

# Lake Superior & Ishpeming Railway Co.

WM. G. MATHER, President  
JAS. LAUGHLIN, Jr., Vice President  
WM. G. POLLOCK, Treasurer  
J. H. HOYT, Secretary  
GEO. HAYDEN, Counsel

Office of General Manager.

H. R. HARRIS,  
GENERAL MANAGER

Marquette, Mich., ..... 190...

W. G. M. #23

A new boiler is required at dock pump house, the present boiler was purchased second-hand at time of construction of the road and is too old, too small, and too expensive for fuel.

A wrecking derrick mounted on car and a tool car is required to facilitate work at wrecks. we hope to have no accidents but they seem a necessary evil on all well regulated railroads and tools for getting t tracks clear as quickly as possible are much desired.

The following tools are required at shop -

1 Drill grinder		
1 36" x 36" x 16' Planer	- costing about	\$1900.00
1 800# steam Hammer	" "	900.00
1 18" Shaper	" "	400.00
1 Rip Saw		
1 Cut Off Saw		

The hammer need not be bought until new blacksmith shop is erected but would like to buy other tools now as they are actually needed to do economical work.

44 chutes in hard ore pockets are worn through and it is necessary to reline them, the expense for labor and material being about \$1350.00.

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Office of General Manager.

H. R. HARRIS,  
GENERAL MANAGER

Marquette, Mich., ..... 190---

W. G. M. #24

## SUGGESTIONS.

I presume that we will have a larger tonnage to handle for 1901 than for 1900 and the suggestions a year ago, in which we were well aided by the mining companies, will answer for the coming year.

The estimate and the amount handled was as follows:

	<u>Amount Handled</u>	<u>Estimate</u>
April	67100	100,000
May	260,276	275,000
June	261,129	275,000
July	219,618	275,000
August	231,683	275,000
September	202,411	225,000
October	189,099	200,000
November	<u>78,480</u>	<u>100,000</u>
	1,509,796	1,725,000

We experienced no great difficulty in handling the above tonnage and I still think we can handle 1,725,000 tons per year but it must be under favorable circumstances.

The growing practice for docks to mix different grades of ore in boats is a great inconvenience and increases the expense but if the practice cannot be dispensed with, we must take care of it the best way possible.

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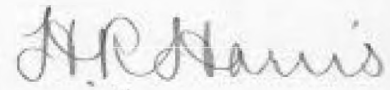
H. R. HARRIS,  
GENERAL MANAGER

Marquette, Mich., ..... 190.....

W.G.M. #25.

The entire property is kept in good condition and there should be no unusual expense except as stated.

yours truly,



General Manager.

APRIL 29th, 1901.

Mr. H. R. Harris,

General Manager, L S & I R'y,

ANNUAL REPORT.

Marquette, Mich.

Dear Sir:-

I have yours of the 27th, giving me a supplementary report to your Annual Report, which is satisfactory.

Yours truly,

President.

# Lake Superior & Ishpeming Railway Co.

WM. G. MATHER, President  
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Office of General Manager.

H. R. HARRIS,  
GENERAL MANAGER



Manuscript, April 27th., 1901

Mr. W. G. Mather,

President, L.S. & I. Ry.,

Cleveland, Ohio.

Annual Report

Dear Sir:-

Supplementary to my annual report and replying to yours of the 20th. inst. I have to say,

1st. Change six-wheel engines to 5 instead of 6, and four-wheel switch engines to 3 instead of 4, making the total 14, as shown. The increase in tracks leased is 7.20 miles instead of 7.31.

2nd. Page 12: The round house at Ishpeming with adjoining turntable tracks, etc. is built on land leased from the Cleveland-Cliffs Iron Co. at an annual rental of \$75.00 per year. A formal lease has not yet been made, but I have written Mr. Duncan asking him to have that done without further delay.

3rd. Page 11: The siding at Queen Mine was graded in 1899 but the cost did not enter our accounts until January, 1900.

4th. Page 14: The expense for maintenance of Queen Mine tracks is borne entirely by the Cleveland-Cliffs Iron Company, who own the tracks to the mine jointly with the C. & N. W. Ry. No mention of this was made in my annual report because the list of sidings owned or leased did not show these tracks and the general exhibit book does not show any expense having been borne by the L. S. & I. for that account. The statement of maintenance of these tracks was made only for comparison with other tracks. The re-arrangement of tracks at the Queen Mine, caused by settling of surface under track leading to the Blue Mine, which was started in the

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Marquette, Mich., ..... 190...

W.G.M.#2.

fall of 1899 was completed in time for shipping season of 1900. The total expense was \$8509.17, which was borne by the Cleveland-Cliffs Co. but half of this amount, i.e. \$4254.59, was afterwards paid by the Chicago & Northwestern Ry. Co. as they desired to retain a half interest in all of the tracks at that mine.

5th. Page 19: The charge of \$299.21 to Injuries to Persons is the total charge to that account and includes time allowed, surgeon and hospital fees, etc. as well as direct benefit payments.

6th. General Expenses: Mr. Hayden's salary is included under head of legal expenses. The increase of \$350.70 was caused by a bill of Hoyt, Dustin & Kelly and covers their services from 1897 to January, 1900 inclusive for various small items.

7th. 371070 feet of timber instead of 296000 ft. were recovered from Bridges 1 and 2. The error occurred in a report being made of timber on hand Dec. 31st. instead of what was taken out of bridges, the amount recovered being as follows:

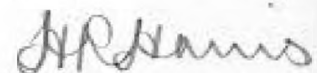
30936	feet	Oak
73109	"	Fir
<u>267025</u>	"	Pine

371070 "

The work therefore cost \$3.62 per thousand.

Hoping thê above is satisfactory, I am

Yours truly,



General Manager

April 20, 1901.

Mr. H. R. Harris, Gen'l Mgr.,  
Marquette, Mich.

ANNUAL REPORT.

Dear Sir:-

Though somewhat late, it still is not too late to acknowledge the receipt of your excellent Annual Report sent me under date of January 17th and January 22d. I will comment on it briefly:

1st. There are two typographical errors; You report 14 engines instead of 16. You show an increase in sidings loaded of 7.31, which should be 7.20, compared with the previous year.

2d. Page 12: Round House. I think you should make statement in your report, so that it will be on record, that this roundhouse was built on leased ground, and the amount of annual rental. Have you gotten a formal lease of this property?

3d. Page 11. You report a siding being graded at Queen Mine; this seems to be the same thing you reported the previous year, and I presume is simply a duplication of the statement.

4th. Page 14. You make a statement showing maintenance of Queen Mine tracks; Is not this expense paid for by The Cleveland-Cliffs Iron Company, and if so, it should be stated accordingly in your report. Although not necessary to perhaps include the cost of maintaining these Cleveland-Cliffs Iron Company's tracks, yet it is well to do so as you have <sup>done</sup> been, because eventually they will probably come into our possession, and you will then have your previous statements of expense to use as a comparison. This same principle suggests that you should also make a statement of the cost of changing the Queen Mine tracks, which was done by you and paid for by The Cleveland-Cliffs Iron Co.

5th. Page 19: Personal Injury. The Cost charged to "Injuries to Persons" this year is \$299.21, a decrease from last year of \$327.59; does this charge include allowances for time as well as direct benefit payments--in other words, does it include all

the cost to us from such accidents?

6th. General Expenses. I notice that Legal Expenses increased \$250.70. Why? Is Mr. Hayden's salary included in the Legal Expense charge?

7th. In your previous report, you spoke of removing bridges 1 and 2, and that you could probably recover as much as 400,000 feet of timber; this year you mention the work as having been done, and that about 296,000 feet was recovered?

8th. I am disappointed at noting the large error in the estimate for filling bridges 1 and 2. One might say that the work would have been done anyway, but the operating force of the road should be able to calculate expenses accurately, and should give sufficient time to the job of so doing.

I want to commend the favorable results of last year's operations, especially as set forth in page 15, showing the cost per ton; page 18, showing so clearly the cost of accidents, which I think is admirable form and could be carried into even further detail; page 21, an admirable statement showing the average daily storage in dock and cars; this is useful to you in connection with the complaints that may be made by the mining companies. In general, the whole report is admirably compiled and clear.

9th. Requirements: On page 22, you mention several things under the heads of Requirements. If you think it wise to expend money in the near future, you had better make up the usual estimate and requirement blanks, so that they can be ready on file.

Business for 1901. I am pleased to be able to state that the prospects are good, and I think it quite likely that you will be required to haul, this year, in the neighborhood of 1,700,000 tons of ore.

Yours truly,

President.



MEMORANDUM FOR MR MATHER

Some Notes on Annual Report of Lake Superior & Ishpeming Railway Co.

The sidings owned show an increase of .11 miles and those leased an increase of 7.20 miles; the total track owned and leased shows an increase of 7.31 miles. (There is a slight error under this head in Mr Harris' written report for 1900).

Under the head of Equipment Owned, there is an increase of two switch engines---onefour wheel and one six wheel; the total number of engines in 1900 was 16 as against 14 the previous year. (There is a typographical error in 1900 report, which makes the total number of engines read 14 instead of 16). The cost of engine repairs was reduced from \$7506.55 in 1899 to \$5349.49 in 1900, a reduction of \$.0178 per mile.

Page 5 of 1900 Report: You requested last year that the Comparative Engine Expenses per mile include the mileage; this was not done in this year's report. Should not the statement of Pounds of coal consumed per engine per mile show an average?

Page 6: Should not the "Progressive statement of Repairs to Engines" include a column showing the total cost of the repairs? This is not shown in this year's report.

Page 7: Should not the "Progressive statement of Repairs to Passenger Cars" include the mileage and the total cost of repairs?

Page 8: Should not the statement showing division of expense of repairs to freight cars show the total expense divided between the different items, and also the expense per car?

Page 10: There were several items of improvement during the year for which we received no estimate on regular form at this office. On this page a furnace for tempering springs is shown as being purchased at a cost of \$155.34, and the snow plow, which was put together at the shop cost \$329.80.

Page 12: A roundhouse was constructed at Ishpeming; the estimated cost was \$5755.00 and the actual \$5445.54. The report does not state that this roundhouse was built on land owned by The Cleveland-Cliffs Iron Company, nor does it state the amount of rental which is charged for the lot.

Bridges 1 and 2 were razed this year. Last year's report estimated the amount of timber which would be recovered as 400,000 feet. The amount which was recovered was 296,000 feet.

Page 13: No estimate in regular form was received for the improvement of the water station at Presque Isle, which cost \$821.31.

No estimate was received for the new fire pump for the dock.

Report for 1899 says there was great difficulty in getting a suitable person to run the boarding house at Presque Isle and it was therefore necessary to close it for two months in that year. No mention is made of the boarding house this year. Was it possible to run it through the whole year?

Last year's report mentions a siding being graded at Queen Mine parallel with the original one at a cost of \$750.00; this year's report mentions these same figures as the cost of grading a siding at the same place this year. Is this not a duplication?

Should not some mention be made of the changing of Queen Mine tracks, with a note that the expense was borne by the Cleveland-Cliffs Company and the C & N W R'y?

Last year's report mentions an incandescent Lighting Plant which was put in at the shop that Winter but which had not been run up to the time of making the report. Should not this year's report comment on this plant, as to whether it was a success and also as to the cost of operating it? The cost of installing it was estimated in last year's report at \$250.00

Page 16: The passenger earnings for 1900 were less than the expenses, the deficit being \$271.98 as against a deficit of \$993.37 in 1899.

Page 17: The reason given in the report for 1899 for increase of \$.0024 in switching at Ishpeming yard is the working of night crew. There is an additional increase in 1900, without an explanation.

Only one serious accident is mentioned in the report for 1899; this was the derailment on the C & N W tracks around the Horn at Ishpeming, the cost of this accident being \$2000. No minor accidents are mentioned. In this year's, 139 accidents are mentioned, but they were all of a minor character, the total damage amounting to only \$1,517.08.

Page 19: The same number of cases of personal injury (9) are reported in the two reports. None of those in 1900 are serious, but there is no statement of the amounts of money and number of days time allowed the injured men, as there was in 1899.

Page 20: Wages are reported "same as 1899" Wages in 1899 were raised twice--what rate is meant?

In the 1899 report, the cost for relining the worn out spouts was estimated at \$1,000. This work was done this year and cost only \$213.75

The estimate in 1899 report of the cost of additional shop tools required was \$1000. This cost only \$240.44.

Last year's report recommended a coaling station in the vicinity of the shop instead of at the coal dock, it being purposed to use the old material from bridges 1 and 2 for the work. This change was not made last year, and the same recommendation is made in 1900 report, though no mention is made of using the old material from the bridges for the work.

Page 24: Is not the last paragraph on this page inconsistent with the last paragraph on page 17 of 1899 report?

EXHIBIT BOOK: The item of "Improvement" in 1900 is less than 1/5 that of 1899, but no explanation is given.

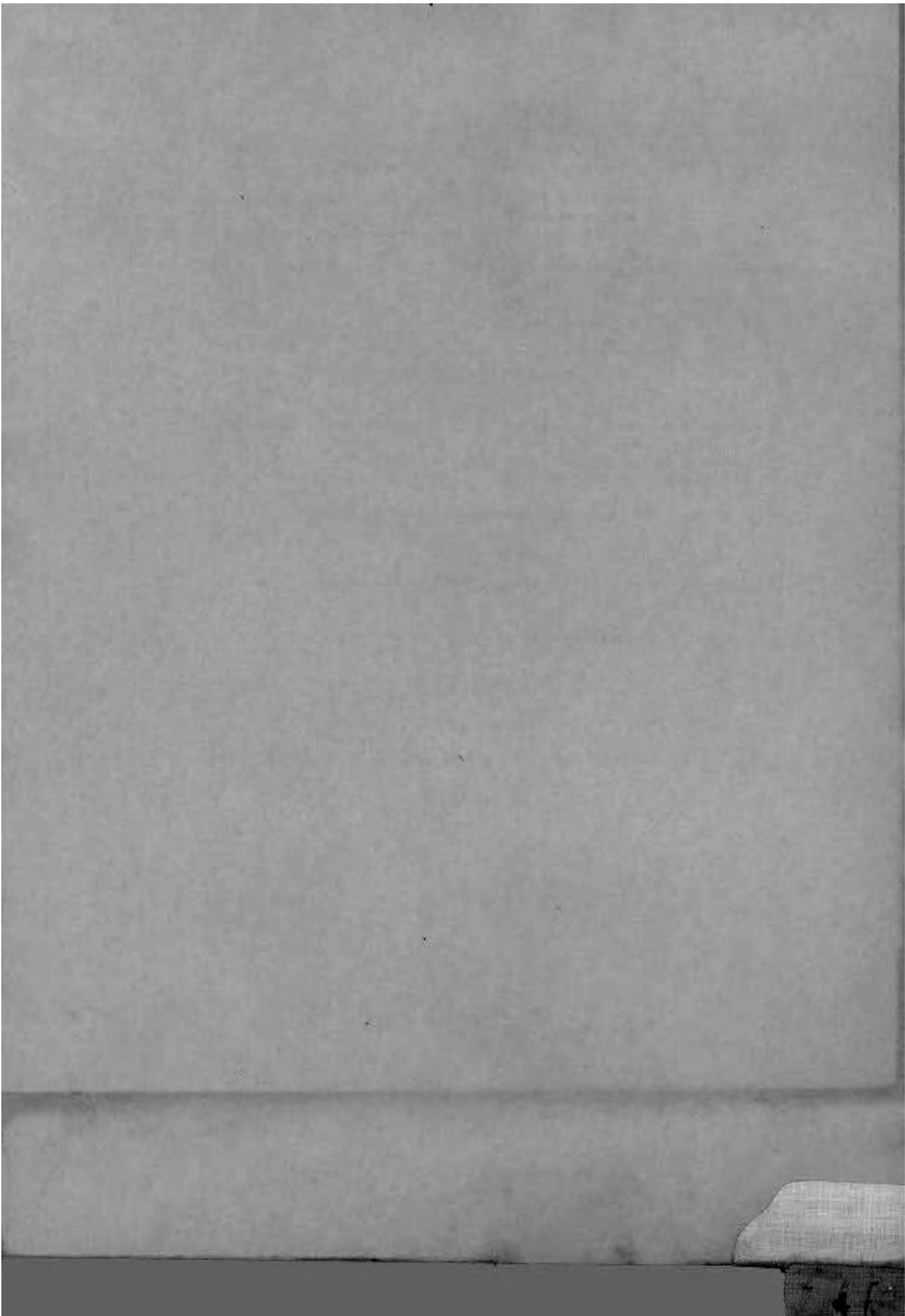
No explanation is given for the decrease of \$4,150.51 in Miscellaneous Receipts; the earnings from all other sources were increased.

General Expenses were increased \$995.26. There is no explanation.

Taxes were increased from 4,190.39 to \$5,988.97, an increase of \$1,798.58

There is an increase of over 1/3 in Legal Expenses, the increase amounting to \$350.70.

*M.S.K.*



PLEASE DO NOT FOLD OR ROLL THIS BOOK.

# ANNUAL REPORT

:: OF THE ::

*Lake Superior and Ishpeming*

RAILWAY COMPANY

:: TO THE ::

# COMMISSIONER OF RAILROADS

:: FOR THE ::

## STATE OF MICHIGAN



: 1900 :

1900  
WYNKOOP HALLENBECK CRAWFORD CO. OF LANSING, MICHIGAN  
STATE PRINTERS

19

# Lake Superior & Ishpeming Railway Co.

WM. G. MATHER, President  
JAS. LAUGHLIN, Jr., Vice-President  
WM. G. POLLOCK, Treasurer  
J. H. HOYT, Secretary  
GEO. HAYDEN, Counsel  
H. R. HARRIS, General Manager

Accounting Department.

J. C. URICH,  
Auditor.

Marquette, Mich., April 5th., 1901

Mr. W. G. Mather,

President, L. S. & I. Ry.,

Cleveland, Ohio. Annual Report to State.

Dear Sir:-

Replying to your letter of 2nd. inst. Mr. Mann's letter to Mr. Harris reached here before I forwarded the books to the State Commissioner of Railroads. I decided, therefore, to hold the books several days pending a further examination of your copy of the book. We have, therefore, been enabled to make the changes suggested by you.

Please change your copy to show General office, Ishpeming and business office at Marquette. The unearned insurance premium, amounting to \$1378.09, has been taken out of the Material and Supplies on Hand and put in Debit Balances from Other Companies.

Yours truly,

*J. C. Urich*  
Auditor.

APRIL 2nd, 1901.

Mr. J. C. Urich, Auditor,

L S & I R'y, Marquette, Mich.

Dear Sir:-

I have looked over your report to the Railroad Commissioners for last year, and it is allright with the exception of two small items. By the way, these are the items which I wrote you about on March 31st, 1900, when I checked up your report for the year, 1899 and they are as follows:-

Page 5, Item 7, should show the principal office at Ishpeming, and the business office at Marquette.

Page 8, Item 5, you continue to show the unearned insurance premium as part of your Supplies on hand, when I think as a matter of fact, it should be shown as due from other companies and individuals.

I presume you overlooked the letter I wrote you last year.

Yours truly,

President.

# Lake Superior & Ishpeming Railway Co.

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WM. G. POLLOCK, Treasurer  
J. W. HOYT, Secretary  
GEO. HAYDEN, Counsel

Office of General Manager.

H. R. HARRIS,  
GENERAL MANAGER

Marquette, Mich., April 1st., 1901

Mr. R. C. Mann,  
Auditor, C. C. Iron Co.,  
Cleveland, Ohio.



Dear Sir:-

Replying to yours of the 30th. ult. regarding annual report to the Railroad Commissioners I have to say that we can get this report to you earlier in the future, so that you can have ample time to examine it and it will also give me additional time to go over the information.

Yours truly,

*H. R. Harris*

General Manager.

Auditor.

Yours truly,

so, I will write you if it is best to make any changes.

I have not as yet had a chance to look at the figures, but as soon as I have done other and more important work.

fully over the report, especially, if I happen to be absent from the city, or engaged on year, and you will readily see that it gives me no time whatever in this office, to go over time it could be mailed today. If I recollect rightly, the same thing was done last report reached me day before yesterday from your Hon. Body, with a letter requesting me to over and write you in reference to any changes that might be thought desirable. This range to have this report gotten out with the earliest, so that I can have time to look it mistakes could be mailed to me, but I would like to ask if another year, you cannot ar-

I have just wired you to the effect that the Annual Report to the Railroad Com-

Dear Sir:-

J. R. I. V. Co., Managers, Mich.

Mr. H. R. Harris, Gen. Mgr.

MARCH 30th, 1901.



# Lake Superior & Ishpeming Railway Co.

WM. G. MATHER, President  
JAS. LAUGHLIN, Jr., Vice-President  
WM. G. POLLOCK, Treasurer  
J. H. HOYT, Secretary  
GEO. HAYDEN, Counsel  
H. R. HARRIS, General Manager

Accounting Department.

J. C. URICH,  
Auditor.

Marquette, Mich., March 26th., 1901

Mr. W. G. Mather,  
President, L. S. & I. Ry.,  
Cleveland, Ohio.

*Ans 4/2*

Annual Report

Dear Sir:-

I am sending you by express today copy of annual report for year ending December 31st., 1900. Please advise if the report may be forwarded to the Commissioner as prepared. The report is due in Lansing on April 1st. and perhaps it might be well to telegraph me if it is O.K.

Yours truly,

*J. C. Urich* Auditor.

July 6, 1901.

Mr. Fred M. Warner,  
Secretary of State,  
Lansing, Mich.

Dear Sir:-

We are just in receipt of your letter of the 29th ulto. addressed to our Mr. Mather at Marquette, Mich., enclosing a blank for the annual report to be made by the Lake Superior & Ishpeming R'y Co. If you have the report of last year on file in your office, will you kindly send us a copy of it, as the copy we had has been mislaid, and oblige?

Yours truly,

LAKE SUPERIOR & ISHPEMING RAILWAY CO.,

Per, -  
\_\_\_\_\_

*Note: The report for 1901 was made out in this office and sent to Mr Pollock for signature - He signed it and then sent it direct to Secy of State, hence we have no copy - We simply answered the questions without comment as follows -*

1	10,000
2	more
3	nothing
4	nothing
5	nothing

Mr Mather -

This report has always been made from Mr Platt's  
office, I believe -

R.C.M.

**Lake Superior & Ishpeming Railway Co.  
Munising Railway Co.  
Marquette & Southeastern Railway Co.**

W. G. MATHER,  
PRESIDENT.  
H. H. HARRIS,  
GENERAL MANAGER.  
H. A. ST. JOHN,  
AUDITOR & GENL. FRE. & PASS. AGT.  
A. WARD,  
SUPT. MUNISING RAILWAY.

Office of General Manager.

MARQUETTE, MICH.

July 2nd., 1901

Mr. W. G. Mather,  
President, L.S. & I. Ry.,  
Cleveland, Ohio.

Dear Sir:-

I enclose herewith blank annual report <sup>for</sup> ~~of~~ the Lake Superior  
& Ishpeming Ry. and also letter from Mr. Fred M. Warner, Secretary of  
State.

Yours truly,

*H. H. Harris*  
General Manager.

FRED M. WARNER,  
SECRETARY OF STATE.  
CHARLES S. PIERCE,  
DEPUTY SECRETARY OF STATE.

MICHIGAN  
DEPARTMENT OF STATE  
LANSING

(CORPORATION DIVISION)



July 8, 1901.

Lake Superior & Ishpeming R. R. Co.,  
Cleveland, Ohio.

Gentlemen:

In compliance with your request, by letter dated July 6, I hand you herewith a certified copy of the report filed by your company for the year ending June 30, 1900, and enclose a bill for 50cts., the statutory fee for the copy.

very respectfully,

*Fred M. Warner,*

Secretary of State.

b

(enclosure)

MICHIGAN  
DEPARTMENT OF STATE } ss.  
LANSING

I, FRED M. WARNER, Secretary of State of the State of Michigan, the officer who, under the constitution and laws of said State, is duly constituted the keeper of the records of Articles of Incorporation of certain companies incorporated under the laws thereof, and the records of all papers relating to the creation of such incorporated companies, and empowered to authenticate exemplifications of the same, DO HEREBY CERTIFY, That the annexed instrument has been carefully compared by me with the original now in my official custody as Secretary of State, and found to be a true and correct exemplified copy of.....

Annual Report

of the

Lake Superior & Ishpeming Railway

filed in this office on the Thirteenth day of July, A. D. 1900

that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.



IN TESTIMONY WHEREOF, I have here-  
unto attached my official signature and the  
Great Seal of the State at Lansing, this  
8th day of July  
in the year of our Lord nineteen hundred  
and one.

*Fred M. Warner*  
Secretary of State.



Lake Superior  
Shipping Ry  
COMPANY.

## SPECIAL REPORT.

Filed July 13 1900  
William K. Bush  
Secretary of State.  
Deputy

Secs. 2 and 3 of Act 289, 1865. Consecutive Secs.  
6345-6, C. L. 1897.

SEC. 2. It is hereby made the duty of every such railroad company, as aforesaid, to file with the Secretary of State, in the month of July, in each year, a special report and statement, sworn to by the president and treasurer of the company, setting forth explicitly the number of shares of capital stock actually issued, sold, pledged, or disposed of by the company to the date of such report, and the amount of capital stock issued during the year last passed, and the amount received therefor in money, and the amount received therefor, if any, in property and other effects.<sup>1</sup>

SEC. 3. Any violation of the provisions of this act, or any neglect to comply with the requirements of this act, or the making of any false statement to the Secretary of State, in relation to any of the matters required by the preceding section to be reported to him, shall render the officers and directors of any such railroad company, as aforesaid, guilty of any such violation or neglect, or making or permitting any such false statement, liable to the State for the penalties heretofore provided by law.<sup>1</sup>

<sup>1</sup> As amended by Act 151 of the Laws of 1865, p. 237.



FRED M. WARNER,  
SECRETARY OF STATE.  
CHARLES S. PIERCE,  
DEPUTY SECRETARY OF STATE.

MICHIGAN  
DEPARTMENT OF STATE  
LANSING

CORPORATION DIVISION



SUBJECT: Manising Railroad Company.

July 20, 1901.

Mr. R. C. Mann,

Mercantile Bank Bldg.,

Cleveland, Ohio.

*Aug 7/22*

*266 L-2-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100*

Dear Sir:

I am in receipt of your letter relative to the report of the above named company. I enclose herewith a certified copy of the last annual report filed by said company, together with bill for the same, amounting to 60cts.

In the absence of your president and treasurer, I would suggest that the report be signed and sworn to by some other officer, or officers, such as the vice-president and secretary or auditor, stating in the report that the president is absent. I think this will be a full compliance with the statute.

Very respectfully,

*Fred M. Warner*  
Secretary of State.

K-b

1 (enclosures)

July 19, 1901.

Mr. Fred M. Warner,  
Secretary of State,  
Lansing, Mich.

Dear Sir:-

Your letter of June 29th addressed to Mr. Robert E. Morrison with which you enclose a blank for the annual report of the Lansing Ry. has been referred to this office. It is comparatively lately that this company secured control of the Lansing Ry., and I have no copy of the report made for you last year by them. Will you therefore kindly send me a copy? I note by the way that the affidavit of the President and Treasurer is required on this report. Our Mr. W.G. Mather is now both President and Treasurer of that company, but he is at present absent in Europe, and will not return before the early part of September. Will it be satisfactory to you if we hold the report until his return.

Yours truly,

LANSING RY.

Per

**Lake Superior & Ishpeming Railway Co.  
Munising Railway Co.  
Marquette & Southeastern Railway Co.**

W. G. MATHER,  
PRESIDENT.  
H. R. HARRIS,  
GENERAL MANAGER.  
H. A. ST. JOHN,  
AUDITOR & GEN'L. FRY. & PASS. AGT.  
A. WARD,  
SUPE. MUNISING RAILWAY.

**Accounting and Traffic Departments.**

MARQUETTE, MICH. July 11th., 1901

Mr. R. C. Mann,  
Secy., Munising Ry.,  
Cleveland, Ohio.



Dear Sir:-

Replying to your letter of June 9th. in reference to special report made to the secretary of State for 1900. I am unable to find the copy that was kept of our report of last year. The report for 1901 will not have any change from last year.

Yours truly,

A handwritten signature in cursive script, appearing to read "H. A. St. John".

Auditor.

**Lake Superior & Ishpeming Railway Co.  
Munising Railway Co.  
Marquette & Southeastern Railway Co.**

W. G. MATHES,  
PRESIDENT.  
H. R. HARRIS,  
GENERAL MANAGER.  
H. A. ST. JOHN,  
AUDITOR & GENL. FREIGHT & PASSENGER AGT.  
A. WADE,  
SUPV. MARQUETTE RAILWAY.

**Accounting and Traffic Departments.**

MARQUETTE, MICH.

July 6th., 1901

Mr. R. C. Mann,  
Secy., Munising Ry.,  
Cleveland, Ohio.

Dear Sir:-

*Blank for*  
Enclosed please find special report to the Secretary of  
State.

Yours truly,

*H. A. St. John*

Auditor.

FRED M. WARNER,  
SECRETARY OF STATE.  
CHARLES S. PIERCE,  
DEPUTY SECRETARY OF STATE.

MICHIGAN  
DEPARTMENT OF STATE  
LANSING

(CORPORATION DIVISION)

June 29, 1901.

Mr. Robert E. Morrison,  
Munising, Michigan.

Dear Sir:

I enclose herewith a blank for the annual report of the Munising  
Railroad Company. The fee for filing this report is fifty cents.

Very respectfully,

*Fred M. Warner*  
secretary of state.

K-b

(enc)

*Harvey*

MICHIGAN  
DEPARTMENT OF STATE } ss.  
LANSING

I, FRED M. WARNER, Secretary of State of the State of Michigan, the officer who, under the constitution and laws of said State, is duly constituted the keeper of the records of Articles of Incorporation of certain companies incorporated under the laws thereof, and the records of all papers relating to the creation of such incorporated companies, and empowered to authenticate exemplifications of the same, DO HEREBY CERTIFY, That the annexed instrument has been carefully compared by me with the original now in my official custody as Secretary of State, and found to be a true and correct exemplified copy of.....

Annual Report

o: the

Munising Railroad Company

filed in this office on the twenty-fourth day of July, A. D. 1900

that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.



IN TESTIMONY WHEREOF, I have hereunto attached my official signature and the Great Seal of the State at Lansing, this 20 day of July in the year of our Lord nineteen hundred and one.

*Fred M. Warner*  
Secretary of State.

The State of Ohio,

County of Cayahoga, ss.

Personally appeared before me, a Notary Public in and for said County, on this 23d day of July, A. D. 1900, the above named D. B. Chambers, and made oath that the above report by him subscribed, is true according to his best knowledge and belief.

R. Forward Jr

(SEAL)

Notary Public.

Office of the Munising Railway Company.

Note: Made out the same for 1901  
script signed by R.E. Morrison  
with notation "Pres. + Treas. Secy  
in Europe"

# SPECIAL REPORT.

To the Honorable Secretary of State of the State of Michigan:

In accordance with section 6345, C. L. 1897, the undersigned, President and Treasurer of the Munising Railway Co. Company,

respectfully submit the following Special Report:

Total number of shares of capital stock actually issued, sold, pledged, or disposed of to date of this report,	8700
Number of shares of capital stock issued during year ending June 30, 1900,	None
Amount received for such stock in MONEY,	\$ 20
Amount received therefor in PROPERTY AND OTHER EFFECTS,	\$ 20
Total amount received for capital stock issued during year ending June 30, 1900,	\$ 20

Robt. E. Morrison President.  
D. B. Chambus Treasurer.

STATE OF Michigan  
County of Alger } ss.  
On this 12<sup>th</sup> day of July A. D. 1900, before me, a  
Notary Public  
Robt. E. Morrison and \_\_\_\_\_ and severally made  
oath that the above report, by them subscribed, is true according to his best knowledge and belief.

Henry A. St John  
Notary Public



*Maurising  
Railroad*

COMPANY.

**SPECIAL REPORT.**

Filed *July 24* 1900

*Willard K. Bush*  
*Deputy* Secretary of State.

Secs. 2 and 3 of Act 289, 1865. Consecutive Secs.  
6345-6, C. L. 1897.

Sec. 2. It is hereby made the duty of every such railroad company, as aforesaid, to file with the Secretary of State, in the month of July, in each year, a special report and statement, sworn to by the president and treasurer of the company, setting forth explicitly the number of shares of capital stock actually issued, sold, pledged, or disposed of by the company to the date of such report, and the amount of capital stock issued during the year last passed, and the amount received therefor in money, and the amount received therefor, if any, in property and other effects.<sup>1</sup>

Sec. 3. Any violation of the provisions of this act, or any neglect to comply with the requirements of this act, or the making of any false statement to the Secretary of State, in relation to any of the matters required by the preceding section to be reported to him, shall render the officers and directors of any such railroad company, as aforesaid, guilty of any such violation or neglect, or making or permitting any such false statement, liable to the State for the penalties heretofore provided by law.<sup>1</sup>

<sup>1</sup> As amended by Act 151 of the Laws of 1867, p. 307.



# ANNUAL REPORT

:: OF THE ::

*Lake Superior and Ishpeming*

RAILWAY COMPANY

:: TO THE ::

## COMMISSIONER OF RAILROADS

:: FOR THE ::

### STATE OF MICHIGAN



: 1900 :

1900  
WYNKOOP HALLENBECK CRAWFORD CO., OF LANSING, MICHIGAN  
STATE PRINTERS

## IMPORTANT CIRCULAR – PLEASE READ.

OFFICE OF THE COMMISSIONER OF RAILROADS, }  
LANSING, MICHIGAN, JANUARY 1, 1901. }

To Auditing and Accounting Officers Reporting to the Commissioner of Railroads for the State of Michigan :

Following are the blanks upon which you will please make up your returns to this office as required by law for the fiscal year ending December 31, 1900.

The forms now sent do not vary materially from those transmitted last year, and include no interrogatories not essential to a proper understanding at this department of the business and condition of your company during the year for which the report is made.

In the preparation of your report be careful to observe the following particulars :

1st. Answer all interrogatories in full as the same imply, and do not in any case refer to replies given in former years.

2d. Carefully make all computations and footings as intended by the blanks, so that they may be checked at this office.

3d. Be careful not to include earnings and expenses of your leased or proprietary roads with those of your main line, in the statements intended to show each separately.

4th. In case of the corporate reports of your leased or proprietary roads you *must* have them verified by the officers of the corporation proper, *and not by those of the lessee company*. This is requirement of law, and unless complied with the report will not be accepted at this office.

5th. Prepare the reports in triplicate, sending the original and duplicate to this office on or before the first of April next.

Very truly yours,

CHASE S. OSBORN.

*Commissioner of Railroads.*

## OFFICERS OF THE COMPANY WITH LOCATION OF OFFICES.

OFFICIAL POSITION.	NAME.	LOCATION OF OFFICE.
President,	Wm G. Mather	Cleveland, Ohio
Vice-President,	Jas. Laughlin Jr.	Pittsburgh, Pa
Secretary,	J. N. Hoyt	Cleveland, Ohio
Auditor,	J. C. Ulrich	Marquette, Mich
Treasurer,	W. S. Pollack	Cleveland, Ohio
General Manager,	H. P. Navis	Marquette, Mich
General Superintendent,		
Assistant General Superintendent,		
Division Superintendents,		
Chief Engineer,		
Superintendent of Telegraph,		
Cashier,		
General Passenger Agent,		
General Freight Agent,		
Attorney, Counsel	Geo. Hayden	Ishteping, Mich
Receiver,		

Give name and address of officer to whom correspondence regarding this report should be addressed,

NAME *J. C. Ulrich* TITLE *Auditor* ADDRESS *Marquette, Mich*

DIRECTORS.

NAME.	POSTOFFICE ADDRESS	TERM EXPIRES.
Wm G Mather	Cleveland, Ohio	Feb'y 9 <sup>th</sup> 1902
Jas Laughlin Jr	Pittsburgh, Pa.	" " "
Wm G Pollack	Cleveland, Ohio	" " "
B. F. Jones Jr	Pittsburgh, Pa.	" " "
J. H. Wade	New York, N. Y.	" " "
Jas H. Hoyt	Cleveland, Ohio	" " "
Geo Hayden	Ashpeming, Mich.	" " "

STOCKHOLDERS, STOCK AND GENERAL OFFICES

Dated Feb'y 17/93 Amendment dated Sept 14/95

- 1. When chartered or articles of association filed, Feb'y 24<sup>th</sup> 1893
- 2. Number of stockholders at date of last election, 10
- 3. Number of stockholders in Michigan at same time, 2
- 4. Amount of full paid stock held in Michigan at same date, \$ 125,100<sup>00</sup>
- 5. Date of annual meeting of stockholders, 2<sup>nd</sup> Tuesday in February
- 6. Fiscal year of company ends, Dec 31<sup>st</sup>
- 7. General offices of the company are located at <sup>Business Office at</sup> Marquette, Mich. <sub>transfer office</sub>

REMARKS.

## REPORT

*Of the Lake Superior and Ishpeming Rail Way Company,*  
FOR THE YEAR ENDING DECEMBER 31, 1900

GENERAL EXHIBIT.	DEBIT.	CREDIT.
1. Total earnings from operation.		177,549.12
2. Total expenses, including taxes,	107,333.18	
3. Net income or deficit,		70,215.94
4. Interest on funded debt,		
5. Interest on unfunded debt,		
6. Rentals of buildings, tracks, etc.,		
7. Rentals of engines and cars,		
8. Balance applicable to dividends,		70,215.94
9. Dividends declared ( per cent),		
10. Balance for the year,		
11. Balance (profit and loss) last year,		51,506.86
12. *Items not included in above, as follows: <i>Interest and Discount</i>		4,901.39
13. Balance forward to next year,		126,424.19

## ANALYSIS OF CAPITAL STOCK.

1. Amount authorized by charter or articles of associat'n,		\$	1,000,000.00
2. Per value of shares,		\$	100.00
3. Number of shares issued,	10,000		
4. Amount paid in on common,			1,000,000.00
5. Amount paid in on preferred,			
6. Amount paid in on shares not issued (number),			
7. Total amount paid in as per books of the company,			1,000,000.00
8. Paid in per mile of road owned by company, Miles,	21.01		47,596.38

\*This answer should include as debits all disbursements for outlays not included in foregoing items, fixed charges, or operating expenses proper, also, as credits, receipts for other than earnings made from the operating of the road, or otherwise connected with the property, such as interest on securities, dividends on stock held by company, etc., etc., not taxable income.



ANALYSIS OF DEBT ACCOUNTS.

1. FUNDED DEBT.

CLASS, CHARACTER AND DATE OF ISSUE.	RATE OF INTEREST.	WHEN DUE.	WHERE PAYABLE.	AMOUNT OUTSTANDING.
<i>Sold Bonds Jan 1<sup>st</sup> 1896</i>	<i>6%</i>	<i>Jan 1<sup>st</sup> 19-60</i>	<i>New York City</i>	<i>93500000</i>
Total funded debt,				\$ <i>93500000</i>

2. UNFUNDED DEBT.

FOR WHAT INCURRED?	IS THE SAME TO BE FUNDED OR HOW LIQUIDATED.	AMOUNT.
For construction, For equipment, For real estate, For renewals, For miscellaneous, For current balances,	<i>Paid in Cash</i> " " "	<i>14375000</i> <i>40211592</i>
Total Unfunded Debt,		\$ <i>54586592</i>

3. RECAPITULATION.

Total funded debt,	<i>93500000</i>
Total unfunded debt,	<i>54586592</i>
Total debt liabilities,	\$ <i>148086592</i>
Amount of debt liabilities per mile of road [ <i>21.01</i> miles ],	<i>7048386</i>
Total amount of stock and debt,	\$ <i>248086592</i>
Stock and debt per mile of road [ <i>21.01</i> miles ],	<i>11808024</i>

## GENERAL BALANCE SHEET.—Dr.

1. Construction account,			10 36 53 281
2. Equipment account,			3 71 84 014
3. Other investments (specifying same). <i>Right of Way, Terminal Lands, Contracts and Labor</i>			10 000 000 00
<hr/>			
4. CASH ITEMS:			
Cash,		8 336 768	
Bills receivable,		9 000 000	
Due from agents,			
			17 336 768
5. OTHER ASSETS:			
Material and supplies,	<i>Insurance 1378.09 included</i>	2 338 074	
Sinking funds,			
*Debit balances from companies and individuals,	<i>4/2 loss</i>	2 168 744	
			4 506 818
<hr/>			
6. Total,			* 26 072 901

\*Give the aggregate of the Debit Balances and do not deduct your own liabilities from the amount of the item.

GENERAL BALANCE SHEET.—G.

1. Capital stock,					100000000
2. Funded debt,					93500000
3. UNFUNDED DEBT:*					
Interest unpaid,					
Dividends unpaid,					
Notes payable,			14375000		
Vouchers and accounts,			4021159 ✓		
Other liabilities (list as follows):					5458659 ✓
4. Profit and loss or income accounts,					12642419
5. Total,					260929011

\*Give the total of these items, so that the total Unfunded Debt will correspond with the footing of the Unfunded Debt at page 7.

### COST OF ROAD AND EQUIPMENT.

When in case of road purchased or leased, the original cost for construction and equipment cannot be given by the present owners or lessees, statement below, numbered 2, may be filled up instead of one.

#### 1. TOTAL COST FOR CONSTRUCTION AND EQUIPMENT OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Total expended for construction and equipment,
2. Average cost per mile of road (not including sidings) [ 21.0 / miles],
3. Proportion of cost for Michigan.\* *all*

\* 240837295  
- 11462984

#### 2. PURCHASED BY PRESENT COMPANY.

1. When purchased,
2. Original cost to present company, of road and equipment,
3. Amount expended since purchase, account of construction,
4. Amount expended since purchase, account of equipment,
5. Total cost to date of report,
6. Average cost per mile of road (not including sidings) [      miles],
7. Proportion of cost for Michigan.\*

*None*

\*Unless some very good reason exists to the contrary, this proportion will be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

\*CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

	EXTENSIONS AND NEW SIDINGS.	2D TRACK.	NEW BUILDINGS.	NEW FENCES.	MACHINERY AND TOOLS.	NEW LOCOMOTIVES.	NEW CARS.	TOTAL.
Main line,								
BRANCHES,								
LEASED OR PROPRIETARY ROADS,			<i>None</i>					
Total charges,	*							

Total charges to property account as above, \$.....  
 Property sold and credited, . . . . \$.....  
 Net addition to property account, . . . . \$.....

\*The charges under this head should be included in the total cost as before stated, under the proper caption. The amounts here given being only for expenditures made during the year.



EARNINGS.—Entire Lines.

EARNINGS.

MAILS.		OTHER SOURCES.		TOTAL.		PER TRAIN MILE.		PER MILE OF ROAD.		

EARNINGS.

TOTAL TRAFFIC.		OTHER SOURCES, FREIGHT DEPARTM'T		TOTAL.		PER TRAIN MILE		PER MILE OF ROAD		

\*ANALYSIS OF

1. PASSENGER.

	LOCAL FARES.	THROUGH FARES.	TOTAL PASSENGER FARES.	EXPRESS AND BAGGAGE.
Main line and branches, LEASED OR PROPRIETARY ROADS.—(Enter each separately.)	30850	184975	215825	44308
Total passenger department earnings,	30850	184975	215825	44308

2. FREIGHT

	LOCAL TRAFFIC.	THROUGH TRAFFIC.
Main line and branches, LEASED OR PROPRIETARY ROADS.—(Enter each separately.)	4466436	12297193
Total freight department earnings,	4466436	12297193

\*This information must always be given.



EARNINGS.—In State of Michigan.

EARNINGS.

MAILS.	OTHER SOURCES.	TOTAL.	PER TRAIN MILE.	PER MILE OF ROAD.
<i>Nil</i>	<i>Nil</i>	<i>260133</i>	<i>27</i>	<i>11862</i>
<i>Nil</i>	<i>Nil</i>	<i>260133</i>	<i>27</i>	<i>11862</i>

EARNINGS.

TOTAL TRAFFIC.	OTHER SOURCES, FREIGHT DEPARTM'T.	TOTAL.	PER TRAIN MILE.	PER MILE OF ROAD.
<i>16743609</i>	<i>Nil</i>	<i>16743609</i>	<i>291</i>	<i>763502</i>
<i>16743609</i>	<i>Nil</i>	<i>16743609</i>	<i>291</i>	<i>763502</i>

ANALYSIS OF EARNINGS.—Continued.

1. Total transportation earnings, entire line,			1700374 <sup>✓</sup>
2. Transportation earnings per mile of road,			775364 <sup>✓</sup>
3. Transportation earnings per train mile,			253 <sup>✓</sup>
4. Miscellaneous receipts from operating account, other than for transportation, as follows:*			
From car mileage,			
From switching charges,			
From telegraph companies,			
From rents of tracks, yards and terminals,		5,000.00	
From rents not otherwise provided for,			
From other sources, <i>Rental of Equipment</i>		2511.70	
Total, \$			7511.70
5. Distribution of miscellaneous earnings between main line and leased or proprietary roads, †			
COMPANY.		TOTAL MISCELLANEOUS.	PROPORTION FOR MICHIGAN.
6. Total earnings from operation of road,			1775491 <sup>✓</sup>
7. Total earnings per mile of road,			809617 <sup>✓</sup>
8. Total earnings per train mile,			265 <sup>✓</sup>
9. Proportion of taxable earnings for Michigan, ‡	<i>all</i>		
10. Total taxable earnings per mile of road in Michigan,	<i>all</i>		
11. Income other than from earnings,			
<i>Interest and Discount</i>			470139
12. Total income from all sources,			\$ 18225051
13. Proportion of income for Michigan,			18225051

\*This should include only such items as are properly taxable income, but not strictly transportation earnings, such as rents for joint use of track, station houses and other miscellaneous receipts connected with the property itself. Interest and dividends on stock, or securities held by the Company will be taken up in the General Exhibit, page 6, and given in answer to interrogatory 11 above.  
 †This interrogatory will be filled up in case of leased or proprietary roads whose earnings are to be taxed separately from those of the lessee or proprietor corporation.  
 ‡For rule of computation see Act No. 228, Public Acts of 1897.

## ANALYSIS OF EXPENSES.

## CLASS 1.—MAINTENANCE OF WAY AND STRUCTURES.

1. Repairs of roadway,		1093781
2. Renewals of rails,		
3. Renewals of ties,		
4. Repairs and renewals of bridges and culverts,		190447
5. Repairs and renewals of fences, road crossings, signs and cattle guards,		9525
6. Repairs and renewals of buildings and fixtures,		84156
7. Repairs and renewals of docks and wharves,		
8. Repairs and renewals of telegraph,		5453
9. Stationery and printing,		4032
10. Other expenses,		
Total,	\$	2127694

## CLASS 2.—MAINTENANCE OF EQUIPMENT.

11. Superintendence,		177035
12. Repairs and renewals of locomotives,		534949
13. Repairs and renewals of passenger cars,		50116
14. Repairs and renewals of freight cars,		654637
15. Repairs and renewals of work cars,		49490
16. Repairs and renewals of marine equipment,		
17. Repairs and renewals of shop machinery and tools,		63314
18. Stationery and printing,		6895
19. Other expenses,		8795
Total,	\$	1545211

## CLASS 3.—CONDUCTING TRANSPORTATION.

20. Superintendence,		1073454
21. Engine and roundhouse men,		1818542
22. Fuel for locomotives,		58079
23. Water supply for locomotives,		50892
24. Oil, tallow and waste for locomotives,		13598
25. Other supplies for locomotives,		427565
26. Train service,		29555
27. Train supplies and expenses,		714510
28. Switchmen, flagmen and watchmen,		296390
29. Telegraph expenses,		151043
30. Station service,		12640
31. Station supplies,		9450
32. Switching charges,		
33. Car mileage,		
34. Hire of equipment,		
35. Loss and damage,		18593
36. Injuries to persons,		6364
37. Clearing wrecks,		28108
38. Operating marine equipment,		
39. Advertising,		6685
40. Outside agencies,		
41. Commissions,		
42. Stock yards and elevators,		
43. Rents for tracks, yards and terminals,		497130
44. Rents for buildings and other property,		55350
45. Stationery and printing,		25462
46. Other expenses,		2574
Total,	\$	5299424

ANALYSIS OF EXPENSES.—Continued.

CLASS 4.—GENERAL EXPENSES

47. Salaries of general officers,		69676.3
48. Salaries of clerks and attendants,		15970.1
49. General office expenses and supplies,		7714.9
50. Insurance,		6649.5
51. Law expenses,		1338.50
52. Stationery and printing (general offices),		2000.0
53. Other expenses,		803.4
54. Taxes,		5988.97
TOTAL,	*	176098.9

RECAPITULATION OF EXPENSES.

	PER CENT OF EXPENSES.	
1. Maintenance of way and structures,	19.8 ✓	21276.94
2. Maintenance of equipment,	14.39	15452.11
3. Conducting transportation,	49.38	52994.24
4. General expenses, including taxes,	16.41	17609.89
5. TOTAL OPERATING EXPENSES AND TAXES,	100.00	107333.18
6. Operating expenses and taxes per mile of road,		4894.35 <sup>4</sup>
7. Operating expenses and taxes per train mile run, for trains, earning revenue [6707.6 miles],		160
PROPORTION OF OPERATING EXPENSES AND TAXES FOR MICHIGAN		
8. Main line, <i>all</i>		
*LEASED OR PROPRIETARY ROADS.		
Total proportion of expenses for Michigan,	*	107333.18
9. Percentage of expenses to earnings [60 <sup>45</sup> / <sub>100</sub> ],		
10. Net earnings per mile of road,		3201.91
11. Net earnings per train mile,		105

\*Enter each separately.

## INSTRUCTIONS FOR ANSWERING QUESTIONS ON NEXT PAGE.

There shall appear on the next page *some notation* to indicate that the questions asked have not been overlooked. The word "None" may be used for a whole page; or under any column heading; or against any particular item or items, where that word expresses the *facts*. In other cases refer by note to *this page*, as for example, "See page 19," where a brief explanation should be given why specific data called for can not be returned *exactly as requested*.

In the column headed "Number," state the number of employees in each class as determined from the pay rolls on Dec. 31, 1899. It is not intended that laborers engaged in the construction of new line should be included among railway "Employees." Under "Total number of days worked" give the aggregate number of days worked by all the employees of each class named during the year covered by this report. Under "Total yearly compensation" give the aggregate compensation paid all the employees in each class named during the year covered by the report. To obtain "Average daily compensation," divide the "Total yearly compensation" of any class by the "Total number of days worked" by that class. It should be especially noted that "Number" of employees on Dec. 31, 1899, is not to be accepted as a basis for computing "Average daily compensation."

In returning "General Officers" state the total number on page 20, but give below on this page (19) the number receiving no compensation, if there are any such, and compute the "Average daily compensation" for this class on the basis of those only receiving compensation. In case the "General Officers" and "General Office Clerks," returned in the financial report of a subsidiary road, are not in service the entire time during the year, there may be entered as "Total number of days worked" (provided no accurate record of such service has been kept) the number of days fairly representing the time devoted to the affairs of the company during the year.

Under the head of "Other Officers," give all officers not included among "General Officers" nor properly classed as "General Office Clerks."

Under "Distribution of Above," data should be given only against the four subheadings printed, and in making the distribution called for, if nothing is to be returned opposite any one or more of these subheadings, the same should be explained briefly, especially when figures are returned on page 17 and 18 under the four corresponding subheadings of "Operating Expenses." The four items against each "Total" in the lower part of the table should *agree exactly* with similar entries opposite corresponding "Total" above; the same remark applies to data returned against "Less 'General Officers.'" "

## EXPLANATORY REMARKS.

*Two General Officers receiving no compensation.*

## EMPLOYEES AND SALARIES.—STATE OF MICHIGAN.

CLASS.	NUMBER.	TOTAL NUMBER OF DAYS WORKED.	TOTAL YEARLY COMPENSATION.	AVERAGE DAILY COM- PENSATION.
General Officers,	8	2018	1000143	496
Other Officers,	None			
General Office Clerks,	3	692	155174	224
Train Dispatchers,	1	365	113000	310
Station Agents,	None			
Other Station Men,	4	966	144372	150
Enginemen,	8	1597	525008	329
Firemen,	8	1596	332356	208
Conductors,	3	699	203472	300
Other Trainmen,	6	1259	263916	210
Machinists,	2	934	273195	291
Carpenters,	5	1370	306980	224
Other Shopmen,	20	5915	1256935	212
Section Foremen,	5	1716	293050	170
Other Trackmen,	24	6193	928260	150
Switchmen,	15	2545	648405	255
Flagmen and Watchmen,	3	624	62400	100
Telegraph Operators,	4	790	137881	173
Employees—account Floating Equipment,	None			
All other Employees and Laborers,	4	784	158218	202
<b>TOTAL (Including "General Officers")—MICHIGAN,</b>	124	30048	6802765	226
Less "General Officers,"	8	2018	1000143	496
<b>TOTAL (Excluding "General Officers")—MICHIGAN,</b>	116	28030	5802622	207
<b>DISTRIBUTION OF ABOVE:</b>				
General Expenses,	11	2710	1155317	426
Maintenance of Way and Structures,	38	10063	1686508	168
Maintenance of Equipment,	17	5079	1153054	227
Conducting Transportation,	53	12196	2807886	230
<b>TOTAL (Including "General Officers")—MICHIGAN,</b>	124	30048	6802765	226
Less "General Officers,"	8	2018	1000143	496
<b>TOTAL (Excluding "General Officers")—Michigan</b>	116	28030	5802622	207
<b>TOTAL (Including "General Officers")—ENTIRE LINE,</b>	124	30048	6802765	226

DESCRIPTION OF ROAD.

1. \*Date when the road was opened for use between its present termini:

From	To	DATE
Presque Isle	Ishpeming	Aug 12 <sup>th</sup> 1896

MAIN LINE,		MILES.	1900s.	Miles.	1000s.
2.	†In Michigan, from Presque Isle to Ishpeming			199	4
In other States.	“ from “ to				
	“ from “ to				
	“ from “ to				
3.	Total length completed,			199	4
4.	Length of double track on main line,				
BRANCHES.					
Name of Each.	Queen Mine from Main Line to Queen Mine			29	
	Foster from “ to N.W. Connection			18	
	Barnum from “ to Barnum Mine			60	
	from “ to				
5.	Total length of branches owned by company,				107
6.	“ “ “ “ “ “ “ in Michigan,				107
7.	“ “ road belonging to this company,				
8.	“ “ “ “ “ “ “ in Michigan,				2101
9.	‡Aggregate length in Michigan of sidings, spurs and other tracks not above enumerated,				90
10.	‡Aggregate length of tracks in Michigan belonging to this company, computed as single track,				3003
11.	Gauge of track, 4 feet 8 1/2 inches,				

\*Give main line and branches separately with a full description of each.—COM. OF RAILROADS.  
 †Length in all cases to be given in miles and decimals. Give main line and branches separately with a full description of each.  
 ‡These two items are of importance to the department, and it is desired that the answers should be accurately given.

## DESCRIPTION OF ROAD.—Continued.

PROPRIETARY OR LEASED ROADS OPERATED BY THIS COMPANY.	TOTAL MILES	IN MICHIGAN.
1. Name, description and length of each, <i>We lease from and operate jointly with C. &amp; N. W. Ry tracks at Ishpeming as follows</i>		
<i>Main Line:</i>		
<i>From C. &amp; N. W. connection to Cleveland Lake connection</i>	<i>9.2</i>	<i>9.2</i>
<i>Spurs and Sidings to Various Mines</i>	<i>6.27</i>	<i>6.27</i>
2. Total,	<i>71.9</i>	<i>71.9</i>
3. Total miles operated by the company,		<i>219.3</i>

*Above 9.2 miles is included in Spurs, sidings &c. of  
C. & N. W. Ry. and therefore not used by them in computing  
their earnings per mile of road. But it constitutes part of  
our main line.*

## NUMBER OF BRIDGES AND TRESTLES IN MICHIGAN.

1. Wooden bridges, number of <i>6</i> ; aggregate length, feet,	<i>647</i>
2. Stone " " ; " " "	
3. Iron " " ; " " "	
4. Combin't'n " " <i>7</i> ; " " "	<i>3357</i>
5. Wooden trestles, " ; " " "	
6. TOTAL, <i>13</i>	<i>4004</i>



## DESCRIPTION OF ROAD.—Continued.

## DRAW BRIDGES IN MICHIGAN.

1. How many on your line?
2. Where located, when built, and length of draw span, *None*
3. Character of structure,
4. Material of which constructed,
5. Height above water, and depth of water under bridge, *None*
6. How swung, by engine or hand power,
7. Approaches straight or curved,
8. Do you require all trains to come to full stop before crossing a draw, and how are they signaled?

## CROSSINGS—RAILROAD AND HIGHWAY.

1. What railroads cross your road at grade in this State, and at what locality?

<i>Marquette and Presque Isle street</i>	R. R. at	<i>Presque Isle</i>
<i>South Jackson Mine track of B. &amp; N. W.</i>	R. R. at	<i>Negaunee</i>
<i>Negaunee &amp; Ishpeming Street</i>	R. R. at	<i>Ishpeming</i>
<i>Lucy Mine track of D. S. L. &amp; A.</i>	R. R. at	<i>Negaunee</i>
	R. R. at	
	R. R. at	
	R. R. at	
	R. R. at	

2. What railroads cross your road either over or under your grade in this State, and where?

<i>Over.—</i>	R. R. at	
	R. R. at	
<i>Under.— D. S. L. &amp; A.</i>	R. R. at	<i>Bagdad, Morgan Iron, &amp; Negaunee</i>
<i>B. &amp; N. W.</i>	R. R. at	<i>Negaunee</i>

## DESCRIPTION OF ROAD.—Continued.

## CROSSINGS—RAILROAD AND HIGHWAY.

3. At what crossings are interlocking and derailing switches in operation?

*None*

4. What pattern or patterns have you adopted?

5. Number of crossings of highways at grade in this State,

*9*

6. Number of crossings of highways at grade in this State at which there are gates or flagmen,

*3*

7. Number of crossings at which there are electric or automatic signals,

8. What pattern or patterns in use?

9. Number of crossings of highways over or under railroad [Over . Under *6* ],

*6*

10. Number of highway bridges 18 feet above track,

11. Number of highway bridges, less than 18 feet above track,

12. Have safety guards been erected at overhead obstructions?

*yes*

13. Are your frogs and guard rails blocked as required by act 174, Session Laws, 1883?

*yes*

14. How are they treated? *Blocked with wood*

## STATIONS.

1. Number of stations on whole lines,

*4*

2. Same in Michigan,

*4*

## EMPLOYES.

1. Number of persons regularly employed on all roads operated by company, including officials,

*124*

2. Same in Michigan,

*124*

3. Classify your employees as per following list:

NUMBER.

Baggagemen,

*—*

Brakemen,

*6*

Conductors,

*3*

Engineers,

*8*

Firemen,

*8*

Laborers,

*33*

Shopmen,

*28*

Yardmen,

*15*

Others,

*23*

## DESCRIPTION OF ROAD.—Continued.

## REPAIRS AND RENEWALS.

## FENCING IN MICHIGAN.

1. How many miles of fencing have you?

22.6

2. Give the number of miles required to complete fence both sides of your track in Michigan, and the counties in which needed:

*All in Marquette County*

19.4

Total miles required,

## ROAD BED AND TRACK.

1. Number of track sections in Michigan,

2. Average length of sections (miles),

3. Average number of men in each section gang,

4. Number of new ties put in whole line during the year,

5. Number of new ties put in track in Michigan,

6. Average number of new ties per mile of road,

7. New rails put in track,

Iron [tons ] miles,

Steel [tons ] miles,

8. Total miles of track laid with new rails.

## BRIDGES AND CULVERTS.

1. Amount of trestlework replaced with earth during the year (linear feet),

2. Timber culverts replaced during the year,

With iron pipe,—number,

With sewer pipe,—number,

With timber,—number

*None**None*

539

## DESCRIPTION OF ROAD.—Continued.

3. New bridges built during the year—Number,

*None*

LOCATION.	KIND.	MATERIAL.	MONTH BUILT.	FEET IN LENGTH.
<b>ROLLING STOCK.</b>				
			NUMBER.	PRESENT ESTIMATED VALUE.
1.	Number of locomotives of more than 30 tons weight, exclusive of tender,		11	864369.3
2.	Number of locomotives of 20 to 30 tons weight, exclusive of tender,		3	453142
3.	Number of locomotives of 10 to 20 tons weight, exclusive of tender,			
	TOTAL,		14	909683.5
4.	Number of passenger cars—12-wheel, including official cars,		<i>None</i>	
5.	Number of passenger cars—8-wheel, including official cars,		4	933179
6.	Number of express and baggage cars,		<i>None</i>	
7.	Number of box freight cars,		✓	
8.	Number of stock cars,		✓	
9.	Number of platform cars,		20	592219
10.	Number of ore cars,		490	19248094
11.	Number of conductors' way cars,		4	167905
12.	Other cars as follows: <i>5 Hand Cars; 5 Push Cars</i>		10	25788
	Total, No		528	* 2094698.5
13.	Number of locomotives equipped with power brakes,		14	
14.	Number of passenger-train cars equipped with power brakes,		4	
15.	Number of freight cars equipped with power brakes,		510	
16.	What patterns of power brakes have you in use, and number of locomotives and cars with each?			
<i>All Engines and Cars equipped with Westinghouse Automatic Air Brakes</i>				

## ROLLING STOCK.—Continued.

18. Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885, as amended by act No. 88, Session Laws of 1887? *All are so equipped*
19. What pattern or patterns have you adopted for use? *Tanner*
20. How are your passenger cars heated? *Baker heaters*

## MILEAGE, TRAFFIC, ETC.

	TRAIN MILEAGE.	ENTIRE LINES.	IN MICHIGAN.
1. Miles run by passenger trains during the year,			<i>9631</i>
2. Miles run by freight trains during the year,			<i>57445</i>
3. Miles run by mixed trains,			
4. Total mileage of trains earning revenue,			<i>67076</i>

## MILEAGE, TRAFFIC, ETC.—Continued.

## PASSENGER TRAFFIC.—Entire Lines

	NUMBERS.	MILES.	RATE.	
			Dollars.	Cts.
1. Number of through passengers carried, earning revenue,				
2. Number of local passengers carried, earning revenue,				
3. Total number of passengers carried, earning revenue,				
4. Number of passengers carried one mile,				
5. Average distance carried,	<i>All in Michigan</i>			
6. Average amount received from each passenger,				
7. Average receipts per mile for through passengers,				
8. Average receipts per mile for local passengers,				
9. Average receipts per passenger per mile for all passengers,				
10. Estimated cost of carrying each passenger one mile,				

## \*PASSENGER TRAFFIC.—In State of Michigan.

	NUMBERS.	MILES.	RATE.	
			Dollars.	Cts.
1. Number of through passengers carried, earning revenue,	8679			
2. Number of local passengers carried, earning revenue,	1450			
3. Total number of passengers carried, earning revenue,	10129			
4. Number of passengers carried one mile,	179382			
5. Average distance carried,		1771		
6. Average amount received from each passenger,				21
7. Average receipts per mile for through passengers,				0 12
8. Average receipts per mile for local passengers,				0 21
9. Average receipts per passenger per mile for all passengers,				0 12
10. Estimated cost of carrying each passenger one mile,				0 16

\*This information must always be given.

## MILEAGE, TRAFFIC, ETC.—Continued.

## FREIGHT TRAFFIC.—Entire Lines.

	Tons.	MILES.	RATE. Dollars. Cts.	
1. Number of tons of through freight carried, earning revenue,				
2. Number of tons of local freight carried, earning revenue,				
3. Total tons of freight carried, earning revenue,				
4. Total mileage of through freight,				
5. Total mileage of local freight,				
6. Total freight mileage or tons carried one mile,	<i>All in Michigan</i>			
7. Average ton haul for through freight,				
8. Average ton haul for local freight,				
9. Average ton haul for all freight,				
10. Average amount received for each ton haul,				
11. Average receipts ton per mile, for through freight,				
12. Average receipts ton per mile, for local freight,				
13. Average receipts ton per mile, for all freight,				
14. Estimated cost of carrying one ton one mile				

## \*FREIGHT TRAFFIC.—In State of Michigan.

	Tons.	MILES.	RATE. Dollars. Cts.	
1. Number of tons of through freight carried, earning revenue,	11466.59			
2. Number of tons of local freight carried, earning revenue,	41099.2			
3. Total tons of freight carried, earning revenue,	155765.1			
4. Total mileage of through freight,		25,226,969		
5. Total mileage of local freight,		6,548,975		
6. Total freight mileage or tons carried one mile,		31,775,944		
7. Average ton haul for through freight,		225		
8. Average ton haul for local freight,		15.93		
9. Average ton haul for all freight,		20.40		
10. Average amount received for each ton haul,				10
11. Average receipts ton per mile, for through freight,				00
12. Average receipts ton per mile, for local freight,				00
13. Average receipts ton per mile, for all freight,				00
14. Estimated cost of carrying one ton one mile,				00

\*This information must always be given.

FREIGHT TRAFFIC MOVEMENT.—Entire Lines.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	FREIGHT ORIGINATING ON THIS ROAD. WHOLE TONS.	FREIGHT RECEIVED FROM CONNECTING ROADS AND OTHER CARRIERS. WHOLE TONS.	TOTAL FREIGHT TONNAGE.	
			WHOLE TONS.	PER CENT.
Products of agriculture. { Grain, Flour, Other mill products, Hay, Tobacco, Cotton, Fruit and vegetables, Potatoes,				
Products of animals. { Live stock, Dressed meats, Other packing house products, Poultry, game and fish, Wool, Hides and leather,				
Products of mines. { Anthracite coal, Bituminous coal, Coke, Ores, Stone, sand and other like articles, Salt,				
Products of forest. { Lumber, Logs, Shingles, Petroleum and other oils, Sugar, Naval stores,				
Manufactures. { Iron, pig and bloom, Iron and steel rails, Other castings and machinery, Bar and sheet metal, Cement, brick and lime, Agricultural implements, Wagons, carriages, tools, etc., Wines, liquors and beers, Household goods and furniture,				
Merchandise,				
Miscellaneous: Other commodities not mentioned above.				
TOTAL TONNAGE,				

*All in Michigan*



## \*FREIGHT TRAFFIC MOVEMENT.—In State of Michigan.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	FREIGHT ORIGINATING ON THIS ROAD, WHOLE TONS.	FREIGHT RECEIVED FROM CONNECTING ROADS AND OTHER CARRIERS, WHOLE TONS.	TOTAL FREIGHT TONNAGE.	
			WHOLE TONS.	PER CENT.
Products of agriculture.	Grain,			
	Flour,			
	Other mill products,			
	Hay,			
	Tobacco,			
	Cotton,			
	Fruit and vegetables, Potatoes,			
Products of animals.	Live stock,			
	Dressed meats,			
	Other packing house products,			
	Poultry, game and fish,			
	Wool, Hides and leather,			
Products of mines.	Anthracite coal, Bituminous coal,		43900	43900 28.2
	Coke,			
	Ores,	1509796		1509796 96.93
	Stone, sand and other like articles,			
	Salt,			
Products of forest.	Lumber, Logs, Shingles,	3952		3952 2.5
	Petroleum and other oils,			
	Sugar, Naval stores,			
Manufac- tures.	Iron, pig and bloom, Iron and steel rails, Other castings and machinery, Bar and sheet metal, Cement, brick and lime, Agricultural implements, Wagons, carriages, tools, etc., Wines, liquors and beers, Household goods and furniture,			
	Merchandise,			
	Miscellaneous: Other commodities not mentioned above.			
	TOTAL TONNAGE,	1513748	43900	1557648 100

\*This information must always be given.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

1. What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

*American Express Company during operating season.  
We receive compensation based on their earnings.  
They do a general express business.  
We take freight at depots.*

TELEGRAPH.

2. Number of miles of telegraph on your road, and to whom does it belong?

*23 Miles, Belongs to L L + I Ry.*

TRANSPORTATION COMPANIES.

*Co-operative Freight Lines are not to be reported.*

*Sleeping, Drawing-Room, and Palace Car Companies.*

3. What sleeping, drawing-room, chair or other palace passenger cars, not the exclusive property of your own or some other railroad company, have, during the year, been in use on your road in the State of Michigan, and on what terms? If rented by you, or allowed mileage between local points in this State, what was the amount paid for the use of such cars during the period under report?

NAME OF COMPANY.	GENERAL OFFICE.	AMOUNT PAID.
<i>None</i>		

## ADDITIONAL QUESTIONS.—Continued.

*Fast Freight Lines.*

5. To what fast freight lines, or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State, upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid ?

NAME OF COMPANY.	GENERAL OFFICE.	AMOUNT PAID.
<i>None</i>		



## STATEMENT OF ACCIDENTS.—Continued.

INJURED.			
DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE AND RESPONSIBILITY FOR ACCIDENT.
March 29 <sup>th</sup> 1900	Mike Hajio Laborer	Morgan	Finger mashed by being caught between two rails Accidental
April 26 <sup>th</sup> 1900	A. Cameron Shop Engineer	Presque Isle	Finger cut on a sharp edged barrel. Accidental
May 6 <sup>th</sup> 1900	Wm Dougherty Wiper	Do	Toe hurt by piece of coal falling on it Accidental
May 30 <sup>th</sup> 1900	Edward Kiel Bar-repairer	Do	Tripped and fell while carrying casting the same falling on knee cap and bruising it, Accidental
June 2 <sup>nd</sup> 1900	Joe Parrott Brakeman	Ishpeming	While getting off car stepped on stone. Sprained his knee Accidental
Aug 28 <sup>th</sup> 1900	John Powers Machinist	Presque Isle	While working with jack same slipped bruising finger Accidental
Sept 13 <sup>th</sup> 1900	Edw. Burkland and August Peterson Laborers	Ishpeming	While hoisting smoke jack on round house, tackle broke. jack falling bruised both slightly Accidental.
Oct 27 <sup>th</sup> 1900	Aug Kellstrom Section Foreman	Queen Mine	While pushing an old tie from under rail with a bar, the bar slipped, and he fell breaking a rib. Accidental





## TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

CAUSE OF ACCIDENT.	KILLED.			INJURED.		
	PASSENGERS.	EMPLOYES.	OTHERS.	PASSENGERS.	EMPLOYES.	OTHERS.
Collisions,						
Coupling cars,						
Derailments,						
Falling from trains,						
Frogs,						
Getting on and off trains,					1	
Highway crossings,						
Miscellaneous,					8	
Overhead obstructions,						
Trespassers on trains,						
Trespassers on tracks,						
TOTAL,					9	

## SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	<i>None</i>
Number of persons injured during the year,	<i>9</i>
Number of casualties purely accidental,	<i>9</i>
Number resulting from lack of caution, carelessness, or misconduct,	<i>None</i>
Persons killed or injured while intoxicated,	"
Trespassers or tramps killed or injured,	"
Suicides,	"



## CLASSIFICATION OF EMPLOYEES.

KILLED OR INJURED IN MICHIGAN.

	KILLED.	INJURED.	TOTAL.
Baggagemen,			
Brakemen,		1	1
Conductors,			
Engineers,			
Firemen,			
Laborers,		4	4
Shopmen,		4	4
Yardmen,			
Not classified above,			
TOTAL,		9	9

STATE OF MICHIGAN, }  
COUNTY OF *Marquette* } ss.

*H. R. Harris, General Manager; and J. C. Chiche, Auditor*  
OF THE

*Lake Superior and Ishpeming* Rail *Way* Company,  
being duly sworn depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the thirty-first day of December, A. D. 1900, to the best of their knowledge and belief.

Signed,



.....  
.....

Subscribed and sworn to before me this..... day of..... A. D. 1901

.....  
.....

Received and filed in the office of the Commissioner of Railroads, this.....  
day of..... 1901

*Deputy Commissioner of Railroads.*

