

Sales of Farm Lands.

	Acres.	
Thomas LaBranche S. W. ⁴ of S. E. ⁴ Sec. 11-42-23	39	\$ 400.00
City of Ishpeming part of S. E. ⁴ of S. E. ⁴ Sec. 36-48-28	4	200.00
John McArthur N. W. ⁴ of S. E. ⁴ Sec. 3-42-23	40	160.00
J. Mattson and J. Lehtonen N. ² of NW. ⁴ & S. W. ⁴ of NW. ⁴ Sec. 20-48-26	120	675.00
William Wivell N. E. ⁴ of N. E. ⁴ Sec. 9-47-26	40	300.00
	243	\$ 1735.00

The amount owing on farm land sales up to Nov. 30th 1895 is \$3254.80

This bears interest at 7% per an. and is all well secured.

Timber Sales.

Emanuel Nelson, Cedar Stumpage left on N. ² of NW. ⁴ & N. W. ⁴ of N. E. ⁴ Sec. 3-47-26	65.00
Joseph Lusardi, Pine Stumpage left on Sec. 15-42-23 except SW. ⁴ of NW. ⁴ & N. W. ⁴ of S. W. ⁴	25.00
J. R. Hodgkins, all stumpage left on S. ² of N. E. ⁴ , N. E. ⁴ of S. E. ⁴ & S. ² of S. E. ⁴ of Sec. 1-47-28, and N. E. ⁴ & N. W. ⁴ of S. E. ⁴ Sec. 12-47-28	1100.00
Joseph Lusardi, Spruce Stumpage (27 $\frac{1}{2}$ cords) left on Sec. 11-42-23	13.75

Dom. Lusardi & And. Roberts, Cedar, Spruce & hemlock stumpage left on Sec. 13-42-23	150.00
H. Wingo, cedar, spruce & pine stumpage left on W. ² & SW. ² & S.E. ² of NW. ² Sec. 21-42-22	125.00
J. C. Kirkpatrick, 394056 ft. Pine stumpage on N. ² & S.E. ² Sec. 27-47-26 @ 5 ⁰⁰ per M.	1970.28
J. C. Kirkpatrick, Interest on same 3 mos. @ 7%	34.48
John Demas, Pine stumpage scattered over several sections near to Cliffs location	
126885 ft. @ 3 ⁰⁰ per M.	380.65
Total.	3864.16

Maintaining Rented Houses.

Amount expended in current repairs \$169.40

Travelling Expenses.

The amount is small, railroad mileage books
from previous year being sufficient for this year. \$4.50

Salaries.

This amount is composed of two-fifths of
Land Agents and one quarter of Bookkeepers salaries. \$956.70

Lands.

Amount paid for taxes on cut lands \$1887.22
Amount paid for sundry expenses on " " 17.14 \$1904.36

Timber Lands.

Amount paid for taxes on timber lands. \$4003.08

Amount paid for examining timber lands 422.83 \$4425.91

The lands examined at above cost, are our timber lands in Towns 47 & 48 R. 25 consisting of 8760 acres; our timber lands in Baraga Co. consisting of 1120 acres in Secs. 15, 17, 21 & 27 T. 49 R. 32; our timber lands in Sec. 27-47-26 consisting of 480 acres; and our timber lands in Secs. 1, 11, 12 & 13 in T. 47 R. 26 consisting of 1440 acres.

Estimates of timber on above lands.

TRACT.	IN THOUSAND FEET.							CEDAR.		HEMLOCK.		FUEL.				
	W. PINE.	DRY PINE	BIRCH.	MAPLE.	BASSWD.	OAK.	ASH.	POSTS.	TIES.	TELEGR. POLES.	M. FEET.	TIES.	COS. BARK.	HARD WOOD.	SOFT WOOD.	CORDS. STROVE.
T. 47 & 48 R. 25	2198	336	2261	5049	358	336	54	140000	42800	6100	5490	53895	5490	115440	32660	1118
BARAGA COUNTY.	1473		73	339			12	10450	1600		48	1750		14415	1235	282
Sec. 27 T. 47 R. 26					200		10	15400	4500	450	125	1050	125	9950	2075	125
SECS. 1-11-12 13 IN T. 47. R. 26	225		187	704	110	39	32	58300	23350	2300	325	2750		16165	1680	116
TOTAL.	3896	336	2521	5992	668	375	108	224150	72250	8850	6188	61445	5614	153970	37550	1641

These estimates & flats of same have been entered in estimate books, but not yet in flat. The above estimates comprise all pine timber owned by Iron Cliffs Co, except about 250 ^{books} ~~Ac.~~ feet on Secs. 33 & 34 T. 47 R. 26; about 30 ~~Ac.~~ feet near to Cliffs location; both of which parcels are now being got out by parties, under contract for conveyance of the timber. There may be a few scattered trees besides.

The estimates also comprise all timber of other kinds owned by Iron Cliffs Co. in Marquette and Baraga Counties, except about 500 acres of

timber lands on the Cascade Range.

The timber lands of the Company in Delta County, forming the Maple Ridge, 22 Miles Post and Perkins Coal jobs are nearly all cut.

The timber lands in Delta and Menominee Counties forming the Ford River and Helsh Coal jobs are yet well timbered.

The pine timber in Towns 47 & 48 Range 25 was advertised for sale by tender: three different parties examined the timber and made offers, the highest offer being \$14600 by Powell & Mitchell of Marquette; this offer was not accepted as it was below our own valuation of the timber; viz: - \$15667²⁹. I believe they will yet pay our price and expect to hear from them to that effect very soon.

The accounts of General expenses, Insurance and Taxes on Rented Houses perhaps do not require further explanation.

The Farm expenditures are treated on fully in a special statement in this report.

General Remarks.

The valuations of lands by assessors and Boards of Review has been specially attended to, and in some cases resulted in success, notably in the Township of Ishpeming, where relief could never be got until this year; the valuations were reduced one half, and as they did not raise as much money as usual, the taxes were also one half.

In the City of Negaunee great success was also had; Sec. 12-47-27 was valued at \$14000 this having been reduced from \$22500 in 1894, and \$40000 in 1893; some of our best dwellings were substantially reduced; the Sumner property has at last been acknowledged as an abandoned property and valued at \$6000; the machinery was still in it at the time, so we may expect another reduction next year. Notwithstanding great reductions in valuations, the taxes are higher this year than last, the reason being the State taxes are double, the County tax also largely increased, and the city taxes also increased.

Some relief in valuations and taxes was had in Ely Township.

In all townships generally the taxes are higher this year for the reasons before stated.

The Highway taxes for 1894 for Ishpeming and Tilden Townships, were not paid, by advice of our Attorney. These matters must be attended to at term of Court next September.

At last term of Court our contest with City of Negaunee came off, for the taxes of 1893 which we did not pay, as being excessive and illegal. the amount, ^{unpaid} in 1893 was \$2433.12; we offered the City \$750 as settlement in full, which they refused; the amount had increased to \$2782.85 at the time the trial was held, by reason of interest and charges. The judges decision was in our favor to the extent of reducing the amount to \$1503.58, which we paid: the decision of the Court holding so much of the tax void, was based on a raising of the Board of Review of the valuations as fixed by the Assessor, the Court holding the action of the Board of Review in so raising the valuations to be illegal.

The amount of State and County Taxes raised in Marquette County for 1894 & 1895 are:

Year 1894.	Year 1895.	
\$33686.97	\$60107.56	State Taxes.
91827.00	116153.00	County Taxes.

Statement of Snow Cliffs Cos. (Dept. M. M.)
 Rents for 1895.

Miscellaneous Lots	Amount due Jan. 1/95	# 314.00
(Annual Rental #176)	Amt. recd. during year	210.00
	Amt. owing Jan. 1 st 1896	<u>104.00</u>
junction Lots	Amount due Jan. 1/95	409.00
(Annual Rental #192)	Amt. recd. during year	88.00
	Amt. owing Jan. 1 st 1896	<u>321.00</u>
Farm Rents	Amount due Jan. 1/95	788.84
(Annual Rental #662)	Amt. recd. during year	83.50
	Amt. owing Jan. 1 st 1896	<u>705.34</u>
	Total amt. owing	<u>1130.34</u>
	Total amount recd. during year	<u>381.50</u>
Number of Farm Leases in force Jan. 1 st 1895		20
" " " " issued during 1895		<u>9</u>
		29
" " " " abandoned " "		<u>1</u>
" " " " in force Jan. 1 st 1896		<u>28</u>

Of the above amount of rent in arrears we consider that on the lots is all good. As to the farm rent in arrears, most of the lessees are good and have made valuable improvements, but we may have to make some reduction in the back rents to encourage them. They have made the land more valuable by improvements, several times the amount of rent owing.

Farming.

These operations were gone into with a view of encouraging farming and gardening and fruit growing and by that means promoting the sale and lease of the surface of our lands now which the timber has been cut, and incidentally to lower the price of produce in general.

These operations have been subdivided into the accounts of "Nursery, Garden, Greenhouse, and Manufacturing Bones, so that the cost and product of each could be separately shown.

The location selected was a ten acre field adjoining the Pioneer Furnace at Regaunee, which had previously been in meadow, but the soil was run out so that during the last few years it had been unproductive to the people who had it rented; the location was convenient, the land level, and the soil could be brought to a good state again by proper cultivation: five acres was taken for an Orchard or Nursery, and five acres for the Garden: the land was ploughed ^{and cultivated} and manured thoroughly so as to bring it to a fit state for producing crops, the cost of doing this is high for this year, but the benefit extends further.

Permanent improvements were made in the way of fixing fences and gates,

removing stones, and conducting water supply a distance of 500 feet to the garden.

Four acres of the Nursery was planted with fruit trees of various kinds as follows: 170 Apple, 25 Crab Apple, 30 Standard Peas, 50 Dwarf Peas, 34 Cherry, 34 Plum, 50 Gooseberry, 150 Currant, 30 Grape Vines, 150 Raspberry, 75 Blackberry, 300 Strawberry; the trees have done well, only 15 of them have died, and these were replaced free by the Nurseryman who furnished the trees: most of the strawberry plants were killed by the frost; we had exceptionally late frosts from the 10th to 22nd May, which were general throughout the country, and no worse here than other places, and considerable damage was done all over to certain kinds of plants; we afterwards got another lot of strawberries and planted them in the garden: we hope the fruit trees will continue to do well, and demonstrate what can be done in fruit raising.

Of course there are no credits to the Nursery this year.

The cost of operations in the Nursery have been as follows:

Cultivating	* 50.61
Fertilizing	17.55
Trees and Plants	233.96
Planting	<u>34.44</u>
	* <u>336.56</u>
Improvements cost	57.26

In gardening it was the object to grow as much variety as was likely to succeed, and some experiments were made of new seeds. The kinds of vegetables and the yield are as follows:

Name.	Acres.	Yield.	Yield per acre.
Rhubarb	.033	Does not yield till next year.	
Cucumbers	.025	3 bush.	
Asparagus.	.033	Does not yield till next year.	
Onions	.45	45 bush.	100 bush.
Table Carrots	.2	47 "	235 "
Field Carrots	.11	43 "	387 "
Parsnips	.1	Crop left in ground till next Spring.	
Table Beets	.038	10 bush.	250 bush.
White Turnips	.17	40 "	235 "
Ruta Baga "	.17	60 "	350 "
Sugar Beets	.04	16 "	400 "
Mangold Wurtzell	.16	70 "	437 "
Cabbage	.14	600 heads	
Celery	.25	1000 "	
Tomatoes	.05	Did not ripen, sold 3 bush. green.	

	Acre.	Yield.	Yield per acre.
Sweet Corn.	.33	Did not ripen, except $\$5^00$ worth.	
Potatoes: Great Northern	.044	4 bush.	90 bush.
" Worlds fair	.044	6 "	135 "
" Early Rose	.21	28 "	133 "
" Beauty of Hebron	1.29	203.	158 "
" American Wonder	.60	95.	158 "
" Maggie Murphy	.66	68.	98 "

Strawberries 6000 plants, will yield some next year.

A grass named Spurry was grown amongst the trees in the nursery, at the east of the garden account, and yielded 6 tons of hay on 4 acres, and a large amount of the seed was also saved.

The cost of the garden operations were as follows:

Cultivation & taking in crop	$\$226.93$
Fertilizing	92.24
Plants and seeds	81.29
Planting	44.32
	<hr/>
	444.78

The sales from garden up to end of year amounted to $\$41^64$, the crop being placed in barn and cellar for sale during the winter, in hopes of better prices: prices are low on all kinds of vegetables, potatoes have been sold as low as 18 cents per bushel in large quantities, we are now selling potatoes at 25 cents per bush.

The crop placed in cellar and barn is as follows:

125 lbs.	Spurry seed	at 10 cts. per lb.	\$ 12.50
6 tons	Spurry Hay	@ 5 ⁰⁰ per ton	30.00
400 bush.	Potatoes	@ 25 cts. " bush.	100.00
500 heads	Cabbage	@ 4 cts. each	20.00
1000 heads	Celery	@ 2 cts. each	20.00
47 Bush.	table carrots	@ 50 cts. per bush.	23.50
43 bush.	field carrots	@ 40" " "	17.20
10 "	table beets	@ 50" " "	5.00
16 "	sugar beets	@ 40" " "	6.40
70 "	Mangolds	@ 40" " "	28.00
60 "	Ruta Bagas	@ 40" " "	24.00
			\$ 286.60

The crop in the ground which does not yield until next year, and does not have credit in our accounts, has cost as follows:

Asparagus bed	1000 plants	\$ 25.00
Rhubarb	100 "	20.00
Strawberries	6000 "	36.00
Parsonips	1/10 acre	10.00
Onions	45 bush	22.50
		\$ 113.50

In experiments we sowed some seed of Sarcaline, which is a forage plant highly thought of in Russia and other cold countries, and grows in poor and rocky

soil; the seed failed to mature and resulted in a failure: we got 3 roots of the same and planted them, two of them were destroyed by being tramped on, the other one grew to be a nice plant 2 or 3 feet high, just enough to show the nature of it; and it looks as if it would be as represented, a large soft leaf; this is a perennial: we should try this again next year, as a success obtained in this line is of inestimable value to this section of country: the seed can be sown this year in the greenhouse, which will give it a fair chance to germinate.

The trial of the Spurry seed was also in the nature of an experiment, as it had not been grown here, and it resulted in a success: it was represented to be a grass which would germinate and grow on a poor sandy soil, and would afford good pasturage for sheep and cattle, or would be a good crop to plough under to enrich the soil.

Our soil was light and worked out, and had failed to grow crops of oats, millet, and grass which had been tried on it for the last few years: the seed was sown amongst the fruit trees, and as the fertilizer used in Nursery was placed

only close around the trees, the soil was in the same condition as to pooriness as before: the seed took well and rapidly grew up to be a good crop, and yielded $1\frac{1}{2}$ tons of hay to the acre; we let a portion of it go to seed and saved 125 lb. of it; we do not yet know fully as to its feeding qualities but will find out this winter, it is worth the price we have inventoried it at 3^{00} per ton, for bedding. If our knowledge of this grass continues to be favorable, it will be advisable to seed down the Baldwin Farm next spring, and this can be done with very little preparation; from our experience it ought to grow well on that kind of land, a light sandy soil, and would soon spread over the surrounding land and make good pasturage; or would encourage people to take up these lands when they see it grow.

Manufacturing Bones.

For some years back there have been a large amount of bones accumulating around this locality, and it was thought advisable to secure them, and to utilize them for a fertilizer, as the latter is not in sufficient supply, and is hard to get and is becoming expensive.

A building, and some of the old machinery at the furnace consisting of the crusher engine, shafting, and one crusher were adapted for carrying on the process of manufacturing bones into bone meal, with the addition of a bone grinding mill and a steamer for softening the bones; the steamer could be constructed out of a piece of one of the old air pipes of the furnace.

A quantity of bones amounting to $140 \frac{628}{2000}$ tons were purchased at prices ranging from \$6 to \$9 per ton, and averaged \$7.45 per ton delivered.

It was the intention to use the portable boiler which was running the machine shop for repairs of machinery being done by the furnace department, but they required the boiler a longer time than was expected, and after waiting until October we borrowed another boiler, and commenced the manufacture of bone meal, in the

meantime purchasing a grinding mill for \$275, this amount was not paid during the year. The whole of the bones except a very small amount, were put through the crusher, which crushed and reduced them to a size suitable to be used in the grinding mill; the bones were then placed in the steamer to be softened and then dried to aid in grinding into fine bone meal, but the weather being cold and snow on the ground, there was no means of drying the bones naturally after they were steamed; so we ground a sufficient quantity of the dry and hard bones without being steamed, to give us a supply of bone meal for the winter sales, and then shut down until spring and warm weather, so that the steamed bones could be dried naturally, and the grinding mill would then be able to grind a much larger amount with the bones in that suitable state.

The total money expended for manufacturing the bones (this does not include cost of mill) is \$237¹⁸ and is made up as follows:

Repairing and putting engine and machinery in order	\$ 23.32
Freight on bone mill	11.17
100 bone meal bags	10.00
labor on steamer	10.00
Total cost of preparation	<u>54.49</u>

Brought forward	#	54.49
Cost of crushing bones $35 \frac{360}{2000}$ tons at 2 ⁰⁰		73.69
Cost of crushing & grinding $5 \frac{259}{2000}$ tons bone meal at \$14.92 per ton		76.80
Fuel		32.20
		<hr/> 237.18
Original cost of $40 \frac{628}{2000}$ bones at \$7.46 per ton		300.42
Total expenditure	#	<u>537.60</u>

The high cost of grinding \$14.92 per ton was due to the small amount ground, the time occupied in placing the mill and getting everything to run nicely being quite an item as it was something new and there were some difficulties to surmount: before we shut down we ground 1200 lbs. in one day at a cost of fuel and labor of \$5.00: it is expected we shall be able to do double the work when we start up with steamed bones.

The inventory shows on hand:

$35 \frac{369}{2000}$ tons crushed bones at \$10 ⁰⁰ per ton	351.80
$5 \frac{259}{2000}$ tons bone meal at \$30 " "	153.60
Fuel 6 tons soft coal \$19 ⁰⁰ , $8 \frac{1}{2}$ cords wood 12 ⁷⁰	32.20
	<hr/> 537.60

Bone meal is worth in the market \$32⁰⁰ per ton in ton lots, it sells retail in quantities of 5 or 10 lbs. at \$100 per ton, and by 100 lb. lots at \$50 per ton. It is a good pure fertilizer and is in demand, we shall require between 5 and 10 tons for lawn and greenhouse next year.

Greenhouse.

The greenhouse was built for the purpose of further promoting farming and gardening operations, and to find steady employment for the skilled gardeners whom it is necessary to have in charge of these operations.

The lots in the City of Mequon which were occupied by the Crump's store recently burned down, were selected for the site of the greenhouse, being convenient to the business part of the city, easy of access to the public, and by that means valuable as a business stand of this kind: the lots are not quite rectangular in shape, and the size averages about 112 ft. x 95 ft., the buildings and passage ways occupy 42 ft. x 102 ft., and the balance of the lot will be used for necessary hot beds and other planting.

The construction consists of a greenhouse 22 ft. x 102 ft. in size; a low greenhouse, being sunk in the ground with only a roof of glass, 10 ft. x 102 ft.; a Potting shed 8 ft. x 10 ft., a high close board fence 275 feet long, around three sides of the lot with large and small gates; a sidewalk 114 feet long and 6 feet wide: the houses are fitted complete with heating apparatus which can be used for either hot water or steam, the latter to be used in the coldest weather; also electric light and City

water. Pipe and fittings formerly in use at the Rouse's furnace were used as far as they could be obtained, and have been paid for; the old stone cellar was utilized as boiler room and cellar.

The cost of this construction was \$1366.75

The greenhouse was sufficiently completed by Sept. 1st. to allow of commencing to bring in the soil, sowing seeds, and moving in the plants.

The cost of contents is represented by the account "Stocks" amounting to \$511.86; this stock consists of plants, seeds and bulbs, and the necessary flower pots, boxes and baskets, and wire work &c for making floral designs, these things are shown in detail in the inventory, which however includes the increase of plants and seeds from the original stock, less that which has been sold. The plants were selected as suited to this country for house and bedding purposes, and in enough variety so that the supply can be kept up by propagating.

The labor is for the florist and boy and other help required at the beginning; now the business is in running order the labor consists of a florist at \$50⁰⁰ per month, and a boy at \$20⁰⁰ per month.

"Expenses" consists of small items such as car fare, lamps, oil, water rate, electric light etc.

"Fuel" consists of coal and wood for heating and there is now \$129⁷⁵ of the amount on hand.

The "Sales" amount to \$210³³, and the following statement will fully explain the items:

Greenhouse Sales.

Bulbs	\$ 7.78
Plants	54.60
Cut Flowers	75.30
Floral Designs	59.45
Vegetables	13.00
Total	<u>\$ 210.33</u>

The following statement shows the expenditures, and sales above mentioned, and the inventory of stocks on hand

Building greenhouse etc \$ 1366.75

Stock	\$ 511.86	
Labor	252.05	
Expenses	35.94	
Fuel	<u>179.18</u>	
	979.03	
Sales	<u>210.33</u>	\$ 768.70
Inventory, "Stock"	529.01	
" " "Fuel"	<u>129.75</u>	<u>658.76</u>
Loss		109.94

The stock increases in value as the plants grow.

The amount of sales is remarkably good considering the short time since the greenhouse was completed: the cost of labor includes items beneficial for the following year, one of them being \$50 for preparing and bringing in soil.

Recapitulation of Farm Expenditures.

Farm Supplies		196.22	
" Expenses		74.05	
" Improvements		57.26	
Bones & manufacturing same		537.60	
Nursery Cultivation	50.61		
" Fertilizing	17.55		
" Plants & seeds	233.96		
" Planting	<u>34.44</u>	336.56	
Garden Cultivation	226.93		
" Fertilizing	92.24		
" Plants & seeds	81.29		
" Planting	<u>44.32</u>		
	444.78		
	less sales	<u>41.64</u>	403.14
Greenhouse Building			1366.75
" Stock	511.86		
" Labor	232.05		
" Expenses	35.94		
" Fuel	<u>179.18</u>		
	979.03		
" Sales	<u>210.33</u>	768.70	
		<u>\$3740.28</u>	

American Iron Mining Co.

We have this year made a careful examination of the timber and surface of these lands, which consist of 2815 $\frac{9}{10}$ acres. The reports show a large amount of hardwood timber convenient to railroad, and also to a mineral range which may afford a market for this timber as cordwood. There is only a small portion of the timber suitable for manufacturing into lumber, according to the present needs of such business, but there is a probability that before long all kinds of hardwood convenient to railroad will be in demand for manufacturing into various articles. The pine has been sold and cut, the amount of Basswood and Elm is small, there is considerable Birch but it is of small size and not quite desirable for present demand, most of the timber is Maple, some portion of it would make good saw logs, it is generally of a small size.

All of this timber was estimated as cordwood stumps, because that is the most likely shape it would be in demand at present. There is some cedar, Spruce, and dead pine suitable for making into shingles.

The following is the total estimate of timber

2870	M. pine shingles	@ 10 ^{cts.} per M. shingles
29600	Cedar posts	@ 1 ^{ct.} each
3730	Cedar ties	at 4" each
3150	Samarac ties	@ 3" each
760	Cords spruce	@ 50" per cord.
69030	Cords hardwood	@ 25 to 40 ^{cts.} per cord.
6235	Cords softwood	@ 10 ^{cts.} per cord.

At above prices the timber would have a total value of \$22448, but there is no present prospect of getting such a price for it, nor perhaps one half that amount, but these prices are about the same as other owners of similar lands place on their timber, and serve as some basis for getting to an understanding of the value of the property. These prices would be about right to ask for the timber by the foot from any likely purchaser, but it might be advisable to reduce the price 25% in order to make a sale.

As to the value of the surface for farming purposes there are about twenty 40 acre tracts pretty good soil and good farming land, and worth about \$4⁰⁰ per acre; the balance of the land would be worth from \$1 to \$2 per acre.

At these prices the value of the surface would be \$7776, but it would likely be a long time before it could be sold.

As to prospects of selling this timber or land, would say that according to price of cordwood

in Ishpeming, Negaunee and Marquette, a jobber could just about make it pay to purchase this timber stumpage and ship to those towns.

As to the land, it will be in good shape for cultivation after the timber is cut, and there is quite considerable farming being done near by, by people living in Michigan. It would probably be the best plan to sell the surface and timber together, if possible.

As to mineral probabilities, our examination did not extend to that branch, so will only say that these lands are in the vicinity of the mines of low grade hematite ore near to Three Lakes, which were operated a few years ago.

The examination reports have been written up in our estimate book, but the maps have not yet been made in our plat book, owing to pressure of other work. The estimates and plats have been made and sent to the Cleveland office also.

The expenditures passing through this office have been:

For examining lands	\$ 114.72
„ advertising delinquent stocks	10.75
„ services of land agent for the year	50.00
	<hr/>
	\$ 175.47

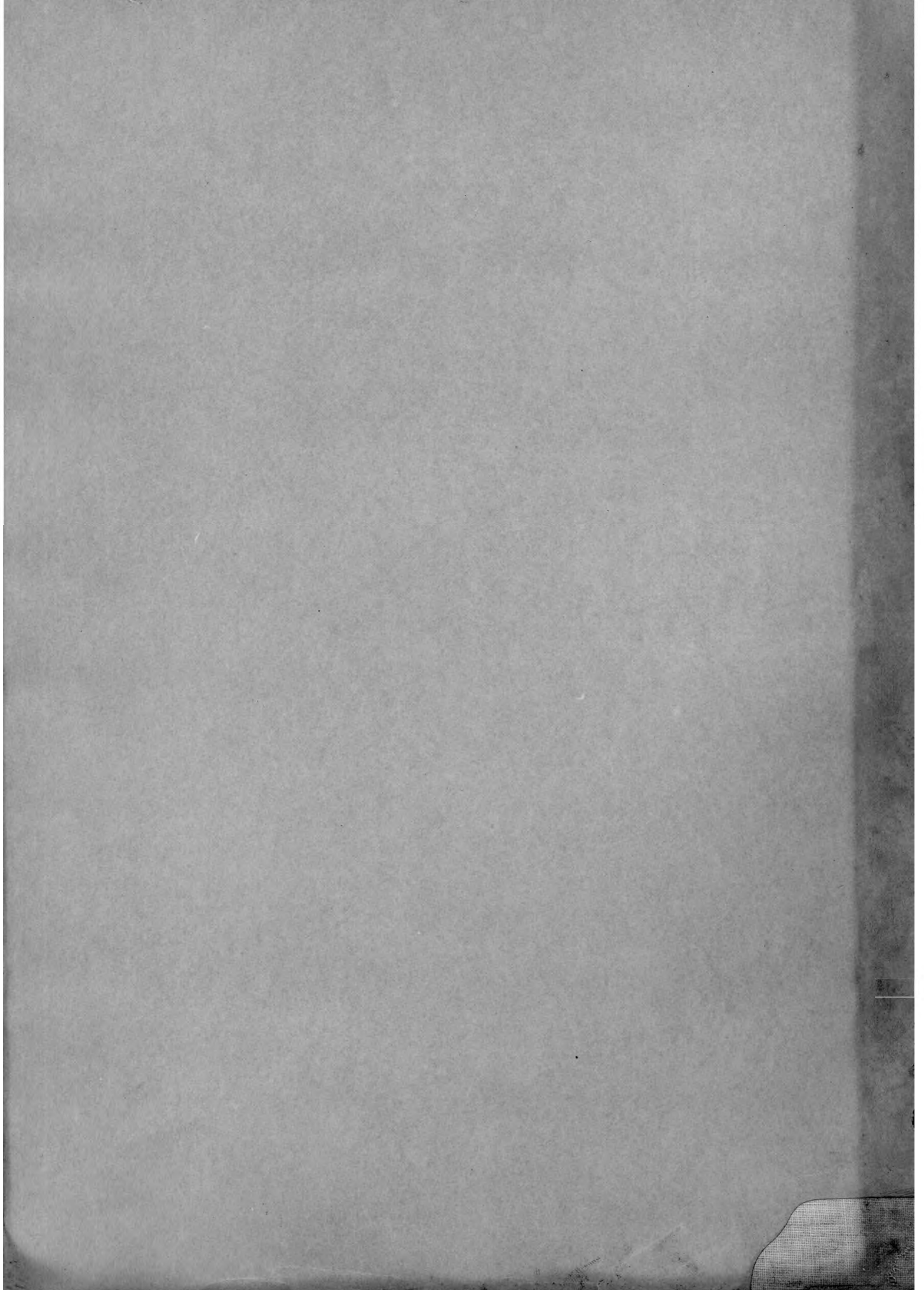
The Hence River Logging Company constructed a dam across Spruce River at its outlet from the lake on section 34, this was done for the purpose of raising the water in the lake and by means of a channel which they cut between the lake and Hence River, diverting the flow of water from Spruce River to Hence River, down which they wanted to float saw logs in the regular course of their business: the result to our property was that about 10 acres of land was flooded and the small soft timber growing in the low places received some damage; the timber used for building the dam was also taken from our land but it was mostly dead timber and not of any value.

All this work was done without permission or knowledge of our Company, but the Logging Company has since made a settlement by paying \$250 for damages and \$100 for permission to use the dam for year of 1896 and are to be allowed to use it longer if they want it at the rate of \$100 a year.

The payment of taxes is not made from this office, and tax matters are in the hands of the Tax Payers Association, but this department will assist all in its power to keep down assessments.

Lands of The Cleveland-Cliffs Iron Co.

	R. 22 W.		R. 21 W.		R. 18 W.		R. 17 W.		
	SEC.'S.	FEE. ACRES.	SEC.'S.	FEE. ACRES.	SEC.'S.	FEE. ACRES.	SEC.'S.	FEE. ACRES.	TOTAL ACRES.
T. 44 N.	15	320	28	640					3998.17
	21	320	29	320					
	22	320	31	638.17					
			32	640					
			33	480					
			34	320					
		960		3038.17					
T. 43 N.			2	478.27					4660.71
			3	643.05					
			4	646.43					
			5	647.53					
			6	325.43					
			9	640					
			10	640					
			11	160					
			18	320					
			30	160					
			4660.71						
T. 42 N.							28	640	1800.00
							32	620	
							33	640	
								1800	
T. 41 N.					12	160	2	644.12	6596.57
					13	640	3	644.51	
							4	642.56	
							5	640.09	
							7	650.53	
							8	640.	
							9	640.	
							10	640.	
						800	18	654.65	
T. 40 N.	3	37.90							82.90
	10 & 16	45.							
		82.90							
									17138.29



Annual Report

of

STEAMER PIONEER,

1895.

Pioneer.

GENERAL OPERATIONS:

The "Pioneer" sailed from Cleveland May 1st on her first trip and finished her season at that port December 14th, having been in commission 227 days. She made 29 trips, carrying 37 cargoes divided as follows:

29 cargoes iron ore Lake Superior ports to Lake Erie ports
8 " coal Lake Erie ports to Lake Superior ports

37

This vessel traveled 38,919 miles carrying 52,205 gross tons of freight, receiving for same \$38,485.81 or an average of \$.7372 per ton of freight carried.

To these receipts should be added \$1,510.36 received from towing Schooner Fontana 3 round trips from Lake Superior ports to Lake Erie and return, and \$52.28 received from insurance companies on account of accident losses beyond amount charged them in 1894 claims, making the gross receipts \$40,048.45.

The disbursements on account of operations were \$29,265.44, or \$.5606 per gross ton of freight carried, leaving the net profits for the season \$10,783.01.

The cost of operating per gross ton of freight carried shows an increase over 1894, but this is due to an increase of more than \$1800. in the Extraordinary repair account, which is charged to operating, and the experiment of towing the Schooner Fontana 3 trips, though economies and savings were shown in nearly every operating department. The increase in the "Extraordinary" repair account is due to there being charged to this account \$889.60, the amount agreed with the Detroit Dry Dock Company in settlement of a disputed Builders account, together with the cost of extensive repairs to the vessel's steering gear, improved ventilation to boiler house, new mast aft, additional scuppers in bulwarks, repairs to

P i o n e e r .

dynamos, scraping and painting hold, etc., etc.

The Pioneer was engaged the major part of the season in carrying ore on company's account from Marquette on season's contract, which was the same rate as 1894. She did not then participate in the advantages of the higher carrying rates, prevailing in the latter part of the season except in a few cargoes.

A C C I D E N T S :

On May 25th the Pioneer was just making a landing alongside of the north pier at the "Soo" bound down, having out her bow line and was in the act of getting out her stern line when the current caused by letting the water through the lock swung her stern across the canal. The Steamer Wm. Edwards was lying at the south pier just opposite also waiting to lock down, and was just in position to be struck by the Pioneer. The damage inflicted to the Edwards consisted of broken stanchions, broken rail and injury to her poop deck.

The Pioneer in going out of the Harbor of Cleveland on May 27th, by reason of the Lake Shore R. R. bridge not being swung properly, in order to avoid a worse collision, was checked and headed for the east abutment, cutting through the stringers and doing some other damage to the bridge besides cutting a small ferry boat in two. The bridge people being at fault, they made no claim for damages. The ferry boat had a claim for the loss of same.

On October 6th, in getting away from the dock at Marquette loaded, there being a considerable sea, the under tow carried the Pioneer over against a rocky island near the ore dock, breaking all four blades of her propeller. The wheel was not so damaged but that she was enabled to finish her season. The vessel will be dry docked this Winter and a new wheel put on.

All of the above accidents are insurance claims, and the cost of same will be taken up by the insurers of the vessel.

P i o n e e r .

PHYSICAL CONDITION:

When the new wheel is put in place, as will be done before going to sea again, the vessel will be in most excellent condition. Vessel in Winter quarters in Cleveland.

P i o n e e r .

Days in Commission	227
Number trips made	29
Number cargoes carried	37
Days in port	75
" sailing	133
" lost by bad weather	9
" " accidents	1
" " waiting at Soo Canal	9
	227

MADE IN U.S.A.
RECEIVED FROM M. S. B.

Pioneer.

R e c e i p t s:	Gross Tons.	Amt. Freight.	Per Gross Ton Frt. Carried.
24 cargoes ore from Marquette	34672	\$26966.90	\$.7777
5 " " " Two Harbors	7645	7105.40	.9294
2 " coal to Superior(net rate30¢)	2599	873.82	.3362
6 " " " Marquette(Ave.net44¢)	7289	3539.69	.4856
37 Totals	52205	\$38485.81	\$.7372
Received from Fontana a/c towing		1510.36	.0289
Grand totals	52205	\$39996.17	\$.7661
<u>D i s b u r s e m e n t s:</u>			
Extraordinary and General Repairs	\$2261.24		
Ship keeping and Winter Dockage	110.63		
Fitting out	1082.69		
Wages and Captain's salary	6867.29		
Captain's expense account	86.67		
Tug services	78.80		
Handling cargoes	6404.26		
Cargo commissions	30.00		
Taxes	424.33		
Marine Insurance	2428.14		
Freight List Insurance	74.92		
Mate's supplies	234.65		
Provisions	1279.88		
Steward's supplies	128.74		
Fuel	6915.04		
Engineer's oil	147.00		
Engineer's supplies	31.85		
Boiler repairs	42.69		
Machinery repairs	\$98.57		
Auxiliary engine repairs..... 30.65 ...	129.22		
General expense (telegrams,Dues L.Car-) (rier Assn.etc.)	119.75		
Laying up	387.65	\$29265.44	\$.5606
Net earnings for season		\$10730.73	\$.2055
Add amt. received from Insurance Co. a/c accident losses beyond amount charg- ed them		52.28	
Making total net earnings for season		\$10783.01	

Pioneer.

COMPARISONS.

	1894	1895
Days in commission	232	227
Number miles traveled	47144	38919
Number trips made	37	29
Number cargoes freight carried	41	37
Gross tons freight carried	63406	52205
Average rate freight per gross ton	\$.6861	\$.7661
Average cost to carry per gross ton freight .....	.5180	.5606
Gross receipts	\$43506.12	\$39996.17
Gross expenditures	32847.67	29265.44
Net earnings	10658.45	\$10730.73
Percentage of operations to earnings	75.5	73.2
Net earnings per ton freight carried	\$.1681	\$.2055
Gross earnings per mile traveled	\$.923	\$1.0277
Operating expenses per mile traveled .....	.697	.7519
Net earnings per mile traveled	\$.226	\$.2758
Gross earnings per day	\$ 185.92	\$ 176.19
Operating expenses per day	140.37	128.92
Net earnings per day	\$ 45.55	\$ 47.27
Expenses per day excluding cargo handling costs..	\$ 104.04	\$ 100.71
Cost provisions per man per day (exclu.extrameals)	\$.342	\$.317
Average tons coal consumed per mile steamed	<u>170.6</u>	<u>179.4</u>
" cost " " " " "	<u>2000.</u>	<u>2000.</u>
" tons " " " hour "	\$.196	\$.177
	<u>1 168</u>	<u>1 178</u>
	2000	2000
Average cost oil consumed per mile steamed	\$.00504	\$.00378
" " " " " hour " .....	.0641	.0458
Average wages paid per day while in commission...	\$ 22.15	\$ 24.33
Average ore cargo from Lake Superior	1578	1459

P I O N E E R

-: Fuel Purchased During Season 1895 :-

	<u>Tons</u>	<u>Avg. Price</u>	<u>Amount.</u>
Lump	1481 <u>1500</u>	2.235	\$3312.69
Nut	1074 <u>1300</u>	1.877	2017.27
Mine Run	222	2.022	450.00
Slack	611 <u>600</u>	1.564	956.58
Nut and Slack	102	1.75	178.50
Total	3491 <u>1400</u>	1.694	6915.04

- P I O N E E R! -

Captain's Expense Account--- Elaborated

Exchange	\$ 2.70
Subscription for erecting and maintaining target ranges on Soo River and private range lights on Point Aux Pins	10.00
Customs	11.60
Postage	11.80
Telegrams and telephones	25.57
Railway Fares	19.85
Express	2.90
Charts	1.50
Paid man for tending line	.75
Total - - - -	<u>\$86.67</u>

Pioneer

Comparison of Items of Disbursement.

	1894	1895		
Extraordinary and General repairs	\$ 419.63	\$2,261.24	+	\$1841.61 Settlement with dry dock etc.
Ship keeping and Winter dockage	106.49	110.63	+	4.14
Fitting out	1,321.10	1,082.69	-	238.41
Wages and Captain's salary	6,411.32	6,867.29	+	455.97 Captain's salary increased \$100. All wages increased latter part of season.
Captain's expense account	231.75	86.67	-	155.08 Office telegrams now charged to General Expense
Tug service	81.00	78.80	-	2.20
Handling cargoes	8,500.00	6,404.26	-	1095.74 Number tons freight carried reduced 11,201 tons
Cargo commissions		30.	+	30.00
Taxes	398.25	424.33	+	26.08 Rate higher.
Marine Insurance	2,668.11	2,428.14	-	239.97 Rate lower.
Freight List Insurance	90.22	74.92	-	15.30 Less freight carried.
Mate's supplies	66.18	234.65	+	168.47 Now includes rope, kerosine, etc.
Provisions	1,396.51	1,279.88	-	96.47 Based on saving of .425 per day.
Steward's supplies	187.08	128.74	-	58.34
Fuel	9,278.98	6,915.04	-	731.36 Based on lower cost fuel [⊙]
Engine oil	237.83	147.00	-	49.03 Based on saving .00126 per mile.
Engineer's supplies	110.93	31.85	-	79.08
Boiler repairs	179.86	42.69	-	137.17
Machinery repairs	548.17	129.22	-	418.95 Machinery being gotten in shape
General Expense account	35.23	119.75	+	84.52 Now includes office telegrams.
Laying up	506.97	387.65	-	219.32

⊙ This is due to the possibility of obtaining slack and nut coal with more regularity than in the preceding year. Estimates could not be based on amount of fuel used per mile for the quantity was increased 8.8 pounds per mile. This in turn due to the low grade of coal used and the amount necessary to tow the Fontana the 3 trips.

Annual Report

of

S T E A M E R C A D I L L A C.

1895.

C a d i l l a c .

GENERAL OPERATIONS:

The Cadillac sailed from Cleveland on her first trip April 30th, and finished her season at that port December 13th, having been in commission 227 days. She made 22 round trips, carrying 30 cargoes as follows:

20	cargoes	iron ore	Lake Superior	to	Lake Erie	Ports
1	"	"	Escanaba	to	"	"
1	"	grain	Chicago	to	"	"
7	"	coal	Lake Erie	to	Lake Superior	Ports
1	"	coal	"	to	Milwaukee	

30

The vessel traveled 30,951 miles, carrying 54,543 gross tons of freight, receiving for same \$37,591.20 or an average rate of \$.6892 per ton.

The disbursements on account of vessel's operations were \$23,515.40 or \$.4311 per ton, leaving the net profits \$14,075.80 or \$.2581 per gross ton of freight carried. There should be added to these earnings:

Received for towing Schooner Senator.....	\$75.00
" " overrun of grain cargoes.....	9.54
" from Insurance Co. a/c accident losses beyond amount charged them in making claims for 1894	159.62
	<hr/>
	\$244.16

and deducted \$15.00 paid a/c of legal expenses. This gives the total net gain for the season \$14,304.96.

The operations of this Steamer for 1895 were very similar to 1894. She was engaged for the major part of the season in carrying ore from Marquette on Company's account as in the preceding year and at the same contract rate of freight. She traveled practically the same number of

C a d i l l a c .

miles and carried about the same number of tons of freight.

ACCIDENTS:

On September 7th, as the Cadillac was "winding" preparatory to going out of the harbor at Fairport, she struck her wheel against a log in the river breaking same. In due course a new wheel was made and put on in place of the broken one. The vessel was only detained while putting on the wheel.

On July 1st as the vessel was leaving the Government Pier at the "Soo" preparatory to locking up her stern swung around to port and her wheel struck against the dock, breaking same. A new one was ordered at once and put on in place of the broken one, the only delay being the time necessary to put on new wheel.

Early in the morning of September 19th the Cadillac as she lay still near Mud Lake Can awaiting daylight, was struck by the Steamer Matoa bound up. This vessel, when almost abreast of the Cadillac, suddenly changed her course, striking the Cadillac just forward of the star-board engine room gang-way, cutting the vessel from the after-deck down to 6 inches below water line. Temporary repairs were made and the Cadillac went on up the lake, returning with a cargo to Lake Erie. After discharging same, she went to ship yard in Cleveland and was permanently repaired. Both of the accidents to the wheel are insurance claims, and will be taken up by the insurers of the vessel.

The collision in the "Soo" River being entirely the fault of the Matoa. the cost of repair and loss of time is making the repairs will be paid by the Matoa.

PHYSICAL CONDITION:

The inside of the hull in the way of the hold was scraped and painted and a new mast put in before the vessel went to sea in 1895.

Such other minor repairs as were found necessary were made during the season, and the vessel is now in excellent physical condition. The Cadillac is now in Winter quarters at Cleveland.

C a d i l l a c .

Days in commission227

Number trips made 22

Number cargoes carried 30

Days in port74

Days sailing125

Days lost by bad weather..... 14

Days lost by accidents..... 7

Days lost waiting at Soo Canal 7 227

- 4 -
C a d i l l a c .

<u>R e c e i p t s :</u>				Gross Tons.	Amount.	Per Gross Ton Frt. Carried.
14 cargoes ore from Marquette.....				25715	\$18761.30	\$.7296
1 " " " Ashland.....				1865	2051.50	1.1000
5 " " " Two Harbors.....				9285	7520.85	.8100
1 " " " Escanaba.....				2082	1145.10	.5500
1 " wheat " Chicago(67834 bu.@ 3¢)..				1817	2035.03	1.1200
5 " coal " Marquette(net 40¢per ton)				8591	3849.20	.4480
2 " " " Duluth(Av.net 35¢per ton)				3449	1351.36	.3917
1 " " " Milwaukee)net 45¢per ton)				1739	876.86	.5042
30	Totals.....			54543	\$37591.20	\$.6892
<u>Disbursements.</u>						
Extraordinary and General Repairs.....				\$ 762.43		
Ship keeping and Winter dockage.....				101.42		
Fitting out.....				597.60		
Wages and Captain's salary.....				6146.90		
Captain's expense account.....				45.34		
Tug service.....				427.00		
Handling cargoes.....				6269.79		
Cargo commissions.....				20.00		
Taxes				424.33		
Marine Insurance				2452.10		
Freight List Insurance.....				68.67		
Mate's supplies				250.59		
Provisions.....				1195.71		
Steward's supplies.....				182.21		
Fuel				3844.31		
Engineer's oil.....				148.15		
Engineer's supplies.....				21.48		
Boiler repairs.....				3.25		
Machinery repairs.....		\$43.14				
Auxiliary Engine repairs.....		7.76		50.90		
General expenses(telegrams, dues Lake Car-						
riers Ass'n, etc.....				156.27		
Laying up.....				346.95	\$23515.40	\$.4311
Net earnings.....					\$14075.80	\$.2581
Add amount rec'd a/c towing Schooner Senator					75.00	
" " " " overrun grain cargoes.....					9.54	
" " " from Ins.Co., a/c accident						
losses beyond amt. charged them.....					159.62	
Total.....					\$14319.96	
Less amt. paid account legal expenses.....					15.00	
Making net gain for season.....					\$14304.96	

C a d i l l a c .

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

	1 8 9 4	1 8 9 5
Days in Commission.....	223	227
Number miles traveled.....	30598	30951
Number trips made.....	22	22
Number cargoes freight carried.....	28	30
Gross tons freight carried.....	54181	54543
Average rate freight per gross ton.....	\$.6771	\$.6892
Average cost to carry per gross ton freight.....	.4326	.4311
Gross receipts.....	\$36686.10	\$37591.20
Gross expenditures.....	23436.60	23515.40
Net earnings.....	\$13249.50	\$14075.80
Percentage of operations to earnings.....	63.9	62.5
Net earnings per ton freight carried.....	\$.2445	\$.2581
Gross earnings per mile traveled.....	\$ 1.199	\$ 1.2145
Operating expenses per mile traveled.....	.766	.7597
Net earnings per mile traveled.....	\$.433	\$.4548
Gross earnings per day.....	\$ 164.51	165.60
Operating expenses per day.....	105.09	103.60
Net earnings per day.....	\$ 59.42	62.00
Expenses per day excluding cargo handling costs....	\$ 76.99	\$ 75.79
Cost provisions per man per day(excl'dg.extra meals)	\$.361	\$.326
Average tons coal consumed per mile steamed.....	123.0	115.9
" cost " " " " "	2000. \$.147	2000. \$.124
" tons " " " hour "	1271 2000.	1172 2000.
Average cost oil consumed per mile steamed.....	\$.00543	\$.00478
" " " " " hour "	\$.0561	\$.0484
Average wages paid per day while in commission....	\$ 20.03	\$ 21.68
Average ore cargo from Lake Superior.....	1989	1843

C a d i l l a c.

Comparison of Items of Disbursement.

	1 8 9 4	1 8 9 5	+ or -	
Extraordinary and General Repairs.....	\$ 164.10	\$ 762.43	+ \$598.33	Repairs to ceiling, painting hold. new mast.
Ship keeping and Winter dockage.....	106.49	101.42	- 5.07	
Fitting out	659.02	597.60	- 61.62	
Wages and Captain's salary.....	5,644.84	6,146.90	+ 502.06	Captain's salary increased \$100. All wages increased latter part of season.
CapTain's expense account.....	182.41	45.34	- 137.07	Office telegrams now charged to General expense a/c
Tug service.....	397.00	427.00	+ 30.00	This item practically unchanged; same trade.
Handling cargoes.....	6,266.03	6,269.79	+ 3.76	
Cargo commission.....	100.00	20.00	- 80.00	
Taxes.....	335.01	424.33	+ 89.32	Higher rate.
Marine Insurance.....	2,778.71	2,452.10	- 326.61	Lower rate.
Freight List Insurance.....	71.92	68.67	- 3.25	
Mate's supplies.....	75.39	250.59	+ 175.20	Now includes rope and kerosine oil.
Provisions.....	1,304.72	1,195.71	- 134.97	Based on a saving of .592 per day.
Steward's supplies.....	190.44	182.21	- 8.23	
Fuel.....	4,525.59	3,844.31	- 247.55	Based on a saving of 7.1 lbs. per mile run.
Engineer's oil.....	166.15	148.15	- 20.12	Based on a saving of .00065 per mile run.
Engineer's supplies.....	38.39	21.48	- 16.91	
Boiler repairs.....	11.65	3.25	- 8.40	
Machinery repairs.....	24.53	50.90	+ 26.37	
General expenses.....	35.53	156.27	+ 120.74	Office telegrams now included.
Laying up.....	257.12	346.95	+ 89.83	

CADILLAC

-: Fuel Purchased During Season 1895 :-

	<u>Tons</u>	<u>Avg. Price</u>	<u>Amount</u>
Lump	861 <u>400</u>	2.317	\$1996.03
Nut	262 <u>1900</u>	1.95	512.75
Mine Run	670 <u>1300</u>	1.991	1335.53
Slack			
Total	1794 <u>600</u>	2.14	\$3844.31

-:C A D I L L A C:-

Captain's Expense Account---Elaborated.

Exchange	\$ 1.65
Subscription for erecting and maintaining target ranges on Soo River and private range lights on Point Aux pins	10.00
Customs	9.20
Telegrams and telephones	16.14
Railway Fares	4.25
Legal Expense	2.00
Extra meals	.50
Chart	.75
Express	.75
Stationery	.10
	<hr/>
Total- - - - -	\$45.34

Annual Report

of

STEAMER PONTIAC.

1895.

P o n t i a c .

GENERAL OPERATIONS:

The Steamer "Pontiac" sailed from Cleveland on her first trip April 27th and finished her season at Chicago December 20th, having been in commission 237 days. She made 31 trips, carrying 31 cargoes divided as follows:

21 cargoes iron ore Lake Superior (2 South Chicago)
(19 Lake Erie Port)
3 " iron ore Escanaba to South Chicago
1 " iron ore Escanaba to Lake Erie Port.
2 " grain, Lake Superior to Lake Erie Port.
1 " grain, Lake Superior to Chicago.
1 " grain, South Chicago to Lake Erie Port.
1 " flour, Lake Superior to Lake Erie Port.
1 " coal , Lake Erie to Chicago.

31

From the commencement of the season until about the middle of July, the vessel was engaged in carrying ore on Company's account from Marquette at the contract rate of 70¢ per ton. After that period she was run until the close of the season in general trade wherever most advantageous rates, at the time current, could be obtained.

This vessel traveled 42,678 miles carrying 72,405 gross tons of freight, the receipts for same being \$68,377.72 or an average of \$.9443 per ton.

The cost of operating the vessel was \$37,305.87 or \$.5152 per ton, leaving the profits from operating \$31,071.85 or \$.4291 per gross ton of freight carried. To this should be added \$6.84 received in adjustment of 1894 insurance claims in excess of amounts charged and deducted \$187.48 made up as follows:

"Pontiac's" proportion of adjustment of uncarried portion of ore contract with Pickands, Mather & Co.	\$147.00
Legal expense,	20.00
Shortage on grain cargoes,	20.48
	<hr/>
	\$187.48

P o n t i a c .

This makes the total net gain for the season \$30,891.21.

The result of the operations of this vessel show a decided gain over 1894; the average rate of freight obtained in 1895 being 25.6% greater than for the former year, the increase in gross earnings per day being 20.5% greater than for 1894. This increase in earnings is, of course, principally due to the higher rate of Lake Freight that prevailed during the last half of the season.

The operating expenses per day were \$11.03 less than for the year 1894 due to lower insurance rate, reduced valuation of vessel less number of cargoes trimmed, and less average cost of fuel, besides the working of greater economies in the provisioning of men, consumption of fuel, etc.etc

ACCIDENTS:

On July 5th, the "Pontiac" was coming down the "Soo" River and had reached the upper cut of the new Hay Lake Channel when a dense fog set in so that it was not considered safe to proceed further, and the vessel attempted to stop in the channel, and let go her anchor. In doing so, she swung around until she grounded aft. She was unable to get off with her own power and was only released after about 100 tons of her cargo was lightered, enabling the tug to pull her off. No apparent damage was done to her bottom.

On the evening of July 21st as the "Pontiac" was proceeding on her course in usual manner, and had just arrived at the lower end of Lake St. Clair off Grosse Pt., keeping in the ordinary channel, she suddenly grounded. She was released in a short time after securing the services of the tug. No apparent damage was done to her bottom.

As the "Pontiac" was passing up the "Soo" River on the morning of September 12th, a little above the Encampment, she came in collision on her port side with a rock in the channel, whereby her forward port compartment was completely stove in and filled with water, and her whole port side scraped and damaged. One blade of her wheel was also damaged and broken.

P o n t i a c .

The vessel, after this accident, went on to Two Harbors where she loaded a cargo of ore, returning to Lake Erie and was put into Dry Dock where repairs were made to her bottom and wheel.

About eight o'clock P.M. on October 10th, the "Pontiac" bound from Chicago to Buffalo with a cargo of grain, stranded nearly opposite Grosse Pt. at the foot of Lake St. Clair, the water being low, and a number of other vessels also aground. She found it impossible to get off with her own power, and it was found necessary to obtain a tug and lighter to assist in getting off. Some of her cargo was lightered and the tug was then enabled to pull her off. No apparent damage was done to her bottom, and she proceeded on her destination with her cargo.

On the morning of December 10th while the "Pontiac"^{was} bound from Erie to Chicago with a cargo of coal, she encountered a field of ice just about abreast Point au Pelee Light. The ice was very heavy, and in crowding her way through, by collision with it, several plates were cracked, dented and injured and some other injury done to her bow. Temporary repairs were made by putting in some wooden shoreing so that the vessel was able to proceed on her voyage to Chicago.

The above accidents were all fully covered by insurance.

PHYSICAL CONDITION:

The damages sustained by accidents that have not already been repaired are now in process of repair and will be as before.

In the Spring of 1895 before the vessel went to sea, her main deck was thoroughly calked, and wherever portions of the deck were found to be rotten, the decayed planks were replaced with new. The engine room and kitchen floors were also calked and some places renewed. The work on the engine room deck was in the nature of then necessary repairs, but the general condition, is not very good as far as the soundness of the wood is concerned, but by calking it from time to time, a year or two more wear can be gotten out of it, when it will have to be entirely renewed.

P o n t i a c .

The floor ceiling was temporarily repaired in the season of 1895, and such repairs as can be, are now being made to make the ceiling last another season. It will have to be entirely renewed after that time.

During the past year, the inside of the ship in both the lower and main deck holds, were scraped and painted.

When the vessel was in Dry Dock in September, her bottom was thoroughly scraped and painted.

When the above repairs and some minor ones are completed, the Steamer will be in excellent physical condition.

The vessel is in Winter quarters at South Chicago.

P o n t i a c .

Days in Commission237

Number cargoes carried..... 31

Number trips made..... 31

Days in port.....75

Days sailing.....141

Days lost by bad weather.....11

Days lost waiting at "Soo" Canal.....10

237

-6-
P o n t i a c .

<u>R e c e i p t s .</u>	Gross Tons.	Amount.	Per Gross Ton Frt. Carried.
12 cargoes ore from Marquette.....	26585	\$18609.50	\$.7000
4 " " " Escanaba (3 cargoes S.Chicago 55¢ free).	10943	6018.65	.5500
9 " ore from Two Harbors..... (88018 bu.@ 4¢)	20945	19938.80	.9520
3 " wheat " Duluth(87500 " " 6¢) (87500 " " 6¢)	7045	14020.75	1.9901
1 " Barley " S. Chicago (123825 bu.@ 2 3/4¢)	2653	2940.84	1.1085
1 " flour " Duluth (2345 net tons @ \$2.00 free)	2094	4691.88	2.2406
1 " coal to Chicago, (2397 net tons @ 90¢)	2140	2157.30	1.0080
31 Totals.....	72405	\$68377.72	\$.9443
<u>Disbursements:</u>			
Extraordinary amd General repairs.....	\$1533.54		
Ship keeping and Winter dockage.....	100.65		
Fitting out.....	1057.51		
Wages and Captain's salary.....	7730.81		
Captain's expense account.....	43.64		
Tug service.....	841.80		
Handling cargoes.....	9523.05		
Cargo commissions.....	145.00		
Taxes.....	657.73		
Marine Insurance.....	3903.38		
Freight list insurance.....	129.01		
Mate's supplies.....	142.58		
Provisions.....	1509.73		
Steward's supplies.....	130.16		
Fuel.....	9060.60		
Engineer's oil.....	170.71		
Engineer's supplies.....	23.83		
Boiler repairs.....	7.84		
Machinery repairs.....\$23.18			
Auxiliary Engine repairs 7.93	31.11		
General expenses(Telegrams, dues Lake Carriers Ass'n Ass'n etc.)	292.55		
Laying up.....	270.64	\$37305.87	\$.5152
Net earnings for season.....		\$31071.85	\$.4291
Less amount paid P.M.&Co.for uncarried ore on contract.....	\$147.00		
Less amount paid a/c legal expense.....	20.00	167.00	
		\$30904.85	
Add amount received from Ins.Co.a/c acci- dent losses beyond amount charged in making claims.....		6.84	
		30911.69	
Deduct shortage of grain cargo.....	\$ 59.36		
Less amount rec'd a/c overrun of grain cargo.....	38.88	20.48	
Making total net gain for season.....		\$30891.21	

P o n t i a c .

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

	1 8 9 4	1 8 9 5
Days in commission.....	233	237
Number miles traveled.....	43395	42678
Number trips made.....	27	31
Number cargoes freight carried.....	31	31
Gross tons freight carried.....	74188	72405
Average rate freight per gross ton.....	\$.7518	\$.9443
Average cost to carry per gross ton freight.	.5290	.5152
Gross receipts.....	\$55775.39	\$68377.72
Gross expenditures.....	39246.32	37305.87
Net earnings.....	\$16529.07	\$31071.85
Percentage of operations to earnings.....	70.4	54.5
Net earnings per ton freight carried.....	\$ 1.2228	\$.42 91
Gross earnings per mile traveled.....	\$ 1.2853	\$ 1.6022
Operating expenses per mile traveled.....	.9044	.8741
Net earnings per mile traveled.....	\$.3809	\$.7281
Gross earnings per day.....	\$ 239.38	\$ 288.51
Operating expenses per day.....	168.44	157.41
Net earnings per day.....	70.94	\$ 131.10
Expenses per day excluding cargo handling ests.	\$ 120.58	\$ 117.22
Cost provisions per man per day, (excluding extra meals).	\$.376	\$.312
Average tons coal consumed per mile steamed	$\frac{199.2}{2000.}$	$\frac{192.8}{2000.}$
" cost " " " " "	\$.2479	\$.2123
Average tons coal consumed per hour steamed..	$\frac{1\ 444}{2000}$	$\frac{1\ 432}{2000}$
Average cost oil consumed per mile run.....	\$.00491	\$.00399
Average cost oil consumed per hour steamed..	\$.0602	\$.0504
Average wages paid per day while in commission	\$ 24.37	26.18
Average ore cargo from Lake Superior.....	2426	2263

P O N T I A C

-: Fuel Purchased during Season 1895:-

	<u>Tons.</u>	<u>Avg. Price.</u>	<u>Amount</u>
Lump	2079 <u>900</u>	2.40	\$5019.94
Nut	574 <u>1700</u>	1.95	1120.96
Run of Mine	1459 <u>1700</u>	2.00	2919.70
Slack			
Total	4114 <u>300</u>	2.17	\$9060.60

- P O N T I A C -

Captain's Expense Account---Elaborated.

Exchange	\$.70
Subscription for erecting and maintaining target ranges on Soo River and private range lights at Point Aux Pins	5.00
Customs	12.75
Postage	7.59
Telegrams and telephones	15.40
Railway Fares	<u>2.20</u>
Total - - - - -	\$ 43.64

P o n t i a c .

Comparison of Items of Disbursement.

	1 8 9 4	1 8 9 5	+ or -	
Extraordinary and General repairs.....	\$ 108.07	\$1,533.54	+ \$1,425.47	Boilers repaired, inside of ship, scraped and painted, main deck re-calked.
Ship keeping and Winter dockage.....	116.50	100.65	- 15.85	
Fitting out.....	1,212.94	1,057.51	- 155.43	
Wages and Captain's salary.....	7,067.97	7,730.81	+ 662.84	Captain's salary increased \$100. General wages advanced last of season, besides 3 days longer season.
Captain's expense account.....	212.64	43.64	- 169.00	Office telegrams formerly in this account now charged to gen'l expense.
Tug service.....	386.55	841.80	+ 455.25	Nature of trade governs this. \$150. paid for ice breaking.
Handling cargoes.....	11,150.37	9,523.05	- 1,627.32	Fewer ore cargoes trimmed.....
Cargo commissions.....	35.00	145.00	+ 110.00	More outside cargoes carried.
Taxes.....	581.86	657.73	- 75.87	
Marine insurance.....	4,704.84	3,903.38	- 801.46	Lower valuation of ship and lower rate.
Freight list insurance.....	113.12	129.01	+ 15.89	Higher average freights obtained then 1894.
Mate's supplies.....	59.28	142.58	+ 83.30	Rope and kerosine oil now included in this item.
Provisions.....	1,798.83	1,509.73	- 303.36	Cost provisioning crew reduced \$1.28 per day.
Steward's supplies.....	166.65	130.16	- 36.49	
Fuel.....	10,757.75	9,060.60	- 336.00	Based on reduction of consumption 6.4 lbs. per mile.
Engineer's oil.....	213.14	170.71	- 39.26	Based on reduction of .00092 per mile run.
Engineer's supplies.....	38.33	23.83	- 14.50	
Boiler repairs.....	2.20	7.84	+ 5.64	
Machinery repairs.....	83.33	31.11	- 52.22	
General expenses.....	64.06	292.55	+ 228.49	Office telegrams now included, formerly in Capt.'s exp.a/c
Laying up	282.68	270.64	- 12.04	

* When direct comparisons of items are not fair, deductions based on length of season, mileage etc., 1895.

A n n u a l R e p o r t

o f

S T E A M E R F R O N T E N A C.

1 8 9 5 .

F r o n t e n a c .

GENERAL OPERATIONS:

The Steamer Frontenac sailed from Chicago April 27th on her first trip and ended the season at Cleveland Dec. 16th, having been in commission 233 days.

She made 24 trips carrying 31 cargoes divided as follows:

4	cargoes	Iron Ore	Lake Superior	to	South Chicago
9	"	"	"	"	to Lake Erie Port
2	"	"	Escanaba	to	"
4	"	"	"	"	to South Chicago
2	"	Grain	Lake Mich.	to	Lake Erie Port
2	"	"	Lake Superior	to	Lake Erie Port
1	"	Flour	"	"	to Lake Erie Port
4	"	Coal	Lake Erie	to	Lake Superior Port
3	"	"	"	"	to Lake Michigan Port

31

The Frontenac traveled 35,910 miles, carrying 67,871 gross tons freight, receiving for same \$56,764.70 or \$.8363 per ton freight carried. The disbursements on account of operations were \$33,346.36 or \$.4913 per gross ton, leaving a net profit from operations of \$23,418.34 or \$.345 per gross ton of freight carried.

To this must be added:

Amount received from Insurance Co's
arising from adjustment of 1894 claims,
above amount charged them\$241.61

Amount received from owners of Schooner
Michigan account of demurrage claim
arising from collision with that vessel in 1894.... 700.00 \$941.61

Frontenac.

And deducted:

Net shortage in grain cargoes	\$	113.13	
Frontenac's proportion of adjustment of un- carried portion of ore contract with Pickands, Mather & Co.....		147.00	
Payment on account of Frontenac vs. Sawyer grain shortage case,.....		<u>2,937.78</u>	\$3,197.91

making total net gain for the season \$21,162.04.

The average rate of freight obtained by this vessel in 1895 over 1894 was 8.6%, though the gross earnings per day show an increase of 29.2%. This difference in percentage is due partially to the vessel carrying 8419 tons more freight than in 1894, and doing it in a season 10 days shorter.

ACCIDENTS.

The Frontenac bound down from Escanaba to Lake Erie Port with a cargo of iron ore stranded off Grosse Pointe at the foot of Lake St. Clair on the evening of September 19th. A tug arrived to her assistance early in the morning of September 20th, and after an hour's work released the vessel. No damage was apparently done to her bottom.

PHYSICAL CONDITION:

Prior to going to sea in the Spring of 1895, some extensive repairs were found necessary to the backheads of the Frontenac's boilers. A new half sheet was put in the port boiler, with new stay bolts. A number of new stay bolts were also put in the starboard boiler. This boiler work cost a little over \$900.00. Both boilers will have to be re-covered before next season. When this work is done, her boilers will be in fair condition, but will require some attention from time to time.

The vessel's steering gear was overhauled before the opening of the past season. The chain passing around the forward drum was replaced

F r o n t e n a c .

with new, and the sheaves all put in repair. These repairs together with the scraping and painting of hold mentioned in last year's report make up the major part of the Extraordinary and General Repair Account for the year 1895.

Only minor repairs besides the re-covering of the boilers are necessary to put the vessel in excellent condition for the coming season.

The Frontenac is now in Winter quarters at Cleveland.

Frontenac.

Days in commission	233
Number trips made	24
Number cargoes carried	31
Days in port	80
Days sailing.....	135
Days lost by bad weather	8
Days lost waiting at Soo Canal.....	10
	233

Receipts:		Gross Tons.	Amt. Freight.	Per Gross Ton Frt. Carried.
12 cargoes ore from Two Harbors		25024	\$21835.60	\$.8725
1 " " " Marquette		2107	1580.25	.7500
6 " " " Escanaba				
	(3 to S.Chicago 55¢ free)	14696	8557.60	.5823
1 " corn " Chicago(102130 bu.2 1/4¢)		2553	2297.94	.9000
1 " grain " Duluth (56666 bu.wht.3¢)				
	(25000 " rye 3¢)	2142	2450.00	1.1400
1 " wheat " West Superior				
	(82366 bu. @ 4¢)	2206	3294.67	1.4900
1 " barley " S. Chicago(111064 bu.3¢)		2380	3331.92	1.4000
1 " flour " Superior				
	(2193 net \$2.25 free)	1959	4936.38	2.5190
1 " coal to Two Harbors(net 30¢ ton)		1971	662.49	.3361
3 " " " Duluth (net 30¢ ton)		6049	2033.03	.3361
1 " " " Milwaukee (net 60¢ ton)		2436	1636.98	.6720
1 " " " Manitowoc (net 30¢ ton)		2100	1881.60	.8960
1 " " " Chicago (net 90¢ ton)		2248	2266.24	1.0081
31	Totals,	67871	\$56764.70	\$.8363
<u>Disbursements:</u>				
Extraordinary and General Repairs		2045.65		
Ship keeping and Winter dockage,.....		135.00		
Fitting out		983.41		
Wages and Captain's salary		6774.34		
Captain's expense account		59.78		
Tug service		1086.90		
Handling cargoes		7286.90		
Cargo commissions		266.35		
Taxes		615.28		
Marine Insurance		3518.10		
Freight list insurance		114.73		
Mate's supplies		349.82		
Provisions		1275.91		
Steward's supplies		124.50		
Fuel		7705.63		
Engineer's oil		197.25		
Engineer's supplies		53.40		
Boiler Repairs		59.08		
Machinery Repairs		90.83		
General expenses (Telegrams, dues Lake)				
	(Carriers Assn.etc.)	258.20		
Laying up		346.16	\$33346.36	\$.4913
Net earnings for season			\$23418.34	\$.3450
Add amt. Rec'd from Ins.Co.a/c accident losses beyond amount charged them,			241.61	
Add amt. rec'd from owners of Schooner Michigan a/c demurrage arising from collision,			700.00	
	Total		\$24359.95	
Deduct shortage of grain cargoes\$121.05				
Less amt.rec'd a/c overrun grain cargo	7.92	\$113.13		
Deduct amt.paid P.M.&Co. for uncarried ore on contract		147.00		
Deduct amt. paid a/c legal expenses connected with Sawyer grain shortage case,		2937.78	3197.91	
Making total net gain for season,			\$21162.04	

Frontenac :

COMPARISONS.

	1 8 9 4	1 8 9 5
Days in Commission	243	233
Number miles traveled	38331	35910
Number trips made	24	24
Number cargoes freight carried	27	31
Gross tons freight carried	59452	67871
Average rate freight per gross ton	\$.7702	\$.8363
Average cost to carry per gross ton freight .....	.5672	.4913
Gross receipts	\$45,793.24	\$56,764.70
Gross expenditures	33,720.47	33,346.36
Net earnings	\$12,072.77	\$23,418.34
Percentage of operations to earnings	73.6	58.8
net earnings per ton freight carried	\$.2030	\$.3450
Gross earnings per mile traveled	\$1.1947	\$1.5808
Operating expenses per mile traveled .....	.8797	.9286
Net earnings per mile traveled	\$.3150	\$.6522
Gross earnings per day	\$ 188.45	\$ 243.62
Operating expenses per day	138.77	143.12*
Net earnings per day	\$ 49.68	\$ 100.50
Expenses per day excluding cargo handling costs.	\$ 104.79	111.85
Cost provisions per man per day (Excluding Extra meals).....	\$.340	\$.292
Average tons coal consumed per mile steamed	195.0	185.3
" cost " " " " "	2000.	2000.
" tons " " " hour "	\$.244	\$.214
	1 227	1 48
	2000.	2000.
Average cost oil consumed per mile steamed	\$.00613	\$.00546
" " " " " hour "	.0699	.0607
Average wages paid per day while in commission.	20.49	23.25
Average ore cargo from Lake Superior	2234	2087
<p>* Increase due to the large extraordinary repair account which is charged into operating, a/c excluding these extra charges the operating exp. per day are reduced to \$135.21</p>		

Frontenac

Comparison of Items of Disbursement.

	1894	1895	+ or -	
Extraordinary and General Repairs	\$ 203.78	\$2,045.65	+ 1,841.87	Extraordinary repairs to boilers, new limbers and painting of hold.
Ship keeping and Winter Dockage	101.50	135.00	+ 33.50	
Filling out	1,207.13	983.41	- 223.72	
Wages and Captain's salary	6,228.57	6,774.34	+ 545.77	Captain's salary increased \$100.00, general wages increased last of season.
Captain's exp. account	211.68	59.78	- 151.90	Office telegrams now charged in Gen'l expense account. (Depends on trade engaged in.
Tug service	603.40	1,086.90	+ 283.50	(This increase is due to greater number grain cargoes carried necessitating use of tugs Duluth and Buffalo.
Handling cargoes	8,255.91	7,286.04	- 969.87	Fewer ore cargoes trimmed.
Cargo commissions	135.00	266.35	+ 131.35	More outside cargoes carried.
Taxes	511.34	615.28	+ 103.94	Tax rate higher.
Marine Insurance	4,169.17	3,518.10	- 651.07	Less valuation of vessel and lower rate.
Freight List Insurance	85.05	114.73	+ 29.68	Higher average freight rate obtained.
Mate's supplies	95.88	349.82	+ 253.94	Besides rope and kerosine oil now being included in this item, \$100.00 more rope was needed than in 1894.
Provisions	1,501.66	1,275.91	- 201.31	Savings of .864 per day over 1894.
Steward's supplies	124.96	124.50	- .46	
Fuel	9,382.91	7,705.63	- 391.50	Based on a saving of 9.7 lbs. per mile.
Engineer's oil	234.83	197.25	- 24.06	Based on a saving of .00067 per mile.
Engineer's supplies	57.58	53.40	- 4.18	
Boiler Repairs	71.50	59.08	- 12.42	
Machinery repairs	77.42	90.83	+ 13.41	
General expenses	64.06	258.20	+ 194.14	Office telegrams now included in this a/c
Laying up	310.17	346.16	+ 36.09	

© Where direct comparisons not possible deductions based on mileage length of season, etc.

F R O N T E N A C

	<u>Tons</u>	<u>Avg.Price</u>	<u>Amount.</u>
Lump	2461 ⁷⁴⁰	2.428	\$5978.04
Nut	345 ⁵⁰⁰	1.936	668.24
Mine Run	521	2.033	1059.35
Slack			
Total	3327 ¹²⁴⁰	2.316	\$7705.63

PRESENT LINE NEW S&E

—:FRONTENAC:—

Captain's Expense Account --- Elaborated

Exchange	\$ 3.10
Subscription for erecting and maintaining target range on Soo River and private range lights on Point Aux Pins	5.00
Customs	9.80
Postage	6.00
Telegrams and Telephones	14.06
Railway Fares	2.60
Settlement of Grain Shortage	10.00
Expense of Collecting Freight.	5.00
Extra meals	3.25
Express	.97
	<hr/>
Total - - - - -	\$59.78

ENT LINE W.S. & B.

