

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,
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Office of General Manager.

MARQUETTE, MICH.

W.G.M.#20 - L.S.& I.Ry.

MAINTENANCE OF WAY - Including Structures.

Total Maintenance of Way Expenses were \$47552.74, an increase
over 1904 of \$8619.21.

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

<u>Repairs Roadway</u> additional yard tracks, Presque Isle	\$6937.23
<u>Repairs Buildings</u> increase coal dock	2867.50
<u>Repairs Docks</u> - Electric lights for pockets	174.54
Total	<u>\$9979.27</u>

The Total Maintenance of Way-Improvement is a decrease from
1904 of \$275.69.

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W.G.M.#21 - L.S.& I.Ry.

Repairs Roadway - Total charge \$11904.56, an increase over 1904 of \$5156.81; of this amount \$1356.84 was for our proportion of maintenance of Negaunee Mine tracks, owned jointly with C.& N.W. and D.S.S.& A.. The increase generally is because of more labor and material expended on maintenance. During the comparatively light business of 1903 and 1904, we kept repairs to the minimum, which while safe was not up to our standard. With the increased business of 1905 we expended as much as was necessary to bring track up to proper condition.

Renewals Rails - \$99.48, a decrease from 1904 of \$90.93 and was to replace rails worn on curves.

Renewal of Ties - Total charge \$2284.39 and an increase over 1904 of \$886.25 by more ties required.

Tie Renewals and cost as follows -

Switch Ties - 14 sets	@ \$25.50	\$357.00
Standard Cedar - 4878	" 33.81¢	1649.27
" " Hemlock - 988	" 28.15¢	<u>278.12</u>
		\$2284.39

Average cost cross ties - 32.85¢ compared with 28.24¢ in 1904.

The cost includes cost, peeling, inspection, loading and delivering on track ready to put in.

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Repairs Bridges and Culverts - Total charge \$3288.84, an increase over 1904 of \$1017.75. Total labor was \$1778.16; material \$1510.68, and was for extensive renewals to foundations of Bridge 5 and increased bracing on Bridges 6 and 13; also painting all iron bridges with the exception of No. 3 or Dead River Bridge which was only about two thirds finished.

Repairs Fences, Road Crossings, Signs and Cattle Guards- Total charge \$288.32, an increase over 1904 of \$183.36.

Repairs Buildings - Total charge of \$3826.81, and an increase over 1904 of \$1134.69; Labor amounting to \$2081.85 and material to \$1744.96. Increase caused by cement floor for 3 stalls, new sewer and 3 new smoke jacks at Presque Isle engine house, amounting to \$728.80, putting in toilet room and cement side walk on street at Ishpeming passenger station, amounting to \$209.85 and putting water connections in Ishpeming engine house, amounting to \$209.06.

Repairs Docks - Total charge \$13365.06, an increase over 1904 of \$545.88. Superintendence - \$360.00; Labor - \$4501.65; Material - \$8503.41. The work consisted of completing repairs to norway piling and timber for repairing top of dock this winter, which arrived before December 31st.

Removal Snow and Ice - total charge \$2290.44, and an increase over 1904 of \$81.03.

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W.G.M.#23 - L.S.& I.Ry.

Total charge for Repairs Roadway and Renewal Ties is \$14188.95

Detailed Cost is as follows -

Main Line - 19.94 miles			Sidings including LS&I Ry. 1/3 interest Negaunee Mine Connection - 13.62 mi.		
Labor	Material	Total	Labor	Material	Total
\$6644.78	2954.71	9599.49	3648.52	940.94	\$4589.46
Per mile 333.23	148.18	481.41	267.88	69.08	336.96
Per foot- cents 6.31	2.80	9.11	5.07	1.30	6.37

Comparison in 1904.

\$4891.76	\$1967.83	\$6859.59	\$1045.14	241.16	1286.30
Per mile 245.32	98.68	343.96	84.21	19.43	103.65
Per foot- cents 4.64	1.87	6.51	1.6	.36	1.9

Total Main Line and Sidings.

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
	<u>33.56 mi.</u>	<u>32.35 mi.</u>	<u>31.14 mi.</u>	<u>31.0 mi.</u>
Labor and Material	\$14188.95	\$8145.89	\$9129.33	\$8964.02
Cost per mile	422.79	251.80	293.17	289.17
Per foot-cents	8.0	4.7	5.55	5.48

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W.G.M.#24 - L.S.& I.Ry.

Queen Mine tracks - 4.11 miles.

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

Maintenance divided on tonnage basis.

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Total Maintenance	\$1726.56	\$1196.96	\$1989.09	\$2955.81
Per Mile	420.08	291.23	483.96	719.17
Per foot-cents	7.95	5.51	9.16	13.44
C.C.I.Co.proportion	382.20	199.01	541.17	1243.20
Per Mile	93.13	48.42	131.67	302.48
Per foot-cents	1.76	.92	2.47	5.73

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

Maintenance divided on tonnage basis.

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Total Maintenance	3803.44	3431.14	3600.69	3885.72
Per mile	604.68	545.49	572.44	617.76
Per foot-cents	11.48	10.33	10.84	11.70
L.S.& I.proportion	2971.96	2454.86	2732.81	3528.31
Per mile	472.49	390.28	434.47	560.94
Per foot-cents	8.94	7.39	8.23	10.62
L.S.& I.proportion Maintenance	2971.96	2454.86	2732.81	
L.S.& I.propn.Operat	302.51	1113.65	1143.71	
L.S.& I.propn.Rent	1966.44	1966.44	1966.44	
	<u>\$6240.91</u>	<u>\$5534.95</u>	<u>\$5842.96</u>	

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W.G.M.#25 - L.S.& I.Ry.

C.& N.W. and D.S.S.& A.Ry. - Lease 1900 - 8.28 miles.

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Total Maintenance	3500.58	1439.44	5220.08	6950.99
Per mile	422.77	177.70	644.54	858.14
Per foot-cents	8.0	3.36	12.21	16.25
L.S.& I.proportion	773.74	250.82	1095.01	2429.71
Per Mile	93.44	30.96	135.18	299.96
Per foot-cents	1.77	.58	2.56	5.67

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

No charge for Maintenance in 1905.

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W.G.M.#26 - L.S.& I.Ry.

OPERATING.

The General Exhibit Book gives in detail the different items of expense compared with the year 1904 and below is a tabulated statement of Tonnage, Earnings and Expenses since road was opened.

Progressive Statement of Tonnage.

	<u>Ore</u>	<u>Coal</u>	<u>Other</u>	<u>Total</u>
1896	290,813	8,523	220	299,556
1897	1,041,408	20,793	26	1,062,227
1898	1,079,169	29,914	90	1,109,173
1899	1,417,600	40,359	1,190	1,459,149
1900	1,509,796	43,900	3,767	1,557,463
1901	1,538,159	55,832	16,569	1,610,560
1902	1,641,486	38,251	19,130	1,698,867
1903	1,231,856	51,510	22,893	1,306,259
1904	1,126,919	37,058	43,954	1,207,931
1905	1,854,645	43,857	43,496	1,941,998
Total	12,731,851	369,997	151,335	13,253,183

Figures for 1905 include following ore tonnage -

Manistique Furnace	533	
Pioneer Iron Co.- Gladstone Furnace	21304	
Pioneer Iron Co.-Carp Furnace	23928	
Pioneer Iron Co.,No.2 Furnace	74440	
	<u>120205</u>	
Leaving ore for dock	1734440	1,854,645

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W.G.M.#27 - L.S.& I.Ry.

Earnings and Expenses, which includes Improvement and Taxes.

	<u>Earnings</u>	<u>Expenses</u>	<u>Per Cent</u>	<u>Net</u>
1896	96147.75	41278.13	42.93	54869.62
1897	343020.73	127350.07	37.12	215670.66
1898	365344.11	154776.35	42.35	210627.76
1899	481762.05	186719.99	38.76	295042.06
1900	509884.70	164424.58	32.25	345460.12
1901	522869.83	184958.81	35.35	337911.02
1902	542423.88	226066.96	41.67	316356.92
1903	407474.60	243048.10	59.64	164426.50
1904	382174.74	220297.34	57.64	161877.40
1905	595351.85	261380.76	43.90	333971.09
Total	\$4246454.24	\$1810241.09	42.63	\$2436213.15

	<u>Taxes</u>	<u>Improvement</u>	<u>Total Taxes & Improvement which are in. in Expenses</u>
1896	None	None	None
1897	23.78	"	23.78
1898	3708.41	23336.17	27044.58
1899	4190.39	43623.01	47813.40
1900	5988.97	8437.32	14426.29
1901	13376.74	8114.92	21491.66
1902	19270.40	31603.37	50873.77
1903	31996.80	31367.60	63364.40
1904	27191.02	12304.49	39495.51
1905	27613.01	12088.98	39701.99
Total	\$133359.52	\$170875.86	\$304235.38

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W G.M.#28 - L.S.& I.Ry.

Expenses per ton, in cents -

	<u>Operating Season Only</u>	<u>Including Winter's Maintenance</u>	<u>Including Taxes</u>	<u>Including Improvement & Rent</u>
1896	14.19			
1897	10.33	11.98	12.50	12.50
1898	9.90	11.07	11.40	13.95
1899	7.90	9.18	9.47	12.80
1900	8.12	9.31	9.69	10.55
1901	7.90	9.83	10.66	11.48
1902	8.21	10.02	11.16	13.32
1903	10.34	13.33	15.78	18.60
1904	8.19	14.53	16.78	18.24
1905	8.76	11.14	12.56	13.46

The Expense per ton for

Operating Season only as shown in tabulated statement is an increase of .57 cents in Dock labor and Maintenance of Way.

Including Winter's Maintenance, a decrease of 3.39 cents due to short operating season in 1904 by strike of captains and mates.

Including Taxes, a decrease of 4.22 cents.

Including Improvement and Rent, a decrease of 4.78 cents.

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The principal differences in Cost per ton are as follows -

Switching, Negaunee and Queen	.38¢	decrease
" Presque Isle	.16¢	"
" Ishpeming	.21¢	"
C. & N.W. tracks, Lease 1897	.14¢	"
C. & N.W. and D.S.S. & A. lease 1900	.11¢	increase
Dock	.03¢	decrease
Road, Engine and Train Crews	.05¢	"
Maintenance of Equipment	1.50¢	"
Fuel, Water, etc.	.10¢	"
station Service	.15¢	"
Maintenance of Way	.88¢	"
General Expenses	.33¢	"

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W.G.M.#30 - L.S.& I.Ry.

Earnings increased \$213177.11.

Ore Earnings increased \$206,429.61 by an increase of 727726 tons.

Coal Earnings increased \$2610.08 by an increase of 6799 tons.

Other Freight Earnings increased \$868.24, the decrease in this tonnage was 458 tons.

Passenger Earnings increased \$1717.73 by reducing round trip Sunday rate from Ishpeming to Presque Isle from 50¢ to 25¢ and by increased travel to Munising.

Express Earnings increased \$41.45.

Miscellaneous Earnings increased \$1510.00, principally by increase of engine rental of \$1408.68, details are as follows -

Rent Residence Employes	324.00
" Round House Stalls(Net)	671.30
" Engines (Net)	5709.75
" Cars (Net)	792.64
" Tracks - Log business	229.98
" Dock	5000.00
" Scow	10.00

\$12737.67

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W.G.M.#31 - L S. & I. Ry.

Conducting Transportation.

Total Cost - \$136178.08, an increase over 1904 of \$36215.94, and is generally covered in explanation of Cost per Ton.

Taxes.

Taxes were an increase of \$421.99 and are made up as follows -

State Taxes on Railroad	23708.12	-increase	\$32.00
City of Marquette, taxes on Dock	<u>3904.89</u>	-	" 389.99
Total	\$27613.01		

We have not yet succeeded in getting State Tax Commission to reduce valuation of railroad and it remains \$1400000.00 and taxed at \$16.92+ per \$1000.00. The Dock is assessed locally at \$160,000.00. The taxes shown on exhibit book are estimated on the valuation placed by State Commission. The suit commenced by nearly all roads is not yet settled and until it is, the taxes actually paid are on the old basis.

The Galbraith law enacted by the last Legislature gives the State Tax Commission power to equalize railroad values with other valuation and to ascertain if other property is taxed to its full value and to make rate of taxation for railroads in the same proportion. The railroad rate as fixed in January, 1906 is \$14.61 per \$1000.00 while general property must pay at rate of \$17.40. The Attorney General is to contest the decision of the Tax Commission.

Percentage of Taxes to Gross Earnings - 4.64%.

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W.G.M.#32 - L.S.& I.Ry.

ACCIDENTS.

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

The most serious accident was on February 19th. when wheel broke on Combination Car 4 opposite Queen Mine Siding, throwing car against ore cars on siding, tearing out side of the combination car - total damage \$876.50.

Passenger train No.43 was derailed at east switch Ishpeming Yard, July 9th., by misplaced switch. Estimated damage to equipment and track, \$69.93. No one injured.

<u>Location</u>	<u>Number</u>	<u>Total Cars Handled</u>	<u>Amount</u>
Ishpeming	14	81 ,071	\$157.20
Queen and Negaunee	2	15, 886	12.64
Presque Isle	33	98, 001	1106.38
Road	16	101,157	239.28
	<u>65</u>		<u>\$1515.50</u>

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W.G.M.#33 - L.S.& I.Ry.

Kind of Damage

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
Engines	82.33	130.58	935.18	342.13	312.26
Cars	1110.34	657.67	1647.56	605.04	1108.04
Tracks	322.83	74.34	436.08	901.20	797.79
Freight			<u>117.29</u>		
	<u>\$1515.50</u>	<u>\$862.59</u>	<u>\$3136.11</u>	<u>\$1848.37</u>	<u>\$2218.09</u>

CAUSE OF ACCIDENT.

	<u>1905</u>		<u>1904</u>		<u>1903</u>		<u>1902</u>		<u>1901</u>	
	<u>No</u>	<u>Cost</u>	<u>No</u>	<u>Cost</u>	<u>No</u>	<u>Cost</u>	<u>No</u>	<u>Cost</u>	<u>No</u>	<u>Cost</u>
Defects of Road										
L.S.& I.	7	148.74	3	17.15	2	10.79	5	33.64	8	76.20
Defects of Road-Queen									10	85.96
Defects of Road-C&NW	6	115.30	3	36.59	21	163.61	25	376.73	18	1201.63
Defects of Road-DSS&A					1	19.81				
Defects of Equipment	29	1060.63	14	108.86	33	422.31	42	990.49	44	192.39
Negligence Operating	20	111.57	30	660.86	25	2107.31	32	332.22	34	566.41
Unforseen Obstructions	<u>3</u>	<u>79.26</u>	<u>6</u>	<u>39.13</u>	<u>9</u>	<u>412.28</u>	<u>8</u>	<u>115.29</u>	<u>9</u>	<u>95.50</u>
	65	\$1515.50	56	\$862.59	91	\$3136.11	112	\$1848.37	123	2218.09

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W.G.M.#34 - L.S.& I.Ry.

Injuries to Persons were as follows -

January 27th. Wm.Morgan - Tinsmith: Got piece steel in his eye.No time lost

January 12th. Richard Lavari - Car Repairer: Cutting rivet, chisel slipped cutting finger. Lost 6½ days.

January 21st. Jas.Noctor - Carpenter: Cutting boiler plate, got thumb under power hammer. Small cut. Lost 12 days.

January 23rd. Wm.Hill - Car Repairer: Working on caboose. Pedestal fell on hand and wrist. Right wrist bruised. Lost 3 days.

March 21st. X Jos.Desotelle - Car Repairer: Struck in forehead by piece wood flying from circular saw. Taken to hospital. Died April 9th. X

April 25th. Thos.Coty - Car Repairer: Repairing old air hose. Scratched hand causing blood poison. Lost 31 days.

April 18th. David Luama - Car Repairer: Holding chisel for another man to strike. Sledge slipped hitting Luoma on lip. Lip bruised and cut. Los day and a half.

May 16th. J.Powers - Machinist: Got piece steel in his eye.No time lost

June 8th. John Olsen - Laborer, ore dock: Fell off car into pocket, cutting head and chin. Lost 10 days.

July 3rd. Ole Brunsall-Section hand: Cleaning sand from under rail. Rail slipped and bruised hand. No time lost.

July 11th. Nester Turi - Dock Laborer: On top car ore. Ore ran out too quick, carrying him down into pocket. Scratched face and complained of pain in chest. Lost 4 days.

August 3rd. Jos.Snell - Car Repairer: Washing coaches, fell in hole at hydrant. Hurt his back. Lost 2 days.

August 3rd. Isaac Randa - Car Repairer: Picked up hot pinch bar and burned hand. Lost two days.

September 15th. Nick Lustilla - Dock Laborer: Raising spout got thumb caught between cable and shieve, breaking thumb. Lost 3 days.

September 21st. Oliver Patenaude - Brakeman: Coupling cars, got ends of third and last fingers crushed between drawhead. Lost 27 days

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W.G.M.#35 - L.S.& I.Ry

- September 23rd. Oscar Lind - Dock Laborer: On top car ore. Ore gave way too quickly, carrying Lind down into pocket. Bruised face. Did not come back to work.
- September 28th. Victor Hill - Dock Laborer: Bar dropped off of car, striking him in face. Bruised face. No time lost.
- October 27th. Fred Pierce - Dock Checker: Reaching up to get bills from brakeman on car, missed footing, got his big toe smashed under wheel of car. Off 25 days. Paid full time.
- October 30th. Fred Kuyalla - Dock Laborer: Stepped on piece of ore fell across rail injuring his right side. Lost 4 days.
- November 2nd. Peter Robar - Switchman: Uncoupling air hose, flew up and struck him in knee, bruising it. Lost 2 days.
- November 3rd. Isaac Bonti - Dock Laborer: Dumping cars, wrench fell back striking him in head cutting skin and blackening one eye. Did not lose any time.
- December 1st. Herman Houck - Dock Laborer: Raising spout, got arm caught between handle and shieve. Right arm broken below elbow. Lost five days. Did not come back to work again.
- December 1st. Eph. Anderson - Dock Laborer: Moving spout. Handle got away from him. Struck him on wrist, dislocating bones. Did not come back to work.

BOND

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

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MARQUETTE, MICH..

W.G.M.#36 - L.S.& I.Ry

DOCK.

Dock was worked from April 6th. to December 6th. and covered a period of 245 days including 35 sundays and 4 holidays, out of which the dock was operated to a more or less extent on 26 Sundays and 3 holidays.

Shipments by months over the dock was as follows:

April	68127
May	307218
June	247388
July	257445
August	250053
September	227008
October	202130
November	<u>175071</u>
	1734440
Amount received from stock pile	<u>32243</u>
Leaving amount received from mines	
this year	1702197

460 boars were loaded at the Dock with the above ore, the average tonnage being 3770. Compared with 1904, the number of boats increased 184 and the average tonnage decreased 39 tons.

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W.G.M.#37 - L.S.& I.Ry

Divided by Companies the average tonnage was as follows:

	<u>Boats</u>	<u>Average Tonnage</u>
P.& L.A.	89	4197
C.C.I.Co.	371	3668
For 1905	460	3770
1904	276	3809
1903	353	3112
1902	496	3109
1901	511	2991
1900	524	2881
1899	583	2431
1898	488	2223
1897	555	1866
1896	171	1700

Size of boats has been as follows:

<u>Tons</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
1000 and under	1	0	3	8	18	21
1000 to 2000	46	34	69	95	115	131
2000 to 3000	118	78	120	167	174	202
3000 to 4000	144	65	86	117	106	76
4000 to 5000	45	21	38	59	30	33
5000 to 6000	26	30	12	19	29	16
6000 to 7000	71	44	24	31	39	45
7000 to 8000	4	4	1			
8000 to 9000	5					
	<u>460</u>	<u>276</u>	<u>353</u>	<u>496</u>	<u>511</u>	<u>524</u>

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MARQUETTE, MICH..

W.G.M.#38 - L.S.& I.Ry.

Time of boats between arriving and clearing - hours.

<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
27.92	30.21	19.17	16.68	22.20	15.94

Ore shipments over the dock have been as follows -

	<u>Shipments</u>	<u>Season-Days</u>	<u>Average per day</u>
1896	290813	113	2574
1897	1035783	219	4729
1898	1084759	231	4696
1899	1417267	223	6355
1900	1510162	225	6712
1901	1528798	231	6618
1902	1542184	248	6218
1903	1098580	230	4776
1904	1051328	175	6008
1905	<u>1734440</u>	245	7079
Total	12294114		

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MARQUETTE, MICH..

W.G.M.#39 - L.S.& I.Ry.

Average time of vessels at the dock, excluding weather detentions,
and the average loading time was as follows -

	<u>No.Vessels</u>	<u>Time at Dock</u>	<u>Loading Time</u>	<u>Average Tonnage</u>
P.& L.A.	89	33.24 hrs.	12.12 hrs.	4197
C.C.I.Co.	<u>371</u>	<u>26.64 "</u>	<u>9.44 "</u>	<u>3668</u>
1905	460	27.92 "	9.96 "	3770
1904	276	30.21 "	11.56 "	3809
1903	353	19.17 "	6.84 "	3112
1902	496	16.70 "	6.20 "	3109
1901	511	22.40 "	6.10 "	2991
1900	524	15.90 "	4.50 "	2881
1899	583	12.00 "	3.60 "	2431

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MARQUETTE, MICH..

W.G.M.#40 - L.S.& I.Ry

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

STORAGE.

	<u>1905</u>		
	<u>P. & L.A.</u>	<u>C.C.I.Co.</u>	<u>Total</u>
Tons Storage	6614	17703	24317
Percentage	27.20	72.80	

	<u>1904</u>		
Tons storage	6229	13624	19853
Percentage	31.38	68.62	

SHIPMENTS.

	<u>1905</u>		
Shipments	373574	1360866	1734440
Percentage	21.54	78.46	

	<u>1904</u>		
Shipments	262486	788842	1051328
Percentage	24.97	75.03	

Wages on the dock started at \$1.85 days and \$1.95 nights and were increased by us voluntarily May 10th. to \$2.00 and \$2.10 and again Nov.1st. to \$2.15 and \$2.25, the increases being made by scarcity of men and to hold our men as well as get an increased force. Night force was worked until December 1st.

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MARQUETTE, MICH..

W.G.M.#41 - L.S.& I.Ry

Trimmers were handled under our supervision as usual and earned a total of \$21028.35 which is made up as follows:

Ore - \$13142.66; Pig Iron - \$6661.00; Cement - \$125.00; Rails - \$980.35
Unloading Str.Winnepeg - \$3000; Ore Dock Work - \$76.06.

Tons Ore trimmed - 375,884 tons	@ 3½¢
" Pig Iron " 26,664 "	" 25¢

Boats trimmed - 131.

Average number trimmers employed,30; average amount earned per man \$700.50 for 8 months. In addition,the same gang did trimming at Marquette Harbor and earned \$3800.00,making an average per man of \$126.66 or total earnings per man of \$827.16 for the 8 months.

26644 tons pig iron was handled over the dock,being 23269 tons from Pioneer Furnace No.2 and 3375 tons from Carp Furnace. Total Earnings from this source - \$2591.06. Cement handled over the dock earned \$121.60. Total earnings from freight over dock - \$2712.66.

From the Cleveland-Cliffs Iron Co. stock pile at Presque Isle 32,243 tons ore was loaded for the dock and 13648 for furnaces,making a total of 45891 tons shipped, this tonnage being **once** included in L.S.& I. tonnage hauled,is not included this year in tonnage hauled but is included in shipments **over** dock. There remains in the stock pile about 25000 tons.

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MARQUETTE, MICH..

W.G.M.#42 - L.S.& I.Ry.

REQUIREMENTS.

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

Wrecking Car - a wrecking car, capacity 15 tons, hand power, also with locomotive pulling device, for wrecking instead blocks and tackle, is required. Such a crane mounted on 32' steel car will cost about \$4500.00.

Compound Engines - by the sale of Engines 1, 3 and 4 to the M. & S. E. Ry. we have only one compound left, Engine 2. As before recommended, this engine should be changed to simple engine, the expense now being about \$2200.00.

Water Main to Shop - The sole water supply at the shop is from a well; this gives a fairly good supply for locomotives but is not of sufficient storage for fire protection and in heavy business is not enough for locomotives. There is a large investment now in shop buildings and tools and in locomotives in round house which are covered by insurance but which could not be quickly replaced in these busy times, and better facilities for handling fire should be furnished. This can best be done by running a main from pump house at dock where ample pumping facilities are located, and this with ample hydrants inside and outside buildings, will give us the necessary protection. A 6" cast iron main has been figured on and the maximum estimate figuring on increased cost of material should not be over \$8000.00.

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MARQUETTE, MICH..

W.G.M.#43 - L.S.& I.Ry.

Turn Table - The turntable at Presque Isle shop has not been satisfactory because of being too light, even with our original equipment of engines; it turns hard and frequently breaks wheels and if not replaced with a better design will let some of our engines into the pit. A new table of proper strength will cost about \$3000.00.

Siding, Queen Mine - For track room for cars to and from Negaunee Mine a siding parallel to present siding at Queen Mine station should be put in, a track about 1200 feet long to hold about 45 cars,

Cost about \$1500.00

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MARQUETTE, MICH.

W.G.M.#44 - L.S.& I.Ry.

Summary of Requirements.

Wrecking Car	4500.00
Compound Engine changed	2200.00
Water Main to Shop	8000.00
Turn Table	3000.00
Siding, Queen Mine	1500.00
	\$19200.00

Authorized Requirements not completed.

Maas Mine Yard Tracks	18114.00
Remodelling Coaches 11 and 12- Balance	290.29
2 New Engines with credit for 3 Compounds sold	12520.00
25 New Ore Cars	25737.00
Filling Bridge 12	434.50
Extension Coal Trestle	2781.00
	\$59876.79
Car Trust notes not yet due	\$84000.00

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MARQUETTE, MICH.

W G.M.#45 - L.S.& I.Ry.

RIGHT-OF-WAY.

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

Our file

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

John M. Longyear and Frederick Ayer.

These two descriptions evidently left off of the original deed.

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

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

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

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

Owned by Iron Cliffs Co.

No.20 Sections 3, 4 and 5, T.47 N., R.26 W. owned by Pioneer Iron Co. and Arctic Iron Co. We have deed from Arctic for one-half of their interest only, but none from Pioneer. Ownership complicated.

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MARQUETTE, MICH.

W.G.M.#46 - L.S.& I.Ry.

No.24 A. N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$, Section 7, T.47 N.,R.26 W.

Foster Branch Connection, owned by Edward Breitung.

No.27 Right-of-way through Ishpeming from Cleveland Iron Mining Co.

No.30 Section 9, T.48 N., R.27 W.

From 12° curve toward C.& N.W.connection, owned by
Excelsior Iron Co.

No.31 N.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$, Section 9, T.47 N., R.27 W.

Barnum Spur, owned by Lake Superior Iron Co.

No.33 For Cleveland-Cliffs Iron Co.

N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$, Section 8, T.47 N., R.26 W. for portion of new track built at Queen Mine - Breitung Estate.

Arrangements made with N.M.Kaufman for the right-of-way for which he put price of \$600.00. Deed prepared and sent him with voucher and check, but he has never signed voucher, returned deed or cashed the check. C.& N.W.Ry. paid C.C.I. Co. one-half the amount, viz.: \$300, when paying for construction of new tracks. Mr.Kaufman has promised Mr.Belden lately that he will fix this up.

The C.C.I.Co.'s deeds for right-of-way at Ishpeming have been prepared and checked by us as to description and given to Mr.J.E.Jopling.

Yours truly,



General Manager.

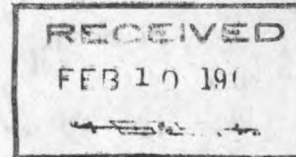
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Office of General Manager.

MARQUETTE, MICH., February 7th., 1906

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



Dear Sir:-

I hand you detailed report of Munising Ry. for 1905.

Description of Tracks Owned.

<u>MAIN LINE.</u>	<u>Miles</u>
Munising to Little Lake	38.00
<u>BRANCHES.</u>	
✓ Austin Mine Extension - Princeton to Austin 40	0.63
✓ East Branch - Stillman to Cusino 5 + 28	23.16
Worcester Branch - Chapman to Petrel	5.33
✓ Forster Branch - Hartho to Ethel 17	2.69
	31.81
	69.81

SIDINGS.

On Main Line.

Munising	41820 ft.
Hallston	973 "
Merriam	1575 "
Munising jct.	1295 "
Valley	6623 "
Hale	660 "
Dewey	477 "
Dixon	904 "
Tank Spur	508 "
Slapnick	674 "
Midway	282 "
Finns	1071 "
Chatham Siding	1815 "

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Office of General Manager.

compare with last year

MARQUETTE, MICH..

W.G.M.#2 - Munising Ry.

	Ford.	58677 ft.
Chatham - Mill Spur	1400	"
" - Log Spur	350	"
Gray	217	"
✓ Eben	1115	"
Jenks	894	"
✓ Ferguson	1546	"
Rumely - No.1	430	"
" - No.2	701	"
Rumely Siding	862	"
Deimling, Main	10610	"
" Spur	600	"
✓ Block	990	"
Dorsey	674	"
Roberts	377	"
Lawson Spur	228	"
" Siding	692	"
Manigold	210	"
✓ Carlshend	2550	"
Anderson	290	"
Cedar Bank	234	"
Little Lake	2062	"
Austin Mine spur	1900	"
" " Pocket, No.1	1185	"
" " " No.2	1159	"
" " Bess. Shovel	439	"
" " Shovel	574	"
" " Timber Track	653	"
	91619	"
		17.35
Joint tracks with C. & N.W. at Little Lake	3452	"
		0.65
		18.00

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MARQUETTE, MICH..

W.G.M.#3 - Munising RY.

Miles

Ford.

18.00

EAST BRANCH SIDINGS.

Stillman	3443 ft.	
Coalwood - B.Branch	1253 "	
" - Siding	1690 "	
Lorna	784	
Boven	707	
Roscoe, Main	8450	
" Spur	677	
Ames	560	
Cavite	986	
Johnson's Siding	438	
Peterson's "	540	
Bing	450	
Hartho	770	
Percy	1013	
Masters	565	
Haggins	889	
LeRoux Turnout	100	
Yard Track, No.2 - Cusino	708 -	
West Leg of "Y" "	738 -	
South leg of "Y" "	788 -	
East leg of "Y" "	776 -	
Yard track No.1 "	584 - "	
Tail room "Y" "	114 -	
	27023	

5.11

23.11

WORCESTER BRANCH.

Samson	1302 ft.	
Metzer	2865 "	
Brabant	758	
Petrel	3386	
	8311	

1.57

FORSTER BRANCH

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

0.10

Total Sidings 24.78

Total Main Line 69.81

Total Tracks 94.59

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MARQUETTE, MICH..

W.G.M.#4 - Munising RY.

RECAPITULATION.

	<u>1904</u>	<u>1905</u>	<u>Increase</u>	<u>Decrease</u>
Main Line	38.00 ✓	38.00		
Austin Mine Extension	00.00	0.63	0.63	
East Branch	14.11 ✓	23.16	9.05	
Worcester Branch	7.45 ✓	5.33		2.12
Forster Branch	1.81 ✓	2.69	0.88	
Acker Branch	1.56 ✓	0.00		1.56 ✓
	<u>62.93</u>	<u>69.81</u>	<u>10.56</u>	<u>3.68</u>
Net Increase			6.88	

The main line mileage was only changed by adding 0.63 miles at Austin Mine and 7.81 miles on East Branch and taking up 1.56 miles of Acker Branch. The other changes are due to change in classification of East Branch main lines, the "East Branch" now being from Stillman to first "Y" switch at Cusino, Worcester Branch from Chapman to Petrel, and Forster Branch from Hartho to Ethel.

SIDINGS.

	<u>1904</u>	<u>1905</u>	<u>Increase</u>	<u>Decrease</u>
Main Line Sidings	15.70	17.35	1.65	
East Branch Sidings	3.79	5.11	1.32	
*Worcester Branch Sidings	1.76	1.57		0.19
Forster Branch Sidings	0.10	0.10		
	<u>21.35</u>	<u>24.13</u>	<u>2.97</u>	<u>0.19</u>
Net Increase			2.78	
Little Lake joint track	0.65	0.65		
Total Main Line & Sidings	<u>84.93</u>	<u>94.59</u>	<u>13.53</u>	<u>3.87</u>
Net Increase			9.66	

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MARQUETTE, MICH.

W.G.M.#5 - Munising RY.

* Worcester Branch sidings were decreased because Percy Siding was included in East Branch sidings instead of Worcester Branch sidings as in 1904, the East Branch siding having been increased by a corresponding amount.

tracks laid and taken up in 1905 were as follows:

Tracks Laid.

MAIN LINE.

Princeton to Austin Mine 0.63 mi.

EAST BRANCH - MAIN LINE.

Chapman-to Cusino 7.81

Sidings on Main Line. Feet

✓	Munising -	Log Track at Paper Mill	930
✓		Temporary Storage Track near "Y"	552
		Track in Worcester's Mill Yard, not heretofore reported	357
✓	Hale -	Spur for loading logs	660
✓	Chatham -	Hale's Mill Spur	1400
		" " Log "	350
✓	Block -	C.C.I.Co.'s wood spur	990
✓	Lawson -	Siding for small shippers	228
✓		siding Extension	168
	Austin Mine-Mine Tracks		5910
			11545

2.18

EAST BRANCH - SIDINGS.

✓	Boven -	C.C.I.Co.spur	707
✓	Roscoe -	C.C.I.Co.spur	8450
	" -	C.C.I.Co.siding	677
✓	Ames -	Extension for Paper Co.	134 ✓
	Cavite -	" " " "	360
✓	Johnson's -	Siding for Paper Co.	438
✓	Peterson's -	" " " "	540
✓	Masters -	" " Forster"	565
	Haggins -	" " Worcester	889
	LeRoux -	Turnout for Worcester's private trk	100
✓	Cusino -	Yard tracks and "Y" for Worcester	3708
			16568

3.14

Ford.

13.76

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MARQUETTE, MICH..

W.G.M.#6 - Munising RY.

Tracks Taken Up.

Main Line - Acker Branch

1.56 mi.

MAIN LINE SIDINGS.

Feet

Munising - Paper Co. Wood Room
 Standard
 ✓ Glapnick - Tank Spur
 Chatham - West leg of "Y"
 Rumely - No.1
 Townsend

312

288

56

1236

120

823

2835

0.54

EAST BRANCH - SIDINGS.

Coalwood
 Baldy

10289

288

10577

2.00

4.10

MAIN AND BRANCH TRACK - Laid in 1905.

Main Line - Princeton to Austin
 East Branch, Chapman to Cusino

0.63

7.81

8.44

MAIN AND BRANCH TRACK - Taken up in 1905.

Main Line - Acker Branch

1.56

Net Increase - Main Track

6.88

Sidings Laid in 1905.

Main Line Sidings
 East Branch "

2.18

3.14

5.32

Sidings taken up in 1905.

Main Line Sidings
 East Branch Sidings

0.54

2.00

2.54

Net Increase Sidings

2.78

Total Net Increase Track

9.66

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MARQUETTE, MICH..

W.G.M.#7 - Munising RY.

At Munising the permanent log track was put in to unload logs in to the Canal for Paper Co. The cost was charged to Improvement. (1)

The temporary storage track was put in to store Paper Co.'s cars. It is intended to be used as part of permanent siding in future. The material was not charged out.

We found more track in Worcester's mill yard than was on the report so increased the mileage to correspond with the facts.

The Hale Spur was put in to load logs for Hale's mill at Chatham.

The new tracks at Chatham were put in to serve Hale's mill.

The tracks at Block, Boven and Roscoe were put in for the C.C.I.Co.'s wood business.

At Lawson the spur was extended to make a double end siding for convenience in switching and a new spur was put in for small shippers.

The Extension of Ames and Cavite as well as the new sidings at Johnson's and Peterson's were put in for the accomodation of the Paper Co.

Masters was put in for the Superior Cedar & Lumber Co. and Haggins LeRoux, and Cusino for Worcester. These tracks are on the new East Branch and the cost was charged to Improvement. (1)

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MARQUETTE, MICH..

W.G.M.#8 - Munising Ry.

The Paper Co.'s wood room track was not needed and the material was used in the new log track.

The material in Standard was used in Hale's spur.

56 ft. was taken off Tank Spur because it was not needed and ran off the right of way. The material was piled up.

The west leg of Chatham "Y" was used in Hale's mill track.

The 120 ft. taken from Rumely No.1 and all of Townsend was used at Block.

The material from Coalwood was used at Roscoe and Boven all except 450 feet which is piled up at different places.

The material from Baldy was shipped to Cusino for the extension of Yard Track No.2.

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W.G.M.#9 - Munising RY.

Office of General Manager.

MARQUETTE, MICH..

EQUIPMENT OWNED.

ENGINES.

Mogul	2 ✓	
Eight-wheel	2 ✓	
	4	

CARS.

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

Engines decreased one by sale of saddle tank engine. The two 16 x 24" Mogul engines with tractive power of 14746 each were also sold and one 19 x 24" Mogul purchased second hand, having tractive power of 19408. There was also purchased one Mogul 2-6-2 class, 18 x 24" second hand, having tractive power of 24342 pounds, the net cost by purchase of the two engines and sale of the three being \$3212.67, which was charged to Cost of Equipment. The engines sold were first given general repairs which was charged to Operating.

Combination Car No.1 being completely worn out, it will be scrapped during the year and two new combination cars have been ordered from F.M.Hicks & Co.

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MARQUETTE, MICH..

W.G.M.#10 - Munising RY.

EARNINGS.

Following is a statement showing Earnings and Expenses by months for year 1905 and by years since opening of road; also a commodity statement by years since opening of road.

In General, the results are as follows -

Earnings		\$152210.17 ✓
Operating Expenses	104973.93 ✓	
Taxes	<u>9307.62</u> ✓	<u>114281.55</u> ✓
		\$37928.62 ✓
Interest		<u>35403.45</u> ✓
	Surplus	\$2525.17

Total Earnings increased \$40837.02. ✓

Freight Earnings increased \$40317.72; Ore from Swanzy District increased \$4053.58; Ordinary Freight increased \$36264.14; Paper Co. business increased \$27771.29; Forster Lumber Co. increased \$2600.79; Tannery business decreased \$1441.93; C.H. Worcester Co. increased \$681.58; Wood for Pioneer Iron Co., Furnace No. 2 decreased \$1117.64; wood for Carp Furnace increased \$3266.03; Superior Veneer & Cooperage Co. increased \$5157.15.

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MARQUETTE, MICH..

W.G.M.#11 - Munising RY.

A summary of business handled is as follows:

	<u>1904</u>	<u>1905</u>		
Local and Foreign Freight Forwarded	\$91506.83	\$60050.63	\$31436.20	Increase
Foreign Freight Received	25574.70	20987.67	4587.03	"
L.S. & I.-M. & S.E. and M.Ry.	10343.00	6562.76	3780.24	"
	127424.53	87621.06	39803.47	
Freight Suspense	188.10	326.15	514.25	
	<u>\$127612.63</u>	<u>\$87294.91</u>	<u>\$40317.72</u>	

Freight to and from Munising by water was as follows -

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
Into Munising - Hides	0	0	0	0	14
Cement	4	0	33	0	0
Miscellaneous	8	4	9	0	5
Out of Munising-Lumber	231	97	0	200	643
Cooperage	0	0	0	30	65
Ties	143	241	75	30	0
Pulpwood	177				
Posts	0	0	0	15	0
	<u>563</u>	<u>342</u>	<u>117</u>	<u>275</u>	<u>727</u>

On the lumber, logs to equal 47 cars of lumber came in by rail for the superior Veneer and Cooperage Co. - balance by water.

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MARQUETTE, MICH..

W.G.M.#12 - Munising RY.

To offset the shipments of Ties and posts by water, the railroad received by water and forwarded by rail the following -

Ties	166 cars
Posts	35 "
Poles	6 "

Passenger Earnings increased \$116.95. ✓

Express Earnings increased \$144.12. ✓

Miscellaneous Earnings increased \$255.32. ✓

Commodity statement shows 586,367 tons, an increase of 186,039 tons or 46.48%. ✓

Tons handled one mile in 1904 - 6,505,849. ✓

Tons handled one mile in 1905 - 10,231,338, an increase of 3,725,489 or 57.27%. ✓

Tons carried one mile, per mile of road - 146,559. Average distance haul of one ton - 17,449 miles.

The earnings per ton per mile in 1904 were 1.34 cents.

The earnings per ton per mile in 1905 were 1.25 cents, a decrease of .09 cents or 6.72%.

Average amount received for each ton - 21.77 cents.

Tons produced for each mile of Main Line and Branches, viz. 69.81 miles - 8399 tons.

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MARQUETTE, MICH.

W.G.M.#13 - Munising Ry.

Statement of Earnings Per Ton Per Mile on Various Commodities.

<u>On which we get the manufactured product.</u>	Average Rate Per Miles Handled	100 lbs. Cents	Earnings Per Ton Per Mile Cents
Hemlock to Paper Mill(Munising)	25	1.50	1.20
Hardwood - Superior Veneer & Cpg.Co.- Munising	25	1.25	1.00
Shingle timber to Munising	30	1.175	.78
<u>On which there is no agreement about manufactured product.</u>			
Bark - D.S.S.& A. and Munising	6	2.25	7.50
" M.Ry.points to Munising	25	4.25	3.40
" M.& S.E.Ry. " "	28	3.00	2.15
Hay - Soo Line to Lawson	8	1.33	3.33
Forest Products-Stillman & west to C.& N.W.Ry.	21	2.50	2.38
" " -East Branch to C.& N.W.RY.	45	3.00	1.33
Pig Iron - Lawson to Soo Line (Eben)	8	.521	1.46
" " " C.& N.W.Ry.(Little Lake)	10	.521	1.16
Hemlock (out by water)	25	2.25	1.80
Coal(commercial) Lawson to Munising	28	2.50	1.80
" (Paper Co.) " " "	28	1.37	.98
Crushed Rock - Soo Line to Lawson(Marquette)	8	.50	1.25
" " " " " Munising (Paper Mill)	20	2.00	2.00
shingles & Ties - Munising to Little Lake	38	3.00	1.58
Brick - Hallston to Lawson(Marquette)	25	1.75	1.40
Ore - Lawson to Soo Line(Eben)Manistique	8	.4165	1.04
" Lawson to Soo Line(Eben) Gladstone	8	.444	1.11
Wood(commercial) Chatham to Marquette	10	.74	1.48
" " " " Ishpeming	10	.85	1.70
Pulp Wood - Paper co. - from D.S.S.& A.Ry.	6	1.00	3.33
Paper - Munising Jct. - D.S.S.& A.RY.	6	3.00	10.00
" - Little Lake - C.& N.W.RY.	38	3.00	1.58
" - Eben - Soo Line	20	3.00	3.00
wood to Furnaces(Marquette) from M.Ry.points *	11	.44	.80
Sulphite Pulp - Munising jct.to D.S.S.& A.RY.	6	2.00	6.67
Eben jct. - Soo Line	20	2.00	2.00
Little Lake - C.& N.W.Ry.	38	2.75	1.45

* Average weight per cord 4400 lbs. .

MUNISING RAILWAY COMPANY.

W.G.M.#14 - Mun.Ry.

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS BY MONTHS FOR YEAR 1904.

Receipts From	January	Febry	March	April	May	June	July	August	Sptmbr	October	November	December	Total
Freight	9444.22	7574.93	9368.01	10917.45	10471.67	10463.47	10427.64	11625.18	10199.30	9363.54	11116.74	12586.90	123559.05
Passgr.	1105.20	1202.26	1520.35	1435.36	1660.61	1584.14	1909.26	2100.55	2219.54	1648.80	1606.59	1616.76	19609.42
Mail	136.18	135.80	135.80	135.80	133.20	135.80	135.80	135.82	135.80	135.80	134.81	135.80	1626.41
Express	109.03	112.61	130.89	146.08	231.80	297.32	282.59	548.09	411.87	252.68	165.28	165.61	2853.85
Miscl.	16.00	229.00	16.00	59.11	14.11	71.86	14.00	33.00	16.00	22.00	9.00	36.00	507.86
Ore										1967.95	2085.63		4053.58
Total	10810.63	9254.60	11171.05	12693.80	12483.17	12552.59	12769.29	14442.64	12982.51	13390.77	15118.05	14541.07	152210.17
Disbursements													
Conduct.													
Transpnt	4897.88	4495.73	4743.19	4993.56	4643.70	4440.46	4811.36	5301.87	5004.22	6144.55	6864.57	5563.32	61904.41
Maint.													
Equipment	566.47	731.67	736.27	869.93	955.43	978.22	1365.50	1075.92	967.29	1067.23	1351.85	1945.50	12611.28
Maint. of													
Way	1407.58	1520.35	1210.13	1052.11	1857.17	3850.33	2833.13	2402.18	1784.96	2143.62	1793.87	2039.98	23895.41
General													
Expenses	461.64	443.21	513.50	475.73	511.81	497.59	597.63	477.71	440.92	973.50	579.73	589.86	6562.83
Total	7333.57	7190.96	7203.09	7391.33	7968.11	9766.60	9607.62	9257.68	8197.39	10328.90	10590.02	10138.66	104973.93
Net Inc. over Opr.													
Expenses	3477.06	2063.64	3967.96	5302.47	4515.06	2785.99	3161.67	5184.96	4785.12	3061.87	4528.03	4402.41	47236.24
Percent of Exps. to Erngs.	67.8	77.8	64.5	58.2	63.8	77.8	76.8	64.1	63.1	77.1	70.05	69.7	68.9
Taxes	775.63	775.63	775.63	775.63	775.63	775.63	775.64	775.64	775.64	775.64	775.64	775.64	9307.62
Total	2701.43	2288.01	3192.33	4526.84	3739.43	2010.36	2386.03	4409.32	4009.48	2286.23	3752.39	3126.77	37928.62
Int. & Dis.	2389.94	2248.81	2453.04	2374.76	2456.92	2389.56	2418.78	2473.92	2414.49	2465.97	2404.18	2498.27	28988.64
Int. on	533.33	533.33	533.34	533.33	533.33	533.33	533.33	533.33	533.35	533.34	533.34	533.32	6400.00
Bonds													
Total	221.84	1494.13	205.95	1618.75	749.18	912.53	566.08	1402.07	1061.64	713.08	814.87	595.18	2539.98
Const. & New Equip.	770.27	336.06		5848.67	3915.27	4888.42	15787.97	2744.23	8498.26	1892.13	7365.92	779.13	47337.87

MUNISING RAILWAY.

W.G.M.#15 - Munising Ry.

Progressive Statement of Earnings and Expenses is as follows for years ending Dec.31st.

EARNINGS.

	1905	1904	1903	1902	1901	1900	1899	1898	1897	8 Mos. 1896
Freight,	\$127612.63	87294.91	91818.33	44782.24	40271.30	46537.79	42710.86	42189.84	55043.09	31449.53
Passenger,	19609.42	19492.47	21405.10	17174.07	12805.57	13622.30	10477.84	8212.40	4484.46	3500.50
Mail,	1626.41	1623.50	1642.74	1628.64	1628.64	1625.02	1053.20	468.00	603.00	569.31
Express,	2853.85	2709.73	2444.13	1460.27	1174.66	1242.27	1437.17	271.29	357.25	264.65
Miscellaneous	507.86	252.54	216.83	1034.72	738.30	2931.53	377.92	4477.00		118.25
Total	152210.17	111373.15	117527.13	66079.94	56618.47	65958.91	56056.99	55618.53	60487.80	35902.24

OPERATING EXPENSES.

	1905	1904	1903	1902	1901	1900	1899	1898	1897	8 Mos. 1896
Maint.of Way & Structures	61904.41	26464.42	29429.86	30867.31	10911.64	10635.52	10664.28	7884.37	7358.68	2303.28
Maintenance of Equipment	12611.28	8335.72	10119.93	6785.05	3398.18	6566.94	6817.71	4420.34	2518.94	1056.97
Conducting Transportation	23895.41	50119.90	52602.76	31672.51	20571.16	25394.18	25071.44	29194.59	25956.75	12897.13
General Expenses	6562.83	5708.67	11671.62	5135.67	4857.99	4563.58	4388.06	2065.18	2324.08	2003.04
Total	104973.93	90628.71	103824.17	74460.54	39738.97	47160.22	46941.49	43564.48	38158.45	18260.42
Net Earnings	47236.24	20744.44	13703.96	8380.60	16879.50	18798.69	9115.50	12054.05	22329.35	17641.82
Percent of Exps.to Earnings	68.9	81.3	88.3	112.68	70.1	71.5	83.7	78.3	63.1	50.9
Taxes	9307.62	10992.49	6000.00	5622.51	1442.46	1500.00	1401.42	1414.80	566.38	
Total Net Earnings	37928.62	9751.95	7702.96	14003.11	15437.04	17298.69	7714.08	10639.25	21762.97	17641.82
Interest	35403.45	34239.97	36329.78	30083.37	42667.82	31011.96	8685.57	40488.97	37229.77	653.33
surplus or Deficit	2525.17	24488.02	28626.82	44086.48	27230.78	13713.27	971.49	29849.72	15466.80	16988.49

MUNISING RAILWAY - EARNINGS AND EXPENSES.

W.G.M.#16

Progressive Statement of Commodities is as follows:

COMMODITY		1905	1904	1903	1902	1901	1900	1899	1898	1897	1896
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Products of Agriculture	Grain	1281	1531	1592	1093	11121	992	1102	1011	656	417
	Flour	1088	1020	572	253	307	132	366	291	298	313
	Other Mill Products	566	666	518	246	207	414	25		98	116
	Hay	2660	2298	2269	1035	771	1376	905	995	746	559
	Fruit & Vegetables	24	155	105	152	39	109	165	168	264	43
	Potatoes	204	146	125	80	138	89			144	160
Products of Animals	Live Stock	108	94	90	59		72	103	54	22	106
	Dressed Meats	1583	1456	1712	1613	1544	1476	1425	720	15	47
	Other Packing-House Products				162	516	743	716	403	24	
	Hides & Leather		907	1585	1742	981	747	1085	2088	564	56
Products of Mines	Coke		35	88	-	-	-	-	-	-	-
	Anthracite Coal	302	1248	75	459	420	200	153	173	105	65
	Bituminous Coal	30020	7267	836	-	80	75	-	65	25	-
	Stone, sand, etc.	11264	6145	29749	6688	825	20	254	52	172	1636
	Salt		30	16	18	24	16	21	129	-	-
	Ores	75389	20831	19500	-	-	-	-	-	-	-
Products of Forest	Wood	262197	252910	242579	20152	-	-	-	-	-	-
	Logs	93448	34012	11476	13722	47642	67936	42951	57982	141876	62200
	Bark	3212	4636	6444	3464	3517	4647	4387	5583	4310	896
	Lumber, etc.	4173	16783	13398	24533	16817	13538	29211	11959	7086	5366
	Shingles	4977	5211	4566	1276	2507	2949	-	9438	-	193
	Cooperage	1389	674	973	1225	1605	3056	4571	2538	-	413
	Posts & Poles	18235	13615	31234	-	-	-	-	-	-	-
Manufactures	Pulp	10444									
	Petroleum & Other Oils	173	103	264	84	109	123	56	168	24	12
	Iron - Pig & Bloom	29500	10695	17529	1912	221	-	-	-	-	-
	Iron & Steel Rails	13	12	140	104	726	-	-	12	149	-
	Other Castings & Machinery	1628	2532	3904	1294	268	62	138	400	820	1841
	Cement, Brick & Lime	2615	2799	7011	10248	910	1439	797	378	757	2695
	Wagons, Carriages, Tools, etc.			50	95	-	-	10	31	-	12
	Wines, Liquors & Beer	591	556	512	364	374	249	246	340	299	434
	Sugar	70	119	80	-	-	-	-	-	7	-
	Paper	13503	1094	-	-	-	-	-	-	-	-
	Bar & Sheet Metal		15	-	-	-	-	-	-	3	-
	Household Goods & Furniture	219	148	220	168	123	125	30	33	109	195
	Miscellaneous Commodities	8428	3524	1079	-	-	-	-	-	-	-
Merchandise	7063	6960	7756	5148	3109	4264	3678	20109	4678	867	
		586367	400228	408047	97389	84901	104849	92395	115100	163251	78642

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MARQUETTE, MICH.

W.G.M.#17 - Munising Ry.

EXPENSES.

Conducting Transportation.

Total cost - \$61904.41, an increase of \$11784.51.

Swanzy ore expenses increased \$2781.83, making net increase in ordinary expenses \$9002.68.

Included under proper head is the following expense account,

swanzy ore -

Fuel for Locomotives	633.43
Oil and Waste	28.81
Other supplies	12.94
Enginemen	493.65
Roundhousemen	122.65
Train service	287.30
Switchmen	230.43
Train supplies	3.04
Car Service	359.33
Hire of Equipment	441.36
Clearing wrecks	168.89

Total \$2781.83

The other increases are account of increase in business handled.

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MARQUETTE, MICH..

W.G.M.#18 - Munising RY'

MAINTENANCE OF EQUIPMENT.

Total Cost - \$12611.28 ,an increase of \$4275.56

Repairs Locomotives increased \$4423.28 by heavy repairs to Eng's. 22-23-24; Engines 21,22 and 23 having general repairs before sold, which was charged to operating. *OK*

Repairs to engines were as follows - Cost, \$6958.65.

Eng.	Labor	Material	Total	Mileage on Munising Ry.	Cost per Engine Mile for Repairs - Cents
21	440.66	180.65	621.31	8215	7.56
22	955.88	322.40	1278.28	13390	9.55
23	423.12	338.76	761.88	17231	4.42
24	1996.40	641.08	2637.48	4367	60.40
25	239.65	301.65	541.30	23313	2.32
26	65.20	83.40	148.60	10091	1.47
Total	\$4120.91	1867.94	5988.85	76607	7.87

Foreign Engines.

Total	632.54	337.26	969.80	51522	1.88
Grand Total	\$4753.45	\$2205.20	\$6958.65	128129	5.43

Comparison with 1904.

Totals	\$1646.53	888.84	2535.37	93607	2.71
Inc.	3106.92	1516.36	4423.28	34522	2.72

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W.G.M.#19 - Munising Ry.

Comparative Engine Expenses per mile was as follows:

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
For repairs	5.43	2.71	5.57	2.29	1.43
" fuel	14.55	17.32	16.15	10.85	8.22
" stores	.58	.56	.48	.39	.26
" Engineers and Firemen)					
" Hostlers and Wipers)	<u>9.60</u>	<u>10.33</u>	<u>8.55</u>	<u>7.25</u>	<u>7.29</u>
	30.16	30.92	30.75	20.78	17.20

Fuel for Locomotives included

2447 tons from L.S.& I.	@ \$2.61 per ton
<u>3719</u> " " Munising	" 3.20 " "
6166 " average cost of	3.02 per ton

Munising coal cost for

1904	\$3.23
1903	3.50
1902	3.05
1901	3.25

L.S.& I. coal cost for

1904	2.65
1903	2.94

Pounds of coal consumed per engine mile was as follows:

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
passenger	62.89	52.52	59.73	56.39	No
Mixed Freight	135.47	134.98	120.31	73.14	Record
Work	28.08	29.47	60.43		"
Switching	<u>68.82</u>	<u>142.39</u>	<u>192.80</u>		"
	101.78	107.34	103.86	71.18	50.7

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W.G.M.#20 - Munising RY.

Progressive statement of Repairs to Engines.

	<u>Per Engine</u>	<u>Munising RY. Miles</u>	<u>Miles on Foreign Roads</u>	<u>Total</u>	<u>Per Mile - Cents</u>
1896	\$77.72				
1897	198.45				
1898	514.65				
1899	1122.44				
1900	1405.94				
1901	324.42				
1902	335.60	69510	19707	89217	1.88
1903	1016.35	61231	15118	76349	6.66
1904	289.43	55406	10391	65797	2.20
1905	998.14	76607	10711	87318	6.86

No engine mileage previous to 1902.

Repairs Passenger Cars

Total Cost - \$1468.16, a decrease of \$692.42.

	<u>Per Car</u>	<u>Per Mile - Cents</u>
1896	None	
1897	"	
1898	59.80	
1899	22.71	
1900	83.38	
1901	86.02	1.13
1902	143.80	1.27
1903	150.35	.83
1904	432.12	2.32
1905	244.69	1.68

REPAIRS FREIGHT CARS.

Total Cost - \$3122.97, an increase of \$635.09.

	<u>Munising Ry. Freight Cars-103</u>	<u>Foreign Freight Cars</u>	<u>Total</u>
	<u>Labor & Material Per Car</u>	<u>Labor & Material</u>	
1903	\$1979.98	\$264.32	\$2244.30
1904	2392.91	94.97	2487.88
1905	2922.50	200.47	3122.97

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W.G.M.#21 - Munising RY.

Statement of Repairs per Mile is as follows, based on mileage made on
 Munising RY.

	<u>Munising RY. Cars</u>		<u>Foreign Cars</u>		<u>Total</u>		
	<u>Per Car</u>	<u>Total Miles</u>	<u>Per Mile</u> <u>-cents-</u>	<u>Total Miles</u>	<u>Per Mile</u> <u>-cents-</u>	<u>Total Miles</u>	<u>Per Mile</u> <u>-cents-</u>
1901						142946	.65
1902	\$12.13	57797	2.16	160325	1.15	218122	1.42
1903	19.22	136390	1.45	433687	.06	570077	.39
1904	23.23	112139	2.13	451398	.02	563537	.44
1905	28.37	158934	1.84	514354	.04	873278 ✓	.36 ✓

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W.G.M.#22 - Munising Ry.

MAINTENANCE OF WAY.

Total Cost - \$23895.41, a decrease of \$2569.01.

Total Improvement, charged to Maintenance of Way under proper head is
 as follows:

Repairs Roadway - Au Train River trestle was condemned and instead of rebuilding it was filled with earth by steam shovel and train from near by cuts. Total number of cars - 2519; average yards per car - $8\frac{1}{2}$; total yards - 21411; average cost for loading,hauling,unloading and sloping for all expenses - 13.4 cents per yard; average cars unloaded per day 67. In the spring, it will be necessary to take out the stringers and fill in to make up for settling. The total cost to date is \$2869.17.

Repairs Docks - the repairs to Merchandise Dock - Munising, started in 1904 were completed. The total cost being \$4854.87 and the charge for 1905 being \$866.70.

Total Improvement - \$3735.87, a decrease from 1904 of
 \$2771.12.

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W.G.M.#23 - Munising Ry.

Repairs Roadway increased \$1448.40, Austin Mine tracks maintenance amounting to \$110.00, the balance being by more maintenance required on existing tracks and Extension East Branch - 7.81 miles.

Removal Snow and Ice increased \$31.03, the past two winters have been more than ordinarily severe by heavy snow falls and high winds.

Temporary Spurs-Labor - this cost amounted to \$508.84 and an increase of \$140.56. The charge in detail is as follows -

Masters	3.46
Lawson Spur	15.50
Hale Mill-Chatham	319.42
Johnson	68.21
Peterson	<u>102.25</u>
	\$508.84

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W.G.M.#24 - Munising Ry.

The following temporary tracks were laid in 1905, labor being charged to Temporary Spurs and Repairs Roadway, as noted - Material being charged out as noted.

	<u>Length</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Charged</u>
Temp. Spur-Munising "Y"	552	37.98 ✓	135.30	173.28	Mtl. to be chgd. out in 1906. Labor to Repairs of Rdway
Hale Spur-- $\frac{1}{2}$ mile east Dewey	660	75.00 ✓	136.12	211.12	Mtl. to Temp. Spurs Labor to Rprs. Rdwy
Hale-Log Spur	350	71.67 ✓	17.25 ✓	88.92	Labor & Mtl. to Repairs Rdway
Block-"Furnace"	990		22.00 ✓	22.00	" " "
Lawson Sdg. Extension	168	17.12 ✓	331.01	348.13 ✓	Mtl. to be chgd. out in 1906. Labor to Repairs Roadway
Boven-"Furnace"	707	15.44 ✓	3.65 ✓	19.09 ✓	Labor & mtl. chgd. to Repairs Roadway
Ames Extension	134	10.00 ✓	3.95 ✓	13.95	" "
Cavite	360	21.66 ✓ 248.87	72.45	94.11	Mtl. chgd. to Temp. Spurs-Labor -Rprs Roadway
Hale Mill spur	1400	319.42	14.60 ✓	334.02	Mtl. to Rprs. Roadway Labor to Temp. Spurs
Lawson Spur	228	15.50	73.67	89.17	Mtl. to be chgd. out in 1906. Labor to Temp. Spurs.
Johnson	438	68.21	405.21	473.42	Mtl. to be chgd. ou in 1906. Labor to Temp. Spurs
Petersons	540	102.25	447.53	549.78	Mtl. to be chgd. out in 1906. Labor to Temp. Spurs.
		<u>\$754.25</u>	<u>\$1662.74</u>	<u>\$2416.99</u>	

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W.G.M.#25 - Munising RY.

The investment in tracks, for labor and material for Pioneer Iron Co. to date is as follows -

For 1905.

	<u>Length</u>	<u>Cost</u>	
Block	990 ft.	\$22.00	Labor by furnace Rail moved from exist- ing tracks.
Boven	707 "	19.09	Rail moved from exist- ing tracks.
	<hr/>	<hr/>	
	1697 "	\$41.09	

Total investment as follows -

	<u>Length</u>	<u>Cost</u>
1905	Not changed	41.09
1904	11994	3658.13
1903	11007	4552.32
1902	<u>11726</u>	<u>4366.30</u>
	34727 ft.	\$12617.84

This does not include Labor - \$1133.55 and material-\$98.45 -
 Total, \$1232.00 for Roscoe track for Furnace, 9127 feet long, laid in 1904,
 the payment for which has not yet been decided between Furnace and Railroad
 Rail taken up from track at Coalwood.

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W.G.M.#26 - Munising Ry.

Renewal Ties - cost \$2399.44, a decrease of \$1703.21.

Tie renewals and cost per tie was as follows:

Switch ties - Main line 9 sets @ \$25.30 \$227.70

Cost in 1904 - \$26.13.

Cross ties - Main Line	5699 cedar	@ 32.5¢	1852.17	
" "	397 Hem.	" 24.83¢	98.57	
Branches	680 Cedar	" 32.5¢	221.00	2171.74
				\$2399.44

Average cost all cross ties, 1905 - 32.05¢

" " " " " , 1904 - 25.94¢ account more cedar.

Cost per tie includes cost, inspection, loading and delivering on track ready to put in.

Repairs Bridges and Culverts - cost \$363.58, an increase of \$87.88.

Principal repairs as follows -

Stutz Creek	\$127.67
Finns Spur	19.56
Whitefish	90.07

Repairs Fences, etc. - cost \$766.12, an increase of \$530.45.

This includes the building of 787 rods new right of way fence at Gray and near Slapneck costing \$503.00, or about 64 cents per rod and for snow fence built costing \$229.63.

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MARQUETTE, MICH..

W.G.M.#27 - Munising RY.

Repairs Buildings - cost \$729.79, a decrease of \$397.17.

The principal charges were as follows:

superintendence	\$100.75
Little Lake Section House	205.45
Munising Jct. Station	26.43
Slapneck Tank	154.74
Whitefish Tank	64.49
Chatham Section House	57.57

Repairs Docks - cost \$209.08, an increase of \$40.85.

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W.G.M.#28 - Munising RY.

Detailed Cost of Track Maintenance is as follows -

Repairs Roadway and Renewal Ties but not ballasting -

Total Cost \$13343.13, a decrease of \$254.81.

Main Line and Sidings - 55.67 miles.

Main Track - 38.00 miles Sidings inc. $\frac{1}{2}$ jt. trks. - 17.67 miles

	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>
	\$6676.70	\$2522.52	\$9199.22	\$986.40	\$272.25	\$1258.65
Per Mile	175.70	66.38	242.08	55.82	15.41	71.23
Per foot-cents	3.32	1.25	4.58	1.05	.29	1.34

Branches and Sidings - 38.59 miles.

Main Track - 31.81 miles

Sidings - 6.78 miles.

	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>
	\$2348.01	\$397.19	\$2745.20	\$135.53	\$4.73	\$140.06
Per mile	73.81	12.49	86.30	19.96	.69	20.65
Per foot-cents	1.39	.23	1.63	.37	.10	.39

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MARQUETTE, MICH..

W.G.M.#29 - Munising RY.

RECAPITULATION.

	<u>Main Line and Sidings</u>	<u>Branches and Sidings</u>
	<u>55.67 miles</u>	<u>38.59 miles</u>
Repairs Roadway	\$8279.43 ✓	\$2664.26 ✓
Renewal Ties	<u>2178.44 ✓</u>	<u>221.00 ✓</u>
	\$10457.87	\$2885.26
Per Mile	187.85	74.77
Per Foot-cents	3.55	1.41

Progressive statement Repairs Roadway and Renewal Ties - All tracks.

	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
	94.26 mi.	84.60 mi.	81.30 mi.	79.46 mi.	57.0 miles
Labor & Material	\$13343.13	\$13597.94	\$17471.23	\$16585.78	\$10169.11
Per Mile	141.54	160.73	214.20	208.73	178.40
Per Foot-cents	2.68	3.04	4.07	3.95	3.38

In 1905 Repairs Roadway increased \$1448.40 and Renewal Ties decreased \$1703.21.

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MARQUETTE, MICH..

W.G.M.#30 - Munising RY.

GENERAL EXPENSES.

Total cost - \$6562.83, an increase of \$854.16.

Salaries General Officers an increase of \$666.66 by increased salary of General Manager.

TAXES.

The State Board of Tax Commissioners fixed the valuation for 1905 at \$550,000.00, the rate being \$16.92+, making the taxes \$9207.62. The same valuation was made January, 1906, but according to Galbraith law passed by last legislature the State Board made rate of \$14.61 per \$1000.00 compared with the rate on general property of \$17.40. The Attorney General will contest their ruling. *1904 was 10992.49*

The suit against the state by practically all of the roads has not yet been decided and until it is, the taxes actually paid are on the old basis, although the taxes charged up in our accounts is at rate fixed by present State Board.

Percentage of taxes to Gross Earnings in 1905 was 6.11%.

PERSONAL INJURY.

- March 28th. Albert St. Cyr-Brakeman: Trying to step from wood dock to moving flat car, missed footing, fell between cars and dock. Bruised around hips and shook up. Lost ten days. Release secured on payment hospital and doctor bills and half time.
- September 5th. V. Haines - Switchman: Making coupling, glove caught between jointed pin and deadwood, crushing index finger. No time lost.

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MARQUETTE, MICH..

WLG.M.#31 - Munising Ry.

ACCIDENTS.

Accidents were as follows -

The only serious accidents being to ore trains on C.& N.W.tracks
at Princeton Mine.

<u>Location</u>	<u>Number</u>		<u>Amount</u>	
Munising	None			
Road	29		\$438.70	
<u>Kind of Damage</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Engines	71.67	9.81	120.84	
Cars	126.44	143.71	106.93	306.80
Tracks	140.59	105.72	111.32	
Freight	100.00			
	\$438.70	\$259.24	\$339.09	\$306.80

Cause of Accident.

	1905		1904		1903	
	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>
Defects of Road						
Munising Ry.	8	\$68.81	8	167.19	10	68.20
Defects of Road-						
C.& N.W.Ry.	3	210.92				
Defective Equipment	7	45.41	6	37.14	6	171.37
Negligence Operating	8	77.56	7	29.91	5	86.87
Unforseen Obstrctns.	3	36.00	1	25.00	2	12.65
	29	\$438.70	22	\$259.24	23	\$339.09

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MARQUETTE, MICH.

W.G.M.#32 - Munising RY.

COST OF ROAD AND EQUIPMENT.

Cost of Road.

Chatham Station Grounds - In order to acquire the strip of ground owned by Experimental Farm, consisting of about 13.33 acres south of right-of-way at Chatham, it was arranged with Agricultural College officials to purchase an equal strip of ground on the north of farm and exchange with them, the cost of such purchase being \$185.69

<u>East Branch Extension</u> as explained	22980.95
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<u>Eben station</u> - a station for passengers and transfer of freight with Soo Line, was erected, Soo Line paying one half cost	203.04
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<u>Paper Mill Tracks</u> - to facilitate handling of logs, 930 ft. of track was added to tracks Total length of tracks at Paper Mill is now 7220 feet and total cost \$9466.12.	511.56
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<u>60 lb. Rail - Eben Siding</u> , to replace 35 lb. rail in siding, 60 lb. rail was laid, taken from Acker Branch.	300.51
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<u>60 lb. Rail - Fergsuon</u> - to replace 35 lb. rail in siding, 60 lb. rail was laid, taken from Acker Branch	187.60
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W.G.M.#33 - Munising RY.

<u>60 lb. Rail - Carlshend</u> - to replace 35 lb. rail in siding, 60 lb. rail was laid, taken from Acker Branch	443.94
<u>60 lb. Rail - Block</u> - to replace 35 lb. rail in siding, 60 lb. rail was laid, taken from Acker Branch	<u>14.40</u>
	24827.69
Cr. BY 60 lb. rail taken from Acker Branch	<u>2769.33</u>
	\$22058.36 ✓

Cost of Equipment.

Exchange Engines - Saddle tank Engine 21 and Mogul Engines 22 and 23, were sold and one Mogul and one 2-6-2 class purchased to take their place. Total cost engines purchased, \$13062.67; engines sold \$9850.00 - net cost \$3212.67

Total Cost of Road and Equipment	\$25271.03
----------------------------------	------------

add 350
25621.03

EAST BRANCH EXTENSION.

The extension of East Branch to fulfill contract with the C.H. Worcester Company as related in report of 1904, was completed. Main Line - 7.81 miles; Sidings .72 miles - Total Track - 8.53 miles.

The estimate and cost was as follows -

BOND

W.G.M.#34 - Munising RY.

IMPROVEMENT - EAST BRANCH EXTENSION.

	Amount Authorized	Amount Expended 1904	Amount Expended 1905	Total Cost	Increase	Decrease
Right of Way	540.00	73.72	29.00	44.72		495.28
Clearing and Grubbing	4000.00	3797.67	381.23	4178.90	178.90	
Grading	6400.00	6605.97	468.24	7074.21	674.21	
Bridges and Culverts	1944.00	1185.39	24.00	1209.39		734.61
Ties	6300.00	3347.34	654.64	4001.98		2298.02
Rails	10165.00		10259.33	10259.33	94.33	
Track Fastenings	2307.60	1008.00	1359.53	2367.53	59.93	
Track Laying and Surfacing	6375.00	698.51	6078.72	6777.23	402.23	
Frogs and Switches	100.00		62.00	62.00		38.00
Transportation and handling material	600.00	124.90		124.90		475.10
Engineering Equipment & Suptce.	3873.16	1787.29		1787.29		2085.87
1 Mile sidings	5000.00		3722.26	3722.26		1277.74
	47604.76	18628.79	22980.95	41609.74		5995.02

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W.G.M.#35 - Munising RY.

BEACH INN.

The Beach Inn was not operated by the Munising Ry. during 1905, but was opened by the owner, Samuel Redfern, a lease being made with him for use of our equipment. The house was closed by him in the fall on account of not paying expenses.

A financial statement is attached to yearly exhibit book.

BROTHER JONATHAN

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W.G.M.#36 - Munising RY.

RIGHT OF WAY.

The following is a list of unsettled right of way -

Alger County.

The S. $\frac{1}{2}$ of S. $\frac{1}{2}$ of Section 32 - T.46 N., R.20 W.
 The N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ " " 6 - T.45 N., R.20 W.

Marquette County.

The S.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 36 - T.46 N., R.23 W.
 " S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ " " 4 - T.45 N., R.23 W.
 " N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ " " 7 - T.45 N., R.23 W.
 " N.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ " " 14 -)
 " S.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ " " 15 -)
 " N. $\frac{1}{2}$ of N. $\frac{1}{2}$ " " 21 -) T.45 N., R.24 W.
 " N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ " " 20 -)

East Branch.

The Munising Co.
 The N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of Section 1 - T.45 N., R.19 W.
 " S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ and
 S.E. $\frac{1}{4}$ of Section 36 - T.46 N., R.19 W.
 " E. $\frac{1}{2}$ of E. $\frac{1}{2}$ and
 N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of Section 2
 " S.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ and E. $\frac{1}{2}$ of E. $\frac{1}{2}$ of Section 11
 " W. $\frac{1}{2}$ of S.W. $\frac{1}{4}$ and N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$
 " S.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ (for Main Line and Forster's Branch), Section 14
 " N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$, N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ and S. $\frac{1}{2}$ of N.E. $\frac{1}{4}$
 " S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 15
 " S. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ of Section 20
 " W. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ - N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ and N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ of Section 29
 " S.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ - The W. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ - The N.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ and S.E. $\frac{1}{4}$ of
 N.E. $\frac{1}{4}$ of Section 30
 " N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ and N.W. $\frac{1}{4}$ of Section 31 - T.46 N., R.18 W.
 " N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ and N.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 36 - T.46 N., R.20 W.
 " S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - E. $\frac{1}{2}$ of N.E. $\frac{1}{4}$, Section 18
 " W. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ of Section 8 - T.46 N., R. 17 W.
 " S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 32 - T.47 N., R.17 W.

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

W.G.M.#37 - Munising Ry.

The U.P.Land Company.

The S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 21 - S.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$, Section 22
" N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ of Section 27 - N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ Section 28,
T.46 N.,R.18 W.
" S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 17 - N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$,Section 18
" N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$, Section 21 - N. $\frac{1}{2}$ of N. $\frac{1}{2}$, Section 22
" S.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$, S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ and S.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$,Section 23 -
T.46 N.,R.17 W.
" N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ - S. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ - N.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of Section 34
" N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - Section 35 - The S. $\frac{1}{2}$ of S.E. $\frac{1}{4}$, Section 26
" S. $\frac{1}{2}$ of S. $\frac{1}{2}$ and the N.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ of Section 25, T.47 N.,R.17 W.
The timber has been settled for in Sections 34,26 and 25.

state Tax

The S.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ and S W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$, Section 21 - T.46 N.,R.21 W.

Unknown .

The S.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of Section 16 - T.46 N.,R.17 W.

C.C.I.Co.

The N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ - section 18 - T.46 N.,R.17 W.

C.H.Worcester Co.

The N.E. $\frac{1}{4}$ of Section 26 - T.46 N.,R.17 W.
" S.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ - Section 30 - T.47 N.,R.16 W.

The Lac La Belle Co.

The S. $\frac{1}{2}$ of N.W. $\frac{1}{4}$, N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ and N. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ - Section 13
" S.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of Section 21 - N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - Section 27 - all
of T.46 N.,R.18 W.
" S. $\frac{1}{2}$ of the S.W. $\frac{1}{4}$ and N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of Section 17
" N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$, N.W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$ - Section 23
" E. $\frac{1}{2}$ of S.E. $\frac{1}{4}$, S.E. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ - Section 7
" W. $\frac{1}{2}$ of S.W. $\frac{1}{4}$, S. $\frac{1}{2}$ of N.W. $\frac{1}{4}$,N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ and N. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ of
Section 5 all in T.46 N.,R.17 W.
" S. $\frac{1}{2}$ of S.W. $\frac{1}{4}$, N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$, N. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ of Section 33
" N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ of Section 35,all of T.47 N.,R.17 W.

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MARQUETTE, MICH..

W.G.M.#38 - Munising RY.

REQUIREMENTS.

Rumley Siding should be extended for meeting trains and miscellaneous business. The extension should be 800 feet, costing \$1000.00

Fencing - the line should be fenced from Au Train River to one mile west of Carlshend. Cost of stock killed in 1905 due to no fencing - \$445.00. Cost for labor and material for the fence will be 65¢ a rod or \$416.00 per mile for both sides of track or a total for 17 miles, which except 2 miles built in 1905 - \$7072.00. Clearing was not done for the entire width of right of way and there will be an additional expense for cutting timber and clearing fence line of stumps and logs of about \$3000.00, making the total expenses - \$10072.00.

Ballasting - about 3 miles of ballasting is required at different places between Stillman and Lawson at a cost of \$2250.00.

Engine House - Austin Mine ^{Exa 40} - with the extension of the main line from Little Lake to the Austin Mine, the terminal will be located there for some time to come, and we must have an engine house to store passenger train, engine and switch engine over night and Sundays. A two stall house which is included in cost of Austin Mine extension will cost about \$2000.00.

New Rail for Sidings ^{Sta 37} - there should be provided enough second hand rail for sidings to replace 35 lb. rail now in use; this can be taken from 60lb. rail released between Lawson and Little Lake to be relaid with 30# rail - 50 tons or one half mile is required, costing \$1300.00.

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MARQUETTE, MICH..

W.G.M.#39 - Munising RY.

New Sidings - Munising - additional tracks for storing cars for increased business are required, say 2000 feet costing \$3000.00.

Au Train River Bridge - this bridge may have to be replaced during 1906 and may be carried over to 1907; the trestle each side of bridge was filled during 1905. The most desirable plan is to put in a concrete arch or box and fill over it, the estimated cost now being for concrete about \$9700.00 and for filling \$2100.00, making total cost \$11800.00.

Siding - Stillman - with the increased business coming from East Branch, more siding room is required at Stillman - 1300 feet estimated costing \$1750.00.

80 lb. Rail between Lawson and Little Lake - ³⁷ to handle the ore coming from Austin Mine with our heavy equipment, it is recommended that the 60 lb. rail be relaid with 80 lb. rail and the track be reballasted, the cost for labor and new material according to authorization forwarded you, being \$56212.00 and the credit for old material taken up amounting to \$26330.00, making net cost \$29882.00.

60 lb. Rails on East Branch to replace 40lb. Rail - ³⁷ in order to comply with the Worcester agreement hereafter mentioned, it is recommended that 6 miles of 40 lb. rail be relaid with the 60 lb. rail taken up between Lawson and Little Lake. Total cost for labor and material laying 60 lb. rail \$18744.00; credit by 6 miles material furnished Worcester @ \$1673.20 - \$10039.20 - net charge for the change of rails - \$8704.80.

8824.78

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MARQUETTE, MICH..

W.G.M.#40 - Munising RY.

Worcester Agreement ³⁹ - the contract with the Cedar Land and Mining Co. assumed by the C.H.Worcester Co. for the traffic agreement for haul of forest products provided that the Munising Ry. should furnish three miles of rails for spurs, the ties and grades to be furnished by Cedar Land and Mining Co. and to be operated over by the Munising Ry.

The Worcester Co. propose logging by railroad and in lieu of this 3 miles of rails and labor necessary to change it, it has been arranged to give them ten miles of rails to be used as desired and operated over by their own equipment. The contract between the Cedar Land & Mining Co. and the D.M.& M.Land Co. for sale of timber provides that it shall be cut by February 14th., 1913 - having, therefore, about 7 years to run. The total charge for material will be \$16732.04.

The interest and depreciation as shown on authorization blank equals for the 7 years, an average per year of \$1520.79.

Passenger Equipment ³⁶ - on account of East Branch combination car being worn out and the extension of line to Austin Mine, two combination cars with baggage and two passenger compartments are required - cost delivered for new bodies and second hand trucks - \$5835.00 each - total cost \$11670.00. *actual \$11918.00*

Water Tanks - East Branch - there is now no water tank on East Branch, and engines get water by siphon taking about 2 hours a day. This expense for time of men delayed equals \$1.31⁵ an hour or an extra cost per year of about \$820.00; a tank would pay for itself in about 4 years in saving of extra time and at the same time give better dispatch to trains. Passenger

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MARQUETTE, MICH..

W.G.M.#41 - Munising RY.

business will increase because of the new location at Cusino and the delay getting water is very tedious. A standard tank will cost about \$3200.00.

Water Tank-Stillman - there is no water tank between Munising and Slapnick, 16 miles, and westbound from Munising, grades are heavy. The East Branch train siphons water from a small stream about one fourth mile east of Stillman, taking about 20 minutes a day or at a cost for overtime of about \$135.00, with heavier trains; this item will be increased. With anything the matter with water supply at Slapnick, main line trains west bound would have to run to Whitefish for water with practically no freight cars and the wood train could not make their trip on East Branch with a tank of water from Whitefish to East Branch and return. A standard tank should be provided costing \$3200.00.

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MARQUETTE, MICH.,

W.G.M.#42 - Munising Ry.

SUMMARY OF REQUIREMENTS.

Rumley Siding	1000.00
Fencing	10072.00
Ballasting	2250.00
· Engine House - Austin	2000.00
· Rail for Sidings	1300.00
· New Sidings - Munising	3000.00
· Au Train Bridge	11800.00
· Siding - Stillman	1750.00
· 80lb. Rail, Lawson and Little Lake	29882.00
· 60lb. Rail, East Branch	8705.00
· Worcester Agreement, per year	1520.79
· Passenger Equipment	11670.00
Water Tank - East Branch	3200.00
Water Tank - Stillman	3200.00
	\$91149.70

6
For the year 1905 I estimate

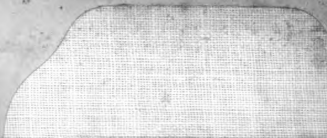
Earnings		\$180000.00
Operating Expenses	120000.00	
Taxes	9300.00	129300.00
	Net Earnings	\$50700.00
	Interest	40000.00
	Surplus	\$10700.00

without any allowance for Improvement.

Yours truly,

H. R. Harris
General Manager.

*My request for number people travelling
on different kinds of passes.*



M E M O.

HOYT, DUSTIN & KELLEY - - - -ANNUAL REPORT FOR 1 9 0 5.

For this year we did not receive a report from these attorneys.

ADC-FDH.

2/23/07

ANNUAL REPORT OF SOLICITOR FOR THE
YEAR 1905.

The following is a general summary of what is shown by my monthly reports rendered during the year above mentioned.

I.

Cases disposed of by litigation or settlement.

1. Marquette & Southeastern Railway Co. vs. Stewart, et al.

Condemnation proceedings in Marquette Probate Court in connection with the Lake Independence extension. Petition was filed August 11th 1905, but before trial favorable settlements were entered into with all parties and the proceedings were dismissed. (See August report.)

2. Bay Mills Land & Lumber Co. vs. William A. Wood.

Suit filed in Schoolcraft Circuit Court in Chancery to compel redemption from tax titles. After suit was commenced, defendant voluntarily executed a quit claim deed and suit was dismissed.

3. The Cleveland-Cliffs Iron Co. vs. Isaac Calkins.

This was a suit pending in the Alger Circuit Court in Chancery to quiet the title to a parcel of land on Grand Island. The suit was chiefly a formal matter and resulted in a decree for the complainant.

4. Railway Taxation Cases.

These cases reached a final conclusion being decided adversely to the Railway Companies by the United States Supreme Court.

II.

Cases argued or tried during the year 1905.

1. John Hutchinson vs. The Cleveland-Cliffs Iron Co.

Personal injury case in Delta Circuit Court, verdict for plaintiff of \$1500 in April 1904. Argued in the State Supreme Court in April 1905. Judgment reversed by Supreme Court at October term and case sent back for a new trial.

2. Cleveland-Cliffs Iron Co. vs. East Itasca Co.

Suit brought in U. S. Circuit Court at Duluth to recover money paid by mistake on Crosby Mine. Case tried in July, resulting in a judgment for the defendant. This subject is fully covered by the June and July reports. The case was appealed to the Circuit Court of Appeals for the eighth circuit, sitting at St. Louis.

3. Cleveland-Cliffs Iron Company vs. Gauthier.

This case was appealed by the Gauthier defendants from the decree of Judge Stone in the Marquette Circuit Court to the State Supreme Court, where it was argued November 1905.

4. Girard vs. McRae, The Cleveland-Cliffs Iron Co. et al.

Suit pending in Marquette Circuit Court in Chancery to quiet title to certain land. This case was tried December 26, 1905, before Judge Stone but was not finally disposed of until some time in 1906.

III.

Cases Pending January 1, 1906.

In addition to the East Itasca, Gauthier, Hutchinson and Girard cases mentioned in the previous sub-division, there were pending and undisposed of on January 1st, 1906, the following cases.

1. Bay Mills Land & Lumber Co. vs. Philip Grondin'

Suit filed in Schoolcraft Circuit Court in Chancery to compel redemption from a tax title.

2. Henry Gamble vs. The Cleveland-Cliffs Iron Co.

Suit pending in the U. S. Circuit Court at Detroit to collect a commission for alleged services in connection with the Manistique Lumbering Company's purchase.

3. Arctic Iron Company vs. The Cleveland-Cliffs Iron Co. et al.

Suit pending in the U.S. Circuit Court at Marquette for an accounting.

4. Margaretha Lonstorf vs. Geo. J. Maas, The Cleveland-Cliffs Iron Co.

Suit filed in the U. S. Circuit Court at Marquette for an accounting from Maas. Our Company is interested only as a stake holder.

5. There are always more or less garnishment cases pending in various Justice Courts, which I do not consider of enough importance to include in my regular reports.

IV.

The following is a summary of the written opinions and reports rendered during the year.

	Mining Dept.	Land Dept.	Fur. Dept.	Ry. Dept.	Mr. Mather, H.D.	Mr. A. & K.
Jan.	5	3	5	0	1	1
Feb.	3	9	2	1	4	6
March.	13	17	2	5	3	6
April,	3	4	1	4	4	5
May,	3	5	1	1	7	1
June,	4	7	1	6	4	7
July,	1	8	1	3	1	2
Aug.	8	10	0	3	5	4
Sept.	5	10	4	3	5	9
Oct.	4	17	0	2	8	11
Nov.	15	11	1	2	6	1
Dec.	10	8	1	1	1	5
	74	109	19	31	49	58

Total 340.

V.

The list of deeds, agreements, leases, etc. including all instruments exclusive of pleadings and other legal documents used in the trial or preparation of cases, is as follows:

This list does not include deeds, leases, etc. prepared by the departments and submitted to me merely for approval.

January,	10
February,	5
March,	6
April,	5
May,	3
June	3
July	4
August	2
September	3
October,	10
November,	10
December,	4
Total	<u>65</u>

VI.

Traveling.

During the year, we have made at the request of the different departments 53 trips to Marquette, 8 trips to Munising, 2 trips to Chicago, 2 trips to Cleveland, one trip to Manistique, 7 trips to the Soo, 6 trips to Duluth, 2 trips to Hibbing, 3 trips to Lansing, 2 trips to Bay Mills, one trip to Waukegan, one trip to Grand Rapids, two trips to Ironwood, 2 trips to Ashland and one trip to Detroit.

VII.

Expenses.

During the year 1905, the amount of money which I expended for traveling expenses, for the company's proportion of my office expenses and for legal expenses which have been paid through my office, are as follows given by months. The items of these months appear in detail attached to each monthly report.

January	\$ 117.41
February	124.59
March	117.78
April	149.73
May	111.50
June	106.60
July(regular)	96.64
July (special, East Itasca case, expenses at Duluth)	308.18
August	80.73
September	89.18
October	193.55
November	181.46
December	<u>78.29</u>
	\$ 1755.64

VIII.

Local Attorneys:

During the year 1905, we had no local attorneys under regular retainer except at Ironwood. After Mr. Cooper was appointed Judge at Ironwood, we employed Mr. L. D. Norris to assist us. Mr. Bell assisted in the argument of the Gauthier case at Lansing as the representative of Mr. Maas, the expense of his trip being borne jointly by the Company and Mr. Maas.

H. B. Freeman has assisted the Land Department in some minor matters at Munising.

The largest amount of work done by any attorney was at Duluth where Mr. H. J. Grannis was employed. The principal part of his work arose out of the trial of the East Itasca case as has been explained in the June and July reports.

IX.

Counsel.

Mr. Andrews participated in the argument of the Gauthier case at Lansing and had charge of the trial of the East Itasca case at Duluth. Mr. H. J. Grannis of Duluth also assisted in the trial.

X.

In May, 1905, I employed Mr. Fred H. Berg of Menominee as my assistant at a salary of \$1,000 per year, and he has rendered efficient services in a great many matters, and has been particularly helpful in the work of the Land Department owing to his familiarity with land titles and abstract work.

XI.

Other Work.

As each of the monthly reports has specified in detail the work done during the year, I will only summarize here the more important tasks in which we were engaged.

1. The Hall & Munson purchase, including the examination of abstracts covering over 100,000 acres of land.
2. The Osage Land purchase, including the examination of abstracts.
3. The Northern Lumber Company deal, including the examination of abstracts and the preparation of contracts.
4. The preparation ~~of the~~ ^{and} trial of the East Itasca case at Duluth. This took practically all of my time from the middle of June until the first of August.
5. The preparation of the Supreme Court briefs in the Hutchinson case and the argument of that case at Lansing in April.

6. The preparation of the Supreme Court briefs in the Gauthier case and the argument of that case at Lansing in November.

7. A great deal of work in connection with the land titles of mineral lands about Negaunee.

In addition to these special matters, the routine work of the departments was much heavier than during the year 1904.

The number of opinions and reports rendered in 1904 was 248 while in 1905 there were 340. The number and extent of trips I was required to take in 1905 also greatly exceeds the amount of traveling done in 1904.

William P. Belden

Solicitor.

Report of Solicitor
For the Year 1905.

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