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The Ericsson and Her Late Performance.

We recently alluded to the performance of the steamer Ericsson since the important alterations made in her. The following more particular account, from the pen of Mr. Haswell, engineer, will be read with interest:

New York, Wednesday, May 30, 1855.

Sir:—Having, in compliance with your request, embarked on board the steamer Ericsson on the 28th inst., for the purpose of witnessing the performance of her machinery, and having received authority from you to control the operations of it in such manner as I saw fit, for the purpose of advising myself of the consumption of fuel in her furnaces, speed of vessel, &c., I have now to submit to you the following report of my observations, and for the purpose of ready comparison and estimate of the value of the elements submitted, I give the following particulars of hull and machinery:

Hull.—Length of deck, 250 feet; breadth of beam, 40 feet; depth of hold, 27 feet.

Draught of Water.—Forward 17 feet 2 inches; aft, 16 feet 10 inches, (mean, 17 feet.)

Coal and water on board, 550 tons.

Area of immersed midship section at this draft, 546 square feet.

Machinery.—Two inclined engines of direct action; cylinders 62 inches in diameter by 7 feet 8 inches stroke of piston.

Water-wheels.—32 feet in diameter by 10 feet in width.

Boilers.—Two vertical tubular supplied by fresh water from the external condensation of steam; natural draught to furnaces.

Out-off.—Drop-valve with adjustable arrangement set in this experiment at 45-100ths of stroke of piston.

Dip of water-wheel blades, 4 feet 6 inches.

Coal.—Anthracite, Pittston, Bituminous, Cumberland.

Result of Experiments.—First: Anthracite.—At sea, May 28th, 1:45 P. M. to 2:15 A. M. 29th, 12 hours and 30 minutes, consumed 26,400 lbs.—2112 lbs. per hour, or .94 of a ton (of 2240 lbs.) per hour.

Second: Bituminous.—At sea May 29, 2:15 to 11:30 A. M., 9 hours and 15 minutes, consumed 15,390 lbs.—1664 lbs. per hour, or .74 of a ton per hour.

Third: Anthracite.—At sea May 29, 11:30 A. M. to 1:45 P. M., 2 hours and 15 minutes, consumed 4320—1920 lbs. per hour, or .85 of a ton per hour.

RECAPITULATION.

1st—12 hours 30 minutes.....2112 lbs.—26,400 lbs.

2d— 9 hours 15 minutes.....1664 lbs.—15,392 lbs.

3d— 2 hours 15 minutes.....1920 lbs.— 4,320 lbs.

46,112 lbs.

The total consumption for 24 hours, 20.58 tons.

The average pressure of the steam was 22½ lbs. per square inch; the vacuum 27½ inches, and the average revolutions of the engines, 138 per minute.

The speed of the vessel as measured by a chip-log with 52 fathoms stray line, was 11 knots large—12.83 statute miles per hour.

The fresh water condensers maintained a uniform vacuum of 27½ inches of a mercurial column, and by aid of an auxiliary distilling vessel more water was readily obtained than was required to meet the loss by vents and leaks from the boilers, pipes, &c.

With a view to test the cooperative qualities of the boilers, and at the same time to verify the extraordinary results here given in economy of combustion, the water of condensation therefrom was at six different periods measured in a vessel, and the supply was found to reach the unexampled quantity of 9.96 lbs. per lb. of Anthracite coal consumed, and notwithstanding this unprecedented attainment in a marine engine, it could have been materially increased with better firing of the furnaces.

In conclusion it may not be amiss for me to add that all the elements of means and results here given were noted by myself so far as it was practicable for me to do so, and such as I had to transfer to the observation of others were alone confided to my two assistants who accompanied me on this occasion for such service. I am respectfully yours,

CHARLES H. HASWELL.

JNO. B. KIRKING, New York.

The Late Thomas Hulme.

(From the Louisville Journal.)

The citizens of Philadelphia have recently experienced a severe loss in the death of Thomas Hulme, known to many citizens of Louisville as the father of Mr. John Hulme, formerly an active and enterprising resident of this city.

Thomas Hulme was born in England, on the 7th of September, 1777, and died in Philadelphia on the 7th of May, 1855, in the 78th year of his age. His early life was cast in humble circumstances, but his fine sense, his energy, superior business abilities, industry and enterprise enabled him to attain an enviable social position and a fluent character of his intellect, and he owed his success to the excellent use he made of it. He was engaged in a variety of enterprises in Philadelphia, and he rarely ever failed in winning the most desirable success in all his undertakings. He had rare mechanical and inventive powers, and many of the successful parts of some of the public works of Philadelphia are due to Mr. Hulme's inventive genius and practical good sense. Many of the excellences of Fairmount Water Works are due to Mr. Hulme.

A number of years ago Mr. Hulme determined to establish porcelain and queensware manufactures in the United States, and, as usual, success attended his efforts. So great indeed was his success that the English establishments became alarmed for their American trade, fearful that that which walked well in the street might run too well to the race. A combination of the principal establishments in England, connected with the American trade, was formed for the purpose of crushing this rivalry. The potteries of the establishment of Mr. Hulme were conveyed to England, and the English manufacturers made and sent similar goods over to America, which they sold below cost, until they succeeded in breaking down the American establishment.

When the removal of the obstruction at the Falls to the navigation of the Ohio was determined upon, by the construction of the Louisville and Portland Canal, Mr. Hulme became the life and soul of the enterprise. It was mainly due to his exertions, his reputation and his influence that his friends in Philadelphia embarked in the undertaking. The enterprise was projected on too small a scale, but when it was projected it was considered vast enough for the developments of a century. Those who undertook the scheme had but little idea of the creative energies of the power they were calling into life. The past tonnage of the Ohio had but little indication of the expansive force this canal was to give its future. The steamboat Homer, of that day, was considered the *ultima thule* of Western boats in the way of magnitude, and the size of the locks was determined by that boat. But it was a great work and has performed a mighty mission in its time for the commerce of the Ohio.

And it is not claiming too much to say that the Louisville and Portland canal owes its existence to the influence, efforts, and energies of Mr. Hulme. His far-reaching sagacity foresaw the success of the enterprise, and his brother capitalists had unlimited confidence in his judgment and reliability. When want of funds had paralyzed the movements of the enterprise, Mr. Hulme was able, by the confidence reposed in him, to command the means; and he had the power to foreclose a mortgage on the work, and grasp this magnificent domain. But he recognized its public character and patiently waited for the development of its resources. He lived to see a work which he and all others at first regarded as amply sufficient for the commerce of the Ohio for a century, too contracted for the trade it called into life. But to his sagacity, his practical sense, his sterling integrity, and his reliability is due the success of the undertaking, and his memories deserve to be gratefully cherished.

Mr. Hulme was a prominent and useful member of the Franklin Institute, an institution of which every American citizen should be proud. And in various works of philanthropy for which Philadelphia is justly famed, Mr. Hulme was the conspicuous companion of such men as the Ransons. This good old man, this useful and public-spirited citizen, peacefully, calmly, and painlessly surrendered his spirit to his Maker, on the afternoon of the 7th of May, in the city of Philadelphia. We tender our friend, Mr. John Hulme, our sincere condolences, in his bereavement.

PROPOSALS FOR REPAIR OF TERRACES AND FOR WATER-WORKS, AT THE UNIVERSITY OF VIRGINIA.

Proposals will be received at the Proctor's Office, until the 15th day of January, 1855, for the Renewal of the Terraces on the East and West Lawns of the University Buildings, as per plan in the possession of the Proctor. At the same time and place proposals will be received for introducing a supply of Water for the University, and constructing the necessary works for the same. Proposals for the Water-works are invited both for Iron and Cement Pipes. The plans, bill of materials, and quantities, and specifications for both works can be seen by application to the Proctor. Those at a distance, who may desire to contract, can obtain specifications, bill of materials and quantities, by letter directed to the undersigned.

For the Terraces cash will be paid, and for the Water-works two-fifths cash, and for the remaining three-fifths, bonds of the University will be given, payable on the 1st day of July, 1855.

ROBERT B. PRENTISS, Proctor, de23-23aw4w5 University of Virginia.

A report was presented from Frederick Grace, Esq., in reference to the condition and availability of the water-works in the Twenty-fourth Ward.

After giving a minute account of the condition of the works, &c., the report concludes as follows:—

"I cannot believe the situation for the machinery to be well chosen, or yet approve of the whole design of the works, or consider them as positively and permanently reliable in their present form, and the mechanical execution of some parts of the work might be better, but as a large amount of money has been expended upon the project, and the citizens of the ward are anxiously expecting a supply of water from them, and fully believe it to be the policy of the city to have them completed as early as possible upon the plan originally proposed, after which their positive availability can be secured by the erection of the reservoir."

From the examination I have made, I am convinced that the city will be perfectly safe in granting the appropriation of the amount recommended by the report of the joint special committee now before you, and I think it very desirable that such appropriation should be made as early as possible, for every day's delay at this season is of importance, as the contractors have much masonry and other out-door work to do, which may be retarded or entirely stopped by inclement weather, preventing the work being made useful until next spring.

In reference to the stand-pipe the report states, that this is an exceedingly objectionable feature in the design, and could not be considered a plan to be relied upon permanently, although it may, by strict and constant attention, be made available, whilst the demand for water is limited.

A motion was made that the report be printed for the use of members. Agreed to.

A communication was presented by Mr. Mar-

SIGNING APPLICATIONS FOR OFFICE.

Applying for public office, as a general rule, we think, is very poor business, for no matter how tempting the profits may appear, the uncertainties attending the holding of the office, and the nature of the business itself, usually unfitting forever after the person for any enterprising, industrious and self-relying occupation, make it anything but desirable to a man of any energy of character or active business qualifications. Some folks differ from us in opinion upon this subject, of course, or there would not be so many persons applying for signatures to their applications for public situations. This is a matter, however, in which there is some abuse which ought to be corrected. Almost the first who are applied to for such signatures are the persons connected with newspaper offices, on account of the supposed influence which they possess. If the signature is given, and the applicant is appointed on that recommendation, he may be guilty of any impropriety or misdemeanor in office requiring public investigation and comment, and yet the newspapers whose good-natured kindness led them to be succeeded into recommending and endorsing the character of the appointee are placed in the awkward predicament of either confessing that they had endorsed an improper person, or else are obliged to preserve a discreet silence when the public interest requires that they should speak out boldly in condemnation of wrong. It will be seen, therefore, that no publishers or conductors of newspapers can sign recommendations for office and maintain the independence the public expect from them, and this ought to be a sufficient reason for men of sense and delicacy of feeling why they should not be applied to for such a purpose. They cannot comply consistently with the duty they owe the public.

But there is another principle of importance to the public involved in this matter. A man finds his own business best conducted when he is left free to choose for himself the persons whom he shall employ to assist him. So it is with the people for the proper administration of his duties, he should be left to the free choice of his own agents, unbiassed by considerations of personal friendships or swayed by influential recommendation. Choosing for himself, on his own responsibility, he will take care to select the best talents, in order to justify his own judgment. He will thus secure the most competent officers for his subordinates, and the public will have the most reliable agents to transact their business.

SUPREME COURT, April 9.—Justices Woodward, Knox and Black.

The list of cases from Chester and Delaware counties was taken up this morning.

Schuykill Navigation Co. vs. Robeson.—Error to Delaware County. This was an action brought by Jonathan and Andrew Robeson, against the Schuykill Navigation Company, to recover damages for injury alleged to be sustained to the land and mills of the plaintiffs, situate on Wissahicon Creek, by reason of the said Company raising the Fairmount Dam. The dam at Fairmount was built in the years 1819, 1820 and 1821, by the city of Philadelphia, in pursuance of two certain agreements with the Schuykill Navigation Co., each of these agreements providing for the erection of the dam at a given height.

The first agreement proposed that the dam should be the height of White & Gillingham's dam at the Falls of Schuykill, and by the second it was made eighteen inches higher. Water first flowed over the dam on the 23d of July, 1821. Peter Robeson, the father of the plaintiff, instituted proceedings against the Schuykill Navigation Company for compensation for the injury done to his water-power mill seats and estate on Wissahicon creek, by the erection of the dam at Fairmount, as provided by the charter of the Company. The matter was referred to referees, and while it was pending before the referees, it is alleged that the parties agreed to a settlement; the said Peter Robeson, in consideration of the sum of \$10,500, paid him by the City, released to the Navigation Company and to the City all claims for damages, costs, &c., incurred or suffered by reason of the erection of the said dam. In 1842-43 the dam was rebuilt by the city, and in 1846 the Navigation Company raised it six inches by means of a strip of timber fastened on the top. The present suit was brought in 1850, the plaintiff claiming damages, not only for the six inches strip, which was admitted by the defendants, but also for an alleged permanent rise of seven or eight inches, when the dam was rebuilt, and for various alleged temporary raisings of the dam, alleged to have been made between 1834 and 1842 by means of backing of stone and earth. The defendants contended that the dam was rebuilt precisely at its original height, and that the backing placed on the dam when it became old, leaky and sunk, merely restored it to its original height. They alleged that they paid for all damages caused by the dam as originally built in July, 1821, and that they had the right to rebuild it to that original height without being again liable for damages.

The plaintiffs deny this, and allege that the proper level to be regarded, as compared with any subsequent higher level, is that of Feb. 19, 1825, when the settlement with Peter Robeson was made, and not the level of July 23, 1821, when the dam was made. The case was first tried in Philadelphia county, and a verdict was rendered for the plaintiffs on the 23th of April, 1852, for \$19,163.19; a writ of error was taken to the Supreme Court, and that verdict was reversed, and a *verdict de novo* awarded. The case was afterwards removed by the defendants to Delaware county, and on the 10th of March, 1854, a verdict was rendered for the plaintiffs for \$20,900, upon which the present writ of error was taken. Argued by Wm. M. Tilghman and Wm. M. Meredith for the plaintiffs in error, and by J. W. Biddle, J. Cadwalader and Henry J. Williams for the defendants in error. In the Matter of Quakertown Borough—Cer-

THE DENSITY OF POPULATION.

The density of population is shown in the following table. Belgium and England are thus represented as the most populous countries in Europe:

Table exhibiting the Population and Number of Inhabitants to the Square Mile in various American and European Countries:

Countries.	Population.	Density.
United States, 28-2	23,191,876	7.90
Canada,	1,942,265	5.31
Mexico,	7,661,919	7.37
Central America,	2,049,950	10.07
Brazil,	6,065,000	2.19
Peru,	2,106,492	3.63
Russia in Europe,	60,315,350	28.44
Austria,	26,514,466	141.88
France,	35,783,170	172.74
England,	16,921,888	332.00
Great Britain and Ireland,	27,475,271	225.19
Prussia,	16,331,187	151.32
Spain,	11,216,219	78.03
Turkey in Europe,	15,500,000	73.60
Sweden and Norway,	4,645,007	15.83
Belgium,	4,426,202	338.60
Portugal,	3,473,753	95.14
Holland,	3,267,038	259.31
Denmark,	2,396,597	101.92
Switzerland,	2,392,740	160.05
Greece,	998,266	55.70