



Long Point, Ontario, Canada

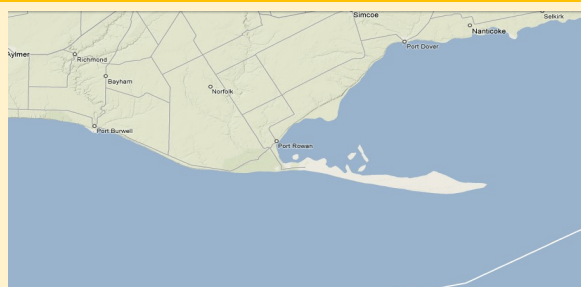
The SS Atlantic of the Ward Line sank near Long Point Ontario, on August 20, 1852, with the loss of between 150 and 300 people of the 500 people aboard.

Ports and Portholes

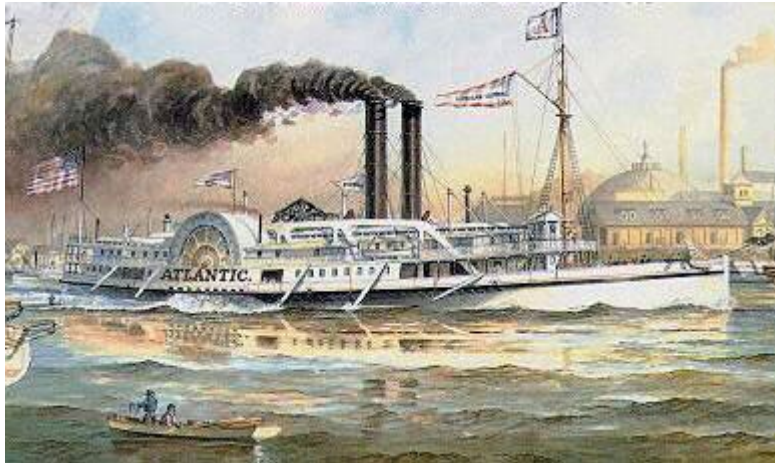
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The Lake Erie Meeting of the Steamship Atlantic and the Propeller Ogdensburg



P.E. Chamberlain & J.H. Crawford, Cleveland, OH owned the Ogdensburg. On September 30, 1864, she collided with the Snowbird outside of Fairport on Lake Erie and sank.

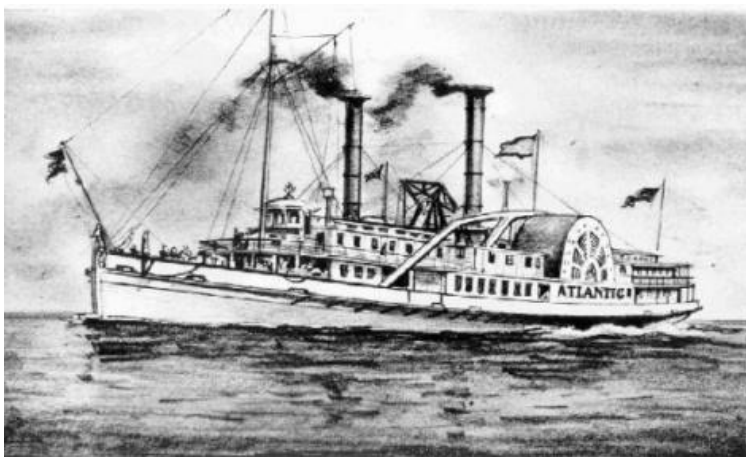


The Lake Erie Meeting of the Steamship Atlantic and the Propeller Ogdensburg

Call it fate, coincidence, Godly intention or other reasons, but a thoughtful reading of the stories of the story of the Atlantic and the Ogdensburg reveals some striking similarities and a significant connection of Ashtabula County, especially the city of Conneaut in Ashtabula County. The stories of the two ships and their ironic fates underscores some controversies in American and Canadian relations, as well as revealing the human stories behind the statistics, human stories that tend to fade away into history, but are just as compelling in the 21st as well as the 19 Century.

The Atlantic and many other ships began in the creative imagination of Samuel Ward of Conneaut, Ohio.

The Lake Erie Meeting of the Atlantic and the Ogdensburg



The Atlantic. Institute for Great Lakes Research, Bowling Green State University, Bowling Green, Ohio

For centuries, the Great Lakes have been the liquid highway connecting and transporting people and freight and supporting human endeavors including fur trading and other commerce, exploration and settlement, and war. A look at the decades before the sinking of the Atlantic reveals the growth of commerce on the Great Lakes. Between 1820 and 1840, both the federal and state

governments worked to improve and benefit navigation on the lakes to support the growing influx of immigrants to the United States and the growth of commerce on the lakes. In 1825, one steamboat and approximately 40 steamboats with a combined tonnage of roughly 2,500 sailed the lakes above Niagara Falls. Fur, lumbering, and mining concerns flourished on Lakes, Huron, Michigan, and Superior. By 1839, 61 steamboats and 225 sailing ships had accumulated a total tonnage of 35,125 tons on Lakes Erie and Ontario. Canals such as the Erie, Oswego, Ohio, and Welland opened up new navigational and commercial possibilities.

Ship owners were quick to build ships to accommodate the surge of people and goods. With their eyes firmly fixed on profits, they made speedy transport their bottom line and built steamships which were faster than sailing ships. Along with the advantage of steamships came their danger. Ship captains often challenged their ship's boilers to beat their competitors and these overtaxed boilers often exploded with significant losses of ships and people. These facts shaped the world of the steamship Atlantic and the people who built and traveled on her.

Samuel and Eber Ward valued the Atlantic as one of the speediest steamships on the Great Lakes, and appreciated the profits she earned for them. The Atlantic did not sink because of an exploding boiler; she sank because of human error and bad weather, underscoring the significance of the human factor on the Great Lakes. Three Conneaut mariners played pivotal roles in the sinking of the SS Atlantic off of Long Point, Ontario, in August 1852, and a little more than one hundred years later, a Conneaut businessman and historian Charles J. Dow, wrote a series of articles about the sinking of the Atlantic for the Dunkirk New York Evening Observer, where he lived before moving to Conneaut.

The Atlantic and the Ogdensburg, Ships of a Different Construction

The Ward brothers were maritime adventurers and entrepreneurs. After the Revolutionary War, Samuel Ward and a year later his older brother, Eber B. Ward migrated from Vermont, following the lure of adventuring west. When the War of 1812 erupted, they helped transport supplies for American troops near Lake Ontario and by 1817, Samuel had moved to Salem, later to change its name to Conneaut. In 1818, Samuel built the Salem Packet, custom says the first ship built at Conneaut. Together, the Ward brothers built a shipbuilding empire that extended across the Great Lakes.

Captain Gilman Appleby, who came from a maritime family and settled in Conneaut, served in the Civil War, and helped transport survivors from the Atlantic wreck to safety. He is buried in City Cemetery in Conneaut. Ohio.

Captain J. Byron Pettey, master of the Atlantic, lived in Conneaut for a time and is buried in Evergreen Cemetery in Geneva, Ohio.



CONNEAUT CAPTAIN, J. Byron Pettey, was master of the passenger ship Atlantic which sank off Long Point on August 20, 1852 after colliding with an ore boat. 250 crew members and passengers lost their lives in one of Lake Erie's worst maritime disasters.

The Detroit Free Press, New York newspapers chronicled the beginnings and career of the SS Atlantic. The Detroit Free Press of Wednesday, January 24, 1849, noted that the Ward's were boat building at their St. Clair, Michigan, yards and made a trial run with a new engine from Newport to Port Huron, Michigan. The new engine surpassed the Ward's expectations.

The Buffalo Daily Courier of Saturday, May 26, 1849, revealed additional details about the Atlantic's early beginnings. The Courier reported that "this beautiful vessel is now completed and ready to take her place as a morning boat in the Michigan Central Railroad Line." The Atlantic followed a schedule of leaving Buffalo and Detroit each alternate morning connecting with the Mayflower to carry passengers between Buffalo and Detroit. The Atlantic measured 267 feet long, 33

feet beam and a 13 feet 4-inch hold. She was 1155 tons burthen, Custom House measurement.

The Ward brothers owned the Atlantic and J. L. Wolverton built her, with James Lowe performing her joiner work. James Smith of Buffalo did the painting and finishing. Hersee & Timmerman of Buffalo provided the rosewood furniture and Doremus & Nixon the upholstery. The Atlantic's plate, tastefully designed and custom-made with the Atlantic's name engraved on each piece, came from Birmingham, England. The celebrated Liverpool, England manufactory made her crockery with a cut and the Atlantic's name on each piece. Hogg & Delamater, Phoenix Foundry, New York built her engine with a cylinder 50 inches in diameter

and an eleven-foot stroke. She had two boilers, ten feet in diameter and 34 feet long. Featuring 85 staterooms, the Atlantic had a capacity of over 300 passengers.

The Buffalo Courier concluded the story about the Atlantic by saying “The Atlantic is an ornament to our Lake Marine, which already embraces many of the most splendid vessels on the American waters. In speed and accommodations for the travelling public, we are confident she will prove in no respect inferior to them. Her owners merit and will doubtless receive a liberal share of public patronage.”

The Atlantic’s first officers were Stephen Clement, captain; Walter Cameron, engineer; Theodore Luce, clerk; and Robert Montgomery, steward.

Over the next three years, the Atlantic earned a reputation for speedy and comfortable voyages. On one of her trips between Buffalo and Detroit she clocked a speed record of 16 and half hours. The afternoon of August 19, 1852, began as a normal trip when the Atlantic steamed out of Buffalo headed for Detroit with Captain J. Byron Pettey at the wheel. Passengers occupied every cabin and more than 250 passengers, many immigrants from Norway, Ireland, and other parts of Europe, jockeyed for positions on the deck.

Despite bursting at its caulked seams, the Atlantic tied up at Erie, Pennsylvania and picked up more immigrants waiting for ships to take them to new lives in Detroit. The Atlantic took half of the waiting immigrants aboard, but had to leave about seventy behind because now the ship carried an estimated 500-600 people. There is no way to know the exact numbers, because the Atlantic’s clerk did not keep an exact count. The immigrants scrambled to find places, settling themselves and their baggage on any available space, including the top hurricane deck and the Atlantic’s cabin roof.

Two Ships Did Not Pass Each Other in the Lake Erie Night

At eleven p.m. on August 19, 1852, the Atlantic glided into a calm Lake Erie to begin her final voyage. Sources disagreed about visibility, with some reporting a light mist and others recording a heavy fog.



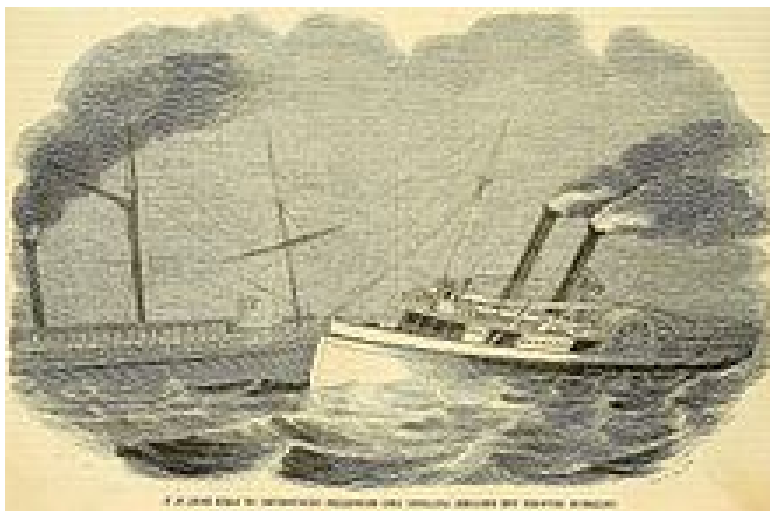
Sailing in the opposite direction, the Ogdensburg, a new propeller steamer, headed from Cleveland, Ohio, to Ogdensburg, New York, carrying a cargo of wheat.

P.E. Chamberlain & J.H. Crawford, Cleveland, OH were the owners of the

Ogdensburg Moses & Quayle built the propeller Ogdensburg at Ohio City, Ohio, in 1852.. The Ogdensburg measured 137.6 feet in length with a 24.11-foot beam, an eleven-foot depth, and 354 tonnage-old style. Robert Richardson was the Ogdensburg's captain and Degrass McNeil, the first mate.

The paths of the two ships converged near Long Point, Ontario, Canada about three o'clock on the foggy morning of August 20, 1852, near Long Point, Ontario.

The Ogdensburg's First mate Degrass McNeil, who was on watch, saw the Atlantic's lights, but he calculated that the Ogdensburg would pass nearly a half mile ahead of her. Suddenly, the Atlantic turned north,. Alarmed, First Mate McNeil quickly ordered Ogdensburg's engines reversed and the ship steered to port. The Ogdensburg had a broken steam whistle, so First Mate McNeil ran onto the Ogdensburg's deck, yelling to the Atlantic to turn to starboard.



An illustration from Gleason's Pictorial shows the Atlantic and Ogdensburg collision.

First mate McNeil's maneuvering and shouting did not stop the Ogdensburg from ramming the Atlantic on its port side forward of the paddlewheel, sheering

the Atlantic's side to the waterline.

Neither ship stopped immediately after the collision. The Ogdensburg reversed and backed away from the Atlantic, with First Mate McNeil steering Ogdensburg back to its regular course. The Atlantic forged ahead at full steam. Many of the passengers were jolted awake by the collision, but were not alarmed because the ship still plowed ahead at full speed. The Atlantic crew did not alert the passengers that the ship was sinking, but water flowing in through the hole soon flooded the Atlantic's boilers and the ship stopped dead in the water and began to settle in the water.

The crew and the passengers panicked, throwing anything that would float over the side, and then jumping into the water themselves. The crew tried to launch the Atlantic's three life boats. One of the lifeboats capsized. Captain J. Bryon Pettey tried to launch the second lifeboat, but fell and suffered a concussion which incapacitated him and prevented him from providing any more assistance. The two boats finally were lowered, carrying mostly members of the Atlantic crew. The Atlantic's bow began to sink, but air trapped inside the ship kept the stern above the water.

Aboard the Ogdensburg, Captain Robert Richardson stopped the ship so that he and his crew could assess the damages and they realized the seriousness of the collision. Instead of steaming away unharmed, the Atlantic sank lower and lower in the water. The Ogdensburg crew could hear the screams for help coming from its drowning passengers.

The Ogdensburg turned around and nearly ten minutes later came upon the partially sunken Atlantic. The crew scooped up survivor's from the stern of the Atlantic and plucked other survivors from the water. Soon after the Ogdensburg removed the last of the survivors from the Atlantic's deck, she sank completely in 150 feet of water..

Estimates of the Atlantic casualties vary from about 100 to 300 of the 500 passengers on the Atlantic going down with the ship. The Buffalo Morning Express summarized the tragedy: Total loss, boat, and cargo, with many lives. Boat valued at \$75,000. Cargo, including money and baggage, estimated by the owners and shippers \$75,000. Loss of life, variously estimated, from 150 to 300.

The Ogdensburg steamed to Erie, Pennsylvania, the nearest port with the survivors and Captain Gilman Appleby of the Sultana transported a group of survivors to Cleveland. The stories of the Atlantic, the Ogdensburg, and their passengers did not

end in Lake Erie or in the Port of Erie. They continued for decades afterwards into the 21st Century.

The Passenger Perspective

A Norwegian website, Oyer Genealogy, gives a survivor's account of the sinking of the Atlantic. [Erich Iverson Thorstad](#) who was one of the Norwegian immigrants on the last leg of their journey to new lives in America, boarded the Atlantic on his way to Wisconsin. In a letter home, dated November 9, 1852, he told his story.

Born in Oyer on September 3, 1829, Erik Iversen Thorstad, left for the United States on June 10, 1852. He likely left Norway on a sailing ship called Argo, sailing from Oslo on June 16, and arriving in Quebec on August 12, 1852. For decades, Norwegian immigrants chose the route from Oslo to Quebec with their destination the Midwest. When they arrived in Quebec, they had to make another long journey by railroad and wagon and partially on foot and by Great Lakes ships. Erich boarded the Atlantic as the last part of his destination, Ixonia, Wisconsin.

In a letter to his parents and siblings in Oyer, Norway Erik Thorstad described the events of his survival of the Atlantic sinking. It is dated Town of Ixonia, Jefferson County, Wisconsin, November 9, 1852.

"We left Buffalo on a large steamer, called the "Atlantic", in the evening of the same day - August 12 - at eight o'clock. The total number of passengers was 576, comprising 132 Norwegians, a number of Germans, and the rest Americans.

Since it was already late in the evening and I felt very sleepy, I opened my chest, took off my coat and laid it, together with my money and my watch, in the chest. I took out my bed clothes, made me a bed on the chest, and lay down to sleep. But when it was about half past one in the morning I awoke with a heavy shock. Immediately suspecting that another boat had run into ours, I hastened up at once. Since there was great confusion and fright among the passengers, I asked several if our boat had been damaged. But I did not get any reassuring answer. I could not believe that there was any immediate danger, for the engines were still in motion. I went up to the top deck, and then I was convinced at once that the steamer must have been damaged, for many people were lowering a boat with the greatest haste. Many from the lowest deck got into the boat directly, and as the boat had taken in water on being lowered, it sank immediately and all were drowned.

Thereupon I went down to the second deck, hoping to find means of rescue. At that very moment, the water rushed into the boat and the engines stopped. Then a pitiful cry arose. I and one of my comrades had taken hold of the stairs which led

from the second to the third deck, but soon there was so many hands on it that we let go, knowing that we could not thus be saved. We thereupon climbed up to the third deck, where the pilot was at the wheel. I had altogether given up hope of being saved, for the boat began to sink more and more, and the water almost reached up there. While we stood thus, much distressed, we saw several people putting out a small boat, whereupon we at once hastened to help. We succeeded in getting it well out, and I was one of the first to get into the boat. When there were as many as the boat could hold, it was fortunately pushed away from the steamer. As oars were wanting, we rowed with our hands, and several bailed water from the boat with their hats. A ray of light, which we had seen far away when we were on the wreck and which we had taken for a lighthouse, we soon found to be a steamer hurrying to give us help. We were taken aboard directly, and then those who were on the wreck as well as those who were still paddling in the water were picked up.

This boat, which was the one that had sunk ours, was of the kind known as a propeller, driven by a screw in the stern. The misery and the cries of distress which I witnessed and heard that night are indescribable, and I shall not forget it all as long as I live. The number of drowned were more than 300, of whom sixty-eight were Norwegians. Many of the persons who were in the first class were drowned in their berths or staterooms. The Norwegians who were rescued totaled sixty-four, but most of them lost everything. I saw many on board the propeller who had on only shirts. The newspapers blame the command of the "Atlantic" for this sad event and reproach them most severely and accuse them openly of having murdered three hundred people.

The propeller soon delivered us to another steamboat which brought us to a city called Detroit, where we arrived at eight the next morning. After we had got some provisions for our journey, we continued on a steam train. Late in the evening we reached a large town in Illinois, called Chicago, where we spent the night and had everything free. On the trip there, we saw many beautiful farms and orchards as well as many attractive buildings. We left the following morning by steamboat, and after five or six hours we reached Milwaukee. That was on the twenty-second of August. We stayed with a Norwegian where we remained until the twenty-eight of the same month. Since the city had taken up a subscription for our support, we lived free of charge, and in addition each person received eleven dollars in money. With this money I bought two coats, a pair of trousers, a pair of shoes, two shirts and a bag.

From Milwaukee I went by steam train twenty to twenty-five miles without charge, and then I footed it, reaching Østerlie's the thirtieth of August. There I have since remained. I am well and have, God be thanked, been in good health all the time.

Although I have lost all my possessions, I have not lost courage. The same God who has helped me in the time of danger will, I hope, continue to be my protector."

[In Disaster on Lake Erie in 1852](#), Nanna Egidius, Trond Austheim & Berge Solem provide a more sinister account of the collision, portraying a deadly rivalry between Captains Pettey and Richardson and the collision as the premeditated result of that rivalry.

Atlantic Aftermath and Ogdensburg Accounting

When the surviving passengers arrived in Erie, a group of them met and created a resolution. In this resolution they charged that all of the Atlantic officers but Mr. Givon, the clerk, were derelict on their duties and that the Atlantic life preservers were of poor quality. They commended Captain Robert Richardson of the Ogdensburg for returning to the scene and rescuing hundreds of people.

Often shipbuilders and their investors put the safety of passenger and crew low on the list of their profit priorities, especially in the beginning years of sparse federal and state regulations. The sinking of the Atlantic and its horrific loss of life motivated the United States Federal government to act. In less than two weeks after Lake Erie waters had closed over the Atlantic and before the last Atlantic victim had washed ashore, the United States Congress pass a maritime bill. This bill required the licensing and inspection of steamboats and listed several safety regulations, including standards for boiler pressures and carrying lifeboats, life preservers and other aids in case of foundering.

The Atlantic had enjoyed just a four-year career when she sank, and besides a reputation for speed, she was known for her luxurious accommodations. Widespread rumor had it that her first-class staterooms featured gold gilding, tapestries, and carved rosewood furniture. When she sank, bounty hunters and other scavengers flocked to the site of her sinking to try to retrieve some of her riches. Some treasure hunters even brought a submersible diving bell to try to plunder her, but they were unsuccessful. The submersible, now a wreck, rests near the deck of the Atlantic.

Over the remaining decades of the 19th century and well into the 21st, there have been many attempts to salvage and plunder the wreck of the Atlantic, which lies mostly intact under approximately 150 feet of Lake Erie water near Long Point, Ontario. In the fall of 1852, the American Express Company hired diver John

Green to dive to the wreck and bring up Atlantic's safe along with some money stashed in a cabin. John Green did not accomplish his mission that year. In 1855, the schooner Yorktown returned to the wreck with John Green aboard. With this dive he secured the safe and moved it to the Atlantic's deck, but during this dive he suffered a nearly fatal case of the bends and spent the rest of year recovering.

When John Green arrived back the Atlantic wreck on July 1, 1856, he discovered that the safe and money were missing. Eliot Harrington, also a diver, had found them both and taken them to the surface. He took \$36,700 from the Atlantic's safe compared to the one dollar a day the average America worker considered a decent wage. The American Express Company sued Eliot Harrington and four other men who had helped him in his salvage operation. The settlement gave each of the five men around \$2,000 each, with American Express retaining the rest of the sum.

Inquiries and court cases into the sinking of the Atlantic continued. The inquiry into the loss of the Atlantic found that both ships had orderly and well-functioning steering systems and that human error caused the accident, but officials did not conclude which ship had caused the accident. Two main theories emerged from the investigations. One theory said that one or both of the pilots had miscalculated the positions of the ships. The second theory speculated that the collision happened because of a deliberate maneuver to injure a rival boat.

The Atlantic owners sued the Ogdensburg owners in a case that went to the United States Supreme Court and in 1856, the Court ruled that both ships were equally to blame for the disaster.

Attempts to salvage the Atlantic continued. In 1867, investors formed the Western Wrecking Company to raise the Atlantic, but they abandoned the attempt two years later. Time and silt and aquatic plants and human memory obscured the Atlantic's story for more than a century. Then in 1984, Michael Lynn Fletcher, a Port Dover, Ontario, diver rediscovered the wreck of the Atlantic with the help of zebra mussels who had eaten the aquatic plants that covered it.

In 1991, Mar-Dive, a California diving company stated that they had found the Atlantic and Mar-Dive the state of Ohio \$14,000 to recreate the Western Wrecking Company to again start salvage operations. For the second time, Western Wrecking Company encountered problems with their Atlantic endeavors. The Atlantic is submerged in Canadian water, and the Ontario government sued to prevent Western Wrecking from removing Atlantic artifacts. The Ontario government took the issue to the Ontario divisional court and the judge ruled that the Atlantic

belonged to Ontario. Determined to protect the wreck, Ontario installed an electronic monitoring system that alerts the Ontario Provincial Police if a ship lingers too long above the wreck.

The Ogdensburg's Fate: Was It Karma?

Ogdensburg: Family Tree

Also spelled as Ogdensburgh

Official Number: None

Owner: Northern Transportation Company

Captain: L.M. Tyler

Type of Loss: Propeller, wood

Building Information: Built in 1852 ty Moses & Quayle, Ohio City, Ohio

Specs: 138x75x11, 352 tons

Date of Loss: September 30, 1864

Place of Loss: Five miles off Fairport, Ohio in Lake Erie

Type of Loss: Collision

Loss of Life: None

Carrying wheat and flour

Twelve years after colliding with and sinking the Atlantic, the Ogdensburg, downbound on Lake Erie, collided with the heavily loaded upbound schooner Snow Bird about five miles off Fairport, Ohio. The passengers and crew took to the lifeboats with their luggage and effects and safely arrived in Fairport.

The Buffalo Express

Collision On the Lake - The Cleveland Herald has the particulars of a fatal collision last Friday night, between the propeller Ogdensburg and schooner Snow Bird, resulting in the sinking of the former in a few minutes. About half-past eleven o'clock, when about eight or ten miles off Fairport, Capt. Tyler saw a green light towards shore, and supposed it to be the starboard light of a propeller passing up the Lake on the inside. The Ogdensburgh's helm was put a little to the starboard, and she hauled out a little in the Lake. In a few minutes red and green lights were seen, and

Capt. Tyler discovered it was a vessel rapidly approaching him. The propeller was headed still more out in the lake, but the vessel changed her course in the same direction, and immediately struck the propeller on the starboard bow, and she immediately commenced sinking. The passengers and crew took to the boats, and reached Fairport in safety. [Buffalo Express]

Newspaper Narratives

Steamer SULTANA, Aug. 20 -- 1 P. M.

At a meeting of passengers surviving the wreck of the ill-fated steamer ATLANTIC, which in consequence of a collision with the steam propeller OGDENSBURGH, sink on the night of the 19th inst., Mr. Aaron Sutton, of New York, was called to the chair, and Mr. J. Taylor Wright, of Brooklyn, was chosen Secretary. The following Resolutions were then read and unanimously adopted:

RESOLVED, That our sincere thanks are due to Capt. R. Richardson, officers, and crew of the propeller OGDENSBURGH, for their prompt assistance in rescuing us from a watery grave, and also for their kind attention to our wants while on board their boat.

RESOLVED, That we feel gratitude, and are desirous of expressing our warmest thanks to Capts. G. W. Appleby, of the steamer SULTANA, for his kindness in taking us from the propeller, and forwarding us to the port of our destination, and also to express our gratitude for the many attentions of himself, officers, and crew, in administering to our wants and necessities during our passage to Detroit.

RESOLVED, That we feel deeply indebted and grateful to the passengers on board the steamer SULTANA, for their self-sacrificing exertions to render every assistance in their power to make us comfortable, in providing dry clothing and such articles of comfort as was at their command.

RESOLVED, That a copy of these resolutions be forwarded to Captain Richardson, of the OGDENSBURGH, and also to present a copy of the same to Captain Appleby, of the SULTANA.

Aaron Sutton, Chairman. J. Taylor Wright, Secretary.
Buffalo Daily Republic

Frightful Collision On Lake Erie.

STEAMER ATLANTIC SUNK.

Over 200 Lives Lost.

FURTHER PARTICULARS FROM THE WRECK.

We yesterday gave all the particulars of this dreadful collision which could be obtained by the several lines of telegraph from this city to Erie and Cleveland, up to the hour of going to press. Since that time several of the passengers, survivors from the wreck of the ill-fated ATLANTIC, have reached our city, from whom we gain the following additional news.

The collision occurred at about twenty minutes to 3 o'clock, on Friday morning, between the steamer ATLANTIC of the Michigan Central Line, bound from this port to Detroit, with about four hundred and fifty passengers, and the propeller OGDENSBURGH from Cleveland, bound for Oswego. They came together about six miles above Long Point and some four miles from shore.

The propeller ran into the steamer, striking her on the larboard bow, and some ten feet forward of the wheel-house, cutting her hull to the water's edge, and the water immediately rushed into the steerage cabin, where were a large number of passengers, mostly Norwegian emigrants.

The engine of the propeller had been reversed before the collision occurred, and as soon as her headway was stopped, she fell off and the steamer passed on, her machinery working all the time during the collision.

It was soon discovered that the steamer was sinking -- the water pouring into the hull so fast as to extinguish the fires before she had proceeded half a mile from the scene of the collision.

Capt. Petty was up when the collision took place and the second mate was on the watch. The propeller was steering in a direction nearly at right angles with that of the steamer, and she was only seen by the officers of the ATLANTIC about a minute before she struck.

The officers, finding that the ATLANTIC was too badly injured to float, immediately set about measures to calm the fears of the passengers, and provide means for their escape from a watery grave. The scene that followed is beyond description. The forward cabin below was occupied by about one hundred and fifty men and women, with their children, all of whom must have perished.

When the propeller struck her, her bow opened and the water rushed in in torrents, filling the cabins in an instant, and causing almost instant death to those who were sleeping there. The cabin passengers were aroused by the concussion, and at once rushed upon the deck in their night clothes, presenting a scene of wild confusion and distress. Parents seeking their children -- husbands their wives -- and friends, each other, amid the most heart-rending cries that came from every part of the boat. There was a large number of Norwegians sleeping on the main deck who could not understand one word that was said by the officers. On being awakened by the collision, they were panic struck and threw themselves, without the least preparation, into the water, where so many of them perished.

The coolness of the officers had a striking effect upon the cabin passengers, and many of them availed themselves of stools which were furnished with life preservers and other articles of furniture, and as the water gradually, ascended to the hurricane deck where they were mostly picked off safe.

In getting out the life-boat, Capt. Petty accidentally fell from the hurricane deck injuring him severely.

The life-boat was filled with water, and upon recovery from the stunning effect of the fall, Capt. Petty swam off to the propeller, about half a mile, and requested it to come alongside to take the passengers from the steamer, which it did, taking from the boats of the ATLANTIC all who could be picked up from the lake and those who had remained on the hurricane deck and rigging.

After hailing the propeller, it was supposed that Capt. Petty had drowned, but he was finally picked up, having a small piece of plank in his hand which had sustained him while insensible from the effect of his fall and subsequent exertions. He came down last evening by the State Line Railroad, and is now in charge of physicians in a very low state of body and almost frantic from mental excitement.

The steamer lay in about 25 fathoms of water, and when left by the propeller, her starboard wheel-house was just out of the water. The propeller took the survivors into Erie and a large portion of them were taken on by the SULTANA to Cleveland.

A gentleman, who with the engineer and several others, were the last taken from the wreck, took to the rigging, and had among their company a lad who had become separated from his parents, who acted like a little hero. The little fellow hung on as long as he could until, from exhaustion, he was obliged to tell his companions he must let go. After consultation, it was resolved to hold him by turns, which was done until the life-boat came within hailing distance, when he was taken on board.

Those of the passengers who had life preservers with them, put them on. Among these was Mr. Aaron Sutton of New York city, his wife and little son and daughter. While Mr. Sutton was adjusting the life preserver upon his wife, some person snatched his own, and left him to his personal exertions for safety. Being an expert swimmer, he took his children and jumped into the lake, his wife following. The life preserver buoyed up Mrs. Sutton and Mr. Sutton kept his children afloat until all were rescued.

Capt. Petty, although this is his first season in the command of a steamer, bears the reputation of a thorough going gentleman. He has for two years previous acted in the capacity of first mate of the ATLANTIC, and has always been esteemed a careful, temperate, and trustworthy officer. His first mate, Mr. Bludget, as well as the engineer, Mr. Buell, have both long been in the employ of the Messrs. ward, and are experienced officers. We have repeatedly this season heard the officers of the ATLANTIC spoken of by the travelling public in the highest terms and can personally bear testimony to their attention and fidelity to their duties.

The ATLANTIC was built in 1848 and owned by the Messrs. Ward, at a cost of \$110,000. She was not insured for a dollar.

Immediately the news reached the city, the steamers NORTHERN INDIANA and LOUISIANA and propeller PRINCETON offered their services to go to the wreck -- the LOUISIANA, which was fired up, immediately discharged her load for that purpose. The Company's boat, CLEVELAND, however, arrived from up the lake, and was instantly dispatched to the scene of the calamity. She saw nothing of the wreck on her down trip owing to the prevailing fog.

Captains Dorr and Rounds, of the Board of Underwriters, together with Messrs. Movius and Luce, agents of the M. C. Railroad Line, went out on the CLEVELAND to the west.

The following is a list of the cabin and second-class passengers as ticketed from the office here. The names alone are known, without initials, and the places named, are the cities in which the passengers procured their tickets; but it is not certain that in all cases they reside there:

CABIN PASSENGERS.

Names Where from Destination.

Mr. Osborn and child New York Chicago

" Reed do do

" Field and family of three do do

" Frost Boston do

" Calkins Albany do
 " Lake do do
 " Fairbrother do do
 " Bushnell & Brother do do
 " Lawrence and family of three Utica do
 " Clarki family if 3, 1 child not known do
 " Russell do do
 Mrs. Cornwall, sister of Elibu Burrett do
 Mr. Fisher Canada do
 " Shamber York Waukegan
 " Britton do do
 " Stanley not known Milwaukee
 Miss Myers do do
 Mr. Horace Carley and sister East Randolph, Vt. Detroit
 " Bissell Troy do
 " Brown do do
 " Le Fever do do
 " Kirby do do
 " Johnson and wife do do
 " White and wife do do
 " Crippen do do
 " Green do do
 " Berch do do
 " Montgomery and wife do do

The second class passengers, ticketed at the office were as follows:

FOR CHICAGO: Mr. Hartley and wife, Albany; Toogood and wife, Troy; Mrs. Stevens, residence not known.

FOR MILWAUKEE: Mr. Marshall of Boston; Messrs. Hall, Graves and Colvin, residence not known.

FOR SHEBOYGAN: Mr. Turner, residence not known.

FOR DETROIT: Mr. Worts, wife and two children; Mr. Summerman, Stewart, Bird and wife, Lucas and Hayes.

From Mr. Homan, Michigan central Railroad office, we received information that the following were the number of tickets issued from his office:

Steerage passengers, emigrants	217
Deck passengers	51
Second class passengers	10
Cabin passengers	48
Total	326

Aside from these Mr. Homan thinks there may have been 125 persons on board, including the crew, making about 450, and reducing the probable loss to about 200. This, however, we fear is a little under the mark. The emigrants were Norwegians, who came through by Lake Ontario steamers from Quebec, and about 75 or 80 of them were left on the dock, the agent refusing to suffer them to get on board. They now mourn the loss of their friends. There is reason to hope that many may yet be saved on the life preservers, with which the boat was well furnished. The Clerk had no opportunity to save the books, papers, or money, the water was on the first deck

before he could get out of his office. The Express Company Livingston, Fargo & Co., had \$30,000 on board. The boat is \$1,000. John M. Murphy was the Express agent.

The following was the proceedings of a meeting of the passengers on board the propeller OGDENSBURGH, after the collision.

At a meeting of the survivors of the steamer ATLANTIC, held on the propeller OGDENSBURGH, Friday morning, the 20th inst. Hon. David S. Walbridge, of Kalamazoo, Mich., in the chair as secretary. On motion it was Resolved, That the thanks of the meeting be and they are hereby tendered to Capt. Robert Richardson, of the propeller OGDENSBURGH, and to his gallant officers and crew, for their presence of mind and self-sacrificing efforts in rescuing us from our late perilous situation from the wreck of the ill-fated ATLANTIC, to whom, under God, we owe our preservation from a watery grave.

The following are the names of the Cabin passengers saved, as far as ascertained, others however, may have been saved:

L. D. Crippen, Cold Water, Mich.; David S. Walbridge, Kalamazoo, Mich.: Richard M. Smith, Penn Yann; Abner C. Ellis, Sandwich, C. W.: A. Reed, Farmington, Ill.; Walter Osborn, Niles, Mich.; E. G. Everett, Greenfield, Mass.: A. Calkins, Belvidere, Ill.; J. L. D. Bissell, Mobile, Ala.; J. J. Browne, Mobile, Ala.; S. V. R. Graves, East Hamburg; A. Colvin, East Hamburg; J. Shawler, Clifton, N. Y.; J. Heartley, Lasalle, Ill.; R. White and lady, Orville, Vt.; W. J. Hall, Albany, N. Y.; Alfred Clark, not known; G. E. Bushnell, Green Co. N. Y.; Robt. Montgomery, N. Y. city; J. W. Snook. Madison, N. Y.; Mrs. F. H. Harris, Detroit; Wm. Hogan, Detroit; Rev. Sam Haskell, Detroit; J. L. Wright, Brooklyn, N. Y.; Mrs. L. Buckley, Battle Creek, Mich.; John F. Blake, Meriden, Ct.; George R. Givan, Clerke; Miss Myers, Frankfort, N. Y.; Miss Auld, Frankfort, N. Y.; Mr. Titus and son, Detroit; Mrs. Cornwell, Chicago; Mrs. Ellis, Chicago; H. J. Wilson, Detroit; Aaron Sutton, N. Y.; 2 miss Suttons, Detroit; Masrer Sutton, Detroit; Mr. Kirby, Detroit; S. Haskell, Detroit; Theo. Titus, Detroit; E. H. Titus, Detroit; B. F. Lawrence and wife, Belvidere; J. Paddock and wife, Oakland; W. Bildsall, Grand rapids, Mich.; J. Aylsworth and wife, Ill.; J. Lawrie, Belvidere, Ill.; A. H. G. Green, Green Bay; Wm. J. Hull, Albany; J. Stanley, Staisburg; Miss Bunyea, Henrietta; W. E. Goggett, Chicago; Josiah Brock, Wright Brockley, L I; C. L. Peck, Rome; Mr. Brockway, Kenosha; Capt. Turner, Oswego; Emory Cobb, Chicago; Bella Dingwall, Buffalo.

LOST -- Abigale Stanley, 18 years old; Mary J. Scammon, Mil. 12 years.

Most of those landed in the State Line cars at 4 o'clock yesterday afternoon, in a destitute condition.

The clerk of the SULTANA telegraphed last evening that it would be impossible to get the names of the passengers taken from the pier at Erie.

The steamer CLINTON returned to Erie last night and reported the ATLANTIC down out of sight.

GENEROUS -- We learn that the State Line railroad brought many of the survivors of the disaster to this city yesterday free of charge. The citizens of Erie with their proverbial generosity extended every aid in their power to relieve the destitute condition of the passengers landed there from the wreck.

The several Telegraph offices also tendered the free use of their lines for the transmission of messages from the destitute to their friends.

Mrs. Millar and two other ladies saved from the wreck, ascribe their safety to the prompt and fearless efforts of Mr. L. D. Crippen, of Michigan, in their behalf. Two of the ladies he rescued

from the water, and the third was unable to escape from her state room until, at the expense of severe wounds upon his hands and feet, he broke in the window and aided in her escape. Such acts reflect well upon human nature, and help to relieve such a picture as is represented by him who snatched the life preserver from its rightful owner in a moment of peril.

Buffalo Daily Republic
Saturday, August 21, 1852

MORE PARTICULARS OF THE LOSS OF THE ATLANTIC.

Information was received in town yesterday, that bodies had begun to appear on the surface of the lake. Mr. Ward, the owner of the ATLANTIC, on Saturday night, left a boat, well manned, to reconnoiter the scene of the wreck, and pick up such bodies and property as might be found floating. Yesterday the steamer St. LOUIS with a sail vessel well manned, went to the place where the disaster occurred. The steamer proceeded to Cleveland and the vessel and men to remain in the vicinity of the disaster. Several persons having friends on board the ATLANTIC, who were probably lost, went on the St. LOUIS to recover the bodies and effects, if possible.

Mr. Henry Wells of the Express who also went up to make arrangements to recover the \$30,000 lost, which we may sincerely hope may be accomplished.

We should think that Mr. Ward would send a steamer well manned and supplied with small boats, to remain around the wreck for several days, that the bodies and property that may wash up be properly taken possession of and cared for. It is a duty he owes the public and those who have lost friends, to do so under the circumstances.

The steamer CLEVELAND which left here Friday noon, for the scene of the disaster, returned to port on Saturday evening. They were unable to find the wreck of the ill-fated steamer. They, however, found some portions of her upper works, stools &c., floating about in the lake. But one trunk, was picked up, and that was marked, "Geo. Fisher, Byron Co., Ill.," which contained some wearing apparel, and seven or eight daguerian likenesses.

The second mate of the ATLANTIC on the night of the collision with the propeller OGDENSBURGH the 19th inst. It was my watch on deck, the weather was smoky from the time of leaving. I saw the Long Point light two miles, and think I could have seen a steamer's light one mile. Fifteen minutes after leaving Long Point light which we passed at 2 o'clock, made propeller's light nearly a point on our larboard bow. We were steering S. W. by W. our usual course, when I saw the propeller's light which was very dim, I put the wheel "a port" and kept her off W. S. W. In two minutes after, the propeller struck us twenty feet forward of the wheel on our larboard side. I saw no signal light of red or blue on propeller until after she struck us. Heard the engine bell of the propeller about this time.

As soon as we were struck I gave the order to the wheelsman to steer for shore, which was within four miles. I then ran down on the main deck to see if I could discover the extent of the injury, and returned immediately to the upper deck. Mr. Blodgett, the 1st. Mate, was then at the pilot house. I told him she was sinking, and he ordered me to run below and see if she was filling. I then went into the steerage, which is forward and found no water on her floors, but could not get up the hatches to look below. I then returned to the fire hole and saw the water rushing in, in torrents, carrying with it coal, ashes, &c.

I then went to list her with passengers and freight to the starboard, in hopes to relieve the leak, but found it impossible, as she was fast settling forward. I then returned to the hurricane deck, and heard Capt. Pettey give orders to those congregated there to keep quiet. Orders were

then given to get the two boats, which were on the hurricane deck ready, and also the working boat. The steamer settled gradually, and I should judge it was all of twenty minutes before the water came up to the hurricane deck. I should think it was at least half an hour after we were struck before the propeller came within hailing distance. Had the propeller, when we first saw her, put her wheel "a port," we should have cleared her.

James Carny.

Below we give a statement of one of the wheelmen on the ATLANTIC at the time of the collision:

Morris Barry -- was wheelman on the night of the 20th when run into by the propeller OGDENSBURGH. We passed Long Point light at 2 o'clock on our usual course, S. W. by W. Should think twenty minutes after, the 2nd. Mate, who was on watch, called my attention to a light on our larboard bow -- should think from one half to one point.. It was two small lights very dim, couldn't tell what it was, but I saw no signal lights supposing it to be a vessel. Had no idea on what course she was sailing. Saw no signal light until after we were struck and the propeller had the second time come up to the steamer to take off the passengers, which was about an hour afterwards. As soon as the light was seen the second mate ordered me to put the helm hard a port, making our course when struck W. S. W. It was probably three minutes after we saw the light before the propeller hit us. She struck us on the larboard bow above the forward gang-way, soon as we were struck the 2nd. mate ordered me to steer for shore, which was I should think, three or four miles off. I remained at the wheel until the engine stopped. Should think it was fifteen or twenty minutes after we were struck before she settled into the water to the hurricane deck. Should think it was all of an hour before the propeller came to pick up those in the water.

The bell of the ATLANTIC was rung as soon as we found she was sinking, and at intervals afterwards by the orders of Capt. Pettey and the first mate. Every exertion was made to signal the propeller to come to our assistance. At the time we were struck there was in the Pilot house with me, a Captain of some vessel on the lake. His name was, as I've since understood, Captain Brigham. I remained on the steamer and was taken off onto the propeller after she came along side with the others who were saved. Should think there were 150 persons on the wreck taken off at the time I was. I heard the bell of the propeller just as she struck us, but whether it was to back or slow her, couldn't say, Had the propeller put her helm "hard a port," at the time we saw her we should have cleared her, or at all events only rubbed.

Morris Barry.

The schooner De WITT CLINTON from Erie reports having found a large amount of valuable property in the lake belonging to the ATLANTIC.

We are indebted, for the following statement of Mr. A. Calkins, to Mr. C. H. Baldwin, Route Agent on the Buffalo and Erie Railroad. It was handed Mr. B. by the author, for publication:

Statement of Mr. A. Calkins, of Belvidere, Ill., formerly of Geneva, N. Y. -- one of those saved from the wreck of the ATLANTIC.

I was on board the ATLANTIC about 9 o'clock on Thursday morning. I purchased the first ticket sold for the trip for myself, and another for Mrs. Cornwall, a sister of Elihu Burrett, the learned blacksmith, who was under my charge. I left the boat until about 3 P. M., when I returned. At that time there was at least a hundred passengers on board. We took tea at the Western Hotel. About sunset, after I had again returned to the boat, I heard the clerk inform a lady that all the state rooms above were taken. He gave her a side room on the main deck. She was among the lost. There was at this time 200 or more on board. I had expected 100 laborers to come in on the emigrant train, to proceed to Freeport, Ill., to work on the Illinois Central railroad,

on which I was interested in a contract. I noticed a large number of emigrants on board, and supposed those were among them. I remarked to Mrs. Cromwall that she had no idea of the number on board. At her suggestion I went with her below. We went a step or two down the stairs, proceeding to the emigrants cabin. It was literally crammed with human beings. We were unable to get further and returned; this was before the evening trains had come from the east. A large number of cabin passengers came from those trains, and I should judge that when we left the dock we had at least 200 first class, and 300 emigrant passengers on board. I retired when about five miles out and soon fell into a quiet slumber. I was awakened by the shock produced by the collision. I occupied No. 3 on the larboard side.

The first I realized the berth above me came down with its occupant, Mr. Laurie, of Belvidere, Ill., and we both went on the next, occupied by a stranger to us, who, I suppose, was lost, as I have not seen him since. I next heard an awful scream from a hundred voices, which now rings in my ears almost as vividly as then. I perceived that the outside of my berth was carried entirely away, and why I did not fall out into the water I cannot tell. I now extricated myself and those around me from the rubbish.

The water had now risen over my feet on the upper deck, and a cry arose that the vessel was sinking. I endeavored to put on my pantaloons and partially succeeded. We now started for we scarcely knew where, and I was carried by the crowd overboard. I sank with numbers clinging to me, perhaps 16 feet. I could not swim. At this instance I caught hold of a rope by means of which I regained the wreck. I next made my way under the water to the mast of the steamer. I was next pushed from the mast; there were numbers clinging to it. I now caught hold of another rope, but soon pulled, by at least four persons clinging to my legs from my hold. The marks of the grasps of those poor wretched beings are still upon my ankles. At this instance I saw the clerk clinging to a rope. At my request he kindly offered me his hand, and succeeded in gaining his position. Four persons were hold of my legs. The vessel now sank very fast. We clambered up the rope, and as I did so, those hold of my legs relaxed their hold and sank. At this time I had the satisfaction of reaching out my hand and rescuing a fellow sufferer, who was almost gone with exhaustion. At this time, the clerk assured us that a vessel was coming to our relief. He continued to encourage and cheer those about him until we were rescued. He assisted me into a boat, and I was informed that he was the last man who left the wreck. The bell of the steamer was not rung after the collision nor was the engine stopped until the fires were put out. I heard no orders from anyone. I think about forty or fifty cabin and one hundred steerage passengers were rescued by the propeller. The stool life preservers proved entirely worthless, but I think all who had the India Rubber ones were saved.

Almon Calkins.

Buffalo Daily Republic

Monday, August 23, 1852

Pinney Dock, 1998

PINNEY DOCK & TRANSPORT COMPANY

Connecting The Midwest To The World

Jan 97

Integrated Docking, Unloading, Loading, And Extensive Storage Resources

Our Strategic Location

Located in Ashland, Ohio on the western shore of Lake Erie, Pinney Dock & Transport Company is ideally positioned to provide the highest level of efficiency and superior service for all your shipping needs. The largest privately owned dock on the Great Lakes, we have established vital links with key transportation resources.

Fundamental to our quality service is a strategic location and transportation infrastructure that gives customers significant advantage in reaching the markets they serve.

One of our major customer service features is the rail service provided to and from our facility by both the Norfolk Southern and U.S. Steel railroads. These important connections used by their shippers of the Central Basin, a market of dependable trucking companies in the immediate area are available to make with your transportation needs. These connections link us to the world's major markets.

Our dock facility can accommodate the 270 x 100 trucks that move materials onto and off the dock. In addition, the Ohio State Route 14, connecting with Interstate 90 in Cleveland, Ohio, is only 55 miles north of our facility. This strategic location provides a convenient route for shipping the goods Midwest, as well as other major national centers throughout the United States.

Modern Facilities And Equipment

Over the years, the need for more sophisticated and highly-integrated service has grown dramatically, and Pinney Dock & Transport Company has responded by continually expanding its facilities and equipment to meet these requirements. Today our three fully-dredged slips and six docks, totalling 15,000 linear feet of vessel berthing space, provide access to more than 200 acres of adjacent storage space. Two hundred additional acres of storage is available inland of this space. Each of our slips can accommodate any vessel now plying the Great Lakes—all water ships entering from overseas to 1,000-foot lake self-loaders.

Two 45-ton gantry cranes, which work with buckets, magnets, or slings travel on rail at a fully-floored dock ideal for the discharge or loading of salt water and lake bulk vessels. A full complement of modern ground supporting equipment such as front end loaders and fork lifts round out the vehicles needed to handle virtually any cargo.

Our warehouse space exceeds 350,000 square feet. Silo storage for bulk cargoes, totaling 7,500 MT, is available.

Although modern facilities and equipment are important, the commitment and resourcefulness of the people who put them to best use are essential. Each member of our crews has years of experience in loading and unloading a wide range of products, and each is totally dedicated to serving our customers. Coordination of these integrated capabilities into a seamless factory operation is the responsibility of our highly experienced and dedicated dock supervisory group. Our management people work with you in developing well-thought-out recommendations to meet both immediate and long-range requirements.

With our fully-integrated combination of modern facilities and equipment, we perform the coordinated processes necessary to handle specific shipments in the most efficient manner.

The Capacity And Capability To Handle Bulk Commodities And General Cargo

Our strength comes from our long experience in developing the capability and capacity to efficiently handle both bulk commodities and general cargo.

The docking, unloading, loading, and storage of bulk commodities and general cargo has been a focal point of our business activities for more than 45 years. During this time, a commitment to timely and cost-effective customer service has remained the cornerstone of every phase of our operations. Diverse shipments arrive here from ports throughout the Great Lakes, as well as international shipping centers via the St. Lawrence Seaway. This global service is a principal reason for our continuing growth as a leading gateway to the Midwest from anywhere in the world.

In serving this dynamic Midwestern region, we have established valuable liaisons with manufacturing companies, their suppliers worldwide, and a network of transportation firms, including rail, water, and truck. Pinney Dock & Transport Company is particularly proud of the successful, long-term relationships it has formed with customers. Some of these relationships have continued for more than 35 years.



Decades Of Dock Experience And A Firm Commitment To Customer Satisfaction

Since its founding, Pinney Dock & Transport Company has built on its many strengths, making it a world-class provider of integrated docking, unloading, loading and storage services.

These capabilities originate from the experience, initiative, and dedication of our people. With decades of dock experience and a firm commitment to customer satisfaction, these employees provide the innovative resources and services that help you compete more effectively in your markets.

Give us a call today to see how the Pinney Dock & Transport team can best serve you.



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