

ANNUAL REPORT  
OF  
STEAMER FALCON  
1904.

STEAMER FALCON.

GENERAL OPERATIONS.

The Steamer FALCON started loading cargo of coal at Cleveland on first trip of season 1904 on June 18th, and left port June 20th. On final trip the steamer arrived at Cleveland, ready to go into winter quarters, on December 4th, having therefore been in commission 169 days.

The FALCON made eleven round trips during the period, transporting cargoes of pig iron on downbound trips from Marquette to Lake Erie ports. On the up-bound trips coal cargoes were delivered every time at the port of Marquette, with the exception of one trip made to Ashland. Altogether 21697 gross tons of freight were carried, steamer traveling 15851 miles.

The average rate of freight obtained on all cargoes carried during the season was \$.6096 per gross ton, as against \$.7343 in previous year. The average cost to carry per gross ton of freight was \$.5467 in 1904 and \$.6211 in 1903.

As stated above, all down bound cargoes of pig iron were loaded at Marquette, on which the only handling charge paid was 5¢ per ton for trimming. In 1903 the FALCON loaded six cargoes of pig iron at Ashland, on which 22¢ per ton was paid for loading and trimming, which accounts for the greatly increased cost per ton in that year. The freight rate received, however, on Ashland cargoes, included the 22¢ per ton for loading and trimming. The average net earnings per ton, therefore, are \$.0629 as compared with \$.1132 in preceding year.

STEAMER FALCON.

GENERAL REPAIRS.

The Extraordinary and General Repair Account on this steamer for 1904 amounted to \$458.15, among the items of which may be mentioned the following.

The smokestack of this steamer having collapsed at the end of the previous season, a new one 54" x 20', of 8# plate, was installed, at a cost delivered alongside the boat of \$88.62.

General repairs to hatches, rail, cabin doors, main deck, scuppers, spar deck planking, etc., were made, also calking where needed was done, all aggregating \$171.94.

21 sheets 30 x 96", bessemer steel, aggregating 3920 lbs., were fastened to the bow of this boat to protect her against ice, at a cost of \$33.63.

The repairs necessary to be placed upon this steamer before going to sea another season will be of the usual character. Inland-Lloyd's have called attention to several defective places, such as repairs to about 21 bulwark stanchions; repairs to hatch coamings where defective; plank sheer on port bow renewed; renewing planking on port bow; also the first three planks below plank sheer, and the fifth plank from plank sheer; engraving pieces here and there; a little calking where needed. 8 new pig iron trucks are also required.

The expenditure in the way of repairs ought not to much exceed \$300.00. Repairs to a wooden boat, however, are always problematical.

S T E A M E R F A L C O N .

P A I N T I N G .

In the early spring of 1904 the Steamer FALCON was given one coat of paint on outside of hull from light water line to load water line. During the running season two coats were applied on outside of hull above the load line. This part of the steamer was thoroughly scraped before applying the first coat.

The spar deck received one coat during season. One coat was also applied to the forward and midship cabins. The after cabin was badly blistered and old paint was thoroughly burned and scraped, then sandpapered, and two light coats applied. The canvass on after cabin roof had become badly worn and it was necessary to replace with new. This renewed part necessitated four coats of paint to become waterproof. The ceilings of dining room and galley were painted by shipkeeper during winter of 1903-4. The two spars were given a thorough coat of paint during season and smokestack was painted three times. The ceiling and sides of engine room were painted once, and engine room floor three times during season.

The Master recommends painting on outside of hull from light water line to load line before starting on first trip of season 1905, so as to become thoroughly dry.

STEAMER FALCON.

ACCIDENTS.

SEPTEMBER 4, 1904, BUFFALO, N.Y.: While unloading pig iron at the Knowlton Warehouse Dock, Buffalo, the cable of the derrick broke, allowing a ton bucket of pig iron to fall on the deck, breaking four deck beams between Nos. 3 and 4 Hatches. Repair was made to these deck beams by the Connor Contracting Co. and bill paid by them.

STEAMER FALCON.

	1903		1904	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	117½	53.1	96½	57.1
Time sailing,	94	42.5	68½	40.5
Time lost by bad weather, fog and low water,	6½	2.9	3	1.8
Time lost at Soc Canal and River,	1½	.6	1	.6
Time lost by accidents,	----	-----	----	-----
Time lost by Str. J.N. Glidden sunk in St. Clair Canal,	2	.9	----	-----
TOTAL TIME IN COMMISSION,	221	100.0	169	100.0
Number of trips made,	13		11	
Number of cargoes carried,	26		22	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1901.....56.9

Season 1902.....54.9

Season 1903.....53.1

Season 1904.....57.1

LGM THB  
2-8-05

STEAMER FALCON.

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS.</u>			
11 cargoes pig iron from Marquette,	11071	\$ 8,952.75	\$.8087
1 cargo coal to Ashland (1065 net tons @ 35¢),	950	372.68	.3923
10 cargoes coal to Marquette (10686 net tons coal-av.rate.3551) ( 152 net tons coke at .70 )	9676	3,900.84	.4031
<u>22</u>	<u>21697</u>	<u>\$13,226.27</u>	<u>\$.6096</u>
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 458.15		
Ship Keeping and Winter Dockage,	71.00		
Fitting Out,	579.01		
Wages and Captain's Salary,	5,088.75		
Captain's Expense Account,	36.28		
Tug Services,	17.95		
Handling Cargoes,	555.55		
Taxes,	85.07		
Marine Insurance,	826.41		
Freight List Insurance,	46.75		
Mates Supplies,	112.73		
Provisions,	856.53		
Stewards Supplies,	80.65		
Fuel,	2,106.35		
Engineers Lubricants,	66.29		
Engineers Supplies,	66.13		
Boiler Repairs,	15.60		
Machinery Repairs,	44.37		
Auxiliary Machinery Repairs,	3.00		
General Expenses (Telegrams, Dues Lake Car.Assn., etc.),	295.57		
Laying Up,	450.52	11,862.66	.5467
Total net gain for season 1904,		\$ 1,363.61	\$.0629

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs was  
\$.5256 in 1904 and \$.6076 in 1903.

LGM THB  
2-8-05

STEAMER FALCON.

COMPARISONS.

	1903	1904
Days in commission,	221	169
Number of miles traveled,	20388	15851
Number of trips made,	13	11
Number cargoes freight carried,	26	22
Gross tons freight carried,	25895	21697
Average rate freight per gross ton,	\$.7343	\$.6096
Average cost to carry per gross ton freight,	.6211	.5467
Net earnings per ton freight carried,	\$.1132	\$.0629
Cost per ton to operate after eliminating Extra.& General Repairs,	\$.6076	\$.5256
Gross Receipts,	\$19,015.98	\$13,226.27
Gross Expenditures,	16,084.34	11,862.66
Net Earnings,	\$ 2,931.64	\$ 1,363.61
Percentage of operations to earnings,	84.6	89.7
Gross earnings per mile traveled,	\$.9327	\$.8344
Operating expenses per mile traveled,	.7889	.7484
Net earnings per mile traveled,	\$.1438	\$.0860
Gross earnings per day,	\$86.04	\$78.26
Operating expenses per day,	72.78	70.19
Net earnings per day,	\$13.26	\$ 8.07
Expenses per day excluding cargo handling costs,	\$64.35	\$66.90
Expenses per day exclud.cargo handling costs and Extra.& Gen.Repairs,	\$62.77	\$64.19
Cost provisions per man per day (Excluding extra meals),	\$.375	\$.383
Average lbs. coal consumed per hour steamed,	1004	1051
Average lbs. coal consumed per mile steamed,	110	109
Average cost coal consumed per mile steamed,	\$.1580	\$.1329
Average coal oil consumed per hour steamed,	\$.0375	\$.0402
Average cost oil consumed per mile steamed,	\$.00411	\$.00419
Average wages paid per day while in commission,	\$25.74	\$25.29
Average number days per trip,	17	15½
Average number of miles per hour - light,	10.40	11.23
Average number miles per hour - loaded,	9.04	9.50
General average number miles per hour,	9.12	9.62
Average gross tonnage of pig iron cargoes,	997	1006
Average draft water on pig iron cargoes,	(14'8"Ford 15'3"Aft	(14'8"Ford 15'5"Aft
Average mean draft water on pig iron cargoes,	14'11"	15'½"
Average net tonnage of coal cargoes,	1116	1094
Average draft water on coal cargoes,	(14'10"Ford 15'6"Aft	(14'9"Ford 15'4"Aft
Average mean draft water on coal cargoes,	15'2"	15'



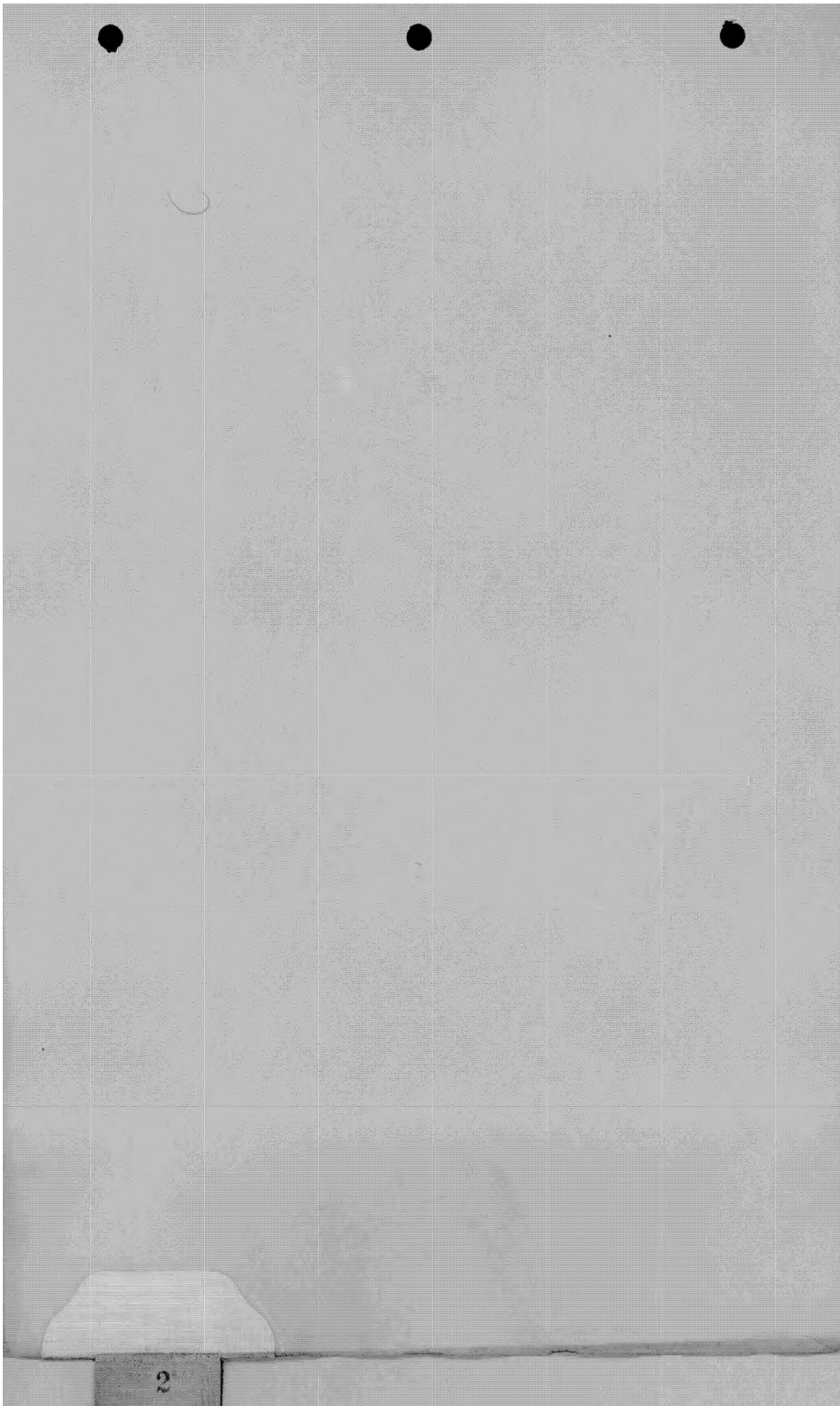
STEAMER FALCON

COMPARISON OF ITEMS OF DISBURSEMENT.

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$ 350.13	\$ 458.15	\$+ 108.02	
Ship Keeping and Winter Dockage	60.00	71.00	+ 11.00	
Fitting Out	558.17	572.01	+ 23.84	
Wages and Captains Salary	6,831.15	5,098.75	- 1,542.40	A shorter season in 1904. Rate of wages was about the same for both years.
Captains Expense Account	47.02	36.28	- 10.74	
Tug Service	214.72	17.06	- 196.78	
Handling Cargoes	1,861.06	555.55	- 1,305.51	In 1903 carried 6 cargoes Pig Iron from Ashland on which Steamer paid 23¢ per ton for loading and trimming, which was included in the freight rate.
Taxes	85.30	85.07	- .23	
Marine Insurance	874.11	826.41	- 47.70	Decreased valuation in 1904, and lessened premium due to rebate received account of lay up returns short season.
Freight List Insurance	58.86	46.75	- 12.11	
Mates Supplies	240.50	112.73	- 127.57	
Provisions	1,136.02	896.53	+ 17.68	Based on increased cost of \$.008 per man per day.
Stewards Supplies	56.78	80.86	+ 23.87	
Fuel	3,222.27	2,106.35	- 19.20	Based on decreased consumption of one pound per mile run.
Engineers Lubricants	83.23	66.29	+ 1.26	Based on increased cost of \$.00008 per mile run.
Engineers Supplies	52.24	66.13	+ 13.29	
Boiler Repairs	22.07	15.80	- 6.47	
Machinery Repairs	37.45	44.27	+ 6.92	
Auxiliary Machinery Repairs	10.74	3.00	- 7.74	
General Expenses	247.28	225.57	+ 47.69	
Laying Up	230.62	450.52	+ 219.90	Engineers Department did fitting out work on machinery both years while laying up. In 1904 the necessary supplies and repairs in Engineers Dept. exceeded 1903 by \$168.20

LCH-LJD  
2/10/05





**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.. February 7th., 1905

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

Dear Sir:-

I hand you herewith detailed report of operations for the year 1904.

Length of Tracks Owned and Leased.

<u>MAIN LINE.</u>	<u>Miles</u>
Owned - West End Mdse. Dock to C. & N.W. connection, Ishpeming	19.94
Leased- C. & N.W. connection to Cleveland Lake Connection	<u>.92</u>
	20.86

SIDINGS OWNED.

Presque Isle - West Yard	37497.7
Forestville	551.0
Dead River	2091.5
Eagle Mills	1562.6
Queen Mine Station	1522.8
Queen Mine Spur	1353.0
Negaunee Mine Connection	1323.0
Foster Connection	947.3
Lucy Mine Connection	187.0
Negaunee Passenger Station	645.0
Ishpeming	<u>14000.7</u>
	11.68

Sidings Owned Jointly with C. & N.W.  
Ry. & D.S.S. & A. Ry.

Negaunee Mine Tracks	11636 ft. - 2.20 mi.
L.S. & I. - 1/3 interest	<u>.73</u> <u>12.41</u>
Ford.	33.27

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MARQUETTE, MICH..

W.G M.#2.

Miles

Ford.

33.27

SIDINGS LEASED - ISHPEMING

C. & N.W.Ry.	Lease of Jany. 2, 1897 Terminates 1 year's notice	28383 ft.	
C. & N.W.Ry.	Lease of Aug. 1, 1900 Expired Dec. 31, 1904 but arrangement made for extension of 1 year.	5800 ft.	
C&NW and D.S.S. & A.Ry.	Lease of Aug. 1, 1900 Expired Dec. 31, 1904 but arrangement made for extension 1 year.	25770 ft.	
D.S.S. & A.Ry.	Lease Aug. 1, 1900 Expired Dec. 31, 1904 but arrangement made for extension 1 year.	11172 ft.	
C. & N.W.Ry.	Lucy Mine Lease June 4, 1903 Terminates 6 mos. notice	2700 ft.	
		73825 ft.	<u>13.98</u>
	<b>Total Track Owned and Leased</b>		<u>47.25</u>

	<u>Main</u>	<u>Siding</u>	<u>Total</u>
Total length of all tracks owned including L.S. & I. 1/3 of joint tracks	19.94 mi.	12.41 mi.	32.35 mi.
Total Length of all tracks leased	0.92 <u>20.86</u>	13.98 <u>26.39</u>	14.90 <u>47.25</u>

The mileage has been increased this year by sidings owned

Negaunee Mine Connection	0.25 miles
Negaunee Mine Joint Tracks-2.20 - LS&I 1/3 -	0.73 miles
Net Increase	0.98 miles

Sidings leased same as for 19<sub>03</sub>.

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**W.G.M.3.**

Sidings Taken Up.

None.

Total Length of Tracks Used by the L.S.& I.Ry.

Total Maine Line Owned	19.94 miles
Total Main Line Leased	0.92 "
Total Sidings Owned, exclusive of Joint Tracks	11.68 "
Total Sidings Owned jointly (1/3 L.S.& I.)	2.20 "
Total Sidings Leased	<u>13.98 "</u>
Total Tracks Used	48.72 "

The Negaunee Mine Connection was put into connect the L.S.& I. with the Negaunee Mine joint tracks and the cost charged to Maintenance of Way - Improvement Account.

The Negaunee Mine joint tracks were acquired by purchase of a 1/6 interest each from the C.& N.W. and D.S.S.& A.Rys. and the cost charged to Maintenance of Way - Improvement, the total cost of both tracks being as follows:

Negaunee Mine Connection	\$5187.79
1/3 interest in Negaunee Mine Tracks	<u>5541.20</u>
	\$10728.99

and the tracks were for the purpose of taking ore from the Negaunee Mine controlled by the Cleveland-Cliffs Iron Company.

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W.G.M.#4

**MAINTENANCE OF EQUIPMENT.**

**EQUIPMENT OWNED.**

ENGINES.

Consolidated Compound	4	
Consolidated Simple	2	
Six-Wheel Switch	5	
Four-Wheel Switch	3	
	14	

CARS.

Combination Passenger and Baggage Coach	1	
Coaches	3	4
Steel Ore Cars - 100,000 lbs.capacity	90	
Wooden Ore Cars - 60,000 lbs.capacity	400	
Flat and Gondola Cars - 60,000 lbs.capy.	20	
Four-wheel Cabooses	4	514
Total		518

being the same as for 1903.

125 Steel Ore Cars, 100,000 lbs. capacity, have been ordered from the Pressed Steel Car Company for delivery in April, 1905.

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W.G.M.#5.

The charge for Improvement transferred to Maintenance of Equipment was as follows:

Repairs and Renewals Freight Cars - Improvement - \$674.29, was for changing air brake pipes to standard height. The charge for this in 1903 was \$156.30, making the total cost \$830.59 or an average cost per car of \$1.69.

Repairs and Renewals Shop Machinery and Tools - Improvement - \$1366.78, is for completion of shop improvement.

The total Maintenance of Equipment - Improvement is \$2041.07, a decrease from 1903 of \$10270.04.



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W.G.M.#6.

Repairs and Renewals of Locomotives was as follows:

Eng.	Labor	Material	Total	Mileage on L.S. & I.	Cost per Engine Mile for Repairs - cents
✓ 1	1439.82	846.48	2286.30	12310	18.57
✓ 2	874.49	564.57	1439.06	10988	13.10
✓ 3	868.15	463.28	1331.43	8540	15.59
✓ 4	1110.49	446.73	1557.22	2414	64.51
✓ 5	250.20	70.16	320.36	9729	3.29
✓ 6	465.76	473.09	938.85	10409	9.02
7	530.91	410.09	941.00	10282	9.15
8	156.78	154.22	311.00	11361	2.74
9	769.27	572.25	1341.52	13730	9.79
10	243.69	434.97	678.66	10203	6.65
11	99.23	54.25	153.48	8824	1.74
12	442.52	147.64	590.16	2515	23.47
13	101.63	70.11	171.74	2753	6.24
14	105.07	38.60	143.67	4877	2.95
	<u>\$7458.01</u>	<u>\$4746.44</u>	<u>\$12204.45</u>	118935	10.26

Foreign Engines,

M.Ry.  
Engs.

22				36	0.00
23	24.57	16.53	41.10	5577	.74
24				230	0.00
25	8.72	7.20	15.92	1644	.97
	<u>\$33.29</u>	<u>\$23.73</u>	<u>\$57.02</u>	7487	.76

M&SE  
Engs.

31	85.18	47.88	133.06	3800	3.50
32	138.01	124.06	262.07	10713	2.45
	<u>\$223.19</u>	<u>\$171.94</u>	<u>\$395.13</u>	14513	2.72

Grand

Total \$7714.49    \$4942.11    \$12656.60    140935    8.98

Comparison with 1903.

Total \$9106.69    \$6082.66    \$15189.35    161891    9.38

Inc.

Dec. \$1392.20    \$1140.55    \$3532.75    20956    .40

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W.G.M.#7.

Engines 1, 2, 3, 4, 7, 9, and 12 received general repairs, Engines 1, 2, 3, and 4 having new side sheets in fire box.

Repairs have been particularly heavy during 1903 and 1904 account of flues and fire boxes giving out. All consolidation engines have now had new fire box side sheets except Engine 5 which is now in shop for that class of repairs and for a few years, unless fire boxes on switch engines give out, repairs will be nominal - say, from \$600.00 to \$800.00 a year for each engine.

To offset repairs, engines earned as follows for mileage made for other roads and individuals, accounted for under head of Miscellaneous Earnings -

From M. & S.E. Ry.	34984 miles	\$3541.45
" Munising Ry.	19371 "	1734.39
" Cleveland-Cliffs Iron Co.	<u>1752 "</u>	<u>303.93</u>
	56107 "	\$5579.77

Average per mile - 9.9 cents.

Credit :

By rental paid M. & S.E. Ry.	14454 miles	722.70
" " " Munising Ry.	<u>11120 "</u>	<u>556.00</u>
	25574 miles	\$1278.70

Average per mile - 5 cents

Net 30533 miles \$4301.07

Average per mile - 14 cents.

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**W.G.M.#8.**

Munising Ry. engines 25 and M. & S. E. Engine 32 were given general repairs and Munising Ry. Engines 21, 22, 23, and 24, also M. & S. E. Ry. Engine 32 running repairs as needed.

The amount paid for 10% added to labor and material furnished Munising Ry. was \$1305.88 and M. & S. E. Ry. was \$890.26 - Total, \$2196.14.

Comparative Engine Expense per Mile was as follows:

		<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>	<u>1899</u>
For Repairs	Cents	8.98	9.38	3.88	4.32	2.43	4.21
" Fuel	"	15.60	15.77	14.67	12.89	13.32	10.50
" Stoves	"	.77	.79	.52	.47	.47	.50
" Engineers and Firemen	"	7.53	7.41	6.08	6.28	6.44	6.23
" Hostlers and Wipers	"	<u>2.56</u>	<u>2.05</u>	<u>2.25</u>	<u>1.83</u>	<u>2.01</u>	<u>1.88</u>
		35.44	35.40	27.40	25.79	24.67	23.32

Repairs have decreased	0.40 cents per mile			
Fuel has decreased	0.17	"	"	"
Stores have decreased	0.02	"	"	"
Engineers and Firemen have increased	0.12	"	"	"
Hostlers and Wipers have increased	0.51	"	"	"
Total Expenses have increased	0.04	"	"	"

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**W.G.M.#9.**

Fuel charged out in 1904 at	\$2.65 per ton
"      "      "      " 1903 "	2.94 " "
"      "      "      " 1902 "	2.74 " "
"      "      "      " 1901 "	2.90 " "
"      "      "      " 1900 "	2.85 " "

3/4" coal cost delivered in 1904 - \$2.55 per ton

1 1/4" coal cost                                 \$2.65 " "

Fuel carried over from 1903 increased the average.

Coal received the first half of year was good but that received the latter part of season was particularly poor.

Hostlers and Wipers increased by less road miles, while switching mileage remained about the same.

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MARQUETTE, MICH..

W.G.M.#10.

Pounds of coal consumed per Engine Mile, as follows:

	1904	1903	1902	1901	1900	1899
Passenger,	63.63	48.83	49.64	48.66	48.17	49.91
Freight,	140.97	140.59	123.56	111.70	110.99	107.38
Switching,	112.43	111.56	95.59	80.34	85.56	93.27
Work	109.09	50.45	104.00			

Progressive Statement of repairs to engines, per engine and per mile, since road was opened, for L.S. & I. engines proper, is as follows:

	Per Engine	L.S. & I. Miles	<u>REPAIRS ENGINES.</u>		Per Mile -Cents
			On Foreign Roads	Total	
1896	46.66	27472	None	27472	1.71
1897	338.52	111699	"	111699	3.04
1898	573.37	112158	39873	152031	4.89
1899	536.18	153435	70613	224048	3.35
1900	382.10	178651	41680	220331	2.43
1901	637.93	197341	9659	207000	4.31
1902	516.69	188565	48261	236826	3.05
1903	1049.34	136614	52714	189328	7.76
1904	871.75	118935	55166	174101	7.01

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

W.G.M.#11.

**PASSENGER CAR REPAIRS.**

Total Cost - \$732.73 - an increase over 1903 of \$246.23 by one combination car and one passenger car receiving general repairs.

Amount received for Rental Passenger Cars accounted for under head of Miscellaneous Earnings was as follows -

From M. & S.E. Ry.	34704 miles @ 1¢	347.04
" Munising Ry.	35000 " " 1¢	350.00
		<b>\$697.04</b>
Credit:		
By paid Munising Ry.	9180 miles @ 1¢	91.80
		<b>\$605.24</b>

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	"	
1898	59.80	.46
1899	22.71	.40
1900	83.38	1.61
1901	150.02	3.32
1902	28.09	.47
1903	121.62	1.29
1904	183.18	2.07

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MARQUETTE, MICH..

W.G.M.#12.

**REPAIRS FREIGHT CARS.**

Total cost for the year including Improvement - \$16450.23, an increase over 1903 of \$6038.97. Every ore car was taken into the shops and given a general overhauling and put in good condition, the increasing age of wooden cars making an increased expense, many of the wooden cars requiring new side and intermediate sills, door beams, draft timbers, deadwoods end and side planks and draw bar and truck springs.

Fifty steel ore cars were thoroughly scraped and given two coats of paint with air spray at an average cost of \$5.62 per car or a total cost of \$281.00 for both labor and material.

834 wheels were replaced during the year for following defects -

Seamy Tread	54
Shelled Tread	10
Broken	25
Cracked	20
Worn Tread	54
Worn Flange	649
Slid flat	22

The total number is an increase over 1903 of 388 and 1902 of 585.

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**W.G.M.#13.**

Cost per mile for L.S.& I.cars - 1.13 cents or an increase  
 per mile over 1903 of .66 cents.

Cost per car for L.S.& I.cars - \$32.00, an increase over 1903  
 of \$11.75.

Repairs to wooden ore cars increased	\$5106.69
or \$12.77 per car as explained below.	

Repairs to Steel ore cars increased	949.70
or \$10.55 per car as explained below	

Repairs to caboose and gondola cars decreased	88.46
or \$3.67 per car as explained below	

Repairs to foreign cars increased	71.04
Total increase	\$6038.97



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MARQUETTE, MICH..

W.G.M.#14.

The total expense is divided as follows:

	L.S.& I. Wooden Ore -400-	Per Car	L.S.& I. Steel Ore -90-	Per Car	L.S.& I. Other Freight -24-	Per Car	Foreign Cars
Bodies	\$2924.02	7.31	290.76	3.23	218.77	9.11	1.55
Draft Rigging	585.42	1.46	22.12	.25	3.27	.14	
Draw Bars	586.33	1.47	144.28	1.60	9.60	.40	
Knuckles	87.88	.22	20.26	.22	9.65	.40	26.39
Trucks	6112.66	15.28	762.74	8.48	92.12	3.84	
Air Brakes *	2889.18	7.22	457.63	5.08	44.61	1.86	
	<u>\$13185.49</u>	<u>32.96</u>	<u>1697.79</u>	<u>18.86</u>	<u>378.02</u>	<u>15.75</u>	<u>27.94</u>
Inspection	683.93	1.71	139.60	1.55	11.23	.47	1.70
Accident Repairs	214.88	.54	12.66	.14	55.59	2.31	41.40
Total 1904	\$14084.30	35.21	1850.05	20.55	444.84	18.53	71.04
Total, 1903	8977.61	22.44	900.35	10.00	533.30	22.20	None
Increase	5106.69	12.77	949.70	10.55			71.04
Decrease,					88.46	3.67	

\* \$674.29 was added to Air Brakes account changing same.

Total Charge to Repairs and Renewals - \$16450.23.

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MARQUETTE, MICH..

W.G.M.#15.

The difference in Repairs Wooden Cars compared with 1903 is as follows:

	<u>Total</u>		<u>Per Car</u>	
Bodies	\$1105.01	Increase	\$2.76	Increase
Draft Rigging	338.44	"	.85	"
Draw Bars	230.65	"	.58	"
Knuckles	24.82	Decrease	.06	Decrease
Trucks	2608.14	Increase	6.52	Increase
Air Brakes	1153.54	"	2.88	"
Inspection	1.72	"		
Accident Repairs	<u>305.99</u>	Decrease	<u>.76</u>	Decrease
Total Increase	<u>\$5106.69</u>		<u>\$12.77</u>	Increase

Increase in Trucks due to more wheels replaced.

Increase in Air Brakes by \$1.38 per car in 1904 changing pipes to standard height.

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MARQUETTE, MICH.

**W.C.M.#16.**

The difference in Repairs Steel Ore Cars compared with 1903 is as follows:

	<u>Total</u>		<u>Per Car</u>	
Bodies	\$251.20	Increase	\$2.79	Increase
Draft Rigging	20.52	"	.23	"
Draw Bars	33.60	"	.37	"
Knuckles	26.56	Decrease	.30	Decrease
Trucks	562.42	Increase	6.25	Increase
Air Brakes	90.68	"	1.01	"
Inspection	9.72	"	.11	"
Accident Repairs	<u>8.12</u>	"	<u>.09</u>	"
Total Increase	<b>\$900.35</b>		<b>\$10.55</b>	

Increase in Bodies, by the painting of 50 bodies at \$4.92 each, averaging for the 90 cars - \$2.73 each.

Increase in Trucks, by the painting of 50 trucks at 70¢ each, averaging for the 90 cars, 39 cents each, the balance by wheels, etc.

Increase in Air Brakes by the changing of pipes to standard height, costing per car - \$1.38.

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MARQUETTE, MICH.

W.G.M.#17.

The difference in Repairs Other Freight Cars compared with 1903 is as follows -

	<u>Total</u>	<u>Per Car</u>
Bodies	\$143.80 Decrease	\$5.99 Decrease
Draft Rigging	3.91 "	.16 "
Draw Bars	1.10 "	.05 "
Knuckles	5.75 Increase	.25 Increase
Trucks	7.20 "	.30 "
Air Brakes	7.63 Decrease	.32 Decrease
Inspection	8.75 Increase	.37 Increase
Accident Repairs	<u>46.28</u> "	<u>1.93</u> "
Total Decrease	\$88.46	\$3.67

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MARQUETTE, MICH..

W.G.M.#18.

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

REPAIRS FREIGHT CARS.

	Wooden - 424			Steel - 90		
	Per Car	Per Mile -cents -	Average Miles	Per Car	Per Mile -cents-	Average Miles
1896	2.08	.18	1184	None		
1897	10.41	.31	3538	"		
1898	11.24	.33	3478	"		
1899	10.68	.28	3825	Not kept separately		
1900	13.09	.37	3506	11.08	.33	3328
1901	12.30	.33	3667	12.69	.37	3434
1902	19.46	.47	4163	14.69	.39	3823
1903	22.44	.75	3002	10.00	.31	3220
1904	35.21	1.25	3521	20.55	.77	2684

Repairs Shop Machinery and Tools, increase \$409.78 in repairs and miscellaneous small repairs.

Other Expenses increased \$2713.94 by fuel, engines, power and lighting being charged direct to this account instead of being pro-rated among other items as heretofore.

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MARQUETTE, MICH..

W.G.M.#19.

**MAINTENANCE OF WAY - Including Structures.**

Total Maintenance of Way Expenses were \$38933.53, a decrease from 1903 of \$845.61.

Charges to Improvement Account, transferred to the proper head under Maintenance of Way, are as follows:

<u>Repairs Roadway</u> - Balance Negaunee Mine Connection	2725.70
1/3 interest C&NW and DSS&A joint tracks	<u>5541.20</u> ✓
	\$8266.90
 <u>Repairs Buildings</u> - Balance Shop Improvements	 <u>1988.06</u>
	\$10254.96

The total Maintenance of Way Improvement is a decrease from 1903 of \$8801.53.

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MARQUETTE, MICH.

W.G.M.#20.

Repairs Roadway - Total charge \$6747.75, a decrease of \$1943.59 by less labor and material used.

Renewal Ties - Total charge of \$1398.14, an increase of \$960.15 by more ties required.

Tie Renewals and cost as follows -

Switch Ties	8 sets	@ \$28.33	\$226.63
Cross Ties	4148	" 28.24	1171.51
			\$1398.14

Cost of ties, is cost, inspection, loading and delivering on track ready to put in.

Repairs Bridges and Culverts - Total charge of \$2271.09, an increase of \$739.17 caused by Bridges 3,4,6,9,10,11 and 13 having extensive repairs to foundations account of decayed norway piles.

Repairs Docks and Wharves - Total charge of \$12819.18, an increase of \$7703.02, caused by dredging at a cost of \$2010.00 and the balance by necessary repairs to dock but almost wholly by replacing all norway piling in foundation to approach.

Removal Snow and Ice - total charge \$2209.41, an increase of \$495.31, and caused by more severe weather, especially the fore part of 1904.

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MARQUETTE, MICH.,

W.G.M.#21.

Total charge for Repairs Roadway and Renewal Ties is \$8145.89.

Detailed Cost is as follows -

	Main Line - 19.94 miles			Sidings - 12.41 miles		
	Labor	Material	Total	Labor	Material	Total
	\$4891.76	\$1967.83	\$6859.59	\$1045.14	\$241.16	\$1286.30
Per mile	245.32	98.68	343.96	84.21	19.43	103.65
Per foot - cents	4.64	1.87	6.51	1.6	.36	1.9

Comparison in 1903.

	\$6642.96	\$1027.29	\$7669.76	\$1115.49	\$344.08	\$1459.57
Per mile	333.14	51.51	384.63	99.59	30.72	130.31
Per foot-cents	6.24	0.97	7.3	1.9	0.6	2.5

Total Main Line and Sidings.

	1904	1903	1902	1901
	32.35 miles	31.14 miles	31.0 miles	30.83 miles
Labor and material	\$8145.89	\$9129.33	\$8964.02	\$8384.85
Cost per mile	251.80	293.17	289.17	271.96
Cost per foot-cents	4.7	5.55	5.48	5.15



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MARQUETTE, MICH..

W.G.M.#22

Queen Mine Tracks - 4.11 miles.

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

Maintenance divided on tonnage basis.

	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
Total Maintenance	\$1196.96	\$1989.09	\$2955.81	\$2960.36
Per Mile	291.23	483.96	719.17	720.28
Per foot - cents	5.51	9.16	13.44	13.64
C.C.Iron Co.'s proportion	199.01	541.17	1243.20	
Per mile	48.42	131.67	302.48	
Per foot-cents	.92	2.49	5.73	

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

Maintenance divided on tonnage basis.

	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
Total Maintenance	\$3431.14	\$3600.69	\$3885.72	\$3919.57
Per Mile	545.49	572.44	617.76	623.14
Per foot - cents	10.33	10.84	11.70	11.80
L.S.& I.proportion	\$2454.86	\$2732.81	\$3528.31	\$3268.91
Per Mile	390.28	434.47	560.94	519.70
Per foot - cents	7.39	8.23	10.62	9.84
L.S.& I.proportion Maint.	\$2454.86	\$2732.81		
" " Operation	1113.65	1143.71		
" " Rent	1966.44	1966.44		
Total Cost	\$5534.95	\$5842.96		

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MARQUETTE, MICH.

W.G.M.#23

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

	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
Total Maintenance	\$1439.44	\$5220.08	\$6950.99	\$4423.43
Per Mile	177.71	644.54	858.14	546.10
Per foot - cents	3.36	12.21	16.25	10.34
L.S. & I. proportion	250.82	1095.01	2429.71	1143.34
Per Mile	30.96	135.18	299.96	141.15
Per foot - cents	.58	2.56	5.67	2.68

The actual total charge for maintenance 1904 was \$1651.90

" " " " our propn. " " " 463.28

On account of error in billing on us for charges in 1903 for rearrangement of Lake Superior Section 21 tracks we were credited with \$212.46. This brings the total maintenance and our proportion of charges down to figures given above.

C.& N.W.Ry. Lease of 1903 - Lucy Mine - 0.51 miles.

No charge for maintenance 1904.

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MARQUETTE, MICH..

W.G.M.#24.

OPERATING.

The General Exhibit Book gives in detail the different items of expense compared with the year 1903 and below is a tabulated statement of Tonnage and Earnings and Expenses since road was opened.

Progressive Statement of Tonnage.

	<u>Ore</u>	<u>Coal</u>	<u>Other</u>	<u>Total</u>
1896	290,813	8,523	220	299,556
1897	1,041,408	20,793	26	1,062,227
1898	1,079,169	29,914	90	1,109,173
1899	1,417,600	40,359	1190	1,459,149
1900	1,509,796	43,900	3767	1,557,463
1901	1,538,159	55,832	16569	1,610,560
1902	1,641,486	38,251	19130	1,698,867
1903	1,231,856	51,510	22893	1,306,259
1904	<u>1,126,919</u>	<u>37,058</u>	<u>43954</u>	<u>1,207,931</u>
Total	10,877,206	326,140	107839	11,311,185

Figures for 1904, include following ore tonnage -

Manistique Furnace	18441	
Carp Furnace	11243	
Pioneer Iron Co. No2 Furnace	<u>72482</u>	
	102166	
Leaving ore for dock	<u>1024753</u>	1,126,919

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MARQUETTE, MICH.

W.G.M.#25.

**Earnings and Expenses, which includes Improvement and Taxes.**

	<u>Earnings</u>	<u>Expenses</u>	<u>Per Cent</u>	<u>Net</u>
1896	96147.75	41278.13	42.93	54869.62
1897	343020.73	127350.07	37.12	215670.66
1898	365344.11	154716.35	42.35	210627.76
1899	481762.05	186719.99	38.76	295042.06
1900	509884.70	164424.58	32.25	345460.12
1901	522869.83	184958.81	35.35	337911.02
1902	542423.88	226066.96	41.67	316356.92
1903	407474.60	243048.10	59.64	164426.50
1904	382174.74	220297.34	57.64	161877.40
<b>Total</b>	<b>\$3651102.39</b>	<b>\$1548860.33</b>	<b>42.42</b>	<b>\$2102242.06</b>

	<u>Taxes</u>	<u>Improvement</u>	<u>Total Taxes &amp; Improvement which are inc. in Expenses</u>
1896		None	
1897	23.78	None	23.78
1898	3708.41	23336.17	27044.58
1899	4190.39	43623.01	47813.40
1900	5988.97	8437.32	14426.29
1901	13376.74	8114.92	21491.66
1902	19270.40	31603.37	50873.77
1903	31996.80	31367.60	63364.40
1904	27191.02	12304.49	39495.51
<b>Total</b>	<b>\$105746.51</b>	<b>\$158786.88</b>	<b>\$264533.39</b>

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MARQUETTE, MICH..

W.G.M.#26.

Expenses per ton, in cents -

	Operating Season Only	Including Winter's Maintenance	Including Taxes	Including Improvement & Rent
1896	14.19			
1897	10.33	11.98	12.50	12.50
1898	9.90	11.07	11.40	13.95
1899	7.90	9.18	9.47	12.80
1900	8.12	9.31	9.69	10.55
1901	7.90	9.83	10.66	11.48
1902	8.21	10.02	11.16	13.32
1903	10.34	13.33	15.78	18.60
1904	9.21	14.53	16.78	18.24

Earnings decreased \$25299.86, as follows:

Ore Earnings decreased \$20871.88 by 104937 less tons ore hauled.

Coal Earnings decreased \$4406.27 by 14452 less tons coal handled

Other Earnings increased \$1167.65 by more mixed commodities handled.

Passenger Earnings decreased \$520.74 by less men employed at mines. Total Passenger Earnings, \$3363.48; Total Expenses, \$5666.57 or a deficit of \$2303.09.

**Lake Superior & Iron Mining Railway Co.  
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Office of General Manager.

MARQUETTE, MICH.

W.G.M.#27.

Miscellaneous Earnings decreased \$730.10 and are itemized as follows -

Rent Residences Employes	324.00
" Round House Stalls (Net)	548.42
" Engines (net)	4301.07
" Cars (net)	605.24
" Tracks - Log business	448.94
" Dock	5000.00
	\$11227.67

The Expense per ton for Operating Season as shown in tabulated statement is a decrease of 1.13 cents; Including Winter's Maintenance an increase of 1.20 cents; Including Taxes an increase of 1.00 cents; Including Improvement and Rent, a decrease of .36 cents.

Rent of Dock was .44 cents, an increase of .02 cents.

Improvement was 1.02 cents, a decrease of 1.38 cents.

Taxes was 2.25 cents, a decrease of .20 cents.

The principal differences in Cost per Ton are as follows -

Maintenance Equipment increased .87 cents; Improvement equals .17 cents, balance by Repairs Freight Cars.

Maintenance of Way increased 1.64 cents; Improvement equals .85 cents, balance by dredging at Dock and repairs Dock approach and bridges.

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MARQUETTE, MICH.

**W.G.M.#28.**

**Conducting Transportation.**

Conducting Transportation: The total was a decrease of \$12180.90 or 10.8%, Fuel for Locomotives equalling 3.09%.

**Taxes.**

Taxes were a decrease of \$4805.78 and are made up as follows -

We *reduce* have not yet succeeded in getting the State Tax Commissioner to ~~release~~ valuation of railroad and it remains \$1,400,000.00 abd taxed at \$16.92 per \$1000.00. The dock is assessed locally at a valuation of \$160,000.00. The tons shown on exhibit book are estimated on the valuation placed by State Commission; the suit commenced by nearly all roads is not yet settled and until it is the taxes actually paid are on the old basis.

State Taxes on Railroad	\$23676.12
City of Marquette taxes on Dock	<u>3514.90</u>
	<b>\$27191.02</b>

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W.G.M.#29.

**AACCIDENTS.**

Below is a statement of accidents for the year, the damage being estimated.

<u>Location</u>	<u>Number</u>	<u>Total Cars Handled</u>	<u>Amount</u>
Ishpeming	18	56411	\$184.27
Queen & Negaunee	6	8860	58.54
Presque Isle	11	68571	387.95
Road	21	68571	231.83
	<u>56</u>		<u>\$862.59</u>

Kind of Damage.

	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
Engines	130.58	935.18	342.13	312.26	273.17
Cars	657.67	1647.56	605.04	1108.04	583.29
Track	74.34	436.08	901.20	797.79	522.61
Freight		117.29			138.01
	<u>\$862.59</u>	<u>\$3136.11</u>	<u>\$1848.37</u>	<u>\$2218.09</u>	<u>\$1517.08</u>



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MARQUETTE, MICH.

W.G.M.#30.

CAUSE OF ACCIDENT.

	1904		1903		1902		1901		1900	
	No	Cost	No	Cost	No	Cost	No	Cost	No	Cost
Defects of Road-L.S.& I.	3	17.15	2	10.79	5	33.64	8	76.20	4	14.06
Defects of Road-Queen							10	85.96	14	350.29
Defects of Road-C.& N.W.	3	36.59	21	163.61	25	376.73	18	1201.63	17	191.53
Defects of Road-DSS&A			1	19.81						
Defects of Equipment	14	108.86	33	422.31	42	990.49	44	192.39	21	82.27
Negligence Operating	30	660.86	25	2107.31	32	332.22	34	566.41	49	602.55
Unforseen Obstructions	6	39.13	9	412.28	8	115.29	9	95.50	34	275.88
	56	\$862.59	91	\$3136.11	112	\$1848.37	123	\$2218.09	139	\$1517.08

Injuries to Persons were as follows:

- January 7th. Fred Van Iderstine - Machinist: Putting on eccentric shaft - Shaft fell on foot breaking bone. Paid livery bill, Fay & Bricker . Lost five days.
- January 9th. David Grant - Boiler Maker: Putting chisel in pneumatic hammer. Air accidentally applied and chisel entered hand. Paid doctor's bill. Lost 8 days.
- February 19th. Michael Hill - Car Repairer: Turning nut and hand slipped, causing slight break under finger. Lost 6 days.
- June 22nd. Andrew Blomquist - Dock Laborer: Fell through car into pocket. Face and hands slightly burned. Paid doctor's bill and secured release. Lost 2½ days.

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W.G.M.#31.

June 23rd. Emil Anderson - Dock Laborer: Fell into pocket, slightly injured. Paid doctor's bill. Lost 1 day.

June 19th. A. St. Cyr - Conductor: Foot slipped through steps of caboose. Hips severly bruised. Paid hospital service and doctor for attendance. 42 days lost.

August 9th. Wm. Murray - Brakeman: Fell off car at coal chute and hurt hip. Paid hospital service and doctor for attendance. 35 days lost.

August 16th. Joseph Bolduc - Dock Laborer: Fell from car to dock. No physician. 5 days lost.

August 29th. Frank Massie - Boiler Maker: Glove caught in drill press pulling in hand, tearing flesh and muscles badly. Paid hospital service and doctor for attendance. Lost 19 days.

September 8th. Wm. Vila - Dock Laborer: Fell from car to top of dock. Nose and cheek bruised. Paid doctor's bill. 2 days lost.

September 27th. Richard Lavarr - Car Repairer: Car wheel rolled on leg. Leg bruised, elbow cut. Lost 5 days.

October 2nd. A. Kinville - Fireman: Turned ankle, spraining same. 21 days lost.

October 4th. Bernard Johnson - Machinist Apprentice: Sleeve of jacket caught in belt of Flue Rattler pulling in arm. Broke arm and mangled flesh badly. Not working yet. Paid doctor's bill and hospital service.

October 9th. George Hansen - Dock Laborer: Door of pocket struck arm bruising it. 3 days lost. Release secured.

October 19th. Wm. Tikkanen - Dock Laborer: Cleaning pocket and fell into pocket bruising side of head. No time lost. Paid hospital bill.

November 6th. Paul Brisson - Switchman: Finger caught in knuckle. Finger cut and bruised. No time lost. Paid hospital and doctor's bill.

November 24th. Ed Gaborney - Switchman: Fall from top of steel car to ground. Wrist sprained and face cut. 29 days lost. Release secured. Payment half time, 29 days and doctor's and hospital bill.

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MARQUETTE, MICH.

W G.M.#32.

December 20th. Wm.Hill - Car Repairer: Stepped on a nail which entered his foot, 3 days lost.

DOCK.

Dock was worked from June 14th. to December 5th., the late opening being due to strike of boat captains and mates. The working period covered 175 days containing 25 Sundays, out of which the dock was operated to a more or less extent on 23 Sundays and on Labor Day.

Shipments by months over the dock were as follows:

June	74335
July	154044
August	180533
September	200396
October	219235
November	222785
	<hr style="width: 100%;"/>
	1051328
Amount received from stock pile	26575
	<hr style="width: 100%;"/>
Leaving amount received from mines this year	1024753

276 boats were loaded at the dock with the above ore, the average tonnage being 3809. Compared with 1903, the number of boats decreased 77 and the tonnage for each boat increased 687 tons.

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**W.G.M.#33.**

Divided by Companies the average tonnage was as follows:

	<u>Boats</u>	<u>Average Tonnage</u>
P.& L.A.	59	4449
C.C.I.Co.	217	3635
For 1904	276	3809
1903	353	3112
1902	496	3109
1901	511	2991
1900	524	2881
1899	583	2431
1898	488	2223
1897	555	1866
1896	171	1700

Size of boats has been as follows:

<u>Tons</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
1000 and under	0	3	8	18	21
1000 to 2000	34	69	95	115	131
2000 to 3000	78	120	167	174	202
3000 to 4000	65	86	117	106	76
4000 to 5000	21	38	59	30	33
5000 to 6000	30	12	19	29	16
6000 to 7000	44	24	31	39	45
7000 to 8000	4	1			
	<u>276</u>	<u>353</u>	<u>496</u>	<u>511</u>	<u>524</u>

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W.G.M.#34.

Time of boats between arriving and clearing - hours.

<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
30.21	19.17	16.68	22.20	15.94

Ore shipments over the dock have been as follows -

	<u>Shipments</u>	<u>Season-Days</u>	<u>Average per day.</u>
1896	290813	113	2574
1897	1035783	219	4729
1898	1084759	231	4696
1899	1417267	223	6355
1900	1510162	225	6712
1901	1528798	231	6618
1902	1542184	248	6218
1903	1098580	230	4776
1904	<u>1051328</u>	175	6008
	10559674		

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W.G.M.#35.

Average time of vessels at the dock, excluding weather detentions, and the average time of each vessel was as follows:

	<u>No. Vessels</u>	<u>Time at Dock</u>	<u>Loading Time</u>	<u>Average Tonnage</u>
P. & L. A.	59	28.01 hrs.	10.96 hrs.	4449
C. C. I. Co.	217	30.81 "	11.72 "	3635
1904	276	30.21 "	11.56 "	3809
1903	353	19.17 "	6.84 "	3112
1902	496	16.70 "	6.20 "	3109
1901	511	22.40 "	6.10 "	2991
1900	524	15.90 "	4.50 "	2881
1899	583	12.00 "	3.60 "	2431

The greatest reason for delay to boats in 1904 was the larger percentage of large boats and the fact that no night work was done at the mines which prevented any ore being hauled nights and that it was all loaded day times either from pockets or by steam shovel

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**W.G.M.#36.**

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

**STORAGE.**

	<u>1904</u>			
	<u>P. &amp; L.A.</u>	<u>C.C.I.Co.</u>	<u>Regent</u>	<u>Total</u>
Tons Storage	6229	13624	19853	
Percentage	31.38	68.62		
	<u>1903.</u>			
Tons Storage	5607	13743	2585	19456
Percentage	28.82	70.63	0.55	

**SHIPMENTS.**

	<u>1904</u>			
Shipments	262486	788842	1051328	
Percentage	24.97	75.03		
	<u>1903</u>			
Shipments	310950	774712	12917	1098580
Percentage	28.30	70.52	1.18	

Wages on the dock started at \$1.85 days and \$1.95 nights and were increased October 8th. to \$2.00 days and \$2.10 nights. November 11th. to \$2.10 days and \$2.25 nights. December 2nd. to \$2.50 nights.

These increases were made without demand of the men and were to hold the men and to increase the number of laborers, we not accomplishing the latter, however. The night force was worked up to the end of the season - December 5th.

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MARQUETTE, MICH..

W.G.M.#37.

Trimmers were handled under our supervision as usual and earned a total of \$16680.85 which includes \$7720.70 earned handling 30442 tons pig iron; \$350.00 handling 1000 cords bark; \$60.45 work on ore dock and \$100.00 work on M.& S.E.Ry. wrecking train.

3½¢ per ton was paid for trimming ore.; 25¢ and 35¢ for pig iron; 35¢ for bark.

Boats trimmed - 90.

Tons ore trimmed - 241,240.

Average number trimmers employed - 27; average amount earned per man - \$616.54 for 5 months, 20 days.

30428 tons pig iron was handled over the dock, being 22628 tons from Pioneer Furnace, No. 2 and 7800 tons from Carp Furnace. Total earnings from this source - \$2783.30.

1000 cords bark was handled coming from Big Bay Lumber Co. by scow, destined to Kenosha via M.& S.E. and C.& N.W.Ry. Total earnings from this source - \$226.00.

From the Cleveland-Cliffs Iron Co. stock pile at Presque Isle - 26575 tons ore were loaded for the dock and 3727 tons for furnaces, making a total of 30302 tons loaded, this tonnage being once included in L.S.& I. tonnage hauled, is not included this year but is included in shipments over the dock. There remains in the stock pile about 71380 tons.



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MARQUETTE, MICH.

W.G.M.#38'

REQUIREMENTS.

The requirements for the year, other than those already authorized, are as follows:

Wrecking Car - A wrecking car, capacity 15 tons, hand power, also with locomotive pulling device, for wrecking instead blocks and tackle is required. Such a crane mounted on 32' steel car will cost about \$4100.00.

Passenger Cars - The excursion cars purchased in 1899, should have the usual seats instead of stationary seats and equipped with heater and double windows. The cost for the above being about \$1200.00 each, which does not include general repairs to the cars, amounting to about \$300.00 each. Total for the Improvement - \$2400.00.

Compound Engines - The comparison with our simple engines is unfavorable to the compound engine and one engine at least should be changed to simple engine. The cost delivered being for both cylinders and saddle castings and other parts about \$1600.00, and labor changing about \$400.00. Total - \$2000.00.

Additional Engines - I recommend the purchase of two 100-ton simple consolidation engines for road service. These engines would have a hauling capacity of 30% greater than our present simple engines and 50% greater than the compounds. Two of our engines could be sold to the Munising Ry. or M. & S.E. Ry. at \$5000.00 each. The new engines will cost about \$15000.00 each, making the net cost for both engines about \$20000.00.

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MARQUETTE, MICH.,

W.G.M.#39.

Coal Trestle - Coal trestle has not large enough capacity for storing coal for winter without inconvenience in receiving coal at end of navigation by having to store coal in ore cars in addition to bin. Sufficient storage should also be provided so that we can take a cargo of  $1\frac{1}{4}$ " coal, which gives us better results than  $3/4$ ". As the mines do not use  $1\frac{1}{4}$ " coal, we should have storage for a full cargo of that size. Storage should be provided for 2500 additional tons, costing about \$3000.00.

Pocket Lights-Dock - Lights for pockets and chutes in loading boats at night are now provided by oil torches which are dangerous from a fire standpoint. It is proposed to install an incandescent circuit along both sides of dock with detachable lights to be used where necessary, the cost being about \$225.00.

Summary of Requirements.

Wrecking Car	4100.00
Passenger Cars	2400.00
Compound Engines	2000.00
2 Additional Engines	20000.00
Coal Trestle	3000.00
Dock Lights	225.00
	\$31725.00

Authorized Requirements, not completed.

Maas Mine Yard Tracks	18114.00
Presque Isle Yard Tracks	11333.00
	\$29447.00

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MARQUETTE, MICH..

W.G.M.#40.

RIGHT-OF-WAY.

The following is a list of the Right-of-Way matters that are yet unsettled. These are the same ones reported last year.

Our file

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

John M. Longyear and Frederick Ayer.

These two descriptions evidently left off of the original deed.

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

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

No.13 A.    N. $\frac{1}{2}$  of N.E. $\frac{1}{4}$ , Section 25, T.48 N., R.26 W., same as No.13

No.14      N. $\frac{1}{2}$  of N.W. $\frac{1}{4}$     ) Section 25, T.48 N., R.26 W.  
             S.W. $\frac{1}{4}$  of N.W. $\frac{1}{4}$  )

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.

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MARQUETTE, MICH.,

W.G.M.#41.

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 Co.

No.31 N.W. $\frac{1}{4}$  of S.E. $\frac{1}{4}$ , Section 9, T.47 N., R.27 W.  
Barnum Spur, owned by Lake Superior Iron Co.

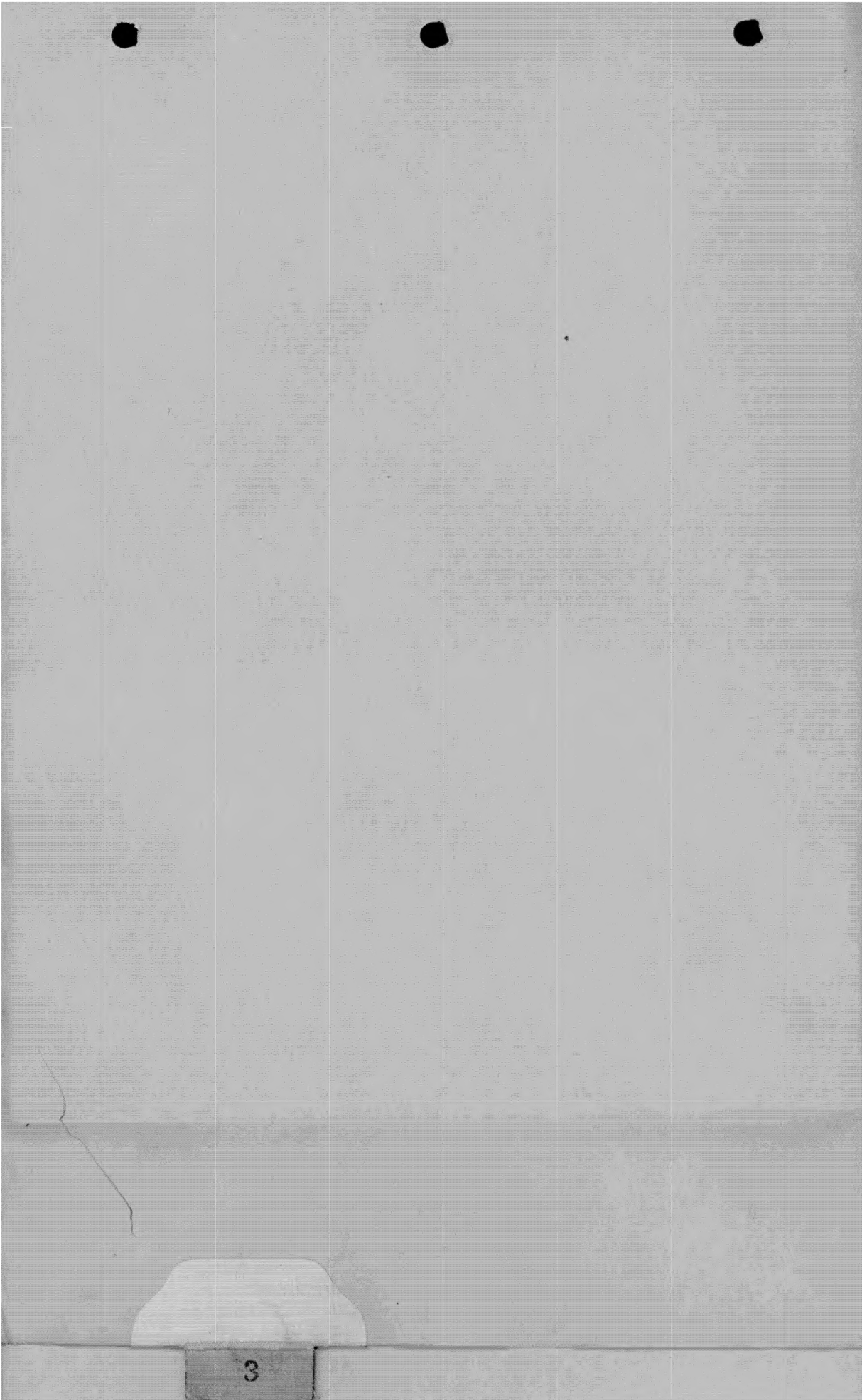
No.33 For Cleveland-Cliffs Iron Co.

N.E. $\frac{1}{4}$  of N.E. $\frac{1}{4}$  Section 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 with voucher and check, but he has never signed voucher,  
returned deed or cashed the check. C. & N.W.Ry. paid C.C.I.  
Co. one-half the amount, viz.: \$300, when paying for  
construction of new tracks. Mr.Kaufman has promised  
Mr.Belden lately that he will fix this up.

The C.C.I.Co.'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.

*Wm. Mather*  
*H. R. Harris*  
*G. W. Ward*



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Office of General Manager.

MARQUETTE, MICH., February 7th., 1905

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

Dear Sir:-

I hand you detailed report of operations for the year 1904.

Description of Tracks Owned.

<u>MAIN LINE.</u>	<u>Miles</u>
L.S. & I. connection at Presque Isle to Munising Ry. connection at Lawson	26.96

BRANCHES AND SIDINGS.

Marquette - Dead River R.R. Connection	732 ft.	
M.C. & P.I. R.R.	667 "	
Furnace Parallel Track	2841 "	
Furnace Scale Track (½ int.)	460 "	
Freight House	866 "	
Gas House Track	679 "	
Carp Crossover	126 "	
Harvey	1794 "	
Basil	312 "	
Mangum	709 "	
Yalmar	1597 "	
New Dalton (Tyssling)	2206 "	
Skandia	1741 "	
Selma	722 "	
Duke's	341 "	
Lawson "Y"	1140 "	
Lawson Siding	2737 "	
	19670 "	3.72

**Lake Superior & Is. Mining Railway Co.  
Munising Railway Co.  
Marquette & Southeastern Railway Co.**

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

Office of General Manager.

MARQUETTE, MICH.,

W.G.M.#2.

DEAD RIVER R.R. BRANCH.

Miles

Whitman to Hoist Siding	26740 ft.	
	2004 "	
	28744 "	5.44

Sidings Owned Jointly with D.S.S. & A.

Marquette - Lake Shore Engine Works	611 ft.	
Carp Furnace	6797 "	
Prison	2090 "	
	9498 "	1.80 mi.
M. & S. E. Ry. - 1/2 interest		0.90

RECAPITULATION.

Main Line		26.96 mi.
Sidings owned entire	3.72	
Sidings owned joint 1/2 of 1.8 mi.	0.90	
		4.62 "
Dead River R.R.		5.44
		37.02

Sidings Owned by Other Companies connected with  
M. & S. E. Tracks and Operated over.

North Marquette Furnace	14993 ft.	
Carp Furnace Trestle	15535 "	2.94

535

**Lake Superior & Is. Mining Railway Co.  
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MARQUETTE, MICH.

W.G.M.#3.

Total length of tracks used by the M.& S.E.Ry.

Total Main Line Owned	26.96 mi.
" Dead River R.R.	5.44 "
" Sidings Owned	3.72 "
" Joint Sidings Used	<u>1.80 "</u>
Total Tracks Used	37.92

The mileage of tracks owned has been increased by 0.43 miles by the following additional tracks -

South Marquette Track for wood business, etc.	679 ft. ✓	
Extension New Dalton (Tyssling) for saw mill	<u>1590 "</u> ✓	
	2269 ft.	0.43 mi.

The cost of South Marquette track was charged to Repairs Roadway and New Dalton to Cost of Road.



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MARQUETTE, MICH.

W.G.M.#4.

EQUIPMENT OWNED.

ENGINES.

8-Wheel Road 2 ✓

CARS.

Steel Flats - 80,000 lbs.capacity 100 ✓

Steel underframe Box - 70000 lbs.capacity 25 ✓

Russell Log Cars - 60000 lbs.capacity 60 ✓

185

being the same as for 1903.

25 steel ore cars, 100,000 lbs. capacity, have been ordered from Pressed Steel Car Co. for 1905, April delivery, for ore business to furnaces.

EARNINGS.

Following is a statement showing earnings and expenses by months for 1904, by years, and a commodity statement.

Total Earnings decreased \$1791.49 or 1.85%.

Passenger Earnings are a decrease of \$36.36 or .32%.

Freight Earnings decreased \$927.06 or 1.18%. Included in Freight Earnings are earnings from logs over Dead River Railroad of \$10294.53, a decrease in log earnings from 1903 of \$1635.20. Freight earnings were further decreased by increased shipments of pig iron by water and by Carp Furnace closing down in June.

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MARQUETTE, MICH..

W.G.M.#5.

Mail Earnings increased \$341.83 by contract covering entire year. In 1903 contract took effect May 4th.

Express Earnings decreased \$42.08 or 1.64%.

Miscellaneous Earnings, a decrease of \$1147.55 or 30.47%. They are made up as follows -

Rent Steam Shovel	80.00	Decrease	864.00
Coal Trackage	1490.28	"	508.62
Rent Buildings	1049.00	Increase	225.17
	<u>\$2619.28</u>		

Telephone Earnings, an increase of \$19.73 or 27.93%.

Log Earnings, included in Freight Earnings, are earnings on 8,979,349 feet pine logs to mill of South Arm Lumber Co. - total earnings \$10294.53. Expenses as shown under proper head - \$3326.59 or 32.31%, equalling 26.99 cents per thousand feet, making net earnings \$6967.94. Net Earnings in 1903 from this business \$7930.03 and total for two years - \$14897.97.

Net Income over Total Expenditures shows a surplus of \$1596.39. Interest shows a decrease of \$18181.78 caused by \$21193.88 of 1902 interest charged in 1903. Taxes are an increase of \$1590.86.

Commodity Statement shows a total of 509,305 tons, an increase over 1903 of 11,392 tons or 2.28%. Of the total tonnage, 385991 tons was to and from the Pioneer Furnace No.2 and Carp Furnace at Marquette, which is an

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MARQUETTE, MICH.

W.G.M.#6.

increase over 1903 of 5608 tons .

Tons hauled one mile in 1903 was 8,541,525.

Tons hauled one mile in 1904 was 8,303,227, a decrease of 238,298 tons or 2.67%, caused by pig iron switched to dock.

Tons carried one mile per mile of road - 259,313.

Average distance haul of one ton - 16.3 miles.

Earnings per ton per mile in 1903 - .918 cents.

Earnings per ton per mile in 1904 - .933 cents, an increase of .015 cents or 1.63%.

Average amount received for each ton - 15.218 cents.

Tons produced for one mile of Main Line and Branches, viz.: 32.40 miles - 15719.

Earnings on Furnace Wood per ton per mile - .57 cents.

Wood handled to Furnaces to Marquette -

Pioneer No.2	5959 cars or	92015.50 cords
Carp	<u>773</u> "	<u>12040.75</u> "
	6732 "	104056.25 "

Total cars for 1903 - 6342.

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MARQUETTE, MICH..

W.G.M.#7.

Pig iron shipped by rail from Pioneer Furnace No.2 during the year - 11,918 tons; by water, 22,628 tons, or 65.5% of the total.

Pig iron shipped by rail from the Carp Furnace during the year - 625 tons; by water, 7800 tons or 92.58% of the total. Shipped via D.S.S.& A. - 380 tons.

Total shipments of pig iron by rail and water from both Furnaces - 42,791 tons; by rail - 12,453 tons; by water - 30,428 tons or 70.83% of the total, or an increase of 26.43%. Rail shipments are a decrease from 1903 of 3576 tons.

Alcohol shipped from Pioneer Furnace No.2	-	73	cars	-	1466	tons
Acetate of Lime	"	"	"	"	- 8	" - 174 "
Formaldehyde	"	"	"	"	- 3	" - 41 "

Of the total shipments of manufactured products from Pioneer Furnace No.2 - ~~6246 tons~~ was shipped by water or an increase of 20.46%.

62.46%

**Lake Superior & Iron Mining Railway Co.  
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MARQUETTE, MICH.,

W.G.M.#8.

Statement showing Tonnage and Earnings of Pig Iron shipped over  
L S.& I.Dock.

Carp Furnace			New Furnace.		
Tons	L.S.& I. Earnings	M.& S.E. Earnings	Tons	L.S.& I. Earnings	M.& S.E. Earnings.
7,800	\$520.00	\$1040.01	22,628	\$2263.30	\$2263.30

Total - 30,428 tons. L.S.& I.Ry.      \$2783.30 and  
M.& S.E.Ry.      3303.31

Average for M.& S.E.Ry. - 10.9 cents per ton.

Statement of Bark received at L.S.& I.Dock by water and forwarded by  
rail to C.& N.W.Ry.

102 cars, 1,130 tons. Earnings as follows: L.S.& I.Ry.      \$226.00,  
M.& S.E.Ry.      \$226.00 and Munising Ry.      \$226.00.

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

W.G.M.#9.

Statement of Earnings on Various Commodities to and from  
Connecting Lines and points on M.& S.E.Ry.

	Average Miles Handled	Rate Per Cwt. In Cents	Earnings Per Ton Per Mile Cents
Coal from Marquette to New Furnace	2	.50	5.00
" for Munising - Marquette to Lawson	23	2.50	2.17
" " Paper Co. " " "	23	1.13	.98
Grain, Flour etc., Lawson to Marquette "Soo Line"	23	3.2	2.78
Grain, Flour, etc. Lawson to Ishpeming "Soo Line"	27	1.6	1.18
Hay " " " "	27.	1.33	.99
" " " Marquette	23	2.66	2.31
Wood, Commercial - Skandia to Marquette	17	1.77	2.20
" " (Chatham to Marquette)	23	1.55	1.34
" Furnaces - Lawson to Marquette	24	.70	.57
Pig Iron - Marquette to Lawson (C.& N.W.)	25	2.50	2.00
" " " " (Soo Line)	25	2.00	1.60
Logs - M.& S.E. points to Marquette	15	1.25	1.67
" - Dead River Hoist to Marquette	14	1.00	1.43
Brick - Lawson to Marquette (Hallston)	23	1.75	1.52
Limestone - Lawson to Marquette (Soo Line)	23	1.00	.87
Lumber - New Dalton & Yalmar to Marquette	15	4.00	5.3
" " to West Yard (Ishpeming)	15	2.50	2.8
Ore - West Yard to Lawson (Soo Line)	27	.4166	.308
Bark- " " " " (C.& N.W.)	27	1.00	.74

MARQUETTE & SOUTHEASTERN RAILWAY COMPANY. EARNINGS AND EXPENSES

Progressive Statement of Commodities is as follows:

Commodity		1904 Tons	1903 Tons	1902 Tons
Products of Agriculture	Grain	453	339	30
	Flour	536	345	
	Other Mill Products	271	212	
	Hay	621	871	30
	Fruits & Vegetables	316	82	22
	Potatoes	130	27	12
Products of Animals	Live Stock	63	16	
Products of Mines	Anthracite Coal	1503	25	187
	Bituminous Coal	13840	12041	1099
	Coke	58	88	
	Ores	121161	118910	2334
	Stone, sand, etc.	2438	10178	2146
Products of Forests	Lumber, etc.	3989	4120	2054
	Logs	54657	70848	937
	Wood	249193	233388	18404
	Bark	2336	2109	569
	Posts & Poles	1446	2946	881
	Shingles	50	55	
Manufactures	Pulp Wood	99		
	Petroleum & other oils		165	
	Iron, pig & bloom	47363	32520	6328
	Iron & Steel rails	41	184	111
	Other castings & machy.	914	1028	865
	Cement, brick & lime	2109	2777	11006
	Wagons, tools, etc.		10	31
	Wines, beers, etc.		36	
	Alcohol	1466		
	Acetate of lime	174		
	Formaldehyde	41		
	Sugar	14		
	H.H. Goods & Furniture	112	106	20
Misc'l Commodities	699	1350		
Merchandise	3212	3237	1532	
Total	509305	497913	48618	

W. G. M. #10.

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MARQUETTE, MICH.

MARQUETTE & SOUTHEASTERN RY.

Comparative Statement of Receipts and Disbursements by Months of year 1904.

W.G.M.#11

	January	February	March	April	May	June	July	August	Septmbr	October	November	December	Total
Freight	5974.40	6351.05	5420.92	5708.94	8984.70	7156.31	7328.33	5379.12	5037.45	6381.50	6344.97	7441.49	77509.18
Passgr.	619.65	654.47	690.53	1016.06	1036.03	969.47	1349.46	1149.20	1088.68	1004.02	941.42	810.81	11319.80
Mail	84.36	84.36	84.36	84.36	84.36	84.36	81.33	84.36	84.36	84.36	84.36	84.36	1009.29
Express	85.09	76.42	99.71	107.70	210.29	383.68	381.92	315.97	311.53	277.11	148.65	110.92	2508.99
Miscell.	75.00	125.00	90.00	85.00	85.00	296.65	346.01	515.78	334.97	226.09	351.78	88.00	2619.28
Telephone	7.22	6.96	6.60	5.55	5.16	8.98	4.38	5.03	6.59	7.59	14.01	13.29	91.36
Total	6845.72	7298.26	6392.12	7007.61	10405.54	8899.45	9491.43	7449.46	6853.58	7980.67	7885.19	8548.87	95057.90
<b>Disbursements.</b>													
Conducting													
Transpntn.	3144.69	3053.18	2913.29	2715.55	3002.09	2688.49	2467.10	1710.52	1863.60	2486.60	2416.40	2634.54	31078.84
Maintenance													
Equipment	379.87	439.05	437.36	391.55	308.70	345.40	322.65	208.59	269.70	225.58	841.13	901.59	5071.17
Maintnce.													
of Way	659.19	837.43	633.88	554.35	1313.18	897.69	671.51	634.98	663.05	726.63	551.61	1450.99	9611.70
General													
Expenses	410.93	457.15	435.69	471.21	388.47	433.32	396.14	398.49	409.17	424.26	480.94	752.33	5458.10
Total	4594.68	4786.81	4420.22	4132.66	5012.44	4364.90	3857.40	2952.58	3205.52	3863.07	4290.08	5739.45	51219.81
Net Income													
over													
Opr. Exps.	2251.04	2511.45	1971.90	2874.95	5393.10	4534.55	5634.03	4496.88	3648.06	4117.60	3595.11	2809.42	43838.09
Percent of													
Expenses													
to Earngs	67.11	65.58	69.15	58.97	48.19	49.04	40.64	39.63	46.77	48.40	62.82	67.14	53.88
Taxes	501.93	766.43	634.18	634.18	634.18	634.18	794.33	634.18	634.18	634.18	695.67	634.18	7831.80
Total	1749.11	1745.02	1337.72	2240.77	4758.92	3900.37	4839.70	3862.70	3013.88	3483.42	2899.44	2175.24	36006.29
Interest and													
Discount	2886.67	2736.35	2046.77	2745.58	2825.23					Imp	663.21	752.64	13993.24
Interest on Bonds						3104.16	3104.16	3104.16	3104.16	3104.16	1979.16	2916.70	20416.66
Total	1137.56	991.33	709.05	504.81	1933.69	796.21	1735.54	758.54	90.28	379.26	257.07	830.89	1596.39
Constrctn													
and New													
Equipment	30.96			54.89	1036.86	11.20	34.30		84.00	4.00	.25		1256.46
Log Service													
Earnings					3844.19	3219.00	3231.34						10294.53
Expenses					930.72	1292.46	1103.41						3326.59
					2913.47	1926.54	2127.93						6967.94



MARQUETTE & SOUTHEASTERN RY.CO.

Progressive Statement of Earnings and Expenses is as follows:

EARNINGS.

Year ending December 31st., 1904 as compared with previous years.

	<u>1904</u>	<u>1903</u>	<u>1902</u>
Freight,	77509.18	78436.24	23006.59
Passenger,	11319.80	11356.16	4626.54
Mail,	1009.29	667.46	-----
Express,	2508.99	2551.07	1399.44
Miscellaneous	2619.28	3766.83	5610.25
Telephone	91.36	71.63	-----
	<u>95057.90</u>	<u>96849.39</u>	<u>34642.82</u>

OPERATING EXPENSES.

Year ending December 31st., 1904 as compared with previous years.

	<u>1904</u>	<u>1903</u>	<u>1902</u>
Maintenance of Way & Structures	9611.70	11531.92	4737.24
Maintenance of Equipment	5071.17	3380.26	1607.54
Conducting Transportation	31078.84	31840.64	13145.99
General Expenses	5458.10	5498.53	2168.88
	<u>51219.81</u>	<u>52251.35</u>	<u>21659.65</u>
Total,			
Net Earnings	43838.09	44598.04	12983.17
Per Cent of Expenses to Earnings	53.88	53.95	63.20
Taxes	7831.80	6240.94	6260.33
	<u>36006.29</u>	<u>38357.10</u>	<u>6722.84</u>
Total Net Earnings			
Interest	34409.90	52591.68	-----
	<u>1596.39</u>	<u>14234.58</u>	<u>6722.84</u>
Surplus or Deficit			

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W. G. M. #12.

Office of General Manager.

MARQUETTE, MICH.

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MARQUETTE, MICH.

W.G.M.#13.

EXPENSES.

Conducting Transportation.

Total charges - \$31078.84, a decrease of \$761.80 or 2.40%.

Included in Conducting Transportation charges are Log Expenses,  
as follows:

Engine and Train Crews	758.49
Fuel, Water, etc. for Locomotives	735.73
Station Service	237.31
Rent of Tracks	448.94
Hire of Equipment	80.25
	\$2260.72

Fuel for Locomotives, decreased \$1620.52 by decreased engine mileage and decreased cost of fuel which was taken from L.S. & I. stock and charged out at \$2.65 per ton compared with \$2.94 in 1903 and \$2.74 in 1902.

Engine and Roundhousemen, increased \$140.54 by increase in charge for roundhousemen by L.S. & I. and Munising Rs.

Train Supplies and Expenses, increased \$304.88 by cleaning and fuel for passenger cars and oil and waste for freight cars.

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MARQUETTE, MICH..

W.G.M.#14.

Station Service, increased \$101.19 by more help required.

Hire Equipment increased \$419.92 by more foreign engine miles made

Rent Buildings increased \$509.06 by rent for round house stalls  
from L.S.& I. and Munising Ry.

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MARQUETTE, MICH.

W.G.M.#15.

MAINTENANCE OF EQUIPMENT.

Total charge is an increase of \$1690.91 or <sup>50.00</sup>5.00%.

Repairs Locomotives increased \$931.84 by Engine 32 having general repairs including new fire box at a total cost of \$1370.78.

Repairs Engines were as follows -

	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Mileage on M. &amp; S. E.</u>	<u>Cost per Eng. Mile for Repairs - cents</u>
Eng. 31	225.62	125.50	351.12	6886	5.10
Eng. 32	846.46	524.32	1370.78	15717	8.72
	1072.08	649.82	1721.90	<sup>22603</sup> <del>226.03</del>	7.62
Foreign Engines	<u>508.32</u>	<u>349.14</u>	<u>857.46</u>	<sup>38699</sup> <del>386.99</del>	<u>2.21</u>
Total	\$1580.40	\$998.96	\$2579.36	61302	4.21

Comparison with 1902

Total,	1080.67	566.85	1647.52	67220	2.45
Increase	499.73	432.11	931.84		1.76
Decrease				5918	

Engine Expense per Mile was as follows:

	Cents		
	<u>1904</u>	<u>1903</u>	<u>1902</u>
For Repairs	4.21	2.45	1.74
" Fuel	14.40	15.64	13.18
" Stores	.53	.40	.30
" Engineers and Firemen)			
" Hostlers and Wipers	7.90	7.00	7.52
	<u>27.04</u>	<u>25.49</u>	<u>22.74</u>

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MARQUETTE, MICH.

W.G.M.#16.

Pounds of coal consumed per engine mile was as follows:

	1904	1903	1902
Passenger,	60.85	51.73	44.63
Freight,	133.18	140.36 )	
Work,	25.85	84.32 )	135.10
Switch	68.81	120.87 )	

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

	Per Engine	Miles on M. & S.E.	Miles on Foreign Roads	Total	Cost per mile cents
1902	236.54	10914	16303	27217	1.74
1903	328.90	28563	46406	74969	.88
1904	860.95	22603	33343	55946	1.54

Passenger Car Repairs increased \$87.99 and is for proportion of repairs to L.S. & I. and Munising Ry. cars.

Progressive Statement of Repairs Passenger Cars is as follows:

	Per Car	Per Mile - cents
1902	None owned	.65
1903	"	.54
1904	"	.78

Repairs Freight Cars increased \$663.56 by more repairs to M. & S.E. cars amounting to \$1776.81 and partially account of accident at Yalmar, which made necessary the repairs to foreign cars, amounting to \$85.05.

**Lake Superior & Is. Mining Railway Co.  
Munising Railway Co.  
Marquette & Southeastern Railway Co.**

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AUDITOR & GEN'L FRET. & PASS. AGT.  
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MARQUETTE, MICH.

W.G.M.#17.

M. & S.E. box cars 2 001 and 2007 were damaged by forest fire on East Branch, Munising Ry. in August, the wood work of bodies being completely destroyed iron work, air brakes and truck not damaged. Cars were insured and we were paid in January, 1906. The amount claimed, viz.: \$853.42 or \$426.71 for each body.

Repairs Freight Cars per car and per mile since road was opened.

	M. & S.E. Ry.			Foreign		Total	
	Per Car	Total Miles	Per Mile -cents-	Total Miles	Per Mile -cents-	Total Miles	Per Mile -cents-
1902	2.62	42212	.78	35366	None	77578	.42
1903	6.48	452172	.26	176556	"	628728	.19
1904	9.60	444134	.40	177996	.05	622130	.30

Repairs M. & S.E. Cars cost \$227.92 and were repairs to Snow Plow.

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W.G.M.#18.

MAINTENANCE OF WAY.

Total charge - \$9611.70, a decrease of \$1920.22 or 16.65%.

Improvement charged under proper head.

Repairs Roadway - siding at South Marquette on Connors property, for serving South Marquette patrons - total cost, \$948.05. ✓

Repairs Buildings - repairs residence Connors property - total cost - \$210.29.

Total cost of Improvement, Maintenance of Way - \$1158.34.

Repairs Roadway decreased \$1920.22 or 16.65%. Improvement charged to Roadway - \$948.05.

Removal Snow and Ice increased \$603.16 by severe storms, particularly in fore part of 1904.

Repairs Bridges and Culverts increased \$35.47 by building new culvert near Dukes Siding.

Repairs Fences, Signs, Road Crossings and Cattle Guards increased \$77.26 by building stone wall back of freight house, Marquette and cattle guards at Mangum.

Repairs Buildings and Fixtures, decreased \$677.07 by side walks ordered by city in 1903 and less repairs to water tanks. Improvement charged to Buildings - \$210.29.

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W.G.M.#19.

Dead River Branch increased \$189.98 by more ties and labor for repairs.

Details of Track Maintenance not including Improvement and Dead River Branch are as follows:

Main Line and Sidings - 31.58 miles.

	Main Line - 26.96 miles			Sidings - 4.62 miles		
	Labor	Material	Total	Labor	Material	Total
	\$4936.39	\$333.44	\$5269.83	\$79.32	\$30.82	\$110.14
Per mile	183.10	12.37	195.47	17.17	6.67	23.84
Per foot-cents	3.47	.23	3.70	.32	.13	.45

Comparison - 1903.

	\$7370.96	\$637.73	\$8008.69	\$449.91	\$47.64	\$497.55
Per mile	273.40	23.65	297.05	107.37	11.36	118.73
Per foot-cents	5.18	0.44	5.62	2.03	0.21	2.24

Total Main Line and Sidings.

	1904	1903	1902 - 6 Mos.
	31.58 miles	31.15 miles	29.92 miles
Labor and Material	\$5379.97	\$8506.24	\$3956.82
Per Mile	170.36	273.39	132.25
Per foot - cents	3.22	5.18	2.5



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MARQUETTE, MICH..

W.G.M.#20.

GENERAL EXPENSE.

Total charge \$5458.10, a decrease of \$40.43.

Clerks increased \$322.50 by increase in wages and help.

Other Expenses increased \$291.35 by expenses incident to Bond Issue.

TAXES.

Total taxes - \$7831.82, an increase of \$1590.86 and caused by State Board of Tax Commissioners increasing valuation from \$440,000.00 to \$450,000.00, the rate being increased to \$16.91+ per \$1000.00.

Taxes are made up as follows -

Railroad valuation	\$7610.18
Connors and Rink Property - City	160.15
Connors and Rink Property - State and County	61.49
	\$7831.82

Percentage of Railroad Taxation to Gross Earnings in 1904 - 8%.

The valuation for 1905 has been fixed at \$450,000.00 and rate \$16.92+ per \$1000.00, making taxes \$7615.32.

The tax suit against the State by practically all the railroads has not yet been decided and until it is, taxes actually paid are on the old basis.

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MARQUETTE, MICH.

W.G.M.#21.

PERSONAL INJURY.

- June 19th. Unknown Finlander: Tried to get on board train in motion. Rolled alongside of wheels. Scalp cut.
- July 22nd. W.R.Morr - Engineer: Got cinder in eye.
- August 15th. Benjamin Bellmore: Tried to board passenger train in motion and fell under wheels. Killed. Coroner's verdict exonerates Company from blame.
- Nov. 3rd. Leonard Sundblad - Passenger: Attempted to alight from train while in motion. Thrown under trucks of caboose. Killed. Coroner's verdict exonerates Company from blame.

ACCIDENTS.

*1661.* We had one serious accident, the total cost estimated at ~~\$2~~661.00, near Yalmar, by stick of cordwood falling from car, derailing 9 cars following, destroying 1 foreign car and seriously damaging 7 M. & S. E steel flat cars. The damage to the steel cars looked enormous but the actual cost of cutting out bent parts and straightening them and re-assembling them, together with wheels and axles will probably not exceed \$150.00. *per car*

Accidents for the year were as follows:

<u>Location</u>	<u>Number</u>	<u>Total Cars Handled</u>	<u>Amount</u>
Marquette	10	27322	56.57
Road	22	27322	2812.42
	32		\$2868.99

*1868.99*

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

W.G.M.#22.

<u>Kind of Damage</u>	<u>1904</u>	<u>1903</u>
Engines	40.48	74.36
Cars	1659.26	163.42
Track	169.25	170.26
Freight	62.64	62.64
	<u>\$1868.99</u>	<u>\$470.68</u>

Cause of Accident

	<u>1904</u>		<u>1903</u>	
	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>
Defects of Road	3	8.25	4	22.57
Defective Equipment	17	112.47	13	57.42
Negligence in Operating	8	46.34	13	240.69
Unforseen Obstructions	4	1701.93	1	150.00
	<u>32</u>	<u>\$1868.99</u>	<u>31</u>	<u>\$470.68</u>

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

W.G.M.#23.

RIGHT OF WAY.

The following is a statement of the unsettled Rights-of-Way on the  
M.& S.E.Ry. -

Marquette City - Across a portion of the Light House reserve, purchased by the City through Mr. Peter White. It is to be dedicated as a street and when this operation is completed Council can give us right similar to other rights in other streets.

There are also a number of unsettled abutting damages along Lake Street.

Outside of Marquette, the following are unsettled -

C.& N.W.Ry. - 7 forties.

Estate of Wm. Ward - One forty about 3 miles east of Harvey. When Railway was built the agent of the Ward estate was interviewed but conditions were such that a deed could not be made then. No objection was made to our occupancy and probably never will be.

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**W.G.M.#24.**

Office of General Manager.

MARQUETTE, MICH..

COST OF ROAD AND EQUIPMENT.

Cost of Road - there was transferred to this account - \$1256.46,  
made up as follows:

Extension Yalmar Siding, account Crothers Mill	\$30.96
Extension Tyssling Siding, to reach Dalton's Mill	1102.95
Real Estate, triangular piece of land bought near Skandia to save building crossing	84.00
Paid C.C.I.Co. additional over C.& N.W. lands purchased	34.30
	\$1252.21

REQUIREMENTS.

Freight House Track-Marquette - an additional track is required for  
storage and team track, 1000 feet long \$1500.00

Passenger Equipment - One additional coach and one additional combination car are required for summer business and the combination car is particularly required for an extra car. The East Branch coach on Munising Ry. is worn out and must be replaced by one of their combination cars, cutting down the extra equipment for emergencies. Second hand coach cost \$3250.00 to \$4500.00 for practically new car and combination car cost \$3250.00 to \$4500.00 for practically new car. Total - \$9000.00

Caboose - one four-wheel caboose is required, costing \$5000.00

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MARQUETTE, MICH..

W.G.M.#25.

Passenger Station - with grounds and general office facilities should be provided as in former recommendations, costing about \$35000.00

SUMMARY OF REQUIREMENTS.

Freight House Track - Marquette	\$1500.00
Passenger Equipment	9000.00
Caboose	500.00
Passenger Station	<u>35000.00</u>
	<b>\$46000.00</b>

In addition to above, there may be abutting damage claims on Lake Street to the extent of \$5000.00 and an expense for grading Lake Street between Baraga Avenue and Light House Point of about \$3000.00.

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MARQUETTE, MICH..

W.G.M.#26.

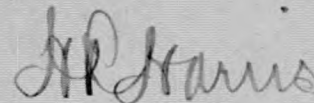
Prospects for better business in 1905 are good.

The mill at Yalmar will be stocked with more logs and by capital from Lower Michigan. Dalton's mill went into operation in October and is running successfully. A small mill has also been located on the Chocolay River at Mangum, about 500 feet from our track and will cut lumber.

For 1905 I estimate Earnings at \$110,000.00; Expenses at \$5000.00 per month or \$60000.00 per year; Taxes at \$7615.00. Total Expenses - \$67615.00 and Net Earnings - \$42385.00.

1904 36000

Yours truly,



General Manager.

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

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Office of General Manager.

MARQUETTE, MICH., February 7 1905

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

Dear Sir:-

I hand you herewith detailed report of the Munising Ry.  
for the year 1904.

Description of Tracks Owned.

<u>MAIN LINE.</u>	<u>Miles</u>
Munising to Little Lake	38.00
<u>BRANCHES.</u>	
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
	<u>24.93</u>
	62.93
<u>SIDINGS.</u>	
On Main Line.	
Munising	40293
Hallston	973
Merriam	1575
Munising Jct.	1295
Valley	6623
Standard	288
Dewey	477
Dixon	904
Tank Spur	564
Slapnick	674
Midway	282
	<u>53948'</u>



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

W.G.M.#2.

	Ford.		53948	
Finns			1071	
Chatham			3051	
Gray			217	
Eben			1115	
Jenks			894	
Ferguson			1546	
Rumley No.1			610	
Rumley No.2			641	
Rumley Siding			862	
Townsend			823	
Deimling - Main			10610	
Deimling Spur			600	
Dorsey			674	
Roberts			377	
Lawson			524	
Manigold			210	
Carlshend			2550	
Anderson			290	
Cedar Bank			234	
Little Lake			2062	
			82909	
				15.70 mi.
Joint tracks with C.& N.W. at Little Lake - ½ interest			3462	
				0.32 "
				16.02 mi.
		<u>EAST BRANCH SIDINGS.</u>		
Stillman			3443	
Coalwood			13232	
Lorna			784	
Ames			426	
Cavite			626	
Bing			450	
Baldy			288	
Hartho			770	
			20019	
				3.79 mi.
		<u>WORCESTER BRANCH.</u>		
Percy			1013	
Samson			1302	
Metzer			2865	
Brabant			758	
Petrel			3386	
			9324	
				1.76 "
				21.57 mi.
		Ford.		

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MARQUETTE, MICH.

W.G.M.#3.

	Miles
Ford.	21.57
<u>FORSTER BRANCH.</u>	
Ethel	0.10
Total Sidings	21.67
Total Main Line	62.93
Total Tracks	84.60

RECAPITULATION.

	1904	1903
Main Line	38.00	38.00
East Branch	14.11	14.11
Worcester Branch	7.45	7.45
Forster Branch	1.81	1.81
Acker Branch	1.56	1.56
	62.93	62.93

Sidings.

	1904	1903	Increase
Main Line Sidings	15.70	13.16	2.54
East Branch Sidings	3.79	3.70	.09
Worcester Branch Sidings	1.76	1.41	.35
Forster Branch Sidings	0.10	0.10	
	21.35	18.37	2.98
Little Lake joint track- $\frac{1}{2}$ int.	0.33	0.65	Full length .32 <i>Dec</i>
	84.60	81.95	2.66

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

W.G.M.#4.

Sidings laid and taken up in 1904 were as follows:

Tracks Laid.

MAIN LINE.

Munising - Tracks at Paper Mill	776 ft.	
Tindle & Jackson Mill	2433 "	
Forster's Shingle track	476 "	
Standard - Standard Tie Co.'s spur	288 "	
Tank Spur - Extension for Tindle & Jackson	270 "	
Midway - Spur for small shippers	282 "	
Deimling - C.C.I.Co.'s wood spur	10610 "	
" " siding	600 "	
Manigold - Spur for Manigold Co.	210 "	
	15945 "	3.02 mi.

EAST BRANCH.

Lorna - C.C.I.Co.'s wood spur	784 ft.	
Ames - Extension for Munising Paper Co.	150 "	
Hartho - Spur for Munising Paper Co.	770 "	
	1704 "	0.32 mi.

WORCESTER BRANCH.

Metzer - Extension and new spur for Worcester Co.	1860 ft..	0.35 mi.
Total		3.69 mi.

**Lake Superior & Michig. Railway Co.  
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**W.G.M.#5.**

Office of General Manager.

MARQUETTE, MICH.

Tracks Taken Up.

MAIN LINE.

Munising - Forster's Mill, No. 1	720 ft.	
"                      No. 3	300 "	
Chatham - Stone loading track	<u>1511 "</u>	
	2531 "	0.48 mi.

EAST BRANCH.

Baldy	1230 "	<u>0.23 mi.</u>
Total		0.71 mi.

Sidings Laid, 1904.

Main Line	3.02	
East Branch	.32	
Worcester Branch	<u>0.35</u>	3.69 mi.

Sidings Taken Up, 1904.

Main Line	0.48	
East Branch	<u>0.23</u>	<u>0.71 mi.</u>

Net Increase 2.98 mi.

Joint tracks, Little Lake - $\frac{1}{2}$ interest instead full length	<u>0.32 "</u>	
		2.66 mi.

At Munising the permanent tracks were laid at the Paper Mill and the cost charged to Cost of Road.

The Tindle & Jackson tracks were put in, one to reach unloading trestle and one to reach stave sheds. The cost was charged to Repairs of Roadway.

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MARQUETTE, MICH..

**W.G.M.#6.**

The Forster shingle track was put in to enable Forster to reach further piling room for shingles. The cost was charged to Repairs Roadway.

Standard: This track was put in for the Standard Tie Co., to load cedar and the cost charged to Maintenance of Way - Temporary Spurs.

Tank Spur: Was extended for Tindle & Jackson to load logs and the cost was charged to Maintenance of Way - Temporary Spurs.

Midway: Was put in for farmers to load forest products and the cost charged to Maintenance of Way - Temporary Spurs.

Deimling: Was put in for the C.C.I.Co.'s kiln wood operations and the cost charged to Maintenance of Way - Temporary Spurs.

Manigold: Was put in for the accomodation of the Manigold Co.,Ltd. and cost charged to Maintenance of Way - Temporary Spurs.

Lorna: Was put in for the C.C.I.Co.'s wood business and cost charged to Maintenance of Way - Temporary Spurs.

Ames: )  
Hartho: ) The spur at Hartho and extension of Ames were for hemlock for the Munising Paper Co. and cost charged to Maintenance of Way - Temporary Spurs.

Metzer: Was put in for the Worcester Co. and cost charged to Maintenance of Way - Temporary Spurs.

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Office of General Manager.

MARQUETTE, MICH.

W.G.M.#7.

The tracks taken up were not in use; at Forster's mill some of the tracks laid with 35# rail had become impassable and were relaid with 60# rail taken up from tracks not in use. Part of the 35# rail was laid on new single tracks. The Chatham stone track was used in Temporary steam Shovel Track and in switch leads. Baldy was used in extension at Metzger.

**Lake Superior & Ash-ning Railway Co.  
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**Office of General Manager.**

MARQUETTE, MICH..

W, G. M. #8.

**EQUIPMENT OWNED.**

**ENGINES.**

Saddle Tank Switch	1
Mogul	2 ✓
Eight-wheel	2 ✓
	5

**CARS.**

Passenger, Combination Pass. & Baggage	4 ✓
Coaches	1 ✓
	5
Freight - Flat, 60,000 lbs. capacity	101
Box	1
Caboose	1
	103
Miscellaneous - Snow Plow	1
Boarding Cars	4
Russell Logging	1
	6

All the same as for 1903.

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

W.G.M.#9,

EARNINGS.

Following is a statement showing Earnings and Expenses by months for 1904 and by years since opening of road; also a commodity statement by years since road was opened.

Freight Earnings show a decrease as compared with 1903 of \$4523.42, or 5%, and in general was the result of poor market for cedar products by decreased material for Paper Mill construction and by tannery not being in operation for a large part of the year. Wood for furnace at Marquette shows an increase of about \$3000.00 but this was about offset by less pig iron being shipped by rail.

A summary of business handled is as follows -

	1904	1903	
Local and Foreign Freight Forwarded	60070.63	66200.65	\$ 6130.02 decrease
Foreign Freight Received	20987.67	18361.71	2625.96 increase
L.S. & I.-M. & S.E. and M. Ry.	6562.76	7277.64	714.88 decrease
	87621.06	91840.00	
Freight Suspense	326.15	21.67	304.48 decrease
	\$87294.91	\$91818.33	\$4523.42 decrease

The Anna River Brick Co. made about 960000 brick and shipped about 810000.

The Munising Paper Co., Ltd. commenced making paper in November and are turning out from 50 to 60 tons finished paper a day.



**Lake Superior & Shipping 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.#10.

Tindle & Jackson started their cooperage plant in June and saw mill in August, cutting in the saw mill about 3,000,000 feet of hemlock for Kelsey & Freeman of Toledo and Detroit Lumber Co. of Detroit, the logs all coming in by water and lumber also going out by water. During 1905 they will cut in saw mill about 8,000,000 feet, practically all hemlock, of which about 3,000,000 feet will be for Kelsey & Freeman and about 5,000,000 for themselves.

The tannery has not been operated since about June 1st., having closed down for changing from dry hide to green hide operations, and the opening now is being delayed by a reorganization.

The cedar mills of C.H. Worcester Co. and Forster Lumber Co. were operated throughout the season; all the ties manufactured were shipped, but a poor market for shingles prevented all of them being shipped. The C.H. Worcester Co. having on hand about 9,000,000 and Forster Lumber Co. about 8,000,000 - a total of about 110 cars.