

Ports and Portholes



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Happy
Halloween

In this Issue: Salem, Samuel Ward, and the Great Lakes; A Phantom Seaman Helped Dennis Hale Survive the Sinking of the Daniel J. Morrell; Does Captain Inman Haunt His Tug Record?; Two Great Lakes Ghost Ships Still Sail Lakes Superior and Michigan; Does Columbus Sail His Ships in Jackson Park Lagoon?

Salem, Samuel Ward, and the Great Lakes



1Conneaut Creek

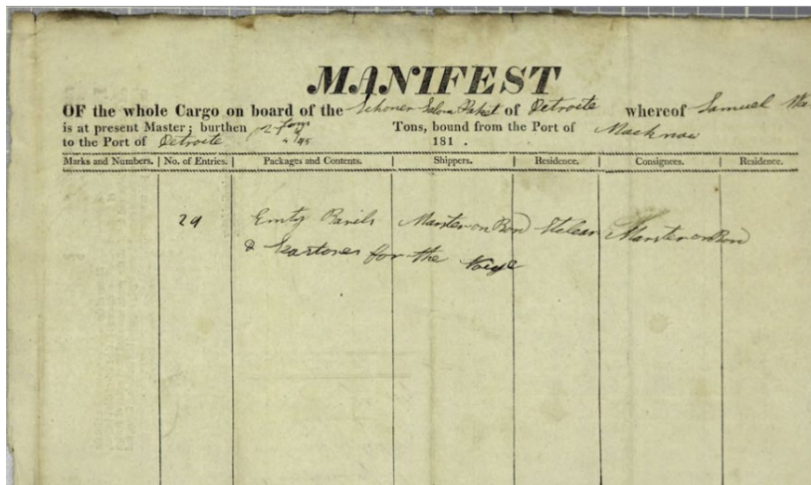
Samuel Ward and his family navigated- if such a controlled term could be used to describe the progress of this small, flat bottomed, 28-ton vessel- the Salem Packet over uncontrollable Lake Erie from Salem to the St. Clair River in Michigan. It is not a sailor's yarn that Salem later to be renamed Conneaut, Ohio, and the shipping empire that Samuel and

E.B. Ward built in Michigan including a shipyard along the St. Clair River are forever and historically linked as tightly as an anchor chain to its anchor. Built

against the backdrop of tragedy and a thorough grounding in ambition, the Ward brothers and Samuel's nephew Eber Brock Ward, built a shipping dynasty that began in Ohio, extended to Michigan, and then across the Great Lakes to the ocean beyond.

The son of a Baptist minister and farmer, Captain Samuel Ward was born May 30, 1784, in Rutland County, Vermont. He and his older brother Eber heeded the siren song of the west and by the time America entered the War of 1812, the Ward brothers were transporting supplies to the America forces near Lake Ontario. In his memoir written for the Historical Collections of the Michigan Pioneer and Historical Society, William L. Bancroft wrote that Samuel Ward sailed a route from Buffalo to Green Bay in the Salem Packet. He carried government supplies to military outposts and whatever other freight he could garner from settlers on Lake Erie and the Detroit and St. Clair Rivers.

In 1817, Samuel moved to Salem- now Conneaut, Ohio and in 1818, he built the Salem Packet, possibly the first ship built at Conneaut. Elias Keyes and Captain Samuel Ward built their Salem Packet on the flat above the Main Street bridge.



The Salem Packet rested on its ways for a time after workers finished building the small, flat-bottomed, 28-ton ship, waiting for the water in the Conneaut River (Creek) to be deep enough to launch it.

Finally, a spring freshet snatched the Salem Packet from its ways and into the Conneaut River, beginning

its sailing life and carrying Samuel and Eber Ward's families into a new life along the St. Clair River in Michigan.

The record shows that at some point in his travels, Samuel, who admired the St. Clair River scenery, purchased some land on the banks of the St. Clair River and eventually built a house there. A family man, he did not enjoy being absent from his family for months making perilous voyages and he loved the St. Clair River and Michigan scenery. He planned to move his family from Conneaut to Michigan and finally become a landlubber farmer.

Legend has it that an apple tree influenced Sam's choice of which part of the St. Clair Riverbank to buy. His ship became windbound, and he went ashore at an unnamed point where he discovered some young apple trees that Native Americans had planted. Samuel pulled them and transplanted them on his property and on the public lands along the river. They produced bushels of apples.

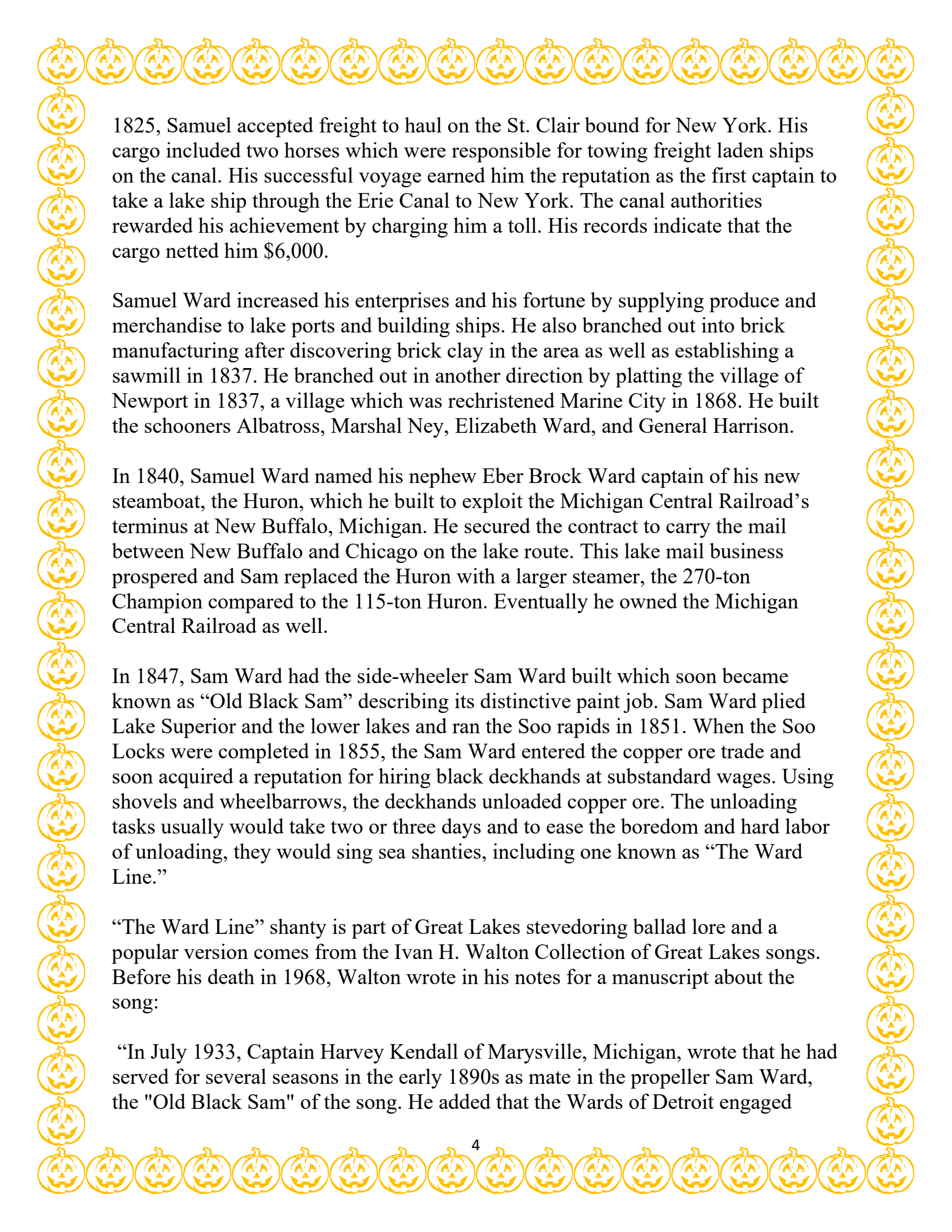
The Ward brothers and their families were again on the move in 1818. In the autumn of that year, Eber Ward and his family moved from Vermont to Kentucky on their way to Michigan. Eber's wife fell ill at Waterford, Pennsylvania, and died within a day. Eber took his motherless children to Conneaut to winter with his brother Samuel. In May 1819, Samuel boarded his own family and his brother Eber's family on the Salem Packet, and they set off from Conneaut to voyage to new lives in Newport, Michigan. Eber Ward stated in the Bancroft Memoir that when his brother Samuel left Conneaut to move to Michigan, he carried \$3,000 with him, a sizeable fortune for the day.



Eber Brock Ward, Samuel's Nephew

In the autumn of 1822, Eber Ward moved two of his four children to Michigan, but he continued to return to Conneaut to visit his daughters that he had left there. He became a Michigan lighthouse keeper at the Fort Gratiot Light. Eber's son, Eber Brock Ward, shared his Uncle Samuel's love of sailing and resolved to develop the shipping resources of the Great Lakes.

By 1820, Samuel Ward had established a shipyard on the St. Clair River and built a second packet which he fittingly named the St. Clair. Continuing to follow his shipping vision, when the Erie Canal opened in



1825, Samuel accepted freight to haul on the St. Clair bound for New York. His cargo included two horses which were responsible for towing freight laden ships on the canal. His successful voyage earned him the reputation as the first captain to take a lake ship through the Erie Canal to New York. The canal authorities rewarded his achievement by charging him a toll. His records indicate that the cargo netted him \$6,000.

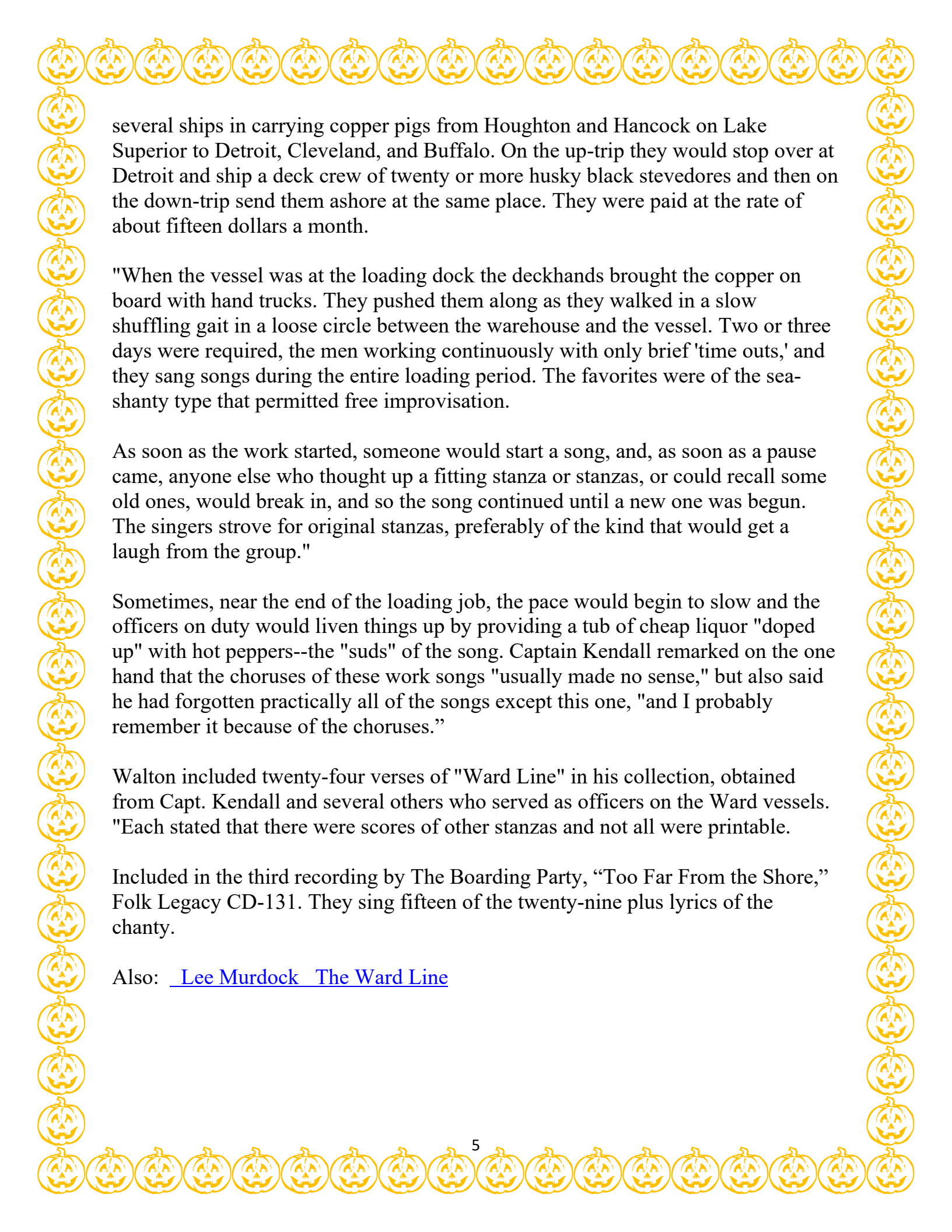
Samuel Ward increased his enterprises and his fortune by supplying produce and merchandise to lake ports and building ships. He also branched out into brick manufacturing after discovering brick clay in the area as well as establishing a sawmill in 1837. He branched out in another direction by platting the village of Newport in 1837, a village which was rechristened Marine City in 1868. He built the schooners Albatross, Marshal Ney, Elizabeth Ward, and General Harrison.

In 1840, Samuel Ward named his nephew Eber Brock Ward captain of his new steamboat, the Huron, which he built to exploit the Michigan Central Railroad's terminus at New Buffalo, Michigan. He secured the contract to carry the mail between New Buffalo and Chicago on the lake route. This lake mail business prospered and Sam replaced the Huron with a larger steamer, the 270-ton Champion compared to the 115-ton Huron. Eventually he owned the Michigan Central Railroad as well.

In 1847, Sam Ward had the side-wheeler Sam Ward built which soon became known as "Old Black Sam" describing its distinctive paint job. Sam Ward plied Lake Superior and the lower lakes and ran the Soo rapids in 1851. When the Soo Locks were completed in 1855, the Sam Ward entered the copper ore trade and soon acquired a reputation for hiring black deckhands at substandard wages. Using shovels and wheelbarrows, the deckhands unloaded copper ore. The unloading tasks usually would take two or three days and to ease the boredom and hard labor of unloading, they would sing sea shanties, including one known as "The Ward Line."

"The Ward Line" shanty is part of Great Lakes stevedoring ballad lore and a popular version comes from the Ivan H. Walton Collection of Great Lakes songs. Before his death in 1968, Walton wrote in his notes for a manuscript about the song:

"In July 1933, Captain Harvey Kendall of Marysville, Michigan, wrote that he had served for several seasons in the early 1890s as mate in the propeller Sam Ward, the "Old Black Sam" of the song. He added that the Wards of Detroit engaged



several ships in carrying copper pigs from Houghton and Hancock on Lake Superior to Detroit, Cleveland, and Buffalo. On the up-trip they would stop over at Detroit and ship a deck crew of twenty or more husky black stevedores and then on the down-trip send them ashore at the same place. They were paid at the rate of about fifteen dollars a month.

"When the vessel was at the loading dock the deckhands brought the copper on board with hand trucks. They pushed them along as they walked in a slow shuffling gait in a loose circle between the warehouse and the vessel. Two or three days were required, the men working continuously with only brief 'time outs,' and they sang songs during the entire loading period. The favorites were of the sea-shanty type that permitted free improvisation.

As soon as the work started, someone would start a song, and, as soon as a pause came, anyone else who thought up a fitting stanza or stanzas, or could recall some old ones, would break in, and so the song continued until a new one was begun. The singers strove for original stanzas, preferably of the kind that would get a laugh from the group."

Sometimes, near the end of the loading job, the pace would begin to slow and the officers on duty would liven things up by providing a tub of cheap liquor "doped up" with hot peppers--the "suds" of the song. Captain Kendall remarked on the one hand that the choruses of these work songs "usually made no sense," but also said he had forgotten practically all of the songs except this one, "and I probably remember it because of the choruses."

Walton included twenty-four verses of "Ward Line" in his collection, obtained from Capt. Kendall and several others who served as officers on the Ward vessels. "Each stated that there were scores of other stanzas and not all were printable.

Included in the third recording by The Boarding Party, "Too Far From the Shore," Folk Legacy CD-131. They sing fifteen of the twenty-nine plus lyrics of the chanty.

Also: [Lee Murdock The Ward Line](#)

In the Spirit of Halloween, Ghostly Ship Tales



A Phantom Seaman Helped Dennis Hale Survive the Sinking of the SS Daniel J. Morrell



Twenty-six-year-old watchman Dennis Hale of Ashtabula, Ohio, had no reason to believe that in November 1966, the final voyage of the season for the SS Daniel J. Morrell, would be any more than routine. He did not even image it would be the

Morrell's final voyage. The weather seemed normal for a November on the Great Lakes as the Morrell left the Bethlehem Steel Corporation in Lackawanna, New York bound for Taconite Harbor, Minnesota to load iron ore.



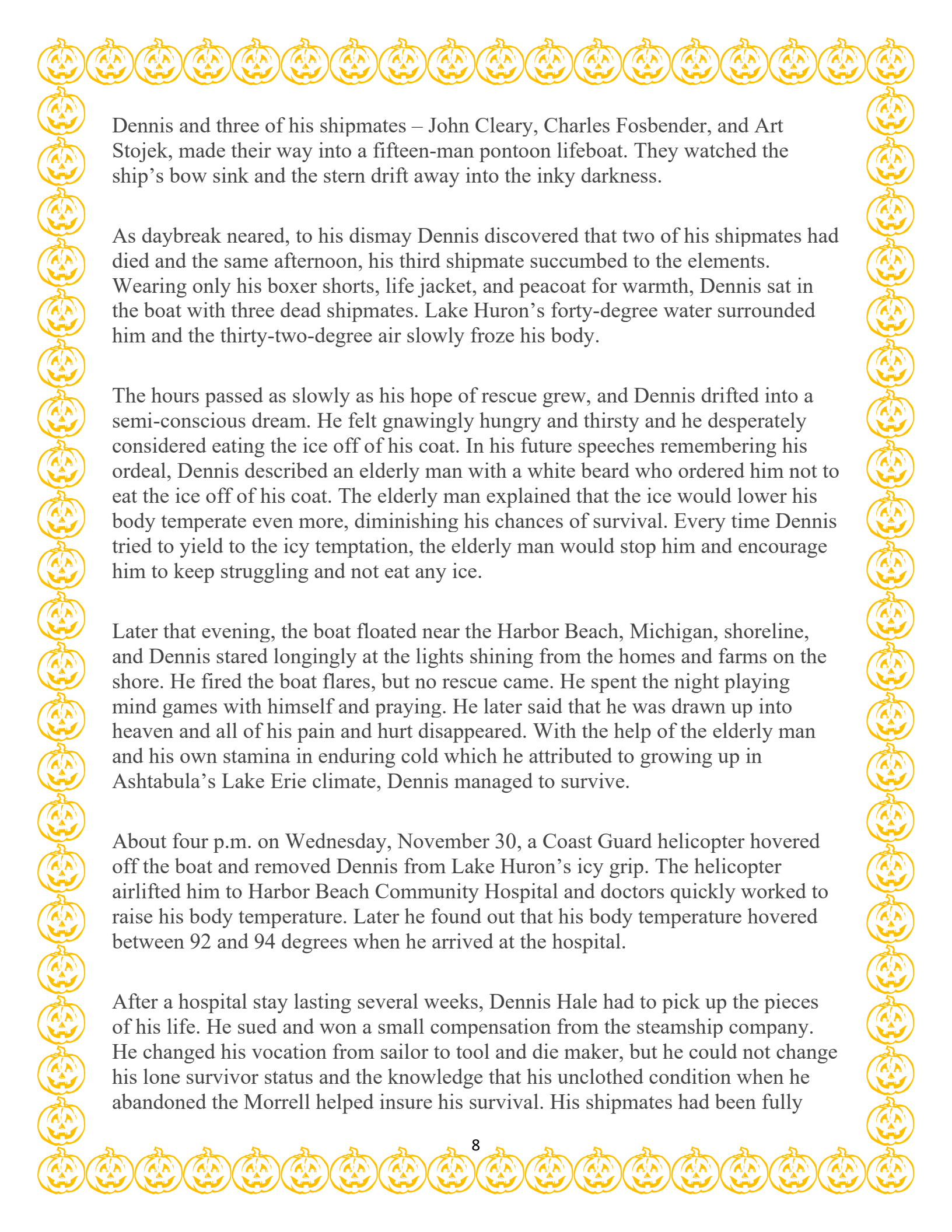
Far out in Lake Huron, a fierce storm packing 65 mph winds and 30-foot waves pummeled the Morrell, splitting it in two. The Daniel J. Morrell sank on November 29, 1966, with the twenty-nine crewmen of the Morrell struggling to survive. Watchman Dennis Hale was the only

sailor to survive the wind and waves.

For the next twenty years and more after he returned to Ashtabula and tried to resume a normal life, Dennis did not talk about the trauma of the Morrell's sinking. Then in 1982, as he spoke at a film premier of the shipwreck story, he resolved that he owed his three hundred listeners the full story and would keep the memory of the Morrell alive as long as he was alive. He went on to tell his survival story to newspapers and television stations. He spoke at libraries, schools, and museums and wrote an autobiography, "Shipwrecked: Reflections of the Sole Survivor." In 1998, he became the curator of the Ashtabula Maritime and Surface Transportation Museum and frequently talked about his experiences of drifting in a lifeboat for 38 hours during a fierce November storm on Lake Huron.

On Monday evening November 28, 1966, when Dennis finished his four-hour shift, he ate dinner and retired to his bunk at 9:30 p.m. About one minute after 2:00 a.m., Dennis jolted awake when the ship's alarm sounded. Wearing just his boxer shorts, Dennis sprang out of bed, grabbed his life jacket, and made his way to the deck. His crew mate Norman Bragg of Niagara Falls told Dennis to put on more clothes and Dennis grabbed a peacoat and put it over his life jacket.

The Daniel J. Morrell split into two sections after it initially cracked and the two sections collided. Once separated from the bow, the stern still had power and continued to chug through the Lake Huron waves. Several of the Morrell's crew plunged to their deaths in Lake Huron's frigid waters. As the Morrell broke in two,



Dennis and three of his shipmates – John Cleary, Charles Fosbender, and Art Stojek, made their way into a fifteen-man pontoon lifeboat. They watched the ship's bow sink and the stern drift away into the inky darkness.

As daybreak neared, to his dismay Dennis discovered that two of his shipmates had died and the same afternoon, his third shipmate succumbed to the elements. Wearing only his boxer shorts, life jacket, and peacoat for warmth, Dennis sat in the boat with three dead shipmates. Lake Huron's forty-degree water surrounded him and the thirty-two-degree air slowly froze his body.

The hours passed as slowly as his hope of rescue grew, and Dennis drifted into a semi-conscious dream. He felt gnawingly hungry and thirsty and he desperately considered eating the ice off of his coat. In his future speeches remembering his ordeal, Dennis described an elderly man with a white beard who ordered him not to eat the ice off of his coat. The elderly man explained that the ice would lower his body temperature even more, diminishing his chances of survival. Every time Dennis tried to yield to the icy temptation, the elderly man would stop him and encourage him to keep struggling and not eat any ice.

Later that evening, the boat floated near the Harbor Beach, Michigan, shoreline, and Dennis stared longingly at the lights shining from the homes and farms on the shore. He fired the boat flares, but no rescue came. He spent the night playing mind games with himself and praying. He later said that he was drawn up into heaven and all of his pain and hurt disappeared. With the help of the elderly man and his own stamina in enduring cold which he attributed to growing up in Ashtabula's Lake Erie climate, Dennis managed to survive.

About four p.m. on Wednesday, November 30, a Coast Guard helicopter hovered off the boat and removed Dennis from Lake Huron's icy grip. The helicopter airlifted him to Harbor Beach Community Hospital and doctors quickly worked to raise his body temperature. Later he found out that his body temperature hovered between 92 and 94 degrees when he arrived at the hospital.

After a hospital stay lasting several weeks, Dennis Hale had to pick up the pieces of his life. He sued and won a small compensation from the steamship company. He changed his vocation from sailor to tool and die maker, but he could not change his lone survivor status and the knowledge that his unclothed condition when he abandoned the Morrell helped insure his survival. His shipmates had been fully

clothed, clothing which had become ice encased and instrumental in lowering the body temperature of the sailors and hastening their death.

Dennis Hale could not change the facts about the sinking of the Morrell. Some sources blamed it on the captain's unwise belief that the ship could withstand the storm. Later investigators discovered that when the Morrell was built in 1906, the builders had used steel made brittle by too much Sulphur. Sulphur rich Steel cracked in extremely cold weather, the kind of weather common on Lake Huron. Its builders used the same kind of steel to build the RMS Titanic which also split in two.

In later interviews, Dennis said that he prayed to die as the brutal cold and the brutality of the death of his shipmates tortured him mentally and the cold and wet tortured him physically. He said it took years for the feeling in his hands and feet to return and he endured over twelve surgeries over the years after his survival. He credited the elderly man with the white beard with saving his life.

The psychological scars of his ordeal stayed with Dennis Hale until he died from cancer on Wednesday, September 2, 2015, at age 75.



Does Captain Byron Inman Haunt His Tug Record in Duluth Harbor?

The terrified watchman burst into the Great Lakes Towing company office and swore that an unseen hand had doused a lantern that he had left in a corner....

The watchman crept up on the tug *Record* anchored at the Duluth dock and eased aboard, holding his lantern high in front of him. Suddenly, something blew out the lantern. It was not the wind because it was one of those bone chilly nights on the docks when the wind curled up in the corners stirring only occasionally. The watchman swung his lantern, searchingly.



The Record Was Captain Byron Inman's Favorite Tug

After all, Captain Byron Inman had died just three months ago in February 1903, and everyone knew that the *Record* had been his favorite tug. In 1887, Captain Inman had acquired the iron tug *Record*, christened in honor of the *Marine Record* published by A.A. Pomeroy in Cleveland, Ohio. Soon the *Record* was spending most of the winter months in Duluth breaking ice and keeping the water of the bay navigable. The captain's obituary rightly stated that he had earned a reputation for being an attentive, careful steward of the Great Lakes Towing Company based in Duluth.

May Inman the Only Women on the Great Lakes with a Pilot's License

Captain Inman's wife May R. Coniff Inman had also been involved. While still navigating earthly seas, Captain Inman had helped May become a skillful pilot and earn her pilot's license from the Duluth District in May 1895. The only woman on the lakes to hold a pilot's license, May Inman sailed the tug *Ariel* as master and piloted the side wheel steamer *E.T. Carrington* on the St. Louis bay and river. A talented marine artist, May Inman could have gone on aboard the *Record* with her oils and watercolors to paint the ghosts that haunted it and taken her canvas to the Inman home on Superior Street in Duluth overlooking Lake Superior to finish it.

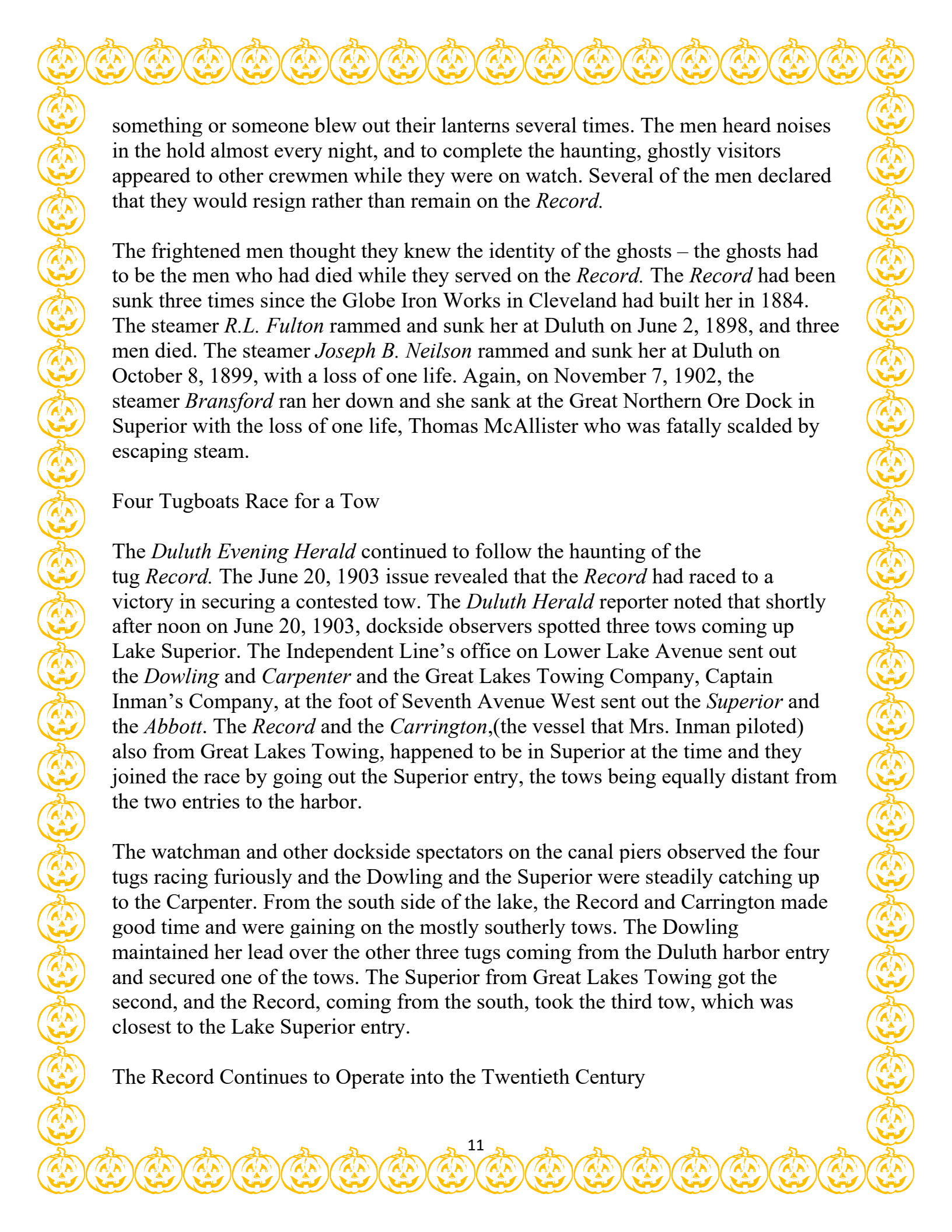
The Terrified Watchman Remains Onboard

The watchman remained at his post on the *Record* for the rest of the night, but early the next morning he burst into the tug office. His face had turned sail white with fear and his body shivered like he had fallen into Lake Superior. He also insisted that he had heard strange noises in the hold of the *Record*. He refused to return to the tug until someone went with him.

Adding journalistic validation to the watchman's observations, a reporter from *The Duluth Evening Herald* recorded on May 27, 1903, that ghostly crewmen had been haunting the *Record*. These ghostly crewmen were so persistent in their visitations that living tug men working for Captain Inman's Great Lakes Towing Company left or asked to be transferred to other tugs.

Investigations Aboard the Record

Over the next week several men returned with the watchman to the *Record* to investigate. They found doors that had been left closed standing open and



something or someone blew out their lanterns several times. The men heard noises in the hold almost every night, and to complete the haunting, ghostly visitors appeared to other crewmen while they were on watch. Several of the men declared that they would resign rather than remain on the *Record*.

The frightened men thought they knew the identity of the ghosts – the ghosts had to be the men who had died while they served on the *Record*. The *Record* had been sunk three times since the Globe Iron Works in Cleveland had built her in 1884. The steamer *R.L. Fulton* rammed and sunk her at Duluth on June 2, 1898, and three men died. The steamer *Joseph B. Neilson* rammed and sunk her at Duluth on October 8, 1899, with a loss of one life. Again, on November 7, 1902, the steamer *Bransford* ran her down and she sank at the Great Northern Ore Dock in Superior with the loss of one life, Thomas McAllister who was fatally scalded by escaping steam.

Four Tugboats Race for a Tow

The *Duluth Evening Herald* continued to follow the haunting of the tug *Record*. The June 20, 1903 issue revealed that the *Record* had raced to a victory in securing a contested tow. The *Duluth Herald* reporter noted that shortly after noon on June 20, 1903, dockside observers spotted three tows coming up Lake Superior. The Independent Line's office on Lower Lake Avenue sent out the *Dowling* and *Carpenter* and the Great Lakes Towing Company, Captain Inman's Company, at the foot of Seventh Avenue West sent out the *Superior* and the *Abbott*. The *Record* and the *Carrington*, (the vessel that Mrs. Inman piloted) also from Great Lakes Towing, happened to be in Superior at the time and they joined the race by going out the Superior entry, the tows being equally distant from the two entries to the harbor.

The watchman and other dockside spectators on the canal piers observed the four tugs racing furiously and the *Dowling* and the *Superior* were steadily catching up to the *Carpenter*. From the south side of the lake, the *Record* and *Carrington* made good time and were gaining on the mostly southerly tows. The *Dowling* maintained her lead over the other three tugs coming from the Duluth harbor entry and secured one of the tows. The *Superior* from Great Lakes Towing got the second, and the *Record*, coming from the south, took the third tow, which was closest to the Lake Superior entry.

The *Record* Continues to Operate into the Twentieth Century

Could that transparent captain that the reporter glimpsed have been Captain Inman at the wheel and the equally ghostly crewman helping him those who had perished with *the Record* and were now bent on resurrection, redemption and winning? The watchman knew the answer.



The *Record* continued her adventures well into the twentieth century. In 1946 she was renamed *Arthur B. Harms* and in 1965, *Cathy Ann*. She was scrapped in 1975, presumably with the help of Captain Inman and his ghostly crew.

References

Duluth Evening Herald, May 27, 1903

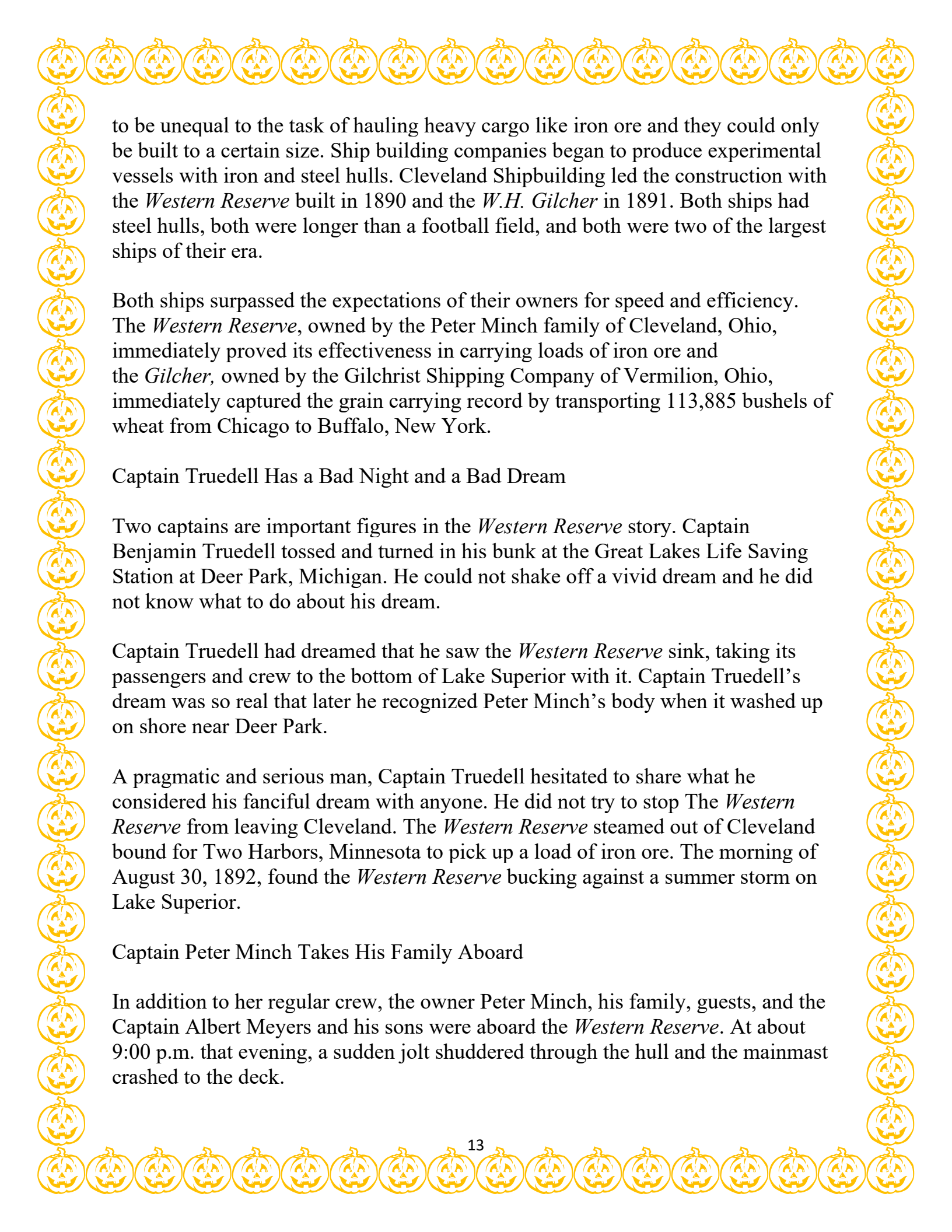
Historical Collections of the Great Lakes. Bowling Green State University, Bowling Green, Ohio.

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Two Great Lakes Ships Still Make Ghostly Voyages on Lakes Superior and Michigan

A flying Dutchman is a ghost ship that is doomed to sail forever. The Western Reserve and the W. H. Gilcher steam forever toward their sheltering ports, but never arrive.

In the late 19th Century, ships on the Great Lakes with wooden hulls were proving



to be unequal to the task of hauling heavy cargo like iron ore and they could only be built to a certain size. Ship building companies began to produce experimental vessels with iron and steel hulls. Cleveland Shipbuilding led the construction with the *Western Reserve* built in 1890 and the *W.H. Gilcher* in 1891. Both ships had steel hulls, both were longer than a football field, and both were two of the largest ships of their era.

Both ships surpassed the expectations of their owners for speed and efficiency. The *Western Reserve*, owned by the Peter Minch family of Cleveland, Ohio, immediately proved its effectiveness in carrying loads of iron ore and the *Gilcher*, owned by the Gilchrist Shipping Company of Vermilion, Ohio, immediately captured the grain carrying record by transporting 113,885 bushels of wheat from Chicago to Buffalo, New York.

Captain Truedell Has a Bad Night and a Bad Dream

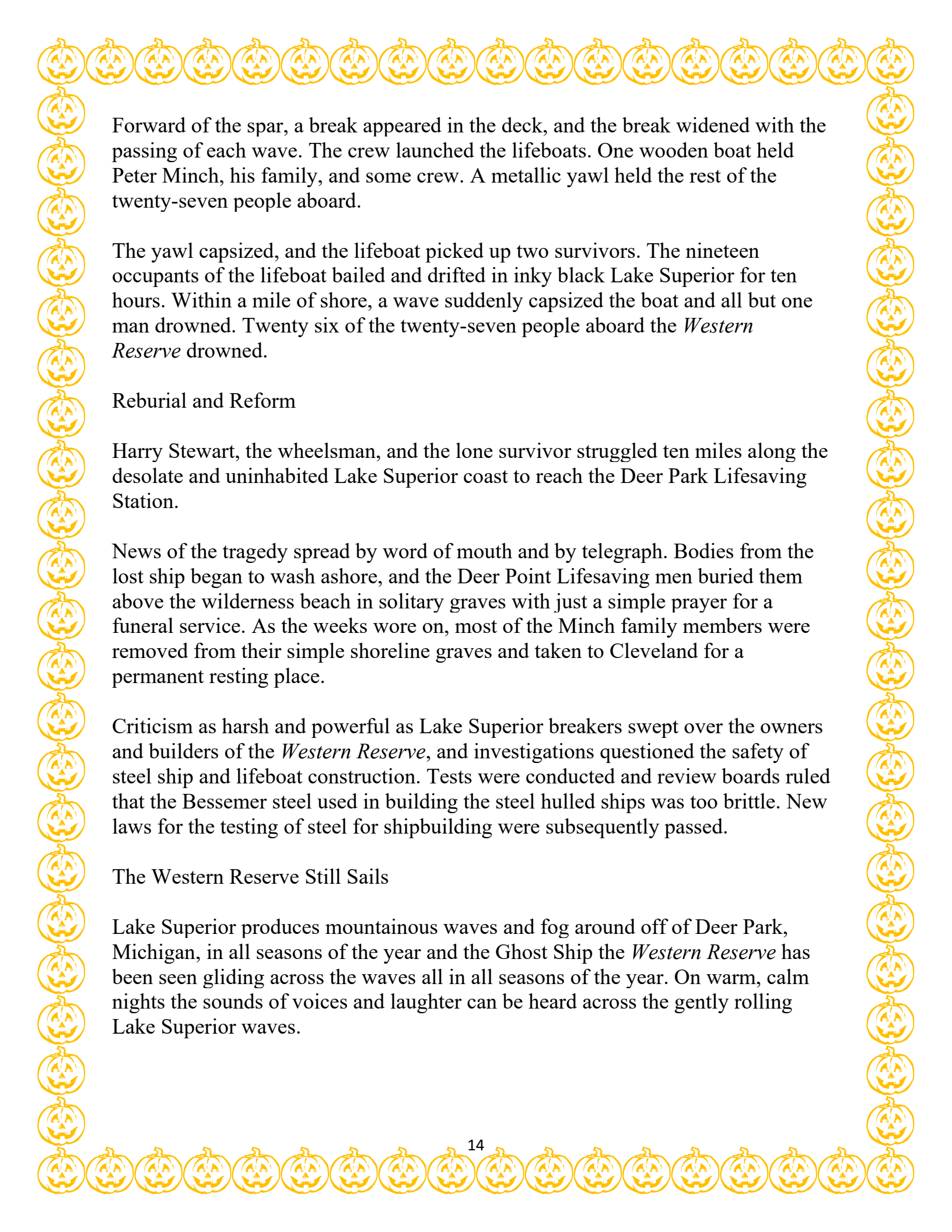
Two captains are important figures in the *Western Reserve* story. Captain Benjamin Truedell tossed and turned in his bunk at the Great Lakes Life Saving Station at Deer Park, Michigan. He could not shake off a vivid dream and he did not know what to do about his dream.

Captain Truedell had dreamed that he saw the *Western Reserve* sink, taking its passengers and crew to the bottom of Lake Superior with it. Captain Truedell's dream was so real that later he recognized Peter Minch's body when it washed up on shore near Deer Park.

A pragmatic and serious man, Captain Truedell hesitated to share what he considered his fanciful dream with anyone. He did not try to stop The *Western Reserve* from leaving Cleveland. The *Western Reserve* steamed out of Cleveland bound for Two Harbors, Minnesota to pick up a load of iron ore. The morning of August 30, 1892, found the *Western Reserve* bucking against a summer storm on Lake Superior.

Captain Peter Minch Takes His Family Aboard

In addition to her regular crew, the owner Peter Minch, his family, guests, and the Captain Albert Meyers and his sons were aboard the *Western Reserve*. At about 9:00 p.m. that evening, a sudden jolt shuddered through the hull and the mainmast crashed to the deck.



Forward of the spar, a break appeared in the deck, and the break widened with the passing of each wave. The crew launched the lifeboats. One wooden boat held Peter Minch, his family, and some crew. A metallic yawl held the rest of the twenty-seven people aboard.

The yawl capsized, and the lifeboat picked up two survivors. The nineteen occupants of the lifeboat bailed and drifted in inky black Lake Superior for ten hours. Within a mile of shore, a wave suddenly capsized the boat and all but one man drowned. Twenty six of the twenty-seven people aboard the *Western Reserve* drowned.

Reburial and Reform

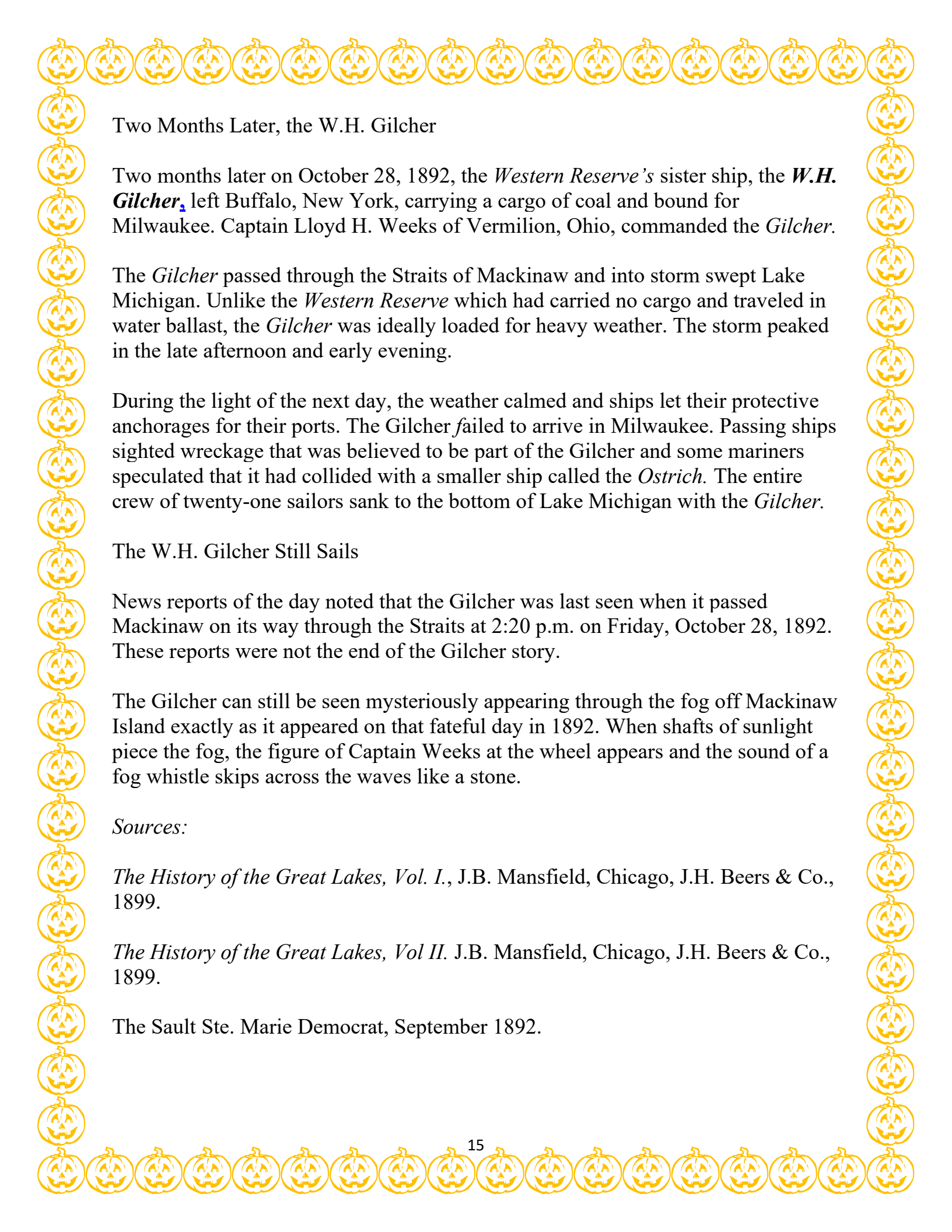
Harry Stewart, the wheelsman, and the lone survivor struggled ten miles along the desolate and uninhabited Lake Superior coast to reach the Deer Park Lifesaving Station.

News of the tragedy spread by word of mouth and by telegraph. Bodies from the lost ship began to wash ashore, and the Deer Point Lifesaving men buried them above the wilderness beach in solitary graves with just a simple prayer for a funeral service. As the weeks wore on, most of the Minch family members were removed from their simple shoreline graves and taken to Cleveland for a permanent resting place.

Criticism as harsh and powerful as Lake Superior breakers swept over the owners and builders of the *Western Reserve*, and investigations questioned the safety of steel ship and lifeboat construction. Tests were conducted and review boards ruled that the Bessemer steel used in building the steel hulled ships was too brittle. New laws for the testing of steel for shipbuilding were subsequently passed.

The Western Reserve Still Sails

Lake Superior produces mountainous waves and fog around off of Deer Park, Michigan, in all seasons of the year and the Ghost Ship the *Western Reserve* has been seen gliding across the waves all in all seasons of the year. On warm, calm nights the sounds of voices and laughter can be heard across the gently rolling Lake Superior waves.



Two Months Later, the W.H. Gilcher

Two months later on October 28, 1892, the *Western Reserve*'s sister ship, the **W.H. Gilcher**, left Buffalo, New York, carrying a cargo of coal and bound for Milwaukee. Captain Lloyd H. Weeks of Vermilion, Ohio, commanded the *Gilcher*.

The *Gilcher* passed through the Straits of Mackinaw and into storm swept Lake Michigan. Unlike the *Western Reserve* which had carried no cargo and traveled in water ballast, the *Gilcher* was ideally loaded for heavy weather. The storm peaked in the late afternoon and early evening.

During the light of the next day, the weather calmed and ships let their protective anchorages for their ports. The *Gilcher* failed to arrive in Milwaukee. Passing ships sighted wreckage that was believed to be part of the *Gilcher* and some mariners speculated that it had collided with a smaller ship called the *Ostrich*. The entire crew of twenty-one sailors sank to the bottom of Lake Michigan with the *Gilcher*.

The W.H. Gilcher Still Sails

News reports of the day noted that the *Gilcher* was last seen when it passed Mackinaw on its way through the Straits at 2:20 p.m. on Friday, October 28, 1892. These reports were not the end of the *Gilcher* story.

The *Gilcher* can still be seen mysteriously appearing through the fog off Mackinaw Island exactly as it appeared on that fateful day in 1892. When shafts of sunlight piece the fog, the figure of Captain Weeks at the wheel appears and the sound of a fog whistle skips across the waves like a stone.

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Does Columbus Sail His Ships in Jackson Park Lagoon?



Replicas of the Nina, Pinta, and the Santa Maria. Benjamin Andrews, 1893.

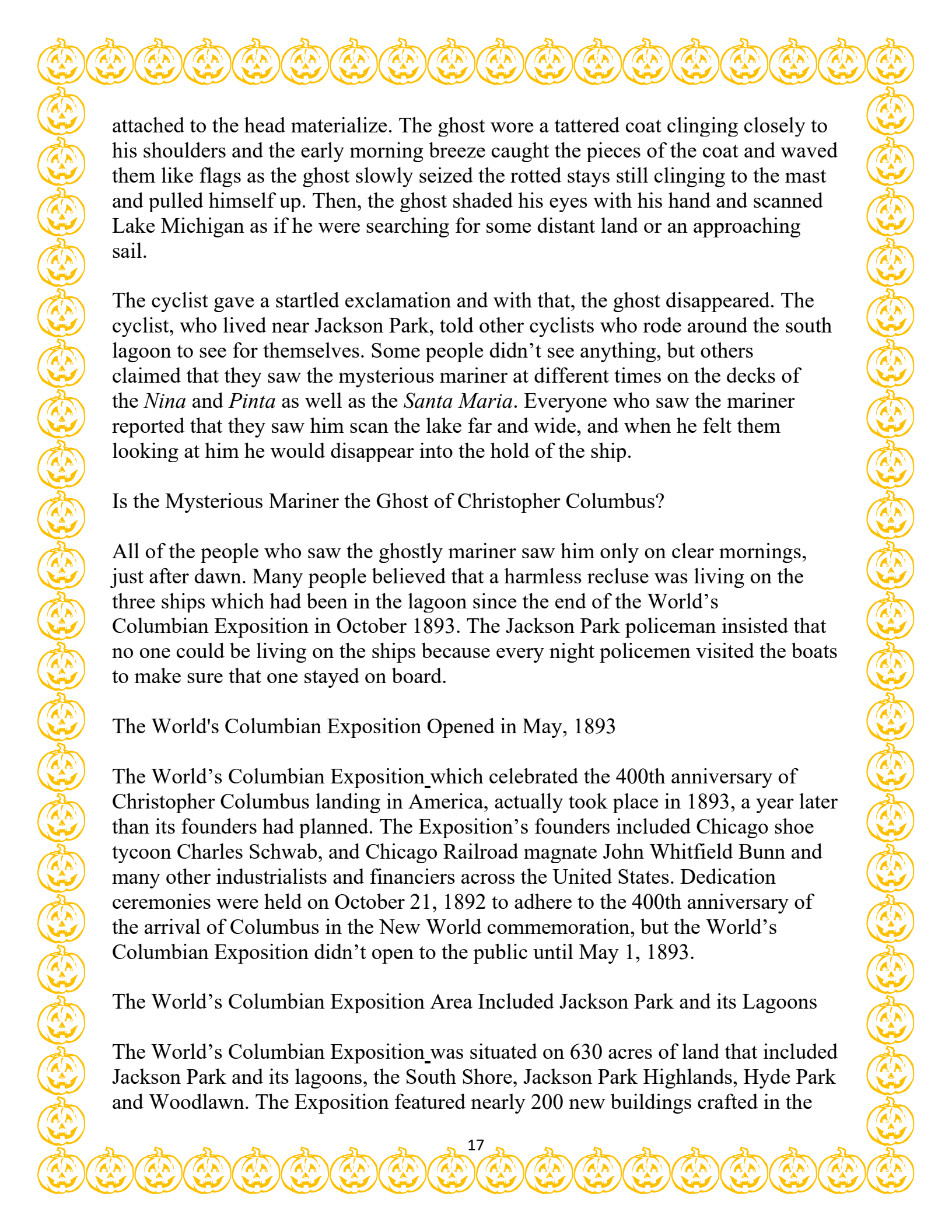
After the World's Columbian Exposition closed in October 1893 , the replicas of the Christopher Columbus ships Nina, Pinta, and Santa Maria were moved to Jackson Park Lagoon. Is Columbus still sailing them?

The World's Columbian Exposition opened in Chicago, Illinois, in May 1893 after Chicago beat out New York, St. Louis, and San Francisco for the honor of hosting the fair. The Exposition officially closed in October 1893, but it has left a lasting fingerprint on history with buildings, social customs, legacies, and- ghosts?

A Cyclist Sees a Ghostly Mariner in Jackson Park's South Lagoon

According to the *Chicago Chronicle*, on a clear morning in early August of 1900, just after dawn, a cyclist sped along the path around the south lagoon in Jackson Park in Chicago. Just as he reached the *Santa Maria*, which lay tilted to the north yards away from her sister ships the *Nina* and the *Pinta*, he spotted a shaggy head covered with mats of snarly hair rising slowly above the gunwales close to the *Santa Maria's* prow.

The cyclist immediately stopped peddling and watched the rugged body that was



attached to the head materialize. The ghost wore a tattered coat clinging closely to his shoulders and the early morning breeze caught the pieces of the coat and waved them like flags as the ghost slowly seized the rotted stays still clinging to the mast and pulled himself up. Then, the ghost shaded his eyes with his hand and scanned Lake Michigan as if he were searching for some distant land or an approaching sail.

The cyclist gave a startled exclamation and with that, the ghost disappeared. The cyclist, who lived near Jackson Park, told other cyclists who rode around the south lagoon to see for themselves. Some people didn't see anything, but others claimed that they saw the mysterious mariner at different times on the decks of the *Nina* and *Pinta* as well as the *Santa Maria*. Everyone who saw the mariner reported that they saw him scan the lake far and wide, and when he felt them looking at him he would disappear into the hold of the ship.

Is the Mysterious Mariner the Ghost of Christopher Columbus?

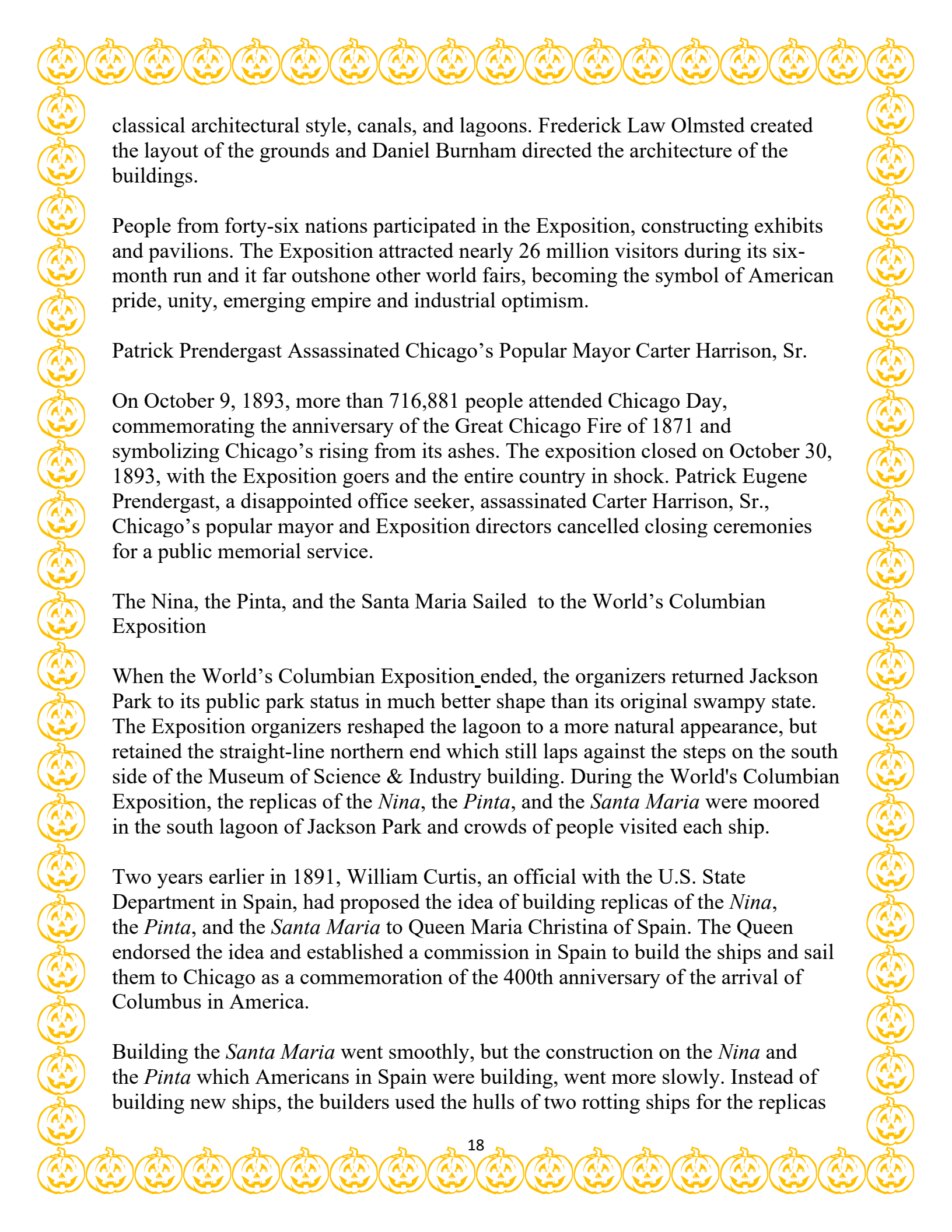
All of the people who saw the ghostly mariner saw him only on clear mornings, just after dawn. Many people believed that a harmless recluse was living on the three ships which had been in the lagoon since the end of the World's Columbian Exposition in October 1893. The Jackson Park policeman insisted that no one could be living on the ships because every night policemen visited the boats to make sure that one stayed on board.

The World's Columbian Exposition Opened in May, 1893

The World's Columbian Exposition_which celebrated the 400th anniversary of Christopher Columbus landing in America, actually took place in 1893, a year later than its founders had planned. The Exposition's founders included Chicago shoe tycoon Charles Schwab, and Chicago Railroad magnate John Whitfield Bunn and many other industrialists and financiers across the United States. Dedication ceremonies were held on October 21, 1892 to adhere to the 400th anniversary of the arrival of Columbus in the New World commemoration, but the World's Columbian Exposition didn't open to the public until May 1, 1893.

The World's Columbian Exposition Area Included Jackson Park and its Lagoons

The World's Columbian Exposition_was situated on 630 acres of land that included Jackson Park and its lagoons, the South Shore, Jackson Park Highlands, Hyde Park and Woodlawn. The Exposition featured nearly 200 new buildings crafted in the



classical architectural style, canals, and lagoons. Frederick Law Olmsted created the layout of the grounds and Daniel Burnham directed the architecture of the buildings.

People from forty-six nations participated in the Exposition, constructing exhibits and pavilions. The Exposition attracted nearly 26 million visitors during its six-month run and it far outshone other world fairs, becoming the symbol of American pride, unity, emerging empire and industrial optimism.

Patrick Prendergast Assassinated Chicago's Popular Mayor Carter Harrison, Sr.

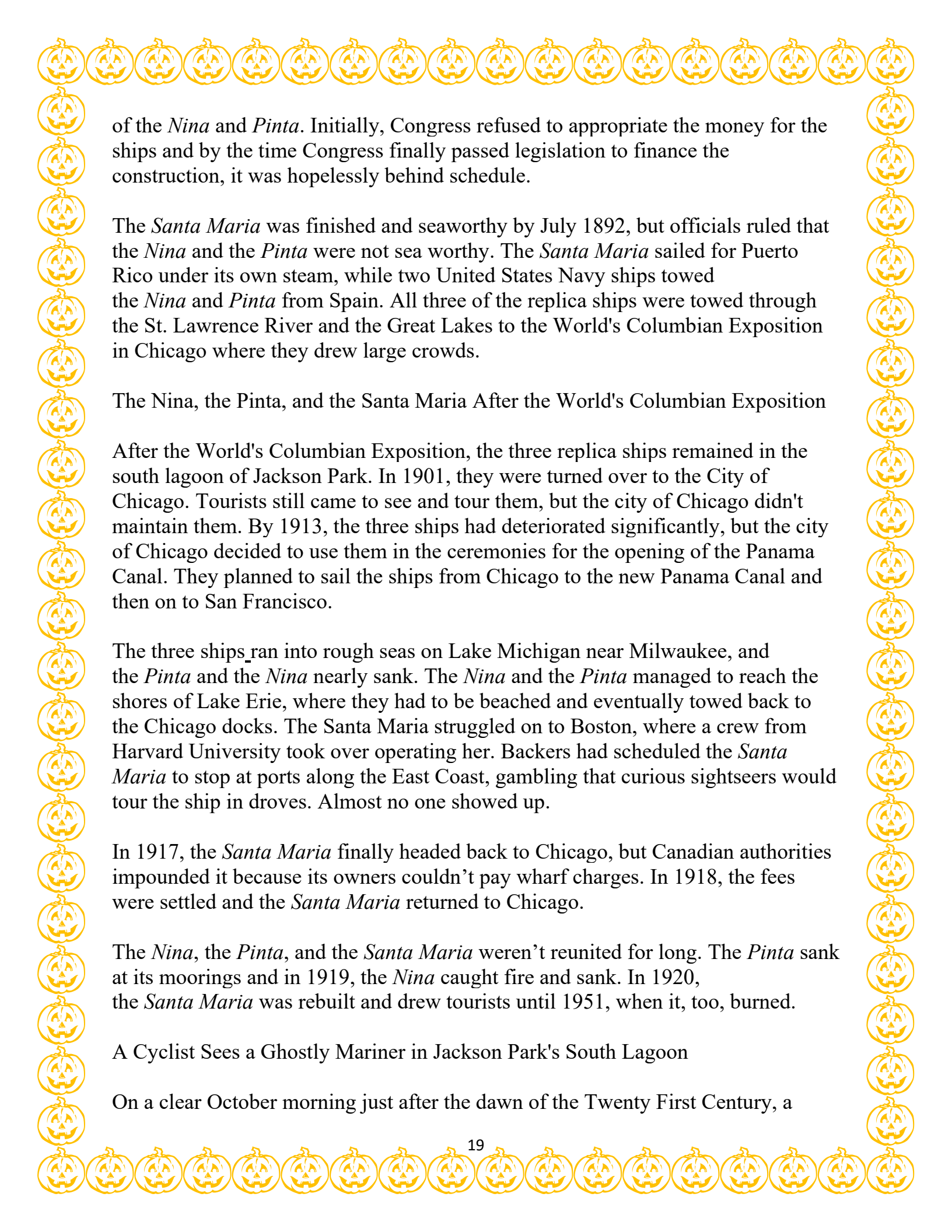
On October 9, 1893, more than 716,881 people attended Chicago Day, commemorating the anniversary of the Great Chicago Fire of 1871 and symbolizing Chicago's rising from its ashes. The exposition closed on October 30, 1893, with the Exposition goes and the entire country in shock. Patrick Eugene Prendergast, a disappointed office seeker, assassinated Carter Harrison, Sr., Chicago's popular mayor and Exposition directors cancelled closing ceremonies for a public memorial service.

The *Nina*, the *Pinta*, and the *Santa Maria* Sailed to the World's Columbian Exposition

When the World's Columbian Exposition ended, the organizers returned Jackson Park to its public park status in much better shape than its original swampy state. The Exposition organizers reshaped the lagoon to a more natural appearance, but retained the straight-line northern end which still laps against the steps on the south side of the Museum of Science & Industry building. During the World's Columbian Exposition, the replicas of the *Nina*, the *Pinta*, and the *Santa Maria* were moored in the south lagoon of Jackson Park and crowds of people visited each ship.

Two years earlier in 1891, William Curtis, an official with the U.S. State Department in Spain, had proposed the idea of building replicas of the *Nina*, the *Pinta*, and the *Santa Maria* to Queen Maria Christina of Spain. The Queen endorsed the idea and established a commission in Spain to build the ships and sail them to Chicago as a commemoration of the 400th anniversary of the arrival of Columbus in America.

Building the *Santa Maria* went smoothly, but the construction on the *Nina* and the *Pinta* which Americans in Spain were building, went more slowly. Instead of building new ships, the builders used the hulls of two rotting ships for the replicas



of the *Nina* and *Pinta*. Initially, Congress refused to appropriate the money for the ships and by the time Congress finally passed legislation to finance the construction, it was hopelessly behind schedule.

The *Santa Maria* was finished and seaworthy by July 1892, but officials ruled that the *Nina* and the *Pinta* were not sea worthy. The *Santa Maria* sailed for Puerto Rico under its own steam, while two United States Navy ships towed the *Nina* and *Pinta* from Spain. All three of the replica ships were towed through the St. Lawrence River and the Great Lakes to the World's Columbian Exposition in Chicago where they drew large crowds.

The *Nina*, the *Pinta*, and the *Santa Maria* After the World's Columbian Exposition

After the World's Columbian Exposition, the three replica ships remained in the south lagoon of Jackson Park. In 1901, they were turned over to the City of Chicago. Tourists still came to see and tour them, but the city of Chicago didn't maintain them. By 1913, the three ships had deteriorated significantly, but the city of Chicago decided to use them in the ceremonies for the opening of the Panama Canal. They planned to sail the ships from Chicago to the new Panama Canal and then on to San Francisco.

The three ships ran into rough seas on Lake Michigan near Milwaukee, and the *Pinta* and the *Nina* nearly sank. The *Nina* and the *Pinta* managed to reach the shores of Lake Erie, where they had to be beached and eventually towed back to the Chicago docks. The *Santa Maria* struggled on to Boston, where a crew from Harvard University took over operating her. Backers had scheduled the *Santa Maria* to stop at ports along the East Coast, gambling that curious sightseers would tour the ship in droves. Almost no one showed up.

In 1917, the *Santa Maria* finally headed back to Chicago, but Canadian authorities impounded it because its owners couldn't pay wharf charges. In 1918, the fees were settled and the *Santa Maria* returned to Chicago.

The *Nina*, the *Pinta*, and the *Santa Maria* weren't reunited for long. The *Pinta* sank at its moorings and in 1919, the *Nina* caught fire and sank. In 1920, the *Santa Maria* was rebuilt and drew tourists until 1951, when it, too, burned.

A Cyclist Sees a Ghostly Mariner in Jackson Park's South Lagoon

On a clear October morning just after the dawn of the Twenty First Century, a

cyclist sped along the path of the south lagoon in Jackson Park. Just as he reached the *Santa Maria*, he spotted a shaggy head covered with mats of snarly hair rising slowly above the gunwales close to the *Santa Maria*'s prow. The ghost shaded his eyes with his hand and scanned the lagoon, searching for some distant land or an approaching sail.

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Have a Happy and Safe Halloween!

