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THE
WHITE PASS & YUKON RAILWAY COMPANY,
LIMITED.

Directors' Report
AND
Statement of Accounts

To the 30th June, 1910.

FROM THE COLLECTIONS OF THE
ST. LOUIS MERCANTILE LIBRARY ASSOCIATION

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F.C.

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' Report of the Local Companies forming the White Pass & Yukon Route for the year ended December 31st, 1909, have been forwarded to you.

RAIL DIVISION.

On the Rail Division we carried 14,846 passengers and 22,969 tons of revenue freight. The average haul was 66.73 miles per passenger and 104.68 miles per ton of freight, and the average load per car was 11.37 tons.

The maintenance and repair work necessary for the safe and efficient operation of the Railway was done in 1909. The line at Mile Post 9 was changed to avoid trouble from ice which formed there each winter and involved expense in keeping the track cleared. Four culverts on the Broadway Line were filled in solid, and a new spur track built to the turn-table at the Switchback Bridge. New sleepers, to the number of 15,658, were laid in the Main Line track, and a new watercourse, about half a mile in length, was constructed for carrying off the flood waters which had previously done more or less damage in the neighbourhood of Bridge 24 A every spring. At the Skaguay machine shops the motive power was changed from steam to electricity, and the necessary electric motors and plant installed, resulting in a saving in the cost of operation. A building was erected at the shops for repairs to the air-brake equipment and for a school for the instruction of our employees in the use and repair of air-brake equipment on the road; and the air-brake equipment on our engines and freight cars was improved and revised, and its capacity extended and adapted for heavy ore traffic. All necessary repairs were made to keep our rolling stock (of which a list is appended) in first-class condition.

The operating expenses of the Rail Division show a decrease of \$60,837.08 as compared with the previous year, and a decrease of \$77,196.28 as compared with 1907.

RIVER DIVISION.

The Company's fleet in 1908 carried 6,268 passengers and 19,600 tons of revenue freight. We operated eight steamers and ten barges on the river and lakes, used one barge as a coal depot, and held ten steamers and one barge in reserve. The first boat left Hootalinqua for Dawson on May 20th. The first through boat left White Horse for Dawson June 12th, and the first boat for Atlin left Caribou on June 11th. The last through boat from Dawson reached White Horse on October 22nd, and the last boat from Atlin reached Caribou on October 26th.

No new boats were built at our White Horse shipyards in 1909 for our own fleet, but we built another large dredge for the Yukon Basin Gold Dredging Company, which left White Horse in tow of the "Casca" on July 14th and arrived safely at its destination on Stewart River in due course. The passenger accommodation on the steamers "Dawson," "Selkirk" and "Casca" was extended,

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re-arranged, and improved by the addition of new rooms on the Texas deck. New boilers were installed in the "Gleaner," resulting in a considerable saving of fuel. The North "ways" at the White Horse shipyards were taken up and the ground re-graded to a uniform slope, and new "ways" laid which greatly improve our facilities for hauling out and launching the fleet.

Through navigation between White Horse and Dawson opened very late, but once open, continued good throughout the entire season, and all freight and passengers were carried safely to destination without any serious accidents to the fleet, which was all safe in winter quarters before the end of October.

The operating expenses of the River Division in 1909 show a decrease of \$26,847.25 as compared with the previous year, and a decrease of \$104,526.31 as compared with 1907.

The work upon the channel at Hellsgate, mentioned in my last report, was completed in 1909 by the construction of a wing dam of stone and timber, 225 ft. in length, for the purpose of throwing all the available flow of water into one straight channel. So far as could be observed last season this object has been successfully attained, but the stage of water was not low enough to prove this conclusively.

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 204 trips during the year 1909 (equivalent to 67,320 miles), carrying 36½ tons of mail, 719 passengers, 5 tons of parcels, and 232 tons of ordinary freight.

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 working of the gold-bearing gravels by new installations of modern machinery on a large scale, yielded an increased production of gold, not alone in the Klondike District, but elsewhere throughout the Yukon Territory, in districts as widely separated as Forty-mile, Stewart, and Atlin, while the Big Salmon District, where there was no new installation of machine plants, about held its own. But the increase in the gold production was accompanied by a falling off in the population employed in mining. This falling off in turn was offset by the number of men employed in construction work upon the various unfinished mining plants. So, although the nature of the work has changed, there was no marked change in the number of the summer population, though the change in the nature of the work tends toward a decreased winter population, as neither machine mining nor construction can be advantageously carried on during a Yukon winter.

The success of the various mining plants last year led to further construction programmes upon an important scale being projected, and arrangements have already been made for work upon many of them during the coming season.

But while the placer mining developments of 1909 have been satisfactory, the most important feature of the year has been the progress which was made simultaneously in the development of quartz mining at various widely separated points throughout the Yukon. In the Klondike district more real work was done on gold-bearing ore reefs in 1909 than during the entire previous history of the camp.

The White Horse copper district has had new life imparted to it in consequence of some of the more important of the copper properties having passed into the hands of new owners, who are proceeding to place their properties upon a shipping basis without delay.

A great deal of attention has been attracted to the ores of the Wheaton Valley, and upon some of the properties a good deal of development work has been done with encouraging results. Some mining experts familiar with the district consider it not unlikely to prove of great importance, especially in view of the fact that apparently its ores are of a nature to blend well with the White Horse ores for smelting, each supplying what the other needs for fluxing purposes. Should these anticipations prove correct it would be possible to treat the ores from both places locally instead of having to ship them, at great expense, in a raw state to smelters more than a thousand miles distant.

I am, Gentlemen,

Yours faithfully,

S. H. GRAVES,

31st December, 1909.

President.

RAIL DIVISION.

LIST OF ROLLING STOCK.

LOCOMOTIVES 13

PASSENGER EQUIPMENT—

Baggage and Express 3

Coaches 10

Official Car 1

Observation Cars 2

— 16

FREIGHT EQUIPMENT :—

Box... .. 97

Flat 74

Stock 33

Dump 12

Cabooses 8

Refrigerators 4

Hart Convertible 2

— 230

NOTE—Two flat cars were sold in 1909.

ROTARY SNOW PLOWS 2

FLANGER 1

DERRICK CAR 1

STEAM SHOVELS 2

TRACK PILE DRIVER 1

RIVER DIVISION.

LIST OF FLEET.

STEAMERS—

WHITE HORSE
DAWSON
SELKIRK
YUKONER
CANADIAN
CASCA

VICTORIAN
MARY GRAFF
BAILEY
ZEALANDIAN
ANGLIAN
CLOSSETT

THISTLE
AUSTRALIAN
BONANZA KING
GLENER
SCOTIA

BARGES—

LEWES
KLONDIKE
CARMACKS
TAKU

TAKKEENA
TANTALUS
ATLIN
BIG SALMON

STEWART
PELLE
SYBIL
TESLIN

MAIL SERVICE DEPARTMENT.

Horses	...	...	...	...	...	...	...	...	...	...	...	...	...	149
Passenger Sleighs...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
Passenger Coaches	...	...	...	...	...	...	...	...	...	...	...	...	...	7
Freight Sleighs	...	...	...	...	...	...	...	...	...	...	...	...	...	17
*Freight Wagons	...	...	...	...	...	...	...	...	...	...	...	...	...	9
Light Service Sleighs	...	...	...	...	...	...	...	...	...	...	...	...	...	4
Light Service Wagon	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Break Cart	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Light Bobs	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Two-Horse Buckboard	...	...	...	...	...	...	...	...	...	...	...	...	...	1
†Four-Horse Buckboard	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Ten-h.p. Motor Launch	...	...	...	...	...	...	...	...	...	...	...	...	...	1

NOTE—Many extra horses are required every Spring.

* One new freight wagon was purchased in 1909.

† One four-horse buckboard was built in our shops at White Horse in 1909.