avenue east of Broadway. The Skagway Hardware Store uses the building for storage.

NATIONAL GUARD ARMORY
25 G
1898 The White Pass & Yukon Route railway company built this wood frame structure as a warehouse. In 1899 the Skagway unit of the Alaska National Guard remodelled the warehouse as a meeting hall and armory. Today, Skagway Hardware uses the building for storage.

WAREHOUSE
25 H
ca1900 The structure appears in early photographs, but its historic use is unknown. It is presently used for storage.

WAREHOUSES
25 I, J, K

The storage buildings appear to have been built after World War II.

KIRMSE JEWELRY STORE
24 A
1904

Stampeder Herman Kirmse opened his Pioneer Jewelry Store on Sixth Avenue during the fall of 1897. After several moves he purchased this two-story wood frame store at Fifth and Broadway (built in 1899) in 1903 and remodelled the structure that winter. In February 1904 he opened Kirmse's Jewelry Store and moved his residence to the second floor. In 1906 he expanded into the adjacent structure (formerly A. Laska's Cigar Factory) and remodelled it with a glass front. The Kirmse's curio shop retains this appearance. Jack Kirmse operated the family store until 1977 when he sold the business.

EAGLES' HALL
24 B
1916

The Eagles' Hall is composed of two 1898 hotels — the Mondamin Hotel and the Pacific Hotel — with a facade built in 1916. Skagway Aerie No. 25, Fraternal Order of Eagles, was instituted in June 1899. Three years later the Order purchased the Pacific Hotel on Fifth Avenue near Main. In 1916 the Mondamin Hotel had been moved from the northwest corner to the southeast corner of Sixth and Broadway and, around 1920, part of the Pacific Hotel was moved to the rear of the Mondamin Hotel. The false front was added by contractor P. W. Snyder. The bay-windowed front still remains visible. The Eagles acquired the structure, remodelled it as a theater/hall, and now present a "Days of 98" show every summer, Alaska's longest running show.

MOORE'S CABIN
24 C
1887—
1888

Captain William Moore and his son J. Bernard "Ben" built their log cabin during November 1887 and May through June 1888. The cabin served as proof of the Moores' homestead rights to the 160 acres they claimed in Skagway Valley. The cabin was not a year-round residence until 1897 when Ben Moore and family moved in. They built the Moore house directly in front of the cabin, and during 1900 Ben moved the cabin 50 feet west to make way for additions to the house. The Moores, and later the Kirmse family, preserved the cabin as a memorial to the pioneers Captain William and Ben Moore. Jack Kirmse sold the cabin to the National Park Service in 1979.

BEN MOORE RESIDENCE
24 D
1897 When Ben Moore arrived with his family in the summer of 1897, the pressing need for housing prompted him to build a story-and-a-half residence directly in front of the Moore cabin. During 1898 and 1899 the house was expanded and in 1900 the cabin was moved to make way for a rear addition. The Moore family lived in the house until 1906. In 1914 the Kirmses acquired the house and made slight alterations. Jack Kirmse sold the house to the National Park Service in 1977.

GARAGE
24 E
1970s

PENIEL MISSION
24 F
1900 When the humanitarian Peniel missionaries arrived in Skagway, they opened a gospel hall. In 1900 local support funded the construction of the two-story false-fronted hall on Sixth Avenue. Mrs. Victoria Yorba, who served as missionary in charge, resided with her assistants on the building's second floor until around 1910. Doctor Clayton Polly remodelled the mission into a first-floor residence and second-floor office and apartment in 1937. The National Park Service acquired the building in 1978. Restoration is in progress.

WYNN-JOHNSON RESIDENCE
24 G
c1905 Charles E. Wynn-Johnson arrived from Victoria in 1897 as the representative of Victoria and London investors backing Captain William Moore's wharf and sawmill. Wynn-Johnson retained a residence in Victoria, but he built his two-story Skagway residence around 1905 for his visiting family. With the transfer of the wharf and mill site to the White Pass & Yukon Route in 1913, the house was sold to Harriet Pullen and moved 100 feet north to its present location. It became an annex to the Pullen House. It is in a deteriorated condition.

NOME SALOON
23 A
1899 Built in the fall of 1899, the two-story Nome Saloon was one of the many that lined Sixth Avenue. The Nome had a dance hall and gambling room besides the bar. An addition was built in the spring of 1900, and the false front was extended to house a variety theater. The following September the owners of the Commerce Saloon, Frank Payne and William Peterson, bought out the Nome's owners and remodelled the resort as the enlarged Commerce Saloon. Patsy Renwick, a well known gold rush gambler, had charge of the tables. Increased enforcement of Alaska's laws closed the gambling hall and finally the saloon. The building is presently a restaurant.

AMERICAN LEGION HALL
23 B
1960s

McCABE COLLEGE,
FEDERAL COURT HOUSE
23 C
1899 McCabe College, a Methodist college headed by Dr. Lamont Gordon, was Alaska's first institution of higher education. The building was constructed with the intention of housing the college and church, but the school operated for only two terms when the building was sold to the federal government for use as a court house. The district court was held in the building until the 1950s. The building presently houses City Hall and the Days of 98 museum.

PULLEN HOUSE
23 D
1899 The famed Pullen House was built by Captain William Moore during the winter of 1899—1900. In 1901 he leased his three-story mansion to stampeder Harriet Pullen, who opened a boarding house and tourist resort which she expanded into Alaska's best-known hotel. In the 1920s she added the old Fifth Avenue Hotel to the building's north end and constructed an enclosed porch on the west. In 1923 President Warren G. Harding gave a brief speech in front of the house. An attraction of the Pullen House was its museum and collection of gold rush and Native artifacts. Harriet Pullen died in 1947 and the hotel closed a decade later. The museum was auctioned off. The hotel is in a ruinous condition.

MOORE OFFICE BUILDING
23 E
1898 Captain Moore built his two-story bay-windowed office building on State Street near Fifth in 1898. He rented the first floor to a general merchandise firm and moved into the second floor. In July 1903 he moved the office building to his lot, known as Moore Park, adjacent to the Pullen House. He used the structure as a private residence. After his death in 1909 the building became an annex to the Pullen House. Olaf Dale remodelled the structure into two apartments in 1936. The building is presently vacant.

RESIDENCE
23 F
1900s The construction date and original use of this structure is unknown. It appears in pre-1910 photographs.

SELMER RESIDENCE
22 A
c1900 In the 1910s, Skagway barber Oscar Selmer, Sr., set up his residence in a building he had moved from lower Main Street to its present location. Its date of construction or original use is unknown. Oscar Selmer, Jr., is the current resident.

SHELLY RESIDENCE
22 B
1900s White Pass & Yukon Route railroad conductor Calvin Shelly and his family lived in this residence during the 1900s and 1910s. Its original use or date of construction is unknown.

RESEARCH GUIDE

Look at the 1914 Sanborn Fire Insurance map; look at the buildings; match existing buildings with those on the map (copy at Park Service offices).

(if the building you want to research is on the 1914 map)

(if the building you want to research is not on the 1914 map)

Ask previous owners or oldtimers if it had been moved; if so, from where?

Again, check the 1914 map and locate the building.

Look at the 1909 property owner map; find the name of the property owner (copy at Park office).

Do deed research. Check 1897-1909 books of deeds for chain of title. This will give you the names of owners as well as the important dates when the property changed hands. (See Magistrate records.)

Compare the years when the property changed ownership with tax roll increases. The tax roll books from 1901-1909 can indicate construction dates by the increases in lot values. (See City records.)

Check old photographs (copies at Park office) which might show your building; look for alterations, signs, and uses.

Compile a history of your building. Scan business directories, newspapers, and memorabilia (copies at Park office and City museum), and check for the owners' names. Compare changes in owners and uses with the periods of history (see chapters 1 and 2) in order to gain a broader understanding of your building's history.

Write the history; add copies of photographs and drawings.

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