

STEAMER CHOCTAW.

| | 1904 | | 1905 | |
|--|------|----------|------|----------|
| | DAYS | PER CENT | DAYS | PER CENT |
| Time in port, | 54½ | 30.8 | 100¾ | 40.9 |
| Time sailing, | 99 | 55.9 | 117¾ | 47.9 |
| Time lost by bad weather, fog and low water, | 6 | 3.4 | *18¾ | 7.7 |
| Time lost waiting at Soo Canal and River, | 1½ | .9 | 3½ | 1.3 |
| Time lost by accidents, | 16 | 9.0 | 5½ | 2.2 |
| Total time in commission, | 177 | 100.0 | 246 | 100.0 |
| Number of trips made, | | 18 | | 25 |
| Number of cargoes carried, | | 20 | | 32 |

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1901.....40.9

Season 1902.....38.8

Season 1903.....42.3

Season 1904.....30.8

Season 1905.....40.9

* This includes 9 days time delayed by heavy ice on Lake Superior first trip Season 1905.

STEAMER CHOCTAW.

OPERATING ACCOUNT.

| <u>RECEIPTS</u> | GROSS TONS | AMOUNT | PER GROSS TON FREIGHT CARRIED |
|--|--------------|-------------------|----------------------------------|
| 24 cargoes iron ore from Marquette, | 72706 | \$50894.20 | \$.7000 |
| 1 cargo iron ore from Ashland, | 2992 | 2244.00 | .7500 |
| 6 cargoes coal to Marquette: (12136 net tons @ 35 cents) (2528 net tons @ 70 cents) | 13093 | 6017.19 | .4595 |
| 1 cargo coal to Ashland: (2452 net tons @ 35 cents) | 2189 | 858.25 | .3920 |
| <u>32</u> | <u>90980</u> | <u>\$60013.64</u> | <u>\$.6596</u> |
| <u>DISBURSEMENTS.</u> | | | |
| Extraordinary and General Repairs, | \$ 1754.63 | | |
| Ship Keeping and Winter Deckage, | 65.92 | | |
| Fitting Out, | 523.97 | | |
| Wages and Captain's Salary, | 9592.89 | | |
| Captain's Expense Account, | 55.94 | | |
| Tug Service, | 348.67 | | |
| Handling Cargoes, | 15253.40 | | |
| Taxes, | 463.12 | | |
| Marine Insurance, | 3072.39 | | |
| Freight List Insurance, | 57.11 | | |
| Mates Supplies, | 504.22 | | |
| Provisions, | 1873.96 | | |
| Steward's Supplies, | 156.61 | | |
| Fuel, | 5454.67 | | |
| Engineer's Lubricants, | 109.07 | | |
| Engineer's Supplies, | 170.69 | | |
| Boiler Repairs, | 139.29 | | |
| Machinery Repairs, | 109.68 | | |
| Auxiliary Machinery Repairs, | 8.01 | | |
| General Expenses (Telegrams, Dues L. C. A., &c.) | 164.18 | | |
| Laying Up, | 1037.00 | 40915.42 | .4497 |
| Net earnings, | | \$19098.22 | \$.2099 |
| Less amount charged to Owners Propn. of Loss, | | 141.41 | |
| Making total net gain for Season 1905, | | \$18956.81 | |

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs Account was \$.4304 in 1905 and \$.2916 in 1904.

LGM THB
2-15-06

S T E A M E R C H O C T A W.

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1905.

COLLISION WITH SAND SCOW AT CLEVELAND, MAY 22, 1905:

While coming out of Old River Bed on this date without a tug the CHOCTAW collided with a sand scow owned by Mr. John Stanton, laying on east side main river. About 32 feet of bulwarks were broken and 3 stanchions pulled out of place. The cost of repairing the damage to scow was, \$ 11.92

ACCIDENT IN ICE, APRIL 17, 1905:

| | |
|---|----------|
| Deductible Average, | \$389.98 |
| Less amt. allowed by Ins. Co. for wages master, Chief Eng., &c. | \$171.20 |
| Less amt. allowed by Ins. Co. for telegrams, | 5.25 |
| Less amt. allowed by Ins. Co. for discount, | 6.12 |
| | 182.57 |
| | 207.41 |

BREAKING BUCKETS ON PROPELLOR WHEEL, OCTOBER 20, 1905:

During heavy gale on this date the CHOCTAW'S stern lapped over the deck at See Canal. The force of the wind caused the wheel to strike the pier with such force as to break two blades on wheel. New blades were ordered at a cost of, \$143.13

| | |
|--|----------|
| Less credit received for old propeller blades as scrap iron, | 11.31 |
| (Not amounting to more than a deductible average) | 131.82 |
| T O T A L, | \$351.15 |

STRANDING ON MANITOU ISLAND, SEPTEMBER 7, 1904:

CREDITS:

| | |
|--|----------|
| 20% rebate received from Great Lakes Towing Co. on account wrecking service, | \$374.00 |
| Bill of Upson-Walton Co. for new awning (Bill rendered but goods not purchased), | 20.30 |
| Telegrams and telephones, | 34.36 |
| Bill for meals furnished men, | 40.00 |
| Amount allowed for tug service in excess of bill paid (20% rebate to us), | 4.13 |
| Commission on Disbursements, | 101.75 |
| Interest on Disbursements, | 132.54 |
| | \$707.08 |

DEBITS:

| | |
|---|----------|
| Less deductible average, | \$389.91 |
| Less sundry items in general adjustment, | 74.43 |
| Less amount not allowed for watchman's wages, | 18.00 |
| Less amount not allowed in bill of Upson-Walton Co. (value old junk), | 15.00 |
| | 497.34 |
| | 209.74 |
| Balance charged to Owners Proportion of Loss, | \$141.41 |

STEAMER CHOCTAW.

COMPARISONS.

| | 1 9 0 4 | 1 9 0 5 |
|---|--------------------------|---------------------------|
| Days in commission, | 177 | 246 |
| Number of miles traveled, | 25901 | 30411 |
| Number of trips made, | 18 | 25 |
| Number cargoes freight carried, | 20 | 32 |
| Gross tons freight carried, | 58033 | 90980 |
| Average rate freight per gross ton, | \$.6558 | \$.5596 |
| Average cost to carry per gross ton freight, | .5110 | .4497 |
| Net earnings per ton freight carried, | \$.1448 | \$.2099 |
| Cost per ton to operate after eliminating Ex. & Gen. Rprs. | \$.4916 | \$.4304 |
| Gross Receipts, | \$38058.79 | \$60013.64 |
| Gross Expenditures, | 29654.66 | 40915.42 |
| Net Earnings, | \$ 8404.13 | \$19098.22 |
| Percentage of operations to earnings, | 77.8 | 68.2 |
| Gross earnings per mile traveled, | \$1.4694 | \$1.9734 |
| Operating expenses per mile traveled, | 1.1449 | 1.3454 |
| Net earnings per mile traveled, | \$.3245 | \$.6280 |
| Gross earnings per day, | \$215.02 | \$243.96 |
| Operating expenses per day, | 167.54 | 166.32 |
| Net earnings per day, | \$ 47.48 | \$ 77.64 |
| Expenses per day excluding cargo handling costs, | \$110.04 | \$104.32 |
| Expenses per day exclud. cargo hdlg. costs and Ex. & Gen. Rprs. | \$103.70 | \$97.18 |
| Cost provisions per day per day (excluding extra meals) | \$.438 | \$.413 |
| Average lbs. coal consumed per hour steamed, | 1461 | 1607 |
| Average lbs. coal consumed per mile steamed, | 134 | 149 |
| Average cost coal consumed per mile steamed, | \$.1637 | \$.1794 |
| Average cost oil consumed per hour steamed, | \$.0388 | \$.0386 |
| Average cost oil consumed per mile steamed, | \$.00357 | \$.00358 |
| Average wages paid per day while in commission, | \$34.05 | \$33.19 |
| Average ore cargo from Lake Superior, | 2974 | 3028 |
| Average days per trip going up light to Marquette, | 8 | 7½ |
| Average days per trip going up light to head Lake Superior, | 8½ | ----- |
| Average number miles per hour - light, | 11.88 | 11.87 |
| Average number miles per hour - loaded | 10.22 | 10.23 |
| General average number miles per hour, | 10.89 | 10.77 |
| Average draft water on ore cargoes from Lake Superior, | (17'8" Ford 18'4" Aft | (17'11" Ford 18'6" Aft |
| Average mean draft water on ore cargoes from Lake Superior, | 18' | 18'2" |

LGM THB
2-15-06

STEAMER CHOCTAW.

COMPARISON OF ITEMS OF DISBURSEMENT.

| | 1904 | 1905 | + OR - | REMARKS |
|---------------------------------|------------|------------|------------|---|
| Extraordinary & General Repairs | \$1,122.46 | \$1,754.63 | +\$ 632.17 | In 1905 installed Patent Plus Blowers at a cost of \$392.23 |
| Ship Keeping & Winter Dockage | 129.76 | 65.92 | - 63.84 | On account shipmasters strike in Spring 1904, steamer layed a longertime at winter dock. |
| Fitting out | 969.98 | 523.97 | - 446.01 | Less time required for fitting out in 1905, and less expenditure for repairs. |
| Wages & Captains Salary | 6,937.83 | 9,592.89 | + 2,655.06 | Season 1905 was 69 days longer than 1904. Rate of wages remained the same both years. |
| Captains Expense Account | 45.62 | 55.94 | + 10.32 | |
| Services | 161.45 | 343.67 | + 182.22 | Steamer made 7 trips more in 1905 than in 1904. |
| Handling Cargoes | 10,177.40 | 15,253.40 | + 5,076.00 | Carried 22,164 tons more iron ore in 1905. The rate for unloading increased 1¢ per ton in 1905. |
| Taxes | 403.42 | 463.12 | + 59.70 | Rate of taxes increased from \$2.26 in 1904 to \$2.69 in 1905. |
| Life Insurance | 2,431.66 | 3,072.39 | + 640.73 | Valuation of steamer was the same for both years. The material decreased premium in 1904 is due to rebate received account lay-up returns for short season. |
| Sight List Insurance | 62.15 | 57.11 | - 5.04 | |
| Stores Supplies | 192.68 | 504.22 | + 311.54 | In 1905 the purchase of rope exceeded 1904 by \$227.34. |
| Provisions | 1,309.03 | 1,873.96 | + 564.93 | Based on decreased cost of \$.025 per man per day. |
| Stores Supplies | 133.12 | 156.61 | + 23.49 | |
| Coal | 4,319.31 | 5,454.67 | + 1,135.36 | Based on increased consumption of 15 lbs. per mile run. Carried 5 cargoes more coal than in season 1904. |
| Consumers Lubricants | 92.37 | 109.07 | + 16.70 | Based on increased cost of \$.00001 per mile run . |
| Consumers Supplies | 94.59 | 170.69 | + 76.10 | |
| Boiler Repairs | 38.16 | 139.29 | + 101.13 | |
| Machinery Repairs | 57.63 | 109.68 | + 52.05 | |
| Millinery Machinery Repairs | 20.19 | 8.01 | - 12.18 | |
| General Expenses | 178.19 | 144.18 | - 34.01 | |
| Laying up | 776.63 | 1,037.00 | + 260.37 | A longer time laying up in 1905 and a larger expenditure necessary for repairs. |

WAH

/06

STEAMER CADILLAC.

GENERAL OPERATIONS.

The Steamer CADILLAC sailed from the port of Cleveland on first trip of season 1905 on April 15th, and finished discharging last cargo at Cleveland on December 2nd, having therefore been in commission 231 days.

This Steamer made 25 round trips for the season, traveling 30,032 miles, and carrying 64,049 gross tons of freight. The CADILLAC was engaged during the entire season carrying cargoes of iron ore from Marquette to Lake Erie ports, going up light each time, with the exception of four trips when coal cargoes were taken for delivery at Marquette.

The average rate of freight received on all cargoes carried during the season was \$.6673 per gross ton as compared with \$.6345 in preceding year. The average cost of operating per gross ton of freight carried was \$.5132 in 1905 and \$.5270 in 1904. The average net earnings per gross ton, therefore, are \$.1541 in 1905 as against \$.1075 in previous year.

LGH THB
2-14-06

STEAMER CADILLAC.

GENERAL REPAIRS.

There were no important repairs on Steamer CADILLAC during season 1905.

Some cracks developed in the boiler during the season, so that it was necessary to put on two butterfly patches on the center furnace protection plates and studs. It was also necessary to plug and calk cracks in various places. The cost of doing this work, together with some new tubes placed in boiler, was \$273.96.

A new 20 foot metallic life boat was purchased to replace the old wooden boat on port side which had become worn out, at a cost of \$120.00.

Some new floor and bilge ceiling was put in at different places at a cost of \$113.48.

In the neighborhood of \$150.00 was expended during the year in chipping, scraping and painting in cargo hold.

There will be the usual run of repairs on this Steamer before she goes to sea another season.

In a general way it may be said that the floor and bilge ceiling in main hold will have to be repaired, which work will cost in the neighborhood of \$300.00.

The only other large item that is now known of will be repairs to the boilers. The center furnace has become useless and will have to be replaced with a new Morrison Suspended Furnace. Then there will have to be some repairs to the fronthead, throat sheet of combustion chamber, wrapper sheet of combustion chamber, lower part of backhead of combustion chamber, and a new patch on forward side of furnace to replace the one now there; also some minor repairs; the cost of this work will be in the neighborhood of \$1600 or \$1800.

STEAMER CADILLAC.

PAINTING.

The important parts of the Steamer painted during Season 1905 are as follows:

PRINCESS BROWN PASTE:

Outside of hull - 2 coats,
Spar deck - 1 coat,
Hatch covers - 1 coat,
Hatch coamings, inside and outside - 2 coats,
Bulwarks, inside - 1 coat,
Main rail - 2 coats,
Boiler house roof - 1 coat,
After cabin, roof above - 4 coats,
Deck and iron work aft of engine room - 1 coat,
Windlass room deck - 1 coat,
Chain locker deck - 1 coat,
After peak - 1 coat.

RED SHIP PAINT:

Lower hold, sides of ship - 1 coat,
Lower hold, stringers - 1 coat.

TINTED LEAD NO.13:

Forward cabin - 2 coats,
Pilot house - 2 coats,
Boiler house - 2 coats,
After cabin - 2 coats,
Spars - 2 coats,
Sides of windlass room and chain locker - 1 coat,
Lamp room - 1 coat,
Crank room - 1 coat,
Ceiling of galley and pantry - 1 coat,
Sides of steward's room - 1 coat.

WHITE LEAD:

Ceiling of windlass room and chain locker - 1 coat,
Ceilings of dining room and sleeping rooms - 1 coat,
Engine room deck - 1 coat,
Engine room sides - 1 coat,
Compound room - 1 coat,
Engineer's tool room - 1 coat.

LEAD COLOR:

Forward deck - 3 coats,
Pilot house roof - 2 coats,
Life rafts and pail rack - 1 coat.

LGM THB
3-14-06

STEAMER CADILLAC.

| | 1904 | | 1905 | |
|--|------|----------|------|----------|
| | DAYS | PER CENT | DAYS | PER CENT |
| Time in port, | 54½ | 31.3 | 89½ | 38.7 |
| Time sailing, | 102 | 58.6 | 125½ | 54.2 |
| Time lost by bad weather, fog and low water, | 14½ | 8.3 | *13½ | 5.7 |
| Time lost waiting at Soo Canal and River, | 1½ | .9 | 1¾ | .8 |
| Time lost by accidents, | 1½ | .9 | 1½ | .6 |
| Total time in commission, | 174 | 100.0 | 231 | 100.0 |
| Number of trips made, | 20 | | 25 | |
| Number of cargoes carried, | 22 | | 29 | |

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1901.....38.6
 Season 1902.....36.3
 Season 1903.....38.7
 Season 1904.....31.3
 Season 1905.....38.7

* This includes 4½ days time delayed by heavy ice on Lake Superior first trip of Season 1905.

LGM THB
2-14-06

STEAMER CADILLAC.

OPERATING ACCOUNT.

| <u>RECEIPTS.</u> | GROSS TONS | AMOUNT | PER GROSS TON FREIGHT CARRIED |
|---|--------------|-------------------|----------------------------------|
| 25 cargoes iron ore from Marquette, 4 cargoes coal to Marquette, (7607 net tons @ 35 cents) | 57257 | \$40079.90 | \$.7000 |
| | 6792 | 2662.58 | .3920 |
| <u>29</u> | <u>64049</u> | <u>\$42742.48</u> | <u>\$.6673</u> |
| <u>DISBURSEMENTS.</u> | | | |
| Extraordinary and General Repairs, | \$ 1261.91 | | |
| Ship Keeping and Winter Deckage, | 59.00 | | |
| Fitting Out, | 806.02 | | |
| Wages and Captain's Salary, | 8199.27 | | |
| Captain's Expense Account, | 59.89 | | |
| Tug Services, | 105.76 | | |
| Handling Cargoes, | 11451.40 | | |
| Taxes, | 381.58 | | |
| Marine Insurance, | 2484.82 | | |
| Freight List Insurance, | 29.94 | | |
| Mates Supplies, | 291.51 | | |
| Provisions, | 1257.65 | | |
| Steward's Supplies, | 99.58 | | |
| Fuel, | 4908.82 | | |
| Engineer's Lubricants, | 112.27 | | |
| Engineer's Supplies, | 146.63 | | |
| Boiler Repairs, | 167.76 | | |
| Machinery Repairs, | 65.77 | | |
| Auxiliary Machinery Repairs, | 4.00 | | |
| General Expenses (Telegrams, Dues L. C. A., etc) | 249.48 | | |
| Laying Up, | 730.90 | 32873.96 | .5132 |
| Net earnings, | | \$ 9868.52 | \$.1541 |
| Add amount received from Insurance Co. in excess of insurance claim, | | 5.67 | |
| Making total net gain for season 1905, | | 9874.19 | |

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.4935 in 1905 and \$.4913 in 1904.

STEAMER CADILLAC.

COMPARISONS.

| | 1 9 0 4 | 1 9 0 5 |
|--|---------------------------|-------------------------|
| Days in commission, | 174 | 231 |
| Number of miles traveled, | 24674 | 30032 |
| Number of trips made, | 20 | 25 |
| Number cargoes freight carried, | 22 | 29 |
| Gross tons freight carried, | 48118 | 64049 |
| Average rate freight per gross ton, | \$.6345 | \$.6673 |
| Average cost to carry per gross ton freight, | .5270 | .5132 |
| Net earnings per ton freight carried, | \$.1075 | \$.1541 |
| Cost per ton to operate after eliminating Extra. & Gen. Reprs. | \$.4913 | \$.4935 |
| Gross Receipts, | \$30528.90 | \$42742.48 |
| Gross Expenditures, | 25355.09 | 32873.96 |
| Net earnings, | \$ 5173.81 | \$ 9868.52 |
| Percentage of operations to earnings, | 83.0 | 76.9 |
| Gross earnings per mile traveled, | \$1.2373 | \$1.4232 |
| Operating expenses per mile traveled, | 1.0276 | 1.0946 |
| Net earnings per mile traveled, | \$.2097 | \$.3286 |
| Gross earnings per day, | \$175.45 | \$185.03 |
| Operating expenses per day, | 145.72 | 142.31 |
| Net earnings per day, | \$ 29.73 | \$ 42.72 |
| Expenses per day excluding cargo handling costs, | \$96.79 | \$92.74 |
| Expenses per day exclud. cargo hdlg. costs and Ex. & Gen. Reprs. | \$86.95 | \$87.27 |
| Cost provisions per man per day (excluding extra meals) | \$.296 | \$.327 |
| Average lbs. coal consumed per hour steamed, | 1119 | 1333 |
| Average lbs. coal consumed per mile steamed, | 111 | 133 |
| Average cost coal consumed per mile steamed, | \$.1336 | \$.1614 |
| Average cost oil consumed per hour steamed, | \$.0283 | \$.0373 |
| Average cost oil consumed per mile steamed, | \$.00280 | \$.00373 |
| Average wages paid per day while in commission, | \$30.52 | \$30.23 |
| Average ore cargo from Lake Superior, | 2240 | 2290 |
| Average days per trip going up light to Marquette, | 7½ | 8½ |
| Average number miles per hour - light, | 10.80 | 10.70 |
| Average number miles per hour - loaded, | 9.58 | 9.52 |
| General average number miles per hour, | 10.09 | 9.98 |
| Average draft water on ore cargoes from Lake Superior, | (15'10"Ford 16' 6" Aft | (16'1"Ford 16'10"Aft |
| Average mean draft water on ore cargoes from Lake Superior, | 16'2" | 16'6" |

LCM THB
2-14-06

STEAMER CADILLAC.

COMPARISON OF ITEMS OF 1904-1905 DISBURSEMENTS.

| | 1904 | 1905 | + OR - | R E M A R K S |
|---------------------------------|------------|------------|-------------|---|
| Extraordinary & General Repairs | \$1,712.77 | \$1,261.91 | - \$ 450.86 | In 1904 hatches equipped with new fasteners costing \$373.50, and new set Tarpaulins for 11 hatches \$223.55. |
| Ship Keeping & Winter Dockage | 30.00 | 59.00 | + 29.00 | |
| Fitting Out | 454.09 | 806.02 | + 351.93 | A larger purchase of supplies necessary in all departments, and more time required for fitting out in 1905. |
| Wages & Captain's salary | 6,551.13 | 8,199.27 | + 1,648.14 | Rate of wages was same for both years. Season 1905 was 57 days longer than 1904. |
| Captains Expense Account | 39.16 | 59.89 | + 20.73 | |
| Tug Services | 340.83 | 105.76 | - 235.07 | In 1904 ore cargoes were discharged at Cleveland nearly every trip, 6 cargoes being unloaded at Wheeling Dock. |
| Handling Cargoes | 8,512.75 | 11,451.40 | + 2,938.65 | Rate for unloading ore increased 1¢ per ton in 1905, and steamer carried 12,457 tons more ore than in 1904. |
| Taxes | 321.09 | 381.58 | + 60.49 | Rate of taxes increased from \$2.26 in 1904 to \$3.69 in 1905. |
| Marine Insurance | 2,132.39 | 2,484.82 | + 352.43 | The valuation of Steamer was same for both years. The lessened premium in 1904 is due to rebate received account lay-up returns for short season. |
| Freight List Insurance | 50.00 | 29.94 | - 20.06 | |
| Mates Supplies | 109.46 | 291.51 | + 182.05 | Season 1905 was 57 days longer than 1904. |
| Provisions | 856.22 | 1,225.65 | + 116.56 | Based on increased cost of \$0.031 per man per day. |
| Stowards Supplies | 75.11 | 99.58 | + 24.47 | |
| Passenger Cabin Equipment | 1.75 | - | - 1.75 | |
| Fuel | 3,298.32 | 4,908.82 | + 792.00 | Based on increased consumption of 22 lbs. per mile run. Carried 2 more cargoes coal than in season 1905. |
| Engineers Lubricants | 69.22 | 112.27 | + 27.92 | Based on increased cost of \$0.00093 per mile run. |
| Engineers Supplies | 55.92 | 146.63 | + 90.71 | |
| Boiler Repairs | 20.46 | 167.76 | + 147.30 | In 1905 necessary to patch and calk cracks in boiler during running season. |
| Machinery Repairs | 1.75 | 65.77 | + 64.02 | |
| Auxiliary Machinery Repairs | 14.33 | 4.00 | - 10.33 | |
| General Expenses | 151.88 | 249.48 | + 97.60 | In 1905 Chief Engineer Kalb received first prize for most economical fuel consumption in 1904. |
| Laying Up | 545.96 | 730.90 | + 184.94 | More time and more supplies than preceding year. |

LGM-SAH
2/16/06

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

GENERAL OPERATIONS.

The Steamer FRONTENAC sailed from the port of Cleveland on first trip of season 1905 on April 10th, and finished discharging last cargo at Cleveland December 6th, having therefore been in commission 240 days.

This Steamer was engaged during the entire season transporting cargoes of iron ore from Marquette, Mich. to Lake Erie ports. On six upbound trips coal cargoes were taken for delivery at Marquette. The total freight carried during the season aggregated 90556 gross tons, Steamer traveling 28,686 miles.

The average rate of freight received on all cargoes carried during the season was \$.6467 per gross ton, as compared with \$.6197 in previous year. The average cost to carry per gross ton of freight was \$.4445 in 1905 and \$.4714 in 1904. The average net earnings per gross ton, therefore, are \$.2022 as against \$.1483 in preceding year.

LGM THB
2-9*06

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

GENERAL REPAIRS.

The repairs on Steamer FRONTENAC during season 1905 were of the usual character.

In order to keep down the accumulation of rust it was necessary to chip and scrape and paint in various parts of the Steamer. The labor and material used in this work cost in the neighborhood of \$400.00.

The bulwarks and railing on both sides of Steamer had become badly decayed. These were accordingly removed and replaced with modern iron stanchions and sockets, strung with two wire life lines on each side. The cost of this improvement was \$145.02.

In addition to the usual run of repairs necessary before going into commission another season, there will need to be some repairs on the boilers - 3 patches on expansion ring of starboard boiler and two patches on expansion ring of port boiler. 27 tubes are rusted out of ends of both boilers and leaking; these will have to have new ends welded on and replaced. The work on the boilers will probably cost about \$400.00.

All of the vessels of the old style construction in the hold will receive damage from time to time in the operation of modern unloading machinery. Such damages have been sustained in the way of hatch coamings, stringers, stanchions, etc., that will cost in the neighborhood of \$200.00 to repair.

Some repair will have to be made to floor and bilge ceiling in this Steamer - Probably at a cost of \$400.00.

LGM JHS THB
2-9-06

STEAMER FRONTENAC.

PAINTING.

The important parts of the Steamer painted during Season of 1905 are as follows:

BLACK HULL PAINT:

Outside of hull above load line - 2 coats,
Outside of hull below load line - 1 coat,
Water tanks, aft, - 1 coat,
Coal bunkers - 1 coat,
Life boats inside and outside - 1 coat.

RED SHIP PAINT:

Sides of ship, lower hold - 2 coats,
Structural iron work in lower hold - 2 coats,
Sides of ship, main deck - 1 coat,
Main deck, stringers - 2 coats,
Main deck, stanchions and beams - 1 coat,
Under side spar deck - 1 coat,
Boiler house roof - 1 coat,
Hatch coamings, inside - 1 coat.

RED METALLIC:

Spar deck - 2 coats,
Hatch coamings, outside - 1 coat,
Deck house roof - 2 coats,
Boiler house roof - 1 coat,
After cabin, roof above - 2 coats,
Engine room deck - 2 coats,
Deck aft of engine room - 1 coat,
Windlass room deck and chain locker deck - 1 coat,

TINTED LEAD NO. 13 (CREAM COLOR):

Forward cabin - 2 coats,
Pilot house - 1 coat,
Deck house - 2 coats,
Boiler house - 2 coats,
After cabin - 1 coat,
Inside bulwarks - 1 coat,
Spars - 2 coats,
Iron work aft of engine room - 1 coat,
Lamp room - 1 coat,
Dunnage room - 1 coat,
Mess room, kitchen and pantry - 1 coat,
Sides of sleeping rooms, aft - 1 coat,
Sides of windlass room, chain locker and hall forward - 1 coat.

WHITE LEAD:

Forward tanks - 1 coat,
After cabin, roof below - 1 coat,
Engine room sides - 1 coat,
Compound room, skylight, tool room - 1 coat,
Ceilings of sleeping rooms aft, and windlass room and hall forward - 1 coat.

RED LEAD:

Boiler room - 1 coat,
Fire hold - 1 coat.

STEAMER FRONTENAC.

PAINTING - 2.

LEAD COLOR:

Forward deck - 2 coats,
Forward cabin roof - 2 coats,
Pilot house roof - 3 coats,
Life rafts and pail racks - 1 coat.

BLACK OIL:

Fore peak - 1 coat,
After peak - 1 coat.

LGM THB
2-9-06

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

| | 1 9 0 4 | | 1 9 0 5 | |
|--|---------|----------|---------|----------|
| | DAYS | PER CENT | DAYS | PER CENT |
| Time in port, | 71½ | 42.1 | 97½ | 40.5 |
| Time sailing, | 89 | 52.3 | 111 | 46.2 |
| Time lost by bad weather, fog and low water, | 7½ | 4.4 | *22½ | 9.3 |
| Time lost waiting at Soo Canal and River, | 2 | 1.2 | 2½ | 1.1 |
| Time lost by accidents, | --- | ----- | 7 | 2.9 |
| Total time in commission, | 170 | 100.0 | 240 | 100.0 |
| Number of trips made | 18 | | 23 | |
| Number of cargoes carried, | 21 | | 29 | |

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1901.....37.2
 Season 1902.....41.7
 Season 1903.....44.0
 Season 1904.....42.1
 Season 1905.....40.5

* This includes 12½ days time delayed by heavy ice on Lake Superior and Soo River first trip season 1905.

LGM THB
2-9-06

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

OPERATING ACCOUNT.

| <u>RECEIPTS.</u> | GROSS TONS | AMOUNT | PER GROSS TON FREIGHT CARRIED |
|--|--------------|------------------|----------------------------------|
| 23 cargoes iron ore from Marquette | 74900 | ⌘52430.00 | ⌘.7000 |
| 6 cargoes coal to Marquette (17535 net tons @ 35 cents) | 15656 | 6137.19 | .3920 |
| <u>29</u> | <u>90556</u> | <u>⌘58567.19</u> | <u>⌘.6467</u> |
| <u>DISBURSEMENTS.</u> | | | |
| Extraordinary and General Repairs, | ⌘ 1440.53 | | |
| Ship Keeping and Winter Dockage, | 65.00 | | |
| Fitting Out, | 669.97 | | |
| Wages and Captain's Salary, | 9886.77 | | |
| Captain's Expense Account, | 55.84 | | |
| Tug Services, | 478.94 | | |
| Handling Cargoes, | 15065.22 | | |
| Taxes, | 541.39 | | |
| Marine Insurance, | 3361.51 | | |
| Freight List Insurance, | 40.41 | | |
| Mates Supplies, | 282.56 | | |
| Provisions, | 1624.31 | | |
| Steward's Supplies, | 189.29 | | |
| Passenger Cabin Equipment, | 6.50 | | |
| Fuel, | 5245.36 | | |
| Engineer's Lubricants, | 68.92 | | |
| Engineer's Supplies, | 102.87 | | |
| Boiler Repairs, | 66.87 | | |
| Machinery Repairs, | 14.12 | | |
| Auxiliary Machinery Repairs, | 40.12 | | |
| General Expenses) Telegrams, Dues L.C. A., &c.) | 173.52 | | |
| Laying Up, | 829.98 | 40250.00 | .4445 |
| Net earnings, | | ⌘18317.19 | ⌘.2022 |
| Less amt. charged to Owners Propn. of Loss, | | 510.14 | |
| Making total net gain for season 1905, | | ⌘17807.05 | |

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs Account is ⌘.4286 in 1905 and ⌘.4539 in 1904.

STEAMER FRONTENAC.

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1905.

DAMAGE IN ICE ON LAKE SUPERIOR, APRIL 18, 1905:

| | | |
|--|-----------------|--------------|
| Deductible Average, | \$463.03 | |
| Add under remittance, | .03 | |
| " bill Hoyt, Dustin & Kelley for attorneys fees, | 10.00 | |
| " bill Salvage Assn., London, for services Capt. F. D. Root making examination, | 10.00 | |
| Add bill Thompson Towing & Wrecking Assn., Seco, for temporary repairs, | 54.64 | |
| | <u>\$537.70</u> | |
| Less wages of captain and watchman, | \$52.50 | |
| Less telegrams, | 4.82 | <u>57.32</u> |
| Balance charged to Operating Account, | | \$480.38 |

DAMAGE BY ORE SPOUTS AT PRESQUE ISLE MAY 17, 1905:

While loading at L.S. & T. Ry. Dock two ore spouts dropped on fender capping, breaking the same. New capping was put on at a cost of, 6.91

ACCIDENT TO NAPOLEON GREW FALLING IN HOLD, MAY 21, 1905:

In an altercation with Harry Welch, on this date, at Cleveland, Napoleon Grew fell through open hatchway and was slightly injured. The bill from Messrs. Hoyt, Dustin & Kelley, attorneys, investigating this case, etc., amounts to, 7.55

COLLISION WITH TUG R. T. RAY, THUNDER BAY, NOVEMBER 13, 1905:

While FRONTENAC was sheltered near Alpena, November 13, 1905, the Tug R. T. Ray, came alongside for the purpose of taking telegram ashore to send to home office. The heavy seaway caused some damage to tug, repairing which cost, 15.30

Total amount charged to Owners Proportion of Loss, \$510.14

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

C O M P A R I S O N S .

| | 1 9 0 4 | 1 9 0 5 |
|--|--------------------------|--------------------------|
| Days in commission, | 170 | 240 |
| Number of miles traveled, | 23068 | 28686 |
| Number of trips made, | 18 | 23 |
| Number cargoes freight carried, | 21 | 29 |
| Gross tons freight carried, | 66919 | 90556 |
| Average rate freight per gross ton, | \$.6197 | \$.6467 |
| Average cost to carry per gross ton freight, | .4714 | .4445 |
| Net earnings per ton freight carried, | \$.1483 | \$.2022 |
| Cost per ton to operate after eliminating Extra. & Gen. Reprs. | \$.4539 | \$.4286 |
| Gross Receipts, | \$41468.36 | \$58567.19 |
| Gross Expenditures, | 31547.60 | 40250.00 |
| Net Earnings, | \$ 9920.76 | \$18317.19 |
| Percentage of operations to earnings, | 76.1 | 68.7 |
| Gross earnings per mile traveled, | \$1.7977 | \$2.0416 |
| Operating expenses per mile traveled, | 1.3676 | 1.4031 |
| Net earnings per mile traveled, | \$.4301 | \$.6385 |
| Gross earnings per day, | \$243.93 | \$244.03 |
| Operating expenses per day, | 185.57 | 167.71 |
| Net earnings per day, | \$ 58.36 | \$ 76.32 |
| Expenses per day excluding cargo handling costs, | \$119.09 | \$104.93 |
| Expenses per day exclud. cargo hdlg. costs & Ex. & Gen. Reprs. | \$112.17 | \$ 98.94 |
| Cost provisions per man per day, (excluding extra meals) | .362 | .334 |
| Average lbs. coal consumed per hour steamed, | 1620 | 1672 |
| Average lbs. coal consumed per mile steamed, | 150 | 155 |
| Average cost coal consumed per mile steamed, | \$.1805 | \$.1828 |
| Average cost oil consumed per hour steamed, | \$.0265 | \$.0259 |
| Average cost oil consumed per mile steamed, | \$.00246 | \$.00240 |
| Average wages paid per day while in commission, | \$35.05 | \$35.23 |
| Average ore cargo from Lake Superior, | 3281 | 3256 |
| Average days per trip going up light to Marquette, | 8½ | 8½ |
| Average days per trip going up light to head Lake Superior, | -- | -- |
| Average number of miles per hour - light, | 11.58 | 11.49 |
| Average number of miles per hour - loaded, | 10.29 | 10.31 |
| General average number miles per hour, | 10.80 | 10.77 |
| Average draft water on ore cargoes from Lake Superior, | (18'2" Ford 18'5" Aft | (18'1" Ford 18'6" Aft |
| verage mean draft water on ore cargoes from Lake Superior, | 18'4" | 18'4" |

LGM THB
2-9-06

STEAMER FRONTENAC.

COMPARISON OF ITEMS OF ----- DISBURSEMENTS.

| | 1904 | 1905 | + OR - | R E M A R K S |
|---------------------------------|------------|------------|-------------|---|
| Extraordinary & General Repairs | \$1,175.86 | \$1,440.53 | + \$ 264.67 | In 1905 considerable repair to floor ceiling and stanchions in cargo hold, costing \$213.05 |
| Ship Keeping and Winter Dockage | 145.05 | 65.00 | - 80.05 | A longer time at dock during Winter 1903-4. |
| Fitting Out | 450.14 | 659.97 | + 219.83 | A larger expenditure necessary for supplies while fitting out in 1905. |
| Wages and Captain's Salary | 7,497.60 | 9,896.77 | + 2,389.17 | Rate of wages was same for both years. Season 1905 was 70 days longer than 1904. |
| Captain's expense account | 25.55 | 55.94 | + 30.29 | |
| Tug Services | 500.88 | 478.94 | - 21.94 | |
| Handling Cargoes | 11,302.26 | 15,065.22 | + 3,762.96 | Rate for unloading ore increased 1¢ per ton in 1905. Steamer carried 15,846 tons more ore than in 1904. |
| Taxes | 439.10 | 541.39 | + 102.29 | Rate of taxes \$2.69 in 1905 and \$2.26 in 1904. |
| Marine Insurance | 2,760.39 | 3,361.51 | + 601.12 | Valuation of Steamer was same for both years. The material lessened premiums for 1904 is due to lay-up returns on account short season. |
| Freight List Insurance | 63.98 | 40.41 | - 23.57 | |
| Mates Supplies | 292.65 | 282.56 | - 10.09 | |
| Provisions | 1,264.76 | 1,624.31 | - 128.21 | Based on decreased cost \$.028 per man per day. |
| Stewards Supplies | 96.23 | 189.29 | + 93.06 | |
| Passenger Cabin Equipment | 16.28 | 6.50 | - 9.78 | |
| Fuel | 4,163.69 | 5,245.36 | + 1,081.67 | Based on increased consumption of 5 lbs. per mile. Carried 3 cargoes more coal than in season 1904. |
| Engineers Lubricants | 56.69 | 68.92 | - 1.72 | Based on decreased cost of \$.00006 per mile run. |
| Engineers Supplies | 49.80 | 102.87 | + 53.07 | |
| Boiler Repairs | 36.09 | 66.87 | + 30.78 | |
| Machinery Repairs | 29.99 | 14.12 | - 15.87 | |
| Auxiliary Machinery Repairs | | 40.12 | + 40.12 | |
| General Expenses | 213.29 | 173.52 | - 39.77 | |
| Laying Up | 967.32 | 829.98 | - 137.34 | Engineers Dept. did fitting out work while laying up in both years, but more time was required in 1904. |

LGM-WAH

2/16/06

4

S T E A M E R P O N T I A C .

GENERAL OPERATIONS.

The Steamer PONTIAC left Cleveland on first trip of Season 1905 on April 11th, and arrived at Cleveland ready to go into winter quarters on December 10th, having therefore been in commission 243 days.

The PONTIAC was engaged during the entire season in transporting iron ore from Marquette to Lake Erie ports. Altogether 24 round trips were made. On 7 upbound trips coal cargoes were taken for delivery at Marquette. The total distance traveled during the season was 30,610 miles, carrying 105,087 gross tons of freight.

The average rate of freight received on all cargoes carried during the season was \$.6429 per gross ton as compared with \$.6667 in Season 1904. The average cost to carry per gross ton of freight was \$.4533 as against \$.5402 per ton in preceding year. The decreased cost per ton of \$.0869 in 1905 is largely due to the longer season which enabled Steamer to carry 30,668 gross tons more freight, thereby allowing a more favorable distribution of fixed charges.

The average net earnings per ton of freight carried are \$.1896 in 1905 and \$.1265 in 1904.

LGM THB
2-7-06

S T E A M E R P O N T I A C .

GENERAL REPAIRS.

The General Repairs on the Steamer PONTIAC for the Season 1905 were of the usual character, no items of particular importance entering into them.

Simply as a matter of record it may be mentioned that the hot water heater through which feed water passes to the boilers was fitted with brass tubes. The tubes leaked badly during the Season 1904 and it became necessary to replace them. Accordingly these tubes were replaced with 50 copper tubes, which it is expected will give more lasting results. The cost of renewing the tubes and the repairs connected therewith was \$131.40.

The Extraordinary Repairs to be placed on this Steamer before going to sea 1906 will probably aggregate in the neighborhood of \$2000.00

The icebox on this boat has had but very little done to it since the boat came out. It has therefore become very much decayed and dilapidated and will be entirely torn out and renewed. The cost of this repair will probably be in the neighborhood of \$275.00.

The wooden mainmast is dangerously decayed and will be removed. It will be replaced with a steel pole spar erected aft of the smokestack, at a probable cost of \$75.00.

Floor ceiling and bilge ceiling in lower hold will require considerable renewing; probably at a cost of \$500.00.

The port, starboard and forward sides of forward cabin have been found to be in a very bad condition from dry rot, same extending from 6 inches to 2 feet up from the deck. Consequently this house will have to have new studding, new siding and much new decking. This work will cost in the neighborhood of \$300.00.

S T E A M E R P O N T I A C .

GENERAL REPAIRS - 2.

In connection with the above work on the forward house some plumbing will have to be renewed at the same time; a new bathtub and connections will be installed; these items, together with the restoring of inside cabinet work that will be misplaced by reason of the repairs to the house, will cost in the neighborhood of \$100.00.

The forward side of the after house was found to be affected much in the same way all across the entire front, and extending a short way down the port and starboard sides. Some new studding will be put in and the entire front covered with new siding, and the entire house refastened. This work will cost probably \$275.00. Both this and the forward house was found to be in a dangerous condition.

JHS THB
2-9-06

STEAMER PONTIAC.

PAINTING.

The important parts of the Steamer painted during Season 1905

are as follows:

BLACK HULL PAINT:

Outside of hull above load line - 3 coats,
Outside of hull below load line - 2 coats,
Water tanks, aft - 2 coats,
Life boats, outside - 1 coat,
Sides of fire hold - 1 coat.

RED SHIP PAINT:

Lower sides of steamer in cargo hold - 1 coat,
All structural work in cargo hold - 1 coat.

RED METALLIC:

Spar deck - 2 coats,
Hatch covers - 2 coats,
Hatch coamings outside - 2 coats,
Main rail - 2 coats,
Boiler house roof - 2 coats,
After cabin, roof above - 2 coats,
Deck aft of engine room - 1 coat,
Windlass room deck - 1 coat,
Chain locker deck and sides - 1 coat,
Floor in deckhands room - 2 coats.

TINTED LEAD NO. 13 (CREAM COLOR):

Forward cabin - 2 coats,
Pilot house - 2 coats,
Deck house - 3 coats,
Boiler house - 2 coats,
After cabin - 2 coats,
Inside bulwarks - 1 coat,
Spars - 2 coats,
Woodwork aft of engine room - 1 coat,
Windlass room - 1 coat,
Lamp room - 1 coat,
Dunnage room - 1 coat,
Life boats, inside - 1 coat,
Chain locker ceiling - 1 coat.

WHITE LEAD:

After cabin, roof below - 1 coat,
After cabin, skylights - 2 coats,
Ceilings of rooms in after cabin and crews quarters forward - 1 coat,
Sides of engine room - 1 coat,
Sides of crank room - 1 coat.

RED LEAD:

Hatch coamings inside - 1 coat,
Deck and sides in after peak - 1 coat,
Boiler room - 1 coat.

LEAD COLOR:

Forward deck - 2 coats,
Forward cabin roof - 3 coats,
Pilot house roof - 3 coats,
Deck house roof - 2 coats,
Life rafts - / "

VARNISH:

The sides of all sleeping rooms in crews quarters except Chief Engineers and oilers room - 1 coat.

S T E A M E R P O N T I A C .

| | 1 9 0 4 | | 1 9 0 5 | |
|--|---------|----------|---------|----------|
| | DAYS | PER CENT | DAYS | PER CENT |
| Time in port, | 77½ | 42.2 | 110½ | 45.5 |
| Time sailing, | 98¾ | 54.0 | 110 | 45.3 |
| Time lost by bad weather, fog and low water, | 4½ | 2.3 | *19 | 7.8 |
| Time lost waiting at Soo Canal and River, | 2¾ | 1.5 | 3½ | 1.4 |
| Time lost by accidents, | --- | ----- | --- | ----- |
| | 183 | 100.0 | 243 | 100.0 |
| Number of trips made, | 21 | | 24 | |
| Number of cargoes carried, | 21 | | 31 | |

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1901.....39.7
 Season 1902.....39.1
 Season 1903.....46.3
 Season 1904.....42.2
 Season 1905.....45.5

* This includes 12 days time delayed by heavy ice on Lake Superior first trip of Season 1905.

LGM THB
2-9-06

STEAMER PONTIAC.

OPERATING ACCOUNT.

| <u>RECEIPTS.</u> | GROSS TONS | AMOUNT | PER GROSS TON FREIGHT CARRIED |
|---|---------------|-------------------|----------------------------------|
| 24 cargoes iron ore from Marquette, | 85632 | \$59942.40 | \$.7000 |
| 7 cargoes coal to Marquette, (21789 net tons @ 35 cents) | 19455 | 7626.35 | .3920 |
| <u>31</u> | <u>105087</u> | <u>\$67568.75</u> | <u>\$.6429</u> |
| <u>DISBURSEMENTS.</u> | | | |
| Extraordinary and General Repairs, | \$ 897.12 | | |
| Ship Keeping and Winter Dockage, | 65.00 | | |
| Fitting Out, | 877.83 | | |
| Wages and Captain's Salary, | 10778.55 | | |
| Captain's Expense Account, | 45.52 | | |
| Tug Services, | 830.59 | | |
| Handling Cargoes, | 17389.20 | | |
| Taxes, | 655.54 | | |
| Marine Insurance, | 3918.00 | | |
| Freight List Insurance, | 47.86 | | |
| Mates Supplies, | 359.65 | | |
| Provisions, | 2060.80 | | |
| Stewards Supplies, | 210.05 | | |
| Passenger Cabin Equipment, | 42.69 | | |
| Fuel, | 7647.00 | | |
| Engineer's Lubricants, | 160.51 | | |
| Engineer's Supplies, | 177.00 | | |
| Boiler Repairs, | 24.53 | | |
| Machinery Repairs, | 81.78 | | |
| Auxiliary Machinery Repairs, | 9.36 | | |
| General Expenses (Telegrams, Dues L. C. A., &c) | 153.92 | | |
| Laying Up, | 1207.32 | 47636.82 | .4533 |
| Net earnings, | | \$19931.93 | \$.1896 |
| Less amt. charged to Owners Propn. of Loss, | | 339.76 | |
| Making total net gain for season 1905, | | \$19592.17 | |

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.4448 in 1905 and \$.5263 in 1904.

LGM THB
2-20-06

S T E A M E R P O N T I A C .

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1905.

ANCHOR LOST IN SOO RIVER, APRIL 12, 1905:

The PONTIAC lost her Trotman anchor (iron stock anchor) in the Soo River in the accident of April 12th. As the amount was not large enough to be recoverable under the Steamer's insurance policies it was charged to Owners Proportion of Loss. The item included a new anchor weighing 2857 lbs. and shackle weighing 94 $\frac{1}{2}$ lbs. \$154.19

ANCHOR LOST IN SOO RIVER, APRIL 15, 1905.

On April 15th the PONTIAC lost her stockless anchor in the Soo River. Same was replaced with a new anchor weighing 3050 lbs. and shackle weighing 85 lbs. The amount net being recoverable under the insurance policies it was charged to Owners Proportion of Loss. 185.57

T O T A L, \$339.76

LGM THB
2-9-06

S T E A M E R P O N T I A C.

C O M P A R I S O N S.

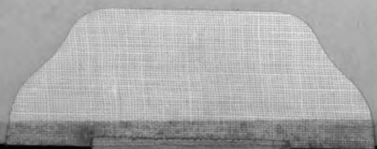
| | 1 9 0 4 | 1 9 0 5. |
|---|------------|-------------|
| Days in Commission, | 183 | 243 |
| Number of miles traveled, | 28413 | 30610 |
| Number of trips made, | 21 | 24 |
| Number cargoes freight carried, | 21 | 31 |
| Gross tons freight carried, | 74419 | 105087 |
| Average rate freight per gross ton, | \$.6667 | \$.6429 |
| Average cost to carry per gross ton freight, | .5402 | .4533 |
| Net earnings per ton freight carried, | \$.1265 | \$.1896 |
| Cost per ton to operate after eliminating Ex. & Gen. Reprs. | \$.5263 | \$.4448 |
| Gross Receipts, | \$49612.25 | \$67568.75 |
| Gross Expenditures, | 40198.13 | 47636.82 |
| Net Earnings, | 9414.12 | 19931.93 |
| Percentage of operations to earnings, | 81.0 | 70.5 |
| Gross earnings per mile traveled, | \$1.7461 | \$2.2074 |
| Operating expenses per mile traveled, | 1.4148 | 1.5562 |
| Net earnings per mile traveled, | \$.3313 | \$.6512 |
| Gross earnings per day, | \$271.10 | \$278.06 |
| Operating expenses per day, | 219.66 | 196.04 |
| Net earnings per day, | \$ 51.44 | \$ 82.02 |
| Expenses per day excluding cargo handling costs, | \$142.26 | \$124.47 |
| Expenses per day exclud. cargo hdlg. costs & Ex. & Gen. Rprs. | \$136.64 | \$120.78 |
| Cost provisions per man per day(excluding extra meals), | \$.422 | \$.394 |
| Average lbs. coal consumed per hour steamed, | 2335 | 2438 |
| Average lbs. coal consumed per mile steamed, | 195 | 210 |
| Average cost coal consumed per mile steamed, | \$.2338 | \$.2171 |
| Average cost oil consumed per hour steamed, | \$.0529 | \$.0609 |
| Average cost oil consumed per mile steamed, | \$.00440 | \$.00524 |
| Average wages paid per day while in commission, | \$38.24 | \$38.09 |
| Average ore cargo from Lake Superior, | 3544 | 3568 |
| Average days per trip going up light to Marquette, | 8½ | 7½ |
| Average days per trip going up light to head Lake Superior, | 8½ | ----- |
| Average number miles per hour - light, | 12.87 | 12.65 |
| Average number miles per hour - loaded, | 11.23 | 11.09 |
| General average number miles per hour, | 12.00 | 11.23 |
| Average draft water on ore cargoes from Lake Superior, | (18'2"Ford | (18'4"Ford |
| | (18'8" Aft | (18'10" Aft |
| Average mean draft water on ore cargoes from Lake Superior, | 18'5" | 18'7" |

LGM THB
2-9-06

STEAMER PONZIAC
COMPARISON OF ITEMS OF DISBURSEMENT.

| | 1904 | 1905 | + OR - | REMARKS |
|---------------------------------|------------|-----------|-------------|--|
| Extraordinary & General Repairs | \$1,097.66 | \$ 897.19 | - \$ 190.73 | The labor cost for scraping rust and painting in 1904, exceeded 1905 by \$213.49 |
| Ship Keeping and Winter Dockage | 143.55 | 65.00 | - 78.55 | A longer time at dock during Winter 1904 - 5 |
| Fitting Out | 1,375.19 | 877.83 | - 397.39 | Engineers Dept. was fitted out for season 1905 while laying up in Fall 1904, but no fitting out work was done for 1904 while laying up in 1903. |
| Wages & Captains Salary | 8,644.04 | 10,778.55 | + 2,133.51 | Rate of wages was the same for both years, but season 1905 was 60 days longer than 1904 |
| Captains Expense Account | 63.59 | 45.53 | - 18.07 | |
| Tug Services | 491.85 | 330.59 | + 161.26 | Steamer carried 10 more cargoes in 1905 than in 1904 |
| Handling Cargoes | 14,166.11 | 17,389.39 | + 3,223.28 | Rate for unloading ore advanced 1¢ per ton in 1905, and Steamer carried 11213 tons more ore in 1905 |
| Taxes | 535.15 | 655.54 | + 120.39 | Rate of taxes \$2.50 in 1905 and \$3.25 in 1904 |
| Marine Insurance | 3,393.45 | 3,015.00 | + 378.45 | The valuation of Steamer was the same both years, but she lessened premium in 1904 is due to rebate received account lay-up returns for short season |
| Freight List Insurance | 61.33 | 47.50 | - 13.83 | |
| Mates Supplies | 391.32 | 355.65 | + 35.67 | |
| Provisions | 1,003.40 | 2,000.00 | + 996.60 | Based on decreased cost of \$.028 per man per day |
| Stewards Supplies | 234.70 | 210.00 | - 24.70 | |
| Passengers Cabin Equipment | 41.54 | 42.69 | + 1.15 | |
| Fuel | 6,693.18 | 7,647.00 | + 953.82 | Based on increased consumption of 15 lbs. per mile. Carried 7 cargoes coal in 1905 and no coal in 1904 |
| Engineers Lubricants | 136.08 | 160.51 | + 24.43 | Based on increased cost of \$.00024 per mile run |
| Engineers Supplies | 179.02 | 177.00 | - 2.02 | |
| Boiler Repairs | 11.08 | 24.53 | + 13.45 | |
| Machinery Repairs | 48.50 | 81.78 | + 33.28 | |
| Auxiliary Machinery Repairs | 17.44 | 8.36 | - 9.08 | |
| General Expenses | 365.37 | 153.00 | - 212.37 | In 1904 both Master and Chief Engineer received prizes of \$100.00 each |
| Laying Up | 694.97 | 1,307.32 | + 612.35 | A greater expenditure necessary on machinery and boilers while laying up in 1905 |

LGM-AGS
2/17/06



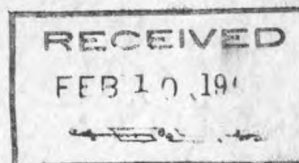
**Lake Superior & Ishpeming Railway Co.
Munising Railway Co.
Marquette & Southeastern Railway Co.**

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

Office of General Manager.

MARQUETTE, MICH., February 7th., 1906

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



Dear Sir:-

I hand you detailed report of operations for year 1905.

Description of Tracks Owned

| <u>MAIN LINE.</u> | <u>Miles</u> |
|--|----------------|
| From L.S. & I. connection at West Yard to Munising Ry. connection at Lawson | 26.96 ✓ |
| From L.S. & I. connection at West Yard to End Track at Big Bay | 23.72 ✓ |
| Total Main Line | 50.68 ✓ |

BRANCHES AND SIDINGS.

| | |
|---|------------------|
| Marquette - Siding in Sand Pit <i>Dec</i> | 921 ft. |
| ✓ Powder Mill Track <i>Sept</i> | 198 " |
| Dead River Connection | 732 " |
| M.C. & P.I.R.R. connection | 667 " |
| Furnace Parallel Track | 2841 " |
| Furnace Scale Track | 460 " - 1/2 int. |
| ✓ Superior Lumber Co. <i>Sept</i> | 657 " |
| ✓ Lake Superior Ice Co. <i>Dec</i> | 430 " |
| Freight House | 866 " |
| Gas House | 679 " |
| Carp Crossover | 126 " |
| Harvey - Siding | 1794 " |
| Basil - Spur | 312 " |
| Mangum - Spur | 709 " |
| Green Garden - Spur | 360 " |
| Yalmar - Siding <i>Dec</i> | 1597 " |
| New Dalton - Spur <i>from an existing siding Jan 1905</i> | 2206 " |
| Skandia - Siding | 1741 " |
| Selma - Spur | 722 " |
| Dukes - Spur | 491 " |
| Ford. | 18509 ft. |

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

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Office of General Manager.

MARQUETTE, MICH.,

W.G.M.#2. - M.& S.E.Ry.

Miles

Ford. 18509 ft.

| | | | | |
|--------|--------|--|--------|--|
| Lawson | - "Y" | | 1140 " | |
| | Siding | | 2737 " | |

LAKE INDEPENDENCE EXTENSION

| | | | | |
|-----------|---------------|----------------|--------|--|
| West Yard | - Long Siding | | 1954 " | |
| Birch | - Cedar Yard | | 954 " | |
| | | Mill Yard | 2038 " | |
| Big Bay | - S.leg "Y" | | 650 " | |
| | | N.leg "Y" | 662 " | |
| | | Tail Track | 100 " | |
| | | Siding | 1033 " | |
| | | Main Mill Yard | 2568 " | |
| | | Planing Mill | 329 " | |
| | | Sawmill Track | 1566 " | |
| | Store Track | 881 " | | |

35121 ft.

6.65

DEAD RIVER RAILROAD BRANCH.

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

Sidings Owned jointly with D.S.S.& A.Ry.

| | | | | |
|-------------------------------------|--------------|--|----------|-----------|
| Marquette - Lake Shore Engine Works | | | 611 ft. | |
| | Carp Furnace | | 6797 " | |
| | Prison | | 2090 " | |
| | | | 9498 ft. | -1.80 mi. |

M.& S.E.Ry. - half interest

0.90

RECAPITULATION.

| | | | <u>Miles</u> | |
|---|------|--|--------------|-------|
| Main Line | | | 50.68 | |
| Sidings owned entire | 6.65 | | | |
| Sidings owned jointly - $\frac{1}{2}$ of 1.80 mi. | 0.90 | | 7.55 | 58.23 |
| Dead River R.R. | | | | 5.44 |
| Total Tracks Owned | | | | 63.67 |

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MARQUETTE, MICH.

W.G.M.#3 - M.& S.E.Ry.

Sidings owned by other companies connected with
M. & S.E. track and operated over by M. & S.E.Ry. Miles

| | | |
|-------------------------|-----------|------|
| North Marquette Furnace | 14993 ft. | |
| Carp Furnace Trestle | 535 " | |
| | 15528 ft. | 2.94 |

Total Length of Tracks Used by M. & S.E.Ry.

| | | |
|-----------------------|-------------|--|
| Total Main Line Owned | 50.68 mi. | |
| " Dead River R.R. | 5.44 " | |
| " Sidings Owned | 6.65 " | |
| " Joint Sidings Used | 1.80 " | |
| Total Tracks Used | 64.57 mi. ✓ | |

The mileage has been increased this year as follows -

Main Track Laid in 1905.

| | |
|----------------------|-------|
| West Yard to Big Bay | 23.72 |
|----------------------|-------|

Sidings Laid in 1905

| | | |
|--------------------------------|----------|-----|
| Marquette - Siding in Sand Pit | 921 ft. | |
| ✓ Powder Mill Track | 198 " | |
| ✓ Superior Lumber Co. | 657 " | |
| ✓ Lake Superior Ice Co. | 430 " | |
| Green Garden - Spur | 360 " | |
| Dukes ✓ Extension | 150 " | |
| | 2716 ft. | .52 |

Lake Independence Extension.

| | | |
|-------------------------|---------|------|
| West Yard - Long Siding | 1954 " | |
| Birch - Cedar Yard | 954 " | |
| Mill Yard | 2038 " | |
| Big Bay - S.leg of "Y" | 650 " | |
| N.leg of "Y" | 662 " | |
| Tail Track | 100 " | |
| Siding | 1033 " | |
| Main Mill Yard | 2568 " | |
| Planing Mill | 329 " | |
| Saw Mill Track | 1566 " | |
| Store Track | 881 " | |
| | 12735 " | 2.41 |

Total Net Increase Track 26.65

Lake Superior & Ishpeming Railway Co.
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MARQUETTE, MICH.

W.G.M.#4 - M.& S.E.Ry.

The powder mill, Superior Lumber Co., and Lake Superior Ice Co.'s tracks were put in for business from the respective companies and cost charged to Repairs of Roadway with exception of material in Lake Superior Ice Co.'s track which was charged to Temporary Spurs material.

The Green Garden Spur and extension of Dukes were put in for miscellaneous shippers and cost charged to Repairs of Roadway.

The sand pit track as well as all sidings on Lake Independence Extension were put in for business along that line and cost charged to construction of that extension.

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MARQUETTE, MICH..

W.G.M.#5 - M.& S.E.Ry.

EQUIPMENT OWNED.

ENGINES.

| | | |
|-----------------------|----------|---|
| 8-wheel Road | 2 ✓ | |
| Consolidated Compound | <u>3</u> | 5 |

CARS.

| | | |
|---|-----------|-----|
| Steel Flats - 80,000 lbs.capacity | 100 ✓ | |
| Steel underframe Box - 70,000 lbs.capy. | 25 ✓ | |
| Russel Log cars - 60,000 " " | 60 ✓ | |
| Wood Flats 60,000 " " | 25 | |
| Steel Ore Cars 110,000 " " | <u>25</u> | 235 |

Engines increased by purchase of 3 Consolidation compound engines, Nos.33,34 and 35 from L.S.& I.Ry. at \$7000.00 each. Engines to have general repairs at that price.

Cars increased by 25 wooden flats,Nos.1501 to 1525 inclusive, purchased from Fitzhugh-Luther Co. and by 25 steel ore cars,Nos.3001 to 3025 inclusive,purchased from Pressed Steel Car Co.,for furnace ore.

75
95 additional ore cars,same design,have been ordered for April, 1907 delivery from Pressed Steel Car Co. for handling ore from swanzy district to be Nos.3026 to 4000 inclusive. Exa.17

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

W.G.M.#6 - M.& S E.Ry.

EARNINGS.

Following is a statement showing earnings and expenses by months for 1905 and a commodity statement.

In General - the results are as follows -

| | | |
|--------------------|------------|--------------|
| | | 111243.83 ✓ |
| Earnings | | |
| Operating Expenses | 54597.86 ✓ | |
| Taxes | 7844.31 ✓ | 62442.17 |
| | | 48801.66 |
| Interest | | 36760.68 |
| | Surplus | \$12040.98 ✓ |

The above interest includes the Lake Independence Extension from date opened, viz. December 11th., amounting to \$626.05.

Total Earnings increased \$16185.93. ✓

Freight Earnings increased \$14014.91. Ore from Swanzy district increased \$3040.17. Dead River Logs decreased \$4265.79; Ordinary Freight increased \$15240.53, because of more pig iron moving by rail instead of by water, more coal for Munising Paper Co. and more lumber and forest products.

Passenger Earnings increased \$1325.84, practically all on Lake Independence Extension.

Express Earnings decreased \$209.03 in fish.

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MARQUETTE, MICH.

W G.M.#7 - M.& S.E.Ry.

Miscellaneous Earnings increased \$973.57 and are made up as follows -

| | | | |
|-------------------|------------------|----------|----------|
| Rent Steam Shovel | \$637.60 | Increase | \$557.60 |
| Coal Trackage | 1891.61 | " | 401.33 |
| Rent Buildings | 1053.64 | " | 4.64 |
| Miscellaneous | <u>10.00</u> | " | 10.00 |
| | <u>\$3592.85</u> | | |

Telephone Earnings increased \$80.64. ✓

Log Earnings ^{included} increased in Freight Earnings, are earnings on 4,599,560 feet logs from Dead River Hoist for South Arm Lumber Co., total earnings \$6028.74. Expenses as shown under proper head - \$1986.85, making net earnings \$4041.89.

Result of Dead River Log Operations - 1903, 1904 and 1905.

| No. Feet | Gross Earnings | Expenses | Per Cent | Cost Per M.ft. | Net Earnings |
|---------------------|------------------|------------------|-------------|----------------|----------------|
| 1903 11929730 | 11929.73 | 3999.70 | 33.5 | \$.335 | 7930.03 |
| 1904 8979349 | 10294.53 | 3326.59 | 32.3 | .375 | 6967.94 |
| 1905 <u>4599560</u> | <u>6028.74</u> ✓ | <u>1986.85</u> ✓ | <u>32.9</u> | <u>.432</u> | <u>4041.89</u> |
| 25508639 | \$28253.00 | \$9313.14 | 33 | .365 | \$18939.86 |

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MARQUETTE, MICH.

W.G.M.#8 - M.& S.E.Ry.

Commodity Statement shows a total of 611,472 tons, an increase over 1904 of 102,167 tons.

Of the total tonnage 426,288 tons was to and from the Pioneer Furnace No.2 and Carp Furnace at Marquette which is an increase over 1904 of 40,297 tons.

Tons hauled one mile in 1904 was 8,303,227.

Tons hauled one mile in 1905 was 10,781,756, an increase of 2,478,529 tons, or 29.8%.

Tons carried one mile per mile of road 332,770.

Average distance haul of one ton - 17.63 miles.

Earnings per ton per mile in 1904 - .933 cents

Earnings per ton per mile in 1905 - .849 cents, a decrease of .084 cents or 9%.

Average amount received for each ton 14.97 cents.

Tons produced for one mile Main Line and Branches, viz. 32.40 miles - 18,873.

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

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MARQUETTE, MICH..

W.G.M.#9 - M.& S.E.Ry.

Wood handled to Furnaces at Marquette -

| | | |
|--------------|-----------|------------------|
| Pioneer No.2 | 5679 cars | 86010 3/4 cords |
| Carp | 1565 " | 23477 3/4 " |
| | 7224 " | 109488 1/2 cords |
| Total | | |

Total Cars for 1904 - 6732.

Pig iron shipped by rail from Pioneer Furnace No.2 during the year - 27,997 tons; by water - 23,269 tons, or 45.39% of total, a decrease of 20.11%.

Pig iron shipped by rail from Carp Furnace during the year - 3517 tons; by water - 3375 tons or 49.09% of the total, a decrease of 43.49%. Shipped via D.S.S.& A.Ry. - 1573 tons.

Total shipments of pig iron by rail and water from both Furnaces 58,158 tons; by rail, 31,514 tons; by water, 26,644 tons or 45.8% of the total. Rail shipments increased 153% over 1904. Water shipments decreased 25.03% from 1904.

By-products shipped from Pioneer Furnace, No.2

| | | |
|-----------------|---------|-----------|
| Alcohol | 59 cars | 1082 tons |
| Acetate of Lime | 56 " | 1486 " |
| Formaldehyde | 12 " | 228 " |

Of the total shipments of manufactured products from Pioneer Furnace No.2 - 43.04% was shipped by water, or a decrease of 19.42%.

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MARQUETTE, MICH.,

W.G.M.#10 - M.& S.E.Ry.

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

| From | Tons | L.S.& I. Earnings | M.& S.E. Earnings | Total Earnings |
|--------------|-------|----------------------|----------------------|-------------------|
| Carp Furnace | 3375 | 225.00 | 450.00 | 675.00 |
| New Furnace | 23269 | 2326.90 | 2326.90 | 4653.80 |
| | 26644 | 2551.90 | 2776.90 | 5328.80 |

Average for M.& S.E.Ry. - 10.42 cents.

No Bark

BROTHER JOHNATHAN

BOARD

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MARQUETTE, MICH.

W.G.M.#11 - M.& S.E.Ry.

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 |
| " for 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 | 1.04 | .93 |
| " " " " (Soo Line) | 25 | 1.04 | .93 |
| 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) Manistique | 27 | .4166 | .308 |
| Ore - West Yard to Lawson (Soo Line) Gladstone | 27 | .444 | .329 |
| Pig Iron - Carp Furnace to West Yard | 6 | .595 | 2.22 |
| Pig Iron - New Furnace to West Yard | 2 | .446 | 5.00 |

MARQUETTE & SOUTHEASTERN RAILWAY COMPANY. EARNINGS AND EXPENSES

Progressive Statement of Commodities is as follows:

| Commodity | 1905 Tons | 1904 Tons | 1903 Tons | 1902 Tons |
|-------------------------|-------------------------|--------------|--------------|---------------|
| Products of Agriculture | Grain | 235 | 453 | 339 |
| | Flour | 705 | 536 | 345 |
| | Other Mill Products | | 271 | 212 |
| | Hay | 1722 | 621 | 871 |
| | Fruits & Vegetables | 15 | 316 | 82 |
| | Potatoes | 187 | 130 | 27 |
| Products of Animals | Live Stock | 10 | 63 | 16 |
| Products of Mines | Anthracite Coal | 510 | 1503 | 25 |
| | Bituminous Coal | 29521 | 13840 | 12041 |
| | Coke | | 58 | 88 |
| | Ores | 186991 | 121161 | 118910 |
| | Stone, sand, etc. | 4440 | 2438 | 10178 |
| Products of Forests | Lumber, etc. | 6133 | 3989 | 4120 |
| | Logs | 34920 | 54657 | 70748 |
| | Wood | 263470 | 249193 | 233388 |
| | Bark | 1769 | 2336 | 2109 |
| | Posts & Poles | 1169 | 1446 | 2946 |
| | Shingles | 42 | 50 | 55 |
| | Pulp Wood | 39 | 99 | |
| Manufactures | Petroleum & other oils | 17 | | 165 |
| | Iron, pig & bloom | 64376 | 47363 | 32520 |
| | Iron & Steel Rails | | 41 | 184 |
| | Other castings & machy. | 1584 | 914 | 1028 |
| | Cement, brick & lime | 2046 | 2109 | 2777 |
| | Wagons, tools, etc. | | | 10 |
| | Wines, beers, etc. | 166 | | 36 |
| | Alcohol | 1082 | 1466 | |
| | Acetate of Lime | 1486 | 174 | |
| | Formaldehyde | 228 | 41 | |
| | Sugar | 70 | 14 | |
| | H.H. Goods & Furniture | 143 | 112 | 106 |
| | Misc'l Commodities | 4548 | 699 | 1350 |
| | Merchandise | 3848 | 3212 | 3237 |
| Total | 611472 | 509305 | 497913 | 1532 48618 |

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W. G. M. #. 12 - M. & S. E. RY.

Office of General Manager.

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Mining Railway Co.
Marquette & Southeastern Railway Co.

MARQUETTE, MICH.

MARQUETTE & SOUTHEASTERN RY.

W.G.M.#13 - M&SE Ry. Comparative Statement of Receipts and Disbursements by Months of year 1905.

| | January | February | March | April | May | June | July | August | Septbr. | October | November | December | Total |
|-----------------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|-----------------|-----------------|-----------------|------------------|
| Ore, | | | | | | | | | | 1475.96 | 1564.21 | | 3040.17 |
| Freight | 6490.62 | 5438.74 | 6391.47 | 5401.80 | 5799.84 | 10565.91 | 8777.15 | 7073.69 | 6959.83 | 7212.58 | 8124.19 | 10248.10 | 88483.92 |
| Passgr. | 617.10 | 711.96 | 840.87 | 800.40 | 1044.28 | 929.94 | 1474.66 | 1306.94 | 1306.35 | 978.30 | 1059.14 | 1575.70 | 12045.64 |
| Mail | 84.36 | 84.36 | 84.36 | 84.36 | 81.33 | 84.36 | 84.36 | 84.36 | 84.36 | 84.36 | 84.36 | 84.36 | 1009.29 |
| Express | 81.89 | 82.72 | 90.90 | 131.77 | 196.11 | 272.37 | 285.13 | 327.34 | 272.43 | 237.29 | 170.10 | 151.91 | 2299.96 |
| Miscell. | 88.00 | 88.00 | 93.00 | 347.74 | 489.23 | 271.39 | 684.13 | 375.33 | 410.51 | 336.05 | 260.69 | 148.78 | 3592.85 |
| Telephone | 15.28 | 15.21 | 13.62 | 16.77 | 19.94 | 14.07 | 15.22 | | 13.74 | 32.68 | | 15.47 | 172.00 |
| Total | 7377.25 | 6420.99 | 7514.22 | 6782.84 | 7630.73 | 12138.04 | 11320.65 | 9167.66 | 9047.22 | 10357.22 | 11262.69 | 12224.32 | 111243.83 |
| Disbursements. | | | | | | | | | | | | | |
| Conducting | | | | | | | | | | | | | |
| Transpntn. | 2428.15 | 2195.01 | 2307.80 | 1959.26 | 2094.74 | 3060.09 | 3072.42 | 2240.06 | 2312.67 | 3371.06 | 3386.49 | 3642.40 | 32070.15 |
| Maintce. | | | | | | | | | | | | | |
| Equipment | 387.67 | 553.07 | 193.22 | 657.10 | 645.66 | 1167.97 | 424.34 | 358.53 | 273.97 | 267.15 | 205.71 | 951.51 | 6085.90 |
| Maintce. | | | | | | | | | | | | | |
| of Way | 855.11 | 473.03 | 502.18 | 621.81 | 712.86 | 873.52 | 667.62 | 1036.16 | 1231.52 | 955.25 | 1386.90 | 915.99 | 9465.36 |
| General | | | | | | | | | | | | | |
| Expenses | 413.35 | 440.79 | 455.83 | 493.44 | 444.92 | 425.76 | 695.77 | 424.13 | 398.93 | 921.37 | 544.66 | 550.91 | 6209.86 |
| Total | 4084.28 | 3661.90 | 3459.03 | 3731.61 | 3898.18 | 5527.34 | 4860.15 | 4058.88 | 4217.09 | 5514.83 | 5523.76 | 6060.81 | 54597.86 |
| Net Income | | | | | | | | | | | | | |
| over | | | | | | | | | | | | | |
| Opr.Exps. | 3292.97 | 2759.09 | 4055.19 | 3051.23 | 3732.55 | 6610.70 | 6460.50 | 5108.78 | 4830.13 | 4842.39 | 5738.93 | 6163.51 | 56645.97 |
| Percent of | | | | | | | | | | | | | |
| Expenses | | | | | | | | | | | | | |
| to Earnings | 55.35 | 57.03 | 46.03 | 55.01 | 51.08 | 45.54 | 42.93 | 44.27 | 46.61 | 53.24 | 49.04 | 49.58 | 49.08 |
| Taxes | 634.18 | 634.18 | 634.18 | 649.48 | 634.61 | 634.61 | 782.78 | 634.61 | 634.61 | 634.61 | 634.61 | 701.85 | 7844.31 |
| Total | 2658.79 | 2124.91 | 3421.01 | 2401.75 | 3097.94 | 5976.09 | 5677.72 | 4474.17 | 4195.52 | 4207.78 | 5104.32 | 5461.66 | 48801.66 |
| Int. and | | | | | | | | | | | | | |
| Discount | 67.16 | | | | | | | | 1091.12 | 494.37 | 418.21 | 241.05 | 1323.17 |
| Int. on | | | | | | | | | | | | | |
| Bonds | 2916.70 | 2916.70 | 2916.70 | 2916.70 | 2916.54 | 2916.70 | 2916.70 | 2916.70 | 2916.70 | 2916.70 | 2916.50 | 3354.17 | 35437.51 |
| Total | 325.07 | 791.79 | 504.31 | 514.95 | 181.40 | 3059.39 | 2761.02 | 1557.47 | 187.70 | 1785.45 | 1769.61 | 1866.44 | 12040.98 |
| Constrectn | | | | | | | | | | | | | |
| and New | | | | | | | | | | | | | |
| Equipment | | 112.50 | 49.00 | 3134.81 | 9170.49 | 16446.48 | 50618.32 | 26476.05 | 24202.60 | 25820.69 | 51669.01 | 100771.00 | 508470.95 |
| Log Service | | | | | | | | | | | | | |
| Earnings | | | | | 170.00 | 3983.03 | 1820.42 | 55.29 | | | | | 6028.74 |
| Expenses | | | | | 133.53 | 1018.23 | 739.48 | 95.61 | | | | | 1986.85 |
| Net Erngs | | | | | 36.47 | 2964.80 | 1080.94 | 40.32 | | | | | 4041.89 |

MARQUETTE & SOUTHEASTERN RY.CO.

Progressive Statement of Earnings and Expenses is as follows:

EARNINGS.

Year ending December 31st., 1905 as compared with previous years.

| | <u>1905</u> | <u>1904</u> | <u>1903</u> | <u>1902</u> |
|----------------|--------------------|-------------------|-------------------|-------------------|
| Swanzy Ore | 3040.17 | | | |
| Freight | 88483.92 | 77509.18 | 78436.24 | 23006.59 |
| Passenger, | 12645.64 | 11319.80 | 11356.16 | 4626.54 |
| Mail | 1009.29 | 1009.29 | 667.46 | |
| Express | 2299.96 | 2508.99 | 2551.07 | 1399.44 |
| Miscellaneous, | 3592.85 | 2619.28 | 3766.83 | 5610.25 |
| Telephone | 172.00 | 91.36 | 71.63 | |
| | <u>\$111243.83</u> | <u>\$95057.90</u> | <u>\$96849.39</u> | <u>\$34642.82</u> |

OPERATING EXPENSES.

Year ending December 31st., 1905 as compared with previous years.

| | <u>1905</u> | <u>1904</u> | <u>1903</u> | <u>1902</u> |
|----------------------------------|-------------------|------------------|-----------------|-----------------|
| Maintenance of Way & Structures | 10231.95 | 9611.70 | 11531.92 | 44737.24 |
| Maintenance of Equipment | 6085.90 | 5071.17 | 3380.26 | 1607.54 |
| Conducting Transportation | 32070.15 | 31078.84 | 31840.64 | 13145.99 |
| General Expenses, | 6209.86 | 5458.10 | 5498.53 | 2168.88 |
| | <u>\$54597.86</u> | <u>51219.81</u> | <u>52251.35</u> | <u>21659.65</u> |
| Net Earnings | 56645.97 | 43838.09 | 44598.04 | 12983.17 |
| Per Cent of Expenses to Earnings | 49.08 | 53.88 | 53.95 | 63.20 |
| Taxes | <u>7844.31</u> | <u>7831.80</u> | <u>6240.94</u> | <u>6260.33</u> |
| Total Net Earnings | <u>\$48801.66</u> | <u>36006.29</u> | <u>38357.10</u> | <u>6722.84</u> |
| Interest | <u>36760.68</u> | <u>34409.90</u> | <u>52591.68</u> | |
| Surplus or Deficit | <u>\$12040.98</u> | <u>\$1596.39</u> | <u>14234.58</u> | <u>6722.84</u> |

W.G.M.#14 - M.& S.E.Ry.

MARQUETTE, MICH.

Office of General Manager.

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GENERAL MANAGER.
H. A. ST. JOHN,
ADJUTANT & GEN'L. FRGT. & PASS. AGT.
A. WARD,
SUPT. MUNISING R'y & M. & S. E. R'y.

Take Superior & Ashpening Railway Co.
Munising Railway Co.
Marquette & Southeastern Railway Co.

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

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MARQUETTE, MICH.

W.G.M.#15 - M.& S.E.Ry.

EXPENSES.

Conducting Transportation.

Total charges - \$32070.15, an increase over 1904 of \$991.31.

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

| | <u>1905</u> | | <u>Comparison 1904</u> |
|------------------------|------------------|----------|------------------------|
| Engine and Train Crews | 645.21 | Decrease | 113.28 |
| Fuel, Water, etc. | 436.79 | " | 298.94 |
| Round Housemen | 64.54 | Increase | 64.54 |
| Rent of Round House | 63.00 | Increase | 63.00 |
| Station Service | 216.12 | Decrease | 11.19 |
| Rent of Tracks | 229.98 | Decrease | 218.96 |
| Hire Equipment | 43.50 | Decrease | 36.75 |
| | <u>\$1699.14</u> | | <u>\$561.58</u> |

This makes net increase in Other Conducting Transportation Expenses - \$1552.89; Swanzy Ore Expenses increased \$1763.47, making Net Ordinary Expenses a decrease of \$210.58

Car Service balance increased \$1271.44 by more foreign cars used to handle the business.

Hire of Equipment decreased \$516.49 by M. & S. E. Ry. purchasing the three compound engines from L. S. & I. Ry.

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MARQUETTE, MICH.

W.G.M.#16 - M.& S.E.Ry.

The other expenses were increased and decreased owing to the nature of the business handled.

MAINTENANCE OF EQUIPMENT.

Total charge - \$6085.90, an increase over 1904 of \$1014.73.

Repairs Locomotives increased \$1366.22 by Engine 31 having very heavy general repairs and Engine 32 having general repairs.

Repairs Engines were as follows -

| Eng. | Labor | Material | Total | Mileage on M. & S. E. | Cost per Engine mile for Repairs- Cents |
|--------------------|------------------|------------------|------------------|--------------------------|--|
| 31 ✓ | \$1835.12 | 699.68 | 2534.80 | 6971 | 36.36 |
| 32 ✓ | 528.59 | 234.46 | 763.05 | 19422 | 3.88 |
| 33 | 10.72 | 9.24 | 19.96 | 2516 | .79 |
| 34 | 6.19 | 15.29 | 21.48 | 2369 | .91 |
| 35 | | | | 1691 | |
| Total | <u>\$2380.62</u> | <u>\$958.67</u> | <u>\$3339.29</u> | <u>32969</u> | <u>10.13</u> |
| Foreign Engines | 423.05 | 183.24 | 606.29 | 53045 | 1.14 |
| Total | <u>\$2803.67</u> | <u>\$1141.91</u> | <u>\$3945.58</u> | <u>86014</u> | <u>4.59</u> |

Comparison with 1904

| | | | | | |
|----------|-----------|----------|---------|-------|------|
| Total | \$1580.40 | \$998.96 | 2579.36 | 61302 | 4.21 |
| Increase | 1223.27 | 142.95 | 1366.22 | 24712 | .38 |
| Decrease | | | | | |

Engine Expenses per mile was as follows:

| | Cents | | | |
|--------------------------|--------------|--------------|--------------|--------------|
| | <u>1905</u> | <u>1904</u> | <u>1903</u> | <u>1902</u> |
| For Repairs | 4.59 | 4.21 | 2.45 | 1.74 |
| " Fuel | 13.86 | 14.40 | 15.64 | 13.18 |
| " Stores | .53 | .53 | .40 | .30 |
| " Engineers and Firemen) | | | | |
| " Hostlers and Wipers) | 8.48 | 7.90 | 7.00 | 7.52 |
| | <u>27.46</u> | <u>27.04</u> | <u>25.49</u> | <u>22.74</u> |

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MARQUETTE, MICH.

W.G.M.#17 - M.& S.E.Ry.

Pounds of coal consumed per engine mile was as follows:

| | <u>1905</u> | <u>1904</u> | <u>1903</u> | <u>1902</u> |
|-----------|-------------|-------------|-------------|-------------|
| Passenger | 58.90 | 60.85 | 51.73 | 44.63 |
| Freight | 144.78 | 133.18 | 140.36) | |
| Work | | 25.85 | 84.32) | 135.10 |
| Switch | 81.70 | 68.81 | 120.87) | |

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

| | <u>Per Engine</u> | <u>Miles on M. & S. E.</u> | <u>Miles on Foreign Roads</u> | <u>Total</u> | <u>Cost per mile cents</u> |
|------|-------------------|------------------------------------|-----------------------------------|--------------|--------------------------------|
| 1902 | 236.54 | 10914 | 16303 | 27217 | 1.74 |
| 1903 | 328.90 | 28563 | 46406 | 74963 | .88 |
| 1904 | 860.95 | 22603 | 33343 | 55946 | 3.08 |
| 1905 | 667.86 | 32969 | 39157 | 72126 | 4.63 |

Passenger Car Repairs - Total cost, \$269.04 - decreased \$118.04 and is for our proportion of repairs to L.S. & I. Ry. and Munising Ry. cars.

Progressive Statement of Repairs Passenger Cars is as follows:

| | <u>Per Car</u> | <u>Per Mile - Cents</u> |
|------|----------------|-------------------------|
| 1902 | None owned | .65 |
| 1903 | " | .54 |
| 1904 | " | .78 |
| 1905 | " | .55 |

Repairs Freight Cars - Total cost, \$1487.91 - decreased \$373.95.

The repairs to Foreign Cars amounted to \$239.70 - \$144.00 of this was for Omaha box damaged in wreck, March 20th.

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W.G.M.#18 - M.& S.E.Ry.

MARQUETTE, MICH.,

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

| | M. & S. E. RY | | Per Mile -cents- | Foreign | | Total | |
|------|---------------|-------------|---------------------|-------------|---------------------|-------------|--------------------|
| | Per Car | Total Miles | | 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 |
| 1905 | 7.13 | 454859 | .27 | 341205 | .07 | 796064 | .19 |

Repairs M. & S. E. Ry. Work Cars - Cost \$381.06, an increase of
\$153.14. \$374.03 was repairs to Steam Shovel and balance to Snow Plow.

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MARQUETTE, MICH.

W.G.M.#19 - M.& S.E.Ry.

MAINTENANCE OF WAY.

Total Charge - \$10231.95, an increase over 1904 of \$620.25.

Improvement charged under proper head.

Repairs Roadway - siding to mill and wood yard of Superior Lumber Co., North Marquette - total cost labor and material, \$742.18.

Repairs Buildings - balance of repairs to residence Connors property - \$24.41. *Rents?*

Total Improvement-Maintenance of Way - \$766.18, a decrease from 1904 of \$391.75.

Repairs Roadway - increased \$621.71 and includes \$170.85 for labor putting in Temporary Spurs at powder mill, Lake Superior Ice Co., Green Garden and Dukes extension and \$25.53, material for Green Garden Spur- the balance is for increased labor and material for maintenance.

Temporary Spurs-Material - increased \$222.38 is for material for Lake Superior Ice Co.'s siding, North Marquette.

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MARQUETTE, MICH.

W.G.M.#20 - M.& S.E.Ry.

Sidings laid in 1905 on existing Main Line.

| | <u>Length</u> | <u>Labor</u> | <u>Material</u> | <u>Cost</u> |
|-----------------------|---------------|--------------------------------------|-----------------|--------------|
| Powder Mill | 198 ft. | 33.80 ✓ | 185.15 | 218.95 |
| Superior Lumber Co. | ✓ 657 " | 180.40 ✓ | 561.78 ✓ | 742.18 ✓ |
| Lake Superior Ice Co. | ✓ 430 " | 66.00 ✓ | 222.38 ✓ | 288.38 |
| Green Garden | ✓ 360 " | 56.15 ✓ | 25.53 ✓ | 81.68 |
| Dukes Extension | <u>150 "</u> | <u>14.90 ✓</u> | <u>66.27</u> | <u>81.17</u> |
| | 1795 ft. | \$351.25 <i>180.40 170.85</i> | \$1061.11 | \$1412.36 |

All labor and material charged to Maintenance of Way under above heads, except material for Powder Mill and Dukes which will be charged out in 1906.

Removal Snow and Ice - decreased \$415.99 account very heavy snow, December, 1904.

Repairs Bridges and culverts - increased \$464.95 by Dead River pile bridge being rebuilt at a cost of \$355.26 and Carp River Bridge having broken piles replaced at a cost of \$178.70.

Repairs Buildings - increased \$632.07 - Marquette passenger Station had general repairs at a cost of \$573.72 and Mangum tank increased \$61.50 and Skandia tank \$71.14 by changes to prevent freezing.

Dead River Branch - decreased \$408.84 by less labor and material required.

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MARQUETTE, MICH.

W.G.M.#21 - M. & S.E.Ry.

Details of Track Maintenance, including Ties but not including Improvement and Dead River Branch, is as follows:

Main Line and Sidings - 32.10 miles.

| | Main Line - 26.96 miles | | | Sidings including $\frac{1}{2}$ of Jt. tracks M. & S.E. owns 5.14 miles | | |
|----------------|-------------------------|----------|-----------|--|----------|----------|
| | Labor | Material | Total | Labor | Material | Total |
| | \$5213.42 | \$619.53 | \$5832.95 | \$191.23 | \$75.58 | \$266.81 |
| Per Mile | 193.38 | 22.98 | 216.36 | 37.20 | 14.70 | 51.91 |
| Per foot-cents | 3.66 | .42 | 4.09 | .70 | .27 | .98 |

Comparison - 1904.

| | | | | | | |
|----------------|-----------|----------|-----------|---------|---------|----------|
| | \$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 |

Total Main Line and Sidings.

| | 1905 32.10 miles | 1904 31.58 miles | 1903 31.58 miles | 1902 -6 Mos. 29.92 miles |
|------------------|---------------------|---------------------|---------------------|-----------------------------|
| Labor & Material | \$6099.76 | \$5379.97 | \$8506.24 | \$3956.82 |
| Per mile | 190.02 | 170.36 | 273.39 | 132.25 |
| Per foot-cents | 3.59 | 3.22 | 5.18 | 2.5 |

The total cost for repairs for 1905 includes a change of \$66.99 charged to repairs roadway account of repair work on Lake Independence Extension from time opened for business, viz.: Dec. 11th. The mileage of the Extension is not computed in the above statement.

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MARQUETTE, MICH..

W.G.M.#22 - M.& S.E.Ry.

GENERAL EXPENSE.

Total charge \$6209.86, an increase of \$751.76 by salary of General Manager increased \$666.66 and Law Expenses increased \$174.96 account Lake Independence Extension.

TAXES.

Total taxes - \$7844.31, an increase of \$12.51.

Taxes are made up as follows -

| | | | |
|--------------------------------|------------------|----------|-------|
| Railroad valuation | \$7620.48 | Increase | 10.30 |
| Connors and Rink property-City | 148.17 | Decrease | 11.98 |
| " " " " | | | |
| State and County | 67.24 | Decrease | 5.75 |
| Back taxes, Station Grounds | <u>8.42</u> | Increase | 8.42 |
| Total | <u>\$7844.31</u> | | |

Percentage of Railroad Taxation to Gross Earnings for 1905 - 6.85%, a decrease of 1.15%.

The valuation for 1906 has been fixed at \$450,000.00, same as for 1905.

The Galbraith law allows State Tax Board to fix rate of taxation to compare with valuation of general property and this rate has been fixed at \$14.61 per \$1000.00 compared with rate on general property of \$17.40. The Attorney General will contest their ruling.

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

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MARQUETTE, MICH..

W.G.M.#23 - M.& S.E.Ry.

PERSONAL INJURY.

None.

ACCIDENTS.

Accidents for the year are as follows:

| <u>Location</u> | <u>Number</u> | <u>Total Cars Handled</u> | <u>Amount</u> |
|-----------------|---------------|---------------------------|---------------|
| Road | 18 | 26215 | \$235.89 |

| <u>Kind of Damage</u> | <u>1905</u> | <u>1904</u> | <u>1903</u> |
|-----------------------|-------------|-------------|-------------|
| Engines | 41.07 | 40.48 | 74.36 |
| Cars | 194.82 | 1659.26 | 163.42 |
| Track | | 169.25 | 170.26 |
| Freight | | | 62.64 |
| | \$235.89 | \$1868.99 | \$470.68 |

Cause of Accident

| | <u>1905</u> | | <u>1904</u> | | <u>1903</u> | |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <u>No.</u> | <u>Cost</u> | <u>No.</u> | <u>Cost</u> | <u>No.</u> | <u>Cost</u> |
| Defects of Road | 1 | 125.00 | 3 | 8.25 | 4 | 22.57 |
| Defective Equipment | 11 | 83.13 | 17 | 112.47 | 13 | 57.42 |
| Negligence Operating | 5 | 24.41 | 8 | 46.34 | 13 | 240.69 |
| Unforeseen Obstructions | 1 | 3.35 | 4 | 1701.93 | 1 | 150.00 |
| | 18 | \$235.89 | 32 | \$1868.99 | 31 | \$ 470.68 |

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MARQUETTE, MICH.

W.G.M.#24 - M.& S.E.Ry.

RIGHT OF WAY.

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

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.

Lake Independence Extension.

Lake Superior Powder Co. - N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$, Section 10 - T.48 N., R.25 W.

Mich. Iron & Land Company - The S. $\frac{1}{2}$ of S.W. $\frac{1}{4}$)
N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of Section 3) T.48 N., R.25 W.
S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ of Section 5)

N.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$
S. $\frac{1}{2}$ of N.E. $\frac{1}{4}$
N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$
N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$, Section 31) T.49 N., R.25 W.

This deed is made and in the hands of J.M. Longyear for signature.

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

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Office of General Manager.

MARQUETTE, MICH.

W.G.M.#25 - M.& S.E.Ry.

Ayer and Longyear - The N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ - Section 10

N. $\frac{1}{2}$ of S.E. $\frac{1}{4}$)
N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$)
S. $\frac{1}{2}$ of N.W. $\frac{1}{4}$) - Section 4 -
N.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$)
S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)

N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ - Section 5 - T.48 N., R.25 W.

E. $\frac{1}{2}$ of S.W. $\frac{1}{4}$
N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ - section 32 - T.49 N., R.25 W.

This deed is made and in the hands of John M.Longyear for signature.

John M.Longyear - The N.W. $\frac{1}{4}$ of Section 36 - T.51 N., R.27 W.

This deed is made and in the hands of J.M.Longyear for signature.

Jennie Dwyer -

1/8 interest in Lot No.4, Section 2 - T.49 N.,R.26 W.

In the hands of Wm.P.Belden.

Northern Lumber Co.-The S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - Section 3 - T.49 N.,R.26 W.

N.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$)
S. $\frac{1}{2}$ of N.E. $\frac{1}{4}$)
N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$) section 33

S.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ - Section 28

E. $\frac{1}{2}$ of S.E. $\frac{1}{4}$)
N.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$)
S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
S. $\frac{1}{2}$ of N.W. $\frac{1}{4}$)
N.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$) - Section 29

S.E. $\frac{1}{4}$ of S E. $\frac{1}{4}$)
S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$) - Section 19 - T.50 N.,R.26 W .

N. $\frac{1}{2}$ of S.E. $\frac{1}{4}$
S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
E. $\frac{1}{2}$ of N.W. $\frac{1}{4}$)
N.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$) - Section 13

S.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ - Section 11 - T.50 N.,R.27 W.

This right of way is covered by contract.

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

W.G.M.#26 - M.& S.E.Ry.

Cleveland-Cliffs Iron Co.

The N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ - Section 3 - T.49 N.,R.26 W.

S.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$)
 S.W. $\frac{1}{4}$) - Section 34 - T.50 N.,R.26 W.

Nettie Sharpstein Estate - Grand Rapids

N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - Section 30 - T.50 N.,R.26 W.
 About $\frac{1}{2}$ acre of worthless land.

Estate of Randall H. Greene - covered by various tax titles.

The W. $\frac{1}{2}$ of S?W. $\frac{1}{4}$)
 S.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$) - Section 20 - T.50 N.,R.26 W.

Unknown -

The N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - Section 19 - T.50 N.,R.26 W.

Frank Hoffman -

The S.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ - Section 18 - T.50 N.,R.26 W.

Archambeau, et. al. Tax Title

The S.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ - Section 12 - T.50 N.,R.27 W.
 In the hands of Wm.P.Belden.

Big Bay Lumber Co.- The S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)

S.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$) - Section 26

Lot No.4 - Section 23

Lots Nos.1-2-3-4- Section 22

Lots Nos. 4-5-6 - Section 15 - T.51 N.,R.27 W.

This right of way is covered by contract with Big Bay
 Lumber Co.

Andrew McAfee - Tax Title

The N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ - Section 26 - T.51 N.,R.27 W.

W.B.Ransom says this can be included in Big Bay Lumber
 Co.'s right of way.

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MARQUETTE, MICH..

W.G.M.#27 - M.& S.E.Ry.

COST OF ROAD AND EQUIPMENT.

There was transferred to these accounts

Cost of Road - New Dalton Station *Exa 16* ✓ \$389.13

Cost of Equipment

25 Wood Flat Cars - 60,000 lbs.capacity,
Nos.1501 to 1525 inclusive \$11098.41 ✓ *Exa 12*

25 Steel Ore Cars - 110,000 lbs.capy.
Nos.3001 to 3025 inclusive 21603.91 ✓ *Exa-15*
One fourth cash, balance 3 annual
payments

3 Compound Consolidated Engines,
No.33, 34, 35 - Cash *Exa No. 18* 21000.00 ✓ 53702.32 ✓

\$54091.45

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MARQUETTE, MICH..

W.G.M.#28 - M.& S.E.Ry.

LAKE INDEPENDENCE EXTENSION.

Contract with the Northern Lumber Co. was entered into April 28, 1905, giving us the haul of forest products on approximately 20000 acres of land owned by them, located in the vicinity of the present town of Birch, about 15 miles northwest of Marquette, the contract to continue for fifteen years.

On February 7th., 1905 contract was entered into with the Big Bay Lumber Co. for the haul of forest products on approximately 10000 acres of land owned by them in the vicinity of the town of Big Bay, about 27 miles northwest of Marquette, the contract to continue for 15 years - in return for which the M. & S. E. Ry. was to build an extension from the terminus at connection with L.S. & I. Ry. known as West Yard to Big Bay on Lake Independence - 23.8 miles.

Contract was made for grading and clearing, etc. with McDonell Bros. & Co. May 4th. and work was started by May 8th. There was a great scarcity of men and grading was not all finished until about Nov. 20th. We did the track laying and ballasting ourselves and commenced tracklaying about July 1st, and laid about three miles to the rock cut, three miles from West Yard, which was not all taken out until about September 1st. Tracklaying and ballasting was then resumed but snow and bad weather coming about October 30th., much earlier than usual, delayed this work so that track was not all laid until December 15th. Ballasting is not completed, there being about seven miles of track not ballasted at all and all track must be resurfaced in the spring and about two miles of track on swamps have more ballast hauled onto it.

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W.G.M.#29 - M.& S.E.Ry.

The road was opened for business December 11th. and while not in good condition can be operated safely at a slow rate of speed.

I show below a statement of estimate of cost and the actual cost to date.

The first survey ran the line through a swamp with uncertain bottom in the vicinity of the rock cut, three miles out, and it was deemed advisable to avoid the swamp with possible bad sink holes and hug the side of it, which made the rock cut. As it was we had five or six hundred feet of sink hole which cost for extra dirt, \$2459.45, but we do not anticipate much more trouble; this change of line increased the rock estimate about \$8300.00 but decreased earth cost. The total grading estimated was \$69800.00 and the cost was \$74759.48, an increase over the estimate of \$4959.48.

Tracklaying increased \$2543.19 by scarcity of men and snow; labor was estimated at \$1.75 per day and \$2.00 was paid after September 1st. There was from three inches to two feet of snow from November 1st. to December 15th. that had to be cleared off the grade, making the work very expensive.

Not calculating interest, there remains from the estimate \$16326.33, and this should complete the work in the spring.

Three section houses at \$1100.00 each were estimated but only two will be built. Two stations were estimated at \$2000.00 each but it has been decided to erect a larger station with residence overhead for agent and this will increase cost to about \$3000.00 each or making the total cost for buildings about \$800.00 over the estimate.

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MARQUETTE, MICH..

W.G.M.#30 - M.& S.E.Ry.

Lake Independence Extension to January 1, 1906 - 23.8 miles Main Line.

| | Estimate | Cost | Increase | Decrease | |
|---------------------------|--------------------|----------------------|-----------|-------------------|--|
| Right of Way-300 acres | 3600.00 | 2755.04 | | 844.96 | |
| Clearing & Grubbing | 15576.00 | 11264.15 | | 4311.85 | Completed |
| Grading | | | | | |
| Earth | 65000.00 | 54962.64 | | | |
| Loose Rock | 2400.00 | 434.80 | | | |
| Solid Rock | 2400.00 | 10720.50 | | | |
| Hard Pan | | 6182.00 | | | |
| Filling sink hole | | 2459.54 | | | |
| | <u>69800.00</u> | <u>74759.48</u> | 4959.48 ✓ | | Completed |
| Bridges and Culverts | 15376.00 | 13032.45 | | 2343.55 | " |
| Ties | 20400.00 | 17681.66 | | 2718.34 | " |
| Rails | 71065.00 | 66494.29 | | 4570.71 | " |
| Rail Fastenings | 13345.00 | 8454.88 | | 4890.12 | " |
| Track Laying | 7410.00 | 9953.19 | 2543.19 ✓ | | " |
| Ballasting | 13585.00 | 13282.88 | | 3021.12 | Not " ✓ |
| Telegraph | 3705.00 | 2946.61 | | 758.39 | " " |
| 3 Section Houses | 3300.00 | 1027.02 | | 2272.98 | For 1 sec.hse |
| Engrg.& Incidentals | 12668.00 | 12179.39 | | 488.61 | Did not inc. 3232.26- Survey, 1900 Water Stn. Birch For 2.4 mi. |
| Water station | | 1104.24 | 1104.24 | | Not compltd. |
| Sidings -2 miles | 12000.00 | 14778.39 | 2778.39 ✓ | | |
| Crossing planks | 120.00 | | | 120.00 | Not compltd. |
| Whistling Posts | 15.00 | | | 15.00 | " " |
| Crossing signs | 75.00 | | | 75.00 | " " |
| 2 station Buildings | 4000.00 | | | 4000.00 | " " |
| | <u>266040.00</u> | <u>249713.67</u> | | <u>16326.33</u> | |
| Interest(not in estimate) | | 4665.83 | 4665.83 | | |
| | <u>\$266040.00</u> | <u>\$254379.50</u> ✓ | | <u>\$11660.50</u> | |

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MARQUETTE, MICH..

W.G.M.#31 - M.& S.E.Ry.

REQUIREMENTS.

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

Passenger Equipment - two coaches and two combination cars are required to handle increased business, one coach and one combination car for Lake Independence extension and the other two for extras. These cars have been ordered from F.M.Hicks & Co. for May delivery and will cost delivered for the combination cars rebuilt bodies and second hand trucks - \$3895.00 each. The coaches with new bodies and second hand trucks - \$5935.00 each - total \$19660.00

Cabooses - On account increased freight business and especially ore from Swanzy district two short and one long cabooses are required. The short cabooses cost delivered \$1000.00 each and the large caboose \$1170.00
Total cost \$3170.00

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

Siding-West Yard - to provide for ore trains, a siding parallel with main track between Dead River and L.S.& I.Ry. track should be provided, about 1500 ft. long - costing about \$2000.00

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MARQUETTE, MICH.

W.G.M.#32 - M.& S.E.Ry.

SUMMARY OF REQUIREMENTS.

| | |
|---------------------------------|------------|
| Freight House Track - Marquette | 1500.00 |
| Passenger Equipment | 19660.00 |
| Cabooses | 3170.00 |
| Passenger Station | 35000.00 |
| Ore Siding - West Yard | 2000.00 |
| Total | \$61330.00 |

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.

DEAD RIVER BRANCH.

The hauling of logs for South Arm Lumber Co. was completed in 1905.

There remains tributary to this track about eight million feet standing pine owned by J.M.Longyear and about four million feet on the ground remaining from the logging operations of Kibbee & White cut at the mill of the South Arm Lumber Co. These logs were left by the contractor, Ferguson, on account of being small and not to be hauled according to his version of the contract and suit will probably be necessary to settle their difficulties. Ferguson has signified his intention of trying to buy the logs and put up a portable mill at the Hoist to manufacture into lumber and shingles.

There is also considerable pulpwood, cedar and tie timber tributary to the River.

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W.G.M.#33 - M.& S.E.Ry.

There are evidences of ore three or four miles west of the Hoist and Reichel Bros. had a diamond drill on Section 2-48-27 last summer but with what result they would not say. I should like to see more explorations there by the Cleveland-Cliffs Iron Co. so as to more definitely ascertain what business we can work up for this branch.

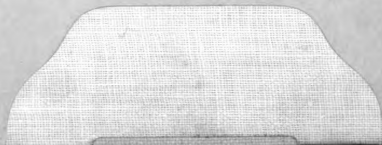
With the opening of the Lake Independence Extension and the general better prospects for forest product market and the continuance of rail shipments of pig iron, I estimate Earnings and Expenses as follows for 1906 -

| | | |
|--------------------|---------|-------------|
| Earnings | | \$165000.00 |
| Operating Expenses | | 80000.00 |
| | | \$85000.00 |
| Taxes | | 8000.00 |
| Net Earnings | | \$77000.00 |
| Interest | | \$55000.00 |
| | Surplus | \$22000.00 |

Yours truly,



General Manager.



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MARQUETTE, MICH..

W.G.M.#2 - L.S.& I.Ry.

| | Miles |
|--|------------------------|
| Ford. | 34.48 |
| <u>SIDINGS LEASED - ISHPEMING.</u> | |
| C. & N.W.RY. Lease Jan. 2, 1897 Terminates 1 year's notice | 28383 ft. |
| C. & N.W.RY. Lease Aug. 1, 1900 Expired Dec. 31, 1904 but promise made for extension until 1907. | 5800 " |
| C. & N.W. and D.S S. & A.RY. Lease of Aug. 1st., 1900 Expired Dec. 31st., 1904 but promise made by C. & N.W.Ry. for extension until 1907. C. & N.W.Ry. have signified their intention of making 1900 lease for another year but conditions not yet named. | 25770 " |
| D.S.S. & A.RY. Lease Aug. 1, 1900 Expired Dec. 31, 1904 but arrangements made for exten- sion until 1907. | 11182 " |
| D.S.S. & A.RY. Included in above lease of Aug. 1, 1900 by letter from W.F.Fitch, dated March 4, 1905. | 1000 " |
| C. & N.W.RY. Lucy Mine Lease, June 4, 1903 Terminates 6 mos. notice. | 2700 " |
| | 74825 ft. <u>14.17</u> |
| Total Track Owned and Leased | 48.65 |

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MARQUETTE, MICH.

W.G.M.#3 - L.S.& I.Ry.

| | Main | Siding | Total |
|--|-----------|-----------|-----------|
| Total length of all tracks owned including L.S.& I. 1/3 of joint tracks | 19.94 mi. | 13.62 mi. | 33.56 mi. |
| Total Length of all tracks leased | 0.92 | 14.17 | 15.09 |
| | | | 48.65 |

The mileage has been increased this year by sidings owned Miles

| | |
|---|------|
| Storage and coal tracks, West Yard | 1.13 |
| Tracks in West Yard that should have been reported in 1903 | 0.07 |
| Joint Crossover, Negaunee Mine-0.03 mi.-LS&I 1/3 | 0.01 |
| Net Increase | 1.21 |

| | |
|--|------|
| The leased mileage was increased this year by 1000 ft. leased from D.S.S.& A. | 0.19 |
| Total | 1.40 |

Sidings Taken Up.

None.

Total Length of tracks used by L.S.& I.Ry.

| | |
|---|-------------|
| Total Main Line owned | 19.94 miles |
| Total Main Line Leased | 0.92 " |
| Total Sidings owned exclusive of joint tracks | 12.88 " |
| Total Sidings Leased | 14.17 " |
| Total Sidings Owned jointly (1/3 L.S.& I.) | 2.23 " |
| | 50.14 " |

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MARQUETTE, MICH..

W.G.M.#4 - L.S.& I.Ry.

The L.S.& I.Ry. uses the Maas Mine track, 3.6 miles long, which was built in 1903. When finished this track may be paid for by the Cleveland-Cliffs Iron Company.

The L.S.& I.Ry. also uses the tracks serving the Queen and Blue mines. These tracks belong, one half to the C.& N.W.RY. and one half to the Cleveland-Cliffs Iron Co. and are used jointly by the L.S.& I., C.& N.W. and D.S.S.& A.Rys. Total length - 22172 ft. - 4.2 miles.

The Negaunee Mine crossover was put in to save switching and the L.S.& I.Ry.Co.'s proportion (1/3) charged to Repairs of Roadway.

The additional yard tracks at West Yard were put in on account of increased business and cost charged to Improvement.

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MARQUETTE, MICH.

W.G.M.#5 - L.S.& I.Ry.

MAINTENANCE EQUIPMENT.

EQUIPMENT OWNED.

ENGINES.

| | |
|-----------------------|----------|
| Consolidated Compound | 1 |
| Consolidated Simple | 4 |
| Six-wheel Switch | 5 |
| Four-wheel Switch | <u>3</u> |
| | 13 |

CARS.

| | | |
|--------------------------------------|----------|------------|
| Combination Passenger and Baggage | 1 | |
| Coaches | <u>3</u> | |
| | | 4 |
| Steel Ore Cars - 100,000 lbs. Capy. | 90 ✓ | |
| Steel Ore Cars - 110,000 lbs. Capy. | 125 ✓ | |
| Wooden Ore Cars - 60,000 lbs. Capy. | 400 ✓ | |
| Flat and Gondola - 60,000 lbs. Capy. | 20 | |
| Four-wheel Caboose | <u>4</u> | <u>639</u> |
| | | 643 |

The engine equipment was changed by selling three consolidated compounds, Nos. 1, 3 and 4, to the M. & S. E. Ry. for \$7000.00 each, after having general repairs and buying two heavy consolidated simple engines, cylinders 22 x 30 from Baldwin Locomotive Works, Nos. 15 and 16, making a net decrease of one engine.

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MARQUETTE, MICH.

W.G.M.#6 - L.S.& I.Ry.

One Lima geared locomotive for use in Presque Isle Yard and for shoving ore on dock and one Consolidated Simple engine, same as two purchased this year, with cylinders 22 x 30", have been ordered from American Locomotive Works for April, 1906 delivery.

Freight Car Equipment was increased by 125 steel ore cars of 110,000 lbs. capacity and improved design, received from Pressed Steel Car Company?

25 more steel ore cars of 110,000 lbs. capacity, same design, have been ordered from Pressed Steel Car Company for April, 1906 delivery.

In 1906 engine will be renumbered as follows, to get engines of a class together and to fill vacancies caused by sale of Engines 1, 3 and 4.

| | |
|--------------------------------------|---------------------|
| New Lima Geared | No. 1 |
| 4-wheel Switch from 12, 13 and 14 to | 2 - 3 - and 4 |
| Simple Consolidated - same | 5 and 6 |
| 6-wheel switch - same | 7, 8, 9, 10 and 11. |
| Compound Consolidated, 2 to | 12 |
| Vacant | 13 |
| New Simple Consolidated | 14 |
| Simple Consolidated - same | 15 and 16. |

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W.G.M.#7 - L.S.& I.Ry.

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

Repairs and Renewals Passenger Cars - \$2109.71, for remodelling Coaches 11 and 12 from suburban coaches as purchased to first class coaches, which included new seats, double windows, heater and new platforms, as well as general repairs. The cost includes completion of Coach 12 and new material for Coach 11, which will be completed by April 1st.

The total Maintenance of Equipment - Improvement, is \$2109.71 and is an increase over 1904 of \$68.64.

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MARQUETTE, MICH.

W.G.M.#8 - L.S.& I.Ry.

Repairs and Renewals Locomotives was as follows:

| Eng. | Labor | Material | Total | Mileage on L.S.& I. | Cost per Engine Mile for Repairs - cents |
|--------------|------------------|------------------|------------------|---------------------|--|
| 1 | 217.53 | 163.95 | 381.48 | 8458 | 4.51 |
| 2 | 160.89 | 99.16 | 260.05 | 7666 | 3.31 |
| 3 | 985.52 | 427.70 | 1413.22 | 6128 | 23.06 |
| 4 | 328.75 | 265.70 | 594.45 | 7212 | 8.24 |
| 5 ✓ | 1124.71 | 523.52 | 1648.23 | 11029 | 14.94 |
| 6 ✓ | 402.12 | 192.34 | 594.46 | 14423 | 4.13 |
| 7 | 191.83 | 88.67 | 280.50 | 14431 | 1.94 |
| 8 | 657.80 | 362.80 | 1020.60 | 15294 | 6.67 |
| 9 | 190.60 | 53.92 | 244.52 | 9194 | 2.66 |
| 10 | 748.82 | 361.21 | 1110.03 | 21573 | 5.15 |
| 11 | 605.90 | 232.46 | 838.36 | 14975 | 5.60 |
| 12 | 107.28 | 38.77 | 146.05 | 10066 | 1.45 |
| 13 | 90.47 | 23.64 | 114.11 | 3736 | 3.05 |
| 14 | 166.39 | 56.60 | 222.99 | 5527 | 4.03 |
| 15 | 309.80 | 15.78 | 325.58 | 10313 | 3.16 |
| 16 | 249.46 | 6.76 | 256.22 | 11160 | 2.29 |
| Total | \$6537.87 | \$2912.98 | \$9450.85 | 171185 | 5.52 |

Foreign Engines.

M.Ry.
Engs.

| | | | | | |
|----|-------|------|-------|------|------|
| 22 | 1.04 | | 1.04 | 532 | .20 |
| 23 | | | | 36 | .00 |
| 24 | 24.06 | 7.11 | 31.17 | 1075 | 2.90 |

Total \$25.10 \$7.11 \$32.21 1643 1.96

M&SE
Engs.

| | | | | | |
|----|-------|-------|--------|------|-------------|
| 31 | 60.43 | 15.58 | 76.01 | 4947 | 1.54 |
| 32 | 86.87 | 56.45 | 143.32 | 9433 | 1.52 + 1.52 |
| 33 | | | | 504 | |
| 34 | | | | 494 | |
| 35 | | | | 310 | |

Total \$147.30 72.03 219.33 15688 1.40

Grand Total \$6710.27 \$3012.12 \$9702.39 188516 5.15

Comparison with 1904.

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

Inc. Dec. \$1004.22 \$1929.99 \$2954.21 47581 3.83

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MARQUETTE, MICH..

W.G.M.#9 - L.S.& I.Ry.

Engines 3, 5, 8, 10 and 11 received general repairs, Engine 5 having new half side sheets in fire box, and one three quarter door sheet, all flues taken out and new driving and truck tires. Engines 3, 8, 10 and 11 had general repairs, including all flues taken out and replaced.

Munising Ry. engines 21, 22, 23 and 24 and M.& S.E.Ry. engines 31 and 32 also had general repairs. Engine 31 also having new driving wheel tires.

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. | 33065 miles | \$4219.27 |
| " Munising Ry. | 26181 " | 2177.37 |
| " C.C.Iron Co. | 1599 " | 266.50 |
| " Oliver Iron Mining Co. | 819 " | 136.50 |
| | 61664 " | \$6799.64 |

Average per mile - 11.0 cents.

Debit:

| | | |
|-----------------------------|-------------|------------|
| To rental paid M. & S.E.Ry. | 15490 Miles | 826.82 |
| " " " Munising Ry. | 23381 " | 1317.67 |
| | 38871 " | \$ 2144.49 |

Average per mile - 5.5 cents.

Net 22793 Miles \$4655.15

Average per mile - 20.4 cents.

The net Rent being an increase over 1904 of \$354.08

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MARQUETTE, MICH..

W.G.M.#10 - L.S.& I.Ry.

The amount paid for 10% added to Labor and Material furnished Munising Ry. was \$1533.37 and M.& S.E.Ry.was \$1444.58 - Total,\$2977.95 and an increase over 1904 of \$781.81.

Comparative Engine Expenses per mile was as follows:

| | | <u>1905</u> | <u>1904</u> | <u>1903</u> | <u>1902</u> | <u>1901</u> | <u>1900</u> | <u>1899</u> |
|-----------------------|-------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| For Repairs | Cents | 5.15 | 8.98 | 9.38 | 3.88 | 4.32 | 2.43 | 4.21 |
| " Fuel | " | 15.10 | 15.60 | 15.77 | 14.67 | 12.89 | 13.32 | 10.50 |
| " Stores | " | .76 | .77 | .79 | .52 | .47 | .47 | .50 |
| " Engineers & Firemen | " | 7.89 | 7.53 | 7.43 | 6.08 | 6.28 | 6.44 | 6.23 |
| " Hostlers & Wipers | " | <u>2.41</u> | <u>2.56</u> | <u>2.05</u> | <u>2.25</u> | <u>1.83</u> | <u>2.01</u> | <u>1.88</u> |
| | | 31.31 | 35.44 | 35.40 | 27.40 | 25.79 | 24.67 | 23.32 |

| | |
|------------------------------------|---------------------|
| Repairs have decreased | 3.83 cents per mile |
| Fuel has decreased | 0.50 " " " |
| Stores have decreased | 0.01 " " " |
| Engineers & Firemen have increased | 0.36 " " " |
| Hostlers & Wipers have decreased | 0.15 " " " |
| Total Expenses have decreased | 4.13 " " " |

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MARQUETTE, MICH.,

W.G.M.#11 - L.S.& I.Ry.

what grade

| | |
|--------------------------|----------------|
| Fuel charged out in 1905 | \$2.67 per ton |
| " " " " 1904 | 2.65 " " |
| " " " " 1903 | 2.94 " " |
| " " " " 1902 | 2.74 " " |
| " " " " 1901 | 2.90 " " |
| " " " " 1900 | 2.85 " " |

The increase in Engineers and Firemen of .36 cents was due to increased wages on the large engines purchased this year.

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MARQUETTE, MICH..

W.G.M.#12 - L.S.& I.Ry.

why increase

Pounds of coal consumed per Engine Mile, as follows:

| | <u>1905</u> | <u>1904</u> | <u>1903</u> | <u>1902</u> | <u>1901</u> | <u>1900</u> | <u>1899</u> |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Passenger, | 52.50 | 63.63 | 48.83 | 49.64 | 48.66 | 48.17 | 49.91 |
| Freight, | 149.04 | 140.97 | 140.59 | 123.56 | 111.70 | 110.99 | 107.38 |
| switching, | 103.48 | 112.43 | 111.56 | 95.59 | 80.34 | 85.56 | 93.27 |
| Work, | 101.15 | 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:

REPAIRS ENGINES.

| | <u>Per Engine</u> | <u>L.S.& I.Miles</u> | <u>On Foreign Roads</u> | <u>Total</u> | <u>Per Mile - Cents</u> |
|------|-------------------|--------------------------|-------------------------|--------------|-------------------------|
| 1896 | 46.16 | 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 |
| 1905 | 590.68 | 171185 | 71866 | 243051 | 3.89 |

Deducting repairs to new engines 15 and 16, makes the average repairs to the 14 old engines \$633.50 each.

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MARQUETTE, MICH.,

W.G.M.#13 - L.S.& I.Ry.

PASSENGER CAR REPAIRS.

Total Cost - \$893.10 - an increase over 1904 of \$160.37.

Amount received for Rental Passenger Cars accounted for under head of Miscellaneous Earnings, as follows:

| | | | |
|---------------------|-------------|------|----------|
| From M. & S. E. Ry. | 41757 miles | @ 1¢ | \$417.57 |
| " Munising Ry. | 37932 " | " 1¢ | 379.32 |
| | | | \$796.89 |

Debit:

| | |
|--|------------|
| To amount paid Munising Ry.- 7418 miles @ 1¢ | 74.18 |
| Total Credit to Passenger Cars of | \$722.71 - |

an increase over 1904 of \$117.47.

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

REPAIRS PASSENGER CARS

| | Per Car | Per Mile (cents) |
|------|---------|------------------|
| 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 |
| 1905 | 223.27 | 2.56 |

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W?G.M.#14 - L.S.& I.RY.

REPAIRS FREIGHT CARS.

Total cost for the year - \$12177.44, a decrease from 1904 of \$4272.79, Improvement-Repairs Freight Cars decreasing \$674.29 in changing air brakes pipes to standard height.

The further decrease was due to the general repairs made to all wooden cars in 1904 and painting 50 steel cars. No steel cars were painted in 1905.

873 wheels were replaced during the year for following defects -

| | |
|---------------|-----|
| Seamy Tread | 76 |
| Shelled Tread | 23 |
| Broken | 23 |
| Cracked | 23 |
| Worn Tread | 56 |
| Worn Flange | 662 |
| Slid Flat | 10 |

The total number is an increase over 1904 of 39, over 1903 of 427 and over 1902 of 624.

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W.G.M.#15 - L S.& I.Ry.

Cost per mile for L.S.& I.cars - .59 cents or a decrease
per mile from 1904 of .54 cents.

cost per car for L.S.& I.cars, which includes repairs to the
125 new steel ore cars purchased - \$18.92, a decrease from 1904 of \$13.08.

Repairs to wooden ore cars decreased \$10.10 per car or \$4040.84

Repairs to steel ore cars, including 125 new cars,
decreased \$13.59 per car or 352.50

Repairs to caboose and gondola cars increased
\$4.41 per car or 105.88

Repairs to Foreign cars increased 14.67

Total decrease \$4272.79

W.G.M.#16 - L.S.& I.Ry.

The Repairs and Renewals to Cars amounted to \$12177.44, which was divided as follows -

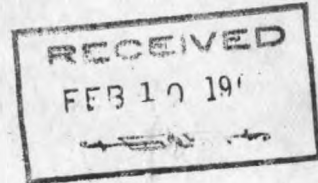
| | L.S.& I. Wooden Ore -400- | | L.S.& I. Steel Ore -90- | | L.S.& I. Steel Ore -125- | | L.S.& I. Other Freight - 24 - | | Foreign Cars |
|------------------|---------------------------------|----------------|-------------------------------|----------------|--------------------------------|---------------|--|----------------|-----------------|
| | Per Car | Per Car | Per Car | Per Car | Per Car | Per Car | Per Car | | |
| Bodies | 2135.92 | 5.34 | 15.45 | .17 | 8.11 | .06 | 277.31 | 11.55 | 50.13 |
| Draft Rigging | 492.20 | 1.23 | 13.09 | .15 | 1.86 | .01 | 5.60 | .23 | 1.90 |
| Draw Bars | 242.83 | .61 | 126.68 | 1.41 | 3.40 | .03 | 8.17 | .34 | |
| Knuckles | 46.74 | .12 | 3.86 | .04 | .36 | | 16.30 | .68 | |
| Trucks | 5228.26 | 13.07 | 486.98 | 5.41 | 91.75 | .74 | 51.55 | 2.15 | 5.53 |
| Air Brakes | 904.50 | 2.26 | 204.63 | 2.27 | 58.83 | .47 | 66.99 | 2.79 | 9.36 |
| | <u>\$9050.45</u> | <u>22.63</u> | <u>\$850.69</u> | <u>9.45</u> | <u>164.31</u> | <u>1.31</u> | <u>425.92</u> | <u>17.74</u> | <u>66.92</u> |
| Inspection | 593.06 | 1.48 | 249.61 | 2.77 | 77.63 | .62 | 74.44 | 3.10 | 14.66 |
| Accident Repairs | 399.95 | 1.00 | 151.46 | 1.68 | 3.85 | .03 | 50.36 | 2.10 | 4.13 |
| Total, 1905 | <u>\$10043.46</u> | <u>\$25.11</u> | <u>\$1251.76</u> | <u>\$13.90</u> | <u>\$245.79</u> | <u>\$1.96</u> | <u>\$550.72</u> | <u>\$22.94</u> | <u>\$85.71</u> |
| Total, 1904 | 14084.30 | 35.21 | 1850.05 | 20.55 | | | 444.84 | 18.53 | 71.04 |
| Increase | | | | | | | 105.88 | 4.41 | 14.67 |
| Decrease | 4040.84 | 10.10 | 598.29 | 6.65 | | | | | |

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MARQUETTE, MICH., February 7th., 1906



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

Dear Sir:-

I hand you detailed report of operations for 1905.
Lengths of Tracks Owned and Leased.

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

| <u>SIDINGS OWNED.</u> | | |
|----------------------------|---------|-------|
| Presque Isle - West Yard | 43855.0 | |
| 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 Connection | 187.0 | |
| Negaunee Passenger Station | 645.0 | |
| Ishpeming | 14000.7 | |
| | 68038.9 | 12.88 |

Sidings owned jointly with C. & N.W. and D.S.S. & A. Rys.

| | | |
|-----------------------------------|----------|-------|
| Negaunee Mine Tracks - 11794 feet | 2.23 mi. | |
| L.S. & I. - 1/3 Interest | | 0.74 |
| Ford. | | 34.48 |

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MARQUETTE, MICH..

W.G.M.#17 - L.S.& I.Ry.

The difference in Repairs Wooden Cars compared with 1904, is as follows-

| | <u>Total</u> | | <u>Per Car</u> | |
|------------------|------------------|----------|----------------|----------|
| Bodies | \$788.10 | decrease | \$1.97 | decrease |
| Draft Rigging | 93.22 | " | .24 | " |
| Draw Bars | 343.50 | " | .86 | " |
| Knuckles | 41.14 | " | .10 | " |
| Trucks | 884.40 | " | 2.21 | " |
| Air Brakes | 1984.68 | " | 4.96 | " |
| Inspection | 90.87 | " | .23 | " |
| Accident Repairs | <u>185.07</u> | Increase | <u>.46</u> | increase |
| Total Decrease | <u>\$4040.84</u> | | <u>\$10.10</u> | Decrease |

The difference in Repairs to the 90 old steel ore cars compared with 1904 is as follows -

| | <u>Total</u> | | <u>Per Car</u> | |
|------------------|-----------------|----------|----------------|----------|
| Bodies | \$275.31 | Decrease | \$3.06 | Decrease |
| Draft Rigging | 9.03 | " | .10 | " |
| Draw Bars | 17.60 | " | .20 | " |
| Knuckles | 16.30 | " | .18 | " |
| Trucks | 275.76 | " | 3.06 | " |
| Air Brakes | 253.00 | " | 2.81 | " |
| Inspection | 110.11 | Increase | 1.22 | Increase |
| Accident Repairs | <u>138.80</u> | " | <u>1.54</u> | " |
| Total Decrease | <u>\$598.29</u> | | <u>\$6.65</u> | Decrease |

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MARQUETTE, MICH..

W.G.M.#18 - L.S.& I.Ry.

The difference to Repairs Other Freight Cars compared with 1904 is as follows:

| | <u>Total</u> | <u>Per Car</u> |
|------------------|----------------------|----------------|
| Bodies | \$58.54 Increase | |
| Draft Rigging | 2.33 " | |
| Draw Bars | 1.43 Decrease | |
| Knuckles | 6.65 Increase | |
| Trucks | 40.57 Decrease | |
| Air Brakes | 22.38 Increase | |
| Inspection | 63.21 " | |
| Accident Repairs | <u>5.43 Decrease</u> | |
| Total Increase | \$105.88 | |

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MARQUETTE, MICH..

W.G.M.#19 - L.S.& I.Ry.

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

REPAIRS FREIGHT CARS.

| | Wooden - 400 | | | Steel - 215 | | |
|------|--------------|---------------------|------------------|---------------------|---------------------|------------------|
| | 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 |
| 1905 | 25.11 | .72 | 3500 | 6.96 | .26 | 2677 |

Repairs Shop Machinery and Tools, decreased \$170.56

Repairs Shop Machinery and Tools-Improvement decreased
\$1366.78 by less tools purchased.

Other Expenses increased \$788.71 by fuel, power and lighting
being charged direct to this account for a portion of the year instead of being pro-rated among other items as heretofore.