

Skagway

GATEWAY TO THE KLONDIKE

WALKING TOURS

MINI TOUR (#1-#15)
1 1/2 MILE (45-60 MINUTES)
REGULAR TOUR 1 MILE (60-90 MINUTES)

EXTENDED TOUR REGULAR TOUR PLUS
SIDE TRIP TO GOLD RUSH CEMETERY
4 MILES (3.5-4 HOURS)

LEGEND

- TOUR PATH
- ROAD
- WATER
- TRAIN TRACK
- WALKING PATH

MAP NOT TO SCALE

ALASKA STREET

MAIN STREET

STATE STREET

BROADWAY STREET

SPRING STREET

SPRING STREET

1ST AVE

2ND AVE

3RD AVE

4TH AVE

5TH AVE

6TH AVE

7TH AVE

8TH AVE

SKAGWAY RIVER

YAKUTANIA POINT
SMUGGLER'S COVE
A.B. MOUNTAIN
FOOTBRIDGE



Skagway First Presbyterian Church • 1901



White House • 1902

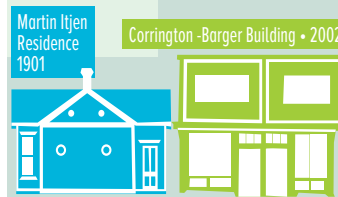
WHITE PASS
RR YARDS

GOLD RUSH
CEMETERY
REID FALLS



Reid-Smith Gun Battle

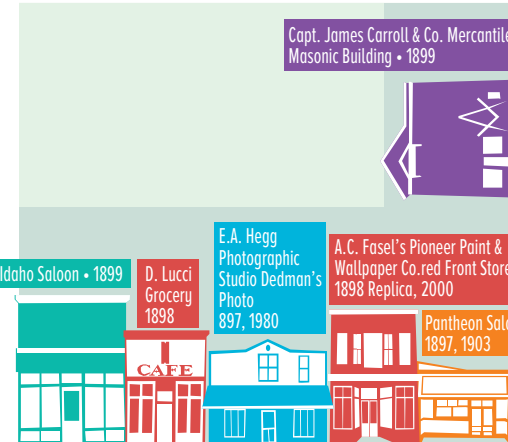
Jeff Smith's Parlor • 1897, 1964



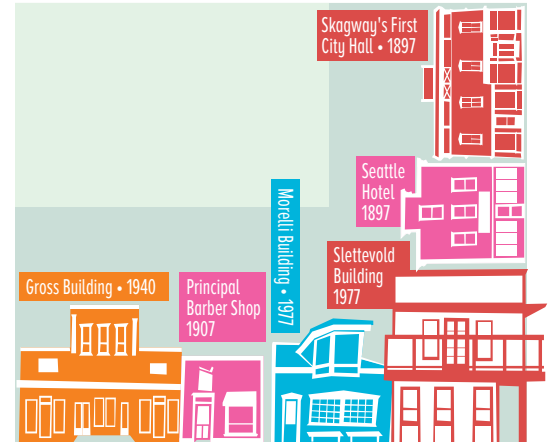
Martin Hjen Residence • 1901
Carrington-Barger Building • 2002



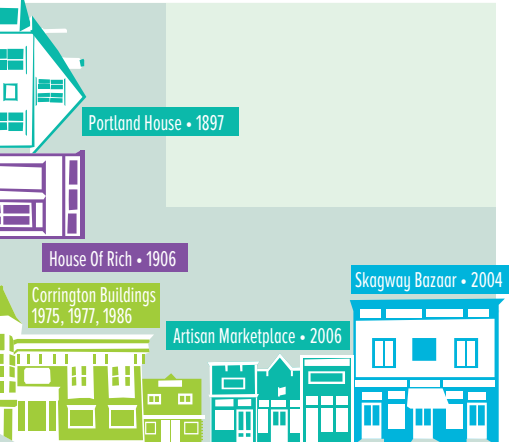
Red Onion Saloon • 1898, 1914
Washington & Alaska Steamship Co. • 1900
Arcic Brotherhood Hall • 1899
Alaska Steamship Co. Office • 1900
Golden North Hotel Annex • 1999
Golden North Hotel • 1898, 1908
Washington Fruit Store • 1899
E.A. Hegg Photographic Studio/Dadman's Photo • 897, 1980
A.C. Fasel's Pioneer Paint & Wallpaper Co. red Front Store • 1898 Replica, 2000
Pantheon Saloon • 1897, 1903



Idaho Saloon • 1899
D. Lucci Grocery • 1898
E.A. Hegg Photographic Studio/Dadman's Photo • 897, 1980
A.C. Fasel's Pioneer Paint & Wallpaper Co. red Front Store • 1898 Replica, 2000
Pantheon Saloon • 1897, 1903
Capt. James Carroll & Co. Mercantile Masonic Building • 1899



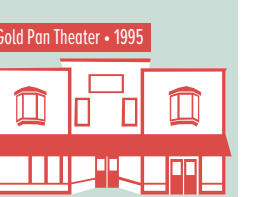
Gross Building • 1940
Principal Barber Shop • 1907
Moore Building • 1897
Sletnevold Building • 1977
Seattle Hotel • 1897
Skagway's First City Hall • 1897



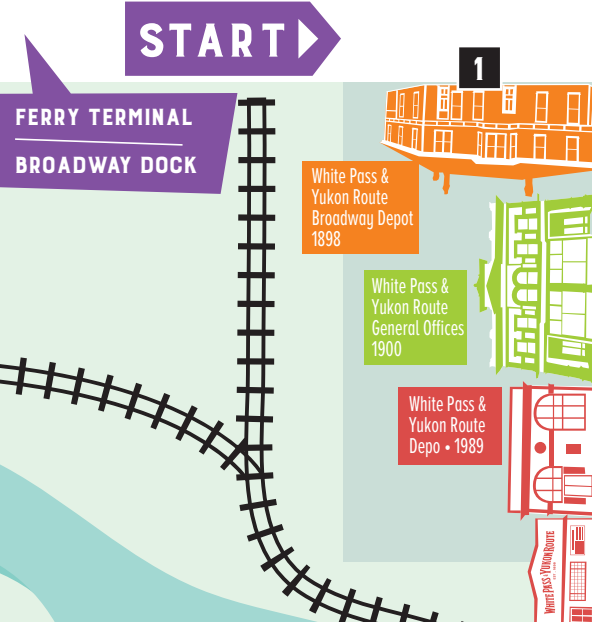
Portland House • 1897
House Of Rich • 1906
Corrington Buildings • 1975, 1977, 1986
Artisan Marketplace • 2006
Skagway Bazaar • 2004



Bank of Alaska • 1916
U.S. Post Office
Gutfield Residence • 1898, 1918
Historic Skagway Inn B&B

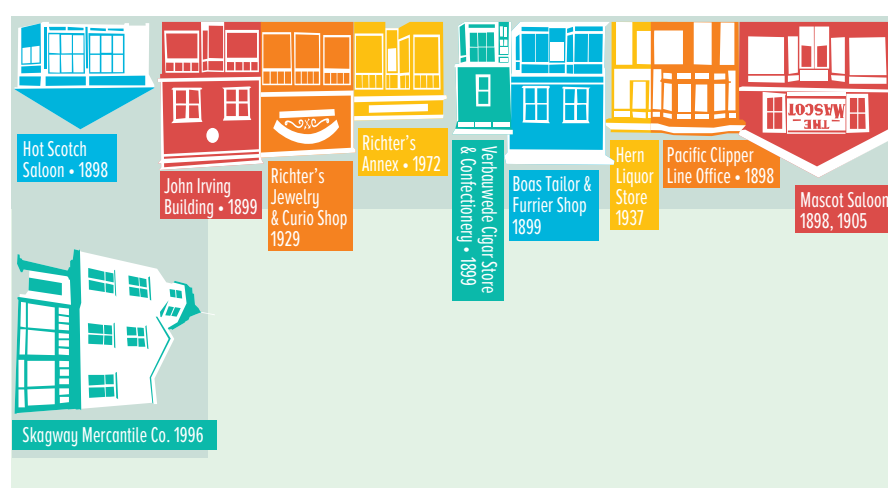


Gold Pan Theater • 1995

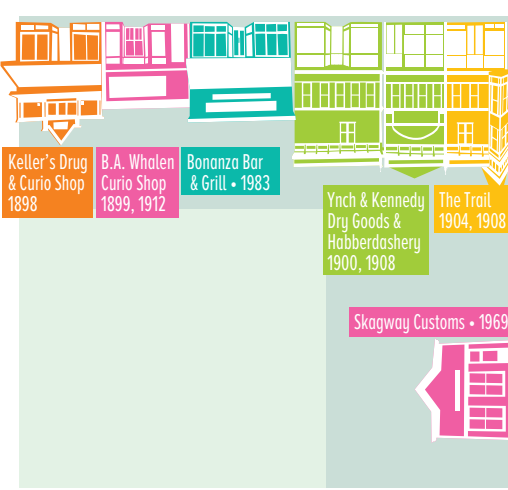


FERRY TERMINAL
BROADWAY DOCK

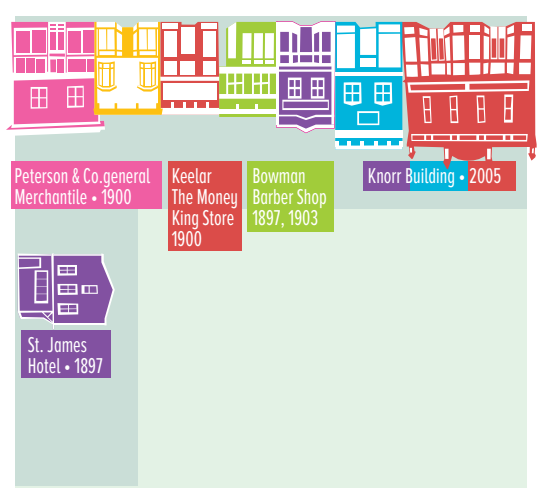
WHITE PASS
RAILROAD DOCK



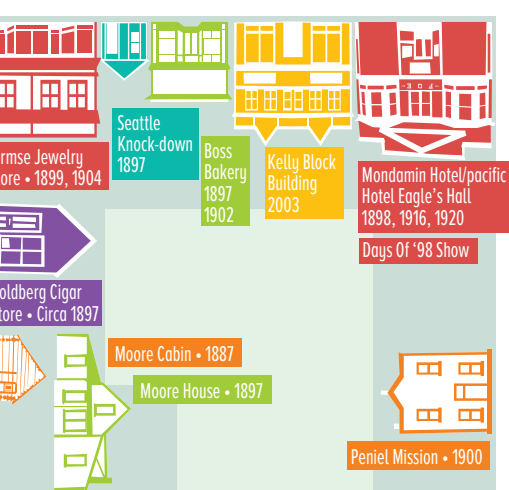
Hot Scotch Saloon • 1898
John Irving Building • 1899
Richter's Jewelry & Curio Shop • 1929
Richter's Annex • 1972
Barnes & Spence's • 1899
Boos Tailor & Furrier Shop • 1899
Horn Liquor Store • 1937
Pacific Clipper Line Office • 1898
Mascot Saloon • 1898, 1905
Skagway Mercantile Co. • 1906



Keller's Drug & Curio Shop • 1898
B.A. Whalen Curio Shop • 1899, 1912
Bonanza Bar & Grill • 1983
Ynch & Kennedy Dry Goods & Haberdashery • 1900, 1908
The Trail • 1904, 1908
Skagway Customs • 1969



Peterson & Co. general Merchandise • 1900
Keeler The Money King Store • 1900
Bowman Barber Shop • 1897, 1903
Knorr Building • 2005
St. James Hotel • 1897



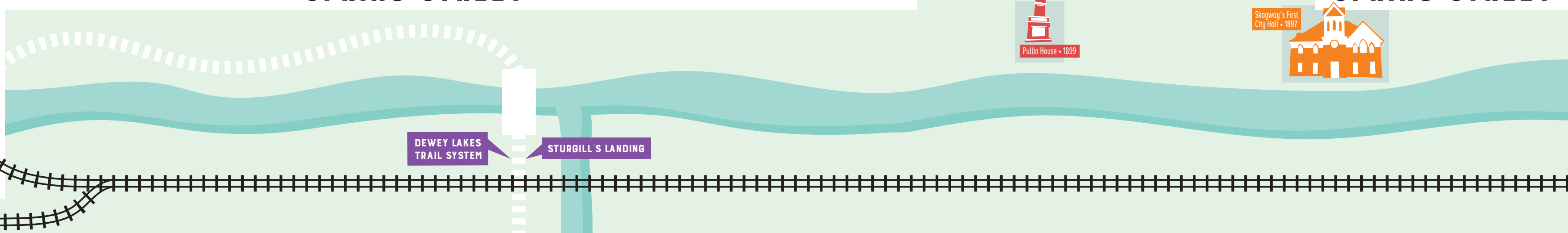
Kirmse Jewelry Store • 1899, 1904
Seattle Knock-down • 1897
Boss Bakery • 1897, 1902
Kelly Block Building • 2003
Mondamin Hotel/Pacific Hotel Eagle's Hall • 1896, 1916, 1920
Days Of '98 Show
Golubberg Cigar Store • Circa 1897
Moore Cabin • 1887
Moore House • 1897
Peniel Mission • 1900



Nome Saloon • 1899, 1901
Magee Building • 1937
Skagway Outlet Store • 2005
Skagway Old Town Building • 2007
Mollie Walsh Park • 1930



Skagway Old Town Building • 2007



DEWEY LAKES
TRAIL SYSTEM

STURGILL'S
LANDING



Pullin House • 1899



Skagway's First City Hall • 1897

A BRIEF LOOK AT SKAGWAY'S HISTORY

Skagway, one of America's great historical shrines, played a key role in the dramatic Klondike Gold Rush of 1897-1898. For several hectic months, uncounted thousands poured through these streets on their way north. They were headed for Dawson City, more than 500 miles inland. Conditions were so rigorous that fewer than half of those who arrived in Skagway reached the gold fields.

For the first year of its existence, Skagway was a rough-and-tumble frontier port. Skagway boasted more than 80 saloons; gun play was common; the town was controlled by a gang of organized criminals. Civilization arrived when the White Pass and Yukon Route began constructing its railroad

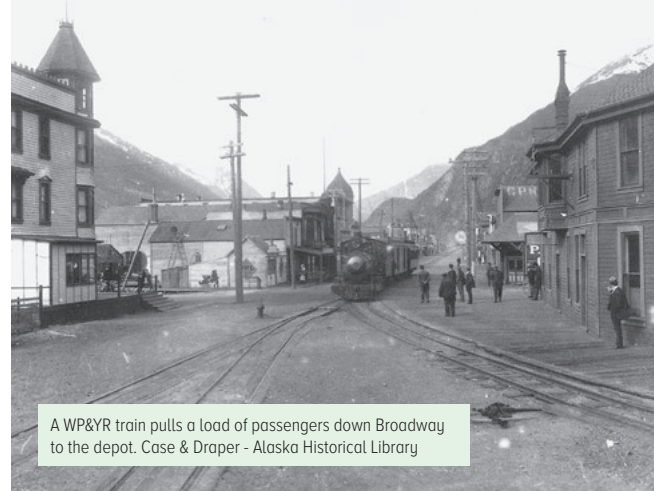
in May 1898, and it advanced when the criminal element was purged two months later. The WP&YR was completed to Whitehorse, Yukon Territory in the summer of 1900; by this time, the gold rush was over.

Since 1898, Skagway has served as a port and railroad town. Life here since the gold rush has been relatively sedate, except for the hectic World War II years, when thousands of Army troops were stationed here in order to supply materials for the Alcan (Alaska) Highway and other war-time construction projects. The railroad was the main industry in Skagway for more than 80 years. It closed in 1982, but reopened in 1988 as a summer operation. Tourists first arrived

in 1898. The visitor industry remained small until the 1920s; since then it has grown steadily into a major economic force. Regular ferry service came to Skagway in 1963; the Klondike Highway to the Yukon was completed in the fall of 1978.

While history dominates the Skagway landscape, life here resembles that of small towns throughout America. Our citizens are proud of our past, confident about our present, and optimistic about the future. We are glad you have chosen to visit us, and hope you can return some day.

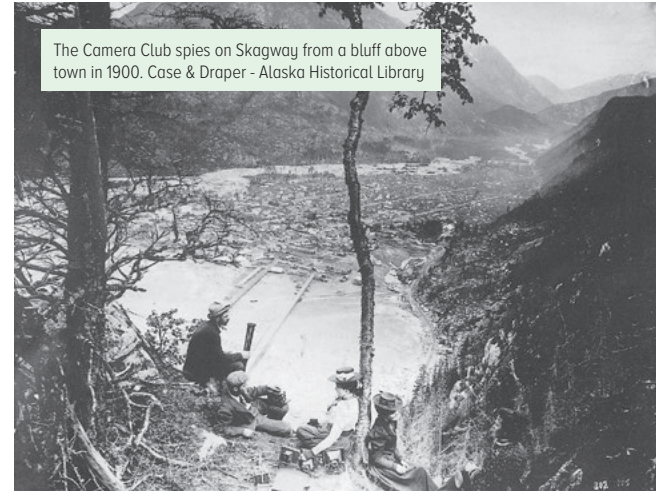
Text: Frank Norris • Edits: Mike Sica/Steve Halloran • Updates: Skagway CVB/National Park Service
Walking Tour Map: PR Services • Updates: PR Services • Historical Photographs: Klondike Gold Rush
National Historical Park, Dadman's Photo Shop, Skagway Museum & Archives 08/06



A WP&YR train pulls a load of passengers down Broadway to the depot. Case & Draper - Alaska Historical Library



H.C. Barley - Klondike Gold Rush National Historical Park



The Camera Club spies on Skagway from a bluff above town in 1900. Case & Draper - Alaska Historical Library

This massive, colorful structure, built in 1898, was a dominant part of Skagway life until 1969, when railroad operators moved to the W&A's new building two doors east. The old depot is now the National Park Service Visitor Center, where visitors can enjoy movies, walking tours and other activities during the summer. Although the tracks are now on the south side of the building, passenger trains used to chug down Broadway on their way into town from Whitehorse, 112 miles to the north. Note the second story bay window overlooking Broadway, once used by the railroad dispatcher. Also note the much fancier yellow-colored Administration Building, built in 1900, today it houses the NPS Gold Rush Museum.

2 JEFF SMITH'S PARLOR
One of Skagway's best-known characters, for better or worse, was Jefferson Randolph "Soapy" Smith. Here is his saloon, Jeff Smith's Parlor, still looking much as it did during gold rush days. Smith, the last of the big-time western bad men, was a con man who took over Skagway during the winter of 1897-98. He landed here with only a few confederates, but through a combination of skill and guile the soon controlled an underworld of more than 200 gamblers, swindlers and thugs. His power seemed almost limitless until July 8, 1898. On that fateful day, he and his partner, Frank Reid shot it out on one of the town's docks. "Soapy" was killed instantly. A hundred wild stores have been attributed to Smith, most of them true. This saloon was originally located on 6th Avenue; it was moved here in 1964. The pioneer scene before you has not changed much since the time of the gold rush "stompees" before you has not changed much since the time of the gold

3 THE RED ONION SALOON
It was built in 1896 at the corner of 6th and State, as a saloon, dance hall and bordello. When it was moved here in 1914, the movers somehow installed it backwards, putting the rear of the structure on Broadway. The upstairs has changed little since the time when it was frequented by fun-of-the-century "working girls." The mannequins leaning down from the second story windows help preserve the old era.

4 THE ARCTIC BROTHEROOD HALL
In times past, it was a fraternal hall; the local chapter of the Brotherhood first met here in August 1899. (Skip across the street, and you'll notice the letters "A, B," and the "1899" above the door, and "Camp Skagway No. 1" on the overhang.) The organization's symbol, a gold pan and nuggets, is up near the roof line). The facade, which dates from 1900, has been called a prime example of Victorian Rustic Architecture. Charley Walker and his fellow lodges members collected over 8,800 driftwood sticks on the shores of Skagway Bay and nailed them to the front wall. The Brotherhood, which remained active into the 1920's, once entertained President William H. Tafting. The building is currently the home of the Visitor Information Center operated by the Skagway Convention & Visitors Bureau.

The outside facade underwent restoration during the winter of 2004-2005. All of the 8,883 pieces of driftwood on the front of the building were removed. Forty percent (3,533) had rotted and were replaced, while sixty percent (5,300) were still able to be preserved over one hundred years later.

5 THE GOLDEN NORTH HOTEL
Now home to several retail stores, started operating during the Gold Rush. Built by the Klondike Trading Company in 1888 it was originally a two story building. George Dedman and a business partner purchased the building following the Gold Rush. It was moved to its presens location in 1908. At this time the third story and dome were added and the building began operating as a hotel. The dome, which appears to be of Russian or Slavic origin, was constructed by a carpenter from Montana. The tower helped show visitors, some of whom were illiterate in early days, the building's location.

6 THE MASCOT SALOON
Dating back to 1898, it was one of more than 80 saloons in a town once described as "the roughest place in the world." The saloon operated until August 1916, when Prohibition closed it down; it later served as a drug store. Next door sits the old Pacific Clipper Line office. Skagway was an active port both during and after the gold rush, and many buildings in this block once served as ticket offices for steamship lines. The narrow building at the south end was Herri's Liquor Store. It opened in 1931, shortly after Prohibition was lifted. The entire building, along with several others in Skagway, is now owned by the National Park Service. Each has been repainted in its original colors.

This is the oldest structure in Skagway. It was built by Captain William Moore and his son in 1887-88. Moore was 65 years old when he arrived. He had followed gold rushes all his life, and settled here to pursue one more chance at a fortune. When the big rush came, his land was overrun by a flood of gold seekers. But he prospered because he owned a dock, a warehouse and a sawmill. He stayed here until 1906, long enough to see his modest blossom into a major port and railroad terminal. Captain Moore's son, Ben, built the main house to the right of the old cabin. National Park Service archeologists have discovered that the large town between the Moore Cabin and the Goldberg Cigar Store was the beginning of the White Pass Trail, the famous "Dead Horse Trail" used by so many stamperers. This spot is half a mile from the bay today, but 100 years ago, occasional high tides reached here. The geological process of "glacial rebound" has caused Skagway to rise from the ocean about one inch each year.

7 GOLDBERG CIGAR STORE
Built sometime during the hurried days of the Klondike stampede. Annie Leonard, a Skagway modern and the first woman to stake lots in Skagway in August 1897, staked that lot and probably had the building constructed shortly thereafter and then rented it out rather than using it as a brothel or crib. D. Goldberg operated his shop from the fall of 1897 through the fall of 1898 and possibly into the spring of 1899.

PORTLAND HOUSE
Built in 1897 by town founder, Captain William Moore, the Portland House is one of the oldest surviving structures in Skagway. It first served as the center for all of Moore's Alaska & Northwest Trading Company Business. An ad in the Daily Alaskan from October 24, 1908 advertises "First class rooms at the Portland House."

Look up on the mountain before you! Depending on your point of view, the inspection on the cliff face are either historical resources, or they are graffiti. The pocket watch, which advertised Kirmse's jewelry store, dates from the 20th century. The other advertisements are more recent.

9 SKAGWAY CUSTOMS BUILDING
Built by the W&A's railroad and leased to the government, it originally sat on the south side of 2nd Ave. In 1969, with the construction of the new depot, the building was moved across the street to the north side 2nd Ave. After the Klondike highway opened in the fall of 1978, the offices were moved to a location on the highway. For a time after the customs staff left, the building was used as the United Transportation Union Local 1781 meeting hall, and later as a retail store. It was moved to its present location on October 1, 2004.

TO THE MOORE CABIN
Attention Hikers! A network of trails begin just west of Lower Dewey Lake. Trails also lead to Upper Reid Falls, Sturgis's Landing and Upper Dewey Lake. Lower Dewey Lake is half a mile away. To reach the trailhead from the corner of 4th and Spring, just go toward the mountain until you reach the trailhead across Pullen Creek. The trail itself begins just beyond the railroad tracks. **

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13 MOLLIE WALSH PARK
Mollie Walsh came to Skagway, unaccompanied, in the fall of 1897. A ranty in her day, she was young, unmarried, and at east somewhat respectable. She remained well-heeled investment firm, he wanted to see if a railroad could be built over White Pass. After traveling up the rugged White Pass Canyon, he was skeptical at first. That evening, however, he stumbled across Mike Henry, here in the hotel's saloon. Henry was a railroad contractor who had also looked over the canyon north of town, but the two met in the early evening, talked all night long, and wound up their discussion just as dawn broke. Tomade's money and Henry's construction knowledge proved an unbeatable combination. Construction of the line began in late May 1898. Two years, two months and two days later, the line was completed to Whitehorse, the present capital of Canada's Yukon.

8 ST. JAMES HOTEL
During the winter of 1897-98, it took tremendous effort for the stamperers to haul the required "ton of goods" from Skagway to the Canadian lakes. To ease the strain, several tramways and railroads crossing White Pass were proposed, but the plans were long on speculation and short on money. Into this atmosphere came Sir Thomas Tomade, who sailed from London to Skagway in the spring of 1898. Representing a well-heeled investment firm, he wanted to see if a railroad could be built over White Pass. After traveling up the rugged White Pass Canyon, he was skeptical at first. That evening, however, he stumbled across Mike Henry, here in the hotel's saloon. Henry was a railroad contractor who had also looked over the canyon north of town, but the two met in the early evening, talked all night long, and wound up their discussion just as dawn broke. Tomade's money and Henry's construction knowledge proved an unbeatable combination. Construction of the line began in late May 1898. Two years, two months and two days later, the line was completed to Whitehorse, the present capital of Canada's Yukon.

The three buildings that make up this block date from 1900. These were originally barracks that once comprised part of Camp Skagway, located two blocks up Broadway on 6th Ave. The military abandoned them when it moved to the Haines area in 1904, and four years later, they were moved here. The corner business, run by from this period.) Soon afterwards, the Lunch and Kameny clothing store opened just south of the saloon. To appreciate how much a decade can improve a building, step back and note the intricate woodwork facing Broadway. Then turn down 4th Avenue and see how the barracks look from the back side.

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