

WHITE PASS

AND

YUKON

RAILWAY

White Pass and Yukon Railway Co's Annual Report.

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CANADIAN RAILWAY AND MARINE WORLD.

[February 1915]

Changes in Road Newfoundland.

At the annual meeting at St. John's, Nfld., recently, the following directors were elected: Mr. W. H. B. ...

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Canadian Railway MartineWorld

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Carriage of Explosives on Passenger Trains.

The Director of Customs, Mr. J. H. ... has issued orders regarding the carriage of explosives on passenger trains...

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Blanca Polar Traffic in British Columbia and Ontario.

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106.75 per ton of freight, and the average load per car was 8,94 tons north-bound and 12.54 southbound.

During the year 20,406 ties were laid and all necessary repairs were made to keep the rolling stock in serviceable condition. An extension of the branch line was constructed at the Pueblo Mine to facilitate the loading of ore, and the spur track at Carr Glyn was converted into a siding to expedite switching. Extensive repairs were made to the Maino bridge and the rest of the bridges were overhauled for safety. Considerable work was done during the year in the reconstruction of the ore bunker gann, including the incline leading directly to the bunkers, so as to handle ores shipped from the White Horse district.

January was a very severe month. A blizzard occurred, and the railway was blocked by snow from Jan. 23 to 31. On Jan. 27 a bad washout occurred at the second crossing of the Skagway River, which took out 130 ft. of the bridge and delayed traffic for eight days. However, we transferred passengers, baggage, mail and some perishable freight for several days before through traffic was again resumed. On the night of Nov. 20 a slide of several hundred tons of rock took out two steel spans of bridge to seven miles from Skagway. These were temporarily replaced by a wooden trestle, but traffic was stopped for eight days. The operating expenses of the Rail Division show an increase of \$73,287.91 as compared with 1916. This is due to the snow block-ade, washout and slide already mentioned, and the handling of increased tonnage.

The tourist traffic during 1916 assumed proportions making it worthy of special note. The total revenue amounted to approximately \$102,000, which is about double that of 1915, and the latter up to that time was the best tourist year we had had. To meet this increased tourist business we purchased two second hand cars to be converted into parlor cars, thus giving us four parlor cars, and various changes were made in the accommodation on the steamboats Cleaver, White Horse and Casca. At Lake Atlin we were confronted with the utterly inadequate facilities for the accommodation of the tourists. Consequently, we proceeded to construct a hotel. The plans were designed, materials purchased and shipped north, but owing to the late opening of navigation and low water, the ground

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