

G O L D S M I T H C A D I L L A C D I S A S T E R .

J U L Y 28, 1901.

The Annual Report for 1901 set forth in its account of this steamer's accidents that year, the following account of the damage sustained by the tug Joseph Goldsmith; the essential points of which were that the steamer Cadillac in entering the Port of Toledo, ran over the tug Joseph Goldsmith, which was sunk in the Maumee River near the Inner Range crib. The matter was taken in hand by the Cadillac's underwriters, and much correspondence and a number of interviews took place between the representatives of the underwriters, Messrs. Mather & Co., and Mr. Kelley, of Hoyt, Dustin & Kelley, and Messrs. Breymen Bros., owners of the Goldsmith. The owners of the Goldsmith claimed a damage of \$6,000.00, which was not admitted by the underwriters, but finally in the latter part of December, 1903 an agreement was reached between the underwriters and the owners of the Goldsmith by which the underwriters are to pay them the full amount of their claim, viz., \$6,000.00

STEAMER CADILLAC

	1902		1903	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	88	36.3	80	38.7
Time sailing,	128	52.9	110	53.1
Time lost by bad weather, fog & low water	20-1/4	8.4	12-1/4	5.9
Time lost waiting at Soo Canal & river	4-1/4	1.8	2-1/2	1.2
Time lost by accidents	1-1/2	.6		
Time lost by Str. J.N. Glidden sank in St. Clair Canal			2-1/4	1.1
Total time in commission	242	100.0	207	100.0
Number of trips made,	24		23	
Number of cargoes carried,	26		25	

PERCENTAGES OF TIME IN COMMISSION IN PORT

Season 1899,.....	36.5
" 1900,.....	42.6
" 1901,.....	38.8
" 1902,.....	36.3
" 1903,.....	38.7

STEAMER CADILLAC.

<u>RECEIPTS</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
22 cargoes iron ore from Marquette,	47,904	\$35,926.00	\$.7500
1 " " " " Escanaba,	2,228	1,448.20	.6500
2 " coal to Marquette (3792 net tons at 40 ¢)	3,386	1,516.88	.4480
<u>25</u>	<u>53,518</u>	<u>38,893.08</u>	<u>.7267</u>
 <u>DISBURSEMENTS.</u> 			
Extraordinary and General Repairs	963.53		
Shipkeeping and Winter dockage,	6.87		
Fitting Out,	881.57		
Wages and Captain's Salary,	7,395.20		
Captain's Expense Account,	70.89		
Tug Services,	275.79		
Handling Cargoes,	10,532.22		
Cargo Commissions,	20.00		
Taxes,	313.81		
Marine Insurance,	2,846.89		
Freight List Insurance,	62.49		
Passenger Cabin Equipment,	3.25		
Mate's Supplies,	196.29		
Provisions,	1,190.78		
Steward's Supplies,	91.13		
Fuel,	4,661.68		
Engineer's Lubricants,	88.04		
Engineer's Supplies,	70.85		
Boiler Repairs,	24.10		
Machinery Repairs,	27.75		
Auxiliary Machinery Repairs,			
General Expenses, (Telegrams, dues Lake C. Assn, etc)	24.40		
Laying up,	417.72	30,265.25	.5655
NET EARNINGS,		8,627.83	.1612
Less Owner's Proportion of Loss and amounts not allowed by Insurance Cos. in adjustment of claims,		1,199.94	
Making total net gain for season 1903		7,427.89	

NOTE: The cost per ton to operate, after eliminating Extraordinary and General Repair Account is \$ .5475.

LGM-EBR  
2/6/04

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

DETAILS OF AMOUNTS CHARGED TO OWNERS PROPORTION OF LOSS IN 1903.

WHICH INCLUDES ITEMS NOT ALLOWED BY INSURANCE UNDERWRITERS IN SETTLEMENTS.

COLLISION WITH STEAMER ANGELINE AT MARQUETTE, Nov. 28, 1902

Deductible Average,	342.72	
Less amount allowed by Insurance Co's for services of Captain in excess of amount charged,	25.00	
	317.72	
Less amount allowed for telegrams in excess of amount charged Insurance Cos. Cadillac collision with sunken tug Joseph Goldsmith at Toledo, July 28, 1901,	1.41	
		316.31

DAMAGE SUSTAINED BY HOOVER & MASON UNLOADING MACHINES AT N.Y.P.&O. DOCK IN 1902.

The total cost of repairing damage by clamshells was	71.49	
but N.Y.P.&O. Dock Co. paid part of damage, as agreed	34.67	
Leaving balance to be paid by Cadillac,		36.82

STRANDING IN LITTLE RAPIDS CUT, ST MARYS RIVER, JUNE 27, 1902

Deductible Average,		171.46
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COLLISION WITH STEAMER LACKAWANNA, OCT. 12, 1902

Deductible Average	342.75	
Less amount allowed by Ins. Co. for telegrams	2.91	
Less amount allowed by Ins. Co. for Cap'n's salary,	30.00	
Less amount allowed by Ins. Co. for Cap'n's board,	12.00	
	44.91	
Leaving balance to be paid by Cadillac		297.84

DAMAGE AT COAL DOCK, CLEVELAND, APRIL 3 & 4, 1903

Deductible Average,	342.76	
Add value of old rope used for junk,	1.00	
Making amount to be paid by Cadillac,		343.76

STRIKING OBSTRUCTION NEAR SWEAT'S POINT, JULY 14, 1903.

Expenses and services of R. Parry Jones, making examination and issuing certificate of seaworthiness,		33.75
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Total amount charged to Owners Proportion of Loss,		\$1,199.94
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S T E A M E R C A D I L L A C .

Comparisons

	1902	1903
Days in commission,	242	207
Number of miles traveled,	31,114	26,720
Number of trips made,	24	23
Number of cargoes freight carried,	26	25
Gross tons freight carried,	59,882	53,518
Average rate freight per gross ton	\$.6825	\$.7267
Average cost to carry per gross ton freight,	.5015	.5655
Net earnings per ton freight carried,	.1810	.1612
Cost per ton to operate after eliminating Extra & Gen Rprs	.4917	.5475
Gross Receipts,	\$40,870.75	\$38,893.08
Gross Expenditures,	30,027.97	30,265.25
Net Earnings,	10,842.78	8,627.83
Percentage of Operations to Earnings,	73.4	77.8
Gross Earnings per mile traveled,	\$1.3136	\$1.4556
Operating Expenses per mile traveled,	.9651	1.1327
Net Earnings per mile traveled,	.3485	.3229
Gross Earnings per day	\$168.88	\$187.89
Operating Expenses per day	124.08	146.21
Net Earnings per day	\$44.80	\$ 41.68
Expenses per day excluding cargo handling costs	\$79.52	\$ 95.32
Expenses per day excluding cargo handling costs and Extraordinary and General Repairs combined,	77.11	90.67
Cost provisions per man per day (excluding extra meals)	.323	.354
Average lbs. coal consumed per hour steamed	1166	1250
Average lbs. coal consumed per mile steamed	115	123
Average cost coal consumed per mile steamed	\$.1394	\$.1745
Average cost oil consumed per hour steamed,	.0276	.0334
Average cost oil consumed per mile steamed,	\$.00272	\$.00329
Average wages paid per day while in Commission,	\$27.98	\$ 30.22
Average Ore cargo from Lake Superior,	2353	2177
Average days per trip going up light to Marquette	9-1/4	8-1/2
Average number miles per hour light,	11.13	10.88
Average number miles per hour loaded,	9.39	9.56
General Average number miles per hour,	10.12	10.12
Average draft water on ore cargoes from Lake Superior	(16' 7" ford 16' 11" aft)	(15' 8" for 16' 3" aft)
Average mean draft water on cargoes from Lake Superior,	16' 9"	16'

S T E A M E R      C A D I L L 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 S

	1902	1903	+ OR -	R E M A R K S
Extraordinary and General Repairs	\$ 83.16	\$ 983.53	+ \$880.27	In 1903 shifted Cargo hold stanchions, etc costing \$500.23. Repairs to rudder, stern bearing, etc while in dry dock, \$141.23.
Ship Keeping and Winter Dockage	30.00	6.87	- 23.13	
Fitting Out	371.23	881.57	+ 510.24	Engineers Department fitted out for season 1903 while laying up at end of season 1901.
Wages and Captains Salary	7,901.13	7,395.20	- 505.93	Although a higher rate of wages was paid in 1903, the season is 35 days shorter than 1902.
Captains Expense Account	83.72	70.89	- 12.83	
Tug Services	34.27	275.79	+ 240.92	On Account of tug men's strike in 1903 could not always obtain services of tugs.
Handling Cargoes	10,783.21	10,532.22	- 250.99	Vessel did not carry as much iron ore as in 1902, although unloading rate increased 2 cents per ton.
Cargo Commission		20.00	+ 20.00	
Taxes	267.71	313.81	+ 46.10	A higher rate for taxes in 1903.
Marine Insurance	3,261.43	2,846.89	- 414.54	Valuation of Vessel reduced from \$110,000.00 in 1902 to \$100,000.00 in 1903.
Freight List Insurance	40.96	62.49	+ 21.53	Rate increased from 10 cents in 1902 to 16.5 cents in 1903.
Passenger Cabin Equipment		3.25	+ 3.25	
Mates Supplies	319.58	196.29	- 123.29	Item of rope purchased in 1902 cost \$60.27 more than in 1903.
Provisions	1,269.45	1,190.78	+ 102.67	Based on increased cost of \$ .031 per man per day.
Stewards Supplies	113.58	91.13	- 22.45	
Fuel	4,338.07	4,661.68	+ 297.60	Based on increased consumption of 8 pounds per mile.
Engineers Lubricants	84.23	82.04	+ 15.23	Based on increased cost of \$ .00057 per mile.
Engineers Supplies	74.52	70.85	- 3.67	
Boiler Repairs	24.60	24.10	- .50	
Machinery Repairs	23.65	27.75	+ 4.10	
Auxiliary Machinery Repairs				
General Expenses	131.36	124.40	- 6.96	
Laying Up	290.91	417.72	+ 126.81	In 1903 Engineers Dept. was fitted out for 1904 while laying up. In 1902 only necessary laying up work was done.

LGM-LJD  
2/15/04.

A N N U A L R E P O R T  
O F  
S T E A M E R C H O C T A W  
1 9 0 3

TITAN BOND

STEAMER CHOCTAW.

GENERAL OPERATIONS.

The Steamer CHOCTAW was laid up during the winter of 1902 and 1903 at the port of Marquette, Mich. She therefore loaded the first ore cargo of season 1903 at that place, sailing April 22nd. The CHOCTAW arrived at Cleveland, ready to go into winter quarters November 20th, having been in commission 212 days.

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

18 cargoes from Marquette @ 75¢ per ton,	
3 " " Ashland " 85¢ " "	
1 " " Superior " 80¢ " "	
<u>22</u>	

In addition to the above cargoes carried on down bound trips, two cargoes of coal to Marquette, and one cargo to Ashland, were delivered on upbound trips. The total amount of freight carried was 69624 tons, traveling a total distance of 29025 miles.

The average rate of freight received on all cargoes carried during the season was \$.7408 per ton, as against \$.7025 in preceeding year. The average cost to carry, per gross ton of freight was \$.5278 in 1903 and \$.5525 in 1902. The average net earnings per gross ton of freight carried therefore, are \$.2130 as compared with \$.1500 in previous year.

TITAN BOND



S T E A M E R   C H O C T A W .

GENERAL REPAIRS.

The principal items entering into the increase in Extraordinary and General Repairs on this Steamer, may be noted below.

As stated in the Annual Report of last year the CHOCTAW'S boilers were showing more or less evidence of giving away. During the past season four new cracks developed in the expansion rings of the port boiler, extending in each case about four inches below the grate bar line. On putting on these new patches in order to carry the lap of the old and new patches below the grate bar line, it was necessary to cut off about four inches of the former patch. This work cost \$130.72.

Although there was apprehension last year that we would not be able to bring this boat through more than the past season, it is the opinion of Chief Engineer Durkin that with the patches put on last season, and a further patch or two to be put on as cracks may develop, that the boilers can be carried through another season and possibly still longer, but the situation still remains that these furnaces may all go to pieces at any time and have to be replaced with new.

There was installed upon this Steamer a brass steering stand, with a 48 inch brass wheel on top of the pilot house. Inasmuch as the pilot house on this Steamer is located aft it had been the repeated request of the several Masters on this boat that such a wheel be installed. The result of the season's operations has been a very great commendation from the Master upon the increased facilities he has had in handling his boat in the crowded waters of the Soo River. This auxiliary steering apparatus was installed at a cost of \$325.00.

An entire new set of tarpaulins was provided for this Steamer before the fall season set in. Mention is made of this simply as a record that for the first time we adopted the Wexford linen. This material

#2 GENERAL REPAIRS.

while water proof is very light, soft and pliable. The cost of these tarpaulins complete was \$185.25.

The air pump and ballast pump discharge pipes on this Steamer are partially under water when she is loaded, and it is recommended that these pipes be raised.

The repairs on this Steamer before going into commission for 1904 will not be large.

STEAMER CHOCTAW.

ACCIDENTS.

APRIL 27TH, CLEVELAND, O.: While unloading at the C. & P. Dock one of the buckets struck the protecting cable running along on the side, breaking two socket plate castings. The boat had a few of these on board and they made the repair. The sockets were worth \$1.50. Owing to the smallness of the damage no claim was made on the Dock Company.

AUGUST 11TH, CLEVELAND, O.: While unloading at the N. Y. P. & O. Dock a clam bucket struck the combing on the starboard side of No. 7 Hatch, bending it out. The clam bucket also broke one plank each in the bilge ceiling and floor ceiling. Repairs were made by the N Y P & O Dock Co.

SEPT. 20TH, CLEVELAND, O.: While unloading at the N Y P & O Dock, working at night, the buckets struck the three short iron braces extending from the lower stringer to the uprights at side of boat, bending same. These will have to be taken out, heated, straightened, and riveted back in place. This will be done by the Dock Company.

NOVEMBER 6TH, ERIE, PA.: While at the P & E Dock a bucket of iron ore was being swung from the boat to the dock, it was accidentally dumped, falling on hatch cover, breaking it in two, and also breaking two strongbacks under the hatch cover. This was repaired at a cost of \$13.97 and bill rendered the P & E R R.

OCTOBER 26TH, 1900, DAMAGE TO CANAL ST. BRIDGE, CHICAGO: This case was duly mentioned in the Annual Report for 1900, but the conclusion of same, however, has only been recently arrived at, and therefore reference is made to it for a final disposal of the case on our records. On the afternoon of the 26th of October, this Steamer, in the command of J. W. Baby, while coming down the Chicago River in tow of the tug Dickson, in going through Canal St. Bridge the current caught the Steamer's bow and she sheered for the pier work of

TITAN BOND

#2 ACCIDENTS.

the bridge, striking stem on. This bridge was a sort of jack-knife bridge and the contact caused it to jam. The boat was uninjured by the collision. In due course the City of Chicago presented a bill for damages amounting to \$5267.25. Of course we were unprotected under our policies in a case of this kind. Our policies cover any damages that our Steamers sustain, but the Collision Clause will only insure us for such damage as they may sustain by reason of a collision with another vessel or vessels, or rafts or wrecks, but does not extend to any responsibility that may rest with our steamers for damage to a bridge. Feeling that our interests might best be served by placing the case in the hands of J.M.Duffy, Attorney, of Chicago, this was accordingly done. After many negotiations with the City Engineer of Chicago, it was finally arranged that the suit against us would be withdrawn. It was finally ordered by the Finance Committee of the Common Council of Chicago, under date of November 9th, 1903, as follows:

"That the Corporation Counsel be, and he is hereby authorized and directed to withdraw the suit of the City against the Cleveland-Cliffs Iron Co., being Case No.213570, in the Superior Court of Cook Co., being for damages to Canal St.Bridge on October 26th, 1900, by the Steamer Choctaw, upon payment to the City of \$51.35 and all court costs expended by the City" which together with attorneys fees paid Mr.Duffy of \$750.00, made the total cost \$801.35.

TITAN BOND

S T E A M E R   C H O C T A W .

	1 9 0 2		1 9 0 3	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	92	38.8	89-3/4	42.3
Time sailing,	115	48.5	110	51.9
Time lost by bad weather, fog and low water,	4	1.7	8	3.8
Time lost waiting at Soo Canal and River,	4	1.7	2-1/2	1.2
Time lost by accidents,	22	9.3	1/2	.2
Time lost by Str.J.N.Glidden, sunk in St.Clair Canal,			1-1/4	.6
TOTAL TIME IN COMMISSION,	237	100	212	100
Number of trips made,	21		22	
Number of cargoes carried,	22		25	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....40.0,  
 " 1901.....40.9,  
 " 1902.....38.8,  
 " 1903.....42.3.

LGM-THB  
 2-8-04

STEAMER CHOCTAW.

<u>RECEIPTS.</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
18 cargoes iron ore from Marquette,	52432	\$39,324.00	\$.7500
3 " " " " Ashland,	8790	7,471.50	.8500
1 " " " " Superior,	2907	2,325.60	.8000
2 " coal to Marq.(5052 net tons @ 40¢)	4511	2,020.96	.4480
1 " " " Ashl.(1102 " " " 40¢)	984	440.80	.4480
25	69624	\$51,582.86	\$.7408
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 1,173.93		
Ship Keeping and Winter Dockage,	72.67		
Fitting out,	1,329.30		
Wages and Captain's Salary,	8,529.62		
Captain's Expense Account,	58.62		
Tug Services,	271.20		
Handling Cargoes,	13,602.59		
Cargo commissions,	20.00		
Taxes,	403.43		
Marine Insurance,	2,820.33		
Freight List Insurance,	83.48		
Mates Supplies,	290.10		
Provisions,	1,462.15		
Stewards supplies,	147.51		
Fuel,	5,426.11		
Engineers Lubricants,	130.53		
Engineers Supplies,	116.60		
Boiler Repairs,	51.64		
Machinery Repairs,	10.05		
Auxiliary Machinery Repairs,	29.08		
General Expenses (Telegrams,Dues Lake Carrs.Assn.&c)	220.46		
Laying up,	503.37	36,752.77	\$.5278
NET EARNINGS,		14,830.09	.2130
Less amount not allowed by Insurance Cos.in settlement of claims and Owners Propn.of loss,		665.18	
Making total net gain for season 1903		14,164.91	

NOTE:The cost per ton to operate,after eliminating Extraordinary and General Repairs Acct.  
is \$.5110.

LGM-THB  
2-8-04

S T E A M E R   C H O C T A W .

DETAILS OF AMOUNTS  
 CHARGED TO OWNERS PROPORTION OF LOSS IN 1903, WHICH INCLUDES ITEMS NOT ALLOWED BY INSURANCE  
 UNDERWRITERS IN SETTLEMENTS.

<p><u>DAMAGE TO CANAL ST. BRIDGE, CHICAGO, DURING SEASON 1900:</u></p> <p style="padding-left: 40px;">Amount paid J. M. Duffy, Attorney, for professional services costs and expenses Nov. 8, 1900 to Dec. 1, 1903, in the matter of suit against The Cleveland-Cliffs Iron Co. by the City of Chicago on account collision with Canal St. Bridge</p> <p style="padding-left: 40px;">Amount paid the City of Chicago for cost of repairs to Canal St. Bridge, damaged by Choctaw collision,</p>	<p>\$750.00</p> <p>51.35</p>	<p>801.35</p>	
<p><u>STRIKING BOTTOM NEAR MARQUETTE, MICH. APRIL 26, 1902:</u></p> <p style="padding-left: 40px;">Amount received from Insurance Co. beyond amount charged them on account this accident, principally arising from freight allowed on lightered cargo,</p> <p style="padding-left: 40px;">Less amount of deductible average,</p> <p style="padding-left: 40px;">Net amount to credit of this claim</p> <p style="padding-left: 40px;">Total charge to Owners Proportion of Loss,</p>	<p>559.94</p> <p>423.77</p>	<p>136.17</p> <p>665.18</p>	
<p>LGM-THB 2-8-04</p>			

S T E A M E R   C H O C T A W .

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

	1 9 0 2	1 9 0 3
Days in commission,	237	212
Number of miles traveled,	29925	29025
Number of trips made,	21	22
Number of cargoes of freight carried,	22	25
Gross tons freight carried,	62065	69624
Average rate of freight per gross ton,	\$.7025	\$.7408
Average cost to carry per gross ton freight,	.5525	.5278 ?
Net earnings per ton freight carried,	.1500	.2130
Cost per ton to operate after eliminating Extra.& Gen.Rprs.	\$.5452	\$.5110
Gross receipts,	\$43599.09	\$51582.86
Gross expenditures,	34293.23	36752.77
Net earnings,	9305.86	14830.09
Percentage of operations to earnings,	78.6	71.2
Gross earnings per mile traveled,	\$1.4569	\$1.7772
Operating expenses per mile traveled,	1.1459	1.2662
Net earnings per mile traveled,	.3110	.5110
Gross earnings per day,	\$183.96	\$243.31
Operating expenses per day,	144.69	173.36
Net earnings per day	39.27	69.95
Expenses per day excluding cargo handling costs,	\$98.47	\$109.20
Expenses per day exclud.cargo handling costs & Ex.&Gen.Reprs	\$96.56	\$103.66
Cost provisions per man per day(Excluding extra meals)	\$.372	\$.378
Average lbs.coal consumed per hour steamed,	1786	1454
Average lbs.coal consumed per mile steamed,	164	132
Average cost coal consumed per mile steamed,	\$.2059	\$.1869
Average cost oil consumed per hour steamed,	\$.0312	\$.0495
Average cost oil consumed per mile steamed,	\$.00287	\$.00449
Average wages paid per day while in commission,	\$30.19	\$33.85
Average ore cargo from Lake Superior,	2916	2915
Average days per trip going up light to Marquette,	9-1/4	8-3/4
Average days per trip going up light to head L.Superior,	9-3/4	9-3/4
Average number miles per hour--light,	11.51	12.04
Average number miles per hour--loaded,	10.35	10.36
General average number of miles per hour,	10.87	11.00
Average draft water on ore cargoesfrom Lake Superior	(17'4"ford. 17'11"aft	(17'5"ford. 18'2" aft
Average mean draft water on ore cargoes from L.Superior,	17'8"	17'9"
LGM-THB 2-8-04		



S T E A M E R      C H O C T A W  
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	\$ 451.86	\$ 1,173.93	+\$ 722.07	In 1903 installed new steering gear on top of pilot house \$325.00 also, purchased new set tarpaulins for 7 hatches \$185.25.
Ship Keeping and Winter Dockage	136.66	72.67	- 63.99	In 1902 paid \$50.00 for winter berth at Buffalo, while in 1903 vessel did not have to pay for winter berth at Marquette.
Fitting Out	1,062.54	1,322.20	+ 266.76	In 1903 fitted out at Marquette, Less advantageous than at Lake Erie.
Wages and Captains Salary	8,012.97	8,529.62	+ 516.65	A higher rate of wages paid in 1903, although season 25 days shorter than 1902.
Captains Expense Account	62.18	58.22	- 3.56	
Tug Services	326.52	271.20	- 55.32	
Handling Cargoes	10,955.02	13,002.59	+ 2,647.57	Carried two cargoes more of iron ore in 1903 and rate for unloading increased 2 cents per ton.
Cargo Commission		20.00	+ 20.00	
Taxes	332.64	403.43	+ 64.79	A higher tax rate in 1903.
Marine Insurance	3,261.64	2,820.23	- 441.31	Valuation of vessel reduced from \$110,000.00 in 1902 to \$100,000.00 in 1903.
Freight List Insurance	44.50	82.48	+ 38.98	Rate increased from 10 ¢ in 1902 to 16.5 cents per hundred dollars in 1903.
Mates Supplies	350.23	290.10	- 60.23	
Provisions	1,525.20	1,462.15	- 22.89	Based on increased cost of \$.006 per man per day.
Stewards Supplies	142.84	147.51	+ 3.67	
Fuel	6,423.75	5,426.11	- 1,299.20	Based on decreased consumption of 32 pounds per mile.
Engineers Lubricants	85.85	130.53	+ 47.02	Based on increased cost of \$ .00162 per mile.
Engineers Supplies	112.79	116.60	+ 3.81	
Boiler Repairs	116.22	51.64	- 65.18	
Machinery Repairs	11.90	10.05	- 1.85	
Auxiliary Machinery Repairs	6.10	22.08	+ 22.28	
General Expenses	237.92	220.46	- 17.46	
Laying Up	626.20	503.37	- 122.83	In 1902 vessel laid up at Marquette, Mich., and traveling expenses of crew were paid from that port to Lake Erie.

LGL-LJD  
2/11/04.

ANNUAL REPORT  
O F  
STEAMER ANDASTE  
1903

S T E A M E R   A N D A S T E .

GENERAL OPERATIONS.

During the winter of 1902 and 1903 the Steamer ANDASTE was laid up at the port of Marquette, Mich. She therefore loaded the first ore cargo of season 1903 at that place, leaving April 23rd, and arrived at Buffalo, ready to go into winter quarters November 30th, having been in commission 221 days.

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

18 cargoes from Marquette @ 75¢ per ton,
4 " " Ashland " 85¢ " "
1 " " Superior " 80¢ " "
<u>23</u>

On three upbound trips, coal cargoes were carried to Marquette. Altogether the ANDASTE carried 75431 gross tons of freight, traveling a total distance of 30361 miles.

The average rate of freight received on all cargoes carried during the season was \$.7399 per gross ton, as against \$.7430 per ton in preceeding year. The average cost to carry, per gross ton of freight, was \$.5107 in 1903 and \$.5345 in 1902. The average net earnings per gross ton of freight carried, therefore, was \$.2292, as compared with \$.2085 in previous year.

LIVIN BOND

STEAMER ANDASTE.

GENERAL REPAIRS.

The Extraordinary and General Repairs Account of this Steamer amounts to \$898.26. There were no items of special importance, the repairs being of the usual character, except that a new smoke stack was erected on this boat, the old one having collapsed. The new stack was of No.10 steel 5 ft. 6 in. in diameter, 32 ft. long. This stack erected on the boat cost \$265.00.

While it was thought it would not be possible to get the boilers on this Steamer through to the end of the season of 1903, it is the opinion of Chief Engineer Durkin that by some additional patching another season's wear can be gotten out of them---possibly longer. An examination made at the end of the season would indicate that there are seven cracks in expansion rings, and one crack in backhead in the port boiler; also two cracks in expansion rings and two loose stay bolts in bottom of backhead in starboard boiler. All of these cracks run about four inches above the patches formerly put on and it will be necessary to cut out about 8 inches off the ends of the old patches in order to bring the laps below the fire line. The cost of these repairs will probably be from \$350.00 to \$400.00.

STEAMER ANDASTE.

ACCIDENTS.

JULY 17TH, ASHTABULA, O.: While the Andaste was lying at the Angeline Dock the Steamer E.N.Saunders while backing out and going ahead in an attempt to turn head down river, forged ahead until her stem struck the Andaste abeam near No.5 Hatch, making a small dent in the plate just forward of a butt plate, and spring the plate enough to start a leak around the butt plate and riveting of same. Repairs were made at a cost of \$11.00 which was taken over by the owners of the Saunders.

OCTOBER 4TH, DETROIT RIVER: Following statement was made by Captain regarding collision with small sail boat:

"While passing the head of Belle Isle on the Wind Mill Point Range, in the narrow part of the channel, I saw a small sail boat crossing our course; the wind was fresh and fair for the sail boat and she had plenty of time to get across our course, which was southwest and she was heading about northwest; however, when directly ahead of the Andaste and about 300 feet from her bow, the sail boat "come up in the wind" which was about south. As soon as this move on the part of the sail boat was apparent, our helm was put hard to port in an effort to clear her, but the distance was too short---we caught the boat with the bluff of our port bow and she rubbed along the entire length of the Andaste, her booms were adrift and caught our stanchions one after the other as she passed; as the men were in danger of being struck by the booms two of them jumped into the river; our engines were working slow and were stopped when the two men jumped into the water. Our second mate ran aft on our quarter as the boat passed and asked if they were all right. He tells me that they answered "Yes" with some cuss words that he did not understand. Our second mate and watchman tell me that they saw the two men who jumped into the water swimming close to the sail boat and they are sure that they got aboard all right. For a time I could not watch them, as it required quick action to keep my own boat off the bottom and get her back into the channel. This done we proceeded under slow check, and I watched with the glasses until the boat got under sail again and headed down the American channel west of Belle Isle. In that channel with cross current it was impossible for us to stop. After seeing that they were under way we proceeded to Detroit where the circumstances were related to Capt.Westcott's reporter on the river. He was requested to find out if the men got ashore all right."

It was afterwards learned that the yacht in question was the "Editor", owned by some Detroit newspaper men, containing Judge Phelan and some gentlemen who were with him. Their boat apparently was not injured and no lives lost. Nothing more has ever come of the matter.

#2 ACCIDENTS.

NOVEMBER 14TH, ASHTABULA, O.: The Andaste was made fast to the coal dock, and more than the usual number of lines were in use as the wind was strong from the westward and passing boats were moving at a high rate of speed. The car dump was discharging cargo in the forward hatch. A car of coal was dumped about the time the Steamer Ira H. Owen passed through the bridge bound out, without cargo and without a tug. The officers and crew of the Andaste heard the Owen's full speed signals given and repeated, therefore they were cognizant of the fact that she was coming at the highest rate of speed that she could attain, probably not less than 11 or 12 miles an hour; accordingly the men stood by the lines and did all that could be done to hold the Andaste to the dock. When the Owen passed, two of the Andaste's lines were parted, others rendered on the timber heads or pulled from the spiles on the dock, and the steamer carried astern by the suction until her foremast collided with the spout of the car dumping machine. A moment prior to the passing of the Owen the coal was all out of the spout; the mate of the Andaste asked the dock foreman to raise the spout; an attempt was made to do so but it was only high enough to clear the deck house when the Andaste was carried astern and caught the spar, breaking it off eight feet above deck. The foremast was broken off about eight feet above the deck and about eight feet below the truck, two after shrouds to the foremast broken, two six inch working lines parted and four more or less chafed. No damage to coal dock was apparent and none was reported by the men in charge. To make these repairs complete it will require a new pole spar 55 feet long, and two shrouds 50 feet long, besides the lines.

A statement of the case has been made to J.G.Keith & Co., representing the Steamer Ira H Owen. The matter at the present time is not adjusted.

S T E A M E R   A N D   A S T E .

	1 9 0 2		1 9 0 3	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	88-1/2	36.7	93-3/4	42.4
Time sailing,	141	58.5	114-1/2	51.8
Time lost by bad weather, fog and low water,	7	2.9	9-1/4	4.2
Time lost waiting at Soo Canal and River,	4-1/2	1.9	2-1/4	1.0
Time lost by accidents,				
Time lost by Str. J. N. Glidden sunk in St. Clair Canal,			1-1/4	.6
TOTAL TIME IN COMMISSION,	241	100	221	100
Number of trips made,	23		23	
Number of cargoes carried,	24		26	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....46.5,  
 " 1901.....44.9,  
 " 1902.....36.7,  
 " 1903.....42.4.

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2-8-04

S T E A M E R   A N D   A S T E .

<u>R E C E I P T S .</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
18 cargoes iron ore from Marquette,	53438	\$40,078.50	\$.7500
4 " " " " Ashland,	12056	10,247.60	.8500
1 " " " " Superior,	2935	2,348.00	.8000
3 " coal to Marquette(7842 net tons @ 40¢)	7002	3,136.94	.4480
26	75431	55,811.04	.7399
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	\$ 898.26		
Ship keeping and winter dockage,	72.66		
Fitting out,	1,245.50		
Wages and Captain's Salary,	8,811.26		
Captain's Expense Account,	67.39		
Tug Service,	214.68		
Handling Cargoes,	14,446.25		
Cargo Commission,	20.00		
Taxes,	403.43		
Marine Insurance,	2,961.29		
Freight List Insurance,	87.04		
Mates Supplies,	254.39		
Provisions,	1,456.50		
Stewards Supplies,	155.67		
Fuel,	6,223.17		
Engineers Lubricants,	100.14		
Engineers Supplies,	137.93		
Boiler Repairs,	54.83		
Machinery Repairs,	67.28		
Auxiliary Machinery Repairs,	28.80		
General Expenses(Telegrams,Dues Lake Car.Assn.&c)	261.83		
Laying Up,	556.95	38,525.25	.5107
NET GAIN FOR SEASON 1903,		17,285.79	.2292

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs is  
\$.4988.

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2-9-04.



STEAMER ANDASTE.

COMPARISONS.

	1 9 0 2	1 9 0 3
Days in commission,	241	221
Number of miles traveled,	38074	30361
Number of trips made,	23	23
Number cargoes freight carried,	24	26
Gross tons freight carried,	69162	75431
Average rate freight per gross ton,	\$.7430	\$.7399
Average cost to carry per gross ton freight	.5345	.5107
Net earnings per ton freight carried,	.2085	.2292
Cost per ton to operate after eliminating Ex.&Gen.Rprs.	\$.5206	\$.4988
Gross Receipts,	\$51,388.91	\$55,811.04
Gross Expenditures,	36,963.61	38,525.25
Net Earnings,	14,425.35	17,285.79
Percentage of operations to earnings,	71.9	69.0
Gross earnings per mile traveled	\$1.3497	\$1.8382
Operating expenses per mile traveled,	.9708	1.2689
Net earnings per mile traveled,	.3789	.5693
Gross earnings per day,	\$213.23	\$252.54
Operating expenses per day,	153.38	174.32
Net earnings per day,	59.85	78.22
Expenses per day excluding cargo handling costs,	\$102.26	\$108.95
Expense per day exclud.cargo handling costs & Ex.& Gen.Rprs.	\$ 98.29	\$104.89
Cost provisions per man per day(Excluding extra meals),	.359	.361
Average lbs.coal consumed per hour steamed,	1658	1613
Average lbs. coal consumed per mile steamed,	147	146
Average cost coal consumed per mile steamed,	\$.1781	\$.2089
Average cost oil consumed per hour steamed,	\$.0407	\$.0364
Average cost oil consumed per mile steamed,	\$.00361	\$.00329
Average wages paid per day while in commission,	\$30.35	\$33.69
Average ore cargo from Lake Superior,	2942	2975
Average days per trip going up light to Marquette,	9½	8½
Average days per trip going up light to head L.Superior,	10½	10¼
Average number of miles per hour---light,	12.15	12.09
Average number of miles per hour---loaded,	10.56	10.37
General average number miles per hour,	11.26	11.04
Average draft water on ore cargoes from Lake Superior,	(17'3"Ford 17'11"Aft	(17'6"Ford 18'3" Aft
Average mean draft water on ore cargoes from L.Superior	17'7"	17'10"

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2-9-04

S T E A M E R      A N D A S T E  
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	‡ 954.80	‡ 898.26	- 56.54	
Ship Keeping and Winter Dockage	40.28	72.66	+ 31.76	
Fitting Out	800.41	1,345.50	+ 445.09	In 1903 Steamer fitted out at Marquette, inconvenient in every way.
Wages and Captains Salary	8,766.64	8,811.26	+ 44.62	A higher rate of wages paid in 1903, although season was 20 days shorter than 1902.
Captains Expense Account	118.25	67.29	- 51.46	
Tug Services	121.63	214.66	+ 93.05	On account of tug men's strike in 1902 could not always obtain services of tugs.
Handling Cargoes	12,219.19	14,446.25	+ 2,127.06	In 1903 rate per ton for unloading ore increased 2 cents per ton, and Steamer carried more ore than in 1902.
Cargo Commission		20.00	+ 20.00	
Taxes	338.64	403.43	+ 64.79	A higher rate of taxes in 1903.
Marine Insurance	3,261.64	2,961.29	- 300.35	Valuation of Vessel reduced from \$110,000.00 in 1902 to \$100,000.00 in 1903.
Freight List Insurance	52.24	87.04	+ 34.80	Rate per 100 increased from 10 ¢ in 1902 to 16.5 ¢ in 1903.
Mates Supplies	323.26	254.29	- 68.97	
Provisions	1,569.04	1,456.50	+ 7.95	Based on increased cost of \$.002 per man per day.
Stewards Supplies	127.22	155.67	+ 27.25	
Fuel	7,035.60	6,223.17	- 42.00	Based on decreased consumption of one pound per mile.
Engineers Lubricants	137.55	100.14	- 9.71	Based on decreased cost of \$.00022 per mile.
Engineers Supplies	131.08	137.23	+ 6.25	
Boiler Repairs	84.24	54.23	- 29.41	
Machinery Repairs	16.90	67.28	+ 50.38	
Auxiliary Machinery Repairs		28.20	+ 28.20	
General Expenses	139.05	261.23	+ 122.78	In 1903 Captain Sayre received prize of \$100. for coming through season without accident.
Laying Up	624.15	556.95	- 67.20	In 1902 vessel laid up at Marquette, and traveling expenses of crew were paid from that port.

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ANNUAL REPORT  
O F  
STEAMER PIONEER  
1903

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

GENERAL OPERATIONS.

The Steamer PIONEER sailed from the port of Buffalo, N.Y. on first trip of season 1903 on April 25th, and arrived in Cleveland, ready to go into winter quarters, November 28th, having been in commission 217 days.

This Steamer made 17 round trips for the season, trading exclusively to Marquette. The loads carried consisted of 15 cargoes iron ore to Buffalo, one cargo iron ore to Cleveland, and one cargo pig iron to Sandusky. The PIONEER towed the Schooner CHATTANOOGA during the entire season, with the exception of last trip which was made alone. Altogether 28475 gross tons of freight were carried, the Steamer traveling a total distance of 26346 miles.

The average rate of freight received on all cargoes carried during the season was \$.7556 per gross ton, to which should be added \$.4175 per ton for towing the CHATTANOOGA, making the total receipts per ton of freight carried \$1.1731 as compared with \$1.0583 during preceding year. The actual operating cost per ton was \$.9932 in 1903, and \$.8567 in 1902. The average net earnings per ton of freight carried, therefore, are \$.1799 as against \$.2016 in previous year.

STEAMER PIONEER.

GENERAL REPAIRS.

The General Repairs on this Steamer were increased \$511.42 over the preceding year. Beyond the usual run of repairs may be mentioned some of the leading items as follows:

Two holes were rusted and worn through the tank top in the coal bunker near the boiler bulkhead, one on each side of the center keelson; another was rusted and worn through on the port side, about six to eight feet from the center of the ship. The holes were worn through in such a way that the patches were put across the center keelson, one longitudinal on starboard side and two longitudinals on port side, in a fore and aft direction. This repair cost \$305.35. The work was in a most inaccessible location, and required more men and time than would seem necessary on the face of it for the amount of work accomplished, but the men could not get their fires within working distance of the patches. The boiler bulkhead was only 20 inches distance from the boiler head so that they had to pass the rivets from one man to another in order to do the work, it requiring four men to pass rivets alone.

The boilers on this Steamer are beginning to require attention and during the past season the following repairs were needed. In port boiler one patch 51 inches long was placed upon one of the expansion rings and one crow foot on body brace. In the starboard boiler there was also put on a patch 51 inches long and one new crow foot on body brace; also one new stay bolt; this work cost \$155.27

The smoke stack was found to be so very badly rusted that it was not deemed safe to start out the season with it, and a new one was made of No.8 steel, which was erected at a cost of \$102.00.

boiler  
Some further patching will be required before this Steamer goes into commission in 1904.

No.1 and No. 2 expansion rings in starboard boiler in port

STEAMER PIONEER.

#2 GENERAL REPAIRS.

furnace need one patch on each ring. No. 2 expansion ring in port boiler in starboard furnace will need one patch.

The most extensive repair required on this Steamer will be the putting in of a new floor ceiling in the hold. This repair will cost in the neighborhood of \$1000.00.

TITAN BOND

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

ACCIDENTS

JUNE 6TH, BUFFALO, N.Y.:

At about 6:50 P.M. while the Steamer was bound to the Lehigh Valley Dock, on the turn from cut across from Blackwell Canal, the tug Danforth of the Great Lakes Towing Co. towing the P.M.& Co. fuel lighter pulled same into the PIONEER, breaking the port rail amidships, and denting the bulwarks under the rail. The repair was made by the Great Lakes Towing Co. at their expense.

JULY 14TH, BUFFALO, N.Y.:

The Superintendent of the Lehigh Valley R.R. under date of July 16th advised that the Steamer PIONEER at about 3:00 P.M. July 14th, did certain damage to their dock. Upon referring this to the Captain of the PIONEER he advised that they were entirely mistaken; that they had not touched the dock; that the watchman coming along and seeing the PIONEER passing thought that she must have done the damage, not having seen who had done the damage. The evidence was so incomplete that we advised the Lehigh Valley we would not entertain any claim.

JULY 17TH, LAKE ERIE, HEAVY SEAS:

About 11:30 P.M. while the PIONEER was at anchor at the head of Lake Erie, the boat was rolling heavily, and the second mate was endeavoring to make fast the anchor shutter; it broke away from him, sliding across the deck, carrying away pipe railing and frame from under the life raft on the forward deck; the raft then went back and forth across the deck, knocking down the pipe railing across the after part of forward deck. The cost to repair this damage was about \$25.00.

STEAMER PIONEER.

	1902		1903	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	89	36.5	70 $\frac{3}{4}$	32.6
Time sailing,	134	54.9	123 $\frac{1}{2}$	56.9
Time lost by bad weather, fog and low water,	16	6.6	18 $\frac{1}{4}$	8.4
Time lost waiting at Soo Canal and River,	5	2.0	3 $\frac{1}{4}$	1.5
Time lost by accidents,			$\frac{1}{4}$	.1
Time lost by Str. J.N. Glidden sunk in St. Clair Canal,			1	.5
TOTAL TIME IN COMMISSION,	244	100	217	100
Number of trips made,	19		17	
Number of cargoes carried,	20		17	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1899.....36.4,  
 " 1900.....29.9,  
 " 1901.....30.3,  
 " 1902.....36.5,  
 " 1903.....32.6,

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

<u>R E C E I P T S .</u>	T O N S	A M O U N T	P E R G R O S S T O N F R E I G H T C A R R I E D
16 cargoes iron ore from Marquette,	26875	\$20,156.25	\$.7500
1 cargo pig iron from Marquette,	1600	1,360.00	.8500
17	28475	21,516.25	.7556
Amount received for towing Chattanooga $\frac{1}{2}$ freight,		11,889.38	.4175
		33,405.63	1.1731
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	\$1,152.05		
Ship Keeping and Winter Dockage,	38.34		
Fitting Out,	512.73		
Wages and Captains Salary,	8,527.19		
Captain's Expense Account,	41.58		
Tug Services,	167.83		
Handling Cargoes,	5,725.25		
Taxes,	336.28		
Marine Insurance,	2,961.32		
Freight List Insurance,	34.86		
Mates Supplies,	210.92		
Provisions,	1,498.95		
Stewards Supplies,	150.21		
Fuel,	5,634.80		
Engineers Lubricants,	123.90		
Engineers Supplies,	71.44		
Boiler Repairs,	19.38		
Machinery Repairs,	3.92		
General Expenses (Telegrams, Dues Lake Car. Assn. &c)	290.57		
Laying Up,	781.05	28,282.57	.9932
MAKING TOTAL NET GAIN FOR SEASON 1903,		5,123.06	.1799

NOTE: The cost per ton to operate, after eliminating Extraordinary and General Repairs Account is \$.9528.

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2-11-04

STEAMER PIONEER.

COMPARISONS.

	1 9 0 2	1 9 0 3
Days in commission,	244	217
Number of miles traveled,	27926	26346
Number of trips made,	19	17
Number cargoes freight carried,	20	17
Gross tons freight carried,	33326	28475
Average rate freight per gross ton,	\$1.0583	\$1.1731
Average cost to carry per gross ton freight,	.8567	.9932
Net earnings per ton freight carried,	.2016	.1799
Cost per ton to operate after eliminating Extra.& Gen.Reprs.	\$.8376	\$.9528
Gross Receipts,	\$35,271.55	\$33,405.63
Gross Expenditures,	28,552.65	28,282.57
Net Earnings,	6,718.90	5,123.06
Percentage of operations to earnings,	80.9	84.6
Gross earnings per mile traveled,	\$1.2630	\$1.2679
Operating expenses per mile traveled,	1.0244	1.0735
Net earnings per mile traveled,	.2406	.1944
Gross earnings per day,	\$144.55	\$153.94
Operating expenses per day,	117.02	130.33
Net earnings per day,	27.53	23.61
Expenses per day excluding cargo handling costs,	\$91.98	\$103.95
Expenses per day exclud.cargo handl.costs& Ex.& Gen.Rprs.	\$89.35	98.64
Cost provisions per manper day (Excluding extra meals)	\$.384	\$.399
Average lbs.coal consumed per hour steamed,	1430	1440
Average lbs. coal consumed per mile steamed,	165	162
Average cost coal consumed per mile steamed,	\$.1795	\$.2139
Average cost oil consumed per hour steamed,	\$.0546	\$.0418
Average cost oil consumed per mile steamed,	\$.00628	\$.00470
Average wages paid per day while in commission,	\$30.37	\$32.25
Average ore cargo from Lake Superior,	1691	1680
Average days per trip towing Chattanooga light to Marq.	12 $\frac{1}{2}$	12-3/4
Average number miles per hour towing Chattanooga light,	8/87	9.18
Average number miles per hour towing Chattanooga loaded,	8.32	8.45
General average number miles per hour,	8.69	8.89
Average draft water on ore cargoes from Lake Superior,	(15'2"Ford 16' Aft	(15'1"Ford 16'1" Aft
Average mean draft water on ore cargoes from Lake Superior,	15'7"	15'7"
Pioneer waiting for Chattanooga during season,	18 ds.19 Hr	17 days.
Pioneer's percentage of time waiting for Chattanooga,	7.7	7.8

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

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 S

	1902	1903	+OR-		R E M A R K S
Extraordinary and General Repairs,	\$ 640.83	\$ 1,152.05	+ \$	511.42	In 1903 placed 3 patches on tank top \$305.35:miscellaneous repairs to floor ceiling,rail skylight, after deck, etc., \$250.15.
Ship Keeping and Winter Dockage.	89.75	38.34	-	51.41	
Fitting Out,	823.81	512.73	-	311.08	Engineers Dept.was not fitted out while laying up in 1901,but this Dept.was practically fitted out for 1903 while laying up in 1903
Wages and Captains Salary,	3,737.23	3,537.19	-	210.04	Season 1903 was 37 days shorter than 1902,although a higher rate of wages paid in 1903.
Captains Expense Account,	78.41	41.52	-	36.83	
Tug Services,	18.75	167.83	+	149.08	On account tug men's strike in 1903 could not always obtain services oftugs.
Handling Cargoes,	6,110.01	5,735.35	-	374.76	Although rate for unloading iron ore advanced 3¢ per ton in 1903 3 less cargoes were carried in 1903.
Taxes,	236.01	336.28	+	50.27	A higher rate for taxes in 1903.
Marine Insurance,	3,285.73	2,961.32	-	324.41	Valuation reduced from \$110,000.00 in 1902 to \$100,000.00 in 1903.
Freight List Insurance,	24.05	34.86	+	10.81	Rate per \$100.00 increased from 10¢ in 1902 to 16.5¢ in 1903.
Mates Supplies,	219.44	210.92	-	8.52	
Provisions,	1,607.33	1,498.95	+	55.33	Based on increased cost of \$.015 per man per day.
Stewards Supplies,	104.11	150.21	+	46.10	
Fuel,	5,035.69	5,034.80	-	104.67	Based on decreased consumption of 3 lbs.per mile.
Engineers Lubricants,	175.39	123.90	-	41.62	Based on decreased cost of \$.00158 per mile.
Engineers Supplies,	65.91	71.44	+	5.53	
Boiler Repairs,	100.35	19.38	-	80.97	
Machinery Repairs,	7.36	3.92	-	3.84	
Auxiliary Machinery Repairs,	5.42		-	5.42	
General Expense,	206.09	290.57	+	84.48	In 1903 Capt.G.B.Brock received reward of \$100.00 for bringing Steamer through season without accident.
Laying Up,	880.10	781.05	-	99.05	

ANNUAL REPORT  
OF  
SCHOONER CHATTANOOGA  
1903

*Chattanooga*

S C H O O N E R   C H A T T A N O O G A .

GENERAL OPERATIONS.

The Schooner CHATTANOOGA sailed from the Port of Cleveland, on first trip of season 1903, on April 26th, and finished discharging last cargo at Cleveland November 16th, having been in commission 204 days.

This vessel made sixteen round trips for the season, transporting iron ore cargoes from Marquette to Lake Erie ports, being towed by the Steamer PIONEER every trip. Altogether 63410 gross tons of freight were carried, traveling a total distance of 20020 miles.

The average rate of freight received on all cargoes carried during the season was \$.7500 per gross ton as compared with \$.7000 in previous year. The average cost to carry per gross ton of freight was \$.6363 in 1903, and \$.5758 in 1902. The average net earnings per gross ton, therefore, are \$.1137 as against \$.1242 in the preceding year.

WILSON BOND

S C H O O N E R   C H A T T A N O O G A .

GENERAL REPAIRS.

In addition to the General Repairs incident to a wooden boat, a new floor ceiling was placed in this boat; all of the old oak was taken up and removed; the pine flooring underneath same being in reasonable condition, except in places, it was not necessary to remove this. The whole ceiling was therefore relaid with 2 inch planking, except under the hatches, about 12 ft. fore and aft, and 16'8" athwart ship. This work was done under contract at a cost of \$1050.00.

Before going into commission another season the principal item of repair will be some renewals of the ship's rigging. There will have to be a new throat and peak halyard for main and mizzen masts; also new main boom pennant. Some \$200.00 or \$300.00 will probably be required to overhaul the rigging.

Other than these the needs now apparent in the way of repairs are not large.

TITAN BOND

S C H O O N E R   C H A T T A N O O G A .

A C C I D E N T S .

APRIL 29TH, PRESQUE ISLE:

About 7:20 A.M. while the CHATTANOOGA was lying at the L S & I Dock, Presque Isle, a spout fell from the dock onto the deck, damaging two planks forward side No.9 Hatch. It was necessary to put in three pieces, one six feet, one four feet, and one two feet two inches long. The cost of this repair was \$4.06 and was paid by the L.S.& I. Dock.

MAY 19TH, ASHTABULA, OHIO:

While the CHATTANOOGA was lying at the Minnesota Slip, Ashtabula Harbor, the tugs Sunol and Fabian had the Barge MAGNA in tow; as they passed by the MAGNA'S anchor scraped along in the seam between the 8th and 9th plank down from plank sheer, starboard side, slivering same about four feet long, half inch deep, and about an inch wide. The damage was not of consequence and no mention will be made of same.

JUNE 6TH, ASHTABULA, DEATH CAPT. REIMERS:

The Captain left the CHATTANOOGA about 9:00 o'clock, presumably to visit the dock office, and proceeded up the R.R. tracks between the 2 nearest the slip. There is considerable space between these two tracks, which would permit a man to walk in the center with safety, but for some reason or other the Captain favored the first track. Mr. John Madden, who was running a whirley machine at the time of the accident, says that four large steel modern L S & M S cars were kicked in on the first track, and the first car struck the Captain about the shoulder, knocking him forward. The Captain took several steps ahead attempting to regain his balance, but he fell and rolled toward the moving cars. He seemed to draw his limbs to his body and in that doubled up position the journal box of the second car caught him and crushed his life out. The body was dragged about 175 feet. Upon examination at the morgue it was found that the deceased had his skull crushed, spine, ribs and left arm broken.

SCHOONER CHATTANOOGA.

#2 ACCIDENTS.

As soon as the office here had knowledge of the accident we sent a representative to Ashtabula, who immediately took steps to have an undertaker take charge of the remains, embalming them, furnishing coffin and shipping body to Cleveland. This company bore the expense of the foregoing as well as those incident upon the interment.

JUNE 20TH, CLEVELAND, OHIO:

While the CHATTANOOGA was lying at the C & P Dock, Cleveland, a bucket filled with iron ore was accidentally dumped on the deck abreast of No.8 Hatch, breaking two deck planks. These two planks about eight feet long, were repaired at a cost of about \$3.00, but the amount being so small no claim was made on the Dock Company.

JUNE 23RD, HARBOR BEACH:

The CHATTANOOGA in tow of the Steamer PIONEER bound up, had arrived at Harbor Beach where they put in for shelter as there was a west southwest wind blowing at the time and raining. The two vessels went into the Harbor to wind around and tie up inside the breakwater. The Government tug in charge at this point took a line from the CHATTANOOGA'S stern to help her around and the PIONEER continued to keep hold of her tow line. The Schooner GALETEA was fast to the Breakwater with her starboard side next to it, and as the CHATTANOOGA came down by her in order to make fast to the breakwater, some distance astern, the wind was blowing too strong for us to hold against it and the CHATTANOOGA sagged into the GALETEA, doing damage on her port side amidships, rail broken in two places, three inside bulwark planks broken and four outside bulwark planks broken and the bulwarks and rail pushed in so far that probably six stanchions were broken. These repairs will be made at the end of the season by the owners of the GALATEA and the expense will be borne by the underwriters of the CHATTANOOGA.



SCHOONER CHATTANOOGA.

#3 ACCIDENTS.

NOVEMBER 27TH, LAYING UP:

The CHATTANOOGA was lying at her winter berth near the Erie freight house, Cleveland. In pulling the fires from the boiler the coals were drawn out upon the boiler pan, and the heat of the coals through the pan set fire to the charcoal just below the boiler pan and between the pan and the planks below the beam. To repair this damage it will take four plank 2 inches thick, 14 feet long and 12 inches wide. The cost will be slight and no claim will be made upon the underwriters.

S C H O O N E R   C H A T T A N O O G A .

	1 9 0 2		1 9 0 3	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	90	39.9	87½	42.9
Time sailing,	116	51.3	100½	49.3
Time lost by bad weather, fog and low water,	12½	5.5	12	5.9
Time lost waiting at Soc Canal and River,	4½	2.0	3¼	1.6
Time lost by accidents,	3	1.3	¼	.1
Time lost by Str.J.N.Clidden sunk in St.Clair Canal,			½	.2
TOTAL TIME IN COMMISSION,	226	100	204	100
Number of trips made,	18		16	
Number of cargoes carried,	18		16	

TITAN BOND

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1899.....39.2,  
 " 1900.....35.6,  
 " 1901.....37.1,  
 " 1902.....39.9,  
 " 1903.....42.9.

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2-11-04

S C H O O N E R   C H A T T A N O O G A .

<u>R E C E I P T S .</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
16 cargoes iron ore from Marquette,	63410	\$47,557.50	\$.7500
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	\$ 1,421.80		
Ship Keeping and Winter Dockage,	146.13		
Fitting Out,	342.46		
Wages and Captain's Salary,	3,289.30		
Captain's Expense Account;	20.90		
(Pioneer \$11,889.38			
Towing (Tugs       2,845.12	14,734.50		
Handling Cargoes,	15,535.42		
Taxes,	223.91		
Marine Insurance,	2,562.58		
Freight List Insurance,	129.55		
Mate's Supplies,	717.87		
Provisions,	540.16		
Steward's Supplies,	66.61		
Fuel,	251.50		
Engineer's Lubricants,	17.72		
Engineer's Supplies,	6.29		
Machinery Repairs,	53.03		
General Expense (Telegrams, Dues Lake Car. Assn. &c)	138.55		
Laying Up,	148.97	40,347.25	\$.6363
MAKING NET GAIN FOR SEASON 1903,		7,210.25	.1137

NOTE: The cost per ton to operate, after eliminating Extraordinary and General Repairs Account is \$.6138.

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2-12-04

S C H O O N E R   C H A T T A N O O G A .

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

	1 9 0 2	1 9 0 3
Days in commission,	226	204
Number of miles traveled,	23106	20020
Number of trips made,	18	16
Number cargoes freight carried,	18	16
Gross tons freight carried,	69973	63410
Average rate of freight per gross ton,	\$.7000	\$.7500
Average cost to carry per gross ton freight,	.5758	.6363
Net earnings per gross ton freight carried,	.1242	.1137
Cost per ton to operate after eliminating Extra.& Gen.Rprs.	\$.5627	\$.6138
Gross Receipts,	\$48,981.10	\$47,557.50
Gross Expenditures,	40,291.66	40,347.25
Net Earnings,	8,689.44	7,210.25
Percentage of operations to earnings,	82.2	84.8
Gross earnings per mile traveled,	\$2.1199	\$2.3755
Operating expenses per mile traveled,	1.7438	2.0153
Net earnings per mile traveled,	.3761	.3602
Gross earnings per day,	\$216.73	\$233.12
Operating expenses per day,	178.28	197.78
Net earnings per day,	38.45	35.34
Expenses per day excluding cargo handling costs,	\$108.62	\$121.62
Expenses per day exclud.cargo handl.costs & Ex.& Gen.Rprs.	\$104.59	\$114.65
Cost provisions per man per day (Excluding extra meals)	\$.320	\$.331
Average wages paid per day while in commission	\$11.87	\$12.51
Average ore cargo from Lake Superior,	3887	3963
Average days per trip going light to Marquette,	12½	12-3/4
Average number miles per hour---light,	8.57	8.66
Average number miles per hour---loaded,	8.04	7.98
General Average number miles per hour,	8.29	8.31
Average draft water on ore cargoes from Lake Superior,	(17'9"Ford 17'8½"Aft	(18'1"Ford 17'11"Aft
Average mean draft water on ore cargoes from Lake Superior,	17'8-3/4"	18"
Chattanooga waiting for Pioneer during season,	10 ds.2 Hr	12Ds.19Hrs
Chattanooga's percentage of time waiting for Pioneer,	4.46	6.27

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2-11-04

S C H O O N E R    C H A T T A N O O G A

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,	\$ 907.79	\$ 1,421.20	+ \$ 514.01	Repairs for 1903 include contract for new floor ceiling costing \$1050.00.
Ship Keeping and Winter Dockage,	92.50	146.13	+ 53.63	
Fitting Out,	405.55	342.46	- 63.09	
Wages and Captains Salary,	3,627.58	3,289.30	- 338.28	Although a higher rate of wages paid in 1903 the season was 22 dys shorter than 1902.
Captains Expense Account,	22.62	20.90	- 7.72	
Tug Services,	2,475.42	2,245.12	+ 369.70	On account tug men's strike in 1902 could not always obtain services of tugs. Several trips going to Ashtabula it was necessary for Pioneer to place Chattanooga at dock.
Handling Cargoes,	15,743.22	15,535.42	- 208.47	In 1902 made two more trips than 1903, although rate for unloading ore increased 2¢ per ton in 1903.
Taxes,	199.08	222.91	+ 24.83	A higher rate for taxes in 1903.
Marine Insurance,	2,710.20	2,562.58	- 147.72	In 1903 received lay up return of \$142.58 on account 15 days navigation period.
Freight List Insurance,	59.08	122.55	+ 70.47	Rate per \$100.00 increased from 10¢ in 1902 to 16.5¢ in 1903.
Mates Supplies,	472.65	717.27	+ 245.22	In 1903 it was necessary to purchase 2 tow lines, while in 1902 only one line purchased.
Provisions,	585.16	540.16	+ 17.95	Based on increased cost of \$.011 per man per day.
Stewards Supplies,	44.26	66.61	+ 21.75	
Fuel,	255.61	251.50	- 4.11	
Engineers Lubricants,	8.95	17.72	+ 8.77	
Engineers Supplies,	18.53	6.29	- 12.24	
Machinery Repairs,		53.03	+ 53.03	
General Expenseq,	125.70	138.55	+ 12.79	
Laying Up,	285.00	149.97	- 136.09	In 1902 cost \$126.36 to tow vessel from Lorain to Cleveland. This item was charged in Laying up account.

ANNUAL REPORT

O F

PIONEER & CHATTANOOGA COMBINED

1903

*Pioneer Chatt. Combined*

PIONEER & CHATTANOOGA - COMBINED.

<u>R E C E I P T S.</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
Freights,	91885	\$69,073.75	\$.7517
<u>D I S B U R S E M E N T S.</u>			
Extraordinary and General Repairs,	\$ 2,573.85		
Ship Keeping and Winter Dockage,	184.47		
Fitting Out,	855.19		
Wages and Captain's Salary,	11,816.49		
Captain's Expense Account,	62.48		
Tug Services,	3,012.95		
Handling Cargoes,	21,260.67		
Taxes,	560.19		
Marine Insurance,	5,523.90		
Freight List Insurance,	164.41		
Mate's Supplies,	928.79		
Provisions,	2,039.11		
Steward's Supplies,	216.82		
Fuel,	5,886.30		
Engineer's Lubricants,	141.62		
Engineer's Supplies,	77.73		
Boiler Repairs,	19.38		
Machinery Repairs,	56.95		
General Expenses (Telegrams, Dues Lake Car. Assn. &c)	429.12		
Laying Up,	930.02	56,740.44	\$.6175
MAKING TOTAL NET GAIN FOR SEASON 1903,		12,333.31	.1342

NOTE: The cost per ton to operate, after eliminating Extraordinary and General Repairs Account is \$.5895.

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2-12-04

PIONEER & CHATTANOOGA - COMBINED.

COMPARISONS.

	1 9 0 2	1 9 0 3
Gross Receipts,	\$72,007.38	\$69,073.75
Gross Expenditures,	56,599.04	56,740.44
Net Earnings,	15,408.34	12,333.31
Percentage of operations to earnings,	78.6	82.1
Gross earnings per day,	\$306.41	\$328.92
Operating expenses per day,	240.85	270.19
Net earnings per day,	65.56	58.73
Gross earnings per ton freight carried,	\$.6970	\$.7517
Operating expenses per ton freight carried,	.5479	.6175
Net earnings per ton freight carried,	.1491	.1342
Cost per ton to operate after eliminating Ex.& Gen.Rprs.	\$.5329	\$.5875
Gross earnings per mile traveled,	\$2.8220	\$2.9795
Operating expenses per mile traveled,	2.2182	2.4475
Net earnings per mile traveled,	.6038	.5320
Operating expenses per day excluding cargo handling costs,	\$147.85	\$168.95
Operating expenses per day exclud.cargo handl.costs & Gen.Rprs.	\$141.26	\$156.69
Average wages paid per day while in commission,	\$42.24	\$44.76
Cost provisions per man per day (Excluding extra meals)	\$.365	\$.378

LGM-THB  
2-12-04



ANNUAL REPORT  
OF  
STEAMER FALCON  
1903

*Falcon*

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

### GENERAL OPERATIONS.

The Steamer FALCON sailed from the Port of Cleveland on first trip of season 1903, on May 3rd, and finished discharging last cargo of season at Cleveland on December 10th, having been in commission 221 days.

This Steamer made 13 round trips during the period, carrying coal on upbound trips to various ports. The loads carried on downbound trips consisted of six cargoes of pig iron from Marquette, six cargoes pig iron from Ashland, and one cargo iron ore from Marquette. Altogether 25895 gross tons of freight were carried, the Steamer traveling 20388 miles.

The average rate of freight obtained on all cargoes carried during the season was \$.7343 per gross ton, as against \$.6010 in previous year. The average cost to carry per gross ton of freight was \$.6211 in 1903 and \$.5935 in 1902. The average net earnings per ton, therefore, are \$.1132, as compared with \$.0075 in preceding year.

The foregoing figures are not of course properly comparative as the General Repair Account for 1902 was \$2884.47 in excess of 1903, or nearly the net earnings of this Steamer under normal conditions.

It will be noted that this Steamer made three trips less in 1903 than in the preceding year, although the season was but ten days shorter. The explanation of this is that in 1903 the Steamer made six trips to Ashland, while in 1902 she ran to ports no more distant than Elk Rapids and Marquette.

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

GENERAL REPAIRS.

The General Repairs on the FALCON during the past year have been slight, being only \$350.13.

The repairs so far shown as needful before the Steamer goes into commission for the season 1904 will apparently be about the same as last year.

A new smoke stack will have to be provided, the old one having collapsed on the last trip. A smoke stack can probably be erected for from \$75.00 to \$100.00

ACCIDENTS.

There were no accidents during season 1903.

S T E A M E R   F A L C O N .

	1 9 0 2		1 9 0 3	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	127	54.9	117½	53.1
Time sailing,	94	40.7	94	42.5
Time lost by bad weather, fog and low water,	6½	2.8	6¼	2.9
Time lost waiting at Soo Canal and River,	2	.9	1¼	.6
Time lost by Steamer J.N.Glidden sunk in St.Clair Canal,			2	.9
Time lost by accidents,	1½	.7		
TOTAL TIME IN COMMISSION,	231	100	221	100
Number of trips made,	16		13	
Number of cargoes carried,	32		26	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1901.....56.9  
 " 1902.....54.9,  
 " 1903.....53.1.

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 2-10-04

S T E A M E R   F A L C O N .

<u>R E C E I P T S .</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
6 cargoes pig iron from Marquette,	6000	\$ 5,500.00	\$ .9166
6 " " " " Ashland,	5963	6,978.36	\$1.1703
1 " iron ore from Marquette,	979	734.25	.7500
1 " coal to Detour(1115 net tons @ 40¢)	995	446.04	.4480
6 " " " Marquette(6638 net tons @ 40¢)	5927	2,655.38	.4480
6 " " " Ashland(6755 net tons @ 40¢)	6031	2,701.95	.4480
26	25895	19,015.98	.7343
<u>D I S B U R S E M E N T S .</u>			
Extraordinary & General Repairs,	\$ 350.13		
Ship Keeping and Winter Dockage,	60.00		
Fitting Out,	558.17		
Wages and Captains Salary,	6,631.15		
Captains Expense Account,	47.02		
Tug Services,	214.73		
Handling Cargoes,	1,861.96		
Taxes,	85.30		
Marine Insurance,	874.11		
Freight List Insurance,	58.86		
Mates Supplies,	240.30		
Provisions,	1,138.63		
Stewards Supplies,	56.78		
Fuel,	3,222.27		
Engineers Lubricants,	83.93		
Engineers Supplies,	52.24		
Boiler Repairs,	22.07		
Machinery Repairs,	37.45		
Auxiliary Machinery Repairs,	10.74		
General Expenses(Telegrams,Dues Lake Car.Assn.&c)	247.88		
Laying Up,	230.62	16,084.34	.6211
Net Earnings,		2,931.64	.1132
Less amount not allowed by Insurance Company in settlement of claims,		150.97	
Making total net gain for Season 1903,		2,780.67	

NOTE: Cost per ton to operate after eliminating Extra.& Genl.Repairs \$.6076.

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2-10-04

TITAN BOND

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

DETAILS OF AMOUNTS  
CHARGED TO OWNERS PROPORTION OF LOSS IN 1903, WHICH INCLUDES ITEMS NOT ALLOWED BY INSURANCE  
UNDERWRITERS IN SETTLEMENTS.

<u>COLLISION WITH SCHOONER ROBERT L. FRYER, AUGUST 12, 1901:</u>			
1% collection fee charged by London broker,	\$157.88		
Less amount Insurance Co. allowed for telegrams,	6.91		
Total amount charged to Owners Proportion of Loss,		\$150.97	

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2-10-04

TITAN BOND

STEAMER FALCON.

COMPARISONS.

	1 9 0 2	1 9 0 3
Days in commission,	231	221
Number of miles traveled,	21828	20388
Number of trips made,	16	13
Number cargoes freight carried,	32	26
Gross tons freight carried	30856	25895
Average rate freight per gross ton,	\$.6010	\$.7343
Average cost to carry per gross ton freight,	.5935	.6211
Net earnings per ton freight carried,	.0075	.1132
Cost per ton to operate after eliminating Extra.& Gen.Rprs.	.4887	.6076
Gross Receipts,	\$18,544.83	\$19,015.98
Gross Expenditures,	18,314.62	16,084.34
Net Earnings,	230.21	2,931.64
Percentage of operations to earnings,	98.8	84.6
Gross earnings per mile traveled,	\$.8496	\$.9327
Operating expenses per mile traveled,	.8390	.7889
Net earnings per mile traveled,	.0106	.1438
Gross earnings per day,	\$80.28	\$86.04
Operating expenses per day,	79.29	72.78
Net earnings per day	.99	13.26
Expenses per day excluding cargo handling costs	\$69.94	\$64.35
Expenses per day exclud.cargo handl.costs & Ex.& Gen.Rprs.	55.93	62.77
Cost provisions per man per day (Excluding extra meals)	.333	.375
Average lbs. coal consumed per hour steamed,	1145	1004
Average lbs. coal consumed per mile steamed,	119	110
Average cost coal consumed per mile steamed,	\$.1476	\$.1580
Average cost oil consumed per hour steamed,	\$.0465	\$.0375
Average cost oil consumed per mile steamed,	\$.00482	\$.00411
Average wages paid per day while in commission,	\$22.74	\$25.74
Average number days per trip,	14 $\frac{1}{2}$	17
Average number miles per hour---light,	10.79	10.40
Average number miles per hour---loaded,	9.73	9.04
General average number miles per hour	9.65	9.12
Average gross tonnage of pig iron cargoes,	985	997
Average draft water on pig iron cargoes,	(14'3"Ford 15'3" Aft	(14'8"Ford 15'3" Aft
Average mean draft water on pig iron cargoes,	14'9"	14'11"
Average net tonnage of coal cargoes,	1051	1116
Average draft water on coal cargoes,	(14'3 $\frac{1}{2}$ "Ford 15'3" Aft	(14'10"Ford 15'6" Aft
Average mean draft water on coal cargoes,	14'9"	15'2"

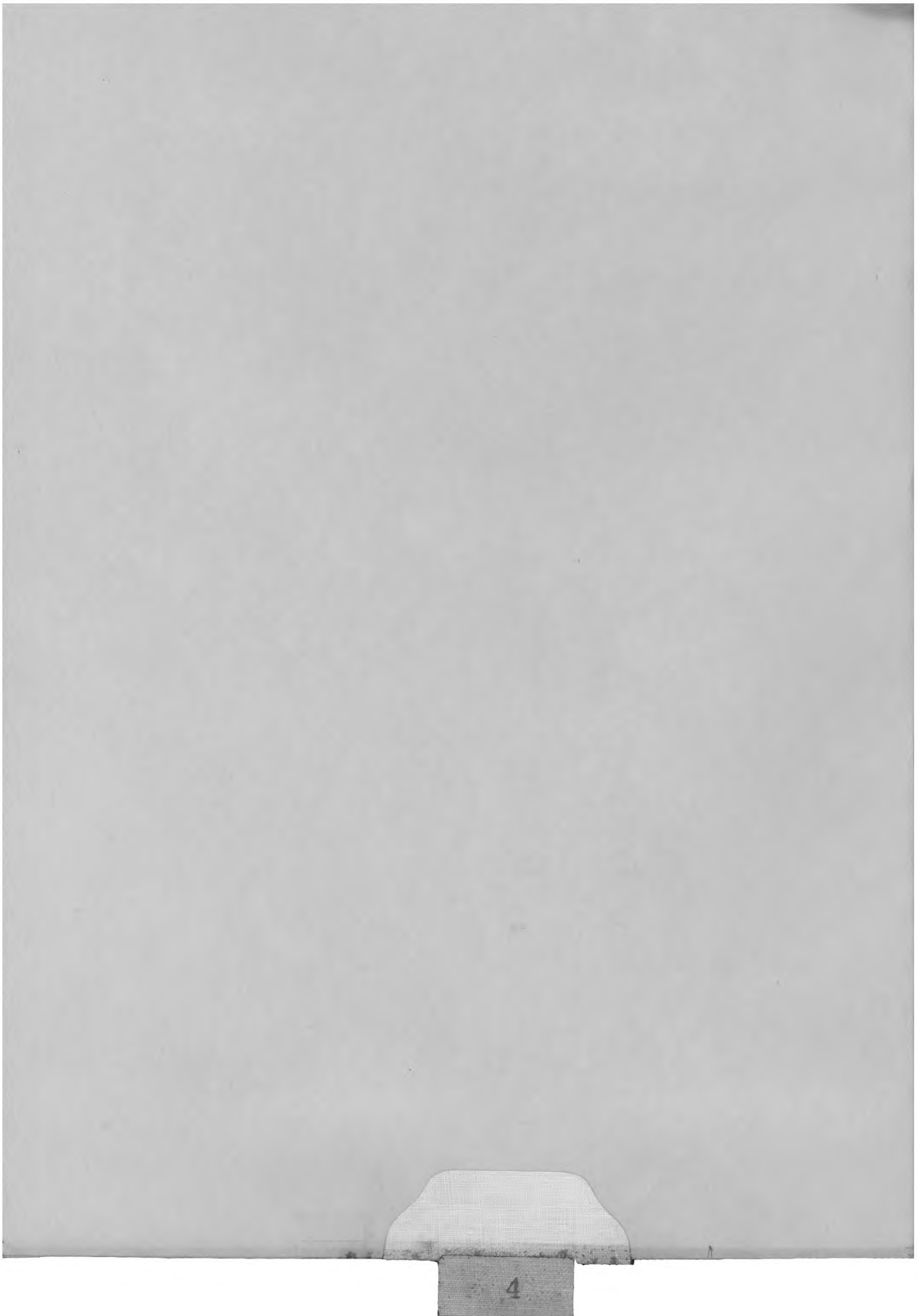
S T E A M E R      F A L C O N

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	\$ 3,234.60	\$ 350.13	-\$ 2,884.47	In 1903 extensive repairs to floor ceiling, keelsons, hatches, etc.
Ship Keeping and Winter Dockage	113.41	60.00	- 53.41	
Fitting Out	404.59	558.17	+ 153.58	
Wages and Captains Salary	6,192.54	6,631.15	+ 438.61	A shorter season in 1903, although a higher rate of wages paid than in 1902. Also, steamer carried second Mate in 1903.
Captains Expense Account	65.85	47.02	- 18.83	
Tug Service	56.50	214.73	+ 158.23	When passing Wreck of Steamer J. M. Glidden, sunk in St. Clair Canal, in 1903, tug service cost \$175.00.
Handling Cargoes	2,159.43	1,861.96	- 297.47	Ordinarily this item would show greater reduction, but Ashland Pig Iron cargoes included loading charges in the freight rate. (In 1902 carried 8 cargoes iron ore which entailed handling charges).
Cargo Commissions	25.00		- 25.00	
Taxes	70.93	85.30	+ 14.37	A higher tax rate in 1903.
Marine Insurance	871.33	874.11	+ 2.78	
Freight List Insurance	46.94	58.86	+ 11.92	Rate per \$100. increased from 10¢ in 1902 to 16.5 ¢ in 1903.
Mates Supplies	122.23	240.30	+ 117.37	
Provisions	1,012.05	1,138.63	+ 126.94	Based on increased cost of \$ .042 per man per day.
Stewards Supplies	46.59	56.78	+ 10.19	
Fuel	3,247.55	3,222.27	- 25.28	Based on decreased consumption of 9 pounds per mile,
Engineers Lubricants	105.22	83.92	- 21.30	Based on decreased cost of \$ .00071 per mile.
Engineers Supplies	72.76	52.24	- 20.52	
Boiler Repairs	37.57	22.07	- 15.50	
Machinery Repairs	36.26	37.45	+ 1.19	
Auxiliary Machinery Repairs	7.25	10.74	+ 3.49	
General Expenses	90.72	247.88	+ 157.16	In 1903 paid Captain Dobson reward of \$100.00 for coming through season without accident.
Laying Up	294.00	230.62	- 63.38	

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2/11/04.



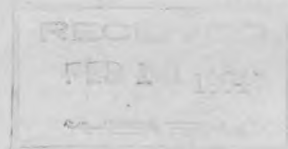


**Lake Superior & Ishpeming Railway Co.  
Munising Railway Co.  
Marquette & Southeastern Railway Co.**

W. G. MATHER,  
PRESIDENT.  
H. R. HARRIS,  
GENERAL MANAGER.  
H. A. ST. JOHN,  
AUDITOR & GEN'L FRT. & PASS. AGT.  
A. WARD,  
SUPT. MUNISING RAILWAY

Office of General Manager.

MARQUETTE, MICH., February 8th., 1904



Mr. W. G. Mather,  
President, Munising Ry.,  
Cleveland, Ohio.

Dear Sir:-

I hand you detailed report of Munising Ry. for the year 1903.

Description of Tracks Owned.

<u>Main Line.</u>		Miles
Munising to Little Lake		38.00
<u>Branches.</u>		
East Branch - Stillman to Forester Jct.	14.11	
Worcester Branch - Hartho to Petrel	7.45	
Forster Branch - Forster Jct. to Ethel	1.81	
Ackers Branch - Vail to Acker	1.56	24.93
		62.93

SIDINGS.

On Main Line.

Munising	37627 ft.
Hallston	973 "
Merriam	1575 "
Munising Jct.	1295 "
Valley	6623 "
Stillman	0 "
Dewey	477 "
Dixon	904 "
Tank Spur	294 "
Slapnick	674 "
Finns	1071 "
Chatham	3051 "
Stone Track	1511 "
Gray	217 "

**Lake Superior & Ishpeming Railway Co.  
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A. WARD,  
SUPT. MUNISING RAILWAY

Office of General Manager.

MARQUETTE, MICH.,

W.G.M.#2.

Main Line Sidings - contd.

	Ford.	
Eben	56292 ft.	
Jenks	1115 "	
Ferguson	894 "	
Rumley, No.1	1546 "	
Rumley, No.2	610 "	
Rumley	641 "	
Townsend	862 "	
Dorsey	823 "	
Roberts	674 "	
Lawson	377 "	
Carlshend	524 "	
Anderson	2550 "	
Cedar Bank	290 "	
Little Lake	234 "	
	2062 "	
Joint track with C.& N.W.at Little Lake	69494 "	13.16 mi.
	3462 "	0.65 "

East Branch Sidings

Stillman	3443 ft.	
Coalwood	13232 "	
Ames	276 "	
Cavite	626 "	
Bing	450 "	
Baldy	1518 "	
	19545 "	3.70 "

Worcester Branch

Percy	1013 ft.	
Samson	1302 "	
Metzer	1005 "	
Brabant	758 "	
Petrel	3386 "	
	7464 "	1.41

Forster Branch

Ethel	561 ft.	0.10 "
Total Sidings		19.02 "
" Main Line		62.93 "
Total		81.95 mi.

**Lake Superior & Ishpeming Railway Co.**  
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**Office of General Manager.**

MARQUETTE, MICH.,

W.G.M.#3.

RECAPITULATION.

	Main Line and Branches.			
	<u>1903</u>	<u>1902</u>	<u>Increase</u>	<u>Decrease</u>
Main Line	38.00	38.00		
East Branch	14.11	14.11		
Worcester Branch	7.45	7.45		
Forster Branch	1.81	1.81		
Acker Branch	<u>1.56</u>	<u>1.56</u>		
	62.93	62.93		
Sidings.				
Main Line Sidings	13.16	11.33	1.83	
East Branch Sidings	3.70	3.15	.55	
Worcester Branch Sidings	1.41	1.30	.11	
Forster Branch Sidings	<u>0.10</u>	<u>0.10</u>		
	18.37	15.88	2.49	
Little Lake Joint Track	<u>0.65</u>	<u>0.65</u>		
	81.95	79.46	2.49	

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MARQUETTE, MICH.,

W.G.M.#4

Sidings laid and taken up in 1903 were as follows:

TRACKS LAID

On Main Line.

Munising - Tracks at Paper Mill	5514 ft.	
Brown & More "	529 "	
Hallston - Extension of present track	210 "	
Valley - C.C.I.Co. Wood Spur	6623 "	
Dewey - Extension present track	150 "	
Tank Spur- Track for loading kiln wood	294 "	
Chatham - New track at station	1815 "	
Chatham - Stone Loading Tracks 1 mile west of station	1511 "	
Jenks - C.C.I.Co. wood track	894 "	
Wright - " " "	498 "	
Rumley, No.2 " " " extended	90 "	
Townsend - " " "	823 "	
Carlshend- Track for C.P.Johnson	550 "	
	19501 "	3.69 mi.

East Branch.

Coalwood - Extension B.branch C.C.I Co. wood track	2667 ft.	
Ames - For loading logs, &c.	276 "	
	2943 "	0.55 "

Worcester Branch.

Brabant - Extension of present track	210 ft.	
Petrel - " " " "	360 "	
	570 "	0.11 "

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MARQUETTE, MICH., F

W.G.M.#5.

TRACKS TAKEN UP.

Main Line.

Munising - Sutherland-Innes Mill	1630 ft.	
Burtis Log Track	1570 "	
Siding, New Round House	880 "	
Track at West End of Yard	685 "	
Chatham - No.1, East leg of wye	561 "	
No.2, Spur	300 "	
No.4, Stone loading track	905 "	
Wright - C.C.I.Co. wood track moved to Townsend	498 "	
Gray - Schaffer's wood track partly taken up	1072 "	
Cameron - Schaffer Wood Track	436 "	
Shaffer - " " "	423 "	
Erickson	528 "	
Tuxworth	349 "	
	9837 "	1.86 mi.

Sidings Laid 1903.

Main Line	3.69 miles	
East Branch	0.55 "	
Worcester Branch	0.11 "	4.35 mi.

Sidings Taken Up 1903.

Main Line	1.86 "	1.86 "
Net Increase		2.49 "

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MARQUETTE, MICH.,

W.G.M.#6.

At Munising the permanent tracks were laid at the Paper Mill and the cost charged to Improvement.

The Brown & More track was put in to load cedar ties that otherwise would have been shipped by water. The cost is shown under heading of Temporary Spurs.

Valley - This track was put in for the kiln wood operations of the C.C.I.Co. and the cost charged to Temporary Spurs as usual.

Tank Spur - Was put in to load kiln wood cut by farmers and the cost disposed of in the same manner.

Chatham - A general improvement was made at this station by building a suitable siding for general use, the cost charged to Improvement.

The track for loading stone for the Munising Paper Mill was put in for the accomodation of this business and the cost disposed of as usual - temporary tracks.

Tracks at Jenks, Wright and Townsend were put in for C.C.I.Co.'s operations.

At Carlshend the track is for the accomodation of C.P.Johnson, in shipping logs, ties, &c. and for a saw mill which he expects to erect this year.

On the East Branch the tracks put in are for the C.C.I.Co. and at Ames the shipment of logs, &c. to Munising.

The tracks taken up were not in use and the material was used again in the construction of the tracks described above.

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MARQUETTE, MICH.,

W.G.M.#7.

EQUIPMENT OWNED.

ENGINES.

Saddle Tank Switch	1
Mogul	2
Eight-Wheel	2
	5

CARS.

Passenger - Combination passenger and baggage	4
Coaches	1
	5
Freight - Flat, 60,000 lbs. capy.	101
Box	1
Caboose	1
	103
Miscellaneous - Snow Plow	1
Boarding Cars	4
Russel Logging cars	1
	6

All the same as for 1902.



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MARQUETTE, MICH.,

W.G.M.#8

EARNINGS.

Following is a statement showing earnings and expenses by months for 1903 and by years since opening of road; also a commodity statement by years since road was opened.

Freight Earnings show an increase for 1903 as compared with 1902 of \$47036.09 or 105%. This was the result of the wood for furnaces at Marquette of which there was hauled during the year 6342 cars, of material for construction of paper mill at Munising, consisting of 981 cars, and of increased shipments to and from the mills and woods operations of the Worcester-Munising Co. - 1274 cars; the Forster Lumber Co. - 754 cars, and the Munising Leather Co. - 528 cars; of a connection with the Soo Line of railroad at Eben, the interchange being 2135 cars, and of a general activity in business generally.

The shipments from the Anna River Brick Co. were a little less than for 1902, although about 200,000 more brick were made; this was caused by their not getting into the market early enough in the season to meet competition.

Freight to and from Munising by water was as follows:

	<u>1903</u>	<u>1902</u>	<u>1901</u>
Into Munising - Hides	0	0	14
Cement	33	0	
Miscellaneous	9	0	5
Out of Munising- Lumber	0	200	643
Cooperage	0	30	65
Ties	75	30	0
Posts	0	15	0
	<u>117</u>	<u>275</u>	<u>727</u>

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MARQUETTE, MICH.,

W.G.M.#9

Passenger Earnings increased \$4231.03, or 24.6%.

Express Earnings increased \$983.86 or 67.3%, both being due to the connection with M. & S.E. Ry.

Miscellaneous Earnings, a decrease account of less equipment rented

Commodity Statement show 408,047 tons, an increase of 310,658 tons or 319%

The tons handled one mile in 1902 was 2,038,904

The tons handled one mile in 1903 was 6,485,038 ,  
an increase of 4,446,134 tons or 218%.

The Earnings Per Ton Per Mile in 1902 were 2.2 cents

The Earnings per Ton Per Mile in 1903 were 1.4 cents,  
a decrease of .8 cents or 36.3%.

The Earnings on wood for furnaces was .75 cents per ton per mile or about half the average rate.

The Total Operating Expenses, less extraordinary Legal Expenses, together with Interest and Taxes according to exhibit book are \$139,935.95. Calculating that Freight Earnings alone should be increased to meet that amount on the same tonnage, there would be required \$48,117.62 or an amount equal to .074 cents increase, or making the average freight rate 2.15 cents per ton per mile.

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MARQUETTE, MICH.,

W.G.M.#10.

I show below a statement of Earnings Per Ton Per Mile on various commodities.

On which we get the manufactured product.

	Average Miles Handled	Rate Per 100 lbs. -cents-	Earnings Per Ton Per Mile
Hemlock to Paper Mill (Munising)	25	1.50	1.20
Pendill's Wood - Chatham to Lawson	10	.50	1.00
Hardwood - Thompson contract-to Munising	25	1.25	1.00
Shingle timber to Munising	30	1.175	.78

On which there is no agreement about manufactured product.

Hides, Leather - D.S.S.& A. and Munising	6	5.00	16.60
Bark - D.S.S.& A.Ry.and Munising	6	2.50	8.33
Hay - Soo Line to Lawson	6	1.33	4.44
Bark - M.Ry. points to Munising	25	4.25	3.40
Forest Products - East Branch to C.& N.W.	21	2.50	2.38
Pig Iron - Lawson to Soo Line	6	.0665	2.22
Bark - " " Munising	28	3.00	2.15
Hides and Leather - C.& N.W.to Munising	38	4.00	2.10
Hemlock (out by water)	25	2.25	1.80
Coal - Lawson to Munising	28	2.50	1.80
Crushed Rock - Soo to Furnaces(Marquette)	6	.50	1.66
Pig Iron - Lawson to Little Lake	10	.0803	1.66
Hardwood - Thompson contact -to Munising (out by water)	25	2.00	1.64
Shingles and Ties - Munising to L.Lake	38	3.00	1.58
Brick - Hallston to Marquette	25	1.75	1.40
Building Stone - Chatham to Munising	18	1.25	1.39
Ore - Lawson to Soo Line	6	.4165	1.39
Crushed Rock - Soo to Paper Mill(Constrect)	22	1.50	1.36
Forest Products - East Branch to C.& N.W.	45	3.00	1.33
Commercial wood - Chatham to Marquette	10	.74	1.48
" " " " Ishpeming (4500# to cord)	10	.85	1.70
Wood to Furnace(Marquette) from M.Ry.points Average weight per cord 4400 lbs.)	12	.46	.76

W.G.M.#11

## MUNISING RAILWAY COMPANY.

## Comparative Statement of Receipts and Disbursements by Months for year 1903.

Receipts From	January	February	March	April	May	June	July	August	Sept.	Octbr.	Novbr.	Decbr.	Total
Freight	7008.76	4604.94	5886.21	7052.86	8559.71	8613.44	8697.49	8833.78	8871.22	9990.14	6822.17	6877.61	91818.33
Passenger	1307.48	1129.29	1627.13	1726.54	1915.66	1996.81	2144.37	2372.65	2003.53	1894.43	1807.18	1480.03	21405.10
Mail	135.72	135.72	135.72	135.72	135.72	135.72	135.72	149.50	135.80	135.80	135.80	135.80	1642.74
Express	91.43	96.56	115.68	152.07	262.64	327.32	327.42	261.06	255.99	260.13	137.79	156.04	2444.13
Miscellaneous	16.00	13.00	16.00	16.75	16.00	15.85	18.34	20.56	16.00	35.53	16.40	16.40	216.83
<b>Total</b>	<b>8559.39</b>	<b>5979.51</b>	<b>7780.74</b>	<b>9083.94</b>	<b>10889.73</b>	<b>11089.14</b>	<b>11323.34</b>	<b>11637.55</b>	<b>11282.54</b>	<b>12316.03</b>	<b>8919.34</b>	<b>8665.88</b>	<b>117527.13</b>
<b>DISBURSEMENTS</b>													
Conducting													
Transportation	3953.06	3731.83	3642.00	4055.78	4140.39	4166.35	4448.29	4670.36	4573.41	5164.54	5030.67	5026.08	52602.76
Maintenance of													
Equipment	510.23	1553.19	516.66	654.13	958.45	1510.14	738.80	665.23	967.48	763.97	585.78	650.51	10074.57
Maint. of Way	975.87	1258.91	1449.49	2157.62	2147.30	2911.08	2863.46	2744.31	2483.95	2610.16	2136.77	1461.62	25200.54
General Expenses	473.53	1181.89	635.35	489.84	640.67	1363.44	838.47	650.46	488.82	457.48	454.87	3996.80	11671.62
<b>Total</b>	<b>5912.69</b>	<b>7725.82</b>	<b>6243.50</b>	<b>7357.37</b>	<b>7886.81</b>	<b>9951.01</b>	<b>8889.02</b>	<b>8730.36</b>	<b>8513.66</b>	<b>8996.15</b>	<b>8208.09</b>	<b>11135.01</b>	<b>99549.49</b>
Net Income over													
Operating Exps.	2646.70	1746.31	1537.24	1726.57	3002.92	1138.13	2434.32	2907.19	2768.88	3319.88	711.25	2469.13	17977.64
Per Cent of													
Exps. to Earnings.	69 <sup>1</sup>	1.29 <sup>2</sup>	.80 <sup>2</sup>	80 <sup>9</sup>	72 <sup>4</sup>	89 <sup>7</sup>	78 <sup>4</sup>	75	75 <sup>4</sup>	75	92	72.85	84.7
Const. Charges	700.73	280.26	1050.25	651.14	213.55	76.40	3249.24	1028.36	1193.85	4335.96	3348.24	212.78	15915.20
Improvement													
Int. & Discount	3244.04	3619.56	1622.02	1569.70	1622.02	3743.31	1622.02	3779.48	2271.50	2347.21	2149.35	2339.57	29929.78
Int. on Bonds	533.33	533.33	533.34	533.33	533.33	533.33	533.33	533.33	533.35	533.33	533.34	533.33	6400.00
Taxes	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	6000.00
<b>Total</b>	<b>4978.10</b>	<b>4933.15</b>	<b>3705.61</b>	<b>3254.17</b>	<b>2868.90</b>	<b>4853.04</b>	<b>5904.59</b>	<b>5841.17</b>	<b>4498.70</b>	<b>7716.50</b>	<b>6530.93</b>	<b>3160.12</b>	<b>58244.98</b>
Net Income over													
Total Expendtrs.	2331.40	6679.46	2168.37	1527.60	134.02	3714.91	3470.27	2933.98	1729.82	4396.62	5819.68	5629.25	40267.34

MUNISING RAILWAY COMPANY.

W.G.M.#12

Progressive Statement of Earnings and Expenses is as follows:

EARNINGS.

Year Ending December 31st., 1903 as compared with previous years .

	1903	1902	1901	1900	1899	1898	1897	8 Months 1896
Freight,	91,818.33	44,782.24	40,271.30	46,537.79	42,710.86	42,189.84	55,043.09	31,449.53
Passenger,	21,405.10	17,174.07	12,805.57	13,622.30	10,477.84	8,212.40	4,484.46	3,500.50
Mail	1,642.74	1,628.64	1,628.64	1,625.02	1,053.20	468.00	603.00	569.31
Express,	2,444.13	1,460.27	1,174.66	1,242.27	1,437.17	271.29	357.25	264.65
Miscellaneous	216.83	1,034.72	738.30	2,931.53	377.92	4,477.00		118.25
<b>Total</b>	<b>117,527.13</b>	<b>66,079.94</b>	<b>56,618.47</b>	<b>65,958.91</b>	<b>56,056.99</b>	<b>55,618.53</b>	<b>60,487.80</b>	<b>35,902.24</b>

OPERATING EXPENSES.

Year Ending December 31st., 1903 as compared with previous years.

	1903	1902	1901	1900	1899	1898	1897	8 Months 1896
Maintenance of Way & Structures	25,200.54	19,070.77	10,911.64	10,635.52	10,664.28	7,884.37	7,358.68	2,303.28
Maintenance of Equipment	10,074.57	6,785.05	3,398.18	6,566.94	6,817.71	4,420.34	2,518.94	1,056.97
Conducting Transportation	52,602.76	31,672.51	20,571.16	25,394.18	25,071.44	29,194.59	25,956.75	12,897.13
General Expenses	11,671.62	5,135.67	4,857.99	4,563.58	4,388.06	2,065.18	2,324.08	2,003.04
<b>Total,</b>	<b>99,549.49</b>	<b>62,644.00</b>	<b>39,738.97</b>	<b>47,160.22</b>	<b>46,941.49</b>	<b>43,564.48</b>	<b>38,158.45</b>	<b>18,260.42</b>
Taxes	6,000.00	5,622.51	1,442.46	1,500.00	1,401.42	1,414.80	566.38	None
<b>Total,</b>	<b>105,549.49</b>	<b>68,286.51</b>	<b>41,181.43</b>	<b>48,660.22</b>	<b>48,342.91</b>	<b>44,979.28</b>	<b>38,724.83</b>	<b>18,260.42</b>
Net Earnings (Not incld. taxes)	17,977.64	3,415.94	16,879.50	18,798.69	9,115.50	12,054.05	22,329.35	17,641.82
Per Cent of Expenses to Earnings	84.7	94.8	70.1	71.5	83.7	78.3	63.1	50.9

Munising Railway Co.  
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MARQUETTE, MICH.

Year Ending December 31st	1902	1903	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890
Operating Expenses	11,232.12	92,043.24	92,918.44	92,398.21	92,032.33	92,018.22	90,484.80	92,508.24						
Depreciation	319.82	1,024.25	1,238.30	2,521.22	344.32	4,444.00	5,444.00	178.22						
Interest	3,444.12	1,480.22	1,144.92	1,342.22	1,422.11	2,211.22	324.22	178.22						
Income Taxes	1,242.44	1,828.94	1,828.94	1,828.05	1,022.20	488.00	802.00	292.00						
Other	31,402.10	17,144.04	12,902.24	12,822.30	10,444.84	8,278.40	4,484.42	2,200.20						
Total	31,818.22	44,485.24	40,241.30	48,224.13	45,470.82	45,193.24	42,042.02	42,442.22						

OPERATING EXPENSES

Year Ending December 31st, 1902 as compared with previous years.  
MARQUETTE  
Progressive Statement of Earnings and Expenses as follows:

MUNISING RAILWAY COMPANY

EARNINGS AND EXPENSES.

W.G.M.#13

Progressive Statement of Commodities is as follows:

		1903	1902	1901	1900	1899	1898	1897	1896
Commodity		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Products of Agriculture	Grain	1,592	1,093	11,121	992	1,102	1,011	656	417
	Flour	572	253	307	132	366	291	298	313
	Other Mill Products	518	246	207	414	25		98	116
	Hay	2,269	1,035	771	1,376	905	995	746	559
	Fruit & Vegetables	105	152	39	109	165	168	264	43
	Potatoes	125	80	138	89			144	160
		<u>5,181</u>	<u>2,859</u>						
Products of Animals	Live Stock	90	59		72	103	54	22	106
	Dressed Meats	1,712	1,613	1,544	1,476	1,425	720	15	47
	Other Packing-House Products		162	516	743	716	403	24	
	Hides and Leather	1,585	1,742	981	747	1,085	2,068	564	56
		<u>3,387</u>	<u>3,577</u>						
Products of Mines	Coke	88							
	Anthracite Coal	75	459	420	200	153	173	105	65
	Bituminous Coal	836		80	75		65	25	
	Stone, Sand, etc.	29,749	6,688	825	20	254	52	172	1,636
	Salt	16	18	24	16	21	129		
Ores	19,500								
		<u>50,264</u>	<u>7,165</u>						
Products of Forest	Wood	242,579	20,152						
	Logs	11,476	13,722	47,642	67,936	42,951	57,982	141,876	62,200
	Bark	6,444	3,464	3,517	4,647	4,387	5,583	4,310	896
	Lumber	13,398	24,533	16,817	13,538	29,211	11,959	7,086	5,366
	Shingles	4,566	1,276	2,507	2,949		9,438		193
	Cooperage	973	1,225	1,605	3,056	4,571	2,538		413
	Posts and Poles	31,234							
		<u>310,670</u>	<u>64,272</u>						
Manufactures	Petroleum	264	84	109	123	56	168	24	12
	Iron, Pig and Bloom	17,529	1,912	221					
	Iron and Steel Rails	140	104	726			12	149	
	Other Castings and Machinery	3,904	1,294	268	62	138	400	820	1,841
	Cement, Brick and Lime	7,011	10,248	910	1,439	797	378	757	2,695
	Wagons, Carriage Tools, etc.	50	95			10	31		12
	Wines, Liquors and Beer	512	364	374	249	246	340	299	434
	Household Goods and Furniture	220	168	123	125	30	33	109	195
	Sugar	80							7
	Bar and Sheet Metal								3
			<u>29,710</u>	<u>14,269</u>					
Miscellaneous Commodities	1,079								
Merchandise	7,756	5,148	3,109	4,264	3,678	20,109	4,678	867	
		<u>408,047</u>	<u>97,389</u>	<u>84,901</u>	<u>104,849</u>	<u>92,395</u>	<u>115,100</u>	<u>163,251</u>	<u>78,642</u>

# Lake Superior & Ishpeming Railway Co. Munising Railway Co. Marquette & Southeastern Railway Co.

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Office of General Manager.

MARQUETTE, MICH.

Commodity	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912
Miscellaneous Commodities	1,075										
Bar and Sheet Metal											
Gravel	90										
Household Goods and Furniture	\$30										
Wines, Liquors and Beer	213										
Weapons, Carriage Tools, etc.	50										
Cement, Brick and Lime	1,011										
Other Castings and Machinery	3,304										
Iron and Steel Rails	140										
Iron, Pig and Bloom	1,233										
Pig Iron	394										
Potatoes and Potas	31,524										
Coal	343										
Sticks	4,298										
Timber	12,398										
Beeswax	6,444										
Wool	11,418										
Wax	11,418										
Wool	343,218										
Ores	13,500										
Sulf	18										
Stone, Sand, etc.	33,443										
Biluminous Coal	839										
Anthracite Coal	12										
Coke	88										
Hides and Leather	1,282										
Other Packing-House Products	1,113										
Dressed Hides	30										
Live Stock											
Wool	152										
Wool & Vegetable	102										
Wool	3,283										
Wool	218										
Wool	245										
Wool	1,283										
Wool	1,002										

Progressive Statement of Commodities as follows:

HAZARDING AND EXPENSIVE.



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MARQUETTE, MICH.,

W.G.M.#14.

EXPENSES.

Conducting Transportation.

The total shows an increase of \$20930.25, or 66%.

Fuel for Locomotives shows a net increase of \$6775.76 and is caused by more coal consumed because of an increased tonnage and by reason of a poorer quality and by reason of a higher cost price, fuel being charged out in 1903. at \$3.50; in 1902 at \$3.05, and in 1901 at \$3.25, from the Munising stock, and at \$2.94 for 1903 as compared with \$2.74 for 1902 from the Presque Isle stock.

Car Service Balance increased \$2709.99 because of less of our cars on foreign roads and also by the adoption of the Per Diem system of rent of foreign cars adopted by all roads July 1, 1902. The increase to us in 1903 of the per diem system of 20¢ per day while on our road over the mileage system of six tenths cents per mile for actual mileage, was \$1788.21.

Hire of Equipment Balance increased \$1964.71, was for rent of engines and passenger cars, the engines being used principally in furnace wood service, which is too heavy for the Munising Ry. engines and in through passenger service.

Loss and Damage increased \$372.75, principally on account of stock killed where line is not fenced.

The other items of increase which relate to train and station service are wholly due to increased mileage of trains due to more business.

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On account of all other roads in this vicinity increasing wages of train and enginemen, our men were given a slight increase February 1st., equalling about 5%, but wages are still below what is called standard wages for that class of help.

MAINTENANCE OF EQUIPMENT.

Shows a total increase of \$3334.88.

Repairs Locomotives shows an increase of \$4314.98 which includes \$45.36 transferred from Improvement Account for air brake applied to Engine 21, and is caused by Engines 21 and 22 and 23 having general repairs, the total repairs to these three engines being \$4520.94. These engines have not had general repairs since 1900.

Repairs to engines were as follows:

Eng.	Labor	Material	Total	Mileage on Munising Ry.	Cost per Engine Mile for Repairs - cents -
21	994.85	516.98	1511.83	8921	16.95
22	731.83	693.09	1424.92	13637	10.45
23	901.11	683.08	1584.19	16132	9.82
24	261.49	219.61	481.10	20988	2.29
25	61.29	18.42	79.71	1553	5.13
Total	\$2950.57	\$2131.18	\$5081.75	61231	8.30

Foreign Engines.

Total	723.10	404.30	1127.40	50304	2.24
Grand Total	\$3673.67	\$2535.48	\$6209.15	111535	5.57

Comparison with 1902.

Totals	\$1049.04	\$845.13	\$1894.17	82746	2.29
Inc.	\$2624.63	1690.35	4314.98	28789	3.28

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MARQUETTE, MICH.,

W.G.M. #15.

Comparative Engine Expense per mile was as follows:

	<u>1903</u>	<u>1902</u>	<u>1901</u>
For repairs	5.57	2.29	1.43
" Fuel	16.15	10.85	8.22
" Stores	.48	.39	.26
" Engineers and Firemen )	8.55	7.25	7.29
" Hostlers and Wipers )	8.55	7.25	7.29
	<u>30.75</u>	<u>20.78</u>	<u>17.20</u>

Pounds of coal consumed per engine mile, was as follows:

	<u>1903</u>	<u>1902</u>	<u>1901</u>
Passenger	59.73	56.39	No
Mixed and Freight	120.31	73.14	Record
Work	60.43		
Switching	<u>192.80</u>		
	<u>103.86</u>	<u>71.18</u>	<u>50.7</u>

Progressive statement of Repairs to Engines.

	<u>Per Engine</u>	<u>Munising Ry. Miles</u>	<u>Miles on Foreign Roads</u>	<u>Total</u>	<u>Per Mile - cents</u>
1896	\$77.72				
1897	198.45				
1898	514.65				
1899	1122.44				
1900	1405.94				
1901	324.42				
1902	335.60	69510	19707	89217	1.88
1903	1016.35	<b>61231</b>	15118	76349	6.66

No engine miles previous to 1902.

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MARQUETTE, MICH.,

W.G.M.#16.

PASSENGER CAR REPAIRS.

Shows an increase of \$32.76.

Progressive Statement of Repairs to Passenger Cars per car and per mile since road was opened is as follows:

Repairs Passenger Cars.

	Per Car	Per Mile - cents
1896	None	
1897	None	
<del>1898</del>	<del>\$59.80</del>	
1899	22.71	
1900	83.38	
1901	86.02	1.13
1902	143.80	1.27
1903	150.35	.83

REPAIRS FREIGHT CARS.

Total Cost, \$2244.30, a decrease over 1902 of \$862.89. Deducting the amount paid in 1902 for foreign cars damaged by fire, amounting to \$1321.99, the net increase is \$459.10. This is caused by increasing age of the flat cars; 15 of them received heavy repairs; 20 had new decking and 15 new sills.

The total expense is divided as follows -

	Munising Ry. Freight Cars - 103		Foreign Freight Cars	Total
	Labor and Material	Per Car	Labor and Material	
1903	\$1979.98	\$19.22	\$264.32	\$2244.30

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W.G.M.#17.

Statement of Repairs Per Mile is as follows, based on mileage made on  
 Munising Ry.

Munising Ry. Cars			Foreign Cars		Total	
Per Car	Total Miles	Per Mile cents	Total Miles	Per Mile cents	Total Mi.	Per Mile cents
1901					142946	.65
1902	\$12.13 57797	2.16	160325	1.15	218122	1.42
1903	19.22 136390	1.45	433687	.06	570077	.39

Maintenance of Way ,including Structures.

The total cost is \$29429.86, a decrease over 1902 of \$1437.45.

Repairs Roadway:Improvement, \$3918.23, includes Austin Mine Survey from Little Lake - \$194.10; Chatham Station Siding extended and rearranged for the better accomodation of shippers and meeting of trains - \$1344.57; Ballasting main line - total cost of \$2379.56.

Number of Miles Ballasted.

Between Robinson and Rumely	1.75
" Eben and Gray	1.09
" Chatham and Slapnick	<u>.25</u>
Total	3.09

Cost per mile - \$770.07.

Number of cars ballast distributed - 1000. Cost per car for loading hauling and putting under track - \$2.34.

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MARQUETTE, MICH.,

W.G.M.#18

Repairs Roadway: increased \$990.20.

Main Line repairs decreased \$377.18.

Branch repairs increased \$1367.38 on account of East Branch being operated for 12 months in 1903 and only 6 months in 1902.

Removal Snow and Ice increased \$2095.84. This cost has not been kept separately until December, 1902 and the comparison for 1902 is, therefore, only for one month. Snow fall in November and December, 1903 has been heavy and the cost is above normal.

Temporary Spurs - Labor, increase of \$617.19. The following temporary tracks were laid in 1903, the labor being charged to Maintenance of Way under the above head and the material being carried in Material Account under head of Temporary Spurs, Material, as shown on page 6 of Exhibit Book.

	<u>Length</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>
Brown & Moore - Munising	529	74.27	205.41	279.68
Valley	6623	743.88	2349.11	3092.99
Dewey	150	6.12	66.39	72.51
Tank Spur	294	35.30	117.89	153.19
Stone Track - Chatham	1511	250.33	426.61	676.94
Jenks	894	109.50	84.98	194.48
Wright	498	52.31	114.67	166.98
Townsend	823	60.53	156.40	216.93
Coalwood	2667	173.00	822.61	995.61
Ames	276	30.81	87.68	118.49
Burtis (Munising)			74.69	74.69
Gray (see foot note)		10.75	368.70	379.45
Schaffer - labor taking up		12.18		12.18
Cameron - " " "		11.16		11.16
	<u>14265</u>	<u>1570.14</u>	<u>4875.14</u>	<u>6445.28</u>

Gray - this labor and material was used in 1902 but was not charged out until 1903.

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W.G.M.#19.

The investment in tracks, labor and material for Pioneer Iron Co. during 1903 was as follows:

	Length	Cost
Valley	6623	3092.99
Jenks	894	194.48
Wright	498	166.98
Townsend	823	216.93
Coalwood	2667	995.61
	11505	\$4666.99
Less material in Wrights used elsewhere	498	114.67
Total, 1903	11007	4552.32
" 1902	11726	4366.30
	22733	\$8918.62

On all Temporary Spurs, shippers did grading and furnished ties. Our expense for material includes Rails and Fastenings, Switches, etc.

Renewal Ties decreased \$104.70; the number of ties put in and comparison with 1902 is as follows:

	1903	1902
Main Line	11842	7301
Old East Branch	2310	4944
	14152	12245

Repairs Bridges and Culverts - increase of \$1755.94 includes general repairs to all the bridges but more particularly to Bridge No.7 over the Au Train which had \$1393.59 for additional stringers, new mud sills and some new ties; the other bridges, additional stringers to strengthen bridge.

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W.G.M.#20.

Repairs Buildings and Fixtures - Improvement - \$311.09 ,being \$100.00 for raising station at Chatham and \$211.09 for one half cost of extension to joint station at Little Lake.

Repairs Buildings and Fixtures - increase \$336.76,principal items of cost being cement walk at passenger station - \$114.70,and putting water pipe in Round House - \$159.52.

Repairs Docks and Wharves - increase \$365.58,caused by replacing broken caps in merchandise and coal dock and approach.

Detailed Cost of Track Maintenance is as follows:

Repairs Roadway and Renewal of Ties - Total Cost, \$17471.28.

Main Line and Sidings - 51.16 miles.

Main Track - 38.00 miles      Sidings - 13.16 miles.

	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>
	\$9141.16	\$3261.17	\$12402.33	\$1008.58	\$244.72	\$1253.30
Per Mile	240.55	85.82	326.37	76.64	18.59	95.23
Per Foot - cents	4.56	1.62	6.18	1.45	0.35	1.80

Branches and Sidings - 30.14 miles.

Main Track - 24.93 miles      Sidings - 5.21 miles.

	<u>Labor</u>	<u>Material</u>	<u>Total</u>	<u>Labor</u>	<u>Material</u>	<u>Total</u>
	\$2986.12	\$731.66	\$3717.78	\$91.41	6.46	97.87
Per Mile	119.78	29.35	149.13	17.54	1.24	18.78
Per Foot - cents	2.27	0.55	2.82	0.33	0.02	0.35



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W.G.M.#20  $\frac{1}{2}$

RECAPITULATION.

	<u>Main Line and Sidings</u>	<u>Branches and Sidings.</u>
	<u>51.16 miles</u>	<u>30.14 miles</u>
Repairs Roadway	\$10700.30	3218.97
Renewal Ties	<u>2955.33</u>	<u>596.68</u>
Total Labor and Material	\$13655.63	\$3815.65
Per Mile	266.91	126.58
Per Foot - cents	5.05	2.39

Progressive Statement Repairs Roadway and Renewal Ties - all tracks.

	11903	1902	1901	1900
	81.30 miles	79.46 miles	57.0 miles	57.0 miles
Labor and Material	\$17471.28	\$16585.78	\$10169.11	\$9988.74
Per Mile	214.20	208.73	178.40	175.24
Per Foot - cents	4.07	3.95	3.38	3.32

GENERAL EXPENSE.

Law Expenses increased \$6218.52, the expenses in suit against the Lac La Belle Co. for breach of contract in selling lands without the tariffic agreement accompanying the sale was \$6257.30.

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W.G.M.#21

TAXES.

The tons for the year were estimated at \$6000. The State Board of Taxation has raised the valuation from \$410,000.00 to \$800,000.00, but at their Board of Review now in session we hope to have this greatly reduced. The rate, however, has been increased by a Supreme Court decision from \$13.70 to \$16.55 per \$1000.00 so that the taxes on that basis are actually \$6785.50 or 5.77% of the Gross Earnings.

PERSONAL INJURY.

- March 7th. Harry Gorman - Carpenter Foreman: Putting in new cap Au Train bridge. Cap getting caught in sway brace, swung out and striking him on knee sprained it. Los no time. Surgeo - \$3.00
- June 28th. ✓ John Maloney - Passenger: Was drunk. Got on train at Munising and off at Stillman, claiming had his arm hurt by being thrown off train by train crew. He made claim for damages but it was declined.
- Sept. 9th. ✓ Mitchel St. Martin - Longshoreman: Unloading coal boat, rope broke, coal pocket fell on him injuring hip.
- Sept. 28th. ✓ Julius Passno - Brakeman: Staking cars - slipped and caught thumb between stake and car. End of thumb amputated. Lost twenty nine days time for which he was allowed \$58.00 and release taken.
- Dec. 8th. ✓ Alex Henderson: Staking car out of Valley Spur. Stake broke hitting Henderson across stomach. Lost 16 days time for which he was allowed \$16.00 and release taken.

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ACCIDENTS.

Accidents for the year were as follows:-

<u>Location</u>	<u>Number</u>	<u>Amount</u>
Munising	1	\$63.10
Road	22	275.99
Total, 1903	23	\$339.09
" 1902		306.80

<u>Kind of Damage</u>	<u>1903</u>	<u>&amp; 1902</u>
Engines	120.84	
Cars	106.93	306.80
Tracks	111.32	
	\$339.09	\$306.80

Cause of Accident.

	<u>Number</u>	<u>Cost</u>
Defects of Road	10	68.20
Defects of Equipment	6	171.37
Negligence in Operating	5	86.87
Unforeseen Obstructions	2	12.65
	23	\$339.09

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MARQUETTE, MICH.,

W.G.M.#23.

NEW CONSTRUCTION AND IMPROVEMENT.

Cost of Road - the following has been transferred to this account -

Paper Mill tracks, amount expended for 1903 - \$6860.01; total cost to December 31st. - \$7270.17 for 5514 feet of track. This includes tracks built on surface and on trestles for serving the paper mill, and completes requirements as now determined; there may, however, be further requirements in 1904. The cost of trestles below ties, amounting to \$3908.25 will be paid by Paper Co.

East Branch Right-of-Way - \$201.00, is amount paid E.H.Scott for right-of-way across his personal ownership which has been in litigation and he not able to give clear title before.

Water Tank, Whitefish River - \$2675.40, is for new tank erected, which was necessary for operation of road.

Equipment - \$1554.11, is for rebuilding Engine 24, purchased second hand from Union Pacific.

The other charges under head of New Construction and Improvement have been transferred to Operation as explained

BEACH INN.

The Beach Inn leased September 1st., 1902, had a deficit for 1903 of \$6896.58 and a total deficit covering period of lease of \$12686.25, which includes depreciation of Buildings and Grounds and Hotel Furnishings of \$3597.35.

Statement of Operations attached to exhibit book.