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AGENTS' ANNUAL REPORTS AND
STATISTICS
FOR YEAR ENDING NOV. 30,
1906

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#2085

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AGENTS ANNUAL REPORT AND STATISTICS

FOR YEAR ENDING

NOVEMBER 30TH, 1906

I N D E X

1	Agent's Report - Railway Department - L. S. & I. Ry. Co.	1	✓
2	" " " " - M.M. & S.E. Ry. Co.	2	✓
3	" " " " - Munising Ry. Co.	3	✓



**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 16th., 1907

RECEIVED

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

FEB 21 1907

Ack. 2/21
Ans'd

Dear Sir:-

I hand you detailed report of operations for 1906.

Lengths of Tracks Owned and Leased.

<u>MAIN LINE.</u>	<u>Miles</u>
Owned - West End of Merchandise Dock to C. & N.W. connection at Ishpeming	19.94
Leased - C. & N.W. connection to Cleveland Lake Connection	<u>0.92</u>
	20.86

BRANCHES.

Maas Mine Branch	3.60
------------------	------

SIDINGS OWNED.

Presque Isle - West Yard	44196.0 ft.	
Forestville & Spurs	881.0 "	
Dead River - Siding	2091.5 "	
Eagle Mills - "	1562.5 "	
Queen Mine - "	1522.8 "	
Queen Mine Connection	1353.0 "	
Negaunee Mine "	1323.0 "	
Foster "	947.3 "	
Lucy "	183.0 "	
Negaunee Passenger Station	645.0 "	
Negaunee South Jackson connection	184.0 "	
Ishpeming	<u>14121.7 "</u>	
	69010.9 "	<u>13.07</u>
Ford.		37.53

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MARQUETTE, MICH.,

W.G.M.#2 - LS&I Ry.

Miles

Ford.

37.53

SIDINGS LEASED - ISHPEMING

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 arrangements made for extension yearly	5800 "	
C. & N.W. and D.S.S. & A. Rys.	- Lease Aug. 1, 1900 Expired Dec. 31, 1904 but arrangements made for extension yearly	25770 "	
D.S.S. & A. Ry.	- Lease Aug. 1, 1900 Expired Dec. 31, 1904 but arrangements made for extension yearly	11172 "	
D.S.S. & A. Ry.	- Included in above lease of Aug. 1, 1900 by letter from W.F. Fitch dated March 4, 1905.	1000. "	
		72125 "	13.66
			51.19

SIDINGS OWNED JOINTLY WITH C. & N.W. AND D.S.S. & A. RYS.

Negaunee Mine Tracks	L.S. & I. - 1/3 interest	14037 ft.	2.65 mi.	
				.88

SIDINGS OWNED JOINTLY WITH C. & N.W. RY.

South Jackson -	From crossover to crossover	1543 ft.		
	Tail Track	722 "		
	Siding North of Crusher	1322 "		
	Siding South of Crusher	1106 "		
	Rock Track	548 "		
	Coal Track	362 "		
Lucy -	From H.B. crossover to H.B.Y back	912 "		
	Tail track	586 "		
	Y back	1422 "		
	Coal track	379 "		
		6902 "	1.68 mi.	
	L.S. & I. - 1/3 interest			0.84
		Total		52.91

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MARQUETTE, MICH.,

W.G.M.#3 - LS&I Ry.

	<u>Main</u>	<u>Branches</u>	<u>Sidings</u>	<u>Total</u>
Total length of all tracks owned, including L.S. & I. interest in joint tracks	19.94	3.60	14.79	38.33
Total length of all tracks leased	0.92		13.66	<u>14.58</u>
				52.91

The main line mileage was not increased this year. The branches owned were increased by the purchase of the Maas Mine branch Miles
3.60

The sidings owned have been increased this year, as follows:

Presque Isle - Coach track		341 ft.		
Forestville - Extension		330 "		
South Jackson - Crossover		180 "		
Ishpeming "		<u>121 "</u>		
		972 "		0.18
Joint tracks at Negaunee Mine		2243 ft.	0.42 mi.	
L.S. & I. - 1/3				.14
South Jackson and Lucy tracks	1.68 mi.			
L.S. & I. - 1/2			1.68 mi.	<u>.84</u>
		Net Increase		4.76

The mileage of South Jackson and Lucy tracks is included in the mileage for 1906 but the purchase price will not appear until the year 1907.

The leased mileage was decreased this year by the purchase of a half interest in the Lucy Mine tracks 2700 ft. 0.51

These tracks were leased last year.

Total lengths of tracks used by the L.S. & I. Ry.

Total Main Line Owned	19.94 miles
" " " Leased	0.92 "
" Branches Owned	3.60 "
" Sidings Owned exclusive of Joint Tracks	13.07 "
" " Leased	13.66 "
" " Owned jointly (1/3 L.S. & I.)	2.65 "
" " " " (1/2 L.S. & I.)	<u>1.68 "</u>
	55.52 "

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The L.S. & I. also uses the tracks serving the Queen and Blue Mines which belong one half to the C. & N.W. Ry. and one half to the C.C. Iron Co. and are used jointly by the L.S. & I., C. & N.W. and D.S.S. & A. Rys. - total length 32172 ft. - 4.2 miles.

At Presque Isle - the coach track was put in so that coaches could be put away and not handled except when in use. The cost was charged to Repairs Roadway.

At Forestville - the track was changed to the opposite side of main line and extended 330 ft. to accomodate shipments of cedar &c. also small saw mill located near. The cost was charged to Repairs Roadway.

At the Negaunee Mine the additional joint tracks were put in by the C. & N.W. Ry. to accomodate change in stock pile grounds and furnish additional facilities. Some of the new track has since been taken up on account of caving ground. The cost was charged to Repairs of Roadway.

At Negaunee the joint tracks at the South Jackson and Lucy Mines were acquired by purchase from the C. & N.W. Ry. Co. The old Lucy crossover was changed and a new one put in at the South Jackson and all of the South Jackson tracks were taken up and new ones built to accomodate the new conditions at the South Jackson mine. The cost will be held over until next year.

At Ishpeming a crossover was put in just west of the ore yard, connecting our track with the D.S.S. & A. Ry. to get furnace ore from the Lake mines, made necessary on account of cave in at the so called Angeline Diamond. The cost was charged to Repairs of Roadway.

The Maas Mine Branch was acquired by purchase from the C.C. Iron Co. and the cost charged to Cost of Line.

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MARQUETTE, MICH.,

W.G.M.#5 - LS&I Ry.

MAINTENANCE OF EQUIPMENT.

EQUIPMENT OWNED.

ENGINES.

Lima Geared	1	
Consolidated Compound	1	
Consolidated Single	5	
Six Wheel Switch	5	
Four Wheel Switch	3	15

PASSENGER CARS

Combination Passenger and Baggage	1	
Coaches	3	4

FREIGHT CARS.

Steel Ore Cars	100,000 lbs. capacity	90	
Steel Ore Cars	110,000 lbs. "	150	
Wooden Ore Cars	60,000 lbs. "	390	
Flat and Gondola	60,000 lbs. "	20	
Four Wheel Caboose		4	654

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MARQUETTE, MICH.,

W.G.M.#6 - LS&I Ry.

Engine equipment was increased by purchase of one Lima geared engine, 130 tons weight, No. 1, for pushing loads on dock and one heavy consolidated simple engine, cylinders 22 x 30, from American Locomotive Co., No. 14, for road service.

Cars were increased by purchase of 25 steel ore cars 110,000 lbs. capacity, Nos. 616 to 640 inclusive, from Pressed Steel Car Co.

641

100 more steel ore cars, 110,000 lbs. capacity, same design to be No. ~~640~~ to 740 inclusive, have been ordered from Pressed Steel Car Co. for April, 1907 delivery.

Wooden ore cars were decreased 10 by Soo Line destroying 5 in an accident, and by Pioneer Iron Co. destroying 5 by collapse of trestle at their Gladstone Furnace.

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

Repairs and Renewals Passenger Cars - \$247.64, for completion of general repairs to Coaches 11 and 12, the charge is a decrease from 1905 of \$1862.07.

Repairs Shop Machinery and Tools - \$1120.36 for purchase of new lathe.

Total Maintenance of Equipment - Improvement is \$1368.00, a decrease from 1905 of \$741.74.

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MARQUETTE, MICH.,

W.G.M.#7 - LS&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	\$352.67	\$253.93	\$606.60	14325	4.23
2	92.93	35.91	128.84	9198	1.40
3	2.41	.42	2.83	60	4.72
4	526.03	190.02	716.05	3564	20.09
✓ 5	541.33	341.86	883.19	12570	7.03
✓ 6	847.03	391.94	1238.97	4393	28.20
7	524.04	396.15	920.19	14049	6.55
8	299.45	267.67	567.12	20504	2.77
9	534.33	393.87	928.20	14929	6.22
10	226.48	96.87	323.35	10477	3.09
11	105.12	43.46	148.58	11395	1.30
12	853.75	527.09	1380.84	2597	53.17
14	298.89	276.49	575.38	12094	4.76
15	575.25	276.41	851.66	13094	6.50
16	611.04	288.46	899.50	14077	6.39
Total	\$6390.75	\$3780.55	\$10171.30	157326	6.47

Foreign Engines.

M. Ry. Engs.	Labor	Material	Total	Mileage	Cost per Engine Mile
25	55.15	15.48	70.63	1807	3.91
22				76	
Total	55.15	15.48	70.63	1883	3.75

M&SE Engs	Labor	Material	Total	Mileage	Cost per Engine Mile
31	100.71	74.15	174.86	10970	1.59
32	26.16	28.12	54.28	3525	1.54
33	8.60	12.00	20.60	1794	1.15
34	685.01	119.64	804.65	6828	11.78
35	1168.35	492.40	1660.75	1820	91.25
Total	\$1988.83	\$726.31	\$2715.14	24937	10.89
Grand Total	\$8434.73	\$4522.34	\$12957.07	184146	7.04

Comparison with 1905.

Total	\$6710.27	\$3012.12	\$9702.39	188516	5.15
Inc.	\$1724.46	\$1510.22	\$3254.68		1.89
Dec.				4370	

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W.G.M.#8 - LS&I Ry.

L.S. & I. engines 4, 6, 7, 9 and 12 received heavy general repairs, Engines 15 and 16 had all flues taken out and new ends put on and driving and truck wheel tires turned.

M. & S. E. Engines 34 and 35 and Steam Shovel received heavy general repairs.

Munising Ry. Engines 22, 23 and 25 also received heavy general repairs.

Michigan Iron Co. Engine 3 and C.H. Worcester Co.'s Engine 2 were given general overhauling.

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.	* 53,541 miles	\$4681.21
" Munising Ry.	38,352 "	2640.47
" C. C. Iron Co.	792 "	132.00
" Pioneer Iron Co.	150 "	25.00
" D. S. S. & A. Ry.	7,050 "	846.00
	<u>99,865 "</u>	<u>\$8324.68</u>

(*This includes mileage of switch engine on M&SE which heretofore was not shown.)

Average per mile	8.3 cents	
Debit:		
To Rental paid M. & S. E. Ry.	24,426 miles	\$1618.46
" " " Munising Ry.	<u>1,865 "</u>	<u>93.25</u>
	26,291 "	\$1711.71

Average per mile	6.5 cents	
Net	73,594 miles	\$6612.97
Average per mile	9.1 cents	

The Net Rent being an increase over 1905 of \$1957.82.

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MARQUETTE, MICH.,

W.G.M.#9

The amount paid for 10% added to Labor and Material furnished Munising Ry. was \$1545.20 and M. & S.E. Ry. was \$1423.83 - total \$2969.03, a decrease over 1905 of \$8.92.

Comparative Engine Expenses per mile was as follows:

		<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
For Repairs	Cents	7.04	5.15	8.98	9.38	3.88	4.32	2.43
" Fuel	"	17.51	15.10	15.60	15.77	14.67	12.89	13.32
" Stores	"	.82	.76	.77	.79	.52	.47	.47
" Engineers & Firemen	"	8.40	7.89	7.53	7.43	6.08	6.28	6.44
" Hostlers & Wipers	"	<u>2.67</u>	<u>2.41</u>	<u>2.56</u>	<u>2.05</u>	<u>2.25</u>	<u>1.83</u>	<u>2.01</u>
		36.44	31.31	35.44	35.40	27.40	25.79	24.67

of with price

Repairs have increased 1.89 cents per mile
 Fuel has increased 2.41 " " "
 Stores have increased .06 " " "
 Engineers & Firemen have increased .51 " " "
 Hostlers & Wipers " " .26 " " "
 Total Expenses " " 5.13 " " "

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W.G.M.#10

Fuel charged out in 1906				\$2.85 per ton
"	"	"	1905	2.67 " "
"	"	"	1904	2.65 " "
"	"	"	1903	2.94 " "
"	"	"	1902	2.74 " "
"	"	"	1901	2.90 " "
"	"	"	1900	2.65 " "

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MARQUETTE, MICH.,

W.G.M.#11 - LS&I Ry.

Pounds of coal consumed per Engine Mile, as follows:

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
Passenger,	54.29	52.50	63.63	48.83	49.64	48.66	48.17
Freight,	182.05	149.04	140.97	140.59	123.56	111.70	110.99
Switching,	109.44	103.46	112.43	111.56	95.59	80.34	85.56
Work,	102.81	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	27,472	None	27,472	1.71
1897	338.52	111,699	"	111,699	3.04
1898	573.37	112,158	39,873	152,031	4.89
1899	536.18	153,435	70,613	224,048	3.35
1900	382.10	178,651	41,680	220,331	2.43
1901	637.93	197,341	9,659	207,000	4.31
1902	516.69	188,565	48,261	236,826	3.05
1903	1049.34	136,614	52,714	189,328	7.76
1904	871.75	118,935	55,166	174,101	7.01
1905	590.68	171,185	71,866	243,051	3.89
1906	678.09	157,326	79,947	237,273	4.29

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MARQUETTE, MICH.,

W.G.M.#12 - LS&I Ry.

PASSENGER CAR REPAIRS.

Total cost, including Improvement - \$1661.00 - an increase over 1905 of \$767.90.

Amount received from Rental Passenger Cars accounted for under head of

Miscellaneous Earnings, as follows:

From M. & S. E. Ry.	34025 miles	@ 1¢	\$340.25
" Munising Ry.	18016 "	" 1¢	<u>180.16</u>
			\$520.41

Debit:

To amount paid M. & S. E. Ry.	12948 miles	@ 1¢	\$129.48
" " " Munising Ry.	6174 "	" 1¢	<u>61.74</u>
			\$191.22

Total credit to Passenger Cars of \$329.19
a decrease from 1905 of \$393.52, account of purchase by M. & S. E. Ry. of 4 coaches which were run in place of L. S. & I. cars.

Progressive statement of Repairs to Passenger Cars, per car, and per mile, since road was opened, is as follows:

REPAIRS PASSENGER CARS

	<u>Per Car</u>	<u>Per Mile - Cents</u>
1896	None	
1897	"	
1898	\$59.80	.46
1899	22.71	.40
1900	83.38	1.61
1901	150.02	3.32
1902	28.09	.47
1903	121.62	1.29
1904	183.18	2.07
1905	223.27	2.56
1906	415.25	5.16

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MARQUETTE, MICH.,

W.G.M.#13 - LS&I Ry.

REPAIRS FREIGHT CARS.

Total cost for the year - \$12827.58, an increase over 1905 of \$650.14, with an increased car equipment of 25 new steel ore cars.

901 wheels were replaced during the year for following defects -

Seamy Tread	61
Shelled Tread	37
Broken	23
Cracked	37
Worn Tread	59
Worn Flange	597
Slid Flat	87

The total number is an increase over 1905 of 28, over 1904 of 67, over 1903 of 455, and over 1902 of 652.

Repairs to wooden cars decreased because of not having men to keep up repairs latter part of the season and at close of navigation, about 100 wooden ore cars were out of service waiting for repairs.

45 steel cars were painted at a cost of \$2.28 for labor and \$2.41 for material; total, \$4.69, or a total cost of \$211.05 or an average for the 240 steel cars of 88 cents.

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W.G.M.#14 - LS&I Ry.

Cost per mile for L.S.& I.cars - .83 cents per mile or an increase over
 1905 of .24 cents.

Cost per car for L.S.& I.cars, which includes repairs to the 25 new steel cars
 purchased - \$19.08, an increase over 1905 of .16 cents.

Repairs to wooden ore cars, decreased \$1.62 per car or	\$647.92
Repairs to steel ore cars including 25 new cars increases \$5.49 per car or	1318.10
Repairs to Caboose and Gondola cars decreased \$2.16 per car or	51.76
Repairs to Foreign Cars increased	<u>31.72</u>
Total increase	\$650.14

W.G.M.#15 - LS&I Ry.

The Repairs and Renewals to Cars amounted to \$12827.56, which was divided as follows:

	L.S. & I. Wooden -400-	Per Car	L.S. & I. Steel Ore -90-	Per Car	L.S. & I. Steel Ore -150-	Per Car	L.S. & I. Other Frt. -24-	Per Car	Foreign Cars
Bodies	2861.86	7.15	109.00	1.21	51.44	.34	203.07	8.46	24.45
Draft Rigging	1048.25	2.62	60.80	.68	12.04	.08	33.85	1.41	5.91
Draw Bars	401.30	1.00	222.29	2.47	4.11	.03	14.39	.60	1.21
Knuckles	53.75	.14	73.41	.82	5.29	.03	24.23	1.01	1.00
Trucks	2747.96	6.87	602.17	6.68	328.81	2.19	53.50	2.23	11.78
Air Brakes	916.55	2.29	325.07	3.61	263.52	1.76	39.99	1.67	6.33
	<u>\$8029.67</u>	<u>\$20.07</u>	<u>\$1392.74</u>	<u>\$15.47</u>	<u>\$665.21</u>	<u>4.43</u>	<u>\$369.03</u>	<u>15.38</u>	<u>\$50.68</u>
Inspection	644.20	1.61	144.90	1.61	241.63	1.61	102.04	4.25	59.37
Accident Repairs	721.67	1.80	264.15	2.94	107.02	.71	27.89	1.16	7.38
Total, 1906	<u>\$9395.54</u>	<u>\$23.48</u>	<u>\$1801.79</u>	<u>\$20.02</u>	<u>\$1013.86</u>	<u>6.75</u>	<u>\$498.96</u>	<u>\$20.79</u>	<u>\$117.43</u>
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>
Increase			550.03	6.12	768.07	5.12			31.72
Decrease	649.92	1.63					51.76	2.15	

An increase over 1905 of \$650.14 accounted for by purchase of 25 additional steel ore cars.

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MARQUETTE, MICH.,

W.G.M.#16 - LS&I Ry.

The difference in Repairs Wooden Cars compared with 1905, is as follows:

	<u>Total</u>	<u>Per Car</u>
Bodies	\$725.94 increase	\$1.81 increase
Draft Rigging	556.05 "	1.39 "
Draw Bars	158.47 "	.40 "
Knuckles	7.01 "	.02 "
Trucks	2480.30 decrease	6.20 decrease
Air Brakes	12.05 increase	.03 increase
Inspection	51.14 "	.13 "
Accident Repairs	321.72 increase	.80 increase
Total Decrease	\$647.92 decrease	\$1.62 decrease

The difference in Repairs to the 90 old steel ore cars compared with 1905 is as follows:

	<u>Total</u>	<u>Per Car</u>
Bodies	\$93.55 increase	\$1.04 increase
Draft Rigging	47.71 "	.53 "
Draw Bars	95.61 "	1.07 "
Knuckles	69.55 "	.77 "
Trucks	115.19 "	1.28 "
Air Brakes	120.44 "	1.34 "
Inspection	104.71 Decrease	1.15 Decrease
Accident Repairs	112.69 Increase	1.26 Increase
Total Increase	\$550.03 "	\$6.12

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MARQUETTE, MICH.,

W.G.M.#17 - LS&I Ry.

The different to Repairs 150 new steel ore cars compared with 1905 is as follows:

	<u>Total</u>	<u>Per Car</u>
Bodies	\$43.33 increase	.29 increase
Draft Rigging	10.18 "	.07 "
Draw Bars	.71 "	
Knuckles	4.93 "	.03 "
Trucks	237.06 "	1.59 "
Air Brakes	204.69 "	1.36 "
Inspection	164.00 "	1.04 "
Accident Repairs	<u>103.17 "</u>	<u>.69 "</u>
	\$767.33 increase	\$5.12 increase

The difference in Repairs to Other Freight Cars compared with 1905, is as follows:

	<u>Total</u>	<u>Per Car</u>
Bodies	\$74.24 decrease	3.09 decrease
Draft Rigging	28.25 increase	1.18 increase
Draw Bars	6.22 "	.26 "
Knuckles	7.93 "	.33 "
Trucks	1.95 "	.08 "
Air Brakes	27.00 decrease	1.12 decrease
Inspection	27.60 increase	1.15 increase
Accident Repairs	<u>22.47 decrease</u>	<u>.93 decrease</u>
Total Decrease	\$51.76	\$2.15

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MARQUETTE, MICH.,

W.G.M.#18 - LS&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 - 240		
	Per Car	Per Mile -Cents -	Average Miles	Per Car	Per Mile -Cents -	Average Miles
1896	\$2.08	.16	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
1906	23.01	1.02	2255	20.03	.54	2343

Repairs Shop Machinery and Tools increased \$1336.56.

Repairs Shop Machinery and Tools-Improvement increased \$1120.36 by purchase of tools - none purchased in 1905.

Other Expenses decreased \$85.63

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MARQUETTE, MICH.,

W.G.M.#19 - LS&I Ry.

MAINTENANCE OF WAY - Including Structures.

Total Maintenance of Way Expenses were \$99226.61, an increase over 1905 of \$51673.87.

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

Repairs Roadway

Straightening Main Line - South Jackson	\$1198.59	
Rolling Mill Mine Connection	1269.16	\$2467.75

Repairs Buildings

Extension Coal Trestle - West Yard	\$1548.59	
New Turn Table - West Yard	2326.85	3875.44

Total		\$6343.19
-------	--	-----------

Total Maintenance of Way - Improvement is a decrease from 1905 of \$3636.08.

Repairs Roadway - Total charge \$18262.73, an increase over 1905 of \$6358.17,
principal items being

Change in Negaunee Mine tracks crossed by cave in	558.00
Rails for worn out switch leads and switches and frogs	579.00
Labor putting in ties	751.00
Extra labor on West Yard tracks to keep up repairs	655.00
Forestville Siding	304.00
Additional tie plates	784.00
Maintenance C. & N.W. tracks - Lease 1897	1272.00
Ishpeming crossover to connect with D.S.S. & A.	204.00

\$5107.00

The balance by more men required and an increase of wages of \$5.00 per month to foremen and from \$1.50 to \$1.75 to section laborers.

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MARQUETTE, MICH.,

W.G.M.#20 - LS&I Ry.

Renewal Ties - total charge \$3313.79, an increase over 1905 of \$1029.40 by 3 less sets switch, 33 more cedar and 3196 more hemlock ties.

		<u>1906</u>	<i>Price</i> <u>1905</u>
11 sets switch ties	@ \$24.60	270.60	\$25.50
4911 cedar ties	" 33.8¢	1659.92	33.8¢
4184 hemlock ties	" 25.8¢	<u>1079.47</u>	<u>28.1¢</u>
		<u>\$3009.99</u>	

Average cost cross ties - 30.12¢ compared with 32.85¢ in 1905, caused by larger percentage hemlock ties used.

Repairs Bridges and Culverts - total charge \$3061.88, a decrease from 1905 of \$226.96.

Repairs Fences, Road Crossings and Signs - total charge \$202.87, a decrease from 1905 of \$65.45.

Repairs Buildings and Fixtures - total charge \$4776.75, an increase over 1905 of \$949.94. Repairs to Round House increased \$548.24 for new concrete floors. Turntable - \$199.61 for part concrete circle. Pump House - \$263.65, new stack and new grates. Machine Shop - \$133.70, general repairs.

Repairs Docks - total charge \$59193.54, an increase over 1905 of \$45828.48. This work consisted of \$27633.78 labor and \$31559.76 material for repairing the upper part of one half of dock nearest shore, as well as the running repairs.

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MARQUETTE, MICH.,

W.G.M.#21 - LS&I Ry.

Removal Snow and Ice - total charge \$3737.20, an increase over 1905 of \$1446.76.

Total charge for Repairs Roadway and Renewal Ties is \$21576.52.

Detailed Cost is as follows -

	Main Line - 19.94 miles			Sidings including L.S. & I. 1/3 interest Negaunee Mine and Maas Mine Branch - 17.55 miles		
	Labor	Material	Total	Labor	Material	Total
	\$8778.89	6546.80	15325.69	5454.08	796.75	6250.83
Per Mile	440.26	328.32	768.59	310.77	45.40	356.17
Per Foot- cents	8.33	6.21	14.55	5.88	.86	6.74

Comparison 1905.

	Main Line - 19.94 miles			Sidings including L.S. & I. 1/3 interest Negaunee Mine and Maas Mine Branch - 13.62 miles		
	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

Total Main Line and Sidings.

	<u>1905</u> <u>37.49 mi/</u>	<u>1905</u> <u>33.56 mi.</u>	<u>1904</u> <u>32.35 mi.</u>	<u>1903</u> <u>31.14 mi.</u>
Labor and Material	\$21576.52	\$14188.95	\$8145.89	\$9129.33
Cost per mile	575.53	422.79	251.80	293.17
Per foot-cents	10.90	8.0	4.7	5.55

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MARQUETTE, MICH.,

W.G.M.#22 - LS&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>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>
Total maintenance	\$1438.93	\$1726.56	\$1196.96	\$1989.09
Per mile	350.10	420.08	291.23	483.96
Per foot-cents	6.63	7.95	5.51	9.16
C.C.Iron Co.proportion	377.16	382.20	199.01	541.17
Per mile	91.77	93.13	48.42	131.67
Per foot-cents	1.74	1.76	.92	2.47

C.& N.W.lease 1897 - 6.29 miles.

Maintenance divided on tonnage basis.

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>
Total Maintenance	\$5502.23	\$3803.44	\$3431.14	\$3600.69
Per mile	874.76	604.68	545.49	572.44
Per foot-cents	15.62	11.48	10.33	10.84
L.S.& I.proportion	4244.67	2971.96	2454.86	2732.81
Per mile	674.83	472.49	390.28	434.47
Per foot - cents	12.78	8.94	7.39	8.23
L.S.& I.propn.maint.	4244.67	2971.96	2454.86	2732.81
L.S.& I. " oprtg.	1601.57	1302.51	1113.65	1143.71
L.SP&I. " rent	2131.65	1966.44	1966.44	1966.44
	<u>\$7977.89</u>	<u>\$6240.91</u>	<u>\$5534.95</u>	<u>\$5842.76</u>

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MARQUETTE, MICH.,

W.G.M.#23 - LS&I Ry.

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

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>
Total maintenance	2744.88	3500.58	1439.44	5220.08
Per mile	331.51	422.77	177.70	644.54
Per foot - cents	6.28	8.0	3.36	12.21
L.S. & I. proportion	767.80	773.74	250.82	1095.01
Per mile	92.73	93.44	30.96	135.18
Per foot - cents	1.76	1.77	.58	2.56

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

No charge for maintenance.

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MARQUETTE, MICH.,

W.G.M.#24 - LS&I Ry.

OPERATING

The General Exhibit Book gives in detail the different items of expense compared with the year 1905 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
1906	<u>1,896,459</u>	<u>48,941</u>	<u>34,775</u>	<u>1,980,175</u>
Total	14,628,310	418,938	186,110	15,233,358

Figures for 1906 include following ore tonnage -

Manistique Furnace	25,087 tons	
Pioneer Iron Co. - Gladstone	51,591 "	
Pioneer Iron Co. - Carp Furnace	29,481 "	
Pioneer Iron Co. - No.2 Furnace	<u>73,311 "</u>	
	179,470 "	
Leaving ore for dock	<u>1,716,989 "</u>	1,896,459 tons.
Ore for dock from Ishpeming and Negaunee		1,464,133 tons
" " " " Swanzey		<u>252,856 "</u>
Total		1,716,989 "

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MARQUETTE, MICH.,

W.G.M.#25 - LS&I Ry.

Earnings and Expenses, which includes Improvement and Taxes.

	<u>Earnings</u>	<u>Expenses</u>	<u>Per Cent</u>	<u>Net</u>
1896	96,147.75	41,278.13	42.93	54,869.62
1897	343,020.73	127,350.07	37.12	215,670.66
1898	365,344.11	154,716.35	42.35	210,627.76
1899	481,762.05	186,719.99	38.76	295,042.06
1900	509,884.70	164,424.58	32.25	345,460.12
1901	522,869.83	184,958.81	34.35	337,911.02
1902	542,423.88	226,066.96	41.67	316,356.92
1903	407,474.60	243,048.10	59.64	164,426.50
1904	382,174.74	220,297.34	57.64	161,877.40
1905	595,351.85	261,380.76	43.90	333,971.09
1906	561,915.89	337,338.78	60.03	224,577.11
	\$4,808,370.13	\$2,147,579.87	44.66	\$2,660,790/26

	<u>Taxes</u>	<u>Improvement</u>	<u>Total Taxes & Improvement which are inc. in Expenses</u>
1896	None	None	None
1897	23.78	"	23.78
1898	3,708.41	23,336.17	27,044.58
1899	4,190.39	43,623.01	47,813.40
1900	5,988.97	8,437.32	14,426.29
1901	13,376.74	8,114.92	21,491.66
1902	19,270.40	31,603.37	50,873.77
1903	31,996.80	31,367.60	63,364.40
1904	27,191.02	12,304.49	39,495.51
1905	27,613.01	12,088.98	39,701.99
1906	39,219.73	7,711.19	46,930.92
Total	\$172,579.25	\$178,587.05	\$351,166.30

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MARQUETTE, MICH.,

W.G.M. #25 - LS&I Ry.

25 1/2

Expenses per ton, in cents -

	<u>Operating Season Only</u>	<u>Including Winter's Maintenance</u>	<u>Including Taxes</u>	<u>Including Taxes, 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
1906	9.66	14.08	16.06	17/03

The Expense per ton for

Operating Season only as shown in tabulated statement is an increase of
.90 cents.

Including Winter's Maintenance an increase of 2.94 cents.

Including Taxes, an increase of 3.50 cents.

Including Improvement and Rent, an increase of 3.57 cents.

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MARQUETTE, MICH.,

W.G.M.#26 - LS&I Ry.

The principal differences in cost per ton are as follows -

Switching, Negaunee	.19	increase
" Presque Isle	.33	"
" Ishpeming	.15	"
C. & N.W. tracks - Lease 1897	.17	"
C. & N.W. and D.S.S. & A. lease of 1900	.63	"
Dock	.04	"
Maintenance of Equipment	.20	"
Fuel, Water, etc.	.18	"
Station Service	.10	"
Maintenance of Way	2.55	"
Loss and Damage	.24	Decrease
General Expenses	.02	Increase

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MARQUETTE, MICH.,

W.G.M.#27 - LS&I Ry.

Earnings decreased \$33435.96.

Ore Earnings decreased \$44266.82- total tons ore increased 41814, but ore from Ishpeming and Negaunee decreased 219637 tons; from Swanzy district increased 202186 tons; all rail ore increased 59625.

Coal Earnings increased \$1525.68 by 5084 more tons coal handled.

Other Freight Earnings increased \$3105.57 by miscellaneous freight.

Passenger Earnings decreased \$501.48.

Express Earnings decreased \$47.67.

Miscellaneous Earnings increased \$6748.76 in rental of cars and engines. Details

are as follows:

	<u>1905</u>	<u>1906</u>
Rental of Engines	5891.88	6985.17
Rental of Cars	718.46	6107.01
Rental of Stalls	563.35	1154.17
Rental of Finnegan's House	144.00	144.00
Rental of Sect. House, Sect. 3	60.00	59.50
Rental of P. I. Boarding House	120.00	20.00
Rental of Dock	5000.00	5000.00
Rental of track-Dead River logs	229.98	
Rental of scow	10.00	
Cancelled checks		<u>16.58</u>
	<u>\$12737.67</u>	<u>\$19486.43</u>

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MARQUETTE, MICH.,

W.G.M.#28 - LS&I Ry.

Conducting Transportation.

Total Cost - \$143345.12, and an increase of \$7167.04 over 1905, generally covered in explanation of Cost per ton.

Taxes

Taxes were an increase of \$11606.72, and made up as follows:

State Taxes, Railroad - Ordinary	\$19145.06	- decrease	\$4563.06
State Taxes - Penalty	11984.71	increase	11984.71
State Taxes - Adjustment at settlement of State suit and caused by a corrected warrant not being received	3894.16	-increase	\$3894.16
City of Marquette Taxes - Dock	<u>4195.80</u>	"	290.91
	<u>\$39219.73</u>		

The suit commenced by practically all the roads against the State and carried by them to the U.S. Supreme Court was decided against the Railroads and the penalties of 1% per month for all overdue taxes was paid in month of April. This extended back to the year 1902 and all intervening years. The Valuation of the Road was fixed by the State Tax Commission at their February, 1906 review at \$1,100,000.00, a reduction from the previous valuation of \$300,000.00.

The Dock is taxed locally by the City of Marquette at a valuation of
\$160,000.00.

Percentage of Taxes to Gross Earnings - 7%.

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MARQUETTE, MICH.,

W.G.M.#29 - LS&I Ry.

ACCIDENTS.

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

<u>Location</u>	<u>Number</u>	<u>Total Cars Handled</u>	<u>Amount</u>
Ishpeming	14	72358	\$241.12
Queen and Negaunee	2	14340	30.81
Presque Isle	16	97372	166.15
Road	<u>23</u>	<u>85264</u>	<u>214.86</u>
	55	97372	\$652.94

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MARQUETTE, MICH.,

W.G.M.#30 - LS&I Ry

	<u>Kind of Damage.</u>				
	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Engines	103.46	82.33	130.58	935.18	342.13
Cars	271.36	1110.34	657.67	1647.56	605.04
Tracks	278.12	322.83	74.34	436.08	901.20
Freight	-----	-----	-----	117.29	-----
	<u>\$652.94</u>	<u>\$1515.50</u>	<u>\$862.59</u>	<u>\$3136.11</u>	<u>\$1848.37</u>

	<u>CAUSE OF ACCIDENTS</u>									
	<u>1906</u>		<u>1905</u>		<u>1904</u>		<u>1903</u>		<u>1902</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	178.87	7	148.74	3	17.15	2	10.79	5	33.64
Defects of Road Queen	6									
Defects of Road C. & N.W.	6	110.01	6	115.30	3	36.59	21	163.61	25	376.73
Defects of Road D.S.S. & A.							1	19.81		
Defects of Equipment	22	130.24	29	1060.63	14	108.86	33	422.31	42	990.49
Negligence Operating	16	149.42	20	111.57	30	660.86	25	2107.31	32	332.22
Unforseen Obstructions	4	84.40	3	79.26	6	39.13	9	412.28	8	115.29
	<u>55</u>	<u>\$652.94</u>	<u>65</u>	<u>\$1515.50</u>	<u>56</u>	<u>\$862.59</u>	<u>91</u>	<u>\$3136.11</u>	<u>112</u>	<u>\$1848.37</u>

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MARQUETTE, MICH.,

W.G.M.#31 - LS&I Ry.

Injuries to Persons were as follows -

January 16th. Geo.M.Hearon - Car Repairer: Stepped on nail,entered foot. Off 1 day.

January 19th. Olaf Burquist - Carpenter,Ore Dock: Pulling plank off push car,slipped and fell into pocket. Broke two ribs and fractured bones of hand.Did not return to work.

January 26th. A.Fleury,Carpenter: Ore Dock - Walking from depot to pumphouse slipped and broke leg above knee. Off 98 days.

February 20th. John Paulson - Carpenter: Fell over a piece of plank and into and through bottom of pocket from which planking had been removed. Struck on middle walk of dock. Dislocated right shoulder and bruised face badly. Did not return to work.

April 26th. Jos.Donckers - Helper,Shops: Repairing engine,brass fell on hand and bruised it. Kept on working.

July 3rd. Axel Carlson - Section Foreman: Coming down hill on hand car loaded with tools,met train coming up,tried to get car off,engine struck him. Skull fractured and scalp cut. Did not work up to Jan.1st.

July 20th. Segrus Wood - Car Repairer: Repairing car,end post fell and struck him on head. Off 1 day.

July 21st. Isaac Erickson - Laborer,Ore Dock: Putting wrench on car.Car started to move. Caught finger under wrench and bruised it. Lost $1\frac{1}{2}$ days.

July 27th. Theo.Callus - Machinist: Griding tool,got emery dust in eye. Kept on working.

August 19th. Geo.Rivard - Brakeman: Going out caboose door. Door slammed shut,cut off end left index finger. Off 12 days.

August 10th. Julius Beauchamp - Flagman: Throwing switch,got in way of train. Oil box struck him in hip,slight contusion. Did not return to work.

August 12th. Henry Rustenhoven - Wiper: Wiping engine,hand caught in chain,broke little finger. Off 32 days.

August 13th. Frank Massie - Boilermaker: Repairing flue rattler,ran nail in his foot. Off 5 days.

August 17th. Emil Talo - Dock Laborer: Raising spout handle. Handle slipped,struck him in leg bruising it slightly. Off 1 day.

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MARQUETTE, MICH.,

W.G.M.#32 - LS&I Ry.

- August 8th. Peter Finnegan - Yardmaster: Riding car, brake refused to work, bumped into gondola and threw him off. Bruised and shaken up. Lost two days.
- September 5th. John Lintendon - Dock Laborer: Dumping car, fell off car into pocket and down through chute into hold of Schr. Chattanooga. Hurt in breast and through lungs, two scalp wounds, face cut. Off $7\frac{1}{2}$ days.
- September 14th. John Watt - Helper, Shops: While passing emery wheel, piece flew off and struck him in eye. Kept on working.
- September 18th. Elias Kaukala - Dock Laborer: Opening door steel car. Wrench slipped striking him on nose, bruising it. Off $2\frac{1}{2}$ days.
- September 26th. G. Matson - Dock Laborer: Fell off car into empty pocket. Dislocated left elbow and bruised right side. Still under care of doctor.
- September 26th. Arthur Pelton - Dock Laborer: Fell through car into pocket and down into hold Str. Angeline. Spine injured and face bruised. In hospital.
- October 11th. Hendrick Kimula - Dock Laborer: Putting wrench on steel car, wrench slipped him on head slightly bruising it. Off 5 hours.
- October 3rd. Clark Hitchcock - Apprentice: Using emery wheel, piece flew off and got in eye. Off $\frac{1}{2}$ day.
- November 1st. R. Lavery, Car Repairer: Piece of iron fell on foot bruising it. 1 day lost
- November 2nd. Jack Alilla - Car Repairer: Piece of iron fell on foot bruising it. 1 day lost.
- November G. Sundberg - Switchman: Piece of rock fell off trestle and hit him on head. Lost no time.
- December 1st. A.W. Praigg - Brakeman: Jumping from box car to engine tank, foot caught in tank, twisted ankle. Lost 4 days.
- December 4th. Con Boyle - Switchman: Fell to ground while getting off gondola, injuring back and head. Did not return to work up to Jan. 1st. Have release.

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MARQUETTE, MICH.,

W.G.M.#33 - LS&I Ry.

DOCK.

Dock was worked from April 16th. to December 10th. covering a period of 239 days, inclusive 34 Sundays and 4 holidays, out of which the dock was operated to a more or less extent on 25 Sundays and 3 holidays.

Shipments by months over the dock was as follows -

April	50,913 tons
May	232,335 "
June	241,943 "
July	278,487 "
August	269,547 "
September	238,088 "
October	237,022 "
November	<u>168,654 "</u>
	1,716,969 "

Amount received from Stock Pile- Presque Isle	<u>19,982 "</u>
--	-----------------

Leaving amount received from mines, 1906	1,697,007 tons
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371 boats were loaded at the dock with the above ore, the average tonnage being 4628. Compared with 1905, the number of boats decreased 89 and the average tonnage increased 858 tons.

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MARQUETTE, MICH.

W.G.M. #34 - LS&I Ry.

Divided by companies the average tonnage was

	<u>Boats</u>	<u>Average tonnage</u>
P. & L.A. Iron Co.	53	5030
C. C. Iron Co.	318	4560
For 1906	371	4628
1905	460	4197
1904	276	3668
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>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
1000 and under	2	1	0	3	8	18	21
1000 to 2000	20	46	34	69	95	115	131
2000 to 3000	59	118	78	120	167	174	202
3000 to 4000	112	144	65	86	117	106	76
4000 to 5000	31	45	21	38	59	30	33
5000 to 6000	27	26	30	12	19	29	16
6000 to 7000	86	71	44	24	31	39	45
7000 to 8000	7	4	4	1			
8000 to 9000	7	5					
9000 to 10000	13						
10000 to 11000	7						
	371	460	276	353	496	511	524

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MARQUETTE, MICH.,

W.G.M. #35 - LS&I Ry.

Time of boats between arriving and clearing - hours.

<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>	<u>1900</u>
29.15	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	290613	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	1734440	245	7079
1906	<u>1716989</u>	239	7184
Total	14011103		

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W.G.M.#36 - LS&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. I. Co.	53	25.35 hrs.	11.20 hrs.	5030
C. C. I. Co.	<u>318</u>	<u>29.79 "</u>	<u>14.09 "</u>	<u>4560</u>
1906	371	29.15 "	13.68 "	4628
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.#37 - LS&I Ry.

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

STORAGE

1906

	P. & L.A.	C.C.I.Co.	Total
Tons Storage	4683	16449	24389
Percentage	19.20	75.64	
	For 199 days	For 239 days.	

1905

Tons Storage	6614	17703	24317
Percentage	27.20	72.80	

SHIPMENTS.

1906

Shipments	266633	1450354	1716988
Percentage	15.53	84.47	

1905

Shipments	373574	1360866	1734440
Percentage	21.54	78.46	

Wages on the dock started at \$2.00 days and \$2.10 nights. The men struck at noon August 14th. for \$2.25 days and \$2.50 nights and after a talk of 24 hours and being unable to get them to recede from their position we compromised on \$2.25 days and \$2.35 nights which was paid to the end of the season, the dock being idle until 7 P.M. August 15. Another strike occurred at noon Sept. 12th., started by the ringleaders of the previous strike for reinstating of the day foreman, who had quit of his own accord. No attention was paid to their request, not even talking with the men about it, and they gradually returned to work, having the full force Sept. 17th., the dock being partially idle for

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W.G.M.#38 - LS&I Ry.

4½ days. The names of the two ringleaders was ascertained and they were discharged. Night force was worked until October 26th., at which time men refused to work account cold and disagreeable weather.

Trimmers were handled under our supervision as usual and earned a total of \$10102.99, made up as follows -

Ore - \$6319.08; pig iron and rails - \$1766.43; Dock work - \$17.48.

Tons Ore Trimmed	237688	@ 3½¢
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Tons Pig Iron	6645
---------------	------

Boats trimmed - 75.

Average number of trimmers employed - 28; average amount earned per man for 8 months - \$360.82. The same gang did trimming in Marquette Harbor and earned a total of \$4607.57, or an average of \$164.55 per man, making a total earnings per man for eight months \$525.37.

6645 tons pig iron handled over dock, being 4275 tons from Pioneer Furnace, No. 2 and 2170 tons from Carp Furnace. Total earnings from this source - \$502.00.

From the Cleveland-Cliffs Iron Co.'s stock pile at Presque Isle 19982 tons was loaded for the dock and 8593 for furnaces, making a total of 28576 tons which cleans up the pile.

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MARQUETTE, MICH.,

W.G.M.#39 - LS&I Ry.

REQUIREMENTS.

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

Compound Engine - Engine 12 is the only compound engine remaining in service and as previously recommended this should be changed to simple, costing about \$2200.00

Water Main to Shop - the sole water supply at shop is from a well, and it is at present not of sufficient storage for fire protection and in heavy service is not sufficient for locomotives. If we cannot increase this supply, we should get it from Lake Superior as previously recommended, costing about \$8000.00

Siding - Queen Mine - an additional siding parallel to Main Line is required at Queen Mine for storing cars from Negaunee Mine - cost about \$1500.00

Summary of Requirements.

Compound Engine	2200.00
Water Main	8000.00
Queen Mine Siding	<u>1500.00</u>
	\$11700.00

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Authorized Requirements - Not Completed.

Maas Mine Tracks	14,600.00
Turn Table	770.00
Pendill Right of Way Boulevard	430.00
South Jackson and Lucy Mine track	4,240.00
100 new ore cars	113,200.00
Rolling Mill Mine tracks	22,800.00
North Jackson Siding	4,000.00
	\$160,040.00
 Equipment notes, not yet due	 63,000.00

In addition to the above, there will in all probability be a heavy expense for building of a new main line from Maas Mine to about Bridge 13 one mile east of Ishpeming Yard, on account of probable caving of present main line opposite Queen Mine. This survey has been made and will be submitted to the Mining Department of the Cleveland-Cliffs Iron Co. for any suggestions, when estimate will be made.

Some of our wooden bridges are nearing the time when they must be replaced by permanent structures and recommendations will be made in due time, probably in 1907.

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MARQUETTE, MICH.,

W.G.M.#41 - LS&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.

No.24A 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.

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

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

From 12 deg.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.

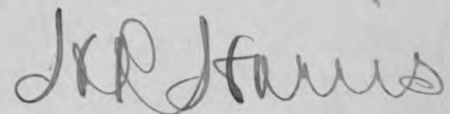
No.33 For Cleveland-Cliffs Iron Co.

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.

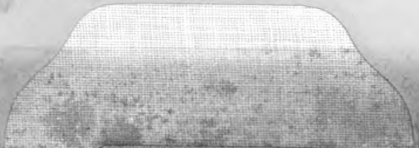
Arrangemnts made with N.M.Kaufman for the right-of-way for which he put price of \$600.00. Deed prepared and sent him with voucher and check,but he has never signed voucher,returned deed or cashed the check. C.& N.W.Ry.paid C.C.I.Co. one-half the amount,viz \$300,when paying for construction of new tracks. 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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MARQUETTE, MICH., March 20th., 1907

RECEIVED

APR 1 - 1907

Ack. -----

Ans'd -----

Mr. W. G. Mather,

President, M. & S. E. Ry.,

Cleveland, Ohio.

Dear Sir:-

I hand you detailed report of operations for year 1906.

Description of Tracks Owned.

MAIN LINE.

	<u>Miles</u>
From L.S. & I. connection at West Yard to Munising Ry.	26.96
From L.S. & I. connection at West Yard to end of track at Big Bay	23.90
Total Main Line	50.86

BRANCHES AND SIDINGS.

Marquette - Siding in sand pit	921 ft.	
Powder Mill track	198 "	
Dead River Connection	732 "	
M.C. & P.I.R.R.	667 "	
Furnace Parallel track	2841 "	
Furnace Scale Track (½ int.)	460 "	
Superior Lumber Co.	657 "	
Superior Lumber Co. - No. 2	510 "	
Manigold's Wood Yard	350 "	
Lake Superior Ice Co.	430 "	
Freight House	866 "	
Gas House	679 "	
Carp Crossover	126 "	
Harvey - Siding	1794 "	
Basil - Spur	312 "	
Mangum - Mill	1459 "	
Station Spur	709 "	
Green Garden - Spur	360 "	
Flynns - Spur	443 "	
Yalmar - Siding	1597 "	
New Dalton - Spur	2206 "	
Skandia - Siding	1741 "	
Selma - Spur	722 "	

**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.

	Ford.	20780 ft.	Miles
Selma - Mill Spur		498 ft.	
Dukes - Spur		491 "	
Lawson - Y		1140 "	
Siding		2737 "	
		25646 "	4.85

Lake Independence Extension.

West Yard - Long Siding		1954 ft.	
Maney - Spur		281 "	
Duncan - Spur		570 "	
Grondin - Lead for N.L.Co.track		105 "	
Cedar Yard		954 "	
Birch - Mill Yard		2038 "	
" " No.2		1521 "	
" " No.3		1715 "	
Slab Track		264 "	
Ross - Spur		532 "	
Jean - Spur		900 "	
Antlers - Spur		230 "	
Ransom - Spur		298 "	
Big Bay - S.leg of wye		650 "	
N.leg of wye		662 "	
Tail Track		211 "	
Siding		1033 "	
Main Mill Yard		2568 "	
Planing Mill		329 "	
Saw Mill		1566 "	
Store		881 "	
		19262 "	3.65

Dead River Railroad Branch.

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

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

Marquette - Lake Shore Engine Works		611 ft.	
Carp Furnace		6797 "	
Prison		2679 "	
		10087 "	1.91 mi.

M.& S.E.Ry. half interest

0.95

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MARQUETTE, MICH.,

W.G.M.#3 - M&SE Ry.

RECAPITULATION

	<u>Miles</u>	<u>Miles</u>
Main Line	50.86	
Sidings owned entire	8.50	
Sidings owned jointly- $\frac{1}{2}$ of 1.91	<u>0.95</u>	60.31
	9.45	
Dead River Railroad		<u>5.44</u>
Total tracks owned		65.75

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

North Marquette Furnace	14993 ft.	
Carp Furnace Trestle	<u>535 "</u>	
	15528 "	2.94

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

Total Main Line owned	50.86 mi.	
Total Dead River R.R.	5.44 "	
Total Sidings Owned	8.50 "	
Total Sidings owned jointly	<u>1.91</u>	
Total tracks used-	66.71 "	

The mileage has been increased in 1906 as follows:

Main Track Laid in 1906.

At Big Bay Depot	0.18
------------------	------

Sidings Laid in 1906.

Marquette - Superior Lumber Co., No.2	510 ft.	
Manigold Wood Spur	350 "	
Mangum - Mill Track	1459 "	
Flynn's Spur	443 "	
Selma - Mill Spur	498 "	
Maney - Spur	281 "	
Duncan - Spur	570 "	
Grondin - Lead to N.L. Co. Spur	105 "	
Birch - Mill Yard No.2	1521 "	
Mill Yard, No.3	1715 "	
Slab Track	264 "	
Ross - Spur	532 "	
Jean - Spur	900 "	
Antlers - Spur	230 "	
Ransom - Spur	298 "	
Big Bay - Tail track to Y	<u>111 "</u>	9787 ft. 1.85

66715
6475
197

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

W.G.M.#4 - M&SE Ry.

		<u>Miles</u>
Ford.		2.03
Sidings owned jointly with D.S S.& A.Ry. laid in 1906:		
Prison - Siding outside wall	445 ft.	
Spur inside wall	<u>144 "</u>	
	589 " 0.11 mi.	
M. & S.E. half interest		<u>.05</u>
Total Net Increase Track		2.08

At Marquette the Superior Lumber Co.'s track was put in to enable the mill company to handle lumber through their mill. The cost was charged to Repairs of Roadway.

The Manigold wood spur was put in to handle commercial wood and slabs from the mill at Carlshend. The cost was charged as follows - Rails, angle bars and switch to Cost of Line and balance to Repairs Roadway.

The Mangum mill track was put in to accomodate a small saw mill on the Chocolay River near Mangum and the cost was charged as above.

Flynn's Spur was built to handle forest products and the cost was charged as above.

Selma Mill spur was put in to accomodate a small sawmill and the cost was charged as above.

Maney was put in for forest products. The rails, angle bars and switch were charged to Improvement-Lake Independence Extension, and balance to Repairs Roadway.

Duncan, Grondin lead track, Ross, Jean and Birch mill yard tracks were put in for the Northern Lumber Company's woods and mill operations and the cost charged to Improvement-Lake Independence Extension.

Antlers was put in to accomodate a saw mill $2\frac{1}{2}$ miles distant; the cost was charged to Improvement-Lake Independence Extension.

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MARQUETTE, MICH.,

W.G.M.#5 - M&SE Ry.#5

Ransom and extension to tail track at Y at Big Bay were put in for Big Bay Lumber Co. bark and cost charged as above.

The main line was extended at Big Bay to reach depot grounds and cost charged to Improvement as above.

The new joint tracks were put in at the Prison by the D.S.S.& A.Ry. to accomodate a box factory just installed. The cost of our proportion - $\frac{1}{2}$ - was charged to Repairs of Roadway.

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MARQUETTE, MICH.,

W.G.M.#6 - M&SE Ry.

EQUIPMENT OWNED.

ENGINES.

8-wheel Road	2	
Consolidated Compound	3	5

CARS.

Steel Flats - 80000 lbs.capacity		100	
Steel underframe Box - 70000 lbs.capy.		25	
Russell Log Cars	60000 " "	60	
Wood Flats	60000 " "	25	
Steel Ore Cars	110000 " "	100	310

2 Consolidated engines are ordered from the Baldwin Locomotive Works for April delivery, to be numbered 36 and 37 and to cost \$29944.00 delivered.

Cars increased 75 by additional ore cars purchased from Pressed Steel Car Co. and numbered 3026 to 3100 inclusive.

100 additional ore cars, same design as our other ones have been ordered for April delivery from the Pressed Steel Car Co. and to be numbered 3101 to 3200 inclusive, cost to be \$113,200.00 delivered, for handling Swanzey, Gladstone and Manistique ore.

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MARQUETTE, MICH.,

W.G.M.#7 - M&SE Ry.

EARNINGS.

Following is a statement showing earnings and expenses by months for 1906 and a commodity statement.

In General - the result are as follows -

Earnings	\$171227.87
Operating Expenses	90553.39
	80674.48
Taxes	15214.01
	65460.47
Interest	52925.36
Surplus	\$12535.11

The above interest includes \$2231.87 on Car Trust notes and \$13789.33 Lake Independence Extension.

Total Earnings increased \$59984.04.

Freight Earnings increased \$28764.82 ,ore from Swanzy district increased \$15996.31. The increase in ordinary freight earnings was account of Lake Independence Extension and practically all of the pig iron going via rail, and general increase in coal and forest products.

Passenger Earnings increased \$13513.34, account of Lake Independence Extension.

Express Earnings increased \$228.14 - Lake Independence Extension.

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MARQUETTE, MICH.,

W.G.M.#8 - M&SE Ry.

Miscellaneous Earnings increased \$532.18 and are made up as follows -

Rent of Snow Plow	\$39.60	Increase	\$39.60
Rent of Steam Shovel	688.00	"	50.40
Coal Trackage	2271.31	"	379.70
Rent of Buildings	1116.50	"	62.86
Miscellaneous	<u>9.62</u>	Decrease	.38
	\$4125.03		

Telephone Earnings increased \$481.87 by extension of line to Big Bay and general use of telephone by the public.

Commodity Statement shows a total of 892,761 tons, an increase over 1905 of 281,289 tons.

Of the total tonnage 408,494 tons was to and from the Pioneer Furnace No. 2 and Carp Furnace at Marquette which is a decrease of 17794 tons.

Tons hauled one mile in 1905 was 10,781,756.

Tons hauled one mile in 1906 was 25,353,292, an increase of 14,571,536 tons or 135.2%.

Tons carried one mile per mile of road - 450,325

Average distance haul of one ton - 28.40 miles

Earnings per ton per mile, 1905 - .849 cents

Earnings per ton per mile, 1906 - .538 cents, a decrease of .311 cents or 36.6%.

Earnings on furnace wood per ton per mile - .61 cents

Decrease in earnings per ton per mile of .311 cents was account of ore hauled on which we receive 8 cents for haul of 27 miles.

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

W.G.M.#9 - M&SE Ry.

Average amount received for each ton 15.26 cents.

Tons produced for one mile Main Line and Branches, viz. 56.3 miles - 15,859.

Tons for Manistique -	25087	
Tons for Gladstone -	<u>51591</u>	76678

Tons from Swanzey District	<u>252856</u>
----------------------------	---------------

Total tons ore hauled	329534
-----------------------	--------

Total tons ore switched to Marquette Furnaces -

Carp	29481
North Marquette	<u>73311</u>
Total	102792

Wood handled to Furnaces at Marquette -

Pioneer, No. 2	5350 cars	79,652 $\frac{3}{4}$ cords
Carp	<u>1300</u> "	<u>18,386$\frac{1}{2}$</u> "
	6650 "	98,039 $\frac{1}{4}$ "

Total cars for 1905 - 7224 - 109,488 $\frac{1}{2}$ cords.

Pig iron shipped by rail from Pioneer Furnace, No. 2 during year - 33,663 tons by water - 2170 tons or 6.06% of total, a decrease of 39.33%.

Pig iron shipped by rail from Carp Furnace - 10762 tons, by water 4275 tons, or 28.43% of the total, a decrease of 20.66% shipped via D.S. & A. Ry. - 2080 tons.

Total shipments of pig iron by rail and water from both Furnaces 50870 tons; by rail 44,425 tons; by water 6445 tons or 12.67% of the total. Rail shipments decreased 23.61% over 1905. Water shipments decreased 80.06% over 1905.

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MARQUETTE, MICH.,

WG.M.#10 - M&SE Ry.

By-products shipped from Pioneer Iron Co., No. 2

Alcohol	40 cars	775 tons
Acetate of Lime	50 "	1300 "
Formaldehyde	25 "	306 "

None of the manufactured products from Pioneer Furnace, No. 2 was shipped by water or a decrease over 1905 of 43.04%.

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 *	4275	\$285.00	\$570.00	\$855.00
New Furnace *	2170	217.00	217.00	434.00
	6445	\$502.00	\$787.00	\$1289.00

* 200 tons still on dock at Presque Isle

* 2170 " " " " " "

Average for M. & S.E. Ry. - 12.21 cents per ton.

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MARQUETTE, MICH.,

W.G.M.#11 - M&SE 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
Brick - Lawson to Marquette (Hallston)	23	1.75	1.52
Limestone - Lawson to Marquette (Soo Line)	23	1.00	.87
Lumber - New Dalton and 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	1906 Tons	1905 Tons	1904 Tons	1903 Tons	1902 Tons	
Products of Agriculture	Grain	524	235	453	339	30
	Flour	623	705	536	345	
	Other Mill Products	112		271	212	
	Hay	2188	1722	621	871	30
	Fruits & Vegetables	31	15	316	82	22
	Potatoes	137	187	130	27	12
Products of Animals	Live Stock	166	10	63	16	
	Dressed Meats	558				
Products of Mines	Anthracite Coal	777	510	1503	25	187
	Bituminous Coal	38233	29521	13840	12041	1099
	Coke	188		58	88	
	Ores	449958	186991	121161	118910	2334
	Stone, sand, etc.	3507	4440	2438	10178	2146
Products of Forests	Lumber, etc.	26043	6133	3989	4120	2054
	Logs	10492	34920	54657	70748	937
	Wood	255408	263470	249193	233588	18404
	Bark	16638	1769	2336	2109	569
	Posts & Poles	7782	1169	1446	2946	881
	Shingles	350	42	50	55	
	Pulp Wood	219	39	99		
Manufactures	Petroleum & other oils	27	17		165	
	Iron, pig & bloom	57897	64376	47363	32520	6328
	Iron & Steel Rails	477		41	184	111
	Other castings & machy.	2116	1584	914	1028	865
	Cement, brick & lime	4962	2046	2109	2777	11006
	Wagons, tools, etc.				10	31
	Wines, beers, etc.	404	166		36	
	Alcohol	818	1082	1466		
	Acetate of Lime	1287	1486	174		
	Formaldehyde	301	228	41		
	Sugar	379	70	14		
	H.H. Goods & Furniture	150	143	112	106	20
	Misc'l. Commodities	3697	4548	699	1350	
	Merchandise	6312	3848	3212	3237	1532
		<u>892761</u>	<u>611472</u>	<u>509305</u>	<u>497913</u>	<u>48618</u>

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

MARQUETTE, MICH.

Office of General Manager.

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

MARQUETTE & SOUTHEASTERN RY.

W.G.M.#13 - M&SE Ry.

Comparative Statement of Receipts and Disbursements by Months for year 1906.

	January	Febry.	March	April	May	June	July	August	Septbr.	October	November	December	Total
Freight	8314.03	7260.55	9489.89	7962.01	9267.28	9372.90	10056.39	10177.08	10435.05	11936.07	9690.56	13286.93	117248.74
Ore						1906.52	3082.80	4455.89	3771.36	3707.28	1991.87	120.76	19036.48
Passenger	1193.73	1265.67	1627.81	1652.63	1796.23	2277.38	3265.40	3385.82	3034.56	2585.60	2317.04	1757.11	26158.98
Mail	84.36	84.36	84.36	84.36	142.21	141.21	144.76	142.21	142.21	142.21	142.21	142.21	1476.67
Express	87.48	75.16	95.11	152.68	248.57	280.18	273.78	278.51	291.47	348.02	230.10	167.04	2528.10
Miscell.	92.00	92.00	91.56	236.41	327.94	726.98	409.19	543.32	483.71	476.06	541.86	104.00	4125.03
Telephone	14.40	30.82	15.11	34.39	17.39	144.78	60.26	55.26	75.92	59.21	63.36	82.97	653.87
Total	9786.00	8808.56	11403.84	10122.48	11799.62	14849.95	17292.58	19038.09	18234.28	19254.45	14977.00	15661.02	171227.87
Disbursements													
Conducting Transpntn.	3778.58	3212.96	3865.43	3380.82	3620.64	4571.86	6277.00	5050.42	5180.88	5074.41	5577.99	6445.69	56036.68
Maintce. Equipment	676.05	363.42	514.49	447.08	759.47	598.49	710.04	779.95	603.97	724.46	910.79	256.71	7344.92
Maintce. of Way	1603.67	1496.69	1084.98	1236.88	1671.04	1979.20	2194.09	1853.63	1447.87	1521.20	2130.15	1325.77	19545.17
General Expenses	585.05	568.39	588.05	536.01	589.40	582.48	843.79	589.27	612.34	696.19	682.94	752.71	7627.62
Total	6643.35	5641.46	6052.95	5600.79	6640.55	7732.03	10024.92	8273.27	7845.06	8016.26	9301.87	8780.88	90553.39
Net Income over Opr. Exps.	3142.65	3167.10	5350.89	4521.69	5159.07	7117.92	7267.66	10764.82	10389.22	11238.19	5675.13	6880.14	80674.48
Percent of Expenses to Earnings	67.89	64.05	53.08	55.33	56.25	52.07	57.97	43.46	43.02	41.63	62.10	56.07	52.88
Taxes	634.61	670.73	959.08	1415.25	1415.25	1415.25	1562.77	1415.25	1415.25	1415.25	1415.25	1480.07	15214.01
Total	2508.04	2496.37	4391.81	3106.44	3743.82	5702.67	5704.89	9349.57	8973.97	9822.94	4259.88	5400.07	65460.47
Int. and Discount	821.44	810.04	1318.95	1266.87	1428.75	1875.35	1790.21	1854.85	1811.70	1829.74	1772.39	595.08	17175.37
Int. on Bonds	2979.17	2979.17	2979.17	2979.17	2979.15	2979.17	2979.18	2979.17	2979.17	2979.16	2979.16	2979.15	35749.99
Total	1292.57	1292.84	93.69	1139.60	664.08	848.15	935.50	4515.55	4183.10	5014.04	491.67	1825.84	12535.11
Construct. and New Equipment	1452.64	6315.04	3252.57	7083.91	7542.24	9381.68	82009.63	8240.68	618.08	7586.75	2311.19	5185.79	140980.20

MARQUETTE & SOUTHEASTERN RY. CO.

Progressive Statement of Earnings and Expenses is as follows:

EARNINGS.

Year ending December 31st., 1906 as compared with previous years.

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Swanzy Ore	19036.48	3040.17			
Freight	117248.74	88483.92	77509.18	78436.24	23006.59
Passenger,	26158.98	12645.64	11319.80	11356.16	4626.54
Mail	1476.67	1009.29	1009.29	667.46	
Express	2528.10	2299.96	2508.99	2551.07	1399.44
Miscellaneous	4125.03	3592.85	2619.28	3766.83	5610.25
Telephone	653.87	172.00	91.36	71.63	
	<u>\$171227.87</u>	<u>\$111243.83</u>	<u>\$95057.90</u>	<u>\$96849.39</u>	<u>\$34642.82</u>

OPERATING EXPENSES.

Year ending December 31st., 1906 as compared with previous years.

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Maintenance of Way & Structures	56036.68	10231.95	9611.70	11531.92	4737.24
Maintenance of Equipment	7344.92	6085.90	5071.17	3380.26	1607.54
Conducting Transportation	19545.17	32070.15	31078.84	31840.64	13145.99
General Expenses	7626.62	6209.86	5458.10	5498.53	2168.88
	<u>\$90553.39</u>	<u>\$54597.86</u>	<u>\$51219.81</u>	<u>\$52251.35</u>	<u>\$21659.65</u>
Net Earnings	80674.48	56645.97	43838.09	44598.04	12983.17
Per Cent of Expenses to Earnings	52.88	49.08	53.88	53.95	63.20
Taxes	15214.01	7844.31	7831.80	6240.94	6260.33
Total Net Earnings	<u>\$65460.47</u>	<u>\$48801.66</u>	<u>\$36006.29</u>	<u>\$36357.10</u>	6722.84
Interest	52925.36	36760.68	34409.90	52591.68	
Surplus or Deficit	<u>\$12535.11</u>	<u>\$12040.98</u>	<u>\$1596.39</u>	14234.58	6722.84

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GENERAL MANAGER.H. A. ST. JOHN,
AUDITOR & GEN'L FR'T. & PASS. AGT.A. WARD,
SUPT. MINNING RY. & M. & S. E. RY.

W. G. M. #14 - M&SE Ry.

Office of General Manager.

MARQUETTE, MICH.

Take Superior & Esquimaux Railway Co.
 Minning Railway Co.
 Marquette & Southeastern Railway Co.

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

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MARQUETTE, MICH.,

W.G.M.#15 - M&SE Ry.

EXPENSES.

Conducting Transportation.

Total Charges - \$56036.68, an increase over 1905 of \$23966.53. Swanzey ore expenses increased \$6243.99, making net ordinary expenses increase \$17722.56, caused by more business, opening up Lake Independence Extension, and passenger train service to Princeton.

Car Service Balance increased \$3549.58 by increase of all rail shipments of pig iron and other commodities and an increase of 5¢ per day in per diem charged on foreign cars.

Hire of Equipment decreased \$2005.95 by M. & S. E. Ry. owning its own motive power, which was purchased in 1905 but not early enough to make much of a showing in that year.

Fuel for Locomotives increased \$9226.20 by increase of business which was 53.9% over 1905 and an increase in cost of coal of 25¢ per ton. The other increased and decreased owing to the nature of business handled.

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

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MARQUETTE, MICH.,

W.G.M.#16 - M&SE Ry.

MAINTENANCE OF EQUIPMENT

Total Charge - \$7344.92, an increase over 1905 of \$1259.02.

Repairs Locomotives decreased \$641.35 by engines having heavy repairs in 1905 so being in better shape for this year.

Repairs Engines were as follows -

<u>Eng.</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Mileage on M. & S. E. Ry</u>	<u>Cost per engine mile for Repairs - cents</u>
31	\$ 229.36	\$ 158.91	\$ 388.27	16942	2.29
32	418.24	522.20	940.34	22661	4.15
33	287.25	117.39	404.64	13793	2.93
34	86.90	21.14	108.04	10023	1.08
35	456.07	62.80	518.87	15087	3.44
Total	\$1477.82	\$882.34	\$2360.16	78506	3.01
Foreign Engines	611.78	332.29	944.07	49422	1.91
Total	\$2089.60	\$1214.63	\$3304.23	127928	2.58

Comparison with 1905

Total	\$2803.67	\$1141.91	\$3945.58	86014	4.59
Increase		72.72		41914	
Decrease	714.07		641.35		2.01

Engine Expenses per mile were as follows:

	<u>Cents</u>				
	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
For Repairs	2.58	4.59	4.21	2.45	1.74
" Fuel	13.76	13.86	14.40	15.64	13.18
" Stores	.43	.53	.53	.40	.30
" Engineers and Firemen)					
" Hostlers and Wipers)	<u>7.33</u>	<u>8.48</u>	<u>7.90</u>	<u>7.00</u>	<u>7.52</u>
	24.10	27.46	27.04	25.49	22.74

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

W.G.M.#17 - M&SE Ry.

Pounds of coal consumed per engine mile was as follows:

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Passenger	46.07	58.90	60.85	51.73	44.63
Freight	153.12	144.78	133.18	140.36)	
Work	82.11		25.85	84.32)	135.10
Switch	75.11	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	163.03	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
1906	472.03	78506	73235	151741	1.56

Passenger Car Repairs - Total cost \$435.07, increase of \$166.03.

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
1906	\$108.77	.50

Repairs Freight Cars - total cost \$2990.52, an increase of \$1502.61 account of general repairs to flat cars, new decking, etc.. No foreign cars were repaired.

Repairs M. & S. E. Work Cars - Total cost \$606.44, an increase of \$225.38 - \$148.31 was repairs to steam shovel and balance to snow plow, pile driver and push cars.