

THE  
WHITE PASS & YUKON RAILWAY COMPANY  
LIMITED.

Directors' Report  
AND  
Statement of Accounts  
*To the 30th June, 1907.*

FROM THE COLLECTIONS OF THE  
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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, 1906, have been forwarded to you.

### **Rail Division.**

On the Rail Division we carried 13,720 passengers and 32,204 tons of revenue freight. The average haul was 79.60 miles per passenger, and 105.94 miles per ton of freight, and the average load per car was 11.49 tons.

The chief improvements on the Railway in 1906 were the replacing of the wooden bridge, 9-B, by a steel one, and the wooden bridge, 19-B, by a concrete wall. Three other wooden bridges (17-D, 35-A, and 72-A) were filled in solid (with culverts to carry off the surface water.) In doing this, and ballasting the roadbed, 73,444 cubic yards of stone and gravel were worked into the line. New sleepers to the extent of 26,000, and 15,500 steel tie plates were laid. Permanent new snow fences to the extent of 3,360 lineal feet were built on sections 4 and 5, and 220 feet added to south end of snowshed 19-A. A depressed cinder pit track was built at the Skaguay shops, and the line changed at sundry places to reduce curvature. The telegraph line was thoroughly overhauled and a number of the posts reset. The engine room at the Skaguay shops was extended, and an additional electric generator installed increasing the capacity of our electric lighting plant, 600 lights. A derrick with 15 ton lifting capacity was installed at White Horse to facilitate the transfer of heavy machinery, etc., from the cars into the boats. A new water tank was built at 66-A. Twenty-two new freight cars were built at the Skaguay shops, in addition to the repairs necessary to maintain all the rolling stock in first-class condition. I append a list of the rolling stock. The operating expenses of the Rail Division show a decrease of \$33,044.24 as compared with the previous year, and of \$58,381.68 as compared with 1904.

### **River Division.**

The Company's fleet in 1906 carried 8,262 passengers and 27,574 tons of revenue freight. We operated eleven steamers and nine barges on the river and lakes, and held eight steamers and one barge in reserve. This latter (the "Hootalinqua"), was used as a landing barge at Dawson, and being too small for economical operation on the river, and not having a marine register, will continue to be used as a landing barge and is, therefore, dropped from the list of barges. The first boat left Hootalinqua for Dawson on May 16th; the first through boat left White Horse for Dawson June 2nd, and the first boat for Atlin left Caribou on May 31st. The last through boat from Dawson reached White Horse on October 26th and the last boat from Atlin reached Caribou on November 2nd.

The barges "Big Salmon" and "Teslin" were built at our White Horse shipyards in the spring of 1906, and put in service on the opening of navigation. These barges are of the same capacity and type as the "Pelly" built at our shipyards the previous year, with minor improvements.

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suggested by experience. We have reached our maximum with this type which carries 300 tons down stream and tows empty up stream as easily as our earlier and smaller barges. The success of this type in actual working has led to our adopting it as our standard, and our future barges will all be of this type. The other important improvements to the River Division property in 1906 were the repair and overhaul of the Dawson Shipyard Ways to enable them to accommodate a number of Lower River steamers at profitable rates during last winter; and the installation of compound engines on the steamer "White Horse," which has proved a marked success. A steam capstan has been installed at the White Horse shipyards to facilitate the hauling out and launching of the fleet, and the oil house has been moved 500 feet to the north as a safeguard against possible fire and a paint and tin shop built.

The conditions of navigation on the Yukon in 1906 were normal though there was difficulty throughout the season at Minto bar and towards the close of the season at other bad places. The work done at Hell Gate obviated any serious trouble or accident at that point. The close of navigation found all freight forwarded to destination, and the fleet safe in winter quarters. The operating expenses show a reduction of \$36,153.60 as compared with 1905. Part of this is due to the slightly greater tonnage in 1905, but most of it arises from the increased use of barges, and the partial substitution of coal for wood as fuel. A better idea of the saving is gained by comparison with the results of 1904 which shows that in 1906 we carried 1,413 more passengers and 1,508 more tons of freight at a reduced cost of \$58,994.15.

The chief incident on the River in 1906 was the catastrophe that resulted in the total destruction of the "Columbian" by fire on September 26th, while on her last voyage to Dawson for the season. The fire was caused by the accidental explosion of some gunpowder in the cargo, and in a moment the boat was enveloped in flame from stem to stern. From the first it was evident that the boat and cargo were doomed, but notwithstanding this, such perfect discipline prevailed that in a few seconds the fire pumps and hose were in full work and every uninjured man at his fire station. It was largely due to the heroism of Captain Williams and Chief Engineer Frank Mavis, and to the discipline of the crew, that the blazing and disabled hull was successfully brought to the river bank and made fast, and the crew all safely landed except the mate and a fireman who were blown overboard and killed. Four of the crew subsequently died of their injuries, making six deaths in all. None of the remaining nineteen of the crew were seriously injured. As the vessel had some powder in her cargo, no passengers were carried on that voyage. The loss was covered by insurance.

Considerable improvement has resulted from more systematic operation of the coal mines at Tantalus, and there was less difficulty than in the previous year in obtaining a satisfactory supply of coal for the fleet, and some coal was shipped to Dawson for the market there. But the production of coal in 1906 was not so large as had originally been expected, in consequence of difficulties and delay incidental to installing the improved plant.

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 167 trips during the year 1906 (equivalent to 55,110 miles), carrying 38 tons of mail, 781 passengers, 4 tons of parcel freight, including gold dust, and 215 tons of ordinary freight.

The conditions on the winter trail were peculiarly trying last winter on account of excessive cold and snow storms which continued till quite late in the spring. The reports from some of the stages suggest Arctic exploration rather than mail service. For the reasons explained in my previous Report, we shall refuse to renew the Winter Mail Contract on the present terms which are yearly becoming more onerous and risky, though so far we have always made a satisfactory profit.



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 population and gold output of the various placer districts on the American Yukon, and especially in the Fairbanks district, have shown a satisfactory increase.

In the Klondike district, the year 1906 has been marked by the advent of the Guggenheim Exploration Company, which, under the name of the Yukon Consolidated Goldfields Co., has commenced work on a gigantic scale. Most of the ground on several of the important creeks has been acquired by this Company, and development work inaugurated embracing nearly 100 miles of canals or ditches for conveying water to the higher levels for hydraulic operations and for the generation of electric power, also the building of enormous dredges for working the lower levels on an economic basis. The dredges installed in 1905 worked satisfactorily throughout the season of 1906, and a great impetus has been thereby given to this method of gold extraction. This has extended to the Forty Mile District on both sides of the boundary, and a number of dredges for that district were shipped over our line in 1906.

The railway connecting Dawson with the chief mining creeks on the Klondike was completed and opened for traffic in 1906 as far as Sulphur Springs, a distance of about 35 miles.

In the other Canadian placer gold fields there has also been healthy activity. The Guggenheim Company, under the name of the Atlin Consolidated Goldfields, installed an electric plant and steam shovel in the Atlin district, which worked satisfactorily after it was started during the latter part of the season.

The coal mines at Tantalus changed hands, and were greatly developed in 1906.

As regards ore development, a great deal of work has been done during the season in the Windy Arm district, and several important bodies of silver ore opened up, and overhead tramways installed for shipping the ore. Further discoveries of similar ore, both north and south of this district, indicate that the field is a very large one, though not much development work has been done on these new discoveries. Including these, ore is now known to exist along the main line of our railway from Log Cabin clear through to White Horse, a distance of some eighty miles, and this does not include the ore in the Atlin district.

At White Horse, several of the more important copper properties changed hands in 1906, and their new owners are men having the necessary capital and skill to develop these properties intelligently and to best advantage and are proceeding to do so energetically, and already some considerable ore shipments have been made.

I am, Gentlemen,

Yours faithfully,

S. H. GRAVES,

*President.*



## RAIL DIVISION.

### List of Rolling Stock.

Locomotives	...	...	...	...	...	...	...	11
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NOTE.—One Locomotive shown in the previous list was sold during 1906 to the Klondike Mines Railway, and one to the Tanana Mines Railway.

#### Passenger Cars—

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

#### Freight Cars—

Box	...	...	...	...	...	...	97
Flat	...	...	...	...	...	...	76
Stock	...	...	...	...	...	...	33
Dump Cars	...	...	...	...	...	...	12
Cabooses	...	...	...	...	...	...	8
Refrigerators	...	...	...	...	...	...	4
							— 230

NOTE.—Seven new Box Cars, five new Stock Cars, and ten new Flat Cars, were built during 1906 at the Company's Skaguay Shops. Most of the "K. D." material shown in previous Reports was used for these cars and repairs, etc., and the remainder has been taken into store stock. Two Cabooses, reported in 1902 as dismantled, have been restored to service.

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



## RIVER DIVISION.

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### List of Fleet.

#### STEAMERS—

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

#### BARGES—

KLONDIKE	LA BARGE	PELLY
TAKU	ATLIN	SYBIL
CARIBOU	BIG SALMON	TESLIN

NOTE.—The steamer COLUMBIAN was destroyed by fire September 26th, 1906.

## MAIL SERVICE DEPARTMENT.

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### List of Equipment.

Horses	...	...	...	...	...	...	...	131
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.