Ports and Portholes

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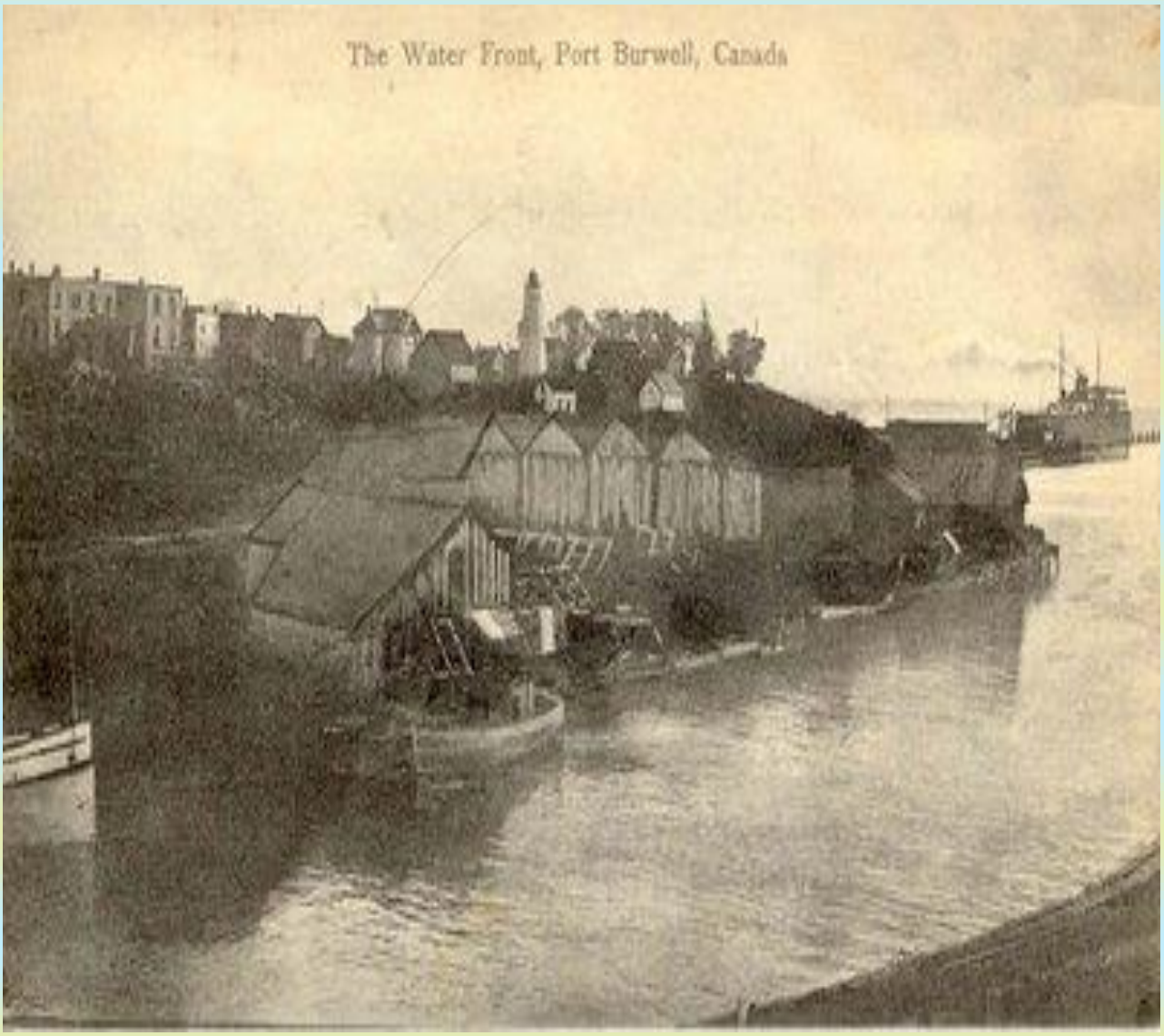


The Ashtabula Car Ferry is visible in the harbor.

The Ashtabula Car Ferry and Captain Ole Brude's Egg Shaped Lifeboat

The restored Urade or "Brude Egg" covered lifeboat displayed outside Alesund Museum.
Mariner Captain Ole Brude created the concept of a covered lifeboat in 1904, and this facsimile of the Uraed was built around 1908. Captain Brude's covered lifeboat design is a maritime standard today. The seas touching Norway's shores, and the role of life- boats combined to shape the life of Ole Brude as surely as his footprints shaped the sand on Norwegian and American beaches.

Born on February 12, 1880, in Alesund, a port on the Atlantic coast of southwest Norway, Ole experienced the worlds of Norway and America at a young age. His family immigrated to Minneapolis, Minnesota when Ole was still a child and they lived there for three years. His early childhood years in America were lengthy enough to allow Ole to absorb the promise and possibilities of America. The memory of these qualities in the American national character stayed vividly in his mind even when his family moved back to his native land.

Eventually, he would return to America as an adult to pursue American promise and possibilities himself. Back in Norway in 1896, Ole Brude experienced the sea firsthand at age 16. His adventures as a sailor led him to enroll in a naval college in Alesund and later join the Merchant Marine where he earned captain's papers. These early experiences and later, two maritime disasters drove the importance of lifeboats home to Ole Brude with the impact of a wooden lifeboat smashing against the hull of a ship.

As second mate of the steamer Athalie, Ole Brude observed firsthand how quickly, and easily stormy seas can destroy a wooden lifeboat. The Athalie encountered a severe storm on a voyage to Newfoundland and Labrador, and the captain ordered the launching of a lifeboat. An enormous wave seized the small wooden lifeboat, crushing it against the Athalie's hull. Twenty-two-year-old second mate Ole Brude vowed that he would build a better lifeboat. When he arrived safely in Alesund, he set to work de- signing a better lifeboat.

Another maritime disaster in 1904 deepened Ole Brude's determination to

build an egg-shaped lifeboat that could not be crushed or would not sink. The Danish transatlantic ocean steamer SS Norge ran aground on June 28, 1904. After collecting passengers in Denmark and Norway, many of them emigrants, the Norge set a course across the Atlantic Ocean to New York City.

Caught in foggy weather, the Norge ran aground near Rockall in the North Atlantic and although she quickly reversed off the rock, the impact had torn several holes in her hull and water poured into the hold. Although the crew lowered eight lifeboats only five successfully reached the water, and many passengers jumped overboard and drowned.

The Norge sank twelve minutes after it collided with the Hasselwood Rock on Helen's Reef. According to author Per Kristian Sebak, more than 635 people died, including 225 Norwegians. Many of them died of exposure in the lifeboats. The sinking of the Norge ranked as the largest civilian maritime disaster in the Atlantic Ocean until the Titanic disaster eight years later. The death of so many of his countrymen and the fact that he passionately believed that his fully covered steel life- boat that sheltered survivors from the air and sea and used a sail for propulsion could save many lives encouraged Captain Brude to translate his belief into action. He expressed his feelings this way in his account of the creation and voyage of the Uraed.

"I have been a sailor for ten years and already at a very early stage of my sea faring life I have strongly felt the need of this and taken an interest in finding out the best possible construction for it as I found the lifesaving boats of the present time very defective on account of their open construction. Storms, rough sea, and cold weather very often make it difficult to realize the chief object of the lifesaving boat to come to the aid of the shipwrecked.

"I came to the conclusion that lifeboats must have an over covering and be constructed in the shape of an egg with rigging, sail, and rudder so that they could be maneuvered and navigated in a fully satisfactory manner. In order to make a trial with this, I sailed from my native town Alesund across the North Sea and Atlantic to America. During this voyage it proved that my life saving boat completely fulfilled her purpose and surpassed all expectations."
After some successful fundraising, Ole arranged for Alesund Mechanical

Works to build the first model of his innovative lifeboat, which the local press dubbed “The Brude Egg,” because of its oval shape.

Now fully convinced that his new lifeboat which he christened the Uraed, Norwegian for fearless, could save many lives, Ole Brude searched for more funding sources. He got word that France offered a one-million-franc prize for an improved lifeboat, with the judging to take place at the World’s Fair in St. Louis. Ole made what he considered an obvious decision. He decided to sail his new lifeboat across the Atlantic Ocean to New York to prove it could conquer the ocean, and then load it on a train to St. Louis. Esti- mating the trans-Atlantic voyage would take three months, he calculated he and his lifeboat and crew would arrive in St. Louis before the fair closed in December 1904.

Persuading three friends Iver Thorsen, 46, Lars Madsen, 28, and Johan Johannesen, 24, to join him on his epic lifeboat voyage, Captain Brude and his crew readied the Uraed for its trans-Atlantic voyage. They stowed provisions of tinned goods, salt meat, and ships biscuits stowed in the benches. They loaded petroleum to be used for lighting and fuel and five hundred gallons of water. The captain had invented a rain accumulator made of thin sale cloth and shaped like an umbrella that could be hung upside down on the mast. The rain accumulator would prove to be a useful tool on the voyage.

Captain Ole Brude and his crew left Alesund harbor in August 1904. The first month of their voyage featured smooth sailing with comfortable conditions and good weather. Leaving Scotland the far horizon, the Uraed plowed ahead and reached the halfway point in its journey across the Atlantic. The crew inside the Uraed enjoyed a snug ride. Their egg-shaped nest measured about eighteen feet long and eight feet wide, and effectively shut out the wind and water. In September, their luck turned. They lost their mast, which significantly slowed down their progress even though they rode the waves westward with the help of a replacement sail they fashioned.

The voyagers spent their time chatting, reading, and smoking. Captain Brude described the movements of the Uraed as “those of a sea gull as she kept her horizontal position and lifted herself cautiously and quietly with the seas. The movements were so smooth and comfortable that swinging trays at the tables were superfluous. A glass of water could stand on the table in very rough weather without falling down.”

Although Captain Brude and his crew rode safely inside the Uraed, the weather outside their snug ship produced one of the worst winters in the North Atlantic, with stormy, cold days and rough seas. The voyage of the Uraed lasted five storm-tossed months, and after five months at sea, they landed in St. John's Newfoundland. Since New York, not Newfoundland and Labrador, was their destination, they sailed back into the winter storms. On January 6, 1905, the waves swept them onto Pavilion Beach in Gloucester, Massachusetts, forty miles from Boston. They were a month too late for the St. Louis Fair.

The Gloucester Daily Times, Gloucester, Jan 9, 1905, reported their arrival in Gloucester after a winter storm. At Gloucester, the mariners of the Urae received a hero's welcome and created a frenzy of newspaper coverage. Even though they had missed the St. Louis Fair, ole realized that newspaper coverage, publicity, and connections would be
essential in his quest to promote and finance the Uraed. According to The Gloucester Daily Times account of the 2005 commemoration of the Uraed's arrival, one of Captain Brude's crew, Iver Thoresen, remained in Gloucester and became an American citizen.

On January 16, 1905, the Uraed arrived in Boston. Captain Brude paid off his crew and headed back to Norway to file his letters of patent for the Uraed. The Marine Review, a Great Lakes maritime publication, recorded under marine patents that in 1906, Ole Brude of Alesund, Norway filed for lifeboat patent number 835,498.

A story in the Minneapolis Journal datelined Two Harbors, Minnesota, sums up Captain Brude's voyage by praising his seamanship and noting that the Uraed resembled "a small torpedo boat with a fin." The story said that one of the crew members was the son of the American counsel in Alesund and the crew encountered contrary winds and severe storms that carried away some of the Uraed's rigging but that it proved seaworthy. The trip was made in 112 days, and the story claimed that the Uraed was the first ship" that has ever crossed the Atlantic on its own bottom."

Optimistic about the future of his unusual egg-shaped lifeboat, Captain

Brude established his own company in Alesund and began building lifeboats, but economics and timing were riptide detrimental to his progress. In the early twentieth century, producing one of his lifeboats would cost about 2,000 crowns while a classic open wooden lifeboat could be manufactured for about one hundred crowns. Captain Brude's ideas were far ahead of his time and pocketbook.

Captain Brude and his Uraed also battled the heads – at times he probably thought lunkheads- of the maritime establishments. After the Titanic sank in April 1912, he un- successfully approached the White Star Line with the plans of his lifeboat. Even though the sinking of the Titanic underscored the vital role of the quality and quantity of life- boats, the loss of life did not change the minds or practices of the White Star or other shipping lines. It seemed like shipyards and ship owners could glimpse the possibilities of his Uraed, but they were not willing to expend the energy and economic investments it took to overcome the resistance of established maritime traditions and make his innovative lifeboat a reality. The captain could sell only about twenty-three of his lifeboats, and he finally went out of the lifeboat manufacturing business. But Captain Brude still believed in his lifeboat and its life-saving potential, and he was not about to give up on his idea.

The Egg-Shaped Lifeboat and the Ashtabula Car Ferry

The Ashtabula Car Ferry is Born

The Ashtabula Car Ferry was built in 1906 at the Great Lakes Engineering Works in St. Clair, Michigan. On May 12, 1906, the Ashtabula Car Ferry was launched at Detroit, Michigan. The J.W. Ellsworth Company of Cleveland owned the ferry which could transport thirty railroad cars of coal. After the Ashtabula Car Ferry was launched, it received the finishing touches and then was sent to Ashtabula. The Ashtabula Ferry then was put in service and made her maiden voyage to the Canadian port of

Port Burwell. The ferry transported coal for the Pennsylvania Railroad and the Canadian Pacific Railroad. The Ashtabula Car Ferry arrived in Ashtabula at 7:00 a.m. on Saturday, June 30, 1906.

Captain Ole Brude and the Ashtabula Car Ferry with the help of Captain Benjamin T. Haagensen would soon find their destinies intermingled.

In 1909, Captain Ole Brude emigrated to America, for a time settling in Hibbing, Minnesota where his par- ents, Lars and Amelie lived. He worked various jobs to support him- self, including farming and running a sawmill, and sailing the lakes, but he vowed to continue to promote and produce his lifeboat.

Ashtabula Car Ferry December 1909

TO GET HER OFF.
The Car Ferry Is On The Bottom
At Port Burwell.
Detroit, Dec. 13th - The tug Schinick, of the Great Lakes Tug and Wrecking company, left here last night for Port Burwell, and will help release the Ashtabula. The tug Monarch left Ashtabula at six o'clock, last night, for Port Burwell.

Car Ferry In Trouble.

Port Burwell, Ont., Dec. 13th - The car ferry Ashtabula, which, in trying to enter the harbor, Sunday morning, struck the bottom and went aground, is still in a helpless condition. The tug Monarch has been sent from Ashtabula, but so far has not succeeded in getting her off. Another tug is expected from Cleveland. The wind, at the time the vessel went on, was northeast, but it changed during the night, and is now from the south-east.

The Ashtabula has worked her way astern from her original position about twice her length. She is now resting quietly on the bottom, and it is not anticipated it will be any trouble getting her off when the other tug arrives. Latest News - The car ferry Ashtabula, of the Pennsylvania line, is safe. She arrived at Port Burwell, Ont., on Saturday, and left later, on her return trip to Ashtabula.

Once again, Captain Ole Brude's persistence and salesmanship produced results. A story in the Marine Review of January 1913 reported that a new type of lifeboat had been tested on the Car Ferry Ashtabula in Ashtabula Harbor on Monday, January 6, 1913.

The test results were so favorable that the lifeboat had been adopted as part of the car ferry lifesaving equipment. The story stated that Captain Ole Brude had invented the lifeboat which was the same type as the Uraed that he had sailed across the Atlantic Ocean in 1904. It emphasized that the lifeboat, shaped like an egg and entirely covered over, featured a sliding keel to prevent drifting and rolling.

A railing on top provided safe passage to the lookout tower for the helmsman to secure a complete panoramic view through four glazed portholes. The bow of the ship had a double bottom di- vided into four watertight compartments which could be accessed through man- holes. The compartments were used for storing provisions, water, and other necessities. If a sudden disaster occurred with no time to get the boat overboard, it could be released from its tackles and would float on the water as the ship sank.

Encouraged by his success with the Car Ferry Ashtabula, Captain Brude stopped in Lake Erie port cities promoting the advantages of his lifeboat. The Marine Review of January 1914 noted that Captain Ole Brude was in Cleveland trying to interest the lake men in installing his lifeboat. Captain Brude and Captain Haagensen, both Norwegians, and both friends, combined forces to introduce his lifeboat to mariners who resisted the introduction.

Captain Brude had served with Captain B.T. Haagensen on the Car Ferry Maitland and the two formed a partnership that produced lasting results. A letter from the Marine National Bank of Ashtabula, located on Bridge Street in Ashtabula Harbor, dated March 2,1914, and signed by William B. Hubbard, assistant cashier, attested to the character and accomplishments

of Captain Haagensen.
The Marine Review story, the letter of recommendation for Captain Haagensen from the Marine National Bank of Ashtabula Harbor, and an application for a Seaman's Protection Certificate of Citizenship from Captain Ole Brude support the newspaper reports that Captain Haagensen served as the representative for Captain Ole Brude's lifeboat.

In his application, Captain Brude listed one of the ships he served on as the Maitland and Captain Haagensen had served as master of the Maitland in the time frame of Captain Brude's campaign for the Lake masters to adopt his lifeboat. The Great Lakes Engineering Yard at Ecorse, Michigan, laid the keel of the Maitland on March 13, 1913, and it was built as a steel, twin screw, cross lake railroad car ferry.

Launched on November 8, 1913, the Maitland was enrolled at Cleveland, Ohio on October 20, 1916, to the Toronto, Hamilton & Buffalo Navigation Company at Ashtabula, Ohio with its home port of Fairport, Ohio. After a brief stint on Lake Michigan, the Maitland began carrying railroad cars between Ashtabula, Ohio and Port Maitland, Ontario. Captain Haagensen and Captain Brude served on the Matiland together and also developed a friendship.

Captain Brude's Citizenship Application also noted that the District Court at Duluth, Minnesota issued him his naturalization documents on January 28, 1915. Although Captain Brude stated that he lived in Bear Lake Minnesota at the time he filed the application, he made many trips throughout the Great Lakes Region promoting his lifeboat.

Reading his application reveals that the captain measured five feet six inches tall, he had a medium complexion and brown hair and blue eyes. Like a true sailor, he had an anchor tattoo on his left arm. Thanks to the efforts of Captain Ole Brude, and Captain B.T. Haagensen, the Phoenix Foundry & Machine Company in Ashtabula had built the American prototype of the Uraed in 1912.

In a letter to the Brude Company in Norway which he wrote in Swedish, Captain Haagensen talked about the building of the lifeboat at Phoenix Foundry & Machine Company in 1913. Authorities in Washington later

approved the lifeboat.

The Car Ferry Ashtabula plied Lake Erie between Ashtabula, Ohio, and Port Burwell, Ontario, Canada from 1906 to 1958.

After the Maitland and the Marquette & Bessemer No. 2 ceased operations in the 1930s, the Ashtabula was the only car ferry on Lake Erie. Ironically, she sank at her own dock when she collided with the steamer Ben Moreell. Too badly damaged to be salvaged, she was scrapped in 1959.

The sinking of the Car Ferry Ashtabula marked the end of an era for the city and its people who flocked to the harbor to witness its coming and goings and watch it settle safely at its dock. The 51-mile trip across Lake Erie took about three hours and 45 minutes and Ashtabula citizens were on hand to watch it depart and return to its home port. Its whistle punctuated daily Ashtabula activities.

From the depths

Ashtabula maritime museum member Neil Barton found the name board from the Ashtabula Car Ferry. He is also a former U.S. Coast Guard member and was the Ashtabula Lighthouse keeper

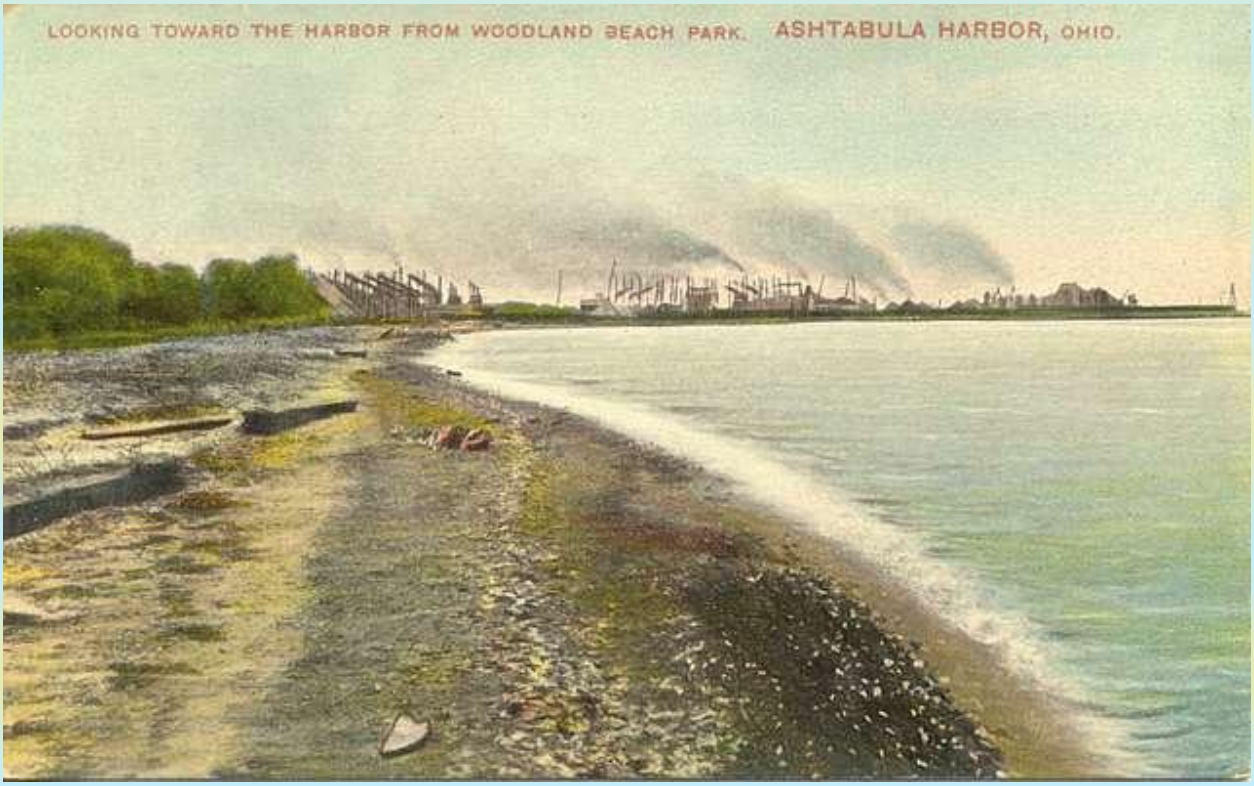
from 1957- 1959. He was the one on duty from September 18,1958, when the Ashtabula Car Ferry sank in Ashtabula Harbor. Historian Carl Feather's You Tube video brings home the impact of the Car Ferry Ashtabula's sinking to the city of Ashtabula and its people. Car Ferry Ashtabula.

https://www.youtube.com/watch?v=LqkXJoLmMnQ

No one is sure what happened to the Brude lifeboat after the Car ferry Ashtabula was scrapped. Brian Hubbard, Executive Director of the Ashtabula Maritime and Surface Transportation Museum, remembers playing in the lifeboat with his friends as a young boy and believes that he remained in the harbor for several years. But he is not sure about its ultimate fate. It is unfortunately likely that the Brude lifeboat suffered the same fate as the Car ferry it served.

Ashtabula Docks


Hulett Ore Unloader at Work, Ashtabula Harbor, Ohio
47120-N


LOOKING TOWARD THE HARBOR FROM WOODLAND BEACH PARK. ASHTABULA HARBOR, OHIO.

Eber and Samuel Ward, Captains of the Great Lakes Shipping Industry


Eber Ward

Captain Samuel Ward and his nephew Captain Eber Ward built several Great Lakes ships and contributed much to the growth and development of the Great Lakes.

The story of **Captain Eber Ward** ended in January, 1875. At about 10:45 o'clock in the morning of January 3, 1875, he suffered an attack of apoplexy while walking on the west side of Griswold Street, between Larned and Jefferson Avenues in Detroit. He collapsed in front of the banking office of E.K. Roberts. He was at once carried into Mr. Roberts' office and several excellent physicians attended him, but their efforts were all in vain. One of the doctors said that he probably was already dead within three minutes from the time he was lifted up in the street. Later, they discovered that Captain Ward had suffered a similar attack a few months earlier. The doctors immediately notified his family, friends, and many business colleagues in different sections of the country of his death.

From his thirteenth birthday when he became a cabin boy on the Great Lakes, until his death, Captain Ward sailed on Great Lakes ships, built Great Lakes ships, and expanded Great Lakes interests. He added his life to those of many others who contributed to the growth and development of the Great Lakes.

The Ward Family Moves to Michigan

Captain Ward's story begins in Canada, where he was born in 1811. **His parents** had fled to Canada from Vermont in 1811, to avoid the consequences of the War of 1812. After the war of 1812 ended, Eber's parents returned with their family to the old homestead in the Green Mountain State, where they remained until he was six years old. His home was located in the town of Wells, Vermont.

Not long after the "second war" had been ended the tide of emigration resumed its westward march. In 1818, Eber's parents with their family and many others traveled to the more lucrative fields of the south and West. They set out for Kentucky, but were delayed at Waterford, Pennsylvania, for some time, and here Eber's mother died. They changed their course and went to Ohio.

Eber Ward tells the story in his own words:“
“In the autumn of 1818, I started with my family from Vermont to go to Kentucky. When we reached Waterford, Pa., my wife was taken sick and in twenty-four hours was a corpse, leaving me grief stricken among strangers with four little children to care for, Emily the oldest only nine years old. I had relatives at Conneaut, Ohio, and concluded to go there, so I took my motherless children and went as far as Erie in wagons, then hired a small boat and went on to Conneaut. I went to housekeeping and got along very well through the winter. The following spring my brother Samuel was going to Michigan, so I made him the best arrangement in my power for my children to remain at Conneaut and came to Newport on St. Clair River with my brother and his family, early in May 1819.

In the autumn of 1822, I moved my household goods from Conneaut t90 Newport bringing with me tw90 of my motherless children, Emily and Eber B., leaving my other two daughters with their friends in Ohio. We were three days making the trip from Conneaut to Detroit in the steamer Walk in the Water. We went from Detroit to Newport in an open boat, and I told the children they would probably live to see a line 9f steamers in the river.

My brother’s family invited us to move in with them. I accepted the invitation for a short time and then moved into a little log cabin. I soon built an addition to it, which gave us two rooms to our house, and we were very comfortable. At that time there were at Newport, William Gallagher, James B. Wolverton, Bela Knapp, Samuel Ward, and myself and our families. Five families at Newport and on Belle River there were five or six French families, all enterprising people, and all owners of farms.”

Eber B. Ward Becomes a Cabin Boy on a Schooner

Eber's father, had first visited **Detroit** in 1821. This was sixteen years after fire had destroyed the old town. At this time there was only one frame house in the town. The average buildings were made of logs with cedar bark roofs. At this time, the largest vessel that floated on the lakes was only of thirty tons burden, and when a ship arrived at Detroit's solitary wharf, a curious scene took place. Men, women, and children thronged the river's bank to get a glimpse of the strange visitor. At this period, and for several years afterwards, the whole fleet of the lakes could not carry as much as one of the present large grain vessels. Not one of the ships navigating the lakes was owned in Detroit. There were but three or four then on Lake Erie, and most of them belonged to the English. A public vessel known as the brig Hunter was the only means of water communication between Detroit and Buffalo.

E.B. Ward accompanied his father to Marine City in 1822, and in 1824 to Mackinac. Here he began his marine career by taking the position of cabin boy in a small schooner. At this time he was only about thirteen years old, but had wanted to sail on the lakes for a long time. He diligently worked his way from cabin boy to one of the first places in wealth and importance in **Detroit** and in Michigan.

Eber B. Ward Clerks for His Uncle and Sails the Great Lakes

Samuel Ward, Eber's uncle, was the leading shipbuilder of Marine City and Eber observed his energy and admired his enthusiasm. He called the youthful Eber from his sailor's life, and gave him a clerkship in his extensive warehouse. This marked the beginning of Eber's shipbuilding life. Being constantly in connection with interesting marine interests, he rapidly improved his business talents.

The History of the Great Lakes sketches a picture of Marine City in Eber's time. It was located on the St. Clair River near Lake St. Clair and was formerly known as Newport. Captain Samuel Ward settled there about 1819 and in around 1824 built a schooner of 30 tons, called the *St. Clair*. She was shaped like a canal boat, full ends, with rudder "outdoors," and was tiny and schooner rigged. Captain Ward used the St. Clair to hold his stock and traded in general merchandise. He loaded her with skins, furs, potash, and black walnut lumber for gun stocks in June 1826 and started for New York City.

Samuel Ward Sails the St. Clair Through the Erie Canal

Captain Samuel Ward arrived at Buffalo, took out the *St. Clair's spars*, and towed her through the canal to Albany with his own horses. She was then towed by steam down the Hudson River to New York, and returned the same way to his home, making the voyage in eight weeks. This was the first vessel passing from the lakes to the ocean via the Erie Canal. He made several extensive voyages in his little *St. Clair*. Captain Ward also sailed her from Detroit to Buffalo. She sailed into the new harbor in Buffalo that had been cleared of the sand bar. He didn't transship his cargo to a canal boat. Instead, he lowered the *St. Clair's* masts so they would clear the bridges and was towed across New

York to Albany.

From Albany Captain Ward sailed the *St. Clair* down the Hudson. It was the first through voyage from the lakes to the sea and had a profound effect on Great Lakes commerce. The cost of moving freight from Lake Erie to New York Harbor dropped from $120 a ton to $4.00 a ton.

About 1831, Captain Samuel Ward built the schooner ***Marshal Ney*** of 75 tons, the first boat built in the Ward shipyard proper. In 1832, according to a Gratiot Paper, Captain Samuel Ward built a steamer called the *Huron* and it was very successful. It netted him thousands of dollars and "lay the foundation of his large fortune."

The schooner *General Harrison* of 100 tons came out in 1835. She was “somewhat long and narrow, and somewhat cranky, but a good sailor.” E.B. Ward sailed her as mate and he owned a quarter interest in her. Later, he became master. He took command of the *General Harrison* in 1835, and managed her successfully until his increasing interests demanded his presence at Marine City.

Henry Schoolcraft Praises Captain Ward

Both Captain Eber and Captain Samuel Ward were excellent seamen. Henry Schoolcraft wrote about the terrific storm of November 1835. He embarked November 2, 1835, at Mackinac for Detroit aboard a schooner commanded by Captain Samuel Ward. That same evening, a great storm blew up on the Great Lakes. Schoolcraft wrote that they had scarcely cleared the lighthouse when the wind increased to a gale. The crew reefed the sails and made every effort to keep under way, but the wind prevented it.

Captain Ward attempted to hug the shore, and finally anchored in great danger under the high lands of Sauble. "Here we pitched terribly and were momentarily in peril of being cast on shore," Schoolcraft said. One of the men fell from the bowsprit, passed under the ship, and was lost. Everyone thought the ship would soon follow the sailor to the bottom, "but owing to the skill of the old lake mariner we eventually triumphed,” said Schoolcraft. “He never faltered in the darkest exigency. For a day and night he struggled against the elements, and finally entered the strait at Fort Gratiot, and he brought us safely into the port of our destination."

In 1839, Captain Samuel Ward built the hull for the steamboat *Huron No. 1,* but didn't have the money to finish it. His nephew Eber finished building the *Huron* and the *Huron* was placed on Lake Erie and run in opposition to a line of steamers at great profit. Eber later became a partner with his uncle at Marine City, where he continued a most successful business .

Samuel and E.B. Ward Operate Lake Steamers

In 1841 the Wards brought out the steamer *Champion* and two years later the steamer *Detroit*. They operated independently as the *Detroit Observer* testified. In May 1844, the notice of the first steamboat combination formed on the lakes appeared in

the *Detroit Observer* published by George L. Whitney. It said: "The owners of the steamboats on our lakes have completed an association for the ensuing season; the cabin fare from Buffalo to Cleveland is $5; to Detroit, $7; and to Chicago, $14. The steerage to Detroit, $3; to Chicago, $7. We learn that the Julia Palmer and St. Clair do not come into the combination, but run on the "opposition line."

In 1848, the Captains Ward built the steamers *Franklin Moore* and *Samuel Ward*. In 1851 four side-wheel steamers were built at the Ward Ship yard: The *Arctic, Ruby, Pearl,* and *Caspia*n. By this time Marine City contained several ship yards and had a population of 3,500 people. Many of the village residents owned lake vessels.

Captain Eber B. Ward Comes to Detroit

In 1850 **Captain Eber B. Ward** withdrew his interest from the *General Harrison* and came to Detroit. Here a larger and less occupied field expanded his opportunities for success. From that day until the year of his death, he pushed his marine interests of Detroit forward with a steady, powerful hand. 1855, Ward built the Eureka Iron and Steel Co. along the Detroit River, which used the innovative Bessemer steel making process. In 1860, he took over the presidency of the Flint and Pere Marquette Railroad and served until he died. Through his timely efforts Detroit commerce grew and prospered. Detroit's floating property nearly doubled and Captain Ward and John Hutchins maintained a warehouse on the Detroit River for many years.

Captain Eber Ward entered another long-term endeavor in Detroit. He became acquainted with a family named McQueen who lived in Hamtramck. The McQueens had sons and daughters, and Captain Ward married one of the McQueen daughters, Mary Margaret and they had five children. Years later, Captain Ward divorced his first wife and married Catherine Lyons. They had a son and a daughter. Their daughter, Clara, was born in June 17, 1873, in Detroit, Michigan and grew up to marry a Belgian Prince.

In 1872, Captain E.B. Ward built an iron tug boat, the first tug built of iron and the largest on the lakes. She was constructed by the Detroit Dry Dock Company, but was found to be not adapted for the work and was taken to New Orleans and sold. She went into the fruit trade in the vicinity of New Orleans

Some of Captain Eber B. Ward's Steamers and Sailing Vessels

The names of the steamers and sailing vessels Captain Eber Ward built make up a long list. A few of his ships include the *Marshal Ney, General Harrison, Huron, Ruby, Pearl, B.F. Wade, Champion, Pacific, Samuel Ward, Franklin Moore, Atlantic, Ocean, Arctic, Planet, Northwest, and the Montgomery*. The Ward captains also built a number of smaller vessels.

Captain E.B. Ward Meets Dr. Increase Lapham

Captain Ward had other interests besides shipbuilding. With **Dr. Increase A. Lapham**, Captain Ward played a behind the scenes role in agitating for a United States

Weather Bureau. The records don't clearly state how the two men first came to know each other. It is possible they met onboard one of Captain Ward's ships. Dr. Lapham often sailed on Great Lakes ships on his scientific expeditions. The Great Lakes history record definitely places him on the Sultana. Dr. Lapham could have initiated a correspondence with Captain Ward because they were both intimately involved with the Great Lakes, especially Lake Michigan.

It is more likely that they met when Captain Ward came to Milwaukee to pursue his business interests there. Increase Lapham had made countless observations of the rise and fall of water in Lake Michigan and determined the average level of water in the Lake. Engineers in Chicago and Milwaukee established the foundation of the sewage works and water supply using these observations. Captain, later General, George G. Meade, used the observations for fixing the zero for soundings of the Great Lakes.

In 1849, Dr. Lapham made a series of painstaking readings which enabled him to find a slight lunar tide in Lake Michigan, almost like an ocean tide. Also in 1849, Dr. Lapham put a self-registering tide gauge at Milwaukee for the Lake Survey.

Captain Ward and Dr. Lapham Agitate for a Weather Bureau

During these years, Captain Ward and Dr. Lapham preached to anyone who would listen about the necessity for a weather bureau. For fifteen years, Dr. Lapham persevered in collecting weather data and documenting the effects of weather on Great Lakes shipping.

In 1869, Dr. Lapham Congressman Halbert E. Paine, a report establishing the necessity for a weather bureau to prevent the loss of life and property on the Great Lakes. He proved it was practical to predict the frequency and intensity of great storms. He sent a long list of disasters that had occurred on the Great Lakes in 1869. It wasn't until his own weather predictions, based on his long assembled data were verified by the forewarned loss of property on the Great Lakes that Congress became convinced of the value of weather forecasting.

Finally, in 1870, Congress approved the weather bureau and employed Dr. Lapham as special aide in the War Department at a yearly salary of $2,000 to inaugurate the weather service. The Signal Service office at Chicago sent out its first prediction on November 8, 1870, and the weather it predicted happened. Rejoicing, Dr. Lapham sent his first month's salary home. He and Captain Ward had won the Weather Bureau battle. In fact, they had won the battle too handily. Their efforts elevated the weather bureau to national and international status and resulted in other men taking over their positions in the Weather Bureau.

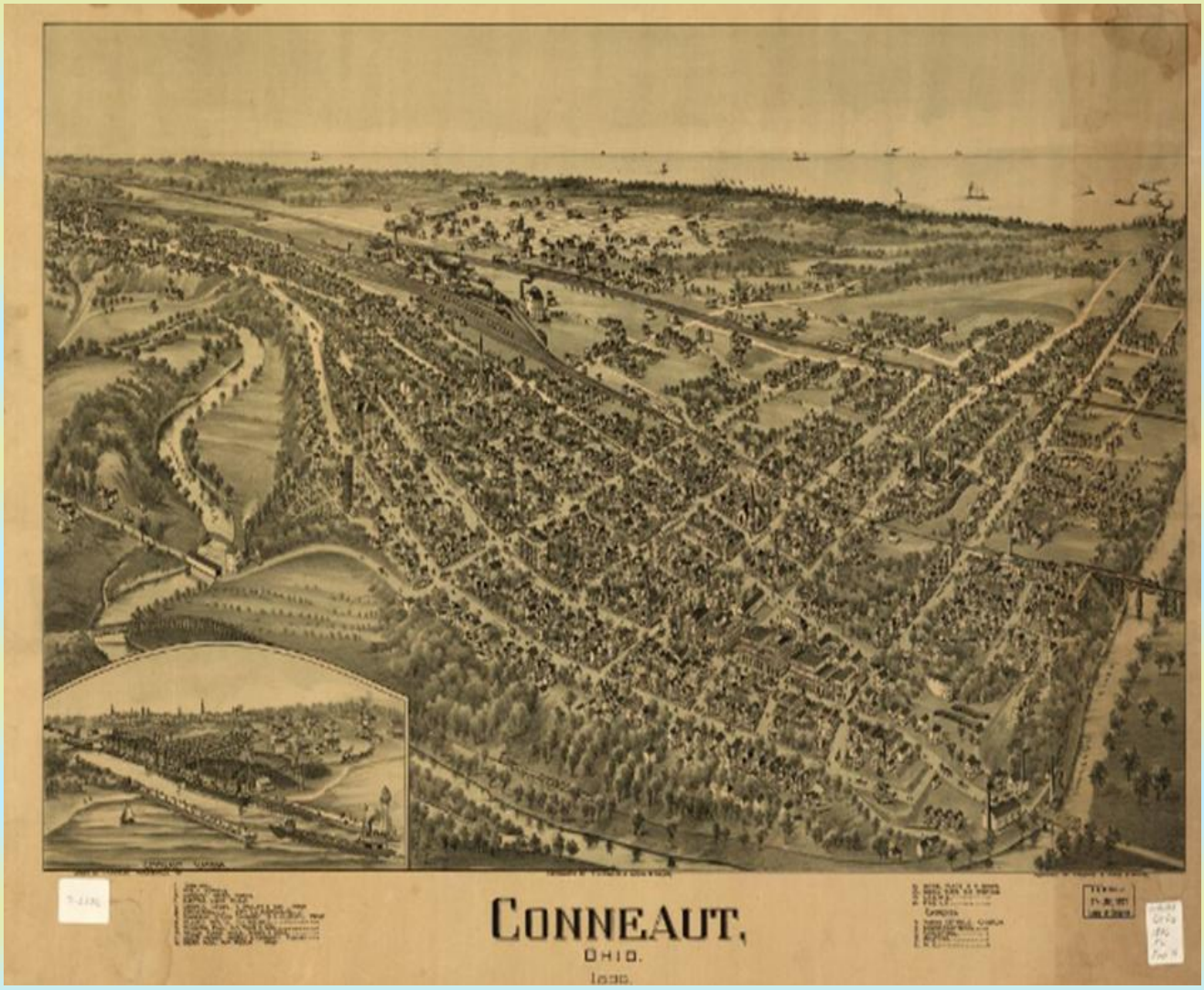
The Captains Ward Help Commercially Link the Great Lakes and the Ocean

In the last few years before his death, Captain Ward had been gradually withdrawing from the vessel business and investing his extensive capital in another direction. He was invested to the extent of about one million dollars in the Chicago Rolling Mills, and half

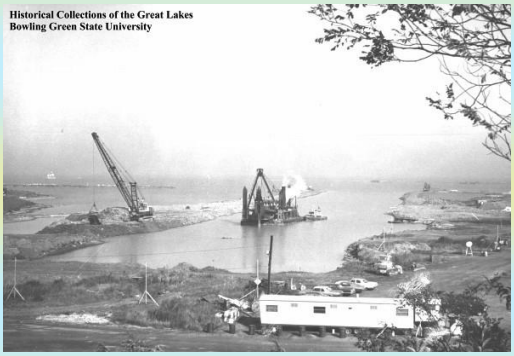
the amount in a similar corporation at Milwaukee, Wisconsin. His stock in the Wyandotte Rolling Mills in Wyandotte, Michigan exceeded half a million dollars and his floating property was valued at about half a million dollars. He owned real estate to the amount of over two million dollars and had in the neighborhood of three million invested in different speculations.

The efforts of Captain Eber B. Ward and Captain Samuel Ward linked the commercial interests of the Great Lakes to the Atlantic Ocean and thus to the rest of the world, Their ships and their enterprising spirits changed the history of Great Lakes commerce.

Conneaut Harbor Views



Pinney Dock



Pinney Dock Back in the Day

Pinney Dock 2024 Photo by Mark Dietrich, Sr.

Specifications: 310 acres located on Lake Erie Storage Capacity: 200 acres of open storage (seven million tons) 400,000 sq. ft. of warehouse space 7,500 NT of bulk cargo silo storage

Commodities Handled: Iron Ore, Limestone, Salt, Fertilizer, Pig Iron, Steel, various Bulk Commodities and General Cargoes
Access: Marine service via three fully dredged slips and six docks totaling 15,000 linear feet of vessel berth space (28' draft)

Accessible by Lake Erie; Highway access from Ohio SR11, Interstate 90 and Ohio Turnpike; Rail access from Norfolk Southern and CSX Terminal
Services: Loading and Unloading Services by Vessel, Tank Truck and Tank Car Approximately 49,000 Linear Feet of Rail Trackage Available Unit Train
Capabilities Terminal Address 1149 East Fifth Street Ashtabula, OH 44005-0041 440-964-7186 Business Address One Terminal Road Carteret, NJ 07008 732-541-5161.

Kinder Morgan provides energy, transportation, and storage services in a safe, efficient, and environmentally responsible manner for the benefit of people, communities, and businesses, delivering energy to improve lives and create a better world
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