
Annual Report

of

STEAMER CADILLAC.

1896.

STEAMER CADILLAC.

per day

" Why are Cadillac's operating expenses, excluding handling, greater in 1896 than in 1894-5?"

Answer: Much the same causes for any changes may be assigned here as in the case of the Frontenac, only, we may look for illustration to different items, than those mentioned in her case.

The length of the Cadillac's season, however, as between 1895 and 1896 was about the same, Viz. one day more for 1896. The difference in increase over 1895 was but \$2.49 per day, which may be accounted for in the increase in such items as

General Repairs	\$193.85	
Cargo Commission	110.00	
Fuel	373.65	Etc. Etc.

In the item of fuel, it should be remembered that this increase is but an increase in total amount and not in consumption per mile run, as there was actually a saving on that basis over 1895. The vessel sailed 4,000 miles further in 1896 than in 1895.

C a d i l l a c .

GENERAL OPERATIONS:

The Steamer Cadillac sailed from Cleveland on her first trip for 1896 on the evening of April 25th, and completed her last trip at Chicago early in the morning of December 10th, having been in commission 228 days. She made 24 round trips and one single trip to Chicago, carrying 27 cargoes, made up as follows:

18	cargoes	iron ore	Lake Superior to Lake Erie ports
1	"	"	" Lake Michigan to Lake Erie Ports
3	"	grain	Chicago to Lake Erie ports,
2	"	grain	Chicago to Lake Ontario ports,
1	"	coal	Lake Erie to Marquette,
2	"	coal	Lake Erie to Lake Michigan ports

27

This vessel sailed 34,992 miles carrying 48,851 gross tons of freight, receiving for same \$43,011.97, or an average rate of \$.8805 per ton.

The expenditures on account of operations were \$25,824.98, or at a cost of \$.5287 per ton of freight carried.

To the net earnings from strictly operating account should be added \$1,086.37 received from the Minnesota Steam Ship Company for demurrage on account of lost time arising from the collision of the Mafoa with our vessel in the Sault River in 1895, and deducted a loss from grain shortages of \$88.05, making the total net gain for the season \$18,185.31.

This vessel was engaged for nearly the entire season in carrying company's ores from Marquette, only going into the grain trade as necessities of the mines seemed to demand. The average gross receipts per ton of freight carried were nearly \$.20 per ton greater than for the preceding year, owing to the better season's rate obtained for carrying ore than in 1895. It will be noted by comparisons in subjoined tables, however, that the total cost per ton of freight carried is \$.0976 per ton higher than for the preceding year. This may be largely accounted for in the fact that though her season was practically the same length as that of the preceding year, this vessel

C a d i l l a c .

did not carry by 5,692 tons as much freight as in that year.

This decreased tonnage is due principally to the additional time required to carry grain cargoes over other freight, especially in the two trips made between Chicago and Lake Ontario points, which consumed all told, almost one month in the making. In addition to this the cost of handling "Ontario" grain was nearly \$0.25 per ton.

ACCIDENTS:

The Cadillac passed through the season most favorably as regards accidents. On July 21st, the vessel while moored at the N. Y. P. & O. dock, Cleveland, the Schooner Redfern, in passing, ran her bowsprit inside of the Cadillac's starboard rigging carrying it away.

On July 28th, while this vessel was waiting at the coal dock in Toledo, the Schooner Alverson in passing, did some slight damage to her upper deck aft.

Both of these items were repaired by the respective offending vessels.

PHYSICAL CONDITION:

The Cadillac is in good condition, or will be when certain minor repairs are made this Winter. Some repair will be made to her floor and bilge ceiling. The sides of the ship in the hold will be scraped and painted up to shelf piece, so that when the vessel goes to sea in the Spring of 1897, she will be in excellent physical condition.

The vessel is wintering in Chicago.

C a d i l l a c .

Days in Commission	228
Number trips made	25
Number cargoes carried	27
Days in port	70
Days sailing	139
Days lost by bad weather	9
Days lost ny accidents	1
Days lost waiting at Soo Canal	3
Days lost going through Welland Canal	6
	228

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
1 cargo ore from Duluth	1696	\$1696.00	\$1.0000
1 " " " Ashland	1834	1834.00	1.0000
1 " " " Two Harbors	1770	1681.50	.9500
1 " " " Escanaba	2128	1596.00	.7500
15 " " " Marquette	28282	26867.90	.9500
3 " wheat " Chicago (136633 bu.at .01 3/8¢) (65000 bu.at .02 3/4¢)	5396	3666.22	.6794
2 " corn " Chicago (68100 bu.at .02 1/2¢) (67631 bu.at .03 1/8¢)	3392	3815.97	1.1249
1 " coal to Marquette (net 40¢ ton)	975	437.08	.4482
2 " " " Milwaukee (av.net 37¢ ton)....	3378	1417.30	.4196
27	48851	\$43011.97	\$.8805
<u>D i s b u r s e m e n t s :</u>			
Extraordinary and General Repairs	\$ 568.58		
Ship keeping and Winter dockage	90.76		
Fitting out	625.58		
Wages and Captain's salary	6388.29		
Captain's expense account	70.01		
Tug service	408.10		
Handling cargoes	7976.95		
Cargo commissions	130.00		
Taxes	444.40		
Marine Insurance	2863.58		
Freight List Insurance	53.12		
Mate's supplies	249.87		
Provisions	910.25		
Steward's supplies	123.84		
Fuel	4127.96		
Engineer's lubricants	98.76		
Engineer's supplies	36.43		
Boiler repairs	46.75		
Machinery repairs	\$62.99		
Auxiliary Engine Repairs	60.05	123.04	
General expenses (telegrams, dues Lake Car- (riers Ass@ciation, etc.)	292.73		
Laying up	195.98	25824.98	.5287
Net earnings		\$17186.99	\$.3518
Add amt. received from Minnesota S.S.Co. for demurrage on a/c collision with Steamer Matoa		1086.37	
		\$18273.36	
Deduct shortage of grain cargo	\$141.45		
Less amts. received a/c overrun of grain cargoes	53.40	88.05	
Making total net gain for season		\$18185.31	

C a d i l l a c .

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

	1 8 9 5	1 8 9 6
Days in Commission	227	228
Number miles traveled	30951	34992
Number trips made	22	25
Number cargoes freight carried	30	27
Gross tons freight carried	54543	48851
Average rate freight per gross ton	¢ .6892	¢ .8805
Average cost to carry per gross ton freight .....	.4311	.5287
Gross receipts	¢37591.20	¢43011.97
Gross expenditures	23515.40	25824.98
Net earnings	14075.80	17186.99
Percentage of operations to earnings	62.5	60.0
Net earnings per ton freight carried	¢ .2581	¢ .3518
Gross earnings per mile traveled,	¢1.2145	¢1.2292
Operating expenses per mile traveled .....	.7597	.7380
Net earnings per mile traveled	¢ .4548	¢ .4912
Gross earnings per day	¢165.60	¢188.65
Operating expenses per day	103.60	113.27
Net earnings per day	¢ 62.00	¢ 75.38
Expenses per day excluding cargo handling costs	¢ 75.79	¢ 78.28
Cost provisions per man per day(excluding extra meals)	¢ .326	¢ .243
Average tons coal consumed per mile steamed	<u>115</u>	<u>102</u>
" " cost " " " " "	2000. ¢ .124	2000. ¢ .113
" tons " " " hour "	<u>1172</u>	<u>1071</u>
Average cost oil consumed per mile steamed	2000. ¢.00478	2000. ¢.00282
" " " " " hour "	¢ .0484	¢ .0297
Average wages paid per day while in commission	¢ 21.68	¢ 23.02
Average ore cargo from Lake Superior	1843	1866

C a d i l l a c .

Comparison of Items of Disbursement.

	1 8 9 5	1 8 9 6		
Extraordinary and General Repairs	\$ 762.43	\$ 568.58	- \$	103.85
Ship keeping and Winter dockage	101.42	90.76	-	10.66
Fitting out	597.60	625.58	+	27.98
Wages and Captain's salary	6,146.90	6,388.29	+	241.39
Captain's expenses a/c.....	45.34	70.01	+	24.67
Tug service	427.00	408.10	-	18.90
Handling cargoes	6,269.79	7,976.95	+ 1,707.16	Ore handling cost increased. Unloading Ontario grain high
Cargo commission	20.00	130.00	+	110.00
Taxes	424.33	444.40	+	20.07
Marine Insurance	2,452.10	2,863.58	+	411.48
Freight List Insurance	68.67	53.12	-	15.55
Mate's supplies	250.59	249.87	-	.72
Provisions	1,195.71	910.25	-	302.78
Steward's supplies	182.21	123.84	-	58.37
Fuel	3,844.31	4,127.96	-	502.17
Engineer's oil	148.15	98.76	-	68.58
Engineer's supplies	21.48	36.43	+	14.95
Boiler Repairs	3.25	46.75	+	43.50
Machinery Repairs	50.90	123.04	+	72.14
General expenses	156.27	292.73	+	136.46
Laying up	343.95	195.98	-	147.97
				Principle increase due Campaign ex. and adjusting compasses.
				A good portion of 1896 Laying up done on last trip.

STEAMER CADILLAC.

Statement of Extraordinary and General Repairs, Elaborated.

Total cost of repairs were \$568.58

	MACHINERY	BOILER	HULL	DECK	CABIN	REPAIRS to BULWARKS and RAILS	MISCEL- LANEOUS REPAIRS
	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS		
Labor painting and scraping in hold ...	‡	‡	‡ 60.35	‡	‡	‡	‡
3 sets grease cups attached to engines..	62.00						
Oak timber to repair hold ceiling			21.24				
Adjusting compass....							50.00
Magnesia covering for steam pipes in hold..							45.62
Labor and material repairing bulwarks ..						19.00	
Repairing manhole ...				1.00			
Paints etc. for paint- ing hold			17.23				
Repairing door hinges					12.39		
Labor and material improving plumbing in forward bath room ...							30.16
Disinfecting and renovating mattresses and pillows.....							12.00
Repairing rail						2.65	
Fenders			38.15				
Repairing scuppers ..			1.46				
Labor and material repairing wale strake			56.95				
Repairing fire tools.		3.20					
Lumber purchased during season			6.11				
Adjusting compass ...							40.00
Calking yawl boat ...							2.33
Labor and material repairing stem.....			12.15				
Repairing lamps and lanterns .....							.80
Paints purchased dur- ing season							73.79
TOTALS.	‡ 62.00	‡ 3.20	‡ 213.64	‡ 1.00	‡ 12.39	‡ 21.65	‡ 254.70

The total cost of paints and oils purchased during the year amount to \$121.78

STEAMER CADILLAC - SEASON 1896.

Details Captain's Expense Account .

Telegrams and Telephones	\$14.50
Postage	1.40
Railway Fares	10.39
Customs	17.85
Stationery .....	.10
Subscription for erecting target Ranges at Point	
Aux Pins and Private Range Lights on Soo River ..	10.00
Express	1.95
Exchange	5.07
Settlement with D. Vance & Company	5.00
To Notary for drawing claims	2.00
Medicine	1.50
Paid man to run line .....	.25
	<hr/>
Total	\$70.01

STEAMER CADILLAC, SEASON 1896.

Details Steward's Supply Account.

Bed Linen, Blankets , etc.....	§ 1.25
Crockery and Glass	3.36
Kitchen Utensils	4.48
Soap.....	8.93
Scouring Material	3.92
Brooms .....	.60
Brushes .....	.19
Laundry	50.26
Range coal.....	44.70
Sundries	6.15
Total	<u>\$123.84</u>

STEAMER CADILLAC, SEASON 1896.

Details Mate's Supply Account.

Canvas, duck etc.....	\$31.20
Kerosine Oil	78.73
Ropes etc.....	45.20
Hose	32.14
Lamp Chimneys & Globes	8.54
Lamps, Lanterns and Burners	2.91
Scouring Material.....	11.96
Rags	5.51
Hardware & Tools	5.92
Brushes	1.50
Brooms	6.48
Candles	4.65
Sundries	15.13
Total	<u>\$249.87</u>

MADE IN U.S.A.

REGENT FINE M 3 9 1 3

STEAMER CADILLAC, SEASON 1896.

Details Engineer's Supply Account.

Tools and Hardware Supplies	\$11.37
Lamp and Wicking .....	.55
Lye and Scouring material	7.05
Soap.....	.20
Rags and Waste	2.20
Hose	6.45
Squirt Cans and Fillers .....	.40
Valves	5.05
Sundries	3.16
	<hr/>
Total	\$ 36.43

Steamer CADILLAC, SEASON 1896.

Details of Provisions Account

Article	Quantity	Average Price	Amount
Sugar,	950 pounds	¢ .0501	47.66
Tea,	44 "	.2398	10.55
Coffee,	80 "	.2035	16.28
Spices and Vinegar,			5.56
Extracts,	7 bottles	.2214	1.55
Baking Powder,	40 pounds	.1873	7.49
Bread and Crackers,			17.02
Butter and Butterine,	506 ¹ / ₂ "	.1435	72.70
Lard and Cottolene,	201 ¹ / ₂ "	.0729	15.70
Cheese,	105 ³ / ₈ "	.1126	11.87
Milk,	321 ¹ / ₂ gallons	.1866	60.03
Condensed Milk,	9 cans	.1222	1.10
Pickles,	14 ¹ / ₂ gallons	.3331	4.83
Sauces,	6 ¹ / ₂ bottles	.5615	3.65
Canned Fruit,	8 cans	.3250	2.60
Canned Vegetables,	171 "	.0798	13.65
Eggs,	310 dozens	.1307	40.51
Flour,	9 ¹ / ₄ barrels	4.1383	38.28
Buckwheat, Graham and Corn Meal,	150 pounds	.0224	3.37
Farinaceous Food,	194 "	.0334	6.48
Dried Fruits,	111 "	.0756	8.39
Dried Vegetables,			2.24
Fresh Fruits,			31.35
Fresh Vegetables,			37.49
Potatoes,	62 bushels	.3321	20.59
Dried Onions,	7 "	.8271	5.79
Fresh Fish,	172 ¹ / ₂ pounds	.0912	15.85
Salt Fish,	45 ³ / ₄ "	.0843	3.87
Fresh Meat,	2,440 ¹ / ₂ "	.0896	218.73
Salt Meat,	1,103 ³ / ₄ "	.0659	73.80
Ice,	54,300 "	.1862	101.10
Molasses and Syrups,	13 gallons	.3731	4.85
Miscellaneous,			5.32
T o t a l ,			¢ 910.25

Consumption of meats per man per day 0.907 lbs

THE CLEVELAND - CLIFFS IRON COMPANY

Statement Showing Cost per Ton and per Bushel, to carry Freight,

Season 1896.

Steamer CADILLAC.

Season	Between		Cargoes		No Trips	Gross tons Carried	Expenses	Cost per ton	Cost per ton excluding handling charges	Cost per net ton	Cost per bushel	Remarks
			Up	Down								
Summer	Escanaba	Cleveland	Light	Ore	1	2,128	\$ 843.50	.39 ⁶ / ₁₀₀	23 ⁶ / ₁₀₀			
"	Toledo	Milwaukee	Coal	)	1	1,695	533.47	.31 ⁵ / ₁₀₀		28 ¹ / ₁₀₀		
"	Chicago	Buffalo	Wheat	)	1	1,825	794.44	.43 ⁵ / ₁₀₀	26		.01 ¹⁷ / ₁₀₀	
"	Cleveland	Chicago	Light	)	1	1,741	1,573.55	.90 ⁴ / ₁₀₀	67		.02 ⁴² / ₁₀₀	
"	Chicago	Kingston	Wheat	)	1	1,741	1,573.55	.90 ⁴ / ₁₀₀	67		.02 ⁴² / ₁₀₀	
"	Kingston	Chicago	Light	)	1	1,830	1,088.62	.59 ⁵ / ₁₀₀	45 ⁴ / ₁₀₀		.01 ⁵⁹ / ₁₀₀	
"	Chicago	Toledo	Wheat	)	1	1,830	1,088.62	.59 ⁵ / ₁₀₀	45 ⁴ / ₁₀₀		.01 ⁵⁹ / ₁₀₀	
Fall	Toledo	Chicago	Light	)	1	1,702	1,173.91	.69	43 ⁸ / ₁₀₀		.01 ⁷² / ₁₀₀	
"	Chicago	Kingston	Corn	)	1	1,702	1,173.91	.69	43 ⁸ / ₁₀₀		.01 ⁷² / ₁₀₀	
"	Sandusky	Chicago	Light	)	1	1,690	1,619.37	.95 ⁸ / ₁₀₀	68 ⁸ / ₁₀₀		.02 ³⁹ / ₁₀₀	
"	Chicago	Prescott	Corn	)	1	1,690	1,619.37	.95 ⁸ / ₁₀₀	68 ⁸ / ₁₀₀		.02 ³⁹ / ₁₀₀	
"	Huron	Milwaukee	Coal	)	1	1,683	994.83	.59 ¹ / ₁₀₀		52 ⁸ / ₁₀₀		
"	Milwaukee	Chicago	Light	)	1	1,683	994.83	.59 ¹ / ₁₀₀		52 ⁸ / ₁₀₀		Laid up at Chicago.
Spring	Marquette	L.Erie ports	Light	Ore	3	5,351	2,378.44	.44 ⁵ / ₁₀₀	27 ⁷ / ₁₀₀			
Summer	Duluth	"	"	"	2	3,466	1,959.55	.56 ⁵ / ₁₀₀	38 ⁹ / ₁₀₀			
"	Ashland	"	"	"	1	1,834	993.14	.54 ² / ₁₀₀	37 ⁶ / ₁₀₀			
"	Marquette	"	"	"	7	13,178	6,034.69	.45 ⁸ / ₁₀₀	29 ⁷ / ₁₀₀			
Fall	"	"	"	"	2	3,896	2,023.39	.51 ⁹ / ₁₀₀	35 ² / ₁₀₀			Old Soo Draft
"	"	"	"	"	2	3,907	2,265.00	.58 ⁹ / ₁₀₀	38 ³ / ₁₀₀			New Soo Draft #
"	Cleveland	Marquette	Coal	)	1	975	589.37	.60 ⁴ / ₁₀₀		53 ⁹ / ₁₀₀		
"	Marquette	Ashtabula	Ore	)	1	1,940	779.58	.40 ² / ₁₀₀	19 ⁴ / ₁₀₀			

Annual Report

of

STEAMER PONTIAC.

1896.

REGENT LIME W. S. A.
MADE IN U. S. A.

P o n t i a c .

GENERAL OPERATIONS:

The Steamer "Pontiac" left her Winter quarters in Chicago early in the morning of April 22nd on her first trip, and finished the season at Cleveland on the evening of December 17th, having been in commission for the season 239 days. She made 31 round trips and one single trip, making 32 trips in all. The number of cargoes carried was 34 distributed as follows:

20	cargoes	iron ore	Marquette	to	Lake Erie	ports,
8	"	"	Escanaba	"	"	"
1	"	grain	Duluth	"	"	"
3	"	"	Chicago	"	"	"
2	"	coal	Lake Erie ports to Milwaukee			

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This vessel steamed 41,636 miles carrying 85,533 gross tons of freight at a cost of \$42,652.00 or \$.4985 per gross ton of freight carried. The receipts were \$73,879.81 or \$.8636 per ton of freight carried, the net profit per ton of freight carried being \$.3651. To the net profit from strictly operating, viz: \$31,227.81 should be added the amount received from the Insurers of the vessel

over and above that charged them in General and Particular Average claims of 1895 now adjusted,	201.06
	31,428.87
deducting amount paid for legal expenses \$14.63	
and net grain shortages for season, <u>11.43</u>	26.06
making total gain for the season	\$31,402.81

It will be noted in the comparative tables that the average rate received per gross ton of freight carried was .085% less for the current year than for the preceding year. This is due to the fact that though the season rate for carrying iron ore from Marquette was much higher than for 1895, this vessel was fortunate in obtaining

P o n t i a c

several cargoes of wheat and flour from Duluth, the latter part of that season, which paid handsomely, yielding a gross average freight of about \$2.00 per ton for the wheat cargoes and about \$2.25 per ton for flour.

This greater revenue per ton of freight carried in 1895 serves to explain why the net earnings per ton were also greater than in 1896.

ACCIDENTS:

On the evening of June 5th this vessel bound down from Marquette with a cargo of iron ore, ran into a fog on Lake Superior. She continued on carefully, but shortly after midnight on the morning of the 6th the water was found to be shoaling, as indicated by soundings, and in a few moments the vessel grounded off Point Troquois. No assistance was to be had in that neighborhood from tugs, consequently the Master had to resort to such methods as he could to secure the vessel's release. This was accomplished by blowing off a part of the boilers and by throwing some 35 tons of ore overboard.

The vessel then proceeded to her port of destination.

On July 22nd as the vessel was about leaving the port of Ashtabula bound light up the Lakes, in winding around in the river, the wheel struck some obstruction in the water, breaking off three blades. The wheel was repaired as soon as possible.

On the last trip for the season the vessel was leaving the port of Cleveland December 4th bound for Milwaukee. She had been lying in the Pittsburgh slip in the old River Bed loading coal and took a tug to assist in winding around preparatory to going out. The steamer was backing her wheel while winding and in doing so came in collision with a log or some other obstruction in the river.

One blade was broken off, but the vessel proceeded on her trip completing same without further trouble. The vessel will be put in dry dock this Winter and wheel repaired.

All the above accidents are covered by insurance.

P o n t i a c

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P o n t i a c

PHYSICAL CONDITION:

All damages caused by accidents that have not already been made good will be repaired before the opening of navigation, 1897. The Adamson furnaces in the Pontiac's boilers have been patched from time to time during the past two years but so many additional cracks have developed in the expansion rings that it will be necessary to replace these furnaces with new. It is estimated that the repairs to her boilers will cost from \$2,500 to \$2,700.

The steam piping from boilers in boiler house will have to be recovered. A new iron smoke stack will also be needed. *Pipe covering repair cost will depend upon how much old is saved. Cost will be small, however. Smokestack will cost about \$750.*

The floor ceiling of this boat has become so worn and rotten that it can no longer be patched to advantage, and will have to be entirely renewed. This will be done and advantage taken at the same time to scrape and paint her tank top. *Total cost of new ceiling and repair to tank top will be about \$1,150.*

The coal bunkers will have to be repaired including the floors. *Cost of this repair will depend upon amount of rotten wood; possibly \$75 will cover the work.*

When the above repairs are made the vessel will be in quite good physical condition.

The Pontiac is Wintering in Cleveland.

MADE IN A-2-V

REGENT TIME TOWER

P o n t i a c

Days in commission	239	
Number cargoes carried	34	
Number trips made	32	
Days in port	86	564
Days sailing	142	594
Days lost by bad weather	7	529
Days lost by accidents	1	1003
Days lost waiting at Soo Canal	3	
	239	1010 1000

MADE IN U.S.A.

P o n t i a c

<u>R e c e i p t s .</u>	Tons.	Amount.	Per Gross Ton Frt. Carried.
20 cargoes ore from Marquette.....	47982	\$45582.90	\$.9500
8 " " " Escanaba	23572	17679.00	.7500
2 " corn " Chicago (105565 bu.at.02 1/2¢) (106955 bu.at.02 ¢)	5313	4778.24	.8993
1 " wheat " Duluth(89000 bu at .01 5/8¢)	2384	1446.25	.6066
1 " grain " Chicago, (58392 bu.barley at.02 1/8¢) (70300 bu.oats at.01 7/8¢)	2255	2558.97	1.1348
2 " coal to Milwaukee (av.net rate 40¢)..... Freight on oil to Marquette	4027	1795.80 38.65	.4459
34	85533	\$73879.81	\$.8636
<u>Disbursements:</u>			
Extraordinary and General Repairs	\$722.35		
Ship keeping and Winter dockage	124.88		
Fitting out	969.30		
Wages and Captain's salary	8299.25		
Captain's expense account	49.42		
Tug services	646.70		
Handling cargoes	14934.02		
Cargo commissions	145.25		
Taxes	711.04		
Marine Insurance	4620.76		
Freight List Insurance	129.95		
Mate's supplies	181.72		
Provisions	1477.07		
Steward's supplies	157.43		
Fuel	8661.67		
Engineer's lubricants	165.41		
Engineer's supplies	58.47		
Boiler repairs	82.43		
Machinery repairs	38.89		
General expenses (telegrams, dues Lake Carriers) (Association, etc.)	276.06		
Laying up	199.93	42652.00	.4985
Net earnings for season		\$31227.81	\$.3651
Less amt. paid a/c legal expenses		14.63	
Add amt. received from Insurance Co's a/c acci- dent losses beyond amount charged in making claims		\$31213.18 201.06	
Deduct shortage of grain cargo .....\$45.87 Less amt.rec'd a/c overrun of grain cargo..... 34.44		\$31414.24 11.43	
Making total net gain for season		\$31402.81	

P o n t i a c

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

	1 8 9 5	1 8 9 6
Days in commission	237	239
Number miles traveled	42678	41636
Number trips made	31	32
Number cargoes freight carried	31	34
Gross tons freight carried	72405	85533
Average rate freight per gross ton	\$.9443	\$.8636
Average cost to carry per gross ton freight .....	.5152	.4985
Gross receipts	\$68377.72	\$73879.81
Gross expenditures	37305.87	42652.00
Net earnings	\$31071.85	\$31227.81
Percentage of operations to earnings	54.5	57.7
Net earnings per ton freight carried	\$.4291	\$.3651
Gross earnings per mile traveled	\$1.6022	\$1.7744
Operating expenses per mile traveled .....	.8741	1.0244
Net earnings per mile traveled	\$.7281	\$.7500
Gross earnings per day	\$288.51	\$309.12
Operating expenses per day /	157.41	178.46
Net earnings per day	\$131.10	\$130.66
Expense per day excluding cargo handling costs	\$117.22	\$115.97
Cost provisions per man per day (excluding extra meals).....	\$.312	\$.304
Average tons coal consumed per mile steamed	<u>192</u>	<u>194</u>
" cost " " " " "	2000	2000
" tons " " " hour "	\$.2123	\$.2080
" " " " " hour "	<u>1 432</u>	<u>1 321</u>
Average cost oil consumed per mile steamed	2000	2000
" " " " " hour "	\$.00399	\$.00397
" " " " " hour "	\$.0504	\$.0484
Average wages paid per day while in commission	\$ 26.18	\$27.34
Average ore cargo from Lake Superior	2263	2399

Pontiac

Comparison of Items of Disbursement.

	1895	1896	+ or -	
Extraordinary and General Repairs	\$1,533.54	\$ 722.35	- \$ 811.19	Inside of ship painted, Main deck re-calced and additional boiler work in 1895
Ship keeping and Winter dockage	100.65	124.88	+ 24.23	
Fitting out	1,057.51	969.30	- 88.21	
Wages and Captain's salary	7,730.81	8,299.25	+ 568.44	Captain's salary and wages higher
Captain's expense account	43.64	49.42	+ 5.78	
Tug service	841.80	646.70	- 195.10	
Handling cargoes	9,523.05	14,934.02	+ 5,410.97	Increased handling charges and 13,128 tons more freight handled
Cargo commission	145.00	145.25	+ .25	
Taxes	657.73	711.04	+ 53.31	Slight increase in rate
Marine Insurance	3,903.38	4,620.76	+ 717.38	Higher rate
Freight List Insurance	129.01	129.95	+ .94	
Mate's supplies	142.58	181.72	+ 39.14	
Provisions	1,509.73	1,477.07	- 37.54	Based on saving of \$0.16 per day on crew
Steward's supplies	130.16	157.43	+ 27.27	
Fuel	9,060.60	8,661.67	+ 90.21	Based on increase of 2# coal per mile
Engineer's lubricants	170.71	165.41	- .83	Based on reduction .00002 cost per mile
Engineer's supplies	23.83	58.47	+ 34.64	
Boiler repairs	7.84	82.43	+ 74.59	
Machinery repairs	31.11	38.89	+ 7.78	
General expenses	292.55	276.06	- 16.49	
Laying up	270.64	199.93	- 70.71	

Steamer PONTIAC .

Statement of Extraordinary and General Repairs, Elaborated.

Total cost of repairs were - - - \$ 722.35

	MACHINERY	BOILER	HULL	DECK	CABIN	REPAIRS to BULWARKS and RAILS	MISCELLANEOUS REPAIRS.
	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS		
Traveling expenses, J.H. Sheadle to Chicago, A/c repairs, etc.	⌘	⌘	⌘	⌘	⌘	⌘	⌘ 15.88
Painting lower hold			35.10				
Repairs to limbers and ceiling			236.65				
Labor and material repairing boilers ..		222.12					
Repairing deck engine	10.15						
Making seat for check valve	16.10						
Captain's expenses, wages etc. A/c Hull repairs			100.00				
Fenders			23.50				
Wire cable for steering gear							13.50
Repairing Electric lamps, call bells etc.							25.05
Glazing					3.97		
Lumber etc. repairing railing and bulwarks.						18.53	
Repairing water closets							7.50
Repairing Kitchen smoke stack							3.00
Repairing lamps ....							.95
Lumber and stanchions			14.90				
Screen doors					2.75		
Calking decks				5.78			
Repairing coal burners etc.			8.93				
Paints purchased during season							32.99
TOTALS	⌘ 26.25	⌘ 222.12	⌘ 419.08	⌘ 5.78	⌘ 6.72	⌘ 18.53	⌘ 98.87
Less amt. rec'd by Shenango No. 1.			75.00				
T O T A L S	⌘ 26.25	⌘ 222.12	⌘ 344.08	⌘ 5.78	⌘ 6.72	⌘ 18.53	⌘ 98.87

The total cost of paints and oils purchased during year, amount to \$206.98

STEAMER PONTIAC - SEASON 1896.

Details Engineer's Supply Account.

Tools and Hardware Supplies	\$13.21
Lamps and Wicking .....	.69
Lye and Scouring Material	11.27
Rags and Waste	7.10
Hose	10.00
Brooms .....	.60
Squirt Cans and Fillers	5.10
Water Glasses	1.92
Valves	2.38
Gaskets	4.20
Sundries	2.00
	<hr/>
T o t a l	\$ 58.47

Steamer Pontiac, Season 1896.

Details of Provisions Account.

Article	Quantity	Average Price	Amount
Sugar,	1,521 pounds	\$.0525	\$ 80.04
Tea	32 ¹ / ₂ "	.2363	7.68
Coffee,	194 "	.1936	37.55
Spices and Vinegar,			7.73
Extracts,	11 bottles	.1846	2.03
Baking Powder,	80 pounds	.1425	11.40
Bread and Crackers,			32.83
Butterine and Butter,.....	646 "	.1456	94.16
Lard and Cottolene,	546 ¹ / ₂ "	.0791	43.22
Cheese,	128 ¹ / ₂ "	.1082	13.91
Milk,	515 gallons	.1826	94.07
Condensed Milk,.....	64 cans	.1040	6.66
Sauces,	49 bottles	.2913	14.34
Canned Fruit,	35 cans	.1871	6.55
Canned Vegetables,	388 "	.0562	21.80
Eggs,	548 dozen	.1328	72.81
Flour,	14 ⁵ / ₈ barrels	4.205	60.22
Buckwheat, Graham and Corn Meal,	342 pounds	.0205	7.01
Farinaceous Food,	654 "	.0270	18.72
Dried Fruits,	69 ¹ / ₂ "	.0380	5.82
Dried Vegetables,			3.50
Fresh Fruits,			43.91
Fresh Vegetables;.....			54.97
Potatoes,	140 bushels	.3266	45.72
Dried Onions,	3 "	.7133	2.14
Fresh Fish,			7.10
Salt Fish,	16 pounds	.09	1.42
Fresh Meat,	5,843 ¹ / ₂ "	.085	500.70
Salt Meat,	1,219 ¹ / ₂ "	.0639	78.01
Ice,	48,500 "	.174	84.26
Molasses and Syrups,.....	11 gallons	.47	5.18
Miscellaneous,			11.61
T o t a l			\$1,477.07

Breakfast per man per day 1.48

STEAMER PONTIAC - SEASON 1896.

Details of Mate's Supply Account.

Canvas ,Duck &c.....	\$20.45
Kerosine Oil	16.80
Ropes, etc.....	63.39
Lamp Chimneys	3.12
Lamps, Lanterns & burners,	9.76
Scouring material	13.49
Rags	6.65
Hardware and Tools	12.86
Brushes	8.95
Brooms	11.00
Marine Glasses	14.50
Sundries .....	.75

T o t a l \$181.72

STEAMER PONTIAC - SEASON 1896.

Details of Steward's Supply Account.

Table Linen, Towelling, etc.....	\$12.64
Crockery and Glass	4.66
Kitchen Utensils	2.90
Soap	13.92
Scouring material	18.57
Brooms	1.14
Brushes .....	.19
Laundry	92.52
Sundries	10.87
T o t a l	\$157.43

STEAMER PONTIAC - SEASON 1896.

Details of Captain's Expense a/c

Telegrams and Telephones,.....	\$11.75
Postage	8.72
Railway Fares	1.80
Customs.....	13.40
Subscription for erecting and maintaining private target ranges at Point Aux Pins and Range Lights at Lime Kilns crossing	5.00
Exchange	3.25
Settlement with Vance & Co. for Grain Cargo	5.00
Hoisting on Blades .....	.50
T o t a l	<u>\$49.42</u>

THE CLEVELAND - CLIFFS IRON COMPANY

Statement Showing Cost Per Ton and Per Bushel, to Carry Freight .

Season of 1896

DIVISION OF SEASON.

Prior to May 15th--- Spring

May 15 to Sept. 15th, Summer

After Sept. 15th ----Fall.

Steamer PONTIAC.

Season	Between	Cargoes Up	Down	No. trips	Gross tons carried	Expenses	Cost per gross ton	Cost per ton excluding handling charges	Cost per net ton	Cost per Bushel	Remarks.
Spring	Chicago Buffalo	Laid up at Chicago	Corn	1	2,639	\$1,357.43	.51 ⁴	33 ⁷		.28 .01	
Fall	Ashtabula Chicago Chicago Buffalo	(Light	Corn	1	2,674	1,611.20	.60 ³	41 ⁶		.51 .01	
Fall	Ashtabula Milwaukee Chicago Buffalo	Coal		1	1,974	706.76	.35 ⁸		.31 ⁹⁷		
			Oats		2,255	1,365.75	.60 ⁶	34		.01 ⁰⁶	
Summer	Ashtabula Milwaukee Escanaba Cleveland	Coal		1	2,053	900.24	.43 ⁸		.39 ¹⁴		
			Ore		2,943	939.89	.31 ⁹	15 ⁸			
Summer	Escanaba L.Erie Pts	Light	Ore	7	20,629	9,063.04	.43 ⁹	5 23.1 ⁹			
Spring	Marquette "	"	Ore	3	6,287	3,649.94	.58 ¹	40			
Summer	" "	"	"	8	18,659	8,846.49	.47 ⁴	30 ⁷			
Fall	" "	"	"	4	9,681	4,892.13	.50 ⁵	33 ⁷			Old Soo Draft
Fall	" "	"	"	5	13,355	7,568.25	.56 ⁷	37 ⁶			New Soo Draft #
Summer	Duluth Buffalo	"	Wheat	1	2,384	1,394.81	.58 ⁵	44 ¹		.01 ⁵⁶	

" # " Indicates Foot note on last sheet.

Annual Report

of

STEAMER FRONTENAC

1896.

F r o n t e n a c .

GENERAL OPERATIONS:

The Steamer "Frontenac" sailed from Cleveland the evening of April 21st on her first trip, and finished the season at West Superior December 1st, having been in commission 224 days. She made during the season 25 round trips and one single trip, making a total of 26 trips. The number of cargoes carried were 30, distributed as follows:

14 cargoes iron ore from Lake Superior ports				
6	"	"	"	Lake Michigan ports
3	"	grain	"	Lake Superior ports
2	"	"	"	Lake Michigan ports
1	"	coal	"	Lake Erie port to Lake Michigan ports
4	"	"	"	Lake Erie port to Lake Superior ports
<hr style="width: 10%; margin-left: 0;"/>				
30				

This vessel sailed 35,399 miles carrying 69,013 tons of freight receiving for same \$54,692.34, or \$0.7925 per ton of freight carried. The total cost to carry this freight was \$34,938.53 or \$0.5063 per ton of freight, leaving the net profits from actual operations \$19,753.81 or \$0.2862 per ton of freight carried.

To the profits from strictly operating account	\$19,753.81
There should be added amount received from Insurers of vessel over and above amount charged them in 1895 claims	56.06
	19,809.87

And deductions made as below:

Legal Expenses (Sawyer vs. Frontenac-- Brooks vs. Frontenac) \$297.31	
Net shortage on grain cargoes	123.22
	420.53
Making net gain for season	\$19,389.34

It will be noted in comparative tables that the average rate of freight obtained in 1896 was \$0.0438 per ton less than in the preceding year, or 5.2%. This is accounted for in the fact that in the latter part of the season of 1895 the whole range of freight rates on the Lakes advanced and the Frontenac was in position to obtain some

F r o n t e n a c .

of these higher freights in carrying grain, flour and coal.

The net earnings of this vessel would have been something additional for the past season had she been able to made her last trip a round trip. She left Cleveland on this trip November 25th bound light for West Superior under charter to carry a cargo of flour from that port to Buffalo, a cargo that would have brought some profit. By the time the Frontenac reached the "head of the Lakes" however, very unusually cold weather had set in and ice was formed to such a thickness that it was impossible to get to the Flour House, and the vessel was forced to abandon the charter and lay up for the Winter.

ACCIDENTS:

The Frontenac passed through the season with but little trouble in the way of accidents. On her first trip while bound to Fort William with a cargo of coal, off Thunder Cape, Lake Superior, on the morning of April 25th, she came in collision with a field of ice, doing some injury to about six plates at her stem.

This damage is an Insurance claim.

PHYSICAL CONDITION:

Since the vessel laid up at the end of the season, the stem damage on account of ice collision has been repaired. In addition to the general repairs necessary every season the only extraordinary repair of any particular importance in itself done during the year was the covering of the vessel's boilers. These were covered with Johns Block Fire Felt and this with galvanized sheet iron painted on both sides.

During the running season, as opportunity presented itself, the sides of the ship in the lower hold were scraped and painted wherever rust appeared.

Some patching was done to floor ceiling during the year. There will be more or less of this to do every season, as the ceiling is gradually wearing out, and will by next year, or the following ones, have to be replaced with new.

The spar deck on this boat is getting in bad condition. It is not now tight enough for storage grain. It is possible that by an expenditure of from \$300.00 to

F r o n t e n a u

\$500.00 that this deck may be put in shape for a few years more wear, though a new deck preferably of steel, will be the final necessity.

Other than the foregoing the vessel is in very fair physical condition.

She is now in Winter quarters at West Superior.

Frontenac

Days in commission	224
Number trips made	26
Number cargoes carried	30
Days in port	84
Days sailing	131
Days lost by bad weather	5
Days lost waiting at Soo Canal	4
	224

Frontenac.

Receipts:		Gross Tons	Amt. Freight	Per Gross Ton Frt. Carried.
11 cargoes ore from Marquette		24703	\$23467.85	\$.9500
6 " " " Escanaba.....		16291	12218.25	.7500
1 " " " Duluth		2015	2015.00	1.0000
2 " " " Two Harbors		4152	3944.40	.9500
2 " wheat " Duluth(74000 bu.at .03¢.....)				
	(94000 bu.at .02 1/4¢)	4500	4335.00	.9633
1 " oats " Duluth(154000 bu.at .01 1/8¢)		2200	1732.50	.7875
2 " corn " Chicago(103000 bu.at .01 1/8¢)				
	(102000 bu.at .01 3/4¢)	5125	2943.75	.5744
1 " coal to Chicago (35¢ net ton)		2358	924.61	.3921
1 " " " Fort William (40¢ net ton).....		1860	833.54	.4481
3 " " " Duluth (Av. 35¢ net ton)		5809	2277.44	.3920
30 Totals		69013	\$54692.34	\$.7925
<u>Disbursements:</u>				
Extraordinary and General Repairs		\$942.44		
Ship keeping and Winter dockage.....		90.78		
Fitting out		925.41		
Wages and Captain's salary		7004.66		
Captain's expense account		55.00		
Tug services		812.60		
Handling cargoes		10843.77		
Cargo commissions		220.00		
Taxes		599.93		
Marine Insurance		4152.18		
Freight List Insurance		83.76		
Mate's supplies		302.59		
Provisions		1252.09		
Steward's supplies		130.42		
Fuel		6537.05		
Engineer's lubricants		138.45		
Engineer's supplies		45.16		
Boiler repairs		16.70		
Machinery repairs		48.70		
Auxiliary Engine repairs		20.68		
General expense (telegrams, dues Lake Carriers)				
	(Association, etc....)	369.72		
Laying up		348.44	34938.53	.5063
Net earnings for season			\$19753.81	\$.2862
Deduct legal expenses.....			297.31	
			\$19456.50	
Add amt. received from Insurance Company acct.....			56.06	
accident losses, beyond amt. charged them				
			\$19512.56	
Deduct shortage of grain cargo	\$124.36			
Less overrun of grain cargo	1.14		123.22	
Making total net gain for season			\$19389.34	

F r o n t e n a c
C O M P A R I S O N S .

	1895	1896
Days in commission	233	224
Number miles traveled	35910	35399
Number trips made	24	26
Number cargoes freight carried	31	30
Gross tons freight carried	67871	69013
Average rate freight per gross ton	\$.8363	\$.7925
Average cost to carry per gross ton freight	\$.4913	\$.5063
Gross receipts	\$56764.70	\$54692.34
Gross expenditures	33346.36	34938.53
Net earnings	\$23418.34	\$19753.81
Percentage of operations to earnings	58.6	63.9
Net earnings per ton freight carried	\$.3450	\$.2862
Gross earnings per mile traveled	\$1.5808	\$1.5450
Operating expenses per mile traveled .....	.9286	.9870
Net earnings per mile traveled	\$.6522	\$.5580
Gross earnings per day	\$243.62	\$244.16
Operating expenses per day	143.12	155.97
Net earnings per day	\$100.50	\$ 88.19
Expenses per day excluding cargo handling costs	\$111.85	\$107.56
Cost provisions per man per day (excluding extra meals).....	.292	\$.302
Average tons coal consumed per mile steamed	<u>185</u>	<u>164</u>
" cost " " " " "	2000	2000
" tons " " " hour "	\$.214	\$.179
" tons " " " hour "	<u>1 48</u>	<u>1841</u>
" tons " " " hour "	2000	2000
Average cost oil consumed per mile steamed	\$.00546	\$.00391
" " " " " hour "	\$.0607	\$.0438
Average wages paid per day while in commission	\$23.25	\$24.45
Average ore cargo from Lake Superior	2087	2205

THE CLEVELAND - CLIFFS IRON COMPANY

Statement Showing Cost Per Ton and Per Bushel, to Carry Freight,

Season of 1896.

Steamer FRONTENAC.

Season	Between		Cargoes		No. Trips	Gross tons carried	Expenses	Cost per gross ton	Cost per ton excluding handling charges	Cost per net ton	Cost per Bushel	Remarks
			Up	Down								
Fall	Cleveland	Chicago	Light	)	1	2,550	\$1,969.89	.77	54		.01	
	Chicago	Buffalo	Corn)								
Summer	Cleveland	Chicago	Coal	)	1	2,358	876.19	.37	27	.33	.01	
	Chicago	Pt Huron	Corn)								
Summer	Escanaba	L. Erie Ports	Light	Ore	6	16,291	6,843.50	.42	22			
Spring	Marquette	L. Erie Ports	Light	Ore	1	1,966	1,064.60	.54	38			
Summer	"	"	"	"	4	9,073	4,578.40	.50	33			
Fall	"	"	"	"	4	8,877	4,606.95	.51	32			Old Soo Draft
Fall	"	"	"	"	2	4,787	3,170.97	.66	47			New Soo Draft #
Summer	Pt. Huron	Duluth	Light	)	1	2,200	1,546.16	.70	40		.01	
	Duluth	Buffalo	Oats)								
Fall	Cleveland	Duluth	Light	)	1	2,518	1,656.87	.65	50		.0176	#
	Duluth	Sandusky	Wheat)								
Spring	Cleveland	Ft Williams	Coal	)	1	1,860	1,001.86	.53	39	48	.01	
	Duluth	Buffalo	Wheat)								
Spring	Ashtabula	Duluth	Coal	)	3	5,809	2,037.25	.35	21	.31		
	Two Harbors	L. Erie Ports	Ore)								
Fall	Cleveland	Duluth	Light		1		873.65					Laid up at Duluth.

Boat was aground at Sandusky, 61 hours.

Frontenac

	1895	1896		
Extraordinary and general repairs	\$2,045.65	\$ 942.44	- \$1,103.21	Expenditure in 1895 largely boiler repair. Boilers covered 1896.
Ship keeping and Winter dockage	135.00	90.78	- 44.22	
Fitting out	983.41	925.41	- 58.00	
Wages and Captain's salary	6,774.34	7,004.66	+ 230.32	Increase due to higher wages.
Captain's expense account	59.78	55.00	- 4.78	
Tug services	1,086.90	812.60	- 274.30	More tugging getting grain cargoes 1895.
Handling cargoes	7,286.90	10,843.77	+ 3,556.87	More tonnage carried and higher handling charges.
Cargo commissions	266.35	220.00	- 46.35	
Taxes	615.28	599.93	- 15.35	Total taxes divided among vessels based on valuation. Frontenac shows lower
Marine Insurance	3,518.10	4,152.18	+ 634.08	Rate higher
Freight List Insurance	114.73	83.76	- 30.97	
Mate's supplies	349.82	302.59	- 47.23	
Provisions	1,275.91	1,252.09	+ 40.32	Based on increased cost of .18¢ per day
Steward's supplies	124.50	130.42	+ 5.92	
Fuel	7,705.63	6,537.05	- 810.96	Based on decreased consumption 21 lbs. per mile
Engineer's Lubricants	197.25	138.45	- 54.86	Based on decreased cost \$.00155 per mile
Engineer's supplies	53.40	45.16	- 8.24	
Boiler repairs	59.08	16.70	- 42.38	
Machinery repairs	90.83	48.70	- 42.13	
General expenses	258.20	369.92	+ 111.72	Campaign ex. etc.etc.
Laying up	346.16	346.44	+ .28	

Statement of Extraordinary and General Repairs --- Elaborated

Total cost of repairs were \$942.44

	MACHINERY REPAIRS	BOILER REPAIRS	HULL REPAIRS	DECK REPAIRS	CABIN REPAIRS	REPAIRS to BULWARKS and RAILS	MISCEL- LANEOUS REPAIRS
Asbestos felt covering etc. boiler & pipes ...		\$202.00	\$	\$	\$	\$	\$
Repairing steps							4.00
Repairing clock							4.60
Labor and material repairing railing and bulwarks						50.21	
Labor painting cabins					24.63		
Paints etc. for hull			30.67				
Re-covering and re-varnishing chairs							6.60
Labor repairing boilers and steam pipe		1.87					
Two rods put through for'd house under turtle deck to draw deck together so it would take calking..				65.00			
Graining for'd cabin and texas					47.00		
Magnesia sectional covering for steam pipe		3.94					
Glazing					13.30		
Labor and material making temporary repairs to cracked stem plates			36.99				
Scraping and painting hold entire way round coal bunkers, fantail etc				88.00			
Scraping and painting boiler etc.		27.00					
Labor and material calking boilers		23.43					
Repairing stem pipe and stopping leak in after keel plate			13.93				
Adjusting compasses							35.00
Repairing wheelbarrows ...							3.25
Labor and material making water closet repairs							39.22
Calking forecastle deck ..				10.38			
Repairing kitchen range ..							1.50
Fenders, lumber, etc.			20.12				
Repairing lock and oil can							.75
Carpet for Captain's room.							35.03
Boxing water tanks							13.92
Repairing anchor							17.00
Damage to str. John B. Lyon							5.00
Repairing tiller cables							12.80
Repairing fire tools		2.89					
Repairing scuppers			2.72				
Repairing lamps							1.90
Paints purchased during running season							97.79
T O T A L S		\$261.13	\$104.43	\$163.38	\$ 84.93	\$50.21	\$278.36

The total cost of paints and oils purchased during the year amounted to \$222.81

STEAMER FRONTENAC.

Answering in part, the following inquiries:

" Why are Frontenac's operating expenses, ^{per day} excluding handling charges, greater in 1896 than in 1894?"

Answer: In a general way, the increase, or decrease, as between years in this figure in any vessel, is more frequently the shifting of certain fixed charges over which no control can be exercised, than from any other cause.

In this case in question, the 1894 season was eight (8) days longer than that of 1896 - in other words, there is a greater divisor for 1894 of operating expenses than for 1896.

An instance of the forgoing; The general repair account was \$740.00 greater on this boat in 1896 than in 1894, which alone would more than account for the increase of \$2.77 per day in operating expenses over 1894.

STEAMER FRONTENAC, SEASON 1896.

Details of Steward's Supply Account.

Bed Linen, Blankets, Etc.	3.96
Cutlery, Spoons, Etc.....	.65
Crockery and Glass	5.12
Kitchen Utensils	1.30
Soap	11.19
Scouring Material	6.06
Brooms .....	.65
Brushes .....	.33
Laundry	95.70
Sundries	5.46
T o t a l	<u>\$130.42</u>

STEAMER FRONTENAC - SEASON 1896.

Details of Captain's Expense Account .

Telegrams and Telephones	\$14.95
Postage	8.60
Railway Fares .....	.20
Customs	19.05
Stationery	3.30
Subscriptions for erecting target Ranges at Point Aux Pins and private Range Lights on Soo River	5.00
Exchange	2.90
Chart	1.00
T o t a l	\$55.00

STEAMER FRONTENAC, SEASON 1896.

Details of Mate's Supply Account.

Canvas, Duck, etc.....	‡ 5.73
Kerosine Oil	69.99
Ropes, etc.....	57.08
Hose	28.33
Lamp Chimneys and Globes	13.35
Lamps, Lanterns and Burners	24.70
Soap	18.18
Scouring Material	8.22
Rags	11.30
Hardware and Tools	15.90
Brushes	8.07
Brooms	15.03
Candles	6.40
Sundries	20.31
Total	<u>\$302.59</u>

STEAMER FRONTENAC, SEASON 1896.

Details of Provisions Account

Article	Quantity	Average Price	Amount
Sugar,	1,385 pounds	\$.0492	\$ 68.86
Tea,	39 "	.2064	8.05
Coffee,	178 "	.1935	34.54
Spices and Vinegar,			7.28
Extracts,	7 bottles	.2000	1.40
Baking Powder,	42 pounds	.1405	5.90
Bread and Crackers,			29.61
Butter and Butterine,	525 ³ / ₄ "	.1346	70.91
Lard and Cottolene,	285 ¹ / ₂ "	.0777	22.09
Cheese,	5 "	.1120	.56
Fresh Milk,	382 ¹ / ₂ gallons	.1926	72.08
Condensed Milk,	7 cans	.1548	1.07
Pickles,	18 gallons,	.2978	5.36
Sauces,	21 bottles,	.1213	2.65
Canned Fruit,	12 cans	.1750	2.10
Canned Vegetables,	469 "	.0591	27.73
Eggs,	254 dozen	.1411	35.85
Flour,	10 ³ / ₄ barrels	4.1507	44.62
Buckwheat, Graham and Corn Meal,	189 pounds	.0227	4.30
Farinaceous Food,	142 "	.0331	4.70
Dried Fruits,	135 "	.0747	10.19
Dried Vegetables,			1.64
Fresh Fruit,			46.64
Fresh Vegetables,			59.55
Potatoes,	129 bushels	.3156	40.73
Dried Onions,	4 "	.7575	3.03
Fresh Fish,	155 ¹ / ₂ pounds	.0739	11.48
Salt Fish,	47 " "	.0847	4.02
Fresh Meat,	4,496 ¹ / ₂ "	.0901	405.20
Salt Meat,	1,500 ¹ / ₂ "	.0554	83.13
Ice,	62,400 "	.1830	114.31
Molasses and Syrup,	22 ¹ / ₂ gallons	.6200	13.95
Miscellaneous,			8.56
T o t a l ,			\$1,252.09

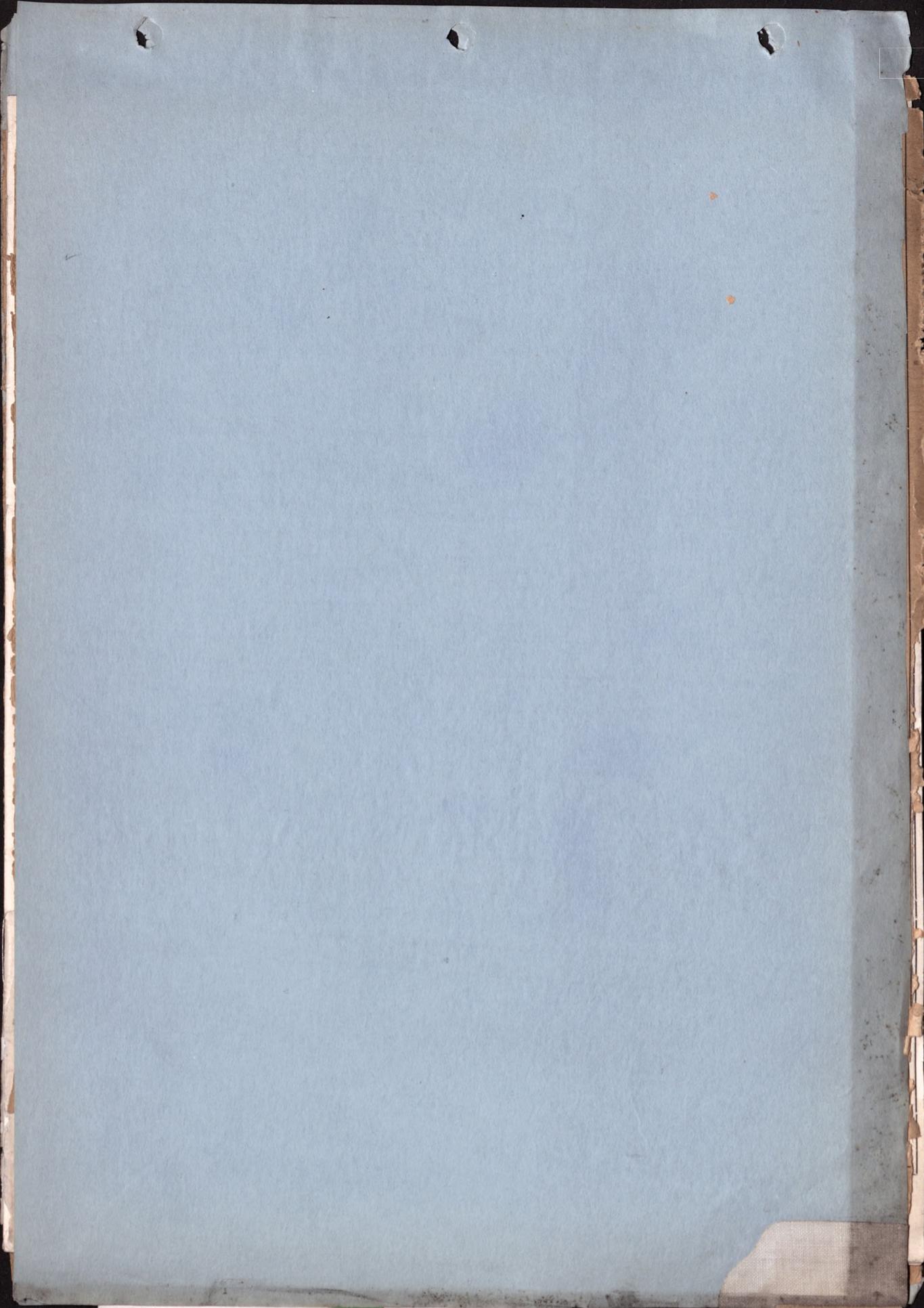
consumption of meals per man per day 1.48 lbs

STEAMER FRONTENAC, SEASON 1896.

Details of Engineer's Supply Account .

Tools and Hardware Supplies	\$16.42
Packing	2.85
Lye and scouring material	5.48
Soap.....	.72
Rags and Waste	4.00
Hose /	6.62
Brooms .....	.75
Valves	7.18
Sundries	1.14

Total \$45.16



7

PLEASE DO NOT FOLD OR ROLL THIS BOOK.

ANNUAL REPORT

OF THE

Lake Superior & Ishpeming

RAIL *way* COMPANY

TO THE

COMMISSIONER OF RAILROADS

FOR THE

STATE OF MICHIGAN.



1896

LANSING, MICHIGAN:
ROBERT SMITH & CO., STATE PRINTERS AND BINDERS.
1893.

14

ANNUAL REPORT

OF THE

Lake Superior & Ishpeming

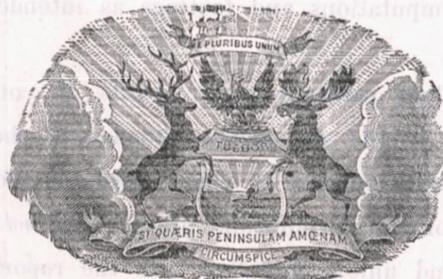
RAILWAY COMPANY

TO THE

COMMISSIONER OF RAILROADS

FOR THE

STATE OF MICHIGAN.



189*6*.

LANSING, MICHIGAN:
ROBERT SMITH & CO., STATE PRINTERS AND BINDERS.
1893.

IMPORTANT CIRCULAR—PLEASE READ.

OFFICE OF THE COMMISSIONER OF RAILROADS, }
LANSING, MICH., JANUARY 1, 1897 }

To Auditors and Accounting Officers Reporting to the Commissioner of Railroads for the State of Michigan:

Following are the blanks upon which you will please make up your returns to this office as required by law, for the fiscal year ending December 31, 1896....

The forms now sent vary but little from those transmitted last year, and include no interrogatories not essential to a proper understanding at this department of the business and condition of your company during the year for which the report is made.

In the preparation of your report be careful to observe the following particulars:

1st. Answer all interrogatories in full as the same imply, and do not in any case refer to replies given in former years.

2d. Carefully make all computations and footings as intended by the blanks, so that they may be checked at this office.

3d. Be careful not to include earnings and expenses of your leased or proprietary roads with those of your main line, in the statements intended to show each separately.

4th. In case of the corporate reports of your leased or proprietary roads, you *must* have them verified by the officers of the corporation proper, *and not by those of the lessee company.* This is requirement of law, and unless complied with the report will not be accepted at this office.

5th. Prepare the reports in triplicate, sending the original and duplicate to this office on or before the first of April next. See Sec. 7, Act 81, Session Laws of 1893.

Very truly yours,

Simon R. Billings

Commissioner of Railroads.

OFFICERS OF THE COMPANY WITH LOCATION OF OFFICES.

OFFICIAL POSITION.	NAME.	LOCATION OF OFFICE.
President,	<i>Wm G Mather</i>	<i>Cleveland Ohio</i>
Vice President,	<i>Jas Laughlin Jr</i>	<i>Pittsburgh Pa</i>
Secretary,	<i>J. H. Hoyt</i>	<i>Cleveland Ohio</i>
Auditor,	<i>J. C. Ulrich</i>	<i>Marquette Mich</i>
Treasurer,	<i>W. G. Pollock</i>	<i>Cleveland Ohio</i>
General Manager,	<i>John M. Egan</i>	<i>Marquette Mich</i>
General Superintendent,		
Assistant General Superintendent,		
Division Superintendents,		
Chief Engineer,		
Superintendent of Telegraph,		
Cashier,		
General Passenger Agent,		
General Freight Agent,		
Attorney,	<i>Geo Hayden</i>	<i>Ishpeming Mich</i>
Receiver,		

OFFICERS OF THE COLLEGE OF OFFICERS
DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	TERM EXPIRES.
Wm G Mather	Cleveland, Ohio	President
Jas Laughlin Jr	Pittsburgh, Pa	Vice President
J. N. Wade	New York, N. Y.	Secretary
B. F. Jones Jr	Pittsburgh, Pa	Treasurer
W. G. Pollock	Cleveland, Ohio	General Manager
J. N. Hoyt	Cleveland, Ohio	Assistant General Superintendent
Geo Hayden	Ashtabula, Mich	Assistant General Superintendent

REPORT
Of the Lake Superior & Ishpeming Railway Company,
 FOR THE YEAR ENDING DECEMBER 31, 189*6*

GENERAL EXHIBIT.	DEBIT.	CREDIT.
1. Total income,		8090025-
2. Total expenses, including taxes,	3188930	
3. Net income or deficit,		4901095
4. Interest on funded debt,	3727370	
5. Interest on unfunded debt,	532959	
6. Rentals of buildings, tracks, etc.,		
7. Rentals of engines and cars,		
8. Balance applicable to dividends,		
9. Dividends declared (per cent),		
10. Balance for the year,		640766
11. Balance (profit and loss) last year,		
12. *Items not included in above, as follows:		
13. Balance forward to next year,		640766

ANALYSIS OF CAPITAL STOCK.

1. Amount authorized by charter or articles of association, <i>as amended</i>		1.000.000.000
2. Par value of shares,	10000	
3. Number of shares issued,	10000	
4. Amount paid in on common,		1.000.000.000
5. Amount paid in on preferred,		
6. Amount paid in on shares not issued (number),		
7. Total amount paid in, as per books of the company,		1.000.000.000
8. Paid in per mile of road owned by company,—Miles,	20½	4878049

*This answer should include as debits all disbursements for outlays not included in foregoing items, fixed charges, or operating expenses proper, also, as credits, receipts for other than earnings made from the operating of the road, or otherwise connected with the property, such as interest on securities, dividends on stock held by company, etc., etc., not taxable income.

ANALYSIS OF DEBT ACCOUNTS.

1. FUNDED DEBT.

CLASS, CHARACTER AND DATE OF ISSUE.	RATE OF INTEREST.	WHEN DUE.	WHERE PAYABLE.	AMOUNT OUTSTANDING.
Gold Bonds Jan 1 st , 1896	6%	Jan 1 st , 1926	New York City	1,200,000.00
Total funded debt,				\$

2. UNFUNDED DEBT.

FOR WHAT INCURRED.	IS THE SAME TO BE FUNDED OR HOW LIQUIDATED?	AMOUNT.
For construction,	Paid in cash	184,179.75
For equipment,		87,550.00
For real estate,		
For renewals,		
For miscellaneous,		
For current balances,		16,519.71
Total unfunded debt,		\$ 209,454.46

3. RECAPITULATION.

Total funded debt,		1,200,000.00
Total unfunded debt,		209,454.46
Total debt liabilities,		\$ 1,409,454.46
Amount of debt liabilities per mile of road [20 1/2 miles],		68,753.88
Total amount of stock and debt,		\$ 2,409,454.46
Stock and debt per mile of road [20 1/2 miles],		117,534.36

GENERAL BALANCE SHEET.—Dr.

1. Construction account,

925.47904

2. Equipment account,

288.55756

3. Other investments (specifying same),

*Right of Way Terminal Lands
Contracts and Labor*

1000.00000

2214.03660

4. CASH ITEMS:

Cash,

10.44565

Bills receivable,

Due from agents,

2224.48225

5. OTHER ASSETS:

Materials and supplies,

30.24987

Sinking funds,

*Debit balances from companies
and individuals,

161.13000

6. Total,

\$

241586212

*Give the aggregate of the Debit Balances and do not deduct your own liabilities from the amount of the item.

GENERAL BALANCE SHEET.—Cr.

1. Capital stock,		1,000.00000	
2. Funded debt,		1,200.00000	
3. UNFUNDED DEBT:*			
Interest unpaid,			
Dividends unpaid,			
Notes payable,		192.93475	
Vouchers and accounts,		16.51971	
Other liabilities (list as follows):			
4. Profit and loss or income accounts,		6407.66	
5. Total,			2,415.862.12

* Give the total of these items, so that the total Unfunded Debt will correspond with the footing of the Unfunded Debt at page 7.

COST OF ROAD AND EQUIPMENT.

When in case of a road purchased or leased, the original cost for construction and equipment cannot be given by the present owners or lessees, statement below, numbered 2, may be filled up instead of one.

1. TOTAL COST FOR CONSTRUCTION AND EQUIPMENT OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Total expended for construction and equipment,	\$	221403660		
2. Average cost per mile of road (not including sidings) [20 1/2 miles],		10800179		
3. Proportion of cost for Michigan,* <i>all</i>				

2. PURCHASED BY PRESENT COMPANY.

1. When purchased,				
2. Original cost to present company, of road and equipment,				
3. Amount expended since purchase, account of construction,				
4. Amount expended since purchase, account of equipment,				
5. Total cost to date of report,				
6. Average cost per mile of road (not including sidings) [<i>None</i> miles],				
7. Proportion of cost for Michigan,*				

* Unless some very good reason exists to the contrary, this proportion will be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

***CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.**

	EXTENSIONS AND NEW SIDINGS.	2D TRACK.	NEW BUILDINGS.	NEW FENCES.	MACHINERY AND TOOLS.	NEW LOCOMOTIVES.	NEW CARS.	TOTAL.
Main line, BRANCHES.	1,917,538.30		789,531	1831	271,211	58,526	177,972	3,022,140.36
LEASED OR PROPRIETARY ROADS.								
Total charges,	\$							

Total charges to property account as above, \$ 2,214,036.60

Property sold and credited, \$

Net addition to property account, \$ 2,214,036.60

* The charges under this head should be included in the total cost as before stated, under the proper caption. The amounts here given being only for expenditures made during the year.

ANALYSIS OF

1. PASSENGER.

	LOCAL FARES.	THROUGH FARES.	TOTAL PASSENGER FARES.	EXPRESS AND BAGGAGE.
Main line and branches, LEASED OR PROPRIETARY ROADS.—(Enter each separately.)				
<i>No Passenger business</i>				
Total passenger department earnings,				

2. FREIGHT.

	LOCAL TRAFFIC.	THROUGH TRAFFIC.
Main line and branches, LEASED OR PROPRIETARY ROADS.—(Enter each separately).	6779	8083246
Total freight department earnings,		

ANALYSIS OF EARNINGS—Continued.

		TOTAL MISCELLANEOUS.	PROPORTION FOR MICHIGAN.
4.	Total transportation earnings,		8090025
5.	Transportation earnings per mile of road,		394635
6.	Transportation earnings per train mile,		615
7.	Miscellaneous receipts from operating account, other than for transportation, as follows:*		
	From telegraph,	<i>None</i>	
	From rentals of tracks or terminals,		
	From other sources,		
	<i>Total,</i>	\$	
8.	Distribution of miscellaneous earnings between main line and leased or proprietary roads,**		
	COMPANY.	TOTAL MISCELLANEOUS.	PROPORTION FOR MICHIGAN.
9.	Total earnings from operation of road,		8090025
10.	Total earnings per mile of road,		394635
11.	Total earnings per train mile,		615
12.	Proportion of taxable earnings for Michigan,†		8090025
13.	Total taxable earnings per mile of road in Michigan,		394635
14.	Income other than from earnings,		<i>None</i>
15.	<i>Total income from all sources,</i>	\$	8090025
16.	Proportion of income for Michigan,		8090025

* This should include only such items as are properly taxable income, but not strictly transportation earnings, such as rents for joint use of tracks, station houses and other miscellaneous receipts connected with the property itself. Interest and dividends on stock, or securities held by the Company will be taken up in the General Exhibit, page 6, and given in answer to interrogatory 14 above.

† For rule of computation see Act No. 129, Public Acts of 1893, page 47 of pamphlet containing acts relating to railroads of Michigan, passed by the Legislatures of 1891 and 1893, published by Commissioner of Railroads, July 25, 1893.

** This interrogatory will be filled up in case of leased or proprietary roads whose earnings are to be taxed separately from those of the lessee or proprietor corporation.

ANALYSIS OF EXPENSES.

CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS.

1.	Repairs of roadway and track,				341072
2.	Renewals of rails,				
3.	Renewals of ties,				
4.	Repairs of bridges, including culverts and cattle guards,				33837
5.	Repairs of fences, road crossings and signs, ^{and} cattle guards				5055
6.	Repairs of buildings, ^{and fixtures}				17908
7.	Repairs & Renewals of Docks & Wharves				4963
8.	Repairs & Renewals of Telegraph				
9.	Stationery & Printing				2175
7.	TOTAL,	\$			405010

CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

11	<i>Superintendence</i>				18000
12	1. Repairs of locomotives,				46964
	2. Repairs of passenger cars,				
14	3. Repairs of freight cars,				83406
18	<i>Stationery and Printing</i>				1400
19	<i>Other Expenses</i>				1600
4.	TOTAL,	\$			149770

CLASS 3.—CONDUCTING TRANSPORTATION.

20	<i>Superintendence</i>				475544
21	<i>Engine & Roundhousemen</i>				268909
22	1. Fuel for locomotives,				396106
23	2. Water supply,				26341
24	3. Oil and waste, ^{and} <i>tallow for locomotives</i>				10549
	4. Locomotive service,				
26	5. Passenger train service, ^{and expenses}				84523
27	6. Passenger train supplies, ^{and expenses}				34729
28	7. Mileage of passenger cars,* <i>Switchmen flagmen & watchmen</i>				169565
44	8. Freight train service, <i>Rent of buildings & other property</i>				16500
45	9. Freight train supplies, <i>Stationery & printing</i>				23215
46	10. Mileage of freight cars,* <i>Other expenses</i>				8451
29	11. Telegraph expenses (maintenance and operating),				87800
35	12. Damage and loss of freight and baggage,				17914
37	13. Damages to property and cattle, <i>Clearing wrecks</i>				4730
36	14. Personal injuries, <i>Injuries to persons</i>				48848
30	15. Agents and station service,				587524
31	16. Station supplies,				80184
17.	TOTAL,	\$			2341432

* These items should not include amounts paid to car loaning or rolling stock companies for use of equipment.

DESCRIPTION OF ROAD.

1. † Date when the road was opened for use between its present termini:

From	To	DATE
Presque Isle	Ishpeming	Aug 12 th 1896

MAIN LINE.		Miles.	100ths.	Miles.	100ths.
2. * In Michigan, from	Presque Isle to Ishpeming	20	50		
In other States.	from to				
	from to				
	from to				
3. Total length completed,		20	50		
4. Length of double track on main line,					
BRANCHES.					
Name of each.	from to				
	from to				
	from to				
	from to				
5. Total length of branches owned by company,					
6. " " " " " in Michigan,					
7. " " road belonging to this company,		20	50		
8. " " " " " " in Michigan,		20	50		
9. † Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,				6	35
10. † Aggregate length of tracks in Michigan belonging to this company, computed as single track,				26	85
11. Gauge of track, 4 feet 8 1/2 inches,					

* Length in all cases to be given in miles and decimals.

† These two items are of importance to the department, and it is desired that the answers should be accurately given.

‡ Give Main Line and Branches separately.—COM. OF RAILROADS.

DESCRIPTION OF ROAD—Continued.

PROPRIETARY OR LEASED ROADS OPERATED BY THIS COMPANY.	TOTAL MILES.	IN MICHIGAN.
1. Name, description and length of each,		
2. Give date road commenced to be built.		
3. Give date road completed.		
4. Give date road commenced to be operated.		
5. State where built from and to.		
6. Give exact number of miles.		
7. State if north of parallel 44 of latitude		
2. Total,		
3. Total miles operated by the company,		

NUMBER OF BRIDGES AND TRESTLES IN MICHIGAN.

1. Wooden bridges, number of 8 ; Aggregate length, feet,	1893
2. Stone " " ; " " "	
3. Iron " " ; " " "	
4. Combinat'n " 7 ; " " "	3304
5. Wooden Trestles, " 2 ; " " "	2412
6. TOTAL, 19	7609

DRAW BRIDGES IN MICHIGAN.

1. How many on your line?	None
2. Where located, when built, and length of draw span,	

DESCRIPTION OF ROAD—Continued.

DRAW BRIDGES IN MICHIGAN.

3. Character of structure,
4. Material of which constructed,
5. Height above water, and depth of water under bridge,
6. How swung, by engine or hand power,
7. Approaches straight or curved,
8. Do you require all trains to come to full stop before crossing a draw, and how are they signaled?

CROSSINGS—RAILROAD AND HIGHWAY.

1. What railroads cross your road at grade in this State, and at what locality?

<i>Marquette & Presque Isle street</i>	R. R. at	<i>Presque Isle</i>
<i>South Jackson Mine track</i>	R. R. at	
<i>of C. & N. W.</i>	R. R. at	<i>Negaunee</i>
	R. R. at	
	R. R. at	
	R. R. at	
	R. R. at	
	R. R. at	

2. What railroads cross your road either over or under your grade in this State, and where?

Over.— R. R. at

R. R. at

Under. $\frac{1}{2}$ *D. S. S. & A.*
C. & N. W.

R. R. at *Bagdad, Negaunee & Morgan Free*

R. R. at *Negaunee*

DESCRIPTION OF ROAD—Continued.

CROSSINGS—RAILROAD AND HIGHWAY.

3. At what crossings are interlocking and derailing switches in operation? *None*
4. What pattern or patterns have you adopted? *✓*
5. Number of crossings of highways at grade in this State, *9*
6. Number of crossings of highways at grade in this State at which there are gates or flagmen, *1*
7. Number of crossings at which there are electric or automatic signals,
8. What pattern or patterns in use?
9. Number of crossings of highways over or under railroad [Over . Under *8*]. *8*
10. Number of highway bridges, 18 feet above track,
11. Number of highway bridges, less than 18 feet above track,
12. Have safety guards been erected at over-head obstructions? *yes*
13. Are your frogs and guard rails blocked as required by act 174, Session Laws 1884? *yes*
14. How are they treated? *Blocked with wood*

STATIONS.

1. Number of stations on whole line, *3*
2. Same in Michigan, *3*

EMPLOYEES.

1. Number of persons regularly employed on all roads operated by company, including officials, *85*
2. Same in Michigan, *81*
3. Classify your employes as per following list:

	NUMBER.
Baggagemen,	<i>5</i>
Brakemen,	<i>5</i>
Conductors,	<i>5</i>
Engineers,	<i>30</i>
Firemen,	<i>5</i>
Laborers,	<i>15</i>
Shopmen,	<i>20</i>
Yardmen,	<i>85</i>
Others,	

DESCRIPTION OF ROAD.—Continued.

REPAIRS AND RENEWALS.

FENCING IN MICHIGAN.

1. How many miles of fencing have you?
2. Give the number of miles required to complete fence both sides of your track in Michigan, and the counties in which needed:

None

All in Marquette County

34

Total miles required,

34

ROAD BED AND TRACK.

1. Number of track sections in Michigan,
2. Average lengths of Sections (miles),
3. Average number of men in each section gang,
4. Number of new ties put in whole line during the year (*Road just completed*)
5. Number of new ties put in track in Michigan,
6. Average number of new ties per mile of road,
7. New rails put in track,
 Iron [tons] miles,
 Steel [tons *2400*] miles, *20 1/2*
8. Total miles of track laid with new rails,

3

7

5

54120

54120

2640

20 1/2

BRIDGES AND CULVERTS.

1. Amount of trestle work replaced with earth during the year (linear feet),
2. Timber culverts replaced during the year,
 With iron pipe,—number,
 With sewer pipe,—number,
 With timber,—number,

None

"

"

"

"

DESCRIPTION OF ROAD.—Continued.

3. New bridges built during the year,—Number,

LOCATION.	KIND.	MATERIAL.	MONTH BUILT.	FEET IN LENGTH.
Bet Presque Isle & Ishpeming	Pile Trestle	Wood	June to Aug '96	1893
"	"	Steel Spans	" " "	3304

ROLLING STOCK.

	NUMBER.	PRESENT ESTIMATED VALUE.
1. Number of locomotives of more than 30 tons weight, exclusive of tender,	11	9963924
2. Number of locomotives of 20 to 30 tons weight, exclusive of tender,		
3. Number of locomotives of 10 to 20 tons weight, exclusive of tender,		
TOTAL,	11	9963924
4. Number of passenger cars—12-wheel, including official cars,	None	
5. Number of passenger cars—8-wheel including official cars,	✓	
6. Number of express and baggage cars,	✓	
7. Number of box freight cars,	✓	
8. Number of stock cars,	✓	
9. Number of platform cars,	20	659619
10. Number of ore cars,	400	15248691
11. Number of conductors' way cars,	4	193320
12. Other cars as follows: 5 Hand cars, 4 push cars	9	27477
Total, No.	433	\$ 16129107
13. Number of locomotives equipped with power brakes,	11	
14. Number of passenger train cars equipped with power brakes,		
15. Number of freight cars equipped with power brakes,	420	
16. What patterns of power brakes have you in use, and number of locomotives and cars with each?		
All Engines and cars equipped with Westinghouse Automatic Air brakes		

ROLLING STOCK.—Continued.

18. Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885? *All are now equipped as required by law*
19. What pattern or patterns have you adopted for use? *Tower*
20. How are your passenger cars heated? *Have no passenger cars*

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

- | | |
|---|--------------|
| 1. Miles run by passenger trains during the year, | <i>None</i> |
| 2. Miles run by freight trains during the year, | <i>13150</i> |
| 3. Miles run by mixed trains, | <i>None</i> |
| 4. Total mileage of trains earning revenue, | <i>13150</i> |

PASSENGER TRAFFIC.

	NUMBERS.	MILES.	RATE.	
			Dollars.	Cts.
1. Number of through passengers carried,	<i>None</i>			
2. Number of local passengers carried,				
3. Total number of passengers carried,				
4. Total passenger mileage,	<i>None</i>			
5. Average distance traveled by each passenger,				
6. Average amount received from each passenger,				
7. Average rate of fare per mile for through passengers,				
8. Average rate of fare per mile for local passengers,				
9. Average rate of fare per mile for all passengers,				
Total Passengers				

MILEAGE, TRAFFIC, ETC.,—Continued.

FREIGHT TRAFFIC.	Tons.	MILES.	RATE.	
			Dollars.	Cts.
1. Number of tons of through freight carried,	299354			
2. Number of tons of local freight carried,	202			
3. Total tons of freight carried,	299556			
4. Total mileage of through freight,		6133769		
5. Total mileage of local freight,		2988		
6. Total freight mileage, or tons carried one mile,		6136757		
7. Average ton haul for through freight,		20 ¹ / ₂		
8. Average ton haul for local freight,		14 ¹ / ₁₀		
9. Average ton haul for all freight,		20 ⁴³ / ₁₀₀		
10. Average amount received for each ton haul,				27
11. Average rate per ton per mile, received for through fr't,				01 ³ / ₁₀
12. Average rate per ton per mile, received for local freight,				02 ³ / ₁₀
13. Average rate per ton per mile, received for all freight,				01 ³ / ₁₀
14. <i>Estimated cost of carrying 1 ton 1 mile</i>				00 ⁵² / ₁₀₀
FREIGHT FORWARDED AT MICHIGAN STATIONS.			FORWARDED, TONS.	
1. Grain,				
2. Flour,				
3. Provisions (beef, pork, lard, etc.),				
4. Animals,				
5. Other agricultural products,				
6. Lumber and forest products,				202
7. Coal,				8523
8. Plaster, lime and cement,				
9. Salt,				
10. Petroleum,				
11. Railroad iron, iron and steel rails,				
12. Pig and bloom iron,				
13. Other iron and castings,				
14. Ores,				290813
15. Stone, brick and sand,				
16. * Manufactures,—articles shipped from point of production,				
17. Merchandise and other articles not enumerated above,				18
18. TOTAL FORWARDED,				299556

* This is intended to only include articles manufactured at the point from which forwarded, so as to determine as near as possible the manufactured product in this State.

MILEAGE, TRAFFIC, ETC.—Continued.

TONNAGE OF ARTICLES TRANSPORTED.—ENTIRE ROAD.	TONS.	PER CENT.
1. Grain,		
2. Flour,		
3. Provisions (beef, pork, lard, etc.),		
4. Animals,		
5. Other agricultural products,		
6. Lumber and forest products,	202	0007
7. Coal,	8523	0284
8. Plaster, lime and cement,		
9. Salt,		
10. Petroleum,		
11. Railroad iron, iron and steel rails,		
12. Pig and bloom iron,		
13. Other iron and castings,		
14. Ores,	290813	9708
15. Stone, brick and sand,		
16. *Manufactures,—articles shipped from point of production,		
17. Merchandise and other articles not enumerated above,	18	0001
18. TOTAL TONS CARRIED,	299556	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

1. What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

No Express Companies

*This is intended to only include articles manufactured at the point from which forwarded, so as to determine as near as possible the manufactured product in this State.

ADDITIONAL QUESTIONS.—Continued.

TELEGRAPH.

2. Number of miles of telegraph on your road, and to whom does it belong?

23 Miles belongs to this Co (Lake Superior
& Shipping Ry Co)

TRANSPORTATION COMPANIES.

Co-operative Freight Lines are not to be reported.

Sleeping, Drawing-Room and Palace Car Companies.

3. What sleeping, drawing-room, chair or other palace passenger cars, not the exclusive property of your own or some other railroad company, have, during the year, been in use on your road in the State of Michigan, and on what terms? If rented by you, or allowed mileage between local points in this State, what was the amount paid for the use of such cars during the period under report?

NAME OF COMPANY.	GENERAL OFFICE.	AMOUNT PAID.
<i>None</i>		

...ONE HANT BINE ADDITIONAL QUESTIONS.—Continued. ... TO THOTRE

Fast Freight Lines.

5. To what fast freight lines, or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

NAME OF COMPANY.	GENERAL OFFICE.	AMOUNT PAID.
<i>None</i>		

* REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 189....

KILLED.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE AND RESPONSIBILITY FOR ACCIDENT.
	<i>None</i>		

* In giving "cause and responsibility for accidents," details are not required. Simply say, "fell from train," "caught foot in frog," "highway collision," "coupling," "trespasser," or as the case may be, and add "purely accidental," "from lack of caution," or "carelessness," as the facts were. In case of inquest, report company responsible or not, according to verdict.

STATEMENT OF ACCIDENTS.—Continued.

INJURED.			
DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE AND RESPONSIBILITY FOR ACCIDENT.
April 8/96	A. J. Dube Axeman Engng corps	Presque Isle	Got in way of pile-driver, his own fault
Aug 15/96	John Zekra labourer	Do	Rail slipped accidental
Aug 20/96	Philip Miller labourer	Do	Attempting to lower chute unaided His own carelessness
Sept 30/96	John M ^r Govern Bridge carpenter	Bagdad	Did not notice approaching train His own carelessness
Sept 28/96	David Moki labourer	Presque Isle	Ran hook into his foot carelessness

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

CAUSES OF ACCIDENT.	KILLED.			INJURED.		
	PASSENGERS.	EMPLOYES.	OTHERS.	PASSENGERS.	EMPLOYES.	OTHERS.
Collisions,						
Coupling cars,						
Derailements,						
Falling from trains,						
Frogs,						
Getting on and off trains,						
Highway crossings,						
Miscellaneous,	<i>None</i>				5	
Overhead obstructions,						
Trespassers on trains,						
Trespassers on tracks,						
TOTAL,					5	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	✓
Number of persons injured during the year,	5
Number of casualties purely accidental,	1
Number resulting from lack of caution, carelessness, or misconduct,	4
Persons killed or injured while intoxicated,	
Trespassers and tramps killed or injured,	
Suicides,	

CLASSIFICATION OF EMPLOYEES.

KILLED OR INJURED IN MICHIGAN.

	KILLED.	INJURED.	TOTAL.
Baggagemen,			
Brakemen,			
Conductors,			
Engineers,			
Firemen,			
Laborers,		4	
Shopmen,			
Yardmen,			
Not classified above,		1	
TOTAL,		5	

State of Michigan,

ss.

COUNTY OF

OF THE

..... Rail Company,

being duly sworn depose and say that they have caused the foregoing statements to be prepared by the proper officer and agents of this company and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the thirty-first day of December, A. D. 189....., to the best of their knowledge and belief.

Signed,

of R. R.

Subscribed and sworn to before me this..... day of..... A. D. 189.....

Received and filed in the office of the Commissioner of Railroads, this..... day of..... 189.....

.....
Deputy Commissioner of Railroads.

