

- BEACH INN -

Room 3.

1 Iron Bed - Single	4.50	
1 Springs	4.87	
1 Mattress	5.25	
1 Iron Washstand	4.12	
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Dresser e cheval	7.24	
1 Room Chair	.75	
1 Room Rocker	1.00	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
1 Window Shade	.45	
4 Curtain Rods - 3 small	.37	
1 Splasher	.25	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Transom Curtain	.25	
1 Slop Jar Tray	.15	
1 Dresser Cover	.23	
2 Rugs - Large	3.31	
1 Soap Dish	.14	
	<hr/>	\$44.31 ✓

- BEACH INN -

Room 4.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.12	
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Room Chair	.75	
1 Room Rocker	1.00	
1 Carpet	6.30	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
1 Window shade	.45	
4 Curtain Rods - 3 small	.38	
1 Splasher	.25	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.25	
1 Slop Jar Tray	.15	
1 Dresser Cover	.23	
1 Cuspidor	.13	
1 soap Dish	.14	
	<hr/>	\$42.82 ✓

- BEACH INN -

Room 6.

1 Iron Bed - D/	4.50
1 Springs	4.87
1 Mattress	5.62
1 Iron Washstand	4.12
1 Wash Bowl - Plain)	
1 Wash Pitcher)	
1 Slop Jar)	1.58
1 Vessel)	
1 Dresser - Oval	7.89
1 Room Chair	.75
1 Room Rocker	1.00
1 Carpet	7.35
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
1 Window Shade	.45
4 Curtain Rods - 3 small	.37
1 Splasher	.25
1 Bed Pad	.94
2 Curtains - Large	2.25
1 Dresser Pad	.56
2 Loops	.05
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.25
1 Slop Jar Tray	.15
1 Dresser Cover	.23
1 Soap Dish	.14
	<u>.14</u>
	\$51.62 ✓

- BEACH INN -

Room 7.

1 Iron Bed - D.	4.50
1 Springs	4.87
1 Mattress	5.25
1 Iron Washstand	4.12
1 Wash Bowl - Plain)	
1 Wash Pitcher)	
1 Slop Jar)	1.58
1 Vessel)	
1 Dresser	7.89
1 Room Chair	.75
1 Room Rocker	1.00
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
1 Window Shade	.45
4 Curtain Rods - 3 small	.37
1 Splasher	.25
1 Bed Pad	.94
2 curtains - Large	2.25
1 Dresser Pad	.56
2 Loops	.05
1 Double Blanket	3.49
1 Transom Curtain	.25
1 Slop Jar Tray	.15
1 Dresser Cover	.23
2 Rugs	<u>2.68</u>

\$44.19 ✓

- BEACH INN -

Room 8.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Dresser - oval	7.89	
1 Room Chair	.75	
1 Room Rocker	1.00	
1 Carpet	5.77	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
3 Window Shades	1.35	
5 Curtain Rods - 2 small	.60	
1 Bed Pad	.94	
6 Curtains - Large	6.75	
1 Dresser Pad	.56	
6 Loops	.16	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.25	
1 Soap Dish	.14	
1 B.T. " "	.16	
1 Bath Rug	1.62	
1 Towel Rack	.25	\$51.48 ✓

- BEACH INN -

Room 9.

1 Iron Bed - Cheap	1.69	
1 Springs	4.50	
1 Mattress	5.25	
1 Dresser - Cheval	7.24	
1 Room Chair	.75	
2 Pillows	1.72	
1 Window Shade	.40	
3 Curtain Rods - 2 small	.30	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transm Curtain	<u>.25</u>	\$21.64 ✓

- BEACH INN -

Room 10.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	1.00	
1 Carpet	6.18	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
1 Window Shade	.45	
3 curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.25	
1 Dresser cover	.23	
1 Cuspidor	.14	
1 Towel Rack	.25	
1 Bath Rug	1.62	
1 Soap Dish	.14	
1 E.T. Soap Dish	.16	
	<u>46.45</u>	\$46.45 ✓

- BEACH INN -

Room 11.

1 Carpet	5.62	
1 Window Shade	.90	
3 Curtain Rods	.30	
1 Transom Curtain	.25	
1 Cuspidor	.13	
1 Porch Rocker	.75	
1 Porch Chair	.56	
1 Room Rocker	1.00	
1 Folding Table	.75	
1 Rug	<u>1.50</u>	\$11.76 ✓

- BEACH INN -

Room 12.

1 Iron Bed - D.	4.50
1 Springs	4.87
1 Mattress	5.62
1 Dresser - Oval	7.89
1 Room Chair	.75
1 Room Rocker	1.00
1 Carpet	7.93
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
2 Window Shades	.90
4 Curtain Rods - 2 small	.45
1 Bed Pad	.94
4 Curtains - large	4.50
1 Dresser Pad	.56
4 Loops	.11
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.25
1 Dresser Cover	.23
1 Towel Rack	.25
1 Soap Dish	.14
1 B.T. Soap Dish	.16
1 Bath Rug	<u>1.62</u>

\$50.97 ✓

* BEACH INN -

Room 14.

1 Iron Bed - D.	4.50
1 Springs	4.87
1 Mattress	5.62
1 Dresser - Green	8.25
2 Room Chairs	1.50
1 Room Rocker	1.00
1 Carpet	9.06
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
2 Window Shades	.90
4 Curtain Rods	.45
1 Bed Pad	.94
4 Curtains - Large	4.50
1 Dresser Pad	.56
4 Loops	.11
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.25
1 Dresser Cover	.23
1 Towel Rack	.25
1 Bath Rug	1.62
1 Soap Dish	.14
1 B.T. Soap Dish	.16
1 Cuspidor	.13
	<hr/>
	\$53.34 ✓

- BEACH INN -

Room 15.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Carpet	7.00	
2 Pillows	2.47	
1 Water Glass	.04	
3 Window Shades	1.35	
5 Curtain Rods - 4 small	.45	
1 Splasher	.05	-75
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
3 Transom Curtains	.79	
1 Dresser Cover	.23	
1 Soap Dish	.14	
1 Rug	1.35	
3 Burlap Curtains	1.31	
1 Towel Rack	.25	
1 B.T. Soap Dish	.16	
1 Rug	1.50	
	<hr/>	\$50.46 ✓

- BEACH INN -

Room 17.

1 Iron Bed - D.	1.69	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Washstand	4.13	
1 Wash Bowl)		
1 Wash Pitcher)		
1 Slop Jar)	1.50	
2 Ice Pitchers)		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	1.00	
2 Pillows	1.50	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 curtains	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser Cover	.23	
1 Soap Dish	.14	
1 Rug	1.84	
1 Cuspidor	.13	
	<u> </u>	\$41.99 ✓

- BEACH INN -

Room 18.

1 Iron Bed - D.	1.69	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl)		
1 Wash Pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Ice Pitcher "		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	1.00	
2 Pillows	1.50	
1 Glass	.04	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Soap Dish	.14	
	<hr/>	\$39.91 ✓

- BEACH INN -

Room 19.

1 Iron Bed	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl)		
1 Wash pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Ice Pitcher)		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Carpet	5.44	
1 Match Safe	.05	
1 Water Glass	.04	
2 Window Shades	.90	
5 Curtain Rods	.52	
1 Splasher	.26	
1 Bed Pad	.94	
4 Curtains - Large	4.50	
4 Loops	.11	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Soap Dish	.14	
	<hr/>	\$48.39 ✓

- BEACH INN -

Room 20.

1 D. Bed)	
2 Iron Beds)	13.50
2 Springs)	
1 D. ")	14.61
2 Mattress	11.25
1 Iron Wash Stand	4.13
1 Wash Bowl)	
1 Wash Pitcher)	
1 Slop Jar)	.96
1 Vessel)	
1 Dresser - Green	8.25
2 Chairs - Room	1.50
1 Room Rocker	1.00
1 Carpet	7.75
3 Pillows	3.70
1 Water Glass	.04
2 Window Shades	.90
4 Curtain Rods - 2 Large	.45
2 Curtains - Large	4.50
2 Loops	.05
1 Transom Curtains	.26
3 Slop Jar Trays	.45
1 Cot - child's	.50
1 Mattress "	1.50
3 Dozen Shades	15.00
	<u>15.00</u>
	\$90.30

Less discount on toilet sets 19.53

\$70.77 ✓

- BEACH INN -

Room 21.

1 Iron Bed - Single	4.50	
1 Springs	4.87	
1 Mattress	5.25	
1 Wash bowl - Plain		}
1 Wash Pitcher		
1 Slop Jar		
1 Vessel		
1 Ice Pitcher	1.58	
1 Dresser - Cheval	7.24	
1 Room Rocker	1.00	
1 Pillow	.86	
1 Water Glass	.04	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Transom Curtain	.06	
1 Slop Jar Tray	.15	
2 Rugs	3.11	
1 Soap Dish	.14	
	<u>.14</u>	\$33.55 ✓

- BEACH INN -

Room 22.

1 Iron Bed	4.50
1 Springs	4.87
1 Mattress	5.62
1 Iron Wash Stand	4.13
1 Wash Bowl - Plain)	
1 Wash Pitcher)	
1 Slop Jar)	1.58
1 Vessel)	
1 Ice Pitcher)	
1 Dresser - Green	8.25
1 Room Chair	.75
1 Room Rocker	1.00
1 Carpet	6.41
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
1 Window Shade	.45
4 Curtain Rods	.37
1 Splasher	.26
1 Bed Pad	.94
2 Curtains - Large	2.25
2 Loops	.05
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.26
1 Slop Jar Tray	.15
1 Soap Dish	.14
	<hr/>
	\$50.28 ✓

- BEACH INN -

Room 23.

1 Iron Bed - Single	4.50	
1 Springs	4.87	
1 Mattress	5.25	
1 Iron Wash Stand	4.13	
1 Wash bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)		
1 Vessel)	1.50	
1 Dresser - Oval	7.89	
1 Room Chair	.75	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser cover	<u>.23</u>	\$41.82 ✓

- BEACH INN -

Room 24.

1 Iron Bed	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)		
1 Vessel)		
1 Ice Pitcher)	1.58	
1 Dresser - Oval	7.89	
2 Room Chairs	1.50	
1 Carpet	7.35	
3 Pillows	3.70	
1 Match Safe	.05	
1 Window shade	.45	
3 curtain Rods	.30	
1 Bed Pad	.47	
2 Curtains - Large	2.25	
2 Loops	.05	
2 Double Blankets	6.97	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Single Iron Bed	4.50	
1 Single Mattress	5.25	
1 Single Springs	4.87	4.87
1 Dresser Cover	.23	
1 Soap Dish	.14	
	<u> </u>	\$69.33 ✓

- BEACH INN -

Room 25.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash stand	4.73	4.13
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Ice Pitcher)		
1 Dresser Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	.94	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water glass	.04	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains- Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser cover	.23	
2 Rugs - Large	3.93	
1 Soap Dish	.14	
	<hr/>	\$47.84 ✓

- BEACH INN -

Room 26.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl - Plain)		
1 Wash pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Ice Pitcher)		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	.94	
1 Carpet	5.78	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
2 Window Shades	.90	
4 Curtain Rods	.38	
1 Bed Pad	.94	
4 Curtains- Large	4.50	
1 Dresser Pad	.56	
4 Loops	.11	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser cover	.23	
1 Soap Dish	.14	
	<hr/>	\$52.53 ✓

- BEACH INN -

Room 27.

1 Iron Bed - Sing.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	4.13
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Ice Pitcher)		
1 Dresser - Cheval	7.24	
1 Room Chair	.75	
1 Room Rocker	.94	
1 Pillow	.86	
1 Water Glass	.04	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser Cover	.23	
2 Rugs - Large	3.93	
1 Soap Dish	.14	
1 Cuspidor	.13	
	<hr/>	\$45.66 ✓

- BEACH INN -

Room 28.

1 Iron Bed - D.	4.50
1 Springs	4.87
1 Mattress	5.62
1 Iron Wash Stand	4.13
1 Wash Bowl - Plain)	
1 Wash Pitcher)	
1 Slop Jar)	1.58
1 Vessel)	
1 Ice Pitcher)	
1 Dresser - Oval	7.89
1 Room Chair	.75
1 Room Rocker	.94
1 Carpet	7.54
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
2 Window Shades	.90
5 Curtain Rods	.56
1 Bed Pad	.94
4 Curtains - Large	4.50
1 Dresser Pad	.56
4 Loops	.11
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.26
1 Slop Jar Tray	.15
1 Dresser Cover	.23
1 Soap Dish	.14
	<hr/>
	\$54.47 ✓

- BEACH INN -

Room 29.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.58	
1 Vessel)		
1 Ice Pitcher)		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	.94	
1 Carpet	5.62	
2 Pillows	2.47	
1 Water Glass	.04	
1 Window Shade	.45	
3 Curtain Rods	.30	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser Cover	.23	
1 Soap Dish	.14	
1 Splasher	.26	
	<u>49.18</u>	\$49.18 ✓

- BEACH INN -

Room 30.

1 Iron Bed - D.	4.50
1 Springs	4.87
1 Mattress	5.62
1 Iron Wash Stand	4.13
1 Wash Bowl - Plain)	
1 Wash Pitcher)	
1 Slop Jar)	1.58
1 Vessel)	
1 Ice Pitcher)	
1 Dresser - Green	8.25
1 Room Chair	.75
1 Room Rocker	.94
1 Carpet	6.11
2 Pillows	2.47
1 Match Safe	.05
1 Water Glass	.04
1 Window Shade	.45
4 Curtain Rods - 3 small	.37
1 Splasher	.26
1 Bed Pad	.94
2 Curtains - Large	2.25
1 Dresser Pad	.56
2 Loops	.05
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.26
1 Slop Jar Tray	.15
1 Dresser Cover	.23
1 Soap Dish	.14
	<hr/>

\$50.71 ✓

- BEACH INN -

Room 31.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Vessel - Plain	.26	
1 Dresser - Green	8.25	
2 Room Chairs	1.50	
1 Carpet	6.44	
2 Pillows	2.47	
1 Ice Pitcher	.26	
1 Match Safe	.05	
1 Water Glass	.04	
2 Window Shades	.90	
4 Curtain Rods	.37	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Dresser Cover	.23	
1 Cuspidor	.13	
1 Mirror	.75	
1 B.Tub Soap Dish	.26	
1 Towel Rack	.26	
1 Rug	1.34	
1 Soap Dish	.14	
	<hr/>	\$48.34 ✓

- BEACH INN -

Room 32.

1 Iron Bed - D.	4.50	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.50	
1 Vessel)		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	.94	
1 Carpet	5.77	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
1 Window Shade	.45	
4 Curtain Rods - 3 small	.37	
1 Splasher	.26	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser Cover	.23	
1 Soap Dish	.14	
	<hr/>	\$49.93 ✓

- BEACH INN -

Room 33.

2 Iron Beds - Sing.	9.00	
2 Springs	9.75	
2 Mattresses	10.50	
1 Iron Wash Stand	4.13	
1 Wash Bowl - Plain	1.58	}
1 Wash Pitcher		
1 Slop Jar		
1 Vessel		
1 Ice Pitcher		}
1 Dresser-Oval	7.89	
1 Room Chair	1.50	
1 Carpet	7.01	
2 Pillows	2.47	
1 Match Safe	.05	
1 Water Glass	.04	
1 Window Shade	.45	
3 Curtain Rods - 2 small	.30	
2 Bed Pads	1.88	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
2 Double Blankets	6.98	
2 Single Blankets	4.50	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
1 Dresser cover	.23	
1 Soap Dish	.14	
1 Rocker	.94	
1 Splasher	.26	
	<u>.26</u>	\$72.87 ✓

- BEACH INN -

Room 34.

1 Iron Bed - D.	4.50
1 Springs	4.87
1 Mattress	5.62
1 Iron Wash Stand	4.13
1 Wash Bowl - Plain)	
1 Wash Pitcher)	
1 Slop Jar)	
1 Vessel)	2.11
1 Dresser - Oval	7.89
1 Room Chair	.75
1 Room Rocker	1.00
1 Carpet	7.88
2 Pillows	2.47
1 Ice Pitcher	.26
1 Match Safe	.05
1 Water Glass	.04
2 Window Shades	.90
5 Curtain Rods - 3 small	.57
1 Splasher	.26
1 Bed Pad	.94
4 Curtains - Large	4.50
1 Dresser Pad	.56
4 Loops	.05
1 Double Blanket	3.49
1 Single Blanket	2.25
1 Transom Curtain	.26
1 Slop Jar Tray	.15
1 Dresser Cover	.23
1 Soap Dish	.14
	<hr/>

\$55.84 ✓

- BEACH INN -

Room 35.

1 Iron Bed	1.69	
1 Springs	4.87	
1 Mattress	5.62	
1 Iron Wash Stand	4.13	
1 Wash Bowl - Plain)		
1 Wash Pitcher)		
1 Slop Jar)	1.50	
1 Vessel)		
1 Dresser - Oval	7.89	
1 Room Chair	.75	
1 Room Rocker	1.00	
2 Pillows	1.50	
1 Match Dish	.05	
1 Water Glass	.04	
1 Window Shade	.45	
1 Curtain Rod	.10	
1 Bed Pad	.94	
2 Curtains	2.25	
2 Loops	.05	
1 Double Blanket	3.49	5¢49
1 Single Blanket	2.25	
1 Transom Curtain	.26	
1 Slop Jar Tray	.15	
2 Rugs	1.54	
1 Soap Dish	.14	
1 Dresser Cover	.23	\$40.89 ✓

- BEACH INN -

Room 36.

1 Iron Bed - Double	1.69	
1 Pr.Springs	4.87	
1 Mattress	5.44	
1 Iron Wash Stand))
1 Wash Bowl		
1 Wash Pitcher		
1 Ice Pitcher		
	1.42	
1 Dresser - Oval	7.89	
2 Room Rockers	2.01	
2 Pillows	1.50	
1 Match Dish	.05	
1 Window Shade	.45	
2 Curtain Rods	.20	
1 Bed Pad	.94	
2 Curtains - Large	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Blanket	2.25	
2 Rugs	3.80	
1 Soap Dish	.14	
1 Dresser Cover	.23	
1 Room Chair	1.00	
1 Cuspidor	<u>.13</u>	\$40.36 ✓

- BEACH INN -

Room 37.

1 Iron Bed - D.	1.69	
1 Springs	4.87	
1 Mattress	5.62	
1 Slop Jar	.08	
1 Dresser - Cheval	7.24	
1/2 Chair	.75	
2 Pillows	1.50	
1 Match Safe	.05	
1 Glass	.04	
1 Window Shade	.45	
1 Curtaib Rod	.10	
1 Bed Pad	.94	
1 Dresser Pad	.56	
1 Double Blanket	3.49	
2 Rugs	3.93	
2 Dresser Covers	.90	
1 Rocker	1.00	\$33.21 ✓

- BEACH INN -

Room 33.

1 Iron Bed	1.69	
1 Springs	4.87	
1 Mattress	5.62	
2 Wash Bowls)		
1 Wash Pitcher)	.24	
1 Dresser - Cheval	7.24	
1 Chair	.75	
1 Match Safe	.05	
1 Window Shade	.45	
3 Curtain Rods	.30	
2 Curtains	2.25	
1 Dresser Pad	.56	
2 Loops	.05	
1 Double Blanket	3.49	
1 Single Bed	4.50	
2 Rugs	3.93	
1 Bed Pad	.94	
1 Mattress	.26	
4 Cuspidors	<u>.52</u>	\$37.71 ✓

- BEACH INN -

Miscellaneous Items - Inventory, Dec.31,1903.

Hall Carpets	55.00	
2 Mirrors	2.25	
14 Wash Bowls	3.67	
11 Wash Pitchers	2.89	
18 Vessels	4.72	
8 Fibre Pads	1.20	
1 Enamel Pail	.75	
1 Slop Jar Tray	.15	
7 Match Safes	.52	
6 Tub Soap Dishes	.94	
1 Water Glass	.04	
2 Ink Wells	.11	
1 Comb	.25	
15 Curtain Rods	1.13	
11 Sets Curtain Pole Tips	1.98	
10 Shades	4.50	
2 Window Shades	.90	
2 Rugs	2.68	
1 Sewing Machine	22.50	
2 Dust Pans	.15	
17 Ice Water Pitchers	4.46	
3 Window Shades	1.35	
1 Feather Duster	.23	
1 Rug	1.34	
14 Curtains - Large	15.75	
14 Curtain Loops	.45	
4 Fly Killers	.24	
9 Porch Rockers	11.81	
3 Porch Chairs	3.94	
2 Carpet Sweepers	6.00	
1 Slop Jar	.40	
	<hr/>	\$152.30 ✓

- BEACH INN -

Summary of Beach Inn Inventory - Dec. 31st., 1903.

Office	122.20
Kitchen	456.71
Boiler Room	8.79
Laundry	39.64
Toilet Room & Sample Room	38.37
Dining Room	299.15
Linen	217.32
Assembly Room	562.64
Bar Fixtures	437.94
Room No. 1	53.43
2	55.82
3	44.31
4	42.82
5	45.81
6	51.62
7	44.19
8	51.48
9	31.64
10	46.45
11	11.76
12	50.97
14	53.34
15	50.46
16	73.77
17	41.99
18	39.91
19	48.39
20	70.77
21	33.55
22	50.28
23	41.82
24	69.33
25	47.84
26	52.53
27	45.66
28	54.47
29	49.18
30	50.71
31	48.34
32	49.93
33	72.87
34	55.84
35	40.89
36	40.36
37	33.21
38	37.71
Miscellaneous	152.30
	<u>\$4110.51</u>

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- BEACH INN -

Inventory of Storage Room - Dec. 31st., 1903.

365#	Flour		9.13
5#	Mutton	@ .12	.60
6#	Pork Loin	" .12½	.75
2#	Bacon	" .20	.40
6#	Ham	" .16	.96
12#	Chicken	" .14	1.68
2#	Sausage	" .15	.30
3#	Creamery	" .28	.84
2½#	Process	" .21	.53
1½#	Gal. Cream	" .60	.90
21#	Roast Ribs	" .13	2.73
20#	Beef Butts	" 112½	2.50
6#	Whitefish	" .10	.60
6#	Salt Trout	" .10	.60
10#	Lard	" .12½	1.25
3	Doz. Strawberries	" 2.39	7.17
3 7/12	" Cherries	" 2.48	8.88
10/12	" Raspberries	" .20 can	2.00
4 1/12	" Peaches	" 2.39	9.75
2 5/12	" Plums	" 2.16	5.22
2 3/12	" Pears	" 2.39	5.38
3 5/12	" Salmon	" 1.20	4.10
2	cases (4 doz.) Heinz Baked Beans @ 3.80		7.60
2 4/12	Doz. String Beans	@ .85	1.98
3 5/12	" Peas	" 1.35	4.62
6 8/12	" Eggs	" .29	1.84
½	Bbl. Apples	" 2.75	1.38
2 1/12	Doz. Reception Bk. Beans @ 1.50		4.25
2 4/12	" Tomatoes	" .85	1.98
3½	Doz. Lima Beans	" 1.40	4.90
1 1/12	" Pumpkin	" .08	1.04
11#	Rice	" .06½	.71
1	Can Asparagus	" .30	.30
17	Cans Imperial Cream	" 1.26	1.79
1 4/12	Doz. Pie Peaches-Gals	5.00	6.88
5	Cans Strawberries	" 2.39	1.20
1 9/12	Doz. Kidney Beans	" 1.00	1.75
2	Cans Okra	" .12	.24
½	Doz. French Peas	" .15 can	.90
½	Doz. Shrimps	" .22 can	.66
1 10/12	Doz. Clams	" 1.40 doz.	3.30
1	Box Cases		.70
11/12	Doz. Lobsters	" .30 can	3.30
½	Doz. Mushrooms	" .17 can	1.02
11	Bottles Capers	" 2.00 doz.	3.30
3 4/12	Doz. Cans Corn	" 1.08	3.60
500	Chop Frills		1.00
9/12-2	qt. Cans Blueberries)		
2	Doz. Homemade Jelly)		4.60
5	Glasses Heinz Jelly		1.00
½#	Bay Leaves		.06
4	Cans Sardines	" .12½	.50
2	Bottles Anchovies		1.00
2 10/12	Ammonia	" .75	2.12
1	Dozen Bluing		.60
1 5/12	D&z. Durkee's Dressing .23 each		3.91

5	Worcestershire Sauce	.23	1.15	
9	Bottles Olive Oil @	.46	4.14	
1	Quart Vanilla		3.75	
1	Quart Lemon		2.00	
5	Bottles Curry Powder		.62	
3	Bottles Tobasco Sauce		.75	
24#	Seeded Raisins	".09	2.16	
4#	Saleratus	".06	.24	
41	Small Ivory Soap	".04	1.64	
6#	Vermicelli	".06	.36	
26#	Spaghetti	".07½	1.95	
5#	Macaroni	".12	.60	
2	Pkgs. Corn Crisp	".13	.26	
55#	Bkg. Powder		5.75	
2½	Doz. Matches	".38	.85	
½	Gal. Tomato Bouillon		.50	
2½	Dozen Magic Yeast		1.00	
3½#	Wafers		.35	
10#	Bent Water Crackers	".17	1.70	
5#	Raisins		.50	
3#	Prunes	".10	.30	
80#	Starch	".04½	3.60	
14	Pkgs. Gold Dust	".19	2.66	
4	Brooms	".35	1.40	
2	Mop Handles		.20	
10	Mop Heads		1.25	
5#	Mixed Nuts	".13	.65	
18#	Mackerel	".16	2.88	
9	Pkgs. Tooth Picks	".05	.45	
13#	Borax	".12½	1.63	
5½#	Cocoa	".19	1.05	
4#	Mustard	".20½	.82	
6#	Saratoga Chips	".16	.96	
2 oz.	Nutmegs		.10	
19#	Corn Starch	".07	1.33	
1½#	Black Tea	".45	.67	
26	Pkgs. Gelatine	" 1.20 doz.	2.60	
2	Pts. Vanilla Ext.		3.84	
1	Pt. Lemon Ext.		1.29	
1	Doz. Horse Radish	".08 ¾	1.00	
1½	Boz. Heinz Catsup	" 2.35	3.52	
10	Gal. Spiced Peaches	".65	6.50	
8	" Mince Meat		7.00	
12	" Mixed Pickles	".63	7.56	
1	Pt. Olives		.19	
12	Gal. Dill Pickles	".31	3.72	
5#	Cocoanut	".14	.70	
30#	Cracker Meal		1.13	
1	Gal. Black Molasses		.40	
2	Bu Potatoes	".68	1.36	
1	Pk. Parsnips		.15	
1	Pk. Rutabagas		.15	
1	Box Crackers	".07½	1.16	
171	R. Toilet Paper		9.52	
75#	Tube Sugar		4.62	
340#	Granulated Sugar	".05	17.00	
62	Bars Oak Leaf Soap	".03	1.86	
				\$265.79

FUEL.

6	Tons Coal	@ \$8.35	50.10	
8	Cords Wood	" 3.67	29.36	
2	" Dry Wood	" 3.67	7.34	
				86.80

- BEACH INN -

Inventory of Wine Room - Dec.31st.,1903.

CIGARS.

450	Monograms	@ \$52.25	23.62	
450	City Prides	" 52.25	23.63	
100	E.L.Salera	" 70.00	7.00	
100	R.Burns Club	" 70.00	7.00	
75	Continentials	" 60.00	4.50	
50	La Toca	" 85.00	4.25	
50	"	" 60.00	3.00	
100	Leon D'Oro	" 60.00	6.00	
50	La Ferdinandina	" 60.00	3.00	
200	Leon D'Oro	" 70.00	14.00	
50	" Pana	" 70.00	3.50	
50	Darantella	" 52.50	2.75	
350	Frank's Best	" 55.00	19.25	\$121.50

LIQUORS.

6	Pts. Full Weight	" 5.00	3.00
14	$\frac{1}{2}$ " " "	" 3.50	4.90
9	$\frac{1}{2}$ " Wilson	" .45	4.05
$\frac{1}{4}$	Pt. Jamaica Ginger		.30
$\frac{1}{4}$	Pt. Peppermint		.20
1	Bottle Brom.-Ot.		.80
1	" Angostura		1.15
2	Bottle Creme de Menthe		
9	Bottles Armour Vigoral		9.00
1	Quart Sour Wine		.50
5	Quarts Underroof		6.00
4	" Sauterne		3.20
9	" Celestine Brandy		9.00
8	" 3 Star		12.80
10	" Monogram		11.00
5	" Hunter		6.00
6	" Canadian		7.20
7	" Ben Franklin		8.05
5	" Port Wine		2.00
11	" Sherry		4.40
4	" Plymouth Gin		4.00
5	" Booths Tom Gin		5.00
4	" Seagram		4.80
5	" Mt. Vernon		6.75
13	" King William		22.75
5	" DeWaars		6.00
4	" Hermitage		4.60
5	" G. & W. Canadian		5.75
1	" Dry Gin		1.00
5	" Sloe Gin		7.75
13	" St. Julian		9.75
19	Pts. "		9.50
7	Quarts Maraschini Cherries		5.25
9	" Pickwick		11.70
3	" Wilson		3.60
9	" Ushers Scotch		10.80
10	" Geneva Gin		12.50
4	" Hunyadi		1.40
3	Pts. Bass Ale		.75
5	Nips "		.60
23	" Porter		2.30
29	Pts. "		6.38
5 $\frac{1}{2}$	Gals. Mt. Vernon		24.80
15	Quarts Vertex		19.20

31½	Gals. Full Weight		94.50	
5 3/4	Gals. Blackberry Brandy		8.02	
½	" Sherry Wine		1.15	
¼	" Brandy		1.10	
1½	" New Eng. Rum		2.75	
5	" Sherry Wine - keg		6.25	
9	Quarts White Seal Whiskey		10.80	
17	" Jersey Rye		20.40	
3	" Mumm's Champagne		7.25	
20	Pts. " "		30.00	
19	" White Seal "		28.50	
8	Quarts Red Top "		22.00	
7	Pts. Cliquot "		11.20	
82	Pts. Apollinaris	.18	14.76	
60	" Improved Ginger Ale		9.00	
				<u>557.26</u>
				<u>\$678.76</u>



- BEACH INN -

Inventory of Bar - Dec.31st.,1903.

1	Quart Full Weight		.75	
13 7/12	Doz.Pts.Edelweiss		25.65	
	White Seal	9	.65	
	Mt.Vernon	13	.90	
	Full Weight	11	.55	
	Ben Franklin	13	.85	
	Hunter	8	.65	
	Monogram	13	.90	
	G.& W.Canadian	7	.55	
	Hermitage	12	.90	
	3-Star Brandy	7	.70	
	Ushers Scotch	14	1.00	
	King William	15	1.75	
	DeWaars	1	.10	
	Plymouth Gin	2	.20	
	Tom Gin	7	.50	
	Geneva	17	1.25	
	Rum	9	.70	
	Jamaica Rum	10	.75	
	Vermuth	1 qt.	.50	
	Absinthe	1 "	1.50	
	Sloe Gin	1/3 qt.	.65	
	Creme de Menthe	1/6 "	.25	
	Maraschino	3/4 qt.	1.00	
	Orange Bitters	1/3 "	.50	
	Elixir of Life	1 pt.	1.00	
	Anisette	3/4 qt.	.50	
	Benedictine	1/2 "	.90	
	Cabello	2/3 "	.50	
	Orange Curacao	2/3 "	.40	
	St.Julian	5 drks.	.25	
	Port	10	.40	
	Sherry	4	.20	
	Blackberry	6	.30	
	Sour Wine	6	.35	
	Apollinaris	6 Pts.	1.08	
	Bass Ale	3 "	.75	
	Nips	2	.25	
	Red Raven Splits	8	.90	
	White Rock	4	.45	
	Ginger Ale Impt.	3	.45	
	Mumms	1 qt.	2.75	
	Cliquot	1 pt.	1.60	
	Soft Dtinks	28	2.10	
	Cherries - 3/4 bottle		.50	59.33

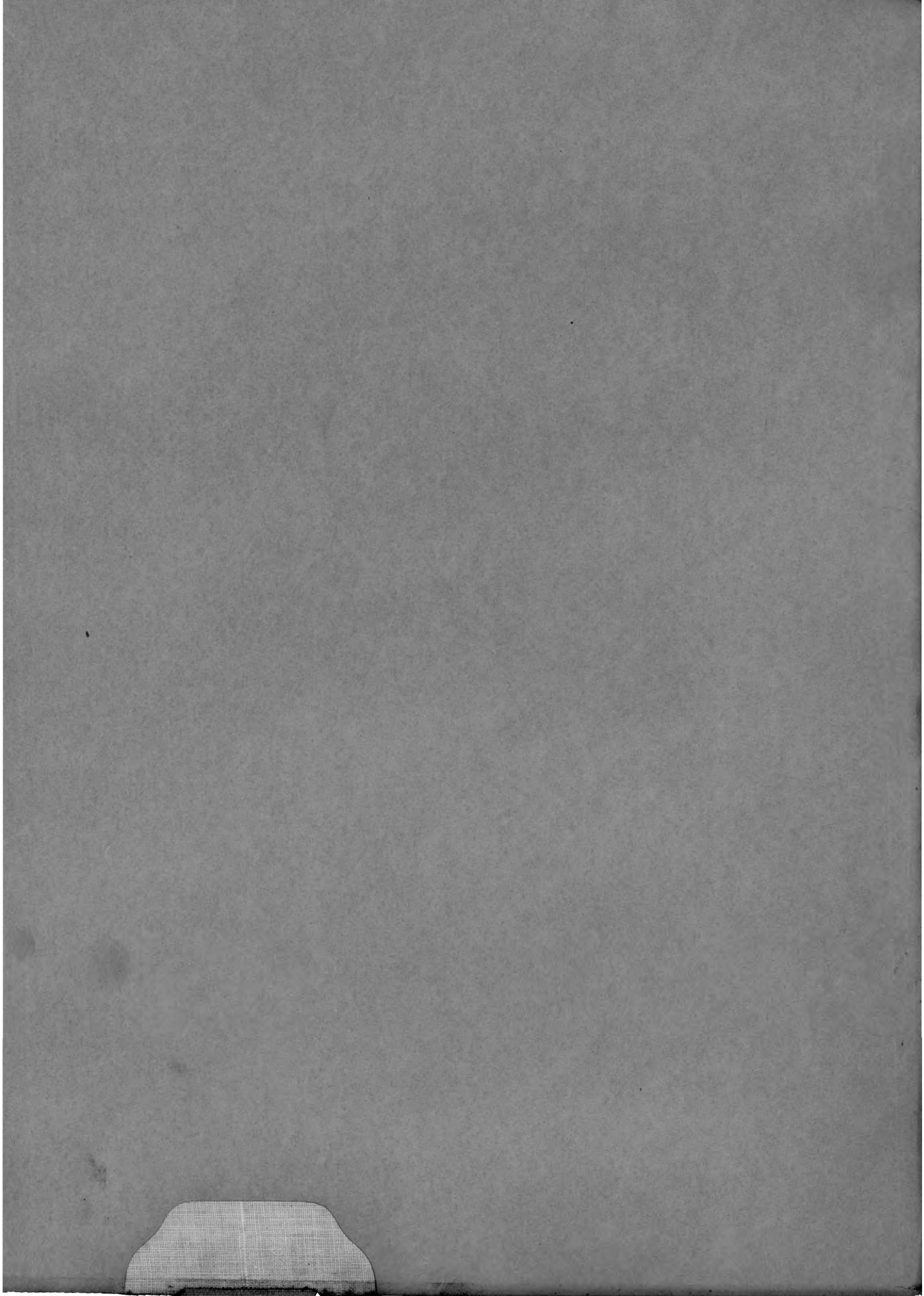
CIGARS.

El Salero	@ \$70.00	37	2.59	
"	" 60.00	45	2.70	
Frank's Best	" 55.00	23	1.27	
R.Burns	" 70.00	9	.63	
" Club	" 70.00	8	.56	
Darantella	" 110.00	10	1.00	
Sheridan	" 60.00	41	2.46	
City Pride	" 52.25	21	1.11	
Monogram	" 52.25	45	2.40	
Migul Cig.	" 11.00	250	2.75	17.47

OFFICE.

La Fernandina	@ \$60.00	3	.18
Leon D'Oro	" 60.00	17	1.02
"	" 70.00	21	1.47
"	" 70.00	20	1.40
"	" 85.00	40	3.60
La Toca	" 60.00	24	1.44
"	" 70.00	18	1.26
"	" 85.00	40	3.60
Bock Panatella	" 112.00	69	8.28
Darantella	" 67.50	2	.14
"	" 52.50	25	1.32
El Salero	" 70.00	67	4.69
"	" 60.00	48	2.88
R.Burns Clubs	" 70.00	6	.42
King Albert	" 70.00	67	4.69
Continental	" 60.00	18	1.08
Mogul Cig.	" 11.00	250	2.75

37.05



2

MICHIGAMME - COMPANY.

I N V E N T O R Y

O F

MACHINERY AND EQUIPMENT

N O V E M B E R 30th. 1903.

W & B PARAGON LINE
MADE IN U.S.A.

MICHIGAMME COMPANY.

Record of Machinery and Equipment.

Dwellings.

No.			
1	Dwelling.	(Fair condition)	
2	" & barn	V.g.	"
3	" "	V.g.	"
4	Old office(with vault)	Damaged by fire.	(Worthless)
5	Dwelling	(Good condition)	
6	"	Fair	"
7	"	N.G.	"
8	"	Fair	"
9	"	Totally destroyed by fire.	
12	"	Good condition.	
16	"	Fair	"
17	"	Fair	"
18	"	Good	"
19	"	Fair	"
22	"	Fair	"
24	"	Fair	"
29	"	Fair	"
41	"	Fair	"
42	"	N.G.	"
43	"	Fair	"
44	"	Fair	"
45	"	Fair	"
46	"	Fair	"

MICHIGAMME COMPANY.

Record of Machinery and Equipment.

Mine Buildings.

No.			
13	Frame Barn		
14	" shed (castings)		
15	Office and Warehouse		
31	Frans Harness-shop	(N.G.)	
32	Log house	"	
34	Lime-house	"	
36	Stone Powder-house	(Good.)	
38	Frame Blacksmith and Carpenter-shop.	(Poor.)	
20	Main Dry.		
	Pump-house.		
	Frame Pipeman's shanty.		
	Frame Blacksmith-shop (20 x 35 near No.5 shaft.)		
	Frame Timberman's Dry.		
#4	Shaft-house	(Good repair.)	
#5	" "	Poor.	"
#6	" "	Good	"
#7	" "	"	"
	1 Frame Pocket near R.R. track.	(Fair condition)	
	2 " Shaft-houses	Bad	"
	1 Stone Engine and boiler house with addition for machine shop.		
	1 Coal Pocket.		
	1 Frame Engine-house.	(very poor)	

MICHIGAMME MINE.

Record of Equipment.

Plant - In Stone Engine-house.

1	28 x 36 Hoisting engine, Hodge slide valve-link cut-off	\$700.00	
	Geared by "V" friction to four 8ft. Drums	1000.00	
3	Dynamos	100.00	
1	18 x 42 R. Allison Duplex Air Compressor	1250.00	
1	Air Compressor cylinder 18 x 24 (Duplicate of Duplex Compressor cylinder connected to main shaft of hoisting-engine, has never been used.)	200.00	\$3250.00

CORNISH PUMP DEPARTMENT.

1	Cornish Pumping engine		75.00
1	7½ x 7 Plunger-Pole	}	
1	4 3/4 Bishop-head.		47.00
2	4½ x 10 Pillow-blocks	}	

MACHINE SHOP.

	Shafting, Pulleys, Bearings etc.	\$25.00	
1	7 x 10 Shop-engine.	87.50	
1	W.B. Bennett & Son Planer 6x20x30,	250.00	
1	" " " 34" Engine Lathe	500.00	
1	Drill-press 16" with chucks (W.B. Bennett)	75.00	
1	2" Bolt-cutter and dies	150.00	
1	Lot Machine-shop tools,	15.30	
1	28" x 7" Grind-stone and frame.	10.00	1112.80
	Total forward - - - - -		\$4484.80

MICHIGAMME COMPANY.

Record of Equipement.

Total for'd.

\$4484.80

DIAMOND DRILL DEPARTMENT.

Powder-house.

5	Pcs 8 ft. Rods	(No good)	Scrap.	
4	" 6 " "	"	"	
30	" 4 " "	"	"	
	Miscellaneous parts	"	"	
1	Bullock Portable Hoist.	"	"	
1	American D. Drill.	"	"	
				25.00

Parts old machinery in shed
near barn.

1	12 x 18 Atlas Engine from Separator,	Scrap.	
1	3½" shaft 12' long,	"	
2	3½" x 10" Pillow Blocks,	"	
12	Different sized pulleys,	"	
1	Fly-wheel, about 6ft.	"	
	Several gear-wheels and scrap-iron pieces from Separator.	"	
			40.00
			----- \$4549.80
	Less 50% depreciation		2274.90
			----- \$2274.90

MICHIGAMME COMPANY

MATERIAL IN OLD HARNESS HOUSE.

1 Saddler's Bench,
1 Wheelbarrow wheel,
Several pieces of old harness,
1 Double Bitt Ax,
1 Old wood wash-sink,
1 Cupboard,
1 Fly-net,
1 Seeder,
9 Scythe snaths,
5 Old hay-racks,
1 Ox yoke,
3 Potato-hooks,
2 Forks,
1 Light neck-yoke,
12 Old scythe-blades,
1 Old Cutter,
2 Broken scales,
1 Skid runner,
1 Sest tugs and breeching,
1 Grindstone,
6 Cart horse saddles,
6 Sweat-pads,
1 Root cutter
2 Cultivators, No value.

B A R N

Continued.

- 1 Potato digger,
- 3 Plows,
- 1 Kettle,
- 1 Grapple hay fork,
- 2 Neck-yokes,
- 1 Jug,
- 1 Light wagon,(fair condition,)



ANNUAL REPORT
O F
STEAMER PONTIAC
1903.

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

GENERAL OPERATIONS.

The Steamer PONTIAC sailed from the Port of Buffalo on first trip of season 1903 on April 22nd, and arrived at Cleveland, ready to go into winter quarters on November 27th, having been in commission 218 days.

This Steamer made 22 round trips during the above period, transporting 4 cargoes of iron ore from Ashland at the season rate of 85¢ per ton, and 18 cargoes of iron ore from Marquette at the season rate of 75¢ per ton. On two trips coal cargoes were carried from Lake Erie to Marquette. The total distance traveled for the season was 30646 miles, carrying 82126 gross tons of freight.

The average rate received on all cargoes of freight carried during the season was \$.7437 per gross ton, as against \$.7000 in preceding year. The average cost to carry per gross ton of freight was \$.6827 as compared with \$.5816 per ton in 1902. This comparison shows an increased cost per ton in 1903 of \$.1011. This increase is due mainly to the large expenditures necessary for new steel deck and improvements made on the PONTIAC at Buffalo during winter of 1902-3. The average net earnings per ton of freight carried, therefore, are \$.0610 as compared with \$.1184 per ton in previous year.

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

GENERAL REPAIRS

In the General Repairs placed on the Pontiac during the past year, the most important was the putting on of a new steel spar deck and the removal of the main deck. In detail the wood spar deck between the aft end of the fore castle and the forward end of the engine room was removed and replaced with 11 pound steel plate.

In the removal of the main or middle deck, the work done consisted of the removal of all the wood, except in the dunnage room and under the steering engine. A stringer plate 24 inches by 20 lbs. was fitted on the inboard edge of the lower deck stringer. The butt straps were treble lapped, riveted. The short beams abreast the hatches were cut in line with the new stringer plate, and fitted. Angle bars or ties were fitted on each side at the heel of between deck stanchions at the top of deck beam. The above work was done because the spar deck had become decayed, and it was necessary to take some action, and the main deck was removed in order to facilitate the unloading of ore cargoes. A contract was made with the Empire Shipbuilding Company of Buffalo to do this work for \$5,050.00

Full details of the entire expenditures of the General Repair Accounts will be found elsewhere, but it is proper to make reference to some of the more important items appearing therein.

Other General Repairs upon this boat by the Empire Shipbuilding Company consisted of some new fender cap on the star board side and repairing deck aft of engine room, repairing spar deck aft on the fan tail, about 75 feet of new rail on the star board side amidships, repairs to engine room floor on both sides, and renewal of the flooring under the pony pump. Taking down the old tank room under the pilot house, and putting a new deck under the tanks on both sides, new combing under the forward end of texas all the way across; new combing around the tanks, new houses for the tanks, new flooring in the pilot house, and new combing all around the texas; all of which work cost \$619.27.

The condition of the Pontiac's boilers was extensively referred to in the annual report of last year. Instead of making the very extensive repairs

that it was thought necessary at that time, sufficient repairs were placed upon them to carry them during the past season. In the middle boiler in the port furnace, the second expansion ring, aft side, had a crack three inches long. This was covered by a butterfly patch, the patching being carried as high as the top of the grates. The third expansion ring also had a crack 3 inches long on the forward side. This also was covered by a butterfly patch. These repairs were made at a cost of \$160.00

The most extensive boiler repairs were required in the starboard furnace of the middle boiler; the forward and aft sides of this ring were so badly cracked that the entire lower part of the ring was cut out, and a patch put on which extended clear to the No. 3 expansion ring. The repairs on this furnace cost \$443.85. These boilers are yet in an unsatisfactory condition, and as mentioned last year, a number of cracks are liable to come through at any time, and some further patching will have to be done from time to time. Some work of this character must be done before the steamer goes into commission in 1904. Just to what extent this will be necessary has not yet been determined. It will only be a question of time when some radical measures must be taken with these boilers.

With the increase of commerce and the consequent increase of the number of boats passing up and down the Soo River, calls frequently for quick action and prompt service in the use of the anchor. The old fashioned anchor equipments on this boat were hardly adequate, consequently it was determined to supply her with a modern anchor, and she was accordingly equipped with an International anchor together with the proper hawse pipes, etc., on the starboard side. The cost of this anchor installed was \$550.00.

The electric wiring on this boat, never very well done, needed considerable attention last year, besides it had been long in use and needed much renewals and repairs in this direction. Cost, \$182.67.

In conjunction with the deck changes were some charges as follows:- The aft hatch was widened 18 inches on each side and a new coal bunker was completed on each side. The old planking that was resting on the shelf plates in the coal bunker was taken out, and the holes in the shelf piece were filled with hot rivets, and a new steam pump well had to be installed. Four plank walkovers were required on the main deck from the sides to amidships

to enable the men to get up and down from the hold. On putting the new steel deck under the deck house, it was found necessary to put sectional flooring in the deckhands' and watchmen's rooms, and also to make repairs to the wooden combing, that pulled apart by reason of their natural decayed condition. These items of repairs cost \$502.59

The wood lagging on the high pressure cylinder and high pressure steam chest had become decayed and needed renewing. This was removed and recovered with Manganese Asbestos covering, and this with sheet steel, at a cost of \$90.00

The ash gun of the Pontiac is carried down through the bottom of the ship. When loading at Presque Isle, August 18th, the ash gun gave away about four feet below the boiler pan. The pipe split so that the water came through in large volumes. Temporary repairs were made to bring the steamer to Lake Erie. As it was necessary to dry dock the boat, either to repair the old pattern or entirely renew the system for discharging ashes, it was decided to put in a new ash gun of the same type, but of heavier material.

While the boat was in dry dock, opportunity was taken to unship the rudder, true up the pintle, refit and put in a new bushing in the pintle hole, refaceing the shoe. The drydocking of the steamer together with the foregoing work cost in the aggregate \$1,197.46. With the exception of the boiler repairs before mentioned, the repairs on this steamer before going to sea for the season of 1904 will not be large, and of the usual character.

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

ACCIDENTS.

JULY 31ST, JOHN PETRO:

On July 31st, John Petro, a deckhand, together with other deckhands, was placing certain planks across the hatch in the main deck next to the fire hold and between the coal bunkers and the fire hold. Petro, together with one of the deck hands, allowed one of the planks which they were so placing, to fall down into the hold of the vessel and did not return it to its position. The absence of this plank, together with another which had not been used for some time, left an open space in the covering of about 2' 2". It was perfectly well known to Petro that this open space was there. At midnight Petro came on duty to pass coal from the coal bunkers to the firehold. While so engaged he fell through this open space into the hold, causing injuries to his head. There were two lights immediately above the doors leading from the coal bunkers out over this hatch, and these lights were lit at the time Petro was engaged in passing coal. Louis W. McClear, an attorney of Detroit, advised us under date of October 12th, as follows:

"Understand that he is totally deaf and so seriously injured otherwise as to be unable to leave the Marine Hospital in Detroit, where he now is. As the injury was caused from the neglect of the company he expects you to compensate him therefor."

This letter was turned over to Hoyt, Dustin & Kelley and they advise that Petro has made claim for damages to the extent of \$5000.00. H.D.&K. under date of Nov. 11th advised that upon the facts as they were given to them at the time they investigated the case it is plain there ought not to be a liability on the part of the company for this accident. The reasons they give for this opinion are, first: That Petro himself assisted in placing these planks across the floor, and he, together with a deckhand allowed one of the planks in the floor to fall through the hatch into the hold. Second: Petro had passed coal alongside of this open space in the floor just shortly before he fell into the hold; he should have seen, inasmuch as the lights were burning there, that this hole was yet in the floor.

STEAMER PONTIAC.

#2 ACCIDENTS.

Third: Petro knowing all these facts assumed all the risk of danger to himself in working in that place with the open hole. It was their opinion if we could settle the case in the neighborhood of \$200.00 it would be advisable to do so, as it would be much cheaper than securing the presence of witnesses at the trial of the case and trying it. To this we have acquiesced and the matter now so rests.

OCTOBER 25TH, ST. CLAIR RIVER:

While the PONTIAC was lying alongside the Steamer MASABA above the St. Clair Flat Canal, the Barge ZAPOTEC rounded into the PONTIAC, striking her about abreast of the boiler house on the starboard side. The ZAPOTEC was in tow of the Steamer TOLTEC and in coming down rounded to; the Barge did not come more than half way around and therefore struck the PONTIAC as above; damage consisted of broken fender strake and denting in side slightly. These repairs were made at a cost of \$74.24 and have been paid by the owners of the ZAPOTEC.

DECEMBER 8TH, CLEVELAND, O.:

The Steamer PONTIAC while lying at winter berth at the C & P Dock, Cleveland, sustained the following damage at the hands of the Steamer "TAMPA"; about 8:30 P.M. evening of December 8th, in striking the PONTIAC about amidships on starboard side, breaking a few plank in bulwarks, three iron stanchions, and bent two stanchions and rail. it will cost about \$25.00 to repair damage. Accident was reported to owner of TAMPA, Mr. Henry Wineman, Jr., of Detroit, who replied December 10th that if on investigation it proved that they were responsible, they would pay for the damage.

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

	1 9 0 2		1 9 0 3	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	88½	39.1	101	46.3
Time sailing,	125½	55.3	108	49.5
Time lost by bad weather, fog and low water,	4	1.7	2	1.0
Time lost waiting at Soo Canal and River,	5	2.2	2¼	1.0
Time lost by accidents,	4	1.7	3½	1.6
Time lost by Str.J.N.Glidden sunk in St.Clair Canal			1¼	.6
TOTAL TIME IN COMMISSION,	227	100	218	100
Number of trips made,	26		22	
Number of cargoes carried,	26		24	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1899.....35.3,
 " 1900.....34.5,
 " 1901.....39.7,
 " 1902.....39.1,
 " 1903.....46.3.

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 2-10-04

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

<u>R E C E I P T S .</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
4 cargoes iron ore from Ashland,	13433	\$11,418.05	\$.8500
18 " " " " Marquette,	62553	46,914.75	.7500
2 " coal to Marquette(6877 net tons @ 40¢)	6140	2,750.78	.4480
24	82126	61,083.58	.7437
 <u>D I S B U R S E M E N T S .</u> 			
Extraordinary and General Repairs,	\$ 9,868.25		
Ship Keeping and Winter Dockage,	43.63		
Fitting Out,	905.67		
Wages and Captain's Salary,	9,789.05		
Captains Expense Account,	62.73		
Tug Services,	486.50		
Handling Cargoes,	15,986.06		
Taxes,	515.52		
Marine Insurance,	4,441.80		
Freight List Insurance,	98.95		
Passenger Cabin Equipment,	83.78		
Mates Supplies,	148.91		
Provisions,	1,547.22		
Stewards Supplies,	142.21		
Fuel,	10,380.76		
Engineers Lubricants,	96.30		
Engineers Supplies,	158.20		
Boiler Repairs,	191.87		
Machinery Repairs,	43.25		
Auxiliary Machinery Repairs,	36.62		
General Expenses(Telegrams,Dues Lake Car.Assn.&c.)	272.23		
Laying Up,	770.07	56,069.58	.6827
NET GAIN FOR SEASON 1903,		5,014.00	.0610

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.5625.

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2-10-04

STEAMER PONTIAC.

COMPARISONS.

	1 9 0 2	1 9 0 3
Days in commission,	227	218
Number of miles traveled,	35870	30646
Number of trips made,	26	22
Number cargoes freight carried,	26	24
Gross tons freight carried,	86371	82126
Average rate freight per gross ton,	\$.7000	\$.7437
Aver.cost to carry per gross ton freight,	.5816	.6827
Net earnings per ton freight carried,	.1184	.0610
Cost per ton to operate after eliminating Extra.& Gen.Rprs.	.5311	.5625
Gross Receipts,	\$60,459.70	\$61,083.58
Gross Expenditures,	50,232.97	56,069.58
Net Earnings,	10,226.73	5,014.00
Percentage of operations to earnings,	83.1	91.8
Gross earnings per mile traveled,	\$1.6855	\$1.9932
Operating expenses per mile traveled,	1.4004	1.8296
Net earnings per mile traveled,	.2851	.1636
Gross earnings per day,	\$266.34	\$280.20
Operating expenses per day,	221.29	257.20
Net earnings per day,	45.05	23.00
Expenses per day excluding cargo handling costs,	\$148.82	\$183.87 *
Expenses per day exclud.cargo Handl.costs & Ex.& Gen.Rprs.	\$129.62	\$138.60
Cost provisions per man per day (Excluding extra meals)	\$.334	\$.310
Average lbs.coal consumed per hour steamed,	2506	2753
Average lbs. coal consumed per mile steamed,	210	232
Average cost coal consumed per mile steamed,	\$.2593	\$.3387
Average cost oil consumed per hour steamed,	\$.0503	\$.0371
Average cost oil consumed per mile steamed,	\$.00423	\$.00314
Average wages paid per day while in commission,	\$34.86	\$38.05
Average ore cargo from Lake Superior,	3322	3454
Average days per trip going up light to Marquette,	8-3/4	8-3/4
Average days per trip going up light to head L.Superior,		11
Average number of miles per hour---light,	12.70	12.95
Average number of miles per hour---loaded,	11.21	11.01
General average number miles per hour,	11.91	11.82
Average draft water on ore cargoes from Lake Superior,	(17'7" Ford 18'3" Aft	(17'11" Ford 18' 6" Aft
Average mean draft water on ore cargoes from L.Superior	17'11"	18' 3"
* Large Repair Account 1903.		

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2-10-04

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

C O M P A R I S O N O F I T E M S O F D I S B U R S E M E N T .

	1902	1903	+ OR -	R E M A R K S
Extraordinary and General Repairs	\$ 4,357.75	\$ 9,868.25	+ 5,510.50	Extensive repairs to Pontiac in 1903; principal item being contract for new steel deck, etc. \$5,050.00.
Ship Keeping and Winter Dockage	97.67	43.63	- 54.04	In 1903 vessel did not have to pay for winter berth at Empire Shipbuilding Co's Plant.
Fitting Out	983.77	905.67	- 78.10	
Wages and Captains Salary	9,431.93	9,789.05	+ 357.13	A shorter season in 1903 but a higher rate of wages than in 1902.
Captains Expense Account	85.28	63.73	- 23.15	
Tug services	545.98	488.50	- 59.48	In 1902 boat discharged at Buffalo 8 times more than in 1903, where it was necessary to employ two tugs.
Handling Cargoes	16,450.66	15,986.00	- 464.66	Less number cargoes in 1903, although rate per ton for unloading increased 2 cents.
Cargo Commission				
Taxes	430.19	515.52	+ 85.33	A higher tax rate in 1903.
Marine Insurance	4,448.57	4,441.80	- 6.77	
Freight List Insurance	60.47	98.95	+ 38.48	Rate increased from 10 cents per hundred in 1902 to 16.5 cents in 1903.
Passenger Cabin Equipment	25.25	83.78	+ 58.53	
Mates Supplies	292.66	148.91	- 143.75	In 1902 rope purchases were greater by \$125.25 than in 1903.
Provisions	1,554.78	1,547.22	- 104.64	Based on decrease of \$.024 per man per day.
Stewards Supplies	97.72	142.21	+ 44.49	
Fuel	9,362.39	10,380.78	+ 943.60	Based on increased consumption of 22 pounds per mile.
Engineers Lubricants	151.63	96.30	- 33.40	Based on decreased cost of \$.00109 per mile.
Engineers Supplies	141.31	158.20	+ 16.89	
Boiler Repairs	360.19	191.87	- 168.32	
Machinery Repairs	189.22	43.25	- 145.97	
Auxiliary Machinery Repairs	38.27	36.62	- 2.25	
General Expenses	162.12	272.23	+ 100.11	In 1903 paid Captain J. M. Johnston Bonus of \$100.00 a freedom from accident .
Laying Up	963.97	770.07	- 193.90	Engineers Department fitted out for 1903 while laying up in 1902, but no fitting out work was done at end of season 1903.

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ANNUAL REPORT
O F
STEAMER FRONTENAC
1903

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

G E N E R A L O P E R A T I O N S .

The Steamer FRONTENAC sailed from the port of Buffalo on first trip of season 1903 on April 20th, and arrived at Cleveland, ready to go into winter quarters on December 3rd, having been in commission 227 days.

This Steamer was engaged during the season in the transportation of iron ore from Lake Superior to Lake Erie ports, as follows:

16	cargoes	from	Marquette	@	75¢	per	gross	ton,
4	"	"	Ashland	"	85¢	"	"	"
2	"	"	Two Harbors	80¢	"	"	"	"
<u>22</u>								

In addition to the above cargoes carried on downbound trips, 4 cargoes of coal to Marquette, and 1 cargo to Ashland, were delivered on upbound trips. Altogether 22 trips were made, the Steamer traveling 29892 miles, carrying 82913 gross tons of freight.

The average rate of freight received on all cargoes carried during the season was \$.7182 per gross ton, as against \$.6880 in preceding year. The average cost to carry per gross ton of freight was \$.5703 as compared with \$.5365 in 1902. This comparison shows an increased cost per ton of \$.0338. This increase is due principally to the extensive repairs and improvements made to the Steamer at Buffalo during winter of 1902-03.

The average net earnings per ton of freight carried, therefore, are \$.1479 as against \$.1515 per ton in previous year.

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

GENERAL REPAIRS.

The General Repair Account of this Steamer was materially increased over the preceding year. Although the details of this account will be found elsewhere, reference to some of the more important items will be found below.

Our Annual Report of last year stated that it was the intention to put a new steel spar deck on this boat, and also remove the main or middle deck. The old spar deck, a wooden one, was very much decayed and the necessity of replacing it had become paramount.

With the development of the clam shell device for unloading vessels the main deck in any boat is a great hindrance, therefore it seemed desirable to remove the one in the FRONTENAC. A contract was made with the Empire Ship Building Co. of Buffalo to remove the wood on the spar deck between the after end of the forecastle and the forward end of the engine room, and replace the same with 11 lb. steel plate; also to remove the wood on the middle deck beams, except in the dunnage room and under the steering engine; to remove the bulb angle fore and afters of the lower deck hatches. Also the angle frame around each hatch and the fore and after angle forming a gutter water-way at the sides of the ship on stringer plate.

There was fitted a stringer plate of 24" x 20 lbs. on the inboard edge of lower deck stringer, with butts treble lapped riveted. Angle bars or ties were fitted on each side at the heel of between deck stanchions on top of deck beams. The foregoing was done at a contract price of \$4450.00.

Owing to the increase in the number of ships navigating the lakes, the connecting waters are often very much crowded, and prompt service of the anchor is required. The old fashioned stock anchor is somewhat cumbersome, and it was therefore decided to equip the FRONTENAC with at least one stockless anchor. This was accordingly done by installing one in the starboard bow, with proper hawse pipe, at a cost of \$550.00.

STEAMER FRONTENAC.

#2 GENERAL REPAIRS.

It was found necessary to put considerable miscellaneous repairs on this boat, such as repairs to hatch coverings, renewal of pump boxes, some new fender cap, repairs to ice box, repairs to engine room floor, repairs to rail, bulwarks and stanchions aft, repairs to spar deck aft, new floor in deck houses, and rebuilding coal bunkers; cost in the aggregate, \$1176.12.

There had been some leaks in the tank top all season, and an effort was made to discover where they were and stop them. The ceiling was accordingly taken up from No.5 Hatch to and under the boilers. In taking up this planking of course some of it was split, and as some of the stringers were decayed much of it could not be used again. This repair required the use of 2972 feet of oak and 1576 feet of pine.

The floor under the boilers had been giving much trouble, the flooring coming up when water was carried in the hold. This was fixed by taking bolts, shoving them up from under the angle irons, letting the ends come up and putting plank down on them. They were then screwed down from the top and the ends riveted down over the nuts. This work cost \$443.38.

The repairs necessary on this Steamer before she goes into commission in the season of 1904 will be of the usual character incident to boats of her age.

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

ACCIDENTS.

MAY 5TH, LORAIN, OHIO:

While winding around at the C L & W Dock, Lorain, in working stem against dock shoved a decayed stringer off of top of spiles. The stringer was quite rotten or it would not have fallen off as the pressure was not great. No claim has been made against the Steamer on account of this damage.

JUNE 1ST, ASHTABULA, OHIO:

While the Steamer FRONTENAC was lying at the Angeline Dock, Ashtabula, the Steamer SPOKANE was trying to pass with one tug. She shoved over against the FRONTENAC and struck her on the bulwarks with the bluff of her port bow breaking a piece of railing and bending four iron stanchions. We called attention of the Wilson Transit Co. to the damage, but while acknowledging it, they called attention to the fact that the Steamer PONTIAC damaged their Steamer OLIVER in 1901 to the extent of about \$50.00, on which they had never made claim against us, and asking that our claim be canceled in lieu of this, which was done.

JUNE 11TH, MARQUETTE, MICH.:

While lying at James Pickands & Co's coal dock at Marquette unloading coal, one of the clam shells while working at No.7 Hatch struck the coal bunker on the starboard side, breaking two stringers and pine side. The repair was made at a cost of \$18.80 and same reimbursed to us by James Pickands & Co.

JULY 18TH, CLEVELAND, O.:

The FRONTENAC left the upper C & P Slip in the old river bed at Cleveland, about 1:17 P.M. on the 18th of July, and had the tug J.R.Sprankle to assist her to the lake. She backed out of the slip without difficulty and swung her stern to port in order to head down the river bed. Between the upper and lower C & P slips the Steamer C.F. BIELMAN and the Steamer REPUBLIC were lying abreast, fast to the dock, headed up stream. The Steamer E. C. POPE was lying at the dock astern of the BIELMAN, the POPE'S starboard bow being against the dock, but her

STEAMER FRONTENAC.

#2 ACCIDENTS.

stern swung out some distance. She had a head line to the dock but no lines from the stern. The FRONTENAC went down past the REPUBLIC without any difficulty, and under very slow headway, so that as her bows were going past the port quarter of the POPE she had about 15 feet in the clear; the POPE was working her wheel ahead and this caused her quarter to swing out and strike the FRONTENAC amidships on her port side. No damage was done to the FRONTENAC but it was afterwards learned that the POPE'S quarter sustained damage by the blow. After the collision the FRONTENAC went down to the lake without further accident. We sent R.Parry-Jones to look at the POPE'S damage and he reported as follows:

"Found the damage located on the port quarter where the main rail was badly shattered, side deck stanchions displaced and damaged, bulwark plates buckled and bulwark stanchions bent."

Hoyt, Dustin & Kelley in setting forth the statements of our crew made this statement:

"Although the case is not free from doubt, owing to the statements of the officers of the POPE that she was well fast to the dock, still the statement of the second mate of the FRONTENAC is very strong to the effect that just before the collision she was out a much greater distance from the dock than she was a minute or so before when he looked at her. This could be accounted for, even granting that she had lines out to the dock, from the fact that these lines may have been slack or leading forward, thus allowing her to sag away from the dock without getting a strain on the lines. The amount of the damage is so small that the case should be settled without any difficulty. In our opinion the claim for damages to the POPE should be turned down but in the event that they insist upon payment it would perhaps be well to make some small contribution in order to get the case out of the way, especially in view of the fact that not one of the witnesses on the FRONTENAC can testify that he saw the POPE swing."

The cost of the foregoing damage to the POPE was \$139.93 which the underwriters have directed be paid.

JULY 18TH, CLEVELAND, OHIO:

In the statement of the mate of the FRONTENAC in connection with the foregoing case he refers to having scraped along the staging at the Globe Shipyards in going out. We sent our representative over at once to see the damage, and the report was made that five uprights that hold the staging up were broken, and that the entire staging

STEAMER FRONTENAC.

#3 ACCIDENTS.

was shoved out of line for a length of thirty feet. Repairs were made by the Globe Shipyard people at what they said was actual cost, about \$30.00.

AUGUST 4TH, ASHTABULA, OHIO:

At 10:00 A.M. the Steamer HARVEY H. BROWN while trying to wind around Ashtabula Harbor without a tug, struck the FRONTENAC on her starboard bow with her quarter, breaking in FRONTENAC'S chalk and forward deck, raking along her rail aft of forward rigging, breaking rail in two places and carrying the life boat crane away from rail, bending them slightly. This damage was repaired at a cost of \$33.69 and same was paid by the owners of the BROWN.

AUGUST 23RD, DISAPPEARANCE J.B.KELLEY, DECKHAND:

While the FRONTENAC was bound up somewhere between 10:00 A.M. and 1:00 P.M. in Lake Huron, a deckhand by the name of J.B.Kelley was lost. This man Kelley was shipped just about as the boat was ready to leave Ashtabula on her up-bound trip. The captain reports the man had the appearance of having been drinking hard on the previous day and that he showed signs of being out of his head. He came up to the mate about 9:00 A.M., talking foolishly about things that were chasing him so that he could not pass coal any longer, so the mate sent another man to do this work and Kelley was told to go to bed; he said he would but stood by the rail at the deck house; the mate went to him in a few minutes again and talked to him about going to bed; he said he would as soon as he got cooled off; that was about 10:00 o'clock in the morning and was the last seen of him. He was not missed until about noon; then the boat was searched all over and by 1:00 P.M. it was learned he had disappeared and it was presumed he had jumped overboard. This occurred between Sanilac and Pt. aux Barques. The matter was reported to the Collector of Customs at Marquette and a sworn statement sent to the U.S. Inspector at Port Huron. The matter was reported to Hoyt, Dustin & Kelley and they advised that there was nothing more to be done.

STEAMER FRONTENAC.

#4 ACCIDENTS.

SEPT.23RD, ASHTABULA, OHIO: FRONTENAC-WADE COLLISION: Hoyt, Dustin & Kelley

comment on this case as follows:

"We have taken the statements of the crew of the FRONTENAC in above matter, copies of which we enclose herewith. We beg to submit thereon the following report: The FRONTENAC left the Hanna Dock at Ashtabula on the evening of Sept.23rd in tow of the tug William D. bound for the Lake. The night was dark and rainy and there was a gale of wind, 42 miles an hour, blowing up the river from the lake. The FRONTENAC came down slowly until she got to the draw of the bridge when her engines were backed in order to get through the draw and around the bend just beyond. There were steamers lying on either side of the river above the bridge so that it was necessary to stop the FRONTENAC'S headway in order to get through the draw. During the operation the starboard side of the FRONTENAC brought up against the lower starboard abutment on the opposite of the draw near the tug office. While she was in the draw passing signals of one blast were exchanged with the Steamer J.H.WADE coming up from the lake. The WADE appeared to be coming very fast. A short distance below the bend in the river a tug attempted to take the WADE'S bow line. The way of the FRONTENAC was practically stopped and it was, of course, impossible for her to get out of the way. The WADE continued coming up at what appeared to be a high rate of speed and backed just before she got to the FRONTENAC. This backing threw her stern apart and she came ahead sidewise so that her port side about amidships struck the port bow of the FRONTENAC raking it as far aft as her boiler house. Meanwhile a tug had gotten a line to the WADE and attempted to pull her bows to port clear of the buildings on the west side of the river. As soon as the WADE'S port side was clear of the FRONTENAC'S bow the latter Steamer's wheel was put hard a-starboard and she was rung up full speed ahead, but before her stern could be swung out of the way the WADE'S bow swung under the pull of the tug to port and the bluff of her port bow struck the FRONTENAC on the port side abreast of the fuel hatch cracking some plates and stanchions and doing some other damage.

Upon the statements of the crew as given to us we believe there is no fault upon the part of the FRONTENAC. Possibly, under the circumstances, it would have been better for her to have taken a tug but this could hardly be urged by the WADE which steamer came up the river without a tug until she was almost into the FRONTENAC. The only other criticism which occurs to us upon the navigation of the FRONTENAC is that when she got crosswise of the draw of the bridge she did not blow an alarm signal to the WADE. It was a dark, rainy night and the exchange of passing signals between the WADE and the FRONTENAC might be construed as misleading the WADE into supposing the FRONTENAC to be able to come ahead and get out of her way. Technically the FRONTENAC might perhaps be held in fault for having blown one blast passing signals and for having failed thereupon to direct her course to starboard and give the WADE room to pass. It would seem, however, that the WADE knowing, as she must, the difficulty of getting through the draw and rounding the bend, should not have been misled by the FRONTENAC'S passing signal, but should have waited below until the FRONTENAC was past the difficult point in the river. While the navigation of the FRONTENAC is not altogether above criticism we hardly think that it shows a fault. Under the circumstances the FRONTENAC appears to have done about the best that was possible.

As to the WADE there can be no doubt whatever on the face of our statements. She came up the river at a high rate of speed, not even checking down enough to enable a tug to get to her before she was close upon the FRONTENAC. In any view of the case, if our witnesses are to be believed, the manner in which the WADE came up the river was very negligent. Whether the tug could be held to have committed a fault in pulling the bow of the WADE to port after the WADE'S first collision with the FRONTENAC is in our opinion very questionable. The tug had tried to

STEAMER FRONTENAC.

#5 ACCIDENTS.

get a line earlier but had failed to do so. The bow of the WADE was headed for the abutment on the west side and that vessel was liable to do damage to herself and the pier unless her bow was swung to port. It hardly seems to us that the tug should be held accountable for having pulled the bow of the WADE away from the pier and thus causing her to swing a little too far and into the FRONTENAC'S stern. The vessels were in close quarters, a situation which had been brought about apparently by the neglect of the WADE, and we very much doubt whether a court would hold the tug responsible even for some lack of judgment in attempting to remedy this mischief. Of course there may be, and probably are, two sides to this question. The crew of the WADE will doubtless claim that she was coming up very slowly and had every reason to suppose that the FRONTENAC would get out of her way after the exchange of passing signals. The case is, therefore, not altogether free from doubt. As at present advised however, we think a claim should be presented to the owners of the WADE for the damages sustained by the FRONTENAC. Whether any further or heroic means should be adopted for the collection of this claim in the event that the owners of the WADE refuse to pay it, is a question which can be considered hereafter."

We had the Frontenac surveyed by the underwriters representative who found 2 shell plates fractured, 2 bulwark stanchions broken, one scupper pipe broken and main rail broken. All of these damages on port side of vessel, opposite fuel hatch or about amidships. We believe there will be no question about our having the damage repaired at the expense of the Wade.

OCT. 22ND, BETWEEN MANITOU ISLE & WHITEFISH POINT:

On coming down on this trip at the point mentioned the Steamer was boarded by heavy seas, washing out the bulwarks on port quarter and on both sides from boiler house to No. 2 Hatch in various places, breaking out rivets in quite a number of stanchions, and breaking off six iron stanchions at the bottom. Washed off 3 pieces of fender capping; broke in port side of deck house; breaking windows and doors and tearing out berths and floor, heater and washstand. Pony engine box washed overboard. Bulwark steps were also lost. Saddles were washed from under yawl boat, denting boat in several places, and cutting one hole in bottom; broke rail on yawl boat; tore out two seats and braces. Windows of pantry also broken. Temporary repairs were made at a cost of \$78.74 and more substantial repairs will have to be made when the season is finished.

STEAMER FRONTENAC

	1902		1903	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	98-1/2	41.7	100	44.0
Time sailing	130-1/2	55.3	116-1/2	51.4
Time lost by bad weather, for & low water	4-1/2	1.9	5-1/4	2.3
Time lost waiting at Soo Canal and River	2-1/2	1.1	2-1/4	1.0
Time lost by accidents,				
Time lost by Str. J. N. Glidden, sank in St Clair Canal			3	1.3
TOTAL TIME IN COMMISSION	236	100.00	227	100.0
Number of trips made,	24		22	
Number of cargoes carried,	25		27	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1899,.....	36.2
" 1900,.....	39.0
" 1901,.....	37.2
" 1902,.....	41.7
" 1903,.....	44.0

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

<u>RECEIPTS</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
16 cargoes iron ore from Marquette,	50,981	\$38,235.75	\$.7500
4 " " " " Ashland,	12,121	10,302.85	.8500
2 " " " " Two Harbors,	6,073	4,858.40	.8000
4 " coal to Marquette(12297 net tons at 40¢)	10,979	4,918.96	.4480
<u>1</u> " " " Ashland (3090 net tons at 40 ¢)	2,759	1,236.06	.4480
<u>27</u>	82,913	59,552.02	.7182
<u>DISBURSEMENTS</u>			
Extraordinary and General Repairs	7,322.01		
Ship Keeping and Winter Dockage,	49.88		
Fitting Out	731.95		
Wages and Captain's Salary,	9,800.20		
Captain's Expense Account	72.22		
Tug Services,	487.04		
Handling Cargoes,	14,570.75		
Cargo Commissions	40.00		
Taxes,	425.90		
Marine Insurance,	3,849.75		
Freight List Insurance,	92.70		
Passenger Cabin Equipment,	22.00		
Mate's Supplies,	283.61		
Provisions,	1,830.95		
Steward's Supplies,	199.40		
Fuel,	6,412.75		
Engineer's Lubricants,	59.63		
Engineer's Supplies,	71.08		
Boiler Repairs,	46.70		
Machinery Repairs,	12.76		
Auxiliary Machinery Repairs,	6.63		
General Expenses (telegrams Lake C's Assn)	287.65		
Laying up,	607.79	47,283.35	.5703
NET EARNINGS,		12,268.67	.1479
Less amount not allowed by Insurance Co. in settlement of claims and other items charged to owners proportion of loss,		491.41	
Making total net gain for season 1903		11,777.26	

NOTE: The cost per ton to operate, after eliminating Extraordinary and General Repairs Account is \$.4819 .

LGM-EBR

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

DETAILS OF AMOUNTS CHARGED TO OWNER'S PROPORTION OF LOSS IN 1903.

WHICH INCLUDES ITEMS NOT ALLOWED BY INSURANCE UNDERWRITERS IN SETTLEMENTS.

STRIKING BOTTOM IN BLACKWELL CANAL, BUFFALO, AUG. 2, 1902.

Deductible Average,	\$489.50	
Less tug bill allowed us for service assisting vessel to dry dock, paid by Captain while laying up season 1902,	\$41.56	
Less Master's salary allowed, while looking after repairs,	36.00	
Less expenses allowed of J. H. Sheadle, Buffalo to Cleveland and return,	17.50	
Less telegrams allowed in connection with stranding,	<u>.81</u>	
	<u>95.87</u>	
Balance charged to Owner's Proportion of Loss,		\$393.63

DAMAGE TO STEAMER FRONTENAC BY STEAMER SPOKANE AT ASHTABULA, JUNE 1, 1903.

Cost of repairs made by J. G. Laird & Sons, 11.98

No claim is made against Wilson Transit Co. for this damage because, as agreed between them and ourselves, the damage sustained by the H. W. Oliver in season of 1901 at the hands of the Pontiac, and for which claim was not made against the Cleveland-Cliffs Iron Co., shall be a stand off on this claim.

DAMAGE TO STAGING AT GLOBE SHIP YARD JULY 18, 1903.

While backing out of C. & P. slip, the Frontenac struck the staging, breaking five uprights that support same. The entire staging was shoved in for a distance of thirty feet. 32.10

DAMAGE CAUSED BY HEAVY SEA ON LAKE SUPERIOR, OCT. 22, 1903.

Repairing bulwarks on port quarter aft, putting new port side in deck house, and repairing after sides, repairing bulwarks on starboard side forward and making part of a new saddle for yawl boat on deck, 40.30

J. G. Laird & Sons. - Repairing bulwarks and making steps for rail, 13.40

Total amount charged to Owner's Proportion of Loss, 491.41

STEAMER FRONTENAC.

COMPARISONS.

	1 9 0 2	1 9 0 3
Days in commission,	236	227
Number of miles traveled,	33927	29892
Number of trips made,	24	22
Number cargoes freight carried,	25	27
Gross tons freight carried,	76928	82913
Average rate freight per gross ton,	\$.6880	\$.7182
Average cost to carry per gross ton freight,	.5365	.5703
Net earnings per ton freight carried,	.1515	.1479
Cost per ton to operate after eliminating Extra.& Gen.Rprs.	\$.5084	\$.4819
Gross Receipts,	\$52,929.51	\$59,552.02
Gross Expenditures,	41,272.69	47,283.35
Net Earnings,	11,656.82	12,268.67
Percentage of operations to earnings,	78.0	79.4
Gross earnings per mile traveled,	\$1.5601	\$1.9922
Operating expenses per mile traveled,	1.2165	1.5818
Net earnings per mile traveled,	.3436	.4104
Gross earnings per day,	\$224.27	\$262.34
Operating expenses per day,	174.88	208.29
Net earnings per day,	49.39	54.05
Expenses per day excluding cargo handling costs,	\$114.64	\$144.10
Expenses per day exclud.cargo handl.costs & Ex.& Gen.Rprs.	105.49	111.85
Cost provisions per man per day (Excluding extra meals)	\$.361	.400
Average lbs. coal consumed, per hour steamed,	1673	1622
Average lbs. coal consumed per mile steamed,	154	152
Average cost coal consumed per mile steamed,	\$.1884	.2145
Average cost oil consumed per hour steamed,	\$.0222	.0213
Average cost oil consumed per mile steamed,	\$.00205	.00200
Average wages paid per day while in commission,	\$32.86	\$37.84
Average ore cargo from Lake Superior,	3100	3144
Average days per trip going up light to Marquette,	9½	8½
Average days per trip going up light to head L.Superior,		10½
Average number miles per hour, ---light,	11.55	11.53
Average number miles per hour, ---loaded,	10.27	10.24
General average number miles per hour,	10.84	10.69
Average draft water on ore cargoes from Lake Superior,	(17'6"Ford 18' Aft	(17'8"Ford 18'2" Aft
Average mean draft water on ore cargoes from Lake Superior,	17'9"	17'11"

LGM-THB
2-13-04

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

C O M P A R I S O N O F I T E M S O F D I S B U R S E M E N T

	1902	1903	+ OR -	R E M A R K S
Extraordinary & General Repairs	\$ 2,159.72	\$ 7,322.01	+\$5,162.29	Extensive repairs in 1903, including contract for new steel deck, etc. \$4,450.00.
Ship Keeping & Winter Dockage	30.00	49.88	+ 19.88	
Fitting Out	615.20	731.95	+ 116.15	In 1903 a material renewal of supplies in Steward's Department, costing \$152.29 more than in 1902.
Wages and Captains Salary	9,171.34	9,800.20	+ 628.36	A shorter season in 1903, but rate of wages increased over 1902.
Captains Expense Account	89.00	72.22	- 16.78	
Tug Services	456.13	487.04	+ 30.91	
Handling Cargoes	14,218.00	14,570.75	+ 352.75	In 1903 carried 2 cargoes less of iron ore, although rate for unloading increased 2 ¢ per ton.
Cargo Commission		40.00	+ 40.00	
Taxes	356.94	425.90	+ 68.96	Higher tax rate in 1903.
Marine Insurance	4,151.65	3,849.75	- 301.90	Valuation of Vessel reduced from \$140,000.00 in 1902 to \$130,000.00 in 1903.
Freight List Insurance	55.53	92.70	+ 37.37	Rate increased from 10 ¢ in 1902 to 16.5 ¢ per hundred in 1903.
Passenger Cabin Equipment	2.50	22.00	+ 19.50	
Mates Supplies	351.47	283.61	- 67.86	
Provisions	1,688.72	1,330.95	+ 168.20	Based on increased cost of \$.039 per man per day.
Stewards Supplies	206.24	199.40	- 6.84	
Fuel	6,455.01	6,412.75	- 42.26	Based on decreased consumption of 2 pounds per mile.
Engineers Lubricants	69.36	59.63	- 9.73	Based on decreased cost of \$.00005 per mile.
Engineers Supplies	73.03	71.08	- 1.95	
Boiler Repairs	33.53	46.70	+ 13.17	
Machinery Repairs	46.71	12.76	- 33.95	
Auxiliary Machinery Repairs	15.39	6.63	- 8.76	
General Expenses	160.21	287.65	+ 127.34	In 1903 Captain G. D. Tulian received prize of \$100.00 for bringing vessel through season 1902 without accident.
Laying Up	868.01	607.79	- 260.22	Engineers Department practically fitted out while laying up in both years.

LGM-LJD
2/6/04.

ANNUAL REPORT
O F
STEAMER CADILLAC
1903

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

G E N E R A L O P E R A T I O N S

The Steamer Cadillac sailed from the port of Cleveland, on first trip of season 1903, on April 26th, and finished discharging her last cargo at Cleveland, Nov. 19th, having been in commission 207 days.

This Steamer made 23 round trips for the season, traveling 26,720 miles, carrying 53,518 Gross tons of freight. The Cadillac was engaged during the entire season transporting iron ore from Marquette, Mich. to Lake Erie ports, with the exception of one trip made to Escanaba, Mich. On two trips coal cargoes were delivered at the port of Marquette.

The average rate of freight received on all cargoes carried during the season was \$.7267 per gross ton, as compared with \$.6825 per ton in preceeding year. The average expenses per ton were \$.5655, as against \$.5015 in season 1902, an increase of \$.0640 . This increase is due to 2¢ per ton advance for unloading ore cargoes, higher rate of wages paid, increased cost of fuel, etc. The average net earnings per gross ton of freight carried therefore, are \$.1612, as compared with \$.1810 in previous year.

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

GENERAL REPAIRS .

The principal items in the General Repair Account for the current year may be mentioned below.

Last year's report mentioned the desirability of moving the stanchions in the hold immediately in the way of the hatches about two feet away from each hatch. This work was accordingly carried out. Each stanchion was moved back to the next beam from the hatch beam, making a space between the stanchions of 12 feet in the clear. These stanchions were made fast to the beam at the top, similar to the original fastenings, and in addition a plate bracket 36 inches long by 24 inches wide was fitted from the stanchion to the piece that goes fore and aft underneath the beams to support the hatch beams.

In addition to shifting the stanchions, it was found that all the air and sounding pipes between the tank top and upper deck were too far gone to repair and all had to be taken out and renewed, and new wood casings put in around the pipes in the hold. All this work was done at a cost of \$500.23, of which about \$175.00 was due to the repairs to sounding pipes.

The repairs on this boat before going into commission for the season of 1904 will not be very great; there will, of course, be some minor repairs as there always is. The principal items in the account may be mentioned as follows:- The angle iron taking hold of the bulkhead between the boiler room and fire hold, together with the lower edge of the bulkhead is rusted through. This will be repaired by an angle iron running entirely athwartships up a distance to about 6 inches from the floor.

The angle irons under the fire hold floor, supporting the Donkey boiler are rusted away, and it will be necessary to raise the boiler in order to make this repair. Neither of these items will be particularly expensive.

STEAMER CADILLAC.

ACCIDENTS.

APRIL 3RD, CLEVELAND, O.:

About 1:30 the CADILLAC left her winter berth in the old river bed in tow of two tugs, and proceeded to the Pittsburg Coal Co's. coal dock in the outer harbor for the purpose of taking on a cargo of coal. On her arrival, about 3:00 P.M., she was moored at the end of the coal dock to await her turn in loading, there being other vessels under the chutes at the time. About midnight following the wind shifted and it came on to blow hard from the northwest causing considerable dead sea inside the break water, and causing the CADILLAC to Roll and pound against the dock, as a result of which several frames and plates, and the fender strake on her port side were broken, bent and injured. As soon as tugs could be procured the vessel was gotten away from the dock and taken inside into the Cuyahoga River. The cost of repairs to this vessel, together with dry dock expenses, amounted to \$4063.27, and same was taken up and paid by the underwriters. The underwriters for the season of 1902 bore this cost, as her insurance, together with the other vessels, did not expire until April 25th, 1903.

MAY 14TH, MARQUETTE, MICH.:

At 12:45 A.M. the Steamer CADILLAC arrived at the port of Presque Isle for the purpose of taking on a load of iron ore, and as she approached the end of the ore dock the night watchman at the dock directed that she go in on the south side of the dock and take off the hatches and they would start to load at day light. These directions were followed and the hatch covers were off about 2:00 P.M. The captain then told the mate to let the crew lie down until the dock called for them, and the only one left on the deck was the watchman for that watch, Andrew Johnson, who had also helped to make fast and take off the hatches. About 4:00 A.M., same date, the mate was awakened by the men on the dock saying they were ready to load the vessel, and as the mate stepped out on deck he saw the watchman, Andrew Johnson, laying at the bottom of the hold in the

STEAMER CADILLAC.

#2 ACCIDENTS.

forward hatch, apparently motionless. He at once called the captain and they found that the watchman, Andrew Johnson, had apparently fallen into the hold some time during the hours of between 2:00 and 4:00 A.M. unknown to any members of the crew. The captain and the mate at once went down and examined him and found him unconscious but breathing freely. They immediately sent for a doctor and ambulance and brought him upon deck and carried him to the dock office and gave him all the care possible. The ambulance arrived at about 4:45 and took him to St. Mary's Hospital, Marquette. The injured watchman after being taken to the hospital died about noon. The coroner held an inquest, giving the verdict of accidental death. The coroner took all the man's effects; his wages were also paid to the coroner. Such papers as the coroner found upon him indicated that he came from Sweden. Another watchman stated he was shipmate with him the previous winter on the Reading Line on the Coast, but never heard him say he had any relatives in this country. The U.S. Marine Hospital Service provides very meager coffins, and this company accordingly furnished a \$40.00 coffin, hearse and two carriages, and saw that he was decently interred at Marquette.

JULY 1ST, ASHTABULA, OHIO:

On the morning of July 1st the Steamer CADILLAC was lying tied up at the east arm of the breakwater. The Steamer CUMBERLAND while coming into the river drifted over onto the CADILLAC. The damage was a crack to the tafrail on starboard quarter and one wooden stanchion broken. The repair necessary to make good this damage cost \$4.51 and same was paid by the Gilchrist Transit Co., owners of this boat.

JULY 1ST, ASHTABULA, OHIO.:

While the Steamer CADILLAC was lying under the hoist at the outer side of the Minnesota Slip, the Steamer F.B. WELLS, of the Pittsburg S.S. Co., was backing out, stern first, having two Great Lakes Towing Co. tugs in charge. When the WELLS got abreast of the CADILLAC she swung over, striking the CADILLAC on the bulwarks abreast

STEAMER CADILLAC.

#3 ACCIDENTS.

of the boiler house on starboard side. The damage made it necessary to take out and straighten three stanchions, riveting them back on again, and replacing about 12 square feet of matched stuff in bulwarks. Cost of this repair was \$10.31 and was paid by the Great Lakes Towing Co.

JULY 14TH, STRIKING BOTTOM:

The CADILLAC left the Soo about 7:50 P.M.

on the evening of July 13th. Everything went all right until the boat touched at Sweets Point. The first mate, N.P. Taifaison, went on watch at 12:15 A.M. and the captain stayed up forward until about 12:25 when he walked aft to get a cup of coffee; just as he reached the galley he felt the boat touch; he ran forward and as he did so called to the mate to check, which the mate did. As she struck she rolled over to port a little but did not stop her headway or make much noise. Before the captain had time to get onto the pilot house she righted again and he took her outside. They found the damage to consist of one break in bottom plate in forward starboard tank, next to midship tank bulkhead. One dent in starboard midship tank in plate next to bilge plate between 4th and 5th frame aft of manhole in tank top. Dent is pointed and sticks up about $1\frac{1}{2}$ inches but does not leak any. One dent in starboard after tank close to bilge; three frames forward from after bulkhead. One large dent in forward port tank between 19 and 20 frame from forward bulkhead and in butt of two plates next to keelson. The boat proceeded on to Toledo and was there examined by R. Parry-Jones' representative on behalf of her underwriters, who after directing that certain temporary repairs be made allowed the Steamer to proceed. At the end of the season she was put in drydock for repairs. It was found necessary to take off but one plate at the point of contact and renew same with new plate. The cost of this will be taken over by the underwriters.

STEAMER CADILLAC.

#4 ACCIDENTS.

SEPT. 8TH, LAKE HURON, HEAVY SEAS: About ten miles south of Sand Beach, bound down, heavy seas boarded the CADILLAC and stove in the forward side of mess room. This was caused by southeast gale breaking suddenly. It cost \$3.14 to repair the damage.

SEPT. 21ST, CLEVELAND, OHIO: While the CADILLAC was lying at the N Y P & O Dock, about 3:00 in the afternoon, the Barge MORAVIA in tow of the tug T.C. LUTZ was being taken out, and in passing she struck the CADILLAC about abreast of the pilot house on starboard side, bending in bulwarks, laying it over about 18 inches, breaking rail and dead light below, and also denting plate below. The cost of repair of this damage was \$22.28 and was paid by the Great Lakes Towing Co.

OCTOBER 19TH, ST. CLAIR RIVER: About 12:00 noon while lying at anchor in the St. Clair River above the canal awaiting permission to go by the GLIDDEN wreck, the tug CHAS. J. GNEUWUCH picked up the Barge CITY OF CHICAGO, and while trying to turn her around the CITY OF CHICAGO crashed into the CADILLAC'S bulwarks abreast of the boiler on the starboard side, doing damage to the CADILLAC. The CITY OF CHICAGO struck the CADILLAC with her port cathead. The damage cost \$12.83 to repair and was paid by the Edward Hines Lumber Co. who own the CITY OF CHICAGO.