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HARTFORD WATER WORKS.

SEALED PROPOSALS will be received at the office of the WATER COMMISSIONERS and ENGINEER, No. 146 Main Street, until 12 M., March 23, 1854, for constructing a Reservoir within the City. It will be made of earthen embankments, and faced on the inner side with a stone wall. All the earth materials will be furnished by the Commissioners. All the stone to be furnished by the Contractor. The work on the Reservoir to be commenced as soon as the frost is out of the ground.

Proposals will also be received at the same time and place for a Cornish Beam Engine and pump, with a cylinder of 50 inches diameter and eleven feet stroke. To be built with all the modern improvements. To have suitable boilers, an air chamber on the rising main, and all the bed plates, bolts and bars necessary to confine it properly in its place.

Proposals will also be received at the same time and place for furnishing Cast Iron Water Pipes, Hydrants and Stopcocks.

There will be required about

400 tons of 16 inch pipes, 3/4 inch thick,
340 " " 12 " " " " " "
80 " " 10 " " " " " "
130 " " 8 " " " " " "
360 " " 6 " " " " " "
20 " " 4 " " " " " "

There will also be required a suitable proportion of Branch, Curve and Taper Pipes.

There will also be required 68 Hydrants.
Also 4 Stop-cocks for 16 inch pipes,
" 10 " " 12 " "
" 5 " " 8 " "
" 24 " " 6 " "

All the pipes must be made of pig iron, of such a quality as will bear drilling and cutting. They must also be of uniform thickness and texture. Strict examination will be made of these particulars.

The joints are to be of the kind known as the spigot and faucet.

The pipes will be of the usual length, (9 feet,) with a suitable proportion of branch, curve and taper pipes.

All the pipes, stop-cocks, and hydrants will be proved to a pressure of 250 lbs. per square inch.

The delivery of the pipes in Hartford must be commenced on the first day of June next, and all of them to be delivered by the first of October following.

A specific price per ton of 2240 lbs. is required for the pipes, and for the branch, curve and other pieces, and a specific price per piece for the stop-cocks and hydrants, finished and ready for proving, and delivered in Hartford.

Proposals will be received for any portion of the pipes, stop-cocks and hydrants, or for the whole of them. Proposals will also be received in a single sum for the entire work, including the laying of pipes, etc., etc.

No more than one proposition will be received from the same person or persons for either portion of the above work.

By the terms of the law, each proposal must "be accompanied with a bond satisfactory to the Commissioners, conditioned upon the faithful execution of the proposition in the event of the acceptance of the same."

No contract to be binding on the City until ratified by the Court of Common Council.

The Commissioners reserve the right to accept or reject such proposition as they may deem best for the interest of the City.

All proposals must be written out in full and signed with the full names of all who are parties thereto.

Payments will be made monthly for work done on the Reservoir, and for Pipes, etc., as soon after delivery as will give a reasonable time for inspecting and proving them.

Ten per cent. on all amounts will be reserved until the contract is faithfully completed.

The whole to be under the direction and inspection of the Chief Engineer and to be done to his entire satisfaction. Drawings may be seen and further information obtained on application at the office.

E. K. HUNT,
THOS. BELKNAP,
JOHN CARTER, } Water Comm'rs.
A. E. BURR,
JAMES SLADE, Chief Engineer.

Hartford, Conn., March 1, 1854. mh 2 18d

The Fire Department of London—A Sketch of its Material.

A London correspondent of the New York Courier has furnished quite an elaborate account of the Fire Department of the great Metropolis. It consists of one Superintendent and four Foremen, each being appointed to a District, which he never leaves, except on some pressing occasion. There are also twelve engineers, who get about seven dollars a week each and a free house—seven sub-engineers at \$6.50 a week; 32 senior firemen at \$6 a week, 39 junior firemen at \$5 a week, and 14 drivers at about the same rate. This embraces the entire Fire Department of London in ordinary times, and consists of but 109 persons, including Superintendents, Foremen and Drivers.

"All the above live at the several stations, are clothed by the Committee, and are always ready when required. The engines are drawn by horses, thirty-one of which are kept constantly day and night at the engine-houses, ready harnessed for service. In addition to these, there are four extra firemen and four drivers, who live at the stations, and are clothed, but only paid by the Brigade when required, and pursue their usual avocations. Eight extra horses are also kept, but these are not an additional expense. The engines are mostly drawn by these animals, which are obtained from cab proprietors on the most liberal terms. These men furnish two horses and a driver to each station, (except that at Watling street, where there are four) and in consideration of the stable room, charge but \$500 a year for each pair of horses and driver. Nearly all the London cab proprietors keep extra horses, and when a fatigued animal is returned to the stable, the fresh one is taken out. By contracting to supply horses to the fire brigade, some of them have a double chance of making money. The keep of the animal is paid out of cab profits, and as stable room costs nothing, and the engine driver receives but \$4 a week, there is a clear gain by the operation. Fires do not occur sufficiently often to be fatiguing to the horses, and therefore this arrangement works well."

The Brigade or Department Force consists of 27 floating engines drawn by horses, 9 drawn by men, 1 engine worked by steam, 1 of the same character worked by manual power, and 22 hand-pumps carried in the large engines. Taking the parish apparatus, the fire engines of the West of England Company, (not of the Brigade,) and the thirty-eight engines belonging to that body, there are but fifty-three fire engines in London! The hand pumps cannot be counted, (being small as their name implies,) and the floating engines are stationed in the Thames, where they are only serviceable on particular occasions. This very small force masters all fires within a circuit of ten miles radiating from St. Paul's, and absolutely protects the property of more than three millions of people.

The firemen are intelligent, sober, and active men. They live at the stations, are nearly all married, and wear a serviceable and appropriate uniform.—The head-covering is a helmet resembling that of the Roman soldiery. Each one is provided with a thick coat, nearly water-proof, pantaloons of the same material, thick boots and red flannel shirt.—When an engine is sent to a fire, only four firemen and one driver go with it, all of whom ride on the apparatus, which is driven along the streets at a furious rate. The men present a strange appearance thus mounted, in their soldier-like uniform, and impress the beholder with the fact that they are intended for valuable service. The hose is carried on the engine. When proceeding to fires, as if by mutual consent, all vehicles make way for the Brigade, and the only noise is that arising from the feet of the horses and roar of wheels. Neither bells nor horns are used in any form in the department. 11-3

It will be at once remarked that four men are not enough to work an engine. The firemen superintend. The levers are manned by the bystanders, and to avoid all dispute in case a foreman be not present, that fireman whose number gives him seniority is commander. All are numbered, and merit insures promotion. The persons who work the engine are paid one shilling the first, and 6d. for each succeeding hour, beside refreshments.—Upwards of 600 assistants have been thus employed at one time.

Each fireman carries printed blanks to every fire, on which are numbers from 1 to 28, and a line on which to write a name of each man that works at the engine, as well as the hours he may be engaged. When this apparatus is manned, the names are written on this blank, and from that it is known who the workmen are, and they are paid accordingly.

The foreman of each and every district is provided with printed forms on which to make out reports of fires occurring in his department. One of these is forwarded to the chief office at 7 1/2 A.M., and one at 7 1/2 P. M., each day. On this are given the day, hour and place of the fire; the name of the occupier of the premises and his business. The landlord's name; supposed cause of fire; where insured; number of policy; gas company supplying gas; whom extinguished by; what water used; number of engines and their district; engines not of the establishment, if any; assistants employed, and damage done.

These reports are embodied in another, made out daily by the Superintendent, Mr. Braidwood, who forwards one to each of the twenty-three insurance offices connected with the Brigade, and a survey is immediately ordered. The companies act promptly, and even in cases where the injury is so slight as to make it scarcely worth the while of the insured to apply for remuneration, officers go and assess damages, which are paid.

Great assistance is given to the firemen by the police, of whom there are between 6000 and 7000 in London, and each constable who discovers a fire receives \$2.50 from the Department. It is also provided that the men who arrive with the first large engine to extinguish a fire shall receive 30 shillings, those of the second, 20 shillings, and the third 10 shillings, and 10 shillings to the first man who turns on the water. These rewards produce about 62 cents per week to each fireman, above his salary. They are paid by the occupiers of the building in cases of chimney alarms, and from the Poor Rates in cases of a more serious character, the Brigade committee not interfering with them in any way. The writer adds:—

"Insurance in London is properly allied with the Fire Brigade. In 1831 the offices of this city had \$176,000,000 of liabilities in the metropolis. In 1852 the amount insured by them was \$228,000,000, or one billion one hundred and forty millions of dollars. They paid that year to Government, in the form of duty, \$1,200,000, or six millions of dollars! The calculation is that about one-half the property in London is insured, and taking that as a basis, although not entirely reliable, the real value of houses, furniture and merchandise in the capital of Great Britain, exceeds the enormous sum of four hundred and fifty-eight millions of pounds, or five times that number of dollars! And, reflect, there are only fifty-three engines, and in reality not more than 109 firemen, all told, to protect this vast accumulation of wealth from that terrific and destructive element—fire! This small force keeps watch and guard over a densely populated region, sixty miles in circumference; and although fires are numerous, and the destruction of property great at times, conflagrations, such as desolate New York and Philadelphia, are the exceptions, and never the rule.

The Brigade is considered a private business affair, and therefore its cost is a matter of secrecy. Information on every other head is readily given. The only means of reaching that result are imperfect, and whatever sums may be named, must be conjectured. From data in my possession, I am inclined to believe that the entire expense of the department for one year, does not exceed \$6,000, or about \$30,000. This is a liberal allowance, and rather over than under the actual figure. The Superintendent, Mr. Braidwood, is a member of the Institution of Civil Engineers, and thoroughly calculated for his post. His assistants are equally qualified for their respective offices. 11-4

He states further that insurance upon house property, furniture and merchandise is about 18d. to the hundred pounds in London. The government duty is twice that sum, or three shillings on every hundred sovereigns worth of property insured, and therefore the Treasury obtains double the amount that the insurance offices get from that source, and has no risks.

11-5 The Census of Great Britain.

The New York Courier has received from London a copy of the pamphlet entitled "Results of the Census of Great Britain in 1851, with a description of the machinery and processes employed to obtain the returns, and an appendix of tables and references. By Edward Cheshire." Fifteen thousand copies of this little pamphlet have been sold at the price of one shilling sterling. We gather from it that the emigration from Great Britain and Ireland has increased from 57,212, in the year 1843, to 368,763, in 1852. In the last year somewhat over a thousand per day. To North British America, the emigration was, in 1847, 109,630, and declined to 32,876 in 1852. The emigration for each year was as follows:—

	To North Br. Am.	To U. S.	To Australia, &c.	Total.
1843	23,518	28,335	5,359	57,212
1844	22,924	43,660	4,102	70,686
1845	31,803	58,538	3,160	93,501
1846	43,439	82,239	4,173	129,851
1847	109,680	142,154	6,436	258,270
1848	31,065	138,233	28,791	248,089
1849	41,367	219,450	38,681	299,498
1850	32,961	223,078	24,810	280,849
1851	42,605	267,357	26,004	335,966
1852	32,876	244,261	91,630	368,764

London is divided into thirty-six districts, viz: 6 West districts, 4 North districts, 8 Central districts, 6 East districts, 11 South districts. The total population consists of 1,106,558 males and 1,255,673 females, showing an excess of 149,120 in the latter. The most populous districts are Marylebone with 157,696 persons, Lambeth 137,325, St. Pancras 166,956, Kensington 120,004, London City 55,932, Shoreditch 109,257, Greenwich 99,365, Bethnal Green 90,193. In Greenwich and Rotherhithes there is a greater number of males than females. In the other districts the females largely outnumber the males. In Marylebone, for instance, the females are nearly 20,000 more; in Kensington 20,000.

In all London the number of houses inhabited was (in 1851) 305,933, and uninhabited 16,643, showing an average of more than seven persons to each inhabited house; but in the populous district of St. Giles the average number is no less than 13 persons to each house, and in other districts 12, 11 and 10.

England, Scotland and Wales and the small Islands contain only 90,038 square miles, viz:—England, 50,922 miles; Scotland, 31,324; Wales, 7,398; Islands, 394.

Cities and Towns of Great Britain according to the Census of 1851.

London,	2,362,000	Liverpool,	375,000
Bath,	54,000	Manchester,	303,000
Birmingham,	232,000	Norwich,	68,000
Bolton,	61,000	Plymouth,	52,000
Brighton,	69,000	Portsmouth,	72,000
Bristol,	137,000	Preston,	69,000
Hull,	84,000	Sheffield,	135,000
Leeds,	172,000		
Scotland.			
Aberdeen,	53,000	Glasgow,	148,000
Edinburgh,	66,000		

To Readers and Anxious Inquirers.

AN INQUIRER.—"Mr. Frederick Brown is about improving his property at the northeast corner of Fifth and Chestnut streets. Can you give the history of the present building? The house was probably built after the Revolution. When the seat of Government of the United States was located at Philadelphia, it was occupied as the War Office, by General Knox, Secretary of War, and his successor, James McHenry. A portion of it was in 1794 the store of Philip Nicklin, merchant, who was succeeded in 1809 by Nicholas & Griffith. About 1810, Patrick Byrne, late bookseller, removed to this house from Market street, and remained there until his death. A few days after his widow, Ellen Byrne, kept a law book store in the same place for several years. She finally gave up that business, and Frederick Brown took possession of the store as an apothecary, in 1822, and has remained until the present time. Mrs. Byrne remained in the dwelling part of the premises until 1824. The other portion of the building was occupied variously. Mrs. White, the mother of Judge Thomas White, of Indiana county, kept a boarding house in a part of it about 1820, and many of her boarders were actors and actresses. In 1828 or '29, H. Bridgport, miniature painter, removed to the upper part of this building, from Seventh and Chestnut streets, and notified the public whilst there that he was prepared to make contracts to paint portraits and lithographs, and afterwards. Many other tenants succeeded him, among whom was Kennedy, the artist. The destruction of this building basis down the last private memorial of the United States Government in Philadelphia. The Halls of Congress, which were in the Court House at Sixth and Chestnut streets, are all the vestiges which remain of the Federal Government."