

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.,

W.G.M.#18 - M&SE Ry.

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

	<u>M. & S. E. Ry.</u>		<u>Per Mile</u> <u>-cents-</u>	<u>Foreign</u>		<u>Per Mile</u> <u>-cents-</u>	<u>Total</u>	
	<u>Per Car</u>	<u>Total Miles</u>		<u>Total Miles</u>	<u>Per Mile</u> <u>-cents-</u>		<u>Total Miles</u>	<u>Per Mile</u> <u>-cents-</u>
1902	2.62	42212	.78	35366	None	77578	.42	
1903	6.48	452174	.26	176556	"	628728	.19	
1904	9.60	444134	.40	177996	.05	622130	.30	
1905	7.13	454859	.27	341205	.07	796064	.19	
1906	9.65	436339	.68	770743	None	1207082	.25	

310 Freight Cars.

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MARQUETTE, MICH.,

W.G.M.#19 - M&SE Ry.

MAINTENANCE OF WAY.

Total Charge - \$19545.17, an increase over 1905 of \$9313.22.

Improvement - total charge \$784.98, an increase of \$42.80 over 1905 and made up as follows:

Repairs Roadway - extending Flynn's Spur, a cost of Labor and Material of \$134.55. Mangum mill spur, cost of labor and material of \$246.46, and a new siding at Superior Lumber Co.'s mill costing \$403.97 for labor and material. Total cost for Improvement - \$784.98.

Repairs Roadway - increase \$7643.85. This includes renewal of ties, \$331.99; Manigold wood spur, \$337.02; Mangum mill track, \$865.20; Flynn's Spur, \$36.25; Selma mill spur, \$392.84; Maney Spur, \$261.92; Prison Siding, our proportion \$241.62; Total for sidings, \$2466.84. Maintenance Big Bay Extension - \$3234.62. Balance is for increased labor and material for ordinary maintenance - \$1942.39.

Temporary Spurs-Material - decrease of \$282.38. Rail and angle bars taken up from Touchette's and sold to Munising Ry.

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W G.M.#20 - M&SE Ry.

Sidings laid in 1906 on existing main line.

	<u>Length</u>	<u>Labor</u>	<u>Material</u>	<u>Cost</u>
Superior Lumber Co., No. 2	510 ft.	\$ 43.35	\$360.62	\$403.97
Manigold Wood Spur	350 "	58.64	278.38	337.02
Mangum Mill Track	1459 "	157.07	954.59	1111.66
Flyhns Spur	443 "	51.85	118.95	170.80
Selma Mill Spur	498 "	24.66	368.18	392.84
Maney Spur	281 "	24.63	237.29	261.92
Prison Siding (our propn. cost)	<u>589 "</u>	<u>48.36</u>	<u>193.26</u>	<u>241.62</u>
	4130 "	\$498.56	\$2511.27	\$2919.83

\$784.98 of total amount charged to Improvement, balance to Repairs Roadway.

Removal Snow and Ice - increase of \$1790.04, caused by increased mileage to take care of - Lake Independence Extension.

Repairs Bridges and Culverts decreased \$97.62, heavy repairs made in 1905.

Repairs Buildings decreased \$231.62 - no heavy repairs being necessary.

Dead River Branch decreased \$117.37, account of not operating 1906.

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MARQUETTE, MICH.,

W.G.M.#21 - M&SE Ry.

Details of Track Maintenance including Ties, is as follows -

Main Line and Sidings - 60.31 miles.

Main Line - 50.86 miles

Sidings including 1/2 of jt. tracks

	Main Line			M. & S. E. owns 9.45 miles		
	Labor	Material	Total	Labor	Material	Total
	\$11097.54	\$1689.45	\$12786.99	\$544.66	\$453.88	\$998.54
Per Mile	218.19	33.21	251.41	57.63	48.03	105.66
Per foot-cents	4.13	.63	4.76	1.09	.91	2.00

Comparison - 1905

	\$5213.42	\$619.53	\$5832.95	\$191.23	\$75.58	\$266.81
Per Mile	193.38	22.98	216.36	37.20	14.70	51.91
Per foot-cents	3.66	.42	4.09	.70	.27	.98

Total Main Line and Sidings.

	1906 60.31 miles	1905 32.10 miles	1904 31.58 miles	1903 31.58 miles	1902-6 mos. 29.92 miles
Labor & Material	\$13743.61	\$6099.76	\$5379.97	\$8506.24	\$3956.82
Per Mile	227.88	190.02	170.36	273.39	132.25
Per foot-cents	4.31	3.59	3.22	5.18	2.5

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MARQUETTE, MICH.,

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GENERAL EXPENSES.

Total charge \$7626.62, an increase of \$1416.76 by salary of General Manager increased in latter part of 1905 - \$633.50. Salaries of general office clerks, of which the M. & S. E. Ry. Co. now pay one-third the expense - \$511.59. Insurance - \$213.15, account increase in rolling stock and stations at Birch and Big Bay.

TAXES.

Total taxes - \$15214.01, an increase of \$7369.70 by payment of back taxes for years 1902, 1903, 1904. The tax suit of the State against the railroads was decided in favor of the State, April, 1906.

Taxes are made up as follows -

Railroad Valuation	\$7832.07	Increase	\$211.59
Back Taxes, 1902-1903-1904	3064.04	"	3064.04
Penalty	4105.56	"	4105.56
Connors and Rink Property- City	147.52	Decrease	.65
State and County	<u>64.82</u>	"	2.42
	\$15214.01		

Percentage of Railroad Taxation to Gross Earnings for 1906 - 8.88%, an increase of 2.03%. Without the penalty and back taxes, the rate would have been about 4.7%.

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The valuation for 1907 has been fixed at \$550,000.00, an increase of \$100,000.00 over 1906 account of Lake Independence Extension, which was not in 1906 valuation. The addition to the property for the year was as follows -

Cost of Road	\$289555.13
Equipment	<u>104830.89</u>
	\$394386.02

The State Tax Board has fixed the rate of taxation this year at \$16.47 per \$1000.00 as compared with \$17.40 for 1906. At the above rate for 1907 our taxes will be \$9057.18, as compared with \$7832.07 for 1906.

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PERSONAL INJURY

- Jan.10th. Nick Damerio - Section Laborer: Cleaning switch,did not hear train coming,engine struck him.Badly cut over eye.Off 14 days.
- July 23rd. James Mahoney - Laborer: Standing on front of hand car. Car stopped too quick,threw him off and car ran over him. Broke two ribs and bruised chest. Did not return to work.
- Oct.23rd. Chas.Sharland - Conductor: While moving freight on car,heavy piece fell on foot,bruising it badly. Off 14 days.
- Dec.11th. Chas.Lehigh,Conductor: Unloading freight,heavy box fell on foot,bruising it.badly. Off 8 days.

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MARQUETTE, MICH.,

W.G.M.#25 - M&SE Ry.

ACCIDENTS.

Accidents for the year are as follows:

<u>Location</u>	<u>Number</u>	<u>Total Cars Handled</u>		<u>Amount</u>
Road	32	45138		\$1874.96
Marquette	1			9.40

<u>Kind of Damage</u>	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>
Engines		41.07	40.48	74.36
Cars	674.11	194.82	1659.26	163.42
Track	1210.27		169.25	170.26
Freight				62.64
	\$1884.38	\$235.89	\$1868.99	\$470.68

Cause of Accident

	<u>1906</u>		<u>1905</u>		<u>1904</u>	
	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>
Defects of Road	7	1793.42	1	125.00	3	8.25
Defective Equipment	17	51.56	11	83.13	17	112.47
Negligence Operating	9	39.40	5	24.41	8	46.34
Unforeseen Obstructions			1	3.33	4	1701.93
	33	\$1884.38	18	\$235.89	32	\$1868.99

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MARQUETTE, MICH.,

W.G.M. #26 - M&SE Ry.

RIGHT OF WAY

The following is a statement of the unsettled Rights-of-Way on the

M. & S. E. Ry. - Old Line.

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

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

Outside of Marquette, the following are unsettled -

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

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

Lake Independence Extension.

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

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

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

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

E. $\frac{1}{2}$ of S.E. $\frac{1}{4}$)

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

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

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

N.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$)

S.E. $\frac{1}{4}$ of S.E. $\frac{1}{4}$)

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

N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)

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

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

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

N.W. $\frac{1}{4}$ of N.W. $\frac{1}{4}$)

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

This right of way is covered by contract. The deeds are in the hands of Mr. Culver and have been for some time but as yet we have been unable to get any satisfaction from him.

Cleveland-Cliffs Iron Co.

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

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

Nettie Sharpstein Estate - Grand Rapids

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

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

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

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

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

Big Bay Lumber Co. - The S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$)
S.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$) - Section 26
Lot No.4 Section 23
Lots Nos.1-2-3-4- Section 22
Lots Nos. 4-5-6 Section 15 - T.51 N., R.27 W.

This right of way is covered by contract with Big Bay Lumber Co.
Deed in hands of George L. Burtis for approval.

Andrew McAfee - Tax title

The N. $\frac{1}{2}$ of N.W. $\frac{1}{4}$ - Section 26 - T.51 N., R.27 W.
W.B. Ransom says this can be included in Big Bay Lumber Co.'s
right of way.

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COST OF ROAD AND EQUIPMENT

There was transferred to these accounts

Cost of Road

Mangum Mill Spur	\$865.20	
Ransom Siding	215.75	
Selma Siding	350.69	
Right of Way	404.00	
Lake Independence Extension	287719.49	\$289555.13

Cost of Equipment

75 new ore cars - 100000# capacity Nos.3026 to 3100 inclusive	\$77001.18	
4 coaches - 2 of these combination cars	19623.53	
3 cabooses - 1 long, 2 short ones	3192.50	
1 Russell wing elevator No.2 snow plow	5013.68	\$104830.89
		\$394386.02

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MARQUETTE, MICH.,

LAKE INDEPENDENCE EXTENSION.

I show below the estimated and actual cost of this line. The track was not fully ballasted until the spring of 1906 and the high water at that time made that work more than usually expensive. There was also increased expense for filling sink hole which had settled during the winter. A complete explanation of the costs was made in report for 1905.

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W.G.M.#30 - M&SE Ry.

Lake Independence Extension to January 1, 1907 - 23.9 miles Main Line.

	Estimate	Cost	Increase	Decrease	
Right of Way - 300 acres	3600.00	3745.39	145.39		
Clearing and Grubbing	15576.00	13901.46		1674.54	Completed
Grading					
Earth	65000.00	55649.68			
Loose Rock	2400.00	434.80			
Solid Rock	2400.00	10720.50			
Hard Pan		6182.00			
Filling Sink Hole		2459.54			
	69800.00	75446.52	5646.52		Completed
Bridges and Culverts	15376.00	14191.07		1184.93	"
Ties	20400.00	17681.66		2718.34	"
Rails	71065.00	66494.29		4570.71	"
Rail Fastenings	13345.00	8454.88		4890.12	"
Track Laying	7410.00	9953.19	2543.19		"
Ballasting	13585.00	22590.66	9005.66		"
Telegraph	3705.00	4111.28	406.28		"
3 Section Houses	3300.00	2000.57		1299.43	
2 Sextion Tool Houses		176.32	176.32		
Engr. & Incidentals	12668.00	12683.24	15.24		
Water Station		1104.24	1104.24		
Sidings - Est. 2 miles -					
Built 3.65 miles	12000.00	24219.83	12219.83		
Crossing Planks	120.00	2.14		117.86	Not completed
Whistling Posts	15.00			15.00	" "
Crossing Signs	75.00			75.00	" "
2 Station Buildings	4000.00	6296.92	2296.92		
Total	\$266040.00	\$283053.66	17013.66		
Interest (not in estimate)		4665.83	4665.83		
	\$266040.00	\$287719.49	\$21679.49		
Supplementary Authorization	24779.49				
	\$290819.49	\$287719.49	\$21679.49		

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LAKE INDEPENDENCE EARNINGS AND EXPENSES.

Earnings

Passenger Earnings	11980.07
Freight	<u>15487.59</u>
Total	27467.66

Operating Expenses

Conducting Transportation -	
Fuel for Locomotives	3861.51
Oil, Tallow & Waste for Locos.	132.14
Other Supplies for Locomotives	13.33
Enginemen	1894.84
Roundhousemen	568.44
Train Service	2237.60
Train Supplies & Expenses	84.92
Station Service	388.88
Station Supplies	54.56
Hire of Equipment	577.19
Clearing Wrecks	43.81
Rent of Buildings	<u>284.61</u>
Total	10141.83
Maintenance of Equipment	
Repairs Locomotives	742.36
Maintenance of Way	
Repairs of Roadway	3785.40
Removal Snow and Ice	568.72
Repairs Bridges and Culverts	
Repairs Fences, Road Crossings &c	15.78
Repairs Buildings and Fixtures	<u>.11</u>
Total	4370.01
Total Operating Expenses	15254.20
Net Income over Expenses	12213.46
Interest	15183.70
Deficit	\$2970.24

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We estimate by careful figures that there were additional earnings of \$10000.00 coming from the extension for the line east of Marquette, at an average of 50% for operating expenses, the net would be \$5000.00 or after absorbing the deficit of \$2970.24, a surplus of \$2029.76.

The mill at Birch of the Northern Lumber Co. did not commence sawing until about the middle of May and no lumber was shipped until about the middle of August and not near the output was shipped the balance of the year. It was estimated that they had in their yard December 31st., about 10000000 feet.

The mill at Big Bay closed down in October, the present management of the Big Bay Lumber Co. claiming that with the heavy snow and present labor conditions to contend with, that they could not operate at a profit. They are now trying to sell their mill and timber.

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REQUIREMENTS.

Siding-Skandia, a passing track for meeting trains is required at Skandia and this is particularly necessary during the ore season when there is no place to meet trains between Mangum and Lawson, 1700 ft. long - \$3000.00.

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

There is also the necessary expense for a passenger station at Marquette which I wrote you about lately, more particularly in reference to the Lake Shore Engine Works site.

Authorizations not completed.

Car Trust notes due July, 1907-8-9	Total	\$12546.36
Car Trust notes due July, 1907-8-9-10	"	60000.00
Siding - Powder Company		1870.00
2 engines, delivery 1907		29940.00
100 ore cars - delivery 1907		113200.00
Siding - West Yard		2107.00
Changing 60 lb. rail for 80 lb. near Skandia		4300.00
		\$223963.36

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MARQUETTE, MICH.,

W.G.M.#34 - M&SE Ry.

I estimate Earnings and Expenses for 1907 as follows -

Earnings		200,000.00
Operating Expenses		<u>110,000.00</u>
		90,000.00
Taxes		<u>9,400.00</u>
	Net Earnings	\$80,600.00
Interest		<u>65,000.00</u>
	Surplus	\$15,600.00

Yours truly,

H. R. Harris
General Manager.



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

MARQUETTE, MICH., March 23rd., 1907

RECEIVED

APR 8 - 1907

Acc.
 Ans'd

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

Dear Sir:-

I hand you detailed report of Munising Ry. for 1906.

Description of Tracks Owned.

<u>MAIN LINE</u>	<u>Miles</u>
Munising to connection at Princeton Mine	45.30
<u>BRANCHES</u>	
East Branch - Stillman to Gusino	23.16
Worcester Branch - Chapman to Petrel	5.33
Forster Branch - Hartho to Ethel	<u>2.69</u>
	<u>31.18</u>
	76.48

SIDINGS

On Main Line.

Munising	44575 ft.
Hallston	973 "
Merriam	1575 "
Munising Jct.	1295 "
Valley	6623 "
Zerbel	970 "
Hale	660 "
Dewey	477 "
Dixon	904 "
Tank Spur	508 "
Calciferous	674 "
Finns	1071 "
Chatham Siding	1815 "
Chatham Mill Spur	1400 "
Chatham Log Spur	<u>350 "</u>

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

	Ford	63870 ft.	<u>Miles</u>
Gray		217 "	
Eben Siding		1115 "	
Eben Transfer		1470 "	
Eben Crusher		393 "	
Jenks		894 "	
Ferguson		1546 "	
Wrights		495 "	
Rumely No.2		622 "	
Rumely Siding		862 "	
Deimling - Main		15725 "	
Deimling - Spur		823 "	
Block		990 "	
Dorsey		674 "	
Roberts		377 "	
Lawson - Spur		228 "	
Lawson - Siding		692 "	
Manigold		210 "	
Carlshend		2550 "	
Anderson		290 "	
Cedar Bank		234 "	
Little Lake		2242 "	
Oro		1070 "	
Princeton - Engine House track		606 "	
" " " Left Hand		327 "	
" " " Right Hand		304 "	
" " " Coal		80 "	
North leg of wye		849 "	
South leg of wye and tail		1140 "	
Siding No.1		1812 "	
Siding No.2		1602 "	
House Track		901 "	
Team Track in Pit		448 "	
Princeton No.2 Coal Track		1134 "	
Austin Spur		2260 "	
Austin Pocket Track No.1		1175 "	
" " " No.2		1175 "	
" Timber Track		653 "	
" Shovel Track		574 "	
" " " inc.loose steel		729 "	
" Coal Track		641 "	
" " " No.2		316 "	
		114315 "	21.65
Joint track with C.& N.W.Ry.at Little Lake		3462 "	0.65
			22.30

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MARQUETTE, MICH.,

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

Miles

Ford.

22.30

EAST BRANCH SIDINGS.

Doty	5190 ft.
Stillman	3443 "
Glasier	950 "
Coalwood - B.Branch	1253 "
Coalwood Siding	1690 "
Boven	707 "
Roscoe,- Main	8450 "
Roscoe - Spur	677 "
Ames	560 "
Cavite	986 "
Blueberry	436 "
Juniper	540 "
Bing	450 "
Hartho	770 "
Percy	1013 "
Masters	565 "
Haggins	889 "
Boucha	476 "
Leroux Turnout	100 "
Cusino - Yard Track No.2	1540 "
" West leg of wye	738 "
" South leg of wye	788 "
" East leg of wye	776 "
" Tail room - wye	114 "
" Wye to mill	3210 "
" Mill spur	1160 "
" Mill spur, No.2	250 "
	<hr style="width: 100%; border: 0.5px solid black;"/>
	37723 "

7.14

WORCESTER BRANCH.

Samson	1302 ft.
Metzer	2865 "
Brabant	758 "
Petrel	3386 "
	<hr style="width: 100%; border: 0.5px solid black;"/>
	8311 "

1.57

FORSTER BRANCH

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

0.10

Total Sidings

31.11

Total Main Line

76.48

107.59

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MARQUETTE, MICH.,

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RECAPITULATION.

	<u>1905</u>	<u>1906</u>	<u>Decrease</u>	<u>Increase</u>
Main Line	38.00	45.30		7.30
East Branch	23.16	23.16		
Worcester Branch	5.33	5.33		
Forster Branch	2.69	2.69		
Austin Mine Extension	<u>0.63</u>	<u>0.00</u>	<u>0.63</u>	
	69.81	76.48	0.63	7.30
Net Increase				6.67

The main line mileage was increased by adding the new main line from Little Lake to connection at Princeton Mine - 7.3 miles less 0.63 miles built in 1905 and classed under branches as Austin Mine Extension.

SIDINGS.

	<u>1905</u>	<u>1906</u>	<u>Decrease</u>	<u>Increase</u>
Main Line Sidings	17.35	21.65		4.30
East Branch Sidings	5.11	7.14		2.03
Worcester Branch Sidings	1.57	1.57		
Forster Branch Sidings	<u>0.10</u>	<u>0.10</u>		
	24.13	30.46		
Net Increase				6.33
Little Lake Joint Track	<u>0.65</u>	<u>0.65</u>		
Total Main Line & Sidings	94.59	107.59		
Net Increase				13.00

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MARQUETTE, MICH.

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

Tracks laid and taken up in 1906, were as follows -

Miles

Tracks Laid.

MAIN LINE

Little Lake to Princeton Depot

6.67

Sidings on Main Line

Munising - Paper Mill Coal tracks	691 ft.	
Paper Mill Refuse track	652 "	
Forster's Lumber Yard tracks	1082 "	
Forster's Pole and shingle track	355 "	
Tindle & Jackson lumber track	1068 "	
Great Lakes Veneer Co.'s track	1100 "	
Zerbel - C.C.Iron Co.'s spur	970 "	
Eben - Transfer track with Soo Line	1470 "	
C.C.Iron Co.'s stone crusher track	393 "	
Wrights - C.C.Iron Co.'s spur	495 "	
Deimling - Extend C.C.Iron Co.'s main spur	5115 "	
" " " short spur	223 "	
Little Lake-Extend siding	180 "	
Oro - Smith Mine spur	1070 "	
Princeton- Engine House tracks	1317 "	
Y tracks	1989 "	
Siding No.1	1812 "	
Siding No.2	1602 "	
House Track	901 "	
Team Track	448 "	
No.2 Coal Track	1134 "	
Extend Austin Spur-	366 "	
Extend Austin Shovel Track	290 "	
Austin Coal Trestle Tracks	957 "	
	25680 "	4.86

EAST BRANCH SIDINGS

Doty Spur	5190 ft.	
Glasier - C.C.Iron Co.'s Spur	950 "	
Boucha - Spur for Superior Cedar & Lumber Co.	476 "	
Cusino - Yard Track No.2	832 "	
Extension to mill	2626 "	
Mill spur	1160 "	
Mill Spur No.2	250 "	
	11484 "	2.17

13.70

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

		<u>Miles</u>
Tracks Taken Up.		
<u>MAIN LINE SIDINGS.</u>		
Munising - Forster's old pole track	617 ft.	
Worcester's Yard tracks	1576 "	
Midway -	282 "	
Rumely - No.1 C.C.Iron Co.spur	430 "	
No.2 " "	79 "	
	2964 "	0.56
<u>EAST BRANCH SIDINGS.</u>		
Lorna - C.C.Iron Co.'s spur	784 ft.	
		0.14
		0.70
<u>MAIN TRACK - Laid in 1906.</u>		
Little Lake to Princeton Depot		6.67
<u>MAIN TRACK - Taken up in 1906.</u>		
		0.00
Net Increase - Main Track		6.67
<u>Sidings laid in 1906.</u>		
Main Line Sidings	4.86	
East Branch "	2.17	7.03
<u>Sidings Taken Up in 1906.</u>		
Main Line Sidings	0.56	
East Branch "	0.14	.70
		6.33
Total Net Increase Track		13.00

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

At Munising the coal tracks were put in to increase the coal storage at the Paper Mill and the refuse track to handle refuse from Cusino, and the cost charged to Improvement-Paper Mill tracks.

The tracks at the Superior Cedar & Lumber Co.'s mill were put in to handle lumber from the new saw mill and also handle poles. The pole yard was changed because it interfered with new lumber yard. The cost of new tracks was charged as follows - Rail to Cost of Road and balance to Repairs of Roadway.

The Tindle & Jackson lumber track was put in in the mill yard of the Superior Veneer & Cooperage Co. to handle carload shipments of lumber. The cost was charged as follows - Rail, angle bars and switches to Cost of Road, and balance to Repairs of Roadway.

The Great Lakes Veneer Co.'s track was put in to serve this new industry and the cost charged to Cost of Road.

Zervel spur was put in for C.C. Iron Co. wood. The rail was taken from Deimling and 60# rail laid in its place. The cost was charged to Temporary Spurs.

At Eben the transfer track with the Soo, Line was put in for the exchange business with the Soo Line. The cost was charged to Cost of Road.

The stone crusher track was put in to handle crushed stone for the C.C. Iron Co. Land Department. The cost was charged as follows - Rail, angle bars and switches to Cost of Road, and balance to Repairs of Roadway.

Wright's spur was relayed for the C.C. Iron Co.'s wood operations with material taken from Rumely No. 1 and No. 2. The cost was charged to Repairs Roadway.

Deimling was extended for the C.C. Iron Co.'s wood operations. The rail was taken up from the old Deimling main line and relaid with 60# rail. The cost was charged

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

to Temporary Spurs.

At Little Lake the siding was extended 180 feet because the switch was up and it could be cheaply done and the room was badly needed. The cost was charged to relaying rail between Lawson and Little Lake.

At Oro there was 1070 feet of the Smith Mine Spur put in to unload timber and material for the Smith Mine. All of permanent tracks at the Austin and Princeton were put in to serve those mines. The cost of the Smith, Austin and Princeton tracks were charged to Improvement - Austin Mine Extension.

Glacier was put in for C.C. Iron Co. wood, the rail was taken from Lorna except 150 feet. The rail and angle bars were charged to Temporary Spurs and balance to Repairs of Roadway.

The yard track No.2 at Cusino was extended on account of increased requirements in Worcester Co.'s cedar yard, and the mill tracks were put in on account of the construction of a sawmill just north of Cusino. The rail, angle bars and switches were charged to Cost of Road and balance to Repairs of Roadway.

Boucha was put in for the Superior Cedar & Lumber Co.'s forest products, and charged as above.

Forster's old pole yard track at Munising was taken up because pole yard was moved. The 35# rail was piled up and the 60# used in the new pole yard track.

The Worcester Co.'s yard tracks at Munising were taken up because they were not needed and the 35# steel was piled up and the 60# used in Forster's lumber track and Great Lakes Veneer Co.'s track.

Midway was taken up because it was not safe to use in the condition it was in, and there was apparently no use for it. The steel was piled up there and the switch used elsewhere.

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Rumely No.1 and part of No.2 was used to relay Wrights.

Lorna was used at Glasier.

Doty Spur was put in for forest products for the Superior Veneer & Cooperage Co. to handle forest products to their Munising Mill; it is not finished - there is to be $1\frac{1}{2}$ miles laid in 1907. The cost was charged as follows - The rail, angle bars and switches to Cost of Road and the balance to Repairs of Roadway.

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W.G.M.#10 - M.Ry.

EQUIPMENT OWNED.

ENGINES

Mogul	2	
Eight-wheel	<u>2</u>	4

CARS.

Passenger,Combination Passenger and Baggage	6	
Coaches	<u>1</u>	7
Freight - Flat,60,000 lbs.capacity	101	
Box	1	
Caboose	<u>1</u>	103
Miscellaneous - Snow Plow	1	
Boarding Cars	4	
Russell Logging	<u>1</u>	6

Two new combination cars have been added during the year - total cost \$11540.50 - \$1700.00 of this to be charged to Operating, of which \$560.00 was charged off this year, leaving \$1140.00 to charge off in 1907. Balance, \$9840.50 was charged to Equipment.

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MARQUETTE, MICH.,

W.G.M.#11 - M.Ry.

EARNINGS.

Following is a statement showing earnings and expenses by months for year 1906 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	\$206,307.10
Operating Expenses	<u>142,914.68</u>
	63,392.42
Taxes	<u>18,099.64</u>
	45,292.78
Interest	<u>39,922.20</u>
Surplus	\$5,370.58

Total Earnings increased \$54096.93

Freight Earnings " \$23493.56 . Paper Co.'s business increased \$1809.68;

Forster Lumber Co. decreased \$1483.27; C.H. Worcester Co. increased \$4279.20; wood for Pioneer Iron Co., No. 2 decreased \$936.53; wood for Carp Furnace decreased \$1775.85; Superior Veneer & Cooperage Co. increased \$2220.59; Munising Leather Co. increased \$184.87; Hale & Nevius increased \$1189.35; Tannery was closed down during year. Forest products increased \$967.25.

Ore Earnings increased \$26385.34 by ore from Swanzey district.

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MARQUETTE, MICH.,

W.G.M.#12 - M.Ry.

A summary of business handled is as follows -

	<u>1906</u>	<u>1905</u>	
Local and Foreign Freight Forwarded	\$94,950.59	\$87,453.25	\$7497.34 Increase
Foreign Freight Received	31,173.46	25,574.70	5598.76 "
L.S.& I.-M.& S.E.and M.Ry.	20,928.56	10,343.00	10585.56 "
	<u>\$147,052.61</u>	<u>\$123,370.95</u>	<u>\$23681.66</u>
Freight Suspense	492.58	188.10	304.48
	<u>\$147,545.19</u>	<u>\$123,559.05</u>	<u>\$23986.14</u>

Freight to and from Munising by water was as follows -

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
Into Munising - Hides		0	0	0	0	14
Cement	3	4	0	33	0	0
Miscell.	15	8	4	9	0	5
Out of Munising-Lumber	432	231	97	0	200	643
Cooperage		0	0	0	30	65
Ties	50	143	241	75	30	0
Pulpwood		177				
Posts		0	0	0	15	0
	<u>500</u>	<u>563</u>	<u>342</u>	<u>117</u>	<u>275</u>	<u>727</u>

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MARQUETTE, MICH.,

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To offset the shipments of ties and lumber by water the railroad received by water and forwarded by rail the following -

Poles	64 cars	
Posts	47 "	
Ties	126 "	239
<u>Passenger Earnings</u> increased	\$4388.64	
<u>Express Earnings</u> decreased	91.51	
<u>Miscellaneous Earnings</u> decreased	155.05	

Commodity statement shows 879,078 tons, an increase of 292,711 tons or 49.9%.

Tons handled one mile in 1905 - 10,231,338.

Tons handled one mile in 1906, 14,639,311, an increase of 4,407,973 tons or 43.08%

Tons carried one mile, per mile of road - 191,414 - average distance haul of one ton - 11,494 miles.

The earnings per ton per mile in 1905 was 1.25 cents.

The earnings per ton per mile in 1906 was 1.21 cents, a decrease of .04 cents or 3.20%.

Average amount received for each ton - 20.18 cents.

Tons produced for each mile of main line and branches, viz.: 76.48 miles - 11494 tons.

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MARQUETTE, MICH.,

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

Statement of Earnings Per Ton Per Mile on Various Commodities.

	Average Rate Per Miles 100 lbs. Handled	Per Cents	Earnings Per Ton Per Mile Cents
<u>On which we get the manufactured product.</u>			
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 ¹ / ₂	3.00	2.15
Hay - Soo Line to Lawson	8	1.33	3.33
Forest Products - Stillman and 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.

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS BY MONTHS FOR YEAR 1906.

Receipts From	January	February	March	April	May	June	July	August	Septmbr.	October	November	December	Total
Freight	10818.93	9621.16	12192.05	11884.26	12275.91	11832.22	12053.45	13300.90	12078.35	13169.49	11654.26	16171.63	147052.61
Ore,				547.64		2542.02	4522.62	7240.82	6128.46	6024.34	3236.79	196.23	30438.92
Passenger,	1376.94	1254.53	1472.61	1597.78	1928.18	2106.71	2571.04	2407.52	2479.85	2349.32	2329.48	2124.10	23998.06
Mail	135.81	135.80	135.80	135.80	135.81	135.80	135.81	135.80	135.80	134.81	135.80	150.47	1643.31
Express,	130.71	97.32	115.26	170.46	284.24	310.43	291.14	295.95	302.19	356.24	216.63	191.77	2762.34
Miscellaneous	20.29	43.46	16.12	31.00	14.00	81.00	19.00	14.15	16.00	53.94	31.00	12.85	352.81
Telephone										6.40		52.65	59.05
	12482.68	11152.27	13931.84	14366.94	14638.14	17008.18	19593.06	23395.14	21140.65	22088.14	17610.36	18899.70	206307.10
Disbursements													
Conducting													
Transportation	5586.55	5408.23	6273.67	5187.25	5367.68	6519.45	7517.48	9004.74	8395.05	7948.24	8117.80	8414.45	83742.59
Maintenance													
Equipment	760.38	515.66	566.06	773.84	1059.92	1780.87	758.29	843.61	1358.19	1281.19	1045.57	1364.12	12107.70
Maintenance													
of Way	2292.12	2258.06	1655.04	1616.05	4543.14	3571.73	3753.33	3252.53	3771.31	3830.93	4575.80	4567.15	39687.29
General Exps.	589.36	579.49	551.95	533.56	539.50	662.24	681.77	530.93	594.65	706.60	674.03	733.02	7377.10
	9230.41	8761.44	9046.72	8110.70	11510.24	12534.29	12710.87	13631.81	14119.20	13766.96	14413.30	15078.74	142914.68
Net Income over													
Oprrg. Expenses	3252.27	2390.83	4885.12	6256.24	3127.90	4473.89	6882.19	9763.33	7021.45	8321.18	3197.06	3620.96	63992.42
Percent of Exps													
to Earnings	73.9	78.6	64.9	56.45	78.63	73.69	64.8	58.27	66.8	62.3	81.8	79.7	69.3
Taxes	775.63	747.29	761.45	1759.88	1759.86	1752.03	1757.25	1757.25	1757.25	1757.25	1757.25	1757.25	18099.64
Total	2476.64	1643.54	4123.67	4496.36	1368.04	2721.86	5124.94	8006.08	5264.20	6563.93	1439.81	2063.71	45292.78
Interest and													
Discount	2543.32	2314.06	2647.66	2600.41	2583.19	2724.86	2901.63	2979.45	2943.30	3058.02	2942.93	3283.37	33522.20
Interest on													
Bonds	533.34	533.34	533.34	533.34	533.33	533.33	533.33	533.33	533.32	533.34	533.33	533.33	6400.00
Total	600.02	1203.86	942.67	1362.61	1748.48	536.33	1689.98	4493.30	1787.58	2972.57	2036.45	1752.99	5370.58
Construction													
and New													
Equipment	317.27	350.35	1900.42	1220.90	29946.96	14124.55	18509.84	71378.25	18906.79	9419.25	31682.82	6719.99	166663.81

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

MUNISING RAILWAY

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

	<u>EARNINGS.</u>										
	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	8 months 1896
Freight,	147052.61	127612.63	87294.91	91818.33	44782.24	40271.30	46537.79	42710.86	42189.84	55043.09	31449.53
Ore	30438.92										
Passenger	23998.08	19609.42	19492.47	21405.10	17174.07	12805.57	13622.30	10477.84	8212.40	4484.46	3500.50
Mail	1643.31	1626.41	1623.50	1642.74	1628.64	1628.64	1625.02	1053.20	468.00	603.00	569.31
Express,	2762.34	2853.85	2709.73	2444.13	1460.27	1174.66	1242.27	1437.17	271.29	357.25	264.65
Miscellaneous	352.81	507.86	252.54	216.83	1034.72	738.30	2931.53	377.92	4477.00		118.25
Telephone,	59.05										
Total	206307.10	152210.17	111373.15	117527.13	66079.94	56618.47	65958.91	56056.99	55618.53	60487.80	35902.24
	<u>OPERATING EXPENSES.</u>										
Conducting	83742.59	61904.41	26464.42	29429.86	30867.31	10911.64	10635.52	10664.26	7884.37	7358.66	2303.28
Transportn.											
Maintenance of	12107.70	12611.28	8335.72	10119.93	6785.05	3398.18	6566.94	6817.71	4420.34	2518.94	1056.97
Equipment											
Maintenance	39687.29	23895.41	50119.90	52602.76	31672.51	20571.16	25394.18	25071.44	29194.59	25956.75	12897.13
of Way											
General Exps.	7377.10	6562.83	5708.67	11671.62	5135.67	4857.99	4563.58	4388.06	2065.18	2324.08	2003.04
	142914.68	104973.93	90628.71	103824.17	74460.54	39738.97	47160.22	46941.49	43564.48	38158.45	18260.42
Net Earnings	63392.42	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	69.3	68.9	81.3	88.3	112.5	70.1	71.5	83.7	78.3	63.1	50.9
Taxes	18099.64	9307.62	10992.49	6000.00	5622.51	1442.46	1500.00	1401.42	1414.80	566.38	
Total Net Earnings	45292.78	37928.62	9751.95	7702.96	14003.11	15437.04	17298.69	7714.08	10639.25	21762.97	17641.82
Interest	39922.20	35403.45	34239.97	36329.78	30083.37	42667.82	31011.96	8685.57	40488.97	37229.77	653.33
Surplus or deficit	5370.58	2525.17	24488.02	28626.82	44086.48	27230.78	13713.27	971.49	29849.72	15466.80	16988.49

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MARQUETTE, MICH.,

W.G.M.#18 - M.Ry.

EXPENSES.

Conducting Transportation.

Total Cost - \$83742.59, an increase of \$21,838.18. Swanzy ore expenses increased \$7022.75 making net increase in ordinary expenses \$14815.43.

Included under proper head is the following expense account Swanzy ore -

Fuel for Locomotives	\$3186.05
Oil and Waste	100.02
Other Supplies	10.76
Enginemen	1701.44
Roundhousemen	404.65
Train Service	973.84
Switchmen	1125.80
Train Supplies	6.55
Car Service	1482.68
Hire of Equipment	768.33
Clearing Wrecks	<u>44.46</u>
	\$9804.58

The other increases are account of increase in business handled and extension of mileage, extra train service to Princeton, etc.

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MARQUETTE, MICH.,

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

MAINTENANCE OF EQUIPMENT.

Total Cost - \$12107.70, a decrease of \$503.58.

Repairs Locomotives - total cost \$6025.62, a decrease of \$933.03 and was as

follows:

<u>Eng.</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Mileage on Munising Ry.</u>	<u>Cost per Engine Mile for Repairs - cents</u>
22	\$690.70	\$308.96	\$1199.66	16450	7.29
23	861.49	345.13	1206.62	20660	5.84
24	336.21	189.54	525.75	30248	1.74
25	813.78	356.48	1170.26	9102	12.86
Total	\$2902.18	1200.11	4102.29	76460	5.29

Foreign Engines

Total	\$1234.94	688.39	1923.33	87423	2.20
Grand Total	\$4137.12	1888.50	6025.62	163883	3.68

Comparison with 1905.

Total	\$4753.45	2205.20	6958.65	128129	5.43
Inc.				35754	
Dec.	616.33	316.70	933.03		1.75

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MARQUETTE, MICH.,

W.G.M.#20 - M.Ry.

Comparative Engine Expense per mile was as follows:

	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>	<u>1901</u>
For repairs	3.68	5.43	2.71	5.57	2.29	1.43
" fuel	15.19	14.55	17.32	16.15	10.65	8.22
" stores	.62	.58	.56	.48	.39	.26
" engineers and firemen)						
" hostlers and wipers	9.19	9.60	10.33	8.55	7.25	7.29
	28.68	30.16	30.92	30.75	20.78	17.20

Fuel for Locomotives included

4019 tons from L.S. & I.	@ \$2.62 per ton
<u>4304$\frac{1}{2}$</u> "	" Munising " 3.15 " "
8323 $\frac{1}{2}$ "	average cost of 2.99 " "

Munising coal cost for

1905	\$3.20
1904	3.23
1903	3.50
1902	3.05
1901	3.25

L.S. & I. coal cost for

1905	\$2.61
1904	2.65
1903	2.94

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>	<u>1901</u>
Passenger	50.55	62.69	52.52	59.73	56.39	No
Mixed Freight	140.41	135.47	134.98	120.31	73.14	Record
Work	39.26	28.08	29.47	60.43		"
Switching	72.29	68.82	142.39	192.60		"
	101.58	101.78	107.34	103.66	71.18	50.7

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MARQUETTE, MICH.,

W.G.M.#21 - M.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
1906	1025.28	76460	10483	86943	4.72

No engine mileage previous to 1902.

Repairs Passenger Cars

Total Cost - \$1102.96, a decrease of \$365.20

	<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
1906	183.83	1.12

Repairs Freight Cars

Total Cost - \$3189.75, an increase of \$66.78

	<u>Munising Ry. Freight Cars - 103</u>		<u>Foreign Freight Cars</u>	<u>Total</u>
	<u>Labor & Material</u>	<u>Per Car</u>	<u>Labor & Material</u>	
1903	\$1979.98	19.22	\$264.32	\$2244.30
1904	2392.91	23.23	94.97	2487.88
1905	2922.50	28.37	200.47	3122.97
1906	2633.15	25.56	556.60	3189.75

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MARQUETTE, MICH.,

W.G.M.#22 - M.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	714354	.04	873278	.36
1906	25.56	82096	3.21	1015469	.05	1097565	.29

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MARQUETTE, MICH.,

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

MAINTENANCE OF WAY

Total Cost - \$39687.29, an increase of \$15791.88.

Total Improvement - Charged to Maintenance of Way under proper head is as follows - Total Cost \$11376.22, an increase over 1905 of \$7640.35.

Repairs Roadway - Slight repairs were made to An Train Trestle costing \$16.13.

A new track 2000 feet long was put in at Firsters mill, costing \$583.78. \$152.25 was charged to Improvement, balance to Cost of Line.

Tindle & Jackson spurs - Woods and Mill - 5190 feet track was built in Woods, and 1068 ft. at mill. Total Cost - \$3229.01, of which \$1532.24 was charged to Improvement and balance to Cost of Line. \$321.04 remains to be charged out in 1907 and will be charged to Improvement.

Roscoe Spur - 677 ft. track was built from rails taken up from Coalwood - Total cost \$912.58, of which one-half cost was paid by Furnace. This work was done in 1905 but not charged out until 1906.

Changing Rail between Lawson and Little Lake, replacing 60# rail with 80#. This cost \$18458.18, of which \$1880.17 was charged to Improvement and \$16578.01 to Cost of Line.

Changing Rail-East Branch - 40# rail was taken up and replaced by 60# at total cost of \$11435.55, of which \$3440.50 was charged to Improvement - balance \$7995.05 to Cost of Line. 7.6 miles of track was relayed. 1.6 miles charged in error will be corrected in 1907.

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MARQUETTE, MICH.,

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

Eben Crusher Track - 393 ft. was laid to accomodate the C.C.Iron Co.;they furnished ties and grade. Total cost - \$347.90. \$242.00 charged to Improvement,balance to Cost of Line.

Great Lakes Veneering Tracks - 1100 ft. tracks were laid for these people. Total cost - \$1410.56. \$635.40 was charged out to Improvement this year,balance to be charged 1907.

C.H.Worcester Co.Track Agreement - We have furnished this company about 9 miles of 40# rail and track fastenings,they to build and change tracks. We charge off to Improvement each year \$1520.80 for depreciation and interest on same. \$760.40 was charged off this year,as it was only in use 6 months. This to continue for seven years.

Extension Deimling Spur. This was extended 5338 ft.during year. Furnace people standing one-half the cost. Our proportion - \$1245.30,charged to Improvement which was for Labor and track fastenings. The rail charged to Temporary Spurs-Material.

Cusino Mill Track - 4036 feet track was laid- 40# rail for convenience of shingle and tie mill operated by Crego but controlled by the Worcester people. This was the mill operated at Munising which was taken down and moved to Cusino.

Gasoline Track Motor Car. This car was purchased by the three companies of which the Munising Ry.'s proportion was \$175.19. \$67.60 was charged to Improvement.

Repairs Bridges - one-half cost of Munising Ry.proportion of above car was charged to this account - \$67.59.

Repairs Roadway increased \$4641.72,accounted for by new section at Princeton, increase \$1071.88; extra section on East Branch,and more men put on old one,increase \$1277.73. Joint Maintenance, Little Lake, increase \$117.10,and balance by more work done on entire line to keep tracks in shape for the ore business between Lawson and Princeton,

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MARQUETTE, MICH., March 29th., 1907

W.G.M.#25 - M.Ry.

and traffic from the East Branch.

Removal Snow and Ice: Increase, \$1825.66 account extra mileage on East Branch and Princeton, which was taken care of.

Temporary Spurs-Labor decreased \$468.12 account being charged direct to Improvement, heretofore it has been kept in this account. Cost for year amounted to \$40.72. The charge in detail is as follows -

Chatham Mill Track	\$3.14
Dewey Spur	2.39
Glasier	33.59
Peterson	1.60
	\$40.72

The following tracks were laid in 1906, which were not charged out in 1906, but will be in 1907 -

	<u>Length</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>To be charged</u>
Paper Mill Refuse Track	652 ft.	\$13.85	\$396.20	\$410.05	Imp. Repairs Rdwy Paper Mill Trks.
Great Lakes Veneer Co. Track	1100 ft.	614.10	796.46	\$1410.56	\$635.40 charged out 1906 - balance \$775.16 to be chgd 1907 - Imp. Rprs. Rdwy
Zerbel Spur	970 ft.	53.21	95.60	\$148.81	Temporary Spurs - Material
Smith Mine Track	1070 ft.	290.70	994.07	1284.77	Will be chgd. to Cost of Line - same as Austin - Princeton tracks.

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MARQUETTE, MICH.,

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

The investment in tracks, for labor and material for Pioneer Iron Co. to date

is as follows -

	<u>Length</u>	<u>For 1906</u> <u>Cost</u>	
Roscoe	677 ft.	\$456.29	Furnace paying equal amount
Deimling	5338 "	1245.30	This is $\frac{1}{2}$ labor and track fastenings Furnace paid same amount. Rail chgd. to Temporary Spurs-Mtl. Furnace furnishing ties and do grading.
Glasier	950 ft.	38.39	Rail moved from existing tracks- excepting 150 ft.
Zerbel	970 "	148.81	This was charged in error to Imp. Repairs Roadway. Rail moved from Deimling.
	<hr/> 7935 ft.	<hr/> \$1888.79	

Total investment as follows -

	<u>Length</u>	<u>Cost</u>
1906	7935	\$1888.79
1905	No changed	41.09
1904	11994	3658.13
1903	11007	4552.32
1902	<hr/> 11726	<hr/> 4366.30
	42662	\$14506.63

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MARQUETTE, MICH.,

W. G. M. #27 - M. Ry.

Renewal Ties - cost \$2859.16, an increase of \$459.72.

Tie renewals and cost per tie was as follows -

Switch ties - Main Line	4 sets	@ \$24.60		\$98.40
	Cost in 1905 -	\$25.30		
Cross ties - Main Line	6633 cedar	@ 33.8¢	\$2167.88	
	" "	2298 hemlk	" 25.8¢	592.88
				<u>\$2760.76</u>
				\$2859.16

Average cost all cross ties, 1906 - 31.7¢

" " " " " 1905 - 32.0¢

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

Repairs Bridges & Culverts - Cost \$963.00, an increase of \$599.42.

Principal repairs as follows -

Au Train	\$52.20
Munising	108.36
Forsters	30.77
Anna River	445.05
Chatham Culvert	95.67
East Branch Culverts	53.05
Eben Culvert	25.15

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MARQUETTE, MICH.,

W.G.M.#28 - M.Ry.

Repairs Fences, etc. cost \$416.51, a decrease of \$349.61, principally by less fencing on right of way.

Repairs Buildings cost \$1748.85, an increase of \$1019.06.

The principal charges were as follows -

Superintendence	\$90.00
Lawson Passenger Station	50.42
Stillman Section House	146.71
Munising Jct. Station	75.28
Carlshend Station	55.95
Lawson Coal Bin	115.99
Munising Scales	657.74
Munising Passenger Station	29.43
Chatham Section House Well	119.23
Slapneck Tank	114.11
Whitefish Tank	90.83

Balance made up of general repairs to various buildings.

Repairs Docks cost \$315.55, an increase of \$106.47 - general repairs.

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MARQUETTE, MICH.,

W.G.M.#29 - M.Ry/

Detailed cost of Track Maintenance is as follows -

Repairs Roadway and Renewal Ties but not ballasting - Total cost,
 \$18444.57, an increase of \$5101.44.

Main Line and Sidings - 67.27 miles

Main Track - 45.30 miles	Sidings inc. $\frac{1}{2}$ joint tracks-21.97 miles
<u>Labor</u> <u>Material</u> <u>Total</u>	<u>Labor</u> <u>Material</u> <u>Total</u>
\$10441.66 \$4003.17 \$14444.83	\$600.50 \$299.27 \$899.77
Per Mile 230.50 88.37 318.87	27.33 13.62 40.95
Per Foot-cents 4.36 1.67 6.03	.52 .26 .78

Branches and Sidings - 39.99 miles

Main Track - 31.18 miles	Sidings - 8.81 miles
<u>Labor</u> <u>Material</u> <u>Total</u>	<u>Labor</u> <u>Material</u> <u>Total</u>
\$2514.14 \$426.27 \$2940.41	\$102.40 \$57.16 \$159.56
Per Mile 80.64 13.67 94.30	11.62 6.49 18.11
Per Foot-cents 1.53 .26 1.79	.22 .12 .34

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MARQUETTE, MICH.,

W.G.M.#30 - M.Ry.

RECAPITULATION.

	<u>Main Line and Sidings</u>	<u>Branches and Sidings</u>
	67.27 miles	39.99 miles
Repairs Roadway	\$12485.44	\$3099.97
Renewal Ties	2659.16	
	\$15344.60	\$3099.97
Per Mile	228.10	74.95
Per foot-cents	4.32	1.47

Progressive Statement Repairs Roadway and Renewal Ties - All Tracks.

	1906	1905	1904	1903	1902	1901
	107.26 mi.	94.26 mi.	84.60 mi.	81.30 mi.	79.46 mi.	57.0 mi.
Labor & Material	\$18444.57	\$13343.13	\$13597.94	\$17471.23	\$16585.78	\$10169.11
Per mile	171.96	141.54	160.73	214.20	208.73	178.40
Per foot-cents	3.26	2.68	3.04	4.07	3.95	3.38

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MARQUETTE, MICH.,

W.G.M.#31 - M.Ry.

GENERAL EXPENSES.

Total Cost - \$7377.10, an increase of \$814.27 account of salaries of general officers increased \$333.30 by increase of salary General Manager. Salaries of clerks and attendants increased \$481.59 by an increase in their wages and the Munising Ry.Co. paying one third clerk hire now.

TAXES.

Total Cost - \$18099.64, an increase of \$8792.02 by back taxes of 1902-1903-1904-1905 and penalty on same account of railroads losing tax case against the State which was decided in April, 1906. The assessed valuation in 1906 was \$525,000.00, or a rate of \$17.41 per \$1000.00.

Percentage of taxes to Gross Earnings in 1906 was 8.77%.

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MARQUETTE, MICH.,

W.G.M.#32 - M.Ry.

PERSONAL INJURY

- June 25th. Gus Hanson, Cook: Scratched hand on meat bone, hand infected. Off one week.
- Aug. 16th. Paul Otte, Laborer: Intoxicated, train stopped quickly, air set when broke in two. Man's head went through window, cut face and neck. Did not return to work.
- Aug. 29th. Jas. LaLonde, Brakeman: Trestle gave way at Munising Paper Mill. Man and cars went down about 30 feet. Scalp wound in head, right wrist dislocated. Right leg and hip injured. Not working up to Jan. 1st. Settled for \$1500.00 cash, payment doctor and hospital bills and an agreement to give him work while he performed it satisfactorily.
- Aug. 22nd. Wm. Fraser, Brakeman: Trestle gave way at Munising Paper Mill. Man and cars fell about 30 feet. Right arm and back badly sprained and bruised. Also left leg. Not working up to Jan. 1st. Was unable to make settlement and suit will probably be commenced.
- Aug. 28th. Laus Rasmussen, Brakeman: Hand pinched while making coupling. Off 3 days.
- Sept. 22nd. Homer Sharkey, Brakeman: Opening warehouse door, got hand pinched between door and frame. Off 4 days.

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MARQUETTE, MICH.,

W.G.M.#33 - M.Ry.

ACCIDENTS.

Accidents were as follows -

<u>Location</u>	<u>Number</u>		<u>Amount</u>		
Road	27		\$457.48		
Kind of Damage	<u>1906</u>	<u>1905</u>	<u>1904</u>	<u>1903</u>	<u>1902</u>
Engines	243.54	71.67	9.81	120.84	
Cars	113.74	126.44	143.71	106.93	306.80
Tracks	100.20	140.59	105.72	111.32	
Freight		<u>100.00</u>			
	\$457.48	\$438.70	\$259.24	\$339.09	\$306.80

Cause of Accident

	<u>1906</u>		<u>1905</u>		<u>1904</u>	
	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>	<u>No.</u>	<u>Cost</u>
Defects of Road- Munising Ry.	4	\$67.08	8	\$68.81	8	\$167.19
Defects of Road- C. & N.W. Ry.	3	39.86	3	210.92		
Defective Equipment	10	52.80	7	45.41	6	37.14
Negligence Operating	9	272.74	8	77.56	7	29.91
Unforeseen Obstructions	<u>1</u>	<u>25.00</u>	<u>3</u>	<u>36.00</u>	<u>1</u>	<u>25.00</u>
	27	\$457.48	29	\$438.70	22	\$259.24

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MARQUETTE, MICH.,

COST OF ROAD AND EQUIPMENT.

Cost of Road

<u>East Branch Extension</u> - Some work was done for Worcester, not completed in 1905	\$358.30
<u>Paper Mill Track</u> - 1343 ft. were put in for coal storage capacity and track to handle refuse from Cusino.	453.15
<u>Relaying Rail between Lawson and Little Lake</u> - 9.7 miles of 80# rail was laid, to replace 60# which was relaid on East Branch.	16578.01
<u>60# Rail-East Branch</u> - 7.6 miles were relaid with 60# replacing the 40#.	7995.05
<u>Austin Mine Extension</u> - 5.67 miles of main line was built between Little Lake and Princeton Mine, including buildings, interlocker plant, right of way, etc.	106328.64
<u>Telephone Line-East Branch</u> - a telephone line was built from Munising to Cusino for convenience of Train Despatcher. Wire was strung on telegraph poles between Munising and Stillman. Cost between these points was for wire and labor only. New wire and poles were used between Stillman and Cusino - total length of line 31.7 miles. Cost	2797.93
<u>Forsters Mill Track</u> - a track was put in for handling lumber above mill.	431.53
<u>Cusino, Mill Track</u> - an extension was made on East Branch for shingle mill as explained in Improvement account.	665.14

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<u>Changing Rail-Tindle & Jackson Spur</u> - 2.5 miles of 40# rail was taken up and relaid with 60# taken from main line. This is on East Branch.	1424.68
<u>Tindle & Jackson Mill Track</u> - A track 1068 ft.long was laid for this company at their mill. They furnished grade and ties.	272.09
<u>Eben Transfer Track</u> - A transfer track 1470 ft. long was laid for interchange of business with Soo Line,we standing all the cost which was	1190.74
<u>Crusher Track</u> - for the convenience of the C.C.Iron Co.--Land Dept. a track was put in at Eben 393 ft.long for crushing rock to be used at Munising.	105.90
<u>Relaying Sidings</u> - Lawson and Rumely sidings were relaid with 60# rail.	453.76
<u>Boucha Spur</u> - a track was put in 476 ft.long for the Superior Cedar & Lumber Co. to handle forest products.	189.96
<u>Recording Deed</u> -	1.00
Total Charge to Cost of Line-1906	\$139245.88

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MARQUETTE, MICH.,

W.G.M.#36 - H.Ry.

Cost of Equipment

<u>Exchange Engines</u> - Additional cost for selling 2 old engines and purchase of new one, which was made in 1905	\$627.64
<u>Passenger Cars</u> - Two combination passenger and baggage cars were purchased from Hicks Locomotive & Car Works. One of them is now used on train run to Austin Mine and other to replace combination Car No.1 which is worn out. Cost for above	<u>9840.50</u>
Total charge to Equipment	\$10468.14
Total Charge to Cost of Line and Equipment-1906	\$149714.02

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MARQUETTE, MICH.,

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

BEACH INN.

The Beach Inn has not been operated by the Munising Ry. since 1904. Was purchased from the owner, Samuel Redfern, by the Cleveland-Cliffs Iron Co. in 1906 and by them leased to present landlord.

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MARQUETTE, MICH.,

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.

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MARQUETTE, MICH.,

W.G.M.#39 - M.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. Iron 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. $\frac{1}{4}$ of the S.W. $\frac{1}{4}$ and N.W. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of Section 17
" N. $\frac{1}{4}$ 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. $\frac{1}{4}$ 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.#40 - M.Ry.

Cost of Austin Mine Extension to Dec.31st.

	<u>Miles Estimated</u>	<u>Miles Built</u>		
Main Line	6.80	7.30 - including that built in 1905		
Sidings	<u>3.10</u> 9.90	<u>3.15</u> 10.45		
	Estimate	Cost	Increase	Decrease
Right of Way - 74 acres	2825.00	2282.94		542.06
Clearing and Grubbing	3590.00	3171.92		418.08
Grading	16915.00	15260.07		1654.93
Bridges and Culverts	5300.00	4369.24		930.76
Ties	9504.00	9293.68		210.32
Rails	34650.00	35353.10	703.10	
Rail Fastenings	5457.60	5540.62	83.22	
Track Laying	3625.00	4818.07	1193.07	
Ballasting	5445.00	6251.71	806.71	
Telegraph	1125.00	337.95		787.05
Interlocker	4000.00	5258.25	1258.25	
Princeton Depot	3000.00	3334.19	334.19	
Water Tank	2675.00	1517.43		1157.57
Section House	1100.00	1010.73		89.27
Tool House		23.65	23.65	
Engine House-3 stalls	2000.00	3873.54	1873.54	
Sand House		97.28	97.28	
Switches & Crossing Frog	2300.00	1477.24		822.76
Road Crossings, etc.		41.95	41.95	
Princeton Coal Track *		845.77	845.77	
Engineering Exps. & Incidentals	5175.58	2169.11		3006.47
	<u>\$108687.18</u>	<u>\$106328.64</u>		<u>\$2358.54</u>
* Chargeable to coal trestle at Princeton No.2 which is not included in above		<u>845.77</u>		
		<u>\$105482.87</u>		<u>\$3204.31</u>

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MARQUETTE, MICH.,

W.G.M.#41 - M.Ry.

The amount now estimated to complete this work is as follows -

Finishing Round House	1400.00
Painting Buildings	200.00
Finishing Brotherton tracks changed by our connections	400.00
Track to unload coal-Round House	200.00
Ballasting Round House tracks and Freight House track	300.00
Estimated unpaid bills	400.00
Heating Round House	<u>600.00</u>
Total	\$3500.00

The cost of Princeton No.2 Coal Trestle was not included in the above cost for the reason that it has not yet been decided what companies are to participate in the cost, which was \$1800.00.

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MARQUETTE, MICH.,

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

REQUIREMENTS.

Rumely Siding - should be extended for meeting trains and miscellaneous business 800 feet, costing \$1400.00

Fencing - the line should be fenced from Au Train River to one mile west of Carlshend. Cost of stock killed in 1906 due to no fencing, \$616.38. 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 excepts 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 total expense \$10072.00.

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

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

Water Tanks-East Branch - there is now no water tank on East Branch and engines get water by syphon, 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 overtime and at the same time give better despatch to trains. Passenger business on the East Branch now runs from \$250.00 to \$400.00 a month and the delays getting water is very tedious. A standard tank will cost about \$3200.00

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

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H. A. ST. JOHN,
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Office of General Manager.

MARQUETTE, MICH.

W.G.M.#43 - M.Ry.

Water Tank-Stillman - There is no water tank between Munising and Slapneck, 16 miles, and westbound grades are heavy. The East Branch siphons water from a small stream about one-fourth mile east of Stillman, taking about 20 minutes, costing for overtime about \$135.00 per year. With heavier trains this amount will be increased. With anything the matter with water supply at Slapneck, main line train westbound would have to run to Whitefish for water with practically no freight cars and 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

Siding-Stillman - With the increased business coming from East Branch, more siding room is required at Stillman. A siding 1600 ft. long is estimated \$3450.00

Siding-Little Lake - additional track room is required at Little Lake for interchanging business with C. & N.W. Ry. The interchange often runs up to 80 cars a day and we have received as high as 60 cars a day and delivered 45. Tracks are ordinarily blocked so engines cannot turn and it is proposed that the C. & N.W. Ry. and Munising Ry. each build a track 1600 feet long. Our track will cost about \$3200.00

Au Train Bridge - This bridge may have to be replaced during 1907 and may be carried over to 1908. 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 approximate estimated cost being for concrete about \$9700.00 and for filling \$2100.00, making total cost \$11800.00

Section House-Carlshend - A redivision of sections are necessary and headquarters of a new section established at Carlshend, a section house and tool house costing \$ 1150.00

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SUMMARY OF REQUIREMENTS.

Rumely Siding	60	1400.00
Ballasting	6 ✓	2250.00
Fencing		10072.00
Sidings-Munising	55	3000.00
Water Tank - East Branch		3200.00
Water Tank - Stillman		3200.00
Siding - Stillman		3450.00
Siding - Little Lake		3200.00
Au Train Bridge		11800.00
Section House - Carlshend	E+a 58	1150.00 ✓
		\$42722.00

Authorized Requirements - Not Completed.

80 lb. Rail between Little Lake and Lawson-		
Ballasting		11400.00
Filling Au Train Trestle		1950.00
Tindle & Jackson Spur		6400.00
Changing Rail - Tindle & Jackson Spur		1090.00
Austin Mine Extension		2350.00
Smith Mine Extension		22590.00
Furnace Wood Tracks		455.00
Peterson Spur		320.00
West Percy		360.00
Goodman		435.00
Deimling		605.00
Zerbel		135.00
		\$48090.00

Total Requirements \$90812.00

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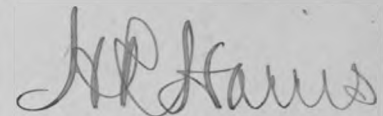
MARQUETTE, MICH.,

W.G.M.#45 - M.Ry.

I estimate Earnings and Expenses for 1907 as follows -

Earnings	\$240,000.00
Operating Expenses	<u>165,000.00</u>
	\$75,000.00
Taxes	<u>8,700.00</u>
Net Earnings	66,300.00
Interest	<u>47,500.00</u>
Surplus	\$18,800.00

Yours truly,



General Manager.



