

## CHAPTER TWO

### Correction to page 24

It seems my research source concerning the *Moselle* steam boat is incorrect.

New research shows the *Moselle* sank in 1838.

The following was written by well known Campbell County Historian – Genealogist, Jim Reis

**Moselle**-between 5 and 6 pm on April 25, 1838, the steamer Moselle with Captain Perin on the bridge, left Cincinnati for St. Louis. Between 150 and 200 people were aboard. According to the **Cincinnati Daily Evening Post**, "the rafts and neighboring shores and streets were covered with people, many of whom were drawn by curiosity, others to take farewell of their departing friends and relatives."

The steamer still was within view when it was rocked by a tremendous blast. "We never before saw such an illustration of the power of steam. A part of one of the boilers was thrown more than 1000 feet and crushed the pavement where it fell," the reported wrote. Two weeks later the casualty list showed **62 people dead**, 16 seriously injured, **52 missing** and more than 90 people uninjured.

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Another source

Name: MOSELLE

Type: Sidewheel, wooden hull packet.

Size: 150 tons

Launched: 1838, Apr., Cincinnati, Oh.

Destroyed: 1838, Apr. 25: 3 of her 4 boilers exploded at landing just above docks at Cincinnati, after **2nd run to St Louis.**  
**160 persons lost.**

Area: Ohio R.

Captain; 1838, Apr. 25, Perin, [4](#), an attentive, courtious young man of probably not over 28 years of age.

Above information from [Tall Stacks On Line](#)

Comments: [4](#), 1838, Apr. Portsmouth, Oh.-Cincinnati, Oh. time, 00/07/55  
St. Louis - Cincinnati-St. Louis, 02/16/00

Made run Louisville - Cincinnati **1837**

Another source reports the tragedy, again a bit differently.

April 25, 1838

150-Ton

[MOSELL](#)

Explodes on Inland Waters

"In one of the most tragic early episodes on inland water, the boiler of a new steamboat, the 150-ton Moselle, exploded after its departure from the Cincinnati public landing. The boat was making a short stop at Fulton, which was a landing just up the river near what today is known as Lunken Airport. The explosion blew the pilot across the river into Kentucky. Low in the water, the Moselle was down with only the chimneys and a small portion of her upper works showing. The tragedy took **85 lives** and injured many more.

Captain Perrin had been the skipper of the Moselle, and was reputed to have taken great pride in her speed. He was rumored to have resorted to a number of tricks to increase the power and speed of the boat, liberally feeding resin into boiler fires. Necessary landings were often made with great haste, and in most cases, Perrin would hold onto all of his steam instead of allowing the excess to escape at the safety valve.

After the Moselle explosion, a Cincinnati editor courageously admitted the responsibility carried by news media for the disaster. He wrote, "we plead guilty, in common with the other presses to having praised the speed and power of the boat, which doubtless goaded the captain and owners to excel others in rapidity. The press must change its tone. Safety is better than speed." "

This information quoted from an article on [Tall Stacks On Line](#) web site.

**1838** - The *Moselle*, built at Cincinnati, is claimed to be the fastest boat on the river, but 25 days after launching it explodes at Cincinnati, killing 160 passengers in the worst steamboat disaster to date.

The above, points out that research of history and genealogy is not an exact science. One must continue the search to establish and verify dates and correct spelling of names of those who came before us.

Lives lost – most of 250, 114, 160 or 85?? Did the boat ever come down the river with German Immigrants or did it take them to St. Louis from Cincinnati?