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a { Letter } addressed to
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Chicago Ill
A. T. ANDERSON, P. M., per

Wm. G. Other, President & Treasurer!
J. H. Wade, Vice President!

R. C. Mann, Auditor!
J. H. Sheadle, Secretary!

The Cleveland-Cliffs Iron Co.

*Dealers in all varieties of
Lake Superior Iron Ores and Charcoal Pig Iron
from their own Mines & Furnaces!*

*Offices: 2nd Floor
Mercantile Bank Building.*

Cleveland, Ohio.

April 11, 1895.

G

Mr. W. J. Mize,

Collector Internal Revenue, Chicago, Ill.,

Dear Sir:

We enclose you herewith the income tax returns of The Cleveland-Cliffs Iron Company for the year ending December 31st, as required by law.

Kindly acknowledge receipt, and oblige,

Yours truly,

The Cleveland-Cliffs Iron Company,

Adtr

Encl.

"Copy"

(Form No. 366.)

INCOME TAX, 1894.

ANNUAL RETURN

OF

NET PROFITS OR INCOME

OF A CORPORATION,

For Assessment of Taxes for 1894,

By

of

President, or (.....) of

The Cleveland-Cliffs Iron Co.

of

in the..... District, State

of

To

NOTICE.

Pursuant to an Act of Congress of the United States, in effect August 28, 1894, you are required to make out a return for the corporation or association of which you are an officer or agent, according to the forms within, and deliver the same to me, at my office, on or before the first Monday of March, 1895.

Dated this..... day of.....,

1895, at my office at

..... Collector.

UNITED STATES INTERNAL REVENUE

Return by Banks, Banking Institutions, Trust Companies, Savings Institutions, Fire, Marine, Life, or other Insurance Companies, Railway Companies, and all other Corporations, Companies, or Associations doing business

Return to be made to the Collector of the district where the principal office or place of business is located, on or before

The *Cleveland Cliffs Iron Co* of *Chicago*, in the County of *Cook*, and District of the State of *Illinois*, makes and renders the following return of all gains, profits, or income received by or accrued to said *Company*, from the first day of January, 1894, to the thirty-first day of December, 1894, both days inclusive, pursuant to the provisions of the Internal-Revenue Laws:

		Dollars.	Cts.
1	Gross receipts, credits, earnings, and gains from any business, or any interest therein, wherever carried on.....	102,034	19
2	From interest or coupons, due or paid on any bonds, or other evidences of indebtedness of any corporation, company, or association.....		
3	From dividends or interest on the stock, capital, or deposits of any corporation, company, or association.....	72,925	00
4	From undivided profits of any corporation, company, or association.....		
5	From premium on bonds, stocks, notes, or coupons.....		
6	From commissions, or percentage.....	38,830	71
*7	From interest on notes, bonds, or other securities of the United States, except such bonds of the United States the principal and interest of which are exempt from Federal taxation.....		
8	From interest received or accrued on all notes, bonds, mortgages, or other forms of indebtedness not included in the foregoing items.....	1,832	61
9	From profits realized within the year from sales of real estate purchased since December 31, 1892.....		
10	From rents received or accrued.....		
11	From all sources not above enumerated (specifying same), viz:		
TOTAL RECEIPTS, GAINS, AND INCOME.....		215,622	51
OPERATING AND BUSINESS EXPENSES:		Dollars.	Cts.
12	1. Interest paid or accrued within the year on bonded or other indebtedness.....	9,282	20
	2. Losses actually sustained during the year.....		
	3. State, county, municipal, or town taxes accrued during the year 1894 and actually paid.....	7,571	39
	4. Salaries, compensation, or pay of officers or other persons employed during the year. <i>608299</i> <i>1222500</i>	19,514	00
	5. Rents, or necessary repairs, but not including amount used for construction or enlargement of plant.....	8,000	00
	6. Actual losses on sales of real estate purchased since December 31, 1892.....		
	7. Cost price of material purchased for manufacture or resale, not increasing stock on hand Dec. 31, 1893.....		
	8. Other expenses not above enumerated, viz: <i>Quarantine Commission; 7 boats</i> <i>fuel, insurance, etc. etc.</i>	7,027	59
TOTAL OPERATING AND BUSINESS EXPENSES.....		92,269	18
13	Net profits or income over operating and business expenses.....	123,353	33
14	Dividends and gains heretofore included in the statement of profits under paragraphs 3 and 4, received from corporations, companies, or associations, on which the tax of two per centum has once been paid by such corporation, etc.....	72,925	00
AMOUNT OF NET PROFITS OR INCOME LIABLE TO TAX.....		50,428	33
TAX AT TWO PER CENTUM.....		1,008	57
15	Amount paid in salaries, or other compensation, or pay of officers or other persons employed, not including salaries of more than four thousand dollars.....	19,514	00
16	Amount paid in salaries, or other compensation, or pay of officers or other persons employed, including only salaries of more than four thousand dollars.....	<i>none</i>	
TOTAL SALARIES, ETC., PAID.....		19,514	00

NOTE.—The interest on all bonds of the United States should be returned as income by the person, corporation, company, or association owning or holding such bonds, except the interest on bonds of the funded loan of 1891 continued at two per cent, and the four per cent funded loan of 1907, and the five per cent loans of 1904, which is exempt. 2-1959

UNITED STATES INTERNAL REVENUE.

Railroad, Canal, Turnpike, Canal Navigation, Slack Water, Telephone, Telegraph, Express, Electric Light, Gas, Water, Street for profit in the United States.—Sections 32, 34, and 35, Act of August 28, 1894.

the first Monday of March, 1895, and the tax to be paid to the Collector on or before the first day of July, 1895.

Table with columns for Name and address of each person to whom a salary of more than four thousand dollars was paid, and the amount paid to such person. Includes sub-columns for Dollars and Cts.

Statement of all Interest, Annuities, and Dividends declared due or paid to shareholders, stockholders, policy holders, or Depositors by the Cleveland-Cliffs Iron Co., from the first day of January, 1894, to the thirty-first day of December, 1894, both days inclusive, and of all undivided profits of said Company on hand or added to any fund, and amount of net annual profits, or income, of said Company used for construction, enlargement of plant, or any other expenditure or investment, paid from the net annual profits of said Company for said year, pursuant to the provisions of the Internal-Revenue Laws:

Table with columns for Dollars and Cts. containing rows for Dividends declared or paid on stock, capital, or deposits, etc.; Annuitants declared or paid on bonds, stock, capital, or policies; Interest paid on shares, stocks, capital, or deposits; Undivided profits, over dividends declared or paid, on hand or carried to the account of surplus or other fund; Amount of net profits or income used for construction; Amount of net profits or income used for enlargement, betterment, or permanent improvement of plant; Amount of net profits or income used for other expenditures, or investment; TOTAL NET PROFITS.

Question 1. Has the corporation, company, or association for which this return is made, kept full, regular, and accurate books of account, upon which all its transactions were entered from day to day for the full period covered by this return? Answer: Yes
Question 2. Is this return made exclusively from said books? Answer: Yes
Question 3. Have the full amounts set forth in this return as salaries of officers and pay to employes been actually paid within the year covered by this return to bona fide officers and employes of this corporation, company, or association for services actually rendered? Answer: Yes
Question 4. What are the particular items of losses included in the amount set opposite paragraph 2, under "Operating and Business Expenses" on page 2 of this return, and when did each occur? Answer:

STATE OF _____, COUNTY OF _____, ss:
I, _____, of the _____, do swear (or affirm), that the foregoing return contains a true, full, regular, and accurate account of all the gains, profits, and income received by or accrued to said _____, from the first day of January, 1894, to the thirty-first day of December, 1894, both days inclusive, and a true and complete statement of the net profits or income of said _____ for said year, and the true amount and kind of operating and business expenses thereof; and of all dividends, interest, or annuities declared due or paid by said _____; and of all undivided profits thereof; and the amount of net profits or income used for construction, enlargement of plant, or investment, as therein specified; and that the above questions have been fully and truthfully answered.
Sworn to and subscribed before me this 11th day of April, 1895.
Signed by R. L. Mason, Auditor

* In case there is not sufficient space to contain the names of persons under paragraph 17, a supplementary list should be made and securely attached to the return and made a part thereof, under said paragraph, and marked "Exhibit A to paragraph 17."
† "President," "Cashier," "Secretary," as the case may be, of resident corporations, etc. "Resident Manager," or "Resident Agent," as the case may be, of foreign corporations, etc.
In computing income for taxation nonresident corporations shall include in their annual returns the entire profits or income of such corporations derived from all business conducted in the United States, deducting the operating and business expenses incurred in conducting such business.
2-1959

ACT OF AUGUST 28, 1894.

[EXTRACTS—Continued.]

AN ACT entitled "An Act to reduce taxation, to provide revenue for the Government, and for other purposes."

Be it enacted, etc. * * * SEC. 34. That sections thirty-one hundred and sixty-seven, thirty-one hundred and seventy-two, thirty-one hundred and seventy-three, and thirty-one hundred and seventy-six of the Revised Statutes of the United States as amended are hereby amended so as to read as follows :

SEC. 3167. That it shall be unlawful for any collector, deputy collector, agent, clerk, or other officer or employe of the United States to divulge or to make known, etc. * * *

SEC. 3172. That every collector shall, from time to time, cause his deputies to proceed through every part of his district and inquire after and concerning all persons therein who are liable to pay any internal revenue tax, and all persons owning or having the care and management of any objects liable to pay any tax, and to make a list of such persons and enumerate said objects.

SEC. 3173. That it shall be the duty of any person, partnership, firm, association, or corporation, made liable to any duty, special tax, or other tax imposed by law, when not otherwise provided for, in case of a special tax, on or before the thirty-first day of July in each year, in case of income tax on or before the first Monday of March in each year, and in other cases before the day on which the taxes accrue, to make a list or return, verified by oath or affirmation, to the collector or a deputy collector of the district where located, of the articles or objects, including the amount of annual income, charged with a duty or tax, * * * according to the forms and regulations to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury. * * *

SEC. 3176. When any person, corporation, company, or association refuses or neglects to render any return or list required by law, or renders a false or fraudulent return or list, the collector or any deputy collector shall make, according to the best information which he can obtain, including that derived from the evidence elicited by the examination of the collector, and on his own view and information, such list or return, according to the form prescribed, of the income, property, and objects liable to tax owned or possessed or under the care or management of such person, or corporation, company, or association and the Commissioner of Internal Revenue shall assess all taxes not paid by stamps, including the amount, if any, due for special tax, income or other tax, and in case of any return of a false or fraudulent list or valuation intentionally he shall add one hundred per centum to such tax; and in case of a refusal or neglect, except in cases of sickness or absence, to make a list or return, or to verify the same as aforesaid, he shall add fifty per centum to such tax. In case of neglect occasioned by sickness or absence as aforesaid the collector may allow such further time for making and delivering such list or return as he may deem necessary, not exceeding thirty days. The amount so added to the tax shall be collected at the same time and in the same manner as the tax unless the neglect or falsity is discovered after the tax has been paid, in which case the amount so added shall be collected in the same manner as the tax; and the list or return so made and subscribed by such collector or deputy collector shall be held *prima facie* good and sufficient for all legal purposes.

Summary of Supplies used for the year ending November 30th 1894

	Cleveland Iron Mining Co						Iron Cliffs Co					
	Hard Ore		Lake		Hematite		Cliffs Shaft		Salisbury		Foster	
	23644 Tons	Per ton	97018 Tons	Per ton	64668 Tons	Per ton	Tons	Per ton	150254 Tons	Per ton	Tons	Per ton
	Am't.		Am't.	Am't.	Am't.	Am't.	Am't.	Am't.	Am't.	Am't.	Am't.	Am't.
General Supplies	277.63	012	7062.65	073	848.89	013	156.59		893.29	006		3.30
Iron and Steel	67.73	003	2697.58	028	461.52	007	265.76		767.72	005		
Nails and Bolts	21.88	001	514.90	005	110.16	002	52.10		508.87	004		
Tools	96.19	004	671.15	007	287.79	004	48.81		313.55	002		90.50
Pipe and Fittings	143.56	006	552.32	006	257.62	004	106.66		1154.51	008		
Oil Grease & Candles	120.05	005	1834.56	019	1210.98	019	188.99		1286.54	009		
Machinery Supplies	238.41	010	16288.18	168	901.63	014	3301.13		3963.34	026		
Building Material	306.86	013	4876.24	050	494.66	008	422.26		3403.36	023		
Explosives	5.81	000	2725.56	028	914.70	014			1555.98	010		
Mine Timber	18	000	12231.62	126	2720.61	042	9.20		8416.05	056		
Fuel	1991.09	085	10136.56	104	9377.81	145	2212.57		6206.57	041		
Barrel	9.25	000			383.32	006	16.36		891.60	006		
Sundry outside Labor & etc	616.53	026	1455.83	015	273.89	004	1533.64		3338.62	022		208.14
Total 12 Months	3895.17		165610.47	15	629182.43	58	282.83	14.07	32700.00	218		301.94

Supplies charged to accounts as follows

	Hard Ore		Lake		Hematite		Cliffs Shaft		Salisbury		Foster	
	Am't.	Cost	Am't.	Cost	Am't.	Cost	Am't.	Cost	Am't.	Cost	Am't.	Cost
General Expense	179.92	008	300.73	003	57.57	001	15.76		26.03	000		3.30
Maintenance	475.49	020	1345.86	014	1283.11	020	851.32		2633.36	019		142.80
Operating	2239.58	095	28452.39	293	16727.33	259	197.93		20861.57	139		148.19
Improvement			1720.66	018	91.60	001			2872.43	019		
New Construction			2387.292	246			524.227		5746.06	038		
Repr Rented Houses	158.32	007			195	000	39.67		37.64	000		
Land Improvement												
Supply of Equipment accts	841.86	035	5354.59	055	82.02	001	1967.12		522.91	003		7.65
Total 12 Months	3895.17		165610.47	15	629182.43	58	282.83	14.07	32700.00	218		301.94

Lake Mine did not commence mining ore until June 16th one shift and July 2nd two shifts
 Hematite did not commence mining ore until Feby 12th at noon
 Salisbury mine commenced night shift March 5th

Summary of Supplies used.

for year ending

Nov 30th 1894.

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Post Office Department.

OFFICIAL BUSINESS.

Post Office at

RETURN TO:

Name of Sender

Street and Number,
or Post Office Box.

Post Office at CLEVELAND,

County of Cuyahoga, State of Ohio.

Stamp here name of Post Office

and date of delivery.

The Cleveland Press

REGISTRY RETURN RECEIPT sent....., 189

Reg. No. 117

From Post Office at CLEVELAND, OHIO.

*Reg. Letter } Addressed to O. P. Sundstrom
Reg. Parcel }
Post Office at Michigan

After obtaining receipt below, the Postmaster will mail this card, without cover and without postage, to address on the other side.

RECEIVED THE ABOVE DESCRIBED REGISTERED { *LETTER.
PARCEL.

(SENDER'S NAME ON OTHER SIDE.)

Sign on dotted lines to the right.

O. P. Sundstrom

When delivery is made to other than addressee, the name of both addressee and recipient must appear.

*Erase letter or parcel according to which is sent.

ANNUAL REPORT.

THE CLEVELAND-CLIFFS IRON COMPANY.

CLEVELAND, O., February 15th, 1895.

To the Stockholders :

GENTLEMEN:—At the Annual meeting of the Stockholders of this Company, held in Cleveland, at 3:00 o'clock on January 23d, 1895, the following Board of Directors was unanimously elected to serve during the ensuing year :

T. P. HANDY, Cleveland.	E. R. PERKINS, Cleveland.
SAMUEL MATHER, Cleveland.	J. H. WADE, New York.
AMOS TOWNSEND, Cleveland.	PETER WHITE, Marquette.
J. H. MCBRIDE, Cleveland.	J. H. HOYT, Cleveland.
WM. G. MATHER, Cleveland.	

General Balance Sheet, November 30th, 1894.

THE CLEVELAND-CLIFFS IRON CO.

ASSETS.	NOV. 30, 1893	NOV. 30, 1894.	INCREASE.	DECREASE.
Cleveland-Cliffs Iron Co. stock in treasury, 11,853 shares, par value.....	\$1,185,300 00	\$1,185,300 00		
Cleveland Iron Mining Co. stock in treasury, 100,000 shares, cost value.....	1,997,245 00	1,997,245 00		
Iron Cliffs Co. stock in treasury, 14,585 shares, cost value.....	1,823,125 00	1,823,125 00		
Steamers "Pioneer" and "Cadillac".....	221,946 91	213,946 91		\$8,000 00
Stock of Pig Iron on hand.....		190,704 40	\$190,704 40	
Supplies on hand.....		2,559 04	2,559 04	
New Furnace.....		285 00	285 00	
Furnace Lands.....		27,009 35	27,009 35	
Cash on hand.....	94,952 19	187,054 30	92,102 11	
Bills and Accounts Receivable.....	222,121 21	195,432 44		26,688 77
	\$5,544,690 31	\$5,822,661 44	\$277,971 13	
LIABILITIES.				
Capital Stock.....	\$5,000,000 00	\$5,000,000 00		
Bills Payable.....	20,400 00			\$20,400 00
Accounts Payable.....	207,747 87	382,765 67	175,017 80	
Surplus Account.....	316,542 44	439,895 77	123,353 33	
	\$5,544,690 31	\$5,822,661 44	\$277,971 13	
Net earnings for year ending November 30th. 1894. (equals 3.23 per cent. on outstanding stock).....			\$123,353 33	

**Statement showing condition of the Companies controlled by
The Cleveland-Cliffs Iron Co.**

Condensed Balance Sheets,

CLEVELAND IRON MINING CO.

ASSETS.	1893.	1894.	INCREASE.	DECREASE.
Real Estate to balance Capital Stock	\$2,500,000 00	\$2,500,000 00		
Cash	11,127 08	22,800 75	\$11,673 67	
Bills and Accounts Receivable	356,804 15	362,913 78	6,109 63	
Steamers (2)	312,000 00	304,055 62		\$7,944 38
Ore Iron and Supplies	616,280 46	449,478 97		166,801 49
Construction Account	22,050 33	49,272 31	\$27,221 98	
Miscellaneous	1,630 93	1,621 93		9 00
	\$3,819,892 95	\$3,690,143 36		\$129,749 59
LIABILITIES.				
Capital Stock	\$2,500,000 00	\$2,500,000 00		
Steamer Bonds	320,000 00	308,000 00		\$12,000 00
Bills and Accounts Payable	276,472 78	204,215 24		72,257 54
Surplus Account	723,420 17	677,928 12		45,492 05
	\$3,819,892 95	\$3,690,143 36		\$129,749 59

IRON CLIFFS COMPANY.

ASSETS.	1893.	1894.	INCREASE.	DECREASE.
Real Estate Account	\$723,746 77	\$717,670 95		\$6,075 82
Cash	183,430 52	249,121 18	\$65,690 66	
Bills and Accounts Receivable	260,651 90	142,564 87		118,087 03
Ore, Iron and Supplies	778,650 72	680,209 22		98,441 50
Stocks and Bonds, Ill. Steel Co	80,260 00	80,260 00		
Construction Account	28,113 37	38,724 10	10,610 73	
	\$2,054,853 28	\$1,908,550 32		\$146,302 96
LIABILITIES.				
Capital Stock	\$1,000,000 00	\$1,000,000 00		
Bills and Accounts Payable	48,359 43	52,021 43	\$3,662 00	
Surplus Account	1,006,493 85	856,528 89		\$149,964 96
	\$2,054,853 28	\$1,908,550 32		\$146,302 96

NOTE.—The loss of \$45,492.05 by the Cleveland Iron Mining Company was made up partly of operating losses, and in the depreciation in value of ore and Steamers.

The loss of \$149,964.96 by the Iron Cliffs Company is accounted for by a dividend of \$100,000.00 and the balance by depreciation in stocks of ore and iron, and the large taxes on the mines and furnace property which were idle during the last year

COMPARISON

For last three years of product of the mines controlled by the Cleveland-Cliffs Iron Company, divided into hard ore and soft ore, and the percentage of each to the total; also in Bessemer and non-bessemer ore.

C I. M CO.	1892.		1893.		1894.	
	TONS.	PER CENT.	TONS.	PER CENT.	TONS.	PER CENT.
Hard Ore	9,700	27.	27,106	11.	23,644	13.
Soft Ore	266,000	73.	215,600	89.	161,686	87.
Bessemer	92,685	25.	55,600	22.	69,955	37.
Non-Bessemer	270,315	75.	187,106	78.	115,375	63.
Total, all kinds	363,000		242,706		185,330	
I. C. CO.						
Hard Ore	192,446	53.	117,150	45.	150,254	100.
Soft Ore	169,300	47.	145,400	55.	114,093	76.
Bessemer	87,326	24.	61,947	24.	36,161	24.
Non-Bessemer	274,420	76.	200,603	76.	114,093	76.
Total, all kinds	361,746		262,550		150,254	
BOTH CO'S.						
Hard Ore	289,446	40.	144,256	28.	23,644	6.5
Soft Ore	435,300	60.	361,000	72.	311,940	93.5
Bessemer	180,011	24.5	117,547	23.	106,116	30.5
Non-Bessemer	544,735	75.5	387,709	77.	229,468	69.5
Total, all kinds	724,746		505,256		335,584	

PRODUCTION OF ORE AND CHARCOAL PIG IRON

IN 1894.

	Hard Ore Mine.	Lake Mine.	Cleveland Hematite Mine.	Total.
C. I. M. CO.	23,644	97,018	64,668	185,330 tons.

	Cliffs Shaft.	Salisbury.	Foster.	Fitch.	
I. C. CO.	None.	150,254	None.	None.	150,254 tons.

Production of Pig Iron.			
	1893	5,195 tons.	Total tons 1893 505,256
	1894	6,314 "	" " 1894 335,584
	Increase in 1894	1,119 "	Decrease in 1894 169,672

The great depression in iron business to which attention was called in last Annual Report, not only continued but grew worse throughout 1894. Prices still further declined, and though our financial condition is good, the combined operations of the three companies show a net loss of \$72,103.68, for the fiscal year ending November 30, 1894.

The Pioneer furnaces at Negaunee have been abandoned owing to their dilapidated condition. They were built in 1858-9 and have run with few stoppages until the present time, but have now outlived their usefulness. Their place will be filled by a new and modern furnace at Gladstone, Mich., which will probably be ready for operations the latter part of this year. The pig iron shown as on hand in the accounts of the Cleveland-Cliffs Iron Co., represents chiefly coke iron received in exchange from a furnace for some of our hard non-bessemer ore, and which is being carried for the account of the C. I. M. Co., and I. C. Co.

It also represents some charcoal Pig Iron being made for our account by the Excelsior Furnace, Ishpeming. The product of this furnace will enable us to hold our place in the Pig Iron market until the new furnace goes into blast.

The item "Furnace Lands" (C. C. I. Co.) is a purchase of some hardwood lands for use in connection with new furnace project.

Respectfully,

February 15, 1895.

WM. G. MATHER, President.

Number of Stockholders, Jan. 23, 1895—231.

S P E C I F I C A T I O N S.
F O R
S T O C K H O U S E T R E S T L E.
F O R
C L E V E L A N D C L I F F S I R O N C O.

Under this Contract is included, Materials and labor necessary to complete for the Cleveland-Cliffs Iron Co, one (1) Rail Road Pile Trestle, to be located at Gladstone Michigan.

The Trestle is to be built in accordance with drawings entitled "Stock House Trestle", and under these specifications, and under the direction of the Engineers of the Company, or their Assistant, said Engineers being Frank C. Roberts & Co, and this labor and material is to be to the entire satisfaction of said Engineers.

The word Engineers when used in these specifications, is intended to include the Assistant Engineer.

The Trestle will begin at Section (Station), 4+93 Line "B," and will extend in two parallel lines through Stock House -- hereafter to be erected, -- to Station 12+72.5/10 and 12+87.5/10 respectively, or a total distance of Thirteen Hundred and Ninety Five (1395) Feet, -- requiring Ninety Three (93) Bents.

MATERIALS:-

All bolts, drift bolts, spikes nails &c, shall be of good merchant ble material, either iron or steel, and of workmanlike finish.

Piles:-

All piles shall be of good quality, straight Cedar, and peeled, and acceptable to the Engineers. They shall be not less than fourteen (14) inches in diameter at the butt, and nine inches at the small end, and shall be of such length, as is indicated hereafter in these specifications. They must be straight

trained, trimmed close, cut off square at the butt, and sharpened at the point before driving.

TIMBER:-

All timber except Ties, ~~XXXX~~, braces, and Foot Plank, must be of good quality, White Pine, or Washington ~~XXXX~~ Fir, sound ~~XXXX~~ and reasonably well seasoned, straight grained, and free from sap or bark edges.

*Washington Fir to be free from "pitch seams" -
Caps and guard rail are*

not common

XXXX, braces, and foot plank, are to be of the best of Hooplock, free from ring or open shake, and ~~XXX XXXX XXXXXXXXXX~~, will be subjected to the most rigid inspection as to quality of timber by the Engineers.

All Timber, must be satisfactory to the Engineers, who may order its removal at any time.

EXECUTION OF THE WORK.

Piles must be driven to a penetration of not more than one half (1/2) inch ~~xxxxxxfeetx~~ under the blow of a hammer, weighing 2000 pounds, and falling twenty five (25) feet or its equivalent. The amount of this penetration however, may be increased at the discretion of the Engineers.

The piles must be protected by an iron ring, or cast iron cap, when driving, if the Engineer shall so direct. The piles must be of sufficient length to be sound, and the fibre unbroken, at the top when sawed off.

The caps must be placed so accurately to level, that only slight dapping will be necessary to bring stringers to surface. No shims will be allowed, Stringers must extend over two bents, and break joints.

Cast iron packing rings, must be furnished, and placed in accordance with plans.

laminated on plan, sawed on all sides, and squared accurately to length.

Cast Iron Washers, must be used where shown.

Neither the furnishing or the laying of rails is included in this contract.

Plank must not show bark or sap on more than one corner, and must be laid with heart down.

Foot plank must be spiked with two spikes in each end, and with one spike at each intermediate bearing. and these spikes are to be 30 penny spike.

Two lateral sway braces, (one on each side of the bent), of 3" X 10", are to be placed on forty two (42) bents, (No's 14 -- 34 "A" inclusive, and No's 14 -- 34 "B" inclusive,)

These braces, are to be fastened with 3/8" X 8" Boat Spike, and there are to be four (4) spike in each end, and three (3) spike at each intermediate bearing. These sway braces are not shown on the drawing referred to by these specifications.

SPECIAL CONSTRUCTION AT SWITCH.

This part of the Trestle must be built as shown by drawing, and in accordance with these specifications. When stringers are single, they shall be securely drift bolted to each cap, and properly spliced where necessary. -- all as Engineers may direct.

The work on curves, must conform to the lines as given by the Engineers accurately.

TERMS OF PAYMENT.

On or about the last day of the month, the Engineers will make an estimate of the work, erected, and ninety percent (90%) of such estimate, shall be paid by the Cleveland Cliff's Iron Co, on or before the fifteenth (15-th) of the following month.

NOTE:-

Piles must be ~~xxxxxx~~ provided of sufficient length, to be driven ten (10) feet, in the ground if necessary, and will be paid for per lineal foot driven, including one (1) foot allowance for brooming, above cut off. In case driving is stopped by Engineers, before depth specified above is reached, -- the contractor is to be reimbursed for length so lost, at rate of actual cost per foot of piles delivered.

SPECIFICATIONS.

FOR.

CORWOOD TRESTLE.

FOR.

CLEVELAND CLIFFS IRON CO.

Under this Contract, is included the material and labor necessary to complete for the Cleveland Cliffs Iron Co, one Rail Road Trestle on Piles, to be located at Gladstone on Cooks Mills Mich.

The trestle is to be built in accordance with the drawing entitled "CORWOOD TRESTLE", and these Specifications, and under the direction, and to the satisfaction, of the Engineers of the Company, -- Frank G. Roberts & Co, or their Assistant.

The word Engineers, when used in these Specifications, is intended to include the Assistant Engineer.

The Trestle will comprise Sixty Two (62) Bents, as indicated on plans, and will be One Thousand & Seventy One (1071) feet long.

MATERIAL.

All Bolts, Drift Bolts, Spikes Nails &c, shall be of good merchantable material, either Iron or Steel, and of Workmanlike finish.

PILES.

All Piles shall be of good quality, straight Cedar, and peeled, and acceptable to the Engineers, They shall be not less than fourteen (14) inches, in diameter, at the butt, and Nine (9) inches at the small end, and shall be of such length, as indicated hereafter in these specifications. They must be straight grained, trimmed close, cut off square at the butt, and sharpened at the point before driving. Page (1)

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T I M B E R.

Stringers must be of good quality White Pine, (known as No 1 Common,) or Washington Fir, -- sound, reasonably well seasoned, straight grained, and free from sap, or bark edges. Washington Fir, if used, to be free from "Pitch Seams".

Caps and Guard Rail, to be of good quality of White Pine, (No 1 Common).

~~xxxx~~ braces, and plank, are to be of the best of Hemlock, free from ring or open shake, and ~~xxx xxx xxxxxx~~, will be subjected to the most rigid inspection as to the quality of the Timber.

All timber must be satisfactory, to the Engineers, who may order its removal at any time.

E X E C U T I O N O F T H E W O R K.

Piles must be driven, to a penetration, of not more than one half (1/2) inch, under the blow of a hammer, weighing 2000 pounds, and falling twenty five (25) feet, or its equivalent.

The amount of this penetration however : may be increased at the discretion of the Engineer.

The Piles must be protected, by an iron ring, or cast iron cap, when driving, if the Engineer shall so direct. The piles must be of sufficient length, to be sound, and the fibre unbroken, at the top, when sawed off.

Piles must be provided of sufficient length, to be driven ten (10) feet into the ground, if necessary, and will be paid for, per lineal foot, driven, including allowance, for brooming ^v of one (1) foot above cut-off. In case driving is stopped, by Engineers, before depth specified above is reached, the Contractor is to be reimbursed, for length so lost, at actual cost per foot of piles delivered.

The Caps must be placed, so accurately to level, that only light dapping, will be necessary, to bring Stringers to surface. No shims will be allowed.

Stringers must extend over two (2) bents, and break joints, over the first thirteen (13) Spans, as shown on drawing.

Ties must be of good native Oak, and Hemlock, as designated on plans, sawed on all sides, and squared accurately to length.

Wrought iron washers are to be used on Guard Rail.

Neither the furnishing or the laying of rails is included in this contract.

Plank must not show Bark nor sap, on more than one corner, and must be laid with heart down.

Foot Plank, must be spiked, with two (2) -- 30 penny Spike, in each end, and one (1) at each intermediate bearing.

Deck Plank, must be spiked with, two (2) 30 penny spike, in each end, and one (1) at every alternate intermediate bearing.

Two Lateral "Sway Braces", one on each side of the Bent, of 3" X 10", are to be placed on thirteen (13) Bents, No's two (2) to Fourteen (14) inclusive, and there are to be, two pairs of braces, on each of the remaining bents as shown on plans.

These braces are to be fastened, with 3/8" X 8" Boat Spikes, -- four (4) at each end, and three (3) at intermediate bearings.

The work on Curves, must conform to the lines, as given by the Engineers accurately.

TERMS OF PAYMENT.

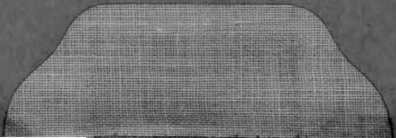
On or about the last day of the month, the Engineers, will make an estimate of the ~~xxxx, xx xx xxx xxxxx, --xxx-~~ *value of the work erected* and Ninety per cent (90 %) of such estimate, shall be paid by the Cleveland Cliffs Iron Co, on or before the Fifteenth (15-th) day of the following month.

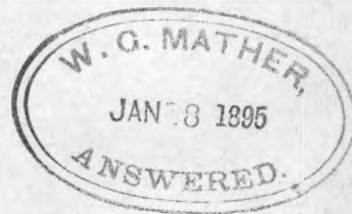
Statement Showing Comparative Operations of Steamers For Three Years.

	"Frontac"			"Frontenac"			"Edillac"			"Pioneer"			"Halcyon" and "Imtard"																	
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.															
	Days.	Port.	Bar.	Days.	Port.	Bar.	Days.	Port.	Bar.	Days.	Port.	Bar.	Days.	Port.	Bar.															
Time in commission in port.	78	34.1	82	40.77	68	24.19	87	37.9	86	40.93	79	32.57	46	31.3	91	40.87	80	35.88	78	32.4	82	37.99	66	22.20						
" " " sailing	133	58.8	95	42.00	148	63.52	138	60.6	112	52.49	140	57.61	77	33.3	106	47.96	124	55.60	64	42.6	118	55.05	155	66.24						
" " " delays at Soo Canal.	9	4.2	6	2.35	10	4.29			4	1.88	10	4.12	7	5.2	4	2.00	6	2.70	5	3.4	4	1.94	8 1/2	3.63						
" " " "Holland"															3	1.31					5 1/2	2.54								
" " " "by bad weather"	4	2.0	1	.56	7	3.00	3	1.5	5	2.39	7	2.88	13	9.1	12	5.32	14 1/2	5.60	2	1.6	5	2.42	4	1.71						
" " " "accidents"	2	.9	* 18	8.89			3	1.31	7	2.88			1	1.1	5	2.54	2	.22			1/2	.23	1/2	.22						
Totals	226	100.0	* 202	100.00	233	100.00	228	100.0	210	100.0	243	100.00	144	100.0	221	100.00	223	100.00	149	100.0	215	100.00	234	100.00						
	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.				
Average time in port loading coal cargo.	1	- 14	1	- 19	- 21				2	- 23	1	- 16	1	-	1	- 23	1	- 3	1	- 8	1	- 16	- 9	2	- 23	4	- 7	2	- 13	
" " " "unloading "	4	- 5	3	- 2	2	- 3			3	- 7	1	- 23	2	- 10	3	- 3	2	- 18	2	- 3	2	- 20	2	- 16	4	- 12	4	- 3	2	- 12
" " " "loading on cargo Marguerite"		- 7		- 15	- 14					- 11	- 10		- 5		- 19	- 12		- 13		- 9		- 8								
" " " " " "Cocanaba"	1	-			1	-				- 18				- 8	- 13										- 20	1	- 11	1	- 14	
" " " " " "Holland"												- 23																1	- 21	
" " " " " "Soo Harbors"												- 20																1	-	
" " " " " "unloading on cargo"	1	- 15	1	- 9	1	- 10	2	-	1	- 13	1	- 13	1	- 17	1	- 11	1	- 11	2	-	1	- 6	1	- 1	2	- 1	2	- 3	1	- 22

* The time shown as lost by accidents was caused by fire in cabins and before vessel went into commission. All the other data of the season being based on 185 days, dating from actual sailing.

Comparative Statement
Operations Steamers Pontiac,
Frontenac, Cadillac, Pioneer,
and Kalliyuga and Fortana
1892-1893-1894





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ANNUAL REPORT

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1894.

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RECEIVED
JAN 26 1896

TOTAL RENTS IN EXISTANCE.

<u>HOUSE RENTS.</u>			1894.	1893.	
No 11	Alfred Peel,	Fur. Location,	B \$3.00	\$3.00	Per Mo
No 12	Mrs. Ramier, (Rent free)	"			
No 13	Ed. Barrett,	"	B. 6.00	6.00	"
No 14	Patrick Farrell,	"	D. 6.00	6.00	"
No 15	Jake Jensen,	"	D. 6.00	6.00	"
No 16	Patrick Murphy,	"	D. 6.00	6.00	"
No 17	Chas. Choquette,	"	G. 2.00	2.00	"
No 20	Louis Greene,	"	G. 5.00	5.00	"
No 21	P.H. Carroll, (rent free)			15.00	"
No 22	Austin Farrell,	"			
No 23	F.E. Nitingale,	"	G. 20.00	20.00	"
No 24	M.A. Gibbs,	"	G. 25.00	25.00	"
No 26	T.M. Wells, (Store)	"	G. 40.00	40.00	"
No 29	T. Johns,	"	G. 6.00	6.00	"
No 31	Frank Hodge,	"	G. 8.00	8.00	"
No 33	John Hackenjos, (Barn)	"	G. 20.00	20.00	Ch. Mo
No 202	T. LaBranch,	22 Mile Post	G. 3.00	3.00	" Mo
			153.00	168.00	

GROUND RENTS. (Parties owning houses on our lands)

Wm. Plow	Near Furnace,	Doubtful	.50	.50	Per Mo
Moses Bellack,	"	Good	.50	.50	"
John Toomy,	"	"	.75	.75	"
Oliver Plow,	"	Bad	.50	.50	"
L. Corbit,	"	G.	1.00	1.00	"
Chas. Beaudin,	Ford River	G.	.50	.50	"
Emeril King	Near Winthrope	G.	.50	.50	"
Murty Sullivan,	"	B.	.50	.50	"
F. Braastad & Co.,	"	G.	.50	.50	"
Nelson Duquette,	"	G.	.50	.50	"
Mat. Hebert,	"	D.	.50	.50	"
Jas. McCarthy,	"	D.	.50	.50	"
Jabez Stevens,	"	D.	1.25	1.25	"
John Williams,	"	G.	.75	.75	"
Thos. Nichols,	Near Ishpeming,	G.	1.00	1.00	"
			9.75	9.75	

HOUSE RENTS, -FORD RIVER.

No 173	Dennis Brown	Good	3.00	3.00	"
No 174	Chas. Beaudin,	"	3.00	3.00	"
No 175	F. Caron,	"	3.00	3.00	"
No 176	P. Derushy,	Doubtful,	3.00	3.00	"
No 177	John Martell	Good	3.00	3.00	"
			15.00	15.00	

FARM LEASES

No 1	M.J. Mitchell & FL Clemens	G.	34.00	34.00	Per Mo
No 2	J.W. Alexander,	G.	40.00	40.00	"
No 3	"	G.	40.00	40.00	"
No 4	Andrew Kock	B.	100.00	100.00	"
No 5	John Anderson,	G.	35.00	35.00	"
No 6	Chas. Johnson,	G.	40.00	40.00	"
No 7	Nelson Duquette,	D.	40.00	40.00	"
No 8	Wm. Goldsworthy,	B.	50.00	50.00	"
No 9	Noah King,	G.	50	50.00	"
No 10	Anthony Powder Co.,	G.	150.00	150.00	"
No 11	Jos. Kissick,	G.	300.00	300.00	"
No 12	"	G.	30.00		"
No 13	August Larson,	B.	40.00	40.00	"
No 14	Erick P. Solm, (Abandoned)			40.00	"
No 15	John & Jos. Demars,	G.	350.00	350.00	"

FARM LEASES (Bröt For'd)

		1894	1893	
No 16 Erick Lund,	G.	40.00	40.00	"
No 17 Oliver Johnson,	G.	50.00	50.00	"
No 18 Chas. Bgork,	G.	40.00		"
No 19 Philip Pentin,	D.	40.00		"
No 20 Samuel Basha	D.	35.00		"
No 21 Ole H. Fosmo,	G.	30.00	30.00	"
No 22 Reidy & Flynn,	G.	25.00	25.00	"
No 23 Thos. Buzzo & T.W. Buzzo	D.	50.00		"
No 24 Andrew Foss,	G.	30.00		"
No 25 John Williams,	G.	30.00		"
No 26 T.LaBranch,	G.	25.00		"
No 27 John J. Oie,	G.	40.00		"
No 28 Ole H. Fosmo,	G.	30.00	30.00	"
No 29 Noah King,	G.	50.00		"
No 30 Jos. Monquant,	D.	30.00		"
No 31 John. H. Hill,	G.	35.00		"

1879.00 1484.00

BRANES



JAPANESE LINEN

Wm.G.Mather Esq., President,

Cleveland, Ohio.

Dear Sir:-

I, herewith submit report covering operations of the furnace and Land Department for the year ending Nov.30th, 1894.

PIONEER FURNACES. The furnaces of this Company have been idle the entire year. The condition of the plant, with the exception of the castinghouse of No I furnace, is about the same as for the previous year. The roof of castinghouse No I fell last winter, and the wreck, up to this time, has not been cleared away.

EXCELSIOR FURNACE. Early in 1894 negotiations were opened with Mr.Chas.H.Schaffer of Marquette, which resulted in the making of a contract by which Mr.Schaffer was to furnish all the coal and labor, and place the pig iron on the yard of the Excelsior Furnace for \$8.00 per ton, the Cleveland-Cliffs Iron Company to furnish the ores and limestone. The furnace was put in blast July 14th, and up to Nov.30th had been in continuous operation for 139 days. The total stoppages during this period amounted to three days. During this time there was produced 6314 tons of pig iron, being an average of 46.4 tons per day. Our contract with Mr.Schaffer provided for 25% No I, 40% No 2, 25% No 3 and 10% No 4, and such of the high grades, Nos. 5 & 6, as should be made in the ordinary running of the furnace, and no more. From the following table you will notice that the percentages have been more or less closely adhered to:

GRADE	PERCENTAGE	SHORT OF CONT'R	OVER CONTRACT
I	.209	.041	
2	.379	.021	
3	.268		.018
4	.073	.027	
5	.037		.037
6	.031		.031

There was made and shipped during the year and on hand Nov.30:
th the following iron:

	I	2	3	4	5	6	Total.
Made during the year,	1323	2394	1699	465	234	200	6314
Shipped "	1142	1769	706	200	150	70	4037
On hand Nov.30th, 1894.	181	625	992	265	84	130	2277

There was consumed the following materials:

Lake Ore,	5344 Tons.
Foster "	1129 "
Salisbury "	2901 "
Scotch, "	1109 "
Cleveland No I "	373 "
Salisbury Sil. "	667 "
Total,	11523 "
Limestone	748.8 Tons.

The average yield of ore for the year was .547%, pounds of limestone per ton of iron was 265.4. The total cost of the above pig iron was \$10.60 per ton. The detailed cost and materials consumed is as follows:

6314 Tons Iron Made.

	PER ton
Contract Price, - - - - -	8.00
Expenses, (Sign boards & Carrolls horse)- - - -	45.00 .01
Salary, (Carroll's)- - - - -	284.00 .05
Analyses, - - - - -	20.70 .00
Lake Ore, 5344 T. at \$1.20	\$6412.80
Foster Ore, - - - - - 1129 T. " "	1354.80
Salisbury Ore, - - - - - 2901 T. " 1.30	3771.30
Scotch Ore, - - - - - 1109 T. " 1.60	1774.40
Cleve.No I, - - - - - 373 T. " 2.00	746.00
Salisbury Sil., - - - - - 667 T. " .80	533.60
Limestone, (From Furnace) 96.8T. at 1.75.	169.40
(" Manist') 446 T. " 1.45	646.70
(" K. Island) 206 T. " 1.78	366.68
	1182.78 .18
	16125.38 10.55
Loading Pig Iron, 4037 Tons at	206.39 .05
	\$16331.77 10.60

LAND DEPARTMENT. Three hundred forties have been examined and entered in Plat Book this year, making a total of 675 forties examined up to date, leaving about 600 forties of Iron Cliffs Co's lands yet to be examined, besides the Cleveland Iron Mining Cos., lands. The progress of examining Iron Cliffs Cos., lands was abruptly stopped by the resignation of Mr. John A. Redfern, April 1st, thus making the department shorthanded for out door work, and about this time Mr. Samuel Redfern's services were more frequently required for work in connection with the new furnace. During the year a tax book has been procured, which is for the purpose of showing the valuation and taxes on every piece of property for each year, and also acts as a land list and is complete at all times and has a column showing when and to whom any piece of land is sold. This book is written up to date and as soon as the taxes for this year are paid they will be entered also. We also have a duplicate of this book which is written up as far as the original and will be sent to the Cleveland office as soon as this year's entries are made. This book is found to be very convenient as it facilitates an examination and comparison of the different tax lists and draws attention to any unfair valuation of property. We have also had a number of printed lists made of lands in each township, or city, for sending to Assessors and Treasurers; these lists are regularly required and are very convenient and save much time and writing.

Considerable work has been done for the new furnace in the way of examining lands, surveying furnace site, and railroad into the Parson tract 3.78 miles in length, making preparations for chopping wood for furnace, and working on various drawings required for the same.

Railroad Right of Way. Such assistance has been given to Mr. Hayden as he has required from time to time in the way of making additional surveys and examinations on which to base claims against Railway Companies.

where Six forties have been surveyed this year and ten monuments placed at corners of lands.

Some work has been done in the way of visiting lands, reblazing lines, and preventing trespass, also showing lands to parties making application for purchase or lease of same.

Baldwin Farm. Improvements to the amount of \$60.18 and work and seed to the amount of \$142.54, have been done this year, with the result of a total loss, except that the land is in better shape for cultivation. The loss of crop was due to the drouth and grass hoppers. This was the cause of the general crop failure throughout this locality. In a great many instances the experience of farmers was the same as ours, and in others, about half the usual crop was raised. We sowed about 25 acres in oats, and working men planted about 4 acres of potatoes and turnips on shares, they to find the seed and look after the crop and to receive two thirds of the crop for their share of the product, but as stated before the crop was a total failure with the exception of a small load of straw.

16 Farm Leases have been issued this year as per statement showing date, name of lessee, description, rental and expiration of lease.

Show Number under date
 Number years up the year

DATE	NAME	DESCRIPTION	RENT	TAX	EXPIRES.
May I	Noah King,	N.W. of S.E. Sec. 15-47-26	\$ 50.	Yes	May II 1900
Jan I	Anthony P. Co.,	S.W. of N.W. " 12-47-26	150.	"	Jan I/98
Apr I	John T. Bagnall	N 1/2 of N.W. " 3-42-23	100.	"	Apr I/95
Jan I	Chas. Boda,	Ford River Farm,	150	No	Jan I/95
May I	T. Buzzo & T.W. Buzzo,	S.W. of N.W. Sec 24-47-27	50.	yes	May I 190
May I	Sam'l Bashaw,	N.E. of S.E. " 20-48-26	35.	"	May I 190
May I	Philip Penten,	S.W. of S.W. " 3-47-26			May I/190
May I	Chas. Bgork,	N.E. of N.W. " 4-47-26			
		S.W. of S.E. " 33-47-27	40	"	"
May I	John & JOS. Demars,	Cliffs Farm,	350	"	"
May I	Ole H. Fosmo,	N W. of N.W. " 18-47-27	30	"	"
May I	Jos. Kissick,	S.W. of N.W. " 17-47-26	30	"	"
May I	John Williams,	N.E. of S.E. " 21-47-27	30	"	"
Jan I	Thos. LaBranch, & Pt of	S.E. of S.W. " 11-42-23	25	"	Jan I/95
May I	John J. Oie,	S. E. of N.E. " 8-47-27	40	"	May I 190
May I	Jos? Monquant,	N.W. of N.W. " 15-47-26,	30	"	"
Nov. I	John H. Hill,	N.W. of S.W. " 22-47-27	35	"	"

Some of these leases were in last years report but com-
 mense this year. The only farm lease formally abandoned is
 that of Eric P. Solm, No 22. We cannot tell until next spring
 how many may be discouraged by this years unfortunate opera-
 tions as to abandon farming. No doubt some will do so and
 others will try again. This years poor crop will not put a
 stop to farming in this section; the set back is temporary and
 any section of country experiences such misfortunes.

SALES OF FARM LANDS. for 1894 amounted to \$3070.00, as
 shown by the following detailed report, with terms of sale and
 payments. Deferred payments always bearing 7% interest.

Date	NAME	DESCRIPTION	ACRES	PRICE
Apr 27	Sch. Dist. M.R. Pt of	S.W. of S.E. Sec. 11-42-23	.30	\$
May I	Nicholas Arnett "	S.E. of S.E. " 18-47-26	30.	450 =
May I	Fred Yehorkey	N 1/2 of S.E. " 24-47-26	80.	400
June I	Delor Lequie	S.W. of S.W. " 2-47-26	40.	200
Oct 15	Steven Posenke	N 1/2 of S.W. " 6-38-23	71.29	800
Oct. 20	Cahs McDoewll	N.W. of S.W. " 10-47-26	40.	300
Oct 20	Geo. H. Bagnall,	S.E. of S.W.		
		& S.W. of N.E. " 4-42-23	80.	320
Nov. I	F. Parren & T. DeForge,	S 1/2 of S.W. " 1-39-25	80.	600
			421.59	3070

No City Lots were sold during the year.

The SALES OF TIMBER in 1894 amounted to \$2382.75 as shown detailed statement as follows:

DATE	NAME	DESCRIPTION	PRICE.
Dec.20	Standard Explor'gCo	Sec.19-47-26	\$ 9.25
Dec.20	Jos.StAntoine,	E 1/2 of S.W. Sec.19-47-26, N 1/2 of Sec.29,	
Jan. 9	F.W Read & Co.,	9 S.E. of Sec.29-47-26 N 1/2 of N.E. & N.E. of N.W. Sec.10-47-26	250.00 140.00
Feb.16	Frank Caron,	N 1/2 of S.W. Sec. 6-38-23	140.00
Frb.19	John Cole,	N.W. Sec. 1-47-26	100.00
Jun 1	Jos.Kissick,	Secs.17 & 21, E 1/2 of N.E. 1/4, S.W. of N.E. & & S.W. of Sec.19-47-26 &	
Oct.16	J.C.Kirkpatrick,	S 1/2 of S.E.1/4 Sec 24-47-	800.00
Jun 5	Ed Delorie,	S 1/2 of N.W. Sec.34-47-26	850.00
Oct 29	Thos.LaBranch,	Sec.4-47-26, Sec.II-42-23	6.00 87.50
			\$2382.75

Estimates of timber sold as above:

Standard Exploring Co., Jos. St.Antoine,	37 Cords of wood at 25 ¢ per cord. 35 M. scattered pine at \$3.00 per M. 335 Cds scattered hardwood at 25 ¢ 575 Cds scattered dead pine, dead cedar and tamarack, at 10 ¢ per cord.
F.W.Read & Co., F. Caron,	35 M. Scattered pine at \$4.00 per M. 1500 Cedar fence posts at 1 ¢ each, 1500 Cedar ties at 3 1/2 ¢ each, 250 Telegraph poles at 30 ¢ each.
John Cole, Jos. Kissick,	200 Cds spruce wood at 50 ¢ per Cd. 169 M. scattered pine at \$3.84 per M. 100 Cds Spruce at 50 ¢ per Cd. 200 Cds Cedar at 50 ¢ per Cd.
J.C.Kirkpatrick,	90 M. Pine at \$5.00 per M. 800 Cds Haw at 50 ¢ per cord.
Ed.Delorie,	One pine tree \$6.00.
Thos.LaBranch,	A job lot of scattering tamarack over a section, roughly estimated at 300Cd

There was received in 1894 for Ground Rents, \$1591.11

The following ground rents were owing Nov.30th 1894 from parties owning houses, built on our land.

William Plow	Near furnace to Nov 30/94	\$ 15.50
Moses Bellack,	" " "	3.50
Oliver Plow,	" " "	8.00
Emeril King,	Near Winthrop " "	7.00
Murty Sullivan,	" " "	45.50
F.Braastad & Co.,	" " "	2.00
Nelson Duquette,	" " "	1.00
Thos.Nichols,	Near Ishpeming " "	14.00
Chas. Beau de Jr.	Near Ford River " "	4.00
Peter LaFave,	" " "Sep 1/94	3.75
Ed.Martell,	" " May 20/94	2.00
Matt Hebert,	Near Winthrop, to Nov.30/94	12.00
Jas.McCarthy,	" " "	24.50
Jabez Stephens,	" " "	30.00
John Williams,	" " "	4.50
		<u>\$177.25</u>

The following GROUND RENTS were owing Nov.30th, 1894, from parties having farm leases:

LEASE NO.	NAME	DATE	AMT.
1	Mary Jane Mitchell,	Oct 1/94	\$ 17.00
2	J.W.Alexander,	Aug 1/94	91.84
3	"	"	91.84
4	Andrew Rock,	"	208.72
6	Charles Johnson,	"	13.68
7	Nelson Duquette,	"	82.40
13	August Larson,	Nov. 1/94	57.31
16	Eric Lund,	"	20.00
17	Oliver Johnson,	"	25.00
19	Philip Penten,	"	10.00
28	Ole H. Fosmo,	"	5.00
30	Jos. Monquant,	"	5.00
27	John J. Oie,	"	10.00
			<u>\$647.79</u>

The following house rents were owing Nov.30th, 1894, from parties living in our houses:

NO.	NAME.	LOCATION.	DATE	AMOUNT.
13	E. Barrett	Negaunee,	to Nov.30/94	\$ 90.00
14	Patrick Farrell,	"	"	67.00
15	Jake Jensen,	"	"	68.50
16	Patrick Murphey,	"	"	55.00
17	Chas. Choquette,	"	"	13.00
31	Frank Hodge,	"	"	17.56
26	T.M.Wells, (Store)	"	"	51.26
202	Thos.LaBranch,	22 Mile Post	"	54.00
175	F.Caron	Ford River	"	24.00
177	Fred Derushey,	"	May 18/94	10.80
174	Chas.Beaudin	Carried Forward,	Sep 30/94	<u>18.00</u>
				499.12

	Brought forward,	\$469.12
I77 John Martell	Ford River, to Nov 30/94	16.50
I73 Dennis Brown	" "	24.00
		<u>\$509.62</u>

We consider the ground rents and house rents due us as as per above statements, good and doubtful as follows:

	GOOD	DOUBTFUL
Ground Rents from parties owning houses		
on our land, - - - - -	-\$ 43.00	134.25
Ground Rents from parties holding farm		
leases, - - - - -	- 284.36	363.43
House Rents, - - - - -	- 218.26	291.36

Place S. O. D. off each name properly

The taxes for 1894, Furnace Department, are \$9195.89, (this includes taxes on lands acquired this year, viz: Mathews and Parson tracts, amounting to \$1365.73,) against \$10,850 in 1893. This reduction is owing largely to persistent representations having been made to Assessors, as to fair valuation of property, and also to the lower rate of taxation in some of the municipalities.

The taxes received from land leases during the year were \$140.47.

The condition of the Companys houses and lots is far better than last year. There has been spent in general repairs \$210.19.

With the formation of the new land department my connection with this branch of the business ended Nov. 30th. I would recommend, however, that the Plat Book be continued on the lines as heretofore laid down and pushed vigorously to completion.

A. C. C.

The Company has come into the controle of two large tracts of land during the past year, the Mathews, containing 8397.5 acres, and the Parson containing 8658.88 acres These lands should be thoroughly examined and careful estimates of the timber, character of the soil, etc made, and entered up in our plat book The same careful attention should be paid to the tax valuations as heretofore. The diminution of the amount of taxes paid for the past year, shows what can be done by looking after this matter closely.

I would also recommend that house and ground rents be followed up closely.

The pasyt year has been a very discouraging one for farmers and will doubtless have its affect on the applications for leases in the immediate future, but I see no reason to be discouraged and think if this matter is pushed vigorously and kept before the people, the number of applications will increase yearly.

Wood. We had left over at the different locations 433 Cords of wood, distributed as follows:

Fairbanks Coal Job,	225 Cds. made into coal.
Pioneer F. " "	162 " "
Houston " "	46 " Sold to J. Kissick.
Total,	<u>433</u>

This wood was deteriorating very rapidly and as sales had fallen off to little or nothing, it was deemed best to put it into charcoal. The same was done and 14,850 bushels were sold to Mr. C. H. Schaffer, at the Excelsior Furnace. This closed out

all the old wood on the yard.

what was lost or gain

Supplies & Old Material. The amount of supplies and old material on hand are about the same as last year. A comparatively small amount of supplies were sold to different people, principally the Cleveland Iron Mining Co., and this account was therefore slightly diminished.

NEW FURNACE AT GLADSTONE.

Work on the New Furnace at Gladstone was virtually commenced June 22nd, by the beginning of the survey of McMullens island, which with the land on the adjacent shore was selected as the furnace site. As soon as this survey was completed the maps were turned over to our Consulting Engineers, Mess. F.C. Roberts & Co., and the exact location of the furnace decided upon subject to the location of a dock to be built by the Gladstone Company. Owing to the delay on the part of the Gladstone Company as to the exact location of the dock, we were unable to commence the work of track location, etc., for considerable time.

Mr. E.C. Brown, representing F. C. Roberts & Co., arrived in Gladstone on August 17th and at once commenced the work of locating the track system, as shown on the drawing No 139, Revised, and entitled "General Arrangement of Tracks, Cleveland-Cliffs Iron Company, Gladstone Michigan".

After a consultation with W.W. Rich, Chief Engineer, of the "Soo" road, who objected to some of the curves, the arrangement was modified as shown on drawing entitled "Final Plan of Track System, Cleveland-Cliffs Iron Company, Dated Dec. 30, 1894, which accompanies this report.

Prior to June 22nd, we were unable to obtain any reliable data regarding McMullens Island, viz: as to its extent, elevation above the lake, etc.

In Minneapolis, early in June, a rough estimate was made as to the probable cost of the new furnace and its accessories, as follows:

Furnace	-	-	-	-	-	\$80,000.00
30 Sixty-five cord charcoal kilns						15,000.00
Saw Mill,	-	-	-	-	-	10,000.00
Chemical Plant,-	-	-	-	-	-	25,000.00
Tracks,	-	-	-	-	-	10,000.00
Barn, Office & Mgrs. Residence,	-	-	-	-	-	10,000.00
Store houses and buildings on island, including founders residence,-						6,000.00
						<u> </u>
					Total,	- \$156,000.00

The estimate of the furnace cost was based on figures given by Mess. F.C. Roberts & Co., as follows:

APPROXIMATE ESTIMATE.

I- 12 X 60 Furnace complete, including bronze *over*

APPROXIMATE ESTIMATE.

1- 12X60 Furnace complete, including bronze plates,	\$14512.00
2- 16X60 Cowper Stoves complete including chimney and stove platform, - - - - -	18602.00
Hot blast main and Bustle pipe, - - - - -	1692.00
Over head gas main and chimney connections, - - - - -	2051.00
Cold Blast Main & Equalizing pipe, - - - - -	595.00
Hoist tower, Engine & Engine house, - - - - -	4200.00
400 H.P. Sterling Boilers & Chimneys, - - - - -	7312.00
Steam & Water piping, - - - - -	3300.00
Wooden Engine House, - - - - -	3234.00
Water Tank, - - - - -	550.00
Stove & Boiler House, - - - - -	3493.00
Cast House, 50' X 100', - - - - -	4537.00
Wooden Stockhouse, 75' X 100', - - - - -	4167.00
Total superstructure, - - - - -	<u>\$68245.00</u>

Estimate of foundations with good ground and low
furnace level, - - - - - 5911.00
\$ 74156.00

The estimate on the kilns was based on Mancelona cost prices and sufficient to cover the difference in cost of materials in this locality were added, and I think are nearly correct. The estimate on the remaining items was more or less guess work for the reasons stated above. For example, when the island was surveyed it was found to be 1 1/2 feet lower than we were led to believe from looking it over. It was found necessary to make the dock 6 feet above water level instead of 5 feet. This necessitated raising all the furnace foundations one foot. In spite of these unfavorable *CHANGES* we have made a close estimate and find that the foundations will cost \$5803.75.

It was originally intended that the "Soo" railway Company should pay all the expense of putting in the necessary tracks for the operation of the furnace. If this had been adhered to I believe we could have kept within our estimate of \$10,000 for track system, but after going over this matter carefully it was deemed best to build these tracks ourselves, as we would then be entirely independent of the "Soo" railway, if a connection were made with the Chicago & North-Western or the Chicago, Milwaukee & St. Paul. Were this track under the control of the "Soo" line they could charge any arbitrary rate, should the material come over another line. In the tables showing the number of cubic yards of earth work necessary for the track system and approaches to trestles, contract prices are given. The contract for grading was given to Marson & Co, of Minneapolis, at 14 cents per cubic yard, they being the lowest bidders. A contract with the Racine Dredge Co., was made for the fill necessary for the railway track across the slough for a lump sum of \$1650 plus \$385 the cost of getting the dredge in place, being a total of \$2035. The amount of material to be handled was estimated at 9600 Cu. Yds. The Racine Dredge Co., struck a bed of quick-sand at the west end of the fill, which delayed the work greatly, holding us back some five weeks. They handled some 6000 yards more material than they supposed they would have to do on the start.

Careful estimates of the cost of the trestles, constructed of different materials, were made, and it was decided to build the ore trestle and the kiln trestle, with cedar piles and hemlock superstructure, at a cost, respectively of \$4509 and \$3118, subject to the approval of W.W. Rich, Chief Engineer, of the "Soo" railway, as called for by our contract with them. When the specifications were submitted to Mr. Rich, he declined to accept the superstructure, stating they would not let their engines go on a trestle constructed of this material. Hemlock being considered a very inferior material for this purpose. This necessitated getting up new specifications and substituting white pine and Washington fir for the hemlock timber. Owing to the length of the stringers it was found impossible to get white pine suitable for this purpose in this locality for anything like reasonable figures. It was therefore found necessary to get the long length timber from Washington. You will notice in the tables attached to this report our estimates on these trestles. Actual bids on this work has materially reduced ~~this~~ ~~xx~~ the same. I agree with Captain Rich that we will never regret the extra expenditure for these trestles. As now designed they will last double the length of time of a hemlock superstructure and the cost of maintenance and repairs will be largely reduced. Accompanying this report are detailed drawings with bills of material for the trestles as designed and approved by Captain Rich, of the "Soo" Railway.

The total length of the two ore trestles is 1395 feet. The total length of the coal trestle will be 1071 feet. We have cut down these trestles to the shortest possible length consistent with economical working. I am making every effort to get a complete set of bids on these trestles as early as possible as it will be absolutely necessary to get out the cedar piling this winter as it will be impossible to get this material out after soft weather sets in.

Referring to the table showing the quantity of earth work necessary for the tracks etc., you will possibly better understand by referring to maps alluded to as accompanying this report.

Up to this time I have not been able to get actual bids on the furnace proper from Mr. Roberts, and fear I will not get same in time for this report. I have not yet obtained bids on the buildings, comprising Managers house, etc., but from what information I have so far obtained, I believe we will be able to keep within our estimates for these items.. In fact the only estimates so far over run is that of the trestles, and of course this could not be avoided as we would be governed by the action of the "Soo" railway officials. in this matter. If as previously stated, it is deemed best to let the Railway Company pay for the grading, rails, ties, etc, we can still hug this figure very closely, but I would not recommend this for a moment. Up to the close of active operations, Dec. 15th, 1894, 1800 feet of track had been laid on line "A", and can be considered $\frac{3}{4}$ done. It has not been surfaced or balasted, as the cold weather set in before we could finish it. The "Soo" people are doing this work for us at actual cost and as yet have rendered no bill for the same. Mr. Brown informs me, however, that he went over the figures with their Road Master, and that they were about 7 cents under his estimate per running foot. The rails laid on this

line are from the old Pioneer Furnaces at Negaunee, and have been charged up to the new furnace at \$10 per ton, and this price is taken in Mr. Brown's estimate of 50 cents per running foot We will be able to obtain sufficient rail from the Pioneer Furnaces and the Cleveland Iron Mining Co., to complete our track system. The number of running feet and the estimated cost of each line is given in the table which follows:

AMOUNT & COST OF GRADING & FILLING
FOR TRACK SYSTEM.

Location.	Cu.Yds.	Rate.	Cost.	Remarks.
0 to IOA	2256	.14¢	315.84	"Soo" Line to Bayeau.
IO to IO+60A	9600		2035.00	Fill across bayou, lump sum.
IO+60 to 27+IOA	2720	.24¢	652.80	Bayou to dock.
" "	1500	.10¢	150.00	" "
24+45 to 32A ²	1351	.24¢	324.24	Iron track back of dock.
32 to 40 A ²	1000	.24¢	240.00	Extension for saw mill track
I+I5 to 5B	2680	.24¢	643.20	Approach to ore trestle.
3+32 to 5C	350	.24¢	84.00	Approach to kiln trestle.
Line "D"	2400	.24¢	576.00	Coal track.
" "E"	1800	.24¢	432.00	Log track.
Ballast,	1200	.24¢	288.00	For surfacing all tracks.
	26857		\$5741.08	
			300.00	To be paid Dixon for extra work across bayou, providing contract is completed.
Total, - - +			\$6041.08	

AMOUNT & COST OF GRADING & FILLING
DONE FOR TRACK SYSTEM.

Location.	Cu.Yds.	Rate	Cost
0 to IOA	2256	.14¢	315.84
IO to IO+60A	9600		2035.00
IO+60 to 27+IOA	2720	.24¢	652.80
" "	1800	.10¢	180.00
24+45 to 32A ²	674	.24	161.76
I+I5 to 5B	2027	.24¢	486.48
3+32 to 5C	350		
Line "D"	3622	.10¢	362.20
Line "E"	1800		
Ballast,	163	.24	39.12
	21862		4133.20
Amount paid, - - - - -			3719.23
Amt., retained (10%) - - -			413.97

Total amount of grading & filling for track system			
system, - - - - -	26857 Cu.Yds.		6041.08
Total filling around buildings,	7500 "	24¢	1800.00
Total " kilns.	6500 "	24¢	1560.00
	Total, - -	40857 "	9401.08
Less amount finished,	21862 "		4133.20
Amount of work remaining to be done, - - -	18995 "		5267.88

In regard to the prices for grading at 10c per cubic yard, this covers earthwork thrown up for the fill by the dredge.

Our contract price with the Racine Dredge Co., for throwing material up on the shore was 10 ¢ per cubic yard. For distributing same our contract with Marson & Co., was 14 cents per cubic yard, making the total cost per yard of 24 cents.

It was the best we could do, as owing to the location there was absolutely no filling to be obtained nearer than 15 miles on the line of the "Soo" road.. After a consultation with Captain Rich, Mr. Brown, Mr. Redfern and myself, it was deemed best to have the material trown up by the Racine Dredge Co., at prices mentioned above and distributed by Marson & Co.

The following table shows the location and lineal feet in length and cost per running foot for rails and track laying for the different lines, as required, at the furnace site. As previously stated, we have so far under run our estimates on this track 7 cents per foot.

TRACKS.				
LOCATION.	LENGTH.	PER FT.	COST	REMARKS.
Line "A"	2900 Ft.	.50¢	1450.00	Soo line to dock
" "	600 Ft.	"	300.00	Dock Track.
" "A2"	1050 Ft.	"	525.00	Iron Track.
" " Ext.	800 Ft.	"	400.00	Saw Mill Track.
" "B"	500 Ft.	"	250.00	Trestle track.
" "B"	1950 Ft.	30¢	585.00	Stock-house track
" "C"	570 Ft.	50¢	285.00	Kiln Track.
" "C"	970 Ft.	30¢	291.00	Kiln Trestle Tk.
" "D"	1400 Ft.	50¢	700.00	Coal Track.
" "E"	900 Ft.	"	450.00	Log Track.
Total, - -	11640 Ft.		\$ 5236.00	
Switches, etc., 6 at	\$50		300.00	
			\$5536.00	

The following is our estimate for Ore and kiln trestles, revised to meet the requirements of the Chief Engineer of the "Soo" road. I have explained why these estimates were increased over those previously made.

ORE TRESTLES.		
376 Piles 28' long, at 17 ¢		\$1789.76
90000 Ft. Timber erected \$22 per M.		1980.00
100000 Ft. " " 21 ¢		3100.00 \$6869.76

KILN TRESTLE.

244 Piles 24 ' long, at 17 ¢	\$995.52
90000 Ft. Timber erected at \$20 per M.	1800.00
100000 Ft. " " at \$31 per M.	<u>2170.00</u>
	\$4965.52

The cost of these trestles has been reduced by actual bids to the following:

Ore Trestles,	\$ 6319.53
Kiln Trestles,	\$ 3998.87
Total,	<u>\$ 10318.40</u>

This is a material reduction over our estimates. The following table shows the cost of our grading and track system complete, including saw mill and kiln track, also log track, which were not estimated upon previously.

Grading, p - - - -	\$ 6041.08
Track laying, p - - - -	\$ 5536.99
Trestling, - - - -	<u>\$ 10318.40</u>
Total, - - - -	\$ 21896.47

If we saw fit to avail ourselves of the promise of the "Soo" railway to furnish the ties, iron and rebate to us for the grading, we could deduct from the above, \$11,577.08, which would reduce the cost of tracks at furnace close to the figure estimated at Minneapolis. As I previously stated, I would not recommend our Company doing this as it would put us too much at the mercy of the "Soo" railway.

It is estimated that a cedar crib 4' high and 600' long will be required to take the place of a retaining wall to protect our iron yard, running parallel with line "A2", or the iron track. We have estimated this at 60 ¢ per lineal foot or a total of \$480.00. I feel sure, however, that we can do this for less money.

The following table shows the quantity of masonry and brick-work for the foundations of the new furnace, with cost of same. We will be able to reduce this still further as we will be able to cut off \$1.00 per yard from the sand stone, and can also reduce slightly, I feel sure, on the red brick. You will notice in this connection that although we have been compelled to raise the furnace foundations a foot higher than originally intended, owing to the increased height of the dock we have been able to keep within the original estimate on this work.

MASONRY.

755 Cu Yds lime stone masonry at \$3.50	\$ 2642.50
65 " sand stone masonry, at 10.00	650.00
325 " Concrete at 3.25	<u>1056.25</u>
35 " Coping stone, (extra cost) 15.00	525.00
30 M. Red brick laid, at 15.00	450.00
16 M. Fire brick laid, at 30.00	<u>480.00</u>
Total, - - - -	\$5803.75

CHEMICAL PLANT.

An arrangement was entered into with Mr. T.H. Noble of Elk Rapids, to furnish us a detailed set of plans and drawings accompanied by specifications and bids for the erection of a chemical plant. Mr. Noble was paid for his services \$400.00 and expenses. He submitted a very complete set of working drawings and specifications and a close estimate of details showing the cost of chemical plant sufficient to take care of the smoke from 40 kilns burning 125 cords of wood daily. Since receiving the bids on the above work, we have been notified by the parties bidding on the copper, that we can deduct from this item \$800. The several items of this estimate are based on actual bids for materials furnished f.o.b. cars Gladstone and work erected at that point. The chemical plant as now designed is virtually the same as those now in use at Newberry, Mancelona and Elk Rapids, It is, however, an improvement on these plants so far as economy in labor is concerned, in the general arrangement and the slight increase in condensation capacity. It is my intention to visit the chemical plants in the east in the near future and the result of this trip may necessitate changes in our plans as at present laid out.

ESTIMATED COST OF
CHEMICAL PLANT.

Main & Trestles,-----	1710.40
Condensers & Platform for same,-----	847.43
Alcohol House,-----	2332.75
Fans,-----	166.00
Coolers, Hot boxes, etc.,-----	193.85
Copper & Brass tubing & Copper work not including brass fittings,-----	10087.04
Chimney & Kiln connections,-----	788.05
Boiler setting,-----	1481.96
Boilers,-----	2400.00
Pumps,-----	1305.00
Black pipe & Iron & Brass Fittings,-----	1056.59
Wooden tanks & Stills,-----	1123.00
Rods, Bolts, Washers & Nails,-----	597.29
Engine House,-----	1000.00
Spiling,-----	240.00
Galvanized tanks & stills,-----	392.00
	<u>\$25721.38</u>

In addition to the above there should be added for:-

Water Conduit, 6000 Ft Helock 8.50-	\$51.00
Labor on same,-----	49.00
	100.00
Superintendence,-----	800.00
Plans & B Specifications,-----	400.00
Labor placing apparatus, pipe fitting and incidentals,-----	1000.00
	<u>\$28021.36</u>
Less Copper work,	800.00

\$27221.36

OPERATIONS ON PARSON TRACT NEAR COOKS MILLS.

A survey of the proposed line of railway, a short distance west of Cooks Mills, through our Parson tract of timber was completed last fall. A detailed estimate and specifications of which you have in your ~~possession~~ possession. Work on a portion of this road, say 1 1/4 to 1 1/2 miles, should be commenced as early as possible next spring. This would give us sufficient road to last us from two to three years. The question still remains unsettled as to whether we shall build this road outright ourselves or allow the "Soo" people to furnish rail etc., and operate this road as per their contract with us.

The estimated cost of the first mile of this road, complete is \$4801.55. The estimate for the half mile, including everything, would be \$2549.50, being a total cost of \$7351.05. If the Soo people furnish the track material, our expense for the first mile would be \$2186.82, and for the half mile \$1212.14, being a total cost of \$3398.96. These figures are merely given as a guide to enable us to come to a conclusion regarding the best plan to adopt.

WOOD SUPPLY. After a consultation with you, Mr. Redfern and myself, it was decided to arrange for a supply of at least 10,000 cords of wood. With this end in view a camp was built on the Parson tract, near Cooks Mills, at a cost of \$235. Work was commenced there about Nov. 1st. The price fixed for chopping was 60 cents per cord for split wood. This price ranged from 10 to 15 cents lower than any one else was paying for body wood. The first month we had considerable difficulty in getting in choppers but our force has gradually increased until we now have 67 men on the work. Everything is progressing satisfactory and we hope to be able to obtain something near this quantity of wood by the time ~~spring~~ spring opens.

The following table is a comparison between the original or rough estimates made in Minneapolis, and revised as governed by actual bids, so far as relating to the Chemical Plant, the Track System, etc.

ORIGINAL ESTIMATES.	REVISED.
Furnace,-----80,000.00	Furnace, \$80000.00
30 Kilns,----- 15,000.00	40 Kilns,----- 20000.00
Saw Mill,----- 10,000.00	Saw Mill,----- 10000.00
Chemical Plant,-----25,000.00	Chem. Plt. actual Bd 27221.36
Tracks & Trestles, 10,000.00	T & T actual bids 21895.43
Barn Office & Mgr Res 10,000.00	B.O. & Mgrs Res 10000.00
Sup. Houses & Found Res 6,000.00	Sup. H. & Found. Res. 6000.00
166,000.00	\$175516.79

You will notice that in the estimate for track system this includes \$3998.82 for the kiln trestle, and \$1522.00 for grading and track laying on the saw mill and log tracks, making a total of \$5520.82. If this amount is deducted from the track system and trestles, it leaves \$16347.63, which represents the cost of our furnace track system proper.

If we deduct from this amount, \$11577.08, which we would get back from the railway Company if they furnished the rails, ties, and rebated for the grading, our system for the furnace proper would eventually cost us \$4797.55.

GENERAL REMARKS. As previously stated no actual bids as to the cost of the furnace have been received from Mr. Roberts up to the present time. He seemed to be confident, however, to keep these within his estimates. I believe that we can keep within the estimates covering the other items. Owing to the starting up of the Manistique, and the economical working of the chemical plant, it was thought best to increase the number of kilns and make the coal supply more certain. Arrangement has been made for a supply of stone for foundation as soon as the spring opens, and the work is in such shape that it can be rapidly pushed as soon as the weather permits. We were very much handicapped by the late start last season and through the delay caused by the Gladstone Company in choosing the final location of the dock, and in making the fill across the bayou; unforeseen difficulties being met with. The Gladstone Company have completed about three-quarters of the work to be done on the dock. When this is finished we will have ample storage room for pig iron, etc.

Mr. Roberts has figured very closely on the stove and boiler capacity for the new furnace. His attention has been called to these facts, and if, when the bids come in, we keep within these estimates, it might be well to increase our stove and boiler capacity if possible.

The contract for the ore and kiln trestles has been awarded to W. J. Marson & Co., of Minneapolis, at the price previously stated, viz: \$10,319. The lowest bidder on this work was Van Norman & Co., of Minneapolis, whose bid was \$10,240. I deemed it best to award this work to ~~Marson~~ Marson & Co., as the difference was only \$79.00, which was not worth considering when you take into consideration the difference between the two contractors. I consider Van Norman & Co., irresponsible. I send you a list of the bids with the amounts, on this work in a letter to you of this date. It will be seen that the bids in a majority of the contractors are very close. It was necessary to let this work at once as it will keep the contractors busy to get out sufficient cedar before the soft weather sets in.

To the table of revised estimates, should be added the amount of filling around buildings, and kilns, which is 14,000 Cu., Yds, at 24 ¢ \$3360.00, also the estimate for repairing and moving machinery, which will be taken from the old furnaces, which is \$3000.00, making a total of \$181,376.79.

I am informed that there is considerable work to be had at Gladstone and vicinity for a machine shop. There are a number of saw mills around Gladstone who now have their work done at Gladstone and other points. Taking these facts into consideration, and supposing that Gladstone rose at all, I think that quite a little business could be worked up on this line and would therefore recommend that all our machinery in our shop at Negaunee be moved to Gladstone, when we would be in position to obtain a large share of this work, and in time quite a profitable business may be built up at a very small expense to us for the additional machinery we would require to move to Gladstone.

I think the above covers all points relating to the different departments of the Iron Cliffs Company, under my charge and trust the same will meet with your approval.

The delay in sending in this report has been due to the fact that I waited to obtain actual bids on the trestles, as this was an important question. Trusting this will all be satisfactory, I remain,

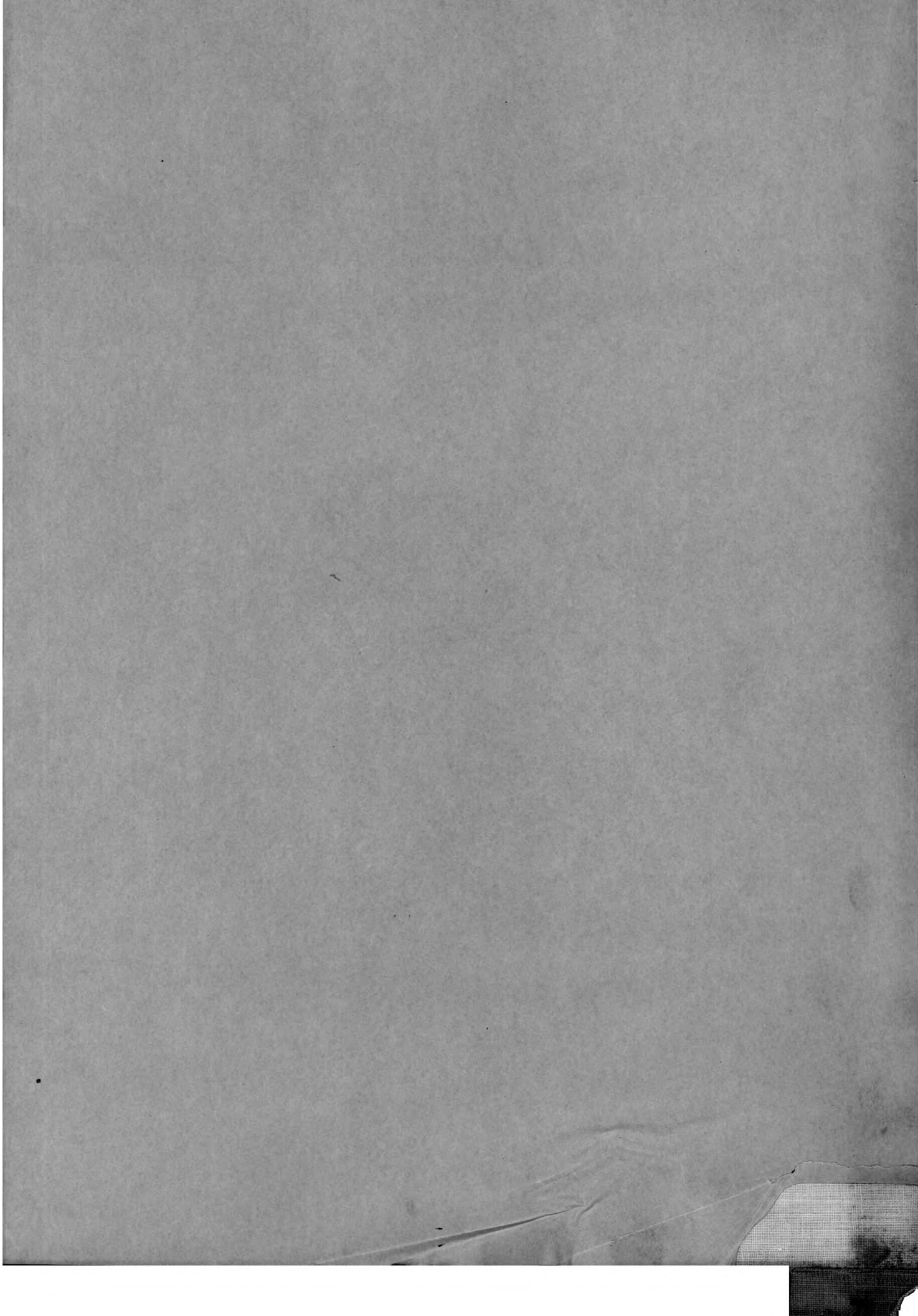
Yours Truly,

Arthur Lane

Manager



JAPANESE LINEN



GENERAL OPERATIONS:

The Steamer "Pontiac" sailed from Cleveland on her first trip April 27th, and arrived in Cleveland harbor on her last trip, preparatory to "laying up" for the Winter, on the afternoon of December 15th, having been in commission 233 days. She made 27 round trips, carrying 31 cargoes, distributed as follows: 26 cargoes of Iron ore from Lake Superior, one cargo of Grain from Lake Michigan, and 4 cargoes of Coal from Lake Erie ports to Marquette.

For the major portion of the season this vessel was employed in carrying ore from Two Harbors, Minnesota, to Lower Lake ports on a contract to transport a quantity of ore, had with Messrs. Pickands, Mather & Co. by The Cleveland-Cliffs Iron Company.

This vessel traveled 43,395 miles during the season, carrying 74,188 gross tons of freight, receiving for same \$55,775.39, or an average of \$.7518 per gross ton of freight carried.

The disbursements on account of operations were \$39,246.32, or \$.529 per ton, leaving the net operating profits \$16,529.07, or \$.2228 per gross ton of freight carried. To this should be added \$62.44 received from sale of overrun of grain cargo, and \$883.82 deducted, being owner's proportion of General Average losses arising from adjustment of insurance claims from 1893 including the proportion of wages of Master and Chief Engineer, and insurance and taxes, while vessel was detained in port on account of accident by fire in 1893, making total net gain for the season \$15,707.69.

The net results of the operations of this vessel show a marked gain over 1893, the average rate of freight obtained in 1894 being 20% greater than received in that year. The reason for this is mainly due to the vessel being employed in carrying on a season's contract, which was at a higher rate than the average "wild" rate obtained by this vessel in 1893.

P o n t i a c, (Continued)

The percentage of gain ^{gross} in earnings per day in 1894,
over 1893, was 11.4%.

The total amount of gross expenditure is, of course,
greater than 1893 owing to the longer season, and greater
amount of tonnage carried.

The operating expenses per day were \$11.15 less in 1894
than the preceding year, due to such items as lower handling
cargo costs, especially of iron ore, lower rate of Marine
Insurance, and a less valuation of vessel, together with such
savings as could be obtained in various items of expenditure.

P o n t i a c, (Continued)

ACCIDENTS:

On July 27th, while the "Pontiac" was entering the port of Ashtabula, she collided with a Fish-Tug, completely wrecking and sinking same. The collision was due to the steamer's swinging around to pass into the Lake Shore slip, and accidentally pinching the Fish-boat between the vessel and the pier. Settlement was made with the owner of the tug, John Kirwin, he accepting \$150.00 in full for his loss.

On September 23d, while the "Pontiac" was lying at the Government Pier at Sault Ste Marie, Mich., the Steamer "Marina" in making a landing just astern of the "Pontiac", struck her on the stern with her stem, breaking several stanchions and damaging rail and bulwarks.

A little later on the same day the "Pontiac" moved up towards the lock and had just gotten a bow line on the dock, her stern swinging a little out in the stream, when the same vessel, the "Marina", ran up between the dock and the "Pontiac" and struck the "Pontiac" about amidships, injuring her rail, some stanchions, fender chock, and doing some other damage.

On December 2d, the "Pontiac" bound down for South Chicago, when about abreast the "Sailors' Encampment" in the Sault Ste. Marie River, struck the bottom hard bending several plates on the starboard side forward, and doing some other slight damage to her bottom.

None of these accidents are of great importance, and all are fully covered by insurance.

PHYSICAL CONDITION:

The damages sustained by accidents are in process of repair and when completed the parts will be as before. Ordinary and usual repairs have been kept up during the season.- The bottom of the hull has been scraped and painted, and when the inside of the hull has been scraped and painted, broken and decayed parts in the vessel's floor ceiling have been replaced, and the main deck recalced, all of which work will be completed before going to sea again, this steamer will be placed in excellent physical condition.

The vessel is in Winter quarters in Cleveland.

P O N T I A C.

Vessel in Commission	233
Trips made	27
Cargoes carried	31
Time in port	68 Days
" sailing	147 1/2 "
" lost by bad weather	7 1/2 "
" " waiting at "Soo" Canal	10 "

233

R e c e i p t s:	Gross Tons.	Amount.	Per Gross Ton Frt. Carried
20 Cargoes Ore from Two Harbors	48,408	\$38,791.80	\$.8013
6 " " " Marquette	14,679	10,228.28	.6981
1 " Barley " South Chicago, (115671 Bu. @ 2 1/2¢)	2,478	2,891.77	1.1674
4 " Coal to Marquette, (Average net rate, 40¢)	8,623	3,863.34	.4480
T o t a l s,	74,188	\$55,775.19	\$.7518
<u>Disbursements:</u>			
General Repairs	\$ 108.07		
Ship Keeping and Winter Dockage	116.50		
Fitting Out	1,212.94		
Wages and Captain's Salary	7,067.97		
Provisions	1,798.83		
Oil,- (Engineer's Department....\$213.14 " (Kerosene - Mate's Dept... 11.00)	224.14		
Fuel	10,757.75		
Handling Cargoes	11,150.37		
Towing, (Tugs).....	386.55		
Insurance	4,704.84		
Taxes	581.86		
Miscellaneous: (Steward's Sundry Supplies.\$166.65 (Mate's Dept. - Rope 79.21) " " Sundry Supplies 59.28 (Captain's Expense Account. 212.64 (Engineer's Sundry Supplies 38.33	556.11		
Boiler Repairs	2.20		
Machinery Repairs	83.33		
Freight List Insurance	113.12		
Cargo Commissions	35.00		
General Expense (Dues - Lake Carriers' Ass'n)	64.06		
Laying Up	282.68	\$39,246.32	\$.5290
Net earnings for season		\$16,528.87	\$.2228
Add over Lake Frt.(amt. rcd. A/c overrun..... grain cargo)		62.44	
		\$16,591.31	
Deduct accident losses 1893 not recovered from Ins.		883.82	
Making total net gain for season		\$15,707.49	

C o m p a r i s o n s .

	1893	1894
Days in Commission	185	233
Number Miles traveled	27,776	43,395
Number trips made	20	27
Number cargoes freight carried	27	31
Gross tons freight carried	63,264	74,188
Average rate freight per gross ton	\$.6283	\$.7518
Average cost to carry, per gross ton of freight..	.5251	.5290
Gross receipts	\$39,752.77	\$55,775.39
Gross Expenditures	33,224.99	39,246.32
Net Earnings	\$ 6,527.78	\$16,529.07
Net Earnings per ton freight carried	\$.1031	\$.2228
Gross earnings per mile traveled	1.4312	1.2853
Operating expenses per mile traveled	1.1962	.9044
Net earnings, per mile traveled	\$.2350	\$.3809
Gross Earnings per day	\$ 214.88	\$ 239.38
Operating expenses per day	179.59	168.44
Net Earnings per day	\$ 35.29	\$ 70.94
Expenses per day excluding cargo handling costs..	\$ 131.29	\$ 120.58
Percentage of operations to earnings	83.5	70.4
Cost Provisions per man per day (Excluding extra meals)	\$.404	\$.376
Average tons coal consumed per mile run	$\frac{197.9}{2000.}$	$\frac{199.2}{2000.}$
" cost " " " " "	\$.2458	\$.2479
Average cost oil consumed per mile run	\$.00488	\$.00491

STEAMER P o n t i a c.Comparison of Items of Disbursement.

(Where the direct comparison of particular items has not been possible, estimates have been approximated on the length of season, tonnage, etc., of 1894.)

	1893	1894	1893	1894		
General Repairs	--	--	\$ 405.54	\$ 108.07	-	297.47
Ship Keeping and Winter Dockage.	--	--	156.12	116.50	-	39.62
Fitting Out	--	--	1,553.83	1,212.94	-	340.89
Wages and Captain's Salary	--	--	6,442.62	7,067.97	-	700.00
Provisions	--	--	1,573.36	1,798.83	-	181.74
Oil,- (Engineer's Department....	\$135.79	\$213.14	--	--	+	1.30
" (Kerosene - Mate's Dept....	16.96	11.00	152.75	224.14		
Fuel	--	--	6,828.24	10,757.75	+	91.12
Handling Cargoes	--	--	8,936.23	11,150.37	-	2,208.04
Insurance	--	--	4,617.95	4,704.84	-	635.00
Taxes	--	--	617.37	581.86	-	35.51
Miscellaneous:						
(Steward's Sundry Supplies..	\$133.66	\$166.65				
(Mate's Dept. - Rope	1.33	79.21				
) " " Sundry Supplies.	43.05	59.28				
(Captain's Expense Account..	184.62	212.64				
(Engineer's Sundry Supplies.	32.80	38.33	426.06	556.11	+	130.05
Towing, (Tugs)	--	--	591.30	386.55	-	204.75
Boiler Repairs	--	--	16.68	2.20	-	14.48
Machinery Repairs	--	--	6.86	83.33	+	76.47
Freight List Insurance	--	--	53.88	113.12	+	59.24
Cargo Commissions	--	--	230.00	35.00	-	195.00
General Expense (Dues - Lake Carriers' Assn)	--	--	--	64.06	+	64.06
Laying Up	--	--	450.17	282.68	-	167.49
Owners' Proportion General Av- erage Losses	--	--	56.47	--	-	56.47
Short Grain Cargoes	--	--	109.56	--	-	109.56

* The figures for 1893 should show \$482.60 more, as this amount was charged to accident account by reason of delay caused by fire on Pontiac in 1893.

Annual Report

of

STEAMER FRONTENAC,

1894.

F r o n t e n a c .

GENERAL OPERATIONS:

The Steamer "Frontenac" sailed from Cleveland April 21st, and finished her last trip at Chicago December 19th, having been in commission 243 days. She made 24 trips including the last when she carried a cargo of Coal to Chicago, going thence to Milwaukee to discharge same, returning to South Chicago for the Winter. She carried 27 cargoes, distributed as follows: 21 cargoes Iron Ore from Lake Superior to Lower Lake ports, 1 cargo Wheat Duluth to Buffalo, 1 cargo Flour Duluth to Buffalo, 3 cargoes Coal from Lake Erie ports to Lake Superior ports, and 1 cargo Coal Buffalo to Milwaukee. This vessel, for the principal portion of the season was engaged in carrying ore from Ashland, Wis., to Lower Lake ports on a contract had by the Cleveland-Cliffs Iron Company with E. C. Pope, Agt.

The "Frontenac" traveled 38,331 miles during the season, carrying 59,452 gross tons of freight, receiving for same \$45,733.24, or an average \$.7702 per gross ton of freight carried.

The disbursements on account of operations strictly, were \$33,720.47, or \$.5672 per gross ton, leaving a net profit of \$12,072.77, or \$.203 per gross ton freight carried.

From the operating earnings, however, must be deducted the following items:

Legal Expenses \$438.67

(This amount is made up of charges for legal services of Hoyt, Dustin & Kelley, and Rogers, Lock & Milburn, paid during the year, in the "Frontenac-Sawyer" wheat shortage case.)

Owner's proportion General Average Losses 195.12

(Arising from adjustments of 1893 claims)

Short Lake Freight 2.09

(Amount paid by vessel, a/c shortage in grain cargo.)

\$635.88

making total net gain for the season \$11,436.89

F r o n t e n a c .

ACCIDENTS:

On August 16th, the "Frontenac", while passing down the Detroit River, was met just above Ballard's Reef by the Steamer "John Owen", having in tow the Schooner "Michigan" bound up. Proper signals were exchanged and the vessels seemingly were meeting in safety when suddenly the "Michigan" ported and crashed into the "Frontenac", striking her about 20 feet from the latter's stem on the port side carrying away part of the Frontenac's pilot-house, breaking in several plates and frames, and badly damaging her upper works.

No other damage was done to the "Frontenac" and she proceeded on to Fairport where she discharged her Ore cargo, afterwards coming to Cleveland where she was repaired as before. The time lost in making these repairs was seven days.

On September 11th, when coming down the Sault River, and at the foot of Sugar Island, the "Frontenac" ran up on a tow of whalebacks and had to check down to keep from running into them. Following the "Frontenac" came the Steamer "Maruba". She also attempted to check down but her speed was too great to avoid striking the "Frontenac".

The "Maruba" struck her on starboard side just at the Engine-Room Gangway damaging some of the plates and buckling up a deck stringer plate, also damaging the after-cabin roof.

This damage was not of sufficient importance to repair at the time but was left for repair at the close of navigation.

On September 25th, as the "Frontenac" was going out of Sandusky from the "Short Line" dock. She struck some bowlders doing some damage to a plate amidships on bottom on starboard side, also damaging a keel plate aft. The vessel not leaking much, she proceeded on her voyage, leaving repairs to be made at the close of navigation.

ACCIDENTS (Continued):

On October 8th, the "Frontenac", bound up, had reached a point in the Sault River just above the "Sailors' Encampment" when she overtook and passed the Steamer "J. W. Nicholas" also bound up. The "Frontenac" was running at her usual rate of speed, and it was thought at a safe distance from the "Nicholas", but the force of the suction drew the two vessels together bringing the port bow of the "Nicholas" into collision with the starboard after-quarter of the "Frontenac", injuring several plates and frames of the Nicholas's port bow, also breaking the rail and some bulwarks, and bending some stanchions on the "Frontenac". The damage done by this accident being small, repairs were deferred until the end of the season.

This accident being entirely due to an error of judgment in the attempt of the Frontenac's Master to pass the "Nicholas", without giving her sufficient distance, throws the responsibility on the "Frontenac".

The vessel being insured against the above accidents, the same will be made good ^{to her} by her insurers, when repairs are completed the present Winter.

PHYSICAL CONDITION:

The work of repairing the damages done by accidents is progressing, and when completed the damaged places will be as good as before. The usual repairs attendant upon a season's navigation have been kept up.

Since this vessel was laid up for the Winter at Chicago, the bottom of her hull has been scraped and painted; the inside of hull in the hold has been scraped and painted; new limber strakes in her bilge ceiling have been placed, and decayed floor ceiling replaced where needed. These with several minor repairs place the vessel in good physical condition.

F r o n t e n a c e.

Vessel in Commission	243 days
Trips made	24
Time in port	79 days
" sailing	140 "
" lost by bad weather	7 "
" " waiting at "Soo" Canal,	10 "
" " by accidents	7 " 243 days

<u>R e c e i p t s:</u>		Gross Tons.	Amt. Freight	Per Gross Ton Frt. Carried
16	Cargoes Ore from Ashland	35,548	\$28,438.40	\$.8000
2	" " " Two Harbors	4,490	3,592.00	.8000
3	" " " Marquette	6,875	4,812.50	.7000
1	" Wheat " Duluth, (82893 Bu. @ \$.02 ³ / ₄)	2,220	2,279.55	1.0268
1	" Flour " Duluth, (2061 Tons @ \$1.00)..	1,840	2,061.42	1.1203
1	" Coal to Ashland (@ 50 ¢)	2,107	1,180.10	.5600
2	" " " Duluth, (Average rate, 32¢)...	4,052	1,480.47	.3653
1	" " " Milwaukee (@ 75¢)	2,320	1,948.80	.8400
27	T o t a l s,	59,452	\$45,793.24	\$.7702

<u>Disbursements:</u>				
General Repairs	\$	203.78		
Ship Keeping and Winter Dockage		101.50		
Fitting Out		1,207.13		
Wages and Captain's Salary		6,228.57		
Provisions		1,501.66		
Oil, -(Engineer's Department.... \$234.83				
" (Kerosene - Mate's Dept... 78.22		313.05		
Fuel		9,382.91		
Handling Cargoes		8,255.91		
Towing		603.40		
Insurance		4,169.17		
Taxes		511.34		
Miscellaneous				
(Steward's Sundry Supplies. \$124.96				
(Mate's Dept. - Rope 2.07				
" " Sundry Supplies 93.81				
(Captain's Expense Account. 211.68				
(Engineer's Sundry Supplies 57.58		490.10		
Boiler Repairs		71.50		
Machinery Repairs		77.42		
General Expense - (Dues Lake Carriers' Ass'n)		64.06		
Cargo Commission		135.00		
Freight List Insurance		85.05		
Damage to other boats		8.75		
Laying Up		310.17	\$33,720.47	\$.5672
Net Earnings,			\$12,072.77	\$.2030
Deduct Legal Expense	\$438.67			
" Owner's Proportion of General Average Losses	195.12			
" Short Lake Freight	2.09		635.88	
Making Total Net Gain for season			\$11,436.89	

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

	1 8 9 3	1 8 9 4
Days in Commission	221	243
Number of miles traveled	29899	38331
Number trips made	20	24
Number Cargoes Freight carried	25	27
Gross tons Freight carried	56265	59452
Average rate freight per gross ton	\$.6901	\$.7702
Average cost to carry per gross ton freight .....	.5996	.5672
Gross Receipts	\$38,831.85	\$45,793.24
Gross Expenditures	33,740.32	33,720.47
Net Earnings	\$ 5,091.53	\$12,072.77
Net Earnings per ton freight carried	\$.0905	\$.2030
Gross Earnings per mile traveled	1.2987	1.1947
Operating expenses per mile traveled	1.1285	.8797
Net Earnings per mile traveled	\$.1702	\$.3150
Gross Earnings per day	\$ 184.04	\$ 188.45
Operating expenses per day	159.91	138.77
Net Earnings per day	\$ 24.13	\$ 49.68
Expenses per day, excluding cargo handling costs..	\$ 119.88	\$ 104.79
Percentage of operations to earnings	86.9	73.6
Cost provisions per man per day, (Excluding extra meals).....	\$.388	\$.340
Average tons coal consumed per mile run	$\frac{187.0}{2000.}$	$\frac{195.0}{2000.}$
" cost " " " " "	\$.24	\$.244
Average cost oil consumed per mile run	\$.00608	\$.00613

STEAMER F r o n t e n a c.Comparison of Items of Disbursement.

(Where the direct comparison of particular items has not been possible, estimates have been approximated on the length of season, tonnage, etc., of 1894.)

	1893	1894	1893	1894			
General Repairs	--	--	\$ 1,244.28	\$ 203.78	-	1,040.50	In '93 Main deck was repaired and calked, and vessel put in dry dock for stern-bearing repair.
Ship Keeping and Winter Dockage.	--	--	145.37	101.50	-	43.87	
Fitting Out	--	--	1,401.43	1,207.13	-	194.30	
Wages and Captain's Salary	--	--	6,140.05	6,228.57	-	560.00	Master's and Engineer's salaries reduced.
Provisions	--	--	1,487.91	1,501.66	-	218.70	Provisions reduced 90 cts. per day.
Oil, - (Engineer's Department....	\$181.66	\$234.83			+	1.91	
" (Kerosene - Mate's Dept....	76.31	78.22	257.97	313.05			
Fuel	--	--	7,190.92	9,382.91	+	133.32	
Handling Cargoes	--	--	8,544.77	8,255.91	-	1,641.95	Handling cost Iron ore reduced.
Towing, (Tugs)	--	--	633.30	603.40	-	29.90	
Insurance	--	--	4,530.56	4,169.17	-	595.00	Reduced valuation of vessel and rate of premium.
Taxes	--	--	684.81	511.34	-	173.47	
Miscellaneous:							
(Steward's Sundry Supplies..	\$174.76	\$124.96					
(Mate's Dept. - Rope	98.36	2.07					
) " " Sundry Supplies.	109.24	93.81					
(Captain's Expense Account..	231.01	211.68					
(Engineer's Sundry Supplies.	43.58	57.58	656.65	490.10	-	166.55	
Boiler Repairs	--	--	15.89	71.50	+	55.61	
Machinery Repairs	--	--	127.04	77.42	-	49.62	
General Expenses, (Lake Carriers' Dues)	--	--	--	64.06	+	64.06	This item charged in Captain's Expense Account 1893.
Cargo Commissions	--	--	255.00	135.00	-	120.00	
Freight List Insurance	--	--	49.67	85.05	+	35.38	Carried more freight 1894.
Damage to other boats	--	--	--	8.75	+	8.75	Slight damage to pipe railing, Steamer "Marina".
Laying Up	--	--	277.59	310.17	+	32.58	Men had to be sent from Chicago to Cleveland by rail.
Short Grain Cargoes	--	--	97.11	--	-	97.11	

Annual Report

of

STEAMER PONTIAC,

1894.

Comparison of Items of Disbursement.

(Where the direct comparison of particular items has not been possible, estimates have been made on length of season, tonnage, etc., of 1894.)

	1893	1894	1893	1894		
General Repairs	--	--	\$ 893.76	\$ 414.63	-	479.13
Ship Keeping and Winter Dockage.	--	--	92.50	106.49	+	13.99
Fitting Out	--	--	834.64	1,321.10	+	486.46
Wages and Captain's salary	--	--	6,627.58	6,411.32	-	560.00
Provisions	--	--	1,403.41	1,396.51	-	105.20
Oil, - (Engineer's Department....	\$297.00	\$237.83				
" (Kerosene - Mate's Dept....	14.00	16.70	311.00	254.53	-	152.74
Fuel	--	--	8,257.99	9,278.98	-	1,602.89
Handling Cargoes	--	--	6,596.04	8,500.60	-	2,043.96
Towing	--	--	272.50	81.00	-	191.50
Insurance	--	--	3,243.48	2,668.11	-	575.37
Taxes	--	--	437.83	398.25	-	39.58
Miscellaneous:						
(Steward's Sundry Supplies..	\$166.39	\$187.08				
(Mate's Dept. - Rope	34.11	28.05				
) " " Sundry Supplies.	61.75	66.18				
) Captain's Expense Account..	179.33	231.75				
(Outfit	178.33	19.71				
(Engineer's Sundry Supplies.	141.35	110.93	761.26	643.70	-	117.56
Boiler Repairs	--	--	202.27	179.86	-	22.41
Machinery Repairs	--	--	141.06	548.17	+	407.11
Cargo Commissions	--	--	200.00	---	-	200.00
Freight List Insurance	--	--	39.73	90.22	+	50.49
Electric Light	--	--	146.13	7.00	-	146.13
Laying Up	--	--	522.82	506.97	-	15.85
General Expenses, (Lake Carrier's Dues).	--	--	--	35.23	+	35.23

Vessel at Detroit '93, Cleveland '94.

Engine badly handled in '93, and \$376.68 of this increase in Eng. Dept. due to necessity of making unusual repairs. Captain's and Engineer's salaries reduced.

Cost reduced 4¹/₂ cts. per man per day.

Cost of oil reduced \$.00324 per mile run in 1894 from 1893.

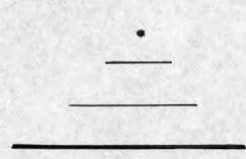
Cost fuel reduced from \$.23 per mile run to \$.196 per mile run in 1894.

Cost of handling ore reduced from 1893.

Valuation and rate of insurance reduced.

© Fan engine broke completely down early in season. Base of Steering Engine had to be replaced. Electric Engine had a slight break-down. These with minor repairs increased the total.

REGENT LINE W.S.G.

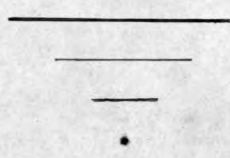


Annual Report

of

STEAMER CADILLAC,

1894.



STEAMER C a d i l l a c, Season 1894.

GENERAL OPERATIONS:

The Steamer "Cadillac" sailed from Cleveland April 26th on her first trip, and finished her last trip for the season at Cleveland December 4th, having been in commission 223 days. She made twenty-two round trips, carrying 28 cargoes, apportioned as follows: 19 cargoes of Iron ore from Lake Superior, 1 cargo Iron ore from Lake Michigan, 5 cargoes of Coal from Lake Erie ports to Lake Superior ports, 1 cargo Coal to Chicago, and 2 cargoes of grain from Duluth.

For more than half of the season this vessel was engaged in regular trade to Marquette, obtaining good despatch. Though the vessel was in commission one day more in 1894 than the preceding year, yet she made four more trips than in that year. This is explained by the fact that in 1893 this vessel made two trips into Lake Ontario consuming three weeks each in the making.

The vessel traveled 30,598 miles during the season of 1894, carrying 54,181 gross tons of freight, receiving for same \$36,686.10, or an average rate of \$.6771 per gross ton of freight carried.

The expenditures on account of vessel's operations were \$23,436.60, or \$.4326 per ton, leaving the net operating profits \$13,249.50, or \$.2445 per gross ton of freight carried.

There should be added to these profits \$337.56, the amount received from the insurers of the vessel in General Average Adjustments of 1893 claims, over and above items charged them; deducted \$115.48, made up of \$25.00 legal expenses for season, and \$90.48, paid for a shortage of 167 bushels wheat on cargo carried Duluth to Buffalo. This then gives the total net gain for the season \$13,471.58.

C a d i l l a c.

ACCIDENTS:

On May 10th, while the "Cadillac" was attempting to make a landing at No. 4 dock, Two Harbors, a strong north-east wind blowing, her bow was caught by the wind driving the boat against the dock, breaking one frame and injuring some plates on the port side of her bow. In this operation the stern of the boat swung around striking the corner of ore dock No. 3, near the port after gangway, bending some plates, breaking a frame, breaking the hinge of the gangway, and doing other damage.

Repairs of these damages were deferred until the end of the season.

On July 14th, this vessel bound from Marquette to Cleveland, entered a dense fog above the "Sault" Canal. Though proceeding slowly, owing to the Master's having lost his bearings, the vessel went aground at Cedar Point. There being more or less rock imbedded in the soft bottom, some damage was done to the Cadillac's bottom, found on investigation to consist of indentation of several plates and a number of broken frames, the major portion of which was on the port side.

On certification of Captain Oldham of the vessel's ability to still remain at sea, repairs were deferred until the end of the season.

On July 23d, the "Cadillac" was following down the Sault River the Steamer "Brittanic" with two barges in tow. On the Neebish the tow became entangled and the "Cadillac" checked down to the current in the river. To avoid a collision with the "Brittanic" she was placed aground in the soft mud to hold her. In the efforts of the "Brittanic" to get her tow straightened up, one of her barges, the "A. P. Grover", drifted around to the starboard side of the "Cadillac", with her tow line across the bow of the "Cadillac". This was the position when the "Brittanic", in starting ahead, pulled the "Grover" into the "Cadillac". The bowsprit of the "Grover" struck the "Cadillac" on the starboard side, carrying away her bridge railing, lamp screen, and lead line rack.

The repairs for this damage were made on the arrival of the vessel in Cleveland.

C a d i l l a c.

ACCIDENTS - (Continued):

On August 25th, the "Cadillac", bound from Marquette to Cleveland, was feeling her way carefully down the Sault River, the morning being smoky, and it being impossible to steer by the Ranges, when suddenly, at the entrance of the cut at the head of the West Neebish, the vessel ran aground in soft bottom.

No damage was sustained, and the only cost arising from the damage was the charge for tug services in getting the vessel off.

In a blinding snow storm, on the morning of November 22d, the "Cadillac", in attempting to get to the ore dock at Escanaba, accidentally struck the Steamer "Castalia" lying there, a slight blow on her starboard bow. The damage done the Castalia was slight, consisting of taking a small piece out of both her upper and lower wale strakes, and small damage to the bulwarks and rail. No damage was sustained by the "Cadillac".

All repairs and costs, attendant upon the above accidents, will be borne by the insurers of the vessel.

PHYSICAL CONDITION:

The damages sustained by accidents are in process of repair, and when completed the vessel will be as before. The bottom of the hull has been scraped and painted, since laying up, and the inside of the hull in the way of the hold, will be scraped and painted during the Winter.

With the above completed, the vessel will be in excellent condition.

C a d i l l a c.

Vessel in commission 223 Days Trips made 22 Time in port 80 days " sailing 124 " " lost by bad weather 12 1/2 " " " waiting at "Soo" Canal 6 " " " by accidents --1/2 " 223 Days.			
<u>R e c e i p t s:</u>		Gross Tons.	Amt. Freight
			Per Gross Ton Frt. Carried
2	Cargoes Ore from Two Harbors	3,828	\$ 3,062.40
17	" " " Marquette	33,967	23,776.90
1	" " " Escanaba	1,983	991.50
	(Sault Ste. Marie, 314 net tons @ 40¢,		
1	" Coal to) (Lake Linden, 1646 net tons @ 40¢,	1,750	783.99
2	" " " Marquette @ 40¢	3,461	1,550.99
1	" " " Ashland @ 35¢	1,704	668.02
1	" " " Duluth @ 30¢	1,882	632.35
1	" " " Chicago	1,894	1,272.78
2	" Wheat from Duluth (71405 Bu. @ 2 7/8¢ (67215 " @ 2 3/4¢	3,712	3,947.17
28	T o t a l s,	54,181	\$36,686.10
			\$.6771
<u>Disbursements:</u>			
	General Repairs	\$ 164.10	
	Ship Keeping and Winter Dockage	106.49	
	Fitting Out	659.02	
	Wages and Captain's salary	5,644.84	
	Provisions	1,304.72	
	Oil,- (Engineer's Department.... \$166.15		
	" (Kerosene - Mate's Dept... 50.95	217.10	
	Fuel	4,525.59	
	Handling Cargoes	6,266.03	
	Towing	397.00	
	Insurance	2,778.71	
	Taxes	335.01	
	Miscellaneous:		
	(Steward's Sundry Supplies.. \$190.44		
	(Mate's Dept. - Rope 23.61		
	) " " Sundry Supplies. 75.39		
	) Captain's Expense Account.. 182.41		
	(Outfit 27.30		
	(Engineer's Sundry Supplies. 38.39	537.54	
	Boiler Repairs	11.65	
	Machinery Repairs	24.53	
	General Expenses - (Dues Lake Carriers' Ass'n)	35.53	
	Freight List Insurance	71.92	
	Cargo Commissions	100.00	
	Laying Up	257.12	\$23,436.60
			\$.4326
	Net Earnings,		\$13,249.50
	Add amount received from insurers of vessel, over and above items charged them in matter of several claims a/c of accidents in 1893, paid in 1894.....		337.56
	T o t a l,		\$13,587.06
	Deduct Legal Expenses	\$25.00	
	" Short Grain Cargoes (amount vessel had to pay a/c shortage in grain cargo, 90.48		115.48
	Making total net gain for season,		\$13,471.58

STEAMER C a d i l l a c.

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

	1 8 9 3	1 8 9 4
Days in Commission	222	223
Number miles traveled	26327	30598
Number trips made	18	22
Number Cargoes Freight carried	27	28
Gross tons Freight carried	50049	54181
Average rate freight per gross ton	\$.7134	\$.6771
Average cost to carry per gross ton of freight ...	.5075	.4326
Gross Receipts	\$35,704.30	\$36,686.10
Gross Expenditures	25,397.13	23,436.60
Net Earnings	\$10,307.17	\$13,249.50
Net Earnings per ton Freight carried	\$.2059	\$.2445
Gross Earnings per mile traveled	\$ 1.356	\$ 1.199
Operating Expenses per mile traveled .....	.965	.766
Net Earnings per mile traveled	\$.391	\$.433
Gross Earnings per day	\$ 160.83	\$ 164.51
Operating Expenses per day	114.40	105.09
Net Earnings per day	\$ 46.43	\$ 59.42
Expenses per day, excluding cargo handling costs..	\$ 84.62	\$ 76.99
Percentage of operations to earnings	71.1	63.9
Cost provisions per man per day, (Excluding extra meals)	\$.386	\$.361
Average tons coal consumed per mile run	<u>128.6</u> 2000.	<u>123.0</u> 2000.
" cost " " " " "	\$.165	\$.147
Average cost oil consumed per mile run	\$.00621	\$.00543

STEAMER C a d i l l a c.

Comparison of Items of Disbursement.

(Where the direct comparison of particular items has not been possible, estimates have been based on the length of season, tonnage, etc., 1894.)

	1893	1894	1893	1894		
General Repairs	--	--	\$ 399.11	\$ 164.10	-	235.01
Ship Keeping and Winter Dockage.	--	--	89.12	106.49	+	17.37
Fitting Out	--	--	849.51	659.02	-	190.49
Wages and Captain's salary	--	--	6,169.18	5,644.84	-	400.00
Provisions	--	--	1,398.74	1,304.72	-	94.02
Oil, - (Engineer's Department....	\$163.70	\$166.15				
" (Mate's Dept.	57.28	50.95	220.98	217.10	-	23.88
Fuel	--	--	4,346.18	4,525.59	-	550.75
Handling Cargoes	--	--	6,610.53	6,266.03	-	1,193.34
Towing, (Tugs)	--	--	488.20	397.00	-	91.20
Insurance	--	--	3,256.79	2,728.71	-	528.08
Taxes	--	--	437.84	335.01	-	102.83
Miscellaneous:						
(Steward's Department	\$175.43	\$190.44				
(Mate's Dept. - Rope	70.37	23.61				
) " " Sundries	69.20	75.39				
) Captain's Expense Account..	139.65	182.41				
(Outfit	162.94	27.30				
(Engineer's supplies	31.17	38.39	648.76	537.54	-	111.22
Boiler Repairs	--	--	65.16	11.65	-	53.51
Machinery Repairs	--	--	10.62	24.53	+	13.91
Cargo Commissions	--	--	140.00	100.00	-	40.00
Short Grain Cargoes	--	--	45.09	---	-	45.09
Freight List Insurance	--	--	47.04	71.92	+	24.88
Laying Up	--	--	179.28	257.12	+	77.84
General Expenses, (Lake Carriers' Dues).	--	--	--	35.23	+	35.23
						Captain's and Engineer's salaries reduced.
						Cost provisions reduced 45 cts. per day over 1893.
						Consup oil tug exp reduced .00078 per mile
						Cost fuel per mile run reduced from \$.165 to \$.147 in 1894 from 1893.
						Handling ore charges reduced from 1893.
						Valuation of vessel and rate of insurance reduced.
						Carried more freight.
						Otherwise charged in 1893.

Annual Report

of

STEAMER PIONEER,

1894.

REGISTERED IN THE U.S.A. W.S. & B.

P i o n e e r.

GENERAL OPERATIONS:

The "Pioneer" sailed from Cleveland April 21st, and finished discharging her cargo on her last trip at Cleveland December 10th, having been in commission 234 days. She made 37 trips, carrying 41 cargoes, divided as follows: 37 cargoes Iron ore from Lake Superior to Lake Erie ports, 1 cargo of Coal to Detour, and 3 cargoes Coal to Marquette from Lake Erie ports.

For more than half of the season this vessel was engaged in a regular trade between the C. & P. ore dock Cleveland and Marquette, obtaining good and regular dispatch.

This vessel traveled 47,144 miles during the season, carrying 63,406 gross tons of freight, receiving for same \$43,506.12, or an average of \$.6861 per ton of freight carried.

The disbursements on account of operations strictly were \$32,847.67, or \$.518 per ton of freight carried.

To these earnings must be added \$64.55, being amount received from Underwriters, being a credit account owner's proportion of General Average losses, arising from settlement of 1893 claims; deducted \$52.25, made up of the following items: \$15.00 legal expenses, and \$37.25 damage done other boats, the latter being for proportion of damage done at C. & P. ore dock by "Pioneer", causing Steamer "Yakima" to surge from her moorings.

This leaves the total net gain for the season \$10,670.75.

ACCIDENTS:

On June 4th, the "Pioneer", while leaving the lock at Sault Ste. Marie, bound up, struck some rocks in the middle of the channel, the rocks having been thrown up by blasting. The damage done consisted of three broken propeller blades. The vessel was put in dry dock September 15th and wheel made good as before, by the renewal of the blades.

P i o n e e r.

ACCIDENTS (Continued):

On June 18th, the "Pioneer", having just passed through the breakwater at Cleveland, bound in, was about to turn into the old River bed when the Steamer "Lakeside", moving at a good rate of speed, was met going out. The Steamer tried to pass to port of the "Pioneer", but, not giving her enough berth, struck her on the port side just abreast the forward hatch, badly denting plates above the water line.

On October 31st, the "Pioneer", in attempting to make a landing at Sault Ste. Marie, struck the Steamer "S. R. Kirby", lying at the south pier, breaking a plate, injuring a stanchion, and doing some other slight damage to the Kirby's bow.

On November 2d, while the "Pioneer" was at Watson's dock, Detour, the Steamer "Avon" collided with the "Pioneer" just at Break of the Poop, damaging several plates, destroying a piece of moulding, some stanchions, and about 25 feet of rail angle and railing.

On November 25th, while coming to the N. Y. P. & O. dock Cleveland, in working her engine astern the propeller came in contact with a sunken log, breaking three of her propeller blades, disabling the boat so that she forged ahead and collided with the dock, damaging several plates on the Port side of the "Pioneer".

The cost of repairs on account of the foregoing accidents will be borne by the insurers of the vessel.

PHYSICAL CONDITION:

All of the repairs necessary on account of the various accidents during the season have been repaired and made as good as before. Her bottom has been scraped and painted, and the inside of her hold has been scraped, wire-brushed, and painted, since laying up.

The vessel is now in excellent physical condition.

P i o n e e r.

Vessel in commission	234 Days
Trips made	22
Time in port	66 Days
" sailing	155 "
" lost by bad weather	4 "
" " waiting at "Soo" Canal	8 ¹ / ₂ "
" " account accidents	<u>1¹/₂ "</u> 234 Days

<u>R e c e i p t s:</u>		Gross Tons	Amt. Freight	Per Gross Ton Frt. Carried
3	Cargoes Ore from Two Harbors	4,584	\$ 3,591.75	\$.7835
34	" " " Marquette	53,815	37,670.50	.7000
1	" Coal to Detour	1,324	519.35	.3923
2	" " " Marquette	2,436	1,091.91	.4482
1	" " ") 1026 tons @ 40¢, (Detour, 370 tons @ 60¢..	1,247	632.61	.5073
41	T o t a l s,	63,406	\$43,506.12	\$.6861
<u>Disbursements:</u>				
	General Repairs	\$ 419.63		
	Ship Keeping and Winter Dockage	106.49		
	Fitting Out	1,321.10		
	Wages and Captain's Salary	6,411.32		
	Provisions	1,396.51		
	Oil, - (Engineer's Department.... \$237.83			
	" (Kerosene - Mate's Dept... 16.70	254.53		
	Fuel	9,278.98		
	Handling Cargoes	8,500.60		
	Towing	81.00		
	Insurance	2,668.11		
	Taxes	398.25		
	Miscellaneous:			
	(Steward's Sundry Supplies...\$187.08			
	(Mate's Department - Rope.... 28.05			
	" Dept.Sundry Supplies. 66.18			
	(Captain's Expense Account... 231.75			
	(Outfit	19.71		
	(Engineer's Sundry Supplies.. 110.93	643.70		
	Boiler Repairs	179.86		
	Machinery Repairs	548.17		
	General Expense - (Dues Lake Carriers' Ass'n)	35.23		
	Freight List Insurance	90.22		
	Electric Light	7.00		
	Laying Up	506.97	\$32,847.67	\$.5180
	Net Earnings,		\$10,658.45	\$.1681
	Add amount received account Owner's pro- portion of General Average Losses,		64.55	
	T o t a l,		\$10,723.00	
	Deduct Legal Expenses	\$15.00		
	" damage to other boats	37.25	52.25	
	Making Total <u>Net Gain</u> for season,		\$10,670.75	

P i o n e e r .

Vessel in commission	234 Days
Trips made	22
Time in port	66 Days
" sailing	155 "
" lost by bad weather	4 "
" " waiting at "Soo" Canal	8 ¹ / ₂ "
" " account accidents	1 ¹ / ₂ " 234 Days

<u>R e c e i p t s :</u>		Gross Tons	Amt. Freight	Per Gross Ton Frt. Carried
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	Fitting Out	1,321.10		
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	Provisions	1,396.51		
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	" (Kerosene - Mate's Dept... 16.70	254.53		
	Fuel	9,278.98		
	Handling Cargoes	8,500.60		
	Towing	81.00		
	Insurance	2,668.11		
	Taxes	398.25		
	Miscellaneous:			
	(Steward's Sundry Supplies...\$187.08			
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	(Captain's Expense Account... 231.75			
	(Outfit	19.71		
	(Engineer's Sundry Supplies.. 110.93	643.70		
	Boiler Repairs	179.86		
	Machinery Repairs	548.17		
	General Expense - (Dues Lake Carriers' Ass'n)	35.23		
	Freight List Insurance	90.22		
	Electric Light	7.00		
	Laying Up	506.97	\$32,847.67	\$.5180
	Net Earnings,		\$10,658.45	\$.1681
	Add amount received account Owner's proportion of General Average Losses,		64.55	
	T o t a l ,		\$10,723.00	
	Deduct Legal Expenses	\$15.00		
	" damage to other boats	37.25	52.25	
	Making Total <u>Net Gain</u> for season,		\$10,670.75	

STEAMER Pioneer.

COMPARISONS.

	1893	1894
Days in Commission	216	234
Number miles traveled	35885	47144
Number trips made	25	37
Number Cargoes Freight carried	31	41
Gross tons Freight carried	43832	63406
Average rate freight per gross ton	\$.8080	\$.6861
Average cost to carry per gross ton freight .....	.7068	.5180
Gross Receipts	\$35,419.77	\$43,506.12
Gross Expenditures	30,984.00	32,847.67
Net Earnings	\$ 4,435.77	\$10,658.45
Net Earnings per ton freight carried	\$.1012	\$.1681
Gross Earnings per mile traveled	\$.987	\$.923
Operating Expenses per mile traveled .....	.864	.697
Net Earnings.....	\$.123	\$.226
Gross Earnings per day	\$ 163.98	\$ 185.92
Operating Expenses per day	143.44	140.37
Net Earnings per day	\$ 20.54	\$ 45.55
Expenses per day, excluding cargo handling costs..	\$ 112.90	\$ 104.04
Percentage of operations to earnings	87.5	75.5
Cost provisions per man per day, (Excluding extra meals).....	\$.387	\$.342
Average tons coal consumed per mile run.....	<u>187.0</u> 2000.	<u>170.6</u> 2000.
" cost " " " " "	\$.23	\$.196
" " oil " " " "	\$.00828	\$.00504

