

ny,

THE
WHITE PASS & YUKON RAILWAY COMPANY,
LIMITED.

Directors' Report
AND
Statement of Accounts
To the 30th June, 1912.

FROM THE COLLECTIONS OF THE
ST. LOUIS MERCANTILE LIBRARY ASSOCIATION

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

.C.

Report by O. L. Dickeson, 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, 1911, have been forwarded to you.

RAIL DIVISION.

On the Rail Division we carried 10,441 passengers and 20,028 tons of revenue freight. The average haul was 71.93 miles per passenger, and 98.63 per ton of freight, and the average load per car was 9.15 tons.

Throughout the year all necessary maintenance and general repair work for safe and efficient operation and general upkeep of the property was done. The South 192 feet of Bridge 5-C was filled, 6,090 cubic yards of material being used to complete this work. 434 cubic yards of material was used to fill the station grounds surrounding the Broadway Depot in Skaguay to facilitate the handling of mail and baggage and to afford adequate space for the handling of passengers. Ballasting was done between White Pass and White Horse with gravel hauled from pits at Watson and Mile Post 102. On Section 1 considerable ballast work was also carried on to lessen the expense of the permanent upkeep. 7,942 new sleepers were laid in the Main Line track, using the supply of sleepers on hand, which had been transported from the Puget Sound territory, to replace a considerable number of sleepers of native timber placed in the roadway during the construction days. This replacement of sleepers demonstrated conclusively that the life of sleepers of native timber was at least thirteen years without having gone through the modern process of creosoting to prolong their usefulness, and serves to illustrate that our expenses in the future in this direction may be materially decreased.

A new Drill Grinder was installed at Skaguay Shops.

The necessary general repairs to our rolling stock were made, placing the equipment in first-class condition. A list of the rolling stock is appended hereto.

Operating expenses of the Rail Division show a decrease of \$67,127.70 as compared with 1910.

RIVER DIVISION.

The fleet in 1911 carried 4,912 passengers and 15,825 tons of revenue freight. Eight steamers and ten barges were in operation on the river and lakes during the season. The remaining number of steamers and barges being held in reserve for emergencies. The first boat left Hootalinqua for Dawson May 19th, and the first through boat left White Horse for Dawson June 8th. The first boat for Atlin left Caribou June 10th. The last boat from Dawson reached White Horse October 30th, which is considerably later than the River Division steamers have operated since this service was established. The last boat from Atlin reached Caribou October 28th.

FROM THE COLLECTIONS OF THE
ST. LOUIS MERCANTILE LIBRARY ASSOCIATION

Some special work was done at the White Horse Shipyards to facilitate the placing of the fleet in winter quarters and to carry on the necessary repair work before the opening of navigation. A new lathe was installed in the Shops to replace the old one which was practically worn out.

The River Division was operated without any accidents and there were, therefore, no repairs or renewals out of the ordinary to any of the boats except steamers "White Horse" and "Selkirk." The repairs to the latter consisted of new cylinder timbers and about 35 feet of her after hull was rebuilt. New cutoffs were installed in the engine of the steamer "White Horse" at a slight cost, which resulted in a saving of approximately \$3,000 in her fuel consumption during the past season.

The construction of the new "Casca" was commenced late in the season of 1910 and completed in 1911. The boat was launched October 15th, making a trial trip September 2nd from White Horse to Lower LeBarge and return, which proved successful. Her maiden voyage was made September 15th carrying 250 tons of freight and mail. Her draft leaving White Horse was 3 feet 5 inches aft, 3 feet 6 inches amidship and 3 feet 10 inches forward. Other steamers on the same draft could only carry approximately 150 tons, illustrating the economical value of changes applied in the construction of the new boat. On this trip no special effort was put forth to make fast time, it being necessary for the Captain and Pilot to become familiar with the handling of the boat, but the speed was very satisfactory. Subsequent performances prove the new "Casca" the most economical and best steamer in the fleet. The following brief description may be of interest:—

Length, 161 feet.
 Beam, 37 feet.
 Depth of hold, 5 feet 6 inches.
 Draft light, 24 inches.
 Rooms for officers and crew, 11.
 Rooms for passengers, 34.
 Berths, 64.
 Table seats for 40 passengers.
 Registered tonnage, 790.

In respect to passenger arrangement and appearance she is practically a duplicate of the "White Horse," except that she shows more breadth. There is an extra foot of width on each side of her promenade deck making her an attractive boat for tourists.

A saving in operation of \$77,994.72 was effected as compared with 1910.

WINTER MAIL SERVICE.

The winter service for mail, passengers, parcels, &c., was carried on without unusual interruption by means of horse sleighs and four and six-horsed coaches, and a few trips completed by canoe and launch, which made 145 trips during the year 1911, equivalent to 47,850 miles, carrying 79,555 pounds of mail, 543 passengers, 18,637 pounds of parcels and 381,386 pounds of ordinary freight.

The list of equipment on hand December 31st, 1911, is appended hereto. All the equipment has been kept in first-class condition.

During the year some experimental work has been carried on in an effort to operate a portion of the Trail with gasoline equipment with considerable success, and it is confidently expected that we will make further progress in this direction during the coming year. A saving of \$1,514.71 in operating expenses was effected as compared with 1910.

GENERAL REMARKS.

About June 1st this year a complete re-organisation of the Company's local operating forces was undertaken on the Rail, River Division and Mail Service Department, and the most modern methods of efficiency in operation were applied in each department, bringing about a general consolidation of offices and work in various positions, with the result that by the end of the year this re-organisation work had resulted in the saving of \$146,637.13, in the operation of the three divisions without in any way impairing the efficiency of the service or interfering with the general upkeep of the property. It may be encouraging to know in advance that the re-organisation thus made will be permanent and throughout the ensuing year will show further decreases.

The history of every mining country has been that a large number of prospectors came into the country seeking Bonanzas, and when once their claims were developed they were usually consolidated and absorbed by larger companies to be operated by machinery, displacing men. Following this there are usually found a number of unsuccessful and somewhat visionary schemes of promotion, which have a tendency to retard capital into legitimate mining enterprise. The Yukon Territory has been no exception to these conditions, which have also had a tendency to decrease traffic. The country, however, is highly mineralized, and gold, silver, copper, lead, magnesite, coal and other minerals are to be found throughout the region contiguous to our transportation system, and there remains to-day splendid opportunities for legitimate investments in mining enterprise when conducted with efficient modern business methods. In the interest of creating traffic for the railway the Company will undertake to conduct a detailed and intelligent investigation of the known natural resources with a view of interesting new industry in the country. With the progress of the investigation it is confidently believed that the result of these efforts will be eventually reflected in the railway earnings.

Alaska and Yukon Territory as a summer tourist resort have few equals, and as this becomes generally known increased earnings will accrue from this source. The Company is also taking steps to create additional tourist traffic.

I am, Gentlemen,

Yours faithfully,

O. L. DICKESON,

President.

31st December, 1911

RAIL DIVISION.

LIST OF ROLLING STOCK.

LOCOMOTIVES	13
PASSENGER EQUIPMENT—	
Baggage and Express Cars	3
Coaches	10
Official Car	1
Observation Cars	2
	— 16
FREIGHT EQUIPMENT—	
Box Cars	96
Flat Cars	74
Stock Cars... ..	33
Dump Cars... ..	12
Cabooses	8
Refrigerator Cars	4
Hart Convertible Cars	2
	— 229
ROTARY SNOW PLOWS	2
FLANGER	1
DERRICK CAR	1
STEAM SHOVELS	2
TRACK PILE DRIVER	1
TOOL CAR	1

NOTE.—No changes in equipment during 1911.

RIVER DIVISION.**LIST OF FLEET.****STEAMERS—**

WHITE HORSE

DAWSON

SELKIRK

YUKONER

CANADIAN

CASCA

VICTORIAN

MARY GRAFF

BAILEY

BONANZA KING

ZEALANDIAN

ANGLIAN

CLOSSETT

THISTLE

AUSTRALIAN

GLEANER

SCOTIA

TYRELL

PROSPECTOR

BARGES—

KLONDIKE

TAKU

ATLIN

BIG SALMON

JEAN

PELLY

SYBIL

TESLIN

TAKKEENA

LOUISE

STEWART

LEWES

CARMACKS

TANTALUS

LAUNCH—

TEAL

MAIL SERVICE DEPARTMENT.**LIST OF EQUIPMENT.**

Horses	...	...	...	...	...	...	...	...	...	...	...	...	95
Passenger Sleighs	...	...	...	...	...	...	...	...	...	...	...	...	13
Passenger Coaches	...	...	...	...	...	...	...	...	...	...	...	...	7
Freight Sleighs	...	...	...	...	...	...	...	...	...	...	...	...	22
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
*Caterpillar Traction Engine	...	...	...	...	...	...	...	...	...	...	...	...	1
Motor Launch	...	...	...	...	...	...	...	...	...	...	...	...	1

* Caterpillar Traction Engine purchased in 1911 for heavy freight service.

NOTE.—Extra horses were purchased to meet our requirements.