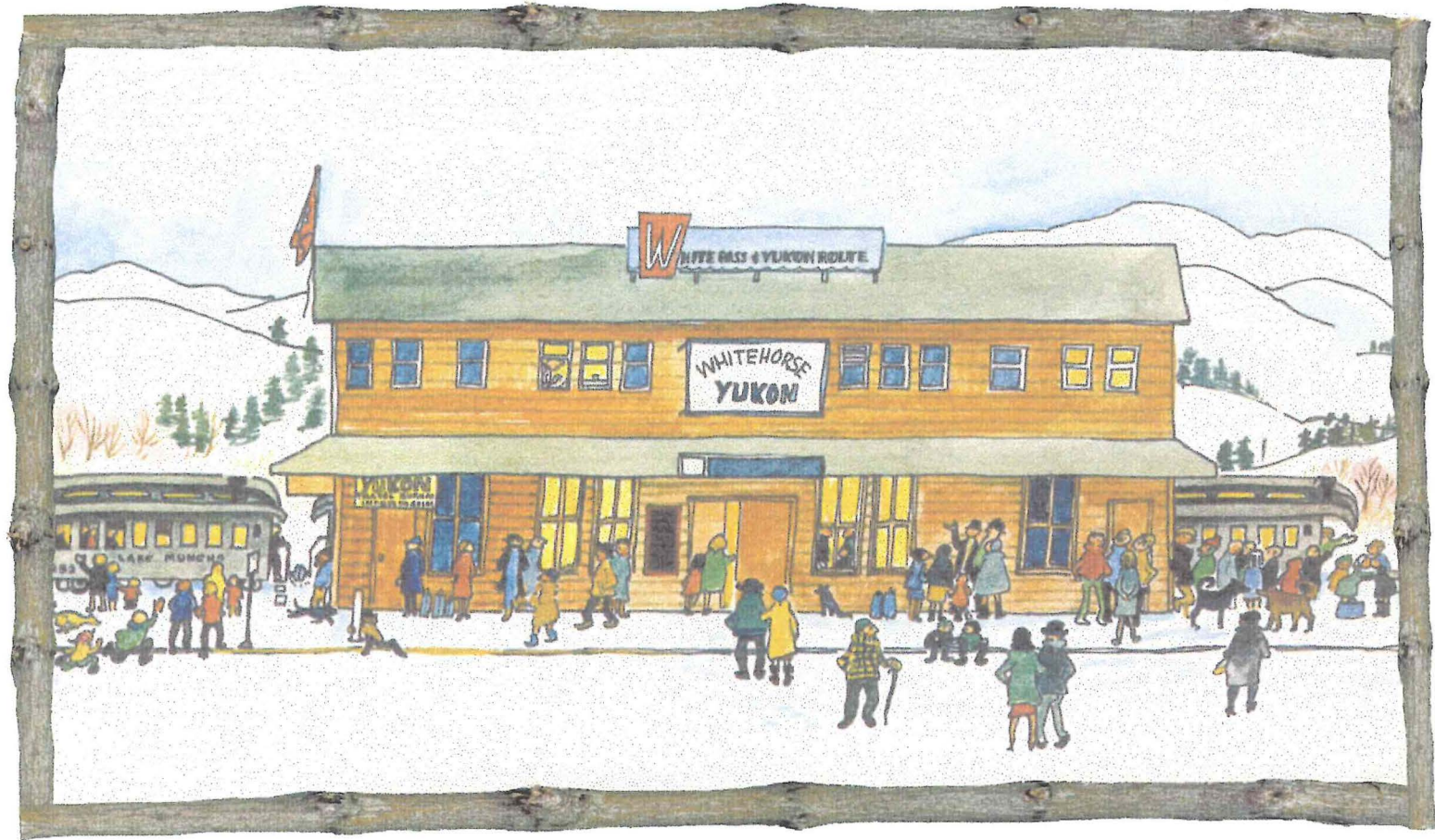


# THE WHITE PASS AND YUKON RAILWAY DEPOT, WHITEHORSE

and associated structures

## A Structural History



"Whitehorse, Yukon Railway Station." Painted c. mid 1960s by Rie Muñoz, Juneau, Alaska.

THE WHITE PASS AND YUKON RAILWAY DEPOT, WHITEHORSE  
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# The White Pass and Yukon Railway Depot: Whitehorse & Associated Structures

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# The White Pass and Yukon Railway Depot: Whitehorse & Associated Structures

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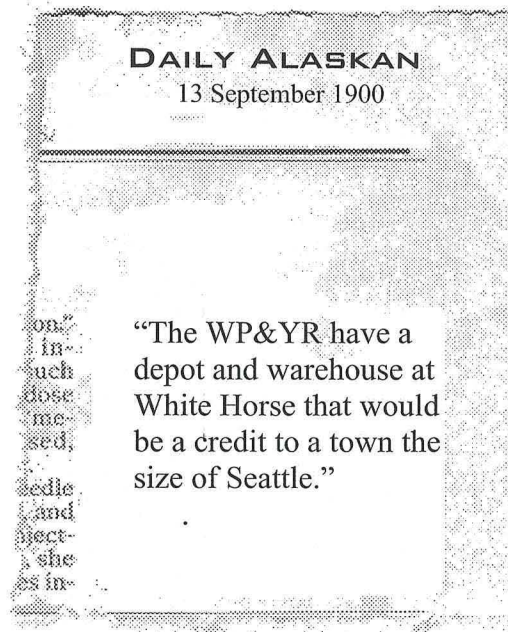
Most of the material dealing with the depot building comes from the White Pass records held at the White Pass & Yukon Railway station in Skagway. I am indebted to Tom King, president of WPT Holdings Ltd., for permission to conduct this research and to Curt Dodd and the staff in Skagway for their hospitality and assistance. Longtime White Pass employee, Sheryl Sim, shared much useful information about the building's occupants from 1985 to 1994. I consulted additional archival records at Yukon Archives, particularly historic photographs. As always, the Archives staff were extremely helpful.

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Brent Riley of Heritage Branch looked after reproducing depot plans and converted them to a format useable in this report. My partner Rob Ingram handled photo scanning and layout, and puzzled out some of the changes to the building over time.

My sincere thanks to you all.

Helene Dobrowolsky  
Midnight Arts  
March 1998



## Introduction

In many ways, the history of the depot reflects the history of the White Pass & Yukon Route, the transportation company that shaped the territory. I have attempted to describe a few of the company's many operations as well as touch on some of the major events shaping its history. Given the scope of this document, these historical observations can only be selective rather than in any way a comprehensive narrative.

While this report is concerned primarily with one building, the White Pass and Yukon Railway depot in downtown Whitehorse and, to a lesser degree, the nearby structures; the history of the depot inevitably reflects the history of the community and indeed, that of the territory. It was built in 1900 during a period of great optimism. Railway officials had just laid out a townsite at the spot that, as the end of steel and head of navigation for the Upper Yukon River, was to become an important distribution point for the territory. There was no lack of business — heavy equipment had to be shipped to Dawson to support large-scale mining operations and the nearby copper claims were looking most promising. The substantial structure at the end of Main Street, located at the point where the railway met the river docks, became a focal point for the town in every way — architecturally, economically and socially.

The fire that destroyed much of downtown in 1905 also claimed the depot building but, as with the other affected stores and hotels, rebuilding took place at top speed. The new depot building was a plain storey and a half structure. During the slower economy of the 1920s and 1930s, the economy of White Pass and Whitehorse was quiet but stable. The town's year round population of about 350 people doubled every spring when the shipyard workers returned to launch and crew the majestic sternwheelers. They left in fall and the town resumed its winter hibernation.

Alaska Highway construction had a profound effect on the community, likewise on the railway depot. Train operations accelerated from a train arrival once a week to a train nearly every hour. The American Army took over operating the railway. Civilian contractors of the Public Roads Administration designed and built a large addition on the north end of the depot building.

The next major alteration to the depot took place in 1953 coinciding with another boom in White Pass operations. Although the River Division could no longer compete against the newly-built roads and was on the verge of closing down, White Pass took up the slack with its new highway and petroleum divisions as well as its innovative container system whereby the same freight and ore containers could be readily transferred from truck to rail to coastal ships. During this period, the depot acquired another addition to the south and the “log cabin style” facade that characterizes the building to this very day.

In 1982, railway operations between Whitehorse and Skagway shut down. Nine years later, the Yukon Government bought a substantial amount of waterfront property from White Pass, including the train station. Since then a number of non-profit groups have operated out of the building. It still retains its status as a landmark at the foot of Main Street. Whitehorse residents look forward to the tradition of setting up a large Christmas tree in front of the building every holiday season.

The future of the depot and nearby historic buildings is uncertain. Many hope that within the next few years, we will once again see White Pass trains chuff into Whitehorse and pull up in front of the train station. White Pass employees are concerned that future waterfront developments might end up blocking this section of track. Others are interested in the commercial opportunities afforded by waterfront development. As Whitehorse gets ever closer to developing a plan for the waterfront, it is important to acknowledge the city's rich heritage in planning for the future.

(Addendum: In recognition of the heritage value of these structures, the Yukon government committed \$500,000 in April 1998 towards their rehabilitation.)

- **Note:** For convenience, I am following longterm local usage in assuming that at this point the Yukon River (and the train tracks & First Avenue) runs in a north-south direction, with south being upriver and north being downriver. This also makes it easier to describe the individual buildings all of which are aligned along the track and riverbank.



**Figure 1.** Southwest corner of White Pass and Yukon Railway depot, Whitehorse, 9 March 1998. *Midnight Arts photo.*

# White Pass and Yukon Railway Depot, Whitehorse, Yukon: Narrative History

## 1.0 Creating a Community — The First Depot: 1900 - May 1905

At this point on the Yukon River, about 40 km (25 miles) from its headwater lakes, early volcanic and glacial forces created a dramatic disruption in the otherwise calm waters. Confined by narrow canyon walls, the river waters crashed and surged over a rocky bed creating rapids and whirlpools. Eddies above and below the rapids were prime fishing spots for First Nation people. In the late 1800s, early explorers and prospectors only saw the rapids as a major obstacle to navigation. They either used traditional First Nation trails to portage around this 10 km (six mile) stretch of water or risked all by boating or rafting through what became known as Miles Canyon and the ensuing White Horse Rapids.

During the Klondike gold rush of 1897-98, this area became a bottleneck for the hordes of stampedes. Entrepreneur Norman Macaulay built a simple log tramway with horse-drawn carts on the east side of the river. Most opted to protect their cargo, and lives, by paying Macaulay's freight charges. Boats lined up at the upriver landing and mountains of freight were piled on the docks. Small communities grew up at either end of the tramway: Canyon City at the upriver end and White Horse at the downriver terminus. This latter spot was the furthest point reached by steamboats from the lower river.<sup>1</sup> The vessels docked here to load passengers and goods bound for Dawson City. The fact that steamer traffic was already travelling from the mouth of the Yukon River up to the foot of White Horse Rapids influenced the builders of the White Pass and Yukon Railway. Since the site was already proven as head of navigation, they decided that this would become the end of the rail line.

The Whitehorse we know today was a planned community. When the builders of the White Pass and Yukon Railway decided that the site at the foot of the White Horse Rapids would be the terminus of their rail line, they took steps to consolidate their position as end of steel and head of upper Yukon River navigation. Through a third party, the company bought out Macaulay's tramline operation, which now included another tramway that had been built on the opposite bank. In the fall of 1899, several months before completion of the railway, White Pass commissioned the survey of a townsite that would replace the small settlement across the river at the tramway terminus.

The company tried to name the new settlement Closeleigh, after the Close Brothers of London, major financiers of the railway. The territory's commissioner, William Ogilvie, disagreed and ruled that the town's post office address should be White Horse (eventually shortened to Whitehorse). A third of the downtown lots were turned over to the federal government as required by law. The remainder were sold by the company's land office, the British Yukon Land Company. Over the winter and spring, people and businesses moved to the new townsite from the original small settlement of White Horse across the river and from the dying town of Bennett, British Columbia.

By late May 1900, the line had progressed far enough that the railway camp could be moved to Whitehorse. On June 8<sup>th</sup>, the Carcross to Whitehorse section of the line officially opened when Mrs. Zachary Taylor Wood, wife of the NWMP superintendent, hammered in the ritual last spike. The great celebration was held off until July 29<sup>th</sup> at Carcross when this stretch was finally linked with the section being built from Bennett. Now it was possible to ride the rails from tidewater at Skagway to the head of navigation on the Yukon River, then steam on to Dawson City and beyond aboard a sternwheeler.

During a brief visit to Whitehorse in late June, Skagway photographer H. C. Barley was quite impressed by the hustling community. "It's a regular old time boom," he asserted. "Hotels are busy and some still sleep on steamboats. Gambling houses are running wide open."<sup>2</sup>

The initial concern of the rail builders was to protect the ever-growing heaps of freight, newly arrived on the rail line and awaiting transshipment to Dawson. The *Whitehorse Tribune* gave a detailed description of the situation:

*. . . The principal thoroughfare which is now known as Front street was laid parallel with the river and about seventy-five yards back from it leaving room for wharves, freight sheds and other railway and steamboat buildings to be erected on the banks and for tracks to be laid.*

*The fact that lumber was held as high as \$200 per thousand feet did not delay the building operations. Substantial places of business had to be put up at once and just as soon as material could be obtained no matter what the price, the work went ahead. White canvas homes and stores went up with amazing rapidity while the noise of the hammer and the buzz of the saw increased with the improvement of navigation. Early in June rails were laid into White Horse and then came the rush of freight. The scores of workmen who were hustling up the wharves and warehouses on the water front toiled night and day to keep ahead supplying space for the consignments which were arriving and had all they could do to hold their own. Hundreds and hundreds of tons of goods were being piled up daily until the White Horse water front began to assume the proportions of a distribution point for the whole northern territory. The water between here and Dawson remains low and the deeper draught boats of the Canadian Development company which are relied on to do the lion's share of the carrying were unable to navigate satisfactorily. Freight continued to arrive in much larger quantities [next two words unreadable] being taken away and a serious blockade seemed inevitable. But it has been relieved and the hairs on the head of General*

*Manager Elliot which many times during the struggle threatened to turn grey are still flourishing in their natural color, and some people are wondering how he did it.* <sup>3</sup>

By mid-summer, the waterfront by the end of steel was lined with hastily-erected docks and a long-canvas covered warehouse. In August, White Pass officials appeared, at least publicly, to have the situation under control. Railway official, Erasmus Corning Hawkins, explained the company's arrangements to a *Klondike Nugget* reporter:

*We have completed the best possible facilities for handling perishables at Whitehorse," said Mr. Hawkins in reply to a question upon that head, "and are in a position to handle goods with the least possible delay, and greatest care. A wharf, the best on the river 800 feet long, has been built, and on it a warehouse 40x600 feet, which will accommodate about 3000 tons of freight. Three tracks are laid on the wharf and cars coming in loaded are run right down to the steamer's side, and the freight transferred direct from car to steamer, which arrangement possesses great advantages over the old way.* <sup>4</sup>

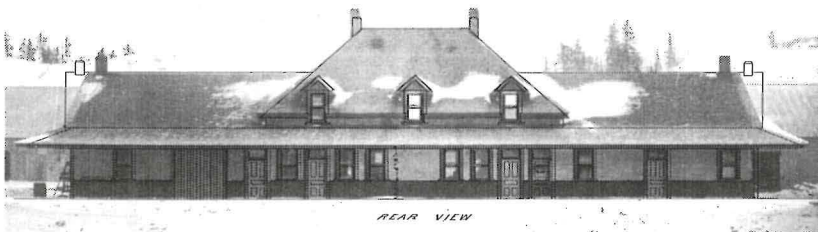
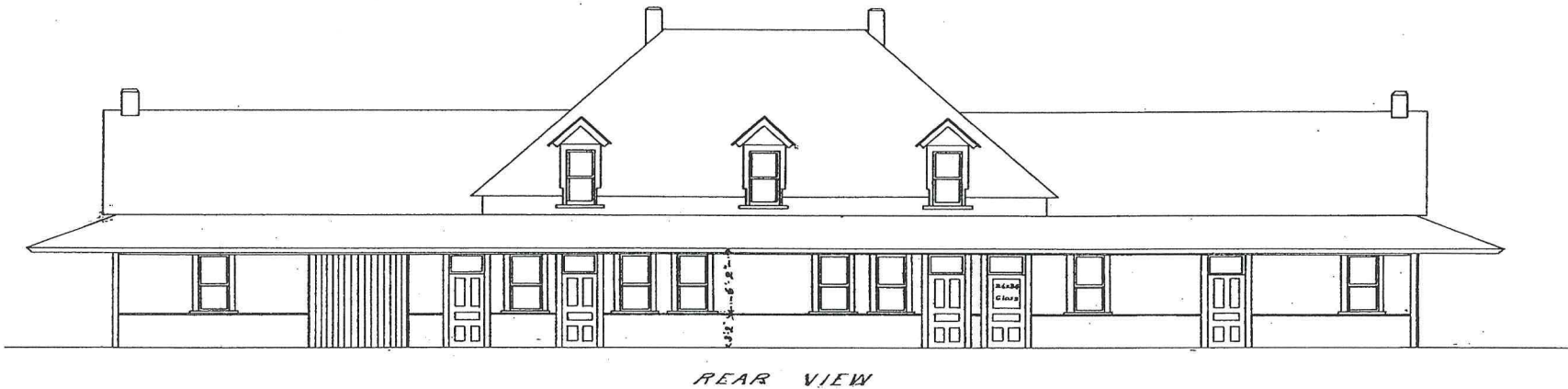
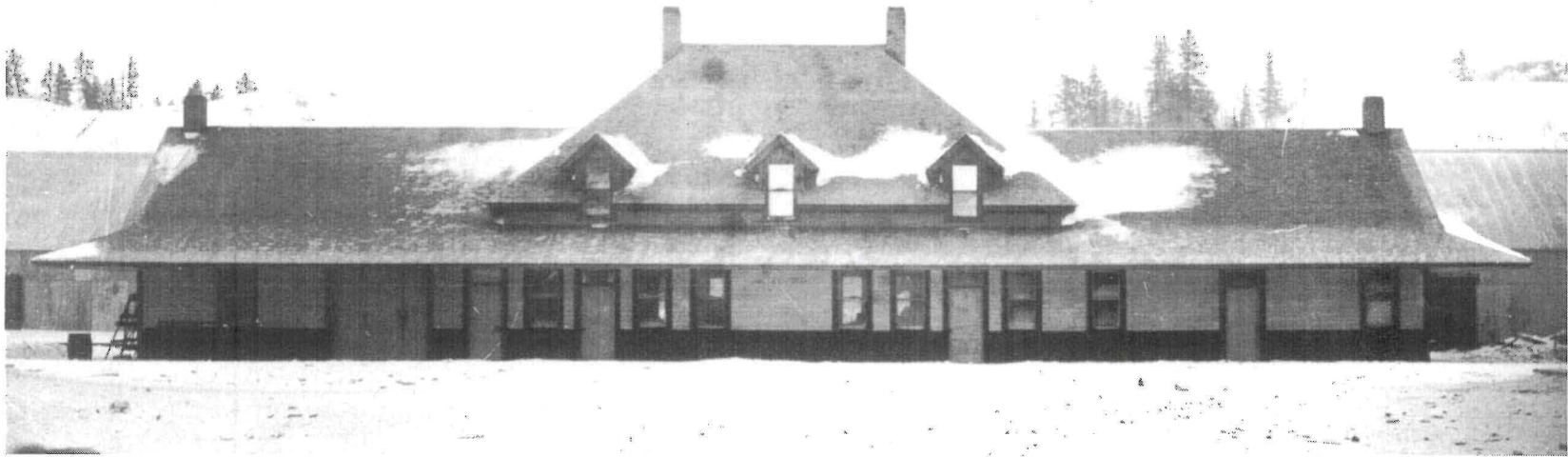
At the same time a substantial depot building was being constructed on Front Street (now better known as First Avenue) at its intersection with the foot of Main Street. For over 50 years, this point—where the rail boxcars connected with the river steamers—was the focus of the town. One could argue with justification that economically, this was indeed a key point for the whole Yukon.

A photograph taken during the summer of 1900 shows the depot under construction (figure 2). The building seems to be on the point of being closed to the weather. Horizontal planks have been laid as roof decking but the roof has not yet been shingled. The river warehouse, mentioned by Hawkins, is north of the station and it appears that the canvas covering is gradually being replaced by metal cladding. The station building was completed by fall. In September, Skagway resident Dr. Clifford H. Gibbons took a "pleasure trip" to Whitehorse. Upon his return, he boasted to a *Daily Alaskan* reporter that: "The WP&YR have a depot and warehouse at White Horse that would be a credit to a town the size of Seattle."<sup>5</sup>

A photo taken a few months later in December 1900 (figure 3), shows the west facade of the completed, if unpainted, building and on the right, or south end of the building, we can see one end of the second large warehouse that became known as the Commissary. This latter structure became associated with operations of the White Pass River Division.



**Figure 2.** The Whitehorse riverfront, summer 1900. Exteriors of Bennett News, Hotel Grand, White Horse Hotel, Arctic Restaurant, and railway depot under construction. Note the lumber piles to the left of the depot and part of the extensive warehouses to right. YA 263/Vogee coll.



**Figure 3.** West elevation (street side) of 1900 depot building, Dec. 1900. YA 5554/Barley coll.

**Plan 1.** West elevation of 1900 depot building. WP&YR, Skagway; plan L10f.

## 1.1 River Division

Over the fall and winter of 1900-01, the White Pass made a major addition to their operations with the inauguration of their River Division. According to the memoirs of the company's president, Samuel Graves, White Pass felt compelled to set up its own steamship service due to the complications arising from transferring freight from the train to one of several private companies.

*When the line was finished to White Horse in the summer of 1900, we supposed in our innocence that our troubles were over— not knowing that one's troubles are never over. Our idea was to take things easy and rake in the dollars lawfully accruing to us for carrying the passengers and goods through their worst dangers and difficulties with safety and dispatch. At White Horse we turned them over to an irresponsible mob of river steamers that competed for the business in much the same fashion as cab-drivers outside an ill-managed railway station. Innocent passengers were fought over, through shipments of goods were split up, Customs papers lost, goods stolen on the boats, . . . Many of the boat owners were not responsible financially, so that the passengers with through tickets and the goods owners with through bills of lading naturally preferred to make their claim against us [WP&YR], leaving us in our turn to recover from the delinquent boat owners — if we could.*<sup>6</sup>

While undoubtedly there is much truth in Graves' assessment of the situation, it is equally likely that the company were very aware of the benefits—and profits—of running a transportation system from tidewater right to Dawson City. In 1899, the far-sighted directors of White Pass had chartered the company as a general transportation operation which included the right to

build docks and wharfage. Ownership of the rail line put the company in an excellent position to gain a monopoly on the transportation system right to Dawson.<sup>7</sup>

Over the winter of 1900-01, White Pass established its River Division, the British Yukon Navigation Company (BYNCo.). They set up a large shipyard downriver from the depot and hired hundreds of workers to build their first three steamers: the *Whitehorse*, *Selkirk* and *Dawson*. In the spring of 1901, the company bought out the assets of the Canadian Development Company. Two years later, the BYNCo. owned all but three steamers on the upper Yukon River. The post gold rush period saw the consolidation of claims and water rights in the Klondike goldfields and the consequent advent of large scale mining. This stage of development could take place in large part because there was a transportation system in place capable of handling the necessary heavy machinery.



Figure 4. View of portion of shipyards from the northwest, 25 June 1914. YA, E. J. Hamacher coll., 85/75, 38c.

## 1.2 The Royal Mail Service

When White Pass bought up the assets of the Canadian Development Company, a major factor in the purchase was the acquisition of the CDC's mail contract. Year round mail delivery was a steady source of profit. White Pass set up a winter overland operation between Whitehorse and Dawson, which it named the Royal Mail Service. In 1902, the company built a winter road between Whitehorse and Dawson under contract to the territorial government. When navigation ended, horses travelled the Overland Trail up to three times a week drawing sleighs or stages. Teams of horses ran in relays, at roadhouses set about every 20 miles along the trail. White Pass ran this winter mail service right until 1921.<sup>8</sup>

The importance of the mail operation to White Pass was reflected at the Whitehorse depot building which for many years housed an office devoted to the Mail Service Superintendent.

## 1.3 Whitehorse Copper Belt

In Whitehorse, there was much excitement over activity in the nearby copper belt. An initial staking rush in 1899 was followed by steady staking activity over the next few years. Nearly 400 claims had been located by 1902. Mining promoters claimed that completion of the railway would mean relatively easy access to tidewater and smelters on the west coast. During this heady period of high hopes, there was much grand talk of running a branch line to the mines, building smelters and employing a workforce of thousands. The reality, however, was more dispiriting. In 1902, the Grafter mine earned \$29 per ton on a shipment of 10 tons (9 tonnes) of ore. When costs were calculated for sacking the ore, hauling it over rough roads to the Whitehorse depot, freighting and treatment; the shipping and processing expenses amounted to \$30 per ton, a dollar more than the ore was worth.<sup>9</sup>



**Figure 5.** Passenger sleigh pulled up in front of WP&YR depot on Front. St. [1901] Barley photographer. YA 5555/Barley coll.

Despite the boosterish tone of local news reports, not all were impressed by the growing community, or even its railway depot. In the spring of 1901, Jeremiah Spurr embarked on a long soggy hike around Lake Laberge to catch a steamer at its foot in order to avoid spending another two weeks in Whitehorse, waiting for the lake ice to open.

*To stay in White Horse for those ten days was not the most alluring prospect, the town being already dusty from the powdery soil covering its two or three streets, which contain only saloons, one or two eating houses and stores, a meagre railway-station, and again more saloons.<sup>10</sup>*

#### 1.4 FIRE!!!

Between 4:00 and 6:00 a.m. on May 23rd, 1905; fire broke out in Eddie Marcotte's barbershop in the rear of the Windsor Hotel on the corner of Main and Front streets. According to the *Whitehorse Star*, "The fire was a trifle, and the fire engine was soon rapidly reducing the flames to nothing."<sup>11</sup> But due to insufficient pressure in the steam boiler, the engine could no longer

pump water and the fire quickly spread. (See the history of the Fire Hall in Part II for more detail about this incident.) Local citizens, including White Pass staff, quickly formed a bucket brigade but it was too late. Soon a block and a half of buildings were aflame.

Citizens not engaged in fire-fighting were desperately trying to save what they could from the burning buildings with limited success. The station agent, G. C. Mellott, and others managed to salvage much of the station's contents. All the books, records, express and bonded goods were safely removed from the burning



**Figure 6.** View of the wreckage from the fire of 23 May 1905. The depot was located in the gap between the two warehouses. YA 5650/ Scharschmidt coll.

building although a “considerable quantity” of baggage was lost. Unfortunately Mellott was unable to get upstairs to salvage any of his own effects. The Mellotts lost many irreplaceable “family treasures,” and listed \$1500 worth of personal losses. White Pass officials estimated their losses to their building at between \$15,000 and \$20,000. The company’s insurance covered only part of this amount. None of the Mellotts’ goods were covered.<sup>12</sup>

It is a testament to how much the town had grown that the list of businesses and offices affected occupied several inches in newspapers accounts. The *Atlin Claim* lamented that some of the “best stocked stores and finest equipped hotels in the north” had been laid waste.<sup>13</sup>

The fire was barely out when the railway company immediately began rebuilding the station. In the meantime, employees set up temporary work quarters in a tent nearby. Despite the disaster, regular operations could not be interrupted. Within a day, most of the businesses had re-opened in tents against a noisy backdrop of hammering and sawing while their new quarters arose out of the ashes.



**Plan 2.** East elevation of 1900 depot building.  
*WP&YR, Skagway; plan # L10f.*

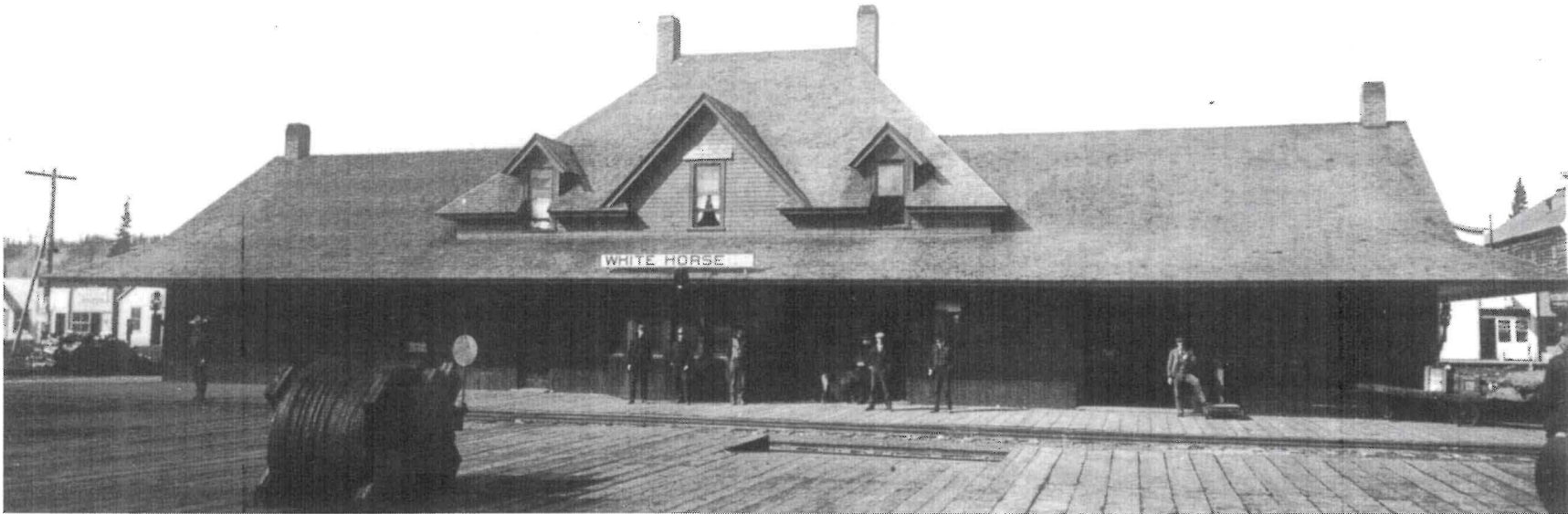
## 2.0 1900 Depot Building: Structural Notes

The original depot building was a long, 30 x 107 foot, one storey structure with a central, two storey section midway along its length. The 30 x 46 foot, second floor had a steeply pitched hip roof with three dormer windows along the rear (Front Street) elevation and two others on the front (trackside) elevation, one on either side of a larger, central gable. Brick chimneys protruded at both ends of the roof ridge, at the top of each hip. The one storey wings had gable roofs with brick chimneys protruding from the ridge at the end walls. A skirt-roof encircled the building at ground floor ceiling height, creating a porch-like eave all around the building. The skirt-roof was less steeply pitched than the main roof slope, creating an attractive, compound slope at the eaves along the front and rear.

A central bay window on the trackside of the building gave depot staff a clear view up and down the tracks. It was functional as well as a pleasing feature, giving interesting relief to the otherwise uniplanar facade of the building.

The architect is unknown although it is may have been Victor Ignatius Hahn, a railway engineer and chief draftsman who designed many White Pass structures including the station at Bennett, snow sheds, docks, and the dam below Marsh Lake.

The second floor apartment occupied by the station agent and his family was reached by an interior stairway on the north side. The rectangular apartment had six rooms, three on the west and east sides of the building leading off a central hallway (see Plan 4). Each room was lit by a single rectangular window set within the gabled dormers. The ceilings of these rooms would have sloped where they followed the roof line and met a knee wall at the eaves.



**Figure 7.** East elevation of depot, June 1901. YA 5556/Barley coll.

**2.1 Functions:** A 1902 as-built floor plan gives a good indication of the depot's functions. A number of the area titles are self-explanatory such as the customs office, large baggage room to the north, waiting room and pen for bonded goods. The Depot News stand in the lobby was operated by Harry Chambers.<sup>14</sup> The drug room provided secure storage for pharmaceuticals. The central office would have housed staff working on rail operations such as the ticket agent and telegraph operator. The private office just off the large general office probably belonged to the station agent. One can make an educated guess at what took place in the room labelled Police Quarters. By this time, miners no longer paid the Canadian government a royalty tax, or ten percent of the gold they mined. This tax had been replaced by a smaller gold export tax. For a number of years, NWMP constables and female special constables had the responsibility of searching the effects and even

the persons of departing passengers to ensure they were not smuggling out undeclared gold dust.<sup>15</sup>

The following brief description of the building's elements are based on an examination of early plans and photographs which provide good though limited information.

**2.2 Access:** The building had no less than eight exterior panelled doors with transom lights above the doorways, each area of the depot having its own separate entrance. One door on the south side of the west wall (street side) that appears on the plans was never installed. Two additional large, possibly sliding doors, led to the freight area from the east and west sides. The stairway to the upstairs apartment was on the north side of the second floor.

**2.3 Fenestration:** The first depot building used the window style that was to appear consistently throughout the structure's history – rectangular double-hung windows with a single light in each sash. The windows for the upstairs apartment seem to be smaller.

**2.4 Paint:** In a December 1900 photo, the building's exterior walls appear unfinished although there is a dark trim around the door and window frames and base of the buildings (see figure 3). Later photos show the entire building painted in a uniform dark colour. It is safe to assume that this was the traditional boxcar red.

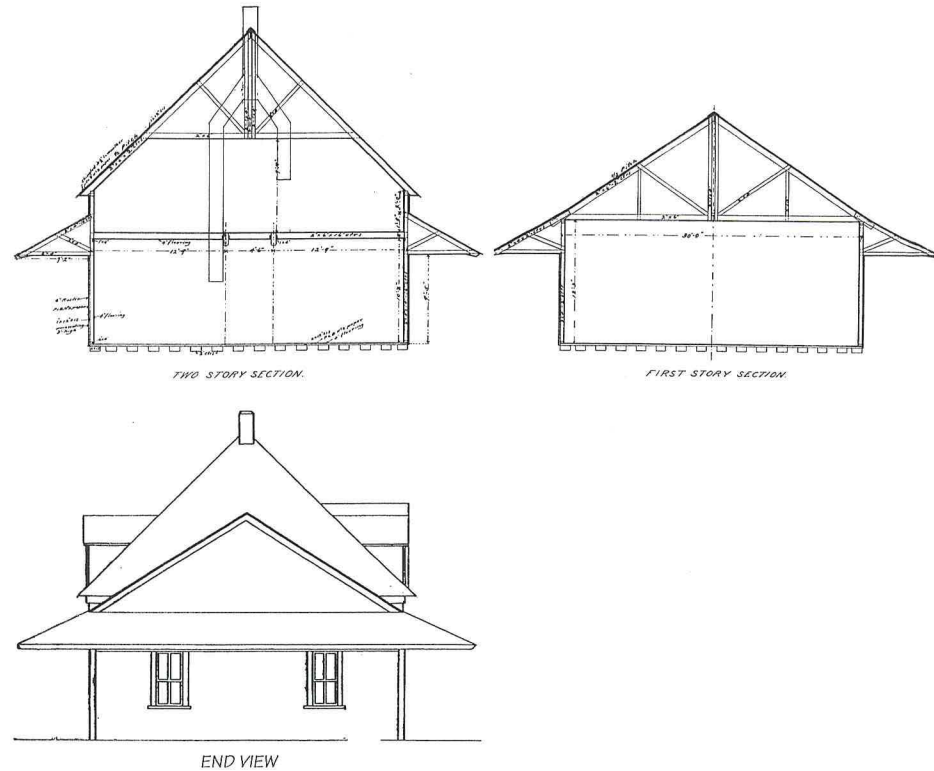
**2.5 Roofing:** Shingles over a deck of horizontally laid planks. It is hard to tell whether the shingles were painted or allowed to naturally weather and darken.

**2.6 Siding:** It is impossible to determine the dimensions or profile of the lumber used. The photographs show, however, that the main floor walls had vertical siding up to the base of the windows in wainscot fashion above which it was laid horizontally.

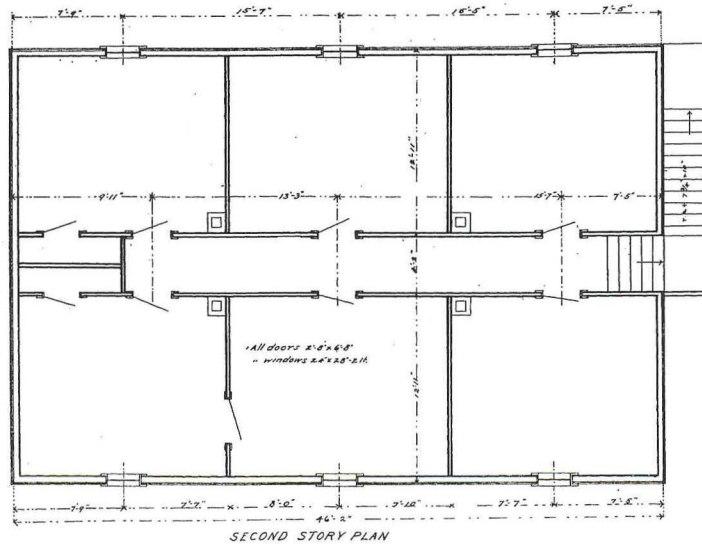
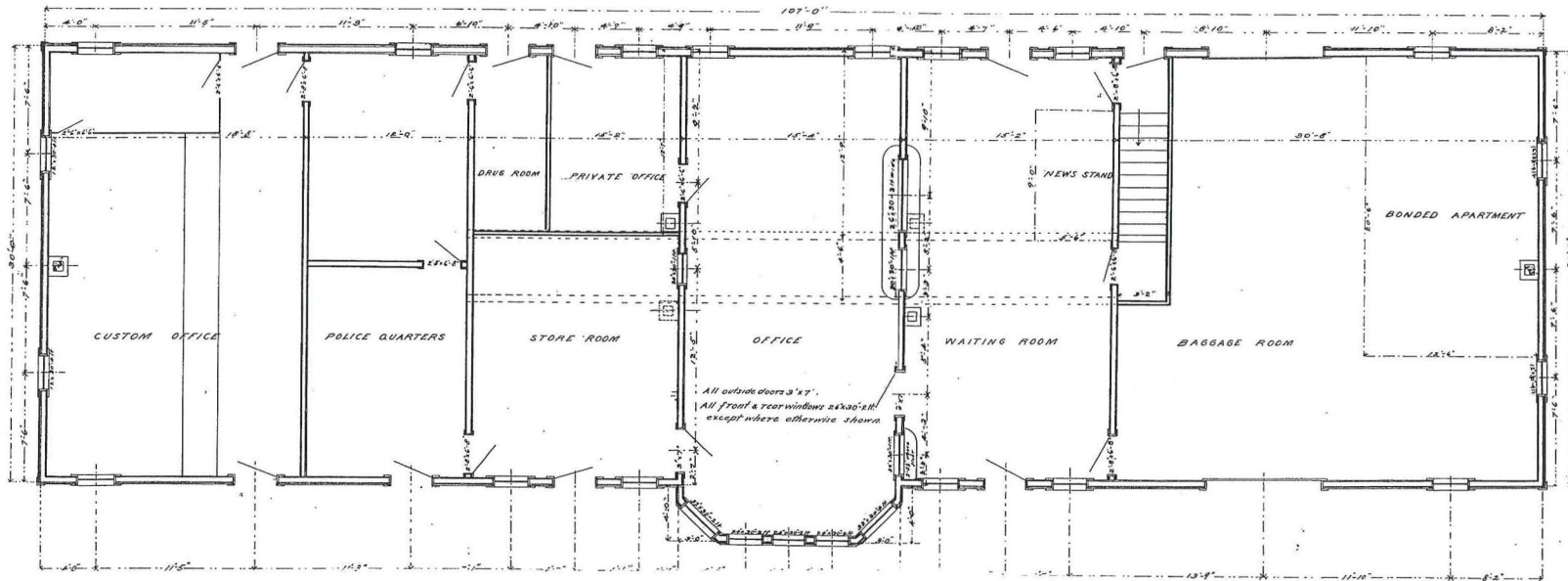
**2.7 Systems:**

**Electricity** - In January 1901, the White Pass & Yukon Route installed a "35 light electric plant" to illuminate the depot, warehouses and wharves. Undoubtedly, this was a most welcome installation coming in the short days of mid-winter.<sup>16</sup>

**Heating** – There is no record of whether the building used coal or wood to heat its premises. Photographs show no less than four brick chimneys coming through the roof: two at the north and south ends of the main roof and one at each end of the upstairs apartment. This symmetrical arrangement contributed to the station's pleasing appearance.



**Plan 3.** Two sections and an end view of 1900 depot. WP&YR, Skagway; plan # L10f.



Plan 4. First and second floor plans, 1900 depot. WP&YR, Skagway; plan # L10f.

### 3.0 Rebuilding & Consolidation: 1905 – 1939

By July 20<sup>th</sup>, the *Whitehorse Star* could report that the rebuilding of the depot had progressed to the point that the express and baggage departments had already moved into the station and the tent which had served as a temporary depot had been struck. The article furnishes some detail about the interior arrangements of the building which are worth noting:

*... The office arrangement of the new building is much better and more commodious than was that of the old. In the upstairs are four elegant living rooms, wardrobes, pantry and other conveniences which will be occupied as the home of Agent G. C. Mellott and family.*

*Beneath the building a well has been sunk from which by force pumps, water can be had in all parts of the building. A cellar with concrete floor and wall will contain a furnace by which the entire building will be heated.*

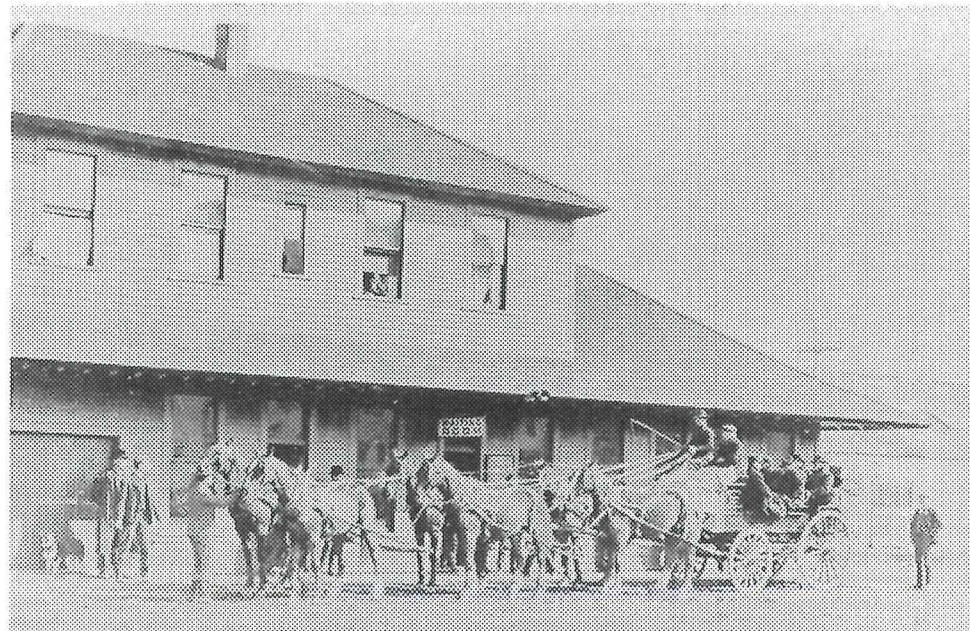
*The saving in space in the new building as compared with the old, was made by reducing the size of the waiting room which was formerly much larger than occasion ever required.*<sup>17</sup>

By 1905, gold rush euphoria was long over. Companies using large-scale mining techniques had replaced the lone prospector with his pick and shovel. Most of those who thronged into the Yukon during the Klondike Rush had long since moved on. The federal government had withdrawn many of its employees and most of the funding that had previously supported capital projects such as a number of handsome federal buildings. Those who stayed, however, were committed to the development of the territory and creating a society similar to the one they had left behind in southern Canada.

### 3.1 White Pass, Mines & Miners

To a large extent, the fortunes of White Pass waxed and waned with mineral prices and the number of operating mines. Conversely, a major consideration, and expense, for the miners was high transportation costs—both the costs of shipping in equipment and freighting out ore to refineries. During this time White Pass did not enjoy an amicable relationship with its customers. There was a perception locally that now that the gold rush had passed, the railway's owners were trying to milk what they could from the territory without investing much in maintaining its assets. The miners' complaints were echoed by other Yukoners. In many cases, the railway tariff charges exceeded an item's wholesale price.

The year 1911 was not a good one for White Pass or Whitehorse. The amount of freight coming into the territory was so reduced that the company laid off half its longshoremen, steamboat crews and shipyard workers while twenty per cent of



**Figure 8.** Royal Mail stage in front of the rebuilt depot building, n.d. YA, Coghlan coll., PHO 218, 119.

the rail employees were discharged. This, along with the closure of the Pueblo Mine in the copper belt meant a drop in Whitehorse's population by 20 to 30 per cent. That same year the Board of Railway Commissioners ordered White Pass to lower its freight rates by a third. White Pass appealed the ruling and were allowed to set a voluntary reduction rate. Freight rates were reduced by only ten per cent, enraging many local residents.<sup>18</sup>

The company did its best to accommodate, and profit, from new strikes. When gold was found in the Kluanine region in 1903, White Pass ran steamers on the Takhini River up as far as Mendenhall Landing for a few seasons. When the silver-lead mines at Keno Hill became well-established, White Pass put extra boats on its Stewart River run. In 1922, the company launched the *Keno*, a new vessel with a light draft hull, designed specifically for the Stewart River service. Turn of the century mining operations in the Montana Mountain area near Carcross were largely supported by the railway and White Pass steamers.<sup>19</sup>

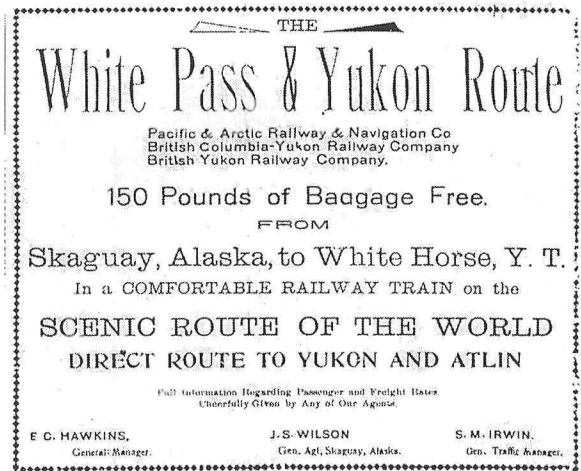


Figure 9. Advertisement in the *Daily Alaskan*, 11 August 1900.

### 3.2 Tourism

Almost as soon as it was running, White Pass was placing ads extolling its comfortable trains and the beauties of the “Scenic Route of the World.” By early in the century, the railway’s publicists were producing profusely illustrated booklets and pamphlets telling of the natural and historic features along the railway, then later along the sternwheel routes. By early in the century, the company had established tourist excursions to Atlin.

As the tourist business increased, the company took a number of measures to cater to this new clientele. This included the installation of steam-heated tea and coffee urns on three steamers in 1909, and serving extra fruit and vegetables on the Atlin run.<sup>20</sup> About 1912, the company looked into establishing a publicity bureau to attract more sightseers. A rate war with the Northern Commercial Company in 1913 resulted in the White Pass buying out its competitor’s vessels and gaining control of lower river traffic into Alaska. The company built a large new hotel in Atlin in 1916 and in 1917, launched the *Tutshi* to handle southern lakes traffic. That same year, the tourism numbers jumped to about 700 passengers from 125 the previous year.<sup>21</sup>

### 3.3 World War I & the Depression Years

World War I had a profound effect on the northern economy and population. There was a tremendous rise in the cost of living, with food prices rising between 60 and 100 per cent. The gold mining industry, which had rallied between 1908 and 1914, now suffered from steady increases in prices of machinery and other supplies; while the price of gold remained the same. The work force was diminished by the large number of men who enlisted in the armed forces, many of whom never returned after the war.<sup>22</sup>

In Whitehorse, the copper mining industry had virtually dried up before the war. White Pass had begun building a spur line from Macrae to the principal mines in 1907. Only seven miles of rail line had been constructed when a radical drop in copper prices from 24¢ to 12¢ per pound, halted construction the following year. In 1910, the 12-mile line was finally completed to the Pueblo Mine and by the next year, White Pass was running daily ore trains year round. Wartime proved to be a good time for the copper mines. With the onset of World War I, there was a great demand for copper and the price of the mineral rose accordingly. Up to 250 tons (227 tonnes) of ore a day were shipped from the Pueblo Mine alone.

Production from the copper belt reached a peak in 1916 when \$763,586 worth of copper ore was shipped outside. In 1920, the copper mines closed when ore prices again dropped, this time for several decades.<sup>23</sup>

The people of the Yukon had made great contributions to the war effort with funds and manpower. After the war, the Yukon's residents were left feeling that their sacrifices had been unappreciated by the government. The population continued to dwindle, gold mining production dropped and the loss of 353 northerners with the sinking of the *Princess Sophia* was a tremendous blow to those who remained. Nonetheless, the Yukon persevered through the postwar economic slide as did the operations of White Pass, its major transportation company.

An economic boost came from the silver-lead discoveries in the Keno Hill area in the late 1910s and early 1920s. White Pass moved extra vessels to the Stewart River run to handle the increase in business. Tourism also continued to be a major source of revenue. White Pass added a new wing to the Atlin Inn, and began scheduling two weekly tourist runs to Dawson to cope with increased sailings up the coast by CPR. The company had reason to be pleased with this new market as local traffic decreased. In 1923, the superintendent of the River Division reported:

*Our regular passenger business, that is people of the country travelling in and out, has practically ceased, except for a small number going in during the spring and coming out during the fall, and were it not for the tourist business our boats would be running empty during the summer.*<sup>24</sup>

Nonetheless, by 1930 the depression was forcing the company to cut back. Inbound freight was down as were the numbers of tourists. In the 1930s, White Pass workers took a voluntary ten per cent cut in salary. The

company's managers fought to keep White Pass operational. River superintendent, W. D. 'Bill' Gordon, supervised the sternwheeler operations from 1915 until the early 1950s. He was with the company for the building of many of the boats and kept the River Division going during the depression.<sup>25</sup> The formidable Herbert J. Wheeler was the company's President and General Manager. He had started with the company as a winter stage driver and by the 1920s, the one-eyed man had become a powerful figure in the company and in Whitehorse. One of the river division employees recalled: "He was God of the Yukon because who ever had anything to do with the Yukon had to deal with the White Pass."<sup>26</sup> During a very lean period, Wheeler reportedly mortgaged his own house to pay staff one month.<sup>27</sup>

In 1935, White Pass moved into the growing aviation industry, setting up British Yukon Aviation or White Pass Airways as it was commonly known. When a young Grant MacConachie began a regular air service between Edmonton and Whitehorse in 1937, this is what a local minister told him about his main competition and the man running it:

*... Whitehorse is a company town; Whitepass and Yukon owns it. . . They own the railroad to Skagway on the ocean, they run the river boats to Dawson, they operate the stage line. So they own the town. By, "they," I mean H. J. Wheeler. He runs Whitepass. He rules Whitehorse. There's the Territorial Council, yes, but Wheeler's the king of the Yukon. He resents your air service barging into his kingdom.*<sup>28</sup>

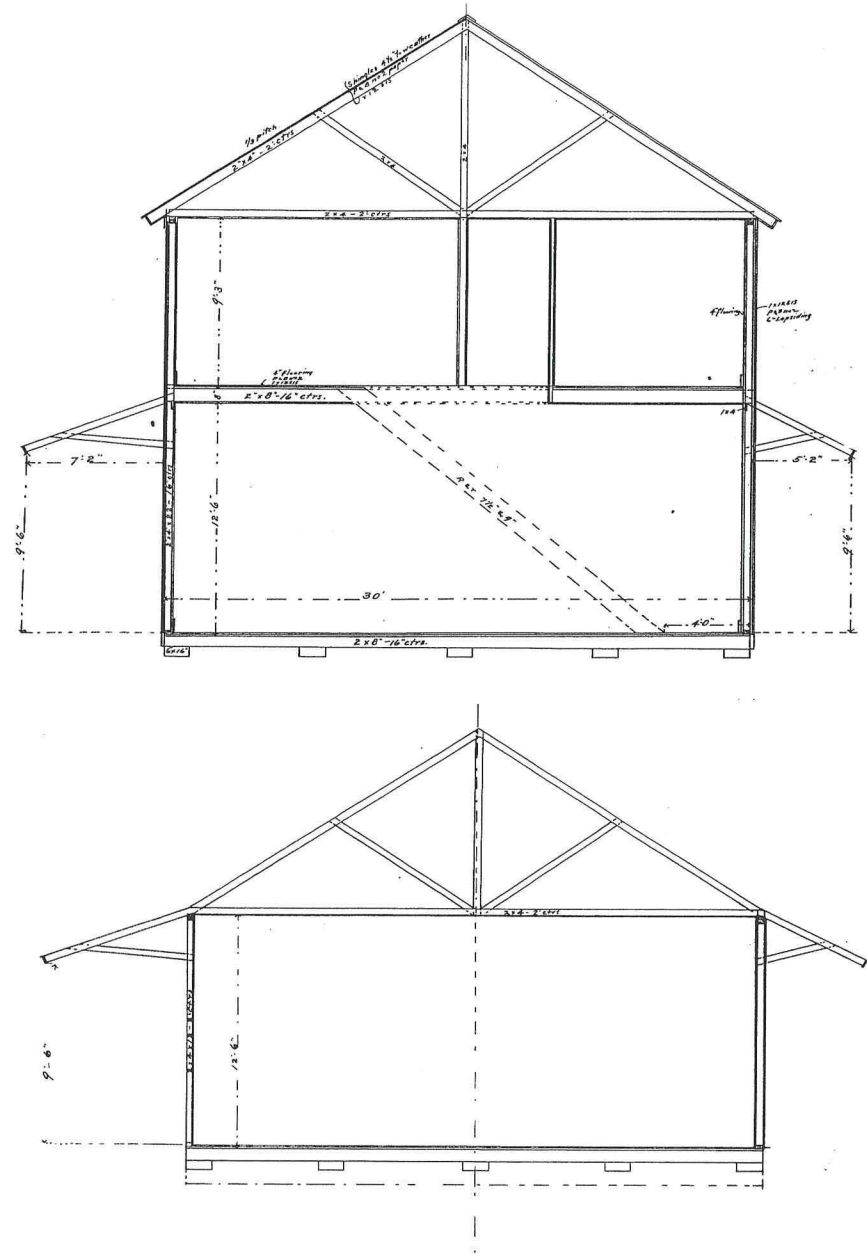
Despite the mining activity in the Mayo area and tourism, the period between the wars was a difficult one for the White Pass & Yukon Route. During the 1920s and 1930s, the company was operating on a narrow margin. Although economically uncertain, the interwar period did consolidate the position of Whitehorse as the Yukon's transportation hub. According to historian Gordon Bennett, this shift in transportation patterns anticipated the eventual move of the territorial capital from Dawson to Whitehorse.<sup>29</sup>

## 4.0 1905 Depot: Structural Notes

**4.1 Functions:** The new “more commodious” station was actually smaller than the old by more than 1100 square feet (102m<sup>2</sup>). Although the width was the same, 30 feet (9m), the length of the main floor had been reduced from 107 feet (32.6m) to 80 feet (24.4m). The Waiting Room, according to the plans, was actually slightly larger than the old one. The Baggage Room was about the same size though the Bonded Apartment had been increased to take up a greater percentage of the space. The General Office space also remained about the same. Although a small Mail Room was added, the Police Quarters, Private Office and the separate Customs Office had been removed from the main floor. (Note: In later years, customs officers interviewed passengers on the train and in the freight area where they claimed their baggage.)

The upstairs apartment was reduced to four rooms from six, the floor area down to 36 x 30 feet (11 x 9m) as opposed to the previous 46 x 30 feet (14 x 9m). The second floor had a less steeply pitched hip roof, allowing full height exterior walls. The upstairs apartment would have had higher ceilings allowing for more useable space as well. Five windows flush to the facade replaced the gabled dormers. While this may have allowed more light, it certainly detracted from the visual aesthetics of the structure leaving a less dramatically hipped roofline. The one storey wings at either side now had hips at the end walls as well. Once again there was a skirt-roof at ceiling height on the ground floor, forming a porch along all four elevations. (See plan 5 showing two sections of depot.) The bay window was moved further south along the trackside facade of the depot.

The building was constructed in haste, given the timing of the fire at the busiest time of the year — the onset of



Plan 5. Two sections of the 1905 depot. WP&YR, Skagway; plan L12b.

navigation season. Perhaps as a result, the structure has a plain no-frills exterior lacking any architectural flourishes such as decorative brackets or the dormers that broke up the roof line of the first building. Railway station historian, J. Edward Martin, dismisses the building as “a mere two-storey frame box.”<sup>30</sup> The reduction in size may have been due to a variety of causes including the lack of insurance coverage for a complete replacement, and the company’s awareness that its original expectations for the territory’s growth and prosperity were not being realized.

**4.2 Access:** The number of exterior doors was reduced from eight to five plus the two large doors to the freight area. The doors once again have transom lights overhead.

**4.3 Fenestration:** Once again the windows are rectangular, double-hung single-light sashes. On the centre of the west wall of the second floor, a smaller window lit the stairway. One photograph shows canvas awnings over the west windows of the second floor.

**4.4 Paint:** the classic boxcar red on exterior walls.

**4.5 Roofing:** Shingles.

**4.5 Siding:** Horizontal boards, width and profile unknown.

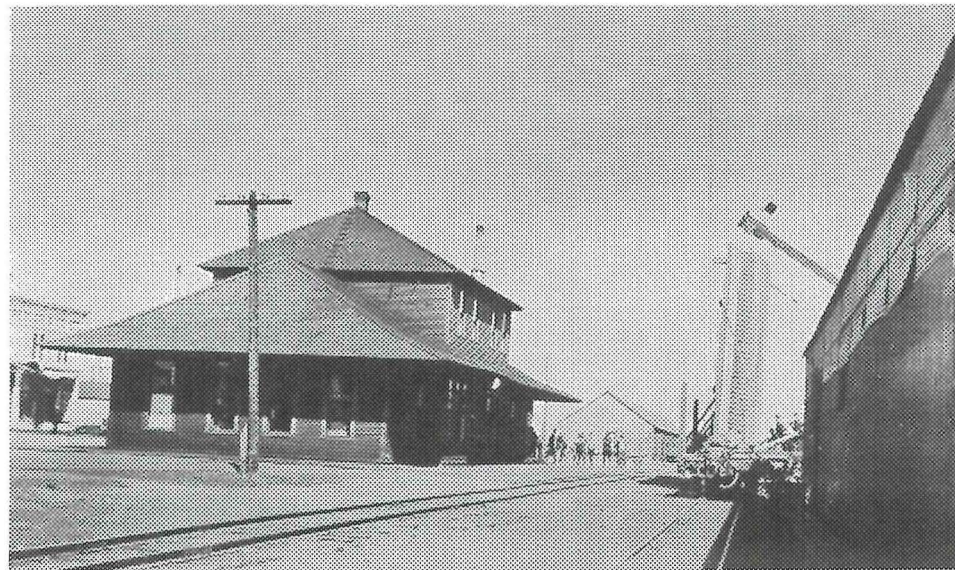
**4.7 Systems:** Electrical - The depot was now powered by the Yukon Electrical Company plant, situated almost next door.

Heating: This was by a coal-fired boiler. A coal chute was built to a small basement area on the platform side of the station. Photographs show two chimneys. One is made of brick. It passed through the waiting room and emerged centred on the west side of the roof. Early

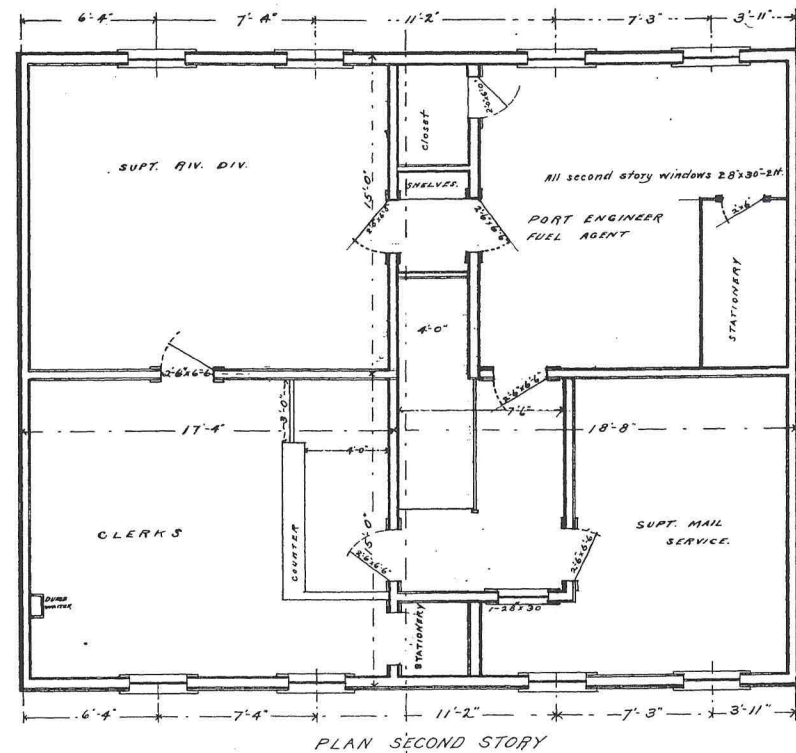
photos also show another metal chimney on the east side of the building in what appears to be the freight area (see figure 10).

#### 4.8 Depot Renovations: 1905-1938

In 1914, White Pass hired five new administration people for Whitehorse as the result of increased service for the River Division. A few years previously (see plan 6 on following page), the company had made some rearrangements in the depot building. The station agent’s four-room apartment was converted into offices. The Superintendent of the River Division moved into the former bedroom in the southwest corner; the Port Engineer and Fuel Agent took over the former kitchen in the northwest; the dining room to the northeast became the office of the Superintendent of the Mail Service; and the former parlour at the building’s southeast corner now housed clerks. Further renovations included building or converting two cupboards to hold stationary, and installing a counter and dumb waiter in the clerks’ office. Short hallways were also made on either side of the stairway, presumably to allow direct access to the offices on the far side of the building.<sup>31</sup>



**Figure 10.** View of White Pass depot, ca. 1920s shows service wires entering depot at southeast corner. At right, a barge is being loaded on railway flat cars. The caption with the photo reads: “Moving a barge from Whitehorse to Carcross on edge on two flat cars. A calm day was picked. It was not a speed trip.”  
YA, Watson family coll., PHO 120, 5.



**Plan 6.** “The White Pass & Yukon Route, New White Horse Depot.” Original plan of 2<sup>nd</sup> floor laid out as apartment & remodelled as offices, April, 1911. WP&YR Records, Skagway; plan L12b.

Longtime Whitehorse resident John Scott recalls a slightly different arrangement by the time he became personally familiar with the depot in the mid 1920s. The quarters for the port engineer, J. P. Gaudin, and the fuel agent, his father (also named John Scott) were now in the northeast office. The northwest office now belonged to the Port Steward. The two offices on the south side of the building still had the same functions. The Superintendent of the River Division, W. D. Gordon, occupied the southwest office and the southeast office was used by the chief clerk, Gus Muirhead, and his assistant, Bill MacBride (see 1911 floor plan).<sup>32</sup>

In the late 1930s, White Pass decided to increase its office space on the second floor. At some point between 1935 and 1938, the company made two extensions to the upper floor on the north and south sides, adding about 9.5 feet (2.9m) at either end, squaring off the hipped ends in the process and leaving a plain vertical gable (see figure 11).<sup>33</sup>

The station’s functions were clearly divided. The downstairs floor was devoted to railway operations (see plan 7) while the upstairs offices housed administrative staff. For the most part, this dichotomy held true right until 1982, when the train service to Whitehorse ceased.

## 5.0 The War Years: 1939 – 1945

The BYNCo. had suffered a major financial blow in 1936 when two of its sternwheelers, the *Klondike* and the *Casca*, were wrecked. The closing of the Treadwell Mine in 1941 led to a cutback in traffic on the Stewart River. The onset of World War II again meant a drop in the labour force available to work in the Klondike gold operations. But things were about to change radically. The Japanese bombing of Pearl Harbour in December 1941 followed by the invasion of the Aleutian Islands caused the American and Canadian governments to take a hard look at the vulnerability of Alaska and the west



**Figure 11.** Canadian soldiers marching off to war. Note the upper storey extensions of depot, ca. early 1940s. *Heritage Branch, collection unknown.*

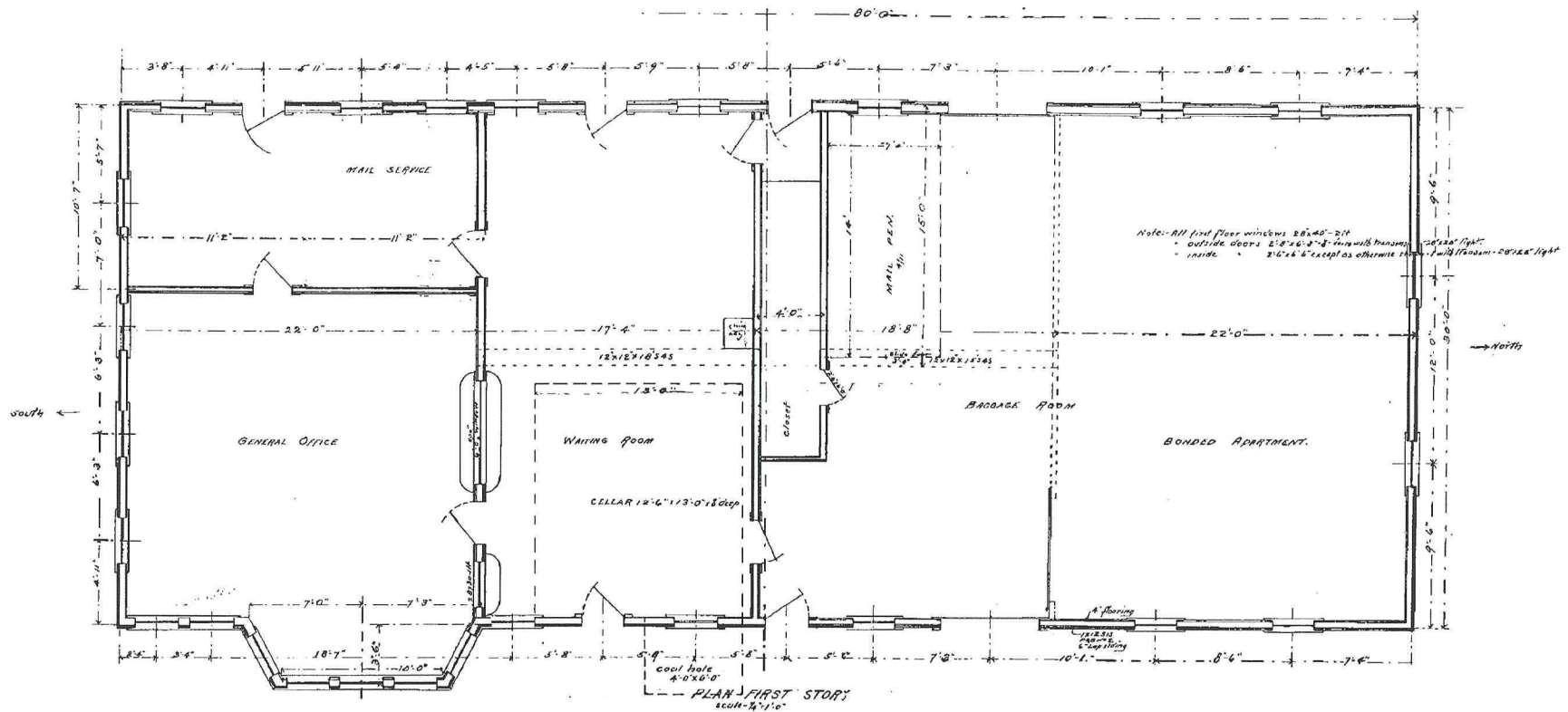
coast. On February 2<sup>nd</sup>, 1942, the United States War Department ordered the preparation of a survey and construction plan for a military road to Alaska. Nine days later, the Canadian government was informed of the plan and approved it the same day. Construction of the Alcan Highway tote road began in March.

The excitement reached Whitehorse on April 3<sup>rd</sup> when Company A of the 18<sup>th</sup> Engineers stepped off the train. They were the vanguard of thousands of soldiers and civilian workers who would flood through Whitehorse that summer. The soldiers immediately began highway construction work north and south of Whitehorse.

Due to its strategic location and the ready availability of air, rail and water transportation, Whitehorse became one of the major deployment centres for highway construction along with Dawson Creek, Fort St. John and Fairbanks. On September 4<sup>th</sup>, 1942, Whitehorse became the administrative centre for the Northwest Service Command — the new coordinating authority for all American Army projects in Alberta, British Columbia, the Northwest Territories, the Yukon and Alaska.<sup>34</sup>

There was much to oversee. In May, members of the Public Roads Administration had arrived in Whitehorse to let contracts to civilian companies for the second phase of construction, making the army's crude tote trail into a driveable road able to meet certain specifications. By August, thousands of civilian workers had joined the army in working on the road. Civilian construction companies set up large camps in Whitehorse to the south and north of the downtown core. In June, the ambitious and, ultimately disastrous, Canol project commenced. This involved the construction of a pipeline which would carry oil from Norman Wells to a refinery in Whitehorse. In 1943, the Signal Corps of Engineers began building a \$2,000,000 telephone system to Fairbanks. There was even a party of U. S. Army surveyors in the territory in the summer of 1942 looking into the possibility of building a railroad to Alaska.<sup>35</sup>

The White Pass and Yukon Railway was incapable of handling the increased demands placed upon it, given the wartime restrictions on labour and rolling stock. The railway had gone from running one train a week, to a train a day, then to a train nearly every hour. White Pass' president, C. J. Rodgers, suggested that



**Plan 7.** First floor plan, Whitehorse depot, 1911.  
 WP&YR Records, Skagway; plan L12b.

the army take over railway operation until the end of the war. On October 1, 1942, they did so, leasing the railway for \$27,708.33 per month. The 770<sup>th</sup> Railway Battalion joined railway train crews in keeping trains running and the line open.<sup>36</sup>

The BYNCo. fleet experienced the same pressures to handle vast volumes of freight. Vehicles, fuel, barrels, road-building equipment and lengths of pipe were freighted downriver to Alaska, up the Teslin River to construction camps at Johnson's Crossing and Teslin,

and to Fort Selkirk, where supplies were transhipped to Ross River for the Canol Project.

The newcomers remade the town. The army built a large camp for the rail crew in the Wye area at the south end of town. Many moved to Whitehorse attracted by the job opportunities. Large squatter communities grew up all along the waterfront. When the roundhouse burnt down on Christmas day 1943, a replacement was constructed within a week. The army also built a new train shed north of the depot, and replaced the old stiff-legged wooden derrick on the dock in front of the depot with a new steel structure. In 1943, the army installed the town's first sewer and water system. The rail line was extended with a spur line

to the refinery (now the Marwell Industrial area) and a loop to the "PE 10" area north of Ogilvie Street between Second and Fourth Avenues. Just north of the depot, the army built a concrete latrine for the use of GIs. The most visible change to most local residents was a large addition built on to the north end of the depot building.

One soldier who arrived in Whitehorse in December 1942 was amazed by the transformation since his first view of the town eight months earlier:

*Whitehorse had grown. The small section of the original town stood as before, but surrounding it were hundreds of new buildings and warehouses. Both army and civilian quarters and storage yards full of big machines and equipment spread out through the valley until the town itself was lost. The big Army cargo trucks, loaded heavily with all kinds of materiel, rumbled through the streets headed for encampments up and down the road. The railroad, taken over and run by the army, was shuttling loaded cars back and forth. Everywhere there was intense activity. Thousands of men, doing thousands of jobs, were all working towards one objective – the completion of the Alaska Highway. We noticed much equipment marked "Canol". . . Whitehorse was experiencing another "boom"; the town was once again alive.*<sup>37</sup>

Many residents were less than enthralled by the new boom. While the "friendly invasion" had brought increased economic activity and general prosperity, there was also overcrowding, disease, social problems due to alcohol and new big city problems. A clerk making a bank deposit now had to be escorted by a MP or RCMP. A young woman was assaulted by three soldiers while walking two blocks home from a friend's home. Military Police augmented the overworked RCMP. Strict restrictions were placed on travel and

locals were even discouraged from visiting certain sections of town. The arrogant attitude of the occupying troops annoyed residents. According to Herbert Wheeler, the army "treated our people as if we were inferior beings and generally made themselves obnoxious."<sup>38</sup>

For some, the greatest change was the loss of a way of life. Within a month of the arrival of the first troop train, the editor of the Whitehorse Star would wistfully recall that: "Time was when you didn't feel inclined to do some particular work one day you could do it the next. But those days have gone forever."<sup>39</sup>



**Figure 12.** Army Band playing a Sunday afternoon concert in front of the White Pass Station, 1942. YA/Pepper Coll., 89/59, PHO 377, 9.

## 6.0 1943 DEPOT EXTENSION & RENOVATIONS

The depot building underwent expansion in 1943 as the result of increased operations during the wartime period. These renovations were designed and constructed by three civilian contractors of the Public Roads Administration under contract to the U. S. Army Corps of Engineers. These were the Metcalf Construction Company, the Hamilton Construction Company and the Kansas City Bridge Company. The north addition expanded the downstairs area for handling express and perishable freight and added four new offices upstairs.

The new addition on the north end of the building added 14 feet on the main floor and 27 feet on the second floor to form a common north wall. The second storey portion had a gable roof. The skirt-roof no longer ran along the new, north elevation. Most of the following construction details are taken from the building plans, with consultations of historic photos, unless otherwise noted. (See plans 8 to 10 appended to this section.)

**6.1 Access:** Two new sliding doors were installed on the east and west sides of the building opening on to the south end of the freight area. These doors measured 7' x 7' x 1 $\frac{3}{4}$ ". A new stairway was constructed to the second floor of the new north extension with an entrance from the south side of the freight area.

**6.2 Fenestration:** The windows installed in the new north extension were chosen to match the existing windows. Upstairs windows were double hung single-light sashed windows measuring 28" x 30". The downstairs windows were of the same design only taller, measuring 28" x 40". Six windows were installed on the first floor of the new extension, and 11 windows in the upstairs. The new men's washroom window was to have its clear glass replaced with "obscure" or opaque glass.



**Figure 13.** West elevation of depot before alterations, ca. 1942.  
YA, Preston coll., PHO 312, 78.

**6.3 Foundations:** These are the first plans to give foundation details. The new addition was set on concrete pads or "pedestals" tapering from a two to a one foot square pedestal, and at the point where the addition met the existing structure from a four to a two foot square pedestal, all with a height of 1'6". (They may have installed the concrete pads under the rest of the building as well, as the plans show them under the existing structure. None of the photos of the period show foundation work, however.)

**6.4 Flooring:** brown battleship linoleum on all of the second floor. Not known for first floor though 1" x 4" flooring was used extensively in the building on walls and floors.

**6.5 Paint:** boxcar red on exterior, light cream gloss on interior.

**6.6 Roof covering:** shingles (cedar).

**6.7 Siding:** 1" x 8" diagonal shiplap, covered by building paper then 1" x 6" bevel siding.

### 6.8 Systems

6.8a Electrical - new electrical outlets installed.

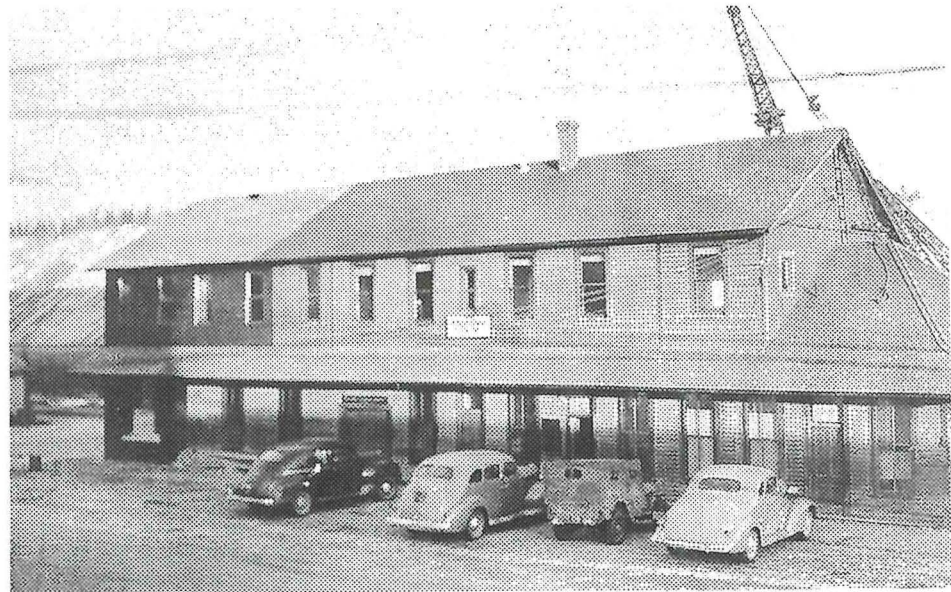
6.8b Heating - new steam radiators and pipes in new section. These were presumably hooked onto the existing coal-fired boiler.

6.8c Plumbing - All drains emptied directly into the river. A new men's washroom was installed in the southwest corner of the baggage area on the main floor next to the stairs with a door on the north side leading into the freight room.

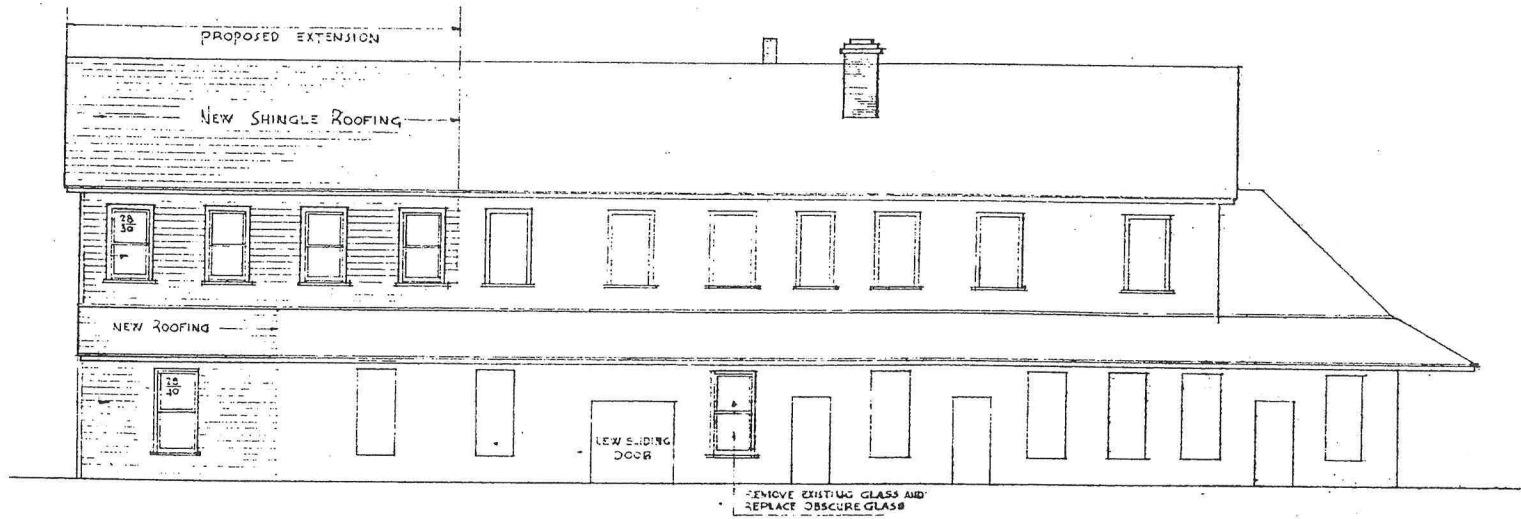
Figure 14 shows a new plumbing vent in the roof immediately left of the chimney, just above the men's washroom area.

[Note: We were never able to determine just when the women's washroom was installed.]

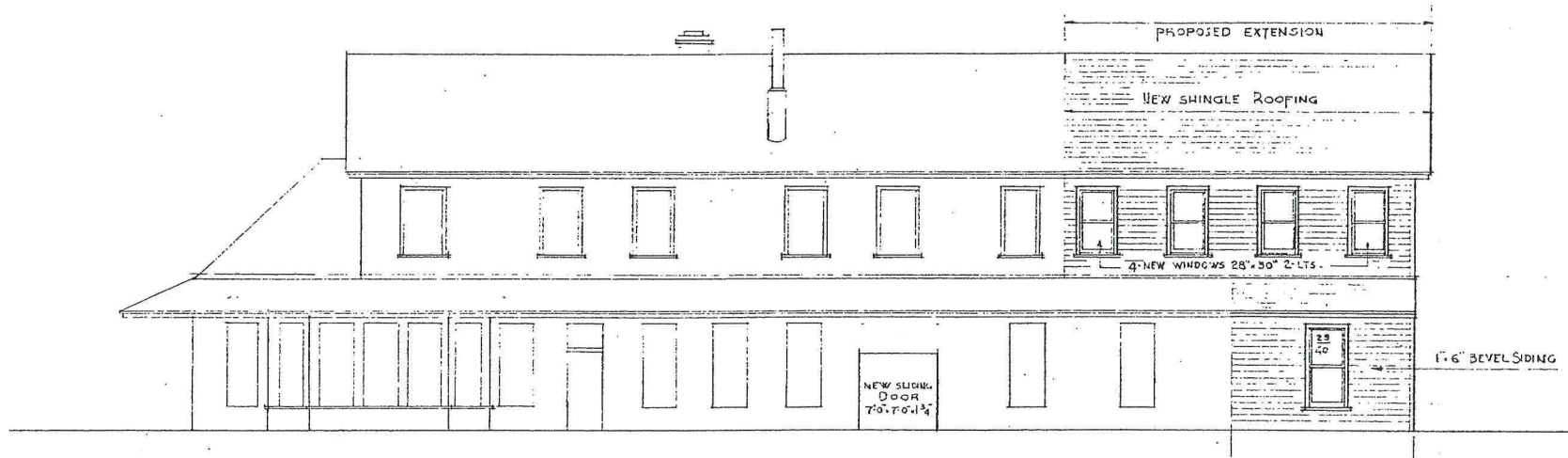
By 1944, Karl Hahn, the company's chief engineer, was taking stock of the various changes made during the army's tenure. White Pass officials then determined which should be bought or discarded. One improvement that was deemed necessary was the new extension and remodelling of the Whitehorse depot as "more room was required both upstairs and downstairs".<sup>40</sup>



**Figure 14.** Depot building with new extension on north end, 1943.  
*Heritage Branch, Filbey Coll.*

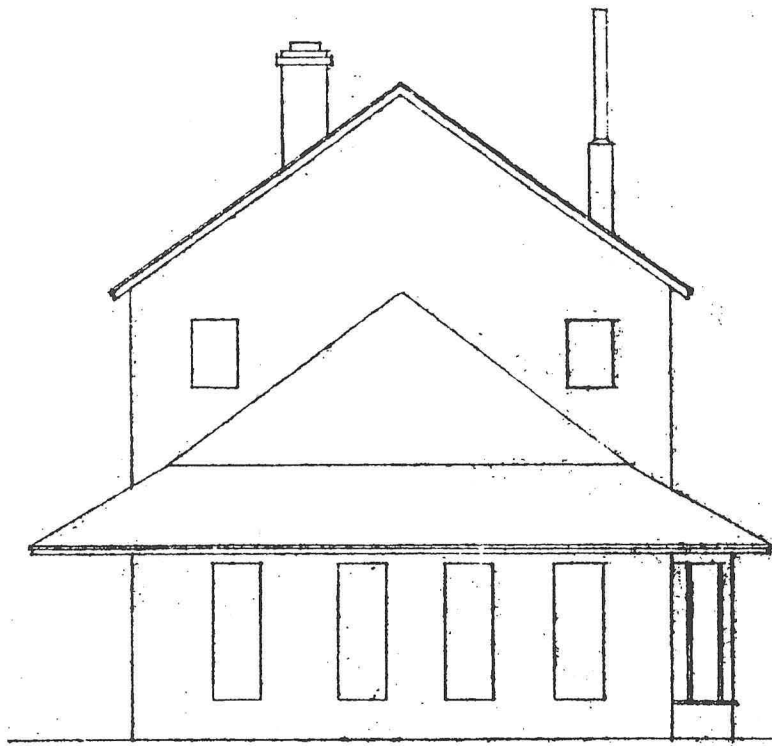


west elevation



east elevation

Plan 8. Depot, 1943 renovations; west & east elevations. WP&YR, Skagway; plan D400.

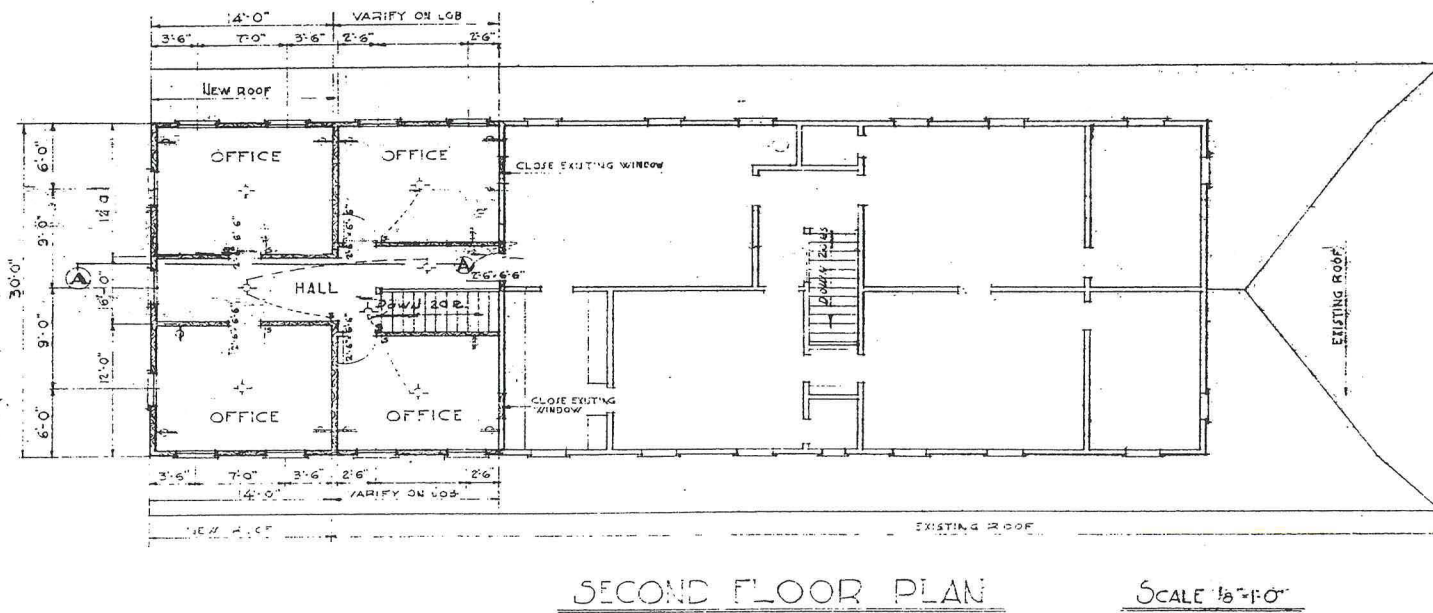
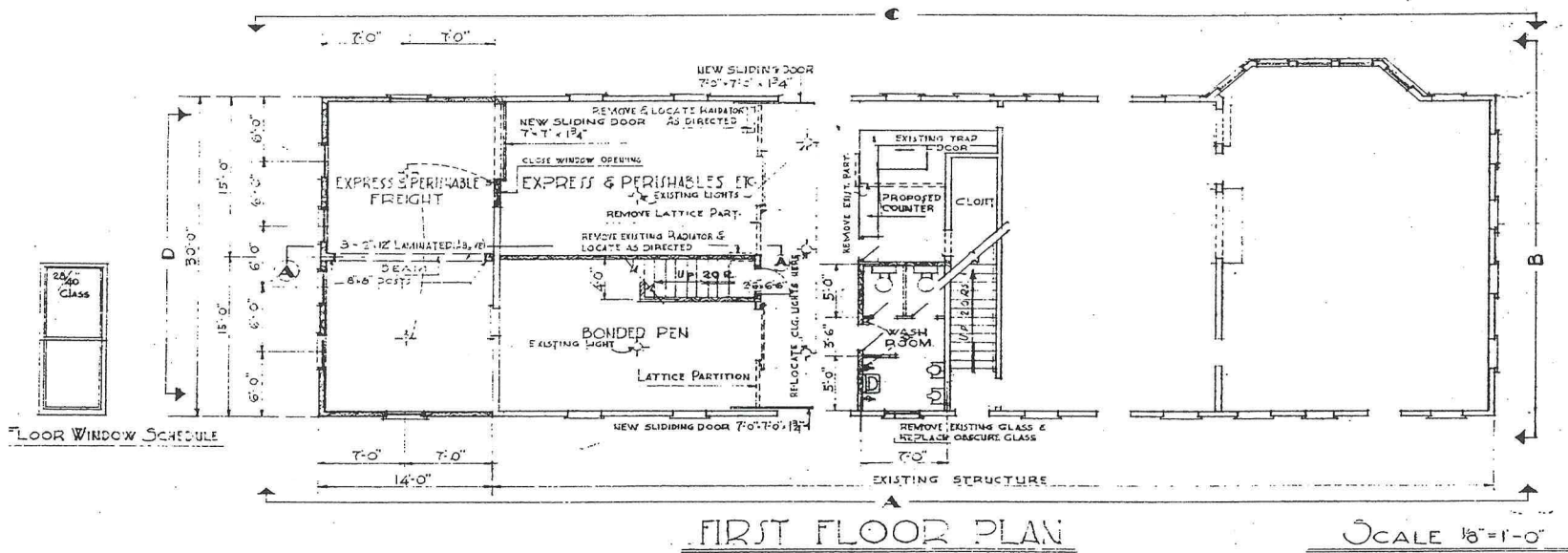


South Elevation



North Elevation

**Plan 9.** Depot, 1943 renovations; south & north elevations. WP&YR, Skagway; plan D400.



Plan 10. Depot 1943 renovations; floor plans, WP&YR, Skagway; plan D400.

## 7.0 THE POST WAR ERA: 1946 – 1982

### 7.1 New Roads & End of the River Division

The military presence lasted only a few years. Its major physical legacy was the new highway although its benefits were not readily apparent. The highway had been built solely as a military supply route with no thought of postwar commercial use. It did not extend to any of the Yukon's important mining regions. The often poor condition of the road, a dangerous dust problem and the long distance from suppliers other than in Edmonton made freighting expensive. Up until the late 1960s, most of the Yukon's commodities were still being shipped into the territory by rail rather than road.<sup>41</sup>

Within the Yukon, however, year round roads were making more and more sense. The production and output at Keno were limited by the short shipping season, which in turn lessened potential revenues. When the sternwheelers could only transport a limited tonnage during the short navigation season, it made no sense to increase the output of the mines. This also meant that the ore did not always reach the market in time to obtain the most favourable price.

This caused a crisis in 1947. The Stewart River had silted in during the war years hindering navigation, and the Keno Hill Mining Company was forced to delay expansion plans when it was unable to get a significant amount of ore to market. Work began on an all-weather road from Whitehorse to Mayo the following year and was completed in 1950. Dawson was similarly linked to the southern Yukon when a year-round road was completed between Stewart Crossing on the Mayo Road and Dawson in 1955.<sup>42</sup> New lead-zinc discoveries in the Ross River region led to the opening of the Anvil Mine and construction of the Campbell Highway in the 1960s.



**Figure 15.** BYNCo. bus and car parked in front of the depot ca. late 1940s or early 1950s. According to Laurent Cyr, Don MacPhail is the driver unloading parcels from the back of the bus while Dick Carswell is stepping out the door of the bus. YA/Harrington coll. 79/27, PHO 105.

These developments, as well as the lack of major economic activity in the Dawson area, spelt the end of the River Division. In the early 1950s, the British Yukon Navigation Company completely refitted the *Klondike* in an attempt to focus on the tourist trade but this was unsuccessful. The last voyage of the *Klondike* in 1955 effectively ended the sternwheeler era.

## 7.2 New Divisions

Highway Division – The company was quick to adapt to the new postwar transport system. In October 1945, the White Pass & Yukon Route organized a highway division and became the first commercial carrier on the Alaska Highway. That fall, White Pass took over the American Army bus service to Dawson Creek. Within a year, the company had bought its own busses and built a few highway lodges. For some years the rail depot was also the bus depot until a new bus station was built at another location. White Pass ran the bus service for about 20 years then sold out the operation to Canadian Coachways.<sup>43</sup>

Petroleum Division – One important legacy of the wartime Canol project was the four inch pipeline running along the railway right of way from Skagway. White Pass took this over and used it to pump diesel and heating oils from Skagway to Whitehorse. This became an important element in the company's postwar petroleum services. For some years in the 1950s, the administration for this division was located upstairs in the depot before moving to other premises.

## 7.3 Company Reorganization

In the late 1940s, an English financier named Norman D'Arcy, in association with the Hambros Bank of London, acquired all the company's assets and was determined to rehabilitate the ailing company. In 1951, a new Canadian company was formed, the White Pass and Yukon Corporation Limited. A new president, Frank H. Brown, was brought in to oversee the modernization of the railway.

Most of the railway property, which had seen little maintenance over the years, was in even rougher shape after heavy use by the U. S. Army. The equipment

acquired by the highway division was a miscellany of various models and types of second hand equipment. In both Skagway and Whitehorse, labour relations “included some very bad spots.”<sup>44</sup> Drastic reorganization and heavy expenditures were required to modernize the company's operations.

In 1956, White Pass officials were concerned by the “worsening trend” of the labour market in Whitehorse. The local armed forces were offering higher wages than White Pass and were also having trouble hiring workers, both labour and clerical staff. Paul Hines, assistant superintendent for the Rail Division, suggested to the company's vice president that increased mechanization might be the answer.<sup>45</sup>

A large step in modernizing the company's operations was the development of an integrated container system. These 7x8x8 containers could be readily transferred from truck to rail to the company's coastal ship, the *Clifford J. Rogers*, specially-designed to handle 250 containers. This was the world's first vessel to be specifically designed as a container ship. The containers were of four types: heater, freezer, dry and explosive. They could transport ore south and then carry merchandise back to the Yukon. Breakage, loss and pilferage were greatly reduced. The old freight sheds proved unsuitable for forklift operations. By the early 1960s, a large new freight shed with its own offices had been built north of the station farther from the river and close to the newly-constructed Second Avenue extension.<sup>46</sup>



**Figure 16.** Al Hughes driving a forklift carrying one of the new containers in front of depot, ca. 1956. *Al Hughes coll.*

One former employee, Laurent Cyr, still has bitter memories about working conditions in the freight sheds. During the early 1950s, Mr. Cyr was foreman of the freight yards. He had three crews working for him: about 8 or 9 men in the river warehouse, about 10 to 20 men working days in the local warehouse, and 10 to 12 working evenings.

*I worked for White Pass various times in various positions and quit them. One position I was in, was the foreman of the freight yards. I quit that job 3 times and rehired back. They never hired me back the fourth time. I wouldn't go anyway. But there was times it was – hectic might be putting it mildly. But when I last left there I had a crew working in the freight yards, at the warehouse during the day dispensing freight. Course they didn't have the container system. They got it about the time I left there. But prior to that, everything was brought in by rail in boxcars and all loose freight, and vandalism, and the breakage – aw, it was sickening. But anyway, I had a crew working there during the day dispensing the freight out. Not only in town but by this time up and down the Alaska Highway too, Dawson and what have you, Mayo particularly. And besides that, the boat was still running. Had a crew on the dock. There was only one boat a week but there was freight coming in to that warehouse for the river freight. And I had a crew in that warehouse. They wouldn't allow me a timekeeper. Besides being foreman, supervising all these trucks loading, name it, and the hours, ooh. I was on a monthly salary. That's why I quit so many times.*

— Laurent Cyr, January 1998

The old coal burning steam engines were replaced by new diesel locomotives. By 1950, the price of coal had increased to such an extent that White Pass deemed it imperative to find a more economical fuel for its locomotives. To support the conversion to diesel oil, the company ordered a 14,000 barrel steel tank with an inside heater to be installed at Skagway. With shipping, the new storage tank cost \$23,310. The coal bunkers at Whitehorse were salvaged in 1952 and the materials used to construct a loading platform near the Wye area at the south end of town.<sup>47</sup>

This expansion and modernization was only possible because there were a number of mines producing ore needing transport to outside markets — silver-lead from United Keno Hill Mines, asbestos from Cassiar Asbestos in Clinton Creek and northeastern British Columbia, and later on copper from Whitehorse Copper and lead-zinc from Faro. Economically, it was a good time for the north and a profitable period for White Pass. They built a second container ship to handle the traffic, then a third.

#### **7.4 Changes to the Whitehorse Waterfront**

Part of the river warehouse was taken down in 1952 or 1953 immediately after an accident to the north end of the building. Laurent Cyr recounted what happened:

*The steamer Whitehorse came in to the dock. . . They came into the dock this one morning and bumped into it pretty hard, and nearly took that whole warehouse down. It shifted all the studding of the walls and some of the tin came off the roof. I said, 'we've got to take this down.' And they said, 'well, give us time.' 'Time nothing!' I had a crew up there and I was scared stiff. If anyone got hurt there, we were in trouble. But taking [down] that big building. We salvaged all the tin. What happened to it later, I don't know. It was removed from there, saved every piece and of course the boards, the studding and the – of course there was no lining inside, it wasn't insulated or anything like that. Not that building. . . We took most of it, not to the derrick, but close to it. We took a big portion of that shed down.<sup>48</sup>*

In 1958, White Pass sold or discarded the contents of the Commissary, most of which were River Division supplies such as old rope, rope tackle blocks, heavy duty brass valves, etc.<sup>49</sup> The company workers later dismantled the building, took down the derrick and took up the decking on the docks. Only some old

pilings and the cement foundation for the derrick remain of this once thriving port.

As part of the company's general expansion and modernization, White Pass decided that it needed to expand and reorganize the depot building in Whitehorse. Much of the new upstairs area was needed to house the audit and accounting staff who were being moved out of inadequate offices in the commissary.<sup>50</sup> The building interior was rearranged to house new positions and functions. The exterior of the building received a completely different look. These renovations will be discussed in detail in Section 8.1: "Expansion & Renovation, 1952-54."

## 7.5 Depot Tenants

After the station expansion, the depot had some extra room on the main floor available for rental. During the 1960s and early 1970s, the White Pass Depot rented office space to three tenants. Below is a brief description of each and their quarters in the depot.

Canadian Pacific Air – CPA begins renting office space in depot in 1962. The company leased an office on the south side of the building until June 30, 1968. The public entered the office either from a door leading off the waiting room or from a door by the station platform. One person who worked for CPA in this office was Helmer Hermanson, who later became an RCMP. Mr. Hermanson is now retired and living in Tagish.<sup>51</sup> Under the terms of the lease arranged in 1962, CPA paid \$215 per month rent with White Pass paying heat and electricity and "a separate arrangement" for the company's neon sign which occupied a prominent position just under the "Whitehorse Yukon" sign. According to a piece of company correspondence, the lack of heat and "cramped quarters" had something to do with the airline's decision to find a new office.<sup>52</sup>



**Figure 17.** West side of depot building showing CPA sign ca. mid 1960s, taken from southwest corner. YA/Whitehorse Star coll., 82/527, CS 696, W43-10.

Yukon Travel Bureau Information Office – The sign for this office can be seen on the Rie Muñoz painting on this report cover, to the left of the building as well as, less clearly, in the photo above. This was a local tourism information office staffed by the Whitehorse Chamber of Commerce and located in the northwest corner of the building. It is not known when this service was opened in the depot but the office was relocated to City Hall on Second Avenue when the building was completed in the spring of 1967. When the office was vacated, it once again became an enlargement of the baggage room.<sup>53</sup>

Mannix Construction Inc. – In the summer of 1969 and for part of 1970, Mannix Construction Inc. rented the old CPA office on the south side of the depot. This was just before the Anvil mine started up and White Pass was making

preparations to upgrade the railroad to handle the increased cargo. Mannix undertook this task. The company had to convert its specialized equipment to handle a narrow gauge line and ship its machinery to the Yukon by truck from Edmonton. This massive job consisted of replacing the ballast (the gravel rail bed) over the full 110 mile length of the railway, as well as replacing about 30,000 worn ties and installing about 200 culverts. Both Mannix and White Pass found it advantageous in terms of telex use, etc. to have the contractor right in the depot building.<sup>54</sup>

## 7.6 Dignitaries

Every important personage to visit Whitehorse seemed to end up at the depot building. This dates from as early as 1900, when then Governor General Lord Minto travelled to the brand-new community by train, was met on the platform and addressed by the recently organized Whitehorse Board of Trade. The party spent the night in Whitehorse before boarding a steamer to Dawson.<sup>55</sup> In later years, most important visitors arrived by plane, but even so they always seemed to end up downtown at the station.

When Prime Minister John Diefenbaker, visited the Yukon in the fall of 1956, White Pass officials were very conscious of the image of its physical assets and the necessity of making a good impression on Canada's chief politician. In late August, president Clifford Rogers wrote to vice president Abrams concerning the upcoming visit. He stressed the need to have:

*... our people at Whitehorse make every effort to present as tidy and efficient appearance of our properties as is possible. He [F. H. Brown] points out that it is very important to our relations with the Canadian Government on many counts that we should make an impression on Mr. Diefenbaker that he will remember in a way that will both*

*make him appreciate the job we are doing in our responsibility, have done in the past and can do in the future.*<sup>56</sup>

Queen Elizabeth and Prince Phillip visited Whitehorse in 1959. Part of the entertainment arranged for the the monarch was a short train excursion. The Taylor & Drury Store loaned a chesterfield suite which was installed in the company's best train coach, #256. While the royal party climbed aboard, Al Hughes stood on the customs counter in the baggage area looking out the north window of the depot and gave a play by play description over the telephone to the train crew in Skagway. For security reasons, George Barry, the roadmaster, and Rolly Cornett, a lineman, travelled along the tracks in a casey car ahead of the special train to ensure all was clear. The royal party rode the rails as far as McCrae then left the train and drove back into Whitehorse by car.

After the excursion, the coach was emptied and the various accoutrements including the Queen's Standard were brought into the depot. The flag was stolen. Many years later it was mailed to Roy Minter's office in Vancouver from somewhere in the United States.<sup>57</sup>

## 7.7 Railway Closure

In 1982, at the height of a territorial recession, the White Pass and Yukon Railway ended its service between Whitehorse and Skagway. All the territory's mines, the railway's main customers, were shut down. At the same time, the new road from Whitehorse to Skagway was being upgraded to handle heavy truck traffic. The railway was unable to compete. This blow to the company was reflected to a degree in the later disposition of the depot. For most of the 1980s and early 1990s, the main floor of the depot was leased to non-profit groups such as the Yukon Arts Council, Sport Yukon and the Yukon Anniversaries Commission. White Pass personnel occupied only the upper floor.

In 1991, the Yukon government bought a substantial piece of White Pass waterfront property extending from the territorial administration building in the south to a point downriver from Strickland Street in the north. The property includes the five structures discussed in this report as well as a small concrete building that formerly housed washrooms. White Pass personnel remained in the depot until June 1994, under an arrangement whereby White Pass signed a two-year lease with the government with an option of a one-year extension.<sup>58</sup>

At the time of writing (February 1998), the main floor of the building houses the offices of the Tourism Industry Association of the Yukon, the Yukon First Nations Tourism Association and the Yukon Quest International Association. The second floor has been closed off as it does not meet current building code standards for occupation.

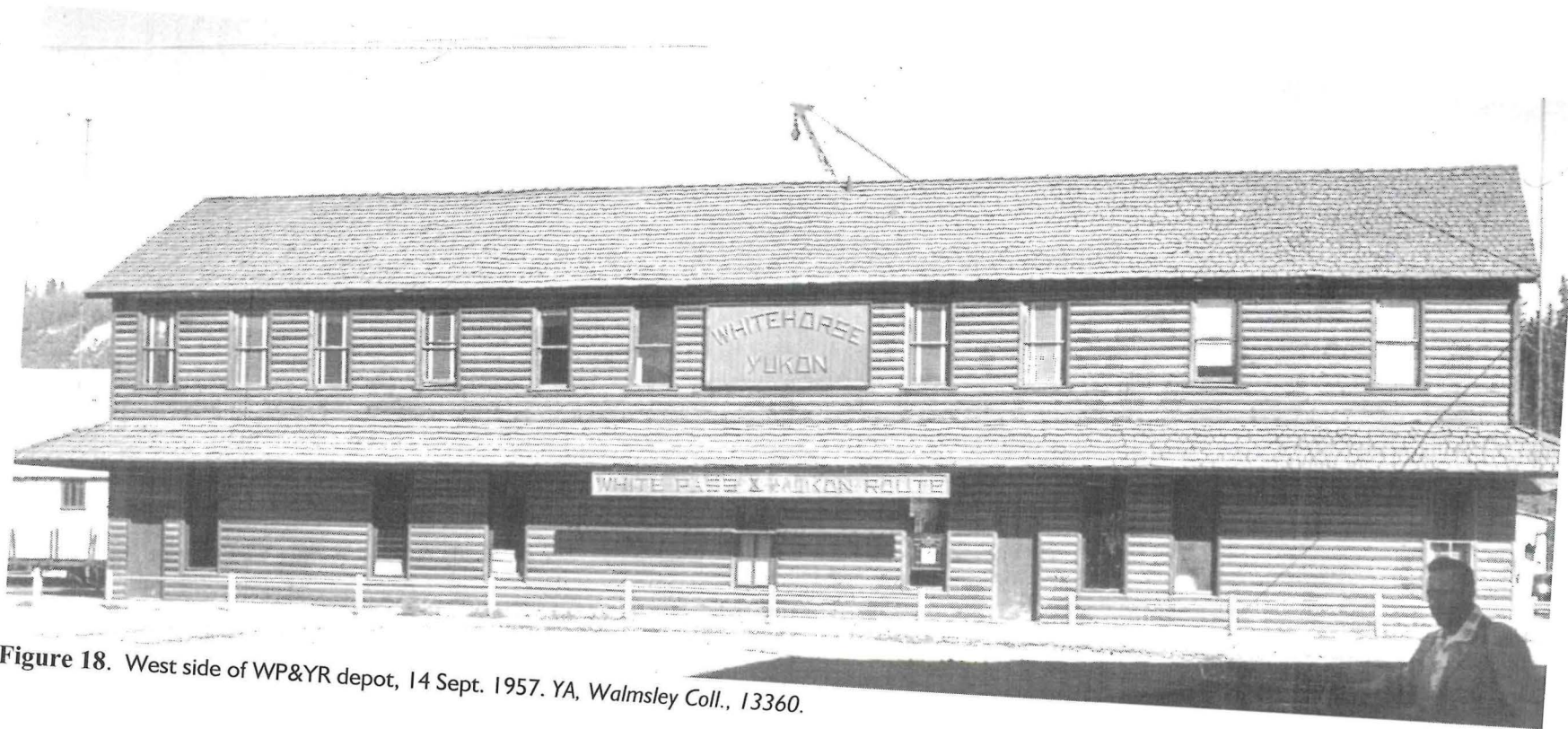


Figure 18. West side of WP&YR depot, 14 Sept. 1957. YA, Walmsley Coll., 13360.

## 8.0 POSTWAR RENOVATIONS

All three of the Canadian White Pass and Yukon Railway stations got a new exterior paint scheme in the late 1940s or early 1950s when the boxcar red paint, was replaced by a cream colour with dark tan trim (figure 15). The station had this look for only a few years before undergoing its most dramatic renovations yet.

### 8.1 Expansion & Renovation, 1952–54

In 1952, White Pass determined that the Whitehorse Depot needed serious work. The roof leaked, the structure needed levelling and straightening, and extra floor space was required for the audit office staff who were being moved from their cramped quarters upstairs in the commissary. Changes had to be made on the main floor to accommodate a new office for Bill MacBride and some rearrangement of other offices. The company also decided to improve the exterior appearance of the building.

White Pass added a new extension on the south end of the building in 1953, balancing the northern addition built in 1942. There were numerous changes to the building's interior from new office space to different wall and floor finishes. The planners also substantially altered the building's exterior and tried to give it a more northern character by specifying that "log cabin style" siding be applied. In trying to explain this concept to the company's general manager, the superintendent of the Rail Division wrote:

*On exterior of building, we are working at a log cabin style, or what you might call a "hunting lodge" effect, maybe Swiss Chalet, damned if I know.<sup>59</sup>*

In December 1952, Jack Hoyt submitted a very rough initial estimate for the job for about \$18,000. This

included labour, materials and furniture. White Pass staff in Whitehorse calculated the specifications and amounts of the building materials required and sent them to J. H. Corless, the company's assistant purchasing agent in Vancouver. Corless in turn checked out various options, offered comparative prices and in some cases, made recommendations for substitutions.

Three local contractors bid on the depot job. On April 8<sup>th</sup>, the main contract was awarded to H. V. Spindle of Val's Construction & Cabinet Works who came in with the low bid of \$11,980.00. White Pass budgeted \$6,500 for painters, plumbers and other specialized tradesmen; and an additional \$11,500 for materials. The total came to about \$30,000.

The plumbing and heating contract was issued to M. Nelson of Nelson's Limited for his bid of \$1,800 for heating and \$800 for plumbing. The contract for electrical work was given to R. McCullough of United Electric. Fred Hartt handled the painting. The estimate for inside painting work was \$1,100. It is not known what the labour cost was for exterior painting.

By June 20<sup>th</sup>, the contractor had submitted an invoice to White Pass for extra work performed to that time that had not been included in the original specifications. This was a collection of odds and ends jobs that are often missed when planning a remodelling. These included straightening or rebuilding certain features that may have been overlooked when planning the original job. Others were likely additional jobs due to a change in plans and included lowering ceilings, substitutions in materials, and building shelves and cabinets.

Below is a detailed breakout of the 1953 work on the depot building. The original specifications as well as estimates for extra work are copied in Appendix 1. Unfortunately the only plans available only show proposed alterations roughly scribbled onto two floor plans on tissue in the correspondence files (plans 11 & 12, appendix 1). We were unable to locate any of the finished plans referred to in correspondence with contractors. Any material costs, if known, are appended in Appendix 2. Unless otherwise noted, the following information comes from White Pass records held in Skagway (file 100.5, Buildings - Whse., 1952-54).

**8.1.1 Access:** Five new exterior doors were installed. Existing doors were replaced by slab doors, faced with plywood, which were considered to better harmonize with the new siding. As well three new door openings were cut to accommodate the new layout. The existing freight doors on the east and west sides were closed and relocated to the north side and farther north on the east side.

Both existing stairways were removed and replaced by a new stairway and hall built off the north side of the waiting room. The new stairs were built of fir lumber with vertical grain treads.

**8.1.2 Fenestration:** Again the new windows installed in the south addition matched the double hung single-light sashed windows in the rest of the structure. New stools and aprons, and window trim were ordered for 56 windows.

**8.1.3 Fire Escapes:** Two chain ladders were ordered from the St. Pierre Chain Corporation in Worcester, Mass., in 1954 after the company made an extensive search for a suitable product. One of these can still be found under the north window in the northwest office on the second floor. The ladder was designed to fold neatly into a metal box with a hinged lid which is securely fastened to the floor.<sup>60</sup>

**8.1.4 Flooring:** Approximately 400 square yards of new battleship linoleum was laid in the general office, agent's office, dispatcher's office and ladies room. The colour chosen was described as AA Brown. It was also laid on the entire second floor. A more expensive tile flooring was installed in the waiting room, Bill MacBride's new office and a new 4' x 18' hall leading from the waiting room to the freight room just east of MacBride's office.

The flooring chosen was Armstrong's Rubber Tile, each tile being 12" square and 3/16" thick. Rubber tile was recommended over asphalt tile as being easier to maintain. According to the manufacturer, the tile was designed to withstand hard wear; it resisted indentation under loads of up to 200 lbs. per square inch while cigarette burns and "unusual stains" could be removed with No. 1 steel wool. The company ordered two different colours: the first being 300 square feet of no. 668, "Spanish Red Paisley" - a mottled reddish-brown; and the second, 600 square feet of no. 688, "Red Gold Paisley" - an unattractive brown. Given the quantities ordered, it is probable that the smaller amount was used in MacBride's office and the Red Gold Paisley in the waiting room and hall.<sup>61</sup>

**8.1.5 Foundations** - It is noted in the specifications for the contract that the foundation was composed of 5 sills made up of three, 6" x 16" timbers, "each still resting on the ground." Not surprisingly, there was a rot problem in the timbers that was causing the building to settle. However, only the western most sill was scheduled for replacement as it carried the majority of the structure. It was to be levelled up and set on concrete pads. The rest of the floor was to be levelled as well. A new entrance to the basement was to be put in where the old coal chute passed under the platform.

#### **8.1.6 Furnishings:**

Offices – New office furnishings were ordered for the both the new audit offices upstairs as well as the downstairs offices. Items requested by station agent Smith for the lower floor included: two filing cabinets, one table, two desk type tables with cash drawers, two desk lamps and three straight-back chairs. Details of the upstairs order are not available. The quotations supplied by J. H. Corless, the company's assistant purchasing agent in Vancouver, were for 34" x 60" oak tables and armchairs upholstered in red leatherette which were the "same as boat observation room chairs."

Washrooms – In August 1953, vice president, C. F. Abrams, contacted Jack Hoyt re ordering two metal waste containers with swing lids from G. H. Wood & Company, Sanitary Engineers.

#### **8.1.7 Interior Renovations**

Baggage Room - A new luggage counter was installed. Its location is roughly sketched in as feature no. 1c on plan 13 in appendix 3.

Dispatcher's office - A small space was enclosed in the southeast corner of the main floor for the dispatcher. A new door was installed on the east wall for exterior access to this space. Part of the rationale for this was to keep the trainmen out of the main office "and close off any profane language."<sup>62</sup>

Within a few years, however, the operator was working across the waiting room in a corner of the "MacBride office" (see figure 19).

General Office - Within the general office, the telephone booth (used to communicate with the Skagway depot and other buildings along the line) was removed. According to Al Hughes, the telephone was relocated to the freight area (see plan 13, Appendix 3). Ceilings were lowered in the general and agent's office.

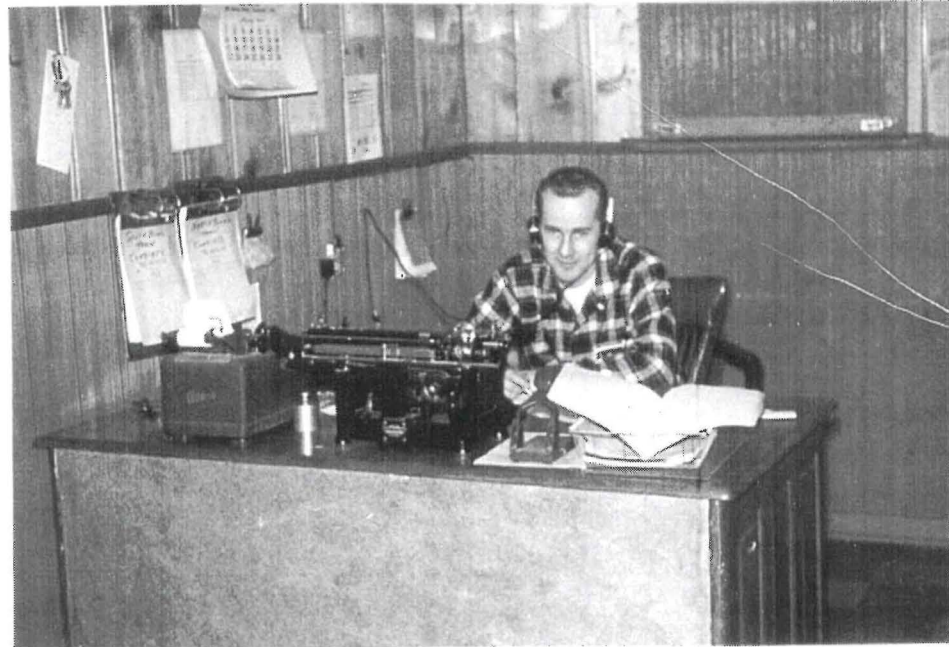
New MacBride Office - This project seemed to have been a major feature of the interior renovations. This was 15' x 18', built off the north side of the lobby, on the platform (east) side of the building.

Waiting Room - The chimney was removed from the northwest corner of the room. The partition between the waiting room and ticket office, then on the south side of lobby, was remodelled. See section 8.1.14 for more detail of ceiling and wall coverings; and section 8.1.4 re floor covering.

Upstairs - The new south extension appears to have been devoted to offices for the operations of the audit office. A fireproof walk-in vault was an important new feature. note: for more details of specific work, see correspondence in Appendix 1.

### 8.1.8 Painting & Finishing

Exterior – The pseudo-log siding was sealed with "Ironoil" then covered with two coats of spar varnish.



**Figure 19.** Al Hughes at train order operator's desk in NW corner of "MacBride office." *Al Hughes coll.*

The British America Paint Co. Ltd. in Vancouver supplied 12 gallons of Ironoil and 24 gallons of varnish. No stain was ordered for the roof at this time although it was eventually stained boxcar red. The window and door trim show as a dark brown in later colour photos but a colour slide from 1957 shows that the window trim originally had a clear finish (figure 18).

Interior – A memo dated May 2, 1953 quotes a price for painting the inside of the depot for a cost of \$1,100 for labour only, with White Pass supplying the paint. Thirty five gallons of paint were ordered for inside work: 21 gallons of undercoat or primer, and 14 gallons for second and third coats. Colours are not mentioned. The first offices scheduled to be painted were the agent's and general offices starting May 11th. Fred Hartt handled the painting contract. He received a \$500 advance in June 1953.

**8.1.9 Roofing** - The canopy on the north wall of the building was completed. New cedar shakes were applied over the old shingles. The area to be covered was 5728 square feet. The shakes ordered were hand split with a sawn back (to

lay flat), 25" long, ¾ inch at one end, 1¼" butt to be laid 10" to weather. These came 5 bundles to a square, weight 400 lbs. Sixty squares were ordered from the Robert McNair Shingle Co. in Vancouver.

**8.1.10 Sidewalk & decorative posts:** On May 5, 1953, H. V. Spindle submitted an additional \$400 estimate for building a walk nine feet wide around the depot. The company supplied 48 sacks of cement, shipped from Skagway, as well as an unspecified amount of "old cement in freight shed." The job also required 20 yards of gravel. Jack Hoyt, when approving this work, also mentioned an ornamental feature he wished installed on the west side of the depot building: "Please arrange to make provision for setting in short pieces of 4" scrap iron pipe and spaced about 10 feet apart & set rustic wooden posts in, as per our conversation."

The "rustic posts," about 30" high, can be seen in photos of the completed building (figures 17 & 18).

**8.1.11 Siding:** The exterior of the building was covered in "log type" siding. To do this, the old siding had to first be removed. Jack Hoyt, the Rail Superintendent initially specified a knotty pine material, 3" thick, but the company had to settle for a plain 2" x 8" cedar siding with shiplap joints. Enough was ordered to cover 5300 square feet. The siding along with all interior wall coverings were ordered from E. L. Sander Lumber Co. Ltd. in Vancouver.

#### **8.1.12 Signage – exterior:**

(Also see Section, 8.2 Continued Maintenance and Renovations, 1955–ca. 1978.)

Two new wooden signs were affixed to the exterior west wall after the 1953 renovation. They were designed to fit in with the station's new rustic look, the letters being constructed out of sticks "giving the split birch log

effect" mounted on a board background. The larger rectangular sign is still in place, centred on the second floor wall, and says "WHITEHORSE, YUKON."<sup>63</sup> Company officials seemed most concerned that every detail of the new building facade be perfect. In March 1954, vice president Abrams expressed concern that the letter "W" on the large sign was "distorted or poorly proportioned" and was anxious that this be rectified before June 1<sup>st</sup>. In passing this message on, Jack Hoyt made the following suggestion:

*It will be probably be necessary to make another letter "W" somewhat wider and also probably alter the following letter "H", stealing a little space to provide for the larger or wider "W".*<sup>64</sup>

The second, mounted on a long narrow board just under the lower eave, read: "WHITE PASS & YUKON ROUTE," and is no longer there.

Signage – interior: From July through November 1953, there was much correspondence over ordering a sign with removable letters for posting schedules within the depot waiting room. This was ordered from The Tablet and Ticket Co. in Chicago. White Pass ordered a 24" square, unframed sign with a "galvanite binding" and white cast metal letters in July 1953 for a cost of \$35.45. Subsequently two frames were ordered for the sign at a cost of \$49.50 so that the lettering could be covered with a glass door.

#### **8.1.13 Systems**

8.1.13a Electrical: The new addition was wired and new outlets and overhead fluorescent lights were installed. In the main depot, a number of overhead lamps were replaced with fluorescent tubes and some rewiring took place. See Appendix 2 for the list of materials ordered for the electrical work.

8.1.13b Heating: Various pieces of 1952 correspondence refers to the installation of an "oil burner" in the depot at Whitehorse in 1952. A memo from general manager, C. F. Abrams, to the comptroller, F. D. Smith, indicates that this item cost \$511. Since it appeared under the heading "Jobs On Which Some Work Done Or Required To Be Completed This Year," the full cost was likely higher. It is evident that the station stopped using coal as fuel at this time, but it is unclear just how much replacement of the former heating system this required.<sup>65</sup>

In 1953, during the major renovations, the plumbing and heating contract was issued to M. Nelson of Nelson's Limited for his bid of \$1,800 for heating and \$800 for plumbing. Presumably at least a portion of this was for installing

radiators in the new extension as well as modifying the heating system to accommodate office rearrangements. During the general renovations, the chimney was removed from the waiting room.

8.1.13c Plumbing - The men's room was rearranged, including changes to the plumbing. It is possible that the plumbing was hooked up to the municipal water and sewer lines during the renovation if this had not already happened. In 1956, the company made preparations for hooking up the remainder of its buildings to the city system.<sup>66</sup>

**8.1.14 Vaults:** A large walk-in concrete vault was installed on the second floor. Today the vault interior has a piece of original carpeting from the Steamer *Klondike* on its floor. Also upstairs, in the cashier's office is a venerable Mosler safe. Another safe is located downstairs in what was the ticket office. According to Al Hughes, there used to be a smaller safe here that was later replaced by a larger one moved from the Dawson Agency.<sup>67</sup>

Laurent Cyr recalled this as one aspect of the renovation that did not go off too smoothly:

*The audit office never came into being as such until the American Army were on the railroad during the war. When they turned it back to the White Pass company they wanted to get all the offices combined, and they moved the audit office from above the Commissary to the extension above the depot. Because I was the foreman down in the freight yards when they made this move and I got into quite a hassle about it. They wanted to get it all closed in and then move the equipment afterwards. Well they had some big safes in there and I said, 'how about moving the safes before you close in the windows and the walls.' I didn't win out but we had to tear it apart again to get*

*those safes in. Of course they had all the wiring in and everything else. And the guy on the crane, well if he touched one of those wires, he'd be electrocuted right now. . . It was a touchy one.*<sup>68</sup>

**8.1.15 Wall & ceiling coverings:** New wall coverings included "striated" plywood, variable width knotty pine planks with bead and "P.V. Panels." The waiting room was covered with striated plywood panels on the lower four feet of the walls, wainscot moulding then variable width, knotty pine planks with a beaded edge. The pine planks were also used to line the new stairwell. Sheets of striated plywood and "P. V. Board" were used to line the walls of the general office, station agent's office, ladies & mens rooms, and hall but it is not known just how this was arranged. Ceilings were either covered with plywood panels, or in the case of the second floor, acoustic tiles.

## 8.2 Continued Maintenance and Renovations, 1955 – ca. 1978

Many of the internal rearrangements, renovations and maintenance arrangements are well documented for this period, both in White Pass records and the memories of former employees. Alexander Mathew Hughes worked for White Pass from 1955 to 1978. When he first arrived in Whitehorse, he worked as a forklift operator in charge of training other operators at the time that White Pass was setting up their container system. In 1959, he worked in the depot as the train order operator. He was then promoted to another position in Skagway where he lived for the next six and a half years. From 1970 to 1978, he was back in the depot working as assistant rail superintendent. In the section below, I have quoted extensively from a January 1998 interview with Mr. Hughes as well as various White Pass records.

**8.2.1 Cleaning:** It appears that during most of the postwar period, the cleaning of the depot building was contracted to various individuals. There was a point when White Pass looked at changing this arrangement. About 1956, "Dave's Cleaning Service" handled the janitorial work at the depot for \$325 per month. This included sweeping daily and washing and waxing floors weekly. When two army sergeants offered to do the same work for \$250 per month, the company decided to use this offer to induce "Dave" to lower his rates. The outcome of these negotiations is not recorded but in 1957, other correspondence mentions

that the company was paying \$250 per month for cleaning services.<sup>69</sup>

In June 1957, F. S. Schoepel wrote to vice president C. F. Abrams proposing that the contract services for cleaning should be replaced by “using our own manpower at rate of \$1.75 per hour.” The company would have to purchase own its own polisher but Schoepel still figured the company could save \$1163.72 per year. Part of the reason for this suggestion was dissatisfaction with the current service. A handwritten postscript read: “Our office looked like someone had dragged an old dog around the floor this morning.” In September of that same year, Schoepel approached a Mr. Carter who had the janitorial contract and offered him a reduced fee (166.66/mon.) if White Pass provided all the cleaning materials. Carter accepted this arrangement for up to Oct. 1<sup>st</sup>, 1957 and promised to correct his slovenly ways.<sup>70</sup>

In July 1958, a Mr. D. E. Beaudoin took over the cleaning contract for a sum of \$166.66 per month. During this period, correspondence indicates that White Pass was careful to ensure that their cleaning contractors had Workmen’s Compensation coverage for themselves and their employees.

In the 1970s, Mrs. Gisela Kovacs handled the contract for cleaning of the depot building. Her supplies, provided by White Pass, were stored in a closet under the stairs. In 1970, Mrs. Kovacs was paid \$400 per month. Five years later, she was paid \$588 per month for her services.<sup>71</sup>

**8.2.2 Fenestration:** New single-pane aluminum storm windows were installed in the early 1970s with, as Al Hughes describes them, mixed results: “In about 1972-73, somewhere around there, we had new storm windows put on. . . It helped some but not too much. The old building was sagging pretty bad and even after they got the storm windows in, there was cracks around

them, quarter inch, half inch on some of them. . . But they did help.”

**8.2.3 Fire Protection:** In December 1953, Jack Hoyt requested that the old type “soda-acid equipment” be replaced with Foamite 2½ gallon type fire extinguishers as soon as possible.<sup>72</sup>

**8.2.4 Foundations:** About 1971, White Pass had the depot foundation inspected and found that it was in very poor condition. The ends of the timbers had rotted allowing the building to sag, there were no cement footings and about 8 feet of each end of each stringer was dry rotted.

In September 1974, W. A. Hisman, the Rail Division Superintendent, was anxious that the foundation be repaired before any further work was done to the inside of the building.

Al Hughes obtained a quotation for the foundation work and remembers it well. The sidewalk on the west side of the building had to be taken up to give access to the foundation timbers on the west side of the building. “I believe Len Doey was the contractor. And as I recall, they took out some timbers that were rotting and blocked up others that the footings underneath them had sagged. . . There’s a basement under the building where the boiler is. The walls of that basement are only five feet high or so, and then it’s open space all the way around so they had to get down on their hands and knees and they had to dig a lot to get around the timbers. . . They didn’t have treated blocks I don’t think when they built that building but I think that at that time of repair that they could get some kind of treated — either creosote or penta treated.” When the repairs were complete, a new sidewalk was poured using ready mix cement delivered by truck.

This is confirmed by an estimate for \$14,000 prepared by Doey Construction on October 17, 1974 for building a “new foundation under railway station, 1<sup>st</sup> and Main.” It is likely that the actual work took place the following spring.<sup>73</sup>

According to this document, the work entailed the following jobs:

- to remove sidewalks on the two ends and 1<sup>st</sup> Avenue side.
- to pour a 12" deep and 24" wide continuous footing around building.
- to replace wood beams where necessary, White Pass to supply timbers.
- to replace sidewalks 4" deep and reinforced with wire mesh 10 gauge.
- to pour 12" x 36" inch pads, 9' on centres under all beams.

### 8.2.5 Interior Renovations

1957 – The hiring of new staff in 1957 made it necessary for the company to provide two new offices upstairs in the depot building. This was done by dividing up the large office space in the area assigned to the vice president. The east section of the office was partitioned into two private offices, one being approximately 9'6" by 11'6" and the other 9'6" x 16'. From a rough scaling out of the plans, this would appear to be the offices numbered 19 and 21 shown on plan 14 in appendix 3. The smaller office was occupied by the division engineer and the larger was assigned to Roy Minter. An estimate for the work, furnished by a "Mr. Brane," amounted to \$857.30.<sup>74</sup>

1970 – In 1970, Al Hughes was hired as assistant to the Rail Division Superintendent. At the time, there was no allotted space for this position. White Pass hired Len Doey of Len Doey Construction to partition off part of the baggage room to make space for a new 10' x 16' office in the northwest corner of the building as well as make alterations to the train operators office, just south of this. According to Doey's estimate the work was to: Build in office in baggage area approximately 41' new partition 9'4" high. Install two new doorways, install four new fluorescent fixtures. Build up existing office floor to the same level as in baggage area and tile with vinyl asbestos floor tile, tile ceiling to match and paint two rooms completely inside and out to owner's choice." The estimate, which did not include necessary heating work, was for the sum of \$1,345.

1975 – In April 1975, Len Doey won a contract to do some work in the marketing office. The work included painting and repairing the ceiling, removing the existing light and installing four new fluorescent lights at a cost of \$420.00. The same month, J. D. Burrows installed soundproofing in the personnel office, including a new door, for a price of \$209.40.<sup>75</sup>



**Figure 20.** Al Hughes, assistant rail superintendent, seated in his office in the northwest corner of the depot main floor talking with Alex Glennie of Mannix Construction Inc., summer 1969. *The Mannix Story, August 1969, p. 6.*

mid 1980s – A conference room was built upstairs in the NE corner of the depot by combining two smaller rooms. This is shown as room #12 on plan 14 in Appendix 3.

### 8.2.6 Miscellaneous External Features

Flagpoles - These two poles, set at either end of the lower canopy or “porch” roof, west elevation, only appear in one photograph taken in 1957 (figure 18). When Queen Elizabeth and Prince Phillip came to visit in 1959, one of these poles was relocated around the corner to the north side of the building immediately outside Keith Weller’s office window. It was one of Weller’s miscellaneous duties to run up the flag (the Red Ensign at that time) in the morning and take it down before leaving at night. The pole is still in place. Photo platforms - According to Al Hughes, platforms were temporarily erected during the Sourdough Rendezvous just outside the second floor windows on the west wall allowing media photographers to film Rendezvous events on Main Street.

**8.2.7 Painting and Finishing** - exterior: During the 1953 renovations, the cedar shake roofing had been left to weather and the siding was coated with clear spar varnish over an “Ironoil” sealant. In August 1957, executive vice president, C. F. Abrams, complained about the need for staining the roof and revarnishing the log siding. In particular he noted potential damage to siding on the west and south sides of the building — areas having the most sun exposure— if they were not maintained. Coincidentally Prime Minister John Diefenbaker was to visit Whitehorse in late September and the company was most anxious that all its premises should present a spruce appearance. Fred J. Hartt got the contract to apply two coats of varnish to the depot siding and wooden signs, paint window trim with one coat, and clean and stain the roofs. The company was to supply the paint and Hartt’s payment would be the company launch, the *Woodchuck*, which Hartt was to remove from the shipyard at his own expense.<sup>76</sup>

It is not known how often the building exterior has been refinished since then but at some point the clear varnish was replaced by a solid stain and the windows trimmed in dark brown.

Painting and Finishing - interior: According to Al Hughes, Irwin Kreft got quite a few of the company’s painting contracts. This was certainly the case in 1968 when Kreft was hired to do some painting within the depot. This included the walls, ceiling and floor of the baggage room, the “new operators office,” and the ticket office ceiling at an estimate of \$477.50. The colours chosen were cream for the ceilings and walls, and a robin’s egg blue for doors and trim. Before the job, Kreft mentioned to company personnel that he would lighten the blue for the doors and trim slightly “on account of the large doors.”<sup>77</sup>

### 8.2.8 Signage

8.2.8a Signage - exterior:

[Also see under signage in Section 8.1 re 1952-54 renovations.]

Neon Sign - About 1958, the building acquired the second neon sign to appear in Whitehorse, the first being the rearing horse that marked the old Whitehorse Inn. The large orange sign, mounted on the depot roof, simply states “White Pass & Yukon Route.” It has been a Whitehorse landmark ever since. For a short time after the company moved out and the building passed into the hands of the Yukon government, the sign was not switched on in order to save electrical bills. After a public outcry, the minister of the day quickly ordered that the sign be turned back on.

For some years during the 1960s, CPA had their own neon sign mounted on the west wall just under the “Whitehorse Yukon” sign.

A wooden interpretive sign with carved letters hangs on the west exterior wall. This was written by Roy Minter who arranged its fabrication.

8.2.8b Signage – Interior: On the wall around the exterior of the ticket office is a painted facade. According to Al Hughes, this was designed by Roy Minter especially for this space, painted in Vancouver in panels, then installed in its present location (see figure 21).<sup>78</sup>

### 8.2.9 Systems

8.2.9a Electrical - More incandescent fixtures were replaced by fluorescent lighting and overhead fluorescent lights were installed when new office space

was created. Minor electrical changes were made during the 1970s such as new receptacles for electric typewriters.

8.2.9b Heating – In 1958, the company had made preliminary arrangements that T. C. Richards, owner of the Whitehorse Inn would supply the depot building with steam heat, presumably from a plant Richards operated at the Whitehorse Inn half a block away. In return, Richards had undertaken to buy White Pass petroleum products for the next five years. The existing boiler was kept in the depot basement as a standby. Richards discovered that for this to be economic, he would have to raise his proposed rate from \$275 to \$350 per month. The company backed out of the arrangement and apparently installed its own boiler in the basement.<sup>79</sup>

On May 15, 1968, J. C. Hoyt wrote to Miles Popp accepting his bid of \$128 “for various changes in heating system at our Whitehorse Depot.” This involved the installation of a “chemical feeder”, relocating the expansion tank and installing four automatic baseboard vents.<sup>80</sup>

In the 1970s, according to Al Hughes, the building was still heated by a hot water boiler fuelled by furnace oil with hot water radiators to all the rooms. Each area was separately zoned and had its own thermostat. White Pass employees handled some of the minor repairs but most furnace maintenance was handled by local plumbing and heating firms. In May 1969, Rick Griffiths of Rick Griffiths Heating Service was awarded a service contract for the oil-burning furnaces at depot, residences, bunk house, warm vehicle storage, straddle carrier shed, round house and petroleum office.<sup>81</sup>



Figure 21. Painted facade around ticket window, March 1998. *Midnight Arts photo*

As Mr. Hughes recalls, the depot building was not a pleasant environment during extremely cold weather:

*It was comfortable when the weather was decent but when it got to be forty-five and fifty below, it was cold, really cold. We froze up the heating system several times that I remember. And we built about, maybe this was the same time as the storm windows, inside porches built for the waiting room doors.” [These were on both the platform and street sides.] “And they fitted inside the building. . . in order to keep the cold from coming through the doors. And that helped quite a bit.”*

These inner vestibules were removed during the summer months and reinstalled every fall.

## 9.0 Conclusion

The Yukon romanticizes the Klondike Gold Rush era like no other. For good or ill, it was a boom time when the land was flooded with new people and new ideas. The railway and sternwheelers are inextricably linked with this period and the next eighty years of change and development in the Yukon. Most of the remnants and reminders of this time have disappeared from Whitehorse. Gone are the docks, sheds and warehouses that marked the busy commercial waterfront and railyards. But through all the changes the city has seen, the railway station has stood witness at the foot of Main Street.

The depot marked the inland end of steel and the head of river navigation. Through its history, it was also the offices for an airline, bus company and the White Pass' own trucking firm. Contained in this building then are links to the air, rail, road and water transportation systems of the Yukon. The Company itself was headquartered here. White Pass was not only a transportation company, it virtually determined the physical and economic development of Whitehorse in its earlier years. It essentially founded the city by laying claim to the land and laying out the city grid. The rise and fall of White Pass' fortunes was quickly reflected in the economic life of the town. For nearly half a century, Whitehorse was a company town.

As we have seen, the company's influence spread well beyond the city. The machinations of the company moulded the water transportation system in the first half of the century. Because of its transportation monopoly, the history of White Pass is closely tied to the history of mining in the Yukon. It carried the gold and gold seekers in the early years of the century. Without the White Pass trains and sternwheelers, large scale mining would not have been possible in the Klondike. Despite

the great ore deposits around Keno Hill, mining there would have been nearly useless without White Pass ships and trains to carry the ore to outside markets. Many mines would make it or break it based on being able to ship their ore and equipment with White Pass at an economical rate. Similarly, the financial well-being of the company was tied to the health of the Yukon's mining industry.

The City of Whitehorse marked the seasons, and indeed their hours, by the coming and going of sternwheelers, trains and White Pass staff from this depot. While the analogy may seem trite, this structure really was the heart of the Yukon's transportation system for over fifty years.

The depot was built as the focal point of a planned, company town. It anchors the main east-west street and fits at the centre of the north-south axis along the waterfront. While Whitehorse is no longer a company town, the depot still acts as a geographic focal point for the community. Main Street seems designed to draw attention to the building. This is most noticeable at Christmas time when, traditionally, a huge tree is set up in front of the depot. Often city events will be staged from this intersection. The Rendezvous festival and the start of the Yukon Quest dog race have used the depot as a backdrop. When a forest fire threatened the town in 1958, the company lined up rail coaches here, ready to evacuate the downtown area. Now a centre for non-profit organizations, the depot still plays a role in the social life of the city.

The depot itself has undergone a great deal of physical alteration. One tends to look at the original building with its gabled-hip roof and dormered windows with a kind of nostalgia. The building was distinguished in the early town, not only for its size but because of its solidity and permanence in a town composed largely of tents and hastily thrown up shacks. By the 1950s, the depot had become another boxy building in a town of boxy buildings. What little Victorian and Edwardian romance there had been in Whitehorse's architecture was rapidly being erased. But hindsight is often blind to the necessities that moved the owners to make changes in their building. The difficult economic times of the 30s and the hectic activities of the war years gave little concession to visual aesthetics. More space was required and it was tacked on where there was room. With the 1953 addition, company officials made some effort to improve the exterior appearance of the building. The pseudo-log siding and twig signs, were

planned to give a quaint “northern” flavour to the building and provide visitors with the look they expected.

When residents and visitors look toward the river from Main Street, or along First Avenue, the depot is the building that captures their eye. It is familiar and, in many ways, comforting. The depot was there at the beginning of the city’s history and its transformations over the years mark the growth and change in the community.

The depot houses one of the most significant histories of any building in the Yukon. There is no other structure in the territory that encompasses such a breadth of transportation history themes. Few sites have such strong association with these themes either. As the end of steel and head of river navigation, it is unique. In Yukon’s history, no other company dominated the transportation industry to the extent that White Pass did. As the building that held the offices of this corporation in the Yukon it is, again, unique. Finally, the importance of the depot to the urban landscape of Whitehorse should not be underestimated. Simply by its location in relation to the town’s streets and its continued dominance of the waterfront, it speaks the historic character of the community.

## Part II: Other Structures on the Whitehorse Waterfront

### 1.0 The Yukon Electrical Company Limited Building / Fire Hall

#### 1.1 Introduction

The Yukon Electrical Company, Limited (YEC) began service in 1901 as a combined power plant and business office in a building north of the White Pass wharves and depot, and next to the Whitehorse Steam Laundry. The Fire Hall, built that same year, was also built on the waterfront immediately to the south of the depot building.

The great fire of May 23<sup>rd</sup>, 1905 destroyed a great deal of the downtown Whitehorse area. To make the fire fighting service more efficient, YEC entered into an agreement with the territorial government to move their plant immediately south of the fire hall and to provide the fire hall operations with a pumping station. The two institutions occupied the same structure until about 1948/49 when the fire hall was relocated to another building on Steele St.<sup>1</sup>

In an attempt at clarity, the following narrative will be divided into three parts. The first two will discuss the two separate buildings that existed prior to 1905. The third section will focus on the renovated structure built after the fire.

#### 1.2 The Yukon Electrical Company Limited Building, 1901–1905

In 1901, three entrepreneurs announced that they were seeking a franchise to provide power in Whitehorse. On July 2, 1901, the Territorial Council granted a charter to The Yukon Electrical Company. John Boyd, Arthur Gordon Smith and Jay Wiley were named provisional



Figure 22. Southwest corner of YEC Building, 9 March 1998. Midnight Arts photo

directors of the new company and Wiley became its first manager. Later that same year, the Yukon Electrical Company Ltd. set up operations in a small log building on the Whitehorse waterfront just south of the steam laundry. Lighting was provided to the town from onset of darkness until 11:30 or midnight.

According to John Scott, power was produced by two 30 kilowatt generators fired by a 60 horsepower boiler.<sup>2</sup> The YEC's official historians documented the following information about the plant's facilities:

*... a horizontal-piston steam engine, driven by a wood-fired boiler and connected by long leather belts to two electric generators — which were usually referred to as dynamos. These dynamos had, between them, a peak output of about 20 kilowatts of 220-volt direct current power. Wood for the main boiler, and for a second which served as a standby unit, was supplied by Louis Belamy, an old Frenchman who had a woodlot at Cowley on the*

*White Pass Railway, a few miles from town. The wood was brought to the plant on railway flatcars, and when Yukon Electrical opened for business, it cost \$6 a cord, delivered.”<sup>3</sup>*

The company proudly advertised "Safe Sure Brilliant Electric Lights."<sup>3</sup> The convenient waterfront location was not without hazards. In December, ice caused the Yukon River to back up and flood several waterfront buildings. The floors of both the firehall and Whitehorse Steam Laundry were covered with several inches of water. The YEC notified their customers that the current would not be turned on until the water subsided. In the meantime, employees at the Laundry next door just pulled on their rubber boots and kept on with the job.<sup>4</sup>

In 1902, the Yukon Electrical Company absorbed the Whitehorse Telephone Exchange. They reduced the rates for telephones in residences to 75 cents per week and for businesses to \$1.50 per week. According to their advertisement in the *Whitehorse Star*, "The rate is 50 per cent less than former rates and places the service of the company within the reach of all."<sup>5</sup> Possibly in recognition of this increased service, the YEC was granted lease to an additional 15 feet of waterfront property, south of their current 35 foot lease.<sup>6</sup>

In April 1906, YEC relinquished their lease near the shipyards. By this time, the company had moved to its new location on the upriver side of the fire hall. The British Yukon Navigation Co. subsequently applied for and took over the lapsed lease of 50 feet.<sup>7</sup>



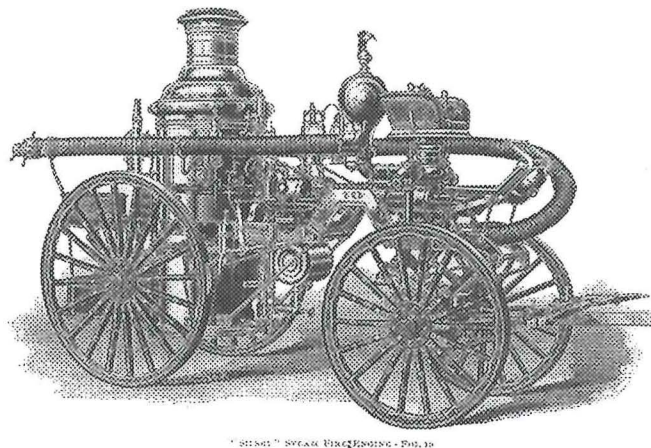
**Figure 23.** "Whitehorse after the fire, 23 May 1905." Taken looking southwest from across Yukon River. Note the boiler stack of the YEC building in its original location just south (right) of the Whitehorse Steam Laundry. Cropped from: YA/Old Log Church Museum coll., 79/107, PHO 117.

### **1.3 Fire Hall, 1901 – 1905**

Members of the newly-formed Board of Trade began agitating for a fire hall and fire-fighting equipment in 1900. In a community of wooden buildings heated by wood stoves and no running water, the early merchants and entrepreneurs were well aware of the potential danger of losing their investments in buildings and stock to fire. Members presented a bill to Commissioner William Ogilvie requesting that among other facilities that "provisions be made for fire protection." As Whitehorse was not incorporated, the community had no facilities for raising its own taxes and was dependent on Territorial Council for funding for municipal services.<sup>8</sup>

In July 1901, North-West Mounted Police Supt. Z. T. Wood together with the federal Department of Public Works Superintendent Taché and Robert Lowe of the Board of Trade set out to find a suitable location for a fire hall. They settled on a spot south of the railway station “facing the centre of the town and clear of all obstructions.”<sup>9</sup> E. C. Hawkins, the railway’s general manager, donated the property - an area of about 60' x 20' - and offered to transport the fire fighting equipment by the railway free of charge. He also offered to supply men to assist in putting up the building. Taché offered to draw up plans of the engine shed and estimate costs. Police prisoners were delegated to clear the site and level the ground.<sup>10</sup>

After much negotiation and correspondence, a second-hand Silsby fire-fighting apparatus was purchased from Vancouver together with three hose reels and 2,000 feet of hose. By October, a handsome frame fire station and engine house with a prominent hose-drying tower had been erected for a cost of \$3,400. H. Chapman was hired in August as the first engineer in charge of the fire engine at Whitehorse. The remainder of the fire



**Figure 24.** The “Silsby” steam fire engine.  
YRG I, Series 4, vol. 8, f. 235A, GOV 1913.



**Figure 25.** SW corner of firehall with railway depot in background, November 1901.  
YA 605/NAC coll.

department was volunteer. The Whitehorse Board of Trade wired the Commissioner on November 18<sup>th</sup> to inform him that G. D. Reed was the Chief and James Fairbairn secretary of the Volunteer Fire Brigade.<sup>11</sup>

It was found that the old Silsby engine was in poor condition and requiring a great deal of work to put it in workable shape. Even so, unless a fire was kept up under the engine boiler 24 hours a day, requiring two employees, the fire engine could not work up sufficient steam to power the hoses in less than 15 minutes. By 1902, Ludger Roy was the engineer earning \$150 per month and continued in this position until 1905.

In October 1904, at a meeting presided over by Chief E. Dixon, it was decided that the fire department should order a new boiler and pump and to lay a pipe from the engine house to the fire hall and place a hydrant in the hall “where the pipes will always be connected and free from frost.” On May 22, 1905 a letter to Acting Commissioner Z. T. Wood detailed the activities of the fire department in digging a well and running a conduit to the river. The letter mentioned that new fire apparatus had arrived. The letter concludes with what, in retrospect, would prove to be a most ironic statement: “I think that when our new plant is in place we will have a first class up-to-date fire fighting apparatus which we have never had before.” Unfortunately, it would be badly needed within hours after the letter was penned.

The fire hall and its facilities proved completely inadequate during the great fire of May 23<sup>rd</sup>, 1905. Early that Tuesday morning, fire broke out in Eddie Marcotte’s barbershop in the rear of the Windsor Hotel on the corner of First and Main Streets. Within two hours, almost two blocks of commercial buildings were destroyed. Casualties included businesses along the two blocks of Front Street between the post office and government telegraph office. Estimates of the property damage varied from \$250,000 to \$300,000. Only a small portion of this was insured. The fire hall did not burn, although the railway depot next door was completely destroyed. The Yukon Electrical Company lost about \$200 worth of poles and line (see figure 6).<sup>12</sup>

A commission was appointed to investigate the fire and determine how to improve the efficiency of the firefighting service. Hector Sproat, superintending engineer for White Pass, and Willard L. Phelps, a prominent local lawyer, were appointed commissioners. Their report is not available but within a few months radical measures were taken to improve the fire fighting service.

#### **I.4 The YEC Building/Fire Hall: 1905 –1997**

By June 1905, Jay Wiley – the managing director of the Yukon Electrical Company – was negotiating with the Yukon’s commissioner regarding the terms under which YEC would install the new fire apparatus and maintain the power plant. The light plant would be moved from its original location downriver to a new site just south of the fire hall. YEC was responsible for installing the fire boiler, pumps and appliances in conjunction with its electric light plant on the ground adjoining the fire hall. YEC was responsible for maintaining enough steam pressure that the fire pumps could be operated with five minutes notice. The new services would cost the government \$2000 for installing the plant and \$2000 annually for maintaining steam pressure. This agreement was in place for five years.<sup>13</sup>

The move took place in August. On the 14<sup>th</sup>, the *Whitehorse Star* announced the ground-breaking for the foundation of the new YEC building had started that day. The company affirmed that: “The work of moving the plant will be rushed as speedily as possible.” On August 26<sup>th</sup>, the company began transporting their equipment on flat cars hauled by an engine up the line to the new location. For four days, and nights, the town was without power during the move. By early September, the plant was operational in its new location and according to the *Star*, its machinery could not even be heard across the street.<sup>14</sup>



into the boiler. Louis Bellamy supplied wood in the 1920s and early 1930s but Mr. Scott doesn't know who supplied wood after that.

Fire Hall - John Scott states there was only a partial partition between the boiler room and fire hall. It was open on the river side. On the street side there was a stairway to second floor located near fire tower.

In November 1905, the Commissioner also signed a contract with YEC for providing street lighting in Whitehorse. In 1907, the fire department ordered a new 40-gallon chemical engine. Since this purchase was deemed essential, funds for the engine were diverted from council funding for street repairs. That same year, Territorial Council voted \$3000 for fire protection service, \$1000 for street lighting and \$500 for "sundry expenses in connection with Fire Dept." One of these expenses was \$110 paid to William Robison in October for painting the fire hall. In November, Mr. Robison was appointed as chimney and flue inspector for Whitehorse. His job was to spend four days every two months inspecting the town's chimneys at a rate of \$7.50 per day.

In 1908, the ceiling of the Fire Hall was lowered to provide quarters for three or four men and so that the hall could be more easily heated. Eli Hume took charge of this work at a cost of \$477.50. As part of these renovations, Messrs. Boyd, Burns & Co. shipped a brass sliding pole for use in the fire tower. The pole was 18½ feet long and 2½ inches in diameter.

Fire fighting services were further improved when a shipment of hydrants and fittings were shipped to Whitehorse in February 1909. Within a few months, the business proprietors of Front Street made arrangements with the YEC manager, Willard Phelps, to have the pumps operated and street sprinkled as needed to keep

down the dust.<sup>16</sup> McLennan McFeely & Co. of Vancouver had sent up a brand new Siren Whistle in January. It was most effective. According to John Scott, "You could hear it clear out at Pueblo Mine!"

The siren was a big cylinder with a whistle on top. There was a piston inside the cylinder with a rod that extended down below. Attached to this was a handle which one pulled up and down. Apparently, water used to condense in the pipes, so one had to pull the handle then quickly move out of the way to avoid being sprayed with boiling water. "You pulled the thing and ran," recalled Scott. It was Scott's dearest wish to one day sound the siren but he never got the chance.<sup>17</sup> The old fire tower bell was moved to the Lambert Street School and now hangs in the yard next to the old telegraph office at MacBride Museum.

Also in 1909, the Whitehorse Board of Trade determined that the work required by the Fire Chief and crew was too much to do on a strictly volunteer basis. They requested the Commissioner that a small monthly salary be paid to the Fire Chief and that the fire crews be paid a small amount for practice drills and services at fires in order "to in a way reimburse these men for wearing apparel, etc. which they ruin working at these fires."<sup>18</sup>

#### **1.4.2 Fire Fighting Apparatus**

John Scott shared his memories of fire fighting in the early days. There were no motorized fire engines. There were two buggies each carrying a tank of chemicals (possibly soda acid). These would be hauled to the site first to try to contain the fire and try to keep it from spreading. There were also two carts on wheels with long fire hoses, about 4" in diameter, wound up on large hose reels. In winter, they took the wheels off the buggies and replaced them with sled runners. The hoses were taken from the carts and reels and folded up on sleighs. The original steam fire engine, with its own boiler, was hauled by horses to near the fire scene. A hose was run to the nearest water source, then pumped through another hose onto the fire.

When the fire siren sounded, every able-bodied man in town rushed to the Fire Hall. The fire chief was appointed and got a salary, otherwise it was a volunteer department. One end of the hose would be hooked up to a pump operated by a steam boiler. The hose was then unwound and strung out to the fire site.

While attending university, John Scott worked for the fire department in summer. He was one of four people who helped maintain the hoses for \$5 per

month plus he was paid \$5 per fire. This was ca. 1928. He recalls that there were a lot of forest fires near town that year.

### 1.4.3 Fire at the Fire Hall

In February 1935, the fire hall itself was threatened by flames when fire broke out in the tower. There was a great battle to keep the flames from reaching the boiler room next door in which case the hoses would have been inoperative and “the town would have been in imminent danger of being razed to the ground.”

The Whitehorse Star gave a breathless account of the heroic struggle:

*The fire, which broke out in the Fire Hall tower, was discovered about 4:15 a.m. by Harry Flaherty and Sam McClimon, Yukon Electrical Company employee at the Power House who was on duty at the time. Flaherty immediately sounded the alarm and McClimon dashed into the garage portion of the Hall and removed his car, the gasoline tank of which was in danger of exploding.*

*A few minutes later volunteers and firemen came rushing from all points and in a remarkably short time hose lines were run out and the battle was on between the fire fighters and the flames and it was a battle. . .*

*After about an hour's fighting the flames were more or less checked and by 8 a.m. the blaze was practically extinguished. Due credit must be given to our fire brigade, who once more proved their efficiency and to those public spirited citizens who responded immediately to the eerie call of the siren and battled the flames so courageously. It is to be hoped that no serious illness will result to any of them as they were drenched repeatedly many of them having to change clothing several times and with the*

*temperature at 11 below zero it was a mighty cold job. Fire Chief George Walker is to be commended on the able manner in which he handled the fighters and the apparatus. . .*<sup>19</sup>

### 1.4.4 Upgrading & Rebuilding

Once again the town had to reassess its fire protection measures. The Yukon Electrical Company had also been contemplating improvements. YEC announced its intention to change the wood-burning steam plant to diesel engines and convert to a 110 volt system. They also spoke of ordering a 100 horse power Hall Scott gasoline engine to power the pumps. J. R. Gaudin, port engineer of the British Yukon Navigation Co., heartily endorsed the Hall-Scott engine stating that the pumping capacity would be increased considerably, thereby giving greater protection to the community. It was also recommended that the well in the Fire Hall be deepened and that the pipe leading from the Yukon River to the well be enlarged.<sup>20</sup>

By mid June, the new equipment had arrived. The fire equipment consisted of the Hall-Scott Engine connected to a centrifugal pump with a capacity of 750 gallons per minute. YEC had acquired a 2300 volt transmission line and a diesel driven generator. The YEC staff had erected fifty new poles and strung new



**Figure 26.** Looking north on Front St. YEC plant and firehall at right, n.d. YA, Hamacher coll., PHO 289, 50a.

transmission lines. The conversion to the 110 volt system was planned for August. Electrical service was now available for 24 hours a day,<sup>21</sup>

In 1940, Laurent Cyr and Boyd Gordon acquired part of the old steam engine to support a gold mining enterprise. Here is how Mr. Cyr described the transaction:

*About that time, another fellow and I were going to build a small dredge to go gold mining and we didn't have too – our finances weren't too good. One of these big, I call them a bull wheel, they were four foot in diameter and those belts were 15 inches wide, so it was just about that wide. And they were big, heavy. And I asked them for one of them. Well they asked for a price and I said we haven't got any money. 'Well get it out of the way!' I don't know what happened to the second one, but the first one we got. And we put it on this dredge to go gold mining. We only operated the one season. I understand this past year, that would be 1997, it collapsed and is laying in the river. It is about 150 miles north, down north [on the Yukon River] . . . ”*<sup>22</sup>

The fire tower and roof of the fire hall had been badly damaged and the next major revision to the building happened at this time. W. J. Simpson, a local carpenter and contractor, had the contract to build the new roof and make repairs. The next available photo of the building, taken in 1942, shows that the hose-drying tower had been taken down and the new gable roof had been raised about four feet.<sup>23</sup>

About the mid to late 1940s, YEC began renovating the old building a section at a time. They started with the south end or engine room. John Scott remembers designing the roof trusses for the mid section or boiler room. In 1948-'49, the fire department moved to a new location on Steele Street between First and Second

Avenues, and the building was used solely by YEC.<sup>24</sup> Around this time, the YEC crew replaced the old fire hall. Downstairs became a garage and Jimmy Wood, the operator, and his family moved into the new flat roofed 2<sup>nd</sup> storey. According to former worker, Bob Erlam, the YEC crew were accustomed to tackling almost anything:

*John (Phelps) would say 'Do this' and we did it. When the addition was put on the power plant by the river, we built the roof trusses and put the garage down below. Jimmy Wood lived up above. Every now and then while we were building, we'd lean through the window to see if the diesels were still running, but we finished the job on the roof.*<sup>25</sup>

In 1956/57, the federal government's Northern Canada Power Commission built a dam and hydro plant at Whitehorse Rapids. When the facility was completed in 1958, the Yukon Electrical Company handled the distribution. The company went through another major change in 1958, the owners sold out to Canadian Utilities Limited, a subsidiary of Alberta Power.<sup>26</sup>

Once the new hydro plant was completed, the diesel plant downtown was no longer required. YEC continued to use the structure as a switchroom, warehouse, meter room and garage. The members of the line crew also used the building as their headquarters.<sup>27</sup> White Pass purchased the building from YEC sometime in



**Figure 27.** U. S. Army concert in front of depot, 10 May 1942. Note the redesigned YEC building to the right. YA 5710/ Hays photographer & coll.

the late 1970s. The company installed gyprock and shelves and kept office records here.

They also allowed other community groups to use the building for storage. The Yukon government acquired this building when it bought a large piece of downtown waterfront property from White Pass in 1991. At one point, the Yukon Agricultural Association sought to get the use of this building for a central weekend farmers' market, but failed in their efforts. The Yukon government has recently committed funds for the rehabilitation and re-use of this building and the other structures discussed in this report.

## 2.0 The White Pass Rental Houses

Today there are two small houses on the waterfront. The most southerly, the Claude Hogg house, was erected immediately south of the Ice House. Both it and another small dwelling, the Ernie Theed house, later transported and set up beside it on the north side (after the Ice House had been demolished) were owned by White Pass and rented out to rail and dock employees.<sup>28</sup> There was a perpetual housing shortage in Whitehorse and an important condition of employment for workers hired from Outside was the provision of housing.

Further south from the Hogg house to where the rail line began to curve, there were several other small houses on the inland side of the track. These were squatter dwellings, tolerated by the company, belonging to trainmen from Skagway who – during the slow 1930s – might spend up to two or three weeks in Whitehorse on layovers between trips.

Since then the built landscape has changed drastically. The trainmen's houses are gone, as is the Ice House. The dwelling south of the Hogg cabin is gone and another house has been moved to the north on the former location of the Ice House. Relying heavily on information provided by Al Hughes and Laurent Cyr, I have documented some of the history of these cozy little dwellings and their occupants.

## 2.1 Company House #16 – Claude Hogg House, 1091 First Avenue

### 2.1a The Tenants:

Claude Hogg was born in Vancouver in 1910. He first travelled north in 1932 and worked as a deckhand and mate aboard various British Yukon Navigation Co. vessels including the *Casca II*, *Nasutlin*, *Aksala*, *Klondike*, *Whitehorse* and *Keno*. When he left the Yukon in 1952 for good, the boat service was shutting down as new roads were constructed to Mayo and Dawson.

From 1943 to 1952, Hogg was foreman of the longshore crew, the dockworkers who were responsible for loading and unloading freight from the sternwheelers. During navigation season, he and his wife stayed in this house, a short walk from the docks and warehouses where he worked.<sup>29</sup>

Information about residents between 1952 and 1958 is scanty. Laurent Cyr believes that Al Olsen may have lived here for a time although others have stated that he lived in one of the trainmen's squatter houses to the south. Toward the end of this period, a woman who worked in the freight office lived here with her husband who may have been with the armed forces.<sup>30</sup>

This building is fondly remembered by Al and Shirley Hughes, who occupied the house in 1958 and 1959. In 1955, Hughes moved north from Vancouver to work as a forklift operator in the freight shed, at that time located immediately north of the depot building. White Pass was just instituting its new container system and an important part of Hughes' job was teaching other employees how to operate the forklift. In 1959, he got a new job with the company as a train order operator, with an office in the depot. The year before, the Hughes moved into this house. They had been living in another White Pass house on Jarvis St. just off Second Avenue. A great advantage of the Hogg house was that it had running water, something the Hughes had been living without for three years and much appreciated as they had a new baby. Mr. Hughes remembers it as a warm, pleasant and quiet dwelling, handy to both the depot and Mrs. Hughes' job at the Taylor & Drury Store. They paid a rent of \$15 per month.

As Mr. Hughes recalls:

*It was quite nice. I was the train order operator at the depot at the time. The train came right by here and when the train came in at night and they*

*were given their switching instructions and everything. And I was able to close down and go home. If there was something they needed, they used to just back up and knock on the living room window. . . They'd just tap on the window and holler in the window. When I wasn't home, they used to come and visit with my wife through the window you know and wanted to know where I was, how they could get in touch with me.*

One of the more exciting incidents of their tenure happened early one foggy fall morning when Mrs. Hughes was home alone while her husband was out duck hunting. She was awoken by a noise and got up to find an intruder opening the living room window. She quietly returned to the back bedroom to get a rifle. The trespasser – now moving ornaments aside on a table so he could crawl in – became aware of her presence when he heard the rifle bolt being slid into position. He departed hastily. For some time after this incident, the

grocery delivery boy was careful to announce his presence with a holler from the street before coming up to the door.<sup>31</sup>

Other subsequent tenants that Mr. Hughes remembers are Ian Bell – also a train order operator – and his wife Leonie ca. the mid 1970s; and Charlie Fox, a fuel truck driver for the White Pass Highway Division, and his wife. Fox seems to have been quite a local character. Here is how Mr. Hughes describes him:

*. . . he was actually the first kind of Yukon representative they had that Bud Fisher took over after him. . . I can't remember what they called him. He had a big white beard and he went off down to the children's hospital in Vancouver or something, and he took donations that were made around town. . . It was kind of like a mascot to the gold rush or something. Charlie Fox was the first one of those. . . He and his wife lived there, in fact they were living there when they moved to Macaulay Lodge.*

The last person to occupy the building was Wayne Alleman, a Handibus driver and musician. Alleman lived here from February 1991 to August 1993. He also remembers the house as being warm, cozy and quiet. He originally rented the dwelling from White Pass and was living here when the property was bought by the Yukon government. His rent, which never changed, was \$375 per month.



**Figure 28.** Looking at riverfront from across river. Showing ice house, Hogg house and other small buildings, 1958. YA/MacDougall coll. 89/57, PHO 377, 33.



**Figure 29.** Al Hughes standing in front of his former home, 27 January 1998. *Midnight Arts photo.*

He remembers that the roof leaked into the bathroom for a short period during spring thaw, but otherwise no problems. Because he was reluctant to contact his government landlords who might urge him to move, he rigged up a duct tape channel under the leak so that the water would drain directly into the toilet. This awkward repair was still visible in January 1998. He left in August 1993 shortly before he got married and the house has sat vacant ever since.<sup>32</sup>

### **2.1b Interior Description, ca. 1959**

On January 27<sup>th</sup>, 1998, Al Hughes revisited his old home and described what he remembered of the layout and finishes to Brent Riley and Helene Dobrowsky.

The exterior of the house was painted yellow when the Hughes lived there. The windows are unchanged. The house has a simple layout. From the entrance on First Avenue, one walks through a mudroom into a central kitchen with three doorways. The bedroom leads off the kitchen to the west and the living room is on the east or track side of the house. The bathroom is on the north end of the house, leading off the living room.

The interior walls were covered with Donnacona a relatively inexpensive and popular wall covering/insulation material since at least the 1930s. They have since been covered with imitation panelling. Linoleum was laid on the floors, a tile pattern in the kitchen and a hardwood plank pattern in the bedroom and living room. The kitchen lino has been replaced and the other two main rooms are now carpeted. The fluorescent overhead light in the kitchen is new, but Mr. Hughes thinks the ceiling fixture in the bedroom may be original.

There used to be a trapdoor in the kitchen, just before the living room doorway, that led to a small cellar containing a wood-burning barrel heater. While they lived in the house, Mr. Hughes installed an oil heater in this space. This became their main source of heat and they only used the barrel heater when temperatures dropped to -25° or -30° Fahrenheit. Now the only access to this space is from a outside hatch covering a ladder leading to a basement door to the south of the building which was used to load wood into the cellar. There is an attic crawl space with an access hatch in the gable end on the street or west side of the building. Mr. Hughes never had occasion to check it out while he lived here however.

There are a few layout changes since 1959. The bathroom now has a small vestibule containing a washing machine. In 1959, this was all one large room. Mrs. Hughes did her laundry using a wringer washer stored at the vestibule end.

## 2.2 Company House #6 – Ernie Theed House

Several prefabricated dwellings of this type were found around Whitehorse. Various local businesses including CPA, Taylor & Drury and Pan American Airlines bought buildings of this style for employee housing. More needs to be learned about where these structures were manufactured and by whom. <sup>33</sup>

Originally, this prefabricated house was one of four White Pass company houses on the north side of Jarvis Street between First and Second Avenues. Al Hughes spoke about his first encounter with the house and Mr. Theed when he arrived in Whitehorse in 1955:

*Ernie Theed lived in it when we first came here and he was a traffic manager for White Pass. And they did something to that property on Jarvis*

*Street, White Pass had four houses all in a row. Came down right to the alley, between 2<sup>nd</sup> Avenue and (1<sup>st</sup> Avenue). And they were all little houses and this was the only one that was on 2<sup>nd</sup> Avenue that had running water. [The houses were moved when the property was sold, ca. the early 1970s. The new owners built a motel, the New North, now the Pioneer Inn. <sup>34</sup>]*

A later resident was Bob Elliot, who was the general agent for White Pass for a while in the late 1960s. Al Hughes lived in another of those Jarvis Street houses before moving to the waterfront.

According to Mr. Hughes, the Theed house was moved to the riverbank sometime in the late 1960s or even early 1970s, to provide housing for the railway section foreman.

*That was primarily what this house was moved here for, was so that there would be accommodation for specialized people like section foremen. There's a lot of knowledge in track repair and setting up super elevations and curves and everything, that these people have. When we had to hire a*



Figure 30. Southwest corner of Theed House, March 1998. Midnight Arts photo

*new section foreman, if we had to go outside to find him, it was really hard to find a place for him to live, or if he was already working and was out on the road some place and he had to move into town, it was to find a place. And that was the reason the house was moved there.*

Two section foremen who inhabited the house were Steve Boris, who lived here with his wife, and his successor Cash Maczka, who moved in December 1969.<sup>35</sup>

The last occupant of this house was Willie Scheffler. He was a longtime trainman who lived here with his family for many years, finally moving out in 1993.

### **3.0 The Casey House**

Casey houses were used to store the small casey cars or motor cars and tools that were used by the section crew to patrol and maintain the railway right of way.

This small structure is a wonderful example of the casual way in which White Pass re-used and relocated buildings. According to Al Hughes, this White Pass house was originally located in the shipyard area and occupied by Fred Good, an engine hostler in the roundhouse. Around the late 1950s or early 1960s, it was moved to the north side of the railway roundhouse or train shed north of a casey house and used to store tools and equipment. The original casey house, also immediately north of the roundhouse, was stolen by audacious thieves with a trailer or flatbed truck. The Good house was then converted to become the new casey house.

About 1969 or 1970, the casey house was transported further upriver to its current location on the inland side

of the track. According to John Scott, this building replaced an earlier casey house in the same area.<sup>36</sup>

### **4.0 Conclusion**

All three of these small buildings are good architectural representatives of typical modest Whitehorse housing right up until the late 1970s when log cabins could still be found within a block of Main Street. The two rental houses, despite their small size and unpretentious appearances, were prized for their electricity and running water. For workers, these houses were a great step up from living in a company bunkhouse. The provision of housing was an important incentive for workers being recruited from outside the territory and the town. Despite the small size, the tenants appreciated the reasonable rent and convenient location.

The casey house, recycled from a storage shed previously converted from a dwelling, is a good example of a culture where nothing was ever wasted and buildings were readily moved from site to site.

## Endnotes:

### Part I. White Pass and Yukon Railway Depot, Whitehorse, Yukon: Narrative History

1. Traditionally, the Yukon River below Dawson, which flows largely through Alaska, has been referred to as the lower river, while the section between Dawson and Whitehorse has been known as the upper river. Both these terms are often capitalized in early publications. From 1898 to 1900, between the peak of the Klondike gold rush and the completion of the railway, steamers were also running from Bennett to Canyon City. So for a short time, the river above Miles Canyon was also called the upper river, thereby adding to the confusion.
2. *Daily Alaskan*, 22 June 1900.
3. *Whitehorse Tribune*, 21 July 1900.
4. *Daily Klondike Nugget*, 6 August 1900.
5. *Daily Alaskan*, 13 Sept. 1900.
6. Samuel H. Graves, *On the White Pass Payroll* (New York, Paladin Press, 1908), p. 141.
7. Gordon Bennett, *Yukon Transportation: A History* (Ottawa: Parks Canada, 1978), pp. 7.7.62-63.
8. *Ibid.*, pp. 88-90; 103.
9. Dobrowolsky & Ingram, *A History of the Whitehorse Copper Belt* (MacBride Museum, April 1993), pp. 2-3.
10. Jeremiah Lynch, *Three Years in the Klondike* (Chicago: R. R. Donnelley & Sons Company, 1967), p. 263.
11. *Whitehorse Star*, 23 May 1905.
12. *Whitehorse Star*, 23 May 1905; *Daily Alaskan*, 26 May 1905.
13. *Daily Alaskan*, 23 May 1905; *Atlin Claim*, 27 May 1905.
14. *Yukon Sun*, 22 May 1900; *Alaska-Yukon Directory and Gazetteer* (Seattle: Alaska-Yukon Directory Co., 1902), pp. 734, 735. In a *Yukon News* article dated 23 Oct. 1992, Jane Gaffin suggested that the newsstand proprietor might have been the well-known Harry or “Shorty” Chambers who later moved to Champagne.

15. H. Dobrowolsky, *Law of the Yukon* (Lost Moose Publishing, 1995), pp. 67, 116.
16. *Whitehorse Star*, 9 January 1901.
17. *Whitehorse Star*, 20 July 1905.
18. *RNWMP Annual Report*, Report of Insp. MacDonald, p. 221; Dobrowolsky & Ingram, *Whitehorse Copper Belt*, pp. 5-6, 9-10.
19. WP&YR, *Superintendent's Annual Reports* ( SARs): 1903, 1905, 1920, 1921, 1922 (YA, COR 722).
20. *Ibid.*, 1909.
21. *RNWMP, 1912 Annual Report*, Supt. J. D. Moodie, p. 239; WP&YR, SAR, 1916 (YA, COR 722).
22. Bennett, pp. 94-95.
23. Dobrowolsky & Ingram, *Whitehorse Copper Belt*, pp. 6-8.
24. WP&YR SARs: 1921, 1922, 1923.
25. *Ibid.*, 1930; John Scott interview, recorded by H. Dobrowolsky, 21 Sept. 1992.
26. *Yukon River Aural History Project*, Hymie Koshevoy interview, 21 July 1978.
27. "Address by Frank H. Brown, President, The White Pass and Yukon Corporation Limited to the Third Northern Resources Conference, Whitehorse, Yukon, 8-11 April 1969."
28. Ronald A. Keith, *Bush Pilot with a Briefcase* (Toronto: Doubleday Canada Limited, 1976), pp. 169-170.
29. Bennett, pp. 124, 126.
30. J. Edward Martin, *Railway Stations of Western Canada* (White Rock: Studio E Martin, 1980), p. 75.
31. WP&YR, SAR, 1914; White Pass Transportation Ltd., plan #L12b, "The White Pass & Yukon Route, New White Horse Depot, built in 1905. Note: - 2<sup>nd</sup> story remodelled April, 1911."
32. John Scott, personal communication, 18 Feb. 1998.

33. This date range was established with the help of John Scott. He left the city in 1935 before any extensions were made, and a photo taken in June 1938 shows the north addition in place (YA/ GSC coll. 90/36, PHO 401, # 84593). Unfortunately I could not find rail or river division records for this period to determine the specific reasons for building the additions.
34. Bennett, p. 134.
35. H. Dobrowolsky, *The Impact of the Alaska Construction on Whitehorse*, a research report prepared for the Whitehorse 50<sup>th</sup> Anniversary Society, Feb. 1991.
36. Bennett, p. 137.
37. Arthur Molans, "A Record of the Work and Activities of Company E, 18<sup>th</sup> Engineers during the Construction of the Alaska Military Highway, April 2<sup>nd</sup>, 1942 – January 11<sup>th</sup>, 1943" (typescript dated 23 Dec. 1943), p. 61.
38. Quoted in Bennett, p. 138.
39. *Whitehorse Star*, 8 May 1942.
40. YA/WP&YR, X-1-D. Supts. Subject Files & Reports, folder 1, 1944. COR 844.
41. Bennett, p. 139.
42. *Ibid.*, pp. 141-145.
43. W. D. MacBride, *All My Rivers Flowed West* (Whitehorse: Beringian Books, 1991), p. 93.
44. Frank H. Brown address, *op. cit.*
45. YA/WP&YR Records, COR 843, 1956.
46. Frank H. Brown, *op. cit.*; WP&YR booklet, "The White Pass and Yukon Corporation Limited Serves Yukon," ca. late 1950s.
47. YA/WP&YR records, COR 244, f. 2 & f. 4; L. Cyr, pers. comm., 25 March 1998.
48. L. Cyr, *op. cit.*
49. YA/WP&YR Records, COR 843, 1958: 12 Nov.1958, Supt. to Corless & Hamilton.

50. L. Cyr.; WP&YR files, Skagway: 100.5 Buildings - Whitehorse, 1952-54.
51. A. Hughes, pers. comm., 10 March 1998.
52. WP&YR files, Skagway: 100.5 Buildings - Whse., ca. 1951-75: Philipsen to Smith, 27 May 1968; M. P. Taylor to J. C. Hoyt, 23 Mar. 1967.
53. Ibid.: 24 Feb. 1967, Philipsen to Taylor and J. C. Hoyt.
54. Ibid.: 13 March 1969 - telex from Hoyt to Freisen; Mannix Construction Inc., *The Mannix Story*, August 1969, pp. 4-6.
55. Dobrowolsky & Ingram, *Edge of the River, Heart of the City*, p. 13.
56. YA/WP&YR Records, COR 843, 1958.
57. A. Hughes, 10 March 1998.
58. Sheryl Sim, WPT Holdings Ltd., pers. comm., 9 March 1998.
59. 8 Dec. 1952, J. C. Hoyt to C. F. Abrams.
60. Ibid.; WP&YR Skagway: 100.5 Buildings - Whitehorse, 1952-54; Al Hughes during visit to depot, 27 Jan. 1998; personal observation.
61. Ibid.
62. 6 Dec. '52, Hoyt to Abrams.
63. Skagway: 100.5 Buildings - Whitehorse, 1952-54: 1 June 1953, Abrams to Hoyt. Although this letter is regarding a train bulletin board, the reference to the sticks on board indicates they were thinking of the motif of the signs that eventually adorned the outside of the building.
64. Ibid., COR 843, 1954.
65. YA/WP&YR records, COR 844, f. 4.
66. YA/WP&YR corp. record, COR 843, Whse. agency report.
67. A. Hughes, pers. comm., 28 Jan. 1998.
68. L. Cyr interview, 22 Jan. 1998.

69. YA/WP&YR Records, COR 843, 1956: 29 Aug. 1958, Rogers to Abrams.
70. YA/WP&YR Corp. Records, X-1-C. Supts. Whse. Agency Files, 1957, COR 843.
71. WP&YR, Skagway; 100.5 Buildings : Whse., ca. 1951-1975: 1 March 1970, Agreement between Mrs. Gisela Kovac and White Pass & Yukon Route; 21 Jan. 1975, Agreement between Mrs. Gisela Kovac and White Pass & Yukon Route; A. Hughes, Jan. 1998.
72. Ibid.; COR 843, 1953.
73. WP&YR files, Skagway: 100.5 Buildings - Whitehorse, ca. 1951-1974.
74. Ibid.; COR 843, 1957.
75. Ibid.
76. YA/WP&YR Records, COR 843, 1957 & 1958.
77. WP&YR, Skagway, file 5.1: Agencies - Whse.
78. Al Hughes, pers. comm., 20 Jan. 1998.
79. Ibid.
80. WP&YR files, Skagway: 100.5 Buildings - Whitehorse, ca. 1951-1975.
81. Ibid.

## **Part II: Other Structures on the Whitehorse Waterfront**

1. L. Cyr, pers. comm., March 1998; WP&YR Skagway, Plan R-1103.
2. John Scott, personal communication, 18 February 1998.
3. Allen E. Wright & Flo Whyard, *Ninety Years North – The Story of The Yukon Electrical Company Limited* (Whitehorse: The Yukon Electrical Company Limited, 1991), p. 16.
3. *Whitehorse Tribune*, 26 Oct. 1901.

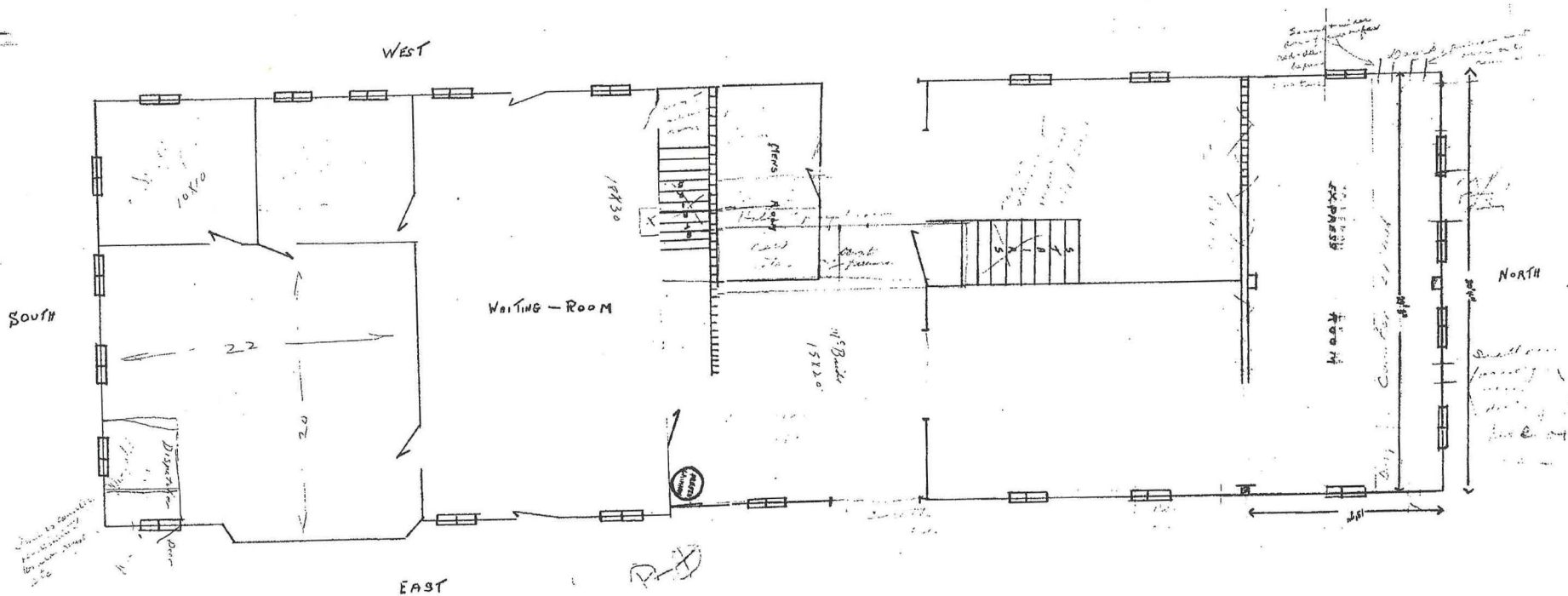
4. *Whitehorse Star*, 13 Dec. 1901.
5. *Whitehorse Star*, 30 July 1902
6. Yukon Archives, YRG I, Series 5, vol. 4, f. 347, GOV 1950.
7. Ibid.
8. YRG I, Series 4, vol. 8, f. 235A, GOV 1913; *Daily Alaskan*, n.d.
9. 8 July 1901, Supt. Wood to Commissioner Ross, YRG I, Series 4, vol. 8, f. 235A.
10. Ibid.
11. Ibid.
12. *Daily Alaskan*, 23 May 1905; *Atlin Claim*, 27 May 1905.
13. YRG I, Ser. 5, vol. 30, f. 1, GOV 1976.
14. *Whitehorse Star*: 14, 15, 25, 26 Aug.; 8 Sept. 1905.
15. This section was taken from notes made during a series of conversations with Mr. Scott between January & March 1998.
16. *Whse. Star*, 21 May 1909.
17. John Scott, 18 Feb. 1998.
18. YRG I, Series 4, vol. 8, f. 235. This file is the source of most of the information in this section unless otherwise noted.
19. *Whitehorse Star*, 1 Mar. 1935.
20. *Whitehorse Star*, 19 April 1935.
21. *Whitehorse Star*: 14 June 1935; 57.
22. Laurent Cyr interview, 22 Jan. 1998.

23. *Whitehorse Star*, 19 July 1935; YA 5710, Hays coll.
24. WP&YR, Skagway, Plan R-1103: "BYN buildings in Whitehorse, 1951." Shows fire hall on north side of Steele St. between 1<sup>st</sup> and 2<sup>nd</sup> Avenues.
25. Wright & Whyard, p. 67.
26. Erlam, Rusty, "Yukon Electrical 90 today," *Whitehorse Star*, 2 July 1991.
27. *Ibid.*, p. 110.
28. I have arbitrarily selected the names for these buildings after the earliest known inhabitants.
29. *Yukon River Aural History Project*, Claude Hogg Interview, 22 July 1978; Al Hughes Interview, 13 Jan. 1998. WP&YR, Skagway, Plan L2b ("Whse. Terminals, Plat #9, 1908-1941) shows an outline of this building, titled as "dock foreman."
30. Cyr, 22 Jan. 1998; Hughes, 27 Jan. 1998.
31. Al Hughes, pers. comm., 27 Jan. 1998.
32. Wayne Alleman, pers. comm., 11 Jan. 1998.
33. Most of the information for this section came from Al Hughes interview, 13 Jan. 1998, with some corroboration from Laurent Cyr, 22 Jan. 1998. Wayne Alleman mentioned the date that the house was vacated, pers. comm., 11 Jan. 1998.
34. Al Hughes, pers. comm., 10 March 1998.
35. WP&YR files, Skagway: 100.5 Buildings - Whitehorse, ca. 1951-1975.
36. Information for this section came from: Al Hughes interview, 13 January 1998 & subsequent personal communications; John Scott, pers. comm., 14 January 1998.

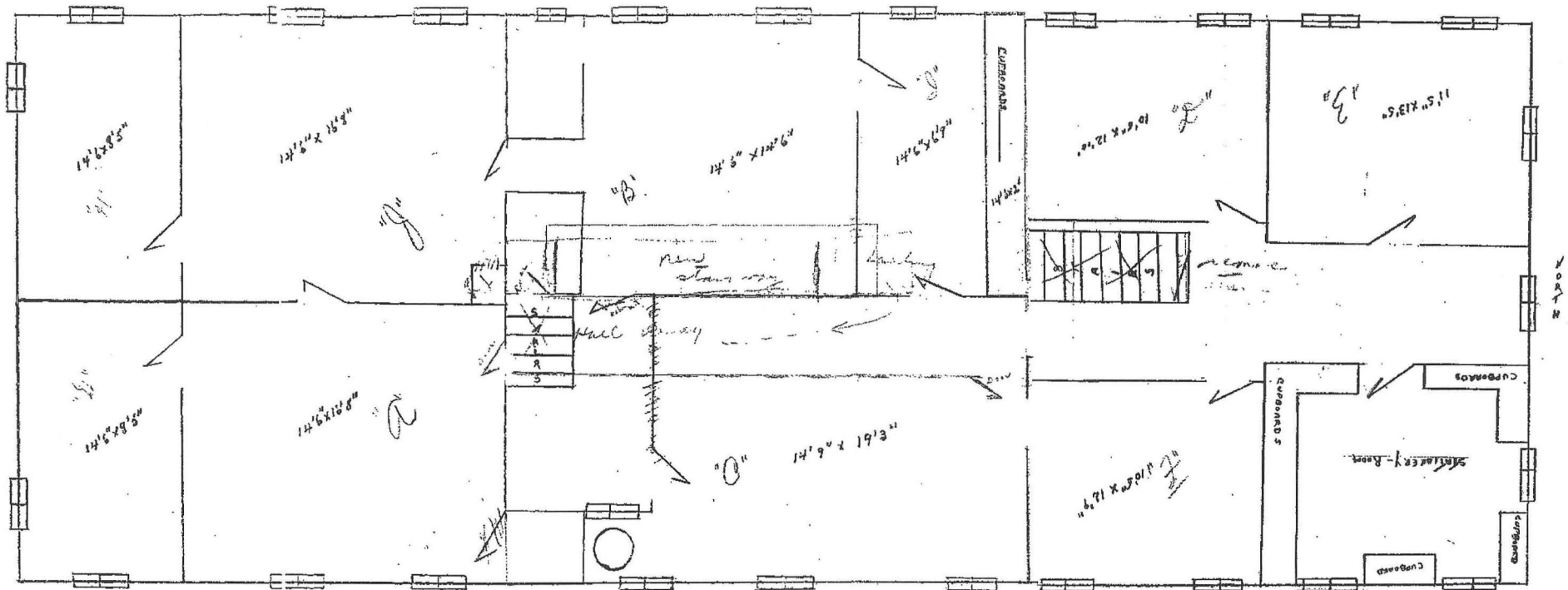
**WP&YR Depot, Whitehorse and Associated Buildings - A Structural History**

**Appendix I: Depot: 1953 Renovations – Construction Specifications**

(correspondence from WP&YR files, Skagway)



**Plan 11.** Main floor plan, 1952, showing proposed changes.  
 WP&YR, Skagway, Bldg. files.



Plan 12. Second floor plan, 1952, showing proposed changes.  
 WP&YR, Skagway, Bldg. files.

Office of Superintendent-Rail Division  
Skagway Alaska  
December 6, 1952

Mr. C. F. Abrams, Gen. Manager,  
Seattle, Wn.

Enclosed please find sketches of WHorse Depot, with proposed changes marked in red.

Changes are as follows: Leave ladies room where it is at present, account not enough room for McBride, and Smith needs some room for his office. Build small enclosed office for dispatcher, with outside entrance; this will keep trainmen out of main office, and close off any profane language. Remove present phone booth, move administration phone into Smith's office, for any private conversations door may be closed. Propose to lower ceiling, and cover ceiling and walls with "striated" plywood. Install new lights. Remove grill around ticket desk, and re-arrange desks to better advantage.

In waiting room, propose to lower ceiling, cover with plywood, and panel walls in random width knotty pine planks, laid on vertically. Remove present chimney in waiting room entirely, before roof is applied.

McBride's office 15' x 18' located where express room is now, and extending back to wall of freight room, closing off present large freight doors, and siding them over with log siding.

Remove both stairways, and install new one directly off waiting room, may be necessary to have short hallway off waiting room, to be paneled same as waiting room. Install two new light fixtures in waiting room. Install new floor covering in waiting room and main office, also McBride office.

Install new freight door farther north, remove partition in freight and express room, which with moving of stairway, will provide much more freight room. Install low counter across freight room similar to those in Customs rooms on wharves everywhere, this for passengers to receive luggage over, and stop them from milling around in freight room searching for luggage. Freight delivery to be made out new freight door on north; (I do not like this feature, but Smith wants to keep trucks away from street side of building.)

Provide small door alongside stairway from waiting room, this to give access thru hallway to freight room, without going outside to do so.

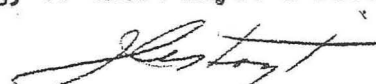
Re-arrange men's room, with small door to same off waiting room, door located same as present door to south stairway.

Think this about covers interior of building downstairs, have not taken upstairs into consideration, as no one seems to know what is planned; rumor says that Comptroller is to move into Petroleum div offices; Hamilton and Gordon are willing to move into two northwest offices if desired, and some idea of cutting out partition between main office and Hamilton office to provide large room for meetings, directors, etc. Will leave this strictly alone until further advised.

On exterior of building, we are working at a log cabin style, or what you might call a "hunting lodge" effect, maybe Swiss Chalet, damned if I know. Plan on new roof, which building definitely needs, want to use hand-split cedar shakes if available, or something similar; on sidewalls, use knotty-pine effect imitation log siding--there is some of this in WHorse and looks very good. Will require new outside doors to match up with exterior effect.

Have written Corless today for prices, copy to Mason. Local WHorse contractor working up estimate on labor.

Please advise your opinion on the above, together with any suggestions or improvements on our ideas, we could be wrong, or there maybe a better way to do some of these things.



cc: C.F.P.

SEATTLE, Washington

December 10, 1952

Mr. J. C. Hoyt  
Superintendent of Rail Division  
Skagway, Alaska.

Your letter of December 6th, and returning sketch proposed changes in depot at Whitehorse.

Have conferred with Mr. Rogers on changes suggested and following items are submitted for further consideration:

1. Approval of changes in freight office, with exception that question desirability of enclosing despatcher's office. While advantage of this, as you outline, is recognized, believe might be better to use steel grill now at Skagway for a partitioning into separate spaces for operator, with door to main office that can be kept locked so that train men can be confined to spaces allotted. This will take care of heating, provide more light to main office, and forestall use as loafing space.
2. Changes in main waiting room approved, with possibility of further thought about lowering ceiling. Due to limited space and lack of air might be more desirable to maintain ceiling at present height.
3. Relocation McBride's office approved, but should provide opening to furnace with trap door under new proposed stairway.
4. Type of floor covering will have to be decided on for waiting room and McBride's office. Foundation to be checked to see if can prevent heaving so that floor covering may be successful.

...../E

5. Removal of present stairways approved. Instal one off main waiting room, also will have to provide hallway on west side of stairs from waiting room to express room. This will cause re-location of toilets in men's room, and may cut down space to point where toilet will have to be extended to some of space in express room door entrance on west side, which will now be closed. Do not want to change entrance to men's room to main waiting room as you suggest.

6. On the express and baggage room, think we should avoid any doors on north end of building. The proposed location of wide door in east side for trucks is Okay, and passenger entrance to baggage delivery counter, but for exit of passengers with baggage, as well as to receive express from busses and up town, think doorway should be in west side of room. It may require the second doorway direct in to express room so that trucks can be used if required. This is just my idea, and if others feel otherwise, no objection to door in north end.

#### U P S T A I R S

1. Reduce width of present petroleum office to 10'5" putting in hallway from new stair landing for entrance away to south offices, putting in 2 doors for entrance to offices marked "A" & "B", extending office marked "C" to partition in office marked "A" making this approximately 10' 5" wide, 27'5" long. Put in door to office marked "C" in hallway near stair landing.

2. For a long range program we have decided that it is time to consider if there is a possibility of getting enough space to take care of Comptroller and Auditor's force on the second floor of depot. To do this we would have to consider extending south offices to end of building which would give us 16' additional space - 29' wide. Move petroleum office to plant area; Gordon and Hamilton to rooms marked "D" and "E"; use room marked "F" for Mr. Rogers, myself or assistant when in Whitehorse, releasing rooms marked "G", "H" & "I" to Auditor's Department. This, as I figure it roughly, would give Auditing Department:

Room "C" on east side of hallway	27'3" x 10'5"	256
Room "B" and "I" on west side of stairs	27'3" x 11'	299
Room "A"	14'6" x 16'8"	240.7
Room "J"	14'6" x 16'8"	240.7
Room "H"	24'8" x 14'6"	354
Room "G"	24'8" x 14'6"	358
		<u>1782.4</u>

This would give approximately 11,122 square feet of floor space to take care of Audit Department, and filing rooms. Whether or not this would be sufficient, I do not know. I would like to get a record room for them on fireproof basis; to do so would have to go to ground floor and I do not know whether any of the space in express room will be excess.

I would appreciate it if you would confer with the Whitehorse staff regarding this matter, and if they consider it feasible and will take care of Audit Department's requirements on any future expansion basis, I would like to have some kind of rough estimate of the expenses involved.

*ask of Gordon office? Has one in Highway Bldg.*

*rooms - Hamilton Dept. comments - If those will not work look into it - get audit office*

12'

I am writing you under separate subject authorizing the salvaging of the depot building at Lorne and if we decide to expand, the upstairs offices should furnish us practically all the material we would need. I think you would have sufficient lighting fixtures released from present Audit office to take care of your requirements in the depot.

  
General Manager.

CC: WDG

Wm GH

CJR, Jr.

FDS

CJR.

CFA:ecp

# WHITE PASS & YUKON ROUTE

March 30/53

## WHITEHORSE DEPOT

### FOUNDATION:

Renew abd level west foundation sill.

Construct entrance to boiler room through existing coal chute as shown on sheet No. 1.

### EXTERIOR

Apply log type siding to exterior of building and removing old siding if necessary and apply one layer of building paper.

Existing shingles to be removed from roof and canopy and recovered with hand split cedar shakes; building paper to be applied before shakes. All doors and windows to be trimmed with log siding.

Apply one coat iron oil sealer and two coats spar varnish to siding. ?

Install five new exterior doors 2'8" X 6'6" as shown on sheet No 3. This will require cutting three new openings.

Close existing freight doors on east and west sides and relocate one east side and one north side.

Relocate windows as shown on Sheets No. 1 and 3

Complete canopy at north end of building.

### FIRST FLOOR

Remove existing chimney from waiting room.

Remove two existing stairways and build one new stairway and hall as shown on Sheet #1/

Rearrange Mens Room as shown. Plumbing will be a separate contract and and not to be considered in this estimate.

Install new center beam and posts as required to support second floor. Posts to be carried to foundations.

Partition between General Office and Waiting Room to be remodelled as shown.

Erect Steel Grill partition around dispatchers office and remove existing telephone booth.

Apply Battleship linoleum in General Office; Agents Office and Dispatchers Office and also Ladies Room.

Apply Plywood or other wall covering to Agents, General and Dispatchers Office and also Ladies Room

### WAITING ROOM

Floor covered with  $\frac{3}{4}$ " Armstrong Rubber Tile. Walls covered with random width knotty pine planks. Apply plywood panels to ceiling.

### MCBRIDES OFFICE

Armstrong  $\frac{3}{4}$ " Rubber Tile Floor. Walls in knotty pine planks. Ceiling of plywood panels. Build counter and install windows as shown, enclose flue.

# WHITE PASS & YUKON ROUTE

\* PAGE #2\*

## BAGGAGE ROOM

Remove all existing partitions and construct stationery room 10'0" X 10'0" as shown on sheet No. 1. Construct desk and counter as shown.

## SECOND FLOOR

Extend second floor 13'6" approximately and remove existing end of building. Rearrange all partitions as shown on second floor plan.

Construct concrete vault as detailed on sheet no. 2.

Close openings in floor left by existing stairways and cover entire floor with battleship linoleum. Cover existing floor with plywood where necessary.

Construction of partitions and ceiling and materials to be used to be determined in conference with contractors.

Build counters and cupboards as detailed on sheet no. 4.

Val's Construction & Cabinet Works  
BOX 792 WHITEHORSE, Y. T. PHONE 3356

April 4th. 1953

TENDER

To Remodel Whitehorse Depot

White Pass & Yukon Railroad

Whitehorse Y.T.

Gentlemen;

I will Supply all Labour and supervise work to remodel and make alterations to whitehorse Depot according to plans and specifications for the sum of \$ 11,980.00 (Eleven thousand nine hundred and eighty Dollars)

Should this tender be accepted I am prepared to start Immediately

VAL'S CONSTRUCTION & CABINET WORKS

*H. V. Spindle*

*Accepted April 5*



March 25, 1953.

Whitehorse Depot.

Foundations: consist of 5 sills made up of 3-6"x 16" timbers, each sill resting on the ground. The bottom 6"x 16" in each case, are rotting. The Construction will not result in sudden failure, but a steady sinking of the building, and may well last 20 years without serious results. However the sill on the west side should be leveled up, and set on concrete pads, as this sill carries almost ~~half~~ half the weight of the building. It will be necessary to make minor levelling adjustments to the foundations to level the Waiting Room and General Office floors.

Entrance to the basement can most cheaply be constructed from the platform through the old coal chute.

Skagway, Alaska  
April 15, 1953

Mr. J. H. Corless  
Assistant Purchasing Agent  
Vancouver, B. C.

I am enclosing a sketch of the new stairway which we propose building in the Whitehorse Depot. Will you please purchase the necessary material to build this stairway and have it shipped to Whitehorse with the other material ordered for the depot.

It has been impossible to take exact measurements where these stairs are to be installed, so all material should be cut a little over-size and any adjustment can be made on the job. I have not shown any sizes or type of handrail on the sketch, and suggest you ask the building supplier for his recommendations.

*G. B. Gough*  
Division Engineer

CEG:moz

Enc.

cc: J. C. Hoyt  
W. G. Hamilton

J. G. Hoyt.

WCH

GBC. Let. 4/15/53

PII

W-6924

April 20, 1953.

Sigurdson Millwork Co. Ltd.,  
1275 West 6th. Avenue,  
Vancouver 9, B. C.

Vancouver Dock

W-6924 White Pass & Yukon Route,

Whitehorse, Y. T.

Freight SS. "Pr. Louise" April 25, 1953.

Supply all necessary material for  
one set of stairs, as per drawing  
sent you.

All material to be fir lumber with  
vertical grain treads.

It has been impossible to take exact  
measurements where these stairs are  
to be installed, so all material  
should be cut a little oversize.

Price complete

92.00 Lot

6 165

2,345.70

VAL'S CONSTRUCTION & CABINET WORKS  
Box 792,  
Whitehorse, Y. T.

JUNE 1953 FOR: Extra work in renovation of Whitehorse  
Depot to June 20, 1953, per detail  
attached:

2,345.70

EC: VC Hoyt

CRRJ

6/26.53

AFR # 101-52

9 JUL 70

# Val's Construction & Cabinet Works

BOX 792 WHITEHORSE, Y. T. PHONE 3356

June 20th. 1953

Extra Work Not Included In Whitehorse Depot Job

To and Including June 20th. 1953

Build Lower Ceiling in gegeral & agents Office	\$ 193.80
Cover pipe in waiting room	101.20
Remove old floor in general office & waiting room	52.50
Rebuild & Repair Windows	47.60
Cut openings for plumbers	25.30
Build up & Level floors	83.30
Trucking	400.00
Apply plywood to canopy ceiling	232.40
Remove nails & Salvage lumber	330.00
Straiten Canopy	85.10
Change Transom doors in waiting room	36.80
Glaze windows	18.40
move Fixtures for W.Mc.Bride	12.00
Build shelves in stationery room	88.80
build Extra Cabinets	76.80
Remove Paint From windows in agents office	6.80
Difference to apply accustic tile instead of plywood on second floor	93.40
Excavating for walk arround depot	54.00
Rebuild & Repair doors	50.60
	-----
	1,989.80
Workmens Compensation & unemployment Insurance 10 %	158.90
Supervision	198.00
	-----
Total	\$ 2,356.70
	45
	-----



April 28, 1958

Mr. M. Nelson  
Nelsons Limited  
Whitehorse, Y.T.

Dear Sir;

You may consider this letter your authorisation to proceed with the plumbing and heating alterations in the Whitehorse Depot in accordance with your tentative estimates of \$ 1,800 for Heating and \$800.00 for plumbing.

It is suggested that your contact Mr. Val Spindle, the building contractor, at your earliest convenience in order to coordinate the plumbing and carpentry work.

Yours truly,



G. Gough  
Division Engineer

JG:ak

c.c. J.C.Hoyt  
G.Smith  
File ✓

April 30, 1953

Mr R. McCullough  
United Electric  
Whitehorse, Y.T.

Dear Sir:

You may consider this letter your authorisation to proceed with the electrical work in the Whitehorse Depot as discussed with you, Mr Hoyt and myself.

It is understood that you will furnish all rough in material and the W.P. and Y.R. will provide all lighting fixtures etc.

Yours truly,

*G. B. Gough*

G. Gough  
Division Engineer

JG:ak

c.c. J.C. Hoyt  
G. Smith  
File ✓

PHONE 2800

# UNITED ELECTRIC

ELECTRICAL CONTRACTORS  
MAINTENANCE AND REPAIRS

BOB McCULLOUGH  
100 W. 10th St.  
White Horse, N.Y.

5TH AND ALEXANDER  
WHITEHORSE, Y.T.

Skagway, April 8, 1953

8 April, 1953.

File - AFE 101-53

Val's Construction and Cabinet Shop,  
White Horse, Y. T.

Attention: Mr. H. V. Spindle

Dear Sir:

Mr. J. C. Hoyt,

You may consider this letter our acceptance of your tender, to remodel and make alterations to our White Horse Depot, according to plans and specifications which you have, for the sum of \$11,980.00.

Please furnish us with three copies AFE Form

It is understood and agreed that this is to cover payment for labor, only, the White Pass & Yukon Route to provide all necessary materials.

The Company undertakes to provide all material as promptly as possible, and to that end, it is desired that you confer with our Agent, Mr. G. F. Smith and our engineer, Mr. G. B. Gough, who is now in White Horse, and check over list of material to be ordered, so that it may be as complete as possible for shipment on next Canadian freighter out of Vancouver.

You may start on this project at your earliest convenience.

*[Signature]*  
General Manager.

*[Signature]*  
J. C. Hoyt, Supt  
Rail Division.

cc: GFS  
AFB

cc: GFS  
AFE file

# WHITE PASS & YUKON ROUTE

REQUEST FOR AUTHORITY FOR EXPENDITURE File AFE 101-53

----- Rail Division 8 April 1953 -----

**Description:**

Re-model existing Depot Building-White Horse.  
 Renew and repair foundation, apply new roof and log-type siding to exterior, re-arrange partitions to provide additional office space downstairs, and to provide ~~quarters~~ office space on second floor for audit office personnel, Comptroller, and revising bureau staff.  
 Provide fire-proof vault for records.

**Necessity: (Give full reason for expenditure)**

Building about 50 years old, needs leveling and straightening up, roof leaks, additional office space required account necessary to move audit office staff from present quarters, which are too small.  
 Also improve appearance of building.

**Property Retired: (Give description and amount of estimated value)**

NIL

Estimate of cost made in office of Superintendent, Rail Division 8 April 1953

**ESTIMATE OF COST**

ACCT. NO.	ITEMS	LABOR	MATERIAL	TOTAL
	Labor:			
	Carpenters and helpers	\$12000.00		
	Painters, plumbers, others.	6500.00		
	Material:		\$11500.00	

If the above space is inadequate, estimate of cost on additional sheet should be attached.

Total estimated Expenditure	\$30,000.00
Less Salvage	nil
Net estimated Expenditure	

Recommended: \_\_\_\_\_ Date \_\_\_\_\_ Approved: *[Signature]* 4/8/53  
Superintendent Date Genl. Mgr. Date

Recommended: *[Signature]* 5 April 53 Approved: *[Signature]*  
Superintendent Date President Date

**WP&YR Depot, Whitehorse and Associated Buildings - A Structural History**

**Appendix 2: Depot: 1953 Renovations – Materials, Sources & Costs**

(correspondence from WP&YR files, Skagway)

Office of Superintendent-Rail Division  
Skagway, Alaska  
December 6, 1952

Mr. J. H. Corless, Asst. Purch. Agt.  
Vancouver, B. C.

We are contemplating extensive renovations and alterations to White Horse depot building and desire to obtain prices on following listed materials as soon as possible, so AFE form can be made before first of year.

For your guidance, it is planned to cover outside walls with imitation log siding, and roof with hand-split cedar shakes, if obtainable, otherwise some type of asbestos or composition shingle which will tie in with log cabin or "hunting lodge" effect.

Please obtain quotation on log type siding to cover outside walls, total area 5800 sq. ft. This siding seems to come in two types, one thicker and more rounded than the other. Sketch enclosed showing type preferred, and would like this in knotty pine if obtainable, otherwise will have to take plain finish.

Cedar shakes-we used to get these in Vancouver, hand split cedar about 26" long and laid about 9" to weather. If not obtainable, please get quote on something similar in manufactured shingle, of type to tie in with log siding. Total area to cover 5728 sq. ft.

Also will need prices on preservative or stain for shakes, and varnish or other recommended coating for log siding.

Will require three exterior doors, about 36" x 6' 6", and these should be solid panel type, faced with plywood, or some similar design to tie in with general appearance of building. Will also require hardware and lock-sets for these doors, think these should be long hinges applied across face of door rather than butt hinges, and of hammered iron or bronze finish.

Plan to lower ceilings in main office and waiting room, and finish with plywood, want this to have scored or grooved finish one side, think it is called "~~striated~~ striated" finish. Please quote on 4x8 or 4x10 ft panels, per M square feet.

Plan to finish waiting room and new office downstairs for Mr. McBride in random width knotty pine plank, applied vertically. This is available in US in random widths of 4-6-8-10 inches, with bead or groove along edge; Please price this per M sq. ft if obtainable in Vancouver; if not, price knotty pine effect plywood for paneling, in 4x8 and 4x10 ft sizes.

Will also require floor covering for waiting room, and both offices; please send literature and prices on what is available, should be rubber tile or other durable covering to withstand hard wear.

Will require about 8 fluorescent light fixtures of same type as supplied for new audit office and upstairs offices-suppose you procured these and have prices on same?

Will also require several table type desks, about 30" x 54" or 60" and some chairs for upstairs offices; chairs to be of type similar to those in saloons on river steamers. Please send cuts and prices on what is available.

Will appreciate having the above information within next ten days or two weeks if possible, as we got a late start on this and time is running out on me. Regards.

J. C. Hoyt

Building paper ✓ roof + walls.  
Scales shaker ✓ for roof.

Log siding ✓

5 set doors ✓ 4 Int. doors ✓

+ hardware ✓

Hydrood under

fenestration on front Agents office

+ ladies + mens room.

Rubber table in W. Room Mc Bride  
+ Hall ✓

Striated plywood for Agents

+ Gen. Ladies + mens room  
+ 4' measuring for Waiting

Room Mc Bride + Hall ✓

Random width pine plank to show  
in Waiting Room Mc Bride + Hall ✓

1. These papers are upon one  
for ceilings in all d.m. offices  
Stationary Room. 2" x 4" studs  
with shiplap outside + plywood  
inside.  
Counters in Baggage Room.  
Walls 1 1/2" x 12" round pine  
stair treads.

2nd Floor.

3/8" 5 ply plywood 9. o.m.s. to  
cover 2nd floor + battled shiplap  
Partitions (2" x 4 studs) ✓

Ceiling: 12" squares separate tile  
on unboarded 1/2" plywood? ✓

Floor: 1/2" unboarded 5-ply plywood for  
wood floor. ✓

March 25, 1953.

Whitehorse Depot.

Foundations: consist of 5 sills made up of 3-6"x 16" timbers, each sill resting on the ground. The bottom 6"x 16" in each case, are rotting. The Construction will not result in sudden failure, but a steady sinking of the building, and may well last 20 years without serious results. However the sill on the west side should be leveled up, and set on concrete pads, as this sill carries almost ~~half~~ half the weight of the building. It will be necessary to make minor levelling adjustments to the foundations to level the Waiting Room and General Office floors.

Entrance to the basement can most cheaply constructed from the platform through the old coal chute.

10th April 1953

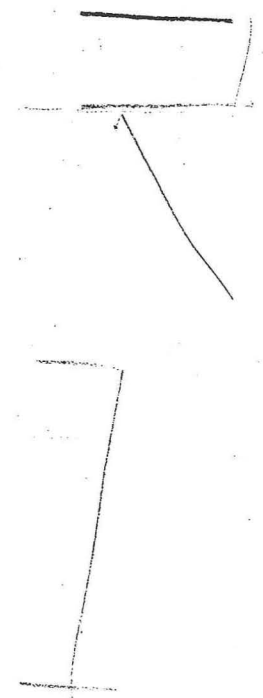
not later than Louise 25th April.

Whitehorse Y.T.

Whitehorse Depot Alterations

RIV 31

150 shts	Unsanded $\frac{1}{2}$ " 5 Plywood 4 x 8	1.
70 "	Good one side $\frac{1}{4}$ " 3 Plywood 4 x 8	2.
26 "	Good 2 sides $\frac{3}{4}$ " 5 Plywood 4 x 8	3.
8 "	Good 2 sides $\frac{5}{8}$ " 5 Plywood 4 x 8'	4.
146 "	Striated Flyw od 4 x 8'	5.
160 "	P.V. Board 4 x 8'	6.
600 sq ft	Armstrong Rubber Tile 12" x 12"	
	Red Golden Paisley #688	7.
300 sq ft	Armstrong Rubber Tile 12" x 12"	
	Spanish Red Paisley # 668	8.
	Cement for Rubber Tile to cover	
	above 900 sq ft of Tiling	9.
370 sq yds	Battleship Lino Pattern	
	AA BROWN	10
	Cement for 370 sq yds Lino as above	11
	Insulation Felt for <sup>470</sup> <del>370</del> sq yds	
	of Flooring Felt to be 16oz weight	12
2800 sq ft	Acoustic Tile 12" x 12"	13
1264 sq ft	Knotty Pine Planking for inside	14
13500 f.b.m.	Log Type Siding 2" x 8"	<del>15</del>
	(this to cover 5300 sq feet)	15
60 sos	Cedar Shakes 25" x 2 to 1 $\frac{1}{2}$	16



10th April 1953

Whitehorse Y T

not later than Louise April 25th

Whitehorse Depot Alterations

RIV 31

1250 lin ft Base Board Moulding $\frac{1}{2}$ " x $3\frac{1}{4}$ "	17
1500 " " Cove Moulding $\frac{3}{4}$ x $\frac{3}{4}$	18
1250 " " Wainscote Moulding (B C Standard 2246)	19
1250 " " Floor Mould $\frac{1}{2}$ x $\frac{3}{4}$ "	20
5 only Exterior Slab Doors 2'8" x 6'x8" complete with frames	21
4 only Interior Slab Doors 2'8" x 6'8"	22
5 sets Ornamental Hinges Gordon & Belyea No.03 x 2	23
5 sets Locks Gordon & Belyea No60770 x 22	24
4 sets Interior Locks for interior Doors as above	25
4 prs 4" x 4" Ball Bearing Butt Hinges	26
12 Gallons Ironoil Sealer for siding	27
24 Gallons Spar Varnish for siding.	28
500 lin ft 1" x 6" for 22 doors frames Doors are 2'8" x 6'8"	29
500 lin ft <del>xxx</del> Door Stop material for 22 doors as above	30
1000 lin ft Door trim for 22 doors as above	31
1000 lin ft Window trim for 28 windows 2'8" x 5'6" plus 28 windows 2'8" x 7'2"	32

10th April 1953

Whitehorse Y T

not later than Louise April 25th

Whitehorse Depot Alterations

RIV 31

3½" Stools and suitable aprons for  
56 windows as listed in Item 32

33

300 Lin Ft 1" x 6" Clear Fir

34

April 7, 1953.

Whitehorse Depot.

Summary of Quantities.

WH STORES TO:

ON HAND

Description.

Description	Quantity	Unit Price	Total Price	Notes
1/2" 5-Plywood, Unsanded.	150	shts. ✓ \$6.40	\$ 960.00	
1/2" 3-plywood, good one side.	60	shts. ✓ \$8.32	\$ 499.20	
Striated Plywood.	146	shts. ✓ \$7.52	\$1097.92	
P. V. Board.	185	shts. ✓ \$4.75	\$ 878.75	27 Shts
Armstrong Rubber Tile, Red Golden Paisley #683.	600	sq. ft. ✓ \$0.51	\$ 291.00	
Armstrong Rubber Tile, Spanish Red Paisley #668.	300	sq. ft. ✓ \$0.51	\$ 145.50	
Cement for Rubber Tile.	900	sq. ft. ✓ \$0.05	\$ 45.00	
Battleship Linoleum. Pat. A.A. Brown.	430	sq. yds ✓ \$3.26	\$1401.80	60 sq yards
Knotty Pine Flanking.	1264	sq. ft. ✓ \$0.25	\$ 316.00	
Acoustic Tile, 12" x 12".	2800	sq. ft. ✓ \$0.21	\$ 602.00	
Log Type Siding 2" x 3" (to cover 5300 sq. ft.)	13,500	f. b. m. ✓ \$145.00/1000	\$1957.00	
Cedar Shakes 25" x 3/4" toll	60	sq. ✓ \$15.00	\$ 900.00	
Base Board Moulding, 1 1/2" x 3 1/4"	1250	l. ft. ✓ \$0.08	\$ 100.00	
Cover Moulding, 1 1/2" x 1 1/2" 3/4" x 3/4"	1250	l. ft. ✓ \$0.08	\$ 100.00	
Wainscote Moulding, (?) B.C. Standard 2246	1250	l. ft. ✓ \$0.08	\$ 100.00	1000
Round Nose Stair Tread, 1 1/2" x 12"	80	l. ft. ✓ \$	\$	
Banister Rail.	15	l. ft.		
Banisters.	40	l. ft.		
Building Paper.	30	rolls. ✓ \$ 2.51	\$ 75.30	30 Rolls
Cement.	20	sacks. ✓ \$ 2.90	\$ 58.00	20 Sacks
Slab Doors, exterior, 2'-3" x 6'-3" + frame	5	no. ✓ \$18.00	\$ 90.00	
Slab Doors, interior, 2'-3" x 6'-3".	4	no. ✓ \$ 9.90	\$ 39.60	
Ornamental Hinges, (Gordon & Balyea No. 03x2.)	5	sets. ✓ \$ 7.20	\$ 36.00	
Lock Sets, (Gordon & Balyea No. 60770x22.)	5	sets. ✓ \$21.50	\$ 107.50	
Lock Sets, Interior.	4	sets. ✓ \$20.00	\$ 80.00	
4" x 4" Ball Bearing Butt Hinges.	4	prs. ✓ \$ 3.25	\$ 13.00	
Ironoil Sealer.	12	galls. ✓ \$ 3.85	\$ 46.20	
Spar Varnish.	24	galls. ✓ \$ 7.22	\$ 173.28	
Floor Mould 1/2" x 3/4"	1250	l. ft. ✓		
Cement for linoleum.	430	sq. yds. ✓		
Linoleum paper	430	sq. yd. ✓		
Door Frame 1" x 6" (22 doors)	500	l. ft. ✓		
Door Trim (inside)	1000	l. ft. ✓		
Window Trim (inside) No 2016 B.C. Standard	1000	l. ft. ✓		
Door stops.	500	✓		
1" x 6" Clear Fir	300	l. ft. ✓		
Plywood. 4' x 8' x 3/4"	26	shts. ✓ good, 2 sides		
" 4' x 8' x 1/2"	10	" ✓ " 1 " ✓		
" 4' x 8' x 5/8"	8	" ✓ " 2 " ✓		
Stools & apron for windows.		✓		
3 1/2"		✓		

to be ordered later.

27 Shts

60 sq yards

30 Rolls  
20 Sacks

Walters  
60 sq yards

WHITE PASS & YUKON ROUTE



Raymond STATION April 6 1953

Whitehorse Report

Quantities - 1st Floor.

1/2" 5. Plywood for end floor

30 x 57' = 1710 sq ft.

10 x 3 = 30 "

1740 " " say 60 shts. 8' x 4'

Demolition Rubble pile.

Waiting Room 16 x 30 = 480 sq ft.

Mc Bride Office 18 x 15 = 270

Ball 4 x 18 = 72

75 x 5 = 38

860 sq ft.

say 900 lbs 12" x 12"

Butcher's Store Room

General Objects 30 x 22 = 660

3 x 10 = 30

Wood Room 10 x 10 = 100

790 sq ft. ✓

1/2" say 850 sq ft.

Felt under 3' x 108'

108' 7' / say  
3'

WHITE PASS & YUKON ROUTE

(2)

STATION Hooper April 6 1953

Whitaker Depot

1<sup>st</sup> Floor (cont.)

Stratford Plowshed

General Office	4 x 85 =	340
Garage	4 x 40 =	160
Ladies "	4 x 43 =	172
Waiting Room	4 x 92 =	368
Mr. Bird's Office	4 x 50 =	200
Men	4 x 40 =	160
Ball	4 x 60 =	240
	4' 0	<u>1640 sq ft</u>

see 56 sheets 4 x 8'

Kroetter Pine Plankmill

Waiting Room	8 x 92 =	736
Mr. Bird's Office	8 x 66 =	528
		<u>1264 sq ft</u>

P.V. Board

Gen Office	8 x 85 =	680
Garage	8 x 40 =	320
Ladies	8 x 43 =	344
Ball	8 x 60 =	480
Waiting Room	8 x 45 =	320

2144 sq ft.

see 70 sheets 4 x 8'

WHITE PASS & YUKON ROUTE

(2)

Wagon STATION April 5 1953

Whitehorse Depot

1<sup>st</sup> Floor (cont)

1/2" - 3 Plywood (good 1 side)

30 x 57 = 1710

10 x 3 = 30

1740 sq ft

avg 60 sheet 4' x 8'

Base Board Molding 1/2" x 3 1/2"

2 x 57 = 114

6 x 30 = 180

2 x 22 = 44

2 x 18 = 36

6 x 10 = 60

434 lin ft

avg 500 lin ft ✓

Base Molding 1 3/8" x 1 3/4"

avg 500 lin ft ✓

plus 200 "

Baseboard Molding (Bull nose approx 1/2" x 2 1/2")

avg 500 lin ft ✓

WHITE PASS & YUKON ROUTE

Highway STATION Alford's 1953

Whitcomb Street

2nd Floor

1/2" 5-Plumwood (for sub. floor).

$30 \times 94 = 2820$

Row  $10 \times 14 = 140$

2680 sq. ft.

any 90 alts 4'x8'

Battled Lumber 2680 sq. ft. any 3000 sq. ft.

Streated Plywood.

$4 \times 94 \times 2 = 752$

$4 \times 30 \times 6 = 720$

$4 \times 22 \times 2 = 176$

$4 \times 30 \times 4 = 480$

$4 \times 11 \times 2 = 88$

$4 \times 12 \times 10 = 480$

2696 sq. ft.

any 90 alts 4'x8'

P.V. Board

$2696 \times 5/4 = 3370$  sq. ft.

any 115 alts 4'x8'

Acoustic Tile.

$2720$  sq. ft. any 2800 tiles 12" x 12"

WHITE PASS & YUKON ROUTE

(5)

Keopom STATION April 5 1953

Whitcomb Report

Box Board Moulding  $1/2" \times 3 1/2"$

$94 \times 2 = 188$

$30 \times 6 = 180$

$22 \times 2 = 44$

$30 \times 4 = 120$

$11 \times 2 = 22$

$12 \times 10 = 120$

674 lin ft

avg 750 lin ft ✓

Box Board Moulding  $1 3/16" \times 1 3/16"$

avg 750 lin ft ✓

Whitcomb Moulding

avg 750 lin ft ✓

Stair

Round nose stair tread  $1 1/4" \times 12"$

$21 \times 3.5 = 72 \text{ lin ft}$  avg 88 lin ft ✓

Boarded rail = 15 lin ft ✓

Brackets = 20 lin ft ✓

WHITE PASS & YUKON ROUTE

(6)

Keegan STATION April 6 1953

Alitka Detach

Log type siding 2" x 8"

2 x 94.5' x 23.5' = 4450

2 x 30.3 x 23.5' = 1420

2 x 30.3 x  $\frac{10}{2}$  = 330

6200 sq ft.

boards 5 x 6.7 x 37 = 124

" " 2 x 6.5 x 6.5 = 85

" windows 25 x 6.5 x 2.5 = 405

" " 26 x 5 x 2.5 = 325 939

5261 sq ft.

Plus 10% extras = 526

5787 sq ft.

Board measure: 5787 x 2 x  $\frac{8}{4}$  = 13200 fbm.

Cedar shakes.

2 x 20 x 97 = 3900

2 x 6.5 x 36 = 470

1 x 6.5 x 100 = 650

1 x 8 x 100 = 800

5820 sq ft. (7 months)

sq 60 squares. ✓

Building Paper 30 rolls.

WHITE PASS & YUKON ROUTE

Inventory

STATION

April 6

1953

Whitehorse Depot

Description	Quantity	Unit Price	Amount
Nob. doors exterior 2'-8" x 6'-8"	5 no	18.00	90.00
" " interior 2'-8" x 6'-8"	4 no	9.90	39.60
<del>5 sets Ornamental hinges</del> (Jordan's Belgium No. 03x2)	5 sets	7.20	36.00
3 Lock sets (Jordan's Belgium No. 60770 x 22)	5 sets	21.50	107.50
4 Lock sets interior	4 sets	20.00	80.00
4 x 4 Ball Bearings Best hinges	4 pro	3.25	13.00
Screw nail seals	12 gals	3.85	46.20
4x4 Danish	24 "	7.22	173.28
Paint ?			585.58
from alt. #7			9554.97
			<u>\$10,140.58</u>

WHITE PASS & YUKON ROUTE

(7)

Station Deerway 1 STATION Abilene Det. April 6 1952

Measure of Quantities

<u>Description of Quantities</u>	<u>Quant</u>	<u>Unit Price</u>	<u>Amount</u>	
1/2" 5-plywood - unboarded.	150	abts	6.40	960.0
1/4" 3 plywood - good one side.	60	abts	8.32	499.2
Stripped plywood	146	abts	7.52	1097.9
P. V. Board	185	-	4.75	878.75
Armstrong Rubles Tile	900	sq'	.51 1/2	463.5
650 - 1st section Parody 638 300 - Parody 1st Parody 768	900	sq'	.05	45.0
Remnant for rubber tile	430	sq' 1/4	3.26	1401.8
Bathobul' timbers	1264	sq'	.25	316.0
Knotty Pine Planking	2800	sq'	.21 1/2	602.0
Acoustic tile 12" x 12"	13,500	sq' 1/2	14.50/1000	1957.5
Top table siding 2" x 8" (to cover 5300 sq. ft.)	600	boards	15.00	900.0
Cedar shakes 25" x 34" to 1 1/2"	1250	sq' ft.	.08	100.0
Base Boarding, Alluminum, 1/2" x 3 1/4"	1250	sq' ft.	.08	100.0
Lower Walling 1 1/2" x 1 1/2"	1250	sq' ft.	.08	100.0
Minicrete Walling	1250	sq' ft.	.08	100.0
Round nose stair tread 1 1/2" x 12"	80	sq' ft.		
Barrete nail	15	sq' ft.		
Barrete	40	sq' ft.		
Bricklino Paper	30	rolls	2.51	75.30
Remnant	20	rolls	2.90	58.0

1451.00  
211.85  
436.50  
3 | 436.50  
145.50  
0554.97

## WHITE PASS &amp; YUKON ROUTE

(8)

Whitcomb STATION April 9, 1953.

Whitcomb Depot

Accounts

Door frame 1" x 6"

22 x 16 = 432 L. Ft.

avg 500 L. Ft.

Door Jam avg 850 L. Ft.

Windows Jam (mould)

27 x 20 = 540 L. Ft.

26 x 16 = 416 L. Ft.

avg 1000 L. Ft.

28 windows 2'8" x 5'6"

11'-0"

28 " 2'8" x 7'-2"

2'-8"  
13'-8"

13.7 x 28 370

14'-4"  
2'-8"  
11'

17.0 x 28. 460

830


WGH

RIV-31

JCE

PEM

W-6907

Thought you might like a  
copy of 

April 14, 1953.

Sigurdson Millwork Co. Ltd.,  
1275 West 6th. Avenue,  
Vancouver 9, B. C.

## Vancouver Dock

W-6907 White Pass & Yukon Route,  
Whitehorse, Y. T.

Freight SS. "Pr. Louise" April 25, 1953.

1264	sq.ft.	4" - 6" - 8" - 10" Wide Knotty Pine Planking with Beaded Edges	14	252.00	ALL
1250	Lin.ft.	Base Board Moulding 1/2" x 3-1/4"	17		
1500	"	Cove Moulding 3/4" x 3/4"	18		
1250	"	Wainscote Moulding (B.C. Standard 2246)	19		
1250	"	Floor Mould 1/2 x 3/4"	20		
5	Only	Exterior Slab Doors <del>21-8"-x</del> 2' 8" x 6' 8" x 1-3/4" - complete with frames	21		
4	"	Interior Slab Doors - 2' 8" x 6' 8" x 1-3/8"	22		
500	LinFt.	1" x 6" for 22 door frames - doors are 2'8" x 6'8"	29		
500	Lin.Ft.	Door stop material for 22 doors as above	30		
1000	"	Door trim for 22 doors as above	31		

See next page

WGH

RIV-31

JCH

PEM

W-6907

April 14, 1953.

Sigurdson Millwork Co. Ltd.,  
1275 West 6th. Avenue,  
Vancouver 9, B. C.

Vancouver Dock

W-6907 White Pass & Yukon Route,

Whitehorse, Y. T.

Freight SS. "Pr. Louise" April 25, 1953.

PAGE - 2 -

1000	Lin. Ft. Window trim for 28 windows 2' 8" x 5' 6" plus 28 windows	
	2' 8" x 7' 2" (Material B.C. Standard 2016)	32
	3-1/2" Stools and suitable aprons for 56 windows as listed in Item 32	33
300	Lin. Ft. 1" x 6" Clear Fir	34

Items 17 to 34

740.20 All

Exc. of Sales Tax

NET

Exempt S.S. & M.A. Tax  
Account for shipment  
out of B.C.

"CONFIRMATION"

WGH

RIV-31 JCH

PEM

W-6906

April 14, 1953.

Alexander Murray & Co. Ltd.,  
7 Alexander Street,  
Vancouver 4, B. C.

Vancouver Dock  
W-6906 White Pass & Yukon Route,  
Whitehorse, Y. T.

Freight SS. "Yukon Princess" April 17, 1953.  
(Shed 7)

600	sq.ft. Armstrong Rubber Tile 9" x 9" Red Golden Paisley #688	7	.51	sq.ft.
				NET
300	sq.ft. Armstrong Rubber Tile 9" x 9" Spanish Red Paisley #668	8	.51	do
10	gals. No.S128 Cement for Rubber Tile to cover 900 sq.ft.of tiling	9	1.21	gal.2%
370	sq.yds. Battleship Lino Pattern A A Brown	10	2.76	sq.yd.2%
5	Only 5 gal. Cans Linogrip	11	1.35	gal.
10	Rolls 50 sq.yds. 16 oz. Felt	12	4.98	roll 2%
2800	sq.ft. Acoustic Tile 12" x 12" x 5/8"	13	.27	20% sq.ft.1%

Inc.Sales Tax

Exempt S.S. & M.A.Tax  
Account for shipment  
out of B.C.

"CONFIRMATION"

WGE

RIV-31

JCH PEM

W-6904

April 14, 1953.

Robert McNair Shingle Co. Ltd.,  
198 West Hastings St.,  
Vancouver 3, B. C.

Vancouver Dock

W-6904 White Pass & Yukon Route,  
Whitehorse, Y. T.

Freight SS. "Yukon Princess" Apr. 17, 1953.  
(Shed 7)

60 Squares Cedar Shakes - Hand split with  
sawn back 25" long, 3/4" one  
end 1-1/4" butt - 5 bds to a  
square

15.00 square

Exc. of Sales Tax  
2% - 10 days.

Exempt S.S. & M.A. Tax  
Account for shipment  
out of B.C.

"CONFIRMATION"

WGH

RIV-31

JCH

PEM

W-6903

April 14, 1953.

E. L. Sauder Lumber Co. Ltd.,  
102 West 1st. Avenue,  
Vancouver 10, B. C.

## Vancouver Dock

W-6903 White Pass & Yukon Route,  
Whitehorse, Y. T.

Freight SS. "Yukon Princess" April 17, 1953.  
(Shed 7)

150	Sheets	Unsanded 1/2" 5 Plywood 4 x 8	1	131.00	M sq.ft.
70	"	Good one side 1/4" 3 Plywood 4 x 8'	2	109.00	do
26	"	Good 2 sides 3/4" - 5 Plywood 4 x 8'	3	269.00	do
8	"	Good 2 sides 5/8" - 5 Plywood 4 x 8'	4	224.00	do
146	"	Striated Plywood 4' x 8' x 3/8"		178.00	do
160	"	P. V. Board 4 x 8' x 1/4" Weatherproof <del>XXXX</del>	6	81.00	do
13,500	Ft.B.M.	Log Type Cedar Siding 2" x 8" with shiplap joints (This to cover 5300 sq.ft.)	15	120.00	M fbm.

Excl. of Sales Tax  
Tax.  
2% - 15th. prox.

"CONFIRMATION"

Exempt S.S. & M.A. Tax  
Account for shipment  
out of B.C.

WGH

RIV-31

JCH, PEM

W-6902

April 14, 1953.

British America Paint Co. Ltd.,  
522 Beatty Street,  
Vancouver 3, B. C.

Vancouver Dock

W-6902 White Pass & Yukon Route,

Whitehorse, Y. T.

Freight SS. "Yukon Princess" Apr. 17, 1953.  
(Shed 7)

12	Gallons	Ironoil Sealer for siding	27	3.85	15%	gal.
24	"	Spar Varnish for siding	28	7.20	15%	gal.

Exc. of Sales Tax  
Tax.

1% - 30 days

"CONFIRMATION"

Exempt S.S. & M.A. Tax  
Account for shipment  
out of B.C.

6 161

545.23

UNITED ELECTRIC  
Whitehorse, Y.T.

JUNE 1953 For material supplied for renovation of  
Whitehorse Depot, per detail attached:

Per Statement		945.23	
Less Payments:			
	A/V #5-11	250.00	
	A/V #5-53	<u>150.00</u>	
		<u>400.00</u>	\$545.23

cc: JC Hoyt

June 25/53	CJR; jr/sw	AFE #101-53	\$545.23
------------	------------	-------------	----------

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Whitepass & Yukon R.R.  
Whitehorse, Y.T.



June 23/53

Invoice #11-A

Phone Days 4444

FIFTH AND BLACK STREET

Phone Nights 2800

P.O. BOX NO. 530  
WHITEHORSE, Y.T.

Final billing of material to wiring at Depot.

45 -4" Oct boxes	\$ 15.12
6 -4" square boxes.	4.20
55 -1104 Boxes.	20.65
6 6 Handy boxes.	3.00
12 -Keyless Receptacles.	6.00
4 -P.C. Receptacles.	3.80
2 -4 circuit no-fuz breakers.	24.20
1 -100 Amp switch.	23.75
1 -100 Amp splitter.	20.35
20' 1 1/2" Conduit.	14.00
1 -1 1/2" L.B. and cover	1.40
1 -1 1/2" Service head.	1.85
70' #1 Flameseal Wire.	23.80
1112' - 2/14 B.X.	<del>144.56</del>
30' 3/14 B.X.	5.10
4 3 way switches.	3.16
6 toggle switches.	3.00
156 B.X. Connectors.	23.40
460' 3/4" EMT Conduit.	105.80
1059' 3/4" EMT Conduit.	158.85
243 EMT 1/2" Connectors.	72.90
41 " " Couplings.	15.35
32 " 3/4" Connectors.	12.80
12 " " Couplings.	5.40
2300' # 12 Flameseal Wire.	69.00
3175' # 14 Flameseal Wire.	79.40
275 Marr Connectors.	41.25
10- 24" Fluorescent tubes.	9.60
8- 96" " "	33.54

-----  
\$945.23

\$945.23

Less \$ 400.00 billed on previous  
invoices. A/V 5-11, 250.00, + A/V 5-53, 150.00

400.00

-----  
\$545.23

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WHITE PASS & YUKON ROUTE

STATION May 2 1953

Whitehorse Depot

Jack

— Painting the inside of the Depot will cost \$1,100.00 for labor. We supply the paint. Agents' & General Offices will be ready to paint on Monday 11<sup>th</sup> May.

Henry

Paint.

under coats

$$1^{\text{st}} \text{ Coat.} = \frac{8200}{400} \text{ galls.} = \underline{\underline{21 \text{ galls.}}}$$

$$2^{\text{nd}} + 3^{\text{rd}} \text{ Coats} = \frac{8200}{600} \text{ galls.} = \underline{\underline{14 \text{ galls. ca.}}}$$

$$\text{Varnish} = \frac{6,000}{600} \text{ galls} = \underline{\underline{10 \text{ galls.}}}$$

Order. from Geo Smith,

by phone

May 3 - 53

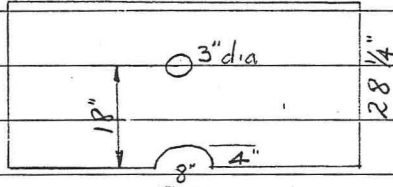
### WHITE PASS & YUKON ROUTE

STATION June 4 1953

Whitehorse Depot

2 only "Fog-Lad" fire escapes 20 ft. \$34<sup>00</sup> ea.  
from Viking Marine Co. Seattle

1 sheet Plate glass 46 1/2" x 28 1/4" Ordered



Beam for furnace room 6'-2 1/2" o.a.

**WP&YR Depot, Whitehorse and Associated Buildings - A Structural History**

**Appendix 3: Occupants & Uses of White Pass Depot offices, ca. 1953- early 1990s**

### Appendix 3: Occupants and Uses of White Pass Depot offices, ca. 1953- early 1990s

Note: The numbers below are keyed to the rooms or areas marked on attached plans. The following information comes from: a tour of the depot building with Al Hughes in January 1998 (Mr. Hughes being most familiar with the building during the late 1950s and 1970s); an interview with Sheryl Sim, a White Pass employee since 1985; and from White Pass correspondence re various renovations. The names listed as occupying an office are arranged from earliest to most recent employee. This is not a comprehensive listing and it was not always possible to get exact dates for the employee names recorded below. — H. Dobrowolsky

#### Downstairs:

1. Baggage area. 1a. - passenger door. 1b. baggage door. 1c. counter used by customs agent. 1d. location of line telephone. 1e. original site of passenger exit door. 1f. approximate site of freight door on north wall.  
Baggage handling procedures: baggage was wheeled in on carts by the baggage boys through 1b and set on the floor. There used to be a low counter (1c), about 20 feet long, dividing this area from passengers who entered from the platform through door 1a. Baggage was set on the counter where it could be opened for inspection by customs officers. Passengers then collected their bags and exited through the street door (1e). The north door (1f) was used for the luggage of tour groups. Their bags were held separately, randomly checked by customs then wheeled out to vehicles.
2. Office constructed in 1970 for Al Hughes, Assistant to Rail Superintendent. 1970-1978.
3. In the 1950s, this was still part of the baggage room and the location of the customs pen. This area had not been enclosed during Al Hughes' time.
4. Train order operator's office, ca. 1968 to 1982. Previously this was a storage cupboard.
5. Rebuilt as Bill MacBride's new office in 1953. MacBride was a passenger traffic manager handling bookings and tours. At this time, or within a few years, he shared the area with the ticket agent. The ticket agent's job was a summer position only and in winter, MacBride also handled ticketing. When MacBride retired, the railroad agent took over some of his duties. Most of this work was then handled from Seattle, where MacBride's boss—Frank Downie—was based. At one time there were also passenger traffic managers in Vancouver and Chicago. ca. late 1950s -The train order operator had a desk on the north wall. Al Hughes worked here in 1959, later Marc Steinbach held this job.  
5a. closet enclosing chimney flue. This also held shelves for filing on the south side.  
5b. ticket window.  
5c. Split door. This used to be a hatch to the baggage area, a simple opening with a wide sill that could closed off by a panel of striated plywood. This was where the trainmen entered baggage room and turned in their ticket reports to the ticket agent and their time slips.
6. Men's washroom.
7. Waiting Room.
8. Leased by Canadian Pacific Airlines, ca. 1962-1967. Leased by Mannix, ca. 1969-1970. John Gillies, ca. 1970s (WP employee worked in Public Relations, then Marketing) and secretary.
9. In 1953 renovations, this was planned to be an enclosed space for the train order operator but there is no evidence that it was ever used this way. There was an exterior door on east wall. Otherwise it was used for storage and coffee making.

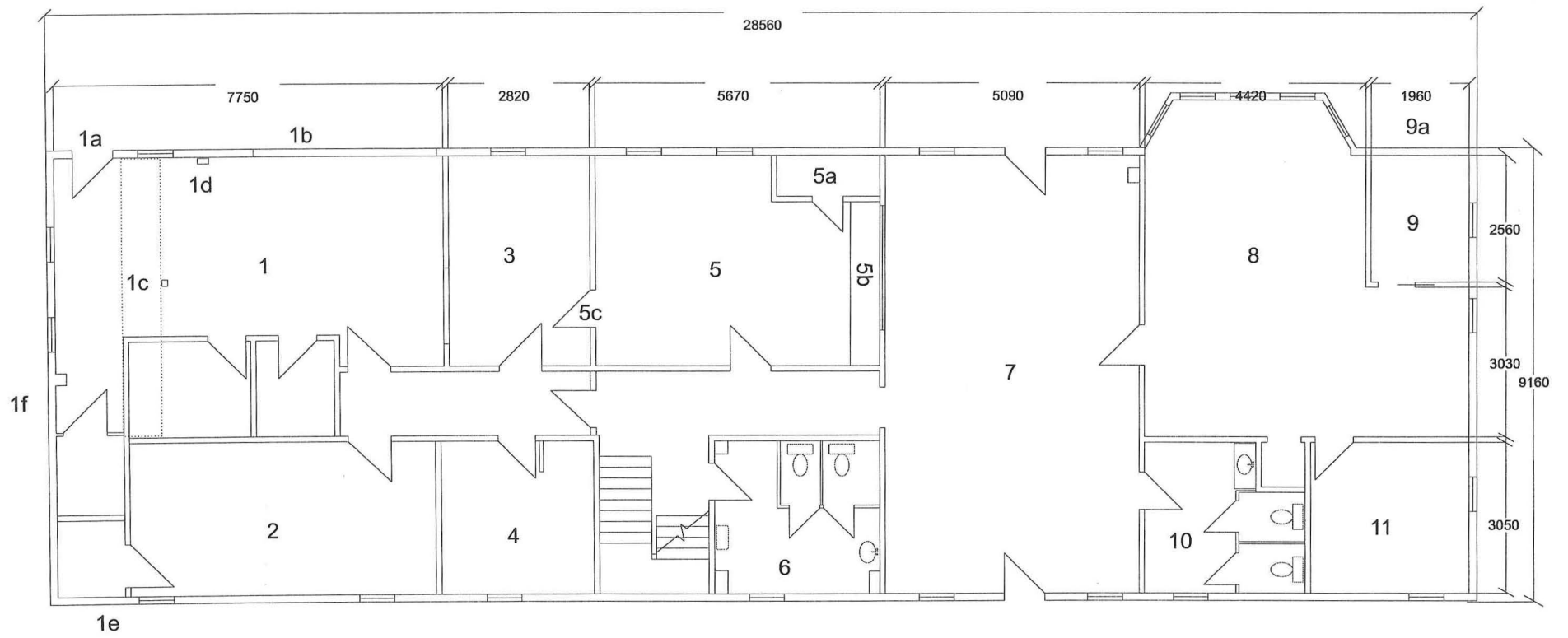
10. Ladies washroom
11. Ca. 1953, area was occupied by station agent, George F. Smith. Occupied by Alan Innes-Taylor, ca. 1973-74, when White Pass donated a space for Mr. Innes-Taylor to do his historical research work. (HD, pers. recollection)

**Upstairs:**

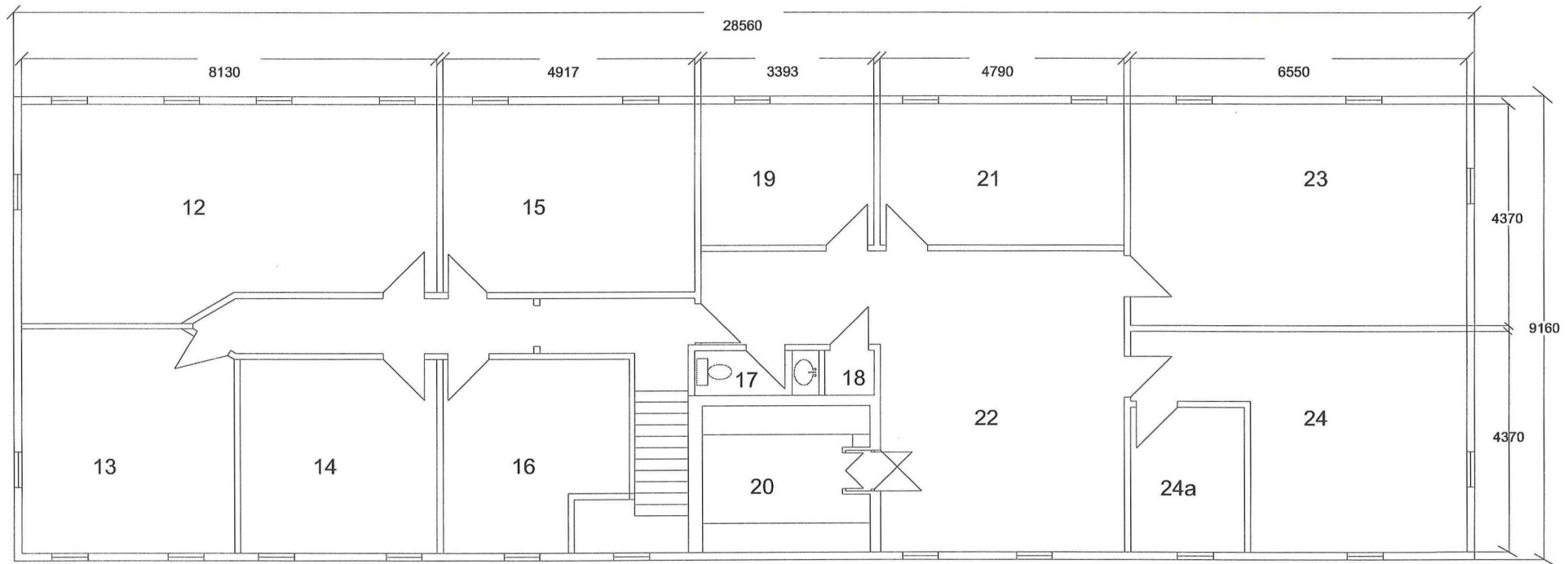
12. Now one big office, this was formerly divided into stationary storage (north end) and payroll (south end). During renovations in the 1980s, this was made into one large conference room.
13. Assistant Comptroller's office (from earliest: Joe Estock, Keith Weller, Bill Donald, Bill Jones). Flagpole was put outside this office window for Queen's visit in 1959 to fly the Red Ensign. Flag continued to be flown for another 3 or 4 years. Remembers this being Keith Weller's job, hoisting the flag in the morning and taking it down at night.  
1980s: Bill Wray, vice president of finance, moved to this office from office #24.
14. Accounting Office. Martha Mast, accounting clerk in 1970s. Ken Steele, the lands manager, stayed in this office until 1991 when he moved to office #15. The office was then used by Peter Hayes, the company's internal auditor, in 1991-92.
15. Telephone office occupied by telephone operator and switchboard connected to all the divisions. From 1980s, office was mostly left vacant or used by out-of-town people, "kind of a spare." Occupied by Ken Steele from 1991 on.
16. Cashier, Tommy Syers, ca. 1970s. TS handled money from all the different Divisions. There is still an old Mosler office safe against the north wall. From 1980s, used as a storage area that held a variety of material including stationary, old photographs, postcards, maps, etc.

17. washroom

18. cloak room
19. kitchen/coffee room. AH remembers that the company's telex machine was in this room.  
In 1980s, this was also the location of the photocopier.
20. Vault (contains carpet scrap from steamer *Klondike*. AH)
21. Office used by visiting Vancouver dignitaries (e.g. Frank Brown, Roy Minter, Clifford Rogers), AH.  
From the mid 1980s, this office was occupied in succession by: Michael Brandt, assistant to president; vice president Dave Tait; and Harry Kulych, vice president of operations.
22. Reception/secretarial area, Bev Reber in 1970s. This was occupied from 1985, by Sheryl Sim who at different times worked with Laurie Hidinger, Andrée North and Ann Bruce.
23. Occupied by Frank Schoeppel, Marvin Taylor, Jim Ryan, Jack Hoyt. President's office occupied by Tom King who left at the end of 1984 then Marvin Taylor who used office from 1985-1994.
24. Arnie Philipson's office. Philipson worked as assistant to first, Jack Hoyt - the General Manager; and then for Marvin Taylor, then the vice president of operations. In 1956 or 1957, Al Hughes remembers meeting in this office to negotiate a labour contract for Teamsters Local 31. Frank Schoeppel represented White Pass, AH was a member of the negotiating committee for the union.  
From 1985, office was occupied by the vice president of finance, Gary Goertz, then Bill Wray. The next person in this office was Michael Brandt, assistant to the president.
- 24a filing area



Plan # 13 : first floor plan, depot  
 prepared by WP&YR, July 1990



Plan # 14: second floor plan, depot  
 prepared by WP&YR, July 1990

## **BIBLIOGRAPHY: White Pass and Yukon Railway Station, Whitehorse & Associated Structures**

– compiled by Helene Dobrowolsky, Midnight Arts, February 1998

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X-1-C. Superintendents Whse. Agency Files, 1952-58, 1 box, 2 inches.  
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copied selected correspondence from 1952-54; 1955- only freight reports;  
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X-1-D. Superintendents Subject Files & Reports [1914-56]. COR 844  
folder 1, Additions, Improvements & Rehabilitation re: WP&YR made  
during U.S. Army Lease, 1944.  
folder 2. Requests for Authority for Expenditure; Feb. 4- Sept. 22, 1950.  
folder 4. Authority for Expenditures - General [Feb. 15, 1952-Mar. 4, 1954]  
folder 6. Tour Arrangements & itineraries; steamship & sternwheeler  
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X-4. Miscellaneous Records, N. D. [1899-1960], 1 box, 2 inches. COR 848  
Folder 1. Passenger Notices, n.d.  
Folder 3. Instruction booklet for Ticket Agents, Conductors and  
Baggagemen, 1899. This 32 page booklet contains detailed rules,  
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and Yukon Corporation Limited to the Third Northern Resources  
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The White Pass and Yukon Corporation Limited. *Annual Report 1970*.  
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The White Pass and Yukon Corporation Limited. Organization Chart, 1960.  
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- collection of newspaper articles documenting career of her husband  
"Stikine Bill" Robinson and other notable employees of the White Pass and  
Yukon Railway.

**MAPS** (see also WP&YR Railway, Skagway Office)

- H-147 White Pass & Yukon Route Railway. "Bird's Eye View  
of White Pass & Yukon Railway from Skaguay, Alaska to  
Whitehorse, Yukon Terr." 1900. Inset: Profile of WP &  
YR.
- H-1061 Map to accompany application for waterfront privileges  
for the shipyard of the British Yukon Navigation Co. on  
the West Bank of the Lewis River at Whitehorse, Y.T.,  
ca. 1900. from: YRG I, Series 1, vol. 26, f. 8729.
- H-1411 Plan of Whitehorse used in application for Fire Protection scheme,  
1904.
- H-1561 Sketch showing proposed fire pumps and electrical station at  
Whitehorse, Y. T. 1905. from YRG I, Ser. 4, vol. 8, f. 235B.

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- 263 Looking west at riverfront of Whse., 1900. Exteriors of  
Bennett News, Hotel Grand, White Horse Hotel, Arctic  
Restaurant, and White Pass and Yukon Railway depot under  
construction. Note the heaps of freight left of the depot.  
Vogee coll.
- 264 Panorama of Whse. looking NW across Yukon River, 1900.  
Also good view of White Pass station under const. Vogee  
coll.
- 605 Fire Hall on Front St. with railway station in background. Nov. 1901.  
H. J. Woodside photographer, PAC coll., PA 16334.

- 606 Front St. looking south. 1900. PAC coll., PA-17210.
- 1172 "City Water Supply, 1900." View looking east down Main at newly-built Whse. Depot. BC1A no. 35839.
- 1550 Looking south along Front St., depot on right. 1942. R. A. Cartter photographer.
- 1553 Looking E along Main St. to Whse. Depot, where crowd gathered outside. 1942. R. A. Cartter coll.
- 1554 Looking N along Front St. with crowd in front of depot. 1942. R. A. Cartter photographer.
- 3124 Whse. panorama, 1900. Goetzman photographer. UAA-Bassoc Coll No. 64-92-277.
- 3125 Panorama looking S from across the river, shipyards in foreground. ca. 1904. UAA-McKay Coll. No. 5.
- 3178 View of Whse. from across the river, ca. 1920. Sternwheelers, warehouses, and station. Pederson photographer, Dennett Coll.
- 3179 Looking N down snow-covered Front St. Depot at right. 9 Oct. 1919. E. Telfer photographer, Dennett Coll.
- 3330 Panorama of Whse., May 1901. MLB Coll. (dupl. of Dennett 3177)
- 4075 Whitehorse waterfront from across river. MacBride Museum Coll.
- 4103 Whitehorse residents throng the docks to welcome Earl Grey, the Governor General of Canada. E.J. Hamacher photographer. MacBride Museum Coll.
- 5537 Looking at waterfront NW from across river. [1903-04] Schellinger Coll.
- 5539 Looking south down Front St. Barley Coll., Callarman photographer. [1904]
- 5554 Exterior of station facing Front St. [Dec. 1900] Barley photographer.
- 5555 Passenger sleigh pulled up in front of WP&YR depot on Front. St. [1901] Barley photographer.
- 5556 Exterior of station, east elevation. Passengers standing in front waiting for the train. [June 1901] Barley photographer.
- 5650 View of the wreckage of the fire which swept through the business portion of Whse. Photo taken on Second Ave. looking E toward WP freight sheds and Front St. [May 23] 1905. Station at right background. Scharschmidt Coll.
- 5651 View from Second Ave. looking E down Main St., with station at end. [pre May 23, 1905] Scharschmidt Coll.
- 5760 1942 view looking E down Main St. Phelps coll.
- 5710 The 18<sup>th</sup> engineers band give a Sunday afternoon concert in front of the WP&YR station in Whse. 10 May 1942. Robert Hays photographer & coll.
- 5713 Fall 1942. Robert Hays photographer & coll.
- 5760 1942 looking east down Main St. Shows new addition to depot. Phelps photographer & coll.
- 6202 View ca. 1930 of busy scene at corner of Front St. and Main in Whse. Klondike Airways freight sleds pulled by a caterpillar tractor is ready to leave on the run for Dawson. T. C. Richards is the passenger on the 3 wheel bicycle equipped with skis and Slim Koebke is the driver. View of White Pass Hotel and WP&YR station. Harbottle coll.

6305 Whitehorse waterfront panorama ca. 1900. Larss & Duclos.

Walmsley Coll.

13360 West side of WP&YR depot, 14 Sept. 1957.

13361 Train in front of depot, 23 June 1969; Hazel Walmsley in foreground.

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City of Whitehorse. 80/54, PHO O/S 013.

no print no. View of Whitehorse Fire Hall ca 1950s, probably on Steele St.

Charles Coghlan coll. 83/19, PHO 218

119. Royal Mail Stage at White Pass station, Whse.

94/92 Raymond S. Craft Coll. PHO 477 Permission is required from the donor to order prints.

7. Whitehorse Billy Smith [Kitty Smith's husband] in front of White Pass station in Whse., n.d.

Richard Finnie coll. 81/21.

PHO 140, 36. (25-8) Front St., Whitehorse, 12 June 1942. White Pass station at far left, with U.S. army truck.

PHO 141

580. 83-7. Looking N along Front St., Whse., 21 October 1942. 3<sup>rd</sup> truck on left is 1941 Ford, 2<sup>nd</sup> on right is 1940 Chevrolet.

581. 83-8. Derailed locomotive #71 at Whitehorse depot (driven by army personnel after takeover).

Main St., Whse. 21 Oct. 1942.

593. 86-7. Ford truck with load of tank steel at WP terminal. Oct. 23/42.

Geological Survey of Canada. 90/36, PHO 401

84593. People on docks in front of train station seeing off a sternwheeler, June 1938.

Hadden Coll. 82/330, PHO 31. ca. 1973.

4. View of Whitehorse waterfront south of train station. Includes view of Casey house, and two trainmen's houses, ca. 1973 or earlier.

6. Looking W across Yukon River from Wickstrom Road. Depot at left.

26. Looking across river at depot, YEC building & train crew houses.

30. Looking SW across river at Whse. waterfront. Shows area from 20-20 to Casey house.

Hamacher Coll. PHO 289

50a. View of Front St., Whitehorse, looking north. Station can be seen just beyond fire hall.

Harrington Coll. 79/27, PHO 105. WP&YR folder.

BYN bus and car parked in front of railway station ca. late 1940s or early 1950s. According to Laurent Cyr, Don MacPhail is the driver unloading parcels from the back of the bus. Dick Carswell is the man stepping out the door of the bus.

Kamloops Museum. 80/44, PHO 128.

6. White Pass depot, ca. 1943.

"Whitehorse looking from north side of Yukon River."

MacBride Museum. 79/107, PHO 117

14. "Whitehorse after the fire, 23 May 1905." Taken looking SW from across Yukon River. Note the boiler stack of the YEC building at right.

MacBride Museum Coll. 83/8, PHO 212.

6. Looking south along Front St. with view of fire hall, and depot at right.

MacDougall, Rod. 89/57, PHO 377, folder 2

32. Looking E on Main St. from Fifth Ave.

33. Looking at riverfront from hospital. Showing ice house, Hogg house and other small bldgs., 1958.

34. Whse. looking E on Main St. 1958.

Old Log Church Museum. 79/107, PHO 117.

14. "Whitehorse after the fire, 23 May 1905." Looking SW across the river, note the boiler stack of the original YEC building at right.

Pepper Coll., 89/59, PHO 377

9. Army Band playing a Sunday afternoon concert in front of the White Pass Station, 1942.

Phelps/Scott Coll. 89/31-2

PHO 397, 99. Lumber for the electrical light plant. Dad [Willard Phelps] on the left. (near W.P. Depot and firehall. The so-called "Pest House" across river in background). ca. 1905.

PHO 398, 114. BYNCo. employees in front of commissary.  
PHO 398, 115. View of Front St. looking north & decorated for 24<sup>th</sup> of May. View of south side of fire hall, ca. 1901.  
PHO 398, 131. Herbert Wheeler, General Superintendent of the WP&YR when he was in charge of the overland stage and a team driver between Whitehorse and Dawson.  
PHO 399, 229. WP&YR Commissary on Front St.

Preston Coll. 85/78, PHO 312 & 313. 1942-1943.  
PHO 312, 1. Whitehorse depot, ca. 1943, showing new N addition.  
PHO 312, 2. Looking down Main St., view of part of depot.  
PHO 312, 3. Southbound train pulling in front of station.  
PHO 312, 69. Main St., looking E toward the depot.  
PHO 312, 77. Railway station with new addition, Whse, ca. 1943.  
PHO 312, 78. Front view of railway station before alterations, ca. 1943.  
PHO 312, 95. Looking E down Main St. Station visible at end of street, ca. 1943  
PHO 312, 112. "Draft dodgers." Civilian workers at Whse. depot.

Puckett Coll. 82/344, PHO 41.  
31. Section house being moved along Front St. in front of White Pass building, ca. 1914.  
50. "WP&YR Depot, Whitehorse." H.G. Barley photographer.

Ken & Lillian Filbey Coll., print from Heritage Branch  
View of west side of depot showing new extension on north side.  
View of waterfront from across river. Extension to railway station under construction. ca. 1943.

Paul Vergon Coll. 82/18, PHO 139. ca. 1943.  
Vergon worked on the Canol project for BPC and purchased these 35 photos "from some employee" when he was in Whse. for 2 weeks in early 1943.  
105. Train pulling into Whse. Station at left background.  
106. Looking down Main St., clear view of station.  
107. Vehicles parked in front of station, ca. 1942.  
(same as Preston, PHO 312,78.)  
123. Pipe loaded onto barge *Dawson* at Whse.  
127. Heavy truck on flat car, shipyards in background, Whitehorse.

Watson Family, 1899-1919. 80/12-2, PHO 120.  
5. "Moving a barge from Whitehorse to Carcross on edge on two flat cars. A calm day was picked. It was not a speed trip." Good view of SE corner of depot, ca. late 1920s.  
12. Whitehorse from across Yukon River, ea. early summer 1900, taken before docks and warehouses constructed. At left railway right of way and piles of freight loosely covered with canvas. Two sternwheelers tied up at right.

Whitehorse Star. 82/527.  
CS 696, W43-10. View of west facade of depot building ca. mid 1960s, taken from SW corner.  
CS 696, W43-11. Track area immediately north of Whitehorse depot.  
CS 698, W43-6. View of Christmas tree on Main St. near Fifth Ave. WP Depot in background.  
CS 698, W43-7. View of Christmas tree on Main St. near Fifth Ave. WP Depot in background.

U. S. National Archives. 87/28, PHO 325. ca. 1942-45.  
12. Main St., Whitehorse, ca. 1942. Looking east on Main St., view of station before addition. USNA #30-N-44-820.  
105. Looking north along railway tracks, Whse. station at left background.

Yukon Sourdough Rendezvous. 78/30-2.  
PHO 86, f. 8. Rendezvous dog ices on Yukon River ice. In background are YEC bldg at left and south end of depot at right.  
PHO 87, f. 10. Rendezvous dog races on the Yukon River ice in front of the depot, n. d.

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West facade depot ca. late 1950s, taken from SW.  
Aerial view of White Pass rental houses. Bunkhouse (?) at left.

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Unknown collection  
Canadian soldiers marching down Main St. toward depot, ca. 1942.  
print available at Heritage Branch, no attribution.

Midnight Arts Photographs  
Whitehorse Depot & associated buildings, taken 27 Jan. & 11 March 1998.  
27 January 1998

1. Southeast corner of Marvin Taylor's office, upstairs in the depot.
2. Al Hughes holding up the fire escape ladder, installed ca. 1953, NW corner office upstairs.

3. Metal box holding fire escape, instructions on inside lid.
4. The old Mosler safe in the cashier's office, upstairs in depot.
5. Al Hughes standing by counter upstairs in the cashier's office, in Whitehorse depot.
6. Detail of inside door of Mosler safe in the cashier's office, upstairs in depot.
7. Looking into Mosler safe in the cashier's office, upstairs in depot.
8. Al Hughes standing before boarded up door on station platform, south end of east elevation.
9. Commemorative plaque from the National Historic Sites and Monuments Board on exterior of Whitehorse depot.
10. Carved interpretive sign, apparently arranged by Roy Minter, on exterior of Whitehorse depot.
11. Al Hughes in front of his old home, WP&YR company house #16, 27 Jan. 1998.
12. Al Hughes in front of his old home, WP&YR company house #16, 27 Jan. 1998.

9 March 1998

13. West elevation of WP&YR company house #6, 9 March 1998.
14. SW corner of WP&YR company house #6, 9 March 1998.
15. SW corner of YEC Building, 9 March 1998.
16. SW corner of depot, 9 March 1998.
17. West elevation of depot taken from NW, 9 March 1998.
18. Painted facade around the ticket window. Apparently Roy Minter had this painted in Vancouver then installed in the lobby.
19. Depot lobby interior: painted facade around the ticket window. Apparently Roy Minter had this painted in Vancouver then installed in the lobby.
20. Depot lobby interior: view NW corner showing detail of striated plywood wainscotting and knotty pine planking.
21. Depot lobby interior: entrance to ladies room showing wall covering detail.

## MACBRIDE MUSEUM

Len Tarka Research files  
Buildings of Whitehorse – Fire Dept. and Yukon Electrical Co.

### Photographs

X89.1.1A.37PH Queen Elizabeth and Prince Phillip descending from a WP&YR parlour car just north of the depot bldg., ca. 1956.

X89.3.1a.436PH Two buses in front of depot, ca. 1946. (neg. no. 92-40)

(note: MacBride also has numerous photos of Whitehorse waterfront.)

## WHITE PASS & YUKON ROUTE RAILWAY, SKAGWAY, AK.

(research notes compiled by H. Dobrowolsky in 1991, 1992 & 1997)

### Files

- 5.1 Agencies - Whitehorse
  - outside dates Jan. 1968 to Feb. 1969
  - while most of this correspondence was concerned with movement of freight, there are some references to renovations of Depot and work on other structures.
  - a letter dated '68 refers to the new freight terminal.
- 5.1 Whitehorse Freight Depot (Jan. 68 - Jul. 72)
  - letter dated Oct. 6/71 refers to patrolling of Casey house, commissary, depot and bunkhouse for security svces.
- 100.03 Buildings & Property Whse. (Aug. '76 to Nov. '77)
  - Nov. 77 WP makes arrangements to lease area to YTG for overflow parking, Territorial Administration Bldg.
  - Aug. 77, telex re poss removal of old Yukon Electric Power House Bldg. on east side of First.
  - 1976 - correspondence re decision to sell company houses in Whse.

- 100.5 Buildings - Depots or Stations - Whitehorse
  - "Proposed Changes & Re-model Whitehorse Depot, 1952-54"
  - in 1953 depot underwent extensive renovations including addition, remodelling of interior, rewiring, painting and new exterior finishes. Details of materials, labour, some drawings etc. in this file. Worth a detailed look if there is ever any type of study of the depot bldg.
  - also const. of 9' wide concrete walk around depot
  - copied a few letters re proposed renovations and one plan.
  - lots of correspondence re ordering doors, fire escape ladders, trash cans, etc.
  - also much re Whse depot renovations including material specifications
  - undated dwg. (R1001) of signboard for Whse. with notice at bottom that says "Reservations Available for West Taku Arm Steamer "Tutshi" from Ticket Agent"

- 100.5 Buildings - Whse.
  - This 2nd file folder of this # contains corres. from 1951 to 1975. It has more re Whse Depot renos as well as other bldgs.
  - 1974 - corres. re proposed replacement station foundation as well as renovation of baggage room, adding dispatch office. No indication this was ever done.

### Maps & Plans

- B3b Proposed changes 1<sup>st</sup> floor, Whitehorse Depot, Jan. 27, 1902. copied in parts, full size and 65% reduction. Rolled inside plan entitled, "Proposed improvements on Depot Grounds of the White Pass & Yukon Route at White Horse, N. W. T. Has 2 nice profiles of station on Main St. and Steele St. showing low and high water marks, and street plan along First Avenue showing tracks, station area, river bank, high & low water marks. - copied in sections, full size & 65% reduction.
- D4u - Proposed Remodeling & Extension of Whitehorse Depot. 1943 (never found this one)
- D4oo - Additions and alterations to Whitehorse Depot 1943
  - Contains two plans:
  - 1 blueprint entitled: "The White Pass & Yukon

	Route, New White Horse Depot, Built in 1905, scale = ¼" - 1'. Note: - 2 <sup>nd</sup> story remodelled April, 1911. - Set of plans entitled: "Additions & Alterations to W. P. & Y. R. Depot, Plans, Elevations, Sections & Detail. Date 7-30-43; drawn by I.A. Sarkiss, checked by F.W.J., Project Engineer M.N.K.C.B. Co., approved Col. James B. Johnston, Drawing No. W.3416, WH-260. Title Block Metcalfe Construction Co., Hamilton Construction Co., Kansas City Bridge Company, Engineers & Constructors, Prepared under contract No. W-3426-ENG. 52 (595).	L4h	- Addition to Townsite - Warehouse. 1904
		L3f	- Terminals at Whitehorse, YT (could not find)
		L3g	- Whitehorse Waterfront n.d. - early plan of Whse waterfront from one of warehouses downriver past 2nd set of ways. Shows Dixon's Laundry with note "to be removed", 200 ft of waterfront "to be reserved for P.W.D. and N.W.M.P.", and area occupied by "U.Y.C.Co."
L1e	- Plan of Whse. Wharf with derrick location. 1905	L4a	- Whitehorse Station Floor Plan, n.d.
L2b	- Whitehorse Terminals Ins. Pl. #9 1908-41 - 1 orig. and two blueprints showing bldgs. along Whse. Waterfront. Has many useful notes about when bldgs. were taken down, moved, etc. - sections copied	L4f	- BYN Co. Bldgs. at Whitehorse. n.d. - blueprints showing floor plans and front elevations of extant structures. The plan for "store" or commissary shows use of offices. copied.
L3f	- Terminals at Whitehorse, YT [could not find]	L4g	- Town of Whse. with Waterfront & BYN Co.'s Properties. n.d. Blueprint similar to L3g above only shows more area upriver with extant structures. Shows BYNCo. bldgs. on S side of Main, west of Third Ave. and on N side of Elliot west of Front St. took reduced photocopy.
L3g	- Whitehorse Waterfront n.d. - early plan of Whse waterfront from one of warehouses downriver past 2nd set of ways. Shows Dixon's Laundry with note "to be removed", 200 ft of waterfront "to be reserved for P.W.D. and N.W.M.P.", and area occupied by "U.Y.C.Co." [Upper Yukon Consolidated Co.]	L4h	- Addition to Townsite - Warehouse. 1904
L4a	- Whitehorse Station Floor Plan, Whse. Station floor plans and section. blueprint, very poor condition, covered with hard to read pencilled notations. Similar to L12b.	L10f	WP&YR White Horse Depot, 25 Jan. 1902. Front, rear & end elevations, floor plans, 2-storey section, 1 <sup>st</sup> storey section. Lovely. borrowed for copying.
L4f	- BYN Co. Bldgs. at Whitehorse. n.d. - blueprints showing floor plans and front elevations of extant structures. The plan for "store" or commissary shows use of offices.	L10h	- Port of Whitehorse, Yukon District. 1900 Copy of Plan Attached to Order in Council of the 26th July 1900. See Valuable Document File #70.
L4g	- Town of Whse. with Waterfront & BYN Co.'s Properties. n.d. Blueprint similar to L3g above only shows more area upriver with extant structures. Shows BYNCo. bldgs. on S side of Main, west of Third Ave. and on N side of Elliot west of Front St. took reduced photocopy.	L12b	"The White Pass & Yukon Route, New White Horse Depot, Built in 1905, scale = ¼" - 1'. Note: - 2 <sup>nd</sup> story remodelled April, 1911. Original dwg. floor plans of 1 <sup>st</sup> and 2 <sup>nd</sup> storeys, one 1 <sup>st</sup> floor and one 2-floor section. Roll also includes blueprint of same plan and another positive with 3 floor plans, 2 alternative layouts for 1 <sup>st</sup> floor, and 2 <sup>nd</sup> floor laid out as apartment. (borrowed for copying)

L13p - BYN bldgs. - Whse. 1951 Shows WP&YR bldgs throughout Whse., not just waterfront.

L15oo - Plat of Land adjacent to BYMT &T Co. Whse., 1899.

L15r - Plan of Yards & Right-of-Way, Whse. 1944.

L16k - Plat of Closeleigh (Whitehorse) 1899 copied

L16ll - Whse. Depot Grounds (Improvements)

L16m - (Whitehorse)

L16n - Plat of Townsite of Whse.

L17aa - Plan of Yards & Right of Way, BYR, Whse. 1900

L17b1 - Plan of Yards & Right of Way, BYR, Whse. 1899

L17b2 - Plan of Yards & Right of Way, BYR, Closeleigh (Whse.) 1899

L17c- Plan of Yards & Right of Way, BYR, Closeleigh (Whse.) 1899

L17d - Plan of Yards & Right of Way, BYR, Closeleigh (Whse.) 1899

L20r - Whitehorse, Yukon Terminals 1942

R1001 - Remodel Whitehorse Depot 1953 (this was eventually found in a bldg. file and was a plan of a proposed signboard for the train station)

R1002 - Freight Office Whitehorse, 1953

R1005 - Whse. Warm Warehouse. 1953

R1010 - Proposed Freight Warehouse, Whse. 1954.

R1012 - Proposed Roundhouse, Whse. 1954

R1023 - Whse. Freight Yard Alteration. 1954

R1026 - Rail-Highway Terminal Proposals, Whse. 1954

R1031 - City of Whse., Y.T. 1956

R1034 - Whse. Terminal - Encroachments on riverfront property. Sept. 1956. good plan showing extant structures.

R1144 - WP&YR Railroad Terminal Facilities Whse., Sept. 1974

### Valuable Documents

13. Yukon Wharves  
- contains correspondence re waterfront leases at Whse. and Dawson including an original dwg. entitled: "Copy of Plan Attached to Order in Council of the 26th July 1900." Has stamp for Privy Council, Canada. Accompanies lease agreement for 15 yrs. dated July 26, 1900.

70. Whitehorse Waterfront  
- contains blueprints of 3 early plans of Whse. waterfront; list of waterfront leases as of 1 May 1944; and correspondence re WP&YR waterfront leases at Whse. including a lease agreement dated 1931.

128B Canadian Army Leases - Whitehorse.  
- a thick file containing extensive correspondence ca. 1942-48 including lease agreements and some plans.