

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 FRT. & PASS. AGT.
 A. WARD,
 SUPT. MUNISING RAILWAY.

Office of General Manager.

MARQUETTE, MICH.,

W.G.M.#15

Detailed Cost of Repairs of Roadway is as follows:

	Main Line - 19.94 miles			Sidings - 11.06 miles.		
	Labor	Material	Total	Labor	Material	Total
	\$6578.92	\$564.57	\$7143.49	\$1202.38	\$618.15	\$1820.53
Per Mile	329.93	28.31	358.24	108.71	55.89	164.60
Per foot -cents-	6.24	.53	6.78	2.06	1.05	3.11

Comparison 1901.

Per Mile	307.94	28.18	336.12	117.24	37.28	154.52
Per foot -cents-	5.83	.53	6.36	2.22	.70	2.92

Total Main Line and Sidings.

	1902	1901	1900
	31.0 Miles	30.83 Miles	30.15 Miles
Labor and material	\$9326.04	\$8384.85	\$10399.29
Cost per mile	300.84	271.96	339.86
Cost per foot -cents-	5.70	5.15	6.43

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W.G.M.#16.

Queen Mine Tracks - 4.11 Miles

(Owned jointly by C.& N.W.Ry. and Cleveland-Cliffs Iron Co.)

	<u>1902</u>	<u>1901</u>	<u>1900</u>
Total Maintenance	\$2955.81	\$2960.36	\$1903.54
Per Mile	719.17	720.28	463.15
Per foot - cents -	13.44	13.64	8.77
 C.C.I.Co. proportion	 1243.20		
Per mile	302.48		
Per foot - cents -	5.73		

C.& N.W. Lease of 1897 - 6.29 miles.

	<u>1902</u>	<u>1901</u>
Total Maintenance	\$3885.72	\$3919.57
Per Mile	617.76	623.14
Per foot - cents -	11.70	11.80
 L.S.& I.Proportion		
Per Mile	560.94	519.70
Per foot - cents -	10.62	9.84

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C. & N.W. and D.S.S. & A. Lease 1900 - 8.10 miles.

 Included in 1902 is \$818.32 for changes in tracks at Lake Superior
 Lake Shaft.

	1902	1901.
Total Maintenance	\$6950.99	\$4423.43
Per Mile	858.14	546.10
Per foot - cents -	16.25	10.34
L.S. & I. proportion		
Per Mile	299.96	141.15
Per foot - cents -	5.67	2.68

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W.G.M #13.

OPERATING.

The General Exhibit book gives in detail the different items of expense compared with the year 1901 and below is shown a tabulated statement of Tonnage and Earnings and Expenses since opening of road.

Progressive Statement of Tonnage.

	<u>Ore</u>	<u>Coal</u>	<u>Other</u>	<u>Total</u>	<u>Expense per Ton - cents -</u>
1896	290,813	8,523	220	299,556	14.19
1897	1,041,408	20,793	26	1,062,227	11.98
1898	1,079,169	29,914	90	1,109,173	13.62
1899	1,417,600	40,359	1190	1,459,149	12.51
1900	1,509,796	43,900	3767	1,557,463	10.17
1901	1,538,159	55,832	16569	1,610,560	10.65
1902	1,641,486	38,251	19130	1,698,867	12.18
T	8,518,431	237,572	40992	8,796,995	

Figures for 1902 include the following ore tonnage -

C.C.Iron Co. Stock Pile	63369
Carp Furnace	28747
Switched from Lake Mine for D.S.S. & A. at 4¢ per ton	7340
	99456

The amount of ore shipped from the Queen group under contract covering from April 2, 1897 to April 2, 1902, was as follows:

1897	160,443
1898	58,739
1899	343,258
1900	398,299
1901	312,422
1902 April 2 to Dec 31	1,273,161 tons
	180,649 "
Total to date	1,453,810 tons

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W G.M.#19.

Earnings and Expenses, including Improvement and Taxes.

	<u>Earnings</u>	<u>Expenses</u>	<u>Percent</u>	<u>Net</u>	<u>Improvement</u>
1896	\$ 96,147.75	41,278.13	42.93	54,869.62	None
1897	343,020.73	127,350.07	37.12	215,670.66	None
1898	365,344.11	154,716.35	42.35	210,627.76	\$ 23,336.17
1899	481,762.05	186,719.99	38.76	295,042.06	43,623.01
1900	509,884.70	164,424.58	32.25	345,460.12	8,437.32
1901	522,869.83	184,958.81	35.37	337,911.02	8,114.92
1902	<u>542,423.88</u>	<u>226,066.96</u>	<u>41.67</u>	<u>316,356.92</u>	<u>31,603.37</u>
	\$2,361,453.05	\$1,085,514.89	37.93	\$1,775,938.16	\$115,114.79

Earnings on coal decreased \$5983.78, principally because of not hauling any coal in 1902 for U.S. Steel Co., our rates being raised from 35¢ to 55¢ per ton, the same as charged by C. & N.W. and D.S.S. & A. Rys., while in 1901 our rates were 35¢ per ton. The D.S.S. & A. in October, lowered rates to 35¢ claiming that C. & N.W. were charging that amount. We also lowered ours to the same, although we had been giving P. & L.A. Iron Co. and C.C. Iron Co. the 20¢ rebate.

Miscellaneous Earnings increased \$8197.50. Of the total, \$4749.25 was for rent of engines and \$4330.53 for rent of cars.

Passenger and Express Earnings for the year were \$2694.44, an increase over 1901 of \$441.37.

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W.G.M.#20.

Expenses incident to passenger earnings were \$3376.24, an increase over 1901 of \$554.37, and a deficit in passenger business of \$681.80.

Commencing July 1st., through passenger service was put in operation between Ishpeming and Munising, in connection with M. & S. E. and Munising Rys. and continued through the winter.

The total Operating Expenses, including Winter's Maintenance were 12.18 cents per ton, an increase over 1901 of 1.53 cents.

The expense for Operating season only was 8.50 cents per ton, a decrease from 1900 of .22 cents.

Deducting the charge of \$5000.00 for Rental of Dock, which is a book charge, the year's Operating Expense remains 11.88 cents per ton and the Operating Season's Expense 8.21 cents per ton.

Improvement Account equals 1.86 cents per ton, an increase over 1901 of 1.35 cents per ton.

Deducting charge for Improvement, Rent of Dock, and Passenger Service from Total Expenses, leaves 9.82 cents per ton, an increase over 1901 of .17 cents per ton.

Deducting charge for Rent of Dock and Passenger Service from Operating Expenses, leaves 8.04, a decrease from 1900 of .19 cents per ton.

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W.G.M.#21.

The only material increase in the cost per ton charges is in Maintenance of Equipment of .07 cents per ton, and in Maintenance of Way of .29 cents per ton, which are explained.

Conducting Transportation charges increased \$3482.63. The principal items of increase being Fuel for Locomotives \$2205.79, explained under head of Engine Expense; Rental, Maintenance and Operation C. & N.W. Lease 1897, \$477.79; Rental Maintenance and Operation, C. & N.W. and D.S. S. & A. tracks, Lease, 1900 - \$400.62; and Injuries to Persons - \$355.21; these items making a total of \$3439.41.

Taxes amounting to \$19270.40, are an increase over 1901 of \$5893.66. This is caused by the change in the State Law in effect in 1902 making railroad taxation on valuation instead of on Earnings. The valuation first placed on the L.S. & I. Ry., not including the dock, by the Tax Commission, was \$1,518,000.00; this was reduced by them after meeting as a Board of Review in January to \$1,400,000.00. The rate of taxation is approximately \$13.69 per \$1000.00, so that on that basis our taxes will be \$19,166.00.

Complaint was made to the Tax Commission in July that the property of the United Dock Co., viz.: the docks, was not assessed, and an investigation was made in that month by Messrs. Dust and McLaughlin of the Tax Commission, the result being that the docks were assessed locally at \$450,000.00 valuation the taxes amounting to \$8389.98. These taxes have not yet been paid, we postponing the payment and assuming the penalty for nonpayment until it is decided if the valuation, which is excessive, is to be reduced.

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W.G.M.#22

The total taxes on the railroad and dock will be, according to the present valuation - \$27555.98.

The taxes which we have been paying on the basis of earnings only have been about \$7000.00 a year. In 1901, two years taxes are included. I think we can have the valuation reduced in 1903 on the Dock property and also on the railroad.

On page 8, the number of ore trains for 1902 shows an increase over 1901 of 187; the average number of cars per loaded ore train, a decrease of 1.1 cars; and the tonnage per train, a decrease of 90 tons. This is caused by ore being handled for stock pile and Carp Furnace during winter months, and fewer number of cars per train.

We had one serious accident in June, caused by axle breaking under one of the ore cars, one-half mile east of Queen Mine, derailling and damaging five cars more or less, the estimated cost of damage being \$308.58.

I give below a statement showing amount of accidents for the 12 months; the cost of damage is estimated.

<u>Location</u>	<u>No.</u>	<u>Total Cars Handled</u>	<u>Amount</u>
Ishpeming	53	84074	\$651.74
Queen	2	10607	5.67
Presque Isle	29	95113	565.51
Road	28	95113	625.45
Total, 1902	112	95113	\$1848.37
" 1901	123	88273	2218.09
" 1900	139	81924	1517.08

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W.G.M.#23.

Kind of Damage	1902	1901	1900
Engines	342.13	312.26	273.17
Cars	605.04	1108.04	583.29
Track	901.20	797.79	522.61
Freight			138.01
	<u>\$1848.37</u>	<u>\$2218.09</u>	<u>\$1517.08</u>

CAUSE OF ACCIDENT.

	1902		1901		1900	
	No.	Cost	No.	Cost	No.	Cost
Defects of Road - L.S.& I.	5	33.64 ✓	8	76.20	4	14.06
" " " - Queen Mine			10	85.96	14	350.79
" " " - C.& N.W.	25	376.73 ✓	18	1201.63	17	191.53
" " Equipment	42	990.49 ✓	44	192.39	21	82.27
Negligence in Operating	32	332.22 ✓	34	566.41	49	602.55
Unforeseen Obstructions	8	115.29 ✓	9	95.50	34	275.88
	<u>112</u>	<u>\$1848.37 ✓</u>	<u>123</u>	<u>\$2218.09</u>	<u>139</u>	<u>\$1517.08</u>

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W.G.M.#24

Injuries to Persons were as follows:

- February 7th. Chas. Mocosky - Carpenter: Left thumb crushed by being struck with sledge holding bar while another man was striking. Disabled 17 days. Release secured, payment all doctor bills and half time while off duty - \$13.30.
- February 23th. M.H. Longtine - Brakeman: While switching train in C. & N.W. yard was knicked off car by switch target; disabled 7 days.
- March 31st. John J. Powers - Machinist: Running turntable, engine valve on steam chest blew open allowing steam to escape and burned right forearm. Disabled 4 days.
- April 28th. Samuel Sisson - Car Repairer: Hewing plank with adz. Adz cut through plank striking leg and cutting it. Disabled 1 day.
- April 17th. John Botki - Dock Laborer: Working on top of car unloading ore with bar lost balance, fell off car, striking dock, breaking right leg between ankle and knee. Disabled two months. Release secured on payment all doctor and hospital bills.
- May 14th. Harry Kraft - Machinist: Moving casting from front of machine he was working, slipped and dropped same on foot, breaking small bones of ankle. Disabled 19 days.
- June 26th. August Anderson - Carpenter: While loading timber hand got caught between timber and car, bruising end of fingers. No time lost.
- June 28th. Peter Theobault - Carpenter: Cutting timber with adz; adz slipped, cutting foot. One day lost.
- July 16th. W.J. Collier - Switchman: Getting down between cars to couple air hose when engineer took slack, throwing Collier off car, bruising hips and back. Disabled two days.
- July 31st. H.L. Sisson - Switchman: Getting on engine while in motion, slipped and sprained ankle. Disabled 3 days.
- August 2nd. Axel Anderson - Dock Laborer: Working on cars on dock and while walking over cars slipped and fell off car, injuring his hip. Disabled 3 months. Release secured on payment all doctor and hospital bills.

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- August 12th. John Saginska - Laborer. Shoveling coal into buckets and in moving bucket wrenched his shoulder. Disabled two days.
- August 9th. Andrew Besander - Section Foreman: Assisting to test air hoist on coal dock, cable came off and trying to put it back caught thumb taking it off between first joint and end. No time lost.
- September 13th. Joseph Watterson - Roundhouse Employee: Getting coal from engine tank, slipped and caught top of tank with his hand. Trying to hold on, sprained his wrist, and in falling bruised hip and side of face. No time lost.
- October 11th. Richard Smith - Fireman: Looking out of engine cab window while pulling loads out of shovel track. Post standing too near track struck back of his head, bruising it slightly. No time lost.
- October 24th. Jas. Lalonde - Switchman: Switching cars on dock track. Lalonde forgot the two cars standing on track next to one he was doing switching on, having his back turned, was struck by cars and knocked off into pocket. Disabled two days.
- October 28th. August Pelagon - Dock Laborer: Was down at door of full pocket of ore and was struck on head probably by a chunk of ore flying through pocket door. It stunned him and he fell to deck of boat that was loading, striking his head and shoulders on fender of boat. Lived about two hours. Family's release secured - \$200.00.
- November 16th. John Lauma - Dock Laborer: Cleaning out around pockets with pick. Pick slipped, striking his right foot, making small wound on top. Disabled five days. Release secured, half time for three days - \$3.00 and all doctor and hospital bills.
- November 3rd. Harry Hill - Carpenter: Using adz on timber; adz slipped, making cut on left leg above knee. Disabled 6 days.
- December 10th. Louis Barshaw - Boiler Maker: Holding bar for another man to strike; hammer glanced, striking Barshaw on head. Disabled five days.
- December 18th. Nick Johnson - Laborer, Coal Trestle: Coal bucket fell on him, fracturing one rib and dislocating right calcicle. Not able to work yet.

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Wages on the dock were increased from \$1.85 days and \$1.95 nights to \$2.00 days and \$2.10 nights October 1st., which was earlier than usual but was done to act before the men made the request. It was not necessary to again raise them, as weather conditions were favorable for work on the dock. These wages were same as 1901, except the increase in wages October 1st. instead of October 10th.

Trimmers are still handled under our supervision and earned a total of \$15564.27, which includes \$1231.75 earned loading pig iron, or 4927 tons at 25¢. Average number of trimmers - 25. Boats trimmed - 184. Average amount earned per man - \$622.57 for practically seven and one-half months.

Pickands & Co. erected a modern coal handling plant at Marquette and removed the McMyler hoists from coal dock at Presque Isle, handling all coal over new dock commencing in May, which L.S. & I. reaches via M. & S.E. Ry., paying one cent a ton trackage.

Removing our coal storage from merchandise dock, leaves that dock free for other business and 4927 tons pig iron from Carp Furnace was handled over it at a net charge for switching and dockage of $7\frac{1}{2}$ ¢ per ton, making the total earnings from pig iron \$369.52. The new Pioneer Furnace will also use that dock for shipments by water.

The Cleveland-Cliffs Iron Co. will again stock ore at Presque Isle this winter. The ore stocked last winter was not moved and there will probably be at the commencement of shipping season for 1903, 130,000 tons of ore in stock at Presque Isle.

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The extra cost of handling this ore in winter of 1901-2 was figured at one and one-half cents per ton, of which the Cleveland-Cliffs Iron Co. paid one-half - the other half of the expense was borne by the L.S. & I. Ry. , it being figured the benefit derived from having the ore stocked at Presque Isle, where it could be moved with one-third less cars, would offset the extra expense.

The new furnace of the Pioneer Iron Co. located at North Marquette on tracks of M. & S. E. Ry., will probably go into blast in March, when the ore for that furnace as well as for the Carp will go over the L.S. & I., making a total yearly tonnage for the two furnaces of about 100,000 tons.

Considerable forest and agricultural products as well as merchandise and passenger business is being handled between Ishpeming and Negaunee and the Munising territory, and is gradually increasing.

Considering all things, we had a favorable year, the shipping season opening much earlier than the average, viz.: April 1st., and closing December 4th., with practically no frozen ore to handle.

DOCK.

Dock was worked 248 days from April 1st. to December 4th. inclusive, the first boat being loaded April 8th. and the last December 4th.

496 boats were loaded at the dock with 1,542,184 tons ore, the average tonnage by boat being 3109, compared with 1901, the number of boats decreased 15 and the tonnage for each boat increased 118 tons.

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W.G.M.#28.

Divided by companies, the average tonnage was as follows:

P. & L.A.	95 boats	3271 average tonnage
C.C.I.Co.	390 "	3019 " "
Regent	<u>11</u> "	<u>4904</u> " "
For 1902	496 "	3109 " "
" 1901	511	2991
" 1900	524	2881
" 1899	583	2431
" 1898	488	2223
" 1897	555	1866
" 1896	171	1700

Average time of vessels at the dock, excluding weather detention and the average loading time of each vessel, is as follows:

	<u>No.vessels</u>	<u>Time at dock</u>	<u>Loading Time</u>	<u>Average Tonnage</u>
P. & L.A.	95	14.2 hours	6.1 hours	3271
C.C.I.Co.	390	17.2 "	6.2 "	3019
Regent	11	<u>18.4</u> "	<u>7.2</u> "	<u>4903</u>
Average, 1902		16.7 "	6.2 "	3109
" 1901		22.4 "	6.1 "	2991
" 1900		15.9 "	4.5 "	2881
" 1899		12.0 "	3.6 "	2431

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W.G.M.#29

The average daily storage in dock and cars compared with shipments,
is as follows:

STORAGE.

1902

	<u>P. & L.A.</u>	<u>C.C.I.Co.</u>	<u>Regent</u>	<u>Total</u>
Tons Storage	7134	14287	218	21639
Percentage	32.97	66.02	1.01	

1901

Tons Storage	7336	11492	3946	22774
Percentage	32.20	50.40	17.40	

SHIPMENTS.

1902

	<u>P. & L.A.</u>	<u>C.C.I.Co.</u>	<u>Regent</u>	<u>Total</u>
Shipments	310744	1,177,497	53,942	1,542,184
Percentage	20.15	76.35	3.50	

1901

Shipments	480673	810,682	237,442	1,528,798
Percentage	31.40	53.20	15.40	

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W.G.M.#30.

REQUIREMENTS.

The requirements are as shown in last annual report, still uncompleted, as follows:

Addition to shops approximate	\$7650.00
Tools for shops	2400.00
Moving tools	500.00
Pumping and electric lighting plant	6000.00
Changing new 80 lb. rail for old 80 and 60lb.	3000.00
	<hr/>
	\$19550.00

The above does not include any additional equipment we may find necessary from this season's operations.

It is very probable that more cars will be needed for 1904. If we can dispose of our consolidated simple engines, Nos. 5 and 6. I should like to convert two or three of the compounds into simple engines for dock engines and transfer engine at Ishpeming and procure much heavier engines for road service.

The work on the Maas Mine Branch from Eagle Mills to the Maas mine, consisting of 4 miles main line and an estimate of one mile sidings, to reach the Maas mine of the Cleveland-Cliffs Iron Co. was commenced and carried on until December first and then suspended until spring - about two months will then complete the work. As it was undecided who will pay for the track, the cost was not taken into our accounts, although all expenditures have been made by this company. It was necessary to condemn right-of-way across the property of Fred K. and George Haupt, Medard Gauthier, Charles Martell and Lewis Corbett

Lake Superior & Ishpeming Railway Co.
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Office of General Manager.

MARQUETTE, MICH.,

W.G.M.#31

in Negaunee, a total distance of 2953 feet, for which they were allowed a total of \$4550.00, not including court and attorneys fees.

Detailed cost to December 31st. is as follows:

Engineering, including surveys	\$1193.77
General Expense	230.63
Right-of-Way	7028.81
Grading	15860.90
Bridges and culverts	3378.67
Fencing	154.70
Switches and signals	1614.44
Ties	980.27
	<hr/>
	\$30442.19

The total estimate was \$90760.00

SUGGESTIONS.

We are again prepared to handle 1,700,000 tons, as shown in last annual report.

The estimate and amount handled was as follows:- July was the first month we have had to test the estimate and the result as shown in cost per ton shows the economy of handling as large a tonnage as possible in the month of May, June, July and August.

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MARQUETTE, MICH.

W.G.M.#32.

	Tons Shipped	Estimate
April	119,325	100,000
May	198,572	275,000
June	195,447	275,000
July	276,568	275,000
August	225,779	275,000
September	209,264	225,000
October	186,108	200,000
November	131,119	100,000
	1,542,182	1,725,000

RIGHT-OF-WAY.

Since last report, the following Right-of-Way matters have been settled.

Our File No.12 D.
and 12 E. D.H.Ball and others.

Our File No.19. Henry Hewitt, Jr.

Unsettled are as follows:

No.10 N.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$)
 S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$) Sect.10,T.48 N.,R.25 W.

John M.Longyear and Frederick Ayer.

These are two descriptions evidently left off of original deed.

No.13 S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$)
 S.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$) Sect.24,T.48 N.,R.26 W.

Edward Breitung and James E.Jopling have same title, but
title is very much complicated.

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- No.13 A. N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ - Sec.25 T.48 N.,R.26 W., same as No.13
- No.14 N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$)
 S.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$) Sec.25, T.48 N., R.26 W.
- Owned by Iron Cliffs Co.
- No.20 Sections 3,4 and 5, T.47 N., R.26 W. - owned by Pioneer Iron Co.
 and Arctic Iron Co. We have deed from Arctic for one-half
 of their interest only, but none from Pioneer. Ownership
 complicated.
- No.24 A. N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ Section 7, T.47 N., R.26 W.
 Foster Branch connection - owned by Edward Breitung.
- No.27 Right-of-Way through Ishpeming from Cleveland Iron Mining Co.
- No.30 Section 9, T.48 N., R.27 W.
 From 12° curve toward C.& N.W. connection - owned by
 Excelsior Iron Company.
- No.31 N.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$, Sec.9, T.47 N., R.27 W.
 Barnum Spur - owned by Lake Superior Iron Co.
- No.32 N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
 S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$) Sec.9, T.47 N., R.27 W.
 S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
- Barnum Spur - owned by Cleveland-Cliffs Iron Company.
- No.33 For Cleveland-Cliffs Iron Co.
 N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$, Sec.8, T.47 N., R.26 W - for portion of new track
 built at Queen Mine - Breitung Estate.
 Arrangements made with N.M.Kaufman for the right-of-way for
 which he put price of \$600.00. Deed prepared and sent him

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MARQUETTE, MICH..

W.G.M.#34.

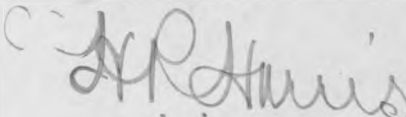
with voucher and check but he has never signed voucher,
returned deed or cashed check. C.& N.W.Ry.paid Cleveland-
Cliffs Iron Co. one-half of the amount, viz. \$300.00, when
paying for construction of new tracks.

Mr.Kaufman has promised me lately several times that he will
get deed signed. Will keep after him.

The Cleveland-Cliffs Iron Company's deeds for right-of-way at Ishpeming
have been prepared and checked by us as to description and given to Mr.J.E.
Jopling.

The entire property is in good condition and I do not anticipate any
unusual expense except as stated.

Yours truly,


General Manager.

TITAN BOND

TITAN BOND

L. S. & I. Ry.

**Lake Superior & Ishpeming Railway Co.
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Office of General Manager.

MARQUETTE, MICH., February 11th., 1903

Mr. W. G. Mather,
President, M. & S. E. Ry.,
Cleveland, Ohio.

Dear Sir:-

I hand you detailed report of operations for the year 1903.

Description of Tracks Owned.

MAIN LINE.	Miles
L.S. & I. connection at Presque Isle to Munising Ry. Connection at Lawson.	26.96
SIDINGS OWNED.	
Marquette - Dead River R.R. Connection	732 ft.
M.C. & P.I. Connection	667 "
Furnace Parallel Track	2841 "
Freight House	866 "
Harvey	1794 "
Mangum	709 "
Yalmar	1077 "
Tyssling	616 "
Skandia	1741 "
Selma	722 "
Lawson "Y"	1140 "
Lawson Siding	2737 "
	15642 "
Sidings owned jointly with D.S.S. & A. Ry.	
Marquette - Lake Shore Engine Works	611 ft.
Carp Furnace	6797 "
Prison	2090 "
	9498 "
	2.96
	1.80
	31.72

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MARQUETTE, MICH.

W.G.M.#2.

RECAPITULATION.

Main Line	26.96 miles	
Sidings Owned	2.96 "	29.92 miles
Sidings owned jointly with D.S.S.& A.Ry.		1.80 "
Total		31.72 miles

Sidings owned by other companies, connected with M. & S.E. tracks and operated over

North Marquette Furnace	14993 ft.	
Carp River Furnace Trestle	535 "	
	25528 ft.	2.94 miles

EQUIPMENT OWNED.

ENGINES.

Eight-wheel Road	2
------------------	---

CARS.

Steel Flats - 40 ft., 80,000 lbs. capacity	100	
Steel Underframe Box - 36 ft., 70,000# "	25	
		125

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MARQUETTE, MICH.

W.G.M.#3.

EARNINGS.

Following is a statement showing earnings and expenses by months for 1902.

Included in the Exhibit Book for December earnings is \$1997.19 Miscellaneous Income, which is for profit on 40 lb. rail sold to Furnace Department, they paying market price at time shipped to them. The following statement does not include this Income.

The Exhibit Book also shows \$6106.94 Earnings for the period previous to July 1st. and \$2646.71 Expenses, or \$3460.23 Net Earnings.

The net earnings shown on Exhibit Book are from following sources -

For July 1st. to December 31st. inclusive	\$7525.75
" Miscellaneous Income	1997.19
" previous to July 1st.	3460.23
	<hr/>
	\$12983.17

Lake Superior & Ishpeming Railway Co.
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MARQUETTE, MICH.,

W.G.M.#4.

<u>Earnings</u>	<u>July</u>	<u>August</u>	<u>Septbr.</u>	<u>October</u>	<u>Novmbr.</u>	<u>December</u>
Freight	\$3503.90	\$3625.73	\$3366.01	\$1894.86	\$2178.43	\$3766.65
Passenger	874.36	662.86	733.74	836.86	775.13	706.11
Mail						
Express	237.79	211.77	249.48	271.43	137.97	106.42
Miscellaneous	277.38	394.58	426.45	194.80	1032.69	73.29
Total	\$4893.43	\$4894.94	\$4775.68	\$3197.95	\$4124.22	\$4652.47
<u>Expenses</u>						
Con. Trnsptn.	\$1586.97	\$2178.88	\$1861.15	\$1834.72	\$1793.36	\$2084.97
Maint. Equipment	47.02	182.89	191.64	161.15	256.36	501.95
Maint. of Way	637.86	738.58	822.95	856.59	697.84	644.96
Gen. Expense	213.52	274.35	379.94	279.31	364.59	421.39
Total	\$2485.37	\$3374.70	\$3255.68	\$3131.77	\$3112.15	\$3653.27
Percent	50.79	68.81	67.54	95.90	75.46	78.5
Net, not including taxes	2408.06	\$1520.24	\$1520.00	66.18	\$1012.07	\$999.20
Total Earnings for six months					\$26538.69	
Total Expenses " " "					19012.94	
Total Net for six months, not including taxes					\$7525.75	
Proportion of Expenses to Earnings					71.52%	

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MARQUETTE, MICH.

W.G.M.#5.

Freight Earnings in July, August and September were heavy on account of material going to Marquette for construction of new furnace and on account of forest products being shipped, which were got out and piled along road a year ago. Wood for new furnace did not commence to move until December 13th. and then only at the rate of 10 cars per day.

We also had but little pig iron from the Carp Furnace, because of not having as low rates as in effect via D.S.S. & A.; that was remedied by Soo Line joining with us and Ann Arbor Line and we are now getting all pig iron except to Canada.

Miscellaneous Earnings are made up of the following items-

Rent of Buildings	\$786.00
Trackage on Coal	1292.13
Rent of Steam Shovel	640.00
Prior to July 1st.	<u>582.57</u>
	\$3300.70

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W.G.M.#6.

We estimate that after new furnace is in operation, the average earnings for 1903 per month will be as follows:

Passenger and Express Earnings		\$1000.00
Wood- Carp Furnace 8 cars a day @ \$5.00		1000.00
Wood- New Furnace 10 " " " " 4.00		1000.00
Wood- " " 10 " " " " 5.00		1250.00
Ore - Carp Furnace 3000 tons @ 8 1/3¢		250.00
Ore- New Furnace 7000 " " "		580.00
Limestone - Carp Furnace 100 " " 20¢		20.00
" " - New " 200 " " "		40.00
Pig Iron - " # 4000 " " "		800.00
" " - Carp " 1000 " " "		200.00
Logs, Poles, Ties, etc. 1000000 ft. @ \$1.00		1000.00
Tan Bark 100 Cords " .50		50.00
Coal		200.00
Alcohol and A. Lime		100.00
Merchandise and miscellaneous - Carloads @ \$40.00 per day		1040.00
		\$8530.00

This will make \$102360.00 per year. The Expenses estimated at \$5000.00 for Operating Expenses and \$500.00 for taxes or \$5500.00 per month or \$66000.00 per year, or net earnings of \$36000.00 per year.

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MARQUETTE, MICH.

W.G.M.#7.

EXPENSES.

Conducting Transportation.

The expenses incident to cost of train and engine service have been increasing the latter part of the year but not out of proportion to work performed. More cars are being handled per train and at a greater expense on account of cold weather and snow and the Earnings are less per car on wood than other commodities.

MAINTENANCE OF EQUIPMENT.

Repairs Locomotives - cost \$642.30.

Repairs to engines were as follows:

<u>Eng.</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Mileage on M. & S. E. Ry.</u>	<u>Cost per engine mile for repairs-cents-</u>
31	\$213.67	\$118.18	\$331.85	8565	3.87
32	89.27	51.96	141.23	2349	6.01
	\$302.94	\$170.14	\$473.08	10914	4.34
For- eign	111.81	57.41	169.22	15906	1.06
Total	\$414.75	\$227.55	\$642.30	26820	2.39

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W.G.M.#8.

Engine Expense per mile was as follows:

	Cents
For repairs	1.74
" fuel	13.18
" stores	.30
# engineers and firemen, hostlers and wipers	7.52
	22.74

Pounds of coal consumed per mile, as follows:

	1902		
Passenger	4463	44.63	
Freight)			
Switch)	13510	135.10	

A large amount of coal is used on the local freight on account of switching and grades on Munising Ry. The expense is divided on a mileage basis and the M. & S. E. pays its proportion of this expense.

Statement of Repairs to Engines, per engine and per mile for M. & S. E. engines proper.

	Per Engine	M. & S. E. Miles	Foreign Miles	Total	Cost per mile -cents-
1902	\$236.54	10914	16303	27217	1.74

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MARQUETTE, MICH.,

W.G.M.#9.

Passenger Car Repairs: Cost, \$145.11, and is amount of repairs paid Munising and L.S. & I. for its proportion of repairs to their cars running over M. & S.E. Ry.

	Per Car	Per Mile - cents
1902	None owned	.65

Freight Car Repairs cost \$327.37, all on M. & S.E. cars. No repairs made to foreign cars.

	M. & S.E.		Per Mile -cents-	Foreign		Per Mile -cents-	Total	
	Per Car	Total Miles		Total Miles	Total		Per Mile -cents-	
1902	\$2.62	\$422.12	.78	35,366	None	77578	.42	

Flat cars were used in construction service, for which we received rent when used for Pioneer Iron Co. and Munising Ry. this rent being \$165.25 and charged to miscellaneous Earnings, repairs to the cars being charged as above.

Repairs Work Cars: Cost, \$488.60, being repairs to Steam Shovel.

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W.G.M.#10.

MAINTENANCE OF WAY.

Repairs Roadway cost \$3956.82, details as follows, for six months:

	Main line - 26.96 miles			Sidings - 2.96 miles		
	Labor	Material	Total	Labor	Material	Total
	\$3437.67	\$307.82	\$3745.49	\$180.93	\$30.40	\$211.33
Per mile	127.51	11.41	138.92	61.13	10.26	71.39
Per foot -cents-	2.40	.21	2.61	1.10	.20	1.30

Total Main Line and Sidings - 29.92 miles.

1902

Labor and Material	\$3956.82
Per Mile	132.25
Per foot - cents -	2.5

Joint tracks with D.S.S. & A. - 1.8 miles, for one year.

Total Charges	\$419.16
M. & S.E. proportion	209.58
Per Mile	116.43
Per Foot - cents-	2.20

Repairs Buildings cost \$182.77. Consists of various repairs, the greatest being \$105.61 to Interlocker Towers and fixtures.

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W.G.M.#11.

TAXES.

Show a total of \$6260.33, of which \$6023.16 is for Railroad Taxation. Under the new system of taxing on valuation instead of earnings, the first valuation placed on the road by the Tax Commission was \$650,000.00, which was reduced at a January hearing to \$440,000.00. This amount at the rate of \$13.689 per \$1000.00 makes \$6023.16. This will probably be increased in 1903 because the valuation is only for the amount expended on the road to April 9th., 1902.

PERSONAL INJURIES.

Personal injuries were as follows:

- July 25th. John Abrahamson - Carpenter: Holding chisel for another man to strike. Chisel slipped, cutting him on ball of thumb. No time lost.
- August 2nd. Chas. Johnson - Carpenter: Making shim with hand axe. Axe slipped, cutting instep of right foot. Disabled three days.
- May 24th. Seth Summersett - Farmer: Was driving along road side of track, horse became frightened at engine, driver not paying much attention to horse; horse ran away, breaking buggy. Summersett claims bruised him up a little.

ACCIDENTS.

There were no accidents, except minor mishaps.

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MARQUETTE, MICH.

W.G.M.#12.

RIGHT-OF-WAY.

The only unsettled matters in Marquette, except abutting damages, is across the Hewitt lots for which Peter White is agent.

The Citizens' Committee has within the past few days paid Mr. White \$1250.00 for this right-of-way and deed will be forthcoming soon.

Also across one lot of the Northern Land Co., Ltd. controlled by F. J. Jennison. This deed has been promised at once.

Also across water works lot and portion of Light House Reserve, purchased by the city. The two latter will be taken up at once.

Outside of Marquette the following are unsettled:

C. & N. W. Ry. - 11 forties. Deed prepared and in hands of Mr. Redfern for settlement in connection with a deal for right-of-way that the C. & N. W. Ry. has with the C. C. I. Co. Some of this land has been sold to the C. C. I. Co. since these negotiations for right-of-way were commenced. Probabilities are settlement can be made some time this year. Voucher and check are in Mr. Redfern's hands.

C. C. I. Co. - two forties at Lawson. This right-of-way is at junction with the Munising Ry. and when M. & S. E. Ry. was under construction the C. C. Iron Co. purchased the land on which the junction was made.

Estate of Wm. Ward - one forty, about three miles east of Harvey. When the Railway was built, the agent of the Ward estate was interviewed but the conditions were such that a deed could not then be made. No objection was made to our occupancy of land.

For all other descriptions we have sufficient conveyance.

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MARQUETTE, MICH.,

W.G.M.#13.

CONSTRUCTION.

The statement attached to exhibit book shows details of construction; the following statement shows the expense divided under proper heads -

	Cost to Dec. 31st., 1902	Estimated Cost	Increase	Decrease	Cost per Mile of Main Trk 26.96 mi.
Special Right-of-Way R. of W.-City Lmts. to Lawson - 20 miles	2500.00		2500.00		
Real Estate-Marquette	7833.09	6737.50	1095.59		391.65
Engineering Expenses	7855.06		7855.06		
Clearing & Grubbing	12989.98	6000.00	6898.98		481.08
Grading in Marquette (7 mi.)	22156.19	12780.00	10376.19		821.81
" outside " (19.96 ")	36568.49	14600.00	21968.49		5224.07
Bridges and Culverts	106055.77	117410.00		11354.23	5313.51
Cattle Gds. & Rd. Crsgs.	20388.44	18520.00	1868.44		756.24
Ties	912.23	550.00	362.23		33.83
Rails and Fastenings	24318.93	25190.60		871.67	902.04
Track Laying	97663.97	86352.75		11311.22	3622.55
Ballasting	11131.10	4731.50	6399.60		412.88
Side Tracks-2.96 miles	24226.95	14190.00	10036.95		898.62
Buildings	17080.06	15250.00	1830.06		633.53
Water Stations	13200.24	7500.00	5700.24		489.62
Fences-City Lmts. to Lawson -20 miles	3901.80		3901.80		144.72
Telegraph-Marquette to Lawson-23.17 miles	8230.99	7872.00	358.99		411.54
Telephone " "	3280.91	2287.40	993.51		141.60
Interlocking Switches	876.21		876.21		37.81
	13505.38	11400.00	2105.38		500.90
<u>Sidings-$\frac{1}{2}$ Interest</u>					
Lake Shore Engine Works					
Carp Furnace					
Foundry- 1.8 miles	4955.93		4955.93		2752.96
General & Legal Expense	4874.48		4874.48		180.80
New Furnace Scales	1269.33		1269.33		
Carp Furnace Scales	213.25		213.25		
Total - 26.96 miles	\$445990.78	\$351371.15	\$94617.03		\$16542.68
Dead River Branch-5 mi.	21294.64		21294.64		4258.92
Lake Independence Branch					
Right-of-Way	490.92		490.92		42.91
Engineering (11.44 mi)					
Sauks Head to Lake Independ-	2941.67		2941.67		257.14
by C. B. I. Co. Sks. Hd. paid for	\$470716.01	\$351371.15	\$119344.26		

**Lake Superior & Ishpeming Railway Co.
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MARQUETTE, MICH.,

W.G.M.#14.

Explanation of costs is as follows -

Actual Cost to December 31st.	\$470716.01
Estimated Cost	<u>351371.15</u>
Increase	\$119344.26

Special Right-of-Way
Marquette

Increase \$2500.00. This charge is cost of certain expenses paid by the Cleveland office and was not provided for in the estimate.

Right-of-Way-City
Limits to Lawson

Increase , \$1095.59. The cost of the actual right-of-way and the expenses incident to the purchase of the land amounted to \$6546.84, which is less than the estimate. But added to this cost is \$1229.75 for various items of advice, &c. rendered by Mr. Hayden covering matters in Marquette which could not be charged to the persons obtaining the Marquette right-of-way. I have therefore included it in the other item of right-of-way.

Real Estate - Marquette

Increase, \$7855.06. Is the cost of a tract of land in South Marquette purchased for future needs for side track room, etc. Was not covered in estimate.

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Engineering Expense: Increase, \$6898.98. Is the cost of preliminary and location surveys which were made before estimate was prepared and not, therefore included in the estimate.

Clearing and Grubbing: The increase in this account, \$10376.19 was caused first by estimated price for clearing and grubbing being \$40.00 per acre and \$10.00 per station of 3000 square feet respectively, while the price paid was \$45.00 per acre and \$11.00 per station. The quantity of grubbing was greatly in excess of the estimated occasioned by the necessity for a large amount of ditching in the swamps and the wide, shallow borrow pits that it was necessary to make on account of the water being so high that deeper pits were impossible. The rain fall of 1901 was heavy and the swamps were full of water that made the work harder and more expensive to do. The increase was a natural consequence of the unusual conditions although the estimate should have been more liberal.

Grading in Marquette: Increase, \$21968.49. This wrk was done under very difficult conditions. Many things arising during the progress of the job. Some of these were extra amount of rock removed in the rear of Peter White's lot; Removal and replacing of gas main south of Superior St.; delays on account of right-of-way in Lake Street making it necessary to do the grading under unfavorable conditions and in short time; and difficulty in removing excavated material; removing telegraph wires in Lake Street; larger amount of work putting the street in good condition and widening it wherever possible; grading freight house grounds. Most of these items were provided for but were more extensive than first thought to be necessary. The work was all done by company employes and the cost shown was the actual labor and material used.

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W.G.M.#16.

The cost of the grading in the city is practically the same as outside of city limits.

Bridges and Culverts: Increase, \$1868.44. Is the extra cost of bridge over Carp River where an iron span was put in instead of pile trestle, which was estimated. The iron span was found necessary to provide clear water way unobstructed to prevent accumulations of drift wood and brush which come down the river in floods.

Cattle Guards and Road Crossings: Increase, \$363.23, is made up of cost of iron cattle guards not included in estimate.

Tracklaying: The increase of \$6399.60 resulted from unusual difficulties in the work which was carried on in bad weather, a part of it being laid when the snow was very deep. Labor was very scarce and wages high, nearly all the men were shipped in from outside places. Owing to delays in right-of-way in Marquette, we were not able to commence laying track until October, finishing December 24th. The rate per mile in the estimate was too low for the unusual conditions encountered.

Ballasting: Increase, \$10036.95, was the result partly of not finding any suitable material in the line of the road. Part of the material was hauled from the L.S. & I. Ry. and part from the Munising Ry. The haul was not excessive and was of not so much consequence as the cost of changing from one base of operations to another together with the inconvenient location of the pits with regard to the work, there being delay each day in making meeting points for trains and getting to and from the work. The accumulation of these things

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added to the difficulties of the work made the cost about \$200.00 per mile above the normal. The figures represent the actual cost, the work being done by the Railway Company's own employees.

Side Tracks: The estimate covers two miles of sidings and 2.96 miles were built.

Buildings: The estimate for buildings was for only a part of those built. The freight house at Marquette was not included, nor the three section houses.

Water Stations: Not in the estimate. One constructed at Mangum and one at Skandia complete with gasoline pumping engine.

Fences: Increase of \$358.99 is accounted for by 1 3/4¢ per rod for labor greater than the estimate.

Telegraph Line: About three miles of line more were built than estimated and line was also equipped with six-pin cross arms so that it could be used to carry telephone lines if necessary, which it was afterwards decided to do.

Telephone Line: Not in the estimate.

Interlocking Switches: Labor of installing was more costly than anticipated, owing to various changes made in the original plans after the work was under way and made necessary by conditions arising at the time.

The other items on the sheet were not in the estimate.

Total Increase	\$94617.03
Items of Expenditure not estimated	31227.59
	<hr/>
	\$63389.44

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MARQUETTE, MICH.

W.G.M.#18.

Statement showing cost of Right-of-Way - City of Marquette and various sites.

	Total Cost	Paid by Citizens' Comm.	Due From Citizens' Comm.	Amounts Unpaid
Furnace Site	5000.00	5000.00		
D.S.S. & A.-Right-of-Way	300.00	300.00		
Moving house between Ridge & Hewitt	200.00	200.00		
Longyear - Right-of-Way	2551.00		2551.00	
" Court Costs	344.10		344.10	
Marquette County Savings Bank -				
House, Lake Street	2000.00	2000.00		
M.C. & P.I. St. Ry. Co. " "	1000.00	1000.00		
Sarah J Spear - Lot, Lake Street	2000.00		2000.00	
George L. Burtis - Rink property	7500.00	7500.00		
Shaull - Right-of-Way	150.00	150.00		
Dunckley - " "	225.00	225.00		
Light House Reserve	500.00	500.00		
Geo. C. Higbee - Taking testimony and 2 copies Adams condemnation proceedings	157.00		157.00	
Award to Hulda A. Anderson	2400.00			
" " Hannah Moore	3600.00			
" " Clotilda Rustenhoven	835.00			
" " John Monteville	365.00			
" " Francis M. Moore	1400.00			
" " Harriet R. Adams	5500.00			
For the County of Marquette, county fee	2.00			
For fees of the clerk of this court	5.00			
For fees of Commissioners, viz.:				
H. Olin Young	50.00			
Leander C. Palmer	50.00			
Fred H. Begole	50.00			
For attorney fees	950.00			
For witness fees, costs and disbursements	16.20	7148.53	8074.67	
Mary Anderson by agreement with Mr. White	2000.00		2000.00	
Peter White & Co., insurance paid for houses on freight depot site	6.42		6.42	
Geo. F. Brown - Bills for professional services and expenses in Longyear condemnation suit	404.43		404.43	
Mining Journal Co., printing brief in Longyear condemnation suit	59.25		59.25	
Credit by sale of houses on Freight Depot site	60.00		60.00	
	\$39560.40	\$24023.53	\$15536.87	

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MARQUETTE, MICH.

W.G.M.#19.

An agreement with the Citizens Committee provided that free terminals and Right-of-Way would be given in the city of Marquette.

The above shows the total expense for those items to December 31st. There being still due from the Committee \$15536.87; they have the money to complete settlement which will be made as soon as a few details are settled.

Yours truly,



General Manager.

TITAN BOND

M. & S. E. Ry.

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MARQUETTE, MICH.

February 11th., 1903

Mr. W. G. Mather,
President, Munising Ry.,
Cleveland, Ohio.

Dear Sir:-

I hand you detailed report of Munising Railway for the year 1902.

Description of Tracks Owned December 31st., 1902.

All tracks measured October, 1902.

		<u>Miles</u>
Main Line - Munising to Little Lake		38.00
Branches - East Branch, Stillman to Forster Jct.	14.11	
Worcester Branch, Hartho to Petrel	7.45	
Forster Branch, Forster Jct. to Ethel	1.81	
Acker Branch, Vail to Acker	1.56	24.93
		62.93

SIDINGS.

Main Line Sidings.

Munising	36349 ft.
Hallston	763 "
Merriam	1575 "
Munising Junction	1295 "
Stillman	0 "
Dorsey	327 "
Dixon	904 "
Slapnick	674 "
Finn's	1071 "
Chatham	3002 "
Gray	1289 "
Cameron	436 "
Shaffer	423 "
Eben	1115 "
Ferguson	1546 "
Rumley - No.1	610 "

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MARQUETTE, MICH.

W.G.M.#2.

Miles

Main Line Sidings -contd.

	Ford.	51379 ft.	
Rumley - No.2		551 "	
Rumley		862 "	
Dorsey		674 "	
Roberts		377 "	
Lawson		524 "	
Erickson		528 "	
Tuxworth		349 "	
Carlshend		2000 "	
Anderson		290 "	
Cedar Bank		234 "	
Little Lake		2062 "	
		<hr style="width: 100%;"/>	
		59830 "	11.33
Joint Track with C.& N.W. at Little Lake		3462 ft.	0.65

East Branch Sidings.

Stillman		3443 ft.	
Coalwood		10565 "	
Cavite		626 "	
Bing		450 "	
Baldy		1518 "	
		<hr style="width: 100%;"/>	
		16602 ft.	3.15

Worcester Branch

Percy		1013 ft.	
Samson		1302 "	
Metzer		1005 "	
Brabant		548 "	
Petrel		3026 "	
		<hr style="width: 100%;"/>	
		6894 "	1.30

Forster Branch.

Ethel		561 ft.	0.10
-------	--	---------	------

Total Sidings

16.53

Main Line

62.93

79.46

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MARQUETTE, MICH.,

W.G.M.#3.

RECAPITULATION.

	Main Line and Branches.			
	<u>1902</u>	<u>1901</u>	<u>Increase</u>	<u>Decrease</u>
Main Line	38.00	38.00		
East branch	14.11	6.50	7.61	
Worcester Branch	7.45	None	7.45	
Forster Branch	1.81	None	1.81	
Acker Branch	<u>1.56</u>	<u>2.50</u>		<u>.94</u>
	62.93	47.00	15.93	
	Sidings.			
Main Line Sidings	11.33	10.00	1.33	
East Branch Sidings	3.15	None	3.15	
Worcester Branch Sidings	1.30	"	1.30	
Forster Branch Sidings	<u>.10</u>	<u>"</u>	<u>.10</u>	
	15.88	10.00	5.88	
Little Lake Joint Track	<u>.65</u>	<u>None</u>	<u>.65</u>	
Total	79.46	57.00	22.46	

The tracks laid in 1902 were as follows:

Branches.	Miles
East Branch - Cavite to Forster Jct.	8.03
Worcester Branch - Hartho to Petrel	7.45
Forster Branch - Forster Jct. to Ethel	<u>1.81</u>
	17.29

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Sidings

Main Line - Munising, Brown & Moore	680	
Gray	1289	
Shaffer	423 3	
Rumley No.1	610	
Rumley No.2	551	
Roberts	<u>377</u>	
	3930 ft.	.74 mi.
East Branch - Stillman	3443 ft.	
Coalwood Siding	1686 "	
Coalwood Spur	8879 "	
Cavite	626 "	
Bing	450 "	
Baldy	<u>1518 "</u>	
	16602 "	3.15 mi.
Worcester Branch - Percy	1013 ft.	
Samson	1302 "	
Metzer	1005 "	
Brabant	548 "	
Petrel	<u>3026 "</u>	
	6894 "	1.30 mi.
Forster Branch - Ethel	561 ft.	<u>.10</u>
Total Sidings		5.29 mi.

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MARQUETTE, MICH.,

W.G.M.#5.

Recapitulation Tracks Laid.

	<u>Miles</u>
Main Line Sidings	.74
East Branch and Sidings	11.18
Worcester Branch and Sidings	8.75
Forster Branch and Sidings	<u>1.91</u>
Total	22.58

The tracks reported in 1901 were taken from records which were apparently not correct. Tracks were all measured in October, 1902 and above is correct.

The decrease on Acker Branch of .94 miles is on account of remeasurement and not from any track being taken up.

EQUIPMENT OWNED.

ENGINES.

Saddle Tank Switch	1
Mogul	2
Right-wheel	<u>2</u>
	5

CARS.

Passenger - Combination passenger and baggage	4
Coaches	<u>1</u>
	5
Freight - 60000 lbs. capacity <i>Flats</i>	101
Box	1
Caboose	<u>1</u>
	103

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MARQUETTE, MICH..

W.G.M.#6.

Miscellaneous - Snow Plow	1
Boarding Cars	4
Russell Logging Cars	1
	<hr/>
	6

This is same as for 1901 except the increase of one combination passenger and baggage car.

EARNINGS.

Following is statement showing earnings and expenses by months for 1902 and for years from opening of road; also a commodity statement by years since road was opened.

The tannery was the only industry in operation at Munising the first half of the year, and the most of their bark was handled by team.

The Loud mill, which was sold and rebuilt by Brown & Moore was not ready for operation until October.

The Forster mill burned in September, 1901 was not rebuilt and ready for operation until September. Neither of these mills bought any stock along the main line.

The Burtis mill sawed very little lumber and the most of the logs they did saw came in by water. What little lumber was shipped from that mill by rail went to the Cleveland-Cliffs Iron Co. or its new work.

The Anna River Brick Company made and shipped by rail between 900,000 and 1,000,000 brick- about 500,000 increase over the previous year.

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W.G.M.#7

The construction of the paper mill of the Munising Paper Co., Ltd. by the Northern Construction Co. at Munising was begun in October and continued until stopped by cold weather in December. Considerable stone for walls and foundations was quarried and shipped from Chatham but material will not commence to move freely until spring of 1903.

C.H. Shafer, who is supplying wood for the Carp Furnace at Marquette discontinued his cordwood operations at Onota on D.S.S. & A. and commenced cutting near Chatham in May and is shipping about 8 cars a day.

The Cleveland-Cliffs Iron Co., who have been cutting cordwood at coal-wood on East Branch and at Rumley on main line, commenced shipments to new furnace at Marquette, December 13th, at rate of 10 cars a day, and after furnace goes into blast some time in March, will ship 20 cars a day, about 16½ cords to the car.

The East Branch was opened for traffic July 1st, and from then until, December 31st., the Worcester-Munising Co. shipped 656 cars of forest products, principally cedar.

The Forster Lumber Co. also shipped from their operations 337 cars, principally of cedar.

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MARQUETTE, MICH.

W.G.M.#8

Freight to and from Munising by water was as follows:

	1902	1901
Into Munising - Hides		14
Merchandise		5
Out of Munising - Lumber	200	643
Cooperage	30	65
Ties	30	
Posts	15	
	275	727

Ties and posts from Loud - cooperage from Sutherland-Innes Co., and lumber from Peninsular Bark & Lumber Co.

On July 1st, through train service was put in operation over the L.S.& I., M.& S.E. and Munising Rys. Contracts were also made with American Express Co. and express handled between Marquette and C.& N.W.Ry. at Little Lake

In November the Soo Line made connection with their Rapid River branch at Eben.

These two connections give the Munising Ry. business between Marquette Ishpeming and Negaunee, and C.& N.W.Ry. and Soo Line, and are very beneficial.

The increased earnings arising from opening of East Branch and the connections with M.& S.E. and Soo line can best be illustrated by a comparison of earnings for the first and last six months of the year. For the first half there was a decrease in total earnings from 1901 of \$9746.88; for the second half there was an increase of \$19208.35, the comparisons being as follows

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MARQUETTE, MICH..

W.G.M.#9.

	1st. Half	2nd. Half
Freight	\$11938.88	\$32843.36
Passenger	6907.70	10266.37
Mail	814.32	814.32
Express	313.45	1146.82
Miscellaneous	243.58	791.14
	\$20217.93	\$45862.01

The Burtis mill is being taken down and shipped to Thessalon, Ont. A partnership, however, has been formed between Burtis and the Big Bay Lumber Co. owning about 15000 acres of timber near Lake Independence, and a new mill will be erected and the timber which can be floated, towed to Munising. It is also the plan of the new company to work into the handling of hardwood and the manufacturing of hardwood flooring.

The Munising Paper Co., Ltd. will have their paper mill in operation about December 1st. with a capacity of 50 tons of paper a day, and will consume about 15,000,000 feet of hemlock per year.

These two industries in actual operation, in addition to what are now in operation at Munising, and with others in prospect, make the prospects for business much brighter, especially in 1904.

For 1903, I estimate the earnings for the year at \$120,000.00. The expense for Operating, \$7000.00, and Taxes - \$500.00 per month, or a total for the year of \$90,000.00, making neat earnings \$30,000.00.

Progressive Statement of Earnings and Expenses is as follows:

EARNINGS.

Year Ending December 31st., 1902 as compared with previous years.

	1902	1901	1900	1899	1898	1897	8 Months 1896
Freight,	44,782.24	40,271.30	46,537.79	42,710.86	42,189.84	55,043.09	31,449.53
Passenger,	17,174.07	12,805.57	13,622.30	10,477.84	8,212.40	4,484.46	3,500.50
Mail,	1,628.64	1,628.64	1,625.02	1,053.20	468.00	603.00	569.31
Express	1,460.27	1,174.66	1,242.27	1,437.17	271.29	357.25	264.65
Miscellaneous	1,034.72	738.30	2,931.53	377.92	4,477.00		118.25
Total	66,079.94	56,618.47	65,958.91	56,056.99	55,618.53	60,487.80	35,902.24

OPERATING EXPENSES.

Year Ending December 31st., 1902 as compared with previous years.

	1902	1901	1900	1899	1898	1897	8 Months 1896
Maintenance of Way & Structs.	19,070.77	10,911.64	10,635.52	10,664.28	7,884.37	7,358.68	2,303.28
Maintenance of Equipment	6,785.05	3,398.18	6,566.94	6,817.71	4,420.34	2,518.94	1,056.97
Conducting Transportation,	29,416.54	20,571.16	25,394.18	25,071.44	29,194.59	25,956.75	12,897.13
General Expenses	5,135.67	4,857.99	4,563.58	4,388.06	2,065.18	2,324.08	2,003.04
Total,	60,408.03	39,738.97	47,160.22	46,941.49	43,564.48	38,158.45	18,260.42
Taxes	5,622.51	1,442.46	Estimated 1,500.00	Actual 1,401.42	Actual 1,414.80	For 4 Mos. 566.38	None
	66,030.54	41,181.43	48,660.22	48,342.91	44,979.28	38,724.83	18,260.42
Net Earnings(Not incld.taxes)	5,671.91	16,879.50	18,798.69	9,115.50	12,054.05	22,329.35	17,641.82
Per Cent of Exps.to Earnings	91.4%	70.1%	71.5%	83.7%	78.3%	63.1%	50.9%

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

Office of General Manager.

MARQUETTE, MICH.

Net Earnings (Net Income Taxes) 18,541.01 16,543.80 19,438.68 3,712.80 18,024.02 38,233.22 14,641.98
 18,541.01 16,543.80 19,438.68 3,712.80 18,024.02 38,233.22 14,641.98

1907	1908	1909	1910	1911	1912	1913	1914	1915
2,133.04	4,324.33	4,293.22	4,281.02	5,022.12	3,234.08	5,002.04	5,002.04	5,002.04
2,412.24	30,241.18	32,234.18	32,041.44	30,134.22	32,322.12	18,324.12	18,324.12	18,324.12
2,432.02	2,232.18	2,224.24	2,212.41	4,430.34	3,218.24	1,022.24	1,022.24	1,022.24
10,040.44	10,241.44	10,222.22	10,244.22	1,224.24	1,222.22	1,222.22	1,222.22	1,222.22
1907	1908	1909	1910	1911	1912	1913	1914	1915
1,022.24	422.30	2,221.22	224.22	4,444.00	224.22	172.22	224.22	224.22
1,420.24	1,124.22	1,242.24	1,422.14	341.22	224.22	224.22	224.22	224.22
1,222.24	1,222.24	1,222.24	1,222.24	422.00	222.00	222.00	222.00	222.00
1,114.01	18,222.24	12,222.24	10,222.24	2,212.40	4,422.42	2,222.22	2,222.22	2,222.22
4,122.24	40,241.20	42,222.22	42,210.22	42,122.24	22,042.02	21,442.22	21,442.22	21,442.22

Net Earnings December 31st, 1902 as compared with previous years.

OPERATING EXPENSES.

1907	1908	1909	1910	1911	1912	1913	1914	1915
1,022.24	422.30	2,221.22	224.22	4,444.00	224.22	172.22	224.22	224.22
1,420.24	1,124.22	1,242.24	1,422.14	341.22	224.22	224.22	224.22	224.22
1,222.24	1,222.24	1,222.24	1,222.24	422.00	222.00	222.00	222.00	222.00
1,114.01	18,222.24	12,222.24	10,222.24	2,212.40	4,422.42	2,222.22	2,222.22	2,222.22
4,122.24	40,241.20	42,222.22	42,210.22	42,122.24	22,042.02	21,442.22	21,442.22	21,442.22

Net Earnings December 31st, 1902 as compared with previous years.

EARNINGS.

Comparative Statement of Earnings and Expenses for the following:

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

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

Office of General Manager.

MARQUETTE, MICH.

Net Earnings (Net Income Taxes) 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100

Total

Total

Year Ending December 31st, 1902 as compared with previous years.

OPERATING EXPENSES.

Year	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799
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EARNINGS AND EXPENSES.

Progressive Statement of Commodities is as follows:

Commodity	1902 Tons	1901 Tons	1900 Tons	1899 Tons	1898 Tons	1897 Tons	1896 Tons	
Products of Agriculture	Grain	1,093	1,121	992	1,102	1,011	417	
	Flour	253	307	132	366	291	313	
	Other Mill Products	246	207	414	25	98	116	
	Hay	1,035	771	1,376	905	995	559	
	Fruit & Vegetables	152	39	109	165	168	43	
	Potatoes	80	138	89			144	160
Products of Animals	Live Stock	59		72	103	54	106	
	Dressed Meats	1,613	1,544	1,476	1,425	720	47	
	Other Packing-House Products	162	516	743	716	403	24	
	Hides and Leather	1,742	981	747	1,085	2,068	564	56
Products of Mines	Anthracite Coal	459	420	200	153	173	65	
	Bituminous Coal		80	75		65	25	
	Stone, Sand, etc.	6,688	825	20	254	52	172	1,636
	Salt	18	24	16	21	129		
Product of Forest	Wood	20,152						
	Logs	13,722	47,642	67,936	42,951	57,982	141,876	62,200
	Bark	3,464	3,517	4,647	4,387	5,583	4,310	896
	Lumber	24,533	16,817	13,538	29,211	11,959	7,086	5,366
	Shingles	1,276	2,507	2,949		9,438		193
	Cooperage	1,225	1,605	3,056	4,571	2,538		413
Manufactures	Petroleum	84	109	123	56	168	24	12
	Iron, Pig and Bloom	1,912	221					
	Iron and Steel Rails	104	726			12	149	
	Other Castings and Machinery	1,294	268	62	138	400	820	1,841
	Cement, Brick and Lime	10,248	910	1,439	797	378	757	2,695
	Wagons, Carriage Tools, etc.	95			10	31		12
	Wines, Liquors and Beer	364	374	249	246	340	299	434
	Household Goods and Furniture	168	123	125	30	33	109	195
	Sugar							7
	Bar and Sheet Metal							3
Merchandise	5,148	3,109	4,264	3,678	20,109	4,678	867	
Total,	97,339	84,901	104,849	92,395	115,100	163,251	78,642	

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

Office of General Manager.

MARQUETTE, MICH.

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 H. A. ST. JOHN,
 AUDITOR & GEN'L FRE. & PASS. AGT.
 A. WARD,
 SUPT. MUNISING RAILWAY.

Progressive Statement of Commodities as follows:

Commodity	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	Total
Iron and Steel Metal	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Grain	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Household Goods and Furnishings	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Alcohol, Liquors and Beer	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Meat, Poultry and Fish	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
General Merchandise	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Other Freight and Shipments	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Iron and Steel Rails	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Iron, Pig and Bloom	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Problems	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Coal	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Timber	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Stone, Sand, etc.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Munitions Coal	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Undersize Coal	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Hidden and Leached	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Other Backing-House Products	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Pressed Lumps	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Live Stock	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Potatoes	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Wheat & Vegetables	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Other Mill Products	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000

MARQUETTE AND MICHIGAN

W?G.M.#12.

MUNISING RAILWAY COMPANY.

Comparative Statement of Receipts and Disbursements by Months for 1902.

Earnings	January	February	March	April	May	June	July	August	Sept.	Octbr.	Novbr.	Decbr.	Total
Freight	2051.50	1653.52	1455.77	1702.39	2909.28	2166.42	5118.56	6230.16	5415.08	6144.04	4710.16	5225.36	44782.24
Passenger	949.88	966.35	1028.38	1203.25	1424.90	1334.94	1754.63	1546.72	1714.09	1813.43	1868.82	1568.68	17174.07
Mail	135.72	135.72	135.72	135.72	135.72	135.72	135.72	135.72	135.72	135.72	135.72	135.72	1628.64
Express	48.08	44.18	42.96	44.32	53.23	80.68	227.60	226.33	208.63	223.91	138.84	121.51	1460.27
Miscellaneous	3.40	3.00	69.33	143.85	24.00		493.50	147.06	3.00	114.58	12.00	21.00	1034.72
Total	3188.58	2802.77	2732.16	3229.53	4547.13	3717.76	7730.01	8285.99	7476.52	8431.68	6865.54	7072.27	66079.94
OPERATING EXPENSES.													
Conducting Transportation	1787.28	1827.94	1992.59	1771.76	1780.37	1789.53	3129.65	2921.89	3034.29	2753.42	3153.94	3473.88	29416.54
Maintenance of Equipment	516.63	197.52	287.19	433.66	1530.04	363.80	663.33	608.48	657.81	420.22	430.83	675.54	6785.05
Maint. of Way	663.64	585.05	837.56	995.31	1262.43	1462.84	1602.29	1830.86	1817.75	1435.43	3106.01	3471.60	19070.77
General Exps.	390.68	357.76	369.91	459.32	447.29	330.37	577.18	527.64	495.18	382.93	350.09	447.32	5135.67
Total	3358.23	2968.27	3487.25	3660.05	5020.13	3946.54	5972.45	5888.87	6005.03	4992.00	7040.87	8068.34	60408.03
Net Income over Operating Exps.	169.65	165.50	755.09	430.52	473.00	228.78	1757.56	2397.12	1471.49	3439.68	175.33	996.07	5671.91
Per Cent of Exps. to Earnings.	1.05 ³	1.05 ⁹	1.27 ⁶	1.13 ³	1.10 ³	1.06 ¹	.77 ⁷	.71	.80 ³	.59 ²	1.02 ⁵	1.12 ⁶	.91 ⁴
Const. Chgs. and New Equipment	10003.59	190.71	508.92	12950.93	6384.78	9606.50	5376.15	4925.06	42672.04	1083.33	2342.36	1505.35	92865.00
Int. & Discount	1569.70	1569.70	2662.45	1569.70	1622.02	2955.97	1622.02	1622.02	1569.70	1622.02	5298.07		23683.37
Int. on Bonds	533.33	533.33	533.34	533.33	533.33	533.33	533.33	533.33	533.35	533.33	533.34	533.33	6400.00
Taxes	82.40	81.00	82.12	80.00	226.88	89.74	193.05	207.15	186.91	210.79	250.00	3932.47	5622.51
Total Charges	12189.02	2374.74	3786.83	15133.96	8767.01	13185.54	7724.55	7287.56	44962.00	3449.47	3739.05	5971.15	128570.88
Net Income over Total Expendts	12358.67	2540.24	4541.92	15564.48	9240.01	13414.32	5966.99	4890.44	43490.51	9.79	3914.38	6967.22	122898.97

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H. A. ST. JOHN,
ASSISTANT GEN'L. FRG. & PASS. AGT.
A. WARD,
SUPT. MUNISING RAILWAY.

Comparative Statement of Receipts and Disbursements by Months for 1908.

MUNISING RAILWAY COMPANY.

Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Freight	1234.56	1345.67	1456.78	1567.89	1678.90	1789.01	1890.12	1901.23	2012.34	2123.45	2234.56	2345.67	2456.78
Passenger	345.67	356.78	367.89	378.90	389.01	390.12	401.23	412.34	423.45	434.56	445.67	456.78	467.89
Express	123.45	134.56	145.67	156.78	167.89	178.90	189.01	190.12	201.23	212.34	223.45	234.56	245.67
Other	56.78	67.89	78.90	89.01	90.12	101.23	112.34	123.45	134.56	145.67	156.78	167.89	178.90
Total	1760.47	1905.03	2047.24	2132.58	2267.92	2378.14	2492.40	2607.12	2721.88	2836.64	2951.40	3066.16	3180.92
Operating Expenses	1234.56	1345.67	1456.78	1567.89	1678.90	1789.01	1890.12	1901.23	2012.34	2123.45	2234.56	2345.67	2456.78
Depreciation	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Interest	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Taxes	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
Other	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
Total	1414.56	1615.67	1816.78	2017.89	2218.90	2419.01	2620.12	2821.23	3022.34	3223.45	3424.56	3625.67	3826.78
Net Income	345.91	289.36	230.46	594.70	588.94	599.14	602.40	606.12	709.54	813.18	926.84	1040.50	1154.14

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MARQUETTE, MICH.

W.G.M.#13.

EXPENSES.

Conducting Transportation.

The total shows an increase of \$1101.35, the principal items of increase being as follows:

Fuel for Locomotives: an increase over 1901 of \$5643.46. \$2255.97 of this is due to a shortage in coal on hand caused by not enough fuel being charged out in 1901. The balance or \$3387.49 was due to too low a charge in 1901, on the basis of above shortage, the net increase would be \$1131.52, caused by increased mileage operating East Branch and in increased train mileage on main line after July 1st.

Fuel was charged in 1901 at \$3.25 per ton. In 1902 at \$3.05 from the Munising stock, and an average of \$2.74 from Presque Isle and Ishpeming stock, about one third of the amount used being given to through trains from L.S. & I. stock.

Oil and Waste, - Supplies for Locomotives, - Engine and Round House Men, - and Train Service increased by additional mileage on East Branch and Main Line after July 1st.

Telegraph Expenses: Increased \$850.27. Distribution previous to 1901 was not properly made, and no proportion of wages has been charged to this expense. Commencing January 1st. \$37.50 each month for train dispatcher, and commencing May 1st. \$22.50 each month of operators wages at ticket office, Munising is charged to this expense.

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W.G.M.#14.

Commencing in May, the Western Union Telegraph Co. moved their city office to our office and according to contract we must handle their business, and in this case an additional man was necessary. The Telegraph Co. pays for messenger. The above accounts for \$720.00, the balance \$130.00, was for telephone and telegraph business.

Station Service, an increase of \$356.55, caused by station help on East Branch-\$300.00, and additional help at Munising, Munising Junction and Little Lake

Car Mileage, an increase of \$176.20. The Per Diem system went into effect July 1st., whereby car rental is paid for at 20¢ per car per day, instead of .6 cents for miles run. A preponderance of foreign cars on our road increases charges.

Injury to Persons -Increase, \$198.00. Settlement with Peter Schilling, injured as reported in 1901 annual report, required \$142.00, an attorney making claim, and we considered it best to make settlement.

The professional services and medicines for S.C. Draggoo, Section Foreman injured, were paid by the company, amounting to \$56.00.

Clearing Wrecks: Increase, \$119.76, caused principally by accident at Rumley.

Rent Buildings: \$52.25, is proportion of rent of general office, paid at Marquette.

Hire of Equipment: \$398.60, is for proportion of M. & S. E. and L. S. & I. engines and cars used in through service. The amount received for rentals is credited to Miscellaneous Earnings instead of to Hire of Equipment, hence this charge.

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Office of General Manager.

H. A. ST. JOHN,
TICKET & GEN'L FRE. & PASS. AGT.
W. G. M. #15
WARD,
SUPT. MUNISING RAILWAY.

MARQUETTE, MICH.

W.G.M.#15.

Advertising:- an increase of \$943.61, caused by advertising in American Lumberman, maps and folders from Matthews-Northrup Co. and exhibit, State Fair.

MAINTENANCE OF EQUIPMENT.

Repairs Locomotives: Increase, \$920.91. Engines 1, 2 and 3 have not had general repairs since latter part of 1900 and ordinary repairs are heavier in consequence.

Engines 24 and 25 had not yet been given general repairs since purchased and were in service in same condition as when purchased, and requiring more than the usual repairs.

Repairs to engines were as follows:

Eng.	Labor	Material	Total	Mileage on Munising Ry.	Cost per Engine Mile for Repairs -cents-
1	151.58	130.96	282.54	10280	2.75
2	141.22	130.44	271.66	17588	1.54
3	194.28	139.04	333.32	21758	1.53
24	279.87	256.02	535.89	4594	11.66
668	141.25	113.35	254.60	15290	1.67
	<u>\$908.20</u>	<u>\$769.81</u>	<u>\$1678.01</u>	<u>69510</u>	<u>2.41</u>

Foreign Engines.

Total	<u>\$140.84</u>	<u>75.32</u>	<u>216.16</u>	<u>13,236</u>	<u>1.63</u>
	<u>\$1049.04</u>	<u>\$845.13</u>	<u>\$1894.17</u>	<u>82,746</u>	<u>2.29</u>

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W.G.M.#16.

Comparative Engine Expense per mile was as follows:

	1902	1901
For repairs	2.29	1.43
" fuel	10.85	8.22
" stores	.39	.26
" Engineers and Firemen)	7.25	7.29
" Hostlers and Wipers)		
	20.78	17.20

Pounds of coal consumed per engine mile, was as follows:

	1902	1901
Passenger	56.39	
Mixed) Freight)	73.14	
Switching		
Total	71.18	50.7

Progressive statement of repairs to engines, per engine and per mile since road was opened for Munising Ry. engines proper.

	Per Engine	Repairs Engines.			Per Mile -cents-
		Munising Ry. Miles	Foreign	Total	
1896	\$77.72				
1897	198.45				
1898	514.65				
1899	1122.44				
1900	1405.94				
1901	324.42				
1902	335.60	69510	19,707	89,217	1.88

No engine miles previous to 1902.

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MARQUETTE, MICH.,

W.G.M.#17.

PASSENGER CAR REPAIRS.

Total cost - \$719.00. Increased \$374.65, caused by various small repairs to cars and by large mileage.

Progressive statement of repairs to passenger cars per car and per mile since road was opened is as follows:

Repairs Passenger Cars.

	<u>Per Car</u>	<u>Per Mile - cents -</u>
1896	None	
1897	None	
1898	\$59.80	
1899	22.71	
1900	83.38	
1901	86.02	1.13
1902	143.80	1.27

REPAIRS FREIGHT CARS.

Total cost, \$3107.19; increase over 1901 of \$2177.13. Increase caused by \$1321.99, paid C. & N.E. for cars burned in September, 1901 at Forster's mill, Munising, and \$306.80 for two foreign cars damaged and destroyed by accident at Rumley, July, 1902, making increase without these extraordinary charges of \$548.34.

The total expense is divided as follows:

	Munising Ry. Freight Cars - 103		Foreign Freight Cars	Total
	Labor and Material	Per Car	Labor and Material	
1902	\$1249.73	\$12.13	\$1857.46	\$3107.19

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MARQUETTE, MICH.

W.G.M.#18.

Statement of Repairs per mile is as follows, based on mileage made on
Munising Ry.

<u>Munising Ry.</u>		<u>Foreign</u>		<u>Total</u>			
<u>Per Car</u>	<u>Total Miles</u>	<u>Per Mile</u>	<u>Total Miles</u>	<u>Per Mile</u>	<u>Total</u>	<u>Per Mile</u>	
		<u>-cents-</u>		<u>-cents-</u>	<u>Miles</u>	<u>-cents-</u>	
1902	\$12.13	57797	2.16	160325	1.15	218122	1.42
1901						142946	.65

Deducting cost of cars burned and damaged by accident, cost per mile for 1902 will be .68 cents.

Since Per Diem system was inaugurated July 1st., it is impossible to get mileage of our cars made on foreign roads. Consequently a mileage statement without mileage on foreign roads is incomplete.

REPAIRS WORK CARS.

Increase - \$143.37, caused by repairs to boarding cars, hand cars, etc.

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MARQUETTE, MICH.

W.G.M.#18.

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Munising Ry.

<u>Munising Ry.</u>		<u>Foreign</u>		<u>Total</u>			
Per Car	Total Miles	Per Mile -cents-	Total Miles	Per Mile -cents-	Total Miles	Per Mile -cents-	
1902	\$12.13	57797	2.16	160325	1.15	218122	1.42
1901					142946	.65	

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MARQUETTE, MICH.,

W.G.M.#19.

Maintenance of Way, including Structures.

Repairs Roadway: Improvement, \$11431.48, the details of which are shown in report attached to back of Exhibit book. This includes cost of 981 cars ballast distributed in 1902 and the labor putting under and also a great deal of material distributed in 1901 and not put under until 1902.

Repairs Roadway, increased \$5011.44. Of this amount \$802.34 was for old East Branch and \$1049.25 for new extension, making the total for East Branch \$1851.59. The remainder, or \$5011.43, was for additional help, etc. over 1901.

Removal Snow and Ice: Increase, \$570.48. No distribution was made for this in 1901, and this amount includes the total cost for month of December, 1902.

Temporary Spurs-Labor: Total of \$952.95. The following temporary tracks were laid in 1902, the labor being charged to Maintenance of Way, under the above head of Temporary Spurs, Labor and the material carried in Material Account, under head of Temporary Spurs, Material, as shown on page 6 of Exhibit Book.

Track	Length-Feet	Labor	Material	Total
Stone Track-Chatham Changed		\$58.78	\$19.50	\$78.28
Dewey	327	6.87	68.59	75.46
Shaffer	423	9.68	97.17	106.85
Gray	1289	66.24	In 1903 66.24	66.24
Rumley Spurs	1161	27.34	294.39	321.73
Roberts	377	33.57	82.91	116.48
Coalwood Siding	1686	152.38	473.48	625.86
Coalwood Spurs	8879	598.09	2820.62	3418.71
Paper Mill	1260		357.49	357.49
	15402	\$952.95	\$4214.15	\$5167.10

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SUPT. MUNISING RAILWAY.

Office of General Manager.

MARQUETTE, MICH.

W.G.M.#20.

The investment in tracks, labor and material for C.H. Shaffer are as follows:

Shaffer	\$106.85
Gray	435.94
Total	\$542.79

Of the above amount \$369.70, will be charged in 1903.

The investment in tracks, labor and material for Pioneer Furnace at Marquette is as follows:

Rumley	\$321.73
Coalwood Siding	625.86
Coalwood Spur	3418.71
Total	\$4366.30

On above tracks, shippers did grading and furnished ties. Our expense for material includes Rails and Fastenings, switches, etc.

Renewal Ties - \$3656.71; an increase over 1901 of \$1405.23. The number of ties put in was as follows:

Main line	7301
Old East Branch	4944
Total	12245

The number reported put in in 1901 was 10645, and the amount reported to be charged out was \$2251.48, which agreed with the rate per tie or about 20%. We afterwards ascertained that the labor putting in ties was charged to Renewals of Ties, which was wrong as such labor should go to Repairs Roadway.

Lake Superior & Ishpeming Railway Co.
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W.G.M.#21.

Inventory taken in December showed a shortage of ties and 4944 was added to even the discrepancy at a cost of \$1053.07. The number charged out in 1902 was, therefore, as follows:

Main Line	12345
Old East Branch	4944
	17289

Repairs Buildings: Increase, \$184.62, includes ordinary repairs to buildings of all kinds.

Detailed Cost of Track Maintenance is as follows:

Repairs Roadway and Renewal of Ties.
 1902.

	Main Line and sidings	East Branch and Sidings-6 mos.
	51.54 miles	27.92 miles
Repairs Roadway	\$11077.48	\$1851.59
Renewal Ties	2593.75	1062.96
Total Labor and Material	\$13671.23	\$2914.55
Cost per mile	265.25	104.40
Cost per foot -cents-	5.02	2.00

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W.G.M.#22

Progressive Repairs Roadway and Renewal Ties for All Tracks.

	<u>1902</u>	<u>1901</u>	<u>1900</u>
	79.46 miles	57.0 miles	57.0 miles
Labor and Material	\$16585.78	\$10169.11	\$9988.74
Cost per Mile	208.73	178.40	175.24
Cost per foot -cents -	3.95	3.38	3.32

GENERAL EXPENSE.

The increase is explained by increased force and system of handling accounts and management of affairs in connection with M. & S.E. and L.S. & I.Rys.

TAXES.

Taxes shows a total of \$5622.51, and an increase over 1901 of \$1442.46, caused by a change in Railroad taxation from Earnings to valuation. The valuation first fixed by the Tax Commission on this railroad was \$700,000.00, but at a January, 1903 hearing it was reduced to \$410,000.00. This, at \$13.69 per \$1000.00 makes taxes \$5612.90 per year. Whether we can keep the valuation down to that figure remains to be seen but it is doubtful as no part of the East Branch Extension is included in that valuation.

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MARQUETTE, MICH.

W.G.M.#23

PERSONAL INJURY.

- January 7th. Mat Lamprey, Section Laborer: While working on snow plow in Munising Yard, lever dropped on foot, slightly bruising it. No time lost.
- August 12th. S.C. Draggoo, Section Foreman: Chatham. While pumping water at Slapnick tank, had arm caught in cog wheel, tearing flesh badly. He lost no time and company paid bills for services of surgeon and medicines, amounting to \$56.00.

ACCIDENTS.

There was only one accident, except minor mishaps, and that to No. 22 just west of Rumley. The train was derailed by poor condition of track or fast running or both. The bodies of one foreign flat car broken in two, and two or three other cars damaged. The damage to equipment amounting to \$306.80.

CONSTRUCTION, NEW EQUIPMENT AND IMPROVEMENT.

The amounts charged to the above are shown on statement attached to exhibit book, and also the account to which finally charged.

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MARQUETTE, MICH.

W.G.M.#24.

EAST BRANCH EXTENSION.

The extension of the East Branch northeasterly, mentioned in last annual report, was completed and put in operation July 1st. This consists of the following -

	<u>Main line and Branches</u>	<u>Sidings</u>
East Branch Extension, Cavite to		
Forster Junction	8.03	.50
Worcester Branch - Hartho to Petrel	7.45	1.30
Total of East Branch, so-called	15.48	1.80
Forster branch - Forster Jct. to Ethel	1.81	.10
	17.29	1.90

Total track constructed - 19.19 miles.

The estimate of cost and cost of construction, is as follows:

East Branch Extension.

	<u>Miles</u>	
Cavite to Forster Junction	8.03	
Hartho to Petrel	7.45	
Sidings	1.80	17.28

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MARQUETTE, MICH.,

W.G.M.#25.	Total Cost <u>17.28 miles</u>	Estimated <u>14.6 miles</u>	<u>Increase</u>	<u>Decrease</u>	Cost per Mile of Main Trk. <u>15.48 mi.</u>
Right-of-Way	104.83		104.83		
Engineering	5,337.72	5,840.00		502.28	344.78
Clearing and grubbing	10,731.83	6,690.00	4,041.83		693.27
Grading	38,451.48	36,500.00	1,951.48		2,483.10
Bridges & Culverts	2,863.26	4,200.00		1336.74	184.96
Ties	9,073.84	10,950.00		1876.16	586.19
Rails and Fastenings	27,267.89	24,556.00	2,711.89		1,761.49
Track Laying	6,831.82	2,190.00	4,641.82		442.62
Ballasting	9,152.41	5,840.00	3,312.41		591.23
Interlocker	1,103.59	1,600.00		496.41	71.29
Siding-Camp 3	<u>454.51</u>		<u>454.51</u>		
Total Construction	\$111,373.18	\$98,366.00	\$13,007.18		\$7,194.65
Survey N.E. Extension to T.48-15 East line 24.88 miles	<u>2,770.32</u>				111.34
Total	\$114,143.50				
Less amount paid by Cedar Land & Mng. Co.	<u>3,500.00</u>				
	\$110,643.50				

Cost per mile for all tracks/ 17.28 miles - \$6445.20.

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

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MARQUETTE, MICH.

W.G.M.#26.

FORSTER BRANCH.

	<u>Miles</u>				<u>Cost per Mile for Main Track 1.81 miles</u>
Forster Junction to Ethel		1.81			
Siding at Ethel		<u>.10</u>			
		1.91			
	<u>Total Cost</u>	<u>Estimated Cost</u>	<u>Increase</u>	<u>Decrease</u>	
Engineering	82.44		82.44		45.52
Clearing and Grubbing	483.80	145.00	338.80		267.29
Grading	3,190.69	2,890.00	300.69		1,762.81
Track Laying	244.38	288.00		43.62	135.02
Ballasting	651.75	768.00		116.25	360.08
Ties(furnished by Forster)		1,440.00		1440.00	
Rails and fastenings	<u>3,238.40</u>	<u>3,219.10</u>	<u>19.30</u>		<u>1,789.17</u>
Total Construction for 1.81 miles	7,891.46				4,359.92
Location Survey	<u>201.52</u>		<u>201.52</u>		<u>111.33</u>
Total Cost	\$8,092.98	\$8,750.10		\$657.12	\$4,471.26

Cost per mile for all tracks - \$4237.16.

The contract entered into for the construction of this extension required that it be completed as soon after October 1st.,1901 as practicable. The surveys were not completed and contract let until October 10th.,1901,and as it was thought best to lay track as far as possible into the winter,the work was carried on until January 29th.,1902.

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MARQUETTE, MICH.

W.G.M.#27

It was expensive work as there was three feet of snow on the grade which had to be shovelled or plowed off. The work was idle from January 29th. to April, and it was then found that the grade having been made of frozen material, was not up to grade, and a great deal of material had to be hauled in by train, especially through the swamps. These conditions and the building of 2.68 miles more than was estimated, causes the increased cost.

The Forster Branch was constructed through no swamp and not in the winter months, and the cost was much less, but it is possible that more work must be done in way of surfacing to put track in proper shape.

In order to have the information, and to be in readiness to make extension without delay if required, a survey was made and line located during the summer, from Forster Junction northeast to the East line of T.48 R.15, a distance of 24.88 miles. About 13 miles is through lands owned or controlled by the Cleveland-Cliffs Iron Co. and reaches the westerly edge of a large block of land owned by the Cleveland-Cliffs Iron Co. in Ranges 14, 13, 12 and 11. The cost of this survey was \$2770.32, or \$111.34 per mile.

Groups 2 and 3 owned by the Cedar Land and Mining Co. are still unsold, but A.J. Hughitt has an option on them, and if he purchases them, will want track extended according to the contract from Forster Jct. to Section 9-47-17, about 7.2 miles, the estimate showing a total cost of \$56376.00 or \$8055.00 a mile.

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MARQUETTE, MICH.,

W.G.M.#28.

BEACH INN

The hotel known as Beach Inn at Munising, with a total of 37 rooms and 30 guest rooms, was leased from Samuel Redfern, unfurnished, and opened September 1st, under management of W.F. McMyler.

The hotel was furnished by the Munising Ry. at a cost of \$6831.13. There were Improvements in the way of tinting walls, changing bath rooms and adding electric lights, etc. to the extent of \$885.73, making the total expense of putting hotel in shape to open-\$7716.86. Detailed statements of Furnishings and Improvement have been sent you.

The winter months are the most unfavorable for the hotel business and this combined with competition of the Russell House made a deficit in the operation from September to December inclusive of \$2049.22.

The hotel will undoubtedly be unable to care for the guests in the summer months, and if the company retains the lease after the first year, it will be necessary to consider adding to the sleeping accommodations.

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MARQUETTE, MICH.

W.G.M.29

RIGHT-OF-WAY.

There are no maps showing right-of-way for which we have deeds, either at Munising or along the line.

This information is being worked up and report will be made later.

REQUIREMENTS.

The requirements above Operating Expenses will be as follows for 1903.

A water tank is required at Whitefish River, 2 miles east of Lawson for emergency and regular use. The heaviest trains are handled between Chatham and Lawson and grades between Chatham and Dorsey will require almost daily doubling of these hills, 18 to 20 loads being the limit even for the L.S. & I. consolidation engines. This amount of work prevents their running to Little Lake with one tank of water and they must return to Slapnick, about 12 miles, for water. In the event of no water in C. & N.W. tank at Little Lake, it will be impossible for any of the engines to handle any cars except for passengers - tank complete, \$1800.00.

A siding for general use is required at Chatham, about 1500 feet long. At \$1.25 per foot equals \$1875.00.

The line should be fenced, at least from Munising to 2 miles west and from Au Train River to Carlshend, a total of 20 miles. The cost of labor and material for fence will be 65¢ a rod of \$416.00 per mile for both sides of track, or a total of \$8320.00. Clearing was not done for the entire width of

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MARQUETTE, MICH.

W.G.M.#30.

right-of-way, and there will be an additional expense for clearing fence line of say \$2000.00.

The main line between Merriam and Munising is in need of ballast, especially that part laid on the light lake sand, from Munising east about three miles. I am not prepared to say now the most economical way to handle this work, but for the purpose of an approximate estimate, will say \$2500.00 is required.


The Munising Paper Mill Co., Ltd. has plans for 6925 feet of track to serve their mill. This seems high and I judge that 6000 feet would be ample and based on that number of feet and at \$1.50 per foot, the cost will be for these tracks \$9000.00. The work is now being cross-sectioned and estimate will be ready soon.

SUMMARY OF REQUIREMENTS.

Water Tank - Slapnick	\$1800.00
Siding-Chatham	1875.00
Ballasting	2500.00
Fencing	10320.00
Paper Mill Tracks	9000.00
	<hr/>
	\$25195.00

I sincerely trust that the year 1902 is the turning point for the better.

Yours truly,



General Manager

EMERALD BOND

EMERALD BOND

Munising Railway Co.



MARQUETTE & SOUTHEASTERN RAILWAY COMPANY.

Inventory of Marquette & Southeastern Ry. material taken Nov. 30th., 1902

1271	Tons 40# Rail	21.40	27199.40
7400	Sets Splices and Bolts	.44½	3293.00
23592	Tie Plates - per hundred plates	4.35	1026.25
1397-86c	tons 80# Rail	29.55	41292.69
4209	prs. 80# angle bars	.95	3998.55
7½	Tons 60# Rail	28.75	208.44
35	prs. 60# angle bars	.46	16.10
112	kegs spikes	3.80	425.60
15323	Cedar Posts	.10	1532.30
392	6" Cross Arms	.19½	76.44
768	24" Braces - per X	40.00	30.72
12	Coils No. 9 Wire	.04½	83.70
7	Bbbls. Insulators	37.50	41.25
3000	Locust Pins	10.50	31.50
75#	Washers	.03½	2.43
75	½ x 8" Bolts	2.00	1.50
324	½ x 11" Bolts	2.25	7.29
684	½ x 4" "	.74	5.00
290	Lags	1.15	3.33
20731	Cedar Ties	.25½	5286.40
7854	Hemlock ties	.21	1649.31
20	Sets Cattle Guards	13.00	260.00
1	Grossing Angle - 80°26'		120.00
1	" " - 72°		125.00
1	" " - 8°59'		160.00
1	" " - 14°41'		145.00
1	" " - 9°13½'		215.00
5	Transit switches	22.50	111.50
4	Low Morden stands	10.00	40.00
5	- 1/8 Rigid 15' Frogs	25.13	125.65
2	1/10 Spring 15' Frogs	32.00	64.00
1	No. 8 Clamp Frog		19.50
59	30' Telegraph Poles	1.00	59.00
131	25' " "	1.00	131.00
8	40' " "	2.15	17.20
23	35' " "	1.50	31.50
2752	Switch Ties	9.30	25.49
1116	Rods wire fencing	23.74	320.29
3	High Suda Switch stands	17.00	51.00
100	Boxes Tie Plugs	.50 X	50.00
Interlocker Material -			
4	Pipe clamps	.17	.68
25	Pipe plugs	.06	1.50
60	Pipe Couplings	.09	5.40
85	¾" Washers	.005	.42
25	5/8" "	.005	.13
250	3/8" "	.0025	.63
158	3/8" Nuts	.0075	1.18
30	¾" "	.0175	.52
17	5/8" Hex. Nuts (47 with Hook Bolts)	.0125	.21
182	3/4x4" Lag Screws	.04	7.28
65	1/2x2½" " "	.02	1.30
210	3/8x2½" " "	.01½	3.15
66	3/4x9" Bolts, complete	.09	5.94
60	3/4x17" Bolts " "	.13	7.80
4	3/4x11" " "	.10½	.40
20	5/8x12½" " only	.07½	1.50
68	3/8x8 ¾" Bolts only	.02½	1.70
6	1/2x12½" " "	.05½	.31
2	8-way Pipe Carrier Foundations	.77	1.54
10	3x4"x4ft. Oak Stakes	.15	1.50
30	Rail Clips with #5 Link	.72	21.60
2	Drvg. Pcs. long mall. only	.43	.86
		65.55	88282.33

Ford.

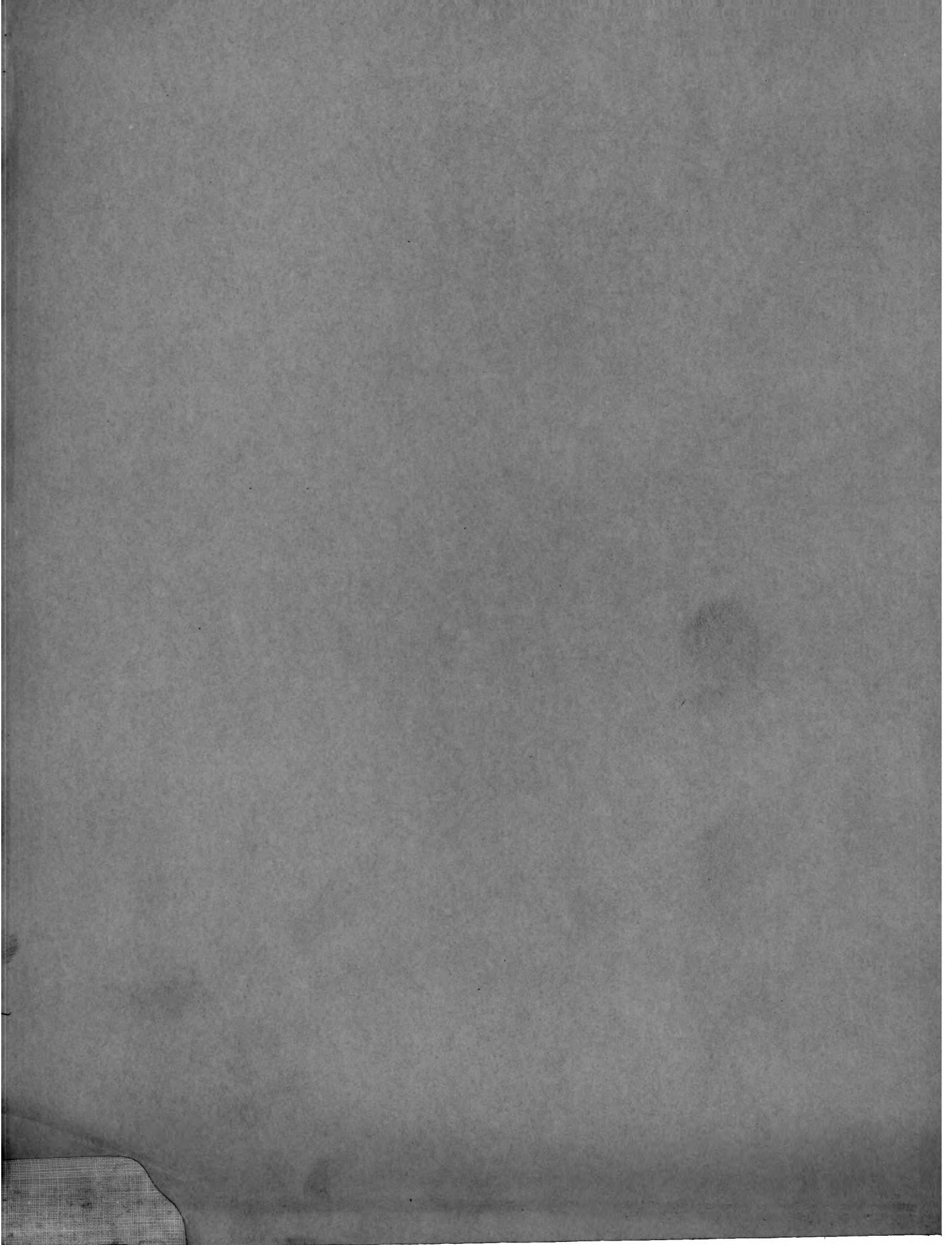
65.55

\$88282.33

Interlocker Material -contd.

20	Sides for crank foundations	.50	10.00
10	Tops for " "	.33	3.30
10	Bottoms for " "	.33	3.30
17	Braces for " "	.13½	2.29
1	Crank Foundation, complete	2.18	2.18
10	Sides for Wheel foundations	.31½	3.15
4	Tops for Wheel foundations	.20	.80
4	Bot's for " "	.20	.80
9	Braces for Wheel Foundations	.13½	1.21
53	Sides for Pipe Carrier Foundations	.17	9.01
25	Tops for 1-way Pipe Carr. Found.	.08	2.00
6	Tops for 2-way Pipe Carr. Found.	.10	.60
5	Bot's. for 2-way " " "	.10	.50
4	Tops for 3-way Pipe Carr. Found.	.11½	.46
2	Bot's. for 3-way Pipe Carr. Found.	.11½	.23
1	1-way Pipe Carr. Fdtns. complete	.54	.54
7	3-way " " " "	.61	4.27
3	4-way " " " "	.64	1.92
3	4-way " " " "		
4	Pipe guides	.29	1.16
2	1-way Vert. Cranks, 9x9" only	1.95	3.90
2	2-way Cranks, 9x9 E 1 13/4 x 11 3/4"	2.50	5.00
2	1-way Crank, 1 13/4 x 11 3/4	1.75	3.50
1	"T" Crank, 10x11x11 only	1.50	1.50
1	11 3/4x11 3/4 Crank only	.755	.75
1	No. 6 Switch & Lock Movement		10.00
1	Lock Rod	1.75	1.75
3	R.H. Feet for derails, E A-1060	2.48	7.44
1	Tie Plate, 3/8x6"x9' long	2.38	2.38
8	1/2x2x6" Iron Plates	.10	.80
3	Pipe Lugs	1.00	3.00
2	Eye Rods	.55	1.10
3	Standard Jaws only	.66	1.98
1	Wide Jaw only	.80	.80
4	Screw Jaws only	.76	3.04
6	Special Pipe Carriers	.25	1.50
300	Ft. 1" Pipe	.08	64.00
4	25' Detector Bars (2 R.H. (2 L.H.	3.00	12.00
40	Ft. 1x2½" Iron - 170 lbs.	.03	5.10
2	4-way 8" Hor. Wheels only	1.68	3.36
3	#1 Vert. Wheels, 1-way, only	.80	2.40
3	#2 " " " 1-way, only	.95	2.85
47	5/8x6 5/8 Hook Bolts with Nuts	.06	2.82
21	3/4" Studs for Detector Bars	.18½	3.88
4	7½" Springs for Detector Bars	.20	.80
83	Straps	.03	2.49
138	Sides for Pipe Carrier	.11	15.18
67	Bottom Rollers	.06	4.02
16	Top " "	.03	.48
18	4-way Wire Pulleys only	.19	3.42
1	Scotch Block, comp. for 56# Rail		18.80
20	Wrot Jaws, Pins & Cotters	.75	15.00
2	#6 Switch & Lock Movements	10.00	20.00
2	R.H. Feet for Derail	2.48	4.96
2	L.H. as above	2.48	4.96
2	Lock Rods for derail	1.75	3.50
24	Det. Bar Clips with #7290 Links, comp.	1.0625	25.44
6	Pcs. 6½" Red Glass	.25	1.50
6	" 3" Blue "	.10	.60
24	7/8x 2 3/8" Pins & Cotters	.09½	2.28
2	1-way L.J. Compensators, comp.	5.45	10.90
3	SwtoAwLamps	4.75	
1	Pick		
			392.45
			14.25
			.62
			<u>\$88639.65</u>

Ledger Stock of Material 86697.46
 Included profit on Rail 1997.19
 88.69965



THE CLEVELAND CLIFFS IRON CO

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THE CLEVELAND-CLIFFS IRON CO

GROSS EARNINGS AND DISBURSEMENTS OF ALL COMPANIES FOR THE YEAR ENDING NOVEMBER 30TH, 1908

	C.C.I.CO.	I.C.CO.	C.I.M.CO.	P.I.CO.	TOTAL
<u>EARNINGS</u>					
From Lake Freights	\$ 238,656.33	\$	\$ 113,389.21	\$	\$ 352,045.44
Sales of Ore	2,172,124.02	2,091,542.04	1,601,991.81		5,871,657.87
Sales of Charcoal Pig Iron	824,275.83			309,959.43	1,134,235.26
Sales of Dunbar Pig Iron	56,689.06	173,417.18	204,959.45		435,065.69
Sales of Wood Alcohol	150,245.62				150,245.62
Sales of Acetate of Lime	45,207.42				45,207.42
Sales of Real Estate and Timber	3,745.36	13,118.08			16,863.34
Sale of Mine Timber	27,546.00				27,546.00
Receipts Operating M.& S.E.Ry	27,923.16				27,923.16
Dividends from Outside Companies	51,904.00				51,904.00
Royalty	3,131.54			894.39	4,025.93
Interest on M.Ry Co. Note	19,098.02				19,098.02
From Land Department		13,140.31	5,000.01		17,140.32
Miscellaneous	4,143.89	7,742.45	13,552.83	3.20	25,442.37
	\$3,630,760.05	\$2,397,260.06	\$1,938,892.31	\$ 310,357.02	\$8,178,476.44
<u>DISBURSEMENTS</u>					
Account Steamers	\$ 191,391.02	\$	\$ 92,182.86	\$	\$ 283,573.88
Mines	1,620,225.46	1,210,521.54	891,599.20		3,722,047.20
Charcoal Pig Iron	645,693.35			289,283.46	934,976.81
Dunbar Pig Iron	59,208.26	174,281.44	204,499.67		437,989.37
Wood Alcohol	95,081.87				95,081.87
Acetate of Lime	33,100.95				33,100.95
Real Estate	566.74	13,118.08			13,684.82
Cost of Mine Timber	18,853.11				18,853.11
Operating M.& S.E. Ry.	18,754.22				18,754.22
Expenses account Lands & Land Looking	12,566.01				12,566.01
Taxes on Real Estate and Mineral Lands	17,209.94				17,209.94
Grand Island Improvement	13,200.50				13,200.50
Explorations	64,286.89			113.38	64,400.27
Dividends	589,200.00				589,200.00
General Interest	60,865.93	1,767.85	6,623.95	151.83	69,115.96
Depreciation of Investments	494,320.80		10,000.00		504,320.80
Land Department		24,051.37	2,737.29		26,788.16
Miscellaneous	21,984.29	24,210.21	21,010.55	6,494.25	83,700.00
	\$3,957,216.11	\$1,457,950.99	\$1,228,663.52	\$ 295,739.26	\$6,939,569.88
Increase in Surplus Account	326,456.06	\$ 840,009.07	\$ 710,235.79	\$ 15,117.76	\$1,233,906.56

THE CLEVELAND-CLIFFS IRON CO.

COMPARATIVE STATEMENT OF THE EARNINGS OF ALL COMPANIES FOR THE

YEARS 1901 & 1902

	1902	1901
GROSS EARNINGS FOR THE YEAR:		
The Cleveland-Cliffs Iron Co.	\$ 858,767.51	\$ 962,413.93
Cleveland Iron Mining Co.	765,375.91	671,808.29
Iron Cliffs Co.	847,579.66	675,853.56
Pioneer Iron Co.	30,649.04	28,882.05
GROSS EARNINGS OF ALL COMPANIES,	\$2,502,372.12	\$2,282,193.73
Less Depreciation of Construction, Improvements, Vessels and Investments, as follows:		
The Cleveland-Cliffs Iron Co.	596,023.57	734,949.87
Cleveland Iron Mining Co.	55,140.12	42,262.28
Iron Cliffs Co.	7,570.59	11,145.92
Pioneer Iron Co.	15,531.28	
Total Depreciation,	674,265.56	789,458.07
DIVIDENDS PAID:		
	1902	1901
12% on \$4,310,000.00	12% on \$3,814,700.00 = \$457,764.	
	3% " 1,095,300.00 = 32,859.	
	589,200.00	490,623.00
	1,233,465.56	1,230,081.07
BALANCE APPLICABLE TO SURPLUS.	\$1,233,906.56	\$1,002,112.66
THE AMOUNT CHARGED TO DEPRECIATION IS AS FOLLOWS:		
Construction and Improvement at Mines,	\$ 114,395.32	\$ 118,335.49
" " " " Furnace,	53,965.81	21,198.93
" " " " Land Dept.	1,523.13	1,523.65
Value of Vessels,	36,000.00	37,550.00
Stock of Arctic Iron Co.	7,600.00	18,800.00
" " Lake Superior Iron Co.	125,039.13	350,000.00
" " Regent Iron Co.		102,500.00
" " Munising Ry. Co.	44,870.00	
" " Munising Company,	6,355.12	
" " Cleveland Iron Mining Co.	110,745.00	
" " Iron Cliffs Co.	92,325.00	
Fee in Queen, Prince of Wales & Blue Mines,	1,100.00	6,000.00
Cost of Ashland Mine Lease,	80,286.55	125,000.00
TOTAL,	\$ 674,265.56	\$ 789,458.07

THE CLEVELAND-CLIFFS IRON CO

DISPOSITION OF INCOME: ALL COMPANIES YEAR ENDING NOV. 30TH, 1908

	C. C. I. CO.	C. I. M. CO.	I. C. CO.	P. I. CO.	TOTAL	
Purchased 35 Alger County (Mich.) Bonds	\$ 35,000.00	\$	\$	\$	\$ 35,000.00	
" 625 Upper Pen. Land Co. "	622,992.07				622,992.07	
" 3125 Shares U.P. " " Stock						
" 100 " Lac La Belle "	750.00				750.00	
" Private Buisness Car	13,367.10				13,367.10	
" Timber Lands Stumpage	406,539.18				406,539.18	
" Hemlock Stumpage Lands	55,000.00				55,000.00	
" Real Estate in TOLEDO	85,000.00				85,000.00	
" Lucy Mine	85,000.00				85,000.00	
" Negaunee Mine Lease	228,086.08				228,086.08	
" Mineral Lands	43,710.45				43,710.45	
" " Leases and Options	35,848.00				35,848.00	
Cost to date New Furnace at Marquette				667,630.68	667,630.68	
Additional cost M. & S. E. Ry Co.	68,974.50				68,974.50	
" " Pioneer Furnace Plant	90,886.78				90,886.78	
" Construction at Mines	86,041.38	7,648.60	321.62		78,071.16	
" Improvement, Carp River Furnace				10,780.82	10,780.82	
Increased amount of Supplies on hand at Mines	1,639.09	18,630.19	27,647.85		10,656.75	
" " " Wood & Supplies at Pioneer Fee.	60,505.68				60,505.68	
" " " " " " "Carp River "				9.55	9.55	
" " " Supplies at M. & S. E. Ry Co.	86,692.46				86,692.46	
" " " Ore on hand	6,266.55	146,821.00	16,264.54		136,833.01	
Bills & accounts Receivable Increased	535,507.13	158,213.92	256,223.40	77,282.01	810,798.63	
Accounts Receivable (Constituent Co's.) Increased	563,629.64	988,077.65	684,433.61		2,236,140.90	
Dividends paid	589,200.00				589,200.00	
	\$3,700,625.09	\$ 950,305.94	\$1,051,818.70	\$ 755,703.06	\$6,458,452.79	Total Investment \$1,611,281.88
Sales of Mine and Furnace Timber and Land	19,458.44		12,717.25		32,175.69	
Sale of Illinois Steel Co. Bonds			21,500.00		21,500.00	
Cash on hand Decreased	106,155.08	66,885.94	123,735.15	28,338.28	325,114.55	
Stock of Pig Iron, Alcohol & Acetate Decreased	140,464.18			23,583.50	167,047.68	
Bills and accounts Payable Increased	1,122,295.16	196,886.11	53,857.33	17,397.25	1,355,640.25	
Accounts Payable (Constituent Co's.) Increased	1,555,187.49	33,700.90		703,060.67	2,224,547.26	
Depreciation of Investments	494,320.80	10,000.00			504,320.80	
Net Profit for the Year	262,743.94	710,235.79	840,009.07	16,117.76	1,828,106.56	
	\$3,700,625.09	\$ 950,305.94	\$1,051,818.70	\$ 755,703.06	\$6,458,452.79	

THE CLEVELAND-CLIFFS IRON COMPANY,

PROFIT AND LOSS OF ALL COMPANIES FOR THE YEARS 1901 AND 1902.

	C. C. I. CO.	C. I. M. CO.	I. G. CO.	P. I. CO.	TOTAL 1902	TOTAL 1901
PROFIT						
On Ore	\$557,197.56	\$710,392.61	\$881,020.56	\$	\$2,148,610.67	\$1,795,416.00
Charcoal Pig Iron	173,583.48			80,675.97	199,258.45	91,671.91
Wood Alcohol	55,163.75				55,163.75	45,439.98
Acetate of Lime	12,106.47				12,106.47	14,325.35
Sale of Land, Bark & Stumpage: Parsons Tract	1,309.19				1,309.19	1,332.47
Sales of Elm & Basswood Logs	1,869.33				1,869.33	
Ground Rents	514.00	3,551.60	3,189.30		7,254.90	5,564.78
Discounts for prompt payment	1,219.60	716.63	549.97		2,486.21	1,663.67
Collection Fees	55.84				55.84	139.25
Sale of Material & Equipment	137.85	4,020.37	477.67	3.20	5,539.09	424.18
Rental of Machinery						20.00
Options			50.00		50.00	
Royalty	3,131.54			894.39	4,025.93	5,737.42
Operating Vessels	47,365.31	31,206.35			78,571.66	86,180.42
Interest on M. Ry. Co. Notes	19,098.02				19,098.02	31,318.29
Profit on M. Ry. Co. deal & Int. on Bonds						15,499.38
Premiums on Sale of C. C. I. Co. Bonds						17,015.00
Profit on Sale of Mine timber	8,687.89				8,687.89	
Lake Freights on Charter of outside Boats	532.70				532.70	
Shop Earnings		190.16			190.16	948.22
Rebates on Purchases	119.25	150.52	210.51		480.28	466.69
Operating M. & S. E. Ry. Co.	9,238.87				9,238.87	
House Sales		400.00			400.00	
	\$896,235.61	\$741,528.29	\$885,497.05	\$ 21,572.56	\$2,544,825.41	\$2,112,963.91
LOSS						
Gladstone City Lot Taxes	349.11				349.11	344.11
Maas Explorations	4,489.91				4,489.91	42,684.22
Mesaba "	40,048.22				40,048.22	
Swanzy "	19,748.76				19,748.76	
Special Expense, Mines	1,402.39	9.37			1,411.76	1,122.58
Personal Tax	142.32	125.69			268.01	226.15
Maintaining Tracks at Queen Mine	1,490.12				1,490.12	1,720.79
Expenses account purchases of Land	7,349.43				7,349.43	3,536.55
Taxes on Real Estate and Mineral Lands	16,860.88			1,360.81	18,221.64	3,109.06
Land Looking	5,216.58				5,216.58	
Grand Island Improvement	12,200.50				12,200.50	275.00
Repairs to Houses Less Rents	1,701.46	1,227.24	2,121.86		1,647.64	4,039.22
Operating Business Car	680.52				680.52	
Dunbar Pig Iron	2,519.20	459.72	864.26		3,833.18	124,328.24
Operating Land Department		2,727.29	11,911.56		9,174.27	11,204.25
Land Improvements		1,759.85	137.09		1,896.94	1,872.30
Explorations			60.81	113.38	174.19	2,225.69
Expense account Marquette property						73.91
Depreciation of Boarding House						1,622.54
Rent of Excelsior Furnace & Expenses				124.00	124.00	131.12
General Interest	60,650.34	6,633.95	1,727.85	151.83	68,963.97	40,822.61
General & Special Expense	12,872.86	16,958.72	32,419.23	540.05	62,791.46	49,218.05
Legal Expense	2,340.26	222.22	224.00	4,469.59	7,256.07	10,725.96
Expenses account Carp River water power			225.24		225.24	
	\$191,074.87	\$ 21,222.50	45,488.88	\$ 6,455.80	\$ 264,312.05	314,085.55
Operating Profit	\$705,160.74	\$720,305.79	\$840,009.07	\$ 15,117.76	\$2,280,513.36	\$1,798,878.36
Add Interest on Investments						1,075.00
Dividends Received viz:						
From Arctic Iron Co.	14,500.00				14,500.00	19,500.00
From Lake Superior Iron Co.						270,887.10
From United Dock Co.	37,404.00				37,404.00	40,255.20
TOTAL OPERATING PROFIT & DIVIDENDS Received	\$757,064.74	\$720,305.79	\$840,009.07	\$ 15,117.76	\$2,322,427.36	\$2,120,535.66
Less Depreciation of Investments	424,320.80	10,000.00			504,320.80	627,850.00
NET PROFIT	\$322,743.94	\$710,305.79	\$840,009.07	\$ 15,117.76	\$1,818,106.56	\$1,492,685.66
Less Dividends Paid	589,200.00				589,200.00	490,622.00
Increase in Surplus account		710,305.79	840,009.07	15,117.76	1,565,632.62	1,002,063.66
Decrease in Surplus account	\$322,456.06					

THE CLEVELAND-CLIFFS IRON CO.

COMPARISON OF PROFIT AND LOSS OF ALL COMPANIES, BY DEPARTMENTS FOR

THE YEARS 1901 AND 1902.

	1902	1901
MINE DEPARTMENT:		
PROFIT:		
Ashland Mine	\$ 80,665.25	\$ 126,480.88
Volunteer Ore	4,265.76	11,667.24
Imperial Ore	8,226.65	27,816.72
Noro Mine	99,291.23	14,485.06
Lake Mine	620,871.60	659,924.46
Cliffe Shaft Mine	620,204.78	318,201.12
Salisbury Mine	227,622.94	382,221.61
Tilden Mine	2,416.10	5,134.66
Poster Ore	624.01	14,896.80
Pitch Ore	4,716.29	1,327.21
Miscellaneous Items, e.g. house rents, land rents, sales of equipment, etc.	12,462.55	6,217.84
	1,712,150.06	1,562,062.89
LOSS:		
Michigan Ore	849.27	59,198.40
Webster Mine	368.67	400.79
Titan Mine	195.44	108.66
Explorations	64,461.08	55,872.14
Hematite Mine	226.19	266.19
Hard Ore Location	10,184.03	7,240.62
	70,344.68	123,176.93
NET PROFIT, MINE DEPARTMENT,	\$1,625,805.28	\$1,445,886.09
FURNACE DEPARTMENT:		
PROFIT:		
Pioneer Pig Iron,	\$ 173,682.48	\$ 90,706.84
Wood Alcohol,	55,162.75	45,439.98
Acetate of Lime	12,106.47	14,225.25
Miscellaneous Items, e.g. sales of land & timber Parsons Tract, lot rents, etc.	4,113.70	1,625.84
Carp River Furnace,	20,875.97	966.07
NET PROFIT, FURNACE DEPARTMENT,	\$ 270,642.27	\$ 153,063.05
VESSEL DEPARTMENT:		
PROFIT:		
Steamer "PIONEER"	\$ 5,577.76	\$ 8,656.30
" " "CADILLAC"	10,407.48	10,217.04
" " "ANDASTE"	12,656.73	14,548.85
" " "CHICATA"	9,179.26	16,880.00
" " "PONTIAC"	9,720.52	13,047.32
" " "FRONTENAC"	11,486.83	13,891.34
Schooner "CHATTANOOGA"	8,495.04	6,126.72
	68,522.62	
LOSS:		
Steamer "FALCON"	51.06	Profit 2,801.37
NET PROFIT, VESSEL DEPARTMENT,	\$ 68,471.56	\$ 86,180.42
Net Profit on Lake Superior Iron Co's. Ores,	\$ 318,922.20	\$ 230,942.66
" " " Regent Iron Co's. Ores,	152,198.76	69,522.65
Royalty on Fee in Queen Mines,	4,025.03	5,737.42
Net Profit Operating M. & S. E. Ry.	9,228.27	
MISCELLANEOUS PROFITS:		
Interest on Humising Ry. Co. note,	19,098.02	21,218.29
Profit on M. Ry. Co. Deal and Interest on Bonds		15,492.22
Premiums on New Issues of C. C. I. Co. Stock,		17,015.00
Profit on Sale of Mine Timber,	8,637.89	
Lake Freight on Outside Boats,	538.70	
TOTAL, MISCELLANEOUS PROFITS,	\$ 28,224.61	\$ 63,722.67
DIVIDENDS ON INVESTMENTS:		
From Arctic Iron Co.	\$ 14,500.00	\$ 19,500.00
" Lake Superior Iron Co.		270,327.19
" United Dock Co.	37,404.00	40,225.22
" Illinois Steel Co., (Bonds)		1,075.00
TOTAL DIVIDENDS RECEIVED,	\$ 51,904.00	\$ 331,717.30
TOTAL PROFIT,	\$2,522,604.68	\$2,386,793.19
DEDUCT:		
Loss on Dunbar Pig Iron,	2,922.68	134,336.24
" Operating Land Department,	2,174.27	10,766.06
" on Sale of Old Mine Hematite, Florence and Humbolt Ores,	10,284.20	
General Interest,	69,116.00	40,348.55
Miscellaneous Items, Cleveland,	115,579.27	70,264.88
TOTAL LOSS,	207,177.32	255,807.88
OPERATING PROFIT, EXCLUDING DEPRECIATION OF INVESTMENTS,	\$2,322,427.36	\$2,130,985.66
Deduct Depreciation of Investments,	504,220.80	627,250.00
NET OPERATING PROFIT,	\$1,822,106.56	\$1,462,735.66
Less Dividends Paid by C. C. I. Co.	589,200.00	490,625.00
NET PROFIT FOR YEAR, ALL FOUR COMPANIES,	\$1,238,906.56	\$1,002,112.66

THE CLEVELAND-CLIFFS IRON CO.

COMPARISON OF PROFIT AND LOSS OF ALL COMPANIES, BY DEPARTMENTS FOR

THE YEARS 1901 AND 1902.

	1902	1901
MINE DEPARTMENT:		
PROFIT:		
Ashland Mine	\$ 80,665.25	\$ 126,489.88
Volunteer Ore	4,265.76	11,667.24
Imperial Ore	8,226.65	27,816.72
Moro Mine	99,991.23	14,485.06
Lake Mine	620,871.60	659,924.46
Cliffe Shaft Mine	620,204.78	318,201.12
Salisbury Mine	227,622.94	382,221.61
Tilden Mine	2,416.10	5,134.66
Poster Ore	624.01	14,896.80
Pitch Ore	4,716.29	1,327.21
Miscellaneous Items, e.g. house rents, land rents, sales of equipment, etc.	12,462.55	6,917.84
	1,712,150.06	1,562,062.89
LOSS:		
Michigan Ore	849.27	59,198.40
Webster Mine	368.67	400.79
Titan Mine	195.44	108.66
Explorations	64,461.08	55,872.14
Hematite Mine	226.19	266.19
Hard Ore Location	10,184.03	7,240.62
	70,344.58	123,176.93
NET PROFIT, MINE DEPARTMENT,	\$1,625,805.28	\$1,445,886.09
FURNACE DEPARTMENT:		
PROFIT:		
Pioneer Pig Iron,	\$ 173,682.48	\$ 90,706.84
Wood Alcohol,	55,162.75	45,439.98
Acetate of Lime	12,106.47	14,225.25
Miscellaneous Items, e.g. sales of land & timber Parsons Tract, lot rents, etc.	4,113.70	1,625.84
Carp River Furnace,	20,875.97	966.07
NET PROFIT, FURNACE DEPARTMENT,	\$ 270,642.27	\$ 153,063.05
VESSEL DEPARTMENT:		
PROFIT:		
Steamer "PIONEER"	\$ 5,577.76	\$ 8,656.30
" " "CADILLAC"	10,407.48	10,217.04
" " "ANDASTE"	12,656.73	14,548.85
" " "CHICATA"	9,179.26	16,880.00
" " "PONTIAC"	9,720.52	13,047.32
" " "FRONTENAC"	11,486.83	13,891.34
Schooner "CHATTANOOGA"	8,495.04	6,126.72
	68,522.62	
LOSS:		
Steamer "FALCON"	51.06	Profit 2,801.37
NET PROFIT, VESSEL DEPARTMENT,	\$ 68,471.56	\$ 86,180.42
Net Profit on Lake Superior Iron Co's. Ores,	\$ 318,922.20	\$ 230,942.66
" " " Regent Iron Co's. Ores,	152,198.76	69,522.65
Royalty on Fee in Queen Mines,	4,025.03	5,737.42
Net Profit Operating M. & S. E. Ry.	9,228.27	
MISCELLANEOUS PROFITS:		
Interest on Humising Ry. Co. note,	19,098.02	21,216.29
Profit on M. Ry. Co. Deal and Interest on Bonds		15,492.22
Premiums on New Issues of C. C. I. Co. Stock,		17,015.00
Profit on Sale of Mine Timber,	8,637.89	
Lake Freight on Outside Boats,	538.70	
TOTAL, MISCELLANEOUS PROFITS,	\$ 28,224.81	\$ 63,722.67
DIVIDENDS ON INVESTMENTS:		
From Arctic Iron Co.	\$ 14,500.00	\$ 19,500.00
" Lake Superior Iron Co.		270,327.19
" United Dock Co.	37,404.00	40,225.22
" Illinois Steel Co., (Bonds)		1,075.00
TOTAL DIVIDENDS RECEIVED,	\$ 51,904.00	\$ 331,717.30
TOTAL PROFIT,	\$2,522,604.68	\$2,386,793.19
DEDUCT:		
Loss on Dunbar Pig Iron,	2,922.68	134,336.24
" Operating Land Department,	2,174.27	10,766.06
" on Sale of Old Mine Hematite, Florence and Humbolt Ores,	10,284.20	
General Interest,	69,116.00	40,348.55
Miscellaneous Items, Cleveland,	115,579.27	70,264.88
TOTAL LOSS,	207,177.32	255,807.88
OPERATING PROFIT, EXCLUDING DEPRECIATION OF INVESTMENTS,	\$2,322,427.36	\$2,130,985.66
Deduct Depreciation of Investments,	504,220.80	627,850.00
NET OPERATING PROFIT,	\$1,822,106.56	\$1,462,725.66
Less Dividends Paid by C. C. I. Co.	589,200.00	490,625.00
NET PROFIT FOR YEAR, ALL FOUR COMPANIES,	\$1,238,906.56	\$1,002,112.66

THE CLEVELAND-CLIFFS IRON CO

APPROXIMATE ANALYSIS of THE PROFIT AND LOSS OF ALL COMPANIES

FOR THE YEAR ENDING NOVEMBER 30TH, 1902

PROFITS FROM:			
Mines	\$1,747,596.37	\$	
Furnace Department	273,718.44		
Vessels	70,759.70		
Land Department	3,054.88		
TOTAL	\$2,095,129.39		
Less Taxes	110,723.54		
Profit after deducting taxes			1,984,405.85
MISCELLANEOUS PROFITS:			
On Ore from Lake Superior Iron Co. Mines	318,993.20		
On Ore from Regent Iron Co. Mines	152,198.76		
Royalty	4,025.93		
Profit Operating M. & S. E. Ry	9,238.87		
Sales of Land and timber	3,178.52		
Sales of Mine timber	8,637.39		
Interest on Minis & Ry. Co. Note	19,098.02		
			515,421.19
Add INTEREST ON INVESTMENTS:			
Dividend from Arctic Iron Co.	14,500.00		
" " United Dock Co.	37,404.00		
			51,904.00
TOTAL FROM OUTSIDE INVESTMENTS:			
TOTAL PROFITS			2,551,731.04
LESS:			
Loss on Dunbar Pig Iron	2,923.68		
Explorations	64,400.27		
General Interest	63,906.31		
Grand Island Improvement	13,200.50		
Land looking and expenses a/c Lands	12,566.01		
General Expenses & Miscellaneous Items	57,306.91		
Depreciation of Investments & Vessels	504,320.30		
			723,624.48
TOTAL NET PROFITS (EXCLUDING DIVIDENDS PAID)			1,828,106.56

NOTE:

Profit from mines includes profit made on Ore on hand at end of last year, amounting to \$ 1,034,869.93 and on Pig Iron, Alcohol and Acetate on hand amounting to \$ 27,633.58

The Depreciation charged off this year by the different departments and considered in arriving at above profits is, as follows:

Mines	\$ 114,395.32
Furnace Dept.	52,965.31
Vessels	30,000.00
Land Dept.	1,583.13
On Investments	468,320.30

TOTAL

674,265.56

THE CLEVELAND-CLIFFS IRON COMPANY

GENERAL BALANCE SHEET,

NOVEMBER 30TH, 1902.

A S S E T S	NOV. 30, 1901	NOV. 30, 1902	INCREASE	DECREASE
C.C.I. Co. Stock on hand, 900 Shares	\$ 90,000.00	\$ 90,000.00	\$	\$
Stocks & Bonds of other Companies,				
C.I.M. Co. stock on hand 100000 "	1,997,245.00	1,826,500.00		110,745.00
I.C.Co. " " " 20000 "	2,257,325.00	2,165,000.00		92,325.00
Arctic I. Co. " " " 10000 "	98,200.00	90,600.00		7,600.00
Upper Peninsula Land Co., Ltd., stock on hand, 3125 "	---	---		
Lake Superior Iron Co., stock on hand, 20999 "	609,539.13	494,500.00		125,039.13
Regent Iron Co. " " " 1125 "	10,000.00	10,000.00		
L.S. & I. Ry. Co. " " " 75 "	1,000.00	1,000.00		
Munising Ry. Co. " " " 8106 "	45,870.00	1,000.00		44,870.00
Munising Co. Stk " " " 4159 "	203,955.12	197,600.00		6,355.12
Bills Receivable, Munising Ry. Co. Accts. " " " "	376,722.35	376,722.35		
Lac La Belle Co., Stock on hand 100 Shares	79,896.12	222,604.98	142,708.80	
Gladstone Co. Bonds on hand, 22 Bonds,	13,200.00	13,200.00		
Upper Peninsula Land Co. Bonds on hand, 625 Bonds,		622,992.07	622,992.07	
Alger County Bonds on hand, 25 Bonds		35,000.00	35,000.00	
<u>Railroad and Terminal Properties</u>				
Cost of Marquette & Southeastern Value of Private Business Car, Tracks to Queen Mine,	507,579.29	576,552.72	68,974.50	
Real Estate & Timber Lands:				
Timber Lands,	277,062.51	660,053.72	382,987.27	
Real Estate at Gladstone, Land, Matthews Tract,	31,851.55	31,751.55		100.00
Ashland Mine Wood Land Purchase	14,954.19	14,453.86		500.33
Hemlock Stumpage & Lands, Mine Timber Purchase,	2,469.00	2,469.00		
Furnace " " "	18,858.11	55,000.00	55,000.00	
Real Estate in Toledo,	45,074.13	68,616.04	23,541.91	18,858.11
Real Estate in Toledo,		85,000.00	85,000.00	
<u>Mining Properties & Mineral Lands:</u>				
Fee in Queen, P. of W. & Blue Mines	26,375.00	25,775.00		1,100.00
" " Webster Mine,	19,736.55	19,736.55		
" " Lucy Mine		85,000.00	85,000.00	
Cost of Ashland Mine Lease,	558,286.55	472,000.00		80,286.55
" " Negaunee " "		228,085.08	228,085.08	
Mineral Lands,	704,804.01	748,314.46	43,710.45	
Mineral Leases,		35,848.00	35,848.00	
<u>Construction Accounts:</u>				
Pioneer Fee Constr'n. Account,	266,715.90	357,602.62	90,886.72	
Construction Account at Mines,	11,517.12	97,558.50	86,041.38	
<u>Vessels:</u>				
Steamer PIONEER,	80,000.00	75,000.00		5,000.00
" CADILLAC	75,000.00	70,000.00		5,000.00
" ANDASTE	95,000.00	90,000.00		5,000.00
" CHOCTAW	95,000.00	90,000.00		5,000.00
" FALCON	20,000.00	19,000.00		1,000.00
Schooner CHATTANOOGA,	55,000.00	50,000.00		5,000.00
<u>Mine Inventories:</u>				
Supplies on hand, viz:				
Michigan Mine,	16,279.23	9,450.17		6,829.06
Imperial " "	2,571.25	2,547.25		24.00
Maas " "	3,215.40	9,443.82	6,228.42	
Ashland " "	37,220.29	33,014.63		4,205.76
Miscellaneous Explorations		6,469.49	6,469.49	
<u>Ore Inventories:</u>				
Ashland Mine Ores:	100,267.80	248,262.35	147,995.05	
Michigan Mine " "	68,545.35	1,615.00		68,230.35
Volunteer Mine " "	106,157.80	86,058.75		20,099.05
Imperial " "	19,639.35			19,639.35
Florence " "	23,043.61	9,037.58		13,956.03
L. S. I. Co's. " "	57,804.80	23,501.08		24,103.72
<u>Pioneer Furnace Inventories:</u>				
Stock of Wood on hand,	108,438.39	192,780.06	85,341.67	
Supplies " " "	56,360.74	54,176.81		2,183.93
Ore " " "	37,211.04	16,762.91		20,448.13
Limestone " " "	1,121.53	123.75		997.78
Charcoal " " "	2,734.35	1,523.20		1,206.15
<u>Inventories Pig Iron & Fee Products:</u>				
Pioneer Pig Iron on hand,	116,963.00	8,988.00		107,975.00
Wood Alcohol " " "	6,188.02	3,201.29		2,886.73
Acetate of Lime " " "	1,332.85	262.40		1,111.45
Dunbar Pig Iron " " "	28,481.00			28,481.00
M. & S. E. Ry. Co. Inventory,		86,692.46	86,692.46	
Bills Receivable,	26,962.79	117,994.12	91,031.33	
Accounts Receivable	745,952.26	1,047,797.22	301,844.96	
" " (Constituent Cos.)		563,629.64	563,629.64	
<u>Cash on Hand:</u>				
Cleveland Office,	172,703.89	59,525.24		113,178.65
Mine Department,	754.07	1,212.15	458.08	
Pioneer Furnace,	696.93	2,850.62	2,153.66	
Land Department,	1,782.06			1,782.06
M. & S. E. Ry. Office,		6,192.29	6,192.29	
Telephone Coupons on Hand,	81.39	5.43		75.96
	\$10,452,162.69	12,802,189.28	\$2,351,026.59	

THE CLEVELAND-CLIFFS IRON CO.

GENERAL BALANCE SHEET

NOVEMBER 30TH, 1902.

	NOV. 30, 1901	NOV. 30, 1902	INCREASE	DECREASE
<u>LIABILITIES</u>				
Capital Stock,	\$5,000,000.00	\$5,000,000.00	\$	\$
<u>PIONEER FURNACE ACCOUNTS:</u>				
Fund for Extending dock at Gladstone,	4,051.23	4,051.23		
Insurance Fund, Chemical Plant,	7,146.02	9,822.42	2,750.40	
Relining & Renewals Account,	4,879.82	8,822.32	3,942.50	
Unclaimed Wages,	158.50	167.02	8.52	
Pay Rolls Unpaid,	18,000.65	31,092.18	13,091.53	
<u>MINE DEPARTMENT ACCOUNTS:</u>				
Pay Rolls Unpaid,	23,545.09	31,101.10	2,556.01	
Brass Checks Outstanding,	630.50	735.50	105.00	
Benefit & Suspense Funds,	4,189.71	4,856.59	666.88	
Pay Rolls Unpaid, M. & S. E. Ry. Co.		3,402.77	3,402.77	
Accounts Payable,	356,240.90	712,633.24	356,447.34	
" " (Constituent Cos.)	1,320,092.30	3,275,279.79	1,555,187.49	
Advance Payments on Undelivered Ore,	114,199.61	170,422.44	56,222.83	
Bills Payable,	614,250.00	1,297,344.38	683,094.38	
Surplus Account,	2,479,773.36	2,153,322.30		326,456.06
	\$10,452,162.69	\$12,803,169.28	\$2,351,026.59	

I R O N C L I F F S C O M P A N Y

GENERAL BALANCE SHEET, NOVEMBER 30TH, 1902.

	NOV. 30TH, 1901	NOV. 30TH, 1902	INCREASE	DECREASE
<u>A S S E T S</u>				
Cash on hand at Cleveland,	\$ 188,970.85	\$ 60,710.52	\$	\$128,260.33
" " " Dept. M. & M.	923.69	1,049.20	125.51	
" " " Land Dept.	672.50	5,072.17	4,399.67	
Illinois Steel Co. Bonds,	21,500.00			21,500.00
Pioneer Iron Co. Stock, 39300 shares	93,250.00	93,250.00		
Real Estate,	493,295.72	480,578.47		12,717.25
Bills Receivable,		12,668.66	12,668.66	
Accounts Receivable,	439,524.46	732,191.20	342,656.74	
" " (From Constituent Cos.)	1,089,708.22	1,774,141.83	684,433.61	
Ore on hand, Cliffs Shaft,	350,964.40	269,918.10		81,046.30
" " " Salisbury	71,227.00	152,980.00	81,573.00	
" " " Foster,	1,200.00			1,200.00
" " " Fitch	5,640.00			5,640.00
" " " Tilden	20,117.19	15,033.45		5,083.74
" " " Old Mine Hematite	17,231.50	12,414.00		4,817.50
Mine Inventory, Cliffs Shaft	41,298.00	65,296.72	24,000.66	
" " Salisbury	9,404.50	11,079.36	1,674.86	
" " Foster Equipment,		95.73	95.73	
Land Department, Inventory,	9,951.01	11,327.61	1,376.60	
Kilns,	5,119.70	4,750.85		368.85
Hospital at Ishpeming,	734.07	602.89		131.18
Bellevue Farm Improvement,	4,570.93	4,749.39	178.41	
	\$2,865,521.85	\$3,759,388.15	\$893,866.30	
<u>L I A B I L I T I E S</u>				
Capital Stock,	\$1,000,000.00	\$1,000,000.00	\$	\$
Benefit Fund,	8,018.50	10,807.24	2,788.74	
Brass Checks Outstanding,	627.75	592.75		34.00
Pay Roll Unpaid.	30,162.73	27,860.39		2,302.34
Bills Payable,	60,000.00	60,000.00		
Accounts Payable,	73,451.46	124,524.44	51,072.98	
Advance Payments on Undelivered Ore	189,669.63	192,000.73	2,331.10	
New Building Fund	177.43	177.43		
Surplus Account	1,503,414.35	2,343,423.42	840,009.07	
	\$2,865,521.85	\$3,759,388.15	\$893,866.30	\$

PIONEER IRON COMPANY

GENERAL BALANCE SHEET

NOVEMBER 30TH, 1902.

	NOV. 30, 1901	NOV. 30, 1902	INCREASE	DECREASE
<u>A S S E T S</u>				
Real Estate,	\$125,000.00	\$125,000.00	\$	\$
Cost of Excelsior Furnace,	10,000.00	10,000.00		
" " Carp River "	30,000.00	30,000.00		
Cash at Cleveland,	52,470.00	24,636.90		27,833.10
" " Marquette	956.46	450.76		505.70
" " Ishpeming	4.70	5.12	.42	
Stock of Ore at Furnace,	986.07	2,417.87	1,431.80	
" " Limestone at Furnace	1,825.56	358.60		1,476.96
" " Fuel " "		22.50	22.50	
" " Supplies " "		206.66	206.66	
Inventory at Furnace,	672.82	499.37		174.45
Stock of Pig Iron on Hand	33,704.50	7,121.00		26,583.50
Accounts Receivable,	28,092.88	106,095.54	78,002.66	
" " (Constituent Cos.)	89,180.99			89,180.99
Bills Receivable,	720.65			720.65
New Furnace, Pioneer No. 2	1,500.00	669,120.68	667,620.68	
Improvement Account Carp Furnace,	4,119.51	83.44		4,036.07
Construction " New Kilns		14,816.89	14,816.89	
	\$379,245.14	\$990,845.33	\$611,600.19	
<u>L I A B I L I T I E S</u>				
Capital Stock,	\$125,000.00	\$125,000.00		
Bills Payable,	60,000.00			60,000.00
Accounts Payable,	7,487.39	44,730.55	37,243.16	
" " (Constituent Cos.)	244,236.02	858,115.70	613,879.68	
Pay Rolls Unpaid	873.67	2,654.05	1,780.38	
Relinings & Renewals,	3,579.21		3,579.21	
Benefit Fund	319.44	319.44		
Surplus Account,	55,092.17	39,974.41	15,117.76	
	\$379,245.14	\$990,845.33	\$611,600.19	\$

THE CLEVELAND-GLIFFS IRON COMPANY

DISPOSITION OF INCOME ACCOUNT FROM MAY 14TH, 1891 TO NOVEMBER 30TH, 1902.

Capital Stock, 50,000 shares,	\$5,000,000.00	Capital Stock in Treasury, 900 shares	\$ 90,000.00
Profit Year 1891.	31,022.90	Dividend Paid in 1902, 1 1/2 %	57,213.00
" " 1892,	204,416.47	" " " 1903, 3 %	114,426.00
" " 1893,	252,742.07		
" " 1894,	123,353.33		
" " 1895,	147,853.19		
" " 1896,	137,590.96		
" " 1897,	158,847.53		
" " 1898,	412,122.15	Dividend Paid in 1898, 4%	152,588.00
" " 1899,	836,786.37	" " " 1899, 6%	228,882.00
" " 1900,	1,295,487.33	" " " 1900, 8%	305,176.00
" " 1901,	228,464.06	" " " 1901, 12%	490,823.00
" " 1902	262,743.94	" " " 1902, 12%	589,200.00
		C. I. M. CO. Stock on hand, 100,000 shares,	1,886,500.00
		I. C. CO. Stock on hand, 20,000 shares,	2,165,000.00
		Arctic Iron Co. Stock on hand, 10,000 shares,	90,600.00
		Upper Peninsula Land Co., Ltd. Stock on hand, 3125 shares	---
		Lake Superior Iron Co. Stock on hand, 20,999 shares,	484,500.00
		Regent Iron Co. Stock on hand, 1,125 shares,	10,000.00
		L. S. & I. Ry. Co. Stock on hand, 75 Shares,	1,000.00
		Munising Ry. Co., Stock on hand, 8,106 shares,	1,000.00
		Munising Co. Stock on hand, 4,159 shares,	197,600.00
		Lac La Belle Co., Stock on hand 100 Shares,	750.00
		Bills Receivable, Munising Ry Co Accts. " " " "	376,728.35
		Gladstone Co. Bonds on hand, 22 Bonds,	222,604.98
		Upper Peninsula Land Co., On hand, - 625 Bonds	13,200.00
		Alger County (Mich) Bonds, 35 Bonds,	622,992.07
		Cost of M. & S. E. Ry. Co.	35,000.00
		Private Business Car,	576,553.79
		Tracks to Queen Mine,	13,367.10
		Real Estate at Gladstone, Land, Matthews Tract,	24,254.58
		Ashland Mine Wood Purchase,	31,751.55
		Hemlock Stumpage & Lands,	14,453.86
		Furnace Timber Purchase,	2,462.00
		Timber Lands,	55,000.00
		Real Estate in Toledo,	68,616.04
		Fee in Queen, Prince of Wales & Blue Mine,	660,053.78
		Fee in Webster Mine,	85,000.00
		" " Lucy "	25,775.00
		Ashland Mine Lease,	19,735.55
		Negunnee " "	85,000.00
		Mineral Lands,	478,000.00
		Mineral Leases & Options,	228,085.08
		Pioneer Furnace Plant,	748,314.46
		Construction Acct. Mine Dept.	35,848.00
		Vessels (5 Steamers & 1 Sch'r)	357,602.68
		Supplies, Mine Dept.	27,558.50
		Ore on hand,	394,000.00
		Supplies at Furnace,	60,925.36
		Pioneer Pig Iron on hand,	378,525.26
		Wood Alcohol on hand	266,371.73
		Acetate of Lime on hand,	8,988.00
		Supplies: M. & S. E. Ry.	3,301.29
		Bills & Accts. Receivable,	262.40
		Accounts Receivable from Constituent Companies,	86,692.46
		Telephone Coupons on hand,	1,165,791.44
		Cash on hand	5.43
			69,781.90
			14,741.297.28
		Less Bills & Accounts, Pay- able \$2,274,587.19	
		Less Accts. Pay- able to Constit- uent Companies, 3,275,279.79	
			5,049,866.98
	\$9,091,430.30		\$9,091,430.30

I R O N C L I F F S C O M P A N Y

DISPOSITION OF INCOME FROM NOV. 30TH, 1899 TO NOVEMBER 30TH, 1902.

Capital Stock,	\$1,000,000.00		\$
Balance of Surplus Account as received from former Management,	812,884.24		
Profit year 1890,	361,069.75	Dividend paid 1890,	50,000.00
Profit year 1891,	400,698.73	" " 1891,	160,000.00
" " 1892,	172,944.88	" " 1892,	200,000.00
Loss " 1893,	31,103.75	" " 1893,	300,000.00
" " 1894,	49,964.96	" " 1894,	100,000.00
" " 1895,	11,905.30	" " 1895,	100,000.00
" " 1896,	52,637.80	" " 1896,	100,000.00
" " 1897,	59,130.39	" " 1897,	100,000.00
" " 1898,	37,594.31	" " 1898,	100,000.00
Profit " 1899,	126,290.99	" " 1899,	50,000.00
" " 1900,	467,144.52	" " 1900,	---
" " 1901,	664,707.64	" " 1901,	---
" " 1902,	840,009.07	" " 1902,	---
		Cash on Hand,	66,831.89
		Pioneer Iron Co. Stock on hand	93,250.00
		Real Estate,	480,578.47
		Bills & Accounts Receivable,	795,857.86
		Accounts Receivable (Const't. Bal,	174,141.83
		Ore on hand,	450,325.55
		Supplies on Hand,	88,299.42
		Kilns,	4,750.85
		Hospital at Ishpeming,	602.89
		Bellevue Farm, Bldgs & Equip't,	4,749.39
			5,019,388.15
		Less Bills & Accts Payable,	415,964.73
	\$4,603,423.42		\$4,603,423.42

THE CLEVELAND-CLIFFS IRON CO.

COMPARISON FOR FIVE YEARS OF PRODUCT FROM THE MINES CONTROLLED BY US.

GRADE	1898		1899		1900		1901		1902	
	TONS	%	TONS	%	TONS	%	TONS	%	TONS	%
C. C. I. CO.										
Hard Ore							34,867	17.		
Soft Ore							171,633	83.	309,701	100.
Bessemer							171,633	83.	308,691	99.7
Non-Bessemer							34,867	17.	1,010	.3
Total all kinds							206,500		309,701	
I. G. CO.										
Hard Ore	181,844	47.8	252,392	61.	264,330	60.	273,268	57.	284,562	61.
Soft Ore.	193,825	52.2	163,864	39.	175,960	40.	203,430	43.	178,686	39.
Bessemer	17,780	4.6	22,154	5.3	51,209	12.	85,033	18.	89,612	19.
Non-Bessemer	362,839	95.4	394,102	94.7	389,081	88.	391,665	82.	373,626	81.
Total all kinds	380,669		416,256		440,290		476,698		463,248	
C. I. M. CO.										
Hard Ore	10,651	2.4	41,235	7.7	181,671	24.	76,035	14.	76,024	14.
Soft Ore	440,090	97.6	496,086	92.3	535,491	76.	468,883	86.	477,831	86.
Bessemer	220,757	49.	173,254	32.	221,793	29.	186,203	34.	165,480	29.
Non-Bessemer	229,984	51.	364,067	68.	545,369	71.	258,765	66.	388,375	71.
Total all kinds	450,741		537,321		767,162		544,968		553,855	
ALL COMPANIES,										
Hard Ore	192,495	23.	293,627	31.	446,001	37.	384,220	31.	360,586	27.
Soft Ore	638,915	77.	659,950	69.	761,451	62.	843,946	69.	966,218	73.
Bessemer	238,537	28.7	195,408	21.	273,002	23.	442,869	36.	562,783	42.
Non-Bessemer	592,873	71.3	758,169	79.	934,450	77.	785,297	64.	763,021	58.
Total all kinds	831,410		952,577		1,207,452		1,228,166		1,326,804	

PRODUCT AND COST OF ORE AT MINES FOR FIVE YEARS

GRADE	1898		1899		1900		1901		1902	
	PRODUCT	COST	PRODUCT	COST	PRODUCT	COST	PRODUCT	COST	PRODUCT	COST
Clev'd. Hard	10,651	1.88	8,992	2.586	74,459	1.846	76,085	1.331	76,024	1.366
Clev'd. Lake	440,090	.812	465,452	.899	497,204	.987	468,883	1.023	477,831	1.006
Clev'd. Hemate Michigan			5,059							
Volunteer			32,243	1.264	87,370	1.320				
Imperial			25,575	.872	67,490	1.158				
Webster					20,797	1.402				
Ashland							171,633	1.545	309,701	1.550
Cliffs Shaft	181,844	.965	252,392	1.075	264,330	1.149	273,268	1.093	279,002	1.106
Salisbury	111,601	1.442	136,519	1.096	160,625	1.052	180,918	.991	178,686	1.037
Foster	36,391	.979					11,870		810	0.810
Tilden	50,833	.304	27,345	.387	15,325	.565	10,642	.373	4,750	.853
	831,410		952,577		1,207,452		1,228,166		1,326,804	

THE CLEVELAND CLIFFS IRON CO.
MINERAL LANDS PURCHASED DURING YEAR ENDING NOVEMBER 30TH, 1902.

Boyer	Tract	Regaince	\$11,000.00	
Gendron	"	"	8,000.00	
Connors	"	"	2,277.50	
Boniface	"	"	1,800.00	
Corbett	"	"	2,250.00	
Barabee	"	"	33.95	
Adams	"	"	3,000.00	
Delorier	"	"	350.00	
Kruse	"	"	15,000.00	
TOTAL PURCHASED				\$43,710.45

MINERAL LEASES AND OPTIONS PURCHASED DURING YEAR ENDING NOVEMBER 30TH 1902

Hill Tract (State Lease)	Sec. 36-58-18	\$ 4,200.00	
Stephenson Tract (Swazy)	Sec. 20-45-25	1,027.00	
East Itasca Mining Co. Tract	Sec. 31&33-57-22	13,000.00	
L. V. Hill	Sec. 10-56-23	5,005.00	
Cheesebrough Sweeney & Crosby Tract	Sec. 30-57-22	10,500.00	
Rock Option	Sec. 28&33-59-15	500.00	
Berriah Magoffin Option	Sec. 21-57-22	1,000.00	
TOTAL			\$35,848.00

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