

THE  
WHITE PASS & YUKON RAILWAY COMPANY,  
LIMITED.

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Directors' Report  
AND  
Statement of Accounts

To the 30th June, 1901.



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## Report by S. H. Graves, President of Local Companies.

*To the Chairman and Board of Directors of*

### THE WHITE PASS AND YUKON RAILWAY COMPANY, LIMITED.

GENTLEMEN,

I beg to submit the following as my Report for the year 1900. A Report upon the construction, etc., by Chief Engineer Hawkins was submitted to the Annual General Meeting of your Company held on the 19th November, 1900, and I have nothing fresh to add to that Report. The Auditor's Report upon the Accounts of the White Pass and Yukon Route for the year ended 31st December, 1900, is submitted herewith.

Our route was greatly strengthened during the year by the completion of the line to White Horse, and by a traffic agreement with the Canadian Development Company, which owned and operated a line of steamers between White Horse and Dawson. This Agreement enabled us to quote through rates and issue through bills of lading, thus affording to shippers the simplest and best way for getting goods into the interior.

Having thus established our through line to Dawson the next step was to control the Atlin trade. This was very important on account of the large amount of freight going into that territory and the valuable mineral deposits known to exist there. This was accomplished by buying out the John P. Irving Navigation Company, which had previously secured the control of the Atlin traffic by its ownership, in connection with its line of steamers, of the charter for the tramway, connecting Atlin Lake with Taku Arm, over which all Atlin traffic must pass. The Custom House has since been moved from Bennett to Caribou, and the latter point has now become the junction for the Atlin traffic, effecting a saving of fifty-four miles per trip for the steamers and enabling us to handle the business to better advantage. This change will also tend to build up the town of Caribou which is owned by the Company.

The shops at Skaguay have been enlarged and additional tools and machinery installed, so as to enable us to build and repair rolling stock and equipment to better advantage. Our buildings and wharves have been maintained in the best possible manner and enlarged to meet our requirements.

The sale of lots in our town sites of White Horse and Caribou show a good profit, and the demand continues.

The completion of the cantilever bridge over Switchback Canyon in January, 1901, has proved a great help in handling trains, and should pay for itself in a few years by reducing the cost of operation.

The purchase of the fleet and business of the Canadian Development Company will be of material benefit, as it gives us control of the most direct route into the heart of the Yukon country, and enables us to most effectually compete with the all-water route via St. Michaels.

The outlook for business for 1901 is very good, and our relations with the ocean lines are harmonious. There is some talk of transferring the head-quarters of the United States Army in Alaska from Nome to Skaguay. This would obtain for us transportation of quantities of freight and numbers of men that we do not now get.

### Traffic.

As was anticipated, the traffic showed a satisfactory increase during last year, as is shewn by the following figures—

Number of paying passengers ...	...	...	...	21,029	
Average distance carried ...	...	...	...	...	69.09 miles.
Number of tons revenue freight ...	...	...	...	33,473	
Average haul per ton ...	...	...	...	...	80.61 "
Average number of tons of freight in each loaded car ...	...	...	...	...	12.25 tons

### Equipment,

DECEMBER 31st, 1900.

Locomotives ...	...	...	...	...	...	...	...	15
(One of the locomotives is "geared" and is only valuable for construction work).								
Ordered for delivery in 1901 ...	...	...	...	...	...	...	...	2
Passenger Cars:—								
Baggage ...	...	...	...	...	...	...	...	3
Combination ...	...	...	...	...	...	...	...	1
Coaches ...	...	...	...	...	...	...	...	7
								11
Ordered for 1901 delivery—Coaches ...	...	...	...	...	...	...	...	4
Freight Cars:—								
Box ...	...	...	...	...	...	...	...	92
Flat ...	...	...	...	...	...	...	...	74
Stock ...	...	...	...	...	...	...	...	30
Coal Cars ...	...	...	...	...	...	...	...	9
Cabooses ...	...	...	...	...	...	...	...	6
								211
Ordered for 1901:—								
Box ...	...	...	...	...	...	...	...	35
Stock ...	...	...	...	...	...	...	...	15
Flat ...	...	...	...	...	...	...	...	10
Refrigerator ...	...	...	...	...	...	...	...	4
								54
Rotary Snow Ploughs ...	...	...	...	...	...	...	...	2
Flanger ...	...	...	...	...	...	...	...	1
Wedge Snow Plough ...	...	...	...	...	...	...	...	1
Derrick ...	...	...	...	...	...	...	...	1
Steam Shovel ...	...	...	...	...	...	...	...	1

All equipment was kept in first-class order and repair throughout the year.

The use of refrigerator cars is a new departure on our route, and one that promises to be very profitable. The shipments of perishable goods, such as fresh meats, vegetables, &c., are increasing to such an extent, that it is necessary to provide proper equipment for handling this class of traffic. Refrigerating plants, each of 20 tons capacity, will be put in three of the larger river steamers, and as several of the ocean boats now have refrigerating plants, we shall thus be in a position to furnish a safe method for the handling of perishable freight from the Pacific Coast shipping ports through to Dawson.

The road bed, bridges, buildings, wharves, and everything in connection with the road, have been and are kept up in first-class condition and repair.

I am, Gentlemen, Yours faithfully,

(Signed) S. H. GRAVES,

President.

20th June, 1901.