

P o n t i a c

GENERAL DATA

Total number of crew (including Master and Engineer).....	20
Length over all,.....	320 feet,
Length of Keel,	300 "
Beam,.....	40 "
Depth,.....	25 "
Net tonnage,.....	1,788 tons
Gross tonnage,.....	2,298 "
Ore capacity,.....	3,300 "
Coal capacity/.....	3,259 "
Engines,.....	24,38,61 X 42
Boilers,.....	3 scotch, 11-1/2 X 14.
Steam,.....	160
Horse Power,.....	1200
Pitch of wheel,.....	17'
Average revolutions of wheel per minute, loaded,.....	72
" " " " " " light,.....	76
Number of hatches,.....	(8 working hatches, (1 scuttle hatch
Average miles per hour, light,.....	12.85
" " " " loaded,	11.81

ANNUAL REPORT
of
STEAMER FRONTENAC
1900.

Frontenac

GENERAL OPERATIONS:

The Frontenac sailed from the port of Cleveland, on her first trip of the season of 1900, April 21st, and arrived at Cleveland on her last trip, ready to lay up, November 2nd, having been in commission 196 days. She made 22 trips, carrying 25 cargoes of freight.

This steamer traveled 29,804 miles, carrying 73,923 gross tons of freight, from which the net profits were \$32,538.52. The average rate of freight received was \$.9635 per gross ton, against \$.6745 in 1899, an increase of \$.2890. The steamer was engaged in carrying iron ore from Upper Lake ports to Lake Erie ports for the major portion of the season, carrying 16 cargoes from Marquette at the contract rate of \$1.10 per gross ton and one cargo from Escanaba at \$1.00 per ton. She also carried at different times during the season, 3 cargoes of coal to Marquette at the contract rate of \$.50 per ton. The last five trips she was engaged in carrying grain from Chicago, as follows:

2 cargoes wheat to Buffalo,
1 cargo corn to Buffalo,
2 cargoes wheat to Midland.

The cost of operating was \$.5233 per ton, as against \$.5433 in the preceding year, a decrease of \$.02 per gross ton of freight carried. The high cost in 1899, however, is caused by the fact that some extensive repairs were made to the boilers, strengthening the ship, etc. Eliminating these large items, the cost per ton in 1899 is \$.435. The increased cost for 1900, therefore, shows to be \$.0883 per ton. This increase is due to several reasons, viz. increase in cost of handling cargoes, fuel, rate of wages, etc.

GENERAL REPAIRS:

The General Repairs given the Frontenac the past season have been of a minor nature, except the following, which may be described in general terms as below:

It was found that the forward end of the after house had become very defective, through dry rot, and it had become so weakened that when the vessel shipped heavy seas in the close of the season of 1899, the cabin on the port side was broken in for a number of feet. It was found necessary, therefore, to replace the entire front of the house with new. In opening up this work, it was found that the deck underneath was entirely rotted out and was but a shell. New decking was therefore laid from the scuttle hatch back into the mess room and into the oilers' room. The main deck had become very defective, and some patching was done to this. On account of the disinclination of the American Ship Building Company

Frontenac

to properly divide their bills, it is impossible to distribute the costs to each individual piece of work. The total cost of the foregoing work, however, was \$741.17.

The work to be done before this steamer goes to sea another season will consist of no large items. They will be several in number, but simply those incident to keeping in repair a vessel of her age.

ACCIDENTS:

This steamer met with no accidents during the season, causing cost either in money or time.

Frontenac

	1899		1900	
	Days	Percent	Days	Percent
Time in port,	83	36.2	76-1/2	39.0
Time sailing,	133	58.1	114-1/2	58.4
Time lost by bad weather,	6	2.6	2-1/2	1.3
Time lost waiting at Soo Canal and River,	6	2.6	2-1/2	1.3
Time lost by Accidents,	1	.5		
Total time in commission,	229	100.	196	100.
Number of trips made,	27		22	
Number cargoes freight carried,	30		25	

F r o n t e n a c

<u>R e c e i p t s</u>	Gross tons	Amount	Per Gross Ton freight carried.
16 cargoes ore from Marquette,.....	49,357	\$54,292.70	\$1.10
1 " " " Escanaba,.....	3,155	3,155.00	1.00
4 " wheat from Chicago,(411,000bus.,avg.rate \$.0181)	11,022	7,457.50	.6766
1 " corn from Chicago, (105,422 bus., at \$.01-7/8)	2,635	1,976.68	.7501
3 " coal to Marquette,(8,684 net tons at 50¢).....	7,754	4,342.16	.5600
25 cargoes, Total,	73,923	\$71,224.04	\$.9635
<u>D i s b u r s e m e n t s</u>			
Extraordinary and General Repairs,.....		\$ 1,489.97	
Ship Keeping and Winter Dockage.....		112.00	
Fitting Out,.....		1,377.98	
Wages and Captain's Salary,.....		7,166.09	
Captain's Expense Account,.....		54.54	
Tug Services,.....		941.71	
Handling Cargoes,.....	13,654.82		
Cargo Commissions,		125.00	
Taxes,.....		251.78	
Marine Insurance,.....		4,839.54	
Freight List Insurance,.....		49.97	
Mate's Supplies.....		280.27	
Provisions,.....	1,209.11		
Steward's Supplies,.....		117.38	
Fuel.....	6,103.20		
Engineer's Lubricants.....		92.95	
Engineer's Supplies,.....		44.12	
Boiler Repairs,.....		25.59	
Machinery Repairs,.....		80.61	
Auxiliary Engine Repairs,.....		6.92	
General Expense (Telegrams, dues Lake Carriers Assn etc).		216.99	
Laying Up,.....		444.98	
		\$38,685.52	\$.5233
Net Earnings,.....		\$32,538.52	\$.4402
Deduct amount paid account shortage of grain cargoes,	275.62		
Less amount received a/c overrun of grain cargo,	54.27	221.35	
Making total net gain for season 1900,		\$32,317.17	

Frontenac

Comparisons.

	1 8 9 9	1 9 0 0
Days in Commission,.....	229	196
Number of miles traveled,.....	34,538	29,804
Number of trips made,.....	27	22
Number of cargoes carried.....	30	25
Gross tons freight carried,.....	86,969	73,923
Average rate freight per gross tons,.....	\$.6745	.9635
Average cost to carry per gross ton freight.....	.5433	.5233
Net Earnings per ton freight carried,.....	\$.1312	.4402
Gross Receipts,.....	\$58,666.04	\$71,224.04
Gross Expenditures,.....	47,249.79	38,685.52
Net Earnings,.....	\$11,416.25	\$32,538.52
Percentage of operations to earnings.....	80.5	54.3
Gross earnings per mile traveled.....	\$ 1.6986	2.3898
Operating expenses per mile traveled.....	1.3680	1.2980
Net earnings per mile traveled,.....	\$.3306	1.0918
Gross earnings per day,.....	\$ 256.18	363.39
Operating expenses per day.....	206.33	197.38
Net earnings per day.....	\$ 49.85	166.01
#Expenses per day excluding cargo handling costs,.....	\$ 147.00	127.71
Cost provisions per man per day (Excluding extra meals).....	\$.302	.324
Average tons coal consumed per mile steamed,.....	150 2000	155 2000
Average cost coal consumed per mile steamed,.....	\$.1544	.2048
Average tons coal consumed per hour steamed,.....	1620 2000	1679 2000
Average cost oil consumed per hour steamed,.....	\$.0341	.0338
Average cost oil consumed per mile steamed.....	\$.00315	.00312
Average wages paid per day while in commission.....	\$ 25.95	29.62
Average ore cargo from Lake Superior.....	3099	3085
Average draft water on ore cargoes from Lake Superior.....	(17'6" for'd 18'1" aft	17'5" for'd. 17'8" aft

#In comparing this and all similar items, it should be remembered that there was an item of \$9,378.41 of extraordinary repair charged off into operations of 1899.

Frontenac

Comparison of Items of Disbursement

	1899	1900	+ or -	Remarks.
Extraordinary and General Repairs,.....	\$10,176.55	1,489.97	\$9,686.58	Boiler repairs and strengthening ship in 1899.
Ship Keeping and Winter Dockage,.....	123.55	112.00	11.55	
Fitting Out,.....	1,579.10	1,377.98	201.12	
Wages and Captain's Salary.....	7,479.74	7,166.09	313.65	A shorter season, though wages advanced on average of 14%.
Captain's Expense Account,.....	60.17	54.54	5.63	
Tug Services,.....	489.00	941.71	452.71	Towing rates were advanced for season 1900, and vessel carried five grain cargoes from Chicago, where prices for towing are higher than at any other port.
Handling cargoes,.....	13,585.21	13,654.82	69.61	This steamer carried five cargoes less than in 1899, but unloading costs were greatly increased.
Cargo Commissions,.....	20.00	125.00	105.00	Grain Cargoes in 1900.
Taxes,.....	495.50	251.78	243.72	Rate of Taxation decreased.
Marine Insurance.....	5,184.50	4,839.54	344.96	Rebate allowed, because vessel arrived in port 30 days before end of season.
Freight List Insurance,.....	46.22	49.97	3.75	
Mate's Supplies,.....	328.05	280.27	47.78	
Provisions,.....	1,289.45	1,209.11	77.61	Based on increased cost of \$.022 per man per day.
Steward's Supplies,.....	111.03	117.38	6.35	
Fuel,.....	5,333.88	6,103.20	198.75	Based on increased consumption of 5 lbs. per mile.
Engineer's Lubricants.....	108.96	92.95	16.94	Based on saving of \$.00003 per mile.
Engineer's Supplies,.....	58.65	44.12	14.53	
Boiler Repairs,.....	12.02	25.59	13.57	
Machinery Repairs,.....	1.31	80.61	79.30	
Auxiliary Repairs,.....	4.42	6.92	2.50	
General Expense,.....	494.38	216.99	277.39	In 1899 we paid Wm. Cleary \$300.00 in settlement of personal injury claim.
Laying Up,.....	268.10	444.98	176.88	Due to longer time laying up, besides higher wage rate.

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"FRONTENAC"

DETAILS OF PROVISION ACCOUNT.

	1899			1900		
	QUANTITY	PRICE	AMT.	QUANTITY	PRICE	AMT.
Sugar	1149 lbs	.053	61.70	1085 lbs.	.054	58.88
Tea	57 "	.338	19.31	45 "	.31	13.92
Coffee	213 "	.101	21.69	259 "	.134	34.69
Spices and vinegar			5.66			4.97
Extracts	17 btls	.195	3.31	20 btls	.27	5.37
Baking powder	51 lbs.	.155	7.94	51 lbs.	.15	7.73
Bread and crackers			27.86			44.92
Butter and Butterine	614 lbs.	.14	86.06	456 "	.19	87.75
Lard and cottolene	280 lbs.	.085	23.70	172 "	.09	16.10
Cheese	94 "	.136	12.82	63 "	.14	9.05
Fresh Milk	313 gal.	.182	56.98	276 gal.	.19	52.58
Condensed Milk	39 cans	.096	3.75	69 cans	.10	6.62
Pickles			7.27			7.40
Sauces			6.20			3.64
Eggs	299 doz.	.167	38.30	298 doz.	.15	46.06
Flour	10 bbls	4.28	42.84	8 bbls.	4.36	34.93
Buckwheat, Graham & Cornmeal	132 lbs	.019	2.62	114 lbs.	.025	2.93
Farinaceous foods	113 "	.041	4.30	198 "	.04	8.58
Canned fruits	41 cans	.20	8.20	118 cans	.12	14.14
Canned Vegetables	427 "	.071	30.42	141 "	.08	11.42
Dried fruits,	138 lbs.	.111	15.31	182 lbs	.11	21.19
Dried vegetables,	56 "	.029	1.67	145 "	.05	6.51
Fresh fruits,			26.48			29.15
Fresh vegetables,			43.12			56.27
Potatoes	116 bu.	.597	68.10	107 Bu	.54	57.57
Dried onions,	7 pks	.36	2.52	20 pks	.30	5.95
Fresh fish,			18.28	224 lbs.	.08	17.30
Salt fish			2.85	40 "	.09	3.50
Fresh meat	4675 lbs.	.094	439.51	4741 lbs.	.08	377.27
Salt meat	1219 "	.075	91.43	781 "	.09	71.18
Molasses & Syrups	5-1/4 Gal	.40	2.06	7 Gal	.35	2.47
Ice	617 cwt	.154	95.17	470 cwt	.18	83.95
Miscellaneous			11.03			5.01
TOTAL,			\$1289.45			\$1209.11

Average consumption of meat per man per day was 1.56 lbs. in 1900.

" " " " " " " " " 1.43 " " 1899

"FRONTENAC"

DETAILS OF STEWARD'S SUPPLIES.

	1899	1900
Table linen, towelling, etc.	\$5.00	\$17.50
Bed linen, blankets, etc.	6.00	35.96
Cutlery, spoons, etc.	3.20	2.00
Crockery and glass,	4.95	2.40
Kitchen utensils	1.71	28.02
Soap	7.34	31.32
Scouring material	7.68	5.70
Brooms,	.98	1.25
Brushes	1.39	1.05
Laundry	48.95	66.51
Range coal,	9.00	
Couch, curtains, linoleum, carpets, etc.	6.09	110.55
Chairs,	7.03	
Sundries,	6.71	25.28
	\$111.03	
Amount supplies used in fitting out and laying up in 1899	64.78	
TOTAL,	\$175.81	\$327.54

"FRONTENAC"

DETAILS MATE'S SUPPLIES ACCOUNT.

	1899	1900
Canvas, duck, etc.,	3.06	43.02
Kerosine Oil,	73.93	72.11
Ropes, etc.,	126.46	141.40
Hose,	30.00	42.00
Lamp chimneys, and globes,	6.15	8.34
Lamps, lanterns and burners,	6.28	8.57
Soap,		9.78
Scouring material,	13.40	7.05
Rags	3.06	2.27
Hardware & Tools,	22.47	20.58
Brushes,	3.40	7.20
Brooms,	9.65	13.09
Candles,	1.92	5.20
Marine glasses,	12.00	
Salt,	2.45	
Log,		35.00
Sundries,	13.83	46.21
TOTAL,	\$328.05	
Supplies used in fitting out and laying up in 1899,	164.19	
TOTAL,	\$492.24	\$461.82

"FRONTENAC".

DETAILS OF ENGINEER'S SUPPLIES ACCOUNT.

	1899	1900
Tools and Hardware	\$2.19	\$6.28
Lamps and wicking,	.30	6.36
Lye and scouring material	1.70	2.71
Soap	1.65	3.45
Rags and waste,	5.84	2.10
Hose,	5.46	.
Brooms,	1.13	1.61
Brushes,	.15	6.72
Squirt cans and fillers	7.85	.25
Water glasses	.90	
Valves,	5.65	11.92
Fittings and pipings,	8.72	76.46
Packing,	13.53	4.32
Gaskets,		9.53
Sundries:	3.58	20.63
TOTAL,	\$58.65	
Supplies used in fitting out and laying up in 1899,	166.20	
	\$224.85	\$152.34

STEAMER "FRONTENAC"

FUEL PURCHASED --- FOR TWO SEASONS.

GRADE	1 8 9 9				1 9 0 0					
	TONS		PER CENT	AVERAGE PRICE	TOTAL COST	TONS		PER CENT	AVERAGE PRICE	TOTAL COST
Lump	629	1000	24.3	\$2.198	\$1,383.67	447	1700	19.4	\$2.774	\$1,242.59
Run of Mine	1873	1700	72.5	2.025	3,795.75	1727	100	74.7	2.622	4,528.84
Nut	45		1.7	2.050	92.25	110		4.8	2.450	269.50
Slack	37	1400	1.5	1.650	62.21	26	1000	1.1	2.350	62.27
TOTALS,	2586	100	100.0	\$2.062	\$5,333.88	2311	800	100.0	\$2.640	\$6,103.20

"FRONTENAC"

DETAILS CAPTAIN'S EXPENSE ACCOUNT.

	1899	1900
Telegrams and telephones,	33.96	26.83
Postagem	10.26	3.84
Railway fares,	.50	2.20
Customs,	10.80	10.65
Exchange,	4.65	3.20
Stationery,		2.17
Chart,		4.00
Expense obtaining watchman,		1.15
Dock men,		.50
Total,	\$60.17	\$54.54
Expense in fitting out and laying up in 1899,	6.40	
	\$66.57	

"FRONTENAC"

STATEMENT OF GENERAL & EXTRAORDINARY REPAIRS -- ELABORATED.

TOTAL COST OF REPAIRS WAS \$1,794.77.	MACH. REPAIRS	BOILER REPAIRS	HULL REPAIRS	DECK REPAIRS	CABIN & Rail REPAIRS	Bulkheads REPAIRS	MISC. REPAIRS
New Fenders			30.24				
Repairing binnacle lamps, Glass for window					.12		1.40
Labor on scuppers				.90			
Repairing lock					.80		
Wire for whistle pull							2.12
Paint burner,							4.00
Repairs to platform to put lines on							6.19
Repairing electric bells between pilot house and engine room							2.25
Repairs mizzen rigging							6.70
Re-bronzing heaters,					1.75		
New screen doors,							1.20
Repairs deck scuppers and deck house				6.51			
Repairs fire hold hoe							2.28
Repairs oil cups, lamps & burners							.90
Repairing picks and scapers,							2.30
Repairing railing, screen doors, etc.						16.00	
Repairing chock,						4.82	
Caulking soar deck, & repairs to fender				14.30			
Repairing ice box and screen doors,							1.10
New lugs for hatch covers,				6.27			
Repairing plumbing in closet							1.08
New drain pipe for steering engine pan,	4.64						
Repairing tank top							13.60
Repairing hatch				14.93			
New grating for stern lines							3.90
Repairing kitchen range							7.00
Repairs to sky-light, hooks, glass &c.							5.00
Repairing headlight							.10
New hatch cloths,							76.65
Lumber to finish grating aft,							.95
Repairing railing						14.56	
Repairing spouts,							.25
Repairing locks,					.70		
Labor of riggers,							13.45
Repairs gang-way and new grating,							41.39
Chock stops for tow checks forward,							3.90
Ropes to bulkhead,			26.16				
Repairs to plumbing in deck hands room							4.62
Repairing after gangway door							15.51
Locks for state room door,					1.00		
Repairing lower engine room floor							1.35
Repairs cabin, (replacing front &c.)					299.82		
Repairs coal chute							40.49
Repairs main deck s/c rotten planks				376.84			
Repairs to bulkheads						17.26	
Stem beading,			6.76				
Piping for stove,							1.70
Repairs to range,							16.17
Repairs to clock,							2.50
Plumbing in deck hands' room,							9.60
Repairs to whistle wire,							1.63
Repairs to pump head	1.20						
Repairs to stern light							3.10
Repairs to sink							3.05
Lumber for enginseer's use,							4.56
Repairs hatch covers on 3 forward hatches				29.23			
New rail on port side,							
Sundry repairs to cabin, new doors, &c.)					18.09	22.41	
Repairs to locks on engineroom doors, &c.							2.60
Steel scrapers for scraping hold			2.10				
Painting and scraping hold,			268.80				
Paints used,							300.07
Sundry repairs to lanterns, &c.							3.15
Glass for skylights							.75
TOTAL,	5.84		334.06	448.98	322.28	75.05	608.56

(Paints used in 1899 cost \$199.58)

STEAMER "FRONTENAC"

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES.

NO. CARGOES	NAME OF DOCK.	AV. TIME AT DOCK.		AV. TIME AT DOCK DISCHARGING.		AV. TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
5	Minnesota, Ashtabula, O.	2	5	1	7	.	15
3	N Y P & O, Cleveland, O.	2	14	1	14		17
3	C T & Valley, Cleveland, O.	2	1	1	17	1	--
5	Carnegie, Erie, Pa.	1	15	1	11		17
1	C L & W R'y, Lorain, O.	1	14	1	6		18
17	Grand Average,	2	1	1	11		18

Frontenac

GENERAL DATA

Total number of crew (including master and engineer)	18
Length over all,.....	289 feet
Keel,	271 "
Beam,.....	39.6 "
Depth,.....	24 "
Net Tonnage,.....	1,678 tons
Gross tonnage,.....	2,003 "
Ore Capacity,.....	3,085 "
Coal Capacity,.....	3,032 "
Engines,.....	20, 31, 52 X 40.
Boilers,.....	2 Scotch, 11-1/2 X 14.
Steam,.....	150
Horse Power,.....	900
Wheel,.....	15.9 pitch
Average revolutions per minute loaded (wheel).....	72
" " " " Light, " 	76
Number of Hatches,.....	(7 working hatches, (1 scuttle hatch
Average miles per hour, light,.....	12.22
" " " " loaded,	10.89

PEASE and PLANET

ANNUAL REPORT

1900.

PEASE and PLANET

GENERAL OPERATIONS:

The steamer "E. S. Pease" towing the schooner "Planet" sailed from Cleveland on their first trip April 25th, 1900, and finished unloading their last cargoes of ore at Cleveland on December 7, 1900, having been in commission 227 days.

The Pease towed the Planet all season, with the exception of one trip when she made the round trip alone and her consort remained at Cleveland repairing damage sustained by collision with the schooner "Olive Jeanette".

These vessels were engaged, during the entire season, in carrying up cargoes of coal to Marquette at the contract rate of \$.50 per ton and down cargoes of ore from Marquette at the contract rate of \$1.10 per gross ton.

GENERAL REPAIRS:

The repairs on the Pease during the past season were of a very minor nature, the total amount for the entire year being but \$124.03.

A considerable repair, however, was found necessary to put the Planet into shape for another season's business. Before the work was commenced, the vessel was thoroughly inspected by Capt. C. E. Benham and the repairs made as per his report. The work done may be generally summed up in the following:

HOLD: New floor coiling, 2 inch oak skantling and repairing keelson, new keelson dunnage for the five hatches. Repairing deck beam and new stanchion No.5 hatch. New after pump box. Forward pump box repaired. All new lumber, and planks edge-bolted.

DECK: All new hatch dunnage in five hatches; Repaired six hatch irons and got four new ones; No.5 hatch, repairing one hatch coaming, one piece 5/8" oak; No.4 hatch, coaming new 6 X 12 oak and one new fore and aft 8 X 12 oak on the starboard side also one new strong back 5/8 oak--hatch coaming 27 feet long; No.3 hatch, one half new coaming 20 feet long 6 X 12 oak and one new strong back 6 X 6 oak; No.2 hatch, one new strong back 6 X 6 oak; No.4 hatch, 90 feet 3 X 5 deck planks; No.3 hatch, 65 feet 3 X 5 deck planks and No.2 hatch 21 feet 3 X 5 deck planks. Also repairing cabin coaming on starboard side, 4 X 6 oak. The entire deck was reworked with two threads of oakum throughout.

CABIN: New floor in galley, dining room and Captain's room, of one inch pine.

RAIL: Starboard side: 75 feet 8 X 16 oak; one piece new stringer aft 4 X 10 inch X 4

PEASE and PLANET

GENERAL OPERATIONS:

The steamer "E. S. Pease" towing the schooner "Planet" sailed from Cleveland on their first trip April 25th, 1900, and finished unloading their last cargoes of ore at Cleveland on December 7, 1900, having been in commission 227 days.

The Pease towed the Planet all season, with the exception of one trip when she made the round trip alone and her consort remained at Cleveland repairing damage sustained by collision with the schooner "Olive Jeanette".

These vessels were engaged, during the entire season, in carrying up cargoes of coal to Marquette at the contract rate of \$.50 per ton and down cargoes of ore from Marquette at the contract rate of \$1.10 per gross ton.

GENERAL REPAIRS:

The repairs on the Pease during the past season were of a very minor nature, the total amount for the entire year being but \$124.03.

A considerable repair, however, was found necessary to put the Planet into shape for another season's business. Before the work was commenced, the vessel was thoroughly inspected by Capt. C. E. Benham and the repairs made as per his report. The work done may be generally summed up in the following:

HOLD: New floor coiling, 2 inch oak skantling and repairing keelson, new keelson dunnage for the five hatches. Repairing deck beams and new stanchion No.5 hatch. New after pump box. Forward pump box repaired. All new lumber, and planks edge-bolted.

DECK: All new hatch dunnage in five hatches; Repaired six hatch irons and got four new ones; No.5 hatch, repairing one hatch coaming, one piece 5/8" oak; No.4 hatch, coaming new 6 X 12 oak and one new fore and aft 8 X 12 oak on the starboard side also one new strong back 5/8 oak--hatch coaming 27 feet long; No.3 hatch, one half new coaming 20 feet long 6 X 12 oak and one new strong back 6 X 6 oak; No.2 hatch, one new strong back 6 X 6 oak; No.4 hatch, 90 feet 3 X 5 deck planks; No.3 hatch, 65 feet 3 X 5 deck planks and No.2 hatch 21 feet 3 X 5 deck planks. Also repairing cabin coaming on starboard side, 4 X 6 oak. The entire deck was reworked with two threads of oakum throughout.

CABIN: New floor in galley, dining room and Captain's room, of one inch pine.

RAIL: Starboard side: 75 feet 3 X 16 oak; one piece new stringer aft 4 X 10 inch X 4

PEASE and PLANET

feet long. One new capstan aft and new bolts for same. Re-fastening four timbersheads and two new ones 8 X 8 X 4'6" long and also new partners.

Port Side: Engraving pieces aft 2 X 5 X 3 feet long; One new cabin window; one glass binnacle box; one new piece bulwark 3 X 6 X 6 feet long, of oak.

MASTS: Reduced fore boom and mizzen boom; reduced the fore gaff, main boom; repaired the mizzen gaff; new foremast head shroud iron and two new stays; reduced the mizzen topmast. One new mizzen stay and three turnbuckles and new stay iron; one anchor iron 3 inches ~~long~~ X 1/2 inch X 8 feet long; One windlass break repaired and davey lock redrilled and keys for same. The mainmast having become so decayed, it was thought best to remove it altogether.

HULL: Port Side: 500 feet 4 X 6 pine fender strake, 40 feet 3 X 10 oak waste gates.

Fender strakes 36 feet 3 X 5 oak. Fore rigging chain plate fender strakes 12 feet; 3 X 5 oak: New chain, ^{plate} for masthead shroud; Two new pieces 4X6X8' long in hull planking. Stern waste gates rebolted (six) recaulking hull and upper works with two threads of oakum throughout.

Starboard Side: Hull and upper works recaulked with two threads of oakum.

250 feet 4 X 6 pine repairing hull works and 50 feet 4 X 5 oak. 25 new stanchions 4 X 6 oak. Mizzen chain plate fenders 16 feet 3 X 5 oak. Fore chain plate fenders 12 feet 3 X 5 oak. Repairing five waste gates and one new one.

Fenders 36 feet 3 X 5 oak; 50 feet fender strake 3 X 10 oak; 2 pieces 10 X 10 pine, 10 feet long upper works fantail. One piece planking in hull 2 X 3 inches X 3 feet long. Anchor bill boards port and starboard side 4 feet long by 18 inches wide by 3 inches, oak. Two elm fenders 14 feet long 6 X 10 inch for forward.

As a matter of record, some of the principal costs are summarized below:

Lumber entered into these repairs to the extent of \$455.35; labor in making wood repairs, \$345.25; caulking, \$876.00; oakum, lead, bolts, spikes etc., \$263.12; blacksmithing work \$55.48.

On the first trip of the Planet, she began leaking, but she was sent the second trip in order to ascertain whether the leak would be a permanent one; it continued, however, to such an extent as to the making of 26 inches of water per hour, keeping the crew employed at the pumps night and day. The bottom of the Planet had not been caulked since

the present ownership (ten years). Accordingly, on May 15th, she was put into drydock at Cleveland and was in dock three days. It was found that the first thread of oakum was completely rotten and this was all taken out and two threads of oakum driven all over. All the butts were sheet-lead, so that in the working of the vessel the oakum would not work out. This work cost \$579.73. It is proper to state here that the planking was found to be in excellent condition for a boat of the age of the Planet, in fact it was remarked that there are few of the later wooden boats that have as good outside planking as in the bottom of the Planet.

At the time that the repair was made for the damage sustained by the collision with the schooner Olive Jeanette as hereinafter mentioned, the opportunity was embraced to raise the fore-castle deck of the Planet two and one-half feet, which change has added very materially to the appearance of the boat and to the convenience and comfort of the men.

ACCIDENTS:

The Pease came through the season without accident of any kind.

For the Planet, however, there are two accidents to record:

COLLISION WITH THE BARGE OLIVE JEANETTE IN SOO RIVER JULY 2nd: The Pease and Planet were proceeding up the River under a low rate of speed and when in the neighborhood of Foot's dock the Pease exchanged passing signals of one blast with a down-bound steamer, which was making the turn at Point aux Pins light, which steamer afterwards proved to be the Iosca, having in tow the Olive Jeanette. The Pease and Planet were well over to the starboard side of the channel and the Iosca met and passed them at a safe distance, under considerable speed. The Olive Jeanette, however, did not follow her towing steamer, but continued her swing to port, apparently under the starboard helm with which she had come around the bend at Point Aux Pins Light, and came off to port across the channel heading for the towline between the Pease and Planet at a point just astern of the Pease, then following down along the towline, struck the Planet nearly head on, twisting the bow of the Planet around to starboard and doing large damage to the forward part of the Planet. As soon as the sheer of the Olive Jeanette to port was observed by those on the Planet, the helm of the latter vessel was put hard a port, but it was impossible to avoid the collision. The Planet, however, swung somewhat to starboard under her hard a port helm before the two vessels came together, so that the force of the blow twisted the stem on the bow of the Planet around to starboard. The Planet went aground on the starboard side of the

PEASE and PLANET

channel almost immediately after the collision. In the meantime, those on board the Pease had cut the towline which belonged to the Planet, in order, if possible, to lessen the force of the blow. After the collision the Pease rounded to, came back and lay alongside the Planet until daylight, when an examination was made of the bow of the Planet and it was ascertained that she could be navigated to the See. The Pease then pulled her off and towed her back to the See, arriving there about 6:30 a.m. of July 2nd. Here temporary repairs were made, and she proceeded to Marquette, where she loaded a part cargo of iron and came down to Cleveland, where she went into drydock and was repaired. The cost of repairing this damage became a claim against the owners and underwriters of the Olive Jeanette, which claim was duly adjusted and paid.

STRESS OF WEATHER IN LAKE SUPERIOR, NOVEMBER 29th: It had been blowing a gale from the northwest for about two days and there was a tremendous sea. When the vessels had got out five or six miles into Lake Superior, they were laboring very hard. The Planet strained badly in the heavy sea and finally sprung a leak. The Pease was signalled that the Planet was in distress and turned about and ran into Marquette, where the vessels arrived about noon of the same day. A diver was employed and he worked in the neighborhood of half a day caulking the seams of the Planet which had been opened up below the water line by her straining. An examination was then made and it was found that her leaks had been stopped and it was decided that it would be safe to proceed on her voyage. At 6 o'clock on the same evening, the vessel was again started on her voyage. There was still a very heavy sea outside, and, on the way down to the See, the vessel labored heavily and strained, so that she again began to leak. She arrived at the See on the evening of November 30th. It was decided that it would not be prudent to proceed with the vessel in her then strained condition without a steam pump and she lay at the See until December 1st, when a steam pump was put aboard of her and she again started. She proceeded on her voyage in the usual manner and without further accident, it being necessary to operate the steam pump off and on at different times to keep the vessel free from water. She arrived in Cleveland December 5th at 7 o'clock p.m., and it was decided it would be necessary to place her in drydock to make the repair rendered necessary by the straining above referred to. The claim against the underwriters arising out of this accident was \$1,069.21, and the same has been forwarded to the underwriters for adjustment

PEASE and PLANET.

COMPARATIVE GENERAL BALANCE SHEET. DEC. 31st, 1899 and 1900.

	DEC. 31, 1899.	DEC. 31, 1900.	INCREASE	DECREASE.
<u>A S S E T S</u>				
Cash on hand,	3,461.77	902.53		2,559.24
Accounts Receivable,	1,295.03	303.28		991.75
	4,756.80	1,205.81		3,550.99
<u>L I A B I L I T I E S</u>				
Accounts Payable,	56.91	40.65		16.26
Surplus Account,	4,699.89	1,165.16		3,534.73
	4,756.80	1,205.81		3,550.99

PEASE and PLANET.

COMPARATIVE STATEMENT OF SURPLUS ACCOUNT, YEAR ENDING DEC.31, 1899 & 1900.

	SEASON of 1899	SEASON of 1900	INCREASE	DECREASE
E A R N I N G S				
Steamer "PEASE"				
Received from Lake Freights,	13,810.10	14,836.87	1,026.77	
" " towing,	4,054.38	3,680.57		374.31
Schooner "PLANET"				
Received from Lake Freights,	15,939.56	14,722.43		1,217.13
Interest Received,	47.86	229.04	181.18	
	33,852.40	33,468.91		383.49
D I S B U R S E M E N T S				
Operating Steamer "PEASE"				
" Schooner "PLANET"	10,857.76	13,627.11	2,769.35	
	10,423.63	13,376.53	2,947.90	
	21,286.39	27,003.64	5,717.25	
Operating Profit,	12,566.01	6,465.27		6,100.74
Less dividend paid,	10,000.00	10,000.00		
Increase in Surplus Account,	2,566.01			
Decrease in Surplus Account,		3,534.73		

PEASE and PLANET

channel almost immediately after the collision. In the meantime, those on board the Pease had cut the towline which belonged to the Planet, in order, if possible, to lessen the force of the blow. After the collision the Pease rounded to, came back and lay alongside the Planet until daylight, when an examination was made of the bow of the Planet and it was ascertained that she could be navigated to the Soo. The Pease then pulled her off and towed her back to the Soo, arriving there about 6:30 a.m. of July 2nd. Here temporary repairs were made, and she proceeded to Marquette, where she loaded a part cargo of iron and came down to Cleveland, where she went into drydock and was repaired. The cost of repairing this damage became a claim against the owners and underwriters of the Olive Jeanette, which claim was duly adjusted and paid.

STRESS OF WEATHER IN LAKE SUPERIOR, NOVEMBER 29th: It had been blowing a gale from the northwest for about two days and there was a tremendous sea. When the vessels had got out five or six miles into Lake Superior, they were laboring very hard. The Planet strained badly in the heavy sea and finally sprung a leak. The Pease was signalled that the Planet was in distress and turned about and ran into Marquette, where the vessels arrived about noon of the same day. A diver was employed and he worked in the neighborhood of half a day caulking the seams of the Planet which had been opened up below the water line by her straining. An examination was then made and it was found that her leaks had been stopped and it was decided that it would be safe to proceed on her voyage. At 6 o'clock on the same evening, the vessel was again started on her voyage. There was still a very heavy sea outside, and, on the way down to the Soo, the vessel labored heavily and strained, so that she again began to leak. She arrived at the Soo on the evening of November 30th. It was decided that it would not be prudent to proceed with the vessel in her then strained condition without a steam pump and she lay at the Soo until December 1st, when a steam pump was put aboard of her and she again started. She proceeded on her voyage in the usual manner and without further accident, it being necessary to operate the steam pump off and on at different times to keep the vessel free from water. She arrived in Cleveland December 5th at 7 o'clock p.m., and it was decided it would be necessary to place her in drydock to make the repair rendered necessary by the straining above referred to. The claim against the underwriters arising out of this accident was \$1,069.21, and the same has been forwarded to the underwriters for adjustment

LEASE and PLANT.

COMPARATIVE GENERAL BALANCE SHEET, DEC. 31st, 1899 and 1900.

	DEC. 31, 1899.	DEC. 31, 1900.	INCREASE	DECREASE.
A S S E T S				
Cash on hand,	2,461.77	902.53		2,559.24
Accounts Receivable,	1,295.03	303.28		991.75
	4,756.80	1,205.81		3,550.99
L I A B I L I T I E S				
Accounts Payable,	56.91	40.65		16.26
Surplus Account,	4,699.89	1,165.16		3,534.73
	4,756.80	1,205.81		3,550.99

PEASE and PLANET.

COMPARATIVE STATEMENT OF SURPLUS ACCOUNT, YEAR ENDING DEC.31, 1899 & 1900.

	SEASON of 1899	SEASON of 1900	INCREASE	DECREASE
EARNINGS				
Steamer "PEASE"				
Received from Lake Freights,	13,810.10	14,836.87	1,026.77	
" " towing,	4,034.36	3,660.57		374.31
Schooner "PLANET"				
Received from Lake Freights,	15,939.56	14,782.43		1,217.13
Interest Received,	47.66	222.04	181.18	
	23,852.40	23,468.91		283.49
DISBURSEMENTS				
Operating Steamer "PEASE"	10,857.96	13,627.11	2,769.35	
" Schooner "PLANET"	10,428.63	13,976.53	2,947.90	
	22,286.39	27,003.64	5,717.25	
Operating Profit,	12,566.01	6,465.27		6,100.74
Less dividend paid,	10,000.00	10,000.00		
Increase in Surplus Account,	2,566.01			
Decrease in Surplus Account,		2,534.73		

PHASE and PLANT

DISPOSITION OF INCOME TO DECEMBER 31st, 1900.

Net Earnings, 1890,	7,302.61	Dividend, 1890,	7,000.00
" " 1891,	7,595.84	" 1891,	6,000.00
" ** 1892,	2,423.36	Loss by "Burning Steamer PHASE,	7,523.47
" " 1893,	2,573.69		
" " 1894,	1,970.59		
" " 1895,	2,349.23	Dividend 1895,	3,400.00
" " 1896,	5,733.80	" 1896,	6,500.00
" " 1897,	618.27		
" Loss, 1898,	10.09		
" Earnings, 1899,	12,566.01	Dividend 1899,	10,000.00
" " 1900,	6,465.27	" 1900,	10,000.00
		Cash on hand, Dec. 31, 1900,	902.58
		Accounts Receivable,	303.28
			49,609.28
		LESS: Accounts Payable,	40.65
	49,568.63		49,568.63

PEASE and PLANET .

A ACCOUNTS RECEIVABLE. DECEMBER 31st, 1900.

Due from Insurance companies account Schooner "PLANET",	280.18	
Cleveland-Cliffs Iron Co.	23.10	
		303.28

UNPAID VOUCHER ACCOUNT TO DEC. 31, 1900.

Voucher No. 1175 Cleveland-Cliffs Iron Co.	24.39	
" " 1165 Cleveland-Cliffs Iron Co.	1.01	
" " 1135 Hoyt, Dustin & Kelley,	15.25	
TOTAL,		40.65

TRIAL BALANCE - before closing- Dec. 31st, 1900.

5 Surplus,		4,699.89
10 Dividends Paid,	10,000.00	
12 Cash,	902.53	
24 Vouchers a/c,		40.65
34 Cleveland-Cliffs Iron Co.	23.10	
51 Operating Steamer "PEASE"		4,990.33
101 Operating Schooner "PLANET"	1,345.90	
230 Accident a/c, Schooner "PLANET"	280.18	
256 General Interest,		259.04
	11,205.81	11,205.81

TRIAL BALANCE - after closing Dec. 31st, 1900.

5 Surplus Account,		1,165.16
12 Cash,	902.53	
24 Voucher Account,		40.65
34 Cleveland-Cliffs Iron Co.	23.10	
100 Accident a/c, Schooner "PLANET"	280.18	
	1,205.81	1,205.81

PEASE and PLANET

GENERAL STATEMENT

Schooner Planet, Operating Account, Season 1900.

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried.
11 cargoes iron ore from Marquette,.....	9,457	\$ 10,402.70	\$1.1000
11 cargoes coal to Marquette(8539 ¹⁹⁰⁰ net tons at 50¢).	7,714	4,319.73	.5600
22 Totals,	17,171	\$ 14,722.43	\$.8574
 <u>Disbursements</u> 			
Extraordinary and General Repairs,.....	2,865.70		
Ship Keeping and Winter Dockage,.....	21.25		
Fitting Out,.....	84.25		
Wages and Captain's Salary,.....	2,671.90		
Captain's Expense Account,.....	15.31		
Towing, (Steamer E S Pease, 3,680.57 (Tugs,..... 450.95	4,131.52		
Handling Cargoes,.....	2,418.99		
Marine Insurance,.....	385.31		
Freight List Insurance,.....	22.37		
Mate's Supplies,.....	99.40		
Provisions,.....	444.95		
Steward's Supplies,.....	8.85		
General Expenses(Telegrams,Dues Lake Carriers Assn etc)	55.84		
Laying Up,.....	142.72		
		\$ 12,376.53	\$.7790
Total net gain for season 1900,		\$ 1,345.90	\$.0784

BOND

PRASE and PLANET
COMPARISONS, SCHOCKER PLANET

	1 8 9 9	1 9 0 0
Number of days in commission,.....	108	227
Number of trips made,.....	12	11
Number of cargoes carried,.....	24	22
Number of miles traveled,.....	15,318	13,717
Gross tons freight carried,.....	19,968	17,171
Gross Receipts,.....	\$ 15,939.56	\$ 14,722.43
Gross Expenditures,.....	10,428.63	13,376.53
Net Earnings,.....	\$ 5,510.93	\$ 1,345.90
Percentage of Operations to Earnings,.....	65.4	90.9
Gross Earnings per day,.....	\$ 84.78	\$ 64.85
Operating Expenses per day,.....	53.47	58.93
Net Earnings per day,.....	\$ 29.31	\$ 5.92
Gross Earnings per ton freight carried,.....	\$.7983	\$.8574
Operating Expenses per ton freight carried,.....	.5223	.7790
Net Earnings per ton freight carried,.....	\$.2760	\$.0784
Gross Earnings per mile traveled,.....	\$ 1.0406	\$ 1.0733
Gross Expenditures per mile traveled,.....	.6808	.9752
Net Earnings per mile traveled,.....	\$.3598	\$.0982
Operating Expenses per day, excluding cargo handling costs,.....	\$ 44.70	48.37
Cost provisions per man per day	\$.276	.300

PEACE and PLANET

GENERAL STATEMENT.

Steamer E.J. Peace, Operating Account, Season 1900.

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried.
12 cargoes iron ore from Marquette,.....	9,209	\$ 10,129.90	\$1.1000
12 " coal to Marquette(9311-1400 net tons at 50¢) (31- 200 tons coke at \$1)	8,359	4,706.97	.5631
	17,568	\$ 14,836.87	\$.8445
Amount received on account towing Planet,.....		3,680.57	.2095
<u>24 cargoes, Totals,</u>	17,568	\$ 18,517.44	\$1.0540
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	124.03		
Ship Keeping and Winter Dockage,.....	17.50		
Fitting Out,.....	553.43		
Wages and Captain's Salary,.....	5,192.38		
Captain's Expense Account,.....	15.35		
Tug Service,.....	62.86		
Handling Cargoes,.....	2,348.25		
Marine Insurance,.....	752.33		
Freight List Insurance,.....	16.05		
Rate's Supplies,.....	93.06		
Provisions,.....	693.61		
Steward's Supplies,.....	43.15		
Fuel,.....	3,095.32		
Engineer's lubricants,.....	59.02		
Engineer's Supplies,.....	33.95		
Boiler Repairs,.....	84.30		
Machinery Repairs,	16.11		
General Expenses(Telegrams,Pass Lake Carriers Assn etc)	56.21		
Laying Up,.....	245.40		
		\$ 13,702.56	\$.7600
<u>Net Earnings,</u>		\$ 4,814.88	\$.2740
Add amount received from owners of tug "Henry" on a/c of damage to Peace,.....	130.95		
Less amount not allowed by Insurance Company in adjustment of claims,.....	55.38	75.47	
Making total net gain for season 1900,		\$ 4,890.33	

STEAMER "EDWARD S. PEASE"

FUEL PURCHASED, FOR TWO SEASONS.

GRADE	1 8 9 9				1 9 0 0					
	TONS		PER CENT	AVERAGE PRICE	TOTAL COST	TONS		PER CENT	AVERAGE PRICE	TOTAL COST
Lamp	1097	900	97.8	\$2.138	\$2,346.13	1131		100.0	\$2.737	\$3,095.32
Run of Mine	25	900	2.2	2.000	50.90					
Totals,	1122	1800	100.0	\$2.134	\$2,397.03	1131		100.00	\$2.737	\$3,095.32

PEASE and PLANET

Combined

<u>Receipts</u>	Gross Tons	Amount	For Gross ton freight carried
Freights,.....	34,739	\$29,539.30	\$.8509
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	2,989.73		
Ship Keeping and Winter Dockage,.....	28.75		
Fitting Out,.....	637.78		
Wages and Captain's Salary,.....	7,864.28		
Captain's Expense Account,.....	31.56		
Tug Services,.....	513.01		
Handling Cargoes,.....	4,767.24		
Marine Insurance,.....	1,137.64		
Freight List Insurance,.....	38.42		
Mate's Supplies,.....	192.46		
Provisions,.....	1,338.76		
Steward's Supplies,.....	52.00		
Fuel,.....	3,095.32		
Engineer's Lubricants,.....	59.02		
Engineer's Supplies,.....	33.93		
Boiler Repairs,.....	64.30		
Machinery Repairs,.....	16.11		
General Expense, (telegrams, Dues Lake Carriers Assn etc)	112.05		
Laying Up,.....	395.28		
		\$23,398.34	\$.6736
<u>Net earnings,</u>			
		\$ 6,160.76	\$.1773
Add amount received from owners of tug "Henry" account damage to Str. Pease,.....	130.85		
Less amount not allowed by insurance company in adjustment of claims,.....	55.38	75.47	
Making total net gain for season 1900,		\$ 6,236.23	

PEASE and PLANET---COMBINED.

COMPARISONS

	1 8 9 9	1 9 0 0
Gross Receipts,.....	\$ 29,819.66	\$ 29,559.30
Gross Expenditures,.....	17,254.33	23,398.54
Net Earnings,.....	\$ 12,565.33	\$ 6,160.76
Percentage of Operations to Earnings,.....	57.8	79.1
Gross Earnings per day,.....	\$ 159.46	\$ 130.21
Operating Expenses per day,.....	92.27	103.07
Net Earnings per day,.....	\$ 67.19	\$ 27.14
Gross Earnings per ton freight carried,.....	\$.7986	\$.3509
Operating Expenses per ton freight carried,.....	.4621	.6736
Net Earnings per ton freight carried,.....	\$.3365	\$.1773
Gross Earnings per mile traveled,.....	\$ 1.9467	\$ 2.0561
Operating Expenses per mile traveled,.....	1.1264	1.6276
Net Earnings per mile traveled,.....	\$.8203	\$.4285
Operating Expenses per day, excluding cargo handling costs,...	\$ 72.28	\$ 82.08
Average wages paid per day while in commission,.....	\$ 24.28	\$ 28.13
Cost provisions per man per day,.....	\$.284	\$.310

PEASE and PLANET

COMPARISONS, Steamer E.S. PEASE

	1899	1900
Number of days in commission,.....	186	227
Number of trips made,.....	12	12
Number of cargoes carried,.....	24	24
Number of miles traveled,.....	15,318	15,035
Number gross tons freight carried,.....	17,371	17,568
Gross Receipts,.....	¢ 17,864.98	¢ 18,317.44
Gross Expenditures,.....	10,810.58	13,702.58
Net Earnings,.....	¢ 7,054.40	4,814.86
Percentage of Operations to Earnings,.....	60.5	74.0
Gross Earnings per day,.....	¢ 96.05	¢ 81.57
Operating Expenses per day,.....	58.12	60.35
Net Earnings per day,.....	¢ 37.93	¢ 21.21
Gross Earnings per ton freight carried,.....	¢ 1.0284	¢ 1.0540
Operating Expenses per xxx ton freight carried,.....	.6223	.7800
Net Earnings per ton freight carried,.....	¢ .4061	¢ .2740
Gross Earnings per mile traveled,.....	¢ 1.1563	¢ 1.2316
Gross Expenditures per mile traveled,.....	.7058	.9114
Net Earnings per mile traveled,.....	¢ .4605	¢ .3202
Operating Expenses per day excluding cargo handling costs, ..	¢ 48.91	¢ 50.02
Cost provisions per man per day,.....	¢ .289	¢ .328
Average tons coal consumed per mile steamed,.....	$\frac{147}{2000}$	$\frac{150}{2000}$
Average cost coal consumed per mile steamed,.....	¢ .1565	¢ .2059
Average cost oil consumed per mile steamed,.....	¢ .00373	.00392

PEASE and PLANET

DISPOSITION OF INCOME TO DECEMBER 31st, 1900.

Net Earnings, 1890,	7,302.61	Dividend, 1890,	7,000.00
" " 1891,	7,595.84	" 1891,	6,000.00
" " 1892,	2,423.36	Less by "Burning Steamer PEASE,	7,523.47
" " 1893,	2,573.69		
" " 1894,	1,970.59		
" " 1895,	2,349.28	Dividend 1895,	3,400.00
" " 1896,	5,733.80	" 1896,	4,500.00
" " 1897,	618.27		
" Loss, 1898,	10.09		
" Earnings, 1899,	12,566.01	Dividend 1899,	10,000.00
" " 1900,	6,465.27	" 1900,	10,000.00
		Cash on hand, Dec. 31, 1900,	902.53
		Accounts Receivable,	303.28
			49,629.28
		LESS: Accounts Payable,	40.65
	49,588.63		49,588.63

PEASE and PLANET .

ACCOUNTS RECEIVABLE. DECEMBER 31st, 1900.

Due from Insurance companies account Schooner "PLANET",	280.18	
Cleveland-Cliffs Iron Co.	23.10	
		303.28

UNPAID VOUCHER ACCOUNT TO DEC.31,1900.

Voucher No. 1176	Cleveland-Cliffs Iron Co.	24.39	
" " 1165	Cleveland-Cliffs Iron Co.	1.01	
" " 1135	Hoyt, Dustin & Kelley,	15.25	
	TOTAL,		40.65

TRIAL BALANCE - before closing- Dec. 31st, 1900.

6 Surplus,		4,695.89
10 Dividends Paid,	10,000.00	
12 Cash,	902.53	
24 Vouchers A/c,		40.65
34 Cleveland-Cliffs Iron Co.	23.10	
51 Operating Steamer "PEASE"		4,890.33
101 Operating Schooner "PLANET"	1,345.90	
130 Accident a/c, Schooner "PLANET"	280.18	
256 General Interest,		229.04
	11,205.81	11,205.81

TRIAL BALANCE - after closing Dec. 31st, 1900.

6 Surplus Account,		1,165.16
12 Cash,	902.53	
24 Voucher Account,		40.65
34 Cleveland-Cliffs Iron Co.	23.10	
130 Accident A/c, Schooner "PLANET"	280.18	
	1,205.81	1,205.81

PEASE and PLANET

GENERAL STATEMENT.

Steamer E.J. Pease, Operating Account, Season 1900.

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried.
12 cargoes iron ore from Marquette,.....	9,209	\$ 10,129.90	\$1.1000
12 " coal to Marquette (9311-1400 net tons at 50¢) (51- 200 tons coke at \$1)	8,359	4,706.97	.5631
	17,568	\$ 14,836.87	\$.8445
Amount received on account towing Planet,.....		3,680.57	.2095
24 cargoes, Totals,	17,568	\$ 18,517.44	\$1.0540
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	124.03		
Ship Keeping and Winter Dockage,.....	17.50		
Fitting Out,.....	553.43		
Wages and Captain's Salary,.....	5,192.38		
Captain's Expense Account,.....	15.35		
Tug Service,.....	62.86		
Handling Cargoes,.....	2,348.25		
Marine Insurance,.....	752.33		
Freight List Insurance,.....	16.05		
Mate's Supplies,.....	93.06		
Provisions,.....	893.81		
Steward's Supplies,.....	43.15		
Fuel,.....	3,095.32		
Engineer's Lubricants,.....	59.02		
Engineer's Supplies,.....	33.93		
Boiler Repairs,.....	84.30		
Machinery Repairs,.....	16.11		
General Expenses (Telegrams, Dues Lake Carriers Assn etc)	56.21		
Laying Up,.....	248.49		
		\$ 13,702.58	\$.7320
Net Earnings,		\$ 4,814.86	\$.2740
Add amount received from owners of tug "Henry" on a/c of damage to Pease,.....	130.85		
Less amount not allowed by Insurance Company in adjustment of claims,.....	55.38	75.47	
Making total net gain for season 1900,		\$ 4,890.33	

PEASE and PLANCH

COMPARISONS, Steamer E. S. PEASE

	1899	1900
Number of days in commission,.....	136	227
Number of trips made,.....	12	12
Number of cargoes carried,.....	24	24
Number of miles traveled,.....	15,313	15,035
Number gross tons freight carried,.....	17,351	17,568
Gross Receipts,.....	\$ 17,664.98	\$ 16,817.44
Gross Expenditures,.....	10,810.58	10,702.58
Net Earnings,.....	\$ 7,054.40	\$ 6,114.86
Percentage of operations to Earnings,.....	60.5	74.0
Gross Earnings per day,.....	\$ 96.05	\$ 81.57
Operating Expenses per day,.....	88.12	66.36
Net Earnings per day,.....	\$ 37.93	\$ 31.21
Gross Earnings per ton freight carried,.....	\$ 1.0284	\$ 1.0540
Operating Expenses per net ton freight carried,.....	.6222	.7600
Net Earnings per ton freight carried,.....	\$.4062	\$.3740
Gross Earnings per mile traveled,.....	\$ 1.1662	\$ 1.2216
Gross Expenditures per mile traveled,.....	.7059	.9114
Net Earnings per mile traveled,.....	\$.4603	\$.3202
Operating Expenses per day excluding cargo handling costs, ..	\$ 46.31	\$ 50.02
Cost provisions per man per day,.....	\$.259	\$.328
Average tons coal consumed per mile steamed,.....	$\frac{147}{2000}$	$\frac{150}{2000}$
Average cost coal consumed per mile steamed,.....	\$.2565	\$.3059
Average cost oil consumed per mile steamed,.....	\$.00573	\$.00392

PEASE and PLANET
GENERAL STATEMENT

Schooner Planet, Operating Account, Season 1900.

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried.
11 cargoes iron ore from Marquette,.....	9,457	\$ 10,402.70	\$1.1000
11 cargoes coal to Marquette(8639 ¹⁹⁰⁰ net tons at 50¢).	7,714	4,319.73	.5600
22 Totals,	17,171	\$ 14,722.43	\$.8574
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	2,865.70		
Ship Keeping and Winter Dockage,.....	21.25		
Fitting Out,.....	84.85		
Wages and Captain's Salary,.....	2,671.90		
Captain's Expense Account,.....	16.31		
Towing, (Steamer E 1 Pease, 3,680.57 (Tugs,..... 480.95).....	4,131.52		
Handling Cargoes,.....	2,418.99		
Marine Insurance,.....	385.31		
Freight List Insurance,.....	22.37		
Mate's Supplies,.....	19.40		
Provisions,.....	444.95		
Steward's Supplies,.....	6.85		
General Expenses(Telegrams,Dues Lake Carriers Assn etc)	55.04		
Laying Up,.....	149.79		
		\$ 13,376.53	\$.7790
Total net gain for season 1900,		\$ 1,345.90	\$.0784

PEASE and PLANET
COMPARISONS, SCHOONER PLANET

	1899	1900
Number of days in commission,.....	188	237
Number of trips made,.....	12	11
Number of cargoes carried,.....	24	22
Number of miles traveled,.....	15,318	13,717
Gross tons freight carried,.....	19,963	17,171
Gross Receipts,.....	\$ 15,939.56	\$ 14,722.43
Gross Expenditures,.....	10,428.63	12,376.53
Net Earnings,.....	\$ 5,510.93	\$ 1,345.90
Percentage of Operations to Earnings,.....	65.4	90.9
Gross Earnings per day,.....	\$ 84.78	\$ 64.85
Operating Expenses per day,.....	55.47	58.93
Net Earnings per day,.....	\$ 29.31	\$ 5.92
Gross Earnings per ton freight carried,.....	\$.7983	\$.8574
Operating Expenses per ton freight carried,.....	.5223	.7790
Net Earnings per ton freight carried,.....	\$.2760	\$.0784
Gross Earnings per mile traveled,.....	\$ 1.0406	\$ 1.0733
Gross Expenditures per mile traveled,.....	.6808	.9752
Net Earnings per mile traveled,.....	\$.3598	\$.0982
Operating Expenses per day, excluding cargo handling costs,...	\$ 44.70	48.27
Cost provisions per man per day	\$.276	.280

PEASE and PLAZET

Combined

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried
Freights,.....	34,739	\$29,559.30	\$.8509
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	3,969.73		
Ship Keeping and Winter Dockage,.....	38.75		
Fitting Out,.....	637.78		
Wages and Captain's Salary,.....	7,864.28		
Captain's Expense Account,.....	31.66		
Tug Services,.....	513.01		
Handling Cargoes,.....	4,767.24		
Marine Insurance,.....	1,137.64		
Freight List Insurance,.....	38.42		
Mate's Supplies,.....	192.46		
Provisions,.....	1,338.76		
Steward's Supplies,.....	52.00		
Fuel,.....	3,095.32		
Engineer's Lubricants,.....	59.02		
Engineer's Supplies,.....	33.93		
Boiler Repairs,.....	84.30		
Machinery Repairs,.....	16.11		
General Expense, (telegrams, Dues Lake Carriers Assn etc)	112.05		
Laying Up,.....	395.28		
		\$23,390.54	\$.6736
Net earnings,		\$ 6,160.76	\$.1773
Add amount received from owners of tug "Henry" account Damage to Str. Pease,.....	130.85		
Less amount not allowed by insurance company in adjustment of claims,.....	55.38	75.47	
Making total net gain for season 1900,		\$ 6,236.23	

PLANT and PLANT---COMBINED.

COMPARISONS

	1 8 9 9	1 9 0 0
Gross Receipts,.....	\$ 29,819.66	\$ 29,539.30
Gross Expenditures,.....	17,254.33	23,398.54
Net Earnings,.....	\$ 12,565.33	\$ 6,140.76
Percentage of Operations to Earnings,.....	57.8	79.1
Gross Earnings per day,.....	\$ 159.46	\$ 130.21
Operating Expenses per day,.....	92.27	103.07
Net Earnings per day,.....	\$ 67.19	\$ 27.14
Gross Earnings per ton freight carried,.....	\$.7984	\$.6509
Operating Expenses per ton freight carried,.....	.4621	.6736
Net Earnings per ton freight carried,.....	\$.3363	\$.1773
Gross Earnings per mile traveled,.....	\$ 1.9467	\$ 2.0561
Operating Expenses per mile traveled,.....	1.1264	1.6276
Net Earnings per mile traveled,.....	\$.8203	\$.4285
Operating Expenses per day, excluding cargo handling costs,...	\$ 72.28	\$ 82.08
Average wages paid per day while in commission,.....	\$ 24.28	\$ 28.13
Cost provisions per man per day,.....	\$.284	\$.310

GENERAL OPERATIONS:

The steamer "E. S. Pease" towing the schooner "Planet" sailed from Cleveland on their first trip April 25th, 1900, and finished unloading their last cargoes of ore at Cleveland on December 7, 1900, having been in commission 227 days.

The Pease towed the Planet all season, with the exception of one trip when she made the round trip alone and her consort remained at Cleveland repairing damage sustained by collision with the schooner "Olive Jeanette".

These vessels were engaged, during the entire season, in carrying up cargoes of coal to Marquette at the contract rate of \$.50 per ton and down cargoes of ore from Marquette at the contract rate of \$1.10 per gross ton.

GENERAL REPAIRS:

The repairs on the Pease during the past season were of a very minor nature, the total amount for the entire year being but \$124.03.

A considerable repair, however, was found necessary to put the Planet into shape for another season's business. Before the work was commenced, the vessel was thoroughly inspected by Capt. C. E. Benham and the repairs made as per his report. The work done may be generally summed up in the following:

HOLD: New floor ceiling, 2 inch oak skantling and repairing keelson, new keelson dunnage for the five hatches. Repairing deck beams and new stanchion No.5 hatch. New after pump box. Forward pump box repaired. All new lumber, and planks edge-balted.

DECK: All new hatch dunnage in five hatches; Repaired six hatch irons and got four new ones; No.5 hatch, repairing one hatch coaming, one piece 5/8" oak; No.4 hatch, coaming new 6 X 12 oak and one new fore and aft 8 X 12 oak on the starboard side also one new strong back 5/6 oak---hatch coaming 37 feet long; No.3 hatch, one half new coaming 20 feet long 6 X 12 oak and one new strong back 6 X 6 oak; No.2 hatch, one new strong back 6 X 6 oak; No.4 hatch, 90 feet 3 X 5 deck planks; No.3 hatch, 65 feet 3 X 5 deck planks and No.2 hatch 21 feet 3 X 5 deck planks. Also repairing cabin coaming on starboard side, 4 X 6 oak. The entire deck was recaulked with two threads of oakum throughout.

CABIN: New floor in galley, dining room and Captain's room, of one inch pine.

RAIL: Starboard side: 75 feet 5 X 16 oak; one piece new stringer aft 4 X 10 inch X 6

PEASE and PLANET

feet long. One new capstan aft and new bolts for same. Re-fastening four cleb-erheads and two new ones 8 X 8 X 4'6" long and also new partners.

Port Side: Engraving pieces aft 2 X 5 X 3 feet long; One new cabin window; one glass binnacle box; one new piece bulwark 3 X 6 X 6 feet long, of oak.

MASTS: Reduced fore boom and mizen boom; reduced the fore gaff, main boom; repaired the mizen gaff; new foremast head shroud iron and two new stays; reduced the mizen topmast. One new mizen stay and three turnbuckles and new stay iron; one anchor iron 3 inches long X 1/2 inch X 8 feet long; One windlass break repaired and davey lock redrilled and keys for same. The mainmast having become so decayed, it was thought best to remove it altogether.

HULL:Port Side: 500 feet 4 X 6 pine fender strake, 40 feet 3 X 10 oak waste gates. Fender strakes 36 feet 3 X 5 oak. Fore rigging chain plate fender strakes 12 feet; 3 X 5 oak; New chain^{plate} for masthead shroud; Two new pieces 4X6X8' long in hull planking. Stern waste gates rebolted (six) recaulking hull and upper works with two threads of oakum throughout.

Starboard Side: Hull and upper works recaulked with two threads of oakum. 250 feet 4 X 6 pine repairing hull works and 50 feet 4 X 6 oak. 25 new stanchions 4 X 6 oak. Mizen chain plate fenders 16 feet 3 X 5 oak. Fore chain plate fenders 12 feet 3 X 5 oak. Repairing five waste gates and one new one. Fenders 36 feet 3 X 5 oak; 50 feet fender strake 3 X 10 oak; 2 pieces 10 X 10 pine, 10 feet long upper works fantail. One piece planking in hull 2 X 3 inches X 3 feet long. Anchor bill boards port and starboard side 4 feet long by 18 inches wide by 3 inches, oak. Two elm fenders 14 feet long 6 X 10 inch for forward.

As a matter of record, some of the principal costs are summarized below:

Lumber entered into these repairs to the extent of \$455.35; labor in making wood repairs, \$345.25; caulking, \$876.00; oakum, lead, bolts, spikes etc., \$263.12; blacksmithing work \$55.43.

On the first trip of the Planet, she began leaking, but she was sent the second trip in order to ascertain whether the leak would be a permanent one; it continued, however, to such an extent as to the making of 25 inches of water per hour, keeping the crew employed static pumps night and day. The bottom of the Planet had not been caulked since

the present ownership (ten years). Accordingly, on May 15th, she was put into drydock at Cleveland and was in dock three days. It was found that the first thread of oakum was completely rotten and this was all taken out and two threads of oakum driven all over. All the butts were sheet-lead, so that in the working of the vessel the oakum would not work out. This work cost \$579.73. It is proper to state here that the planking was found to be in excellent condition for a boat of the age of the Planet, in fact it was remarked that there are few of the later wooden boats that have as good outside planking as in the bottom of the Planet.

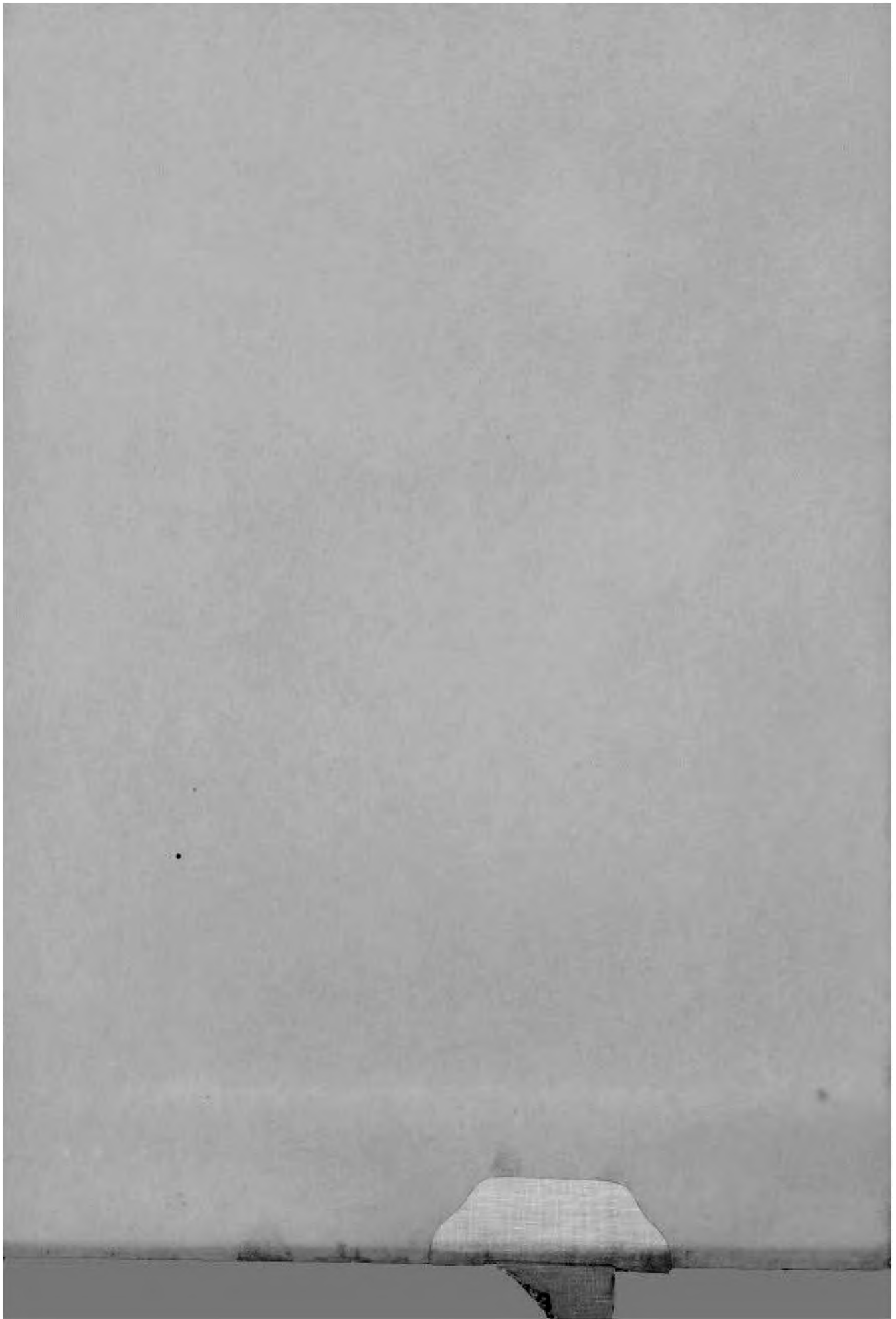
At the time that the repair was made for the damage sustained by the collision with the schooner Olive Jeanette as hereinafter mentioned, the opportunity was embraced to raise the fore-castle deck of the Planet two and one-half feet, which change has added very materially to the appearance of the boat and to the convenience and comfort of the men.

ACCIDENTS:

The Pease came through the season without accident of any kind.

For the Planet, however, there are two accidents to record:

COLLISION WITH THE BARGE OLIVE JEANNETTE IN 300 RIVER JULY 2nd: The Pease and Planet were proceeding up the River under a low rate of speed and when in the neighborhood of Feet's dock the Pease exchanged passing signals of one blast with a down-bound steamer, which was making the turn at Point aux Pines light, which steamer afterwards proved to be the Isaca, having in tow the Olive Jeanette. The Pease and Planet were well over to the starboard side of the channel and the Isaca met and passed them at a safe distance, under considerable speed. The Olive Jeanette, however, did not follow her towing steamer, but continued her swing to port, apparently under the starboard helm with which she had come around the bend at Point aux Pines Light, and came off to port across the channel heading for the towline between the Pease and Planet at a point just astern of the Pease, then following down along the towline, struck the Planet nearly head on, twisting the bow of the Planet around to starboard and doing large damage to the forward part of the Planet. As soon as the sheer of the Olive Jeanette to port was observed by those on the Planet, the helm of the latter vessel was put hard a port, but it was impossible to avoid the collision. The Planet, however, swung somewhat to starboard under her hard a port helm before the two vessels came together, so that the force of the blow twisted the stem on the bow of the Planet around to starboard. The Planet went aground on the starboard side of the



Lake Superior & Ishpeming Railway Co.

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JAS. LAUGHLIN, Jr., Vice-President
WM. G. POLLOCK, Treasurer
J. H. HOYT, Secretary
GEO. HAYDEN, Counsel

Office of General Manager.

H. R. HARRIS,
GENERAL MANAGER

Marquette, Mich., January 17th., 1901

Mr. W. G. Mather,
President, L.S. & I. Ry.,
Cleveland, Ohio.



Dear Sir:-

I hand you herewith annual report for the year 1900. I have made several additions in the way of statistics such as Repairs Track, Cars, Locomotives and Accidents. These reports are something which we commenced at the beginning of the year. It is unusual so far as my knowledge is concerned for railroads to keep such statistics. I think, however, they are of great benefit and that they are necessary in order for officials to watch operations and to have information in black and white to bring to the attention of the employes when desired.

In a way these statistics seem very crude but I think the principle is all right. A great deal of this information we must depend upon foremen and ordinary car repairers for and it will take some little time in order to establish the necessary system and point out any changes which are necessary in their way of making report of the work they do. I have noticed several discrepancies in some of the items which are of a trivial nature however, the only real difficulty being that perhaps there will not be as good comparisons next year.

Yours truly,

H. R. Harris
General Manager.

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Office of General Manager.

H. R. HARRIS,
GENERAL MANAGER

Marquette, Mich., January 17th., 1901

Mr. W. G. Mather,
 President, L.S. & I. Ry.,
 Cleveland, Ohio.

Dear Sir:-

I hand you herewith detailed report of operations for the
 year 1900.

Length of Tracks Owned and Leased.

MAIN LINE.	Miles
Owned - West End Merchandise Dock to C. & N.W. Conn., Ishpeming	19.94
Leased- C. & N.W. Connection to Cleveland Lake Connection	.92
	20.86

SIDINGS OWNED.

Presque Isle	33043.8	
Dead River	2091.5	
Eagle Mills	1562.6	
Queen Mine Station	1522.8	
Queen Mine Spur	1353.0	
Foster	947.3	
Ishpeming	13385.7	
	53906.7	10.21

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Office of General Manager.

H. B. HARRIS,
 GENERAL MANAGER

Marquette, Mich., 190.....

W. G. M. #2.

SIDINGS LEASED - ISHPERING.

C. & N.W.	- Lease of Jany. 2, 1897 -	28383	
C. & N.W.	- Lease of Aug. 1, 1900 -	5800.	
C. & N.W. and D.S.S. & A.	- Lease of Aug. 1, 1900 -,	25770.	
D.S.S. & A.	- Lease of Aug. 1, 1900 -	<u>11172.</u>	
		71125	13.47
	Total sidings		23.68
Total Length of all Tracks Owned -			30.15
" " " " "	Leased		<u>14.39</u>
	Total		44.54

This is an increase over 1899 for Sidings Owned of 11/100 miles, and in Sidings Leased of ~~7 31/100~~ ^{7 23/100} miles. *is 1/100 more than of 7 23/100.*

There was a decrease in Sidings Leased from C. & N.W. Ry. under lease of Jany. 2, 1897 of 4741 feet, caused by tracks being taken up.

August 1st., 1900, in order to reach the Lake Superior Iron Co.'s mines and haul the one-fourth product owned by the Cleveland-Cliffs Iron Co. leases were made from the C. & N.W. Ry. and D.S.S. & A. Ry. for the necessary tracks, running until Dec. 31, 1904. The total length of tracks leased was 8.10 miles, detailed lengths from each Company being shown in the above statement of Sidings Leased. The track leased also allows us to reach the Excelsior Furnace track at Ishpeming.

Lake Superior & Ishpeming Railway Co.

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H. R. HARRIS,
 GENERAL MANAGER

Marquette, Mich., 190...

W. G. M. #3.

The C. & N. W. and L. S. & I. also lease to the D. S. S. & A. Ry., Aug. 1, 1900 to Dec. 31, 1904, the right to use Queen Mine tracks to handle ore and supplies for Oliver Iron Mining Co. on the same basis as other leases.

A valuation of \$1.00 a foot was placed on the leased tracks; for the tracks owned separately we pay a rental of 3% per annum and for the tracks owned jointly a rental of 2% per annum on the above valuation. The yearly rental on said tracks is \$1024.56 and in addition we are to pay for maintenance of the tracks on a tonnage basis. These bills have not yet been received so can make no report of cost per ton, the reason being that while the temporary arrangement for use of tracks was made August 1, the leases were not signed and delivered until the middle of November.

EQUIPMENT OWNED.

ENGINES.

Consolidated Compound	4	
Consolidated Simple	2	
Six-wheel Switch	5	}
Four-wheel Switch	3	
	4	}
	14	}
		}

under A. P. H. supplemental report

CARS.

Combination Passenger and Baggage	1	
Coaches	3	
Steel Ore Cars - 100,000 lbs. capacity	90	
Wooden Ore Cars - 60,000 " "	400	
Flat and Gondola Cars - 60,000# capacity	20	
Four Wheel Cabooses	4	
	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	

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Lake Superior & Ishpeming Railway Co.

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Office of General Manager.

H. R. HARRIS,
 GENERAL MANAGER

Marquette, Mich., 190.....

W. G. M. #4.

Two six-wheel switch engines were rented to F. & P. M. R. R. and two six-wheel switch engines and two simple consolidation engines were rented to G. R. & I. Ry. during the winter of 1899 and 1900. The total mileage made on these two roads for 1900 was 41680 miles and the total rental received was \$3229.76, an average rental of 7.75 cents per mile.

No engines have been rented this winter, principally because it seems best to keep them at home and put in good shape for next season's business and also so that we will be prepared to furnish what engines are required for the construction of the M. & S. E. Ry.

Repairs to engines were as follows:

Eng.	Labor	Material	Total	Mileage	Cost per Eng. Mile for Repairs - cents -
1	198.03	107.97	306.00	17477	1.75
2	448.76	157.74	606.50	12410	4.88
3	386.73	224.19	610.92	8506	7.18
4	196.53	138.98	335.51	20262	1.65
5	266.92	248.90	515.82	18785	2.74
6	211.44	139.63	351.07	17285	2.03
7	128.08	88.99	217.07	21311	1.02
8	174.60	90.98	265.58	17020	1.56
9	324.39	244.86	569.25	24757	2.29
10	109.33	55.22	164.55	22588	0.73
11	532.83	361.29	894.12	21464	4.17
12	85.45	37.14	122.59	7605	1.70
13	96.41	20.39	116.80	5959	1.94
14	192.19	81.52	273.71	4902	5.59
<hr/>					
	\$3351.69	\$1997.60	\$5349.49	220331	2.43

The above mileage includes 41680 miles made on foreign roads.

Lake Superior & Ishpeming Railway Co.

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 GENERAL MANAGER

Marquette, Mich., 190.....

W. G. M. #5

Comparative Engine Expense per mile was as follows:

	<u>1900</u>	<u>1899</u>
For repairs cents	2.43	4.21
" fuel "	13.32	10.50
" stores "	.47	.50
" Engineers & Foremen	6.44	6.23
" Hostlers & Wipers	<u>2.01</u>	<u>1.88</u>
	24.67	23.32
<i>Mileage</i> -----	<i>220,331</i>	<i>171,047</i>

Repairs have decreased 1.78 cents per mile.

Fuel has increased 2.82 cents per mile *or about 27%.*

Cost of fuel increased about 41%

Pounds of coal consumed per engine mile is as follows:

	<u>1900</u>	<u>1899</u>
Passenger	48.17	49.91
Freight	110.99	107.38
Switching	85.56	96.27

average?

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W. G. M. #6

Progressive statement of repairs to engines per engine and per mile since road was opened is as follows:

REPAIRS ENGINES.			
<i>Total Cost of Repairs</i>	<u>Per Engine</u>	<u>Per mile(cents)</u>	<u>Total Miles</u>
1896 469.60	\$ 46.96	1.71	27,472
1897 3385.20	338.52	3.04	111,699
1898 6247.20	573.37	5.57	112,158
1899 7506.52	536.18	4.21	171,047
1900 5349.40	382.10	2.43	220,331

Mileage made on foreign roads during period of rental is included.

The total cost of locomotive repairs is a decrease over 1899 of \$2157.06. Engines 3, 9 and 11 have been given general repairs and engine 2 is now in Shop for general repairs. Munising Railway engines 1, 2 and 3 have also been given general repairs.

PASSENGER CAR REPAIRS.

Total cost \$333.52 - an increase over 1899 of \$242.69, the increase being due principally to cost of painting outside of one combination car and one coach.

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W. G. M. #7.

Progressive statement of repairs to passenger cars per car
 and per mile since road was opened is as follows:

REPAIRS PASSENGER CARS.

<i>Total Cost of Repair</i>	<u>Per Car</u>	<u>Per mile (cents)</u>	<i>Mileage</i>
1896	None		
1897	None		
1898	59.80	.46	
1899	22.71	.40	
1900	83.38	1.61	

REPAIRS FREIGHT CARS.

Total cost for the year - \$6546.37, an increase over 1899 of \$1589.71.

Cost per mile - .36 cents, or an increase per mile over 1899 of .08 cents.

Cost per car for all freight cars of \$12.73, an increase over 1899 of \$2.05 per car.

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W.G.M.#8.

The total Expense is divided as follows:

	Wooden Ore	Steel Ore	Other Freight
	<u>400</u>	<u>90</u>	<u>24</u>
Bodies	966.70	46.54	242.31
Draft Rigging	73.42	5.80	
Drawbars	86.27	92.56	
Knuckles	179.10	12.00	2.40
Trucks	1050.17	77.15	36.87
Air Brakes	<u>1042.84</u>	<u>545.95</u>	<u>.50</u>
	\$3398.50	\$780.00	\$282.08
Inspection	306.72	68.87	18.38
Accident Repairs	894.45	37.23	82.83
Shop Expense	<u>524.26</u>	<u>110.85</u>	<u>42.10</u>
Grand Total	\$5123.93	\$997.05	\$425.39

60 wheels were removed from freight cars account of seamy treads and cracked. Several wheels had large pieces of flange broken out in trains but fortunately no damage was caused. One of the defective wheels was removed from steel cars and the balance from wooden cars.

In my opinion, one of the greatest difficulties in the operation of large capacity cars will be to get satisfactory wheels. Our wooden cars averaged for the year 34.3 tons or 76832 lbs. and it is not uncommon to have 80,000 to 90,000 lbs. Careful inspection should prevent any serious accident.

When do you get your wheels

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W. G. M., #9

The first lot of steel cars must be repainted this winter, the original paint has blistered and cracked and apparently is the result of poor paint or labor applying.

The second lot of steel cars must be painted next winter. Scraping and painting will cost about \$5.00 per car and from what I can learn from manufacturers, our painting will last five years.

You will note that repairs to air brakes on steel cars cost about \$6.00 per car which shows poor work done by Pressed Steel Car Co.

Progressive statement of repairs to freight cars per car and per mile since road was opened, is as follows:

REPAIRS FREIGHT CARS.

	Wooden - 424			Steel - 90.		
	Per Car	Per Mile -cents-	Average Miles	Per Car	Per Mile -cents-	Average Miles
1896	\$2.08	.18	1184	None	None	
1897	10.41	.31	3538	"	"	
1898	11.24	.33	3478	"	"	
1899	10.68	.28	3825	Not kept separately		
1900	13.09	.37	3506	\$11.08	.33	3328

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W. G. M. #10

Under head of Improvement in Maintenance of Equipment is included -

Furnace for Tempering Springs	\$155.34
Snow Plow built at shops	329.80
Miscellaneous Shop Tools	<u>240.44</u>
	\$725.58

MAINTENANCE OF WAY - including Structures.

DOCK.

Repairs to dock cost \$2137.88 - a decrease over previous year of \$117.25. Ordinary repairs only were made except linings put in 10 chutes worn out with hard ore, cost of the latter item being \$213.75.

PRESQUE ISLE YARD.

The main line through the yard was re-laid with 80-lb. rail taken from the old main line at bridges 1 and 2, replacing second-hand 60lb. rail laid when road was built, net cost for labor and material being \$629.53.

In order to give additional safety to trains running up on ore dock, a Macpherson switch and frog was purchased and put in at the connection of the coal dock track with the main track. This device gives an unbroken rail for the ore dock track - cost, \$284.65.

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W.G.M.#11

ISHPEMING YARD.

The east end of the yard was re-arranged and the leads straightened out, costing \$416.71.

A track for repairing cars was built at a cost of \$33.42.

A stock pile track at "J" Shaft was built from material owned partly by the Cleveland-Cliffs Co. and partly by the L.S.& I., the cost to us being \$142.61.

QUEEN MINE YARD.

An additional siding was graded at a cost of \$750.00 but track will not be laid until actually required.

REPAIRS ROADWAY, cost \$10399.29 - a decrease from previous year of \$1282.10.

CLEARING SNOW AND ICE cost \$295.58 - a decrease from previous year of \$584.52. A great aid to this work was a snow plow built at our shops at a cost of \$329.80 and included in charge to Equipment.

BALLAST - 439 cars of ballast was distributed at a cost of \$488.56 or 9.2 cents per yard for loading, hauling and distributing the larger part being put in new fill at Bridges 1 and 2 and at end of Bridges 4, 5 and 6.

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W. C. M. #12

BRIDGES 1 & 2: During the winter a gang of our own men were employed taking down timber in old bridges and piling along track. There was

recovered -	^{30,936} 27000 ft. B.M. Oak	}	<i>Corrections in accordance with supplemental reports.</i>
	^{75,109} 64000 ft. B.M. Fir		
	^{217,025} 205000 ft. B.M. Pine		
	<u>296000</u> ft. B.M. ²⁷¹⁰⁷⁰		

3.62

The work cost \$1344.56 or \$4.54 per thousand.

BRIDGE 8: The work of filling this bridge was started in December, 1899 and completed this year, the expense being

Filling	\$2803.59
Pipe	<u>211.26</u>
	\$3014.85

16000 yards were put in at an expense of 17.5 cents per yard. The charge for the year 1900 being \$799.23.

BRIDGE 11: A new concrete pier was built to replace a stone one put in during construction of road but which had failed by settling.

Cost - \$78.00.

ROUND HOUSE - ISHPeming: consisting of two stalls with turn table and cinder pit was built, costing

Round House	\$2214.04
Turn Table	1522.78
Cinder Pit	167.68
Tracks	1166.04
Moving House	<u>375.00</u>

\$5445.54

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Marquette, Mich., 190.....

W. C. M. #12

BRIDGES 1 & 2: During the winter a gang of our own men were employed taking down timber in old bridges and piling along track. There was

recovered -	^{25,956} 27000 ft. B.M. Oak	}	<i>Corrections in accordance with supplemental report.</i>
	^{73,109} 64000 ft. B.M. Fir		
	^{217,025} 205000 ft. B.M. Pine		
	<u>296000</u> ft. B.M. ²⁷¹⁰⁷⁰		

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W. G. M. #13

WATER STATION - PRESQUE ISLE was improved by digging new well near Shop so that we now have a well 20 feet deep and 15 feet in diameter, and about 14 feet of excellent water for locomotive use. The old well near tank was abandoned, the pump placed in Shop and run by shop engineer, saving one pumper's wages. Cost of improvement was \$821.31.

FIRE PROTECTION - DOCK was supplied by a second-hand pump purchased from mines at time of construction and was inadequate. The old pump was replaced by a Prescott Duplex Pump with a capacity of 350 to 400, and in emergency 450 gallons per minute.

The cost of pump and necessary work installing and changing pipe, etc. was \$705.32.

REPAIRS BRIDGES and CULVERTS increased \$384.88, divided among different structures.

REPAIRS BUILDINGS and FIXTURES increased \$231.83, divided among different structures

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W.G.M. #14

Detailed Cost of Track Maintenance is as follows:

Main Line - 19.94 miles			Sidings - 10.21 miles		
Labor	Material	Total	Labor	Material	Total
\$6618.65	\$1306.19	\$7924.84	\$1236.34	\$1085.64	\$2321.98
Per Mile 331.93	65.50	397.43	121.09	106.33	227.42
Per Ft. -cents-	6.28	7.52	2.29	2.01	4.30

Total Labor and Material - Main Line and Sidings - \$10246.82
 Per Mile 339.86
 Per foot - cents - 6.43

QUEEN MINE TRACKS - May to November inclusive.

Total Maintenance	Per Mile	Per Foot - cents
\$1903.54	\$463.15	8.77

C. & N.W. - Lease of 1897.

L.S. & I. pro.	Per Mile	Per Foot - cents
\$2100.11	\$333.86	6.32

Total Maintenance	Per Mile	Per Foot - cents
\$2469.79	\$392.65	7.43

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W.G.M. #14

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Marquette, Mich., 190.....

W. G. M. 15

OPERATING.

The General Exhibit book gives in detail the different items of expense compared with the year 1899 and I show below a tabulated statement of Tonnage and Earnings and Expenses since opening of road.

Progressive Statement of Tonnage and Earnings and Expenses.

TONNAGE.					
	Ore	Coal	Other	Total	Expense per ton for Ore and Coal - cents -
1896	290,813	8,523	220	299,556	14.19
1897	1,041,408	20,793	26	1,062,227	11.98
1898	1,079,169	29,914	90	1,109,173	13.62
1899	1,417,600	40,359	1190	1,459,149	12.51
1900	1,509,796	43,900	3767	1,557,463	10.17

Earnings and Expenses, including Improvement and all Expenses except taxes

	Earnings	Expenses	Percent	Net	Improvement
1896	\$ 96,147.75	\$ 41,278.13	42.93	\$ 54,869.62	
1897	343,020.73	127,326.29	37.10	215,694.44	
1898	365,344.11	151,007.94	41.33	214,336.17	\$ 23,336.17
1899	481,762.05	162,529.60	37.89	299,232.45	43,623.01
1900	509,884.70	158,435.61	31.07	351,449.09	8,437.32

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W.G.M. #16

Train
Passenger Earnings for the year were \$2601.33 - an increase over 1899 of \$746.65.

Expenses incident to the passenger earnings were \$2873.31 - an increase over 1899 of \$25.00, but making a deficit in that Department for the year 1900 of \$271.98.

The total Operating Expenses, including Winter's Maintenance was 10.17 cents per ton - a decrease from 1899 of 2.34 cents.

The Expense for Operating Season only was 8.98 cents per ton, - a decrease from 1899 of 2.25 cents.

Deducting the charge of \$5000.00 for Rental of Dock, which is a book charge, the total Operating Expenses remains 9.85 cents per ton and the Operating Season Expenses remains 8.66 cents per ton.

Improvement Account equals .54 cents per ton - a decrease of 2.45 cents per ton.

Deducting charge for Improvement, Rent of Dock and Passenger Service from total Expenses leaves 9.13 cents per ton - an increase over 1899 of .15 cents per ton, and deducting same items from actual Operating Season leaves 7.94 cents per ton - an increase over 1899 of .24 cents per ton.

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Marquette, Mich., 190.....

W.G.M.#17

The principal items of increase are as follows:

Switching - Queen Mine	.65 cents
" - Ishpeming	.12 "
" - Presque Isle	.17 "
Dock Work	.16 "

The increase at Queen Mine is caused by increased loading by steam shovel and by frequent moving, etc.

The increase at Ishpeming is caused by larger territory to cover and steeper grades to operate over. For instance, the new track of P. & L.A. mine to reach East End Mine and the track to section 21 mine of L.S.I. Co.

The increase in switching at Presque Isle and Dock Work was first caused by looking for larger tonnage than we received and by mixing different grades of ore in dock and boats and by other various smaller items of expense.

Fuel also increased in cost from an average cost charged out in 1899 of \$2.02 per ton to \$2.85 in 1900 - or 41%.

Ore season opened April 20th. and closed Dec. 3rd. considering all things, the year's operations were very satisfactory.

We had no serious accidents but several annoying minor ones about the mines. A summary from May to November inclusive being as follows: These include accidents and breakages of all kinds to trains or of cars in

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W.G.M. #18

trains on road and in yards.

Kind of Damage.

Engines	\$273.17
Cars	583.29
Track	522.61
Freight	138.01
	\$1517.08

Location	No.	Total Cars Handled	Amount
Ishpeming	49	59,914	\$398.76
Queen	22	22,010	461.94
Presque Isle	34	81,924	305.20
Road	34	81,924	351.19
	139		\$1517.08

Principal item of expense at the Queen was to track and accidents were caused by poor conditions of the track.

CAUSE OF ACCIDENT.

	No.	Cost
Defects of Road - L.S.& I.	4	14.06
" " " - Queen mine tracks	14	350.79
" " " - C.& N.W.	17	191.53
" " Equipment	21	82.27
Negligence in Operating	49	464.54
Unforseen Obstructions	34	275.88
Coal lost in River		138.01
	139	\$1517.08

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W. G. M. #19

Injuries to Persons were as follows:

- March 29 Michael Hajlo, laborer - had one finger mashed while loading rail at Morgan Gravel Pit.
- April 26 Alfred A. Cameron, Shop Engineer - while helping at wheel press rod turned over and caught little finger, injuring it so as to require amputation. Returned to work after three days. Release secured.
- April 30 August Lasilla, Dock laborer - had hole knocked in head by piece of frozen ore striking his ear. Disabled 13 days. Release secured.
- May 6 Frank Barber, Dock laborer - Fell between cars, spraining ankle - Disabled three weeks.
- July 19 Chas. J. Murphy, checker on dock - while raising chute had arm broken. chute was resting on boat and when locking dog was raised, the counterbalance dropped, jerking handle out of Murphy's hands, with above result. Disabled 2 months. Release secured.
- Aug. 28 John Powers, machinist - had finger mashed while taking down side rod from engine - Disabled two weeks.
- Oct. 20 John Lorna, Dock laborer - had fore finger lacerated by being caught in cog while raising chute on dock. Disabled ten days. Release secured.
- Oct. 27 August Kellstrom, Section Foreman - had rib broken while taking ties out of track at Queen Mine. Disabled 12 days. Release secured.
- Nov. 19 John Hill, Dock laborer - while steaming frozen ore, nozzle blew out, scalding him on neck and shoulders. Disabled three weeks. Release secured.

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W. G. M. 20

Wages were the same as for 1899 and just about enough labor to supply the demand. I hope to be able to get dock laborers for a little less money during 1901 but it is too early to say what can be done.

Trimmers who are handled under our supervision, earned a total of \$18,917.28. Boats trimmed 271. Average number of trimmers, 26. Average amount earned per man for practically 7 1/2 months - \$729.90. - *97.32 per month, against \$107.06 last year.*

ORE DOCK.

524 boats were loaded at the dock with 1,510,162 tons ore, the average tonnage by boat being 2881 tons. compared with 1899, the number of boats decreased 59 and the tonnage increased per boat 450 tons.

Divided by companies, the average tonnage is as follows:

P. & L. A.	125 boats	3081	average tonnage
C. C. I. Co.	306 "	2693	" "
Regent	93 "	3235	" "
	524	2881	
For 1899	583	2431	

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W. G. M. #21

Average time of vessels at the dock, excluding weather detention and the average loading time of each vessel is as follows:

	<u>No. vessels</u>	<u>Time at dock</u>	<u>Loading Time</u>	<u>Average Tonnage</u>
P. & L. A.	125	15.2 hours	5.0 hours	3081
C. C. I. Co.	306	17.8 "	4.4 "	2693
Regent	93	10.9 "	4.1 "	3235
Average, 1900		15.9 "	4.5 "	
Average, 1899		12.0 "	3.6 "	

Greatest cause for increased length of time at dock was the storm of a week's duration in November.

The average daily storage in dock and cars compared with shipments is as follows:

	<u>1900</u>			
	<u>P. & L. A.</u>	<u>C. C. I. Co.</u>	<u>Regent</u>	<u>Total</u>
Tons Storage	7449	12565	4962	24977
Percentage	29.82	50.31	19.87	100
	<u>1899</u>			
Tons storage	9288	9413	5921	24622
Percentage	37.7	38.2	24.1	100
	<u>1900</u>			
Shipments	385128	824112	300922	1510162
Percentage	25.50	54.57	19.93	100
	- 1899 -			
Shipments	464987	609302	342977	1417267
Percentage	32.8	43.	24.2	100

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W. G. M. #22

COAL DOCK.

42 boats were received with coal, having a total tonnage of 53814 tons, and an average per boat of 1281 tons. compared with 1899, the number of boats decreased 5 and the tonnage increased per boat 249 tons.

Average time at dock	62.7 hours
Average 1899	47.1 "

Coal dock laborers agreed to not work sundays in 1900 which increased length of time at dock.

Average time unloading	17.2 hours
Average - 1899	16.3 "
Tons unloaded per hour	74.4 tons
Average - 1899	63.3 "

REQUIREMENTS.

Our Shop buildings are sufficient for our present equipment but with the prospective additions, viz.: Marquette & Southeastern Ry. and Munising Ry., which must be cared for, we must increase our facilities by the erection of a Car Shop, a larger blacksmith shop and an addition to store room.

A coaling station in the vicinity of shop and probably along main line of the Marquette & Southeastern Ry. must be put up during the summer. This is necessary to give room on coal dock as well as to facilitate and decrease handling of engines to and from coal storage.