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THE
WHITE PASS & YUKON RAILWAY COMPANY,
LIMITED.

Decorative flourish

Directors' Report
AND
Statement of Accounts

To the 30th June, 1911.

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FROM THE COLLECTIONS OF THE
ST. LOUIS MERCANTILE LIBRARY ASSOCIATION

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B.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, 1910, have been forwarded to you.

RAIL DIVISION.

On the Rail Division we carried 10,549 passengers and 29,077 tons of revenue freight. The average haul was 66 miles per passenger and 103.74 miles per ton of freight, and the average load per car was 10.85 tons.

During 1910 all maintenance and repair work necessary for the safe and efficient operation of the Railway was done. Bridges 4-B, 5-A, and the North 192 feet of 5-C were filled, 10,600 cubic yards of material being required to do the work. Bridges 25-A and 25-C, and Culverts 95-A, 96-A, 97-B, 98-C and 109-A were replaced by box culverts. On account of the washouts in July, Bridge 62-A, formerly 32 feet long, was replaced by a bridge 82 feet long. Additional trackage was required at White Horse for car storage, and the South Spur at that point was extended 734 feet. A siding 817 feet long was installed on the top of Minto Hill on account of heavy trains having to be taken up the hill in two sections at that point. The line was changed for a distance of 325 feet at Mile Post 10, and a change of 800 feet was made at Mile Post 11, the track being thrown from 5 to 8 feet away from the cliff for the purpose of avoiding glacier trouble during the winter months. The cuttings at Watson and South of Mile Post 50 were widened 23 feet, and the gravel thus obtained was used in ballasting Sections 7, 8, 9 and 10. Ballasting was also done on Sections 16 and 17 with gravel hauled from the pit at Mile Post 4 on the Copper Branch Spur. 12,151 new sleepers were laid in the Main Line track. A new depot was built at Caribou to replace the one burned there in December, 1909. The Caribou water tank was changed to West side of the approach to drawbridge. A tourist platform was constructed at Moore's Wharf, Skaguay. 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 \$10,465.62 as compared with the previous year, and a decrease of \$71,302.70 as compared with 1908. These decreases would have been much greater had it not been for the heavy expense involved in operation and in renewing the track and bridges rendered necessary by the July floods.

RIVER DIVISION.

The Company's fleet in 1910 carried 5,800 passengers and 20,195 tons of revenue freight. We operated eight steamers and ten barges on the river and lakes, and held ten steamers and two barges in reserve. The first boat left Hootalinqua for Dawson on May 15th. The first through boat left White Horse for Dawson June 8th, and the first boat for Atlin left Caribou on June 14th. The last through boat from Dawson reached White Horse on October 25th, and the last boat from Atlin reached Caribou on October 27th.

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The work done at the White Horse Shipyards in 1910, aside from ordinary renewals and repairs to the hulls, engines and boilers of the fleet, consisted in removing the galleys and mess rooms on the steamers "Dawson" and "Selkirk" from the upper to the main deck, and utilizing the space on the upper deck for four additional state-rooms on each boat. The smoking rooms on these steamers were also enlarged and re-constructed and the pantries changed to a more convenient position on the saloon deck. The compound engines of the "White Horse," which had again given trouble and broken down at the close of 1909, were taken out in the spring of 1910 and simple engines similar to her original engines were installed. Towards the close of the season a new hull for the steamer "Casca" was laid down and the work far enough advanced for completion early in 1911.

When navigation opened the water was very low and continued so until the July floods, which obliterated the established channels at many of the bad places in the river, so that when the floods abated there was very bad water at these points, and especially at Kirkman's Crossing, for the remainder of the season. It was necessary both before and after the July floods to use some of our steamers to sluice out channels for the rest of the fleet at the worst places. This was done by mooring the sluicing steamer and working her wheel to wash out a channel. Besides being a slow and expensive operation, this deprived us of the use of the sluicing steamer at times when she was badly needed, but it was the only way by which it was possible to keep the fleet moving at all.

The difficulties to navigation attendant upon both the low water and the floods, besides greatly increasing our normal operating expenses, resulted in three serious accidents to the fleet. At 4.15 on the morning of June 14th the "Casca," while attempting to run Thirty Mile River with the barge "Big Salmon," became unmanageable by reason of her barge "smelling" the ground on a shallow bar, and struck a rock and sank at once in deep swift water below the bar. She had over 100 passengers in bed and a heavy mail on board, but the crew succeeded in saving all hands and every mail sack. In spite of the difficulties in working on the wreck caused by the depth and swiftness of the stream, she was raised, brought to White Horse, hauled out on the ways, temporarily repaired, launched and in service again in a month from the date of her wreck. Her hull was smaller and less adapted to our service than those built by ourselves at White Horse for our own service; and permanent repairs would have involved practically rebuilding and the loss of the season. It was therefore decided to be wiser policy only to spend enough on the old hull to make the boat safe for the rest of the season and then to commence work on a new and larger and better designed hull for this boat to be ready for service in 1911.

A similar accident happened to the "Canadian," at 10 p.m. on June 26th, at the lower end of Cape Horn bend in Thirty Mile River. But in this case the crew were able to beach her in shallow water before she sank, so the salvage was less difficult.

These troubles having been caused by low water, the third wreck was occasioned by the floods resulting from the sudden melting of the snow, which had done so much damage on the Railway early in July. The "Bonanza King," at 2.30 a.m. on July 12th, while attempting to run Five Fingers with a barge got caught by the cross current, which at high water runs like a torrent at this place, and was hurled beam on against a sharp corner of the steep rock cliff above water. The force of the blow bent the hull bodily sideways to such an extent that she was eighteen inches out of alignment permanently.

Fortunately her main steam pipe did not break, and the great strength of her hull saved her from sinking, so that there was no injury or loss of life. But it was necessary to get the boat back to White Horse and haul her out, and strip off most of her bottom, side and deck planks in order to straighten her out again. Then she was replanked, caulked, painted and ready for service again. Besides these wrecks, all the fleet suffered constantly throughout the season from minor disasters and had their bottoms pretty well torn out of them from continual dragging across gravel bars. But notwithstanding the difficulty of the service, the fleet succeeded in carrying all freight, passengers and mail safely to destination, and was itself safe in winter quarters at the close of the season.

The salvage operations and repairs and the necessity for sluicing out the worst channels added very greatly to the expenses of operating the fleet, which otherwise would have shown a satisfactory decrease. As it was the operating expenses show an increase of \$24,083.71, as compared with the previous year, and a decrease of \$2,763.54 as compared with 1908.

The low water demonstrated the success of the work done by us previously at Hellsgate improving the channel, and suggests the possible value of building a rake for use in deepening the channel across the worst gravel bars, such as the crossings at Minto, Kirkman and Indian River.

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 162 trips during the year 1910 (equivalent to 53,460 miles), carrying 37 tons of mail, 576 passengers, 5 tons of parcels and 135 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 increase in the production of gold in consequence of the increased use of modern machinery and the corresponding reduction in the number of men employed in mining operations, which I referred to in my last Report, has been continued in 1910.

In the Klondike District the season was marked by the installation of a large plant for the production and sale of electricity for mining purposes, and by the commencement of work for the carrying out of an extensive programme for bringing new ground under operation. The machinery and material for the largest dredge engaged in gold mining anywhere in the world was brought to Dawson by us, and the dredge was built and commenced operations before the close of the season. On the other hand the quartz development in this District, referred to in my last Report, has not yet resulted in quartz mining becoming established as a permanent industry.

In the White Horse Copper District operations have been retarded by the low price which prevailed for copper during the year, and the people who were working the largest of the properties there had the misfortune to strike a "fault" in the formation, which caused them to suspend operations after they had commenced shipping ore on a large scale. It is hoped that further prospecting may result in renewed operation and shipments from this property.

In the Wheaton District no new developments of an important nature occurred last season, but many people consider this District a promising field for future development.

Work upon one of the most important of the properties in the peninsula between Lake Bennett and Windy Arm was prosecuted continuously during the season and some ore was shipped. It is the expectation of the owners that this property will become a large and steady shipper in the near future.

I am, Gentlemen,

Yours faithfully,

S. H. GRAVES,

President.

31st December, 1910.

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... ..	96
Flat	74
Stock	33
Dump	12
Cabooses	8
Refrigerators	4
Hart Convertible	2
	229
ROTARY SNOW PLOWS	2
FLANGER	1
DERRICK CAR	1
STEAM SHOVELS	2
TRACK PILE DRIVER	1
TOOL CAR	1

NOTE.—Box car 560 was equipped as tool car for wrecking outfit.

RIVER DIVISION.

LIST OF FLEET.

STEAMERS—

WHITE HORSE
DAWSON
SELKIRK
YUKONER
CANADIAN
CASCA

VICTORIAN
MARY GRAFF
BAILEY
BONANZA KING
ZEALANDIAN
ANGLIAN

CLOSSETT
THISTLE
AUSTRALIAN
GLENER
SCOTIA

BARGES—

KLONDIKE
TAKU
ATLIN
BIG SALMON

PELLY
SYBIL
TESLIN
TANKEENA

STEWART
LEWES
CARMACKS
TANTALUS

LAUNCH—

TEAL

MAIL SERVICE DEPARTMENT.

LIST OF EQUIPMENT.

Horses	...	...	...	...	...	...	...	...	...	...	...	...	146
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 Buckboards	...	...	...	...	...	...	...	...	...	...	...	...	2
*Automobile	...	...	...	...	...	...	...	...	...	...	...	...	1
Motor Launch	...	...	...	...	...	...	...	...	...	...	...	...	1

*One six-cylinder 40 horse-power Winton Automobile was purchased in 1910 for experimental purposes.

NOTE.—Many extra horses are required every Spring.