

STEAMER PONTIAC

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas, Duck, etc.	\$ 70.90	\$ 5.77
Kerosene Oil,	19.48	22.76
Ropes, etc.	444.14	226.20
Hose,	72.00	16.50
Lamp Chimneys and Globes,	21.58	12.45
Lamps, Lanterns and Burners,	5.70	17.41
Soap,	7.90	9.83
Scouring Material,	11.06	15.22
Rags, .	3.90	3.03
Hardware Supplies and Tools,	74.31	23.96
Brushes,	20.28	7.85
Brooms,	12.68	12.51
Candles,	5.35	7.60
Sundries,	51.55	57.82
TOTALS,	\$820.83	\$438.91
Less cash discounts,		.19
		\$438.72

STEAMER PONTIAC

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Tools and Hardware Supply,	\$ 4.71	\$ 18.25
Lamps and Wicking,		2.49
Lye and Scouring material,	5.14	1.40
Soap,	7.00	6.55
Rags and waste,	3.70	5.90
Hose,	5.46	5.25
Brushes,	5.58	1.54
Brooms,		1.10
Squirt Cans and Fillers,	1.60	1.92
Water glasses,	2.40	1.80
Valves,	17.89	132.37
Fittings and piping,	29.20	13.75
Packing,	42.18	42.81
Gaskets,	6.83	13.89
Sundries,	5.55	24.77
TOTAL,	\$137.24	\$273.79

STEAMER PONTIAC

DETAILS OF PAINTS PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	575 lbs.	\$.003	\$ 36.36
Red lead,	125 "	.07	8.63
Boiled Oil,	92 gals	.64	58.91
Turpentine,	22 "	.55	12.15
Tinted lead,	200 lbs.	.065	13.00
Miscellaneous (Mixed Paints, etc.,)			93.26
T O T A L			\$223.21

STEAMER PONTIAC

FUEL PURCHASED, FOR TWO SEASONS

GRADE,	1900					1901				
	TONS		PER-CENT	AVERAGE PRICE	TOTAL COST	TONS		PER-CENT	AVERAGE PRICE	TOTAL COST
Lump,	1275	200	34.7	\$2.805	\$ 3576.49	932	800	27.4	\$2.483	\$ 2315.31
Run of Mine,	2227	1100	60.6	2.650	5903.02	2298	1600	67.7	2.400	5541.24
Nut,	172	400	4.7	2.505	431.61	110	1800	3.3	2.303	255.61
Slack,							55	1.6	2.000	110.00
TOTALS,	3674	1700	100.0	\$2.697	\$ 9911.12	3397	200	100.0	\$2.480	\$ 8222.16

STEAMER PONTIAC

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS--ELABORATED

TOTAL COST OF REPAIRS WAS \$2221.69	MACH	BOILER	HULL	DECK	CABIN	BULW-	MISCEL
	REPAIR	REPAIR	REPAIR	REPAIR	REPAIR	ARKS & RAIL REPAIR	REPAIR
Labor and material repairing heater in engineer's room,	\$	\$	\$	\$	\$ 4.30	\$	\$
Labor and material enlarging tarpaulins				37.14			
Repairing fire hold tools,		3.90					
Repairing kitchen range,							21.69
Labor & material reprg. steering gear,	43.50						
New screen door for kitchen,					2.00		
Repairing yawl boat,							1.75
Repairing wheel barrow,							6.00
Making plugs for scuppers,						4.75	
Repairing covering over electric light wires in engine room,							2.35
Repairing panels in ceiling of passengers dining room,					5.23		
Linen cupboard in after stateroom,					7.53		
Repairing floor ceiling in fwd hold,				23.47			
Patching top deck & regg. hatch covers,				11.46			
Regg. large whistle & spring,	2.81						
New turnbuckle for smoke stack stay,		3.25					
Labor & material renewing & repairing hatch bars and battens,				84.07			
Labor & material changing firemens & deckhands, mess rooms, making same into one room,				84.03	22.05		
Renewing and calking spar & main decks							
Labor & material calking around hatch coamings,				7.36			
Repairing damage to bulwarks caused by heavy sea on Lake Erie,						5.92	
Six new fenders,			16.80				
Repairs to floor ceiling under scuttle hatch & boilers,				27.72			
Repairing water pipe for deck hose connections,				6.61			
Repairing fender strike on port side damaged by heavy sea,			12.12				
Renewal of railing & bulwarks on port and starboard sides,						41.53	
Covering water tanks on after cabin to prevent freezing,							8.34
Covering pipes with air cell pipe covering,							3.70
Cleaning carpets & curtains,					13.73		
Renewing bulwarks & railing & cabin stanchions around stern,						180.44	
Labor & material recanvassing roof of after cabin,					115.24		
Refinishing and repairing woodwork in cabins fwd. and aft,					37.54		
Renewing and repairing doors & windows in cabins, forward and aft,					66.75		
Renewing & repairing whistle wire & cranks,	33.41						
Renewing and repairing coal bunkers,			28.51				
Painting, staining & varnishing outside of cabins,					75.00		
Painting name of Company on port and starboard bows,						5.00	
Strengthening and renewing iron stanchions between decks,			35.85				
Renewal and repair of all hatch covers				425.00			
Repairing limber planks in fwd. hold,			4.21				
Renewing & repairing limber planking,			154.68				
Repairing bilge cap,			14.12				
New fender strike in starboard bow, starboard quarter, and port quarter,			33.32				
Labor & material making repairs to pilot house,					3.25		
Renewing floor in engine room,				7.91			
Labor scraping & painting in hold,			23.75				
New brushes & repairs to electric light commutator,	20.00						
Glazing					2.39		
Repairs to steering gear,	17.60						
Repairing water closets, wash stands, bath tub, etc.					56.30		
Contract for electric lamp on deck,							70.00
Renewal of wiring for electric lamps and repairs to lamps, lanterns and signal lights,							59.42
Paints purchased during,							222.21
	131.41	7.15	333.30	714.77	411.06	227.84	395.46

The total cost of paints purchased during season of 1900 was \$305.69

" " " " " " " " " 1899 " 227.51

STEAMER PONTIAC,

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO. CARGOES	1 9 0 0						1 9 0 1						
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK		NO. CARGOES	AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
C. L. & W, Lorain								3	1	6	1	4		16
N.Y.P.&C.Cleveland	3	3	18	1	16		19	3	3	4	1	7		18
P.&L.E., Fairport	3	3	8	1	14		20							
P.Y.&A., Ashtabula	1	3	9	1	10		30	1	3	20	1	12		10
Minnesota "								3	3	7	2	2		18
Angeline, "	1		22		21		19							
P. & C. Conneaut	5	1	21	1	10		20							
E. & P. Erie,	3	1	13	1	4		16	1	1	2	1	2		14
Carnegie, "	6	3	4	1	3		16							
P. & E., "								2	3	8	1	13		19
Minnesota, Buffalo								7	2	1	1	9		23
West Shore "								4	3	18	2	13	1	1
GRAND AVERAGE,	21	3	1	1	8		19	24	2	9	1	15		30

STEAMER PONTIAC

GENERAL DATA

Total number of crew (including Master and Engineer)....	20
Length over all	320 feet
length of keel, l.....	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 revolution of wheel per minute, loaded,.....	72
Average revolution of wheel per minute, light,.....	76
Number of hatches,.....	(3 working hatches (1 scuttle hatch
Average miles per hour, light ,.....	12.85
Average miles per hour, loaded,.....	11.81

FRONTENAC

For Mr. Master

Accident Aug. 24th

The suggestion that this bolt be countersunk is a good one and will be attended to.

Under head of receipts and Disbursements--Tug Services.

In these last few years with the increase of large boats and practically no increase in harbor facilities, it is extremely difficult to get into such ports as Ashtabula and Buffalo with safety without the use of tugs. Particularly so at Buffalo in its crowded river and harbor, and the Frontenac traded there a great many trips during the past season.

Comparisons of Items of Disbursement.

Wherein there shows a slight increase in Handling Cargoes cost.

The explanation here may be largely found in the fact that this steamer carried five grain cargoes out of Lake Michigan in 1900 at an average cost of about fifteen cents per ton, as against 19 cents for ore unloading cost in 1901.

The saving shown in fuel and Engineer's Lubricants is not the difference between the gross figures, but shows a saving made based upon the miles run and not upon the length of the season.

ANNUAL REPORT
OF
STEAMER FRONTENAC
1901

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

GENERAL OPERATIONS

The Steamer Frontenac sailed from the port of Cleveland, O., on her first trip of the season of 1901 on May 8th. The general strike among Marine Engineers during the Spring of 1901 prevented early work in fitting out, and, in consequence, vessels were late in starting out on first trips. The Frontenac arrived in Cleveland, on her last trip, ready to lay up on Nov. 30th, having been in commission 207 days.

This vessel transported 23 cargoes of iron ore from Marquette to Lake Erie Ports, going up light each time; the total number of miles traveled being 31,670. The average freight rate obtained on all cargoes carried during the season of 1901 was \$.7180, as against \$.9635 per ton in 1900, or \$.2455 per ton less. The average cost per ton for carrying freight in 1901 was \$.5273, as compared with \$.5233 during the preceding year. The average net earnings per ton, therefore, in 1901 are \$.1907, as compared with \$.4403 in 1900. It should be mentioned, however, that in 1900 the season rate for carrying ore from Marquette was \$1.10 per ton, while in 1901 the rate was 70 cents.

STEAMER FRONTENAC

GENERAL REPAIRS

The General Repair account on this Steamer for the past season amounted to \$685.33. This covers numerous repairs, such as are current every year.

The repairs to be put upon the Frontenac before going to sea again will be of a general character, and of no very large items. It is thought that the total amount will not exceed very greatly the cost of repairs the preceding year.

ACCIDENTS

AUG. 2ND

Personal injury to Michael Benninger.

Michael Benninger fell into the hold of the vessel on this date, and the accident is described in the following statement signed by him:

"This is to certify that I, Michael Benninger, deckhand of the Steamer Frontenac, on Aug.2nd at about 10:00 A.M. when going up Lake Erie, went between decks. For some unknown reason the next thing I knew I woke up in the hold of the Steamer, and found that I had fallen through the hatchway between decks, hurting my left arm at the elbow. I would further state that the cause of the accident was through no cause or negligence on the part of the Steamer Frontenac, her officers or crew."

AUG.24TH

Personal injury to John McCullom.

It appears that McCullom, together with three other deckhands on the Frontenac were engaged in putting covers on the hatches.

FRONTENAC

They were doing the work under the direction of the second mate, who was present at the time of the accident. McCullom picked up a "strongback" that was lying on the deck and laid it on the hatch covers, which were piled up at the end of the hatch. A man named Owen and McCullom then picked up the "strongback", each grasping the rope at his end of it. McCullom was aft of the hatch and Owen on the forward side. They then started to carry the "strongback" over amidships, and in some way McCullom lost his balance and fell into the hatch, catching the hatch coaming under his left arm. The Second Mate caught hold of him and says that they could have pulled McCullom up on the deck, but McCullom thought he had better swing down to the middle deck, which he attempted to do. He alighted on the middle deck, but lost his balance and fell over backward into the hold. Testimony is conflicting as to what caused McCullom to lose his balance. One of the deckhands claims that McCullom stumbled on the bolt, which is fastened to the deck on the side of the hatch and about six inches from the coaming for the purpose of making fast the extra "strongbacks" that go over the hatches. The other two deckhands, however, say that when McCullom and Owen pulled the "strongback" down off the pile of hatch covers, the impetus of the "strongback" as it swung off the covers caused McCullom to lose his balance, and this, they believe, is the true cause of the accident. Hoyt, Dustin & Kelly's opinion was that McCullom had no claim. McCullom suffered no broken bones, and only lay in the hospital for a few days.

caution!

SEPT. 9TH

Going up the creek at Buffalo, the water was low and the Steamer did a good deal of rubbing on the bottom. No damage was apparently sustained.

SEPT. 14TH

On the morning of this date some foreign substance got into the propeller wheel, and remained in about three revolutions. The

F R O N T E N A C .

engine was stopped as soon as possible and the obstruction fell out of the wheel. The Steamer was then started up slowly and then resumed full speed. On arrival at Presque Isle Dock, Marquette, an examination was made, and it was found that no damage had apparently been sustained.

NOV. 2ND. While the Steamer Frontenac was tied up at the West Shore Dock, Buffalo, the Steamer George W. Peavy, leaving dock, ran into our steamer's port quarter, breaking four stanchions and damaging the hurricane deck and coaming of the after cabin. Damage will be paid by the Peavy Steamship Co.

MAY 18th Captain's statement of personal injury to Louis Klemmer:
"On May 18th we had finished loading our cargo at Presque Isle Dock about 10:00 P.M. We had just left the dock and were passing another vessel which was lying at the dock, when some of the men on the otherboat called out that a man had fallen into the hold. I sent the Mate, who was on the deck forward, down to see about the matter. He found that one, Louis Klemmer, a watchman on the Frontenac, had fallen, as he said, from the spardeck onto the ore in No.3 hatch. He said that the man had been able to get up himself and come up on deck. I did not see him until next morning, when I went down to see him in his room. He said that the only injury he felt was an injury to one of his ankles,- that it pained him some. He got up and was around the next day, and got out at Port Huron coming down. The next trip he came to Ashtabula and wanted to ship, and said that he was all right for work again."

In addition to the foregoing statement of the Captain, would add that the Captain obtained a statement from Klemmer, stating that no responsibility attached to the Steamer, or her officers, as the accident was purely one arising from his own fault, and the matter accordingly rested. But on Feb.3rd, notice was served on Austin Farrell in Delta County, Mich., as representative of The Cleveland-Cliffs Iron Co. that suit had been commenced against this Company in the Circuit Court, County of St. Clair, Mich., the plaintiff seeking to recover the sum of \$1075.00, damage sustained by falling into the open hatchway of the Steamer Frontenac.

FRONTENAC

	1900		1901	
	Days	Percent	Days	Percent
Time in Port,	76-1/2	39.0	77	37.2
Time sailing,	114-1/2	58.4	121	58.5
Time lost by bad weather and low water,	2-1/2	1.3	7	3.4
Time lost waiting at Soo Canal and River,	2-1/2	1.3	2	.9
Time lost by accidents,	---	---	---	---
Total time in commission,	196	100.	207	100.
Number of trips made,	22		23	
Number of cargoes carried,	25		23	

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Comparisons

	1900	1901
Days in commission,	196	207
Number of miles traveled,	29,804	31,670
Number of trips made,	22	23
Number of cargoes carried,	25	23
Gross tons freight carried,	73,923	71,636
Average rate freight per gross ton,	\$.9635	\$.7180
Average cost to carry per gross ton freight,	.5233	.5273
Net earnings per ton freight carried,	\$.4402	\$.1907
Gross Receipts,	\$71,224.04	\$51,434.00
Gross Expenditures,	28,685.52	37,773.79
Net Earnings,	\$32,538.52	\$13,660.21
Percentage of Operations to earnings,	54.3	73.4
Gross earnings per mile traveled,	\$2.3898	\$1.6240
Operating expenses per mile traveled,	1.3980	1.1927
Net earnings per mile traveled,	\$1.0918	\$.4313
Gross earnings per day,	\$363.30	\$248.47
Operating expenses per day,	197.38	182.48
Net earnings per day,	\$166.01	\$ 65.99
Expenses per day excluding cargo handling costs,	\$127.71	\$116.40
Cost provisions per man per day(excluding extra meals)	\$.328	\$.347
Average tons coal consumed per mile steamed,	155/2000	145/2000
Average cost coal consumed per mile steamed,	\$.2048	\$.1746
Average tons coal consumed per hour steamed,	1679/2000	1585/2000
Average cost oil consumed per hour steamed,	\$.0328	\$.0317
Average cost oil consumed per mile steamed,	\$.00312	\$.00290
Average wages paid per day while in commission,	\$29.62	\$31.95
Average ore cargo from Lake Superior,	3085 17'5" ford	3114 17'7" ford
Average draft water on ore cargoes from Lake Superior,	17'8" aft	18' aft

STEAMER FRONTENAC

THE COMPARISON OF ITEMS OF DISBURSEMENT

	1900	1901	+ OR -	REMARKS
Extraordinary and General Repairs,	\$ 1,489.97	\$ 685.33	+ \$804.64	
Ship-keeping and Winter Dockage,	112.00	185.74	+ 73.74	A longer time laying at dock during winter 1900-1.
Fitting out,	1,377.38	1,357.04	- 120.34	
Wages and Captain's Salary,	7,166.09	8,011.06	+ 844.97	Longer season; rate of wages uniform during 1900 and up to Nov. 1, 1901 when they were increased, in case of some men, 25 cents per day. <i>cf. Portac</i>
Captain's Expense Account,	54.54	67.47	+ 12.93	
Tug Services,	941.71	473.04	- 468.67	Steamer carried five grain cargoes in 1900 with consequent increased tug service.
Handling Cargoes,	13,654.82	13,878.72	+ 223.90	✓
Cargo Commissions,	125.00	---	- 125.00	
Taxes,	251.78	318.07	+ 66.29	
Marine Insurance,	4,839.54	4,283.57	- 555.97	Less valuation on vessel in 1901.
Freight List Insurance,	49.97	61.71	+ 11.74	Rate increased 50%
Passenger Cabin Equipment,	---	3.80	+ 3.80	
Mate's Supplies,	280.27	246.17	- 34.10	
Provisions,	1,309.11	1,445.96	+ 136.85	Based on increased cost of \$.021 per man per day.
Steward's Supplies,	117.38	119.02	+ 1.64	
Fuel,	6,103.30	5,530.87	- 572.43	Based on decreased consumption of ten lbs. per mile. <i>wholesale season</i>
Engineer's Lubricants,	92.95	91.84	- 1.11	Based on decreased cost of \$.00023 per mile, <i>h</i>
Engineer's Supplies,	44.13	80.49	+ 36.36	
Boiler Repairs,	25.59	5.30	- 20.29	
Machinery Repairs,	80.61	120.00	+ 39.39	
Auxiliary Engine Repairs,	6.92	3.24	- 3.68	
General Expense,	216.99	231.94	+ 14.95	
Laying Up,	444.93	870.91	+ 425.98	Engineer's Department fitted out for 1902 while laying up at end of season 1901.

STEAMER FRONTENAC

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1 9 0 0	1 9 0 1
Telegrams and Telephones,	\$26.83	\$41.61
Railway Fares,	3.20	.60
Postage,	3.84	9.50
Customs,	10.65	9.00
Stationery,	2.17	
Express,		1.15
Exchange,	3.20	4.51
Maintaining target ranges & lights in upper See River,		2.00
Chart,	4.00	
Expense obtaining watchman,	1.15	
Dockmen,	.50	
T O T A L,	\$54.54	\$63.37

STEAMER FRONTENAC

DETAILS OF GENERAL EXPENSE ACCOUNT

	1 9 0 1	
Reward paid Captain for taking boat through season without accident,	\$100.00	
Telegrams, etc.,	23.10	
Trimnings on caps of crew,	10.50	
Dues, Lake Carriers Association,	69.53	
Paid Robt. Logan for investigating and reporting on engine indicator cards,	10.00	
Traveling expenses (J.H.S. inspecting boat)	4.45	
Marine reporting,	19.82	
Board Bills (Captain & Chief Engineer)	44.00	
Christmas present to Engineer,	50.00	
T O T A L	\$331.39	

STEAMER FRONTENAC

DETAILS OF PROVISION ACCOUNT

	1 9 0 0			1 9 0 1		
	QUANTITY	PRICE	AMOUNT	QUANTITY	PRICE	AMOUNT
Sugar,	1088 lbs.	¢ .054	58.98	1229 lbs.	¢ .056	69.80
Tea,	45 "	.31	13.92	71. "	.336	23.85
Coffee,	259 "	.134	34.69	164 "	.134	22.09
Spices and Vinegar,			4.97			7.86
Extracts,	20 btls.	.27	5.37	11 btls.	.190	2.11
Baking Powder,	51 lbs.	.15	7.73	58 lbs.	.202	11.73
Bread and Crackers,			44.92			25.25
Butter and Butterine,	456 lbs.	.19	87.75	623 lbs.	.193	121.71
Lard and Cottoline,	172 "	.09	16.10	205 "	.098	20.15
Cheese,	63 "	.14	9.05	35 "	.136	4.78
Fresh Milk,	276 gals.	.19	52.58	307 gals.	.194	59.64
Condensed Milk,	69 cans	.10	6.82	122 cans	.090	11.92
Pickles,			7.40			10.23
Sauces,			3.64			1.06
Eggs,	398 doz.	.15	46.06	330 doz.	.172	56.83
Flour,	8 bbls.	4.36	34.93	117 bbls.	4.521	52.90
Buckwheat, Graham, Corn Meal	114 lbs.	.025	2.93	189 lbs.	.029	5.52
Farinaceous Foods,	198 "	.04	8.59	102 "	.044	4.49
Canned Fruit,	118 Cans,	.12	14.14	10 Cans	.138	1.38
Canned Vegetables,	141 Cans,	.08	11.43	342 "	.075	25.72
Dried Fruit,	122 lbs.	.11	21.19	260 lbs.	.089	23.21
Dried Vegetables,	145 "	.05	6.51	151 "	.054	8.18
Fresh Fruit,			29.15			23.23
Fresh Vegetables,			56.27			60.51
Potatoes,	107 bus.	.54	57.57	141 bus.	.909	128.15
Dried Onions,	20 pks.	.30	5.95	12-1/2 pks.	.352	4.40
Fresh Fish,	224 lbs.	.08	17.30	200 lbs.	.078	15.76
Salt Fish,	40 lbs.	.09	3.50	8-1/2 lbs.	.156	1.33
Fresh Meat,	4741 "	.08	377.27	4921 lbs.	.090	442.45
Salt Meat,	781 "	.09	71.18	1235 "	.091	113.56
Molasses and Syrup,	7 gal.	.35	2.47	9-1/2 gal.	.293	2.78
Ice,	470 cwt.	.18	83.95	622 cwt.	.156	98.86
Miscellaneous,			5.01			2.29
TOTAL,			\$1209.11			\$1464.32
Less cash discounts,						18.36
						\$1445.96

Average consumption of meat per man per day was 1.56% in 1900

" " " " " " " " " " 1.56% " 1901

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DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Table linen and towelling, etc	\$17.50	\$16.10
Bed linen, blankets, etc.,	35.90	38.70
Cutlery and spoons,	3.00	1.70
Crockery and Glassware,	2.40	15.84
Kitchen utensils,	28.02	7.26
Soap,	31.32	15.06
Securing material,	5.70	4.13
Brooms,	1.25	1.50
Brushes,	1.05	3.70
Laundry,	66.51	93.94
Furniture, carpets, ountains, etc.,	110.55	
Sponges		1.90
Toilet articles,		2.10
Miscellaneous,	25.28	23.63
TOTAL,	\$327.54	\$223.56
Less cash discount,		.85
		\$222.71

STEAMER FRONTENAC

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas , duck, etc.,	\$ 43.02	\$ 7.37
Kerosene Oil,	72.11	89.71
Ropes, etc.	141.40	231.14
Hose,	42.00	57.40
Lamp Chimneys and Globes,	8.34	9.06
Lamps, Lanterns and Burners,	8.57	24.70
Soap,	9.78	10.81
Securing Material,	7.05	8.24
Rags,	2.27	5.25
Hardware, Tools, etc.,	20.52	11.12
Brooms,	7.20	12.37
Brushes,	13.09	15.30
Candles, etc.	5.20	19.79
Log,	35.00	
Miscellaneous,	46.21	23.10
TOTAL,	\$461.82	\$526.06

FRONTENAC

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Tools and Hardware,	\$ 6.38	\$ 3.54
Lamps and Wicking,	6.36	14.09
Lye and Scouring Material,	2.71	6.69
Soap,	3.45	4.30
Rags and Waste,	2.10	3.00
Hose,		25.08
Brooms,	1.61	1.64
Brushes,	6.72	.53
Squirt cans and fillers,	.25	.95
Fitting and piping,	76.46	11.12
Valves,	11.92	50.24
Packing,	4.32	62.93
Gaskets,	9.53	10.53
Miscellaneous,	20.63	38.09
TOTAL,	\$152.34	\$232.78
Less cash discounts,		.16
		\$232.62

STEAMER FRONTENAC

DETAILS OF PAINTS PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	825 lbs.	\$.060	\$ 50.27
Red lead,	475 "	.066	31.38
Boiled Oil,	127 gals.	.682	86.72
Turpentine,	23 "	.558	12.84
Tinted lead,	250 lbs.	.065	16.25
Miscellaneous,			79.87
T O, T A L,			\$277.33

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

FUEL PURCHASED, FOR TWO SEASONS

GRADE	1 9 0 0					1 9 0 1				
	TONS		PER- CENT	AVERAGE PRICE	TOTAL COST	TONS		PER- CENT	AVERAGE PRICE	TOTAL COST
Lump,	447	1700	19.4	\$2.774	\$ 1242.59	353	600	15.4	\$2.494	\$ 881.06
Run of Mine,	1727	100	74.7	2.622	4528.84	1879	800	81.8	2.400	4515.30
Nut,	110		4.8	2.450	269.50	24	400	1.0	2.250	54.45
Slack,	26	1000	1.1	2.350	62.27	40		1.8	2.000	80.00
TOTALS,	2311	800	100.0	\$2.640	\$ 6103.20	2296	1800	100.0	\$2.408	\$ 5530.87

STEAMER FRONTENAC

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS--ELABORATED

TOTAL COST OF REPAIRS WAS \$889.30	MACH	BOILER	HULL	DECK	CABIN	BULW-	MISCEL
	REPAIR	REPAIR	REPAIR	REPAIR	REPAIR	ARKS & RAIL REPAIR	REPAIR
New covers for yawl boats & calking,	\$	\$	\$	\$	\$	\$	\$ 21.39
New stairway to crank pit,							3.61
Repairing couch in forward cabin,							10.60
Labor & material repairing kite.range							21.75
Adjusting compasses,							10.00
Labor & material repairing doors & windows on oilers rooms & wehms.					8.63		
Painting names on brows and sides of pilot house,							11.16
New fenders,			9.42				
Repairing wheel barrow,							6.23
Labor & material repairing dripper for engineer,							3.46
Labor & material repairing ash chute cover and door,		4.24					
Repairing bulwarke,damaged by heavy sea on Lake Huron,						13.61	
Wooden jacket to protect spar when unloading coal,							1.22
Repairing electric bells from pilot house to engine room,							.96
Plates for manholes to keep dirt out of water bottom,				6.28			
Pins for hatch battings,				6.20			
Labor & material making boxes to cover watertanks to prevent freeze.							23.22
Renewing and repairing chocks,							9.10
Repairing steering gear indicator,	1.80						
Tools for shipping and scraping rust in lower hold,			14.30				
Painting ceilings in texas and passagr stateroom forward,					6.06		
New berth in Engineer's room for Asst.Engineer,					6.67		
Repairing olooks,							9.00
Repairing torches,lamps and lanterns							16.22
Glazing,					14.25		
Repairing pipe in water bottom,							2.25
Repairing locks on doors,					1.43		
Repairing fire hold,tools,		6.78					
Lumber,plank,etc,purchased during seas- on			13.66				
Rpg. wash stands kitchen sink,etc.					11.56		
Labor & material calking hatch covers				23.70			
Repairing iron stanchions,etc. in lower hold,			49.40				
Repairing doors & windows in pilot house,watchmen's room,kitchen,etc.					9.98		
Labor & material repairing fender strake,cape,etc. on both sides,			71.45				
New floor in crank room,				41.30			
Cementing main deck and covering board on bilge ceiling,			3.50				
Repairing tarpaulins,				5.30			
Wages,scraping & painting in lower hold,			79.50				
Contract for raising ash chutes & placing patches over old holes,		51.50					
Paints purchased during season,							277.33
TOTALS,	\$ 1.80	\$62.53	\$41.03	\$22.08	\$58.63	\$13.61	\$39.03

The total cost of paints purchased in season 1900 was \$300.07

" " " " " " " " 1899 " 199.58

STRAKER FRONTENAC

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS--ELABORATED

TOTAL COST OF REPAIRS WAS \$889.30	MACH	BOILER	HULL	DECK	CABIN	BULT- ARKS & RAIL	MISCEL
	REPAIR	REPAIR	REPAIR	REPAIR	REPAIR	REPAIR	REPAIR
New covers for yawl boats & caulking,	\$	\$	\$	\$	\$	\$	\$ 21.39
New stairway to crank pit,							3.51
Repairing couch in forward cabin,							10.50
Labor & material repairing kite range							21.75
Adjusting compasses,							10.00
Labor & material repairing doors & windows on oilers rooms & workmen.					8.63		
Painting names on brows and sides of pilot house,							11.15
New fenders,			9.43				
Repairing wheel barrow,							6.93
Labor & material repairing dripper for engineer,							2.46
Labor & material repairing ash chute cover and door,		4.24					
Repairing bulwarks, damaged by heavy sea on Lake Huron,						13.61	
Wooden jacket to protect spar when unloading coal,							1.22
Repairing electric bells from pilot house to engine room,							.00
Plates for manholes to keep dirt out of water bottom,				6.28			
Pins for hatch battings,				6.20			
Labor & material making boxes to cover watertanks to prevent freeze.							33.22
Renewing and repairing chocks,							9.10
Repairing steering gear indicator,	1.80						
Tools for shipping and scraping rust in lower hold,			14.30				
Painting ceilings in texas and passgr stateroom forward,					6.06		
New berth in Engineer's room for Asst. Engineer,					6.67		
Repairing clocks,							9.00
Repairing torches, lamps and lanterns							16.22
Glazing,					14.25		
Repairing pipe in water bottom,							3.35
Repairing locks on doors,					1.43		
Repairing fire hold, tools,		6.78					
Lumber, plank, etc, purchased during seas- on			13.46				
Rpg. wash stands kitchen sink, etc.					11.56		
Labor & material caulking hatch covers				23.70			
Repairing iron stanchions, etc. in lower hold,			49.40				
Repairing doors & windows in pilot house, watchmen's room, kitchen, etc.					9.93		
Labor & material repairing fender strake, caps, etc. on both sides,			71.45				

Adjusting compasses,					10.00		
Labor & material repairing doors & windows on oilers rooms & workmans.			8.63				
Painting names on brows and sides of pilot house,					11.15		
New fenders,		9.42					
Repairing wheel barrow,					6.93		
Labor & material repairing dripper for engineer,					2.46		
Labor & material repairing ash chute cover and door,		4.24					
Repairing bulwarks, damaged by heavy sea on Lake Huron,				13.61			
Wooden jacket to protect spar when unloading coal,					1.22		
Repairing electric bells from pilot house to engine room,					.90		
Plates for manholes to keep dirt out of water bottom,			6.28				
Pins for hatch battings,			6.20				
Labor & material making boxes to cover watertanks to prevent freeze.					23.22		
Renewing and repairing chocks,					9.10		
Repairing steering gear indicator,	1.80						
Tools for shipping and scraping rust in lower hold,			14.30				
Painting ceilings in texas and passgr stateroom forward,				6.06			
New berth in Engineer's room for Asst. Engineer,				6.67			
Repairing clocks,					9.00		
Repairing torches, lamps and lanterns					18.22		
Glazing,				14.25			
Repairing pipe in water bottom,					2.35		
Repairing locks on doors,				1.48			
Repairing fire hold, tools,		6.78					
Lumber, plank, etc, purchased during season			13.46				
Rpg. wash stands kitchen sink, etc.				11.56			
Labor & material caulking hatch covers				23.70			
Repairing iron stanchions, etc. in lower hold,			49.40				
Repairing doors & windows in pilot house, watchmen's room, kitchen, etc.				9.06			
Labor & material repairing fender strake, caps, etc. on both sides,			71.45				
New floor in orank room,				41.30			
Cementing main deck and covering board on bilge ceiling,			3.50				
Repairing tarpaulins,				5.20			
Wages, scraping & painting in lower hold,			79.50				
Contract for raising ash chutes & placing patches over old holes,		51.50					
Paints purchased during season,					277.33		
TOTALS,	\$ 1.80	\$62.52	\$41.03	\$32.68	\$58.63	\$13.61	\$277.33

The total cost of paints purchased in season 1900 was \$300.07

" " " " " " " " 1899 " 192.58

STEAMER FRONTENAC

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO. CARGOES	1 9 0 0						1 9 0 1						
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK		NO. CARGOES	AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
C.L.&W., Lorain	1	1	14	1	6		18							
N.Y.P.&O., Cleveland	3	2	14	1	14		17	2	1	8	1	6		18
C.T.&V. "	3	2	1	1	17	1								
Minnesota, Ashtabula	5	2	5	1	7		15	9	2	10	1	21		16
P. & E. Erie,								2	2	16	2	16		18
Carnegie, "	5	1	15	1	11		17							
E. & P. "								2	3	16	2	7		23
Minnesota, Buffalo								5	1	16	1	7	1	2
West Shore, "								3	3	21	1	10		21
GRAND AVERAGE	17	2	1	1	11		18	23	2	12	1	18		20

STEAMER 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,.....	1676 tons
Gross tonnage,.....	2003 "
Ore capacity,.....	3085 "
Coal capacity,.....	3032 "
Engines,.....	20, 31, 52 X 40
Boilers,.....	2 Scotch, 11-1/2 X 14
Steam,.....	150
Horse Power,.....	900
Wheel,.....	15.9 pitch
Average revolution per minute loaded (wheel)	72
Average revolution per minute, light "	76
Number of hatches,.....	(7 working hatches (1 scuttle hatch.
Average miles per hour, light.....	12.22
Average miles per hour, loaded,	10.89

S T E A M E R P I O N E E R

Further memoranda

For Mr Mather

Poop Deck:

The reason that it hardly seemed advisable to put a steel deck aft on this boat was, that at the present time such a deck would cost anywhere from \$2,000. to \$2500. The deck is made out up with companion ways, skylights, fixtures, etc., and it would be expensive work to do. Capt. Lowe's suggestion, concurred in by Capt. Johnston, is that a new wooden deck be laid to about aft of the smokestack coaming and if the deck from there aft was canvassed, at an expenditure of three or four hundred dollars, that it would be comfortable for quite a long time.

Accident on June 13th

Relative to the statement that the deductible average of one half of one percent, or \$375. would be deducted from this claim. This is due to the fact that under the terms of our policies there is a deductible average as follows: "Warranted free from average under three per cent, unless general, or the ship be stranded, sunk, burnt, on fire, or in collision, or in contact with any substance or thing other than water, but one-half per cent on the value of the vessel to be deducted from all particular average claims." The full policy on this Steamer is \$75,000. and one half of one percent is \$375.

Accident July 24th, damage done to dock at Buffalo, \$139.22

These claims are not recoverable from the underwriters, as is stated specifically in a letter from Mather & Co. in a similar case Nov. 30th, 1900, wherein they say, "Your policies will pay for any damage that the Steamer has sustained, but the collision clause in your policies will indemnify you for only such sums as you may become responsible for by reason of a collision with another vessel or vessels, rafts, or wreck, but does not extend to any responsibility for damage to a bridge."

Comparison of items of Disbursement.

It is our custom to separate the Extraordinary and General Repair account into Sub-heads in full detail, including therein the General Repairs included in Fitting Out, as done in the annual report of 1900 on file. The work of getting up these tables consumes much time, and they are gotten out as rapidly as can be and finally are all finished and incorporated in a complete report.

Under comparison of Items of Disbursement for this Steamer under head of "Provisions" we show in 1901 an increase of \$95.03. This is not a difference between the total expenditure for Provisions in 1900 and the total expenditures in 1901, for the season may be longer or shorter, and therefore the total expenditure might be more or less, but it is found by taking the increase or decrease in cost per man per day and multiplying it by the number of the entire crew for the length of the season. This then shows whether there has been an economy or the contrary.

ANNUAL REPORT

O F

STEAMER PIONEER

1901

S T E A M E R P I O N E E R

GENERAL OPERATIONS

The Steamer Pioneer sailed from the port of Cleveland on the first trip of season 1901 on May 16th, and arrived at Cleveland, ready to lay up, on last trip on Dec.16th, having been in commission 215 days.

A new steering machine was installed on the Schooner Chattanooga, consort of the Pioneer, at the beginning of the season, which prevented the Chattanooga going to sea before May.30th. The Pioneer therefore ran alone on the first two trips of the season, but commencing with May 30th had the Schooner in tow every trip.

Altogether 17 round trips were made during the season, transporting down bound cargoes of iron ore from Marquette to Lake Erie ports. On the last trip of the season a cargo of coal was delivered at Marquette.

The average rate of freight obtained on all cargoes carried during the season was \$.7226, to which should be added \$.3419 per ton on account towing the Chattanooga, making the total receipts per ton of freight carried \$1.0645, as against \$1.6592 in 1900.

The average expenses per ton of freight carried in 1901 are \$.8052 and in the preceding year \$.9521, a decrease of \$.1469 per ton. This reduction in operating expenses per ton is accounted for in that in 1900, larger expenditures were made on such items as Extraordinary and General Repairs, Fitting Out, Handling Cargoes, Marine Insurance, etc.

The average net earnings per ton freight carried in 1901 are \$.2593, as compared with \$.7071 in 1900, a decrease of \$.4478 per ton.

STEAMER PIONEER

GENERAL REPAIRS.

The original boiler feed pump had been bored out so often and the plungers bushed so frequently, that the barrels burst the last of last season, and it was incumbent to either put in new barrels, and new plungers, or put in a new feed pump. As the old pump is an expensive one to keep in repair it was thought advisable to put in an independent feed pump. We, therefore, purchased from the H.R.Worthington Co. a pump 10 X 5 X 10, Pressure Pattern, a description of which is as below:

The valve chest is divided into separate castings or pots in which the heavy bronze valves are retained; the openings are fitted with heavy flanges; the plungers, four in number, are packed from the outside in ample stuffing boxes. They are tied together with heavy steel bars, attached to the cross-heads at the ends. The valve motion of the machine is of drop forged steel. The Steam end is fitted with slide valves and the steam pistons are fitted with special expansion rings, which take up the wear on the cylinders. The pump is furnished with drop cocks and wrenches complete. The contract price for this pump was \$375.00. A new bedplate for the installation of this pump was furnished by the Cuyahoga Boiler Works for \$63.05. The cost of piping up, as per bill of John Thompson, was \$67.16, a total cost of \$505.64.

Braces were put on the boat davits of the Pioneer. These boats are set so far inboard on the engine room skylight, and, as the davits consequently have such a long reach, they were easily bent with the weights of the boats, so these braces were put on at a cost of \$37.70

When this Steamer was put in drydock, occasion was taken to put in new brass bushings and dress up the rudder pintal. The cost of this work was \$44.70. The other items of repair were of the usual

STEAMER PIONEER

Repairs #2

character.

The work to be done before the vessel goes into commission next season will not be large. Some repairs are to be made to the floor ceiling in the cargo hold; so that it can be made to last another season. The poop deck aft is still leaking, worse than before, and something must be done in the way of putting on an entire new poop deck, or some temporary repair. It has been suggested that a new deck be laid to about aft of the smokestack coaming, and from that point aft, the deck be canvassed. This plan will probably be adopted. *improvement!*

STEAMER PIONEER

ACCIDENTS

MAY 19TH

While entering the Soo Lock bound up, there was barely room enough for the Pioneer to get into the lock with the other boats. In working up close to the stern of the Barge Holland, and in endeavoring to get our Steamer's bow inside of her stern in order to get far enough ahead to get clear of the lock gates, the Pioneer collided slightly with the yawl boat of the Grace Holland, hanging on the davits, doing some damage to same. The cost of repair was but slight, being \$11.62.

JUNE 13TH

As the Pioneer, bound down with the Schooner Chattanooga in tow, was approaching the Soo Locks, a tug came out and told the Steamer to round to and wait for their turn for the Canadian lock as the American lock was broken. This was in the morning, and in the afternoon, about 1:30, the tug came out and gave orders that the vessels heave up anchor and proceed slowly down to the Canadian lock. There were a good many boats in the canal, but there was room for the Pioneer at the end of the pier. The Pioneer was moving, slowly, making the entrance to the Canadian Canal, when the Steamer Harper came out. The Harper blew signal of one blast and ported her wheel. The Pioneer answered with one blast and likewise ported her wheel. There was a strong current at the entrance of the canal, caused by the opening of the lock, and the current caught the Pioneer and swung her around to starboard with such a sheer that she fetched ^{up} and went aground on the starboard hand. They let go the tow line and a tug which was on the starboard quarter of the Chattanooga landed her at the pier on the port hand. The Tug Merrick took our head line and the tug Thompson the stern line and pulled the Pioneer off the bank and landed her alongside the Chattanooga. The boats did not then get through the lock until the following morning.

STEAMER PIONEER

Accidents. #2

About 3:20 on the following morning, June 20th, they left the Government pier and started under check, with the Chattanooga in tow. They had proceeded about half a mile beyond the lighthouse at upper end of Little Rapids Cut, when the Steamer Cambria was noticed coming out. The Cambria blew signal of three short blasts to check, and the Pioneer immediately checked down. Then the Cambria sung out through megaphone for the Pioneer and her tow to round to,- that the Steamer Ellwood was aground at the lower end of the Cut, across the channel and they could not get past. At this time our Steamer and consort were about half ^{way} between Bayfield Rock Buoy and Little Rapids Cut Lighthouse upper end. The Pioneer was then immediately put apart and the Steamer undertook to round to. Before she got around, and while turning under port helm, she fetched up and went aground. When the Pioneer fetched up, she let go of the tow line of the Schooner, and she dropped both anchors out on port hand. The tug Demmick came alongside and took the Pioneer's line and tried to pull her off, but without success; then the tug Merrick pulled but still she could not be released. They then sent for the Tug General, and when she arrived, she and the tug Merrick took stern lines and pulled the Pioneer off. The ship proved to have sustained considerable damage to her bottom plates, and frames. She was accordingly placed in drydock when she arrived down at Buffalo. The cost of this repair amounted to \$3,124.41, all of which the underwriters will pay excepting the deductable average ^{half of} of one percent, or \$375.00 ✓

JULY 24TH

Capt.A.W.Stalker, the regular master of the Pioneer being ill, Capt.H.T.Archer took the boat around for several trips, and while in his command the following accident occurred:

While going up to the Lehigh Valley dock at Buffalo, going under check, he had to back and fill in in order to make

STEAMER PIONEER

Accidents #3

the last turn, and in so doing broke five stanchions and pushed planking in on dock. The dock is not a very good one, not even a mark being left on the Pioneer, but the damage was done. The damage arising out of this accident was \$139.22, which is our loss. *insurance* }

SEPT.9TH

While making the turn at Tift's Farm, Blackwell Canal, the Pioneer struck the Steamer Tuscarora on starboard side amidships, with our port bow, breaking one of her wooden fenders, but doing no other damage apparently. No claim has been made.

ITASCA BOND

S T E A M E R P I O N E E R

	1900		1901	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	69	29.9	65	30.3
Time sailing,	139	60.2	116	53.9
Time lost by bad weather and low water,	11	4.8	22	10.2
Time lost waiting at Soc Canal and River,	5	2.1	4-1/2	2.1
Time lost by accidents,	7	3.0	7-1/2	3.5
TOTAL TIME IN COMMISSION,	231	100.	215	100.
Number of trips made,	19		17	
Number of cargoes carried,	21		18	

STEAMER PIONEER

<u>R E C E I P T S</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
17 cargoes iron ore from Marquette,	29,946	\$21,699.75	\$.7246
1 " coal to Marquette, 1346 Net Tons @ 60¢	1,202	807.60	.6710
18 "	31,148	\$22,507.35	\$.7226
Amount received for towing Chattanooga,		10,650.31	.3419
Total receipts,		\$33,157.66	\$1.0645
<u>D I S B U R S E M E N T S</u>			
Extraordinary & General Repairs,	\$1,201.97		
Ship Keeping & Winter Dockage,	99.65		
Fitting Out,	469.15		
Wages & Captain's Salary,	7,402.12		
Captain's Expense Account,	56.43		
Tug Services,	65.80		
Handling Cargoes,	5,700.74		
Taxes,	275.67		
Marine Insurance,	3,450.08		
Freight List Insurance,	27.61		
Mate's Supplies,	148.29		
Provisions,	1,227.90		
Steward's Supplies,	77.05		
Fuel,	4,051.16		
Engineer's Lubricants,	130.26		
Engineer's Supplies,	50.73		
Boiler Repairs,	66.68		
Machinery Repairs,	14.15		
Auxiliary Engine Repairs,	8.16		
General Exp.(Telegrams,Dues Lake Carriers Assn.etc)	152.39		
Laying Up,	405.90	\$25,081.89	\$.8052
NET EARNINGS		8,075.77	.2593
Add amount received from Insurance Companies on account pulling on Schooner Chattanooga while stranded in St.Clair River, July 25,1900,	\$875.00		
Less Amount not allowed by Insurance Companies in settlement of claims,	294.47		
		580.53	
MAKING TOTAL NET GAIN FOR SEASON 1901,		\$8,656.30	

STEAMER PIONEER

Comparisons.

	1900	1901.
Days in commissions,	231	215
Number miles traveled,	28,829	25,425
Number trips made,	19	17
Number cargoes freight carried,	21	18
Gross tons freight carried,	25,348	31,148
Average rate freight per gross ton,	\$1.6592	\$1.0645
Average cost to carry per gross ton freight,	.9521	.8052
Net earnings per ton freight carried,	\$.7071	\$.2593
Gross Receipts,	\$58,650.19	\$23,157.66
Gross Expenditures,	33,654.20	25,081.89
Net earnings,	\$24,995.99	\$ 8,075.77
Percentage of operations to earnings,	57.4	75.6
Gross earnings per mile traveled,	\$2.0344	\$1.3041
Operating expenses per mile traveled,	1.1674	.9865
Net earnings per mile traveled,	\$.8670	\$.3176
Gross earnings per day,	\$253.89	\$154.22
* Operating expenses per day,	145.69	116.66
Net earnings per day,	\$108.20	\$ 37.56
* Expenses per day, excluding cargo handling costs,	\$113.61	\$ 90.14
Cost provisions per man per day (excluding extra meals)	\$.305	\$.331
Average tons coal consumed per mile steamed,	166/2000	159/2000
Average cost coal consumed per mile steamed,	\$.2210	\$.1593
Average tons coal consumed per hour steamed,	1431/2000	1453/2000
Average cost oil consumed per mile steamed,	\$.00562	\$.00512
Average cost oil consumed per hour steamed	\$.0486	\$.0467
\$ Average wages paid per day while in commission,	\$ 29.36	\$ 28.84
Average ore cargo from Lake Superior,	1772	1761
Average draft water on ore cargoes from Lake Superior	15'10" ford 16' 4" aft	15'8" ford 16'4" aft
Pioneer waiting for Chattanooga during season,	11 days 19 hrs	11 days 9hrs
Pioneer's percentage of time waiting for Chattanooga,	5.10	5.3

* The decrease in season 1901, in Operating Expenses per day, is because in 1900 larger expenditures were made on following items; Extraordinary & General Repairs Fitting Out: Handling Cargoes: Marine Insurance, etc.

\$ Though average wages increased on boats in general, there was a slight reduction in the case of the Pioneer due to a lowered classification.

STEAMER PIONEER

Comparison of items of Disbursement

	1900	1901	+ OR -	REMARKS
Extraordinary and General Repairs,	\$ 3,103.55	\$ 1,201.97	- \$1,901.58	Extensive repairs to engine room skylight: new towing wheel, etc., in 1900.
Ship Keeping and Winter Dockage,	95.00	99.65	+ 4.65	
Fitting Out,	1,615.46	469.15	- 1,146.31	More time fitting out, and more extensive repairs to machinery and hull departments in 1900.
Wages and Captain's Salary	7,962.66	7,402.12	- 560.54	A longer season in 1900.
Captain's Expense Account,	68.04	56.43	- 11.61	
Tug services,	156.29	65.80	- 90.49	
Handling Cargoes,	7,409.80	5,709.74	- 1,709.06	Less tonnage carried in 1901 and 3¢ per ton less handling charge.
Taxes,	195.33	275.67	+ 79.34	
Marine Insurance,	3,814.50	3,450.03	- 364.47	Less valuation on vessel in 1901.
Freight List Insurance,	26.80	27.61	+ .80	
Mate's Supplies,	284.12	142.29	- 141.83	Less supplies purchased during season 1901, principal item being rope, of which there is a difference of \$92.73.
Provisions,	1,223.06	1,227.90	+ 4.84	Based on increased cost \$.026 per man per day.
Steward's Supplies,	82.62	77.05	- 5.57	
Fuel,	6,544.52	4,051.16	- 2,493.36	Based on decreased consumption of 7 lbs. per mile.
Engineer's Lubricants,	162.14	130.26	- 31.88	Based on decreased cost \$.00050 per mile.
Engineer's Supplies,	162.53	50.73	- 111.80	Less Supplies purchased during running season of 1901.
Boiler Repairs,	38.69	66.68	+ 27.99	
Machinery Repairs,	50.78	14.15	- 36.63	
Auxiliary Engine Repairs,	6.70	8.16	+ 1.46	
General Expense,	230.75	152.39	- 78.36	A campaign donation authorized by General Office in 1900 of \$46.63
Laying Up,	402.36	405.90	+ 3.54	

STEAMER PIONEER

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1900	1901
Telegrams and Telephones,	\$37.33	\$29.72
Postage,	9.30	7.35
Railway Fares,	11.94	14.75
Customs,	7.60.	6.80
Stationery,	1.50	1.40
Express,	.25	2.25
Exchange,	.12	.30
Miscellaneous,		2.85
Captain's board while laying up,	7.90	
TOTAL,	\$75.94	\$65.42

STEAMER PIONEER

DETAILS OF GENERAL EXPENSE ACCOUNT

	1 9 0 1
Telegrams, etc.	\$ 17.78
Trimmings on caps of crew, etc.,	13.50
Stationery,	4.70
Dues Lake Carriers Association,	23.22
Investigating and reporting on engine indicator cards	10.00
Bulletins,	5.00
Railway fare of Captain,	8.65
Board Bills (Captain and Engineer)	26.65
Thomas Durkin, (Second prize for 1900)	75.00
T O T A L,	\$194.50
Less credit on account accident adjustment,	1.81
	\$192.69

STEAMER PIONEER

DETAILS OF PROVISION ACCOUNT

	1 9 0 0			1 9 0 1		
	QUANTITY	PRICE	AMOUNT	QUANTITY	PRICE	AMOUNT
Sugar,	1110 lbs.	\$.058	\$ 64.68	1060 lbs.	\$.055	\$ 59.11
Tea,	40 "	.35	13.85	24 "	.346	8.30
Coffee,	127 "	.15	19.05	160 "	.143	22.98
Spices and Vinegar,			7.37			5.14
Extracts,	13 bottles	.30	3.85	13 bottles,	.16	2.08
Baking Powder,	36 lbs.	.19	7.09	48-1/2 lbs.	.144	7.00
Bread and Crackers,			23.67			21.26
Butter and Butterine,	483 lbs.	.18	88.80	405 lbs.	.178	72.85
Lard and Cottoline,	275 "	.09	23.50	270 "	.104	28.08
Cheese,	31 "	.14	4.48	69 "	.131	9.06
Fresh Milk,	219 gals.	.21	46.16	183 gals.	.201	36.80
Condensed Milk,	97 cans	.10	9.59	86 cans	.101	8.72
Pickles,			4.43			17.90
Sauces,			3.58			1.60
Eggs,	284 doz.	.16	45.75	273 doz.	.176	48.10
Flour,	12 bbls.	4.45	53.54	11-1/2 bbls.	4.732	54.42
Buckwheat, Graham, Corn Meal	176 lbs.	..02	3.95	242 lbs.	.044	10.91
Farinaceous Foods,	133 "	.04	5.81	85 "	.061	5.20
Canned Fruit,	117 cans	.10	11.90	25 cans	.138	4.71
Canned Vegetables,	160 "	.08	12.74	163 "	.082	13.38
Dried Fruit,	149 lbs.	.13	19.45	197 lbs.	.095	18.78
Dried Vegetables,	102 "	.04	4.08	51 "	.063	3.24
Fresh Fruits,			28.23			28.20
Fresh Vegetables,			62.59			46.50
Potatoes,	117 bus.	.54	63.50	120 bus.	.922	110.65
Dried Onions,	14 pks.	.34	4.75	18-1/2 pks.	.367	6.80
Fresh Fish,			17.22	180 lbs.	.080	14.50
Salt Fish,			7.02	118 "	.104	12.35
Fresh Meat,	3868 lbs.	.09	334.66	3427 lbs.	.102	349.71
Salt Meat,	1368 "	.09	123.14	1146 "	.090	103.26
Molasses and Syrup,	13 gals.	.36	4.82	20-1/2 gals.	.376	7.72
Ice,	548 cwt.	.175	96.11	626 cwt.	.170	106.75
Miscellaneous,			3.80			2.84
TOTAL,			\$1223.06			\$1248.90
Less cash discounts,						21.00
						\$1227.90

Average consumption of meat per man per day in 1900 was 1.34 lbs.

Average consumption of meat per man per day in 1901 was 1.25 lbs.

STEAMER PIONEER

DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Table linen, towelling, etc.,	\$47.97	\$26.15
Bed linen, blankets, etc.,	7.10	10.55
Cutlery, spoons, etc.,	.15	1.88
Crockery and glassware,	6.01	4.86
Kitchen utensils,	1.36	7.37
Soap,	12.33	8.89
Scouring material,	7.88	7.59
Brooms,	1.41	1.40
Brushes,	.39	.15
Laundry,	57.52	60.50
Miscellaneous,	7.31	6.13
T O T A L,	\$149.43	\$135.47
Less cash discounts,		.41
		\$135.06

STEAMER PIONEER

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas, Duck, etc.	\$ 19.45	\$ 5.70
Kerosene Oil,	31.21	41.76
Ropes, etc.,	229.20	129.75
Hose,	13.00	26.00
Lamp Chimneys and Globes,	7.91	4.00
Lamps, Lanterns and Burners,	13.58	7.04
Soap,	7.85	3.25
Scouring Material,	5.86	7.51
Rags,	3.75	2.60
Hardware and Tools,	15.83	14.49
Brooms,	9.50	8.45
Brushes,	8.10	7.45
Candles,	5.95	5.70
Miscellaneous,	32.41	10.40
TOTAL,	\$403.60	\$274.10
Less credit on account accident adjustment,		22.20
		\$251.90

STEAMER PIONEER

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Hardware and tools,	\$ 25.40	\$ 13.18
Lamps and Wicking,	8.44	24.35
Scouring Material,	3.71	2.63
Soap,	4.25	4.25
Rags and waste,	10.40	6.75
Hose,		17.19
Brooms,	7.78	2.00
Brushes,	2.19	.98
Squirt Cans and Fillers,		.35
Water Glasses,	.50	5.98
Fittings and Piping,	123.33	8.11
Valves,	58.03	55.64
Packing,	57.93	67.01
Gaskets,	13.74	3.40
Miscellaneous,	16.05	14.84
TOTALS,	\$331.75	\$226.66

STEAMER PIONEER

DETAILS OF PAINTS PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	100 lbs.	\$.06-1/4	\$ 6.25
Red lead,	150 "	.073	11.00
Boiled Oil,	62 gals.	.62	38.51
Turpentine,	12 "	.53	6.40
Tinted lead,	300 lbs.	.06-1/2	19.50
Princess Brown,	521 "	.04	20.84
Miscellaneous,			13.17
TOTAL			\$115.67

S T E A M E R P I O N E E R

FUEL PURCHASED FOR TWO SEASONS

GRADE	1 9 0 0					1 9 0 1				
	TONS		PER-CENT	AVERAGE PRICE	TOTAL COST	TONS		PER-CENT	AVERAGE PRICE	TOTAL COST
Lump,	612	1000	24.7	\$2.929	\$ 1794.07	67		3.4	\$2.892	\$ 193.75
Run of Mine,	245	1100	9.9	2.793	685.71	111		5.5	2.184	242.40
Nut,	409	400	16.5	2.644	1082.39	5		.2	2.250	11.25
Slack,	1212	1000	48.9	2.459	2982.45	1840	1100	90.9	1.958	3603.76
TOTALS,	2479	1500	100.0	\$2.639	\$ 6544.52	2023	1100	100.0	\$2.002	\$ 4051.16

STEAMER PIONEER

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS-ELABORATED

TOTAL COST OF REPAIRS WAS \$1055.99	MACH	BOILER	HULL	DECK	CABIN	BULW-	MISCEL
	REPAIR	REPAIR	REPAIR	REPAIR	REPAIR	ARKS & RAIL REPAIR	REPAIR
Labor and material repairing electric light wires,	\$	\$	\$	\$	\$	\$	\$10.25
Repairing steam gauge,		.90					
Leather cups for fire pump,		4.00					
Repairing clock, etc.,							1.75
New wire for bell pulls,		1.50					
Repairing steam pipe, etc.,			.65				
Calking and repairing yawl boats,							4.50
Labor and material repairing railing of after ladder,							1.96
Repairing heater valves,							.75
Repairing kitchen range, etc.,							6.14
Labor painting and scraping in hold,				3.00			
Forging on fire tools,		6.66					
Repairing and renovating mattresses,							7.35
New section in ventilator pipe,							1.75
New carpet for Captain's and passenger stateroom,						29.64	
Repairing cushion in passenger stateroom						1.25	
New awnings for pilot house and after deck,							11.25
Calking and repairing after poop deck,				7.61			
New air pipe box,							7.87
Renewing hatch bars,				1.82			
Labor and material repairing man hole plate,							12.23
A general overhauling and renewal of various parts of vessel by J.O.Joll							136.34
New wash bowl in wheelmen's room,						2.42	
Braces on boat davits over engine room skylight,							37.70
Brass bushing and repairs to rudder pintle,		44.77					
Glazing,						6.05	
Repairing slide oil boxes, etc.		5.90					
Labor and material repairing dynamo, engine, ash chute, etc.,		78.77					
New Worthington boiler feed pump, \$375.00							
New bed plate for boiler feed pump,		63.45					
Piping for boiler feed pump,		67.19					
		505.64					
Paints purchased during season,							115.67
TOTALS,	641.48	7.31	3.00	9.43	89.36		355.41

Total cost of paints purchased in season of 1900 was \$352.73

" " " " " " " " 1899 " 130.36

STEAMER PIONEER

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO. CARGOES	1 9 0 0						1 9 0 1					
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS	DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
T. & O.C., Toledo,								1	8	1	5		16
C.H.&D., "								1	16	1	3		15
P.Y.&A., Ashtabula,	1	1	7	1	5	17							
E. & P., Erie,	1		16		13	10							
P. & E., "							1	4	15	4	5	1	1
Buffalo F.Co., Buffalo	2	4	2	1	5	16							
Leh.ValRy., "	15	1	16		22	10	13	1	22		16		11
West Shore, "							1	1	1		18		16
GRAND AVERAGE,	19	1	21		23	15	17	1	23		23		13

STEAMER PIONEER

GENERAL DATA

Total number of crew (including Master and Engineer)....	17
Length over all,.....	241 Feet
Keel,.....	225 "
Beam,.....	35 "
Depth,.....	17 "
Net tonnage,.....	774 Tons
Gross tonnage,.....	1123 "
Ore capacity,.....	1772 "
Coal capacity,.....	1532
Engines,.....	20,23,54 X 42
Boilers,.....	2 Scotch,12 X 11-1/2
Steam,.....	160
Horse power,.....	1223
Pitch of wheel,.....	15'9"
Average revolutions per minute, loaded,.....	72
Average revolutions per minute,light,.....	78
Number of hatches,.....	(6 working hatches (4 intermediate hatches
Average miles per hour, running alone, light,.....	13.38
Average miles per hour, running alone, loaded,.....	12.20
Average miles per hour towing Chattanooga, light,	8.98
Average miles per hour towing Chattanooga, loaded,	8.39

CADILLAC

Comparisons.

The increased consumption of coal per mile and per hour steamed is attributable to the fact that this Steamer fueled at Toledo almost exclusively, the fuel being Ohio coal, and, while a little less in price than Pittsburg coal, the increased consumption more than offset the decrease in price. In further reference to this same subject under head of Comparisons the increased cost is figured on the miles run, as on the other boats, and not on the length of the season.

For Mr. Mather

ANNUAL REPORT
OF
STEAMER CADILLAC

1901

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

GENERAL OPERATIONS

The Steamer Cadillac left the port of Cleveland, May 8th, on first trip, and finished unloading last cargo at Cleveland Dec.2nd, having been in commission 209 days.

This vessel carried 24 cargoes of iron ore from the port of Marquette to Lake Erie ports as follows:

1	cargo to	Ashtabula.
1	"	" Buffalo.
2	"	" Cleveland.
<u>20</u>	"	" Toledo.
24		

General vessel despatch in unloading ore cargoes at Lake Erie ports during season of 1901 was very unsatisfactory. The Cadillac, trading to Toledo almost exclusively, was enabled to obtain fair despatch, as compared with other boats, and was in port almost 4% less average time than the preceding year.

The average rate of freight obtained on all cargoes was \$.7179, as compared with \$1.0246 in 1900, a decrease of \$.3067 per ton. The average operating expenses per ton are \$.5363, against \$.5123 in 1900, and the net earnings per ton \$.1816, as compared with \$.5123 for 1900. The increased cost of operating per ton of freight carried was due to the increased cost of General Repairs.

STEAMER CADILLAC

GENERAL REPAIRS

The largest item of General Repair during the past season was the putting in of a new floor ceiling at a contract price of \$1225.00. An entire new floor ceiling was laid from lower edge of limber plank on port side to lower edge of limber plank on starboard side, entire length of the hold. Under the hatches the oak was three inches thick and in the wings and between hatches, two inches thick. All of this oak was laid on one inch pine boards. The pine floor was nailed to pine sleepers, two sleepers being placed between each angle iron. The sleepers were four inches thick, fitted over and levelled to height of angle irons. The oak floors were wire spiked to sleepers and bolted to angle irons.

In this contract price was included repair to about two hundred feet of limbers.

After the floor ceiling was taken up, the tank top was scraped and painted with red lead. The cost of material for doing this work was \$73.12. The labor in doing this work amounted to \$86.72, so that the entire cost attendant upon taking out and putting in a new floor ceiling on this Steamer was \$1389.84.

The repairs on this Steamer before going to sea again will be of a minor nature, and should be covered by an expenditure of a few hundred dollars.

ACCIDENTS.

JUNE 21ST

On the 21st day of June, the Steamer Cadillac was bound out of the port of Toledo, and when she reached a point about one thousand feet southwesterly from the Inner Range Crib, in Maumee Bay, and directly on the ranges, her wheel picked up some hidden obstruction, breaking three buckets on her wheel and three bolts of her stern bearing.

CADILLAC

The damage was quite extensive: one blade lost 3' 6" off its end; a second blade lost 2' 7" and a third 1' 9". The vessel was put into dry dock and repaired. The total expense arising out of this accident was \$718.04. The deductable average of this claim will be \$375., leaving the balance for Underwriters to pay.

JULY 28TH

On the 28th of July the Steamer Cadillac was bound into the Port of Toledo. She was proceeding up the channel at the entrance to Maumee Bay, slowly. Before reaching the Lower Range Crib, her engines were further slowed down until she had bare steerage way. The Cadillac was passing to eastward of Range Crib, and, when nearly in to the Inner Range Crib, a small red flag was seen on a buoy directly ahead. Her helm was then ported a little, so as to work onto the ranges and get into the middle of the channel when above the crib. When about abreast of the light house keeper's dwelling on the Inner Range Crib, a small white flag was seen on a buoy, apparently about 75 feet westward of the red flag above mentioned. Those on board the Cadillac said that they had no knowledge of the meaning of these flags, but supposed they might be surveyors flags, and to avoid them, in the event that they should have been placed there to mark any hidden obstruction, as well, also, to work over onto the ranges, the helm of the Cadillac was put hard-a-port. It would seem that she was not coming rapidly enough on her hard-a-port helm to pass to westward of the white flag, and her engines were backed, but she went ahead. When her bow was about abreast of the flags, she struck an obstruction, the character of which was then unknown, but which afterwards proved to have been the Tug Goldsmith. This tug, it appears, had been sunk at this point one or two days previous. There was considerable wreckage come to the surface after the collision. R. Parry-Jones, on behalf of the Underwriters, went to Toledo to examine the Tug. He found that considerable damage had been done by the passing of the Cadillac over the tug. The tug owners have made a claim for \$6,000.00, while

C A D I L L A C

R. Parry-Jones, on behalf of the underwriters, is willing to recommend from \$3500. to \$4000. Hoyt Dustin & Kelly say, relative to this case, that, while it is true the wreck of the Goldsmith was only marked by a couple of flags, it is reported in Toledo that the Bay was dotted all over with surveyors flags very similar to the flags which marked the wreck of the Goldsmith,- that the Master of the Cadillac saw these and was sufficiently warned by them to induce him to change the course of his vessel. And further that the Court would hold probably, that as these flags were sufficient warning to attract attention to make the boat change its course, he should have at once backed engines and taken all precautions that he would have taken if the presence of the obstruction had been certain in his mind, and our position would have been much stronger if the Captain of our vessel had been entirely mistaken about these flags and gone on the supposition that they were surveyors flags and passed directly over them. The matter is now under discussion between the owners of the Tug Goldsmith and the Underwriters.

CADILLAC

	1900		1901	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	98	42.6	81	38.8
Time sailing,	123	53.5	110	52.6
Time lost by bad weather and low water,	3-1/2	1.5	9-1/2	4.5
Time lost waiting at Soo Canal and River,	5	2.2	4	1.9
Time lost by accidents,	1/2	.2	4-1/2	2.2
TOTAL TIME IN COMMISSION,	230	100.	209	100.
Number of trips made,	25		24	
Number of cargoes carried,	29		24	

MASCAROUND

C A D I L L A C .

R E C E I P T S .	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
24 Cargoes iron ore from Marquette,	56,393	\$40,487.15	\$.7179
D I S B U R S E M E N T S			
Extraordinary and General Repairs,	\$ 1,904.61		
Ship Keeping and Winter Dockage,	91.34		
Fitting out,	697.01		
Wages and Captain's Salary,	6,982.39		
Captain's Expense Account,	70.98		
Tug Services,	170.56		
Handling Cargoes,	10,846.85		
Taxes,	254.46		
Marine Insurance,	3,380.96		
Freight List Insurance,	48.67		
Mate's Supplies,	299.22		
Provisions,	1,130.09		
Steward's Supplies,	128.89		
Fuel,	3,366.73		
Engineer's Lubricants,	81.18		
Engineer's Supplies,	50.56		
Boiler Repairs,	50.99		
Machinery Repairs,	7.82		
General Exp.(Telegrams,Dues,L.Carriers Assn.Etc.)	121.09		
Laying Up,	560.71	\$30,245.11	\$.5363
NET EARNINGS FOR SEASON,		\$10,242.04	\$.1816
Less amount paid account Legal Expenses,		25.00	
		\$10,217.04	

C A D I L L A C

Comparisons

	1 9 0 0	1 9 0 1
Days in commission,	230	209
Number of miles traveled,	30,074	27,411
Number of trips made,	25	24
Number cargoes freight carried,	29	24
Gross tons freight carried,	63,814	56,393
Average rate freight per gross ton,	\$1.0246	\$.7179
Average cost to carry per gross ton freight,	.5123	.5363
Net earnings per ton freight carried,	\$.5123	\$.1816
Gross receipts,	\$65,387.76	\$40,487.15
Gross expenditures,	32,694.84	30,245.11
Net earnings,	\$32,692.92	\$10,242.04
Percentage of operations to earnings,	50.0	74.7
Gross earnings per mile traveled,	\$ 2.1742	\$ 1.4770
Operating expenses per mile traveled,	1.0871	1.1034
Net earnings per mile traveled,	1.0871	.3736
Gross earnings per day,	\$284.29	\$193.71
Operating Expenses per day,	142.15	144.71
Net earnings per day,	\$142.14	\$ 49.00
Expenses per day excluding cargo handling costs,	\$86.68	\$92.81 *
Cost provisions per man per day(excluding extra meals)	\$.325	\$.335
✓ Average tons coal consumed per mile steamed,	107/2000	110/2000
✓ Average cost coal consumed per mile steamed,	\$.1399	\$.1228
✓ Average tons coal consumed per hour steamed,	1095/2000	1148/2000
Average cost oil consumed per hour steamed,	\$.0281	\$.0307
Average cost oil consumed per mile steamed,	\$.00276	\$.00296
Average wages paid per day while in commission,	\$27.61	\$27.90
Average ore cargo from Lake Superior,	2327	2340
Average draft water on ore cargoes from Lake Superior,	16'3" ford 16'8" aft	16'5" ford 16'10" aft.

* Due to greatly increased General Repair Account in 1901.

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

Comparison of items of disbursement

	1 9 0 0	1 9 0 1	+ OR -	R E M A R K S
Extraordinary and General Repairs,	\$ 573.37	\$ 1,904.61	+ \$1,330.74	New wooden floor ceiling in 1901; also scraping and painting tank top.
Ship Keeping and Winter Dockage,	112.00	91.34	- 20.66	
Fitting Out,	452.01	697.01	+ 239.00	More extensive repairs to machinery, and a larger expenditure for supply accounts in 1901.
Wages and Captain's Salary,	7,356.00	6,982.29	- 373.61	21 days longer season in 1900. A uniform rate of wages paid for both seasons up to Nov.1st, 1901, when wages advanced 25¢ per day on wheelmen, watchmen, oilers, etc.
Captain's Expense Account,	46.58	70.93	+ 24.40	
Tug Services,	424.17	170.56	- 253.61	In 1901 vessel traded almost exclusively to Toledo, where tug was not always necessary.
Handling Cargoes,	12,753.63	10,846.85	- 1,911.83	Reduction of 3¢ per ton for handling ore cargoes in 1901, and less freight carried.
Cargo Commissions,	35.00		35.00	
Taxes,	186.51	254.46	+ 67.95	
Marine Insurance,	3,814.50	3,380.96	- 433.54	Less valuation on vessel in 1901.
Freight List Insurance,	45.07	48.67	+ 3.60	Rate increased 50%
Mate's Supplies,	358.16	299.23	- 58.94	This department purchased more supplies, at time of fitting out, in 1901 as per above.
Provisions,	1,204.83	1,130.09	+ 33.44	Based on increased cost of \$.010 per man per day.
Steward's Supplies,	213.93	128.89	- 85.04	This department purchased more supplies at time of fitting out in 1901, per fitting out above.
Fuel,	4,207.51	3,366.73	+ 100.35	Based on increased consumption of 3 lbs. per mile. Increase due to use of Ohio coal largely.
Engineer's Lubricants,	83.03	81.18	+ 5.48	Based on increased cost of \$.00020 per mile.
Engineer's Supplies,	57.32	50.56	- 6.76	
Boiler Repairs,	16.35	50.99	+ 34.64	
Machinery Repairs,	26.22	7.22	- 18.40	
Auxiliary Engine Repairs,	---	---	---	
General Expense,	332.92	121.09	- 212.83	In 1900 paid Capt.Geo.A.Symes reward of \$100.00 and D.J.Symes \$54.50 on account of personal injury; also donations(campaign)authorized by office of \$46.43.
Laying up,	382.12	560.71	+ 177.59	Engineer's Department fitted out for 1902 while laying up at end of season 1901.

STEAMER CADILLAC

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1 9 0 0	1 9 0 1
Telegrams and Telephones,	\$20.22	\$30.41
Postage,	7.36	9.00
Railway Fares,	5.76	17.50
Customs,	10.00	9.00
Stationery,	1.60	
Express,	1.01	.20
Exchange,	.65	.57
Captain's and Chief Engineer's Board,	25.90	
Miscellaneous,		4.30
T O T A L,	\$72.50	\$70.98

STEAMER CADILLAC

DETAILS OF GENERAL EXPENSE ACCOUNT

	1 9 0 1
Stationery,	\$ 5.56
Telegrams, etc.,	12.89
Board Bills (Captain Parsons & Engr.Hart)	48.30
Trimnings on caps of crew,	12.90
Dues, Lake Carriers Association,	32.04
Investigating and reporting on engine indicator cards	10.00
Expenses inspecting boat at Toledo (J.H.S.)	4.25
J.R.Oldham,	34.40
Christmas present, J.B.Hart,	50.00
Marine reporting,	15.40
T O T A L	\$225.74

STEAMER CADILLAC

DETAILS OF PROVISION ACCOUNT

	1900			1901		
	QUANTITY	PRICE	AMOUNT	QUANTITY	PRICE	AMOUNT
Sugar,	929 lbs.	\$.05	\$ 50.90	804 lbs.	\$.059	\$ 47.51
Tea	48 "	.34	16.61	35 "	.372	13.10
Coffee,	179 "	.13	25.82	144 "	.146	21.14
Spices and Vinegar,			7.70			6.74
Extracts,	29 btls.	.21	6.14	18 btls.	.164	2.95
Baking Powder,	40 lbs.	.23	9.26	58 lbs.	.217	12.63
Bread and Crackers,			22.54			31.63
Butter and Butterine,	593 lbs.	.19	114.70	466 "	.165	77.36
Lard and Cointoline	293 "	.09	25.00	244 "	.100	24.55
Cheese,	98 "	.14	14.28	49 "	.134	6.52
Fresh Milk,	317 gals.	.19	60.00	256 gals.	.194	49.67
Condensed Milk	108 cans	.10	10.58	54 cans	.097	5.25
Pickles,			7.45			11.49
Sauces,			5.43			.72
Eggs,	264 doz.	.16	41.67	245 doz.	.116	40.80
Flour,	9 bbls.	4.20	38.06	9-1/2 bbls.	4.606	43.76
Buckwheat, Graham & Corn Meal	175 lbs.	.03	5.03	187 lbs.	.033	6.25
Farinaceous Foods,	175 "	.06	10.64	63 "	.061	3.86
Canned Fruits,	152 cans	.11	16.83	28 Cans	.159	4.47
Canned Vegetables,	296 "	.08	24.16	227 "	.078	17.89
Dried Fruits,	247 lbs.	.08	26.87	177 lbs.	.095	16.98
Dried Vegetables,	75 "	.06	4.30	79 "	.065	5.18
Fresh Fruits,			26.96			36.94
Fresh Vegetables,			48.09			51.15
Potatoes,	118 bus.	.47	55.50	98 bus.	.782	77.83
Dried Onions,	12 pks.	.33	3.90	11-1/2 pks.	.320	3.68
Fresh Fish,			19.71	232 lbs.	.080	18.61
Salt Fish,			11.03	35 lbs.	.090	3.16
Fresh Meat,	2919 lbs.	.10	289.50	3119 "	.105	329.78
Salt Meat,	578 "	.09	91.49	707 "	.092	65.57
Molasses and Syrup,	11 gals.	.49	5.43	20 gals.	.613	11.98
Ice,	630 cwt.	.17	107.10	626 cwt.	.153	95.59
Miscellaneous,			2.20			3.05
TOTAL,			\$1204.88			\$1147.84
Less cash discounts,						17.75
						\$1130.09

Average consumption of meat per man per day in 1900 was 1.06 lbs.

" " " " " " " " " " 1901 " 1.14 "

STEAMER CADILLAC

DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Table linen, towelling, etc.	\$ 62.54	\$ 9.30
Bed linen, blankets, etc.,	8.69	15.25
Cutlery, spoons, etc.,	2.03	1.53
Crockery & Glassware,	10.95	10.71
Kitchen umtensils,	13.92	7.11
Soap,	8.28	12.00
Scouring material,	6.52	5.51
Brooms,	1.96	2.03
Brushes,	.45	1.03
Laundry,	89.30	88.14
Range coal,		23.75
Toilet articles,		.96
Sponges, etc.,		1.55
Miscellaneous,	34.01	67.95
TOTAL,	\$238.65	\$246.82
Less cash discounts,		.76
		\$246.06

STEAMER CADILLAC

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas, Duck, etc.	\$ 2.25	\$ 18.30
Kerosene Oil,	57.41	85.98
Ropes, etc.,	191.27	162.48
Hose,		37.90
Lamp Chimneys and globes,	2.53	7.20
Lamps, Lanterns and Burners,	5.76	13.99
Soap,	4.50	1.65
Scouring Material,	7.04	9.89
Hardware and Tools,	12.85	7.55
Brooms,	9.10	7.88
Brushes,	4.75	11.00
Rags, etc.	5.00	5.40
Candles,	4.00	1.20
Miscellaneous,	69.12	11.65
TOTAL,	\$375.58	\$382.07
Less credit on account oil barrels returned,		10.60
		\$371.47

STEAMER CADILLAC

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Tools and hardware supply,	\$ 2.16	\$ 5.56
Lamps and Wicking,	6.50	5.26
Scouring Material,	7.62	7.44
Soap,	2.77	4.00
Rags and waste,	4.60	4.55
Brooms,	2.70	2.28
Brushes,	.80	1.70
Squirt cans and Fillers,		.80
Fitting and piping,	7.67	11.51
Valves,	2.99	3.27
Packing,	31.48	32.74
Gaskets,	3.59	8.23
Miscellaneous,	24.18	30.34
TOTAL,	\$ 97.06	\$117.68
Less cash discounts,		.12
		\$117.56

STEAMER CADILLAC

DETAILS OF PAINTS PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	300 lbs.	\$.06-4	\$18.75
Red lead,	750 "	.066	50.00
Boiled oil,	116 Gals.	.676	78.37
Turpentine,	10 "	.55	5.50
Tinted lead,	200 lbs.	.065	13.00
Metallic Brown,	591 "	.04	23.64
Miscellaneous,			18.47
TOTAL,			\$207.73

STEAMER CADILLAC

FUEL PURCHASED FOR TWO SEASONS

GRADE	1 9 0 0					1 9 0 1				
	TONS		PER-	AVERAGE	TOTAL	TONS		PER-	AVERAGE	TOTAL
			CENT	PRICE	COST			CENT	PRICE	COST
Lump,	542	200	33.6	\$2.758	\$ 1494.86	192	600	12.6	\$2.363	\$ 454.18
Run of Mine,	467	1300	28.8	2.627	1228.45	1326	1500	87.4	2.195	2912.55
Nut,	189	1600	11.7	2.562	486.28					
Slack,	419	1300	25.9	2.378	997.92					
TOTALS,	1619	500	100.0	\$2.598	\$ 4207.51	1519	100	100.0	\$2.216	\$ 3366.73

STEAMER CADILLAC

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS-ELABORATED

TOTAL COST OF REPAIRS WAS \$2018.23	MACH. REPAIR	BOILER REPAIR	HULL REPAIR	DECK REPAIR	CABIN REPAIR	BULW- ARKS & RAIL REPAIR	MISCEL REPAIR
Repairing hatch bars,	¢	¢	¢	¢ 7.32	¢	¢	¢
Repairing kitchen range,							16.87
Turnbuckle & wire rope for rigging,							9.79
New covers for yawl boats,							18.56
Repairing binnacle lamp, etc.,							2.30
Cleaning carpet,							3.20
Repairing drip pans, fillers, etc. for Engr							8.50
New fire buckets, purchased to comply with inspection rules,							2.90
Iron pins for hatch battens,				3.50			
New fenders, etc.,			12.45				
Steering pole,							2.06
New ladder,							6.12
Smokestack for kitchen range,							4.80
Repairs to propellor wheel and stern bearing,	20.00						
Repairing fish tackle block, etc.							1.85
Lumber for weather boards, aft,					3.50		
Overhauling and repairing couch in Captain's rooms,							8.00
Repairing lamps and lanterns,							3.95
Glazing,					2.60		
Labor repairing pilot house windows,					6.00		
New hatch covers made by Wm. Sweeney,				145.00			
Amount paid Wm. Sweeney for new floor ceiling in hold,			1225.00				
Labor, etc. painting & scraping tank top, before laying new floor ceiling,			117.67				
Bracing & strengthening anchor davit,							16.56
New ceiling & mineral wool packing in ice box,							10.24
New bowls in water closets in Captain's room and aft bath room,					33.28		
Calking cabin coverings,					2.43		
Additional plates put on Engine room gangways to keep out water,			39.79				
Repairing rim of water way and coming of aft cabin,					32.04		
New fender strake,			19.72				
Reprg. foot of pipe & pump boxes,							15.50
New limbers in hold,			9.00				
Paints purchased during season,							207.73
TOTALS,	\$20.00	¢	1423.63	155.82	\$79.85	¢	338.93

Total cost of paints purchased in season of 1900 was \$182.97

" " " " " " " 1899 " 177.87

STEAMER CADILLAD

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO. CARGOES	1 9 0 0						NO. CARGOES	1 9 0 1					
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK			AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
C.H.&.D., Toledo,	1	2	4	2	2		13	12	1	23	1	2		17
T.&.O.C., "								5	2	15	1	17		17
C.H.V.&.T., "								3	2	4		21		16
C.L.&.W., Lorain,	3	1	20	1	10		13							
C.T.&.V., Cleveland,	4	2	8	1	10		19	1	5	5	2	17		14
N.Y.P.&.O., "	1	3	13	2	7		19							
C. & P., "	7	2	11	1	13		18	1	1	22	1	20		21
P. & L.E. Fairport,	2	1	2	1			22							
Minnesota, Ashtabula	2	2	5	1	4		15							
P.Y.&.A., Ashtabula,	2	2	11	1	14		21	1	1	14	1	11		16
Carnegie, Erie,	1	1			23		9							
Buffalo Fee.Co. Buff.,	1	6	19	2	18		20	1	2	15	1	23		23
GRAND AVERAGE	24	2	9	1	13		17	24	2	7	1	8		17

STEAMER CADILLAC

GENERAL DATA

Total number of crew (including Master and Engineer)....	16
Length over all,.....	244 feet
" Keel,.....	230 "
" Beam,.....	37
Depth,.....	19
Net tonnage,.....	1068 tons
Gross tonnage,.....	1263 "
Ore capacity,.....	2327 "
Coal capacity,.....	2053 "
Engines,.....	15,25,42 X 36
Boilers,.....	1 boiler,11'6" X 13'
Steam,.....	160
Horse Power,.....	550
Pitch of Wheel,.....	10'9"
Average number of revolutions of wheel per minute,loaded.	80
" " " " " " " " "	87
Number of hatches,.....	(6 working hatches (5 intermediate hatches
Average miles per hour, light.....	10.99
Average miles per hour, loaded,.....	10.00

CHOCTAW

Query under head of Accident Oct. 24th

for Mr. Miller

In the question of liability, wherein statement is made that the "liability in the case depends on Voakes knowledge of his danger in the position that he occupied at the time of the accident," would say that this was the view of Messrs. Hoyt, Dustin and Kelley, but while the question of liability depends on this view, yet it was their opinion that a claim would not be substantiated.

Accident of No. 19th.

Query, "What about the other boat?" None of our people were able to ascertain the name of the down bound boat. It was 8:30 at night in the middle of November and the darkness of night had come, besides there were a number of passing boats and the same could not be checked up.

On page showing Receipts and Disbursements: Tug Services.

While a few years ago it might be expected that a boat of this kind would, in the iron ore trade, ^{could} measurably avoid tug services, the present conditions in coming into such ports as Cleveland and Ashtabula now require that a tug be taken. The harbors are crowded and there are ^{so} many large boats projecting out into the river at the turns, that usual prudence necessitates the taking of a tug. The major portion of the season boats loaded to full draft had about all they could do to get into Ashtabula on the draft of water.

Comparisons.

Under head of Comparisons, the reduction in expenses per day, excluding cargo handling costs, is explained in the note below. *see that page*

Under head of Comparison of Items of Disbursement where the Handling Cargoes cost show a plus sign, in the face of the fact that the cost of handling iron ore was reduced from the preceding year, is due to the fact that the Choctaw carried five cargoes of grain out of Lake Michigan in 1900, wherein the handling charge per ton was ^{about} fifteen cents, instead of the higher cost of ore unloading.

Fuel--Comparison of Items of Disbursement.

See remarks on this same subject for Steamer Pioneer.

ANNAUAL REPORT

OF

STEAMER CHOCTAW

1901

S T E A M E R C H O C T A W

GENERAL OPERATIONS.

The Steamer Choctaw sailed from the port of Lorain on May 14th on the first trip of the season 1901, and finished discharging the last cargo at Buffalo December 11th, having been in commission 212 days.

This Steamer traveled a total of 31,580 miles for the season, making 21 trips. Two cargoes of coal were taken on up trips to Marquette, and the down trips consisted of 8 cargoes of iron ore from Marquette and 13 cargoes of iron ore from Ashland, all delivered at Lake Erie Ports.

The average rate of freight obtained on all cargoes carried during the season is \$.7650 against \$8836 in 1900, a decrease of \$.1186 per ton. The average operating expenses per gross ton freight carried in 1901 are \$.5023, as compared with \$.5439, showing a reduction of \$.0416 per ton. The average net earnings per ton freight carried, therefore, are \$.2627 in 1901, as compared with \$.3397 in 1900, showing a decrease of \$.0770 per ton.

The reduction in operating cost per ton is due principally to a material reduction in tug services, due to no grain cargoes being carried in 1901, and a very much lessened Fitting Out cost in 1901 over preceding year. All of the departments of the Steamer were threadbare of equipment when this Company acquired the ship, necessitating extensive renewals.

STEAMER CHOCTAW

GENERAL REPAIRS.

The Extraordinary and General Repair account on this Steamer amounted to \$802.47. This sum is made up of numerous items, the distribution of which will be found in a separate table, but it may be mentioned that all of the hatch covers were repaired where defective. The deck around the after house was repaired; new timber was put in about quarter of the port side and about one sixth of the starboard side. The stairs, leading from the main deck to the cabin deck, were renewed.

The repairs to be put on this steamer before going to sea again are not of a very extensive character.

STEAMER CHOCTAW

ACCIDENTS.

JULY 26TH

When the Steamer Choctaw was lying at the port of Erie on July 26th the fuel scow Pennsylvania, belonging to Pickands, Mather & Co., was winding. She struck the Choctaw, breaking one stanchion amidships, and also breaking two iron sockets in which the stanchions fit. The bill has been sent to Messrs. Pickands, Mather & Co.

AUG. 17TH

While coming out of the C.&P. Slip at Cleveland, the Choctaw's stern swung against the Steamer City of Bangor, bending two stanchions, and breaking one socket of the Bangor. Afterwards our Captain had a talk with Capt. Moody, of the Bangor, and he advised our Captain the damage we did him would not amount to more than a couple of dollars, and therefore no claim would be made.

OCT. 24TH

The Choctaw was lying at the Cuddy-Mullen Coal loading plant in Cleveland. One hatch had been filled, and it was desired to shift the Choctaw back so that another hatch could be placed under the machine. The Mate ordered Frank Voakes, a watchman, to go on the dock and shift a headline, which was around a spile that stood near the track that runs down the decline from the dumping plant. The watchman did as he was directed, and while he was endeavoring to take the line off the spile, an empty car came down and pinned him against the spile, finally throwing him about ten feet out on the dock. This plant is so constructed that the empties are started down the incline by the blow from the next loaded car, which is allowed to run down into the machine for dumping. The jar started the empty down the incline and it runs down and up another short incline, which starts it back again and it is automatically switched onto a lower track. The question of liability in this case depends upon Voakes

STEAMER CHOCTAW

Accidents, Cont. #2

knowledge of his danger in the position that he occupied at the time of the accident. The statement of the witnesses show that he had been on deck ever since they had begun to load the boat. He had, doubtless, seen many cars dumped and had noticed the way in which the empties were run down from the machine, at least this was all apparent to one on the deck of the vessel. The injuries were not very serious. Voakes was quite badly bruised, but it appears that no bones were broken. At the time of the accident it was thought that he would be able to be about in the course of a week or two. Our attorneys advise that the better course would be to allow the matter to rest, as they thought that we will not hear anything from the accident. Up to the close of the season nothing further had been said about it.

NOV. 19TH

While coming up Detroit River, Nov. 19th, about 8:30 P.M., the Steamer Choctaw met a down bound Steamer near Fighting Island. The Captain stated that he blew one whistle, and heard the Steamer they were meeting answer with one whistle. The Choctaw's wheel was ported and headed well clear of the oncoming Steamer, and, as the boats got nearer to each other, it was noticed that the down bound Steamer was still heading directly on to our boat, Our Captain again blew one whistle and was answered by a cross signal of two whistles. As it was impossible to starboard the Choctaw's wheel and clear the Steamer, and, as she seemed determined to mixup with us, Capt. Smith put our wheel hard-a-port and beached the Choctaw. Before blowing the two whistles the down coming Steamer blew a danger signal indicating that something had gone wrong, as it was noticed that the down boat was swinging in on us. Just as we struck the bank she crossed out stern. It was the only way in our Captain's judgement to avoid a collision,

STEAMER CHOCTAW

ACCIDENTS #3

and, as our Captain was well acquainted with the nature of the bottom in that locality, knowing it to be soft bottom, he deemed this the wisest course to pursue. The Choctaw turned half way round and struck the bank head on, running out about six feet. The wrecker Saginaw was sent for and the boat was released at about 3:00 the following morning. The Saginaw's bill for this service was \$110.00.

what about the other boat

STEAMER CHOCTAW

	1900		1901	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	76	40.0	86-3/4	40.9
Time sailing,	97-1/2	51.3	118-1/2	55.9
Time lost by bad weather and low water,	3	1.6	4-1/2	2.1
Time lost waiting at Soo Canal and River,	1/2	.3	2	1.0
Time lost by accidents,	13	6.8	1/4	.1
TOTAL TIME IN COMMISSION	190	100.	212	100.
Number of trips made,	19		21	
Number of cargoes carried,	25		23	

STEAMER CHOCTAW

<u>RECEIPTS</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
13 cargoes iron ore from Ashland,	37,932	\$30,345.60	\$.8000
8 cargoes iron ore from Marquette,	23,220	17,522.55	.7546
2 " coal to Marquette (2630 net tons @ 35¢ 2548 " " " 60¢)	4,623	2,449.42	.5298
23	65,775	\$50,317.57	\$.7650
<u>DISBURSEMENTS</u>			
Extraordinary and General Repairs,	\$802.47		
Ship Keeping and Winter Dockage,			
Fitting out,	566.79		
Wages and Captain's salary,	7,708.30		
Captain's Expense account,	57.95		
Tug Services,	280.93		
Handling Cargoes,	11,933.31		
Taxes,	16.14		
Marine Insurnace,	3,365.70		
Frighthouse List Insurnace,	62.68		
Mate's Supplies,	275.87		
Provisions,	1,339.04		
Steward's Supplies,	187.63		
Fuel,	5,641.91		
Engineer's Lubricants,	119.43		
Engineer's Supplies,	73.22		
Boiler Repairs,	34.52		
Machinery Repairs,			
Auxiliary Engine Repairs,			
General Exp.(Telegrams, Dues Lake Carriers Assn.Etc.91.41			
Laying Up,	477.27	\$33,035.07	\$.5023
<u>NET EARNINGS.</u>		\$17,232.50	\$.2627
Add amount received account pulling on Steamer Kaliyuga, while aground on Grub Reef,		125.00	
		\$17,407.50	
Deduct amount paid on account of Legal Expenses.	100.53		
Deduct amount not allowed by Insurnace Assn. in adjustment of claims, (Apl.27,1900-collision with pier,Sault Ste.Marie) (May 25,1900-stranding at Big Point in St.Mary Riv)	426.07	526.60	
<u>MAKING TOTAL NET GAIN FOR SEASON,1901,</u>		\$16,880.90	

STEAMER CHOCTAW

Comparisons.

	1900	1901
Days in commissions	190	212
Number of miles traveled,	26,041	31,580
Number of trips made,	19	21
Number cargoes freight carried,	25	23
Gross tons freight carried,	63,736	65,775
Average rate freight per gross ton,	\$.8836	\$.7650
Average cost to carry per gross ton freight,	.5439	.5023
Net earning per ton freight carried,	\$.3397	\$.2627
Gross receipts,	\$56,313.08	\$50,317.57
Gross Expenditures,	34,667.80	33,035.07
Net earnings,	\$21,651.18	\$17,282.50
Percentage of operations to earnings,	61.5	65.4
Gross earnings per mile traveled,	\$2.1627	\$1.5933
Operating expenses per mile traveled,	1.3313	1.0461
Net earnings per mile traveled,	\$.8314	\$.5472
Gross Earnings per day,	\$ 296.41	\$237.34
Operating expenses per day,	182.46	155.32
Net earnings per day,	113.95	81.52
# Expenses per day excluding cargo handling costs,	126.19	99.53
Cost provisions per man per day(excluding extra meals.)	.340	.341
Average tons coal consumed per mile traveled,	156/2000	148/2000
Average cost coal consumed per mile steamed,	\$.2034	\$.1786
Average tons coal consumed per mile steamed,	1736/2000	1645/2000
Average cost oil consumed per mile steamed,	\$.00525	\$.00378
Average cost oil consumed per hour steamed,	\$.0564	\$.0420
* Average wages paid per day while in commission,	\$30.21	\$30.16
Average ore cargo from Lake Superior,	2,823	2,912
Average draft water on ore cargoes from Lake Superior	17'11" ford 17'8" aft.	17'2" ford. 17'9" aft

* Rate of wages was uniform both years up to Nov.1,1901 when advance was made on some classes of labor, but on July 30, 1901 the Choctaw dispensed with the services of one deck-hand, which therefore assisted in reducing rate per day.

The decrease in Operating Expenses per day in 1901 are accounted for in that there is a large reduction in expenditures over the preceding year, as follows:
 Extraordinary and General Repairs, Fitting Out; Tug Services;
 § Taxes; Marine Insurance, etc.

§ See remarks under head of "General Operations.

STEAMER CHOCTAW

Comparison of items of Disbursement

	1900	1901	+ OR -	REMARKS
Extraordinary and General Repairs, Ship Keeping and Winter Dockage, Fitting Out,	\$ 1,216.46	\$ 802.47	- \$- 413.99	After vessel was acquired by purchase from Lake Superior Iron Co., it was found that every department needed repairs or renewals, and these were therefore attended to in 1900
Wages and Captain's Salary,	6,870.91	7,708.30	+ 837.39	A longer season ^x in 1901.
Captain's Expense Account,	60.39	57.95	- 2.44	
Tug Services,	1,202.28	380.93	- 821.35	In 1900 carried a number of coal cargoes to Milwaukee and Chicago and grain cargoes down which entailed large tug bills.
Handling Cargoes,	10,690.25	11,933.81	+ 1,243.56	
Cargo Commissions,	180.00		- 180.00	
Taxes,	289.00	16.14	- 272.86	No taxes were paid in 1900, though the account was charged with an estimated amount, \$289. The taxes for 1901 amount to \$305.14
Marine Insurance,	3,556.01	3,365.70	- 190.31	Lower valuation on vessel in 1901.
Freight List Insurance,	39.75	62.68	+ 22.93	Increased rate.
Mate's Supplies,	222.23	275.87	+ 43.64	
Provisions,	1,202.68	1,339.04	+ 3.81	Based on increased cost of \$.001 per man per day.
Steward's Supplies,	189.63	187.63	- 2.05	
Fuel,	5,297.11	5,641.91	- 302.40	Based on decreased consumption of 8 pounds per mile. ✓
Engineer's Lubricants,	136.64	119.43	- 46.42	Based on decreased cost of \$.00147 per mile
Engineer's Supplies	39.15	73.22	+ 34.07	
Boiler Repairs,	16.70	34.52	+ 17.82	
Machinery Repairs,	25.52	---	- 25.52	
Auxiliary Engine Repairs,	6.13	---	- 6.13	
General Expense,	183.48	91.41	- 92.07	A campaign authorization by General Office in 1900 of \$46.63 <i>other boats?</i>
Laying Up,	474.15	477.27	+ 3.12	

STEAMER CHOCTAW

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1 9 0 0	1 9 0 1
Telegrams and Telephones,	\$33.56	\$34.00
Postage,	7.42	8.50
Railway Fares,	29.97	15.20
Customs,	8.80	8.40
Stationery,	.85	2.45
Express,	1.55	1.20
Exchange,	2.90	2.70
Dockman,	5.00	
Expense switching casting, etc.,	3.05	
Captain's board while laying up,	25.00	
Miscellaneous,		2.75
T O T A L,	\$118.10	\$75.20

STEAMER CHOCTAW

DETAILS OF GENERAL EXPENSE ACCOUNT

	1 9 0 1
Telegrams, etc.,	\$ 11.23
Trimnings on caps of crew, etc.,	16.55
Dues, Lake Carriers Association,	37.68
Stationery,	4.70
Paid Robert Logan for investigating and reporting on engine indicator cards,	10.00
Marine Reporting,	16.25
Board Bills (Captain and Engineer)	83.10
Railway Fare (Captain)	6.40
T O T A L	\$185.91

STEAMER CHOCTAW

DETAILS OF PROVISION ACCOUNT

	1 9 0 0			1 9 0 1		
	QUANTITY	PRICE	AMOUNT	QUANTITY	PRICE	AMOUNT
Sugar,	1027 lbs.	\$.056	\$ 58.37	1059 lbs.	\$.057	\$ 61.00
Tea,	33 "	.35	11.55	60 "	.318	19.10
Coffee,	174 "	.125	22.16	156 "	.134	20.88
Spices and Vinegar,			10.40			8.06
Extract,	27 bottles	.283	7.65	16 bottles	.236	3.79
Baking Powder,	31 lbs.	.147	5.57	57 lbs.	.21	11.97
Bread and Crackers,			9.92			28.91
Butter and Butterine,	437 lbs.	.189	81.73	510 lbs.	.165	84.44
Lard and Cottoline,	232 "	.095	22.00	326 "	.100	32.73
Cheese,	50 "	.143	7.17	104 "	.128	13.47
Fresh Milk,	310 gals.	.196	60.89	261 gals.	.189	49.45
Condensed Milk,	45 cans	.096	4.39	132 cans	.092	12.12
Pickles,			5.84			11.89
Sauces,			7.57			.95
Eggs,	292 doz.	.153	44.73	227 doz.	.172	39.05
Flour,	11 bbls.	4.22	46.34	12-1/2 bbls	4.089	51.12
Buckwheat, Graham & Corn Meal	170 lbs.	.021	3.75	323 lbs.	.024	7.77
Canned Fruits,	122 cans	.106	12.89	61 cans	.130	7.97
Canned Vegetables,	107 "	.084	9.07	386 "	.070	27.09
Farinaceous Foods,	208 lbs.	.044	9.14	107 lbs.	.056	6.04
Dried Fruits,	180 "	.099	17.82	243 "	.090	22.09
Dried Vegetables,	109 "	.05	5.45	112 "	.042	4.77
Fresh Fruits,			38.21			54.63
Fresh Vegetables,			68.64			48.05
Potatoes,	114 bus.	.532	60.65	139 bus.	.904	125.60
Dried Onions,	17 pks.	.331	5.63	24 pks.	.319	7.66
Fresh Fish,	214 lbs.	.082	17.60	176 lbs.	.095	16.72
Salt Fish,	21 lbs.	.111	2.47	140 lbs.	.114	16.09
Fresh Meat,	3972 "	.096	375.29	3451 lbs.	.107	369.71
Salt Meat	1214 "	.082	99.56	997 "	.088	88.21
Molasses and Syrup,	14 gals.	.325	4.56	9-1/2 gals.	.277	2.63
Ice,	517 Cwt.	.195	101.00	487 Cwt.	.182	88.68
Miscellaneous,			5.62			10.95
TOTALS,			\$1202.68			\$1353.59
Less cash discounts,						14.55
						\$1339.04

Average consumption of meat per man per day in 1900 was 1.44 lbs.

" " " " " " " " " 1901 " 1.15 "

STEAMER CHOCTAW

DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Table linen, towelling, etc.,	\$	\$.38
Bed linen and blankets,	156.35	15.05
Cutlery, spoons, etc.,	11.66	5.52
Crockery & Glassware,	5.00	6.21
Kitchen utensils,	29.67	6.46
Soap,	13.04	8.27
Scouring material,	11.00	7.76
Brooms,	2.77	2.30
Brushes,	.75	.58
Laundry,	94.78	89.79
Range coal,	41.25	77.50
Toilet articles,		3.28
Miscellaneous,	30.28	21.15
Furniture, carpets, castings, etc.,	9.92	
TOTAL,	\$406.47	\$244.25
Less cash discounts,		.55
		\$243.70

STEAMER CHOCTAW

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas, Duck, etc.	\$186.59	\$ 9.64
Kerosene Oil,	70.81	92.00
Ropes, etc.,	297.66	133.80
Hose,	52.00	
Lamp Chimneys and Globes,	13.91	24.05
Lamps, Lanterns and Burners,	13.78	19.03
Soap,	2.25	9.65
Scouring Material,	12.16	7.94
Rags,	5.11	4.90
Hardware and Tools,	35.82	8.22
Brooms,	9.90	10.88
Brushes,	7.17	9.20
Candles,	6.75	20.40
Miscellaneous,	77.94	14.10
TOTAL,	\$791.85	\$363.81

STEAMER CHOCTAW

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Hardware and Tools,	\$ 5.28	\$ 19.19
Lamps and wicking,	6.00	4.08
Scouring Material,	6.50	5.11
Soap,	6.00	5.25
Rags and Waste,	3.10	2.80
Hose,		11.79
Brooms,	2.10	1.50
Brushes,	1.34	.30
Squirt cans and Fillers,	.85	.35
Water glasses,		.90
Fitting and piping,	24.59	2.00
Valves,	78.94	14.41
Packing,	72.87	43.61
Gaskets,	7.27	.24
Miscellaneous,	7.18	11.07
TOTAL,	\$222.02	\$122.55

STEAMER CHOCTAW

DETAILS OF PAINT PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	75 lbs.	\$.06-1/4	\$ 4.69
Red lead,	550 "	.071	39.25
Boiled Oil,	102 gals.	.66	67.57
Turpentine,	26 "	.56	14.50
Tinted lead,	100 lbs.	.06-1/2	6.50
Metallic Paste,	153 "	.04	6.12
Miscellaneous,			27.71
TOTAL			\$166.34

STEAMER CHOCTAW

FUEL PURCHASED, FOR TWO SEASONS

GRADE	1900					1901				
	TONS		PER-CENT	AVERAGE PRICE	TOTAL COST	TONS		PER-CENT	AVERAGE PRICE	TOTAL COST
Lump,	522	1000	26.2	\$2.677	\$ 1425.30	575	400	24.6	\$2.499	\$ 1437.33
Run of Mine,	1366	1850	67.3	2.600	3554.76	1679	1200	71.8	2.392	4016.37
Nut,	90		4.4	2.450	220.50	83	1300	3.6	2.250	188.21
Slack,	42	300	2.1	2.299	96.55					
TOTALS,	2031	1150	100.0	\$2.607	\$ 5297.11	2338	900	100.0	\$2.413	\$ 5641.91