On the night of February 27, 1912, the steamer *H. K. Bedford* sank in the Ohio River near Waverly.

**CSO:** SS.8.24, SS.8.14, ELA.8.1

**Investigate the Document:** *(Parkersburg Sentinel, February 28, 1912)*

1. What was assumed to be the origin of the *H.K. Bedford*’s demise?

2. Why did the boat have an abnormally large load to haul?

3. According to the article, what was the approximate cost of the damage?

**Think Critically:** It’s 1912 and you are a reporter for the *Parkersburg News and Sentinel*; the news about the sinking of the *H.K. Bedford* on the Ohio River has come across your desk. What three questions would ask the survivors of the incident?

- The *H.K. Bedford* was en route from Williamstown-Marietta northwards on the Ohio River to East Liverpool, Ohio. Which of the following river cities would the boat have traveled through to get there? *(Y= Yes, N=No)*
  - St. Marys: ______
  - Paden City: ______
  - Ravenswood: ______
  - Clendenin: ______
  - New Martinsville: ______
  - Wheeling: ______
  - Pt. Pleasant: ______
  - Weirton: ______
  - Bruceton Mills: ______
Str. Bedford Sinks
Passengers and Crew
Plunge Into River

THRILLING EXPERIENCE
LAST NIGHT

DOZEN PASSENGERS AND CREW
SAVED CHILLY AND NARROW
ESCAPE.

WELL KNOWN CRAFT WENT
DOWN THREE MILES ABOVE
MARIETTA.

BOAT MAY BE TOTAL LOSS—
HEAVY LOSS IN VALUABLE
FREIGHT.

The steamer H. K. Bedford, one of the
oldest packets on the Ohio river,
and which has been operating in the
upper river and in the trade affecting
Parkersburg for the past nineteen
years, was sunk opposite Ralph
Bean’s landing near Reno, three
miles above Marietta, about 11:40
o’clock, Tuesday night.

The boat had about one hundred
tons of freight aboard, most of which
had been taken on at Marietta, the
balance having been taken on here
and at Williamstown, about five tons
being taken from here. The cause
of the accident is not exactly known,
although it is thought to be due to a
log, chain breaking, and caused the
hull to break near the first stanchion.

LEFT HERE TUESDAY AFTERNOON.
The boat left here at 2:45 o’clock
on Tuesday afternoon, with Captain
Henry Kraft, of Belpre, in command,
Captain Ed Sims, of Wheeling, at the
wheel; Oscar Issam, of New Miami,
and Lewis Richey, of Whittens
Landing, as mates; Morton Harper,
of Marietta, as clerk; Dude Betty
of Parkersburg, chief engineer; Geo.
M. McElhose, of Marietta, second
engineer; William Gray, of Parkers
burg, and Ben Joy, of Sardis, as
firemen.

This was her first trip out after
having been laid up here since before
the last freeze up of the river, and
this was responsible for the boat hav-
ing such a heavy trip of freight.
Owing to the large amount of freight
loaded at Marietta the boat did not
get away from there until about 11:03
o’clock.

Found Nothing Wrong
Before retiring Captain Kraft made
a round of the boat, about fifteen
minutes before the accident occurred,
and found nothing wrong, and the
first he knew of the trouble was
when he heard some of the crew
awakening the passengers and tell-
ing them that the boat was sinking.
The discovery of the trouble was
made by Fireman Gray, whose turn
it was to be on watch.

Twelve Passengers Aboard.
There were twelve passengers
aboard and twenty-eight in the crew,
the latter including the deck hands,
cooks, cabin boys, etc., in addition to
those above named. A partial list of
the passengers secured is as follows:

Dr. and Mrs. Earl Gray, of Balti-
more.

Frank Thomas, of Newport, Ohio.
Albert Hutchinson, of Williams-
town.

Mr. and Mrs. A. T. Watson and two
sons, Roy, aged 12, and Dolmas,
age 4, of Williamstown.

It is understood that there were
one or two women in the list from
Parkersburg, who boarded the boat
at Marietta, but whose names have
not been learned.

The boat was running not far from
shore, but owing to the high stage of
the river at present, it sank in rather
depth water, and tipped partly over.
The water coming within two feet of
the roof. All on board had narrow
escapes with their lives and were
compelled to jump into the river.

Struggle in the Water.
By means of lines which were
thrown out to shore, some reached
the bank in that way, which method
was used by the women aboard, who
were assisted by men who could
swim. Mr. Watson threw his four
year old son from the boat to Morton
Harper, the clerk, who in turn
passed him to Frank Thomas, one of
the passengers, and the latter placed
him in the arms of Mrs. Watson, who
had reached shore.

The accident was a particularly
hard blow to the Watson family, who,
in addition to their exciting experi-
ence, lost everything they had, their
furniture having been loaded at Wil-
liamstown on the boat, only a short
time before, to be shipped to East
Liverpool, where they were going to
live. They also lost what money
they had with them. Notwithstanding
their loss, the family left Mari-
etta this afternoon, going to East
Liverpool by train.
Heavy Loss of Freight.

Among the heaviest losers who had shipped freight by the Bedford, were the Phoenix Mill Company, of Marietta, who lost thirty-one shipments; C. C. Higgins & Co., wholesale grocers of that city, and the Marietta Chair Co. However, some of the property of the latter was recovered.

The Grace V., a gasoline boat from Marietta, went up this morning, about 8:30 and brought back quite an amount of water soaked freight that was removed from the river, including 150 chairs, which had been shipped by the chair company of Marietta. A cow which had been shipped by J. B. Hickman, from Belpre, to a point up the river, and a coop of chickens shipped by other parties, were lost.

Boat Probably Total Loss.

The Bedford, it is thought, will be a total loss, after the heavy run of Allegheny ice, which is coming, has crashed into it, and if so the loss will be about $15,000. The boat was built at Jeffersonville, Indiana, a good many years ago, and during its time has been operated by a number of interests.

At present it is operated by a company, in which Captain Fred Kimpel, of Moundsville, is the heaviest stockholder; Captains Henry and Harry Kraft of Belpre; R. W. Potts, of Moundsville; Edward Dunn, of Wheeling; H. C. Connally, of Portsmouth; and the E. C. Gerwig estate, of Parkersburg.