

THE
WHITE PASS & YUKON RAILWAY COMPANY
LIMITED.

Directors' Report
AND
Statement of Accounts
To the 30th June, 1908.

FROM THE COLLECTIONS OF THE
ST. LOUIS MERCANTILE LIBRARY ASSOCIATION

LONDON:
HEPBURN & SONS, LTD., Printers, 7 & 8, Pancras Lane, E.C.
Telephone No. 4412 London Wall (two lines).

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 Auditors' Reports of the Local Companies forming the White Pass & Yukon Route for the year ended December 31st, 1907, have been forwarded to you.

Rail Division.

On the Rail Division we carried 14,230 passengers and 34,419 tons of revenue freight. The average haul was 75.04 miles per passenger and 108.77 miles per ton of freight, and the average load per car was 12.16 tons.

The chief repair work on the Railway in 1907 comprised filling in the old Bridges at 9-A, 9-C, 12-A, 12-C, 12-E, 17-G, 25-B, 33-B and 2/5th of 17-E with solid stone and gravel; and the rock wall south of Bridge 7-A having shown signs of giving way was replaced by a concrete wall. This work, with the necessary changes of alignment, involved the removal of 1,250 cubic yards of solid rock, and the use of 20,711 cubic yards of concrete, stone and gravel, but we now have reduced curvature, and solid ground where we formerly had bridges to maintain. The north end of Snow Shed 20-A was extended 60 feet, and 1,700 feet of permanent snow fence was built on Sections 4 and 5. We relaid the track with 31,866 new sleepers and 9,652 steel tie plates. Besides this work, the Station buildings at the summit and the Blacksmiths' Shops at Skaguay were repaired, involving partial rebuilding, and the U.S.A. Customs Offices, the Shops Depot, the Store Building, the Round House and Cottage No. 5 at Skaguay, and the Water Tank Houses at Glacier, Fraser, and White Horse were repaired. In our Machine Shops at Skaguay during 1907 engine 56 was converted from a compound to a simple engine (compound engines not having given satisfaction in our service), engine No. 61 was rebuilt, and a new engine (68) was built to replace engine 57, which had been sold the previous year. This latter is not only the largest engine on our line, but is believed to be the largest narrow gauge engine in the world, and has a tractive capacity about double that of our older engines, and has given great satisfaction in service. All necessary repairs were made to keep our rolling stock in first class condition. A list of the rolling stock is appended.

The Operating Expenses of the Rail Division show an increase of \$5,753.92, as compared with 1906; accounted for partly by the increased amount of traffic, and partly by the increased cost of labour, and of fuel and other supplies, from which we suffered in common with all other railways. But, notwithstanding, there was a decrease in the cost of operating, as compared with 1905, amounting to \$27,290.32.

River Division.

The Company's fleet in 1907 carried 7,506 passengers and 27,836 tons of revenue freight. We operated ten steamers and ten barges on the river and lakes, used one barge as a coal depot, and held eight steamers and one barge in reserve. The first boat left Hootalinqua for Dawson on May 17th. The first through boat left White Horse for Dawson June 5th, and the first boat for Atlin left Caribou on June 4th. The last through boat from Dawson reached White Horse on October 25th, and the last boat from Atlin reached Caribou on October 31st.

FROM THE COLLECTIONS OF THE
ST. LOUIS MERCANTILE LIBRARY ASSOCIATION

The barges "Lewes," "Tahkeena," "Stewart," "Carmacks" and "Tantalus" were built at our White Horse shipyards in the spring of 1907, and put in service on the opening of navigation. The first three of these barges are of the same capacity and type as the "Teslin," built at our shipyards the previous year, with minor improvements suggested by experience; and the "Carmacks" and "Tantalus" are slightly larger. Besides the building of these barges, and the general repairs on the hulls, engines and boilers involved in keeping the fleet in first class condition, our shipyards at White Horse in 1907 retubed and repaired the boiler of the "Columbian," and installed it in the "Casca" in place of her own boiler, the crown sheet of which had given way and was no longer safe for river service.

The conditions of navigation on the river in 1907 were not favourable for some time after the opening of the season, the water being low. But fortunately at the close of the season the stage of water was better than usual, with the result that we were able to forward all freight to destination with the exception of 342 tons of heavy machinery, which reached us very late, and not being wanted in Dawson till 1908, it was considered safer not to run the risk of forwarding it. The fleet was all safe in winter quarters before the end of October.

The operating expenses on the river show an increase of \$20,245.20 as compared with 1906, partly accounted for by the increased cost of fuel, provisions and other supplies, and partly by the accidents to the fleet explained below. But, notwithstanding, there was a saving in working cost as compared with 1905 of \$15,908.40.

The chief incidents on the river in 1907 were the wrecks of the "Bonanza King" and the "La France" caused by low water. The "Bonanza King" on May 29th, while on a voyage from Tantalus Coal Mine to Dawson with a cargo of coal on board and the barge "Big Salmon" in tow, struck on the submerged rock in the middle of the Rink Rapids and sank. The "White Horse" was at once despatched with a salvage crew from White Horse, but being unable to force a passage through the ice on Lake La Barge, the salvage crew crossed over the ice, and completed the voyage of about 200 miles to the wreck in canoes. Meanwhile, upon the failure of the "White Horse" to force a passage through the ice, a second attempt was made with the "Victorian" and barge "Pelly," which succeeded. They reached the wreck on the night of June 1st. The coal was transferred and the wreck raised, being slung between the two barges. In this condition it was necessary to move the wreck 250 miles to our Dawson shipyards through the intricate and difficult river channels, including the notorious Hell Gate. But our men proved equal to the task, and the "Bonanza King," hanging between the two big barges, but under her own steam, reached our Dawson shipyard safely on June 12th. She was at once hauled out on the "ways" and repaired, and was back in service again on July 10th.

The "La France," while under charter to the Stewart River Navigation Co., on June 29th, struck a rock and immediately sank, four miles above Fish Hook Bend, and about 200 miles above Fort Selkirk on the Pelly river. The water was low and kept on falling, making salvage doubtful. The salvage crew had to pole their boats 200 miles against the swift currents and rapids of the Pelly. Arrived at the wreck they had to build "ways" under her and haul her out in order to patch up the hole in her hull of 18 feet by 6 feet, but on August 12th they had her in the water again. But by this time the river was so low that they were confronted with practically an "overland" journey across the sand bars to Fort Selkirk, 200 miles away. The record of this trip is too long to give, but is probably unique in the history of "navigation." It is satisfactory to report that the courage and resourcefulness of the crew was rewarded by their bringing the wreck safely to Selkirk on August 27th, and they reached our Dawson shipyards and hauled out the "La France" for repairs the next day. The cost of these two salvage operations exceeded \$15,000, and, as above stated, accounts for the larger part of the increased expenses of this season.

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 189 trips during the year 1907 (equivalent to 62,378 miles), carrying 36 tons of mail, 853 passengers, 4 1/3 tons of parcel freight, including gold dust, and 164 tons of ordinary freight.

Our mail contract ran for four years and expired with the close of navigation in 1907. For the reasons stated in my last report we refused to tender for a new four year contract, but agreed to carry the mails for one year longer with certain modifications in the contract rendered necessary by changed conditions.

I append a list of the equipment on hand, which, with the necessary harness, &c., have all been kept in first class condition.

General Conditions.

The season of 1907 was marked by active prospecting and some development work in the American placer gold fields along the Lower Yukon and its tributaries, which seems likely to lead to future activity in those camps. But in the Fairbanks district progress was retarded by the miners strike, which lasted throughout the summer and prevented almost all work, but matters have now been adjusted.

In the Klondike district the Guggenheim Exploration Company did an immense amount of construction work and made such good progress that they hope to complete their construction in 1908. Other owners were also active, but so much ground was idle awaiting the completion of the Guggenheim and other construction programmes that the output of gold was less than in previous years, but this of course is only temporary.

Further dredges were shipped into the Forty Mile district and the conditions there are satisfactory, as also in the Big Salmon and Atlin districts, and a good deal of prospecting was done on the upper waters of the Stewart, Pelly and McMillan Rivers.

In the Windy Arm district work on the silver and lead ore bodies was almost suspended, pending reorganisation of some of the companies. But some progress was made, and arrangements completed under which a concentrating plant will shortly be installed.

In the White Horse copper district the development was so rapid that the mine owners were in a position by August to ask for railway connection with their mines, and a Bill containing the necessary powers has been applied for by us in the present Session of the Canadian Parliament.

I am, Gentlemen,

Yours faithfully,

S. H. GRAVES,

President.

31st December, 1907.

RAIL DIVISION.

List of Rolling Stock.

Locomotives	12
-------------	-----	-----	-----	-----	-----	-----	-----	----

NOTE.—Locomotive No. 68 was built in 1907.

Passenger Cars—

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

Freight Cars—

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

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	GLEANER
CANADIAN	ANGLIAN	SCOTIA
CASCA	CLOSSETT	LA FRANCE

BARGES—

LEWES	TAHKEENA	STEWART
KLONDIKE	TANTALUS	PELLE
CARMACKS	ATLIN	SYBIL
TAKU	BIG SALMON	TESLIN

NOTE.—Barges CARIBOU and LA BARGE were broken up in 1907, being too small for economical service.

MAIL SERVICE DEPARTMENT.

List of Equipment.

Horses	...	...	...	...	...	...	165
*Passenger Sleighs	...	...	...	...	...	...	13
„ Coaches	...	...	...	...	...	...	7
*Freight Sleighs	...	...	...	...	...	...	14
„ Wagons	...	...	...	...	...	...	8
Light Service Sleighs	...	...	...	...	...	...	4
„ „ Wagon	...	...	...	...	...	...	1
Break Cart	...	...	...	...	...	...	1
Light Bobs	...	...	...	...	...	...	1
*Two Horse Buckboard	...	...	...	...	...	...	1
*Four Horse „	...	...	...	...	...	...	1

NOTE.—Many extra horses are required every spring.

* Two Passenger Sleighs, two Freight Sleighs, and two Buckboards built at White Horse in 1907.