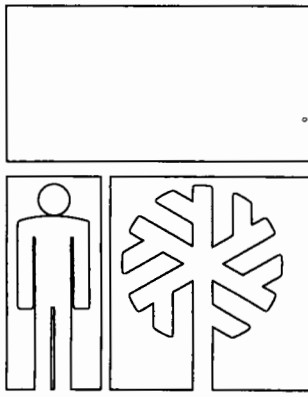
D-2103

archeological investigations

volume 1: the white pass and yukon route
broadway depot and general offices buildings

september 1983

KLONDIKE GOLD RUSH



NATIONAL HISTORICAL PARK / ALASKA

Prepared and published by the Denver Service Center

TIC

October 31, 1983

H30 (DSC-TWE)

Memorandum

To: Regional Director, Alaska Region

From: Assistant Manager, Alaska/Pacific Northwest/Western Team, DSC

Reference: Klondike Gold Rush National Historical Park, Package 104, Historic Structures Report, Archeological Data Section, Depot and General Offices Building

Subject: Transmittal of Subject Document

We are pleased to send you ten copies of the report entitled "Archeological Investigation in Skagway, Alaska: Volume I, The White Pass and Yukon Route Broadway Depot and General Offices Buildings, Klondike Gold Rush National Historical Park." This report was prepared by Historical Archeologist Catherine H. Blee of the Branch of Planning, Alaska/Pacific Northwest/ Western Team, Denver Service Center.

This report was originally intended to serve as documentation for the Section 106 archeological clearance supporting renovation work on the structures. In addition, it provides insight to the history of the structure and the daily administration of the railroad. It is hoped that some of the artifacts and information recovered in the excavation will assist in the interpretation of the Klondike Gold Rush to the public in Skagway. Towards that effort, the author has prepared a special summary for the interpreter beginning on page 111, which is supported by suggestions for artifact use in Appendices A and B.

All artifacts recovered in these excavations will be returned to the park as soon as possible. Artifacts worthy of display will be packed separately for immediate accessioning into the park collection.

Other copies of this report are being distributed by copy of this memorandum as stipulated in NPS-28, "Cultural Resource Management Guidelines." We

understand that the regional office will distribute copies to the Department of Interior Alaska Resources Library and interested university libraries in the State of Alaska.

/s/ Kenneth Raithel, Jr.
Kenneth Raithel, Jr.

Enclosures (10)

cc:
WASO-434-Mr. Scovill, w/2 enc.
Mgr., Harpers Ferry Center, w/3 enc.
Mgr., Western Archeological and Conservation Center, w/1 enc.
Library of Congress, w/1 enc.
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Ty Dillaplane, Alaska State Historic Preservation Officer, Office of History and Archeology, Alaska Division of Parks, 619 Warehouse Ave., Suite 210, Anchorage, Alaska 99501, w/1 enc.

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ARCHEOLOGICAL INVESTIGATIONS IN SKAGWAY, ALASKA

VOLUME I

THE WHITE PASS AND YUKON ROUTE BROADWAY DEPOT AND GENERAL OFFICES BUILDINGS KLONDIKE GOLD RUSH NATIONAL HISTORICAL PARK

by Catherine H. Blee

There will be <u>two</u> more volumes published in the near future per Catherine Blee.
12/13/83

U.S. Department of Interior
National Park Service
Denver Service Center
Alaska/Pacific Northwest/Western Team

ABSTRACT

Archeological test excavations were carried out by the National Park Service at the Broadway Depot and General Offices Buildings of the White Pass and Yukon Route railroad in 1979 and 1980. The excavations uncovered unstratified deposits dating back to 1898. This report provides a description of the Skagway environment that affected the way cultural materials appear in the ground, and will serve as an introduction to the area. It is followed by a description of the eight test excavation units, the features found, and fairly detailed analysis of the more than 6,000 artifacts recovered. This material relates directly to the daily operation of the railroad business offices. Besides presenting the results of the excavation, this report sets the background for further work in Skagway, providing a sound classificatory system for early twentieth century artifacts, and comparative data for other archeological work in the town.

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PREFACE

This report is the first of three volumes reporting the results of archeological investigations in the town of Skagway, Alaska. These excavations were conducted by the National Park Service in an attempt to evaluate the extent and significance of archeological deposits near several buildings owned by the Service and now a part of the Skagway Historical District listed on the National Register of Historic Places. In 1978, Dan Martin, then employed by the National Park Service, conducted test excavations on the sites of the buildings known as the Lynch and Kennedy Haberdashery, the Goldberg Cigar Store, the Boss Bakery (or Spirit of '98), and the Mascot Saloon. In 1979, his successor, Catherine Blee, performed investigations of the Depot and General Offices Buildings, the Mascot Saloon, the new site of the Boss Bakery, and an alley way between the Boas Tailor and the Verbauwede's Cigar Store. Finally, in 1980, Ms. Blee returned to finish work at the Depot, and conduct tests at the Moore House and Cabin, and the Martin Itjen House.

While most of the excavations consisted of isolated trenches or small units located randomly inside or near a structure, two sets of buildings were more intensely studied. Eight tests were conducted at the Depot and General Offices Buildings, and eleven units placed in the immediate vicinity of the Moore House and Cabin. Because the information recovered at these two different locations was fairly extensive, it was felt that a separate report for each was necessary. Volume I, therefore, is the results of excavations at the Depot and General Offices Buildings; Volume II, when completed, will contain the information retrieved from the Moore House and Cabin excavations; and Volume III will present the results of all other miscellaneous tests and the work done by Martin in 1978. The first volume in the series also contains the environmental information required in any professional archeological report. This information will not be duplicated in the later volumes. It is meant to serve as background information for all three reports, and so appears before the Introduction to Volume I.

BACKGROUND

The following background information consists primarily of a brief description of the conditions which contribute to the archeological record of a site. The geography places the site in context with the rest of the world, and describes how most material goods arrive in Skagway. Being relatively isolated, the ease with which consumable goods come to the town can have a substantial bearing on the way in which discarded or lost goods appear in an archeological record. The geology and soils directly affect how archeological deposits appear in the ground. The climate influences the conservation of materials, and often the desirability of a place in which to live. The description of flora and fauna is pertinant to the understanding of the economic life of both prehistoric and historic communities. The brief description of domestic plants and animals is included here since their presence or absence reflects the dependence of the community on outside sources for food and other goods. The summary of what is known about pre-Contact period peoples in the immediate vicinity is intended to set the stage for the historic period, and to remind the reader that prehistoric remains may yet be found in the town. The brief historical summary introduces the unaquainted reader to the Klondike Gold Rush, and the reasons that Skagway came into being. Many sources exist for more detailed information on the history of the community, and it need not be reiterated here.

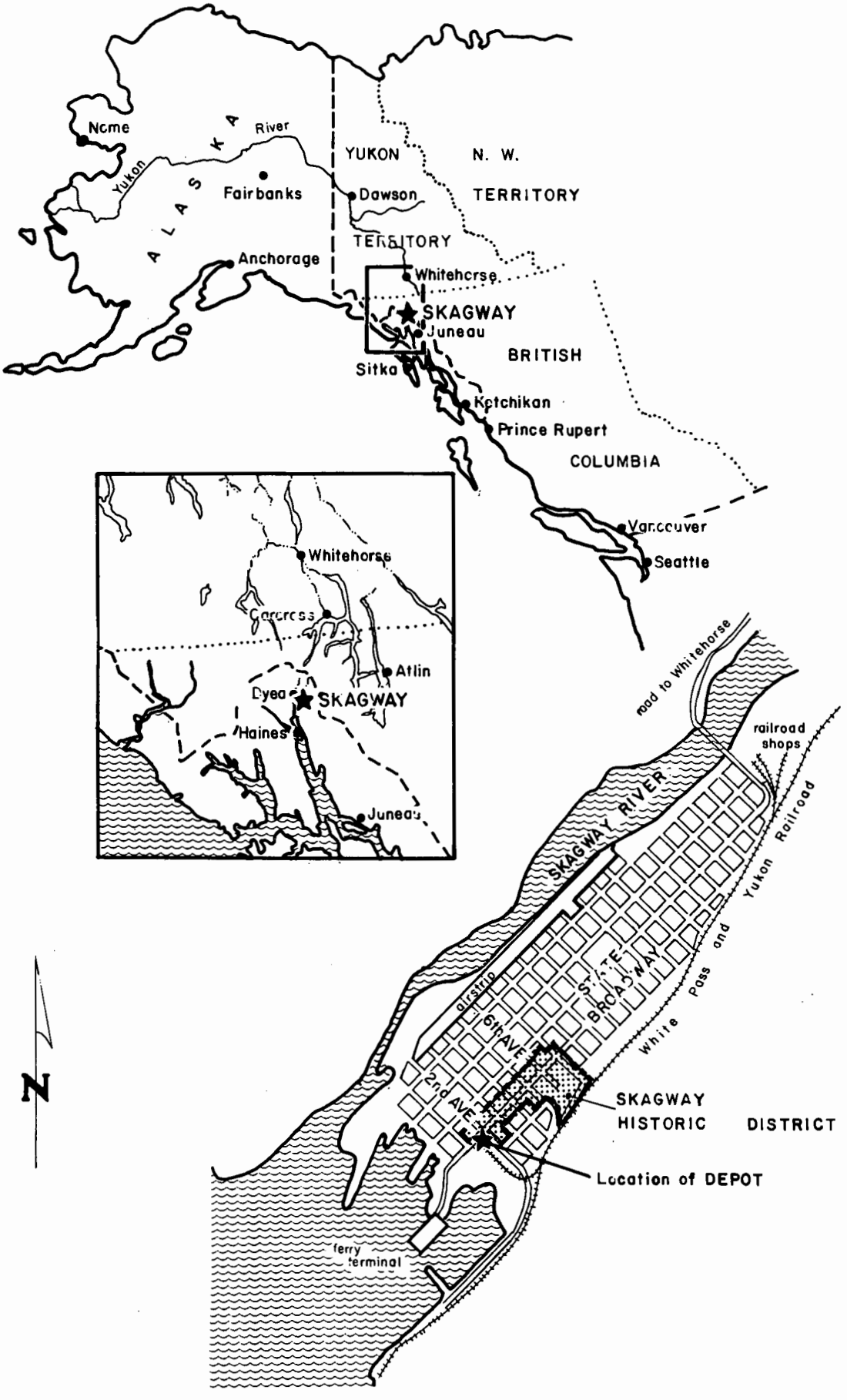
Geography

Skagway, an incorporated town of 769 inhabitants (1980 Census), is located in the southeastern panhandle of Alaska, about 90 air miles north of Juneau (Figure 1). The community lies at the northern end of the Lynn Canal, a fifteen mile long fjord at the end of the Inland Passage. It is served by air from Juneau, by ferry boat from Seattle, and by the White Pass and Yukon Railway from Whitehorse, Yukon, 110 miles to the north. A road was opened between Whitehorse and Skagway in 1980, but is used only during the summer months. The Alaskan Highway connecting Alaska with the lower 48 states passes through Whitehorse, so it is now possible to drive to Skagway from any place on the continent. Until the road was opened, all goods arrived by ferry or air from Seattle. Some inhabitants shop in Whitehorse from time to time, but it is doubtful that a significant portion of the consumable items originate in Canada. No study of supply sources has been completed. The Alaskan Highway was constructed in 1942 for use by Canadian and U.S. military forces during World War II. Before about 1950, 100 percent of all goods would have had to come from major West Coast distribution centers in the United States, probably Seattle, Washington.

Geology

The southeast portion of Alaska is a land of high mountains rising abruptly from the ocean, creating inlets, fjords, and bays. The mountains are a part of the Pacific Mountains System bordering the Pacific

Fig. I: Location of project



Ocean. Large, active glaciers fill the mountains; older ones have carved out river valleys and retreated to the upper reaches of the range; the larger ones spill out into the ocean.

In many nearby areas, glaciers have very recently retreated into the mountains. In areas of recent glaciation, little or no prehistoric remains are found, since the area underneath was thoroughly scoured or has extensive glacial deposits. In many places in the southeastern portion of Alaska, glaciation has destroyed remains of the early prehistoric periods. Most streams and rivers in the region are heavily laden with glacial silts which often created broad flats at the mouth of the stream. Skagway sits on the east bank of one such silt laden stream: the Skagway River. Its valley is narrow; there is very little arable land. Rugged peaks surrounding the valley rise as high as 6,000 feet above sea level. Most of the town sits at an elevation of less than 50 feet above sea level. The mountains are part of a great plutonic batholith composed largely of foliated quartz diorite, monzotonalite, and tonalite (Christie 1958: 9,35).

Soils

The soils on the valley floor are primarily the result of erosion of the surrounding mountains by glacial and estuarine actions. The soils engineer analyzing conditions for the foundations made the following synopsis of soil conditions:

> The soil sequence [at Skagway] is the result of a continuum of geologic events which have occurred since the retreat of Pleistocene glaciers from the area approximately 10,000 years past. The land surface, at one time depressed to several hundreds of feet below sea level by the ice mass, was initially covered by a glacial-marine sediment soil series, which gradually evolved first into deltaic, then fluvial soils as sea level retreated (Connally and Menzies 1979:4-5).
>
> Two phenomena are responsible for the relative rise of the land surface which followed the retreat of the glaciers. One is the return of the earth's crust toward preglacial conditions, a process known as "isostatic rebound." Another is the buildup of sediments in estuarine areas which is commonly termed "accretion. Isostatic rebound is continuing in the project area at an estimated rate of 1.9cm. per year while sedimentation is probably no longer contributing to the increase in land surface elevation in the immediate project area (ibid.: 5).
>
> Soil conditions throughout the project area were found to be fairly uniform, the soil consisting, in most cases, of a stratified deposit of relatively "clean" medium dense light gray SAND underlain at approxmately 3' to 5' depth by dense, sand GRAVEL. Evidences such as crossbedding and filled channels indicates the SAND is of fluvial origin, deposited in the formal intertidal area and braided channels of the Skagway River (ibid.: 23).

In the excavations, it was found that the sand layers usually contained humic deposits and historic materials. Gravel was always culturally sterile.

Ground water was encountered during some excavations. It varied in depth from 24 to 70 inches below the surface in excavations that went that deep. It is shallowest on the north end of town and deepens towards the south. An iron oxide staining of the soil strata indicated to the soils engineer that the water level was representative of an annual average; that is, it does not vary greatly (Connally and Menzies 1979: 4). This one to three inch stain was found in all excavation trenches in which ground water was discovered, usually at the interface of the saturated gravels and the drier ones above. Ground water made controlled excavation impossible in a few cases, but none that affected the Depot/Administration Building investigations. In fact, no ground water was discovered at this site.

Climate

A good synopsis of the climate of the Skagway area is found in the final environmental statement prepared during initial evaluation of the area for inclusion in the National Park System.

> Skagway is the climatic northern limit of the Moist Maritime Climatic Zone, which is noted for mild winters, warm summers, and lack of permafrost. The climate is generally mild, with an overcast sky during two thirds of the year. For southeastern Alaska, it is relatively dry. The precipitation at Skagway is approximately 28 inches per year, compared to 83 inches at Juneau (NPS, 1974: 24).
>
> The temperature variation, both daily and seasonal, are usually confined to relatively narrow limits. The difference between daily maximum and minimum temperature readings averages about 14 degrees during all months of the year. The coldest month is January, with a mean temperature of 21 degrees F. July is the warmest month, with a mean temperature of 58 degrees F. The absolute minimum record at Skagway was 24 degrees F. in February, 1947. An absolute maximum of 92 degrees F. was recorded in July, 1899 and August, 1923 (ibid.: 30).
>
> The average length of the frost-free season is approximately 180 days, extending generally from about the first of May to the middle of October. Strong winds may occur in any season, but they are common in winter. The wind direction is generally from the north from November to March and from the south from March to November (ibid.: 30).

Of the 43 days spent in the field on this project, 16 days witnessed some sort of rain, usually a light drizzle. Very few days were cloudless. In sheltered, unexposed areas, the ground was still frozen solid in late April 1979.

Flora

Skagway lies in the Pacific Northwest Coastal Rainfall biogeoclimatic zone. Coniferous tree species include western hemlock, mountain hemlock, Sitka spruce, alpine fir, and lodgepole pine. The most common deciduous tree, the black cottonwood, is an extremely fast growing, shade-tolerant species characteristic of the moist river bottomlands. Aspen and balsam poplar also occur locally. Alder and willow are common. Patches of salmonberry, devil's club, blueberry, and currant dominate the shrub layer. A wide variety of herbaceous plants occur as ground vegetation, including lady fern, violets, and many other species (NPS, 1974: 34).

Domesticated vegetation that can withstand the short growing season is lush and reaches record sizes, due mostly to the moist conditions and the long hours of daylight during the summer. Cool weather legumes such as peas, members of the cabbage families, beets, carrots, radishes, strawberries, raspberries, gooseberries, and even an apple tree were observed. Family gardens are plentiful; soon after the gold rush, the city was known throughout the west for its beautiful gardens. The sandy alluvium often needs some nutritional additives, but provides adequate fresh vegetables and berries for home use.

Fauna

The major big game species in the area are mountain goat and black bear, with low densities of moose. Grizzly bear and wolves have been reported infrequently higher in the valley drained by the Skagway River. Blue Grouse and all three species of native ptarmigan inhabit the area. This is also the northernmost breeding habitat of the rufous hummingbird. Wolverine, marmot, porcupine, marten, and many smaller animals are present. Bald eagle, mink, and many other birds, small mammals, and other predators are found along the areas influenced by salt water (NPS, 1974: 37-38).

Harbor seals and a variety of whales are common in Lynn Canal. Salmon halibut, and flounder and a variety of crabs are seasonally abundant.

Not many domestic animals were observed in or near Skagway. Grazing land is scarce, and there is no place to grow fodder for winter use. There are about a dozen beef cattle at the north end of town, a few riding horses, a handful of ponies for pulling tourist carts in the summer, and a plethora of large dogs and cats. A small herd of hogs inhabits the city dump.

Shortly after the turn of the century, Harriet Pullen was reputed to have kept dairy cattle at a ranch on the site of Dyea to provide fresh dairy products for her hotel; now a small herd of half wild ponies roam the Taiya flats.

The native economy revolved around exploitation of the sea resources. Euro-Americans, however, rely on their traditional beef and vegetable diet. While locally grown fruits and vegetables, some domestic animals, and the sea supplement the diet of Skagway inhabitants, most food is

procured through trade. It is doubtful that the community could subsist on locally available or producible products. The majority of food items is imported. The inventory of food items in any given household in Skagway would resemble that in Denver, Los Angeles, or New York City.

Prehistory

Very little is known about the early prehistoric period along the coast in Southeast Alaska. Extensive glaciation in the area has contributed substantially to this dearth of information. Many habitable river valleys have been extensively glaciated in relatively recent times, scouring away remains of early human habitation. The wet climate has certainly contributed to rapid deterioration of organic remains. In addition, the climate encourages very lush vegetation, making the discovery of early archeological sites extremely difficult. Isostatic rebound resulting in higher sea levels than in the past has no doubt caused many coastal sites to be covered by the sea. Finally, the steep mountain sides restrict habitable sites to the river valleys, where torrential spring flooding often occurs.

Despite an environment that discourages the survival of archeological sites, a few very early ones have been located. The nearest and perhaps most significant was found near Groundhog Bay in Glacier Bay National Monument. This site was radiocarbon dated at 10,180 ± 800 B.P. It contained a number of microblades and chopping tools characteristic of cultures occupying Alaska immediately after the Wisconsin glaciation. The microblade technology is clearly linked to eastern Asia cultures (Ackerman 1968: 55-79). Little more is known about the characteristics of this culture than its stone tool technology. These people are generally believed to have been primarily big game hunters who moved from season to season following the animals that provided their livelihood.

More recently, the entire region has been inhabited by a group of people, called the Tlingit, tied together culturally and linguistically. They have been characterized as a hierarchical society that exploited the resources of the sea and rivers. The richness of their subsistence base provided the leisure time to develop an elaborate art recognized around the world. It also provided the means of supporting a rather complex system of wealth distribution and prestige demonstration through the institution of the potlatch. Partially supporting this system was the trade network that bound them to the interior Athabascans, from whom they obtained fur, meat, and tool stone.

It does not appear that any Tlingit were living in the Skagway valley when the first settler, Captain William Moore and his son, J. Bernard, arrived in 1887. The latter wrote in his memoirs the following description of the evidence of natives in the valley:

> There was no sign of a house of any kind ever having been built in this vicinity nearer than Smuggler's Cove [the next inlet north of the Skagway valley], which we, at that time, called Wausuck Bay, after the native who lived there with his family in one of the huts that are there today [1904].

> I found places where camps had been made long ago; also very old axe blazes on trees, judging from the way the bark had grown around the cuts and the quantity of pitch surrounding them. I also found quite large spruce trees in which knots had been tied many years ago, while they were very small and pliable, but which did not seem to interfere with their growth except to make double the diameter of the tree at that place.
>
> I found some half a dozen wooden fox and bear deadfall traps between edge of the timber at the bay, and where the railroad shops are now built .... The Indians had evidently covered these traps with leaves and vegetation to make the surroundings look natural. But when I arrived there, Nature had mantled the old traps with a covering of her own.
>
> In the early days the native family of Smuggler's Cove set their heavy steel traps on both sides of the river and made a round of inspection about every two days ....
>
> On the west side of the river, about two miles up the stream, I found an old half-finished cottonwood canoe, decayed and covered with moss (Moore 1967: 15).

It was customary for the Tlingit to break up into small family groups during the summer to exploit some of the more widely separated land animals. It is possible that Wausuck and his family were members of the groups living along the Chilkat River in one of the several villages known to exist at this time. The Moores only occupied the Skagway valley in the summer until after the gold rush had started and a considerable community had been established, so it is doubtful whether they would have known if this particular native lived there year round.

A local Tlingit legend suggests that the valley may have been inhabited in the remote, mythical past. It concerns the origin of the name Skagway, which the Tlingit had called the valley long before the first settler arrived. "Skugway," meaning beautiful, was the name of a woman of supernatural powers who married a young man of the village said to have stood on the banks of the Skagway River. He became angry at her one day and she left him, going towards the head of the valley, where she disappeared into the side of the mountain. She later reappeared to the headman of the village, revealing her true identity and saying that she would watch over them as long as they remembered her name. The journalist repeating the story goes on to remark:

> There is a tradition among the natives of the two tribes, the Chilcoots and the Chilcats, to the effect that, every time a strange face crosses the summit of what is now known as White Pass and returns, the person so returning brings the dread north wind--the "curse of Skugway,"--laid upon the place because of the conduct of Chute [the young husband]. Even to this day native Chilcoots and Chilcats, when passing the harbor of Skagway, whether going to or coming from a hunting or fishing excursion to Dyea, are wont to stop a moment and repeat a prayer, "Skugway eshan-oo-han" (Skugway, have mercy on us) (Spray 1911, 219-221).

It is possible that a combination of the fiercely cold winter wind that comes out of White Pass and a fear of the supernatural dissuaded any Tlingit from settling the valley. After all, the Chilkat River to the south was much richer in salmon, and the Chilkoot Pass to the north offered an easier trade route to the Athabascans in the interior than did the White Pass. At any rate, there are few natives in the town today; only 6 percent of Skagway's population is native Tlingit, whereas at Haines, on the mouth of the Chilkat River, just fifteen miles to the south, the native population is 25 percent (Alaska Almanac 1979: 87, 91).

Historical Summary

The first Euro-Americans to settle in the valley were Captain William Moore, and his son who had a native wife and three children. They began building a cabin and wharf in the fall of 1887 on a small stream on the east side of the valley, near the edge of the tidewater. They occupied the cabin off and on until the summer of 1897, when thousands of prospectors bound for the Klondike gold fields poured through Moore's 160-acre homestead. A community was platted and surveyed and lots put up for homesteading of sorts. A tent city sprang up overnight. Within two weeks, more than 1,100 recordings of lot occupancy had been made. The gold rush was on (Bearss 1970: 79-81).

As early as 1887, Captain Moore had envisioned a railroad over the White Pass. As more and more erstwhile miners bogged down in the muck and mire of the White Pass Trail, barely passable even with pack trains, the railroad became a necessity. So, on March 29, 1898, five men secured a charter of incorporation for the Pacific and Arctic Railway and Navigation Company from the state of West Virginia. The company applied for charters from both the United States and Canadian governments in order to build the White Pass and Yukon Route from Skagway to Whitehorse. Construction began in the spring of 1898; it reached White Pass in February 1899, Lake Bennett in July, and the golden spike was driven in Carcross, Yukon on July 29, 1900 (Bearss, 1970: 247-263).

Unfortunately though, the interest in the Klondike as a source of gold had waned by 1900. Although large commercial interests were still active until around 1915, the individual prospector had moved on to the black sands of Nome by 1900. Skagway had boasted a population of 10,000 in 1899 (Bearss, 1970: 277); the 1900 U.S. Census gives a figure of 3,117 and by 1910, it was down to 872 (U.S. Census, 1910). As of the 1980 census, the population was 769.

Even during the gold rush days, the community had many visitors and tourism has remained a major source of summer income for Skagway's residents. The railroad is still the single largest employer in town, but its interests are exclusively Canadian. Raw materials, especially zinc, lead ore concentrate and asbestos, are shipped from the Yukon through Whitehorse to Canadian owned wharves in Skagway. Skagway has survived because of its position on a major supply route to the rich mineral sources of the Yukon and because of its outstanding scenic surroundings.

INTRODUCTION TO VOLUME I

The Depot and General Offices are two buildings standing at the southeast corner of the intersection of Broadway and Second streets in Skagway, Alaska. Originally built by the White Pass and Yukon Route at the turn of the century, they now belong to the National Park Service and are part of the Skagway Historical District, listed on the National Register of Historic Places (Figure 1). These two wood frame buildings are joined by later additions, which, to the casual observer, cause the two structures to appear as one. In the following report, the Depot is the westernmost building, which was built in 1898. The General Offices were in the eastern structure, and were constructed in 1900. On the plan map in Figure 2, these two main structures are joined by a 1922 addition to the north, and a 1908 addition on the south. These two buildings and their additions form a lightwell in the center. Essentially, this area is an open space or small courtyard in the center of the structure complex.

The buildings had settled unevenly on their wood pier foundations by the time the National Park Service acquired them in 1969. In order to halt the continuing deterioration to the understructure of the buildings, and to ease the strain on the walls, it was necessary to completely replace the rotted wood piers with concrete spread footings. This required jacking up the buildings, removing the piers and pouring new foundations before lowering the structure. The entire operation involved excavating a three to five foot wide trench around the entire perimeter of the buildings, including the lightwell, and in many places, leveling the ground surface under the structure. In essence, the entire area under the buildings and extending five feet beyond the walls would be disturbed by the construction.

Archeological excavations were conducted in and around the two buildings prior to construction excavations. These investigations were carried out as a requirement for compliance with Section 106 of the National Historic Preservation Act as a means of determining the significance of archeological resources to be impacted by the foundation stabilization and to recover samples of the archeological deposits before they were completely destroyed by the renovations. It was intended that proper alternatives or impact mitigation would be devised if any significant archeological remains were found.

In October 1978, R & M Consultants, Inc. took two soils tests near the depot to assist the National Park Service in the design of the new foundations for the Depot and General Offices Buildings. One test was hand excavated by day laborers in the light well between the two buildings (TH #3). A local contractor dug the other (TH #2) with a small backhoe; the test was located 6.7 feet south of the southwest corner of the Depot (Figure 2). Since both tests indicated a deep stratification of historic deposits, controlled archeological excavations were proposed for the following spring, prior to exposure of the wood pier foundations. In April, 1979, the archeologist returned with a three person crew and excavated six test trenches (Figure 2): two in the light well (EU 2 and EU 4), two beneath the baggage room (EU 5 and TT 6), and two south of the Depot and immediately adjacent to the building (TT 7 and EU 8).

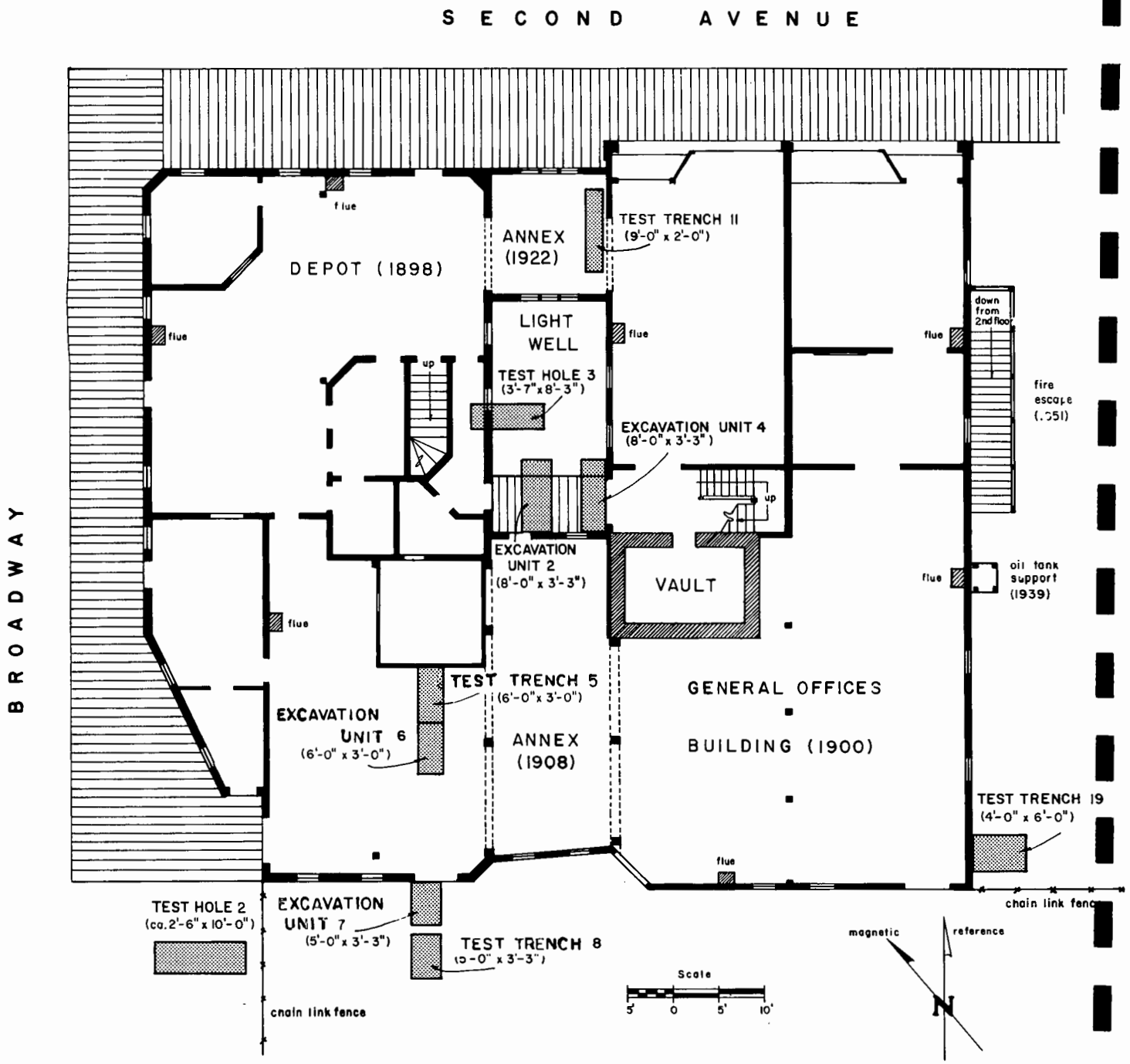


Fig. 2: Location of archeological investigations

Because of frozen ground encountered in April, a return trip with one assistant was made in June, 1980. An additional test was placed under the 1922 addition between the two buildings in an attempt to clarify some relationships between strata uncovered in the earlier excavations (TT 11).

The park began construction excavations around both buildings the day the last test was finished in April. By the return trip in June, there was virtually no soil left around any of the outside foundations of the buildings. The frost problem and the unfortunate location of TT 7 and EU 8 (see below) resulted in less than desirable data retrieval in the April excavations. Therefore, when archeological testing was conducted in June and July 1980 at other sites in Skagway, an additional test (TT 19) was placed outside the southeast corner of the Administration Building. This final test provided information that can be used to tie data from the other seven tests together.

Research Rationale

The purpose of the excavations was to test the archeological deposits in order to determine significance and extent of remaining resources. The complete excavation around the perimeter of the buildings would destroy one of the most important archeological contexts: the relationship of the builder's trench for the original foundation with the surrounding deposits. Photographic documentation of the Depot and Administration buildings through the years had been quite thorough. Since they are essentially twentieth century buildings, informants who have worked in them since the 1920s and 1930s are still available. For those reasons, it was not expected that archeological investigations would contribute substantially to the overall knowledge of the structural evolution of the buildings. The deposits were expected to be of much greater value to historical archeologists in the kinds of data they contained. Specifically, it was anticipated that any controlled excavations would shed additional light on the problem of what kinds of physical remains are left in the ground as a result of certain kinds of human behavior. This then, was the research bias. If the deposits were well stratified, contained an abundance of artifacts deposited in situ, and/or were associated with known events, then they would be considered significant. Badly disturbed areas or those from which the same kind of information could be obtained in an area not to be disturbed would be considered insignificant and not worth the expense of salvage.

STRATEGY

Field Methods

A base map of the eight archeological and two soils tests can be seen in Figure 2. The latter were dug for soils samples to be analyzed by a soils engineer (Connally and Menzies 1979). A backhoe excavated Test Hole #2 (TH2) in a location chosen by the park and the soils engineer, near the southwest corner of the depot. Day laborers dug Test Hole #3 (TH3) in the light well with shovels; excavation was not controlled. After the soils samples were taken, profiles were drawn of the exposed sides of both trenches. No attempt to recover artifacts was made.

The other eight tests consisted of two kinds of excavations: test trenches (TT) and excavation units (EU). The former were excavated in arbitrary six-inch levels in areas where the deposits were unknown. After establishing the stratigraphic sequence, an excavation unit was placed adjacent to the test trench in an effort to recover the data under stricter stratigraphic control. This is the major difference between the two types of excavation. They were numbered consecutively in the order they were dug.

All material was screened through 1/4-inch mesh and artifacts recovered from the screens. The soils test had shown that no culture bearing deposits lay below the alluvial gravels at the base of historic soils. When this level was reached, and no artifacts were found for a depth of six inches, excavation was halted.

Excavation tests were generally placed in such a way that was assumed to maximize results in the smallest amount of space. Areas to be disturbed by the foundation replacement were the only ones tested with the exception of TT 19. Areas near doors have often been found to be productive as a result of sweeping away debris from floors inside the building. EU 2, EU 4, TT 7, and EU 8 are near doorways. The units placed beneath floors were situated where the project supervisor had cut holes for the foundation work; it would have been almost impossible to work in the crawl spaces without the floor being removed. It was hoped in those cases that some information could be recovered regarding the structure of the foundations through all investigations.

The size of the trenches were usually determined by constraints demanded by the building--that is, the physical space there was to work in effectively--and the kind of information being sought, or thought to exist in that particular area. When it was anticipated that artifactual information would be minimal and all that was needed was a stratigraphic profile, the trenches were long and narrow. When tighter control of a large number of artifacts was necessary, the trenches were more nearly square, but of sufficient size to reveal features if they were encountered.

Laboratory Methods

A preliminary inventory of artifacts was compiled in the field. Since one of the research purposes was to determine the function of given areas by

their artifact content, the basic functional typology proposed by Stanley South (1977) was used in the inventory. This will be explained more fully in the section dealing with the artifacts. All objects retained for analysis were shipped to the Denver Service Center, where they were cleaned, labelled, catalogued, and in some cases, a minimum amount of conservation to stabilize deteriorating materials was performed. They will be returned to the park for permanent storage.

OBSERVATIONS

Historical Background

A necessary portion of any railroad is the depot; it handled the transfer of supplies and people between the different forms of water transportation and the railway and provided office space for the paperwork attending such a large operation. By late summer 1898,

> ... construction was commenced on a handsome depot and office building at the southeast corner of Broadway and Second. The depot, described by a Skagway booster as "one of the finest and most commodious in the Northwest," was completed early in 1899. The two-story building was 100 by 80 feet, with its interior finished in "attractive style." On the first floor were "two large and commodious waiting rooms," between which and connected with both was a ticket office," which for convenience and style cannot be excelled." The waiting rooms were "nicely furnished and supplied with the conveniences of a modern depot, such as a news stand, writing desks, tables, toilets, etc." The upper floor was divided into offices (Bearss 1970: 258).

It was also noted that the building was lighted by electricity (ibid.).

Apparently these upstairs offices did not provide enough space to handle the rapidly burgeoning bureaucracy attending the infant railroad:

> ... in December, 1899 it began work on an Administration Building [now referred to as the General Offices] on Second Avenue, next to the depot. As the first step, structures standing on the site, the Rosalie Hotel and the agency of the steamer Dirigo, were moved onto lots at the southwest corner of Broadway and Second, across the street from the depot.
>
> Work progressed rapidly, and by May 16, 1900, the handsome two-story structure was completed. On that day the offices of General Superintendent Hawkins, Assistant Engineer Hislop, and Chief Clerk Young were moved from the second story of the depot into the Administration Building. Space formerly occupied by their offices was turned over to personnel charged with operating the depot and the Skagway Division of the White Pass & Yukon Route (Bearss 1974: 268).

Major building modifications were few after the original construction. In 1908 the southern portion of the 13 feet wide space between the two buildings was covered over, and the baggage room for the depot was enlarged. The northern portion was covered in 1922, making a hallway between the waiting room in the depot and the large northern room of the administration building. Between these two additions was left a 13 feet by 20 feet light well. The Depot and General Offices buildings were used for the original purposes by the White Pass and Yukon Route until 1969, when a new building was constructed approximately one hundred feet to

the east. The original structures were donated to the National Park Foundation in 1969. Since that time, the building has been used for National Park Service storage and a few museum exhibits in the old depot waiting room. It is in the Skagway and White Pass National Historic Landmark on the National Register of Historic Places.

More detailed historic and architectural information is contained in the Architectural and Historical Data sections of the Historic Structures Report (Cloyd 1981; Chappel n.d.). A photograph of the buildings in 1900 can be seen in Figures 3 and 4. Figure 5 shows them in 1979, during the archeological investigations.

Descriptions of the Excavations

Two test holes were dug in the vicinity of the Depot in October 1979 during soils testing operations. These were monitored by the principal investigator. The following two summers saw the formal excavation of eight test units. The location of all tests can be seen in Figure 2. Each will be discussed by the area in which it is located.

Lightwell

Test Hole 3 (TH 3) was hand excavated by day laborers as a part of the soils testing done in October 1979. After the excavation, the south wall was profiled in order to begin to understand the extent of stratigraphy around the area. The plan is seen in Figure 6 and the profile in Figure 7. The workmen reported a great deal of broken window and bottle glass in the upper 12 to 18 inches, but no artifacts were recovered under controlled conditions.

The most obvious feature is the ceramic sewer line that runs through the unit from north to south, approximately 28 inches below the surface. It was originally believed that the sewer system was original to the building. Therefore, the principal investigator assumed that all layers the trench cut through logically predated 1898. It appeared that, prior to construction, the 1898 surface was only six to eight inches below the 1979 surface. It was also clear that some excavation took place for the east wall of the depot. During the original construction, a trench was excavated for the Depot foundation piers, and the 2 inch by 12 inch boards that make up the lower edge of the wall were placed against the eastern side of the trench.

Only after the historic data section of the Historic Structures Report was drafted did it become apparent that the sewer line was not original to the building. The General Conditions Reports of 1938 to 1942 prepared by the White Pass and Yukon Route indicate that in the winter of 1940 to 1941, they made "necessary changes to the men's and ladies' toilets on ground floor of Broadway Depot so toilets can be put into winter service" (Chappell n.d.). This could mean that the sewer lines were buried much deeper than before in order to protect them from freezing. The sewer line trench cut through layers pre-dating 1941, not those pre-dating 1898.

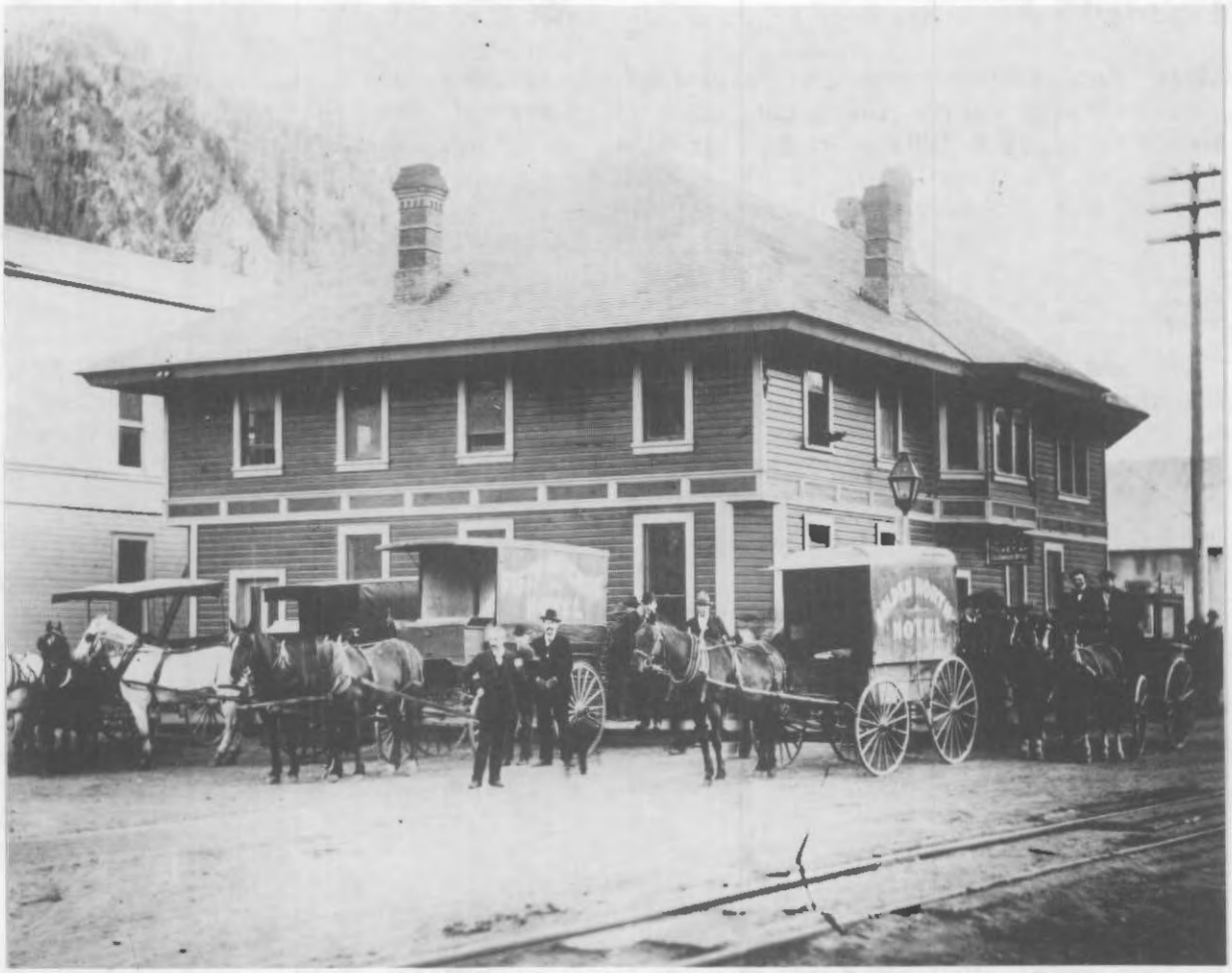


Figure 3: 1900 photograph of the Depot. (Yukon Archives).

Figure 4: Summer 1900 photograph, north elevation of General Offices Building (left) and the Depot (right), looking to the southwest. (Yukon Archives).

Figure 5: 1979 photograph of the Depot on the left and the General Offices Building on the right. Looking northeast.

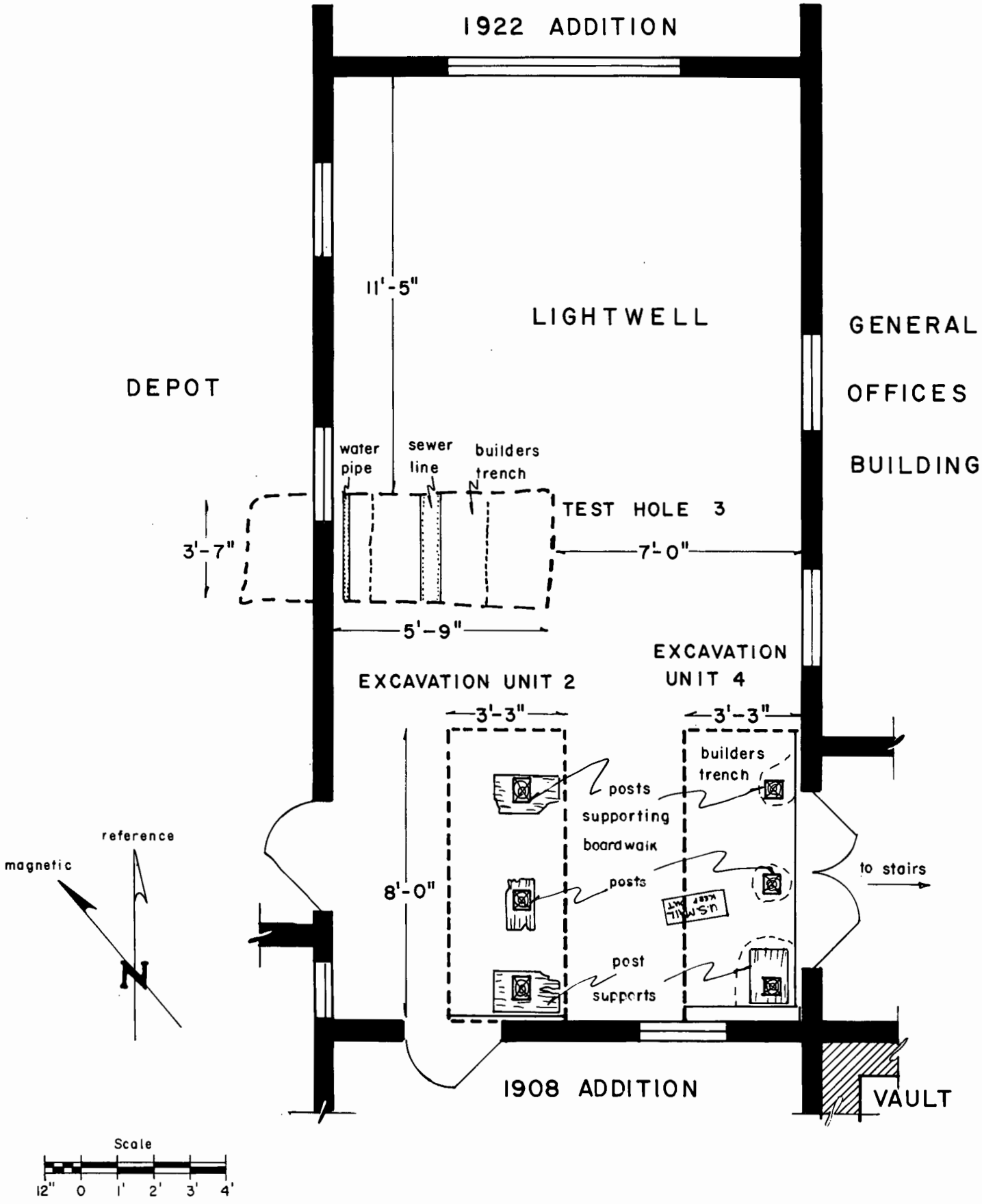


Fig.6: Plan of lightwell

A 2-1/2 inch diameter water pipe was found four inches below the surface, also running north to south and only three inches from the building wall.

A dark petroleum product, presumably heating oil, had penetrated all layers to about 24 inches below the surface. Oil fueled stoves were installed in the late 1930s (Cloyd 1981: 89). Racks for supporting oil drums are on the roof of the 1922 addition, closing off the north side of the light well.

The fine black silt layer (Figure 7) was obviously deposited on the site before the sewer trench was dug. The day laborers reported finding broken glass as deep as 18 inches; the black silt extends to 17 inches below the surface. Since it was then believed that the sewer pipe dated to 1898, the depth of the artifacts suggested that perhaps deposits predating the Depot were on the site. For that reason, further, controlled excavations were conducted in the light well.

Two formal excavation units were placed at the south end of the light well, underneath the boardwalk that ran between the depot and the general offices building at this location (Figure 8). It was reasoned that this area would not be as disturbed as more open areas around it, and there the likelihood of finding the lower deposit would be greater. Also, areas under boardwalks and porches tend to collect artifacts in greater quantities than more exposed areas, because they are out of the way of foot traffic, and cannot be easily seen by those cleaning an area.

Four units were laid out under the boardwalk area. Since the light well is 13 feet wide, each unit was 3 feet 3 inches wide. They were an even 8 feet long, coinciding with the overhang of the second floor corridor. Each unit was numbered from one to four starting on the west side and moving to the east. Excavation Units 2 and 4 (EU 2 and EU 4) were chosen for excavation, since it was anticipated that the sewer line ran through EU 1. There was no need to excavate all four units.

Excavations in this area proceeded very slowly. The crew was forced to do the field work in April since construction crews were to begin exposing the rotted foundations in May. The ground was frozen three inches below the surface. It thawed no more than an inch or two a day, making work painstakingly slow. All changes in soil conditions may not have been observed under these conditions.

The frozen soil was about one foot deep (Figure 9) and overlaid a sterile, sandy deposit. Whereas in TH 3 the black silt was overlaid by brown sand (Figure 7), in EU 2 and EU4 it lay on the surface. The excavator noted that the black silt smelled oily and felt greasy. It would appear that oil spilled out of the overhead barrels more than once. The extent and depth of the oil bearing soils indicated one massive or several lesser spills.

Both units contained only the one culture bearing deposit. Artifact content indicates that this layer accumulated slowly from 1898 to the present time. It appears that the area under the boardwalk was a natural collector of artifacts. It gives some clue as to the variety of

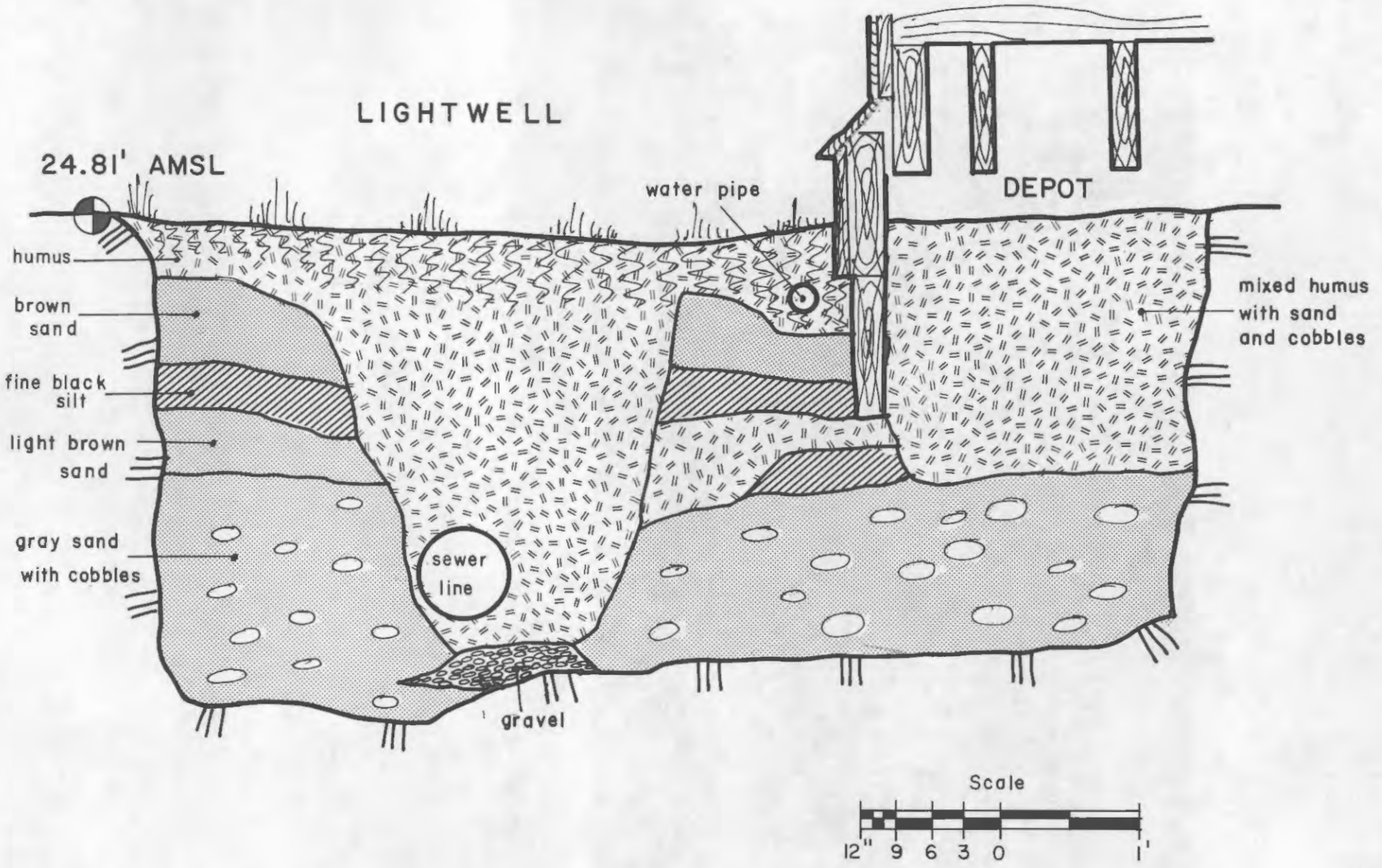


Fig. 7 : South profile of Test Hole 3

Figure 8: Photograph of Excavation Units 2 and 4, under the boardwalk between the Depot on the right and the General Offices Building on the left.

activities taking place in the Depot and General Offices Buildings. These are discussed in detail in the section on the artifacts. Briefly, the artifacts accumulated slowly over the entire period of White Pass & Yukon Route occupancy. Many artifacts could quite easily have been used during the first few years of operation, especially the Lea and Perrins Worcestershire Sauce bottles, and the chromolithographed porcelain found there. Even the paper clips, paper fasteners, and pencil stubs could have been used as early as 1898; all have been observed in the 1895 Montgomery Ward catalogue (1969: 115-116). The doll parts are certainly typical of the 1898 period. However, at the top of the same layer, we found correspondence dating 1967, and a 1947 Sunday comic section as well as a number of other fairly recent materials. It appears that the soils under the boardwalk accumulated slowly between 1898 and 1969.

In all, 3,152 artifacts were recovered under controlled conditions from the light well. This is almost half of the 6,344 artifacts found at the Depot and General Offices Buildings.

Under the Baggage Room Floor

Two tests were placed under the baggage room floor in an area where the floor had rotted so badly that it would eventually need to be repaired (Figure 10). It was sagging away from the columns supporting the second floor. The investigating architect was interested in seeing if archeological investigations in that area could shed light on why the building had settled so in that area. The question was not answered definitively. Once under the floor, it was found that the column in question sat very near the sewer line that runs north to south under the baggage room. With this disturbance so near, a test next to the column was not considered to be productive.

Test Trench 5 (TT 5) and Excavation Unit 6 (EU 6) were placed parallel to, and about three feet west of the sewer line. A profile is seen in Figure 11. Half-inch plywood covered the original tongue and groove finished flooring. This covered a diagonal subflooring, set on north to south running nominal 2 inch by 8 inch joists. The joists were set 18 inches apart on 8 by 8 inch girders. The girders were supported by 8 inch by 8 inch posts set directly into the sand with no protective pads. The absence of a footing for the posts may account for the slumping floor. The posts were set approximately every 8 feet.

The surface of the ground varied from 2 feet to 2 feet 9 inches below the diagonal subflooring. The soil consisted of a dry sand, grading to a wetter sand containing a few artifacts. Finally, about 3 inches below the surface, the soil became sterile beach sand.

Most of the artifacts appear to have accumulated during the original construction of the building. Nails, tar paper, and tin can fragments comprise the majority of identifiable artifacts recovered (tar paper surrounds the sewer line to the east). A few fragments of packaging paper may have fallen through a hole in the floor at one time. A khaki shirt found below the floor is an enigma, as is a Sanford's Ink master ink bottle found by an architect. It was not possible to identify 56.7 percent

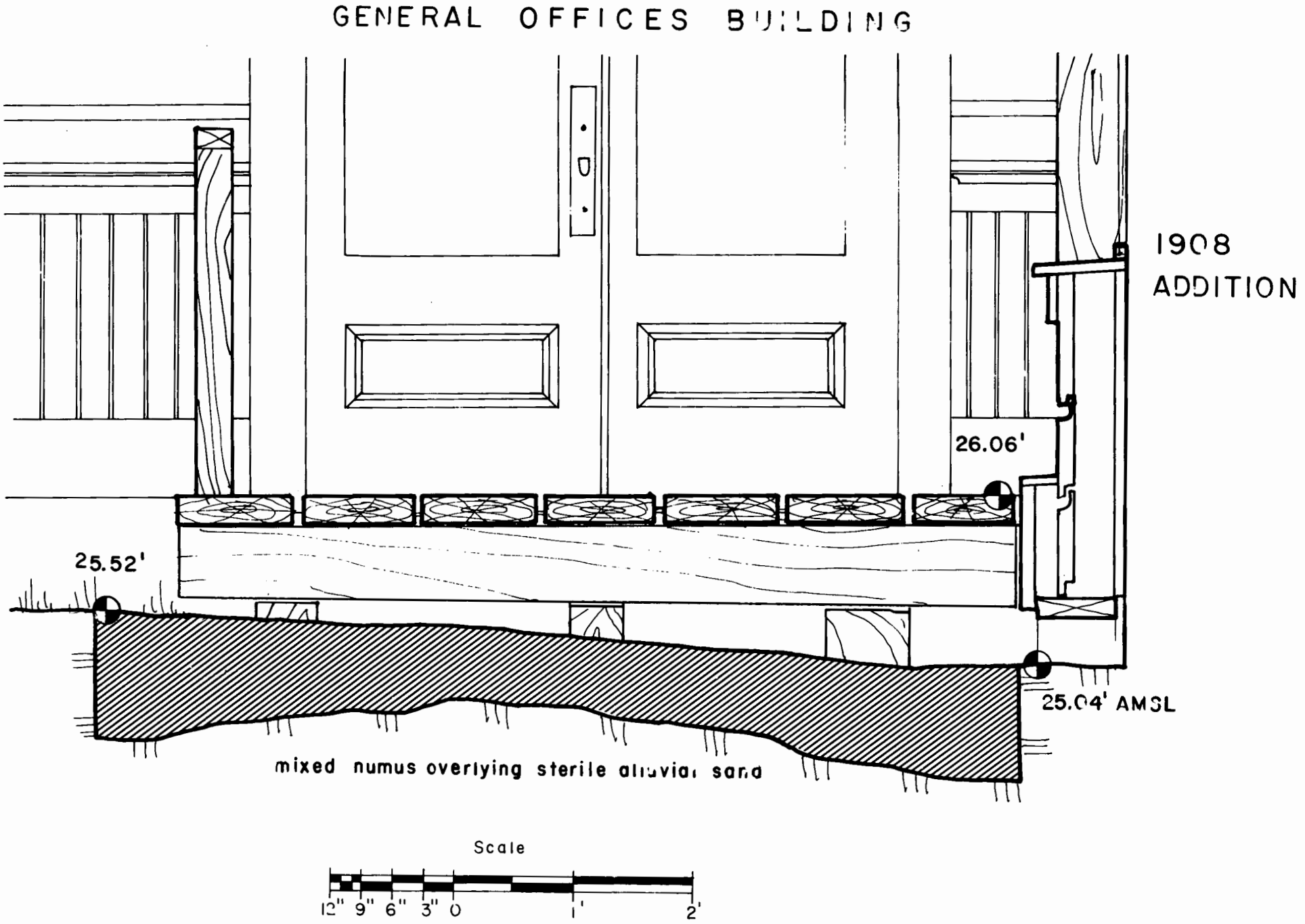


Fig. 9: East profile of Excavation Unit 2

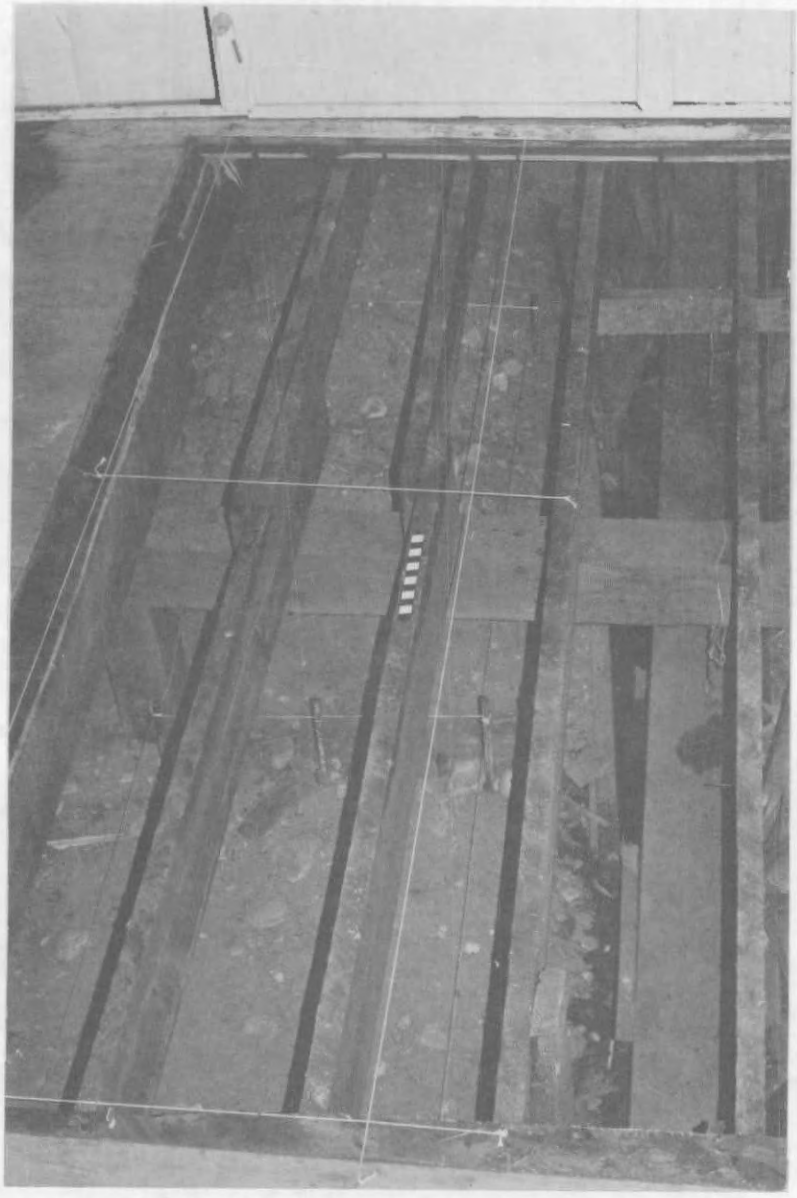


Figure 10: Photograph of Test Trench 5 and Excavation Unit 6 under the Baggage Room floor. Looking north.

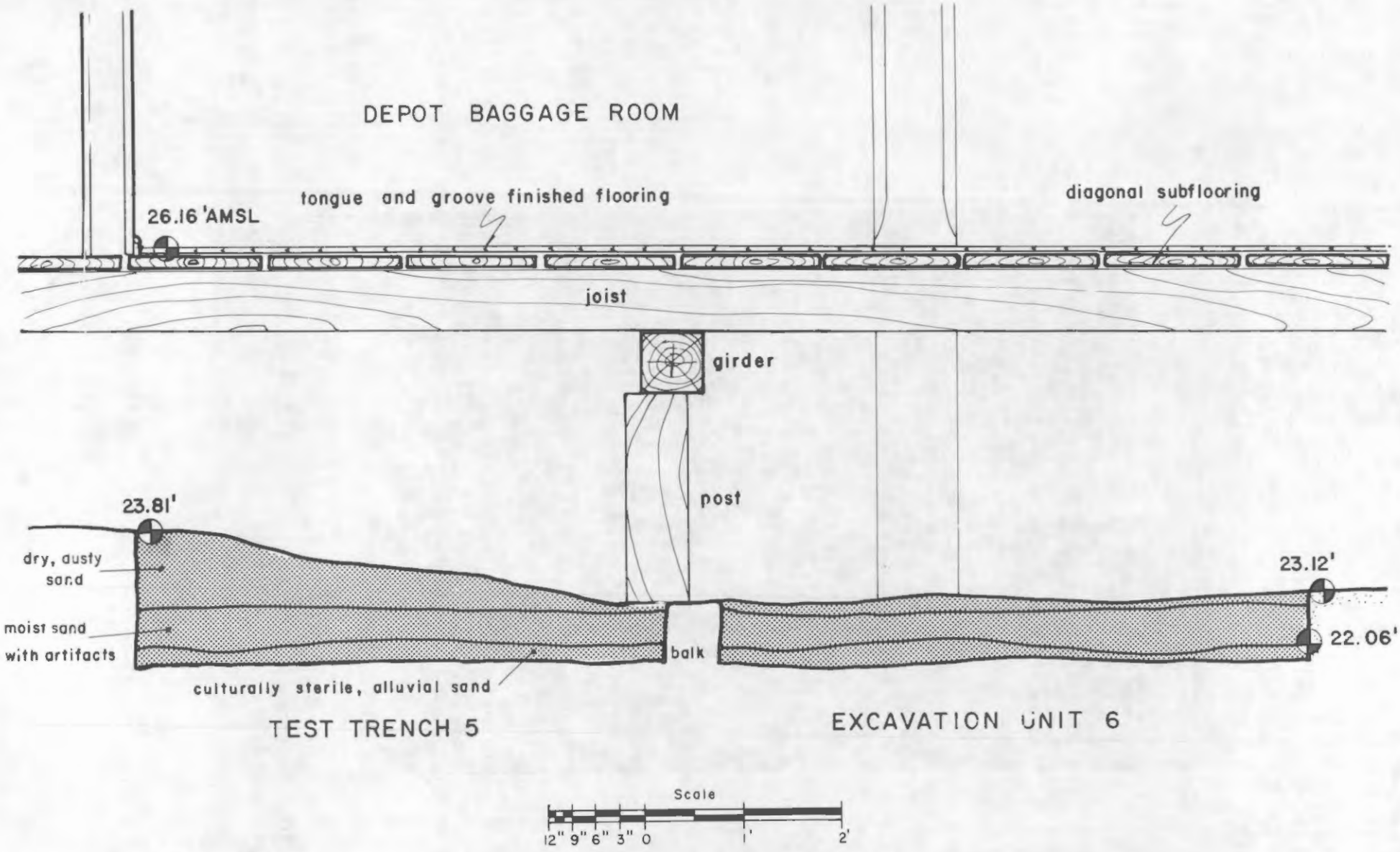


Fig. 11: East profile of Test Trench 5 and Excavation Unit 6

of the items found under the baggage room floor. They had become so badly deteriorated that their original form is unknown. They were largely ferrous, suggesting that they were nails or tin cans.

No remains of occupation of the site prior to the Depot were found below the floors. Only 4.4 percent of the Depot artifacts and General Offices were found in TT 5 and EU 6.

South of the Baggage Room Door

A soils test (TH 2) was excavated by backhoe in the fall of 1979 outside the southwest corner of the Depot (see Figure 2). The hole was approximately 2 feet 6 inches wide and 10 feet long, oriented east to west. No artifacts were recovered from the test. A profile was drawn of the south wall of the excavation (Figure 12) because it contained two posts of some interest. They were approximately 9 inches in diameter, and were set 17 inches below the surface. The eastern post was 18 inches high; the western one was 15 inches. Both posts sat on the badly decayed remains of wood planking. These posts probably supported the boardwalk that originally surrounded the depot. Alluvial sand surrounded the bases of the posts, suggesting that these were set at the time when the tide reached up to the depot. The posts are surrounded by a fill deliberately brought in from somewhere else; it is not alluvial. The fill consists of angular chunks of granitic rocks similar to the fill being taken today from the valley sides near the railroad shop yard.

In an attempt to locate additional posts from this boardwalk, and determine its association with the depot baggage room, two formal test excavation units were placed outside the baggage room door: Excavation Unit 7 (EU 7) and Test Trench 8 (TT 8) (Figures 13 and 14). These units each measured 3 feet by 5 feet, separated with a one foot balk. They were oriented north to south, and located 11 feet directly south of TT 5 and EU 6 in an effort to avoid the sewer line that exits the building on the south side.

The entire area was covered with beach sand fill that varied in depth from 6 to 15 inches. The surface that this covered undulated greatly, probably as a result of the removal of the boardwalk. No physical remains of the walk were found. Several local people indicated the walk was removed about ten years ago. The park exhibit specialist said he heard it took place in 1967 (Bathurst, personal communication). Paul Cyr remembered bringing the fill in from the beach. Very few artifacts were found in this fill: a few nails and some bottle glass. Their presence should not substantially affect frequencies of artifacts originating at the depot.

A coarse gravel underlaid the beach fill. It varied from 3 to 9 inches thick, and slumped down considerably in the area over what turned out to be a septic tank. This is probably material that sat under the boardwalk. Artifacts were relatively scarce in this layer, and represented a wide variety of activities common to all the Depot and General Offices deposits. Of the 69 artifacts found in this layer, 5.8 percent were Domestic, 1.4 percent were Personal, 21.7 percent were

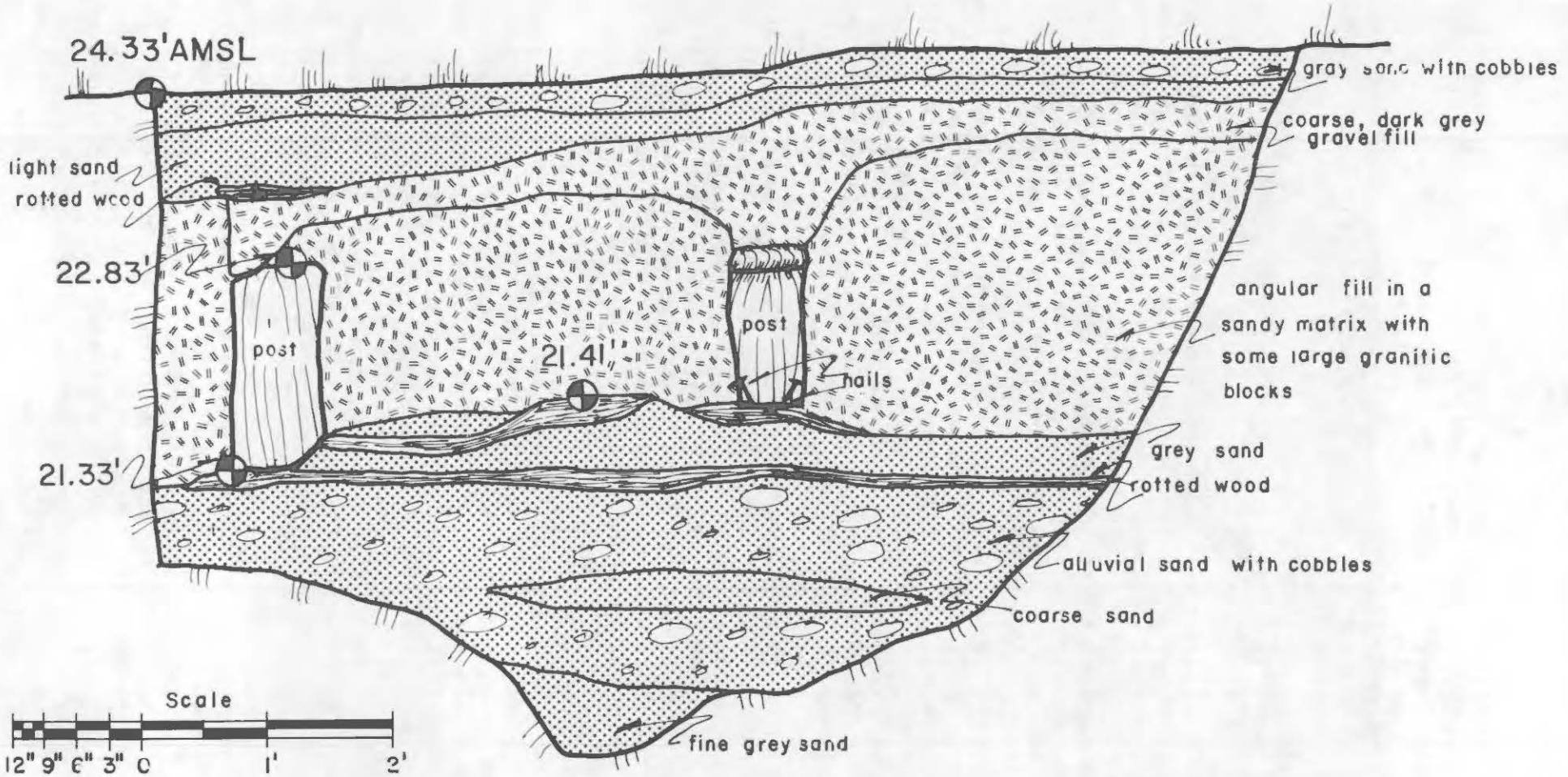


Fig.12:South profile of Test Hole 2

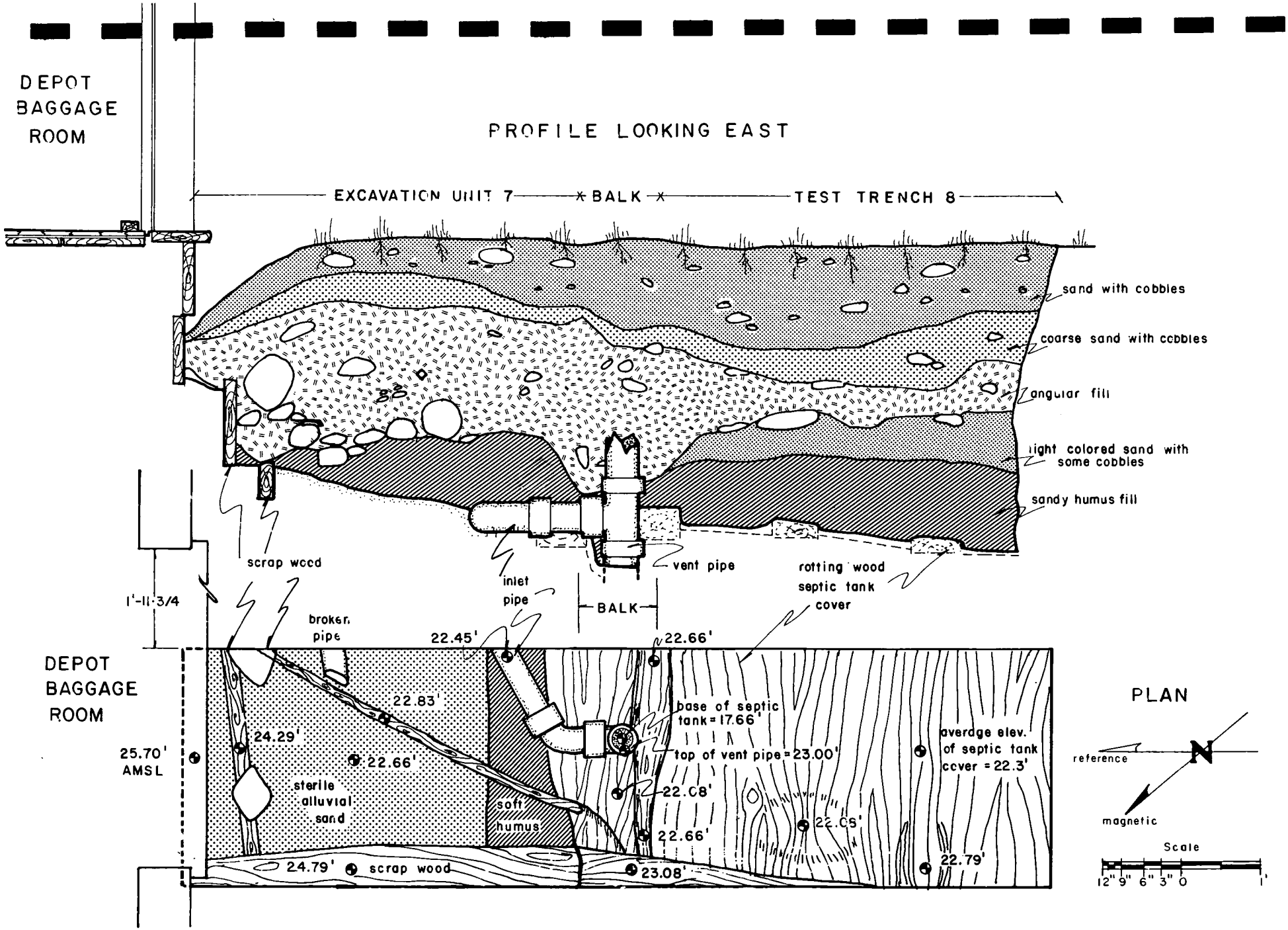


Fig.13: Plan and profile of excavations south of baggage room door

Figure 14: Excavation Unit 7 and Test Trench 8, outside the Baggage Room Door. Looking north.

related to Activities, principally office supplies, and 71.0 percent were Structural. This distribution is typical of the depot artifacts (see the more thorough discussion of the artifacts in the section on artifacts where these terms and their significance are defined).

The third deposit consisted of an angular, granitic fill, very similar to the fill surrounding the posts in TH 2. Its appearance suggested that it was brought to the site from someplace away from the glacial/riverine deposits on the Skagway River floodplain; it is not an alluvial soil. What is puzzling, however, is the artifact content. Wherever the fill originated, it was in an area that was being occupied or used by people engaged in activities very similar to those going on at the depot. Fully 85 percent of the artifacts found in EU 7 and TT 8 were in this layer. Of these, 10.1 percent were Domestic, 1.8 percent were Beverage, 0.2 percent were Personal, 14.2 percent were Activities artifacts, and 73.6 percent were Structural. As can be seen by comparison with the beach gravel above it, and artifacts from other units as shown in Table 1, there does not appear to be a significant difference in the distribution of artifacts. The presence of tin can fragments, domestic bottle sherds, window glass, and nails all imply proximity to a structure near the source of fill. The substantial amount of metal shavings, klinkers, and melted glass indicate a source near a place where metal working was being conducted. Today, the railroad shops are near a borrow source located on the base of the slopes at the south side of the valley. It is possible that this fill came from that borrow. At any rate, the artifactual material reflects activities connected with the operation of the railroad.

This fill lies above the septic tank mentioned earlier. Unfortunately, during excavation it was not realized that a septic tank was being uncovered until the wood cover was encountered. At the same time, a large cobble fell from the one foot thick balk between the two units because the sand matrix had dried out. The resulting collapse of the balk revealed a 5-inch diameter cast iron vent pipe, 23 inches below the surface of the ground (Figure 15). Within the one foot width of the balk, the intake pipe turned west from the sewer line three feet to the east, and entered the septic tank (despite efforts made to avoid it).

The tank was covered by wood planking with the grain running from east to west. This wood rested on joists that also ran east to west. If there were any north to south running joists, they were not discernible. The wood was very wet, and felt extremely spongy. It was also apparent from the hollow sound that only air filled the septic tank. Perhaps it was lined with metal. The wood covering was not removed since it was extremely dangerous to stand on the spongy wood, and the walls of the trench were not stable. The depth of the tank was measured by dropping a plumb bob down the intake pipe. A dry sand was encountered at 8 feet one inch below the surface, or about five feet below the top of the tank. A plan view of the tank can be seen in figure 13. Its dimensions are unknown.

It was assumed by the stratigraphic sequence that the septic tank postdated the construction of the shop yards at the north end of town. This was indeed found to be the case. The shop yards were built in 1898. In the General Conditions Report of 1938 to 1942, it was reported

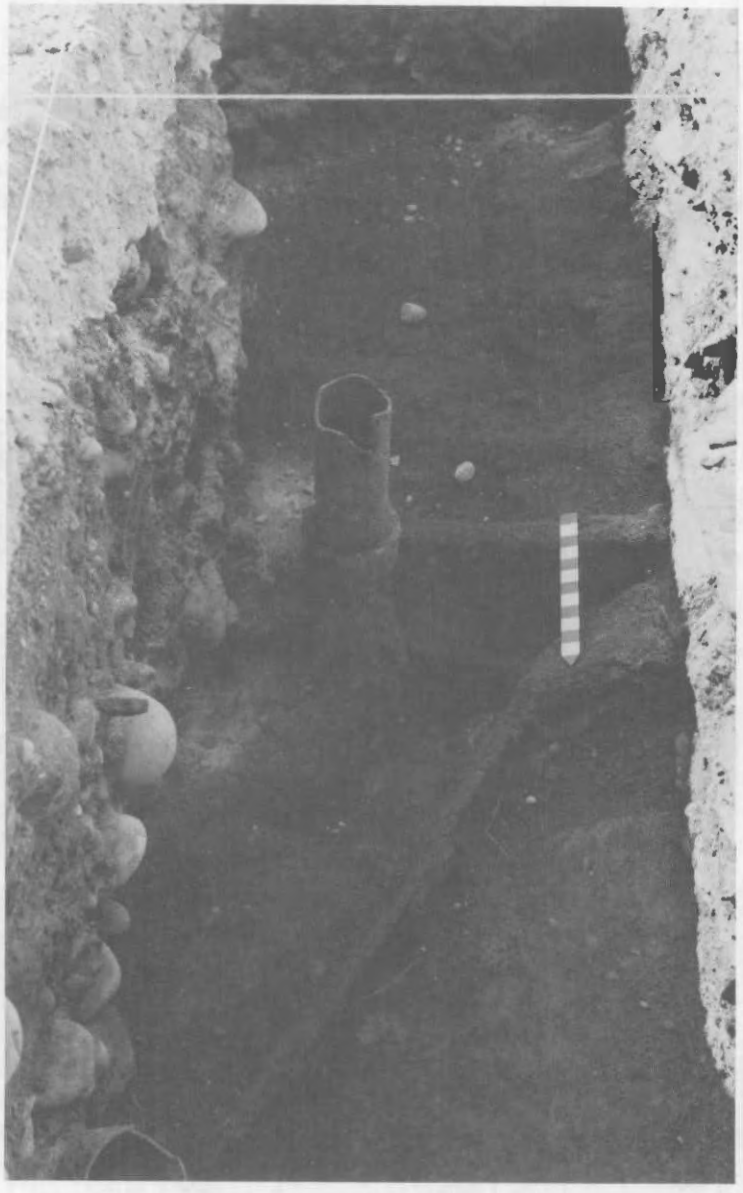


Figure 15: Intake and venting pipes on the septic tank, Excavation Unit 7 and Test Trench 8, looking south.

that "Early in May, 1941, the Bridge Gang began installing a septic tank at the Broadway Depot" (Chappell n.d.). This septic tank may have been in service only one year, as the depot was connected to the town sewer system in 1942 (Cloyd, personal communication).

The Southeast Corner

During the excavations south of the baggage room door, day laborers were clearing away accumulated soil next to the foundations of the General Offices Building preparatory to stabilization work. In the process, one of the workers uncovered a cough syrup bottle, discussed in Appendix A. The bottle was lying directly on top of a compacted cinder and ash layer, about four feet below the surface of the ground. It was obviously a nineteenth century bottle and has since been dated as early as 1889 (Baldwin 1973: 61). Since the area investigated outside the buildings was found to be disturbed by the septic tank, it was still necessary to gather information regarding the original ground surface around the buildings. This cinder and ash layer was evidence that such a surface still existed. Another test trench was opened near the southeast corner of the building the following spring during excavations at other sites in Skagway (Test Trench 19).

TT 19 was located on the east side of the General Offices Building, about three feet north of the southeast corner of the building (figures 16 and 17). It was put on the east side leaving the south side accessible to visitors taking the train north. Since hundreds of people use the loading platform daily that time of year, an open excavation trench next to the platform was not a good idea from the standpoint of safety nor in the interest of maintaining good scientific control. Wishing to excavate as near as possible to the original location of the cough syrup bottle, the test trench was placed just around the corner in the more protected parking area.

A trench approximately two feet wide had been excavated around the entire building complex after the initial excavations, in order to expose the foundations. Although the original builder's trench probably no longer existed, it was thought that some information regarding the pre-1898 surface may still have been left.

TT 19 measured six feet east to west, and three feet north to south. The location and profiles can be seen in figure 16. The trench was excavated in arbitrary 6-inch levels. The builders trench seen in the profile was excavated separately.

As can be seen in the profile, several layers were uncovered. The top two layers--a dry, sandy overburden and sandy gravel fill--probably date from after the 1969 construction of the new White Pass and Yukon Route depot. These layers included a 1957 beer bottle base. In the discussion of the artifacts, these two layers are referred to as the Recent deposits.

Below the sandy fill is a buried humus, the pre-1969 surface. It covers a brown sand which, in turn, covers an additional humus level. These layers overlie the top of a builders trench, which was not entirely

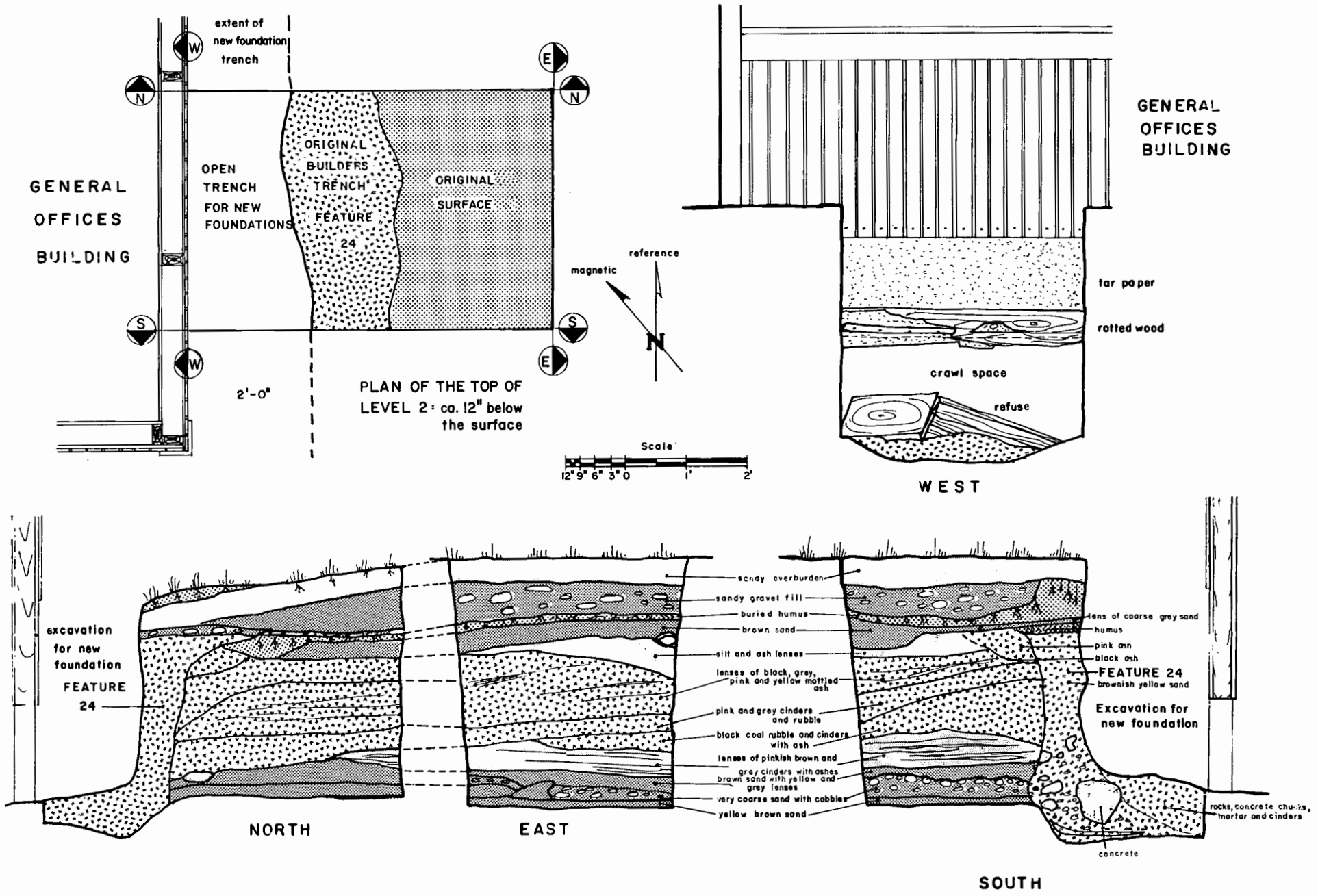


Fig.16: Plan and profiles of Test Trench 19

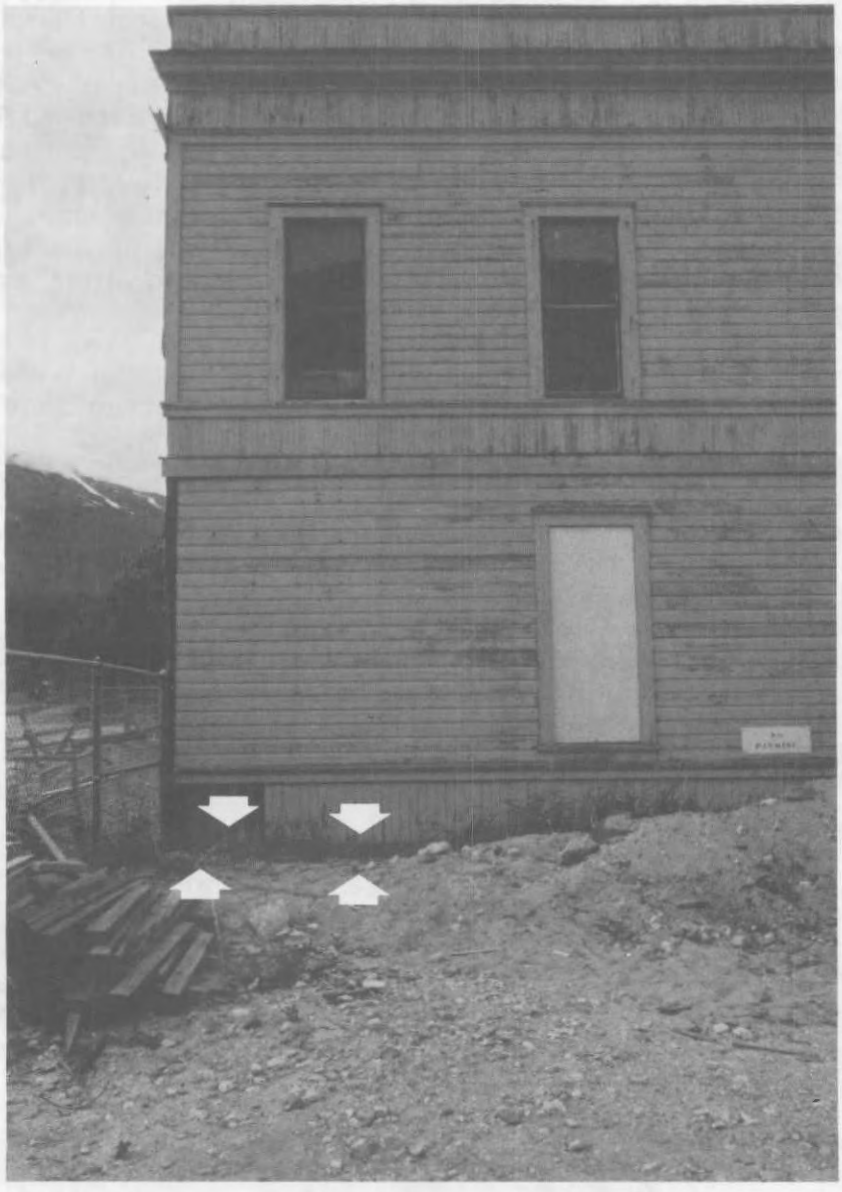


Figure 17: Photograph of location of Test Trench 19, at the southeast corner of the General Offices Building, looking west.

obliterated by the recent foundation work. This trench is probably not original to the building, but certainly predates the 1969 sale to the Park Service. It probably represents some maintenance activity on the foundations.

This builders trench cuts through more than two feet of ash, cinder, and silt deposits, which clearly accumulated slowly over some length of time. In the discussion of the artifacts, these are called these the Original deposits, since they appear to be original to the General Offices at this location. A great deal of slag and combusted coal are mixed in with the cinders and ash, indicating that the deposits are waste from some kind of furnaces. The fact that very few of the artifacts found in the deposit have been subjected to heating indicates that the waste material was cool before being deposited. It is possible that this is one of the places where the ashes from the coal fired engines were disposed after each firing. Artifacts were deposited between each ash disposal.

Unfortunately, none of the artifacts from the Original deposits are datable. The only items of note are 49 round shipping tags that were probably attached to canvas bags in the nearby baggage room for the Express offices (Figure 31). These tags are scattered throughout the deposits, indicating a repeated activity. The artifacts do suggest a progressively greater age, the deeper they go. Lamp glass, for instance, was found in the very lowest levels, whereas the higher ones contained fragments of lightbulb glass. In addition, the number of unidentifiable iron lumps increases the deeper the deposit. This, of course, suggests that nails or other small iron objects have stayed in the ground a considerable length of time, deteriorating with age to a point where they can no longer be recognized.

The base of the ash and cinder deposits consists of a brown sand. This was probably the surface of the ground when the depot was first built. It is 3 feet 6 inches below the current surface. Only a small handful of historic artifacts were found in this sand: enough to indicate human occupation when the layer was being formed, but not enough to suggest the function of the area. They were probably deposited in the two years of Skagway's life before the structures were built. Culturally sterile beach deposits begin at about 3 feet 9 inches below the present ground surface.

1922 Addition - Under the Floor

When the summer, 1979 excavations in other parts of Skagway began, foundation stabilization work had been started at the Depot and General Offices. In the process, several large holes were cut in the floors to allow access for the construction crews to the foundation members. It also allowed access to the space covered by an addition constructed in 1922. Before that time, the area had been open and covered by a boardwalk. It was possible to recover some material that may have fallen under the boardwalk between 1900 and 1922, the heyday of the railroad in Skagway.

A single trench, Test Trench 11 was excavated. It measured two feet from east to west, and nine feet from north to south. It dimensions were largely regulated by the size of the hole cut in the floor and the space between floor posts. It was excavated in arbitrary 6-inch levels. A plan and profiles can be seen in Figures 18 and 19.

The floor of the 1922 addition was finished tongue and groove on a diagonal subflooring. This rested on 2 inch by 12 inch joists running east to west, centered every 16 inches. The joists were supported by 6 inch by 6 inch girders, resting on 6 inch by 6 inch posts. The ground surface varied from 21 to 28 inches below the bottom of the subflooring.

Two features were found in TT 11. Both were supports for posts that held up the boardwalk. Feature 1 consisted of a 2 inch by 12 inch plank with the grain running east to west, sitting on top of another 2 inch by 12 inch (?) by 30 inch plank with a north/south grain. The original post is missing. Feature 2 consists of a single 2 inch by 12 inch plank with the grain running east to west. It supports a 6 inch by 6 inch floor post. Both features are surrounded by a dark humic soil, which appears to have accumulated somewhat before the posts were placed. Artifact content of this soil is very sparse. It included only one crown bottle cap, three wire nails, a piece of coal, six fragments of lamp glass, some shreds of aluminum foil, and a piece of anonymous ferrous metal. All other artifacts came from the dusty sand above the humus. This material no doubt accumulated after the 1922 addition was built.

93.5 percent of the artifacts found under the 1922 addition were Structural in nature (see catagorical definitions in the Artifact Section). Apparently, very little material found its way through the boardwalk cracks during the early operation of the railroad. The only artifact that could have originated during the gold rush is a fragment of a kaolin tobacco pipe. See the discussion of artifacts for more detail. A much painted telegraph insulator was discovered in the crawl space. The last coat of paint on the insulator is the yellow ochre used by the U.S. Army during World War II. How it came to be under the 1922 addition is enigmatic.

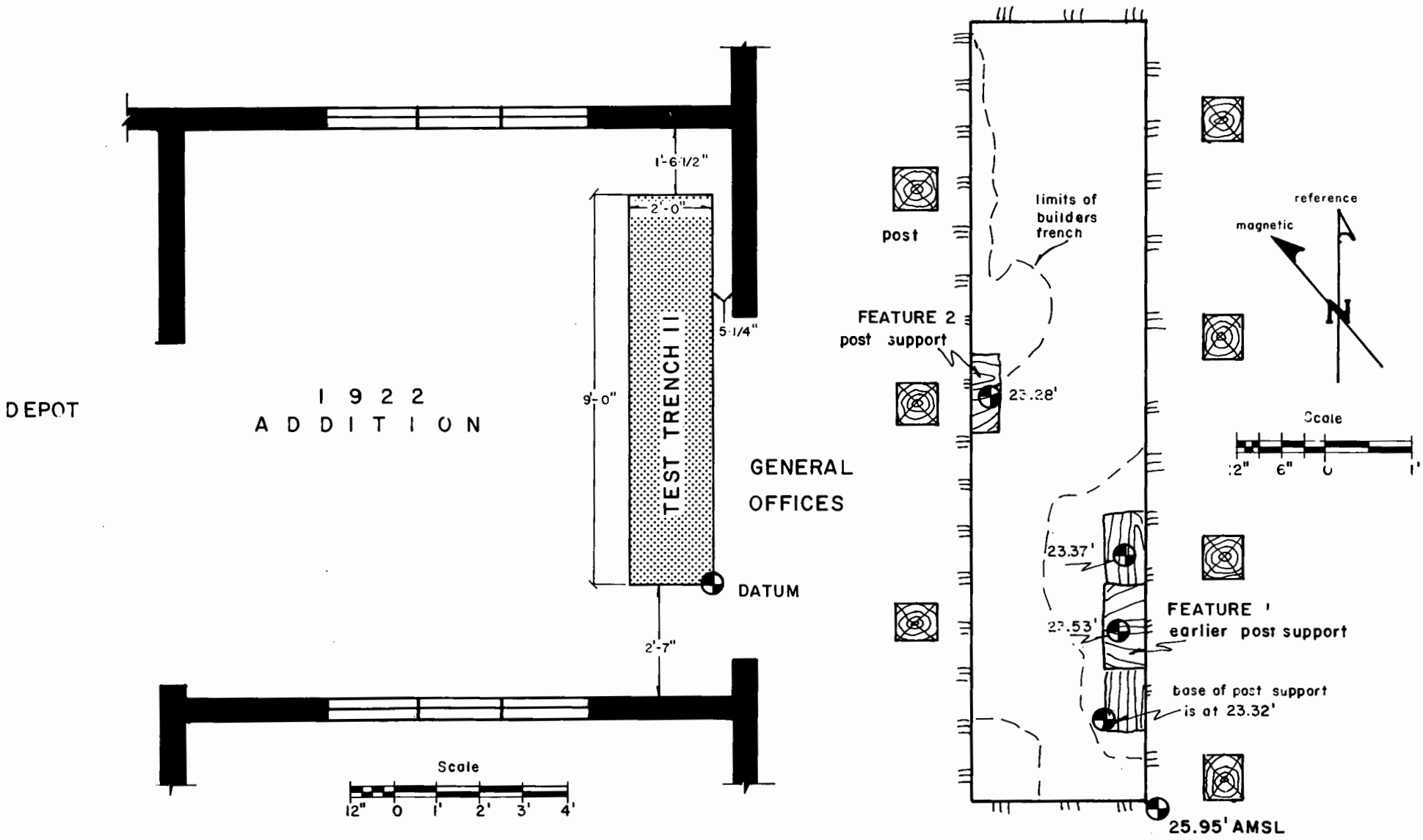
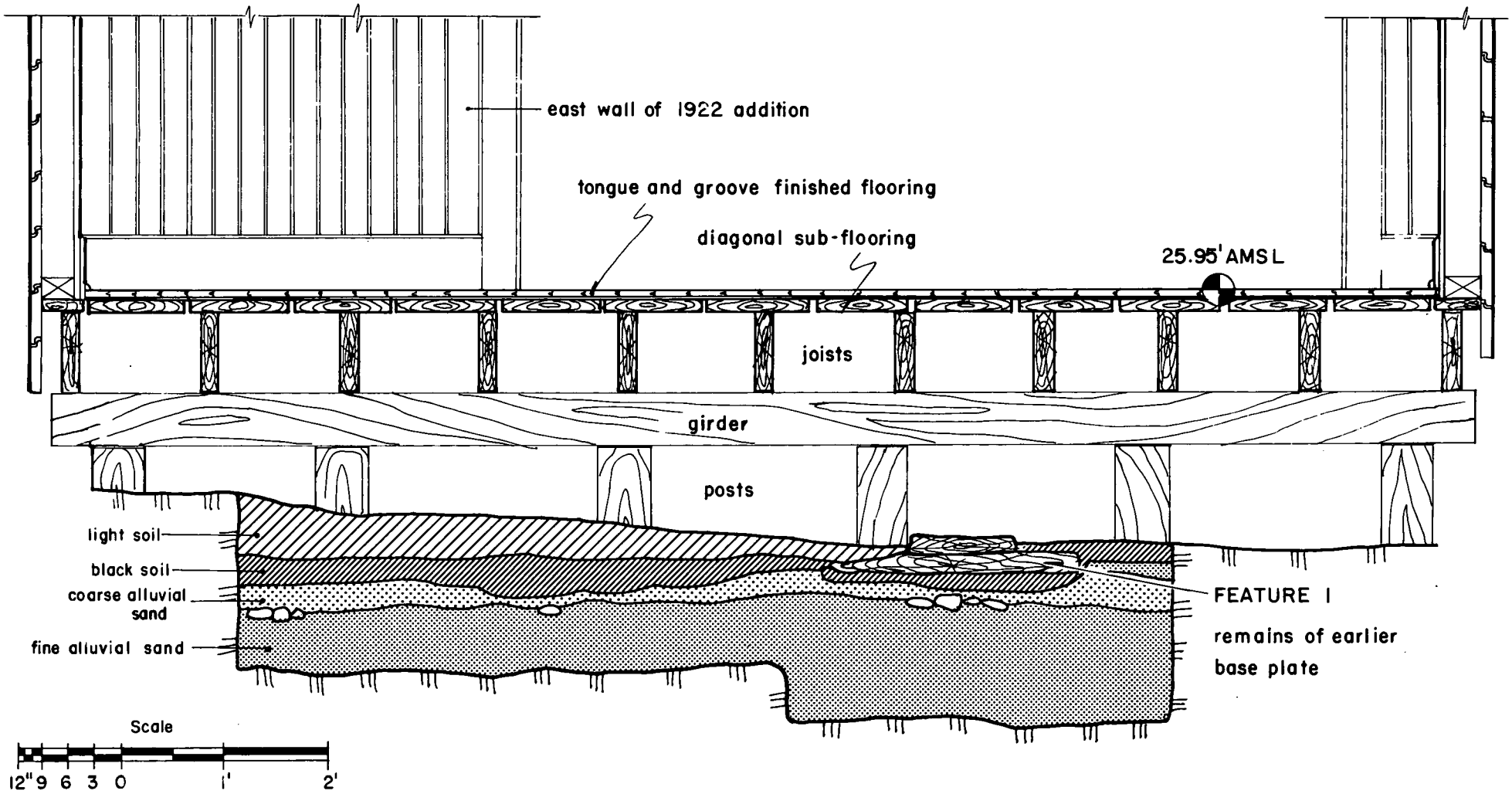


Fig. 18 : Plan of Test Trench II

Fig.19: East profile of Test Trench II



THE ARTIFACTS

A total of 6,344 artifacts were recovered from the eight excavation units placed in and around the Depot and General Offices buildings. These artifacts were classified into five functional groups and one category of unknown artifacts.

The artifact classification is functionally based in order to shed some additional light on the functions of the various areas in the buildings. It is assumed that the function of each area investigated did not substantially change through time. There is no way to check this assumption archeologically since there is little stratigraphy present at the site.

The taxonomy was based on two different systems. Stanley South (1977) has proposed a functionally based taxonomic system which seems useful for generating models of artifact patterning. This patterning appears to reflect generalized human behavior on sites containing a broad spectrum of human activity. At the Depot and General Offices, however, it was assumed that only limited kinds of human behavior would be taking place, and therefore, the taxonomic system did not seem entirely suitable for use.

Denver Service Center archeologists have developed a detailed taxonomy based on the one proposed by South for cataloguing artifacts at historical archeological sites (Comer, 1980). This system has been programmed into the INQUIRE computer system in Washington D.C. to be used as a data base for archeology being done on historic sites. Although based on South's taxonomic system it is flexible enough that the classes of artifacts can be regrouped into different functional systems to fit the needs of each individual worker or the peculiarities of each individual site. This was done at the depot. Taking the classes proposed by Comer (1980), they were rearranged into the five functional groups listed in Table I.

These five functional groups were suggested by Sprague (1981), and refined to most accurately reflect the types of activities taking place at the Depot and General Offices. These five groups represent five kinds of human behavior that result in the deposition or loss of artifacts.

1. Domestic artifacts result from the storage, preparation, serving and consumption of food, and other ancillary activities that would take place in a household situation, such as housekeeping.

2. Beverage containers were separated from other domestic vessels because they are much more often used in public situations than are other kinds of food containers. Since the depot is essentially a public building, it was assumed that beverage containers found there represent public rather than private consumption of beverages.

3. Personal artifacts are those which most likely were privately owned and carried around on one's person. A glance through the list of classes and types in this group shown in Table I should clarify what kinds of items were regarded as personal in nature. If an item could

TABLE 1: THE DISTRIBUTION OF GROUPS, CLASSES AND TYPES OF ARTIFACTS BY PROVENIENCE

	EU2	EU4	TT5	EU6	EU7	TT8	TT11	O TT19	R TT19	Total
DOMESTIC	**714**	**214**	**49**	**11**	**92**	**39**	**3**	**44**	**67**	**1233**
Food storage	548	167	48	10	89	36	3	31	62	994
cans	181	58	42	-	36	13	-	2	23	355
containers	367	92	6	10	53	23	3	29	36	619
wrappers	-	17	-	-	-	-	-	-	3	20
Food serving	126	28	-	-	1	2	-	13	4	174
dishes	125	28	-	-	1	2	-	13	4	173
tableware	1	-	-	-	-	-	-	-	-	1
Food remains	36	8	1	1	2	1	-	-	1	50
bone	31	8	1	1	2	1	-	-	-	44
vegetable remains	5	-	-	-	-	-	-	-	1	6
Housekeeping	2	10	-	-	-	-	-	-	-	12
Pharmaceutical	2	1	-	-	-	-	-	-	-	3
BEVERAGES	**126**	**15**	**1**	**2**	**17**	**8**	**5**	**15**	**221**	**410**
PERSONAL	**40**	**23**	**-**	**-**	**6**	**10**	**2**	**4**	**5**	**90**
Arms	3	-	-	-	-	1	-	-	-	4
cartridges	3	-	-	-	-	-	-	-	-	3
accessories	-	-	-	-	-	-	-	-	-	1
Clothing	14	7	-	-	1	7	-	4	0	33
apparel	2	5	-	-	-	6	-	-	-	13
making and repair	10	-	-	-	-	-	-	-	-	10
fasterners	2	2	-	-	1	1	-	4	-	10
Personal	1	8	-	-	-	-	-	-	1	11
coins	1	-	-	-	-	-	-	-	-	1
grooming and hygiene	-	8	-	-	-	-	-	-	1	9
other personal	-	-	-	-	1	-	-	-	-	1
Leisure activites	22	8	-	-	5	2	2	-	4	43
toys	2	-	-	-	1	-	-	-	1	4
smoking	20	8	-	-	4	2	2	-	1	37
camera equipment	-	-	-	-	-	-	-	-	2	2
ACTIVITIES	**37**	**53**	**4**	**18**	**149**	**11**	**-**	**125**	**20**	**417**
Storage	14	-	-	-	-	-	-	-	-	14
Metal Working	3	2	-	-	100	9	-	68	19	201
Military	-	-	2	-	-	-	-	-	-	2
Office supplies	5	41	2	17	34	-	-	7	1	107
Communication and Transportation	15	10	-	1	15	2	-	50	-	93
STRUCTURAL	**926**	**970**	**16**	**19**	**510**	**353**	**145**	**821**	**218**	**3986**
Structural	906	961	15	17	428	285	145	813	210	3780
window glass	531	666	-	-	163	99	1	476	120	2056
nails	358	264	10	13	256	168	99	273	63	1504
spikes	-	-	-	-	2	-	-	2	-	4
construction materials	-	14	5	4	2	6	20	10	6	67
construction tools	-	1	-	-	1	-	-	-	1	3
utilities	17	16	-	-	4	12	25	52	20	146
Hardware	20	9	1	2	90	68	-	8	8	206
UNKNOWNS	**16**	**18**	**143**	**17**	**40**	**34**	**4**	**27**	**-**	**299**
Whatsits	6	1	-	1	2	1	-	6	-	17
Unknowns	8	16	143	16	36	30	4	20	-	273
Changed (melted glass)	2	1	-	-	2	3	-	1	-	9
	1859	1293	213	67	823	155	159	1036	531	6436

have been publically or corporately owned, such as office supplies, correspondence, etc., they were not included. Since the depot was a corporate facility, not a private residence, items of that nature were probably not personally owned. Other items, such as coins, toys, and buttons were regarded as personal possessions.

4. The Activities group includes those artifacts that were lost as a result of the specific activities taking place at the Depot and General Offices. Office supplies represent the general paperwork involved with operating the railroad; communication and transportation were two of the primary functions of the railroad; the storage of material in the baggage room would have been one of the activities taking place at a depot; metal working took place in the general repair and upkeep of the trains; and the military ran the railroad during World War II, leaving a small amount of archeological evidence. All these classes of artifacts reflect activities taking place that were specific to the railroad depot at Skagway.

5. The Structural and Hardware group includes all items that were part of the building, or were used in the construction, operation, or upkeep of the structures. It also includes hardware which would have been used on the building, on the furniture in it, or on items being used in the building.

6. The final group is not functionally based, but includes all those items whose purpose could not be determined. The Unknowns include: the whatsits--items the cataloguer could not identify, but which someone else may be able to; the unknowables--items no one could identify; and artifacts which have been changed by some behavior to make their original function meaningless.

The individual classes and types will be defined further during the discussion of the artifacts. Beyond the group, class, and type divisions, the artifacts were further defined by their morphological design, that is the shape that defines the object, and gives it its name. The morphological design is a euphemism for what the artifact was: i.e., a cup, screw, nail, window glass pane, or whiskey bottle. The morphological design is broken down by material, and then by its technomorphology. The technomorphology describes the technological techniques used to create the morphological design. This division is used only when it is diagnostic of a time period or specific use. An example can be seen with the common nails: whether they are hand cut, machine cut, or wire extruded is diagnostic of the period in which they were made.

In some cases, an artifact may be further classified by its decorative technique and/or color, especially in the case of the ceramics and bottle glass.

The buildings served as the depot and railroad administration offices from the time they were built until 1969. There is no stratigraphy in the deposits that correspond to significant changes in area or building function. Because of this, it is not possible to divide the artifacts down into temporal groups. They will be discussed as one body of artifacts. Table 1 is a summary of all the artifacts broken down by group, class, type, and unit.

Domestic Artifacts

The domestic artifacts were divided into five classes, separating various phases of food use, housekeeping, and pharmaceutical practices.

Food Storage. This class of artifact includes all those items used to store food. It contains tin cans, glass canning jars and non-beverage bottles, and plastic or foil wrappers.

There were 361 fragments of tin cans, none of which were diagnostic. The crew also found one roll strip can key, which was patented in 1895 (Fontana and Greenleaf 1962: 71).

Canning jar fragments were found in TT 19 and EU 2. The first was aqua, the second clear in color. It is possible that some of the unidentifiable glass sherds found in both units were from these canning jars, but only the rims could be identified positively.

Only three whole bottles were found with any provenience, although several others were discovered in and around the building by day laborers working on the restoration (see Appendix A for a description of these). All three bottles were found in EU 2.

The first is a clear colored extract bottle (figure 20a) made by the A. Schilling and Co., of San Francisco, California. The entwined "S.B." embossed on the side indicated "Schilling's Best." This condiment manufacturer was in operation from 1881 to 1947; the hand-finished lip on the bottle indicates that it probably dates closer to the beginning of that period than the end (Toulouse, 1971: 53).

The second bottle is of unknown function. It is brown glass, blown in a cup mold, and hand finished by use of a snap case (figure 20b). The base contains a simple embossed "T" and no other identifying marks. Both the applied lip and the brown glass imply a post-1880 date for the bottle.

The third whole bottle is a small, panelled clear bottle of unknown function (figure 21). It probably was a pharmaceutical or extract bottle. It still contained a portion of its cork stuck in the top. Faint evidence of the mark left by an Owen's automatic glass blowing machine remains on the base. While the lip has been hand applied, the Owen's mark indicates a post-1903 date.

Perhaps the most intriguing bottles were the miscellaneous fragments of at least three Lea and Perrins Worcestershire sauce bottles, two of which contained their original glass stoppers (figure 22). Two of the broken bottles were found in EU 2; a third fragment was found in EU 6. A fourth fragment containing the embossed letter "SAU" may be part of one of the EU 2 bottles.

On all three bottles, the embossed words "LEA & PERRINS" ran vertically up the side. The words "WORCESTERSHIRE SAUCE" run horizontally around the shoulder. Only one base is present. It is embossed with "J50D/S." The two glass stoppers also read "LEA & PERRINS"; one was found stuck in the bottle neck and sleeved with pieces of cork.

TABLE 2: DOMESTIC ARTIFACTS

DOMESTIC					1204
Food Serving					176
dishes				175	
cups			2		
porcelain, white, overglaze gold		1			
styrofoam		1			
saucer, white porcelain			1		
sherds			172		
ceramic		163			
porcelain, white	42				
chromolithograph	18				
embossed	4				
overglaze transfer	1				
polychrome painted	1				
undecorated	18				
porcelain, parian		1			
creamware		2			
whiteware		118			
blue transfer	1				
undecorated	117				
glass, milk, undecorated		9			
tableware				1	
sugar tongs			1		
Food storage					960
cans				362	
can key			1		
fragments			361		
jars, glass canning				2	
clear		1			
aqua			1		
bottles, glass				7	
extract, clear			1		
Lea and Perrins Worcestershire sauce			4		
milk, clear			1		
undetermined, aqua			1		
bottle closures				2	
Lea and Perrins glass stoppers			2		
sherds, glass				566	
aqua			59		
clear		503			
purple			4		
wrappers				21	
candy			18		
Nestles Crunch, waxed paper		1			
foil fragments		17			
undifferentiated			3		
plastic		2			
foil		1			

TABLE 2: DOMESTIC ARTIFACTS (Continued)

Food remains			51
bone		45	
mammal	39		
bird	6		
vegetable		6	
peach pits	6		
Housekeeping			12
broom bristles, plastic		12	
Pharmaceutical, bottles			5
Bromo-Seltzer		1	
cough syrup		1	
undifferentiated		2	
clear	1		
aqua	1		
sherds		1	
blue, dark	1		

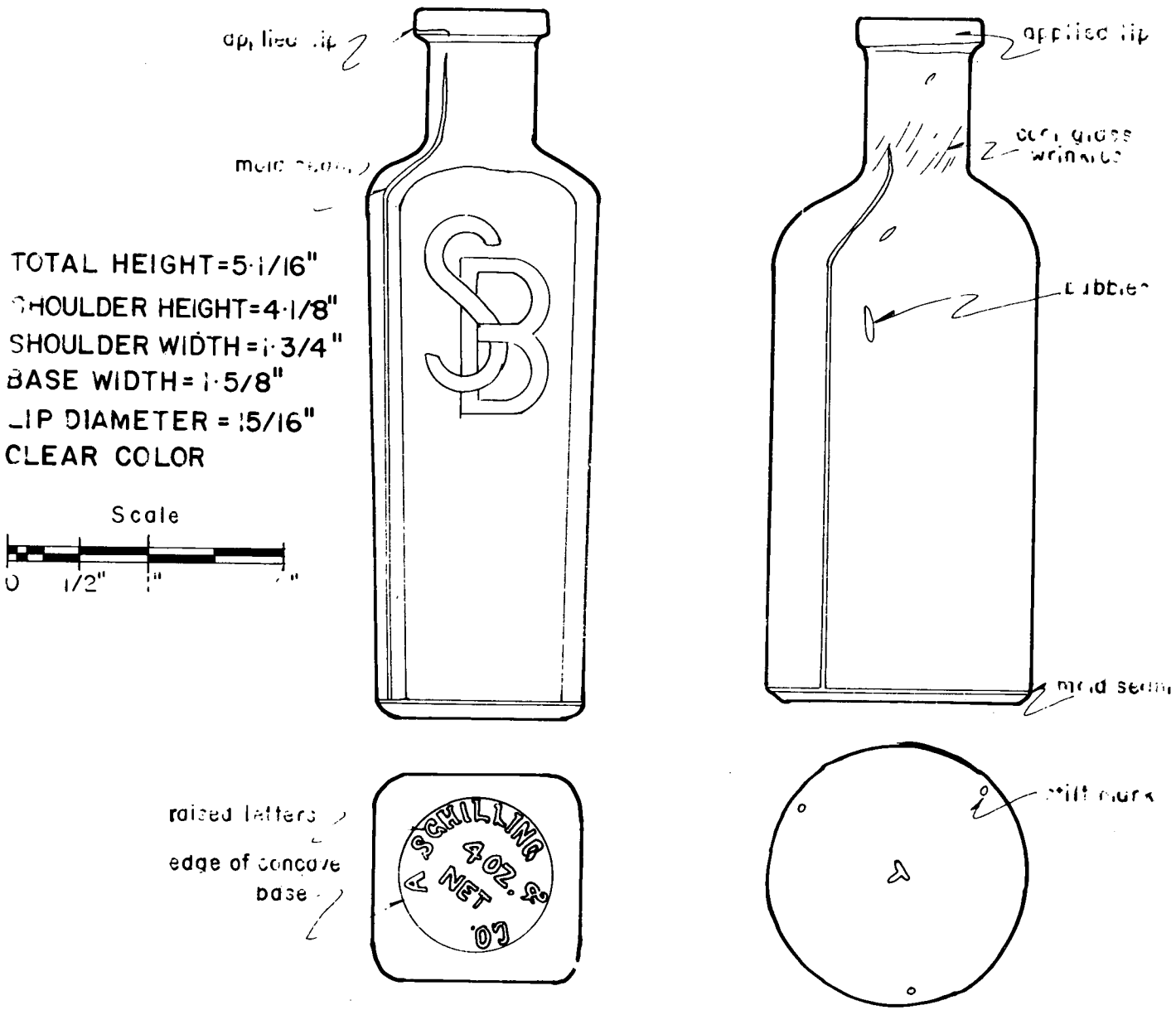


Fig.20: Food container bottles; a) Schilling's extract, b) unidentified

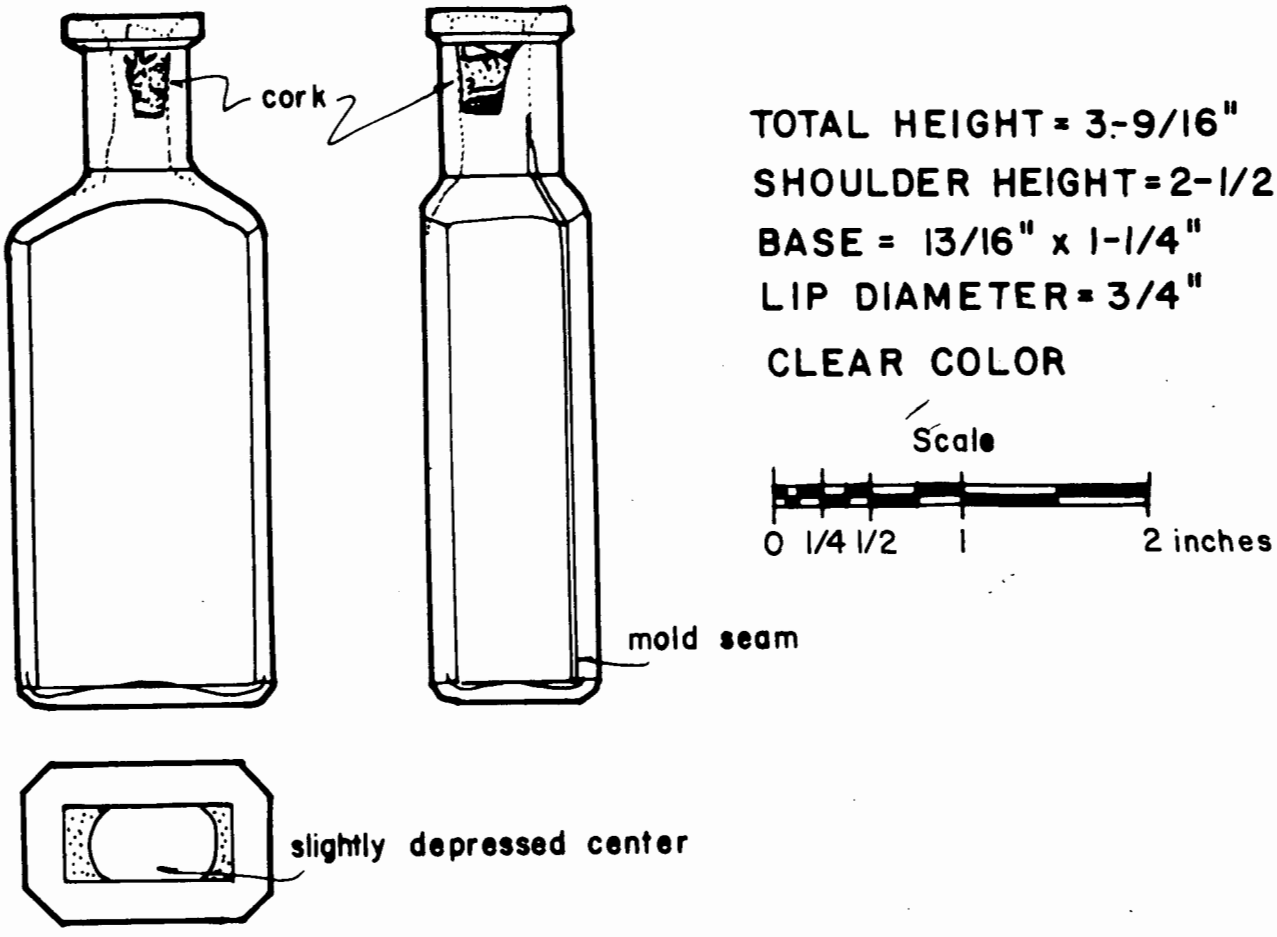


Fig. 21: Small extract or pharmaceutical bottle

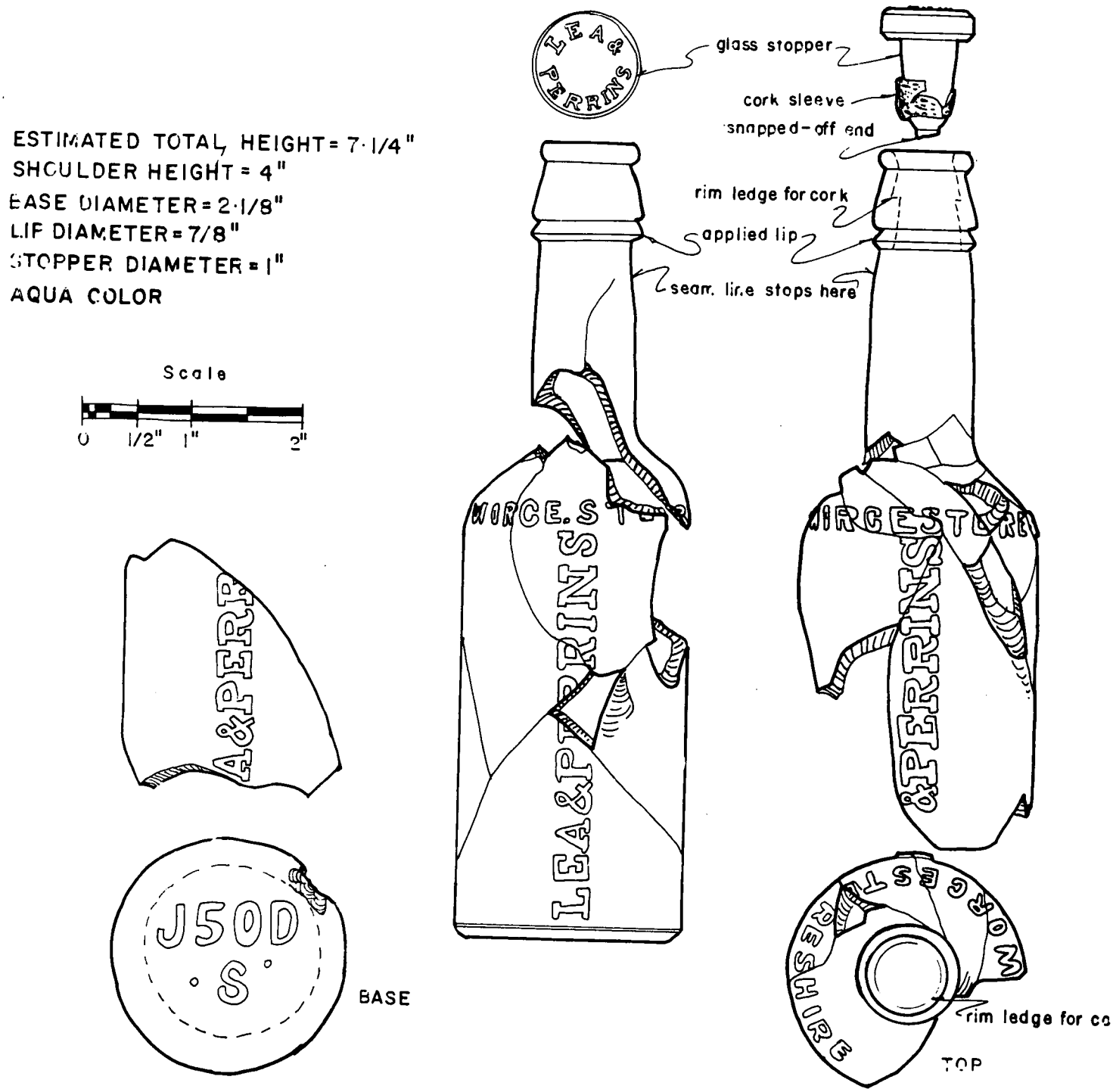


Fig.22: Lea and Perrins Worcestershire Sauce bottles

The Lea and Perrins sauce was introduced to this country from Worcester, England in the late 1830s. It was imported by John Duncan's Sons of New York until 1877, when they began manufacture of their own "Worcestershire Sauce." After 1880, their bottles bore the initials "J/D/S" and a mold number on the base (Switzer 1974). The aqua coloring of these bottles, plus the laid-on lip, suggests that they date to the earliest use of the depot, probably right around 1900.

Portions of two large, clear bottles were found in EU 2, also. They contained embossed marks reading "PACIFIC CLUB/M & K GOTTSTEIN/SEATTLE, WASH." (Figure 23a). In addition, a portion of a clear extract bottle (Figure 23b) and clear milk bottle (Figure 23c) were found in the same unit.

Only two bottle closures were found which could be identified with the Domestic bottles. They are two glass stoppers originally sleeved with cork and used with the Lea and Perrins bottles. Both were found in EU 2.

As can be seen in Table 3, in the listing of undifferentiated sherds by color, the most frequently found glass was clear, with 530 sherds. Clear glass fluorences under ultra-violet light. The colors a sherd fluoresces give indications of the elements used to clarify the glass, or what impurities are in the glass. What those elements were is not clearly understood. The Denver Service Center laboratory has also found that heating can affect the fluorescence of ceramics; it may have a similar effect on glass (Linck, personal communication). However, this property of clear glass enables the archeologist to easily establish minimum vessel counts by separating sherds that fluoresce differently.

Table 3 shows the distribution of clarified glass in TT 19 separated by the way they fluoresced. There are basically two deposits in the unit: pre-1969 cinder ash, and the post-1969 sandy fill. It was observed that type A fluorescence predominated in the cinder ash and type E in the more recent fill. This may be the result of either temporal differences (i.e. changes in glass formulae through time), or the characteristics of individual vessels in a limited sample. At the least the differing fluorescences in the two deposits indicate there was a minimum of ten vessels of clear glass.

EU 4 also contained several fragments of candy wrapper, including a Nestles Crunch, waxed paper and 16 pieces of aluminum foil wrapper. From TT 19, two fragments of plastic sheeting and a small piece of aluminum foil backed with paper were recovered.

Food Serving. This class includes all those artifacts associated with the serving of food. Unless positively identified otherwise, thin bodied ceramics are assumed to be dishes. The dishes type includes parts of a white porcelain teacup, a styrofoam coffee cup, and a single, undecorated porcelain saucer. There were also several sherds of a chromolithographed decorated porcelain set of dinner plates (Figure 24). It appears that there were at least three different vessels. One bears the mark of the Haviland and Co., Limoges, France (figure 25a). The upper, green painted mark, "Haviland/France" dates no earlier than 1835; the lower,

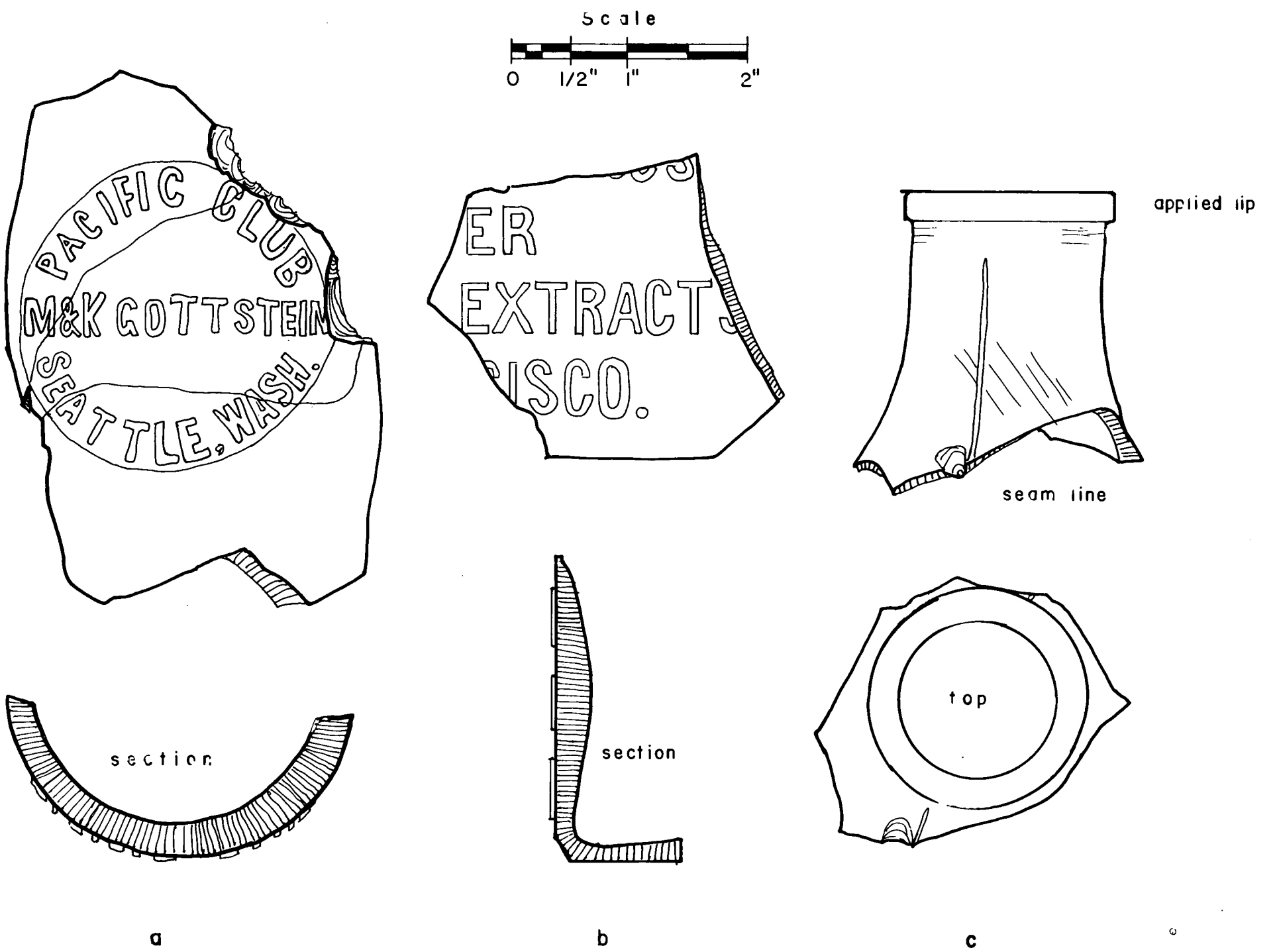


Fig. 23: Clear glass food bottles; a) Pacific Club, b) extract, c) ink bottle top

TABLE 3: DISTRIBUTION OF CLARIFIED GLASS DIVIDED BY FLUORESCENT TYPES IN TEST TRENCH 19

Type of Fluorescense	Recent Deposits Post 1957	Early Deposits Pre-1957	Total
A. Bright blue under short wave Pale yellow under long wave	23.3% / 10	76.7% / 33	43
B. Dull blue under short wave Pale yellow under long wave	12.5% / 1	87.5% / 7	8
C. Pale yellow under short wave Bright yellow under long wave	8.3% / 1	91.7% / 11	12
D. Yellow under short wave Nothing under long wave	75.0% / 3	25.0% / 1	4
E. Little or none on either wave length	75.0% / 24	25.0% / 8	32

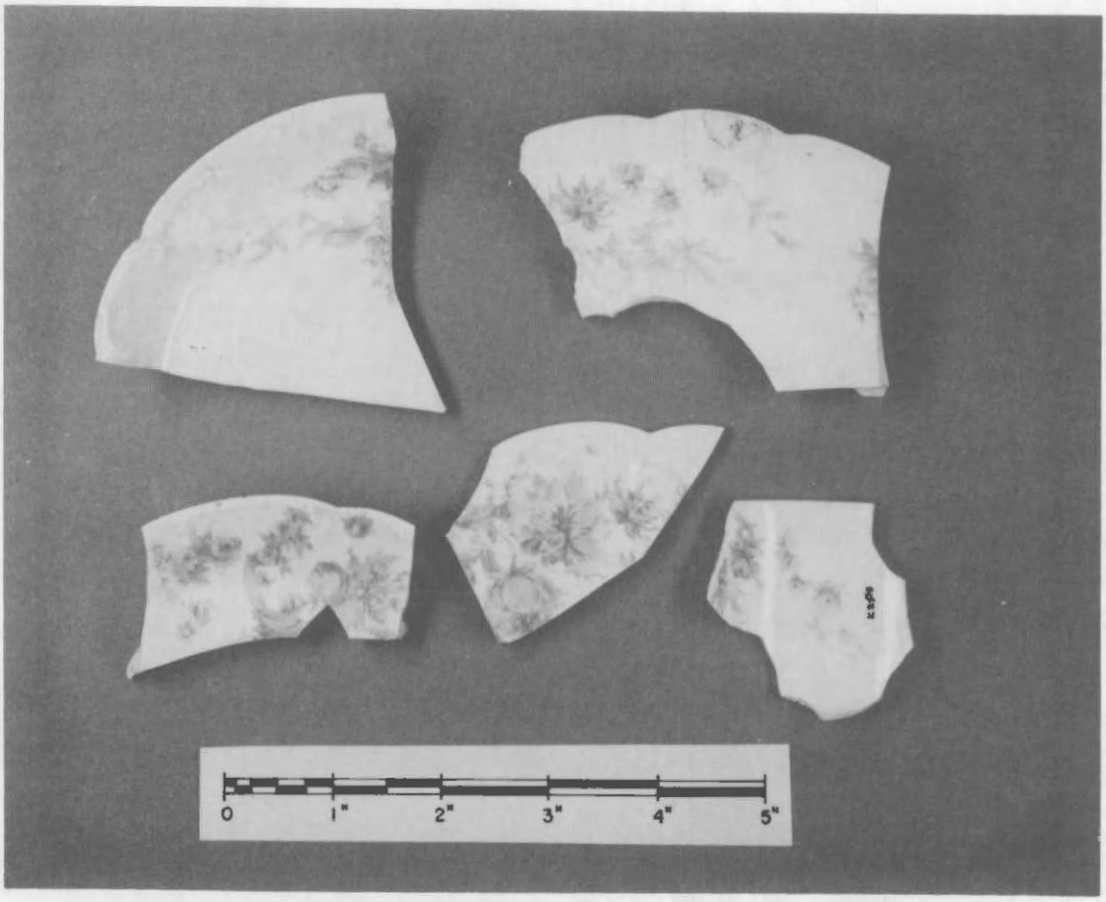


Figure 24: White chromolithographed decorated porcelain by Haviland. At least three different vessels are represented here.

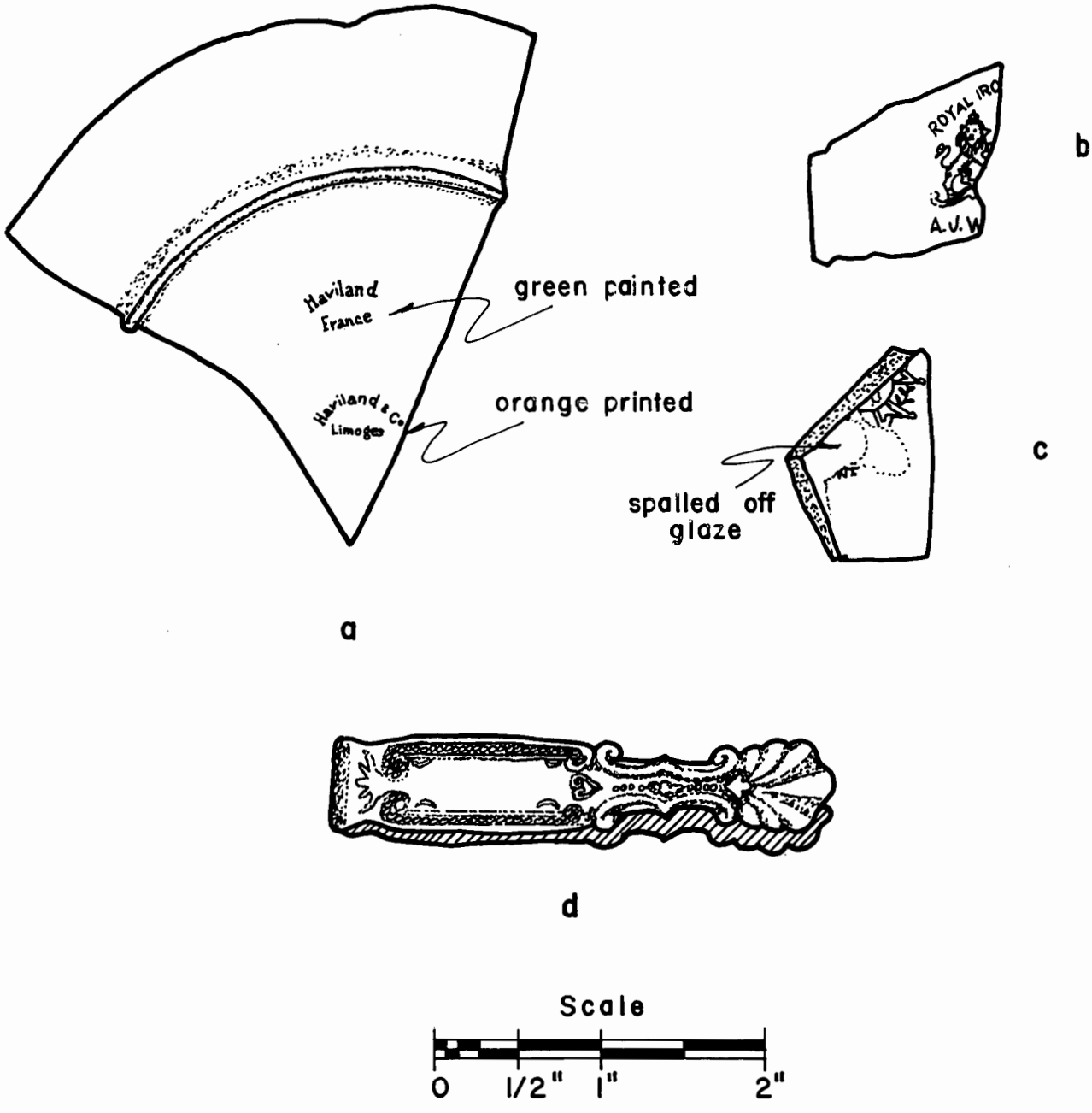


Fig.25: Food serving artifacts: a) chromolithograph decorated porcelain, b) ironstone, A.J. Wilkinson mark, c) ironstone, Knowles, Taylor and Knowles mark, d) sugar tongs

orange printed mark "Haviland & Co./Limoge" dates no earlier than 1889 (Kovel, et al. 1953: 61).

Another makers mark was found (figure 25) on a piece of undecorated whiteware. The royal coat of arms and initials "A.J.W." suggest that it is a part of the Arthur J. Wilkinson mark. This Staffordshire Pottery was located in Burslem, England, and went into operation in 1896 (Godden, 1974: 4196).

The third marked ceramic was also a piece of undecorated whiteware (figure 25). It appears to be part of the black printed mark by the Knowles, Taylor and Knowles Company which went into production in East Liverpool, Ohio in 1891 (Barber, 1971: 201-207).

These dates place most of the ceramics well within the historic period of use of the depot. They conceivably could have been used during the Gold Rush.

The ceramics on the site were broken down by the technomorphological type as follows:

porcelain	40 sherds
whiteware	118 sherds
creamware	2 sherds

These 160 sherds represent only 2.6 percent of the total artifacts, and only 9.9 percent of the Domestic Group artifacts. 73.1 percent of the dishes class was found in EU 2; both EU 2 and EU 4 contained 89.5 percent of the dishes (using sherd count).

Tablewares are those utensils used in the serving of food. Only one piece of tableware was found; a pair of silver plated sugar tongs (figure 25). Although ornately decorated in a Victorian fashion, they are rather flimsy in construction, and were no doubt rather inexpensive items. They were found in EU 2. The sugar tongs were included with the Domestic artifacts.

Food Remains. This class includes all those parts of plants and animals left after the food has been consumed.

The bones consist of the remains from food meat, and were divided into mammal and bird bones. There were only 45 bones recovered, and it was not believed an in-depth identification of the bones would be useful at this time. Should they ever be more specifically identified, an appendix to the report can be added.

The bones were distributed as shown in Table 1.

Thirty nine of the 44 bones recovered were found jn the light well.

Vegetable remains include the parts of the plant foods left as waste after consumption or food processing. Five and a half peach pits were recovered; smaller seeds and pits probably fell through the 1/4-inch mesh screen. Four and one half pits were in EU 2; one was found in the top level of TT 19.

Housekeeping. The only artifacts in this class were a dozen plastic broom bristles. Two green ones were in EU 2 and ten blue ones in EU 4. It may not be coincidental that all blue ones are located in the unit nearest the General Offices doors and the green bristles are closer to the Depot. The two brooms may well have been in use at the same time in the two different buildings.

Their presence under the boardwalk in the light well suggests that those people cleaning the building swept the dust and incidental debris out the nearest door. In this case, the sweepings were deposited under the walk rather than deliberately disposed into a wastebasket.

Pharmaceuticals. Pharmaceutical bottles were included in the Domestic group because their use may not be limited to one individual. Also, when fragmented, they are often difficult to distinguish from other bottles.

Portions of a cobalt blue Bromo-Seltzer bottle were found in EU 2 (figure 26). Embossing on the side panel reads "BROMO-SELTZER/EMERSON/ DRUG CO." and some letters that could be the top of "MOR" for Baltimore, MD. Bromo-Seltzer was being manufactured as early as 1891 (Baldwin 1973: 82).

Pieces of two calibrated cough syrup bottles were found in EU 2 and TT 19 (figure 26). They were probably a pint sized bottle, having a ovoid cross section. The third cough syrup bottle (Figure 26b) was round in cross section.

Beverages

As mentioned before, the beverage containers were separated out from the Domestic group artifacts. Because the Depot and General Offices buildings are basically public buildings, not domestic ones, beverage consumption could suggest a public activity. It was expected that by separating these bottles from other bottles and noting their concentrations around the Depot and General Offices, the location of beverage consumption could be indicated.

The function of most curved glass sherds could not be identified positively unless they were part of an opening, base, or embossment. Those that could be identified tended to demonstrate a correlation between bottle function and glass color. This correlation had been observed by at least one other researcher on a late nineteenth century site. At Harmony Borax Works in Death Valley National Monument, a site dating from 1882 to 1888, Teague and Shenk had found that certain colored bottles contained certain kinds of liquids. The following is a synopsis of their findings (Teague and Shenk 1977: 117 - 122):

color	contents
olive green	alcoholic beverages
green	olive oil, extracts, coniments, beer
aquamarine	patent medicine, perfume
blue	patent medicine
amber	beer, liquor
clear	culinary products, condiments, patent medicine

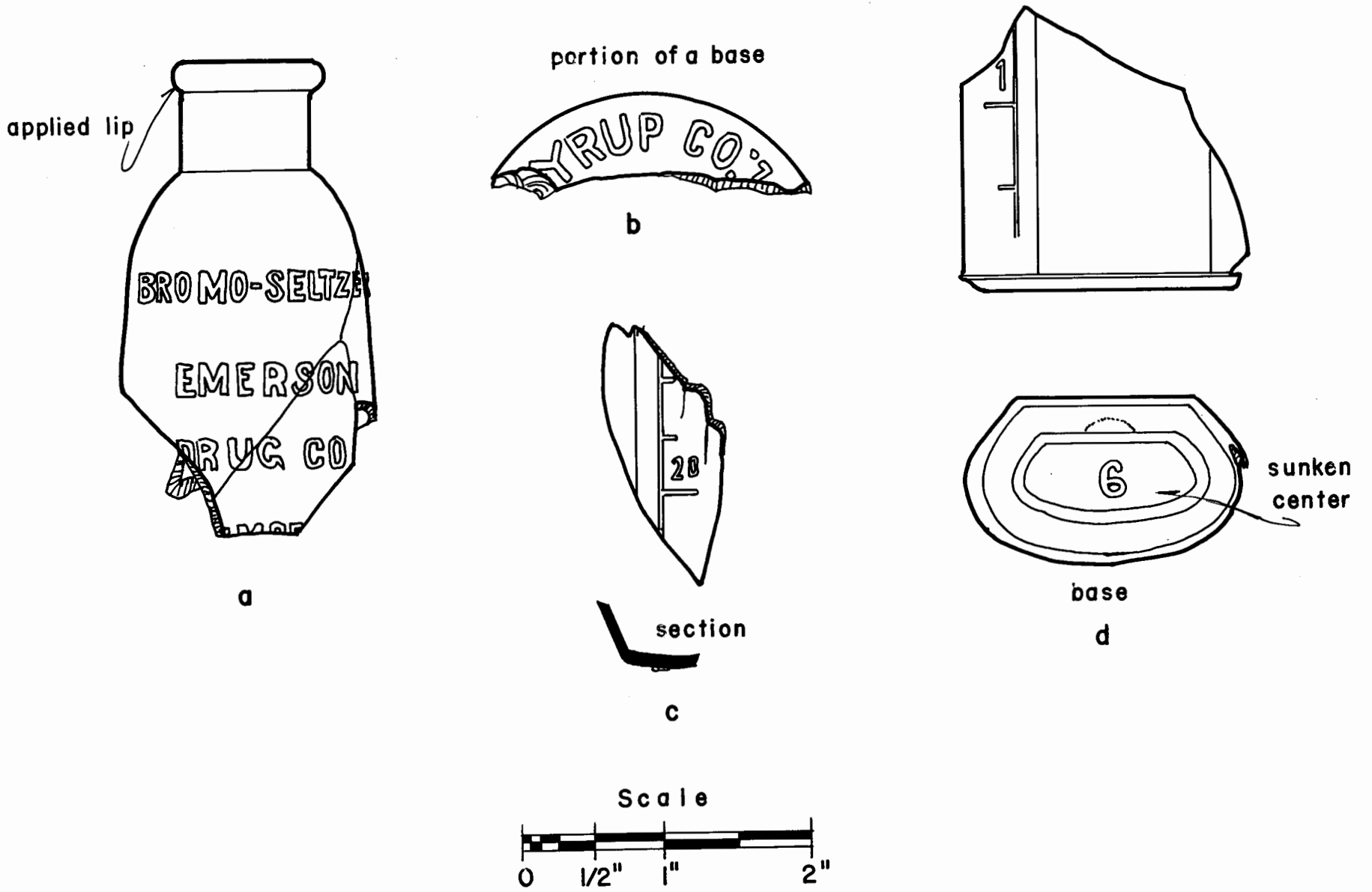


Fig.26: Pharmacuetical bottles; a) cobalt blue glass; b), c) and d) clear cough syrup bottle fragments

Teague and Shenk's findings parallelled the correlations found at the Depot and General Offices excavations. For the puposes of this report, then, it was assumed that brown and green glass came from beverage bottles, and that clear, aqua and blue were more likely to have been a part of Domestic bottles.

It was noted early in the artifact analysis that there appeared to be a much greater frequency of brown and green glass in the post-1969 deposits of TT 19 and greater amounts of clear, aqua, and milk glass in the pre-1969 layers.

Table 4 shows the actual distribution. It seemed likely that the difference in distribution of the glass colors was caused by a difference in the glass-making technology of the twentieth century. It appears that prior to 1969, the area experienced the buildup of sheet trash originating from a variety of activities, while the post-1969 activity was much more directed towards the consumption of alcoholic beverages.

Two brown beer bottles were uncovered, one from EU 2 and the other from TT II. The latter dates from after 1929, evidenced by its "FEDERAL LAW PROHIBITS RESALE OR REUSE OF THIS BOTTLE." Beer bottle fragments were common throughout all deposits of the depot buildings. Of the 307 brown glass sherds recovered, it is safe to assume that most were parts of beer and whiskey bottles. In one unit, TT 19, the variety, depth and frequency of artifacts was great enough to allow calculation of minimum vessel counts. In that unit, there were three beer bottle bases: one was unmarked, and two bore the connected "NW" and the 1957 mark of the Northwestern Glass Co., Seattle, Washington (Figure 27b). This company has been in operation since 1931 (Toulouse, 1971: 390). In the same unit, there was an oval whiskey flask base with the word "HALF PINT" embossed on the face near the base (Figure 27a). This base also carried a 1946 date. Based on the similarity of color, presence or absence of stipling on the glass sherds, and the degree of imperfections in the glass, it appears that there were at least two brown whiskey flasks and three or four beer bottles in the unit.

The bottle closures enumerated in Table 5 do not require detailed descriptions. Crown caps were invented in 1892 (Lorraine, 1968: 44); plastic screw-on caps in 1927 (Lief, 1965: 30) and the aluminum pop top was not common until 1965. The latter was found in the post-1969 fill of TT 19. Only one closure was slightly unusual (Figure 27). It consists of a cork surrounding a ferrous spindle topped by an accommodating handle. It was obviously designed to be used repeatedly and not just for packaging as with crown caps and wine bottle corks.

Table 6 displays the distribution of the Beverage and Domestic artifacts by excavation unit. In most units, the Beverage artifacts are fairly low in frequency: less than 4 percent of all artifacts. EU 2 has a slightly higher frequency, at 6.8 percent. But fully 41.6 percent of the Recent TT 19 artifact assemblage are beverage related. Apparently, this southeast corner of the building, furthest from the main activity of town was a favorite place for drinking alcoholic beverages after White Pass and Yukon Route abandoned the building.

TABLE 4: DISTRIBUTION OF GLASS BY COLOR, TEST TRENCH 19

Glass Color	Recent Deposits Post-1957	Original Deposits Pre-1957	Total
Clear	49	60	109
Brown	178	4	182
Bright green	30	1	31
Dark green	0	5	5
Olive green	14	3	17
Milk	5	5	10
Aqua	2	6	8

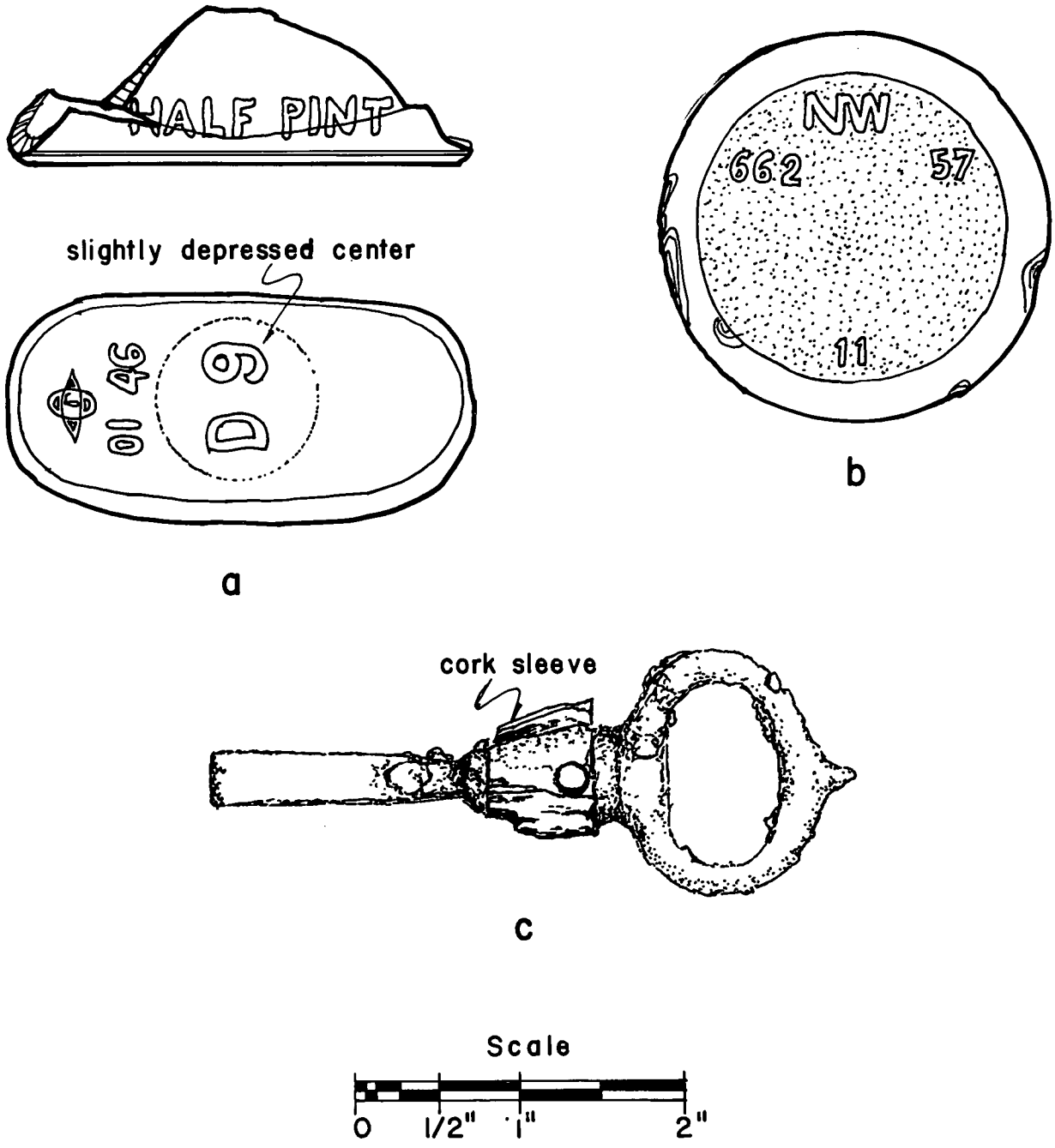


Fig.27: Beverage artifacts; a) brown liquor bottle base, b) brown beer bottle base, c) ferrous stopper

TABLE 5: BEVERAGES

BEVERAGE ARTIFACTS		411
Bottles		8
beer, brown	6	
whiskey	2	
bottle closures		15
crown cap, ferrous	11	
crown cap with cork liner	1	
cork with ferrous pull	1	
pull tab, aluminum	1	
screw cap, plastic	1	
glass sherd		388
amber	2	
brown	307	
green, bright	30	
green, light	10	
green, medium	24	
green, olive	15	

TABLE 6: DISTRIBUTION OF DOMESTIC AND BEVERAGE ARTIFACTS

Unit	Domestic	Beverage	Total Artifacts
EU 2	714 (38.4%)	126 (6.8%)	1,859
EU 4	214 (16.6%)	15 (1.2%)	1,293
TT 5	49 (23.0%)	1 (0.5%)	213
EU 6	11 (16.4%)	2 (3.0%)	67
EU 7	92 (11.2%)	17 (2.1%)	823
TT 8	39 (8.6%)	8 (1.8%)	455
TT 11	3 (1.9%)	5 (3.1%)	159
TT 19 - Original	44 (4.2%)	15 (1.4%)	1036
TT 19 - Recent	67 (12.6%)	221 (41.6%)	531

Personal Group

The Personal Group consists of three of Comer's (1980) and South's (1977) artifact groups: Arms, Clothing and Personal. It also includes the Leisure Activities Class from their Activities Group. The category here is roughly equivalent to the one called Personal by Sprague (1981). The reason the groups and classes were lumped under one heading is that there were such very small frequencies of each of South's groups that no real information was available through their use. Minor fluctuations in frequency from unit to unit could not be regarded as significant. By lumping the groups containing artifacts that were likely to be owned and used by just one person, it was felt that those areas where people were spending free or private time in an otherwise public structure could be pinpointed. The Personal Group artifacts are listed in Table 7.

Arms. Arms consist of non-military weapons and their parts. Military items are usually present in significant quantitites only on military sites. Then, they are of such a great frequency that they warrant a special grouping to pinpoint specific military activities. For that reason, they are separated out of this group. The Arms class includes cartridge cases, bullets, gun accessories and parts. While this group tends to represent a very small proportion of artifacts in a given assemblage, it can vary in frequency. An abnormally high percentage may indicate a hunting camp, a place where target shooting occurred, or some other hunting related or arms manufacture activity.

Three .22 caliber cartridges were recovered in EU 2 (Figure 28a). Two are stamped with a "U"; they were manufactured by the Union Metallic Cartridge Company from 1867 to 1902 (Ackerman 1968:31) The third is stamped "SUPER X" and was made by the Western Cartridge Company as early as 1898 (ibid). All three cartridges could date to the Gold Rush era.

In addition to the cartridges, there was one small item which appears to be a section of a .22 caliber rifle cleaning rod (Figure 28b). It was found south of the Depot in TT 8.

Clothing. The Clothing class consists of all items worn or used in the manufacture of apparel, such as belt buckles, shoes, buttons, and pins. This group tends to remain small and constant in frequency on archeological sites. A larger than normal frequency can indicate a sewing or tailoring activity. It can also suggest the presence of a gap in a floor, as buttons and pins are easily lost items, often dropping below a wooden floor. The Clothing class includes four types: apparel, making and repair, ornamentation, and fasteners.

Apparel. A brass belt tip was found in TT 19 (Figure 28c). A leather shoe heel was recovered from EU 4, and portions of a shoe upper with lace grommets came from TT 8. Bits and pieces of cloth were found scattered throughout the deposits; most were so badly decayed that color and composition were almost impossible to determine. In EU 2, there was a fragment of machine woven cotton and a bit of white cotton terrycloth. One piece of black cotton, and three fragments of an undetermined cotton-like fabric were removed from EU 4.

TABLE 7: PERSONAL ARTIFACTS

ARMS			4
Cartridge cases			3
.22 caliber, brass		3	
Accessories			1
Rifle cleaning rod, .22 caliber, brass		1	
CLOTHING			37
Apparel			14
belt tip, brass		1	
shoe parts		7	
heel	1		
upper with brass grommets	6		
unknown fabric, cotton		6	
black	1		
white	1		
unrecognizable	4		
Making and repair			10
pins, solid head		10	
brass	9		
ferrous	1		
Fasteners			13
Buttons		11	
four hole	6		
milk glass 1	2		
shell 4	4		
two hole	3		
shell 2	2		
whitemetal 1	1		
shanked	2		
ferrous 1	1		
non-ferrous metal	1		
Vest stud, brass and red glass 1		1	
Garter snap, silver plated brass 1		1	

TABLE 7: PERSONAL ARTIFACTS (continued)

PERSONAL			11
Coins		1	
paper bank check		1	
Grooming and hygiene		9	
hairbrush, plastic		1	
towels, brown paper		7	
medicinal tube		1	
Other Personal		1	
beaded chain		1	
LEISURE ACTIVIES			45
Camera accessories		2	
film wrapper, foil	1		
flash bulb, plastic	1		
Toys		4	
doll parts, porcelain bisque	2		
arm	1		
leg	1		
marble, glass, machine made	1		
vehicle wheel, ferrous	1		
Smoking paraphernalia		39	
cigarettes	10		
butts	2		
filters	8		
cigarette pack fragments	21		
cigarette lighter case, silver	1		
kaolin pipe fragment, bowl	1		
matches, paper	6		

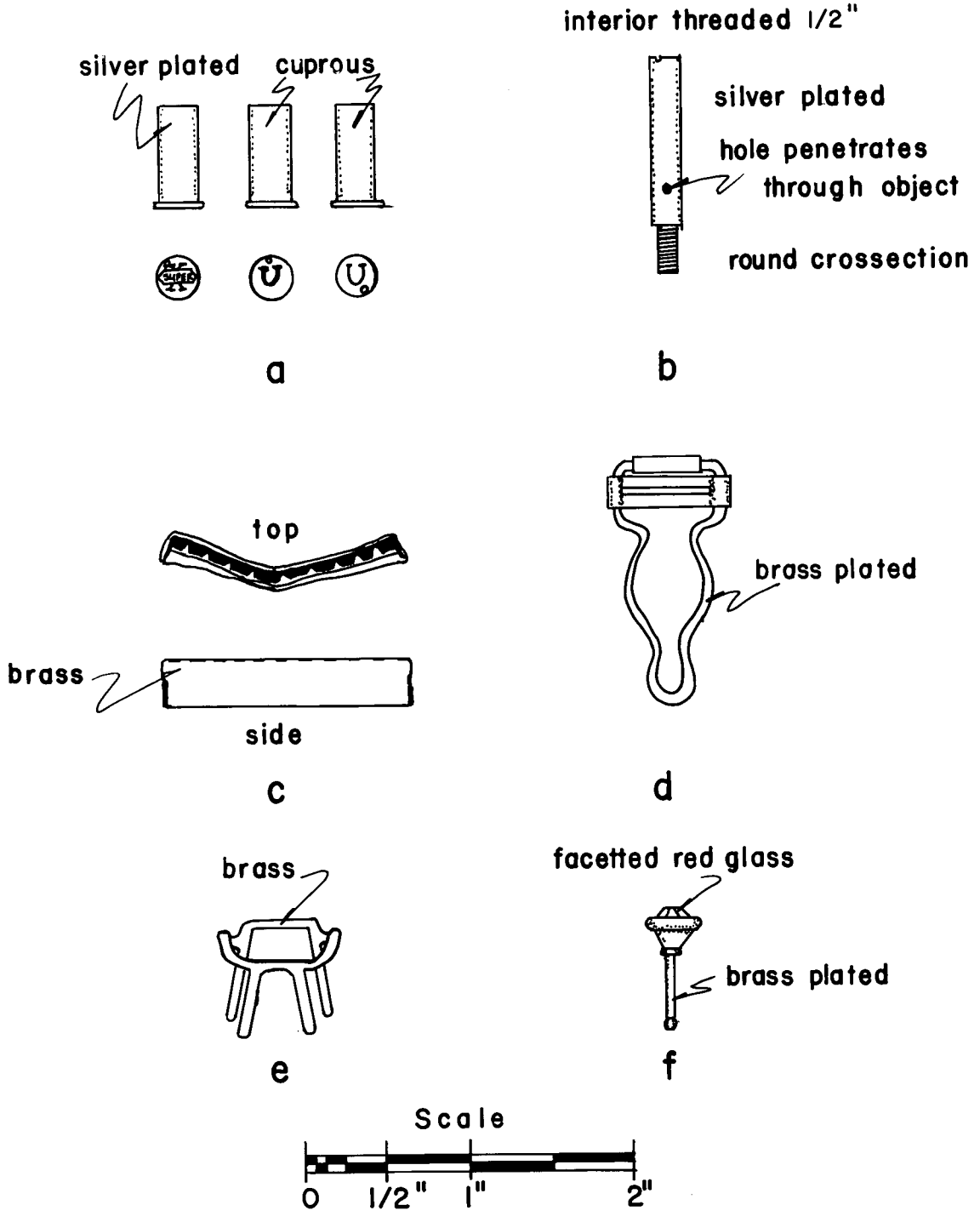


Fig.28: Personal artifacts; a) .22 cartridges, b) gun cleaning rod, c) belt tip, d) garter snap, e) clip, f) tie tack

Making and Repair. Ten straight pins were found in EU 4. All were solid headed, drawn wire pins; one was ferrous and nine brass. Solid headed pins were first patented in 1824 (Noel Hume, 1972: 254).

Fasteners (Figure 29). Buttons are the most common fasteners. One of the two in EU 2 was milk glass with four-holes; the other had one hole with a ferrous backing. Two-hole, shell buttons were found, one each in EU 4 and EU 7. A two-holed, whitemetal button was recovered from TT 8. No fasteners were in the Recent TT 19 layers. However, five buttons and a garter snap were excavated from TT 19 pre-1957 levels. Four were shell, four-holed buttons; one was a four-holed milk glass.

The garter snap in TT 19 (Figure 28d) was a cuprous material plated with brass.

An inexpensive glass and brass plated tie tack was recovered from EU 4 (Figure 29f). It is 3/4 of an inch long, with a red glass setting in the top.

Personal. Personal items are those which an individual may carry in a pocket or purse, or wear on their person. This class includes coins, keys, grooming and hygiene associated items, beads, jewelry, watches, and so on. A higher than normal frequency of beads have been noted on sites where trade with native populations is a major activity. (Foreman 1979). The use of 1/4-inch mesh screening precludes the finding of many beads. They were not expected, however, at Skagway where the Native American population has always been rather sparse.

Coins. The coins class generally includes only metal currency. However, a small portion of a paper bank check was found in EU 2. For lack of a better place, it was classified with the coins. The check was issued by the Alaska National Bank in Skagway. No date or amount remains on the check. No metal coins were recovered from the Depot and General Offices.

Grooming and Hygiene. A black plastic hairbrush, sans bristles, was recovered from EU 4. Seven fragments of brown paper towels came from the same unit. A foil medicinal tube came out of TT 19. No dates are available for any of these items. However, plastics were not widely available on a commercial basis until after World War II.

Other personal items included a beaded, ferrous chain, most often used to hold keys, found in EU 7. Longer versions were most commonly used to hold metal identification tags for military personnel. This one is about 4 inches long (Figure 30f).

Leisure Activities. Three types of artifacts were found which could be classified as resulting from leisure activities: camera accessories, toys, and smoking accessories.

The Kodak film wrapper is not a 35 mm type; most probably it covered a cartridge type film. The plastic flash bulb is 7/8-inch long. Both were probably used with small, inexpensive automatic cameras. Both were found in the post-1969 levels of TT 19, and may be a result of tourists in the area.

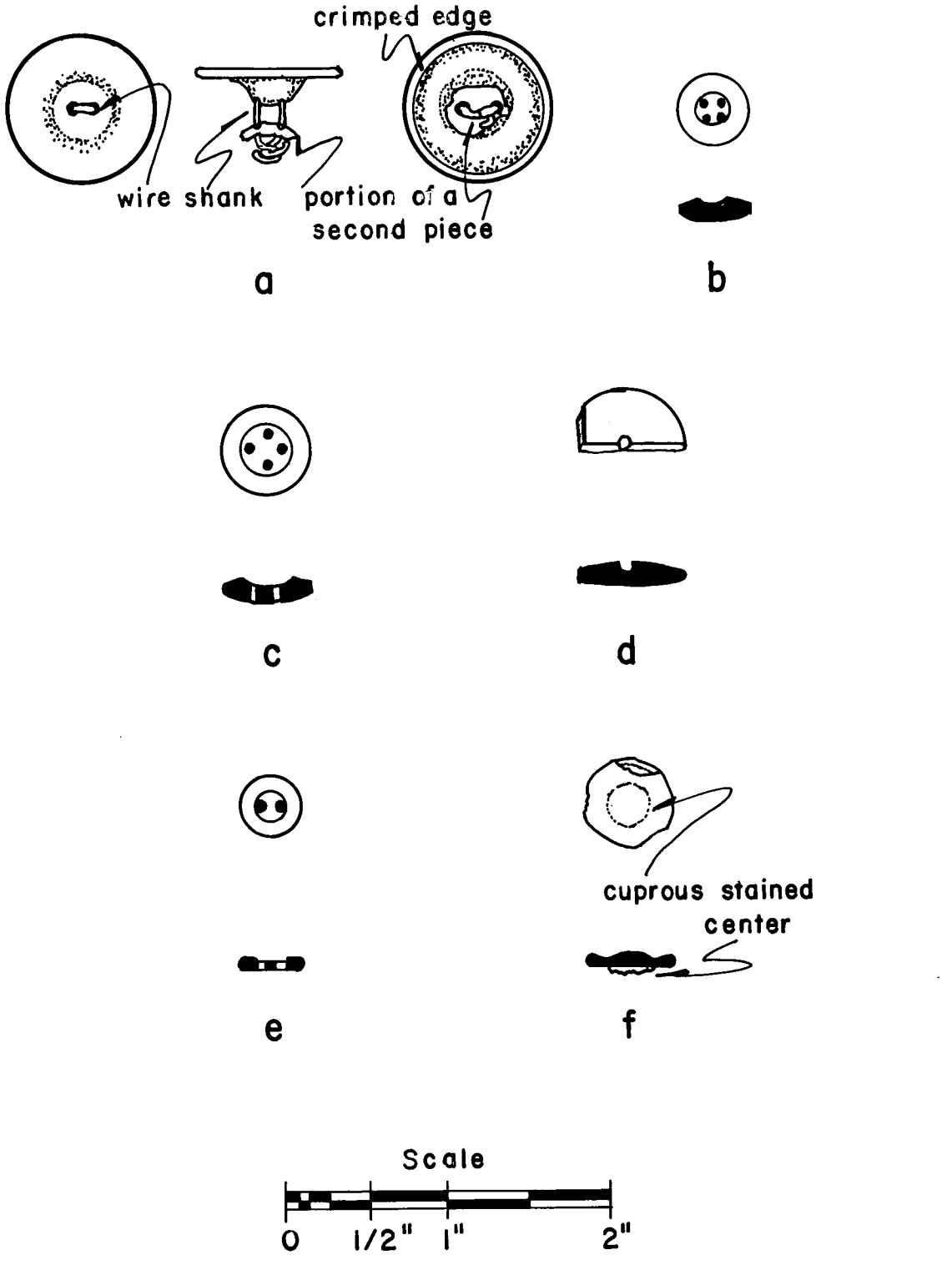


Fig. 29: Buttons; a) and f) white metal, b) white porcelain, c) milk glass, d) and e) shell

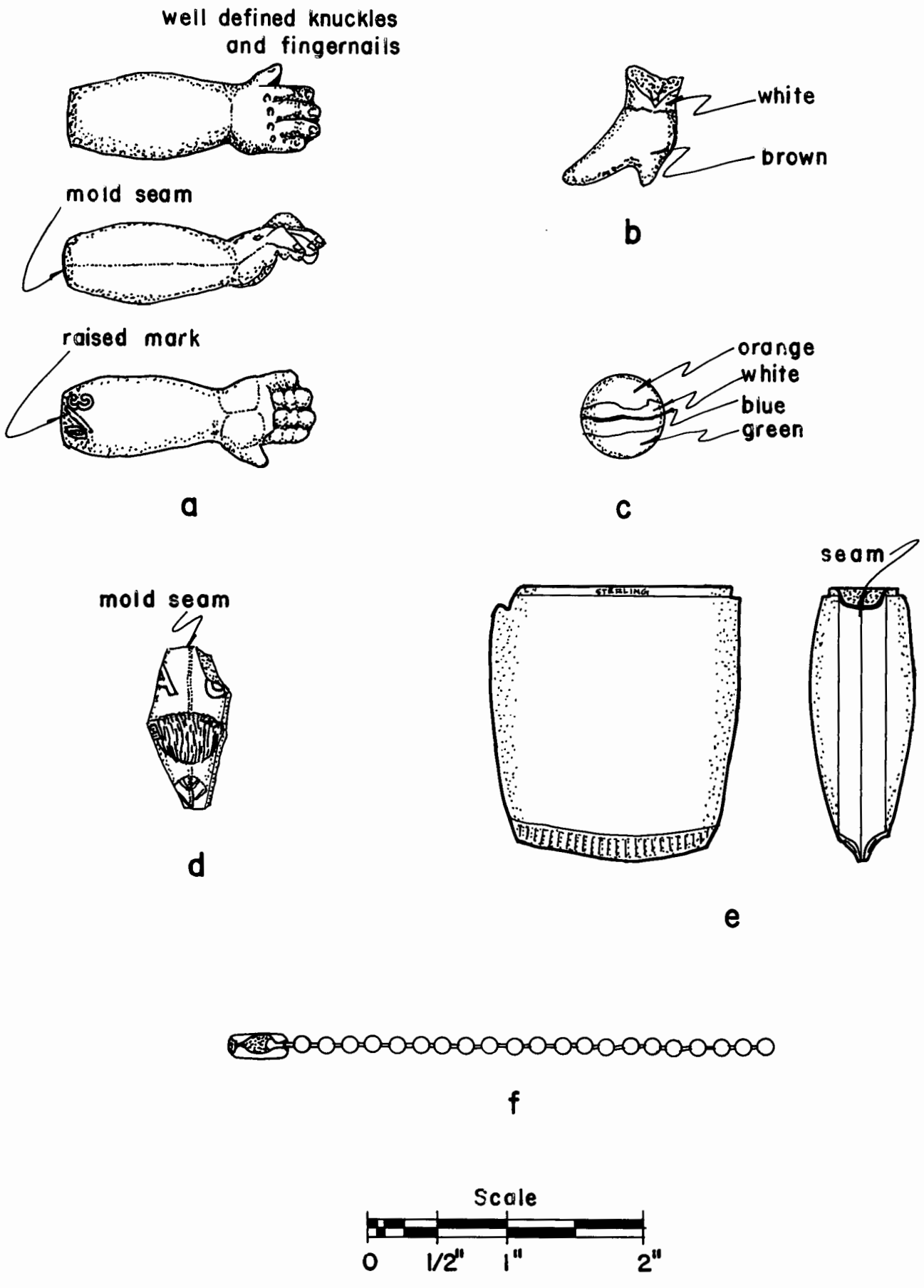


Fig. 30: Personal artifacts; a) porcelain doll's arm, b) porcelain doll's foot, c) opaque glass marble, d) kaolin pipe bowl fragment, e) silver lighter case, f) ferrous key chain

Four toys were recovered. A porcelain doll's arm and foot (Figure 30a and b) were uncovered in EU 2. The proportions suggest that they came from the same doll. The foot represents a heeled, ankle high boot, colored with a brown glaze. No laces or other detailing have been added to the shoe. The heeled boot indicates a post-1860 manufacture (Young 1977:130; St. George 1948:101; Fawcett 1947:18). The arm ends at the elbow; it is unglazed white porcelain. The fingers are short and chubby, and well detailed; both nails and knuckles have been indicated. While detailing is well defined, finishing is not. The mold seam running across the ends of the fingers was not taken off before firing. When held palm up, the mark "3/0" can be seen above the place where the elbow was originally. The meaning of the mark is unknown. The dolls shown in the Sears Roebuck Co. 1902 catalogue (Sears, 1969: 913-914), and the Montgomery Ward 1895 catalogue (Montgomery Ward, 1969: 233-234) have appendages very similar to those in the Depot collection. It is very possible that the doll arm and leg could have become lost during the Gold Rush.

In addition to the dolls, a glass marble was found in the Recent TT 19 deposits. It is machine made, opaque with green and orange coloring, and 5/8 inch in diameter (Figure 30c). Machine made glass marbles of this type were not made until after World War I (Baumann 1970:37). A toy wheel of ferrous material was uncovered in EU 7. It is two inches in diameter.

Smoking accessories were the most frequently found artifact in the leisure activity class. Most artifacts were related to the smoking of cigarettes. Two cigarette butts were found in EU 4. Four filters were in EU 7, two in TT 8, one in TT 19, and one in EU 2. Fragments of two Chesterfield cigarette packs were in EU 4, and another of unknown brand in TT 11. Several fragments of an unknown brand were also found in EU 2. While cigarett smoking occurred as early as the eighteenth century, practical production of cigarettes did not take place until the 1880's. Between 1915 and 1930 cigarette consumption rose 600%. By 1938, its use equal that of all other tobacco products. Filter tipped cigarettes were very rare until the 1960's (Encyclopaedia Brittannica 1973:768). It is safe to assume that the cigarette remains date after the early twentieth century.

In addition to the cigarettes, the bottom section of a sterling silver lighter case was found in EU 2 (Figure 30c).

One fragment of a kaolin pipe bowl was recovered from TT 11 (Figure 30d). South (1977) categorizes tobacco pipes separately from the other smoking paraphernalia because of the relatively large frequency with which these kaolin pipes can be found on late eighteenth and early nineteenth century sites. They can usually give a great deal of information about personal habits, recreational areas, men's gathering places, locations of doors, and so on (South, 1977:97). By the end of the nineteenth century, however, kaolin pipe fragments occur in smaller and smaller frequencies. By World War I and the subsequent widespread use of cigarettes, kaolin pipes all but disappeared from the archeological record. Since there was only one fragment found, and since its presence does not substantially affect the frequencies of the Personal Group, it was categorized with the other smoking paraphernalia found at Skagway.

This is in keeping with Sprague's classification. The one pipe fragment was found in TT 11, an area that was under a boardwalk from 1900 to 1922, then covered by the addition.

Paper matches were included in this class because it is assumed that they would be used more often to light cigarettes or pipes than for any other purpose. Six paper matches were found: two in EU 2 and four in EU 4.

No leisure activities artifacts were found in EU 5 and TT 6. This can be accounted for by the fact that this area has been covered by flooring since 1898 when the Depot was built. All other areas were places where someone might have stopped to light a cigarette or toss a butt away after finishing one.

Activities

The Activities Group includes only two of the classes that Comer (1980) put in this group: Storage and Military objects. South (1977) had suggested that any special kind of activity specific to a site be grouped under the general heading Activities and, in a sense, this investigator follows his lead. Metal working debris, office supplies, communication, and transportation are all activities specific to a railroad depot and administration office. In this sense, this researcher departs from Sprague's classification, since the latter tends to group each of these activities differently. The Activities Group artifacts are listed in Table 8.

Storage Containers. This class of artifacts consists of containers that would have been used to store non-food items for a length of time. This was certainly one of the functions of a depot. All storage containers were in EU 2. This class consists of thirteen fragments of perforated cardboard box, and one piece of jute gunny sack.

Metal Working Activities. The three outside units--EU 7, TT 8 and TT 19--all contained quite a bit of metal working debris. Scraps of copper, lead and iron were present, as well as slag and metal shavings. Table 9 is a listing of artifacts in this category.

The metal shavings in EU 7 and TT 8 indicate that some kind of tool or machinery modification was taking place. Large quantities of the metal shavings can be observed near the repair shops today. These shavings were found in an angular granitic fill similar to the borrow material being mined from slopes near the shops. This is probably the origin of the fill. All shavings were found in the fill, indicating they did not originate at the Depot, but probably at the railroad shops.

The lower levels of TT 19 contained large quantities of ash and cinders as well as the slag and metallurgic debris shown here. However, most of the glass, ceramics, and nails did not show evidence of burning. It is possible that the slag, klinkers, ash and combusted coal were the results of cleaning coal burning furnaces after the waste had cooled. Possibly the steam engines were periodically cleaned at the depot while freight and passengers were loaded. The artifacts were deposited on the site after

TABLE 8: ACTIVITIES ARTIFACTS

Storage containers			15
box, cardboard fragments		14	
sack, gunny, jute		1	
Metal working debris			199
coal, combusted		29	
klinkers		2	
debris		5	
copper	1		
lead	4		
shavings		109	
ferrous	108		
lead	1		
sheet metal		6	
slag		47	
Military objects			1
shirt, cotton khaki		1	
Office supplies			107
chalk, white		1	
form (receipt), paper		1	
paper clip, ferrous		21	
paper fastener, expanding, brass		7	
pencil, wood and graphite		3	
rubber band		8	
thumb tack		1	
packaging paper		17	
writing paper		46	
paper with copper grommet		2	
Communication and transportation			95
communication		27	
correspondence	12		
newspaper	12		
sign: "U.S. MAIL - KEEP OUT"	1		
telegraph line insulator, porcelain	2		
shipping		49	
tags, ferrous	49		
transportation		19	
railroad car clerestory glass	16		
railroad spike, ferrous	1		
railroad tie section, ferrous	1		
railroad ticket receipt, paper	1		

TABLE 9: TABULATION OF METAL WORKING DEBRIS BY PROVENIENCE

Metal Working Debris	EU 7 and TT 8	TT 19	Other	Total
Coal, combusted	-	29	-	29
Klinkers	-	2	-	2
Debris, copper	-	1	-	1
Debris, lead	-	3	1	4
Shavings, ferrous	108	1	-	109
Shavings, lead	-	1	-	1
Sheet metal	1	3	2	6
Slag	-	47	-	47
TOTALS	109	87	3	199

each cleaning occurred. This happened in several stages, as evidenced by the layering of the deposits. Coal was used as a locomotive fuel on the railroad until the 1940's (Chappell n.d.).

Although not included in this category, it appears that some glass had been modified by the heat at the metal working site. (See the discussion under the Unknown category for a complete description.)

Military Objects. The sum total of this class consists of two fragments of a wool khaki cloth, of the general yellowish-brown color used in army uniforms. Although it is possible that the cloth could have been a part of just about any kind of clothing, its color is most suggestive of the army. The 770th Railroad Operating Battalion, was stationed in Skagway during World War II and ran the railroad for the duration. Surplus or used military clothing may have supplemented the wardrobes of railroad workers. Since Skagway is often bitterly cold in the winter, warm wool clothing, military or not, was probably welcome. It is not known how these fragments came to be under the floor in TT 5.

Office Supplies. It is not surprising that office supplies were found on the site, considering the purpose of the General Office building. These items are associated with the usual paperwork involved in running a business.

One piece of white chalk, 3/4-inch long and 5/32-inch in diameter, was recovered from TT 19.

Four pieces of a blank form printed in blue ink was found in TT 5. It was made for use during the 1920s and was probably some kind of receipt form.

Paper clips were fairly common. All were of a ferrous material. One was found in EU 2, sixteen in EU 4, two in EU 7, and two in TT 19.

Brass coated paper fasteners of three types were found in the same units. Two consisted of wire bent into a flat double loop (Figure 31c). These were in EU 2. In the same unit were two fasteners formed from a single flat strip of metal bent in such a way to form a flat head (Figure 31a). The third type had a domed head with two flat tines that could be bent through a hole to fasten paper together (Figure 31b). One of these was found in EU 4 and two in TT 19.

Three wood pencils are a part of the depot's assemblage, two found in EU 6 under the baggage room floor, and one in TT 19. They were all graphite sheathed in wood with a cuprous sheath for the eraser. No erasers were present.

Eight rubber bands were recovered, two from EU 7 and six from EU 4.

One thumb tack, composed of a ferrous alloy was found in EU 4.

Paper fragments with nothing written on them are included in the office supplies class, even though it was not always clear whether they were intended as writing paper or not. It was assumed, for the purposes of

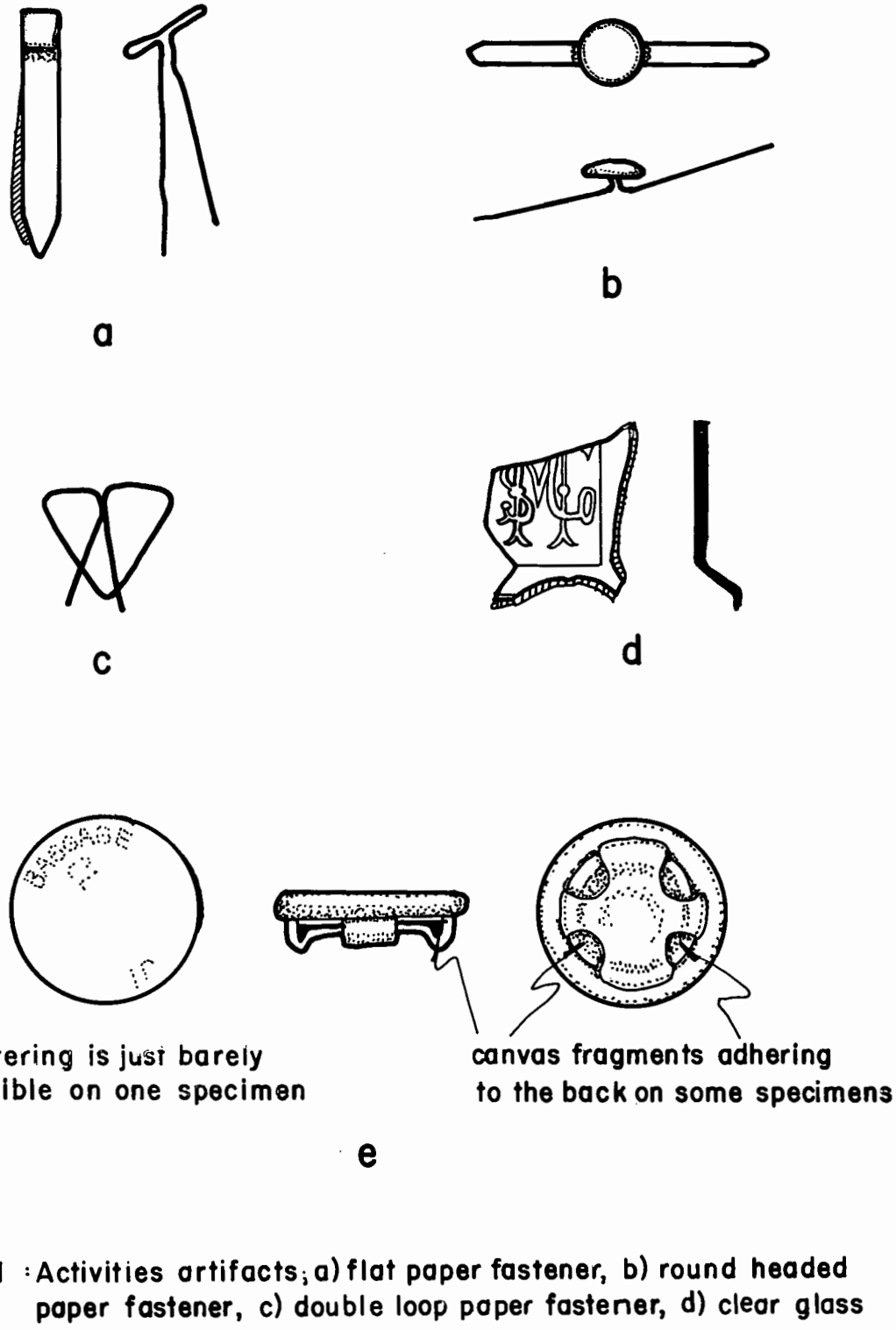


Fig.31 : Activities artifacts; a) flat paper fastener, b) round headed paper fastener, c) double loop paper fastener, d) clear glass ink bottle fragment, e) ferrous shipping tags. Scale is 1:1.

this classification, that they were writing paper. Thirteen scraps were in EU 4, a crumbled ball of paper was in TT 5, and fifteen scraps were in EU 6. The thirty paper fragments in EU 7 included seventeen scraps of a coarse wrapping paper. This may suggest that the unwrapping of packages was taking place in the baggage room.

Two copper grommets set into a heavy paper were recovered from TT 19.

Although they are not included in this inventory since they were not recovered from an archeological context, there were also three ink bottles recovered from the Depot by day laborers. See Appendix A for a description of these items.

Table 1 indicates the spacial distribution of the office supply artifacts. Forty-six items, or 43 percent of the class were found in the light well; thirty-four, or 31.8 percent were outside the south door in EU 7. It includes the seventeen scraps of wrapping paper, which probably resulted from a single, one time event. The greatest concentration of the office artifacts was in the light well, which is the closest exterior area to the stairs descending from offices on the second floors of both buildings.

The graphite pencils, paper fasteners (both flat and round headed), and manilla shipping tags with copper grommets were observed in the Montgomery Ward Company's 1895 catalogue (Wards, 1969: 115-116). Any of these items could have been in use during the Gold Rush.

Communication and Transportation. These two activities were included in a single class since they are both intimately connected with each other and the purpose of the railroad. In a place such as Skagway, until air travel became economical, it would have been impossible to separate the postal service, an important form of communication, from the railroad. The same would be true of the telegraph system, and the railroad's official correspondence.

There were twenty-seven items in the communications subclass. Twelve of these were fragments of correspondence: memoranda, notes, and official forms. Two were found in EU 2. One piece was the bottom portion of a sheet of paper 4-7/8 inches wide, on which several numbers and words had been scribbled in pencil. The word "Bennett" is prominent and "W/H" probably indicating Whitehorse. Both stations are important stops for the railroad. The word "office" also appears, followed by the number "7". A line is under the "7"; and finally, the number "39". Under the "W/H is a "9" and under the "Bennett" is an "O". It may be a list of the number of passengers due for the different destinations. Each number is followed by a check mark that has been crossed, as if making sure everyone got off at the appropriate station.

A bill of lading dated November 26, 1969 consigned from Skagway, was recovered from EU 2. The consignee was the British Yukon Navigation Company, Ltd., in Whitehorse, Y.T. The list of goods is incomplete, although some kind of grease was obviously being shipped. This bill of lading appears to be a carbon copy which would have remained in the White Pass and Yukon Route Skagway files. The offices were moved in 1969.

In EU 4, several notes were recovered. The first is a portion of a typed passenger list on the back of some kind of record-keeping form. Total passengers to Whitehorse and Dawson are sixty-eight. They included Miss Ham, Mr. C. Pollock, Mr. Douglas Roxborough, and Miss Nora Tucker. A Mr. and Mrs. G.K. Brown (?) were added in pencil after the list was typed. It is not known who the other sixty-two passengers were or the four people headed for Bennett, nor when this trip occurred (Figure 32).

Also in EU 4, the excavator found a portion of a yellow tissue carbon copy of a typed letter, obviously not finished. It is from the second page and reads as follows:

> Mr. D. Cresswell
>
> 3. The case of Mr. Holmes be [ing ? ed] back to duty ahead of Mr. Spenser was strict [ly in] line with the Unions (sic) agreement to grant him leave 2 [?] days ahead of reducing forces last fall.
>
> 4. On the occasions when it is necessary for one of the snow removal cats wo

There is no date on this letter.

A second carbon from the same unit contains the following:

> E.C. Elliott, Esq.
> President
> Chicago, Ill.
>
> Dear Sir:
>
> Am to ... in receipt of a letter from the Treasury Department in Washington ... 1914 ... first ... of the letter is attached herein.
>
> This you will note, closes ... phase of the qu [?] ... Nothing so ... can heard in con [nec] tion with the ... [?] alty assessed and ...

It is assumed that the 1914 date refers to a recent occurrence, perhaps even the date of the referenced letter.

EU 4 also contained two bottom portions of forms used as seating charts for the passenger cars. They list cars no. 1 and 3. The former had thirty-two seats, the latter twenty-eight. No names are written on the cards, but the spaces have been numbered in pencil.

Another bill of lading consigned to the British Yukon Navigation Co., Ltd. has no date. Among the goods listed are torque fluid and industrial oil.

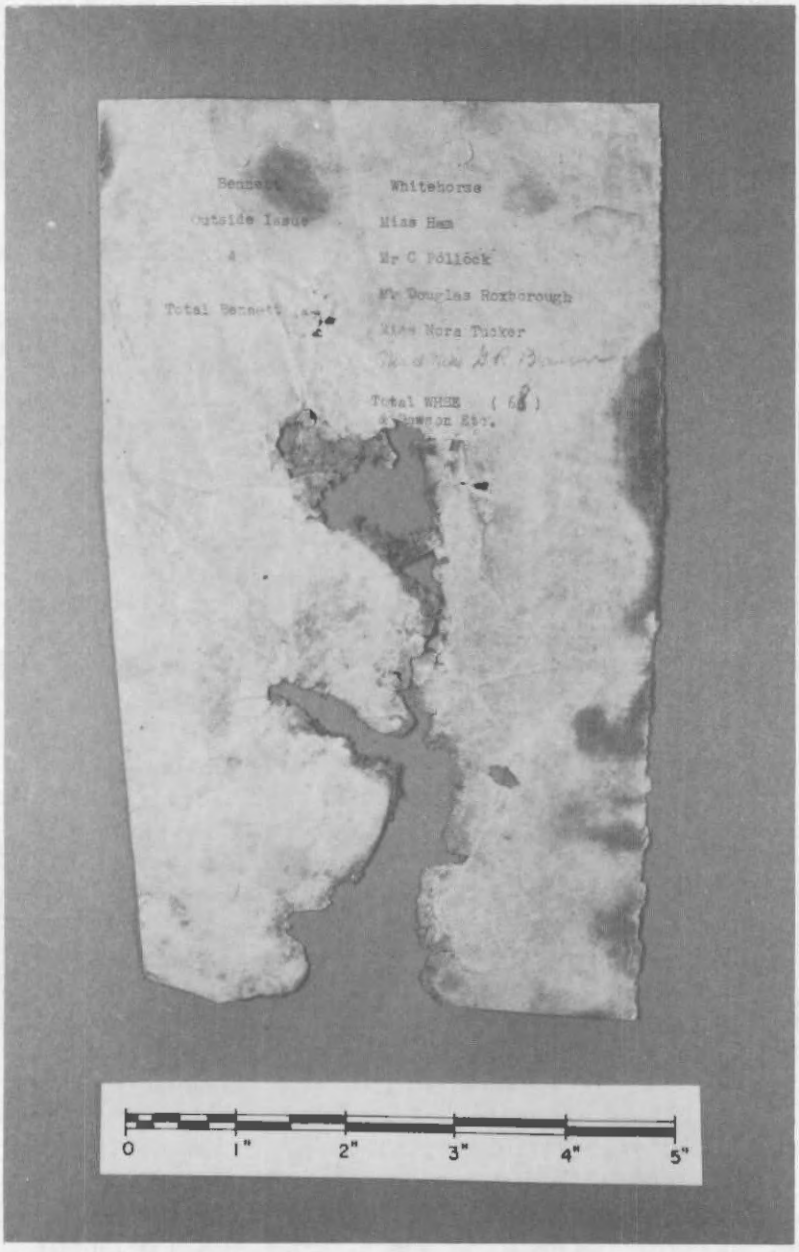


Figure 32: Passenger list to Whitehorse and Dawson

Two dining room checks measuring 3-1/2 inches by 3-3/8 inches, printed for the White Pass and Yukon Route, were also found in EU 4. They are both blank. The backs, however, are scribbled with notes. One, in red pencil read "AL/please/handle." The other, in pencil was "Carl/try & get/Reeds address" with the "R" from "Reeds" redone in black ink. In blue ink below this note is written "Returning to Skagway/End of Fall." They appear to be notes scribbled on the backs of dining room receipts from Bennett when a large-scale operation was in service there.

In addition, an unstamped envelope was found printed with "FORM G904/ WHITE PASS & YUKON ROUTE" in the upper left corner. The addressee, in pencil, was "G.L. Budd, Skagway." Gail Budd began working for the White Pass and Yukon Route in 1934 and is now an important source of information for the historic structure report (Chappell n.d.; Cloyd, personal communication). Mr. Budd worked for the railroad until the 1970s.

Also found was a form for reporting the numbers and kinds of tickets sold for a year for use by the Canadian Pacific Railway Company. The form is 8-1/4 inch wide by 14-1/2 inches long.

Finally, the upper half of a seating chart for car no. 3 was found in EU 4. In pencil, the month is filled in as "SEPT." The year is illegible. Pencilled in are the words "BENNETT TURN" and "242" circled. It is assumed that means the total passengers for the one-day sightseeing trip to Bennett and back was 242.

In TT 5 was found four fragments of a blue printed statement form meant to be used during the 1920s. The date line reads "192_." The initials "S.F." have been pencilled in on the first line.

As this discussion showed, all but the last four fragments of a printed form were found in the light well, under the boardwalk. Preservation was exceptionally good.

Several newspaper fragments are also in the communication subclass. On the surface of EU 4, almost the entire comic section of the Seattle Sunday Times of July 11, 1943 was found. It included the following strips: Little Orphan Annie; Stokey and Stover; Tarzan; Superman; Winnie Winkle; Lil' Abner; some World War II heroes strip of unknown (to this investigator) name; a Camel cigarette advertisement; The Gumps; Moon Mullins; The Timid Soul; some strip with a small boy in a cowboy suit; Sweeny and Son; Jinglet; Brenda Breeze; a Pepsi Cola advertisement in the form of a strip entitled "Pepsi and Pete"; Carnival; Mr. and Mrs.; Gasoline Alley; Harold Teen; Terry and the Pirates; Dick Tracy; Buck Rogers; Drafting; Toonerville; Dixie Dugan; Joe Palooka; Our Bill; Clarence and ? ; Herby; and two strips that not recognized by this investigator and whose names are missing. Most of the strips were predictably oriented towards the war, with anti-Japanese, anti-German, and strongly pro-American themes.

In EU 2 were several fragments of newspaper dating also to the World War II era. While it is very fragmentary, there is a reference to "G.I. Joe," bombing the "Jap mainland," and the promotion of War Bonds.

Finally, in EU 6 were found four shreds of newspaper which were impossible to date. They appear to have been cut in 1/8-inch strips, perhaps to use as packing material.

A wooden sign was found on the surface of EU 4. It was made of 1/4-inch plywood and measures 9 inches by 21-1/2 inches. It was painted white on both sides. The words "U.S. MAIL/KEEP OUT" were stencil lettered on the face. It originally had been attached to a wall or door with a nail in each corner. There would have had to be a place where mail was stored while awaiting transfer to the trains or to shipping companies from the interior via the railroad. Room 110 of the Administration Building was used as the Post Office by the U.S. Army during World War II (Chappell n.d.). Since other surface artifacts in this unit dated from the 1940s, it is assumed this sign was associated with the Army's mail room.

The paper items which make up the communication subclass survived only in those areas not exposed to substantial changes in humidity. Even so, it is surprising that the paper lasted at least thirty-eight years. The comic section is that old. It is possible that the one memorandum with the 1914 date is as old as sixty-five years. The area was really quite protected. Most of the paper lay on the surface of the unit, and was therefore somewhat drier than deeper material. The dates on the communications artifacts range from the 1914 memorandum, to the World War II newspapers, to the 1969 bills of lading. Since the paper was in an excellent state of preservation, it is believed that the White Pass and Yukon Route did some file purging and housecleaning in 1969 when it abandoned the structure.*

Shipping activities were represented by forty-nine small ferrous tags probably used to identify large canvas bags of materials. All of them were found in TT 19. They were constructed in two parts. Fragments of a canvas-like cloth were caught between the two portions on at least two examples. On all the pieces, the two separate parts had been clamped together (Figure 31e). On the face of one of them, the word "BAGGAGE" is just barely discernible; most are too badly oxidized for marks to show. The majority were found in the middle levels of the unit: nineteen in level 3, twenty-three in level 4, four in level 5, and two in level 6. The builders trench contained the other two. Their distribution through the layers indicates they were not deposited simultaneously, but accumulated over a period of time. This suggests a continuing activity. No doubt these tags were removed from the shipping containers upon arrival at the depot in the room around the corner from TT 19. This room was used for baggage storage by the Alaska Pacific Express Company until 1910 when it was taken over by the Wells Fargo and Company Express (Chappell n.d.).

The transportation subclass includes items that can be directly attributed to the railroad. At first this investigator was surprised at the relatively

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*After the initial draft of this report was completed, historian Gordon Chappell remarked that WP & YR did indeed purge its files in 1969.

small frequency of these artifacts. However, since the depot was oriented more towards the administration and management of, and public contact for the railroad, those activities may be reflected in other classes. Only items that were unequivocally connected with the trains are included here. Since the trains were likely repaired elsewhere, their parts would not be common.

Sixteen fragments of flat red, flashed glass were found in EU 7 and TT 8, south of the depot baggage room door. All of it appears to have been dimpled or warped by heat. The flat flashed glass was probably a part of clerestory windows used to vent the cars. Very few of the remaining cars today still have the original colored glass in their clerestories (Chappell, personal communication).

Only one railroad spike was recovered. It is 6-1/4 inches long and is slightly bent, as if wrenched from the tie to which it was connected.

A 1-inch thick section of narrow gauge rail was found in TT 19. These sections are often sold as souvenirs in the town or used as paperweights. It is also possible that it was left over when a rail was cut to size.

The final item in this class is a paper railroad ticket receipt for at least eight dollars--the cents have been torn off.

All units not covered by flooring contained a fair number of artifacts from the communication and transportation class. However, the distribution of subclasses is clearly connected with some kind of localized activity. EU 2 and EU 4 contain only communication-type artifacts; EU 7 and TT 8 are transportation oriented; and TT 19 has a monopoly on the shipping artifacts. The areas closest to the upstairs offices contained the scraps of records, files, and newspapers; the area containing fill from the shop area had the clerestory glass and train artifacts; that area near the east baggage room door contained the shipping tags. The greatest frequency of communication and transportation artifacts occurred in TT 19. Fifty, or 3.1 percent of TT 19's assemblage was in this class.

Structural and Hardware Group

This group of artifacts includes all those items used in the construction and repair of the building itself. Two classes comprise the group. Structural artifacts are those that are a part of the structure itself, or were used in its construction, such as tools. It contains window glass and nails, two of the largest types of artifacts found on a historical site. Construction tools, construction materials, utilities, and spikes complete the class. The Hardware class consists of all hardware used in the structure or on items that are a standard feature of the depot, such as furniture, crates, machinery, and so on. Much hardware has so many uses that its exact function cannot be determined, so it is safest to include it in a separate class.

The group consists mostly of the Architectural Group defined by South (1977) and Comer (1980). The construction tools and utilities were added since both are intimately connected with the building. While South

included the Hardware class in the Activities Group, it seemed more appropriately classified with the other items from the structure. It appears inconsistent to place nails and screws in entirely different groups. In this sense the investigator is following Sprague (1981), who classifies structural and hardware items together. She does differ with him on the placement of construction tools, but there were so few artifacts of this kind she did not feel it warranted a separate classification. Structural and Hardware Group artifacts are listed in Table 10.

Structural Artifacts

A high frequency of this group of artifacts may indicate original construction levels or periods of building repair. The distribution of window glass in this group can give clues to window placement, frequency of building repair, type of structural hardware used, etc.

Window Glass. Very little analysis of window glass was attempted. Since there is practically no stratigraphy on the site, there was little or no way to separate glass temporally. Spacial distribution of the glass would only confirm what was already known: the placement of windows. It was not considered an effective use of time to measure glass thickness or area until questions arise which that kind of data analysis could answer.

There were 2,052 fragments of regular strength window glass. It is not surprising that no sherds were found under the floor. The high frequencies in EU 2 and EU 4 reflect the presence of windows in the light well. There also are windows on the second floor above TT 19, accounting for the high frequency there. The lower frequency in EU 7 and TT 8 is not as well understood. It is possible that, since they are outside a door, broken window glass was more carefully picked up than in the other, more out-of-the-way places excavated. In addition, the deposits in EU7 and TT8 consist primarily of fill from the railroad shop yards, where window glass frequencies may be expected to be low.

Five sherds of glass were pressed with an intricate design (Figure 33a). This designed pressed window glass was used in interior doors of the General Offices. The designs do not appear to be identical with those of any of the current doors. It is apparent that replacing broken glass with an identical pane was difficult in the frontier situation. Anything that could have served was probably used.

Curiously, two of the pressed glass sherds were found in non-fill deposits of EU 7 and three in TT 8, both units outside the south door of the Depot. This was despite the fact that all interior pressed glass is found in the General Offices section of the building.

Nails. 1,514 nails, or 24.5 percent of the Depot artifacts were nails. Of these, 1,370, or 90.5 percent were common ferrous wire nails. A tabulation of all nails can be seen in Table 10.

By 1895 wire nails had all but entirely replaced cut nails in this country. Cut nails continue to be made today in small quantities for limited

TABLE 10: STRUCTURAL AND HARDWARE GROUP ARTIFACTS

STRUCTURAL

			3821
Window glass class			2,058
regular strength		2,052	
plate glass		1	
pressed glass		5	
Nails class			1,514
common, ferrous		1,370	
cut	9		
modern machine cut	4		
wire	1,357		
double headed, ferrous, wire		1	
fencing, ferrous, wire		1	
finishing,		63	
ferrous, wire	55		
brass, wire	8		
L-headed, ferrous, cut		1	
roofing, ferrous, wire		29	
siding, zinc, wire		1	
tacks, ferrous, wire		3	
wood, ferrous, wire		7	
undetermined, ferrous, wire		38	
Spikes			4
common, ferrous		4	
Construction materials			92
brick fragments		6	
mortar fragments		28	
linoleum fragments		5	
tar paper		53	
Construction tools			3
file, ferrous, for use on wood		1	
paint can, ferrous, with lid		1	
flagging, green, plastic		1	

TABLE 10: STRUCTURAL AND HARDWARE GROUP ARTIFACTS (Continued)

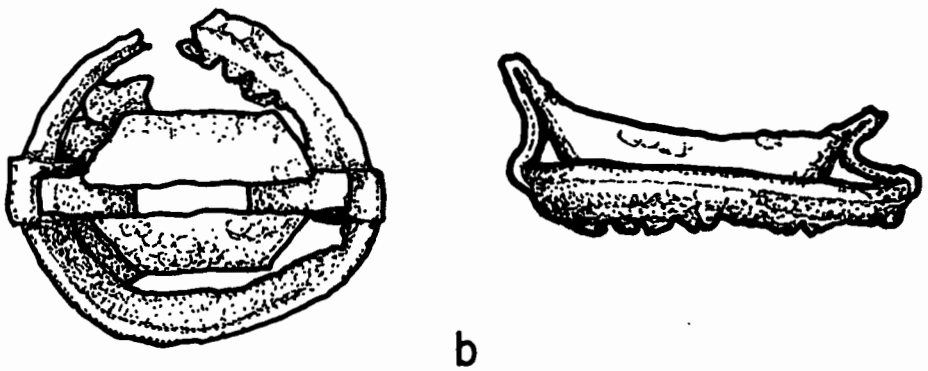
Utilities				150
Electricity			28	
fuses		2		
whole	1			
end cap	1			
insulators		13		
porcelain	12			
porcelain and copper	1			
wire, electrical		13		
copper and fabric	2			
copper and rubber	5			
copper, fabric and rubber	1			
copper, uninsulated	1			
rubber insulation	1			
Lighting devices				100
Kerosene lamp parts			56	
chimney glass, clear		55		
wick holder, ferrous		1		
Light bulb parts			44	
bulb sherds, glass, frosted		41		
base		2		
brass	1			
aluminum	1			
whole bulb		1		
Heating			10	
matches, wooden		10		
Water			1	
pipe, ferrous elbow		1		
Sewer			11	
drain pipe, 5-inch, cast iron		6		
vent pipe, -inch, cast iron		5		

HARDWARE				225
Angle iron			1	
Bolts, ferrous			8	
Cotter pin, ferrous			1	
Gasket, rubber			2	
Grommet, ferrous			3	
Hook, brass			1	
Nut and bolt assembly			2	
Nut, ferrous			3	
Plate, ferrous			1	
Ring or eye screws, ferrous			2	
Screws, ferrous			14	
Springs, brass			2	
Staples, ferrous			133	
Straps, ferrous			7	
rolled		2		
unknown technomorphology		5		

TABLE 10: STRUCTURAL AND HARDWARE GROUP ARTIFACTS (Continued)

Straps with nails inserted, ferrous			1
String, cotton			1
Tack, brass			1
Tube			3
brass		1	
cupreous		2	
Washer, ferrous			2
Wire			37
brass		5	
cupreous		10	
ferrous		22	
drawn	18		
drawn and galvanized	1		
extruded	1		
twisted	1		
undifferentiated	1		

a



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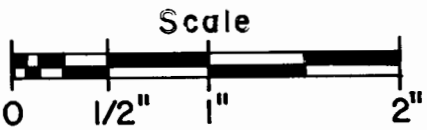


Fig. 33: Structural artifacts; a) pressed window glass, b) ferrous wick holder

purposes, but the wire nails predominate (Fontana and Greenleaf 1962: 48-50). Only nine, or 0.6 percent of the nails were common cut; one was an L-headed cut nail. All cut nails were found in TT 19, implying they were used for a specific function. What that use was is difficult to assess. Cut nails are often used to join wood to concrete, masonry, or plaster (Fontana and Greenleaf 1962: 50). The only place where that kind of situation exists in the depot is around the vault--nowhere near TT 19. Although brick fragments were found in EU 4, the unit nearest the vault, cut nails were not in the assemblage.

A listing of nail types can be found in Table 10. Most nails were ferrous; there were eight brass wire finishing nails and one zinc-coated siding nail. It was not anticipated that an in-depth analysis of pennyweight would reveal anything about nail function that could not be determined by examination of the structure itself. However, as a matter of record, the cataloguer did measure pennyweight of nails in TT 19. The distribution can be seen in Table 11. No patterns are apparent. There are many more small nails than large; that would be normal at any building. There is a significant difference in the number of nails of unknown size--because they are broken, incomplete or badly corroded--in the earlier deposits. This is merely logical, since the longer a nail is in the ground, the more unrecognizable it becomes.

Common wire nails are fairly evenly distributed throughout the unit deposits, as are finishing nails. Most of the roofing nails occur in the recent deposits, implying repairs to the roof after 1969. All but one of the cut nails occurred in the pre-1969 deposits.

The most dense concentrations of nails are outside the building, and near doorways. Those areas under floors have low densities. TT 11 contains an intermediate density, no doubt because this was an exterior area until 1922, then was covered by a floor.

Spikes. Spikes are distinguished from nails by their size, and exceed 60 pennyweight or six inches in size. All spikes are common, and of a ferrous material. Two were found in the original TT 19 deposits, and two in EU 7. Both units are outside the building.

Construction Materials. This artifact type includes items from which the building was made. Generally, large pieces of wood were not collected, since they would have been much too bulky to transport for the minimum amount of information they could yield. Since the structure is made of wood, and wood was not collected, the construction materials class is quite small.

There were six brick fragments collected, all from TT 19. Brick was mentioned in the field notes from EU 4, but not collected. It was used in the construction of the vault, very near EU 4, and in the flues for the heating stoves. There were four brick chimneys on the Depot, and five in the General Offices building. The closest flue to TT 19 is 28 feet north of the unit on the second floor. All chimneys were repeatedly repaired throughout their use, and all were dismantled to within a foot of the roof line in 1972 after National Park Service acquisition. Three of the brick fragments were found in the post-1969 deposits.

TABLE 11: DEPOT - TT 19 - SIZE DISTRIBUTION OF NAILS

Morph. Design	Type	Size	Original	Recent	Total
WIRE	Common	Total	245	54	299
		2d	16	3	19
		3d	4	0	4
		4d	7	4	11
		5d	2	0	2
		6d	16	8	24
		7d	8	2	10
		8d	25	17	42
		9d	5	0	5
		10d	7	3	10
		12d	0	1	1
		16d	0	7	7
		20d	2	0	2
		30d	4	2	6
		40d	0	2	2
		50d	1	0	1
		60d	1	0	1
		Unknown	147	5	152
	Fencing	5d	0	1	1
	Finishing	Total	15	7	22
		2d	3	1	4
		3d	1	0	1
		6d	4	2	6
		8d	2	3	5
		10d	2	1	3
		Unknown	3	0	3
	Roofing	Total	1	12	13
		2d	0	1	1
		3d	0	1	1
		4d	0	1	1
		3/4"	0	9	9
		Unknown	1	0	1
CUT	Machine	Total	4	0	4
		6d	1	0	1
		7d	1	0	1
		9d	1	0	1
		10d	1	0	1
	Common	Total	8	1	9
		6d	1	0	1
		10d	0	1	1
		16d	1	0	1
		Unknown	6	0	6
Total Nails			273	75	348

Mortar was a little more frequent in occurrence than brick. There were 28 fragments recovered, all from TT 19. Again, the lime/sand mortar would have been used in the construction or repair of the chimneys.

Four fragments of linoleum were recovered; two in EU 4 and two in TT 19. It all appears to be a dark red in color, with one piece having a broad swath of a buff or tan color. Most second story rooms in both buildings were floored with red linoleum.

Tar paper was the most ubiquitous of the construction materials and was distributed as follows:

EU 4 - 12 fragments
TT 5 - 5 "
EU 6 - 4 "
EU 7 - 2 "
TT 8 - 6 "
TT 11 - 20 "

Tar paper was used on the roof of the 1908 addition, the General Offices roof, and in the enclosure for the sewer line running under the Depot.

Construction Tools. A 7-1/2 inch long, ferrous wood file was found in EU 7, and a ferrous, one quart paint can with a lid was in EU 4. In addition, a small piece of bright green plastic flagging material was located in TT 19, in the recent levels.

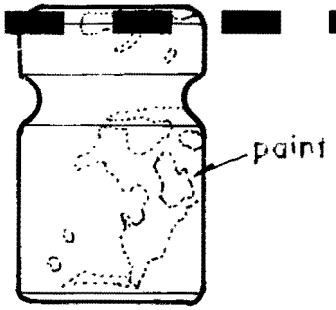
Utilities. Objects which have to do with electrical, water, sewer, and heating systems appear in this class.

The Depot and General Offices were both originally wired for electricity. It is not unusual, then, that there are quite a number of artifacts directly associated with electrical wiring and insulation.

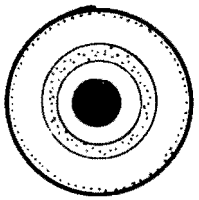
Two fuses were found, one each in TT 19, recent levels, and EU 7. The rubber head on the former is 1-1/8 inch in diameter and is embossed with "125 V GENERAL ELECTRIC" and the GE insignia. The other fuse is 1/2 inch in diameter and has no identifying marks.

Portions of thirteen porcelain insulators were recovered, nine of them from EU 2. Four were portions of a cylindrical type insulator with a constricted neck for the electrical wires and a center hole for a screw (Figure 34a and b). Two of these were 1-3/4 inches tall and 1-1/2 inches in diameter. Rust stains the center holes, but the interior screw is missing. Three portions of a smaller one, about 1 inch in diameter and an unknown length were also recovered. They have no marks. All three are badly stained with a sooty material that would not wash off.

There were also three fragments of a bar-shaped insulator which probably originally had two holes for screws. The letters "MAS" have been impressed between the holes (Figure 34c). On the back side of the insulator are threaded grooves to hold the electrical wire.



Base



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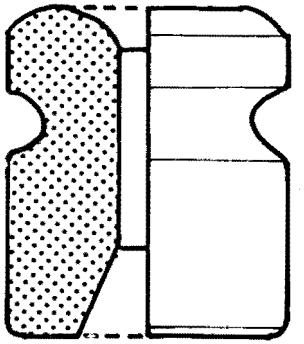

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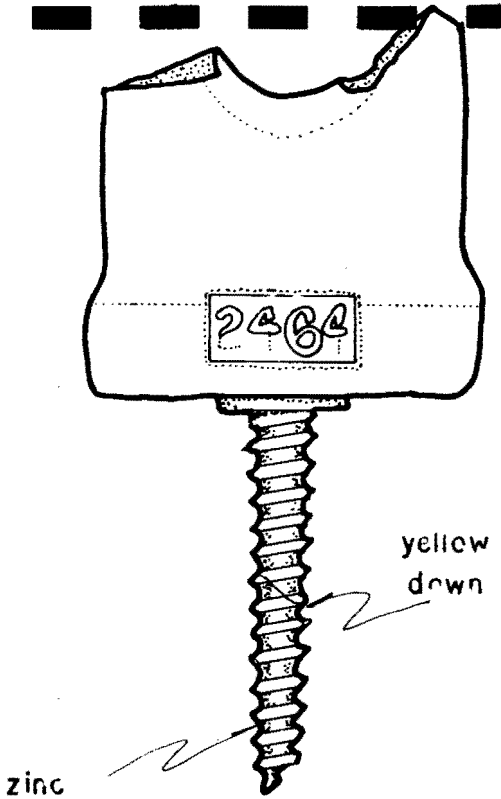

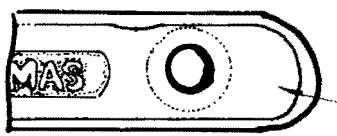

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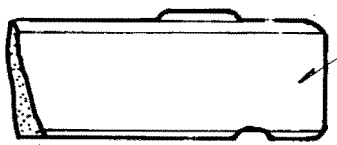

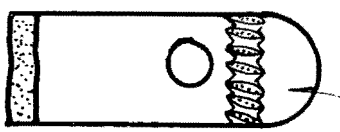

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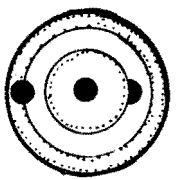
c



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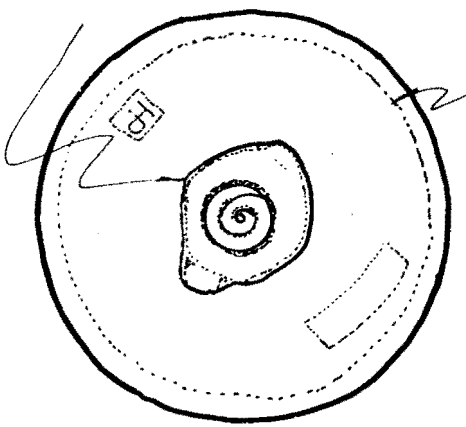

e

Scale

Fig. 34: Insulators

The ninth insulator from EU 2 is a small fragment of an unidentifiable type.

In EU 7 an unidentifiable fragment of porcelain insulator was also found. and in TT 11 was another 1 inch diameter cylindrical type. It had at least four layers of paint splattered on it. The earliest was a dark brownish-red, then a dark green, covered by an off-white, and finally coated with an ochre yellow. The Depot was originally left unpainted. After a few months it was painted entirely red, followed shortly with green trim. That color scheme was followed with little variation until after World War II, when it was painted a yellow ochre. In other places on the Depot, an off-white primer had been observed beneath the yellow paint. Insulators of this type can be seen in Figure 3, a 1900 photograph of the Depot. Two insulators are located on the eaves of the Depot at the northeast corner. This is directly above the later location of the 1922 addition. How the insulator, obviously original to the building, came to be under the floor of the 1922 addition after World War II is unknown.

Two insulators were found in TT 19. Neither are like those just described. The first is a large, brown-glazed white porcelain insulator with the attaching screw mechanism molded as a part of the original manufacture. The screw is galvanized. Stamped into the base of the insulator are the letters "HP" attached to one another. On one side, above the base, are the letters "MAYES" and opposite it are the numbers "2464." Although now broken, it appears that the insulator originally had one large hole running through it horizontally for the wires. It is largely covered with the yellow ochre paint used on the building after World War II (figure 34e).

The final insulator, also from TT 19, is a 7/8-inch white porcelain disc with three, unthreaded holes. Around the center hole is a raised cuprous nipple (Figure 34d). It may be an insulator for a telephone or telegraph wire as it passed through walls.

Insulated copper wire was assumed to be electrical wire. Five fragments were found in EU 2: one was insulated with black rubber; a second with white rubber and cotton; and the rest with red and white cotton. In EU 4, one piece was covered with red, black and white rubber, and cotton; four pieces were coated with red and white rubber. In EU 7 was found one piece of uninsulated copper electric wire, and one piece of green rubber wire insulation. Finally, in TT 19 was found a 4-3/4 inch long wire insulated with white cotton.

Kerosene lamp and electric light bulb fragments composed the lighting devices type. A ferrous wick holder from a kerosene lamp (Figure 33b) was discovered in TT 8. Montgomery Ward Company (1969: 554), in 1895, called these "burners." One fragment of clear lamp glass was found in EU 2 and 54 sherds were in TT 19.

The presence of the lamp glass and wick holder outside the building, but not inside, suggests an association with signalling or lighting of the trains rather than lighting the building.

The Depot and General Offices have always been lighted by electricity, so it is not unusual to find electric light bulb fragments. One whole 50 watt, General Electric light bulb was uncovered in EU 2. One brass and one aluminum base were found in EU 4 and TT 19 respectively. Forty-one fragments of frosted light bulb glass were excavated: 24 came from TT 11 and 17 from TT 19. Frosted light bulbs were not invented until 1925 (Encyclopedia Brittanica, 1973: 4).

The Depot was wired for electricity when it was first built, so the presence of electric wire and insulators is not surprising.

After a great deal of thought, it was decided to include the wooden kitchen matches in the utilities class, as contributing towards heating. Since electricity was available for lighting, and since there were no gas cooking ranges in the Depot, it was assumed that matches would not be used to light kerosene lamps or stove burners. However, there were oil heating stoves. It seems most likely that the wood matches were used to light those stoves.

All ten wooden matches were found in EU 4.

The water system in the Depot is represented by the elbow of a water pipe discovered in EU 2.

Eleven fragments of cast iron sewer pipe were found in EU 7 and TT 8. All fragments came from the lead-in and venting pipes for the septic tank found in TT 8. Six fragments were from the 5-inch diameter lead-in pipe; five were from the 4-inch venting pipe.

Twenty-six or 56.5 percent of the artifacts in the utilities class were recovered from EU 2 and EU 4, inside the light well. Most of the electric insulators, electrical wire, all of the matches, and the water pipe were found there. Fifteen or 32.6 percent of the utilities class were in EU 7 and TT 8, and were comprised primarily of the sewer pipe fragments.

Hardware. This class includes all hardware items for which there could have been more than one purpose. The specific use of most of these items is unknown. Their intended use could have included a wide variety of functions.

A large ferrous angle iron was recovered from EU 2. It is intentionally angled in two places; one end has three countersunk holes, the other two (Figure 35a). Its purpose is unknown.

Ten bolts were found at the Depot, eight of which were in EU 7 and two in TT 8, outside the south door of the baggage room. One bolt had two nuts attached. All were of ferrous metal. Table 12 gives their dimensions and shape.

They are all quite large bolts, and were probably attached to big pieces of machinery. Since the railroad cars and engines ran just past this area, it seems likely they came from the trains rather than the depot.

A ferrous cotter pin was found in TT 8.

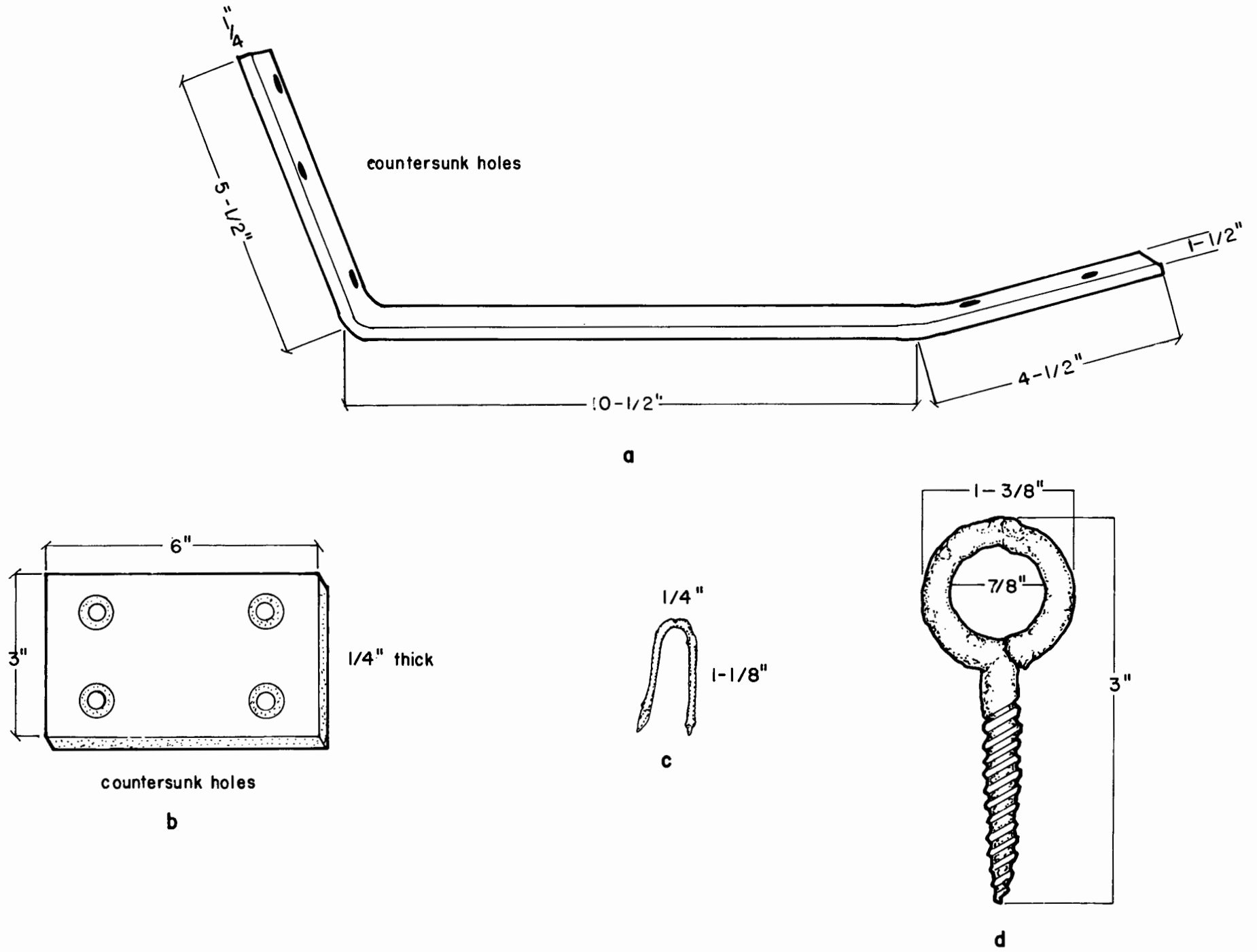

Fig. 35: Hardware artifacts, ferrous material; a) angle iron, b) plate, c) staple, d) eyescrew

TABLE 12: BOLT SHAPES AND SIZES

Catalogue No.	Head Shape	Shank Diameter	Notes
7-314	square	1 inch	
7-315	carriage	3/8 inch	
7-316	hexagonal	1 inch	
7-317	round, bevelled	7/8 inch	
7-603	square	1/2 inch	One hexagonal nut and one square nut are attached to the shank
7-604	round	3/8 inch	
7-605	not present	5/8 inch	
7-616	square	1 inch	base sheared off
7 & 8-38	not present	3/4 inch	
8-64	square	9 inches	8.7 inch long with a hexagonal bolt attached to the end

Two flat, red rubber fragments, probably parts of machine gaskets were recovered from EU 4 and EU 7.

Three cuprous grommets were recovered from TT 19. Two were 1/2 inch in diameter; the third measured 3/8 inch in diameter. The latter still had some canvas or oil cloth still caught in the crimped edges; it was in the post-1957 levels.

A 1-3/4 inch length of 3/16 inch thick brass, slightly curved, as if a portion of a hook was found near the base of TT 19. There is a heavy buildup of ferrous material on one end. This does not appear to have been an original part of the object.

Three nuts, in addition to those attached to the bolts, were recovered. Two were found in TT 8, and one in EU 7. They measured as follows:

Catalogue No.	Shape	Hole Diameter	Notes
8-3(50)	hexagonal	3/8 inch	
8-6(51)	square	3/8 inch	
7-D(309)	rectangular	1/4 inch	small part of bolt still in hole

A large rectangular ferrous plate with four countersunk holes was found in EU 7 (Figure 35b). It measures 9 inches by 3 inches, and is 1/4 inch thick. Its size suggests use on a large piece of machinery, possibly the trains.

Fourteen wood screws, of a ferrous material, were recovered. Two were in EU 2, one in EU 4, eight in EU 7, and two in TT 19.

Two eye screws were found in EU 7 and TT 19. The first is a 7/8-inch diameter with a 3/16-inch diameter and 1 inch long screw shank. The other is a 1-3/8 diameter ring with a 1-5/8 inch long screw (Figure 35d).

Two pieces of brass spring were found in EU 2 and TT 8 respectively. The former is about 1/4-inch in diameter and 1/2-inch long, similar to what would be found on a door. The second has two arms about 1 inch long which radiate from three coils. It is similar to what might be found on a hand tool to return the handles to an open position.

All but two of the 133 small ferrous staples recovered were found outside the baggage room door in EU 7 and TT 8 (Figure 35c). The two others were located in TT 19. These are small wood staples, about 1 inch in length and 1/4 inch wide. They were spread out through the levels, not concentrated in one spot, suggesting a gradual accumulation. It seems likely they were associated with some activity in the baggage room. It has been suggested that perhaps shipping crates had been disassembled in or just outside the baggage room, and the staples holding them together lost there. Many of these items are bent as if they had been used once.

Three of the six iron straps recovered were found in EU 7. The others were in EU 2. They are all fairly nondescript, broken fragments which would have been a part of many things. One has four nails inserted

through holes. The nails are bent as if the whole assembly had been wrenched off of an attached piece of wood.

A length of spun and twisted cotton string was found in EU 6.

One brass furniture tack was found in EU 4. Its exact function is unknown.

A section of 1/4 inch brass tubing, threaded on the outside was excavated from EU 2. A cuprous tubing, 2-1/4 inches long and 1 inch in diameter, and another 3/4 inch long, were found in TT 19. Their purpose is undetermined.

One ferrous washer measuring 2-1/2 inches in diameter and 1/8 inch thick came from EU 7. This is the same area all the bolts were recovered from. The center hole is about 1 inch in diameter, as were four of the bolts.

Of the miscellaneous hardware, wire was the second in frequency only to the staples with 37 fragments of wire in all. There were two fragments of brass wire in EU 2, and three in EU 4. In EU 2 there were eight pieces of copper wire. EU 7 contained one fragment of copper wire and one piece was in TT 19. This last had a solid copper core partially wrapped in a finer copper wire. The copper wire could be electrical wire, but lacking any insulating material, it is difficult to determine its exact function.

Ferrous wire was more frequent. Four fragments were in EU 2, three in EU 4, one each in TT 5 and EU 6, five in EU 7, five in TT 8 and two in TT 19. One of the last consisted of two wires twisted together to form a crude hook, slightly smaller than a clothes hanger hook. One piece of galvanized wire was found in EU 7.

Wire can have so many uses that, lacking more specific context, the investigator cannot speculate on what these fragments were used for.

The distribution of Structural and Hardware Group artifacts as a whole is shown in Figure 39. A quick glance shows that not only the largest number, but also the largest percent of total unit Structural and Hardware Group artifacts, were outside the baggage room door in EU 7 and TT 8. Whereas the light well, areas under the floors and TT 19 at the southeast corner of the building all have less than 2 percent hardware items, fully 14.5 percent of the assemblage outside the baggage room door is hardware.

In this class, 77.2 percent of the total artifacts were found outside the south Depot door, outside the baggage room. One hundred thirty one, or 82.4 percent of the 159 artifacts in EU 7 and TT 8 were the small staples. Activities in the baggage room, possibly the disassembly of shipping crates, may have resulted in this distribution. The origin of the fill near the shops certainly influenced this distribution. The large bolts, nuts and washer in EU 7 and TT 8 probably came from repair shops.

The baggage room door is probably related to the relatively low frequency of window glass in those two units. Windows located are not as close to the excavation units as they are in the light well and TT 19. Although the space under the floor has a high frequency of structural artifacts (64.4 percent), there is only one sherd of window glass; 85.3 percent of the structural class under the floors consists of nails and construction materials. It is obvious that the floors prevented the accumulation of many artifacts after the building was built.

Unclassifiable Artifacts

These artifacts could not be identified for one reason or another. The first group consists of those this investigator calls "whatsits." They have a definable shape and material, but the cataloguers could not recognize their function. Perhaps someone else could; they have been pictured in figure 36.

The second group have an unrecognizable shape and function. In most cases, they are too fragmentary or too deteriorated for analysis. They are listed in Table 13 by material.

The third group consists of those artifacts that have undergone some change since they were used and disposed of. At the Depot and General Offices, only glass had suffered some kind of change, other than normal deterioration. There were nine fragments of melted glass, distributed as shown in Table 1.

It was not possible to determine if this melted glass was originally bottle or window glass, except in one case: a small vial in TT 19 (Figure 37). In those units located outside the buildings, there were cinder and ash deposits, as well as metal working debris, indicating that the soil, either in situ or elsewhere, had undergone some heating. The glass in those units probably melted when the surrounding matrix became heated. The three pieces in the light well appear to be anomalous.

Artifact Summary

The artifacts from the Depot and General Offices excavations are summarized in Table 1, by group, class, and in some cases, type. An index of artifacts can be found in Appendix C, which will pinpoint the discussion of each individual artifact by its morphological design. This should assist other researchers who may wish to use the data for comparative purposes, but are using an entirely different classification scheme.

As stated before, the functionally base classification system used here is basically a regrouping of the classes proposed by Comer (1980) into groups basically similar to Sprague's (1981). By taking Comer's classes intact and recombining them into new groups, information available in low frequency groups such as Arms, Clothing and Personal, and also isolated site specific activities were used more effectively. At the same time, the structural integrity of Comer's taxomony was not lost.

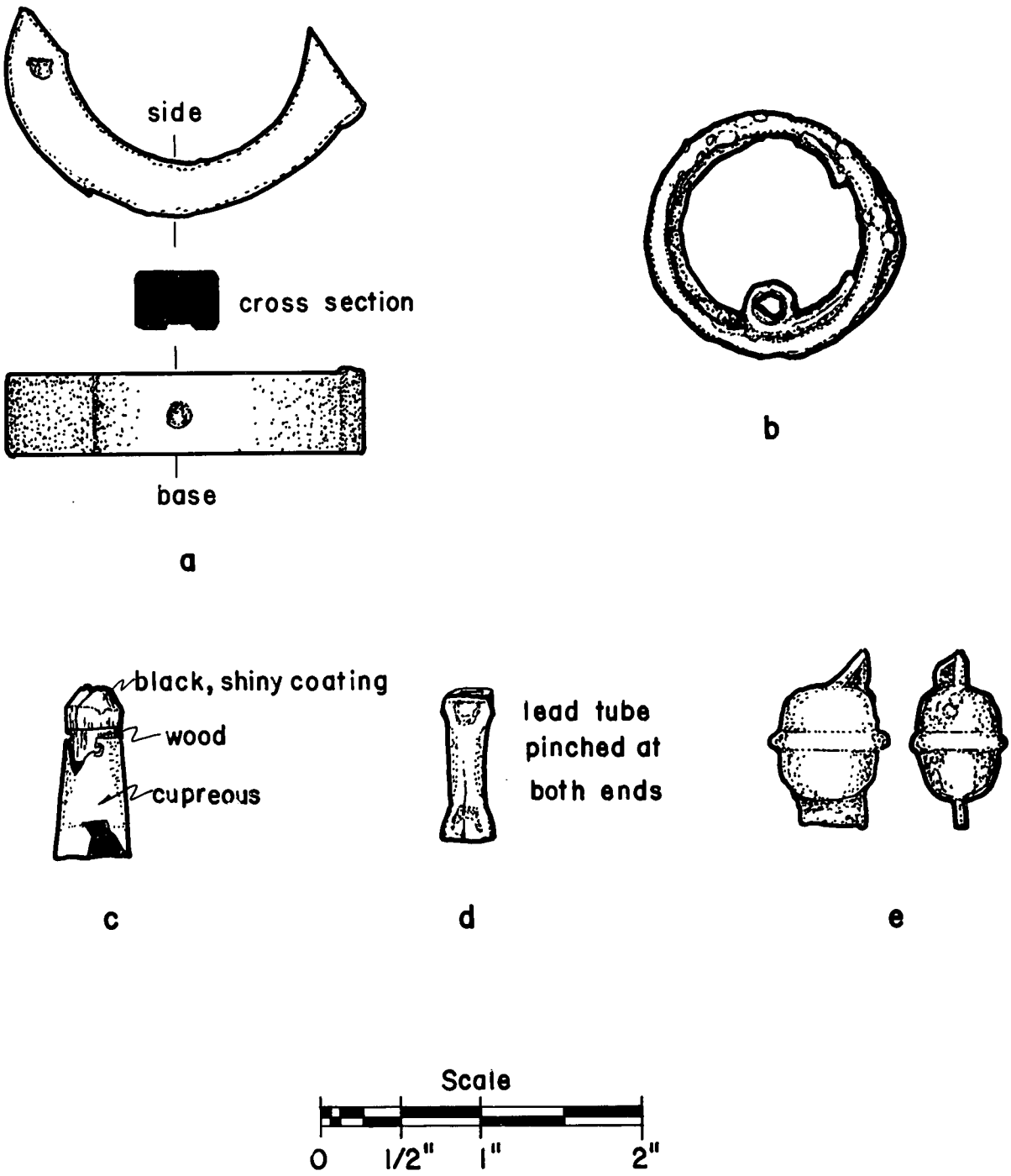

Fig.36: "Whatsits"; a) brass, b) ferrous, c) wood and cuprous alloy, d) lead, e) ferrous

TABLE 13: UNCLASSIFIABLE ARTIFACTS

UNCLASSIFIABLE		223
"Whatsits"		17
aluminum	1	
bone	1	
brass	4	
brass and ferrous	1	
brass, wood, and plastic	1	
ferrous	6	
leather	1	
white metal	1	
zinc	1	
Unknowns		197
aluminum foil	11	
cellophane	12	
ferrous lumps	139	
leather	4	
paper	5	
paper, plastic laminated	1	
plastic	12	
rubber	3	
vegetable fiber, woven	9	
zinc	1	
Changed		
melted glass		9

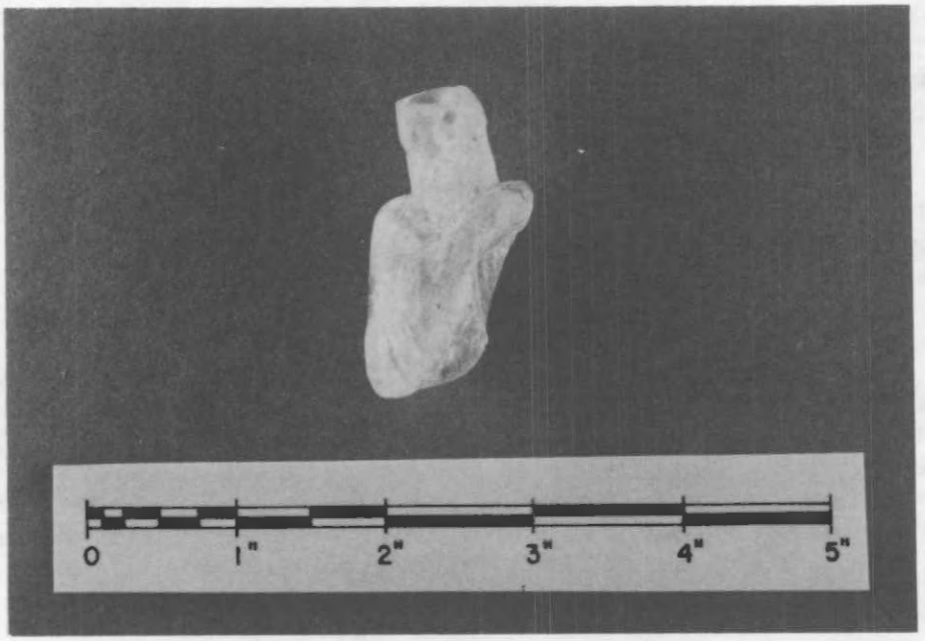

Figure 37: Melted vial, possibly for a pre-measured medicine dose.

The distribution of each group by the areas excavated is shown in Table 1 and figure 38. The light well area includes EU 2 and EU 4. The areas under the floors are TT 5, EU 6 and TT 11. The area outside the baggage room door is EU 7 and TT 8. TT 19 is just outside the southeast corner of the General Offices building.

As can easily be seen, the Structural and Hardware artifacts are the most frequent in every area. The distribution of Structural artifacts is shown in Figure 39. It is apparent that window glass comprises most of the structural class in the light well and the southeast corner. Nails are the most frequent type under the floors and outside the baggage room. Construction materials and utilities are most frequent under the floors. Utilities are also fairly frequent outside the southeast corner of the building.

The high window glass frequency in the light well and outside the southeast corner are easily understood, considering the closeness of windows to those two areas. Similarly, it is likely that the floors were installed before the windows, since there is no window glass beneath the floors. The relative infrequency of window glass outside the baggage room must indicate that broken windows in the vicinity were cleaned up rather than being left where they lay, as may have occurred around the southeast corner or under the boardwalk in the light well.

As was mentioned earlier, the pressed window glass found outside the baggage room door resembles, but is not identical to, that currently in interior doors of the general offices building. It appears that it was difficult to replace broken decorated glass with identical panes on the isolated frontier.

The high nail and construction frequencies under the floors reflect the probability that the floors were open only briefly, during construction of the building. After that time, they have been closed, and tightly sealed, allowing no small items to slip between floorboards as occurs often in less well built structures. The utilities class artifacts are also most frequent under the floors where the utility lines ran.

Nails and hardware are the most often occurring types outside the baggage room door. Whereas discarded, broken glass could be a safety hazard in a high traffic area, used nails and hardware were more often ignored and allowed to accumulate. The hardware class here consists primarily of small staples, probably used on shipping crates. This activity, the opening or disassembling of shipping crates, may account for the high frequency here.

As a whole, Domestic artifacts are second in frequency to the Structural group. What seems surprising is that an office building and place of business has as many domestically related artifacts as it does; fully 19.1 percent of the entire assemblage is Domestic. The distribution of Domestic items by class is seen in Figure 40. Most of the Domestic artifacts are related to food storage in all areas excavated. Most of these, outside of the light well, are tin can fragments. Food storage containers in the light well tend to be food bottles. The food serving class occurs most often in the light well, as well as the food remains.

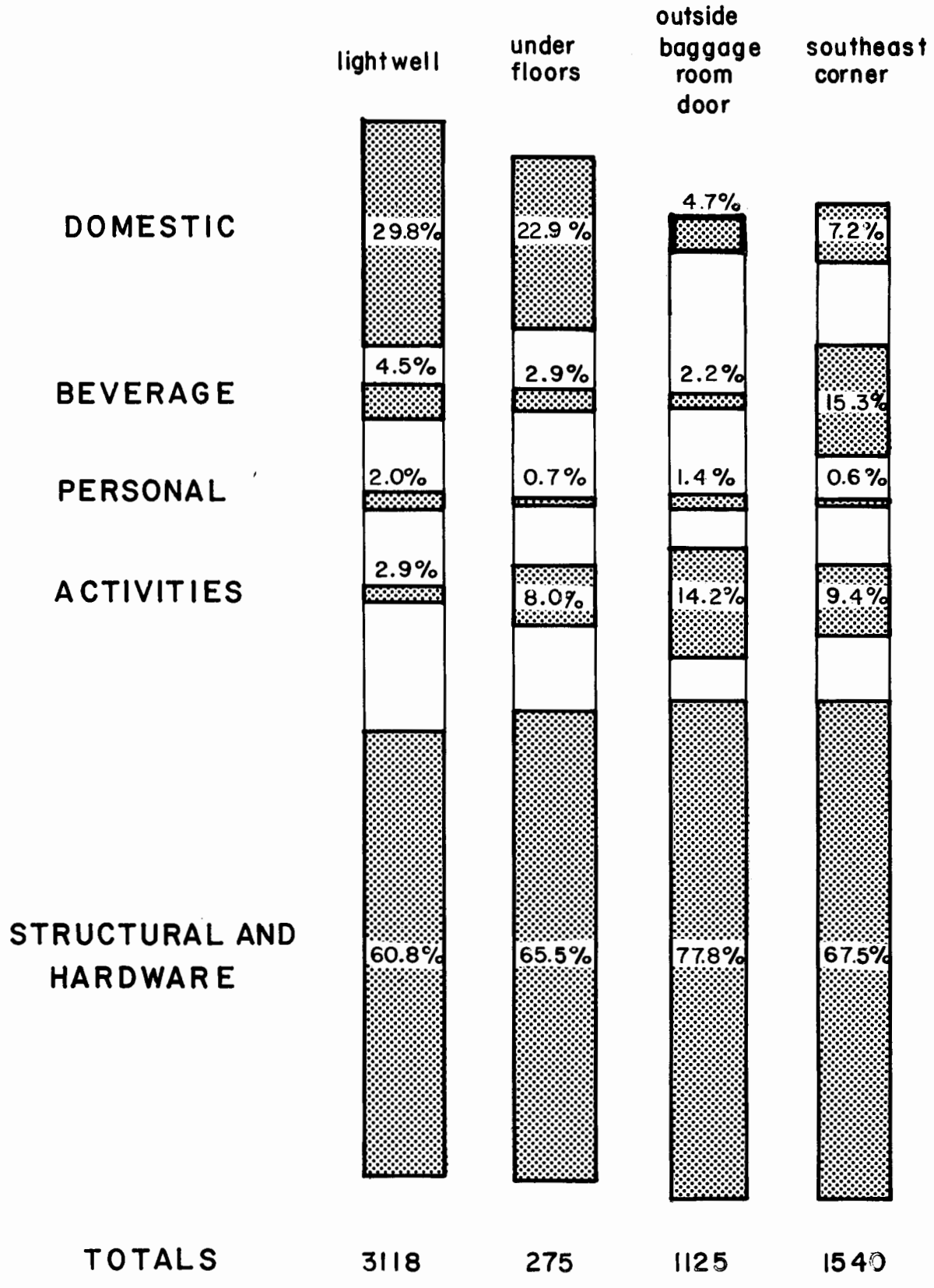

Fig.38: Distribution of all artifacts by group

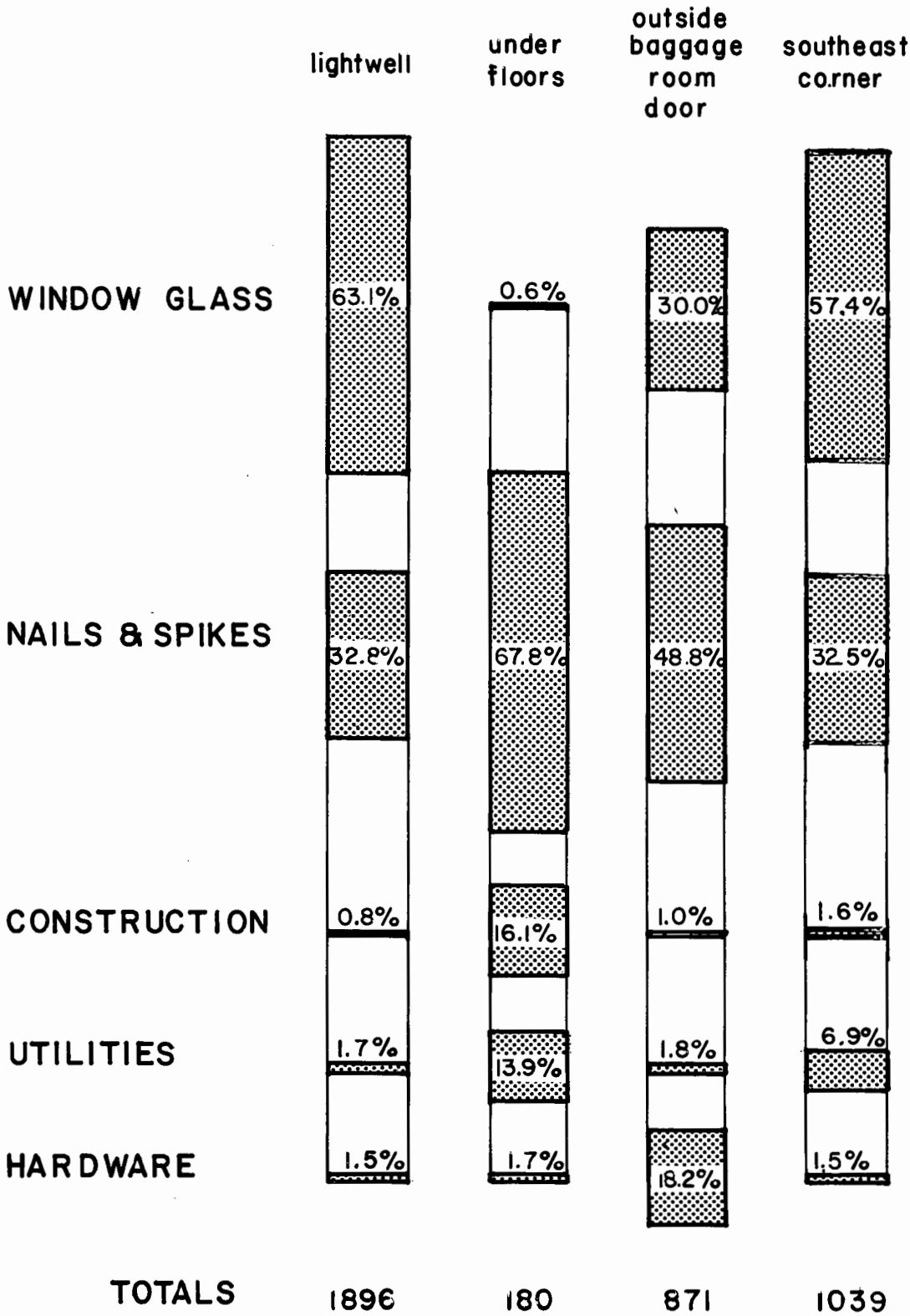

Fig.39: Distribution of Structural and Hardware artifacts by class

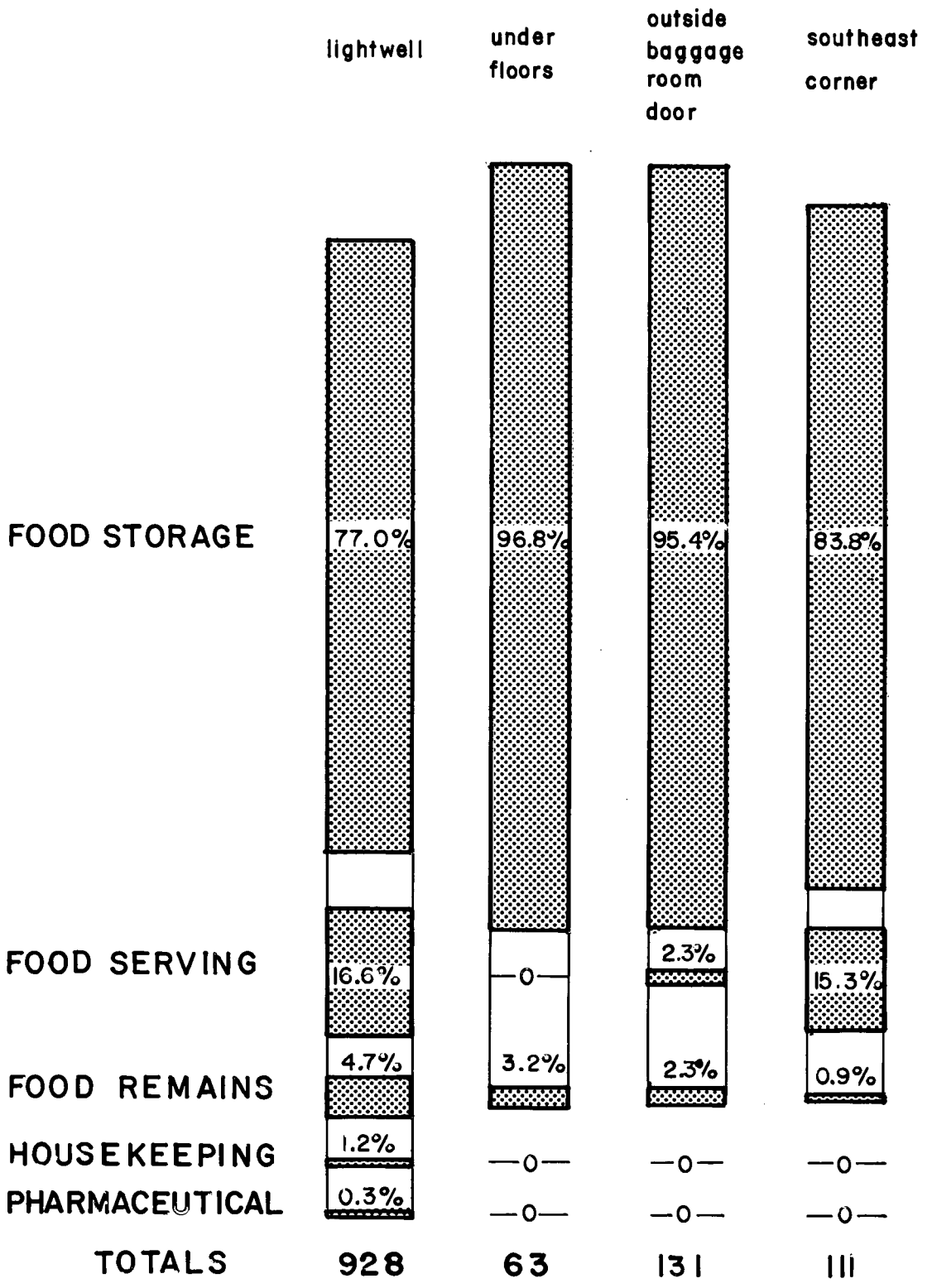

Fig. 40: Distribution of Domestic artifacts by class

The other two classes, housekeeping and pharmaceutical, occur exclusively in the light well.

A certain amount of domestic trash can be expected at practically any site where any given individual may spend most of his or her day. The White Pass and Yukon Route, no doubt, employed people who brought coffee cups, lunch, or medicine bottles from home for use during the day. The consumption of goods during office hours would result in some breakage and disposal on the premises, and could conceivably account for some of the assemblage. However, the almost 30 percent Domestic frequency seen in the light well seems unusually high for a building not meant to be used for domestic purposes. It is unfortunate that this investigator could find no comparative material available for public office buildings in the early twentieth century.

The potential for faulty assumptions under these circumstances is, of course, rather great. Clear bottle glass is not always used for domestic purposes; it could be a liquor or pop bottle as well as a canning jar or cough syrup bottle. However, those clear sherds whose function can be identified in EU 2 tend to be domestic rather than beverage containers. That, coupled with the high frequency of dishes (73.1 percent of all depot dishes were found in EU 2), suggests more than the slight daytime use of coffee cups and cough syrup. It has been mentioned before that the porcelain in EU 2 came from three or four vessels of the same pattern, implying a matched set was being used at the Depot and General Offices.

None of the Domestic artifacts included items used in the preparation of food. Depot Domestic artifacts consisted only of those used in the storing, serving, or consumption of food. This implies that no food preparation was taking place in the building. However, food serving, with porcelain dishes and sugar tongs, and the storage of food in canning jars, worcestershire sauce bottles, and tin cans appears to have been taking place.

This investigator would like to suggest that perhaps, at some time, it was the practice for people to spend the night in one or two rooms of the depot. The relatively large amounts of food storage (70.8 percent), food serving (89.5 percent), and food remains (88 percent) in the light well, compared to the other areas investigated, suggests that when light meals were finished upstairs, the consumer would take the garbage to a trash can in the light well, rather than go outside in the dark. The types of containers found are for foods that would not necessarily have to be cooked: tin cans, canning jars, and condiments. A worker living in Whitehorse, for example, may have spent an occasional night in the depot, making do with canned food rather than spending his money at restaurants.

There is certainly documented precidence for people sleeping in the Depot. In a letter to historian Chappell, railroad employee Gail Budd recalled that room number D-15 was "used for storing records, at least back to 1926. It was cleaned out in 1942, a cot moved in and used for transient sleeping quarters" (Budd 1980: 7). D-15 is on the second

floor of the Depot, just south of the stairs that descend to the first floor. These stairs terminate near the door into the lightwell.

The Domestic artifacts in the light well, however, suggest a much earlier date than 1942. The Haviland dishes and the worcestershire sauce bottles could date as early as 1898. Perhaps employees were allowed to live in the Depot during times when housing was short, or when the employee needed only intermittant housing. In 1908, Mrs. Ella Higgenson kept a diary of a visit to Skagway and the Klondike. She records that she went to the Skagway Depot on a Sunday morning to buy a ticket to Dawson. Although the doors to the depot were open, the ticket office was closed. A bypasser told her that the only train leaving Skagway on Sunday was a tourist train to the Summit, which had left already, and that the ticket office was usually closed. She reports that the agent suddenly appeared from upstairs and sold her tickets for the next day (Chappell, n.d.). Perhaps he stayed in a room upstairs.

Admittedly, the matched dishes could have originated at a nearby restaurant frequented by the overnight visitor, who occasionally broke the plate on which he brought his meals back to his room. The other Personal items could have come from travelers who lost them at the depot as they passed through.

Prior to 1922, the light well had been part of an alley between the two buildings. At that time the alley was covered with a boardwalk. Several reviewers of the draft of this report suggested that the Domestic and Personal artifacts found in the light well may have been contained in personal baggage that was being loaded or unloaded in the area. Perhaps a crate was dropped and some of the broken contents spilled under the boardwalk.

While this possibility should not be ruled out, this investigator does not believe it to be a likely explanation. At the time the alley between the buildings was in use, the area under the 1922 addition would have been accumulating the same types and quantities of artifacts, as the area now in the light well. TT 11 under the 1922 addition floor, contained only 159 artifacts, compared to the 1859 in EU2 and the 1293 in EU4. TT 11 contained approximately a 1:45 Domestic to Structural artifacts ratio compared to a 1:2 ratio in the light well. The differences in quantity and distribution of artifacts is so great that it is difficult to believe the same kinds of activities were occuring in the area under the 1922 addition and the light well during the time most of the artifacts accumulated. It seems most logical that the majority of artifacts were deposited after 1922 when the two areas began to serve different functions. At that time, the narrow boardwalk left between the two buildings in the light well became open on the east end, allowing broken dishes, bottles, dolls and small personal items to fall under the walk. The writer prefers to believe the Domestic and Personal artifacts in the lightwell reflect an intermittant use of parts of the Depot as sleeping quarters for railroad employees and their families.

Beverage containers are rather low in frequency in the light well, under the floors and outside the baggage room door. However, fully 15.3

percent of the assemblage in TT 19 is beverage related, mostly beer and whiskey bottles. It has already been suggested that this rather out of the way corner may have been a good place for the clandestine drinking of alcoholic beverages.

The frequency of beverage containers is slightly higher in the light well than outside the baggage room door, where business took place, or under the floors. In fact, fully 34.4 percent of the beverage containers were found in the light well (57.7 percent were in TT 19, and only 8 percent in the other two areas). This supports the proposition that someone was living in the depot.

The Personal artifacts are all rather low in frequency, and fairly consistent from area to area. However, the frequency is slightly higher in the light well, where 70.0 percent of all Personal artifacts were recovered. Figure 41 shows the distribution of the Personal group classes. It is readily apparent that the clothing and leisure activities form most of the Personal Group. Thirty-seven of the forty-three items in the leisure activities class are related to the smoking of tobacco, something an employee might do during a break. Of the clothing class, buttons may be lost at almost any time and any place. However, the ten straight pins in the light well seem anomalous, and may support the idea that a woman occasionally spent the night at the depot.

The distribution of Activities artifacts is seen in Figure 42. Activities taking place at the Depot and General Offices, as represented by archeological material, were the storage and processing of shipments (packaging material, gunny sack, shipping tags, crate staples), metal working (clinkers, slag, combusted coal, metal shavings, screw, etc.), paper work (correspondence, office supplies), and military activities (khaki shirt, mail room sign). Shipping tags were taken off canvas sacks at the east end of the baggage room. Paper wrapped packages were unwrapped in the offices and sometimes disposed of in the light well. Crates were disassembled in the west end of the baggage room. The coal boilers for the steam engines were cleaned near the southeast corner of the building. Most of the office supplies found their way into the light well near the base of the stairs from the offices upstairs, and out the baggage room door.

It might be noted that fully 55.2 percent of the unclassifiable artifacts were found under the floors. It is possible that these are remnants of artifacts deposited either before the building was built or during its construction. Most of the unclassifiable items were lumps of oxidized iron, possibly nails or other construction materials. At any rate, the amount of deterioration and the position under the floors indicates that they probably date to the late nineteenth century. Little more can be said of this group of artifacts.

A note of caution must be delivered to the layman. Please do not confuse the frequencies of artifacts discussed in this report as representing a direct proportion of the kind of activity taking place in a certain area. Just because 29.8 percent of the assemblage in the light well consists of Domestic artifacts does not mean that almost a third of the human activity taking place in the light well was directed towards the storage,

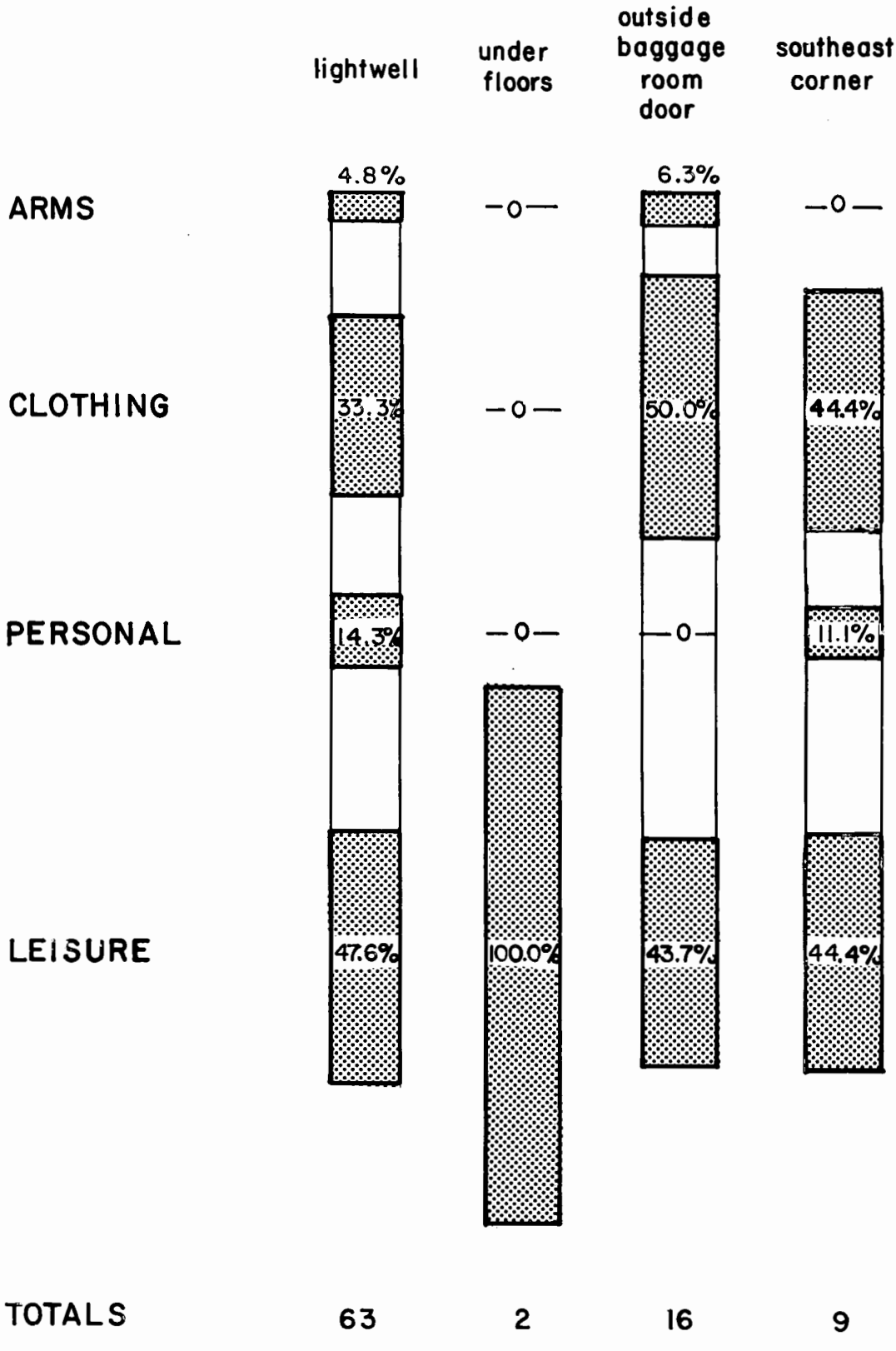

Fig.41: Distribution of Personal artifacts by class

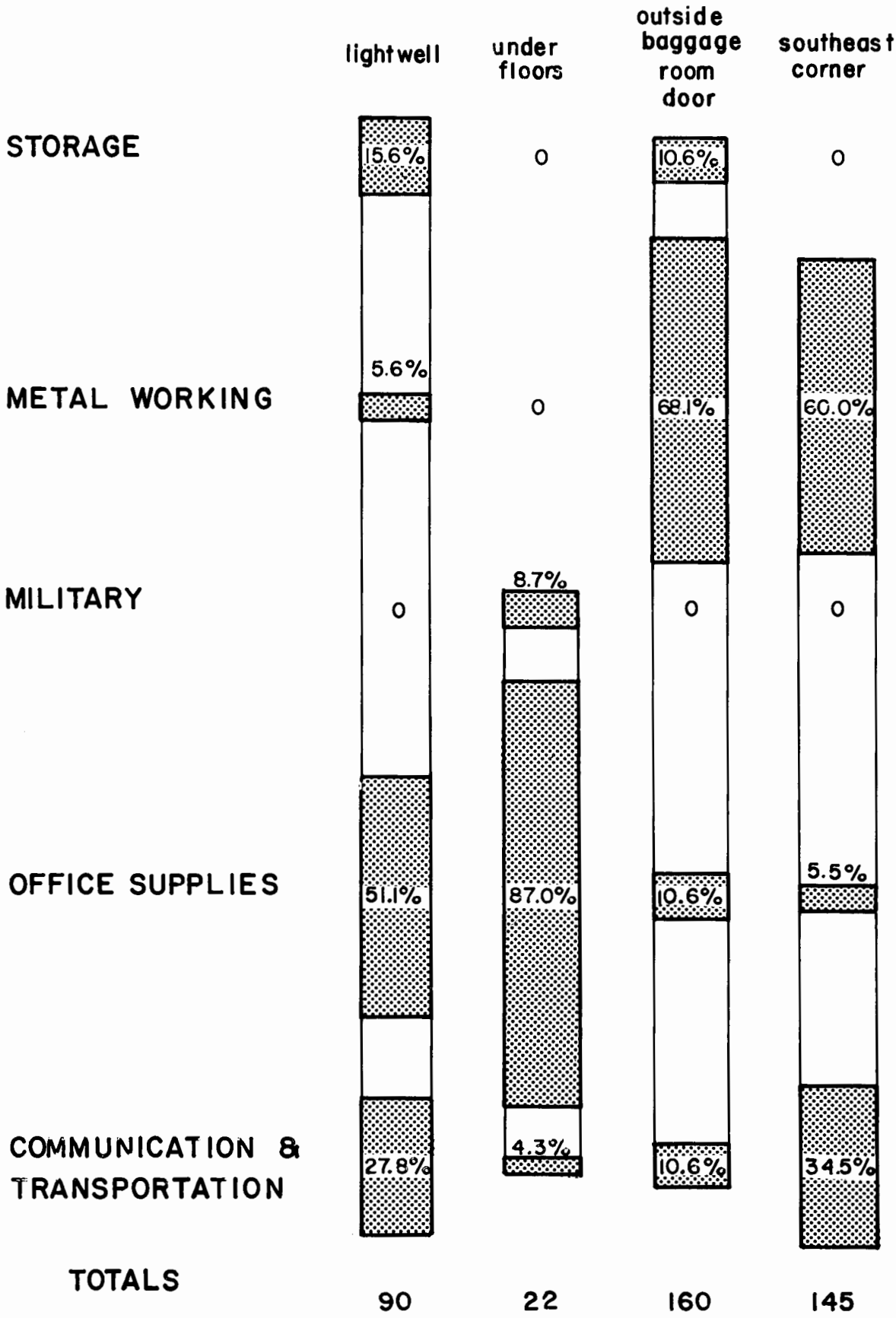

Fig. 42: Distribution of Activities artifacts by class

consumption, and serving of food. The frequencies are derived from sherd counts; therefore, fragile materials will have higher frequencies than more durable ones. The frequencies are merely relative to one another, and should be used to compare one area to another, not one activity to another. These frequencies show us that, relative to all artifacts, there was more domestic activity reflected in the light well than under the floors, and much more alcoholic beverage drinking taking place near the outside of the building's southeast corner than in the light well.

SUMMARY

This section summarizes the results of the excavation, presents the conclusions without the detailed analysis, and offers the professional archeological recommendations.

Summary

Eight excavation units were dug in and around the Depot and General Offices buildings. Two were in the light well, two under the baggage room floor, two outside the baggage room door, one outside the southeast corner of the General Offices building, and one was located under the 1922 addition. Besides the formal archeological excavations, an archeologist monitored soils testing of two locations near the depot. Under controlled conditions, 6,344 artifacts were recovered. In addition, twelve artifacts were found by laborers or architects during the course of the excavation; they are described in Appendix A.

In the light well, the crew found 3,118 artifacts, all under the boardwalk that ran between the two buildings. Most of these items related to activities taking place inside the buildings. They indicate that regular office related activities were taking place. In addition, people may have been sleeping overnight in the Depot for short periods of time. They might have left the three broken Lea and Perrins Worcestershire Sauce bottles, the matched set of Haviland china, the pair of silver plated sugar tongs, ten straight pins, three .22 caliber cartridges, and a broken china doll, among other things.

The septic tank used by the depot was found outside the baggage room door, despite careful efforts to avoid it. It was three feet below the surface, covered with wood and was probably lined with metal of some kind. The spongy wood held the excavators weight (until its nature was deduced). The area should be watched for settling, as the five foot deep septic tank may collapse.

The septic tank appears to have been covered with fill taken from the borrow source near the railroad shops. The fill was of the same soil type found there and contained a large amount of the iron shavings that can be seen near the shops today.

In addition to the metal shavings, quite a few pieces of large heavy hardware were recovered from the deposits above the septic tank. Large bolts, nuts, fragments of the red glass used in the car clerestories, a railroad spike, lantern parts, straps, and large pieces of machinery that could not be identified, all indicate an origin near the railroad shops.

This area also contained a large amount of small iron staples often used to hold wooden crates together. It seems likely that crates were disassembled in the baggage room and the staples then disposed of out the door.

No evidence was found of the original boardwalk that covered the area south of the depot until 1967. The ground surface undulated greatly under the beach sand that was brought in after the boardwalk was removed. The uneven surface was probably caused by the removal of the boardwalk supports.

The area outside the southeast corner of the building also contained some interesting material. It is apparent that after the building was abandoned by the White Pass and Yukon Route, the drinking of alcoholic beverages was rather common in that area. Before that time, it appears that the coal furnaces on the steam engines were emptied in the vicinity, probably since the area was first used as a depot. At the same time, items used in the depot baggage room were also deposited around the corner. This includes 49 shipping tags which were originally connected to canvas bags. Sometime in the mid-twentieth century, a trench was excavated along the east wall of the General Offices building, probably for maintenance purposes.

Very little information was gathered from under the building floors. The area under the 1922 addition yielded one post support that is probably original to the boardwalk that was in the area before 1922. The ground surface at that point was about 2-1/2 feet below the 1922 floor. A telegraph insulator thickly coated with paint was found in this area, and may assist in any further paint analysis that might be undertaken.

Perhaps the most important information discovered under the floors was the lack of information. There appears to be no discernible archeological remains of the structures that were on the site before 1898, answering one of the original questions posed by the research.

For display purposes, a list of items that probably were in use around 1898 can be found in Appendix B. Although many other artifacts could also have been used at that time, these are the only ones that were positively available in 1898.

Since the Skagway Historic District is listed on the National Register of Historic Places, projects affecting it must comply with Section 106 of the National Historic Preservation Act. Test excavations of the depot area were undertaken to determine whether significant archeological resources would be disturbed by the proposed foundation renovation and utility line installations. Since no discernible remains of previous structures were found and most areas showed evidence of previous disturbance, it is felt that it is unlikely that soil disturbance connected with the renovation and installation projects would substantially impact archeological resources.

It is not believed that additional excavations in the area would increase the information base substantially since very little structural information was found that could not have been discovered through other means. However, should projects extending more than five feet beyond the perimeter of the Depot and General Offices be proposed, additional archeological testing and/or monitoring may be necessary.

Since these excavations yielded information of value to the scientific community and helped assess the significance of the site for National

Register purposes, these test results were documented comprehensively for future reference.

To the interpreter, a display of 1898 artifacts from the depot is recommended. The display could emphasize that not all human behavior can be found in the archeological record, but little bits and pieces of it may give additional insight into the lives of our predecessors. To find sugar tongs, matched Haviland china, and doll parts at a depot is a surprise. Beloved items can be brought with the owner thousands of miles, then broken or lost as one passes through. That is a part of the tragic side of the Gold Rush. At a place of business, we find proprietary medicine bottles as well as ink bottles; root beer and worcestershire sauce bottles, as well as paper clips and shipping tags. We find that beer, wine and whiskey were not completely banned from the office space. The dusty, anonymous figures from the past--the Auditor, the Architect, the Engineer, the Secretary--take on human proportions. They complain of ailments, bring their lunch from home, drink coffee at breaks, sip a little whiskey in the afternoon. They become people like those we know, and we realize that the entire phenomena of the gold rush involved people very much like each of us, looking for something better somewhere else. That is the value of archeology; to help us understand ourselves through our past.

ACKNOWLEDGEMENTS

No archeological research project is the product of just one person. While I remain solely responsible for the interpretation of the data presented herein, this report could not have been completed without the assistance of an able, uncomplaining crew and knowledgeable cataloguers. Support from several other disciplines was much appreciated.

The field crew consisted of Suzanne Bradley, Julie Guda and Steve Phillips in 1979. Ross Becker excavated Test Trench 19 in 1980. Steve Phillips catalogued all of the 1979 artifacts, and Julie Guda completed those recovered in 1980. Both did detailed, concise work.

The park staff, particularly those in Interpretation and on the day labor crew, were extremely helpful. I am especially indebted to Bob Spude and Pete Bathurst for their special knowledge of the history and technology of the structures. David Cohen filled in many gaps in my knowledge of the Skagway area.

Historical architect Dave Snow and Historian Gordon Chappell both contributed ideas to the report. I am particularly grateful to Paul Cloyd for patiently answering numerous annoying questions even when faced with demanding deadlines of his own.

I would also like to thank Norma Clark for an almost error-free first draft, and Nancy Arwood for typing the final.

Several people reviewed the original draft. All comments were constructive and very welcome. While all critiques were appreciated, I am notably obliged to: Wil Logan for his leavening of wisdom; Jackie Powell for poking holes in fragile logic; and Linda Greene for rewriting several very bad sentences. It is not their fault if some of the original weaknesses still exist. Thanks also go to Craig Davis for a shot in the arm when it was badly needed.

Paul Cyr was a gold mine of information on the North, the railroad, and Skagway. It was indeed a pleasure to spend many evenings listening to the wisdom of a man born and raised on the Yukon frontier.

And last, but certainly not least, I thank Alice Cyr for opening her home to me and the crew. The memory of her meals, her cordiality, and her friendship shall remain with all of us long after this project has been put to shelf.

chb

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APPENDIX A

ARTIFACTS FOUND BY DAY LABORERS UNDER AND AROUND THE DEPOT AND GENERAL OFFICES BUILDINGS

Several items of some interest were found by the day-labor crew working on the restoration project while the archeological crew was excavating at the site. All but two were probably in use during the first few years of operation and, therefore, could be useful for interpretation.

The first artifact is a Hires Root Beer concentrate bottle (Figure A-1). This small, aqua-colored bottle was machine blown in a mold, and has a simple tooled lip. The Charles E. Hires Co. first started making root beer in 1876 in Philadephia (Munsey, 1970: 109; Ward, Abbink and Stein, 1977: 236). By the turn of the century, aqua-colored glass was being replaced by brown and clear glass for most bottles. Very little aqua colored glass is seen after 1910 (Ward, Abbink and Stein, 1977: 240) with the possible exception of Coca-Cola bottles.

Two pieces of ceramics were found. The first is a fragment of a saucer made of blue transfer printed white porcelain. The pattern includes dragons, and is often seen in inexpensive shops today. Similar gift shop items are made in Japan.

The second sherd was found on the second floor of the depot, in room 202. It was located under the linoleum, about four feet south of the north wall, and halfway between the east and west walls. This whiteware fragment is embossed with a white wavy line, a type very popular in the late nineteenth century.

Two pharmaceutical bottles were found by the crew. The first is a cough syrup bottle (Figure A-2) discovered during trenching for foundations on the south side of the General Offices building. It was 27 inches south of the wall, 41 inches east of the southwest corner, and 48 inches deep. It was embedded in an ash layer similar to those found in TT 19, around the corner. An advertisement for Begg's Cherry Cough Syrup appeared in the Daily Territorial Enterprise of Virginia City, Nevada, on July 2, 1889 (Baldwin 1973: 61). The aqua color and the applied lip reinforce the late nineteenth century date. Its location low in the ash layers substantiates the supposition that this bottle was used during the earliest operation of the railroad.

The second medicine bottle can be seen in Figure A-3. Its tooled lip, cup bottom mold, and aqua color, mark it as late nineteenth century. There seems little doubt that the "St. Jakob's Oel" written on the side stands for "St. Jacob's Oil." Proprietary medicines such as this were very popular at the turn of the century.

In a 1905 home health encyclopedia was found the following recipe: "Saint Jacobs Oil contains water, ether, alcohol, aconite and red-coloring matter. Used as an external application in rheumatism, sprains, bruises, and so forth" (Richardson, Ford and Vanderbeck 1905: 1290). Baldwin (1973: 463) found an ad for St. Jacob's Oil in the Denver Republican of July 27, 1883 (p. 6). The ad reads:

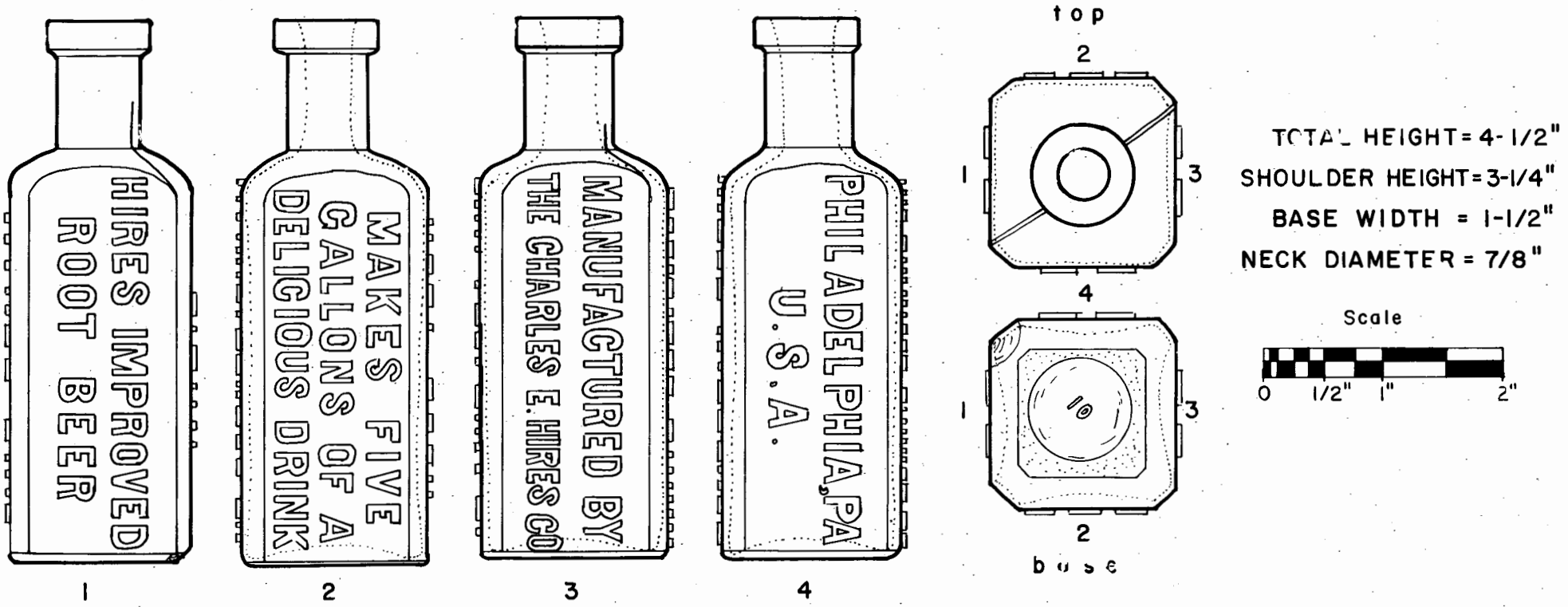


Fig. A-1: Root beer concentrate bottle

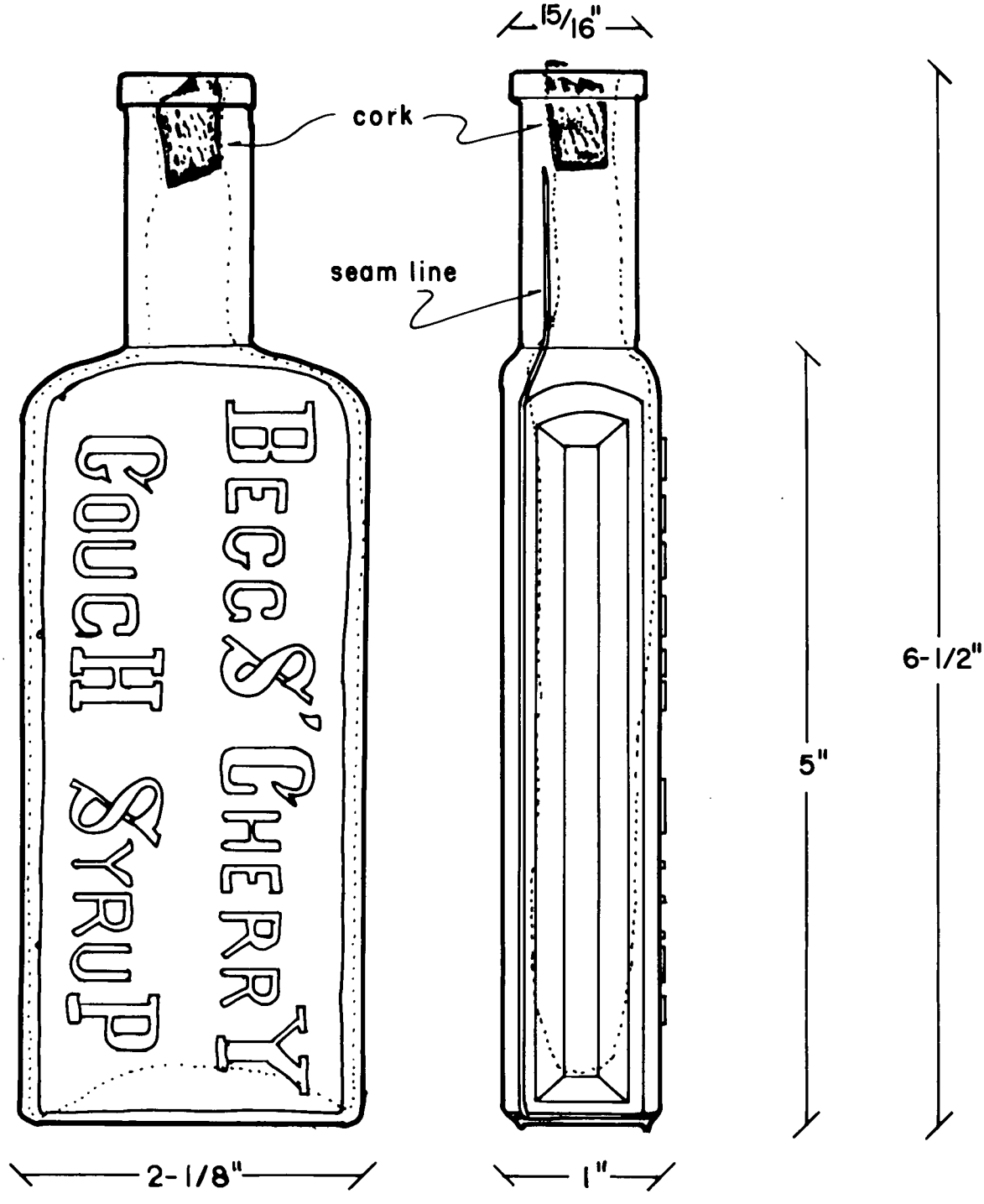


Fig. A·2: Cough syrup bottle

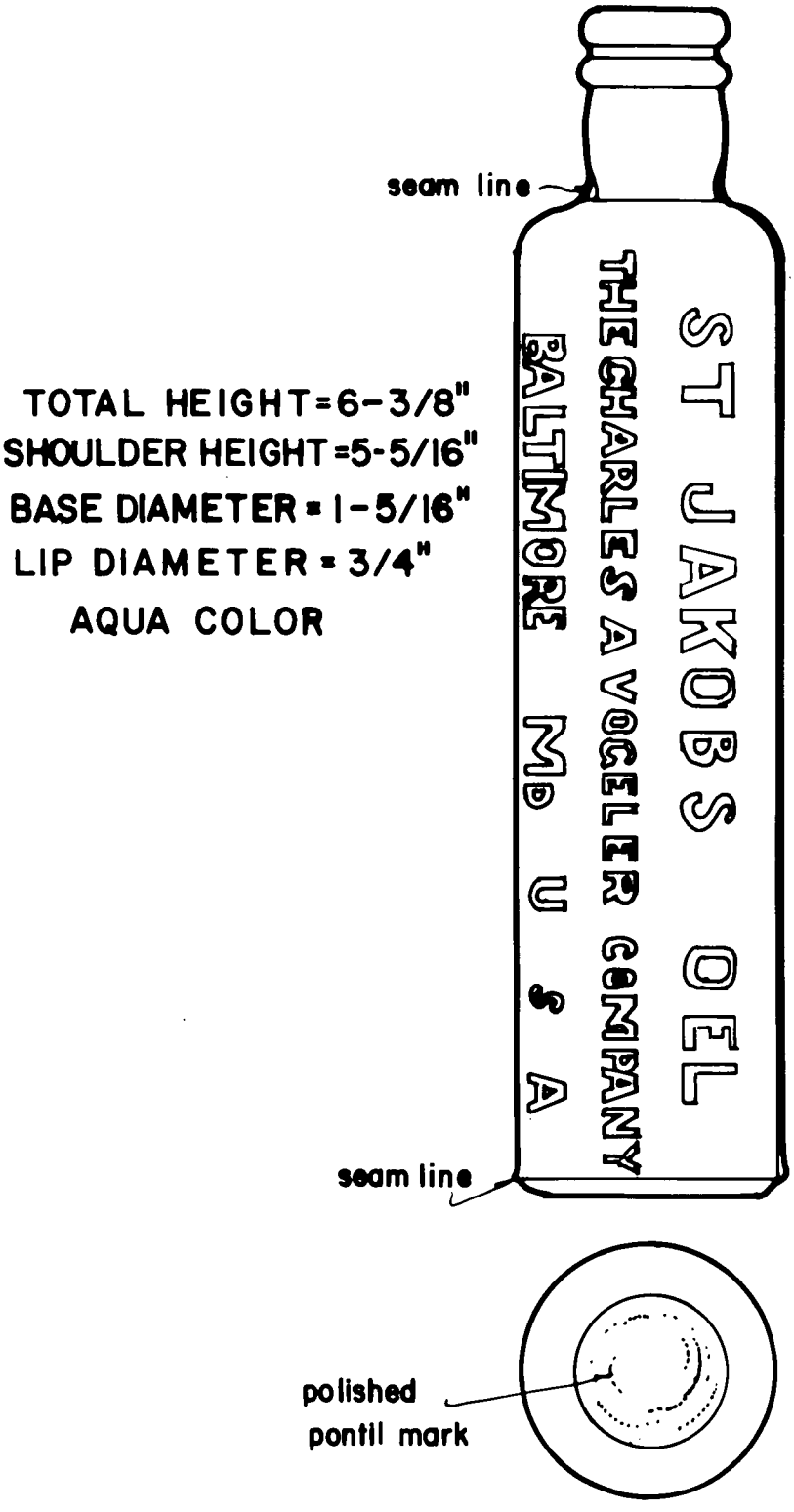


Fig. A-3: St. Jacob's Oil bottle

> THE GREAT GERMAN REMEDY FOR PAIN. Relieves and cures RHEUMATISM, Neuralgia, Sciatica, Lumbago, BACKACHE, TOOTHACHE, SORE THROAT, QU?NSY, SWELLING, SPRAINS, Soreness, Cuts, Bruises, FROSTBITES, BURNS, SCALDS, and all other bodily aches and pains. FIFTY CENTS A BOTTLE. Sold by all Druggests and Dealers. Directions in 11 languages. The Charles A. Vogeler Co. ([illegible] A. Vogeler & Co.) Baltimore, Md., U.S.A.

A few pages later, in the July 30, 1883 issue of the same paper, was found a different ad for the same product. While the text is similar, a drawing also appears. An old, bearded man wearing a monk's robe with the hood drawn up is seated on the ground. In his left hand is a knarled cane; in his right he holds a bottle which appears to be identical to the one found beneath the Depot. It is long and narrow with a slightly contricted neck, with embossed letters running the length of the bottle.

One other bottle was found. This clear colored, machine blown bottle is unmarked and unidentifiable. It probably postdates the 1930s.

A small tin coated can originally containing tooth powder was discovered in the building (Figure A-4). The manufacturer's name was evidently "Wernet." No dating information is available on this item.

A clear ink bottle and pour spout (Figure A-5) were found just southwest of EU 6, under the baggage room floor. This is a master ink bottle, used to contain ink in bulk for transferring to wells or smaller bottles. It was used by the Sanford Manufacturing Company, Chicago and New York. Master ink bottles came in standard shapes and sizes by 1900 (Munsey, 1970: 120). This bottle was machine made, but the lip was ground off at the top. Munsey states "many of the early glass bottles used for ink are not only crude in their construction, but also in their finish; many of them are found with crudely ground off necks," (1970: 121). The lead pour spout and cork washer are happy finds. An undated advertisement for Sanford's products is shown in Covill (1971). Three of the bottles shown there possess the spout, and are similar in shape to the one found in the Depot.

The Sanford Corporation writes that while these bottles were in use in the late nineteenth and early twentieth centuries, they did not discontinue this bottle until 1946 (Gilbert 1982; personal communication). However, the Bill and Voucher Clerk in the Audit Office from 1925 to 1934, G. J. Roehr, wrote to historian Chappell that "The pens were steel nubs and we had glass ink wells. We made our own ink out of pills mixed with water" (Chappell n.d.). If the clerks made their ink out of pills from 1925 to 1934, and the bottle found under the Depot floor was not made after about 1946, it is possible that the bottle dates to the early use of the building.

Two more Sanford ink bottles were found. Only one of the identical bottles was complete (Figure A-6). These small aqua colored bottles have tooled lips, implying an early date. They were probably stoppered with a cork. Aqua colored glass had fallen out of major use by 1910 (Ward,

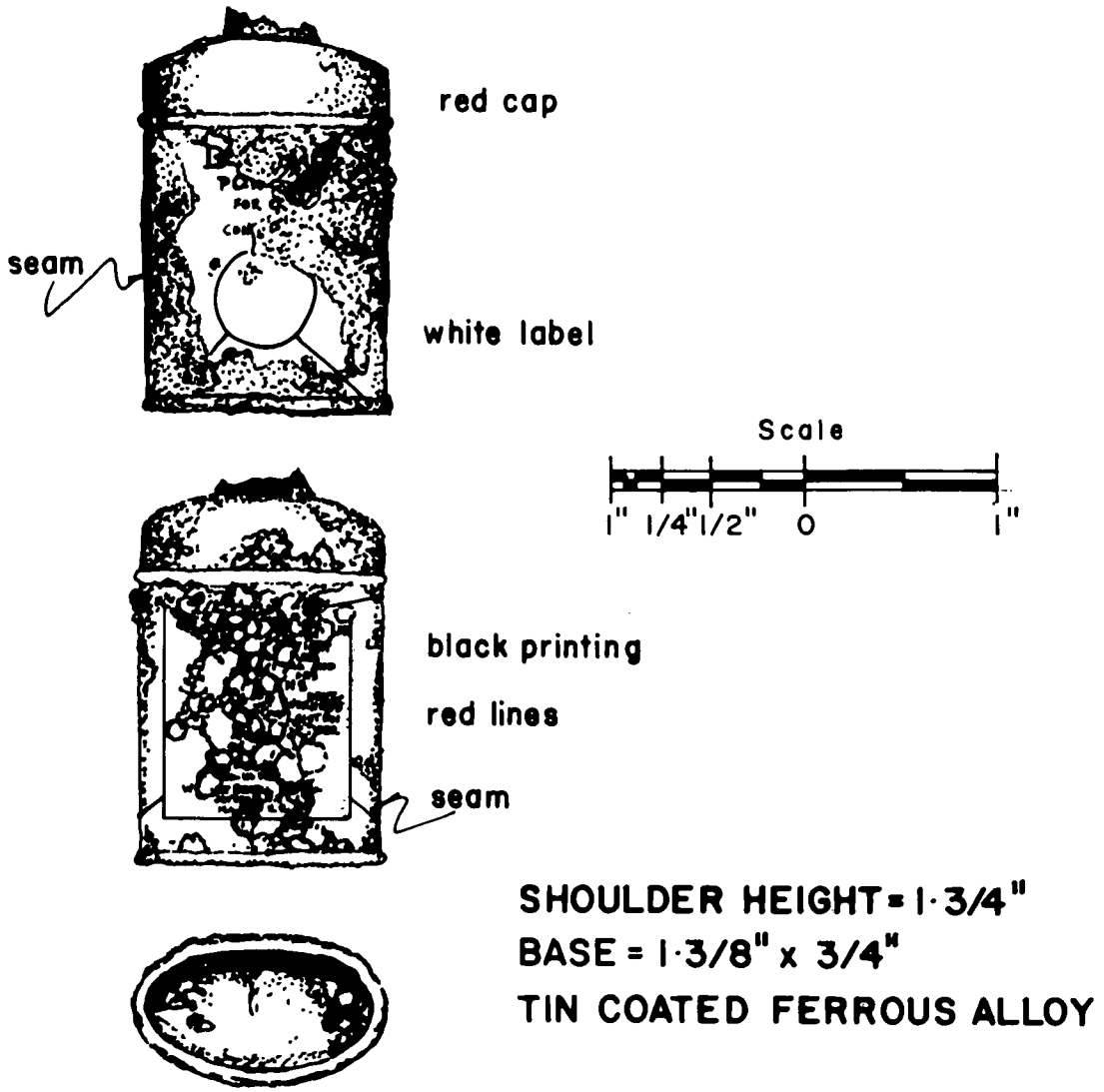
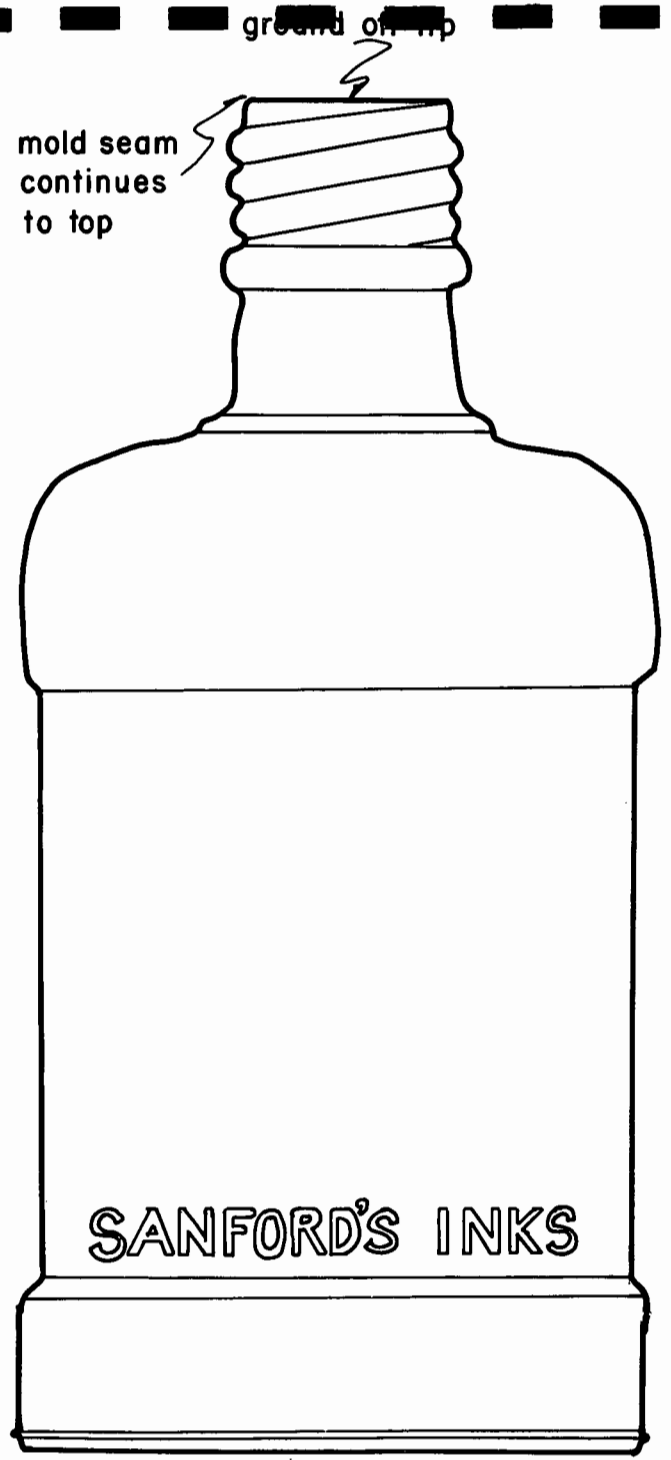
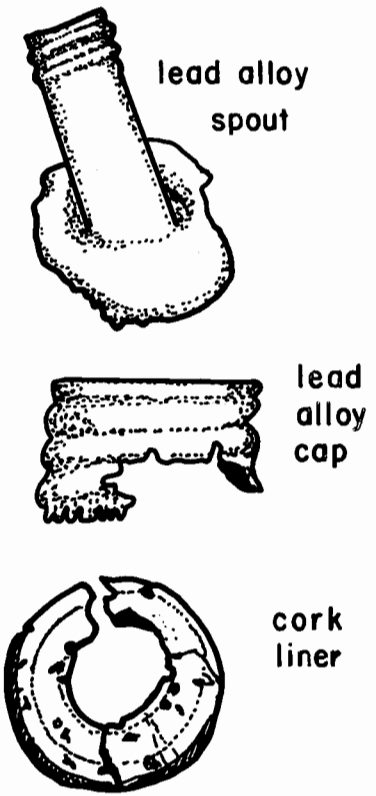


Fig. A-4: Wernet's Tooth Powder can





TOTAL HEIGHT = 7-1/16"
SHOULDER HEIGHT = 4-7/8"
BASE DIAMETER = 3-1/8"
LIP DIAMETER = 7/8"
CLEAR COLOR

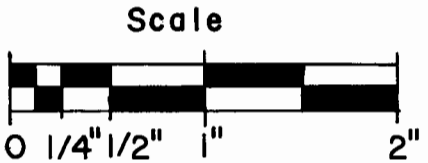


Fig. A-5: Master ink bottle

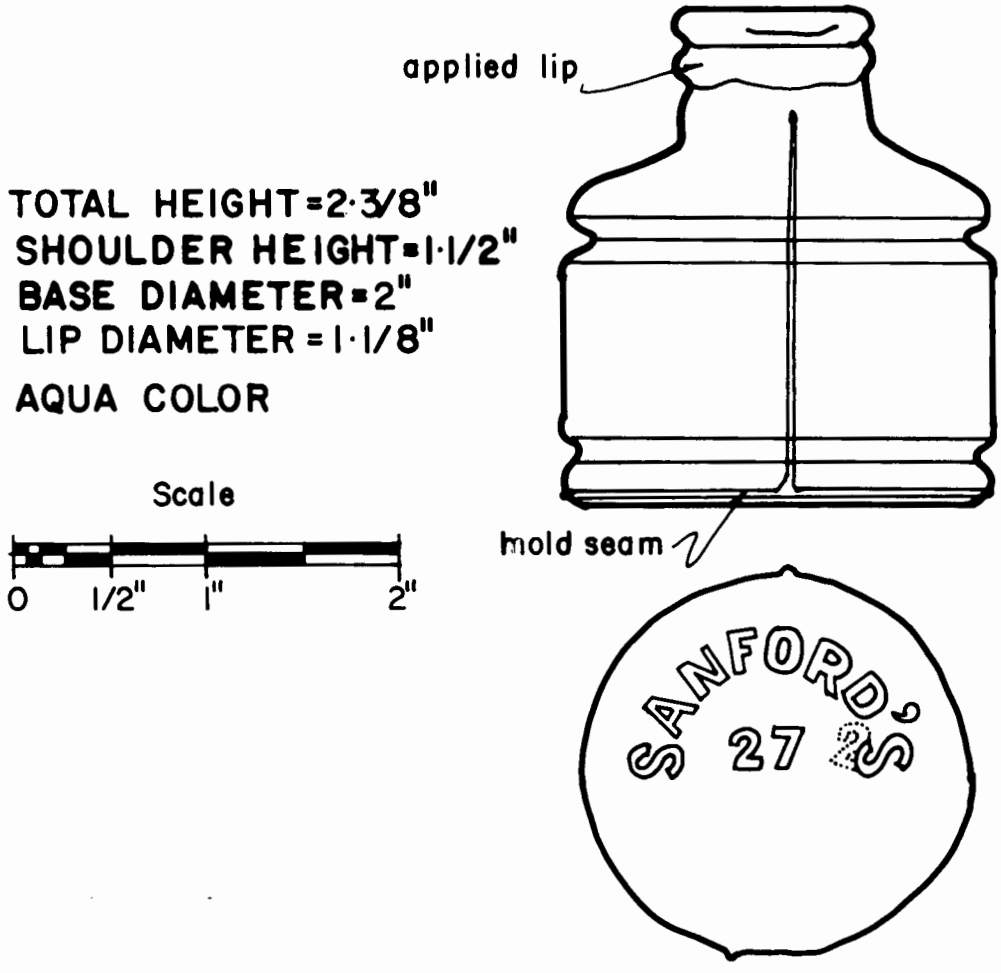


Fig.A·6: Ink bottle

Abbink and Stein, 1977: 240). These bottles were probably used early in the history of the buildings. The Sanford Corporation supports this conclusion after inspecting a copy of Figure A-6 (Gilbert, personal communication).

A large carbon pencil was also found. It is .45 inches in diameter and 2-7/8 inches long. It was probably used as a marker much as we would use a felt marker today. It cannot be dated.

The final isolated artifact found by workmen was a badly fractured glass electric or telegraph line insulator. The large aqua colored insulator is threaded on the inside. It was found on the west side of the depot, near the northwest corner of the structure during foundation trenching. A photograph taken in 1900 (Figure 3) shows two insulators of this type mounted on the second story at the northwest corner of the building. In a 1901 photograph, only the bare, threaded wood holders remain. Possibly this is the remains of one of those insulators.

The people on the day labor crew of the 1979 season deserve thanks for bringing these artifacts to the archeologist's attention. Most are valuable period items useful for display. In the case of the Begg's Cherry Cough Syrup bottle, the crew left it in situ, allowing it to be recorded in its exact location. Its presence sandwiched in the deep ash lenses led up to the opening of TT 19 the following summer.

APPENDIX B

ARTIFACTS DATING TO 1900

Although very few of the artifacts from the Depot could be dated precisely, it might be well to discuss briefly those items that could have been in use during the first few years of operation. These items are listed below. There is no guarantee that the items here were actually used at the Depot as early as 1898 to 1900. However, for interpretive purposes, any of those listed could have been in use at that time, and may be useful for display.

Since there was little stratigraphy on the site, it was not possible to isolate the times of any of the activities just described. It can be said with some certainty that the drinking of alcoholic beverages was taking place at the southeast corner of the building primarily after about 1969. Also, because of the good state of preservation of paper items dating from the 1914 memorandum, to the World War II newspapers, to the 1969 bills of lading, it seems likely that the White Pass and Yukon Route purged its files before its move in 1969. Some of those files found their way into the light well.

Most of the items recovered by day laborers were probably in use during the very earliest days of the railroad. Their obvious antiquity is probably what drew attention to them in the first place. They are described and pictured in Appendix A.

ITEMS MAYBE IN USE IN 1898 - 1900

	Artifact	Dates
1.	Clear extract bottle, Schillings Best.	1881-1947
2.	Brown bottle, unknown function.	1880- ?
3.	Four Lea & Perrins bottles and stoppers.	1880-
4.	Haviland porcelain, four dishes.	1893-
5.	Whiteware sherd, A.J. Wilkinson (plate ?)	1896-
6.	Whiteware sherd, Knowles, Taylor & Knowles (plate ?)	1891-
7.	Sugar tongs.	1895-
8.	Bromo-Seltzer bottle.	1891-
9.	Crown caps.	1892
10.	Two .22 caliber cartridges, Union Metalic Cartridge Co.	1867-1902
11.	.22 caliber cartridge, Western Cartridge	1898- ?
12.	Doll's parts.	1895-
13.	Kaolin pipe bowl.	19th century
14.	Pencils.	1895-
15.	Paper fastener.	1895
16.	Manila shipping tags.	1895
17.	Ink bottles (see Appendix A).	
18.	Hires Root Beer bottle (see Appendix A).	1876-1910
19.	St. Jacobs Oil bottle (see Appendix A).	ca. 1883
20.	Cherry Cough Syrup bottle (see appendix A).	ca. 1889
21.	Electrical and telegraph insulators	
22.	Wick holder.	1895-
23.	Red clerestory glass.	

APPENDIX C

ALPHABETIZED ARTIFACT INVENTORY

Technomorphology	Count	Group	Class/Type
Angle iron	1	Structural & hardware	hardware
Bank check	1	Personal	personal
Belt tip	1	Personal	clothing
Bolts	10	Structural & hardware	hardware
Bones, animal	44	Domestic	food consumption
Bottles			
beer	2	Beverages	NA
Bromo Seltzer	1	Domestic	pharmaceutical
cough syrup	1	Domestic	pharmaceutical
extract	1	Domestic	food storage
Lea & Perrins	4	Domestic	food storage
ink	1	Activities	office supplies
pharmaceutical	2	Domestic	pharmaceutical
Pacific Club	2	Domestic	food storage
whiskey	2	Beverages	beverages
unknown	1	Domestic	food storage
Bottle closures			
crown caps	12	Beverages	bottle closures
screw-on caps	1	Beverages	closures
glass stoppers	2	Domestic	food storage
corks	3	Beverages	closures
Bricks	6	Structural & hardware	construction materials
Broom bristles	12	Domestic	housekeeping
Buttons	11	Personal	clothing
Creamware	2	NA	NA
Candy wrappers	18	Domestic	food storage
Can key	1	Domestic	food storage
Cartridges .22	3	Personal	arms

ARTIFACT INVENTORY (Continued)

Technomorphology	Count	Group	Class/Type
Cardboard box	13	Activities	storage containers
Chain, beaded	1	Personal	personal
Chalk	1	Activities	office supplies
Cigarettes	10	Personal	leisure activities
Cigarette packs	21	Personal	leisure activities
Clerestory glass	16	Activities	communication & transportation
Cloth	6	Personal	clothing
Cloth, khaki	2	Activities	military activities
Correspondence	12	Activities	office supplies
Cotter pin	1	Structural & hardware	hardware
Cup	1	Domestic	food serving
Dinner plates	3	Domestic	food serving
Doll parts	2	Personal	leisure activities
Electrical wire	8	Structural & hardware	utilities
Eyescrews	2	Structural & hardware	hardware
File	1	Structural & hardware	hardware
Film wrapper	1	Personal	leisure activities
Flagging	1	Structural & hardware	construction tools
Flash bulb	1	Personal	leisure activities

ARTIFACT INVENTORY (Continued)

Technomorphology	Count	Group	Class/Type
Foil wrapper	1	Domestic	food storage
Forms	4	Activities	communication & transportation
Fuses	2	Structural & hardware	utilities
Garter snap	1	Personal	clothing
Gaskets	2	Structural & hardware	hardware
Glass, melted	9	Unknowns	changed
Glass, bottle sherds	982		
aqua	59	Domestic	
blue	1	Domestic	
brown	309	Beverages	
clear	503	Domestic	
green	77	Beverages	
purple	4	Domestic	
Grommets, set in			
canvas	3	Structural & hardware	hardware
paper	2	Activities	office supplies
Gun cleaning rod	1	Personal	arms
Gunny sack	1	Activities	storage containers
Hairbrush	1	Personal	personal
Hook	1	Structural & hardware	hardware
Insulators	13	Structural & hardware	utilities
Jars	2	Domestic	food storage
Kaolin pipe	1	Personal	leisure activities
Klinkers	2	Activities	metal working
Lamp glass	55	Structural & hardware	utilities

ARTIFACT INVENTORY (Continued)

Technomorphology	Count	Group	Class/Type
Light bulb	44	Structural & hardware	utilities
Lighter case	1	Personal	leisure activities
Linoleum	4	Structural & hardware	hardware
Marble	1	Personal	leisure activities
Matches			
paper	6	Personal	leisure activities
wood	10	Structural & hardware	utilities
Medicinal tube	1	Personal	personal
Mortar	28	Structural & hardware	construction materials
Nails	1,514	Structural & hardware	structural
Newspaper	12	Activities	communication & transporation
Nuts	3	Structural & hardware	hardware
Paint can	1	Structural & hardware	construction materials
Paper clips	21	Activities	office supplies
Paper fasteners	7	Activities	office supplies
Paper sheets	46	Activities	office supplies
Peach pits	6	Domestic	food consumption
Pencils	3	Activities	office supplies
Plastic sheeting	2	Domestic	food storage
Plate, iron	1	Structural & hardware	hardware
Pins, straight	10	Personal	clothing

ARTIFACT INVENTORY (Continued)

Technomorphology	Count	Group	Class/Type
Porcelain	43		
Rail	1	Activities	communication & transportation
Rubber bands	8	Activities	office supplies
Saucer	1	Domestic	food serving
Screws	14	Structural & hardware	hardware
Sewer pipe	11	Structural & hardware	utilities
Shavings, metal	110	Activities	metal working
Sheet metal	6	Activities	metal working
Shipping tags	49	Activities	communication & transportation
Shoe parts	7	Personal	clothing
Sign	1	Activities	communication & transportation
Slag	4	Activities	metal working
Spikes, common	4	Structural & hardware	structural
Spikes, railroad	1	Activities	communication & transporation
Springs	2	Structural & hardware	hardware
Staples	133	Structural & hardware	hardware
Straps	6	Structural & hardware	hardware
String	1	Structural & hardware	hardware
Sugar tongs	1	Domestic	food serving
Tack, furniture	1	Structural & hardware	hardware
Tack, thumb	1	Activities	office supplies

ARTIFACT INVENTORY (Continued)

Technomorphology	Count	Group	Class/Type
Tar paper	38	Structural & hardware	construction materials
Teacup	1	Domestic	food serving
Ticket receipt	1	Activities	communication & transportation
Tin can	361	Domestic	food storage
Towels	7	Personal	personal
Toy wheel	1	Personal	leisure activities
Tubing	3	Structural & hardware	hardware
Unknowns	197	Unknowns	
Washer	1	Structural & hardware	hardware
Water pipe	1	Structural & hardware	utilities
Whatsits	17	Unknowns	
Whiteware	118		
Wick holder	1	Structural & hardware	utilities
Window glass	2,058	Structural & hardware	utilities
Wire	37	Structural & hardware	hardware

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