Mr. Wm. G. Mather, President,
Rockefeller Building,
Cleveland, O.

Dear Sir:-

I beg to submit my report covering the operations of the Lumbering Department for the period of twelve months ending December 31, 1916.

CORDWOOD OPERATIONS.

During the past year, the Lumbering Department has been operating under an order to ship cordwood regardless of cost and this combined with an increase in wages as the tables in this report will show of 30% in the hauling and loading labor and 42½% in the chopping above the average wages paid in 1915, explains the high costs appearing in this report. I have calculated the average cost of producing cordwood at the stump on all of our operations and they compare as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1916</td>
<td>2.067</td>
</tr>
<tr>
<td>1915</td>
<td>1.416</td>
</tr>
<tr>
<td>1914</td>
<td>1.492</td>
</tr>
<tr>
<td>1913</td>
<td>1.613</td>
</tr>
</tbody>
</table>

The costs for hauling and loading are all shown on the following statements.

I have calculated the average price charged the Furnaces for cordwood for the past four years with the following results:

<table>
<thead>
<tr>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1916</td>
<td>3.125</td>
</tr>
<tr>
<td>1915</td>
<td>2.791</td>
</tr>
<tr>
<td>1914</td>
<td>3.167</td>
</tr>
<tr>
<td>1913</td>
<td>2.966</td>
</tr>
</tbody>
</table>

Considering the fact that the expenses on account of supplies have increased during the past year as much, if not more, than the labor the following costs do not appear abnormally high. Labor working under the high rates is a great deal less efficient than under the lower rates. The fact, that in the past we have been operating the poorest of our timber, saving the best of it for just such conditions as this, has enabled us to make the total
shipment of 136,669 cords to the Furnaces during the past year which is about
the average efficiency during the past eight years and which would have been
impossible three years ago under present labor conditions.

---DISTRICT OPERATIONS---

MATHEWS DISTRICT.
The following statement shows the condition of the cordwood
stock in the Mathews District.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Shipped In Total 1916</th>
<th>Overrun 1916</th>
<th>On Hand Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>30-45-21</td>
<td>1165-5</td>
<td>2433-4</td>
<td>3547-1</td>
<td>2305-2</td>
<td>1341-7</td>
</tr>
</tbody>
</table>

The timber is all cut and all that remains to be operated is the cordwood
shown as on hand at stump. We have at present a contractor on this section
and expect to clean it up in the winter of 1917.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>1913</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.272</td>
<td>1.338</td>
<td>1.510</td>
<td>1.657</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.390</td>
<td>1.029</td>
<td>1.036</td>
<td>1.402</td>
</tr>
<tr>
<td>Total</td>
<td>2.662</td>
<td>2.367</td>
<td>2.546</td>
<td>3.069</td>
</tr>
</tbody>
</table>

ALGER DISTRICT.
The following statement shows the condition of the cordwood
stock in the Alger District.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Shipped In Total 1916</th>
<th>Overrun 1916</th>
<th>Shortage 1916</th>
<th>On Hand Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-44-21</td>
<td>379-3</td>
<td>379-3</td>
<td>379-3</td>
<td>0</td>
<td>1110-3</td>
<td>0</td>
</tr>
<tr>
<td>9-44-21</td>
<td>1346-5</td>
<td>1346-5</td>
<td>236-2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>32-45-21</td>
<td>1263</td>
<td>1263</td>
<td>1102-2</td>
<td>150-6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>33-45-21</td>
<td>1202-3</td>
<td>1202-3</td>
<td>1202-3</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>34-45-21</td>
<td>62-4</td>
<td>62-4</td>
<td>62-4</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>31-45-21</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>60-6</td>
<td>60-6</td>
<td>150-6</td>
</tr>
<tr>
<td>Total</td>
<td>4191-3</td>
<td>4243-7</td>
<td>2981-0</td>
<td>60-6</td>
<td>150-6</td>
<td>1172-7</td>
</tr>
</tbody>
</table>

We have timber yet to cut in this district on Sections 4, 9-44-21 and 31-45-21
of 3829 cords, which will complete the cordwood operations in the Alger District.

You will note a shortage of 150-3/4 cords on Section 32-45-21 and an overrun of
60-3/4 cords on Section 31-45-21 or a net shortage of 90 cords in the district
which I cannot at present account for.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>1913</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.280</td>
<td>1.264</td>
<td>1.581</td>
<td>1.619</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.280</td>
<td>0.998</td>
<td>1.983</td>
<td>1.260</td>
</tr>
<tr>
<td>Total</td>
<td>1.280</td>
<td>2.262</td>
<td>3.504</td>
<td>2.879</td>
</tr>
</tbody>
</table>
LOUIS DISTRICT.

The following statement shows the condition of the cordwood stock in the Louis District.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>Shipped In</th>
<th>Overrun</th>
<th>Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-45-21</td>
<td>242-6</td>
<td>242-6</td>
<td>484-2</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>3-45-21</td>
<td>10832-1</td>
<td>10832-1</td>
<td>11916-2</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>10-45-21</td>
<td>2666-4</td>
<td>2666-4</td>
<td>5332-8</td>
<td>5332-8</td>
<td>5332-8</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>11-45-21</td>
<td>481-0</td>
<td>481-0</td>
<td>962-0</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>15-45-21</td>
<td>1957-6</td>
<td>1957-6</td>
<td>3914-2</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>16-45-21</td>
<td>410-4</td>
<td>410-4</td>
<td>820-8</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>17-45-21</td>
<td>35-0</td>
<td>35-0</td>
<td>70-0</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>18-45-21</td>
<td>1354-0</td>
<td>1354-0</td>
<td>2708-0</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>19-45-21</td>
<td>32-0</td>
<td>32-0</td>
<td>64-0</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>30-45-21</td>
<td>1695-3</td>
<td>1695-3</td>
<td>3390-6</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>31-46-21</td>
<td>869-0</td>
<td>869-0</td>
<td>1738-0</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
<tr>
<td>Total</td>
<td>19967-7</td>
<td>3706-6</td>
<td>23673-6</td>
<td>535-4</td>
<td>535-4</td>
<td>49-0</td>
<td>49-0</td>
</tr>
</tbody>
</table>

The wood on Sections 17 and 20-45-21 has been transferred to Operation #67.

There is timber yet to cut in this district on Sections 1, 2, 3, 4, 6, 10, 11, 12, 13 and 14-45-21 and Section 31-46-21, 49755 cords. You will notice this district developed an overrun during the year of 48-1/8 cords which we cannot account for.

Comparative Cost Statement:

At Stump 1916 1915 1914 1913
Hauling & Loading 2.844 1.526 1.532 1.565
Total 4.137 2.856 3.047 3.052

AU TRAIN DISTRICT.

The following statement shows the condition of the cordwood stock in the Au Train District.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>Shipped In</th>
<th>On Hand</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-45-20</td>
<td>314-6</td>
<td>314-6</td>
<td>628-2</td>
<td>227-4</td>
<td>397-2</td>
</tr>
<tr>
<td>7-45-20</td>
<td>305-6</td>
<td>305-6</td>
<td>610-2</td>
<td>227-4</td>
<td>397-2</td>
</tr>
<tr>
<td>12-45-21</td>
<td>8145-3</td>
<td>8145-3</td>
<td>16290-6</td>
<td>227-4</td>
<td>397-2</td>
</tr>
<tr>
<td>Total</td>
<td>5765-7</td>
<td>5765-7</td>
<td>11530-4</td>
<td>227-4</td>
<td>397-2</td>
</tr>
</tbody>
</table>

None of the descriptions having been shipped clean no shortages or overruns have developed in this district. We are shipping strong from this district during this winter.
### Comparative Cost Statement

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>1913</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.352</td>
<td>1.410</td>
<td>1.317</td>
<td>1.436</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>2.349</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2.349</td>
<td>1.352</td>
<td>1.410</td>
<td>2.002</td>
</tr>
</tbody>
</table>

### MIDWAY DISTRICT

The following statement shows the condition of the cordwood stock in the Midway District:

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 ’16</th>
<th>Cut In</th>
<th>Total</th>
<th>Shipped In</th>
<th>On Hand</th>
<th>Jan 1 ’17</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-45-20</td>
<td>2332-4</td>
<td>20370-0</td>
<td>22702-4</td>
<td>407-6</td>
<td>22294-6</td>
<td></td>
</tr>
<tr>
<td>2-45-20</td>
<td>4289-3</td>
<td></td>
<td>4289-3</td>
<td>360-0</td>
<td>3939-3</td>
<td></td>
</tr>
<tr>
<td>3-45-20</td>
<td>18474-3</td>
<td></td>
<td>18474-3</td>
<td>10767-2</td>
<td>7707-1</td>
<td></td>
</tr>
<tr>
<td>4-45-20</td>
<td>5086-2</td>
<td>6008-4</td>
<td>6006-4</td>
<td>11091-6</td>
<td>9643-2</td>
<td></td>
</tr>
<tr>
<td>5-45-20</td>
<td>6015-7</td>
<td></td>
<td>6015-7</td>
<td>2382-4</td>
<td>3633-3</td>
<td></td>
</tr>
<tr>
<td>10-45-20</td>
<td>17382-0</td>
<td>6726-3</td>
<td>24108-3</td>
<td>11671-6</td>
<td>12436-8</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>53590-3</td>
<td>33101-7</td>
<td>86692-2</td>
<td>27037-6</td>
<td>59684-4</td>
<td></td>
</tr>
</tbody>
</table>

None of the descriptions having been shipped clean no shortages or overruns have developed. We are reserving this stock for next summer shipments; it being nearly all summer haul.

### COALWOOD DISTRICT

The following statement shows the condition of the cordwood stock in the Coalwood District:

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 ’16</th>
<th>Cut In</th>
<th>Total</th>
<th>Shipped In</th>
<th>Overrun</th>
<th>Shortage</th>
<th>Jan 1 ’17</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-45-19</td>
<td>481-3</td>
<td></td>
<td>481-3</td>
<td>574-6</td>
<td>92-3</td>
<td>99-5</td>
<td>0-0</td>
</tr>
<tr>
<td>2-45-19</td>
<td>270-5</td>
<td></td>
<td>270-5</td>
<td>171-0</td>
<td>0-0</td>
<td>0-0</td>
<td>0-0</td>
</tr>
<tr>
<td>19-46-18</td>
<td>118-7</td>
<td>118-7</td>
<td>236-4</td>
<td>36-2</td>
<td>82-5</td>
<td>0-0</td>
<td>0-0</td>
</tr>
<tr>
<td>30-46-18</td>
<td>699-3</td>
<td>699-3</td>
<td>828-6</td>
<td>127-1</td>
<td>215-3</td>
<td>0-0</td>
<td>0-0</td>
</tr>
<tr>
<td>31-46-18</td>
<td>3488-1</td>
<td>3488-1</td>
<td>3266-6</td>
<td>0-0</td>
<td>0-0</td>
<td>0-0</td>
<td>0-0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5052-3</td>
<td>5052-3</td>
<td>4877-2</td>
<td>220-4</td>
<td>395-5</td>
<td>0-0</td>
<td></td>
</tr>
</tbody>
</table>

This district was shipped clean last summer and you will note developed a shortage of 185-1/8 cords.

### Comparative Cost Statement

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>1913</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.738</td>
<td>1.274</td>
<td>1.098</td>
<td>1.670</td>
</tr>
<tr>
<td>Hauling</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1.738</td>
<td>1.274</td>
<td>2.766</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Items Produced</td>
<td>Amount</td>
<td>COC Per Month</td>
<td>Amount</td>
</tr>
<tr>
<td>-----</td>
<td>----------------</td>
<td>--------</td>
<td>---------------</td>
<td>--------</td>
</tr>
<tr>
<td>101</td>
<td>Woodchips</td>
<td>2234.76</td>
<td>29.27</td>
<td>57.45</td>
</tr>
<tr>
<td>102</td>
<td>Tons of Wood</td>
<td>54.66</td>
<td>27.67</td>
<td>131.85</td>
</tr>
<tr>
<td>103</td>
<td>Tons of Wood</td>
<td>54.66</td>
<td>27.67</td>
<td>131.85</td>
</tr>
<tr>
<td></td>
<td>Depreciation - Camp Buildings</td>
<td> </td>
<td> </td>
<td> </td>
</tr>
<tr>
<td></td>
<td>Sup. Inventory</td>
<td> </td>
<td> </td>
<td> </td>
</tr>
<tr>
<td>114</td>
<td>Equipment</td>
<td>39.27</td>
<td>14.71</td>
<td>40.54</td>
</tr>
<tr>
<td>115</td>
<td>Camp Buildings</td>
<td>54.66</td>
<td>31.85</td>
<td>57.45</td>
</tr>
<tr>
<td>116</td>
<td>Temporary Space</td>
<td> </td>
<td> </td>
<td> </td>
</tr>
<tr>
<td>117</td>
<td></td>
<td> </td>
<td> </td>
<td> </td>
</tr>
<tr>
<td>120</td>
<td>Miscellaneous</td>
<td>2234.76</td>
<td>29.27</td>
<td>57.45</td>
</tr>
<tr>
<td>121</td>
<td>Inventory</td>
<td>76.88</td>
<td>57.45</td>
<td>57.45</td>
</tr>
<tr>
<td>122</td>
<td>Total Cost of</td>
<td>2234.76</td>
<td>29.27</td>
<td>57.45</td>
</tr>
</tbody>
</table>

Remarks:

- 1/26/17
RUMELY DISTRICT.

The following statement shows the condition of the cordwood stock in the Rumely District.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>On Hand Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-46-22</td>
<td>665-0</td>
<td>665-0</td>
<td>1330-0</td>
<td>599-6</td>
<td>66-2</td>
<td>66-2</td>
</tr>
<tr>
<td>8-46-22</td>
<td>3080-6</td>
<td>3080-6</td>
<td>6160-6</td>
<td>2674-6</td>
<td>406-0</td>
<td>0-0</td>
</tr>
<tr>
<td>17-46-22</td>
<td>1219-0</td>
<td>1219-0</td>
<td>2438-0</td>
<td>1863-6</td>
<td>644-6</td>
<td>0-0</td>
</tr>
<tr>
<td>18-46-22</td>
<td>1370-0</td>
<td>1370-0</td>
<td>2740-0</td>
<td>558-0</td>
<td>812-0</td>
<td>0-0</td>
</tr>
<tr>
<td>19-46-22</td>
<td>10791-3</td>
<td>10791-3</td>
<td>21582-6</td>
<td>31287-4</td>
<td>496-1</td>
<td>0-0</td>
</tr>
<tr>
<td>22-46-22</td>
<td>85-3</td>
<td>85-3</td>
<td>170-6</td>
<td>26-0</td>
<td>59-3</td>
<td>59-3</td>
</tr>
<tr>
<td>30-46-22</td>
<td>5572-0</td>
<td>5572-0</td>
<td>11144-0</td>
<td>3549-6</td>
<td>1140-7</td>
<td>1263-2</td>
</tr>
</tbody>
</table>

Total 22783-4 | 22783-4 | 20559-4 | 1140-7 | 1263-2 | 2081-5 |

We have completed the Rumely District with the exception of Section 22 and 30. The Sections completed have developed a shortage of 142-1/4 cords.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>At Stump 1916</th>
<th>At Stump 1916</th>
<th>At Stump 1914</th>
<th>At Stump 1913</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.875</td>
<td>1.390</td>
<td>1.620</td>
<td>1.658</td>
</tr>
<tr>
<td>Total</td>
<td>1.875</td>
<td>1.465</td>
<td>3.237</td>
<td>3.217</td>
</tr>
</tbody>
</table>

-SPECIAL OPERATIONS-

OPERATION No. 13.

The following statement shows the condition of the cordwood stock at Operation No. 13.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>On Hand Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-46-22</td>
<td>2763-7</td>
<td>2763-7</td>
<td>5526-4</td>
<td>5084-4</td>
<td>5807-7</td>
<td>5807-7</td>
</tr>
<tr>
<td>21-46-22</td>
<td>10572-1</td>
<td>10572-1</td>
<td>21144-2</td>
<td>20892-3</td>
<td>5807-7</td>
<td>5807-7</td>
</tr>
<tr>
<td>Total</td>
<td>13136-0</td>
<td>8520-2</td>
<td>21656-2</td>
<td>5084-4</td>
<td>8671-6</td>
<td>8671-6</td>
</tr>
</tbody>
</table>

These are the last two sections in the original Rumely District, the completion of which will finish, as there is no more timber to be cut. We were expecting to finish this operation in the spring of 1917, but under existing labor conditions we find it impossible.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>At Stump 1916</th>
<th>At Stump 1916</th>
<th>At Stump 1914</th>
<th>At Stump 1913</th>
<th>Average 1917</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling &amp; Loading</td>
<td>6.260</td>
<td>1.212</td>
<td>2.118</td>
<td>1.489</td>
<td>1.489</td>
</tr>
<tr>
<td>Total</td>
<td>8.043</td>
<td>2.414</td>
<td>3.228</td>
<td>3.246</td>
<td>3.246</td>
</tr>
</tbody>
</table>

-5-

Annual Report_Lumber_MS86100_2116_1916_08.pdf
# Lumbering Department

**Annual Report**

## Cordwood Cost Sheet - Operation No. 13

**Operation Located on Section 16421-46-22.**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1822</td>
<td>520 1/2</td>
<td>0098</td>
<td>5279 1/2</td>
</tr>
<tr>
<td>1000</td>
<td>General Expense</td>
<td>895 3/4</td>
<td>1092 7/8</td>
<td>3 700 7/8</td>
<td>756 7/8</td>
</tr>
<tr>
<td>1000</td>
<td>Foremen and Measuring</td>
<td>026 3/4</td>
<td>14 9/16</td>
<td>022 1/2</td>
<td>19 15/16</td>
</tr>
<tr>
<td></td>
<td>Loading Foreman</td>
<td>08 00</td>
<td>1 7/8</td>
<td>057 3/4</td>
<td>104 4/5</td>
</tr>
<tr>
<td>1002</td>
<td>Making Roads, M'ness H &amp; E (Prop. of)</td>
<td>135 1/2</td>
<td>12 9/16</td>
<td>500 00</td>
<td>967 7/8</td>
</tr>
<tr>
<td>1002</td>
<td>Making Roads, M'tre Horses and Equipment (Prop. of)</td>
<td>294 75</td>
<td>2 41/4</td>
<td>567 00</td>
<td>915 44</td>
</tr>
<tr>
<td>1000</td>
<td>Chopping Labor</td>
<td>25 75</td>
<td>22 9/16</td>
<td>25 75</td>
<td>22 9/16</td>
</tr>
<tr>
<td>1000</td>
<td>Shelling Labor</td>
<td>25 75</td>
<td>22 9/16</td>
<td>25 75</td>
<td>22 9/16</td>
</tr>
<tr>
<td>1000</td>
<td>M'tre Horses and Equipment (Prop. of)</td>
<td>026 00</td>
<td>2 1/2</td>
<td>026 00</td>
<td>2 1/2</td>
</tr>
<tr>
<td>1000</td>
<td>Banking</td>
<td>026 00</td>
<td>2 1/2</td>
<td>026 00</td>
<td>2 1/2</td>
</tr>
<tr>
<td>1000</td>
<td>Swamping</td>
<td>026 00</td>
<td>2 1/2</td>
<td>026 00</td>
<td>2 1/2</td>
</tr>
<tr>
<td>1000</td>
<td>Operating Railways (Prop. of)</td>
<td>026 00</td>
<td>2 1/2</td>
<td>026 00</td>
<td>2 1/2</td>
</tr>
<tr>
<td></td>
<td>Contract Payments</td>
<td>026 00</td>
<td>2 1/2</td>
<td>026 00</td>
<td>2 1/2</td>
</tr>
</tbody>
</table>

**Total Operating Expense**

276 25  | 6479 22  | 5 071  | 20590  0  | 2 404  |

**Total Depreciation**

303 15  | 1321 92  | 877    | 1226 25  | 281  |

**Grand Total Cost Above Stumpage**

4072 00  | 12325 09  | 5 048  | 29900 0  | 2 346  |

**Remarks:**

FLD-7LD.  
2/26/17.
OPERATION No. 58.

The following statement shows the condition of the cordwood stock in the Operation #58 District.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-45-20</td>
<td>7805-6</td>
<td>632-1</td>
<td>8237-7</td>
<td>2099-2</td>
<td></td>
<td>6228-8</td>
</tr>
<tr>
<td>19-45-20</td>
<td>6530-6</td>
<td>946-2</td>
<td>7476-8</td>
<td>6736-4</td>
<td></td>
<td>9548-4</td>
</tr>
<tr>
<td>20-45-20</td>
<td>2219-6</td>
<td></td>
<td>2219-6</td>
<td>1414-4</td>
<td></td>
<td>806-2</td>
</tr>
<tr>
<td>29-45-20</td>
<td>9197-3</td>
<td></td>
<td>9197-3</td>
<td>2062-4</td>
<td></td>
<td>7144-7</td>
</tr>
<tr>
<td>30-45-20</td>
<td>3642-2</td>
<td>309-6</td>
<td>3952-8</td>
<td>3509-2</td>
<td></td>
<td>442-6</td>
</tr>
<tr>
<td>Total</td>
<td>29695-7</td>
<td>10196-1</td>
<td>39892-0</td>
<td>15722-0</td>
<td></td>
<td>24170-0</td>
</tr>
</tbody>
</table>

We are operating from this district this winter.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th>At Stump</th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>2.391</td>
<td>1.541</td>
<td>1.445</td>
<td>1.650</td>
</tr>
</tbody>
</table>

OPERATION No. 66.

The following statement shows the condition of the cordwood stock at Operation #66. This operation will be completed in the winter of 1917.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>32-46-21</td>
<td>19750-6</td>
<td>112-2</td>
<td>19863-0</td>
<td>19199-0</td>
<td></td>
<td>1564-0</td>
</tr>
</tbody>
</table>

Comparative Cost Statement.

<table>
<thead>
<tr>
<th>At Stump</th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.804</td>
<td>1.238</td>
<td>1.328</td>
<td>1.328</td>
</tr>
<tr>
<td>Total</td>
<td>44.436</td>
<td>2.560</td>
<td>2.867</td>
<td></td>
</tr>
</tbody>
</table>

OPERATION No. 67.

The following statement shows the condition of the cordwood stock at Operation #67.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-45-21</td>
<td>1170-6</td>
<td></td>
<td>1170-6</td>
<td>574-5</td>
<td></td>
<td>596-0</td>
</tr>
<tr>
<td>20-45-21</td>
<td>441-6</td>
<td></td>
<td>441-6</td>
<td>266-0</td>
<td></td>
<td>175-5</td>
</tr>
<tr>
<td>21-45-21</td>
<td>4103-5</td>
<td></td>
<td>4103-5</td>
<td>2690-6</td>
<td></td>
<td>1412-7</td>
</tr>
<tr>
<td>Total</td>
<td>1612-3</td>
<td>4103-5</td>
<td>5716-0</td>
<td>3531-4</td>
<td></td>
<td>2184-4</td>
</tr>
</tbody>
</table>

Comparative Cost Statement.

<table>
<thead>
<tr>
<th>At Stump</th>
<th>1916</th>
<th>1.812</th>
<th>1.812</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.802</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>4.214</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
OPERATION No. 58.

The following statement shows the condition of the cordwood stock in the Operation No. 58 District.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>On Hand Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-45-20</td>
<td>7805-6</td>
<td>432-1</td>
<td>8237-7</td>
<td>2009-2</td>
<td>6228-5</td>
<td></td>
</tr>
<tr>
<td>19-45-20</td>
<td>6850-6</td>
<td>9464-2</td>
<td>16316-0</td>
<td>6736-4</td>
<td>9548-4</td>
<td></td>
</tr>
<tr>
<td>20-45-20</td>
<td>2219-6</td>
<td>1219-6</td>
<td>3439-2</td>
<td>1414-4</td>
<td>805-2</td>
<td></td>
</tr>
<tr>
<td>29-45-20</td>
<td>9197-3</td>
<td>2097-3</td>
<td>11294-6</td>
<td>2052-4</td>
<td>7144-7</td>
<td></td>
</tr>
<tr>
<td>30-45-20</td>
<td>3642-2</td>
<td>309-5</td>
<td>3952-0</td>
<td>2509-2</td>
<td>442-6</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>22686-7</td>
<td>10196-1</td>
<td>32882-0</td>
<td>15722-0</td>
<td>24170-0</td>
<td></td>
</tr>
</tbody>
</table>

We are operating from this district this winter.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1916</th>
<th>1914</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>2.591</td>
<td>1.581</td>
<td>1.445</td>
<td>1.650</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.982</td>
<td>1.567</td>
<td>1.577</td>
<td>1.771</td>
</tr>
<tr>
<td>Total</td>
<td>4.573</td>
<td>3.148</td>
<td>3.022</td>
<td>3.421</td>
</tr>
</tbody>
</table>

OPERATION No. 66.

The following statement shows the condition of the cordwood stock at Operation No. 66. This operation will be completed in the winter of 1917.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>32-45-21</td>
<td>19750-6</td>
<td>112-2</td>
<td>19863-0</td>
<td>18199-0</td>
<td>1664-0</td>
<td></td>
</tr>
</tbody>
</table>

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1916</th>
<th>1914</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>43.232</td>
<td>1.322</td>
<td>1.528</td>
<td>1.528</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.204</td>
<td>1.228</td>
<td>1.339</td>
<td>1.339</td>
</tr>
<tr>
<td>Total</td>
<td>44.436</td>
<td>2.550</td>
<td>2.867</td>
<td>2.867</td>
</tr>
</tbody>
</table>

OPERATION No. 67.

The following statement shows the condition of the cordwood stock at Operation No. 67.

<table>
<thead>
<tr>
<th>Section</th>
<th>On Hand Jan 1 '16</th>
<th>Cut In 1916</th>
<th>Total 1916</th>
<th>Shipped In 1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-45-21</td>
<td>1170-6</td>
<td>1170-6</td>
<td>574-6</td>
<td>266-0</td>
<td>1412-7</td>
<td></td>
</tr>
<tr>
<td>20-45-21</td>
<td>441-6</td>
<td>441-6</td>
<td>2690-6</td>
<td>2184-4</td>
<td>596-0</td>
<td></td>
</tr>
<tr>
<td>21-45-21</td>
<td>4103-5</td>
<td>5716-0</td>
<td>4103-6</td>
<td>175-5</td>
<td>1412-7</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1612-3</td>
<td>4103-6</td>
<td>5716-0</td>
<td>2184-4</td>
<td>175-5</td>
<td></td>
</tr>
</tbody>
</table>

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>2.402</td>
<td>1.612</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.812</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>4.214</td>
<td></td>
</tr>
</tbody>
</table>

Annual Report_Lumber_MS86100_2116_1916_11.pdf
# Annual Report

## Lumbering Department

### Operation Located on Section 8, 19, 20, 29, 30, 45-20

#### Operation No. 66

<table>
<thead>
<tr>
<th>Month</th>
<th>12 Mon. 1916</th>
<th>Total to Date From Sept. 1914</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cords Produced</td>
<td>469 5/8</td>
<td>10196 1/8</td>
</tr>
<tr>
<td>Cords Skidded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cords Banked</td>
<td>5</td>
<td>18722</td>
</tr>
<tr>
<td>Cords Shipped</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cords From Contracts</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Account of

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insurance</td>
<td></td>
<td></td>
<td>714 25</td>
<td>0.70</td>
<td>880 15</td>
<td>0.15</td>
</tr>
<tr>
<td>Personal Injury</td>
<td></td>
<td></td>
<td>1499 92</td>
<td>1.47</td>
<td>3058 85</td>
<td>0.55</td>
</tr>
<tr>
<td>Personal Injury</td>
<td></td>
<td></td>
<td>140 19</td>
<td>0.14</td>
<td>140 19</td>
<td>0.04</td>
</tr>
<tr>
<td>Taxes—Direct</td>
<td>1552 05</td>
<td>1.55</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Equipment</td>
<td>10 88</td>
<td>0.11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grazing</td>
<td></td>
<td></td>
<td>163 93</td>
<td>0.16</td>
<td>184 19</td>
<td>0.03</td>
</tr>
<tr>
<td>Forest Protection</td>
<td></td>
<td></td>
<td>5040 45</td>
<td>5.04</td>
<td>6080 75</td>
<td>1.41</td>
</tr>
<tr>
<td>Central Office (Prop. of)</td>
<td>77 35</td>
<td>0.77</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL GENERAL EXPENSE</strong></td>
<td>2623 25</td>
<td></td>
<td>6021 74</td>
<td>6.02</td>
<td>12282 15</td>
<td>2.16</td>
</tr>
</tbody>
</table>

#### Account of

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foremen and Measuring</td>
<td>20 40</td>
<td>0.20</td>
<td>570 05</td>
<td>0.57</td>
<td>2097 91</td>
<td>0.37</td>
</tr>
<tr>
<td>Loading Foreman</td>
<td></td>
<td></td>
<td>1702 69</td>
<td>1.70</td>
<td>2701 12</td>
<td>0.42</td>
</tr>
<tr>
<td>Chopping Labor</td>
<td>665 49</td>
<td>0.66</td>
<td>11579 89</td>
<td>1.16</td>
<td>47667 50</td>
<td>8.51</td>
</tr>
<tr>
<td>Making Roads (Prop. of)</td>
<td>3350 72</td>
<td>3.35</td>
<td>359 84</td>
<td>0.36</td>
<td>5851 35</td>
<td>0.94</td>
</tr>
<tr>
<td>Making Roads, M’Coo &amp; H &amp; E (Prop. of)</td>
<td>42 83</td>
<td>0.43</td>
<td></td>
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<td>33069 1/2</td>
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**Remarks:**
- One-half Mile
- Transferred from an iron wood - 3106 1/2 cords.
## Lumbering Department
### Annual Report

**Cordwood Cost Sheet**

**Operation No. 65**

**Month of December**

**From Sept. 15 to Dec. 14.**

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<tr>
<td>a.</td>
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</tr>
<tr>
<td><strong>Cords Skidded</strong></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td></td>
</tr>
<tr>
<td><strong>Cords Banked</strong></td>
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<tr>
<td>c.</td>
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</tr>
<tr>
<td><strong>Cords Shipped</strong></td>
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<tr>
<td>d.</td>
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<tr>
<td><strong>Cords from Contracts</strong></td>
<td></td>
</tr>
<tr>
<td>e.</td>
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<thead>
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<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
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<tr>
<td>1006</td>
<td>c. Chopping Labor</td>
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<td>1007</td>
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| TOTAL GENERAL EXPENSE | 400.15 | 2040.04 | 50.046 | 4266.19 | 156.35 |

| TOTAL OPERATING EXPENSE | $7727.01 | $22612.86 | 15182.82 | $3976.01 | 2577.00 |

| Supply Inventory | 12.94 | 12.94 | 12.94 | 12.94 | 12.94 | 12.94 | 12.94 | 12.94 | 12.94 | 12.94 |
| Idle Expense | 110.95 | 110.95 | 110.95 | 110.95 | 110.95 | 110.95 | 110.95 | 110.95 | 110.95 | 110.95 |
| Repairs - Camp Buildings | 146.44 | 146.44 | 146.44 | 146.44 | 146.44 | 146.44 | 146.44 | 146.44 | 146.44 | 146.44 |
| Repairs - Temporary Spans | 529.28 | 529.28 | 529.28 | 529.28 | 529.28 | 529.28 | 529.28 | 529.28 | 529.28 | 529.28 |
| DEPRECIATION | 169.60 | 169.60 | 169.60 | 169.60 | 169.60 | 169.60 | 169.60 | 169.60 | 169.60 | 169.60 |
| GRAND TOTAL COST ABOVE STUMPAGE | 4643.20 | 4643.20 | 4643.20 | 4643.20 | 4643.20 | 4643.20 | 4643.20 | 4643.20 | 4643.20 | 4643.20 |

**Stumpage Transferred**

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**REMARKS:**

- Transferred from Alger wood - 9528 Cords.

---

**PL'S:**

### CORDWOOD COST SHEET

**Operation Located on Section:** 17, 20, 21, 22, 23, 24, 25

**Operation No.:** 67  
**Month:** December 1916  
**Total To Date:** From Sept. 1916

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**TOTAL GENERAL EXPENSE:**

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<td>45.86</td>
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</tr>
</tbody>
</table>

**TOTAL OPERATING EXPENSE:**

<table>
<thead>
<tr>
<th>Acct. No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>119</td>
<td>Supply Inventory</td>
<td>512</td>
<td>.001</td>
<td>1121.99</td>
<td>.007</td>
<td></td>
<td></td>
</tr>
<tr>
<td>122</td>
<td>Miscellaneous Expense</td>
<td>40.65</td>
<td>.008</td>
<td>40.65</td>
<td>.008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1012</td>
<td>Repairs - Camp Buildings</td>
<td>45.86</td>
<td>.009</td>
<td>45.86</td>
<td>.009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1013</td>
<td>Repairs - Temporary Spars</td>
<td>45.86</td>
<td>.009</td>
<td>45.86</td>
<td>.009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>114</td>
<td>Total Depreciation</td>
<td>528.85</td>
<td>.009</td>
<td>2235.46</td>
<td>.009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>117</td>
<td>a) Depreciation - Equipment</td>
<td>31.35</td>
<td>.009</td>
<td>31.35</td>
<td>.009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>118</td>
<td>b) Depreciation - Equipment</td>
<td>43.44</td>
<td>.014</td>
<td>43.44</td>
<td>.014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL DEPRECIATION:**

<table>
<thead>
<tr>
<th>Acct. No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>519</td>
<td>GRAND TOTAL COST ABOVE STUMPAGE</td>
<td>519.95</td>
<td>.009</td>
<td>1714.16</td>
<td>.009</td>
<td>1714.16</td>
<td>.009</td>
</tr>
</tbody>
</table>

**Cost per Cord:**

<table>
<thead>
<tr>
<th>Acct. No.</th>
<th>ACCOUNT OF</th>
<th>Cost per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>519</td>
<td>GRAND TOTAL COST ABOVE STUMPAGE</td>
<td>4.214</td>
</tr>
</tbody>
</table>

**REMARKS:**

- Transferred from Londs wood - 1612 5/6 cords.
OPERATION No. 68.

The following statement shows the condition of the cordwood stock at Operation #68.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>1916</th>
<th>Overrun</th>
<th>Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-46-21</td>
<td>5007-3</td>
<td>13346-1</td>
<td>18353-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

We have a contractor hauling approximately 5,000 cords of this stock of wood to Eben for shipment to the Gladstone Furnace.

Comparative Cost Statement:

At Stump 1916
Hauling & Loading 1.672

OPERATION No. 70.

The following statement shows the condition of the cordwood stock at Operation #70.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>1916</th>
<th>Overrun</th>
<th>Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-44-21</td>
<td>8439-2</td>
<td>9438-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-44-21</td>
<td>2615-7</td>
<td>2615-7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-44-21</td>
<td>4421-7</td>
<td>1744-3</td>
<td>6166-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26-43-21</td>
<td>621-1</td>
<td>621-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36-46-21</td>
<td>5670-6</td>
<td>749-7</td>
<td>6420-5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-44-21</td>
<td>357-4</td>
<td>357-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24-44-21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>21767-7</strong></td>
<td><strong>2891-3</strong></td>
<td><strong>24659-2</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>24659-2</strong></td>
</tr>
</tbody>
</table>

This cordwood is at the stump and has not yet been opened by railroad. We will railroad into the district in the summer of 1917 with steel which has already been promised us by the Soo Line.

Comparative Cost Statement:

At Stump 1916 1.350
Hauling & Loading 1.270
Total 2.620

OPERATION No. 71.

The following statement shows the condition of the cordwood stock at Operation #71.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>1916</th>
<th>Overrun</th>
<th>Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>23-45-21</td>
<td>1190-1</td>
<td>1190-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24-45-21</td>
<td>9686-0</td>
<td>9716-1</td>
<td>6189-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10886-1</strong></td>
<td><strong>20-1</strong></td>
<td><strong>10906-2</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>6189-2</strong></td>
</tr>
</tbody>
</table>

-7-
# Annual Report

**Lumbering Department**

**Operation Located on Section 18-45-21.**

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insurance</td>
<td>1200 1/2</td>
<td>18546 1/2</td>
<td>18555 1/2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Injury</td>
<td>52 16</td>
<td>005</td>
<td>005</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Injury</td>
<td>469 82</td>
<td>469 82</td>
<td>490 59</td>
<td>027</td>
<td></td>
</tr>
<tr>
<td>Taxes - Direct</td>
<td>78 55</td>
<td>006</td>
<td>006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes - Equipment</td>
<td>179 90</td>
<td>1627 49</td>
<td>2316 25</td>
<td>121</td>
<td></td>
</tr>
<tr>
<td>Forest Protection</td>
<td>2867 54</td>
<td>166</td>
<td>166</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Office (Prop. of)</td>
<td>82 30</td>
<td>870 54</td>
<td>065</td>
<td>065</td>
<td></td>
</tr>
<tr>
<td>Total General Expense</td>
<td>649 92</td>
<td>2287 97</td>
<td>166</td>
<td>166</td>
<td></td>
</tr>
<tr>
<td>Total Operating Expense</td>
<td>1621 32</td>
<td>16057 37</td>
<td>1501</td>
<td>22700 29</td>
<td>1256</td>
</tr>
<tr>
<td>Supply Inventory</td>
<td>4 11</td>
<td>4 11</td>
<td>000</td>
<td>000</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Expense</td>
<td>44 30</td>
<td>229 23</td>
<td>017</td>
<td>567 77</td>
<td>020</td>
</tr>
<tr>
<td>Idle Expense</td>
<td>9 73</td>
<td>28 85</td>
<td>002</td>
<td>129 80</td>
<td>008</td>
</tr>
<tr>
<td>Total</td>
<td>49 92</td>
<td>285 70</td>
<td>019</td>
<td>506 19</td>
<td>028</td>
</tr>
<tr>
<td>Depreciation - Camp Buildings</td>
<td>3 90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation - Spars</td>
<td>3 90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation - Equipment</td>
<td>3 90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation - Camp Buildings</td>
<td>3 90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation - Spars</td>
<td>3 90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Depreciation</td>
<td>3 90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Grand Total Cost Above Stumpage**

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stumpage</td>
<td>22399 04</td>
</tr>
<tr>
<td>18539 04</td>
<td>228</td>
</tr>
<tr>
<td>28094 22</td>
<td>1422</td>
</tr>
</tbody>
</table>

**Grand Total Cost of Cordwood**

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>25552 5</td>
<td>1272</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stumpage</td>
<td>300 06</td>
</tr>
<tr>
<td>3356 54</td>
<td>250</td>
</tr>
<tr>
<td>4688 59</td>
<td>250</td>
</tr>
</tbody>
</table>

**Average Length of Haul:** 4 miles.

**Number of Acres Cut**

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>21875 56</td>
<td>1678</td>
</tr>
<tr>
<td>20685 51</td>
<td>1472</td>
</tr>
</tbody>
</table>

**Remarks:**

- Average: Costs per Cord

---

**Cordwood Cost Sheet**

**Operation No.** 70  
**Month:** December 1916

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Insurance</td>
<td>a</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Personal Injury</td>
<td>a</td>
<td>19.00</td>
</tr>
<tr>
<td>31</td>
<td>Personal Injury</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>32</td>
<td>Taxes-Direct</td>
<td>a</td>
<td>1054.90</td>
</tr>
<tr>
<td>32</td>
<td>Taxes-Equipment</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>35</td>
<td>Cruising</td>
<td>a</td>
<td>334.34</td>
</tr>
<tr>
<td>38</td>
<td>Forest Protection</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>38A</td>
<td>Central Office (Prop. of)</td>
<td>a</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Total General Expense:** 1054.90

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>a Foremen and Measuring</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1000</td>
<td>b Loading Foreman</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>1001</td>
<td>Chopping Labor</td>
<td>a</td>
<td>2076.92</td>
</tr>
<tr>
<td>1002</td>
<td>Making Roads (Prop. of)</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1002</td>
<td>Making Roads, M't'nce H &amp; E (Prop. of)</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1003</td>
<td>Skidding Labor</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1003</td>
<td>M't'nce Horses and Equipment (Prop. of)</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1004</td>
<td>Swamping</td>
<td>d</td>
<td>407.42</td>
</tr>
<tr>
<td>1005</td>
<td>Loading</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>1006</td>
<td>Hauling</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>1007</td>
<td>M't'nce Horses and Equipment (Prop. of)</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>1007</td>
<td>Miscellaneous Tools and Supplies</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1007</td>
<td>Miscellaneous Tools and Supplies</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1007</td>
<td>Operating Loaders (Prop. of)</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>1007</td>
<td>Operating Railways (Prop. of)</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>1008</td>
<td>Contract Payments</td>
<td>a</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Total Operating Expense:** 676.34

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>119</td>
<td>Supply Inventory</td>
<td>a</td>
<td>3.18</td>
</tr>
<tr>
<td>120</td>
<td>Miscellaneous Expense</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>122</td>
<td>Idle Expense</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1012</td>
<td>Repairs-Camp Buildings</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>1013</td>
<td>Repairs-Temporary Spars</td>
<td>a</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Total:** 3.18

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>119</td>
<td>Depreciation-Camp Buildings</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>119</td>
<td>Depreciation-Spurs</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>117</td>
<td>a Depreciation-Equipment</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>117</td>
<td>b Depreciation-Equipment</td>
<td>d</td>
<td>0.00</td>
</tr>
<tr>
<td>118</td>
<td>Depreciation-Camp Buildings</td>
<td>a</td>
<td>0.00</td>
</tr>
<tr>
<td>118</td>
<td>Depreciation-Spurs</td>
<td>d</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Total Deprecitation:** 2.00

**Grand Total Cost Above Stumpage:** 1058.16

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>1035</td>
<td>Stumpage</td>
<td>a</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Total:** 621.57

**Grand Total Cost of Cordwood:** 1058.16

**Fire Loss 130 Cords**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>24590</td>
<td></td>
<td>a</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Remarks:**

Average Length of Stump: 1.34
Number of Acres Cut: 0.5
Average Cords per Acre: 3.0

**Remarks:**

Cost per Cord

Annual Report_Lumber_MS86100_2116_1916_17.pdf
This cordwood is being shipped this winter.

Comparative Cost Statement.  

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>1914</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.295</td>
<td>1.366</td>
<td>1.522</td>
<td>1.386</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>2.396</td>
<td>2.366</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>3.691</td>
<td>3.732</td>
<td>3.908</td>
<td></td>
</tr>
</tbody>
</table>

OPERATION No. 74.

The following statement shows the condition of the cordwood stock at Operation #74. We have a contractor shipping from this district this winter.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>Shipped In</th>
<th>1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
<th>On Hand</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-43-21</td>
<td>1782-1</td>
<td>1782</td>
<td>76-6</td>
<td>76-6</td>
<td>942-5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-43-21</td>
<td>1019-1</td>
<td>902-8</td>
<td>5952-4</td>
<td>5952-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-43-21</td>
<td>6780-7</td>
<td>2248-6</td>
<td>6630-6</td>
<td>6630-6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>9582-1</td>
<td>2248-6</td>
<td>6630-6</td>
<td>6630-6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>2.005</td>
<td>1.589</td>
<td>1.581</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.250</td>
<td>1.000</td>
<td>1.103</td>
</tr>
<tr>
<td>Total</td>
<td>3.255</td>
<td>2.589</td>
<td>2.684</td>
</tr>
</tbody>
</table>

OPERATION No. 75.

The following statement shows the condition of the cordwood stock at Operation #75.

<table>
<thead>
<tr>
<th>Section</th>
<th>Jan 1 '16</th>
<th>1916</th>
<th>Total</th>
<th>Shipped In</th>
<th>1916</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
<th>On Hand</th>
</tr>
</thead>
<tbody>
<tr>
<td>34-46-21</td>
<td>7500-3</td>
<td>6930-2</td>
<td>578-1</td>
<td>578-1</td>
<td>0-0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This operation is completed and shows a shortage of 578-1/3 cords. I cannot explain this shortage unless it has been caused by an error crediting the shipments coming from this district to Section 3-45-21; the two sections being adjacent. We cannot tell this, however, until Section 3-45-21 is completed, which will be during the summer of 1917.

Comparative Cost Statement.

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1915</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.511</td>
<td>1.511</td>
<td>1.511</td>
</tr>
<tr>
<td>Hauling &amp; Loading</td>
<td>1.192</td>
<td>1.192</td>
<td>1.192</td>
</tr>
<tr>
<td>Total</td>
<td>2.603</td>
<td>2.603</td>
<td>2.603</td>
</tr>
</tbody>
</table>

OPERATION No. 76.

Following statement shows the condition of the cordwood stock at Operation #76.
### Lumbering Department

#### Operation No. 71

**Month:** December 1916  
**Total to Date:** From 5/6 to 12/16

<table>
<thead>
<tr>
<th>Account Category</th>
<th>Account Details</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cords Produced</strong></td>
<td>a</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>50 1/8</td>
<td></td>
</tr>
<tr>
<td><strong>Cords Skidded</strong></td>
<td>b</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cords Banked</strong></td>
<td>c</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6189 1/4</td>
<td></td>
</tr>
<tr>
<td><strong>Cords Shipped</strong></td>
<td>d</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>50 1/8</td>
<td></td>
</tr>
<tr>
<td><strong>Cords from Contracts</strong></td>
<td>c</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6189 1/4</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Account Category</th>
<th>Account Details</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total General Expense</strong></td>
<td></td>
<td>10906 1/2</td>
<td></td>
<td>24 07</td>
<td>002</td>
<td>15 26</td>
<td>002</td>
</tr>
<tr>
<td><strong>Total Operating Expense</strong></td>
<td></td>
<td>22610 17</td>
<td></td>
<td>1608 15</td>
<td>175</td>
<td>1080</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total Depreciation</strong></td>
<td></td>
<td>1530 22</td>
<td></td>
<td>504 72</td>
<td>094</td>
<td>504 72</td>
<td>094</td>
</tr>
<tr>
<td><strong>Grand Total Cost of Cordwood</strong></td>
<td></td>
<td>20852 23</td>
<td></td>
<td>16269 12 3</td>
<td>647</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Account Category</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>25 Insurance</strong></td>
<td>4</td>
<td></td>
</tr>
<tr>
<td><strong>90 Personal Injury</strong></td>
<td>a</td>
<td></td>
</tr>
<tr>
<td><strong>91 Personal Injury</strong></td>
<td>d</td>
<td></td>
</tr>
<tr>
<td><strong>22 Taxes—Direct</strong></td>
<td>759 12</td>
<td>37</td>
</tr>
<tr>
<td><strong>23 Taxes—Equipment</strong></td>
<td>61 70</td>
<td>361</td>
</tr>
<tr>
<td><strong>24 Cruising</strong></td>
<td>7</td>
<td>1.17</td>
</tr>
<tr>
<td><strong>25 Forest Protection</strong></td>
<td>a</td>
<td></td>
</tr>
<tr>
<td><strong>26 Central Office (Prop. of)</strong></td>
<td>a</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>2094</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>4612</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>8894</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>894</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
<tr>
<td>2573</td>
<td>06</td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 22610 17 2 944

---

### Cords at Stump

- **Cords on Skids:**
- **Cords on Banks:**
- **Cords on Cuts from Banks:**

**Average Length of Haul:** 1 1/4

**Number of Acres Cut:**

---

### Remarks

1/25/17
## CORDWOOD COST SHEET

**Operation No. 74**  
**Month: December**  
**From Nov. 1915 to Dec. 1916**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Account Description</th>
<th>Amount Per Cord</th>
<th>Total</th>
<th>Amount Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>Insurance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Taxes--Direct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Taxes--Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Cruising</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Forest Protection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Central Office (Prop. of)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL GENERAL EXPENSE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1004</td>
<td>Foremen and Measuring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL OPERATING EXPENSE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1006</td>
<td>Loading</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1006</td>
<td>Hauling</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL DEPRECIATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1006</td>
<td>Depreciation--Camp Buildings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>GRAND TOTAL COST ABOVE STUMPAGE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1015</td>
<td>Stumpage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>GRAND TOTAL COST OF CORDWOOD</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cords at Stump</th>
<th>Cost per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>7761 5/8</td>
<td>1.543</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cords on Skids</th>
<th>Cost per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cords on Banks</td>
<td>Cost per Cord</td>
</tr>
<tr>
<td>Cords on Cars from Banks (from Stump)</td>
<td>Cost per Cord</td>
</tr>
<tr>
<td>Number of Acres Cut</td>
<td>Average Cords per Acre</td>
</tr>
</tbody>
</table>

**Remarks:**
- Transferred from Matthews wood 10500 2/3 Cords.

**Average Length of Haul:** 1/25/17
### Cordwood Cost Sheet

**Operation No.** 78  
**Month of:** December 1916

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insuranc</td>
<td>60.62</td>
<td>a</td>
<td>60.62</td>
<td>010 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Injury</td>
<td>46.05</td>
<td>a</td>
<td>46.05</td>
<td>006 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Direct</td>
<td>4.12</td>
<td>a</td>
<td>34.10</td>
<td>006 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cruising</td>
<td>3.28</td>
<td>a</td>
<td>3.28</td>
<td>000 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Protection</td>
<td>456.90</td>
<td>a</td>
<td>456.90</td>
<td>063 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Office (Prop. of)</td>
<td>34.10</td>
<td>a</td>
<td>34.10</td>
<td>006 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total General Expense</td>
<td>52.17</td>
<td>a</td>
<td>541.07</td>
<td>076 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Operating Expense</td>
<td>612.41</td>
<td>a</td>
<td>7219.72</td>
<td>1740 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supply Inventory</td>
<td>6.67</td>
<td>a</td>
<td>6.67</td>
<td>000 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Expense a</td>
<td>50.24</td>
<td>a</td>
<td>11112.98</td>
<td>112 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idle Expense</td>
<td></td>
<td>a</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repairs—Camp Buildings</td>
<td>70.15</td>
<td>a</td>
<td>70.15</td>
<td>000 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repairs—Temporary Spur</td>
<td>113.72</td>
<td>a</td>
<td>1197.46</td>
<td>1352 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>25.85</td>
<td>a</td>
<td>712.57</td>
<td>8140 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Camp Buildings</td>
<td>1001.22</td>
<td>a</td>
<td>1001.22</td>
<td>126 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Spur</td>
<td>27.87</td>
<td>a</td>
<td>27.87</td>
<td>006 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Equipment</td>
<td>10.80</td>
<td>a</td>
<td>10.80</td>
<td>002 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Camp Buildings</td>
<td>69.34</td>
<td>a</td>
<td>69.34</td>
<td>000 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Depreciation</td>
<td>1108.75</td>
<td>a</td>
<td>1108.75</td>
<td>142 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Total Cost Above Stump</td>
<td>45.26</td>
<td>a</td>
<td>7896.95</td>
<td>20144 10</td>
<td>5208 b</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stumpage</td>
<td>2211.66</td>
<td>a</td>
<td>2211.66</td>
<td>257 a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Total Cost of Cordwood</td>
<td>43.25</td>
<td>a</td>
<td>7896.95</td>
<td>22326 76</td>
<td>2776 c</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks:**
- Transferred from Alger Wood 8850 E/8 Cords
- 1/26/17

**Costs:**
- Cordwood at Stump: 43.26
- Cordwood on Banks (From Skids): 43.26
- Cordwood on Ponds (From Stumps): 43.26
- Total: 43.26
- Cost per Cord: $2.7025"
### Comparative Cost Statement

<table>
<thead>
<tr>
<th>Operation No. 60</th>
<th>On Hand</th>
<th>Cut In</th>
<th>Total</th>
<th>Shipped In</th>
<th>Overrun Shortage</th>
<th>Jan 1 '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-45-22</td>
<td>1792-6</td>
<td>2917-6</td>
<td>4710-4</td>
<td>4710-4</td>
<td></td>
<td>4701-4</td>
</tr>
</tbody>
</table>

**At Stump**
- 1.867

**Hauling & Loading**
- 1.933

**Total**
- 3.800

### GENERAL REMARKS ON CORDWOOD OPERATIONS

The following four sheets comprise a set of Cordwood and Timber Tables, divided between Gladstone Furnace and Marquette Furnace, which shows our cordwood resources tributary to both furnaces as divided between Seasoned and Green wood, and Summer and Winter haul. This is a detail of the statement I am sending you each month with my monthly report.

---

**BUCKEYE CUTOVER LANDS**

The following statement shows the condition of the Buckeye Cut-over lands at December 31, 1916:

<table>
<thead>
<tr>
<th>Section</th>
<th>Old Cuttings</th>
<th>New Cuttings</th>
<th>Standing Timber</th>
</tr>
</thead>
<tbody>
<tr>
<td>21-45-21</td>
<td>2300</td>
<td>7400</td>
<td>1200</td>
</tr>
<tr>
<td>4-44-21</td>
<td>700</td>
<td>1300</td>
<td>1300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1937</td>
<td>1937</td>
</tr>
<tr>
<td>Total</td>
<td>3000</td>
<td>17646</td>
<td>85800</td>
</tr>
</tbody>
</table>
### Lumbering Department

**GORDWOOD COST SHEET**

<table>
<thead>
<tr>
<th>Operation Located on Section</th>
<th>Operation No.</th>
<th>Month</th>
<th>12 Mos.</th>
<th>Total to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>35-46-21</td>
<td>77</td>
<td>Dec.</td>
<td>1916</td>
<td>1916</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>95</td>
<td>Insurance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91</td>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>92</td>
<td>Taxes--Direct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>93</td>
<td>Taxes--Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>95</td>
<td>Cruising</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>98</td>
<td>Forest Protection</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99</td>
<td>Central Office (Prop. of)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total General Expense**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Description</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
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</tr>
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**Total Operating Expense**

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<tr>
<th>Account No.</th>
<th>Description</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
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<td>Idle Expense</td>
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<td>b Depreciation--Spars</td>
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**Total Depreciation**

<table>
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<tr>
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<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
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<tbody>
<tr>
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**Grand Total Cost Above Stumpage**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Cost per Cord</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
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**Grand Total Cost of Cordwood**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Cost per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>1015</td>
<td>17.54</td>
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</tbody>
</table>

**Remarks:**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Average Cords per Acre</th>
</tr>
</thead>
<tbody>
<tr>
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**Average Length of Haul:**

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Average Cords per Acre</th>
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<tr>
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</tbody>
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**Number of Acres Cut:**

<table>
<thead>
<tr>
<th>Account No.</th>
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</tr>
</thead>
<tbody>
<tr>
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# Cordwood Cost Sheet

**Operation No.** 77  
**Month of** December 1916  
**Total to Date** From Aug 1916

<table>
<thead>
<tr>
<th>Operation Located on Section</th>
<th>32-46-51</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cords Produced</td>
<td>a</td>
</tr>
<tr>
<td>Cords Skidded</td>
<td>b</td>
</tr>
<tr>
<td>Cords Banked</td>
<td>c</td>
</tr>
<tr>
<td>Cords Shipped</td>
<td>d</td>
</tr>
<tr>
<td>Cords from Contracts</td>
<td>e</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Account No.</th>
<th>ACCOUNT OF</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>Insurance</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Taxes--Direct</td>
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<td>20.62</td>
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<td>20.62</td>
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<td>20.62</td>
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<td>32</td>
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<tr>
<td>35</td>
<td>Cruising</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>38</td>
<td>Forest Protection</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Central Office (Prop. of)</td>
<td></td>
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</table>

**Total General Expense**  

- Foremen and Measuring  
- Loading Foreman  
- Chopping Labor  
- Making Roads (Prop. of)  
- Making Roads, M'tnco H & E (Prop. of)  
- Skidding Labor  
- M'tnco Horses and Equipment (Prop. of)  
- Banking  
- M'tnco Horses and Equipment (Prop. of)  
- Swamping  
- Loading  
- Hauling  
- M'tnco Horses and Equipment (Prop. of)  
- Miscellaneous Tools and Supplies  
- Operating Leaders (Prop. of)  
- Operating Railways (Prop. of)  
- Contract Payments

**Total Operating Expense**

- Supply Inventory  
- Miscellaneous Expense  
- Idle Expense  
- Repairs--Camp Buildings  
- Repairs--Temporary Spars  

**Total**

- Depreciation--Camp Buildings  
- Depreciation--Spars  
- Depreciation--Equipment  
- Depreciation--Equipment  
- Depreciation--Camp Buildings  
- Depreciation--Spars

**Total Depreciation**

**Grand Total Cost Above Stumpage**

| Stumpage | 17.54 |

**Grand Total Cost of Cordwood**

<table>
<thead>
<tr>
<th>Cords at Stump</th>
<th>Cost per Cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cords on Skids</td>
<td>Cost per Cord</td>
</tr>
<tr>
<td>Cords on Banks</td>
<td>Cost per Cord</td>
</tr>
<tr>
<td>Cords on Cars from Banks</td>
<td>Cost per Cord</td>
</tr>
<tr>
<td>from Stump</td>
<td>Cost per Cord</td>
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**Average Length of Husk**

**Number of Acres Cut**

**Average Cords per Acre**

**Remarks:**  
1/22/17
<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
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<tbody>
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<tr>
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<td>30</td>
<td>150</td>
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<tr>
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<td>20</td>
<td>60</td>
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<td></td>
</tr>
<tr>
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<td>20</td>
<td>20</td>
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<tr>
<td>Forest Protection</td>
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<td>20</td>
<td>60</td>
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<tr>
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<tr>
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<td>80</td>
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<td>80</td>
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<td>49</td>
<td>72</td>
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<td></td>
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<tr>
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<td>122</td>
<td>16</td>
<td>49</td>
<td>72</td>
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<tr>
<td>Repairs - Temporary Spur</td>
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<td>16</td>
<td>49</td>
<td>72</td>
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<tr>
<td>Depreciation - Spur</td>
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<td>16</td>
<td>49</td>
<td>72</td>
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<tr>
<td>Depreciation - Equipment</td>
<td>118</td>
<td>16</td>
<td>49</td>
<td>72</td>
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<td><strong>Grand Total Cost Above Stumpage</strong></td>
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<td><strong>78.59</strong></td>
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<td><strong>1300</strong></td>
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**Cords at Stump:** 4401
**Cords on Skids:** 300
**Cords on Banks:** (From Skids)
**Cords on Banks:** (From Stump)
**Number of Acres Cut:** Average Cords per Acre
**Remarks:** Transferred from Louden Wood 1750 Cords.
**GORDWOOD COST SHEET.**

**Operation No. 80**

**Month:** December 1916

<table>
<thead>
<tr>
<th>Acre. No.</th>
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<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
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<tr>
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<td>30</td>
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<tr>
<td>32</td>
<td>Taxes—Direct</td>
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</tr>
<tr>
<td>33</td>
<td>Tax—Equipment</td>
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</tr>
<tr>
<td>36</td>
<td>Forest Protection</td>
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<td></td>
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</tr>
<tr>
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<td>439 75</td>
<td>114</td>
<td>439 75</td>
<td>114</td>
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**Total General Expense**

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>a. Foremen and Measuring</td>
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<td>448 75</td>
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<td>448 75</td>
<td>1 160</td>
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<tr>
<td>C. Chopping Labor</td>
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19-45-21 (Not Estimated) 1513

Total 79810

You will note that the total of cutovers operated to date show an overrun on the estimate of 23.7%.

The following statement shows the Buckeye Cutover descriptions entered upon to December 31, 1916 and their present condition.

<table>
<thead>
<tr>
<th>Section</th>
<th>ESTIMATED</th>
<th>CUT</th>
<th>TIMBER</th>
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</thead>
<tbody>
<tr>
<td>7-43-21</td>
<td>3400</td>
<td>1803</td>
<td>0</td>
</tr>
<tr>
<td>8-43-21</td>
<td>2400</td>
<td>4830</td>
<td>0</td>
</tr>
<tr>
<td>10-43-21</td>
<td>2400</td>
<td>4553</td>
<td>0</td>
</tr>
<tr>
<td>21-43-21</td>
<td>2300</td>
<td>0</td>
<td>2300</td>
</tr>
<tr>
<td>7-44-21</td>
<td>9700</td>
<td>0</td>
<td>700</td>
</tr>
<tr>
<td>12-44-21</td>
<td>2400</td>
<td>2816</td>
<td>0</td>
</tr>
<tr>
<td>15-44-21</td>
<td>4600</td>
<td>6166</td>
<td>0</td>
</tr>
<tr>
<td>29-44-21</td>
<td>900</td>
<td>2063</td>
<td>0</td>
</tr>
<tr>
<td>8-45-21</td>
<td>2400</td>
<td>2718</td>
<td>0</td>
</tr>
<tr>
<td>16-45-21</td>
<td>600</td>
<td>901</td>
<td>0</td>
</tr>
</tbody>
</table>
(Statement Continued)

<table>
<thead>
<tr>
<th>Section</th>
<th>Estimated</th>
<th>Cut</th>
<th>Timber</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-45-21</td>
<td>800</td>
<td>1816</td>
<td>0</td>
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<tr>
<td>18-45-21</td>
<td>1100</td>
<td>1288</td>
<td>0</td>
</tr>
<tr>
<td>20-45-21</td>
<td>4100</td>
<td>2226</td>
<td>15.0</td>
</tr>
<tr>
<td>23-45-21</td>
<td>600</td>
<td>1190</td>
<td>0</td>
</tr>
<tr>
<td>24-45-21</td>
<td>2700</td>
<td>2379</td>
<td>0</td>
</tr>
<tr>
<td>31-45-21</td>
<td>800</td>
<td>672</td>
<td>0</td>
</tr>
<tr>
<td>32-45-21</td>
<td>1500</td>
<td>1253</td>
<td>0</td>
</tr>
<tr>
<td>33-45-21</td>
<td>1400</td>
<td>1166</td>
<td>0</td>
</tr>
<tr>
<td>36-45-21</td>
<td>5400</td>
<td>3106</td>
<td>0</td>
</tr>
<tr>
<td>20-45-20</td>
<td>12700</td>
<td>12605</td>
<td>0</td>
</tr>
<tr>
<td>29-45-20</td>
<td>4000</td>
<td>9197</td>
<td>0</td>
</tr>
<tr>
<td>30-45-20</td>
<td>2100</td>
<td>3140</td>
<td>0</td>
</tr>
<tr>
<td>8-45-21</td>
<td>8500</td>
<td>1283</td>
<td>7400</td>
</tr>
<tr>
<td>11-45-21</td>
<td>5200</td>
<td>2293</td>
<td>7007</td>
</tr>
<tr>
<td>15-45-21</td>
<td>1400</td>
<td>1966</td>
<td>0</td>
</tr>
<tr>
<td>21-45-21</td>
<td>4000</td>
<td>4104</td>
<td>0</td>
</tr>
<tr>
<td>12-45-22</td>
<td>4300</td>
<td>1460</td>
<td>2360</td>
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<td>Total</td>
<td>93400</td>
<td>85927</td>
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</tbody>
</table>

19-45-21 (Not Estimated) | 1513 | 0 |

Total | 97440 |

Following is a statement showing the comparative efficiency of choppers for the past four years.

<table>
<thead>
<tr>
<th>Month</th>
<th>1912</th>
<th>1913</th>
<th>1914</th>
<th>1915</th>
<th>1916</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>5396</td>
<td>26755</td>
<td>10552</td>
<td>197</td>
<td>216</td>
</tr>
<tr>
<td>February</td>
<td>7865</td>
<td>12032</td>
<td>8235</td>
<td>216</td>
<td>294</td>
</tr>
<tr>
<td>March</td>
<td>9394</td>
<td>7269</td>
<td>3569</td>
<td>237</td>
<td>333</td>
</tr>
<tr>
<td>April</td>
<td>905</td>
<td>1010</td>
<td></td>
<td>283</td>
<td>405</td>
</tr>
<tr>
<td>May</td>
<td>22965</td>
<td>36531</td>
<td>26965</td>
<td>304</td>
<td>248</td>
</tr>
<tr>
<td>June</td>
<td>13990</td>
<td>16264</td>
<td>10704</td>
<td>152</td>
<td>276</td>
</tr>
<tr>
<td>July</td>
<td>11041</td>
<td>8208</td>
<td>7605</td>
<td>97</td>
<td>297</td>
</tr>
<tr>
<td>August</td>
<td>10938</td>
<td>9665</td>
<td>9665</td>
<td>76</td>
<td>289</td>
</tr>
<tr>
<td>September</td>
<td>14000</td>
<td>16668</td>
<td>14665</td>
<td>104</td>
<td>281</td>
</tr>
<tr>
<td>October</td>
<td>9449</td>
<td>7957</td>
<td>12742</td>
<td>128</td>
<td>200</td>
</tr>
<tr>
<td>November</td>
<td>9971</td>
<td>6486</td>
<td>17884</td>
<td>126</td>
<td>175</td>
</tr>
<tr>
<td>December</td>
<td>8350</td>
<td>5756</td>
<td>21220</td>
<td>121</td>
<td>194</td>
</tr>
</tbody>
</table>

Average | 81361-6 | 122062 | 148746 | 144564 |

Following is a statement of the Cordwood Costs in detail for the past four years.

-11-
<table>
<thead>
<tr>
<th>Month</th>
<th>1916</th>
<th>1917</th>
<th>1918</th>
<th>1919</th>
<th>1920</th>
<th>1921</th>
<th>1922</th>
<th>1923</th>
<th>1924</th>
<th>1925</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1.639</td>
<td>1.622</td>
<td>1.459</td>
<td>1.663</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>1.658</td>
<td>1.531</td>
<td>1.431</td>
<td>1.682</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>2.531</td>
<td>1.851</td>
<td>1.578</td>
<td>1.798</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td></td>
<td></td>
<td>5.153</td>
<td></td>
<td></td>
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<tr>
<td>May</td>
<td></td>
<td></td>
<td>1.406</td>
<td>1.533</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>2.288</td>
<td>0.930</td>
<td>1.470</td>
<td>1.670</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>2.444</td>
<td>1.690</td>
<td>1.406</td>
<td>1.730</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>August</td>
<td>2.561</td>
<td>1.808</td>
<td>1.634</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>2.717</td>
<td>1.798</td>
<td>1.291</td>
<td>1.574</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>2.089</td>
<td>1.483</td>
<td>1.545</td>
<td>1.575</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>November</td>
<td>2.087</td>
<td>1.365</td>
<td>1.540</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>1.191</td>
<td>3.555</td>
<td>1.599</td>
<td>1.573</td>
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<td></td>
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<td></td>
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</tr>
<tr>
<td>Average</td>
<td>1.009</td>
<td>1.496</td>
<td>1.498</td>
<td>1.613</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Following is a statement of comparative scale of wages for Choppers, Teamsters, Carloaders and Swamper's for the past four years.

<table>
<thead>
<tr>
<th>Month</th>
<th>1916</th>
<th>1917</th>
<th>1918</th>
<th>1919</th>
<th>1920</th>
<th>1921</th>
<th>1922</th>
<th>1923</th>
<th>1924</th>
<th>1925</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>1.00</td>
<td>0.80</td>
<td>1.00</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td>1.00</td>
<td>0.90</td>
<td>1.00</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>1.10</td>
<td>0.80</td>
<td>1.00</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td>1.10</td>
<td>0.80</td>
<td>1.00</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>1.10</td>
<td>0.80</td>
<td>1.00</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td>1.20</td>
<td>0.80</td>
<td>0.90</td>
<td>1.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avor</td>
<td>1.14</td>
<td>0.80</td>
<td>0.92</td>
<td>1.08</td>
<td>2.19</td>
<td>1.71</td>
<td>1.39</td>
<td>2.17</td>
<td>2.03</td>
<td>1.56</td>
</tr>
</tbody>
</table>

On July 1st a bonus of ten cents per day was made effective for all men working from July 1st to December 1st and on December 1st a bonus of twenty-five cents per day was made effective for all labor performed in each month of continuous service and ten cents per cord on all cordwood above thirty cords cut in any one month on the Munising Line and twenty cents per cord on the Soco Line.

Following is a comparative statement of wood shipments for the past three years.
<table>
<thead>
<tr>
<th>FROM JOBBERS.</th>
<th>FROM OPERATIONS</th>
<th>TOTAL.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 1721-2</td>
<td>515</td>
<td>12243-4</td>
</tr>
<tr>
<td>Feb. 1941-4</td>
<td>449</td>
<td>10945-6</td>
</tr>
<tr>
<td>Mar. 1223-6</td>
<td>496</td>
<td>11878-0</td>
</tr>
<tr>
<td>Apr. 314-0</td>
<td>156</td>
<td>12742-0</td>
</tr>
<tr>
<td>May 114-6</td>
<td>12</td>
<td>12089-4</td>
</tr>
<tr>
<td>June 229-4</td>
<td>73</td>
<td>10262-2</td>
</tr>
<tr>
<td>July 106-0</td>
<td>16</td>
<td>9256-4</td>
</tr>
<tr>
<td>Aug. 542-0</td>
<td>2592</td>
<td>10675-0</td>
</tr>
<tr>
<td>Sept. 249-0</td>
<td>2859</td>
<td>9034-2</td>
</tr>
<tr>
<td>Oct. 396-2</td>
<td>1731</td>
<td>9662-4</td>
</tr>
<tr>
<td>Nov. 519-2</td>
<td>1171</td>
<td>9007-0</td>
</tr>
<tr>
<td>Dec. 444-4</td>
<td>388</td>
<td>11981-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7791-6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>92907</td>
</tr>
<tr>
<td></td>
<td></td>
<td>136669-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>63972</td>
</tr>
</tbody>
</table>

Following is a statement of comparative Cordwood Costs for the past four years with Preliminary Estimate shown.

**DISTRICT OPERATIONS**

<table>
<thead>
<tr>
<th>PRODUCTION</th>
<th>Hauling &amp; Loading</th>
<th>TOTAL.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mathews</td>
<td>1.272</td>
<td>1.335</td>
</tr>
<tr>
<td>Alger</td>
<td>0.000</td>
<td>1.264</td>
</tr>
<tr>
<td>Louis</td>
<td>2.344</td>
<td>1.528</td>
</tr>
<tr>
<td>Coalwood</td>
<td>0.000</td>
<td>1.274</td>
</tr>
<tr>
<td>Humely</td>
<td>0.0004</td>
<td>1.073</td>
</tr>
<tr>
<td>A Train</td>
<td>1.756</td>
<td>1.756</td>
</tr>
<tr>
<td>Midway</td>
<td>1.711</td>
<td>1.334</td>
</tr>
<tr>
<td>Average</td>
<td>1.656</td>
<td>1.496</td>
</tr>
</tbody>
</table>

**SPECIAL OPERATIONS**

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>PRODUCTION</th>
<th>Hauling &amp; Loading</th>
<th>TOTAL.</th>
<th>Preliminary Estimate</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 13</td>
<td>1.402</td>
<td>1.303</td>
<td>1.475</td>
<td>1.085</td>
<td>2.300</td>
</tr>
<tr>
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<td>1.650</td>
<td>1.489</td>
<td>1.771</td>
<td>1.577</td>
<td>3.421</td>
</tr>
<tr>
<td>No. 66</td>
<td>1.528</td>
<td>1.322</td>
<td>1.839</td>
<td>1.238</td>
<td>2.867</td>
</tr>
<tr>
<td>No. 67</td>
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<td>4.214</td>
<td>2.620</td>
<td>2.660</td>
</tr>
<tr>
<td>No. 70</td>
<td>1.350</td>
<td>1.225</td>
<td>2.575</td>
<td>1.010</td>
<td>2.664</td>
</tr>
<tr>
<td>No. 71</td>
<td>1.522</td>
<td>1.315</td>
<td>2.837</td>
<td>3.908</td>
<td>2.703</td>
</tr>
<tr>
<td>No. 68</td>
<td>1.672</td>
<td>1.738</td>
<td>3.410</td>
<td>3.810</td>
<td>2.703</td>
</tr>
<tr>
<td>No. 74</td>
<td>1.551</td>
<td>1.589</td>
<td>3.140</td>
<td>1.000</td>
<td>2.664</td>
</tr>
<tr>
<td>No. 75</td>
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<td>1.511</td>
<td>3.022</td>
<td>0.910</td>
<td>2.703</td>
</tr>
<tr>
<td>No. 76</td>
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<td>3.800</td>
<td></td>
<td>2.729</td>
</tr>
<tr>
<td>No. 50</td>
<td>1.612</td>
<td></td>
<td></td>
<td></td>
<td>2.69</td>
</tr>
</tbody>
</table>

**LOGGING OF STATIONS**

Our logging operations during the past year with the exception of Operation #75 have been cleaning up odds and ends.

-13-
**MATHES FOREST PRODUCTS.**

We produced the following in the Mathews District during the year and it was all shipped, netting us a profit of $623.36 on a total expenditure of $456.24; realizing a final profit of $795.24 for three years.

<table>
<thead>
<tr>
<th>PRODUCED</th>
<th>SHIPPED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logs</td>
<td>Logs</td>
</tr>
<tr>
<td>345,693 Ft.</td>
<td>345,693 Ft.</td>
</tr>
<tr>
<td>T &amp; S Cuts</td>
<td>T &amp; S Cuts</td>
</tr>
<tr>
<td>43 Pcs</td>
<td>43 Pcs</td>
</tr>
<tr>
<td>Cedar Posts</td>
<td>Cedar Posts</td>
</tr>
<tr>
<td>3,052 Pcs</td>
<td>3,052 Pcs</td>
</tr>
<tr>
<td>Ties</td>
<td>Ties</td>
</tr>
<tr>
<td>2,262 Pcs</td>
<td>2,262 Pcs</td>
</tr>
<tr>
<td>Pulpwood</td>
<td>Pulpwood</td>
</tr>
<tr>
<td>5,675 Pcs</td>
<td>5,675 Pcs</td>
</tr>
<tr>
<td>Posts (Dry)</td>
<td>Posts (Dry)</td>
</tr>
<tr>
<td>285 Pcs</td>
<td>285 Pcs</td>
</tr>
<tr>
<td>Bark</td>
<td>Bark</td>
</tr>
<tr>
<td>23.1 Cds</td>
<td>23.1 Cds</td>
</tr>
</tbody>
</table>

**ALGER FOREST PRODUCTS.**

During the years we produced 12-7/9 cords of bark and shipped as follows:

<table>
<thead>
<tr>
<th>PRODUCED</th>
<th>SHIPPED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bark</td>
<td>Bark</td>
</tr>
<tr>
<td>12.7 Cds</td>
<td>12.7 Cds</td>
</tr>
<tr>
<td>Logs</td>
<td>Logs</td>
</tr>
<tr>
<td>33,562 Ft.</td>
<td>33,562 Ft.</td>
</tr>
<tr>
<td>T &amp; S Cuts</td>
<td>T &amp; S Cuts</td>
</tr>
<tr>
<td>5,537 Pcs</td>
<td>5,537 Pcs</td>
</tr>
<tr>
<td>Cedar Posts</td>
<td>Cedar Posts</td>
</tr>
<tr>
<td>4,425 Pcs</td>
<td>4,425 Pcs</td>
</tr>
<tr>
<td>&quot; Poles</td>
<td>&quot; Poles</td>
</tr>
<tr>
<td>262 Pcs</td>
<td>262 Pcs</td>
</tr>
<tr>
<td>Ties</td>
<td>Ties</td>
</tr>
<tr>
<td>180 Pcs</td>
<td>180 Pcs</td>
</tr>
</tbody>
</table>

We have on hand at end of the year, barked on spurs as follows:

- **Alger Stevens Spur:**
  - 40 Pcs T & S Cuts @ 25¢ $10.00
- **Buckeye Spur #2:**
  - 398 Pcs Cedar Posts 7¢ 27.16

We suffered a loss during the year of $456.27, realizing a final profit on the total operations in the Alger District during the past three years of $1521.14.

**LOUIS FOREST PRODUCTS.**

During 1916 we produced and shipped as follows:

<table>
<thead>
<tr>
<th>PRODUCED</th>
<th>SHIPPED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logs</td>
<td>Logs</td>
</tr>
<tr>
<td>213,132 Ft.</td>
<td>566,797 Ft.</td>
</tr>
<tr>
<td>T &amp; S Cuts</td>
<td>T &amp; S Cuts</td>
</tr>
<tr>
<td>2,717 Pcs</td>
<td>4,870 Pcs</td>
</tr>
<tr>
<td>Cedar Poles</td>
<td>Switch Ties (Sets)</td>
</tr>
<tr>
<td>42 Pcs</td>
<td>39 Pcs</td>
</tr>
<tr>
<td>Cedar Posts</td>
<td></td>
</tr>
<tr>
<td>3,526 Pcs</td>
<td></td>
</tr>
<tr>
<td>Ties</td>
<td></td>
</tr>
<tr>
<td>4,127 Pcs</td>
<td></td>
</tr>
<tr>
<td>Pulpwood</td>
<td></td>
</tr>
<tr>
<td>7869 Pcs</td>
<td></td>
</tr>
<tr>
<td>Bark</td>
<td></td>
</tr>
<tr>
<td>82.7 Cds</td>
<td></td>
</tr>
</tbody>
</table>
we lost during the year on the small quantity shipped $84.13. Our total loss during the past three years in this district on a total expenditure of $69,127.86, including stumpage, is $632.53.

-SPECIAL OPERATIONS-

OPERATION No. 13.

Operation No. 13 Logging and Miscellaneous Cost Sheets for this operation are attached. The bark operations were finished in 1915 and the cost sheet for the bark is attached to the Annual Report for 1915. This operation was started in the middle of the summer of 1914 to take advantage of labor conditions at a time when it was cheap and plentiful and to keep a part of our organized crews and equipment while the Marquette Furnace was out of blast and to save practically 5,000 feet of hemlock which was blown down in the spring of 1913. The operation was shut down by your order on October 1, 1914 to reduce expenses, but on account of considerable timber in the woods subject to deterioration, operations were again resumed during the winter of 1915. On account of the Mill at Menising being unable to take all of the logs and there being no market for the mixed products, the following material was banked on the railroad and shipped out during the summer of 1916.

<table>
<thead>
<tr>
<th>Material (Banked)</th>
<th>Amount</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>52231 Ft. Hemlock</td>
<td>6,627</td>
<td>$3488.20</td>
</tr>
<tr>
<td>26010 Ft. Tamarack</td>
<td>6,127</td>
<td>189.37</td>
</tr>
<tr>
<td>6538 Ft. Pine</td>
<td>11,627</td>
<td>76.02</td>
</tr>
<tr>
<td>13565 Ft. Spruce</td>
<td>5,127</td>
<td>110.23</td>
</tr>
<tr>
<td>5745 Ft. Elm</td>
<td>10,127</td>
<td>53.10</td>
</tr>
<tr>
<td>550 Ft. Basswood</td>
<td>10,127</td>
<td>2.56</td>
</tr>
<tr>
<td>2011 Ft. Ash</td>
<td>6,127</td>
<td>16.54</td>
</tr>
<tr>
<td>579946 Ft.</td>
<td></td>
<td>3908.81</td>
</tr>
</tbody>
</table>

9187 Pes T & S Cuts
91 Pes Poles
47 Pes Ties
3916 Pes Posts

Total $1511.79

$5418.60

This operation is now completed with the exception of 47 cedar poles now
on banks on the railroad and about 75 thousand feet of elm not yet cut on the lands, but which will be handled in the spring of 1917. As it is no nearly completed it is possible to obtain a comparison of the estimated cost before the operation was started and the actual cost. I attach two statements; one showing the preliminary estimate and the other the actual cost in detail. You will note from this statement that the logs were handled at practically $1.25 per M less than the estimate and the bark at .03 per cord greater than the estimate. You will also note that the logs were sold at an average of $6.94 per M against the estimate of $9.67 per M. The operating estimate was made by Mr. Ackerman and the selling estimate by Mr. Townsend. The operating estimate does not include a decking charge as at the time the estimate was made Mr. Townsend agreed to accept the logs at the Mill. The profit on the logs as shown on the report is $677.88. If the selling prices of the logs had held out with the estimate the profit would have been $2251.13 and if the logs had been received at the Mill without decking there would have been a further profit of $582.94 or a total of $2774.07 on the logs. This shows that a profit of $2095.19 has not been realized on account of conditions of which this Department is not responsible.

You will note the bark is three cents per cord higher than estimated and the selling price 53 cents per cord less than estimated and that the statement shows a loss of $244.36 as against an estimated profit of $326.80. If the selling price had held out with the estimate the profit would have been $294.07. On account of there being no sale for this bark during the hauling season there were 645-1/8 cords barked on the railroad at a cost of practically 26 cents per cord, amounting to $161.25. If we had not been obliged to bank this bark and the estimated selling price had held out the profit on the bark would have been $455.32 without taking into consideration the shortage of 65-3/8 cords which developed on this job and
## 4. ESTIMATE OF COST, SALES AND PROFIT OR LOSS.

<table>
<thead>
<tr>
<th>KIND</th>
<th>QUANTITY</th>
<th>FEET R. M.</th>
<th>ESTIMATED COST ON CARS</th>
<th>ESTIMATED SALES</th>
<th>PROFIT OR LOSS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>STUMPAGE UNIT</td>
<td>LUMBERING UNIT</td>
<td>TOTAL UNIT</td>
</tr>
<tr>
<td>Hemlock</td>
<td>172000</td>
<td>2.07</td>
<td>7.14</td>
<td>9.21</td>
<td>15897.25</td>
</tr>
<tr>
<td>Tamarack</td>
<td>47000</td>
<td>2.50</td>
<td>7.44</td>
<td>9.94</td>
<td>465.30</td>
</tr>
<tr>
<td>Spruce</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balsam</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pine</td>
<td>28500</td>
<td>7.50</td>
<td>7.44</td>
<td>14.94</td>
<td>425.79</td>
</tr>
<tr>
<td>Cedar</td>
<td>15000</td>
<td>2.50</td>
<td>7.44</td>
<td>9.94</td>
<td>149.10</td>
</tr>
<tr>
<td>Maple</td>
<td>71500</td>
<td>2.50</td>
<td>7.69</td>
<td>10.19</td>
<td>7286.65</td>
</tr>
<tr>
<td>Birch</td>
<td>17000</td>
<td>5.00</td>
<td>7.69</td>
<td>12.69</td>
<td>2157.30</td>
</tr>
<tr>
<td>Elm</td>
<td>27000</td>
<td>6.00</td>
<td>7.69</td>
<td>13.69</td>
<td>359.65</td>
</tr>
<tr>
<td>Basswood</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ash</td>
<td>14000</td>
<td>4.00</td>
<td>7.69</td>
<td>11.69</td>
<td>1636.60</td>
</tr>
<tr>
<td>Beech</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Totals**

<table>
<thead>
<tr>
<th>Total Stumpage Cost—Land Dept.</th>
<th>2367500</th>
<th>28376.22</th>
<th>27734.28</th>
<th>642.57</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedar Posts (Pieces)</td>
<td>9800</td>
<td>02</td>
<td>02</td>
<td>11</td>
</tr>
<tr>
<td>Cedar Ties</td>
<td>3950</td>
<td>15</td>
<td>15</td>
<td>40</td>
</tr>
<tr>
<td>Cedar Poles</td>
<td>1300</td>
<td>60</td>
<td>116</td>
<td>175</td>
</tr>
<tr>
<td>Spruce Pulp (Cords)</td>
<td>55</td>
<td>1.50</td>
<td>2.42</td>
<td>3.92</td>
</tr>
<tr>
<td>Balsam</td>
<td>195</td>
<td>10</td>
<td>2.42</td>
<td>2.62</td>
</tr>
<tr>
<td>Cordwood</td>
<td>11475</td>
<td>25</td>
<td>2.47</td>
<td>2.72</td>
</tr>
<tr>
<td><strong>Bark</strong></td>
<td>860</td>
<td>100</td>
<td>512</td>
<td>6.12</td>
</tr>
</tbody>
</table>

**Grand Total**

<table>
<thead>
<tr>
<th>Total Stumpage Cost—Cordwood</th>
<th>70492.02</th>
<th>70616.60</th>
<th>124.58</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Stumpage Cost—Cordwood</td>
<td>22626.37</td>
<td>425.37</td>
<td></td>
</tr>
</tbody>
</table>
4. ESTIMATE OF COST, SALES AND PROFIT OR LOSS.

<table>
<thead>
<tr>
<th>KIND</th>
<th>QUANTITY</th>
<th>ACTUAL ESTIMATED COST ON CARS</th>
<th>ACTUAL ESTIMATED SALES</th>
<th>PROFIT OR LOSS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>QUANTITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>STUMPAGE UNIT</td>
<td>LUMBERING UNIT</td>
<td>TOTAL UNIT</td>
</tr>
<tr>
<td>Hemlock</td>
<td>2231992</td>
<td>2</td>
<td>15</td>
<td>6 23</td>
</tr>
<tr>
<td>Tamarack</td>
<td>32916</td>
<td>2</td>
<td>50</td>
<td>6 23</td>
</tr>
<tr>
<td>Spruce</td>
<td>20407</td>
<td>4</td>
<td>00</td>
<td>6 23</td>
</tr>
<tr>
<td>Balsam</td>
<td>16024</td>
<td>2</td>
<td>00</td>
<td>6 23</td>
</tr>
<tr>
<td>Pine</td>
<td>90021</td>
<td>7</td>
<td>50</td>
<td>6 23</td>
</tr>
<tr>
<td>Cedar</td>
<td>19788</td>
<td>2</td>
<td>50</td>
<td>6 23</td>
</tr>
<tr>
<td>Maple</td>
<td>89759</td>
<td>2</td>
<td>50</td>
<td>6 23</td>
</tr>
<tr>
<td>Birch</td>
<td>30500</td>
<td>5</td>
<td>00</td>
<td>6 23</td>
</tr>
<tr>
<td>Elm</td>
<td>16507</td>
<td>6</td>
<td>00</td>
<td>6 23</td>
</tr>
<tr>
<td>Basswood</td>
<td>7219</td>
<td>6</td>
<td>60</td>
<td>6 23</td>
</tr>
<tr>
<td>Ash</td>
<td>3606</td>
<td>4</td>
<td>00</td>
<td>6 23</td>
</tr>
<tr>
<td>Beech</td>
<td>11807</td>
<td>1</td>
<td>00</td>
<td>6 23</td>
</tr>
</tbody>
</table>

**Loss Freight**

- **Total Freight**: 23023 96
- **Loss**: 9 42

**Totals**

- **Total Stumpage Cost—Land Dept.**: 36578 96
- **Total Stumpage Cost—Land Dept.**: 931 21
<table>
<thead>
<tr>
<th>Item</th>
<th>Amount 1</th>
<th>Amount 2</th>
<th>Amount 3</th>
<th>Amount 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GENERAL EXPENSE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes</td>
<td>34.76</td>
<td>196.40</td>
<td>441.76</td>
<td>150.00</td>
</tr>
<tr>
<td>Tax—Rent</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tax—Equipment</td>
<td>(a + o)</td>
<td>(a + o)</td>
<td>(a + o)</td>
<td>(a + o)</td>
</tr>
<tr>
<td>Coaling</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Protection</td>
<td>7.05</td>
<td>1.79</td>
<td>356.07</td>
<td>270.00</td>
</tr>
<tr>
<td>General Office Expense</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OPERATING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Loss</td>
<td>217.60</td>
<td>406.66</td>
<td>103.18</td>
<td>279.00</td>
</tr>
<tr>
<td>Me. Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repairs—Camp Buildings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repairs—Temporary Space</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1054.28</td>
<td>1054.28</td>
<td>1054.28</td>
<td>1054.28</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LOCATION OF PRODUCT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost per A. Foot</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Acres</td>
<td>4944.02 divided by 2575426' equals 1.920</td>
<td>Stump to Cars</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>-------</td>
<td>------------------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>&quot; &quot;</td>
<td>2209.24 &quot; &quot; 2575426' &quot; 2.442</td>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>&quot; &quot;</td>
<td>3067.15 &quot; &quot; 1694757' &quot; 2.381</td>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>&quot; &quot;</td>
<td>528.94 &quot; &quot; 933417' &quot; 3.500</td>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>&quot; &quot;</td>
<td>1784.99 &quot; &quot; 2575426' &quot; 6.641</td>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>F &amp; I</td>
<td>&quot; &quot;</td>
<td>1552.20 &quot; &quot; 2575426' &quot; 9.771</td>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>H &amp; I</td>
<td>&quot; &quot;</td>
<td>2501.00 &quot; &quot; 2575426' &quot; 397</td>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>&quot; &quot;</td>
<td>7759.84 &quot; &quot; 2575426' &quot; 9.836</td>
<td>Cars</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stump to Skids</th>
<th>Skids to Decks</th>
<th>Decks to Skids to Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Stump</td>
<td>1.920</td>
<td>1.920</td>
</tr>
<tr>
<td>Skidding</td>
<td>2.331</td>
<td>3.560</td>
</tr>
<tr>
<td>Deseeding</td>
<td>6.641</td>
<td>6.641</td>
</tr>
<tr>
<td>Railroad</td>
<td>397</td>
<td>397</td>
</tr>
</tbody>
</table>

**COST OF SHIPMENTS:**

- Stump to Cars: 2575426' equals 118.04
- Skids to Cars: 1614727' equals 109.48
- Decks to Cars: 505.01
- From Stump: 505.01
- From Skids: 505.01
- Add Stumpage: 2069.24
- Cost Sheet: 2236.56
- Difference: 4.49

FDGFLP
1/27/17
### MISCELLANEOUS FOREST PRODUCTS STATEMENT

**Operation No. 16**
**Month of December**

**1916**

#### PRODUCTION:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass Rake (Lin. Ft.)</td>
<td>34</td>
<td>9674</td>
</tr>
<tr>
<td>Logging (Ton)</td>
<td>34</td>
<td>103</td>
</tr>
<tr>
<td>T., &amp; S.OR. (Fence)</td>
<td>56</td>
<td>13089</td>
</tr>
<tr>
<td>Service Rake</td>
<td>56</td>
<td>3987</td>
</tr>
<tr>
<td>Posts</td>
<td>792</td>
<td>16749</td>
</tr>
<tr>
<td>Tea</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Pulverous</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>Filing (Lin. Ft.)</td>
<td>117</td>
<td></td>
</tr>
</tbody>
</table>

#### GENERAL EXPENSE:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insurance</td>
<td>2.50</td>
<td>2.50</td>
</tr>
<tr>
<td>Personal Injury</td>
<td>1357.62</td>
<td>1357.62</td>
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**Total Cost Above Stumpage**

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**Stumpage**

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**Grant Total Cost**

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**Remarks:**

- 2072/4 L-23
- 1/57/19
a shortage always has developed on our operations where we have been obliged to bank the bark. This in an account of breakage in the extra handling. The foregoing accounts for $707.15 profit on the bark operation which we have failed to realize on account of conditions for which the Lumbering Department cannot be held responsible.

As stated in my Annual Report for 1915 we have not yet a practical way of obtaining the actual cost of operating each of the mixed products and therefore, are unable to analyze this portion of the operation. You will note, however, that the preliminary estimates anticipates a profit of $440.35 as against an actual profit of $497.69, that the selling prices are, with the exception of the poles, considerable less than the estimated selling prices and that we were obliged to bank nearly all of the products on the spur on account of there being no market for it. This clearly shows that the operating costs were less than estimated as otherwise there would not be a greater profit that we anticipated when the job was started.

OPERATION No.61

In my Annual Report for 1915 I explained the history of this operation in detail, showing that the Lumbering Department had sustained a loss of $1215.34 on 223,551 feet of logs operated, having been rejected by the Mill on account of no demand. We have now an outlet for these logs thru the sawing and splitting mill at Gladstone and undertook to ship these logs last fall, but were prevented from doing so on account of shortage of cars. We intend to ship them in the summer of 1917 which will turn a profit to this operation instead of a loss as anticipated last year.

OPERATION No.62

This operation was commenced in September 1914 and closed down in October 1914 by orders from you to curtail expenses. We resumed operation again in 1916 and have produced and shipped as per reports attached. The profit realized on shipments to date amounts to $399.60. We have
## LOGGING COST SHEET

**OPERATION NO.** 100  
**MONTH OF** December 1916

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<td>Feet of Logs Dropped</td>
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<tr>
<td>Feet of Logs from Contract</td>
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### GENERAL EXPENSE:

- **Insurance** a
- **Fiscal Levy** a
- **Taxes—Donor** (a + c)
- **Taxes—Equipment** (b + f + g + c)
- **Cruising** (a + e)
- **Forest Protection** (a + c)
- **Contract Office Expense (Propr. of)** (a + e)

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<th>Amount</th>
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### OPERATING:

- **Fence and Measuring** a
- **Making (Piece Work)** a
- **Making (Day Labor)** a
- **Skidding Labor** b
- **Skidding—Maintenance Horse and Equipment** b
- **Decking Labor** c
- **Decking—Maintenance Horse and Equipment** c
- **Loading Labor** d
- **Loading—Maintenance Horse and Equipment** d
- **Hauling Labor** (b + f + g + c)
- **Hauling—Maintenance Horse and Equipment** (b + f + g + c)
- **Miscellaneous Tools and Supplies** a
- **Miscellaneous Tools and Supplies** d
- **Contract Payments** a
- **Contract Payments** c
- **Wiring and Skiing Care (Labor)** d
- **Wiring and Skiing Care (Supplies)** d + e
- **Making Guards (Labor)** d + f + g + c
- **Making Guards—Maintenance Horse and Equipment** (b + f + g + c)
- **Operating Railway (Propr. of)** d + e
- **Operating Railway (Propr. of)** d + e
- **Operating Leaders (Propr. of)** d + e

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### TOTAL:

- **Supply Inventory** a
- **Miscellaneous Expense** (a + e)
- **Fire Loss** (a + e)
- **Tax Expense** (a + e)
- **Repairs—Camp Buildings** (a + e)
- **Repairs—Temporary Spars** (a + e)

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<th>Amount</th>
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### TOTAL:

- **Depreciation—Camp Buildings** (a + e)
- **Depreciation—Temporary Spars** (a + e)
- **Depreciation—Equipment** (b + f + g + c)
- **Depreciation—Camp Buildings** (a + e)
- **Depreciation—Temporary Spars** (a + e)

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### TOTAL DEPRECIATION:

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### LOCATION OF PRODUCT:

- **Forest at Stamp** (c)
- **Forest at Skids** (g)
- **Forest at Beds** (h)
- **Forest at Constructions** (i)
- **Forest at Logs** (j)

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11752.54 17,781

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5,361 4,348 7,136 7,272

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Skidding Cost 1,228

11751.56

Cost Sheet---------------------------------- 11752.14

Differencethe----------------------------------- .58

FD*E*
1/26/19

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**Total:** $1350
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<th>Amount</th>
<th>Per M.</th>
<th>Account</th>
<th>Amount</th>
<th>Per M.</th>
<th>Account</th>
<th>Amount</th>
<th>Per M.</th>
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</thead>
<tbody>
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<td>Lumber</td>
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<td>380.00</td>
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<td>Process</td>
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<td>Process</td>
<td>150.00</td>
<td>1.15</td>
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<td>100.00</td>
<td>0.76</td>
<td>Process</td>
<td>80.00</td>
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<td>Millage</td>
<td>50.00</td>
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<td>70.00</td>
<td>0.53</td>
<td>Millage</td>
<td>100.00</td>
<td>0.76</td>
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**Total:**

500.00 | 3.70

**Location of Product:**

- Lumber from Forest: 300,000 feet
- Lumber from Mill: 200,000 feet
- Lumber from Transportation: 50,000 feet

**Remarks:**

- Transported by Company: 670,000 feet
- Transported by Lumber Company: 500,000 feet

**Cost per Cord:**

- Forest: 5.00
- Mill: 7.00
- Transportation: 10.00

**Average Length of Log:** 10 feet

**Average Size of Logs per M.:** 10 feet
### DETAIL OF ITEMS IN LOGGING COST SHEET FOR OPERATION # 67 FOR DECEMBER 1916

<table>
<thead>
<tr>
<th>Item</th>
<th>A</th>
<th>B - 10230</th>
<th>C - 10230</th>
<th>H &amp; I - 10230</th>
<th>E &amp; I</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
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<td>1890.77</td>
<td>428.47</td>
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<td>1335716</td>
<td>468255</td>
<td>724769</td>
<td>734769</td>
<td>743556</td>
<td>17449</td>
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<tr>
<td>Decks</td>
<td>2.997</td>
<td>2.997</td>
<td>2.967</td>
<td>2.967</td>
<td>1.069</td>
<td>1.094</td>
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<td>.669</td>
<td>.669</td>
<td>.669</td>
<td>.669</td>
<td>4.844</td>
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<tr>
<td>Stump to Decks</td>
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<td>8.219</td>
<td>10.309</td>
<td>11.489</td>
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<td>585255</td>
<td>473199</td>
<td>261670</td>
<td>473199</td>
<td>575121</td>
<td>4465.72</td>
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<tr>
<td>Cost of Decks</td>
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<td>4076.61</td>
<td>3860.47</td>
<td>4561.64</td>
<td>2684.81</td>
<td>18465.22</td>
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<td>2.997</td>
<td>2.997</td>
<td>2.997</td>
<td>2.997</td>
<td>2.997</td>
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<tr>
<td>Add: Inventory on Hand</td>
<td>421769</td>
<td>22700</td>
<td>12790</td>
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<td></td>
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</tbody>
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### AVERAGE COST ON SKIDS:
- From Stump (Company): 458255 @ 8.500 = 3895.17
- From Stump (Contractors): 116866 @ 4.865 = 5660.88
- From Skids (Company): 575121 @ 7.761 = 4465.72
- From Skids (Contractors): 8136 @ 6.744 = 53.93
- Skids to Decks: 197101 @ 11.007 = 2184.81

### AVERAGE COST ON DECKS:
- Stump to Decks (Co.): 473199 @ 9.640 = 4561.64
- Stump to Decks (Co.): 575121 @ 7.761 = 4465.72

### COST OF SKIDS:
- Add Stumpage: 12058.25

### TOTAL COST SHEET:

<table>
<thead>
<tr>
<th>Item</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Difference</td>
<td>9.88</td>
</tr>
</tbody>
</table>

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\*FLD*EAF
1/26/17
**DETAILED COST SHEET FOR OPERATION \# 67 FOR DECEMBER 1916**

| Accounts   | 3999.60c + 1255716 | $2,987 | At Stump |
| A          | 894.07 + 1255716   | $669   | Stumpage |
| B - 10328  | 2219.94 + 4562857  | $4,844 | Skidding |
| C Contractors | 141.59 + 1169666  | $1,569 | Skidding Contractors |
| O - 1032C  | 1550.44 + 754769   | $1,510 | Decking |
| h Contractors | 8.90 + 5186     | $1,067 | Decking Contractors |
| H & I - E - 1032C | 1890.77 + 754769 | $2,573 | Hauling |
| H & I      | 428.47 + 742955   | $576   | Roads |
| D          | 1149.18 + 678486  | $1,694 | Loading |
|            | 12052.37 + 17,449 |        |          |

| Stump to Stump to Stump to Stump to Stump to Skid to Skid |
| Stump to to Dec. to to G. Skids to Decks to Decks to Skids to To Decks to |
| Skids to Decks to Decks to Contra to Contractors to Contractors to Cars to Cars |
| At Stump  | 2,987      | 2,987    | 2,987    | 2,987    | 2,987    | 2,987    | 2,987 |
| Stumpage  | 669        | 669      | 669      | 669      | 669      | 669      | 669   |
| Skidding  | 4,844      |          |          |          |          |          |       |
| Skidding Con't | 1,067 |           |          |          |          |          |       |
| Decking   | 1,067      |          | 1,067    |          | 1,067    |          |       |
| Decking Con't | 1,067 |           | 1,067    |          | 1,067    |          |       |
| Hauling   | 2,573      | 2,573    | 2,573    | 2,573    | 2,573    | 2,573    |       |
| Roads     | 576        | 576      | 576      | 576      | 576      | 576      |       |
| Loading   | 1,694      |          | 1,694    |          | 1,694    |          |       |
|          | 8,615      | 7,013    | 4,665    | 5,519    | 10,309   | 12,469   | 15,185|

**AVERAGE COST ON SKIDS:**

| From Stump (Company) | 458285 | 0.500 | 3896.17 |
| From Stump (Contractors) | 114866 | 0.866 | 9663.88 |
|                      | 575121 | 7.761 | 4465.72 |

**AVERAGE COST ON DECKS:**

| From Stump (Company) | 478199 | 0.615 | 4076.61 |
| From Stump (Contractors) | 8186 | 0.919 | 45.54 |
| From Skids (Company) | 261870 | 12.469 | 3250.47 |
|                      | 742955 | 10.286 | 7640.82 |

**COST OF SHIPMENTS:**

| Stump to Decks (Co.) | 478199 | 9.640 | 4561.64 |
| Stump to Decks (Co.) | 8186 | 6.744 | 51.93 |
| Skids to Decks | 197101 | 10.484 | 2044.01 |
|                      | 678496 | 11.007 | 7646.24 |

**ADD INVENTORY ON HAND:**

| At Stump | 279210 | 2,987 | 834.00 |
| On Skids (Company) | 249827 | 7.631 | 1988.47 |
| On Skids (Contractors) | 62714 | 4.196 | 267.34 |

**ON DECKS:**

| From Stump | 41769 | 7.946 | 351.90 |
| From Skids | 22700 | 12.790 | 289.35 |
| Add Stumpage | 294.07 |       |       |
| Cost Sheet | 12052.37 |       |       |
| Difference | 9.88  |       |       |

**FDW-RAJ**

1/26/17
<table>
<thead>
<tr>
<th>Month</th>
<th>15 Nov. 1916</th>
<th>Total to Date From July 1916</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Produced (Bugs)</td>
<td>a</td>
<td>15</td>
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<tr>
<td>Abused</td>
<td>a</td>
<td></td>
</tr>
<tr>
<td>Skipped</td>
<td>c</td>
<td>15</td>
</tr>
<tr>
<td>Piled</td>
<td>d</td>
<td>99</td>
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<td><strong>Total:</strong></td>
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<td>374</td>
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**Account of:**

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<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
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</thead>
<tbody>
<tr>
<td>Personal Injury</td>
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<td>1</td>
<td>150</td>
<td>008</td>
<td>150</td>
<td>008</td>
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<td>10</td>
<td>79</td>
<td>050</td>
<td>16</td>
<td>79</td>
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<td>Equipment</td>
<td>a</td>
<td>1</td>
<td>10</td>
<td>009</td>
<td>10</td>
<td>009</td>
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<tr>
<td>Crossing</td>
<td>a</td>
<td>150</td>
<td>79</td>
<td>409</td>
<td>150</td>
<td>79</td>
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<td>Fatalities (Prop. of)</td>
<td>a</td>
<td>200</td>
<td>50</td>
<td>200</td>
<td>50</td>
<td>200</td>
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<tr>
<td><strong>Total (General Expense):</strong></td>
<td></td>
<td>2</td>
<td>174</td>
<td>09</td>
<td>510</td>
<td>772</td>
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**Wages and Salaries:**

<table>
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<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
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<tr>
<td>Wages and Salaries</td>
<td>a</td>
<td>272</td>
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<td>00</td>
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<tr>
<td>Wages and Salaries</td>
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<td>Wages and Salaries</td>
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<td>00</td>
<td>50</td>
<td>00</td>
<td>50</td>
</tr>
<tr>
<td><strong>Total (Salaries):</strong></td>
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<td>2</td>
<td>174</td>
<td>09</td>
<td>510</td>
<td>772</td>
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**Total Operation Expense:**

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<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
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<tr>
<td>Total Operation Expense</td>
<td>a</td>
<td>1628</td>
<td>51</td>
<td>1628</td>
<td>51</td>
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<tr>
<td>Total Operation Expense</td>
<td>b</td>
<td>1628</td>
<td>51</td>
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<td>51</td>
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<td>1628</td>
<td>51</td>
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**Total Depreciation—Camp Buildings:**

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<th>Amount</th>
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<th>Amount</th>
<th>Per Cost</th>
<th>Amount</th>
<th>Per Cost</th>
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<td>82</td>
<td>006</td>
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<td>Depreciation—Temporary Sheds</td>
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<td>4</td>
<td>66</td>
<td>018</td>
<td>4</td>
<td>66</td>
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<tr>
<td>Depreciation—Temporary Sheds</td>
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<td>054</td>
<td>17</td>
<td>10</td>
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<tr>
<td>Depreciation—Temporary Sheds</td>
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<td>10</td>
<td>054</td>
<td>17</td>
<td>10</td>
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<tr>
<td><strong>Total Depreciation:</strong></td>
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<td>82</td>
<td>006</td>
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**Location of Product:**

<table>
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<tr>
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<th>Cost Per Cubic Foot</th>
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<tr>
<td>On Skids</td>
<td>1</td>
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<tr>
<td>On Rail</td>
<td>1</td>
</tr>
<tr>
<td>On Car</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
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**Remarks:**

- Error made in transfer of figures from sheet to card.
- Credit account charge at 25c.11 erroneously made in July accounts.

Annual Report_Lumber_MS86100_2116_1916_51.pdf
### Annual Report: Lumbering Department

#### Detail of Item in Bark Cost Operation $707 for the Month of December - 1916

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<th>Item</th>
<th>Description</th>
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<td>A</td>
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<td></td>
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<td>At Stump</td>
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<td>190.00</td>
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#### General Extents

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<tr>
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<td>.266</td>
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<tr>
<td>Loading</td>
<td>.734</td>
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<tr>
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#### Cost of Operations

<table>
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<tr>
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#### Indirect Costs on Bark

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<table>
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## Production

<table>
<thead>
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<tr>
<td>Logging (Conv)</td>
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</tr>
<tr>
<td>T &amp; S Cuts (Pines)</td>
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</tr>
<tr>
<td>Totals</td>
<td>4151</td>
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</tbody>
</table>

## General Expense

<table>
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</thead>
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<td>Insurance</td>
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</tr>
<tr>
<td>Personal Injury</td>
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</tr>
<tr>
<td>Taxes (Fires)</td>
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<tr>
<td>Taxes (Equipment)</td>
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</tr>
<tr>
<td>Grazing</td>
<td>72</td>
</tr>
<tr>
<td>Forest Protection (Prop. off)</td>
<td>2107</td>
</tr>
<tr>
<td>Central Office Expense (Prop. off)</td>
<td>229.79</td>
</tr>
</tbody>
</table>

## Operating

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foremen and Measures</td>
<td>4323</td>
</tr>
<tr>
<td>Making (Prop. Work)</td>
<td>279.21</td>
</tr>
<tr>
<td>Shingling (Top Labor)</td>
<td>264.67</td>
</tr>
<tr>
<td>Shingling, Maintenance, Hoses and Equipment</td>
<td>61.39</td>
</tr>
<tr>
<td>Decking - Labor</td>
<td>7.91</td>
</tr>
<tr>
<td>Decking - Maintenance, Hoses and Equipment</td>
<td>19.20</td>
</tr>
<tr>
<td>Loading - Labor</td>
<td>20.40</td>
</tr>
<tr>
<td>Loading - Maintenance, Hoses and Equipment</td>
<td>68.40</td>
</tr>
<tr>
<td>Hauling - Labor</td>
<td>51.85</td>
</tr>
<tr>
<td>Hauling - Maintenance, Hoses and Equipment</td>
<td>49.83</td>
</tr>
<tr>
<td>Miscellaneous Tools and Supplies</td>
<td>49.03</td>
</tr>
<tr>
<td>Contract Payments</td>
<td>57.32</td>
</tr>
<tr>
<td>Contractors</td>
<td>513.40</td>
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## Total

<table>
<thead>
<tr>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>716.24</td>
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</table>

## Depreciation

<table>
<thead>
<tr>
<th>Item</th>
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</thead>
<tbody>
<tr>
<td>Depreciation - Camp Buildings</td>
<td>9.56</td>
</tr>
<tr>
<td>Depreciation - Temporary Sinks</td>
<td>125.97</td>
</tr>
<tr>
<td>Depreciation - Equipment</td>
<td>4.40</td>
</tr>
<tr>
<td>Depreciation - Camp Buildings</td>
<td>5.98</td>
</tr>
<tr>
<td>Depreciation - Temporary Sinks</td>
<td>67.60</td>
</tr>
</tbody>
</table>

## Total Depreciation

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>489.40</td>
</tr>
</tbody>
</table>

## Remarks

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stumpage</td>
<td>232.27</td>
</tr>
<tr>
<td>Grand Total Cost</td>
<td>648.17</td>
</tr>
</tbody>
</table>

## Notes

1/27/17
been seriously handicapped in this operation by a shortage of cars and while we undertook to ship the logs as fast as they were brought out to the railroad and had a power jammer to handle the loading, we were unable to get cars enough from the Sco Line to warrant the maintenance of the power jammer at this point. At this writing the operation is practically completed and the entire product on decks on the railroad and as there is no immediate demand for the product and nothing to be gained by shipping at this time, we intend to wait until the car shortage loosens up and handle it quickly with power loader during the early summer.

**OPERATION No. 72.**

In my Annual Report for 1916, I gave the history of this operation from May 1914 when Mr. Stewart first took up with this Department the question of operating for the Paper Mill and showed that the railroad was completed with the exception of 1.3 miles to lay steel and 6.5 miles to surface on the main line and 1.55 miles of spurs to build. The construction was discontinued on account of wet weather running this into expense. This work has been completed during the summer of 1916 at a final cost of $50613.91 which better our estimate by $356.97 on the work completed. A detail statement of this work, showing estimated and actual expenses has been sent to your office which shows clearly the detail of the actual and estimated costs. Mr. Young in his estimate did not include Central Office Expense, Taxes and Interest and the actual cost of building the railroad was $2907.39 below Mr. Young's estimate or practically 5%. We have yet to build an Easterly Branch which is estimated at $5512.00 and which has not yet been started.

The operating estimate also includes $45,555.00 to cover the construction of camps, additional loading spurs, dams for river driving and other expenses outside of the railroad estimate, necessary to put the timber on a $5.00 per M flat operating basis. On this account we have

-10-
expend $8,244.70 and have an unexpended balance of $37,310.30. We are, however, using the original estimate as a basis for depreciation charges on our cost sheets and are thus accumulating a reserve to be used in case we are obliged to make the total expenditure.

Attached are cost sheets for logging, bark and miscellaneous operations on Camps A-B-C, which are self-explanatory and as Operations #73 - A and B are nearly completed and the only material left at those operations in shape that the costs to finish can readily be estimated, I have made an analysis and following is a comparative statement of the actual costs with the estimated cost of the logging operations on Camps A and B.

<table>
<thead>
<tr>
<th>Operation</th>
<th>73-A &amp; B Logs</th>
<th>Cost to</th>
<th>Add to</th>
<th>Total</th>
<th>Per</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,842,600 Feet</td>
<td>Jan 31st</td>
<td>Finish</td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Optim to Br. RR</td>
<td>56890.46</td>
<td>556.55</td>
<td>57127.01</td>
<td>8.60</td>
<td>5.00</td>
<td></td>
</tr>
<tr>
<td>Central Office Exp.</td>
<td>4247.19</td>
<td>315.24</td>
<td>4562.43</td>
<td>1.46</td>
<td>1.26</td>
<td></td>
</tr>
<tr>
<td>Loading</td>
<td>6869.52</td>
<td>471.98</td>
<td>7341.50</td>
<td>.75</td>
<td>.75</td>
<td></td>
</tr>
<tr>
<td>Camp Construction</td>
<td>3892.50</td>
<td>285.00</td>
<td>4177.50</td>
<td>.62</td>
<td>.52</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>71899.67</td>
<td>1608.77</td>
<td>73208.44</td>
<td>7.44</td>
<td>6.53</td>
<td></td>
</tr>
<tr>
<td>Operating Railway</td>
<td>9140.00</td>
<td>685.32</td>
<td>9825.32</td>
<td>1.00</td>
<td>.67</td>
<td></td>
</tr>
<tr>
<td>Construction of RR</td>
<td>4387.20</td>
<td>328.95</td>
<td>4716.15</td>
<td>.46</td>
<td>.31</td>
<td></td>
</tr>
<tr>
<td>Dep &amp; Int. Ry. Invest.</td>
<td>4370.00</td>
<td>345.66</td>
<td>4915.66</td>
<td>.50</td>
<td>.25</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>18097.20</td>
<td>1356.93</td>
<td>19454.13</td>
<td>1.96</td>
<td>1.73</td>
<td></td>
</tr>
<tr>
<td>Personal Injuries</td>
<td>112.74</td>
<td></td>
<td>112.74</td>
<td></td>
<td>.01</td>
<td></td>
</tr>
<tr>
<td>Taxes</td>
<td>369.36</td>
<td></td>
<td>369.36</td>
<td></td>
<td>.04</td>
<td></td>
</tr>
<tr>
<td>Idle Expense</td>
<td>188.89</td>
<td></td>
<td>188.89</td>
<td></td>
<td>.02</td>
<td></td>
</tr>
<tr>
<td>Cruising</td>
<td>1977.70</td>
<td></td>
<td>1977.70</td>
<td></td>
<td>.20</td>
<td></td>
</tr>
<tr>
<td>Decking</td>
<td>4226.13</td>
<td></td>
<td>4226.13</td>
<td></td>
<td>.43</td>
<td></td>
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<tr>
<td>Int. Optim Expend.</td>
<td>2032.71</td>
<td>93.00</td>
<td>2125.71</td>
<td></td>
<td>.22</td>
<td></td>
</tr>
<tr>
<td>Int. Camp Road. Inv.</td>
<td>221.16</td>
<td>13.00</td>
<td>234.16</td>
<td></td>
<td>.02</td>
<td></td>
</tr>
<tr>
<td>Int. Equipment</td>
<td>141.60</td>
<td>5.00</td>
<td>146.60</td>
<td></td>
<td>.01</td>
<td></td>
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<tr>
<td>Int. Barn Equip.</td>
<td>556.05</td>
<td>46.00</td>
<td>602.05</td>
<td></td>
<td>.06</td>
<td></td>
</tr>
<tr>
<td>Int. Railway</td>
<td>132.80</td>
<td>8.00</td>
<td>140.80</td>
<td></td>
<td>.02</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>10068.94</td>
<td>152.00</td>
<td>10220.94</td>
<td>1.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>$59766.91</td>
<td>$3117.70</td>
<td>$62883.61</td>
<td>$10.45</td>
<td>$8.26</td>
<td></td>
</tr>
</tbody>
</table>

From the foregoing statement you will note that the operating to the Branch Railway is eighty cents per M. higher than estimated; that the Central Office Expenses are twenty cents per M. higher; the Loading expenses.
exactly the same; the Operating of Railway thirty-three cents higher; the Construction of Railway thirty-three cents lower; the Depreciation and Interest on Railway Investment twenty-five cents higher and a number of items at the bottom of the report which could not have been anticipated at the time the estimate was made and were, therefore, not included. With the exception of Railway Operating the most important cause for high cost is increases in wages. This estimate was made on the basis of $1.70 per day high. I have figured the work performed at the increased wages and following is a table showing how the increased wages has increased the expense of this operation.

**PRODUCTION.**

| Increase of 11% on 295933 Ft. equals 5% on total Camp A |
| Increase of 8% on 1527340 Ft. " 5% on total Camp B |
| Average increase on 9845600 Ft. " 4% on Camps A & B. |

**SKIDING.**

| Increase of 26% on 1737663 Ft. " 10% on total Camp A |
| Increase of 10% on 381983 Ft. " 2% on total Camp B |
| Average increase on 7034767 Ft. " 7% on Camps A & B. |

**HAULING.**

| Increase of 10% on 4803751 Ft. " 10% on total Camp A |
| Increase of 7% on 35138007 Ft. " 7% on total Camp B |
| Average increase on 9536457 Ft. " 9% on Camp A & B. |

<table>
<thead>
<tr>
<th>Operating to Branch Railroad</th>
<th>Actual</th>
<th>Wages &amp; Supplies</th>
<th>Per M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss on Cook Camps</td>
<td>2243.16</td>
<td>2243.16</td>
<td></td>
</tr>
<tr>
<td>Total Production Expense</td>
<td>19288.97</td>
<td>742.00</td>
<td></td>
</tr>
<tr>
<td>Total Skidding Expense</td>
<td>17340.39</td>
<td>1303.00</td>
<td></td>
</tr>
<tr>
<td>Total Hauling Expense</td>
<td>17717.94</td>
<td>1463.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>56690.46</td>
<td>5751.16</td>
<td>.58</td>
</tr>
<tr>
<td>Central Office Expense 4% Inc.</td>
<td>4247.19</td>
<td>164.00</td>
<td>.02</td>
</tr>
<tr>
<td>Loading 9%</td>
<td>6869.52</td>
<td>667.00</td>
<td>.06</td>
</tr>
<tr>
<td></td>
<td>67707.17</td>
<td>6482.16</td>
<td>.66</td>
</tr>
<tr>
<td>Operating Railroad 9%</td>
<td>9140.00</td>
<td>755.00</td>
<td>.08</td>
</tr>
<tr>
<td></td>
<td>97697.17</td>
<td>7237.16</td>
<td>.74</td>
</tr>
</tbody>
</table>

In addition to this the interest charges have been figured at 6% instead of 5% as estimated which has increased the cost of this operation.
13 cents per M. Taking into consideration the increase on account of higher wages and supplies and the interest charges on account of increased rate, the operating to the branch railway would only have been nine cents per M higher than the estimate. I am informed by the Clerk in charge of the accounts at the camps that these logs will all develop an overrun of 10% above the figures shown on the cost sheet. If this holds out, the Operating to the Branch Railway will experience a further reduction of 58 cents per M and would make it underrun the estimate 49 cents per M.

The Central Office Expenses are higher than estimated on account of the very low carload production during the period. In the operating of the railroad at a low cost per car handled, we have experienced a great many difficulties. The estimate was based on an average cost of operating per day of $40.00 and an average number of cars handled per day of 12, which at an estimated load of 5,000 feet per car would be 87 cents per M. We are operating this railroad with an engineer, fireman and brakeman, which is as small a force as the railroad can be operated with efficiently. The average cost of operating is less than the $40.00 per day estimated. We made the mistake in the spring of 1916 of undertaking to force the operation of the railroad in spite of the severe storms. This resulted in an expense of snow shoveling of practically $800 which has raised the expense of operating the railroad for the year of practically eight cents per M. Other than this, the expense has been kept at the minimum and the total average expense of operating is less than the $40 per day estimated.

We started shipments in the winter of 1915 and 1916 at the rate of seven carloads per day which was all the Paper Company could receive. We shipped all winter at this rate and dekced the balance amounting to 4,671,000 feet or nearly 50% of the total product. Anticipating a shortage of cars for the winter of 1916 and 1917, we started shipment of backed logs in September 1916 on an order from the Paper Mill of eight carloads per day.
The average rate of shipments from this spur has been 7½ carloads per day, and the fact that the railroad was not operating at 12 cars per day as estimated makes a difference in the cost of 32.25 per carload or 45 cents per M feet, which is 12 cents per M or 50 cents per carload better than estimated. This shows that with the exception of an error fighting snow in the spring of 1916 which we admit as adding an extra expense of 8 cents per M, the railroad has been operated economically and efficiently and including the mistake, it would have given better results than estimated if the Paper Company had been willing to receive the product.

The statement shows that the Depreciation of Construction of Railway is 33 cents less than estimated. This is on account of a different rate being used in the depreciation charges than estimated. This is now up for adjustment with the Accounting Department and we believe the estimated rate should be used. The Depreciation and Interest on Railway Investment, estimated at 25 cents per M is the average depreciation and interest for the full term of the operation at 5%. The actual calculation is made each month on the balance of the investment at 5%, consequently it is much higher at the beginning of the operation than at the finish as this balance is reduced each month by the depreciation charges. The items on the bottom of the statement could not be anticipated in the estimate for the following reasons: The items of Personal Injury and Taxes we, of course, could not anticipate. The item of Idle Expense is on account of watchman to protect the decked logs from fire which would not have been necessary in case the Paper Company had been willing to receive the logs. Cruising was an emergency expense agreed upon between the Land Department and the Paper Mill, necessary on account of the lines in that district being very indefinite and the holdings alternate descriptions. The Decking was not anticipated as we were informed when the operation was started that the Paper Mill was very much in need of logs and...
it was more of a proposition of obtaining enough logs to supply their requirements that to try and influence them to accept what we had prepared for them. The interest on the Operating Expenditures, Camp Buildings Investment, Equipment, Barn Equipment and Railroad Equipment was a afterthought and assessed under instructions from Cleveland office.

The foregoing statements explain clearly, I think, that the logging is being done cheaper than we anticipated it would be done at the time the estimate was made and on which the contract for operating this district was based. If, as I am informed, the actual scale outrun the cost sheet figures by 10% it will be considerable cheaper than the estimated figures and better than any operator I know of in this district. My first operating estimate was based on $5.00 per M., but owing to the fact that we acquired the interests of the Charcoal Iron Company of America it was reduced to $6.00 per M. on account of the additional material coming over our roads. As a matter of fact all our roads have been made, but none of the material acquired from the Charcoal Iron Company of America has been operated so that when we penetrate these lands for the hardwood and cedwood logs we will obtain this benefit which is not now reflected in the cost sheets.

With regard to the future operations in this district I will say that we are working in the Camp C accounts on an average increase and expense for labor and supplies above the estimate of 40% which is bound to have its affect on the logging cost to the Branch Railway. In other words I anticipate an increased cost of nearly $2.00 per M. for this reason, as long as the present high cost of labor and supplies maintains. The fact that we will obtain our supply for the new cordwood mill at Marquette from this district and that we are providing cars especially for this service, makes the outlook very favorable for the future railroad operations. The system for handling this mill supply will be explained further in this report.

Following is an analysis of the cost of producing bark at Camps
A and B as compared with the estimate.

**OPERATION #73 - A & B BARK**

<table>
<thead>
<tr>
<th>Cost to</th>
<th>Add to</th>
<th>Cost</th>
<th>Per M</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>32350-5/8 Cords</td>
<td>Jan. 31st</td>
<td>Finish</td>
<td>Total</td>
<td>5.06</td>
</tr>
<tr>
<td>Opt'g to Br. RR</td>
<td>1321.08</td>
<td>1321.08</td>
<td>2642.16</td>
<td>.38</td>
</tr>
<tr>
<td>Can. Office Exp.</td>
<td>1247.01</td>
<td>1247.01</td>
<td>2494.02</td>
<td>.17</td>
</tr>
<tr>
<td>Camp Construction</td>
<td>565.00</td>
<td>565.00</td>
<td>1130.00</td>
<td>.08</td>
</tr>
<tr>
<td>Total</td>
<td>18708.09</td>
<td>1530.00</td>
<td>20238.09</td>
<td>5.61</td>
</tr>
<tr>
<td>RH Operating</td>
<td>265.34</td>
<td>2.16</td>
<td>267.50</td>
<td>.08</td>
</tr>
<tr>
<td>RH Construction</td>
<td>376.20</td>
<td>2.97</td>
<td>379.17</td>
<td>.11</td>
</tr>
<tr>
<td>Dept &amp; Int. Ry Invest</td>
<td>112.07</td>
<td>112.07</td>
<td>112.07</td>
<td>.03</td>
</tr>
<tr>
<td>Total</td>
<td>752.41</td>
<td>5.94</td>
<td>758.35</td>
<td>.22</td>
</tr>
<tr>
<td>Personal Injury</td>
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<td>20.00</td>
<td>20.00</td>
<td>.01</td>
</tr>
<tr>
<td>Taxes</td>
<td>36.66</td>
<td>36.66</td>
<td>36.66</td>
<td>.10</td>
</tr>
<tr>
<td>Cruising</td>
<td>341.68</td>
<td>341.68</td>
<td>341.68</td>
<td>.13</td>
</tr>
<tr>
<td>Int. Opt'g Exp.</td>
<td>432.82</td>
<td>432.82</td>
<td>432.82</td>
<td>.09</td>
</tr>
<tr>
<td>Int. Camp Bldg.Inv.</td>
<td>63.00</td>
<td>63.00</td>
<td>63.00</td>
<td>.02</td>
</tr>
<tr>
<td>Int. Camp Barn Equip.</td>
<td>92.19</td>
<td>92.19</td>
<td>92.19</td>
<td>.03</td>
</tr>
<tr>
<td>Idle Expense</td>
<td>1.60</td>
<td>1.60</td>
<td>1.60</td>
<td>.00</td>
</tr>
<tr>
<td>Total</td>
<td>1000.33</td>
<td>19.24</td>
<td>1019.57</td>
<td>.30</td>
</tr>
</tbody>
</table>

Grand Total | 20466.03 | 19.24 | 20485.27 | 6.13 | 6.00 |

These operations are completed. I have analyzed the increased labor charges and supplies since the estimate was made which affect the bark operations to the Branch Railway by increasing it 22 cents per cord. The calculations of interest at 6% instead of 5% as estimated has increased this by four cents per cord a total of 26 cents per cord which is 20 cents per cord cheaper than estimating bark to the Branch Railway. The reason that the railroad items are cheaper than the estimate is on account of the proportion that the N. M. & S. E. Railway is obliged to pay being charged direct to them instead of being shown on the cost sheet. The items on the bottom of the statement could not have been anticipated at the time and appear on the statement for the same reasons that I have given for the logging cost sheet.

We are having a great deal of difficulty this winter in the shipping of the 1916 cut and peel. While we are able to handle 20 carloads per day we have been unable to obtain a better average than 10 carloads per day on account of shortage of cars.
We have been prevented for two weeks from shipping bark on account of a congestion at the Munising Tannery which has resulted in the removal of the racks from a battery of bark cars we had provided and the shoving in of all of our roads. In fact when we resumed operations it was the equivalent to commencing again. Lumber to the amount of $400 was purchased to rack cars for this service and now some of these cars have been given to the other shippers and the racks removed and put into the log service. On our shipments of pulpwood we were fairly well started and the operation going nicely at about five cars per day when we were obliged to shut down on account of congestion at the Paper Mill, they receiving a large quantity of pulpwood from South Shore points. On inquiry of the Paper Mill whether or not they could shut down the South Shore instead of ours, they stated that they could not do this.

It would be very difficult to show in detail just how our costs are increased by these conditions, but every logger knows that unless operations are handled as close to the original plan as weather conditions will permit, the general cost will run up. I feel and I think I have reasons for feeling that the receivers of our product have not provided for it and are consequently weak on the unloading end which causes greater expense in the woods and prevents us from making a good cost showing.

You will remember that there was some controversy before this operation was started with regard to the quantity of pulpwood tributary to the proposed railroad and the final figures used in the calculations were based on some estimates made by Mr. Mc Govern acting for the Land Department in this swamp. We have obtained practically two thousand cords of pulpwood from the edge of this swamp on descriptions in Sections five and six -44-19. Mr. Mc Govern estimates show practically a thousand cords of pulpwood in Sections five and six and although we have not operated all of the pulpwood in these two sections we have as stated above obtained about two thousand cords, which makes it appear that these estimates up to the present time have overrun about
<table>
<thead>
<tr>
<th>Date</th>
<th>Location of Project</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/1/19</td>
<td>Grand Total Cost of Loss</td>
<td>Cost per M. F.C.E.</td>
</tr>
<tr>
<td>1/2/19</td>
<td></td>
<td>A. Free.</td>
</tr>
<tr>
<td>1/3/19</td>
<td></td>
<td>B. Free.</td>
</tr>
<tr>
<td>1/4/19</td>
<td></td>
<td>C. Lumber Mills</td>
</tr>
<tr>
<td>1/5/19</td>
<td></td>
<td>D. Lumber Mills</td>
</tr>
<tr>
<td>1/6/19</td>
<td></td>
<td>E. Lumber Mills</td>
</tr>
<tr>
<td>1/7/19</td>
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**Annual Report_Lumber_MS86100_2116_1916_62.pdf**
### DETAIL OF ITEMS IN LOGGING COST SHEET — OPERATION #73 "A" FOR MONTH OF DECEMBER 1916.

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<td>H &amp; I</td>
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## LOGGING COST SHEET

### OPERATION NO. 2116

**LOCATION OF PRODUCT:**
- **Cost of Logs per M.:** 643.00
- **Cost per M. Pieces:** 5.60
- **Average Length of Log:** 15 ft.
- **Cost per M. of Log:** 10.22

### ACCOUNTS

#### GROSS EXPENSE:
- **Account:**
  - **Amount:**
  - **Per M.:**

#### OPERATING:
- **Account:**
  - **Amount:**
  - **Per M.:**

### TOTAL:
- **Account:**
  - **Amount:**
  - **Per M.:**

### LOCATION OF PRODUCT:

- **Cost per M. Pieces:**
  - 5.60
  - 643.00
  - 10.22

### REMARKS:
- **Interest on Operating Expenditures:**
  - 74.02
  - 74.02
  - 74.02

### GRAND TOTAL COST OF LOGS:
- **Account:**
  - **Amount:**
  - **Per M.:**

---

*Annual Report_Lumber_MS86100_2116_1916_64.pdf*
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<th>10830.81</th>
<th>Divided by</th>
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<td>.519</td>
<td>Roads</td>
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| At Stump | 2.940 | 2.940 | 2.940 | 2.940 | 2.940 | 2.940 |
| Skidding | 2.519 | 2.519 | 2.519 | 2.519 | 2.519 | 2.519 |
| Decking  | .745  | .745  | .745  | .745  | .745  | .745  |
| Loading  | .900  | .900  | .900  | .900  | .900  | .900  |
| Railroad | 2.201 | 2.201 | 2.201 | 2.201 | 2.201 | 2.201 |
| Hauling  | 1.800 | 1.800 | 1.800 | 1.800 | 1.800 | 1.800 |
| Roads    | .519  | .519  | .519  | .519  | .519  | .519  |

**Average cost in dollars:**

From Stump: 700652 * 6.004 equals 4258.99
From Skids: 1435212 * 7.697 = 11228.26

**Cost of shipment:**

Stump to Cars: 797555 * 8.360 = 6665.96
Skids to Cars: 666536 * 10.379 = 7468.85

**Net loss on yard:** On Skids: 722335 * 5.459 = 3751.05

**Cost sheet:**

| Difference | 8.29 |

F.D. "F.D.: 1/27/17"
**LOGGING COST SHEET.**

**OPERATION No.** 73

**MONTH OF** December

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<th>Operation Located at</th>
<th>TOTAL COST MONTHLY</th>
<th>TOTAL COST COMPLETED (To Dec.)</th>
<th>CUMULATIVE COST (Up To Date)</th>
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**ACCOUNTS OF GENERAL EXPENSES:**

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<td>Taxes - Maintenance</td>
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<td>Cattle</td>
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<td>Forest Protection</td>
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<td>General Office Expense (Prop. 0%)</td>
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**TOTAL:**

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**OPERATING COSTS:**

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<td>Operators and Messengers</td>
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<td>Mowing (One Man)</td>
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<tr>
<td>Mowing (Two Man)</td>
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<tr>
<td>Skidding Labor</td>
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<td>Skidding - Maintenance Work and Equipment</td>
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<td>Housing Labor</td>
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<td>Maintenance - Housing, Fixtures, Furniture</td>
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<td>Maintenance Tools and Supplies</td>
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<td>Construction</td>
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<td>Wiring &amp; Staking (See below)</td>
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**TOTAL:**

<table>
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**Total Depreciation**

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<td>Total</td>
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**Annual Report Lumber_MS86100_2116_1916_66.pdf**
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<td>C</td>
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<td>At Stump</td>
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<tr>
<td>Stump to Decks</td>
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<td>Skidding</td>
</tr>
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</tr>
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</tr>
<tr>
<td>Stump to Cars</td>
<td>1.209</td>
<td>Railway</td>
</tr>
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**Average Cost of Decks:**
- Stump to Decks: 98400
- Decks to Cars: 986976

**Cost of Decks:**
- Stump to Decks: 997643
- Decks to Cars: 988338

**Average Inventory on Hand:**
- At Stump: 1686296
- On Skids: 1653860
- On Decks: 10007

**Cost Sheet:**
- Difference: 20509.04

**F.D. Baj**
- 1/26/17
## BARK COST SHEET

**Operation Located on Sec.**

**Operation No.**

**Month of December**

**Total to Date**

### Art No.

<table>
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<th>Account of</th>
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<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
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### Location of Product (Gunwh.

- **Art.** 500.3
- **Shipment:** 500.3
- **From Shipment:** 500.3
- **From:** 500.3
- **1/2 mile:** 500.3

### Average Length of Bark

- **Total of Acreage:** 500.3
- **1 Month:** 112.12
- **12 Months:** 112.12
- **To Date:** 112.12

### Remarks

- **Total on Operating Expenditure:** 240.32
- **Loss - Camp Sidew. Investment:** 51.32
- **Miscellaneous Expense:** 200.32

---

*Annual Report_Lumber_MS86100_2116_1916_68.pdf*
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<tr>
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<th>Amount</th>
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<tbody>
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</tr>
<tr>
<td>(b) &quot;</td>
<td>978.94</td>
</tr>
<tr>
<td>(c) &quot;</td>
<td>9.60</td>
</tr>
<tr>
<td>(d) &quot;</td>
<td>1336.48</td>
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<td>(e) &quot;</td>
<td>465.05</td>
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<td>(f plus i) &quot;</td>
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**Cost of shipments:**

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<tr>
<td>Stump to Cars</td>
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**Florey:**

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**Detail of items in Bark Cost Sheet - Operation 875 - 1 - December 1916.**

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<td>976.94</td>
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<td>(e)</td>
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<tr>
<td>(f plus g)</td>
<td>1597.76</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>At stump</td>
<td>Stump</td>
</tr>
<tr>
<td>Stump to Skids</td>
<td>Skids</td>
</tr>
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<td>Skids to Cars</td>
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<tr>
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**Cost of shipments:**

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<tr>
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## Bark Cost Sheet

### Operation No. 78-B

#### Month of December

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<th>Amount</th>
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<td>Produced (Log)</td>
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<td>Shipped</td>
<td>1670-7/8</td>
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<td>1717-2/8</td>
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### Total General Expense

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<th>Per 1000</th>
<th>Amount</th>
<th>Per 1000</th>
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</thead>
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<tr>
<td>Foreman and Messenger</td>
<td>147.25</td>
<td>14.73</td>
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<td>Making (Greenwork)</td>
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<td>Wading and Stacking Cars</td>
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<td>94.65</td>
<td>9.465</td>
</tr>
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<td>5.195</td>
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### Total Restoration

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<th>Amount</th>
<th>Per 1000</th>
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### Location of Product

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### Remarks

- **1-31-17**: 77

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Annual Report Lumber_MS86100_2116_1916_71.pdf
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<td>(a) Accounts</td>
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<td>956</td>
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<td>(b)</td>
<td>1039.96</td>
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<td>1056</td>
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<tr>
<td>(c)</td>
<td>4.20</td>
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<td>4.20</td>
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<tr>
<td>(d)</td>
<td>366.90</td>
<td>1717-3/8</td>
<td>615</td>
</tr>
<tr>
<td>(e)</td>
<td>397.99</td>
<td>1717-3/8</td>
<td>615</td>
</tr>
<tr>
<td>(a plus 1)</td>
<td>1975.74</td>
<td>1717-3/8</td>
<td>1,092</td>
</tr>
<tr>
<td>(b plus 1)</td>
<td>1607.86</td>
<td>1717-3/8</td>
<td>939</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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**Cost of Shipment:**

- **Stamp to Car:** 696-1/8 
  - **Cords:** 5.196 
  - **Total:** 3,627.45

<table>
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<tr>
<th>Item</th>
<th>Quantity</th>
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<th>Total</th>
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</thead>
<tbody>
<tr>
<td>(a) Accounts</td>
<td>550.99</td>
<td>1732-7/8</td>
<td>956</td>
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<td>(b)</td>
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<tr>
<td>(c)</td>
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<tr>
<td>(d)</td>
<td>366.90</td>
<td>1717-3/8</td>
<td>615</td>
</tr>
<tr>
<td>(e)</td>
<td>397.99</td>
<td>1717-3/8</td>
<td>615</td>
</tr>
<tr>
<td>(a plus 1)</td>
<td>1975.74</td>
<td>1717-3/8</td>
<td>1,092</td>
</tr>
<tr>
<td>(b plus 1)</td>
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<td>1717-3/8</td>
<td>939</td>
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**Difference:** 48
**BARK COST SHEET**

**Operation Number:** [Redacted]  
**Month:** December [Redacted]  
**Total for Year:** [Redacted]

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<th>Per Case</th>
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<tr>
<td>110.00</td>
<td>111.00</td>
<td>24.00</td>
<td>26.00</td>
<td>36.00</td>
<td>38.00</td>
</tr>
</tbody>
</table>

**TOTAL OPERATING EXPENSE**

111.01

**TOTAL DEPRECIATION**

907.95

**GRAND TOTAL COST ABOVE STUMP**

1404.96

**LOCATION OF PRODUCT (CUBIC FEET):**

<table>
<thead>
<tr>
<th>Location</th>
<th>Cubic Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Bunk</td>
<td>12,050</td>
</tr>
<tr>
<td>On Skids</td>
<td>12,050</td>
</tr>
<tr>
<td>On Stump</td>
<td>12,050</td>
</tr>
</tbody>
</table>

**REMARKS:**

Annual Report_Lumber_MS86100_2116_1916_73.pdf
<table>
<thead>
<tr>
<th>(a) Accounts</th>
<th>10010.02</th>
<th>divided by</th>
<th>2372-5/8</th>
<th>Cords equals</th>
<th>4.219</th>
<th>At stump</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b)</td>
<td>953.66</td>
<td>do</td>
<td>953-3/4</td>
<td>do</td>
<td>1.007</td>
<td>Skidding</td>
</tr>
<tr>
<td>(c)</td>
<td>26.56</td>
<td>do</td>
<td>26-1/2</td>
<td>do</td>
<td>5.608</td>
<td>Loading</td>
</tr>
<tr>
<td>(d)</td>
<td>8.36</td>
<td>do</td>
<td>8-3/8</td>
<td>do</td>
<td>0.289</td>
<td>Railroad</td>
</tr>
<tr>
<td>(h plus 1)</td>
<td>64.00</td>
<td>do</td>
<td>26-1/2</td>
<td>do</td>
<td>2.415</td>
<td>Hauling</td>
</tr>
<tr>
<td>(h plus 1)</td>
<td>188.00</td>
<td>do</td>
<td>26-1/2</td>
<td>do</td>
<td>6.201</td>
<td>Roads</td>
</tr>
<tr>
<td></td>
<td>11296.81</td>
<td></td>
<td></td>
<td></td>
<td>17.506</td>
<td></td>
</tr>
</tbody>
</table>

| Stump to cars | 26-1/2 Cords @ 16.499 equals | 437.22 |

<table>
<thead>
<tr>
<th>Cost of shipments:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stump to cars 26-1/2 Cords @ 16.499 equals 437.22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Add inventory:</th>
</tr>
</thead>
<tbody>
<tr>
<td>At stump</td>
</tr>
<tr>
<td>On skids</td>
</tr>
<tr>
<td>Cost Sheet</td>
</tr>
</tbody>
</table>

| Difference | .61 |

---

Annual Report_Lumber_MS86100_2116_1916_74.pdf
### PRODUCTION:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Felled Poles</td>
<td>100</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Felled Logs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Felled Poles</td>
<td>1565</td>
<td>1557</td>
<td>1547</td>
<td>1547</td>
</tr>
<tr>
<td>Felled Logs</td>
<td>29706</td>
<td>149767</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>16774</td>
<td>16137</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### GENERAL EXPENSE:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Insurance</td>
<td>90</td>
<td>90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property Tax</td>
<td>26</td>
<td>23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Direct</td>
<td>11</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>14</td>
<td>14</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### OPERATING:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fees and Rent</td>
<td>1354</td>
<td>1328</td>
<td>1324</td>
<td>1324</td>
</tr>
<tr>
<td>Total</td>
<td>1354</td>
<td>1328</td>
<td>1324</td>
<td>1324</td>
</tr>
</tbody>
</table>

### TOTALS:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>1976</td>
<td>1972</td>
<td>1966</td>
<td>1966</td>
</tr>
</tbody>
</table>

### SUMMARY:

- Total 12 Mos: $19,720
- Balance 12 Mos: $19,660

### REMARKS:

- 10/26/17: Int. on operating expenses 21.98, 67.40, 67.40
- 1/26/17: C. Bldg. Invest. 76, 84, 84
- Loss = Cook Camps 504.19, 504.19, 504.19

Annual Report Lumber_MS86100_2116_1916_75.pdf
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Cost</th>
<th>Cost</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Supplies Inventory</td>
<td>11</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1.2</td>
<td>Miscellaneous Expense</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1.3</td>
<td>Ice, Ice, Reprint</td>
<td>11</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1.4</td>
<td>Repair—Comp. Building</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1.5</td>
<td>Repair—Temporary Space</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.1</td>
<td>Depreciation—Camp Buildings</td>
<td>11</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.2</td>
<td>Depreciation—Temporary Space</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.3</td>
<td>Depreciation—Equipment</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.4</td>
<td>Depreciation—Equipment</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.5</td>
<td>Depreciation—Camp Buildings</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.6</td>
<td>Depreciation—Temporary Space</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total Depreciation:**

**Grand Total Cost Above Stumpage:**

**Total Cost:**

**REMARKS:**

- Detail of account 128: Interest & Oper. Exp., 12 Months, Total, 1/26/17
### MISCELLANEOUS FOREST PRODUCTS STATEMENT

**Operation No. 28**<br>**Month of December**<br>**1916**

#### Operation Located on Sec:<br>28, 29, 30 & 31-41-19

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost Month</th>
<th>Total Cost Current Year</th>
<th>Cumulative Cost to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mine Ticks (Excl.)</td>
<td>$405</td>
<td>$405</td>
<td>$405</td>
</tr>
<tr>
<td>Lumber (Carret.)</td>
<td>$1,292</td>
<td>$1,292</td>
<td>$1,292</td>
</tr>
<tr>
<td>M &amp; N Line (Fences)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spreader Ticks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nodes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ties</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch Ties (Fem.)</td>
<td>$293</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### General Expense:

<table>
<thead>
<tr>
<th>Item</th>
<th>Annual</th>
<th>Amount</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insurance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Injury</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Real</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cruising</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Protection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Office Expense ($750.00)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total: $17.44  
39.17  
20.17

#### Operating:

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost Month</th>
<th>Total Cost Current Year</th>
<th>Cumulative Cost to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestry and Measuring</td>
<td>$11.33</td>
<td>$11.33</td>
<td>$11.33</td>
</tr>
<tr>
<td>Making (Byfacing)</td>
<td>$68.96</td>
<td>$68.96</td>
<td>$68.96</td>
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<tr>
<td>Making (Ivy)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Skidding—Labor</td>
<td>$23.30</td>
<td>$23.30</td>
<td>$23.30</td>
</tr>
<tr>
<td>Skidding—Maintenance Horses and Equipment</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Decking—Labor</td>
<td>$15.82</td>
<td>$15.82</td>
<td>$15.82</td>
</tr>
<tr>
<td>Decking—Maintenance Horses and Equipment</td>
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<tr>
<td>Loading—Labor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading—Maintenance Horses and Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sorting—Labor</td>
<td>$23.90</td>
<td>$23.90</td>
<td>$23.90</td>
</tr>
<tr>
<td>Sorting—Maintenance Horses and Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Tools and Supplies</td>
<td>$1.11</td>
<td>$1.11</td>
<td>$1.11</td>
</tr>
<tr>
<td>Miscellaneous Tools and Supplies</td>
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<tr>
<td>Contact Payments</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Contractors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wiring and Staking Fences (Labor)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wiring and Staking Fences (Supplies)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Making Fences—Labor</td>
<td>$49.90</td>
<td>$49.90</td>
<td>$49.90</td>
</tr>
<tr>
<td>Making Fences—Maintenance Horses and Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Railway (Prop. of)</td>
<td>$1.25</td>
<td>$1.25</td>
<td>$1.25</td>
</tr>
<tr>
<td>Operating Lumber (Prop. of)</td>
<td>$24.26</td>
<td>$24.26</td>
<td>$24.26</td>
</tr>
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</table>

Total: $108.57  
209.66  
209.66

#### Interest on Barn Equipment:

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost Month</th>
<th>Total Cost Current Year</th>
<th>Cumulative Cost to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supply, Lumber &amp; Equipment</td>
<td>$21.10</td>
<td>$21.10</td>
<td>$21.10</td>
</tr>
<tr>
<td>Miscellaneous Expenses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Loss</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sick Expenditure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repairs—Camp Buildings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repair—Temporary Siding</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total: $21.49  
28.18  
28.18

#### Total Depreciation:

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost Month</th>
<th>Total Cost Current Year</th>
<th>Cumulative Cost to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depreciation—Camp Buildings</td>
<td>$2.26</td>
<td>$2.26</td>
<td>$2.26</td>
</tr>
<tr>
<td>Depreciation—Temporary Siding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Camp Buildings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation—Temporary Siding</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total: $2.52  
2.52  
2.52

### Remarks:

<table>
<thead>
<tr>
<th>Item</th>
<th>1 Month</th>
<th>12 Months</th>
<th>To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Operating Equipment</td>
<td>$11.40</td>
<td>$11.40</td>
<td>$11.40</td>
</tr>
<tr>
<td>Int. on Camp Buildings, Invest.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Int. on operating Equipment</td>
<td>$11.40</td>
<td>$11.40</td>
<td>$11.40</td>
</tr>
<tr>
<td>Loss—Cook Camp</td>
<td>$11.40</td>
<td>$11.40</td>
<td>$11.40</td>
</tr>
</tbody>
</table>

Total: $22.80  
22.80  
22.80

### Notes:

- **Annual Report_Lumber_MS86100_2116_1916_77.pdf**
100%. The pulpwood is being cut down to three inches in diameter and there is still a very large quantity, probably as much again as we have operated, remaining standing on the lands which will not cut to this specification, but if allowed to grow will develop as much again as we have anticipated operating during the next four years. This department has realized a profit on this operation to date of $5541.35.

OPERATION No. 74.

This operation on an expenditure of $10816.72 experienced a final profit of $503.02. It was handled entirely under a contract.

OPERATION No. 77.

This operation on a total expenditure of $1038.59 realized a profit of $201.93.

EQUIPMENT - CAMP RANCH.

The following statement shows the cost per horse for operating our stables, rate of depreciation and mortality table:

<table>
<thead>
<tr>
<th></th>
<th>1916</th>
<th>1917</th>
<th>1918</th>
<th>1919</th>
<th>1920</th>
<th>1921</th>
<th>1922</th>
<th>1923</th>
<th>1924</th>
<th>1925</th>
<th>1926</th>
</tr>
</thead>
<tbody>
<tr>
<td>COST PER HORSE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEPRECIATION PER HORSE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEATHS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Jan.  | 25,312 | 26,001 | 28,663 | 28,757 | 4.740 | 5.286 | 3.556 | 2.519 | 30.052 | 32.632 | 32.221 | 1 | 0 | 0 | 0 |
| Mar.  | 32,555 | 20,440 | 23,795 | 22,623 | 4.963 | 5.452 | 3.381 | 2.924 | 41,328 | 27,127 | 27,826 | 1 | 0 | 1 | 2 |
| Apr.  | 32,229 | 29,780 | 30,538 | 19,521 | 4.978 | 5.758 | 4.279 | 3.376 | 37,207 | 39,103 | 34,617 | 0 | 0 | 1 | 3 |
| May   | 28,451 | 22,100 | 25,981 | 23,533 | 5.208 | 4.654 | 4.524 | 3.391 | 35,689 | 30,567 | 30,506 | 1 | 0 | 1 | 8 |
| June  | 33,032 | 30,694 | 21,604 | 25,112 | 5.133 | 4.560 | 4.920 | 3.340 | 38,163 | 39,945 | 26,054 | 0 | 0 | 0 | 4 |
| July  | 32,251 | 33,954 | 23,927 | 29,694 | 5.162 | 4.698 | 4.863 | 2.910 | 40,413 | 42,282 | 28,086 | 0 | 0 | 0 | 0 |
| Aug.  | 30,469 | 29,314 | 28,539 | 25,804 | 5.372 | 4.335 | 5.241 | 3.178 | 38,781 | 39,586 | 30,636 | 1 | 1 | 2 | 1 |
| Sept. | 34,460 | 34,488 | 24,473 | 26,568 | 5.441 | 4.437 | 5.367 | 3.402 | 39,901 | 41,606 | 28,393 | 1 | 0 | 2 | 0 |
| Oct.  | 31,805 | 28,908 | 25,246 | 29,093 | 5.473 | 4.678 | 5.142 | 3.560 | 37,267 | 37,967 | 30,409 | 0 | 0 | 1 | 1 |
| Nov.  | 31,472 | 26,209 | 21,965 | 21,942 | 5.679 | 4.616 | 5.304 | 3.869 | 37,950 | 34,168 | 26,979 | 0 | 0 | 0 | 2 |
| Dec.  | 35,392 | 31,007 | 29,086 | 25,831 | 5.602 | 5.221 | 5.186 | 4.023 | 40,994 | 41,088 | 35,072 | 2 | 0 | 0 | 2 |
| Average | 31,667 | 28,743 | 28,669 | 24,567 | 5.216 | 4.907 | 4.526 | 3.286 | 36,773 | 37,190 | 30,396 | 1 | 0 | 0 | 2 |

LOCOMOTIVES.

Following is a comparative statement showing operation of the locomotive on the Demling Logging Railway for four years.

<table>
<thead>
<tr>
<th>NUMBER CARS HANDLED</th>
<th>COST PER CAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1916</td>
<td>1917</td>
</tr>
<tr>
<td>COST PER CAR</td>
<td>1916</td>
</tr>
</tbody>
</table>

| January | 294 | 309 | 225 | 2.743 | 4.04 |
| February | 211 | 280 | 233 | 3.167 | 3.71 |
| March | 203 | 77 | 322 | 196 | 4.295 | 3.49 |
| April | 228 | 271 | 179 | 6.020 | 5.69 |
| May | 273 | 315 | 228 | 4.313 | 4.79 |
| June | 107 | 110 | 176 | 7.634 | 8.92 |
| July | 98 | 84 | 166 | 6.477 | 5.67 |
| August | 107 | 292 | 182 | 5.029 | 2.02 |

-26-
<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL EXPENSE:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Injury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes—Direct</td>
<td>247.05</td>
<td>0.16</td>
</tr>
<tr>
<td>Taxes—Equipment</td>
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<td>0.16</td>
</tr>
<tr>
<td>Total</td>
<td>504.10</td>
<td>0.32</td>
</tr>
</tbody>
</table>

| OPERATING                    |         |        |
| Person and Machining         |         |        |
| Making (Piece Work)          |         |        |
| Making (Raw Labor)           |         |        |
| Skidding Labor               |         |        |
| Maintenance—Machinery and Equipment | | |
| Total                        |         |        |
| Conveyance and Supplies      |         |        |
| Contract Payments            |         |        |
| 1824                         | 58.63   | 0.38   |
| Total                        | 58.63   | 0.38   |

| Total                         |         |        |
| Supply Inventory              |         |        |
| Miscellaneous Expense         |         |        |
| Fire Loss                     |         |        |
| Total                        |         |        |
| Repair—Camp Buildings         |         |        |
| Repair—Temporary Sites        |         |        |
| Total                        |         |        |
| Depreciation—Camp Buildings   |         |        |
| Depreciation—Temporary Sites  |         |        |
| Total                        |         |        |
| LOCATION OF PRODUCT:          |         |        |
| White (g)                     |         |        |
| Total                         |         |        |

<p>| REMARKS:                      |         |        |</p>
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<thead>
<tr>
<th>Account</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
<th>Amount</th>
<th>Per Cord</th>
</tr>
</thead>
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<tr>
<td>36: Personal Injury</td>
<td>a</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>37: Taxes-Direct</td>
<td>b</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38: Equipment</td>
<td>c</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39: Grazing</td>
<td>d</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40: Forest Protection</td>
<td>e</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41: Central Office (Prop. 56)</td>
<td>f</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total General Expense**

- 1601: Foreman and Messenger (a)
- 1602: Making (plan work) (a)
- 1603: Making (day labor) (a)
- 1604: Hauling Labor (c)
- 1614: Maintenance Horses and Equipment (Prop. 56) (c)
- 1635: Laying Labor (d)
- 1636: Maintenance Horses and Equipment (Prop. 56) (d)
- 1637: Miscellaneous Tools and Supplies (d)
- 1638: Contract Payments (e)
- 1639: Contractors (e)
- 1640: Wages and Making Horses (f)
- 1641: Hauling (b)
- 1644: Maintenance Horses and Equipment (Prop. 56) (b)
- 1645: Operating Machinery (Prop. 56) (c)

**Total Operating Expense**

- 113: Setup Expense (a)
- 126: Miscellaneous (a)
- 127: Fire Loss (a)
- 128: Life Expense (a)
- 129: Repairs to Camp Buildings (a)
- 130: Repairs to Temporary Sheds (d)
- 131: Interest on Camp Barn Equipment (d)
- 132: Depreciation—Camp Buildings (d)
- 133: Depreciation—Temporary Sheds (d)
- 134: Depreciation—Equipment (d)
- 135: Depreciation—Temporary Sheds (d)

**Total Depreciation**

- 136: Setup Expense (a)
- 137: Interest on Camp Barn Equipment (c)
- 138: Depreciation—Camp Buildings (c)
- 139: Depreciation—Temporary Sheds (c)
- 140: Depreciation—Equipment (c)

**Grand Total Cost—Bark**

- 141: Setup Expense (a)
- 142: Interest on Camp Barn Equipment (c)
- 143: Depreciation—Camp Buildings (c)
- 144: Depreciation—Temporary Sheds (c)
- 145: Depreciation—Equipment (c)

**Location of Product**

- 146: Setup Expense (a)
- 147: Interest on Camp Barn Equipment (c)
- 148: Depreciation—Camp Buildings (c)
- 149: Depreciation—Temporary Sheds (c)
- 150: Depreciation—Equipment (c)

**Remarks:**

Average Length of Bark: 7' 0"
## MISCELLANEOUS FOREST PRODUCTS STATEMENT

**Operation No. 74**

**Month of** December 1915

### OPERATION LOCATED ON SKID NO. 7, 8 & 16-45-21

<table>
<thead>
<tr>
<th>Production</th>
<th>Amount</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill材料</td>
<td>1244</td>
<td>2144</td>
<td>4012</td>
</tr>
<tr>
<td>Felling</td>
<td>683</td>
<td>683</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
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### GENERAL EXPENSE:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
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<tr>
<td>Insurance</td>
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<tr>
<td>Taxes</td>
<td></td>
</tr>
<tr>
<td>Crude</td>
<td></td>
</tr>
<tr>
<td>Enlistment</td>
<td></td>
</tr>
<tr>
<td>Central Office Expense (Prop. 40)</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
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</table>

### OPERATING:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreman and Milling</td>
<td>9.65</td>
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<tr>
<td>Miners</td>
<td>118.86</td>
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<tr>
<td>Miners</td>
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<tr>
<td>Total</td>
<td></td>
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</tbody>
</table>

### TOTAL:

<table>
<thead>
<tr>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>118.86</td>
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### EXPENSES:

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Supply Inventory</td>
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<tr>
<td>Miscellaneous Expense</td>
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</tr>
<tr>
<td>Forage Cost</td>
<td></td>
</tr>
<tr>
<td>Total</td>
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</table>

### TOTAL:

<table>
<thead>
<tr>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>118.86</td>
</tr>
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### DEPRECIATION:

<table>
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<tr>
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<th>Amount</th>
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<tbody>
<tr>
<td>Depreciation—Camp Buildings</td>
<td></td>
</tr>
<tr>
<td>Depreciation—Temporary Space</td>
<td></td>
</tr>
<tr>
<td>Depreciation—Equipment</td>
<td>82</td>
</tr>
<tr>
<td>Depreciation—Temporary Space</td>
<td>5.50</td>
</tr>
<tr>
<td>Total</td>
<td></td>
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</tbody>
</table>

### TOTAL DEPRECIATION:

<table>
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<tr>
<th>Amount</th>
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<tbody>
<tr>
<td>4.50</td>
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</table>

### SUMMARY:

<table>
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<tbody>
<tr>
<td>1699.87</td>
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</table>

### REMARKS:

**Feldman**

1/26/17
## MAINTENANCE HORSES AND EQUIPMENT

### MONTHLY ACCOUNTS

<table>
<thead>
<tr>
<th>Account No.</th>
<th>MAINTENANCE:</th>
<th>OPERATING:</th>
<th>TOTAL</th>
<th>ASST. 65 &amp; OTHER LABOR</th>
<th>CHARGE TOTAL</th>
<th>EQUIPMENT ACCOUNT AND CHARGES</th>
<th>DISTRIBUTION ACCOUNTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

### MONTHLY ACCOUNTS

<table>
<thead>
<tr>
<th>Month</th>
<th>Amount</th>
<th>Per Horse per Month</th>
<th>Amount</th>
<th>Per Horse per Month</th>
<th>Amount</th>
<th>Per Horse per Month</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks:**

- **Company Horses:** 195
- **Hired:**
  - Mike Segal's: 1
  - Herman Segal's: 1
  - Peter Vogt's: 1
  - Frank Lanza's: 1

**Total Horses:** 201

---

**Note:**

- **Total:**
  - 195
  - 185.5 Horse Days = 51 equals 4 Horses

---

**Annual Report_Lumber_MS86100_2116_1916_82.pdf**
<table>
<thead>
<tr>
<th>Description</th>
<th>1 Month</th>
<th>12 Months 1916</th>
<th>12 Months 1915</th>
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<tbody>
<tr>
<td>Central Office Expense</td>
<td>55.30</td>
<td>4210.65</td>
<td>15955.47</td>
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<td>Loading Lumber Woods</td>
<td>846.98</td>
<td>6262.25</td>
<td>1340.57</td>
</tr>
<tr>
<td>Operation No. 15</td>
<td>12.10</td>
<td>9.86</td>
<td>17.10</td>
</tr>
<tr>
<td>Operation No. 68</td>
<td>15.82</td>
<td>35.91</td>
<td>340.92</td>
</tr>
<tr>
<td>Operating Steam Loader</td>
<td>43.76</td>
<td>219.42</td>
<td>405.90</td>
</tr>
<tr>
<td>Cook Camp No. 15</td>
<td>7.91</td>
<td>373.65</td>
<td>405.90</td>
</tr>
<tr>
<td>Cook Camp No. 56</td>
<td>15.82</td>
<td>35.91</td>
<td>340.92</td>
</tr>
<tr>
<td>Accounts Receivable</td>
<td>43.76</td>
<td>219.42</td>
<td>405.90</td>
</tr>
<tr>
<td>Loading Au Train Wood</td>
<td>1050.71</td>
<td>7917.53</td>
<td>392.15</td>
</tr>
<tr>
<td>Operation No. 68</td>
<td>8030.67</td>
<td>7917.53</td>
<td>392.15</td>
</tr>
<tr>
<td>Operation No. 75</td>
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<td>1592.93</td>
<td>392.15</td>
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<tr>
<td>Operation No. 75 A</td>
<td>5749.65</td>
<td>5749.65</td>
<td>4525.45</td>
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<td>Operation No. 75 B</td>
<td>254.30</td>
<td>254.30</td>
<td>4525.45</td>
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<tr>
<td>Operation No. 75 C</td>
<td>1306.48</td>
<td>4086.17</td>
<td>4445.96</td>
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<td>Skidding Furnace Wood</td>
<td>340.22</td>
<td>1094.30</td>
<td>178.64</td>
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<tr>
<td>Cook Camp 75 A</td>
<td>39.56</td>
<td>315.68</td>
<td>20.60</td>
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<tr>
<td>Central Warehouse Supplies</td>
<td>39.56</td>
<td>315.68</td>
<td>20.60</td>
</tr>
<tr>
<td>Operating Branch Railway No. 75</td>
<td>33.18</td>
<td>191.60</td>
<td>163.61</td>
</tr>
<tr>
<td>Lumber Products</td>
<td>1559.65</td>
<td>12269.95</td>
<td>1391.39</td>
</tr>
<tr>
<td>Scrap Material</td>
<td>14.05</td>
<td>14.05</td>
<td>14.05</td>
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<tr>
<td>Operation No. 68</td>
<td>1218.48</td>
<td>8882.91</td>
<td>1221.33</td>
</tr>
<tr>
<td>New Construction</td>
<td>7.91</td>
<td>681.60</td>
<td>8882.91</td>
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<tr>
<td>Operation No. 67</td>
<td>1105.40</td>
<td>4125.71</td>
<td>8882.91</td>
</tr>
<tr>
<td>Operating Pinning Logging Railway</td>
<td>71.70</td>
<td>71.70</td>
<td>71.70</td>
</tr>
<tr>
<td>Operating Rented Buildings</td>
<td>280.02</td>
<td>280.02</td>
<td>280.02</td>
</tr>
<tr>
<td>Lumber Forest Products</td>
<td>166.15</td>
<td>694.03</td>
<td>3.34</td>
</tr>
<tr>
<td>Operating Logwood Farm</td>
<td>114.16</td>
<td>114.16</td>
<td>114.16</td>
</tr>
<tr>
<td>Operating Whalewood Farm</td>
<td>35.47</td>
<td>35.47</td>
<td>35.47</td>
</tr>
<tr>
<td>Loading Algar Wood</td>
<td>2204.10</td>
<td>2204.10</td>
<td>7115.50</td>
</tr>
<tr>
<td>Loading Lumber Wood</td>
<td>8406.49</td>
<td>8406.49</td>
<td>7115.50</td>
</tr>
<tr>
<td>Operating Locomotive</td>
<td>40.43</td>
<td>40.43</td>
<td>40.43</td>
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<td>Operating Loader No. 4</td>
<td>16.37</td>
<td>16.37</td>
<td>16.37</td>
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<td>Operating Pitcher</td>
<td>217.84</td>
<td>217.84</td>
<td>661.48</td>
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<td>Operation No. 71</td>
<td>886.14</td>
<td>3062.74</td>
<td>55878.12</td>
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<td>Operation No. 80</td>
<td>110.26</td>
<td>110.26</td>
<td>110.26</td>
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<td>Miscellaneous Charges Account Pulp. Oper.</td>
<td>15.79</td>
<td>15.79</td>
<td>15.79</td>
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<tr>
<td>Coal Camp 67</td>
<td>5.99</td>
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<td>Algar Forest Products</td>
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<td>7.91</td>
<td>7.91</td>
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<td>22.74</td>
<td>22.74</td>
<td>22.74</td>
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<tr>
<td>Total</td>
<td>7911.99</td>
<td>76456.25</td>
<td>58675.12</td>
</tr>
</tbody>
</table>
COMPARATIVE RAILWAY OPERATING COST

DIESELING:
You will note by reference to the cost sheet that the Dieseling statement contains items of Depreciation of Equipment, Miscellaneous, Portable tracks, which were not included in the 1915 statement, but were charged direct to the wood cost sheet and which amounts to $1.06 per carload; also that the increased cost of fuel amounts to 44 cents per carload which, when eliminated from the 1916 cost sheets shows only 43 cents difference in the cost per car over last year which is explained by the higher labor and material costs.

BRUCKER SPOER No.2:
You will note that the item of Portable Tracks accounts for 29 cents difference between this year's cost and that of last year, leaving 36 cents which is accounted for by increased cost of labor and supplies this season.

BRANCH RAILWAY No.73:
There is no comparison with the cost between 1916 and 1915 as the operation had hardly started in 1915 and the cost sheet was developed during 1916.

<table>
<thead>
<tr>
<th>Month</th>
<th>1916</th>
<th>1915</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>October</td>
<td>190</td>
<td>260</td>
<td>3.254</td>
</tr>
<tr>
<td>November</td>
<td>193</td>
<td>167</td>
<td>3.635</td>
</tr>
<tr>
<td>December</td>
<td>197</td>
<td>233</td>
<td>4.005</td>
</tr>
<tr>
<td>Total</td>
<td>520</td>
<td>660</td>
<td>3.534</td>
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</table>

Following is a comparative statement of the operation of the locomotive on Branch Railway No.73.

<table>
<thead>
<tr>
<th>Month</th>
<th>1916 Cars Handled</th>
<th>1915 Cars Handled</th>
<th>Cost Per Car 1916</th>
<th>Cost Per Car 1915</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>206</td>
<td>260</td>
<td>16.225</td>
<td>11.165</td>
</tr>
<tr>
<td>February</td>
<td>190</td>
<td>160</td>
<td>11.460</td>
<td>11.165</td>
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<tr>
<td>March</td>
<td>97</td>
<td>22</td>
<td>26.206</td>
<td>23.464</td>
</tr>
<tr>
<td>April</td>
<td>32</td>
<td>135</td>
<td>33.464</td>
<td>11.146</td>
</tr>
<tr>
<td>May</td>
<td>143</td>
<td>4</td>
<td>17.343</td>
<td>4.953</td>
</tr>
<tr>
<td>June</td>
<td>135</td>
<td>4</td>
<td>4.661</td>
<td>2.357</td>
</tr>
<tr>
<td>July</td>
<td>4</td>
<td>4</td>
<td>9.581</td>
<td>4.953</td>
</tr>
<tr>
<td>August</td>
<td>47</td>
<td>128</td>
<td>16.607</td>
<td>2.000</td>
</tr>
<tr>
<td>September</td>
<td>256</td>
<td>19</td>
<td>20.004</td>
<td>7.011</td>
</tr>
<tr>
<td>October</td>
<td>207</td>
<td>142</td>
<td>15.093</td>
<td>6.42</td>
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<tr>
<td>November</td>
<td>128</td>
<td>161</td>
<td>16.607</td>
<td>2.000</td>
</tr>
<tr>
<td>December</td>
<td>132</td>
<td>142</td>
<td>20.004</td>
<td>7.011</td>
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<tr>
<td>Total</td>
<td>1639</td>
<td>161</td>
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<td>1916</td>
<td>1915</td>
<td>1914</td>
<td>1913</td>
</tr>
<tr>
<td>----------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>September</td>
<td>66</td>
<td>274</td>
<td>171</td>
<td>9.699</td>
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<td>0</td>
<td>254</td>
<td>203</td>
<td>2.55</td>
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<tr>
<td>November</td>
<td>0</td>
<td>237</td>
<td>183</td>
<td>3.93</td>
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<tr>
<td>December</td>
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<td>286</td>
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<td>2.99</td>
</tr>
<tr>
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<td>1506</td>
<td>1629</td>
<td>2396</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td>4.892</td>
<td>2.97</td>
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The locomotive has finished operations in this district; the balance of the timber coming out with the road engines of the H. M. & J. S. Railway.

Following is a comparative statement of the locomotive on Buckeye Spur #2.

<table>
<thead>
<tr>
<th>Month</th>
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Following is a comparative statement of the operation of the locomotive on Branch Railway #73.

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<td>1855.90</td>
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<td>Cleaning Wrecks</td>
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<td>1855.90</td>
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<td>1855.90</td>
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**Total for the Year:**

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<tr>
<th>ACCOUNT</th>
<th>MONTH</th>
<th>181.56</th>
<th>1670.77</th>
<th>4468.60</th>
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**Distribution:**

<table>
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<tr>
<th>ACCOUNT</th>
<th>MONTH</th>
<th>181.56</th>
<th>1670.77</th>
<th>4468.60</th>
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</table>

**Remarks:**
## Operating Expenses and Costs

### Loaded Cars Handled

<table>
<thead>
<tr>
<th>Account No.</th>
<th>Account Description</th>
<th>1916</th>
<th>1917</th>
<th>1918</th>
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</thead>
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<td>26-b</td>
<td>Boiler Insurance</td>
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<tr>
<td>32</td>
<td>Taxes (Personal)</td>
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<td><strong>Total</strong></td>
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<td>45</td>
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### Maintenance Costs

<table>
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<tr>
<th>Account No.</th>
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<th>1917</th>
<th>1918</th>
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<td>1073</td>
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<td>6.60</td>
<td>199.63</td>
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<td>1079</td>
<td>Structures</td>
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<td>Locomotive</td>
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<td>1078</td>
<td>Safety Devices</td>
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<td><strong>Total</strong></td>
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<td>205.68</td>
<td>1085.72</td>
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### Operating Costs

<table>
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<tr>
<th>Account No.</th>
<th>Account Description</th>
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<th>1917</th>
<th>1918</th>
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<tr>
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<td>Clearing Wrecks</td>
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<tr>
<td>1091</td>
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### Depreciation Costs

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### Unit Cost per Car Handled

- **Total**
  - 5.9852
  - 5.5857
  - 2.867

### Distribution of Costs

#### Based on Number of Cars Handled

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<td>4804.15</td>
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### Remarks

- 1084 Cost Consumed:
  - 159:1200 N. Tons
  - 549:100 N. Tons
  - 357:7 N. Tons
  - 4,081 N. Tons

---

Annual Report_Lumber_MS86100_2116_1916_88.pdf
## LOADED CARS HANDLED

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### OPERATING

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</tr>
<tr>
<td>1017</td>
<td>Clearing Stakes</td>
<td>$10</td>
<td>5.19</td>
<td>$10</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td>1017</td>
<td>Rental of Equipment</td>
<td>$0</td>
<td>5.19</td>
<td>$0</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td>1017</td>
<td>Watchman</td>
<td>$72</td>
<td>5.19</td>
<td>$72</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$388</td>
<td>5.19</td>
<td>$388</td>
<td>5.19</td>
<td></td>
</tr>
</tbody>
</table>

### DISTRIBUTION

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-4</td>
<td>$422</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td>A-5a</td>
<td>$543</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td>A-6</td>
<td>$15</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td>A-7b</td>
<td>$100</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td>B-7a</td>
<td>$682</td>
<td>5.19</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,041</td>
<td>5.19</td>
<td></td>
</tr>
</tbody>
</table>

### REMARKS

- **Account 120:** Int. on Ry. Invest. = $266.66
- **Account 120:** Equipment = $167.49
- **Account 120:** Carried @ $31 = $588
### DISTRIBUTION OF EXPENSE OF OPERATING BRANCH RAILWAY NO. 73

**DECEMBER, 1916**

<table>
<thead>
<tr>
<th>Cars</th>
<th>To Date</th>
<th>1 Month</th>
<th>12 Months</th>
<th>To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operation No. 73 A</strong>&lt;br&gt; - Logs&lt;br&gt; - Bark&lt;br&gt; - Misc.</td>
<td>709</td>
<td>150.27</td>
<td>960.70</td>
<td>1873.54</td>
</tr>
<tr>
<td><strong>Operation No. 73 B</strong>&lt;br&gt; - Logs&lt;br&gt; - Bark&lt;br&gt; - Misc.</td>
<td>156</td>
<td>182.65</td>
<td>469.05</td>
<td>463.05</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14.66</td>
<td>24.28</td>
<td>24.28</td>
</tr>
<tr>
<td><strong>Operation No. 73 C</strong>&lt;br&gt; - Logs&lt;br&gt; - Bark&lt;br&gt; - Misc.</td>
<td>116</td>
<td>111.35</td>
<td>512.79</td>
<td>7948.79</td>
</tr>
<tr>
<td></td>
<td></td>
<td>39</td>
<td>337.99</td>
<td>337.99</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12.15</td>
<td>12.15</td>
</tr>
<tr>
<td><strong>Construction - Branch Ry. No. 73</strong>&lt;br&gt; - Spur No. 65a&lt;br&gt; - &quot; 66&lt;br&gt; - Camp No. 75 B&lt;br&gt; - &quot; 75 C</td>
<td>19</td>
<td>85.88</td>
<td>250.52</td>
<td>230.82</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>24.50</td>
<td>24.50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4</td>
<td>43.68</td>
<td>43.68</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6</td>
<td>72.79</td>
<td>72.79</td>
</tr>
<tr>
<td><strong>Operating Loader No. 3</strong>&lt;br&gt; - &quot; 4</td>
<td>2</td>
<td>23.58</td>
<td>23.58</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4</td>
<td>48.54</td>
<td>48.54</td>
</tr>
<tr>
<td><strong>Supplies - Coal</strong>&lt;br&gt; - Car Wire</td>
<td>29</td>
<td>22.60</td>
<td>351.34</td>
<td>351.34</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>24.26</td>
<td>24.26</td>
</tr>
<tr>
<td><strong>Operating Cook Camp No. 73</strong>&lt;br&gt; - &quot; A</td>
<td>3</td>
<td>17.27</td>
<td>17.27</td>
<td>17.27</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>11.61</td>
<td>11.61</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>24.26</td>
<td>24.26</td>
</tr>
<tr>
<td><strong>Equipment (Camp Barn)</strong>&lt;br&gt; - &quot; C</td>
<td>6</td>
<td>47.56</td>
<td>72.79</td>
<td>72.79</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>72.79</td>
<td>72.79</td>
</tr>
<tr>
<td><strong>Camp Supplies - Hay</strong>&lt;br&gt; - Oats&lt;br&gt;</td>
<td>26</td>
<td>114.73</td>
<td>311.65</td>
<td>311.65</td>
</tr>
<tr>
<td><strong>Central Warehouse Supplies</strong>&lt;br&gt;</td>
<td>2</td>
<td>26.35</td>
<td>26.35</td>
<td>26.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>24.26</td>
<td>24.26</td>
</tr>
<tr>
<td><strong>Loading in Train Wood</strong>&lt;br&gt;</td>
<td>1</td>
<td>12.15</td>
<td>12.15</td>
<td>12.15</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operation No. 66 - Repairs Spur</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Accounts Receivable</strong>&lt;br&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M. M. &amp; S. K. Ry. Co. (253 Cars Bank)</td>
<td>203.96</td>
<td>2301.73</td>
<td>2301.73</td>
<td></td>
</tr>
<tr>
<td><strong>Construction - Branch Ry. No. 73</strong> (Arbitrary)</td>
<td>154.00</td>
<td>154.00</td>
<td>154.00</td>
<td></td>
</tr>
<tr>
<td><strong>Loading in Train Wood</strong> (Arbitrary)</td>
<td>72.64</td>
<td>72.64</td>
<td>72.64</td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>2650.04</td>
<td>23320.38</td>
<td>23320.38</td>
<td></td>
</tr>
</tbody>
</table>

---

2/17/17
While the operation of Branch Railway #73 appears high in comparison with the Bienling Logging Railway and Buckeye Spur #2, yet you will note from the statement that Branch Railway #73 carries items of construction and rental of railway steel, etc., which is not carried by the other railroad operations. In addition to this it operates over 16.25 miles of track as against practically five miles on each of the other railways. I have shown in my analysis of Operation #73 that where we were able to ship in two of the months a reasonable number of cars, the costs were also very reasonable and compare favorably with any of our other railroad operations. It is operating with the smallest crew possible to handle it and I am safe in saying, if it could be made to operate to its efficiency, it would be the cheapest operation per carload that we have or have ever had.

EQUIPMENT. One of the gasoline loaders destroyed by fire has been rebuilt. The steam loader is operating continuously, loading logs and pulpwood for the Paper Mill on Vail Spur. The ditcher and Engine #3 have been shipped to Marquette for a general overhauling. Otherwise, the equipment is in first class condition.

TAXES. During the year 1916, the taxes were $1188.57 less than in 1915. Of the taxes borne by this department in 1916 $3140.13 were on lands not being operated, divided as follows:

Company Ownership $886.26
Sutherland Innes 441.98
Buckeye Cutovers 1869.99
$3140.13

PERSONAL INJURY EXPENSE. During the past three years our personal injury expense has been as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Per Cent of Payroll</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1916</td>
<td>.007</td>
<td>$9399.99</td>
</tr>
<tr>
<td>1915</td>
<td>.006</td>
<td>1569.59</td>
</tr>
<tr>
<td>1914</td>
<td>.0082</td>
<td>2378.63</td>
</tr>
</tbody>
</table>

From the above experience it appears that the personal injury expense runs on an average about .007 of the payroll. We are doing everything possible to keep down these expenses.
GENERAL DEPARTMENTAL EXPENSE.

The increase in the general expense is $7470.56 above 1915; the items of increase are as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries</td>
<td>2158.11</td>
</tr>
<tr>
<td>Printing &amp; Stationery</td>
<td>506.33</td>
</tr>
<tr>
<td>Postage</td>
<td>407.03</td>
</tr>
<tr>
<td>Office Furniture &amp; Fixtures</td>
<td>633.13</td>
</tr>
<tr>
<td>Office Expense</td>
<td>394.22</td>
</tr>
<tr>
<td>Telephone &amp; Telegraph</td>
<td>232.26</td>
</tr>
<tr>
<td>Rentals</td>
<td>420.00</td>
</tr>
<tr>
<td>Legal</td>
<td>384.36</td>
</tr>
<tr>
<td>Traveling &amp; Entertainment</td>
<td>940.68</td>
</tr>
<tr>
<td>Dixon Office</td>
<td>776.93</td>
</tr>
<tr>
<td>Special &amp; General</td>
<td>820.06</td>
</tr>
</tbody>
</table>

The increase in salaries is on account of increase in force, increase in salary rates and the transferring of one clerk from the general payroll to the Central Office payroll. The increase in Printing and Stationery is due to the installation of new record books on account of running out of our supply of printed forms which were installed when the department was organized. About $200 of the postage is accounted for by the supply of stamps and stamped envelopes on hand, whereas, nothing was on hand at the end of 1915. Increase in Office Furniture and Fixtures is due to the purchase of calculating machines, typewriters and additional office furniture on account of moving into larger quarters. The total additional Office Expense is account of shore boy at Dixon. Additional cost of Telephone and Telegraph is on account of larger number of phones in the new quarters and increased activity of the department. Increase Rentals is due to moving into the new quarters. The Special & General Expense of $820.06 is cost of hiring men. The Dixon Office did not appear in the 1915 General Expense.

FUTURE OPERATIONS

I have shown in this report a statement of the cordwood resources, which condensed are as follows:

<table>
<thead>
<tr>
<th>GLADSTONE PINEAPE CORDWOOD SUPPLY:</th>
<th>Summer</th>
<th>Winter</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cordwood</td>
<td>39608</td>
<td>47876</td>
<td>87384</td>
</tr>
<tr>
<td>Timber</td>
<td>20012</td>
<td>60086</td>
<td>80098</td>
</tr>
<tr>
<td>Total</td>
<td>59620</td>
<td>107962</td>
<td>167482</td>
</tr>
</tbody>
</table>

-29-
MARTHE M. FLAMEEGE CORDWOOD SUPPLY:

<table>
<thead>
<tr>
<th></th>
<th>Summer</th>
<th>Winter</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cordwood</td>
<td>46377</td>
<td>49231</td>
<td>95608</td>
</tr>
<tr>
<td>Timber</td>
<td>19462</td>
<td>45687</td>
<td>65049</td>
</tr>
<tr>
<td>Total</td>
<td>65839</td>
<td>94918</td>
<td>160757</td>
</tr>
</tbody>
</table>

GLADSTONE SUPPLY.

You will note from the foregoing statement and that of last year that our cordwood supply has been reduced as follows:

<table>
<thead>
<tr>
<th></th>
<th>Summer</th>
<th>Winter</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cordwood</td>
<td>22425</td>
<td>8797</td>
<td>31222</td>
</tr>
<tr>
<td>Timber</td>
<td>10324</td>
<td>7054</td>
<td>17358</td>
</tr>
<tr>
<td>Total</td>
<td>32749</td>
<td>15851</td>
<td>48670</td>
</tr>
</tbody>
</table>

The decrease in the cordwood supply is on account of the scarcity of labor principally. However, we have had no attractive timber for chopping during 1916 tributary to Gladstone. In my last year's Annual Report I called attention to the fact that of the timber in the table there were 14,000 cords of summer and 25,000 cords of winter haul not available for cutting. Just recently the 14,000 cords of summer haul which is on Section 14-46-21 has been released for operation and can be started in the spring of 1917 if labor conditions permit. I also called attention to the fact a year ago that we must immediately prepare for another definite source of supply for the Gladstone Furnace as otherwise we would run out of timber on which to place choppers. Two propositions were considered; one in Range 19 tributary to Vail Spur and one in Range 22, which is railroaded by the Chicago and Northwestern. The timber in Range 19 was discarded and I understand the question of the operation in Range 22 is still under consideration with the Chicago and Northwestern. Part of the lands considered in Range 22, that is the so-called Jones Lands, have been approved for operation by this department for cordwood and will be started in the spring of 1917 if labor conditions permit. Considering what we have available for cutting, including the Jones Lands, there is but a few months' supply of summer haul ahead and to keep the Gladstone Furnace operating at its efficiency thru the summer of 1918 immediate steps must be taken and a source of supply opened up from...
which can be obtained a well balanced supply of summer and winter haul. Of
our own lands available, I know of no other than those in Range 22 which were
explained in my Annual report for last year. The Bay de Noquet Company have
offered us cordwood stumpage on about 80,000 acres of their land lying North
of Nahma, Michigan, which from our preliminary examination will develop about
20,000 cords annually and probably 500,000 cords total.

MARCHUETTE SUPPLY.
You will note from the foregoing statement and that of last year
that our cordwood supply has been reduced as follows:

<table>
<thead>
<tr>
<th></th>
<th>Summer</th>
<th>Winter</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cordwood</td>
<td>4976</td>
<td>12255</td>
<td>17234</td>
</tr>
</tbody>
</table>

The decrease in the cordwood supply is on account of the scarcity of labor. The
Marquette supply of cordwood is well protected with the cordwood mill being in-
stalled at the Marquette Furnace and logging operations on Vail Spur to supply
that mill. The timber supply for the Marquette Furnace is well provided for
for a number of years to come by merely following the operation of the Luc La
Belle Lands for the Paper Mill and Tannery and the Cleveland-Cliffs Iron Company's
lands tributary thereto.

LOGGING.
The order for 5,000 cords of bark for 1917 from the Paper Company
and the logs peeled will, if we are successful in filling it, force the Paper
Mill operations into another district for 1918. This has been called to the
attention of the Paper Mill at our meetings during the winter and as the contract
provides, a selection will be made of the lands controlled by the Paper Company
which will be prepared for operation. It is the understanding now that the lands
will be selected Northeast of Munising; carefully examined and a plan outlined
for operating.

Some logging will develop thru the operation of Section 14-46-21
and probably on the Jonesa Lands, but other than this, we have practically cleaned
up everything assigned to this department.
FINAL REMARKS.

Considering the very adverse labor conditions which have confronted us for the year just closed and which we are facing for the coming year, I do not think the showing of this Department has been a bad one. It is true, that the cost of cordwood and other materials have advanced considerably over preceding years, yet, I believe if you carefully read this report, you will see that we have fully explained the reasons for said increases. We would have been able to show a much larger profit for the Department had we been able to ship our material and had we obtained the prices estimated by the Land Department.

We have been seriously hampered thru the Paper Mill refusing to take the material and thru the inability of the Railroad Company to furnish cars. In fact, had the Paper Company and Railroad Company gotten together and carefully worked out a scheme to hamper us in every way possible, they could not have succeeded better than they have already done. In other words, the Lumbering Department has been made the scape-goat for the Paper Mill and Tannery and Railroad Department and I wish to fully impress this fact upon you, and if we meet with no better success during the coming year, in not being able to ship our material promptly, we must be prepared to face still further losses. I sincerely hope that during the coming year, we will have no complaints from the Paper Company and Railroad Company relative to the high costs for materials.

Trusting this report will meet with your approval, I am

Yours truly,

Acting Manager.