

THE
WHITE PASS & YUKON RAILWAY COMPANY,
LIMITED.

Directors' Report
AND
Statement of Accounts
To the 30th June, 1909.

LONDON
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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, 1908, have been forwarded to you.

RAIL DIVISION.

On the Rail Division we carried 12,193 passengers and 24,617 tons of revenue freight. The average haul was 78.68 miles per passenger and 105.59 miles per ton of freight, and the average load per car was 12.36 tons.

The chief maintenance and repair work on the Railway in 1908 included the replacing of bridges 8-A and 17-E, and the South 80 feet of 14-A by embankments. The dry wall at 14-E was also replaced by an embankment. The roadbed at sundry places on Miles 9 and 13 was raised so as to obtain a uniform gradient and the line was changed by taking out curvature at 8-A, 9-A and sundry other places. In making these changes and renewing ballast 24,419 cubic yards of stone and gravel were placed in the roadbed. Permanent snow fences 1,225 feet in length were built on Sections 4 and 5. A gravity water tank for summer use was built and installed at Glacier Station. The installation of continuous rail joints on the hill, between Skaguay and the Summit, was completed and has greatly improved the track, which was further improved by the laying of 26,156 new sleepers and 3,500 new steel tie plates and 1,000 combined rail braces and tie plates in 1908. The baggage room at Skaguay was enlarged and re-arranged. At the shops an incline was built for unloading coal; two "observation cars" for tourist traffic were built; the new 70-ton steam shovel and the new locomotive No. 69 were set up and put in service and have both done excellent work; new steel wheels and axles were fitted to most of our passenger coaches, and all necessary repairs made to keep our rolling stock (of which a list is appended) in first-class condition. The operating expenses of the Rail Division in 1908 show a decrease of \$16,359.20 as compared with the preceding year.

RIVER DIVISION.

The Company's fleet in 1908 carried 6,874 passengers and 18,017 tons of revenue freight. We operated eight steamers and ten barges on the river and lakes, used one barge as a coal depôt, and held ten steamers and one barge in reserve. The first boat left Hootalinqua for Dawson on May 16th. The first through boat left White Horse for Dawson June 16th, and the first boat for Atlin left Caribou on June 4th. The last through boat from Dawson reached White Horse on October 24th, and the last boat from Atlin reached Caribou on October 29th.

The new boats built at our shipyards at White Horse in 1908 comprised a ten horse-power motor launch for the Winter Mail Service Department, and a motor boat for pilot service on the River. We also built a large dredge for the Yukon Basin Gold Dredging Co., which left the shipyards on July 8th in tow of the steamer "Casca" and arrived at its destination on the Stewart River on July 15th. In addition to this work the engines, boilers and hulls of the fleet were thoroughly overhauled and

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repaired at a cost of some \$30,000 ; shaking grates and ash ejectors were installed on the " Casca " ; the capstan beds of the ways at White Horse for hauling out the fleet were renewed, a shed for chemical fire engines was built and two chemical fire engines installed ; and the " ways " at the Dawson shipyards were repaired and overhauled.

Through navigation between White Horse and Dawson opened two weeks later than usual and the water was very low throughout the entire season, but we were able to carry all freight and passengers to destination without any serious accidents to the fleet, which was all safe in winter quarters before the end of October.

Notwithstanding the low water, the operating expenses on the River in 1908 show a decrease of \$77,679.06 as compared with the preceding year, which is partly accounted for by the decreased traffic, and partly by the increased efficiency of the fleet, and by the saving in longshoring expenses in landing cargoes at Dawson consequent upon the changes and improvements effected on the Dawson Wharf in the spring of 1908.

The wreck of the " Bonanza King " in Rink Rapids in 1907 accentuated the necessity for improving the channel at that point, consequently before the opening of navigation in 1908 we put our men to work there blasting out the rocky bottom and straightening the channel so that it no longer presents any special difficulties. The channel at Hellsgate has been getting worse and worse in spite of the immense amount of work done there in previous years, and towards the close of the season the old channel had almost ceased to exist, consequently we began work early in August, 1908, improving and re-establishing the channel, and continued till the middle of September, with the result that we were able to maintain a depth of about $2\frac{1}{2}$ feet till the close of navigation.

The " La France " was sold during 1908 for work on tributary streams in connection with our fleet. She was of no particular use to us, being too small for towing or economical service on the main River, and we have a number of other small steamers available in case of need. I append a list of the fleet.

WINTER MAIL SERVICE.

The winter service for mails, passengers, parcels, &c., was carried on as usual between White Horse and Dawson by means of four-horsed sleighs and four-horsed coaches, which made 178 trips during the year 1908 (equivalent to 58,740 miles), carrying 35 tons of mail, 843 passengers, $3\frac{1}{3}$ tons of parcels and 161 tons of ordinary freight.

Our mail contract with the Canadian Government having expired, we negotiated a new one in the spring of 1908 on terms providing for practically the same service but with somewhat less onerous conditions.

Every spring after the winter trail breaks up and before steamboat navigation opens, there is a period during which the mail has to be forwarded by canoes and carriers. This service being both expensive and precarious, we decided to attempt to perform it hereafter by fast motor boat of light draft. Accordingly during the summer of 1908 we built such a boat at our White Horse shipyards and sent it to Dawson to await the breaking up of the ice in the River in the spring of 1909. It is hoped that by the use of this boat we may be able to effect a considerable saving in expense and improvement in the service.

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 1908 was one of marked depression in commercial and financial affairs throughout the United States and Canada, and all transportation companies suffered severely in consequence. We were no exception to the rule and experienced a falling off in our traffic, there being little done in the way of opening up new ground or installing new plants and machinery.

But in the way of developments the year was by no means a blank. Quartz prospecting both in the Fairbanks and Klondike districts received a fresh impetus by the discovery of promising gold-bearing quartz in both districts, upon which a considerable amount of development was done with encouraging results.

In the Klondike the Guggenheim Exploration Co. continued active work with their vast construction programme, employing about 2,000 men, many of whom when paid off in the autumn remained prospecting in the locality, with the result that while our passenger earnings suffered we hope to reap a benefit in the shape of new discoveries. It is estimated that there were 1,000 more men in the Klondike district last winter than during the preceding one.

The output of gold in the Klondike district in 1908 showed a marked increase owing to the operation of such machine mining plants as had already been installed. This increase was obtained in spite of the fact that less ground was being actually worked than in former years, as hand mining had fallen off, and machine plants were not yet ready for work except in a few localities.

A new dredge was installed on Stewart River, and the dredges in the Forty Mile and Klondike districts continued in active work and produced a great deal of gold.

Hand mining and prospecting continued as heretofore in the upper waters of the Indian, Stewart, Pelly, MacMillan and Big Salmon Rivers, and increased attention was paid to the Kluane district where there were some encouraging discoveries. Work in the Atlin district was about normal, but arrangements were made for installing a hydraulic plant on Ruby Creek and reconstructing the Guggenheim plant.

In the Windy Arm silver and lead ore district a concentrating plant was installed at Venus Landing, and commenced work late in the season, and the concentrates have been shipped steadily since that time over our route.

In the White Horse copper district little was done in consequence of the low price of copper, but some ore was shipped. Our branch line was completed as far as the "Best Chance" Mine, a distance of some seven miles from the junction with the main line, and our new ore wharf and bunkers and ore handling plant for loading ships were completed at Skaguay.

I am, Gentlemen,

Yours faithfully,

S. H. GRAVES,

President.

31st December, 1908.

RAIL DIVISION.

LIST OF ROLLING STOCK.

LOCOMOTIVES 13

NOTE.—Locomotive No. 69 was built in 1908.

PASSENGER EQUIPMENT—

Baggage and Express 3

Coaches 10

Official Car 1

Observation Cars 2

16

NOTE.—Observation Cars Nos. 230 and 232 were built in 1908.

FREIGHT EQUIPMENT—

Box 97

Flat 76

Stock 33

Dump 12

Cabooses 8

Refrigerators 4

Hart Convertible 2

232

NOTE.—Two Hart Convertible Cars were purchased in 1908.

ROTARY SNOW PLOWS 2

FLANGER 1

DERRICK CAR 1

STEAM SHOVELS 2

NOTE.—One 70-ton Bucyrus Steam Shovel was purchased in 1908.

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
CASCA	CLOSSETT	

BARGES—

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

NOTE.—The “ La France ” was sold in 1908.

MAIL SERVICE DEPARTMENT.

Horses	...	...	...	...	...	...	...	...	...	...	177
Passenger Sleighs	...	...	...	...	...	...	...	...	...	...	13
Passenger Coaches	...	...	...	...	...	...	...	...	...	...	7
*Freight Sleighs	...	...	...	...	...	...	...	...	...	...	17
Freight Wagons	...	...	...	...	...	...	...	...	...	...	8
Light Service Sleighs	...	...	...	...	...	...	...	...	...	...	4
Light Service Wagon	...	...	...	...	...	...	...	...	...	...	1
Break Cart	...	...	...	...	...	...	...	...	...	...	1
Light Bobs	...	...	...	...	...	...	...	...	...	...	1
Two Horse Buckboard	...	...	...	...	...	...	...	...	...	...	1
Four Horse Buckboard	...	...	...	...	...	...	...	...	...	...	1
†Ten H.P. Motor Launch	...	...	...	...	...	...	...	...	...	...	1

NOTE.—Many extra horses are required every spring.

* Three New Freight Sleighs built at White Horse in 1908.

†This Launch was built at White Horse in 1908.