

THE
WHITE PASS & YUKON RAILWAY COMPANY,
LIMITED.



Directors' Report
AND
Statement of Accounts

To the 30th June, 1906.

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

To the Chairman and Board of Directors of

THE WHITE PASS & YUKON RAILWAY COMPANY, LIMITED,
LONDON, E.C.

GENTLEMEN,

The Accounts and Auditor's Report of the local companies forming the White Pass & Yukon Route for the year ended December 31st, 1905, have been forwarded to you.

Rail Division.

On the Rail Division we carried 14,157 passengers and 34,119 tons of revenue freight. The average haul was 74.36 miles per passenger and 107.98 miles per ton of freight, and the average load per car was 11.58 tons.

The chief improvements on the Railway in 1905 were the replacing of three old wooden bridges by three new steel ones, 190, 128 and 206 feet long respectively, and of one old wooden bridge by a concrete wall; the laying of 1,080 feet of new sidings north of the Skaguay wharf siding; the extension of the track to the White Horse Ship Yards; the building of 1,150 feet of permanent snow fence; the enlargement of the White Horse coal bunkers; the changing of the line at sundry places to take out curves; the taking out of the "Y" at Fraser and replacing it by a loop line; and repiling and extensive repairs to the White Horse Wharf. The White Horse station building was destroyed by fire on May 23rd, 1905, and rebuilt for substantially the amount of the insurance.

Besides repairing our own rolling stock, we built at the Skaguay shops during 1905, 26 freight cars on orders from other lines.

Preliminary surveys were made in the autumn of 1905 for lines from Log Cabin and from Caribou to the Windy Arm District.

The roadbed, rolling stock, shop and other equipment, wharves and everything else connected with the railway, have been kept up in first class condition and repair. In doing this work, additional gravel ballast to the extent of 55,393 cubic yards was worked into the main line, and 18,600 new sleepers and 23,666 steel tie plates were laid in the main line. Notwithstanding the outlay on this work, the operating expenses of the Rail Division for 1905 show a decrease of \$25,337.44. I append a list of the rolling stock.

River Division.

The Company's fleet in 1905 carried 7,671 passengers and 29,309 tons of revenue freight. We operated twelve steamers and seven barges on the river and lakes, and held seven steamers in reserve, and used one barge ("Hootalinqua") as coal depôt. The first boat left Hootalinqua for Dawson on May 13th; the first through boat left White Horse for Dawson June 1st, and the first boat for Atlin left Caribou on May 29th. The last through boat from Dawson reached White Horse on October 23rd, and the last boat from Atlin reached Caribou on November 1st.

The barge "Pelly" was the only addition to the fleet during 1905. As our experience in the use of barges increased, we have been increasing their size till we have reached the maximum with this barge which carries 300 tons, and worked so satisfactorily during the season that we are building two more of the same size. The other important additions to the river division property in 1905 were the instalment of a pneumatic tool plant at the White Horse Ship Yards; the rebuilding of the South Ways at the White Horse Ship Yards; the stiffening of the "Selkirk" with fore and aft bulkheads; and the setting of the stern wheel of the "Bonanza King" further back from her stern transom so as to allow more clearance for the water in backing.

The season of 1905 on the whole was favourable on the river, and for the first time in our history all freight had reached its destination, and all our fleet were safe in their winter quarters at the close of navigation. Notwithstanding the greatly increased tonnage carried, the operating expenses were less by \$22,840.55 than in 1904.

No special incidents marked the season of 1905 on the river. Navigation nominally opened rather earlier than usual and closed rather later, but the water was so low, both at the opening and close, that the period of effective navigation was about normal. As was anticipated in last year's report, the barge "Sifton" was destroyed by being jammed between several large lower river steamers when the ice broke up in the spring of 1905, and it is doubtful whether we can recover her value, which was not great, as her hull was nearly worn out before she was converted from a steamer into a barge. She had not proved a good barge, being a poor carrier and hard to tow, so we are reconciled to her loss.

The most interesting feature of the season was the successful use of coal instead of wood on all our river steamers except the "White Horse," "Selkirk," and "Dawson." The coal is mined at Tantalus, a point on the Yukon River, rather less than half way from White Horse to Dawson, where there are several thick seams of good quality. Unfortunately the owners of the mines were short of miners and unable to keep our fleet supplied with coal in sufficient quantities, and not only was there much delay to boats waiting at the mines for coal, but what coal they got was badly mined and full of impurities. Not being able to obtain sufficient coal for the round voyage of over 900 miles the boats had to burn wood in furnaces fitted for coal for part of each voyage, and this was not an economical way of using wood fuel. Notwithstanding these disadvantages there was a considerable saving from the use of coal, both in cost and in time occupied in taking fuel on board. The coal mines have now been leased by the owners to a responsible Company, who have employed a capable mine superintendent and miners from the well-known Dunsmuir Mines on Vancouver Island, and it is hoped that during the coming season we shall have an abundant supply of good clean coal always ready for our boats, and that a market may also be found for it in Dawson.

The repairs and renewals required for keeping the fleet in first class condition were duly made. I append a list of the fleet.

Winter Mail Service.

The mail, passenger, parcel and freight winter stage line service was carried on as usual between White Horse and Dawson by means of four-horsed sleighs and four-horsed coaches, which made 185 trips during the year 1905 (equivalent to 61,050 miles) carrying 36 tons of mail, 875 passengers, 5½ tons of parcel freight, including gold dust, and 134.8 tons of ordinary freight. We receive a fixed lump sum from the Canadian Government for the carriage of the mails, and this sum only pays a small portion of the operating expenses, the remainder and any profit we may make has to be made up from revenue derived from the carriage of passengers, parcels and freight. It will be noticed that while the Government mail contract necessitated our making 27 more trips and carrying 6 tons more mail than the previous winter for the same money, on the other hand fewer passengers and parcels and freight were carried. If it were not for the mail contract we need not maintain so large an equipment, or send out sleighs without paying loads. Last season, in spite of these drawbacks, we managed to make a moderate profit on the winter service, though less than in

previous years, but it is obvious that should the paying winter traffic continue to decline, the mail contract might become onerous, in which case we should not seek to renew it.

I append a list of the equipment on hand December 31st last, which, with the necessary harness, etc., have all been kept in first class condition.

General Conditions.

The year 1905 was marked by greater progress in the development of the mineral resources of the Yukon Territory and Alaska than any previous year since the discovery of the Klondike Gold Fields.

In Alaska the output and population of the Tanana Goldfields almost equalled that of the Klondike, and the numerous smaller mining camps along the river all showed increased activity, while many new ones sprang into existence. These camps contributed satisfactorily to our traffic, notwithstanding that they are so much more easily reached than Dawson is from the mouth of the river.

On the Canadian side of the boundary the change from hand to machine work for the recovery of the gold has made steady progress, and particular attention has been paid to dredging where the ground is suitable. We took in the material for a number of large dredges in 1905, and some of them were in such successful operation before the close of the season as to give a great stimulus to this method of gold recovery. The railway connecting Dawson with the chief mining creeks was commenced in 1905, and it is hoped may be completed and opened to traffic in 1906.

The other Canadian placer gold fields have all shown increased activity, especially Atlin, which district is now almost entirely on a machine basis with a largely increased output.

By far the most important and interesting feature in the development work of 1905 was in the Windy Arm District between Lake Bennett and Windy Arm, a peninsular about 18 miles in length and 10 to 12 in width. Silver and gold ore of great extent and running high in values have been discovered at many places in this peninsula and a large amount of work has been done on a number of these properties demonstrating large ore bodies. An aerial tramway has been installed at one mine to carry ore down to the lake, and a number of others are contemplated. It seems probable that should equally encouraging results be obtained in 1906, a large smelter will be built at some point on the lake, and we shall have to take active measures to put ourselves in a position to furnish adequate and satisfactory service to these mines. With this in view surveys as above mentioned have already been made for alternative lines from Log Cabin, and from Caribou, to the Windy Arm Mines.

I am, Gentlemen,

Yours faithfully,

S. H. GRAVES,

President.

RAIL DIVISION.

List of Rolling Stock.

Locomotives	13
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NOTE.—Two of the smaller and older Locomotives shown in the previous list were sold during 1905 to the Klondike Mines Railway, and one to the Tanana Mines Railway.

Passenger Cars—

Baggage and Express	...	...	...	...	...	...	...	3
Coaches	...	...	...	...	...	...	...	10
Official Car	...	...	...	...	...	...	...	1
								— 14

NOTE.—The Combination Car and one of the older Coaches shown in the previous list were sold during 1905 to the Klondike Mines Railway, and two of the older Coaches to the Tanana Mines Railway.

Freight Cars—

Box	...	...	...	...	...	...	...	90
„ (K.D.)	...	...	...	...	...	...	...	20
Flat	...	...	...	...	...	...	...	66
Stock	...	...	...	...	...	...	...	28
„ (K.D.)	...	...	...	...	...	...	...	15
Dump Cars	...	...	...	...	...	...	...	12
Cabooses	...	...	...	...	...	...	...	6
Refrigerators	...	...	...	...	...	...	...	4
								— 241

NOTE.—One new Flat Car was built during 1905, and fourteen of the older ones shown in the previous list were sold during 1905 to the Tanana Mines Railway and four to the Klondike Mines Railway.

Rotary Snow Plows	...	...	...	...	...	...	...	2
Flanger	...	...	...	...	...	...	...	1
Derrick Car	...	...	...	...	...	...	...	1
Steam Shovel	...	...	...	...	...	...	...	1
Track Pile Driver	...	...	...	...	...	...	...	1

RIVER DIVISION.

List of Fleet.

STEAMERS—

WHITE HORSE	VICTORIAN	THISTLE
DAWSON	MARY GRAFF	AUSTRALIAN
SELKIRK	BAILEY	BONANZA KING
YUKONER	ZEALANDIAN	GLENER
CANADIAN	ANGLIAN	SCOTIA
COLUMBIAN	CLOSSETT	LA FRANCE
CASCA		

BARGES—

KLONDIKE	LA BARGE	PELLY
HOOTALINQUA	ATLIN	SYBIL
TAKU	CARIBOU	

NOTE.—The barge SIFTON, shown in the previous list, was broken up by Lower River steamers in ice jam in spring of 1905. (See Report).

MAIL SERVICE DEPARTMENT.

List of Equipment.

Horses	...	...	...	...	...	...	...	137
Passenger Sleighs	...	...	...	...	...	...	...	11
„ Coaches	...	...	...	...	...	...	...	7
Freight Sleighs	...	...	...	...	...	...	...	12
„ Wagons	...	...	...	...	...	...	...	8
Light Service Sleighs	...	...	...	...	...	...	...	4
„ „ Wagon	...	...	...	...	...	...	...	1
Break Cart	...	...	...	...	...	...	...	1
Light Bobs	...	...	...	...	...	...	...	1

NOTE.—Many extra horses are required every spring.