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The commission to investigate the causes of the *Wawaset* disaster recommended that steamboat inspectors make it their special duty to frequently visit steamers, and without any previous notification sound an alarm of fire, to test the efficiency of the crew and of the life-saving apparatus on board. This mere suggestion has already had a good effect in one case at least Captain James Harper, of the steamer *Columbia*, which left Washington yesterday morning, thought he would see, provided his boat should catch fire, how his crew would act under the circumstances, so before the boat reached Alexandria he sounded the alarm on the main deck at 9:45, and in one and a half minutes the engineer, Mr. John Bleasdale, had two streams from the donkey and one from the forward deck pump in operation flooding the decks. At 9.45 ½ orders were given to lower away boats and get out life-preservers, and in two minutes, under the direction of Mr. L.T. Pearson, mate, every boat was in the water, and every life preserver out and ready for use. This should be an example not only for the commanders of all our river and coasting vessels, but the officers of ocean steamers as well.