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A Stroll Through Old Kensington—The Olden Time and the New—The Water Works, &c.—It has been many years since we made the tour of Old Kensington. Its quiet streets, its thrifty people, its hallowed reminiscences, and its winning beauties have been strangers to us for many a day, though we have often been within a stone's throw of its precincts. The old spot always had for us a charm—"a certain something," as the French say, which rendered it a sacred spot to our eyes, and made a deeply seated and favorable impression on our heart. Thousands there are, born and reared, and living within a few minutes' walk of Old Kensington, who have never crossed its borders, who have never mingled with its people, who have never known its true worth in every element of virtue, patriotism and industry. To these we say, go forth and learn what Philadelphia was in the olden time, and contrast the past with the present.

We strolled, on Saturday, through the streets so familiar to us in other years, and though "Improvement"—that monster which destroys every link which unites us with the past—has made some strides in its borders, there are still within the Mecca of "an unbroken faith" many points to arrest attention, and many fruitful subjects for earnest thought among those whose hearts are with Philadelphia, and desire to keep her what she is, the Garden City of the American Continent.

"Old Kensington" comprises that part of the Eighteenth Ward lying between Gunner's Run and the Frankford Road, and Franklin Avenue and the Delaware river. Its people are a hardy race, and many there are who can trace back their history to the early settlers of Pennsylvania. The men are robust and sturdy representatives of the working classes, and in a great degree, are shipwrights, whose skill has given to the sailing craft of Philadelphia a world-wide renown. The women, unlike the mass of American females, have life and vigor in their organization, and look as if they were born to fulfil the Divine command in becoming mothers. Indeed, young and old, male and female, form a class of which Philadelphia may well be proud.

If any comment were needed on the silly practice of building so prevalent at this time, it would be found in a stroll through the section we have described. Instead of houses huddled together on "the fl' penny bit principle," with no yards and no comforts, one will find not only neatness, but beauty, in the small tenements erected years and years ago, with spacious grounds and overshadowing trees, and a hundred other conveniences which the present generation seldom think of. Shackamaxon, Marlborough, Queen, Beach, and even the smaller streets are shaded with oaks and willows, and paper mulberries and elms, and sycamores, which stretch forth their arms to take each other in a fraternal embrace, and protect the wayfarer from the scorching rays of the sun; while the dwellings small though they be, with their eaves hanging in their antique way far over the pavement, have the evidences of solid enjoyment about them which we seldom meet even in what we term our fashionable streets. Practical comfort seems to have been the aim of the pioneers of this section, and how far they attained their object can be best judged by a visit to this spot, consecrated to the holiest reminiscences in our history.

After we had passed along the streets above named, chatted with many a veteran of the past, and refreshed our memory with many a scene of other days, we found ourselves in front of that spot, the incidents connected with which have formed the theme of eloquent praise in every land since the year 1682. We entered the gateway that leads to the monument which marks the spot of the "Old Elm Tree"—and, whatever may be our opinion of the character of that monument in a metropolis like Philadelphia, we felt that it was well it was there. It is something in the shape of a four sided cone, and about five feet in height. On its north side is the following inscription:

PENNSYLVANIA FOUNDED

1681, By Deeds of Peace.

On the east—WILLIAM PENN,

Born 1644,

Died 1718.

On the south—Placed by the

PENN SOCIETY,

A. D. 1827.

To mark the

Site of the

GREAT ELM TREE.

And on the west—Treaty Ground

of

WILLIAM PENN.

and the

Indian nations,

1682.

UNBROKEN FAITH.

We passed up Beach street, along the ship yards and machine shops and other places of industrial wealth, and in a short time came to the Kensington Water Works, which are situated near Gunner's Run, and "Dyottville." Introducing ourselves to the Engineer, whom we found to be a most courteous and competent officer, we found that numerous alterations had just been completed here. The six boilers, which were made originally forty feet in length, have been shortened fourteen feet, under the supervision of Messrs. I. P. Morris & Co., to the advantage of the public. Instead of consuming from nine to twelve tons of coal per day, as formerly, they now require but six tons, while the reduction of the fuel, instead of lessening the power of the engines, actually gives them an additional force sufficient to increase the revolu-

tions over two thousand per day. An improvement by which the water for the boilers is heated by the exhausted steam has been introduced, as well as Clark's Patent Damper, which saves fuel and labor, gives uniformity to steam, and prevents the latter from escaping.

The boilers are closed in with brick in a superior and workmanlike manner, by Messrs. Wm. Einwechter & Sons, who have likewise constructed a flue from the old boiler, used for the small engine, and placed at the Delaware end of the building. The flue is sixty feet in length, and we venture to say, is as perfect a piece of brick work as has ever been constructed in this city. The employees of the Water Works speak in high terms of commendation of the skillfulness displayed in the entire work, and we cannot question its durability. Mr. William Einwechter, Jr., under whose superintendence the closing in has been effected, devotes his whole attention to boiler work, and is esteemed as one of the most competent builders in Philadelphia.

Leaving the Water Works we wended our way towards the Dyottville Glass Works, across Gunner's Run, but finding that they had ceased operations for the purpose of introducing several improvements in their business, we are not able, as we anticipated we should be, to furnish an outline of the operations at this place.

[For the Public Ledger] Steam Fire Engine.

MESSRS. EDITORS:—Having noticed that your valuable paper is a constant advocate of the good and useful of all subjects that interest the public welfare, I wish to make a few remarks on the trial of the steam fire engine "Young America," on the 3d inst., at Dock street wharf.

The engine, from the time of lighting the fire, commenced the pumping of water in her usual time, between eight and twelve minutes. The suction hose was dropped into the Delaware and attachments made, when the water was discharged from a 1 1/2 inch nozzle westward up Dock street, a distance of 175 feet, against a wind strong enough to blow a heavy spray backward to the great discomfort of the pipemen, who were completely drenched.

The next experiment was by laying out from the engine three hundred and twenty-five feet of hose, and the same nozzle attached, (1 1/2 inch), and a curve in the hose, so as to return the water and throw it with the wind towards the engine, and under these disadvantages the engine threw a distance of one hundred and fifty-seven feet, discharging 520 gallons of water per minute, on top of the five-story building on the north side of Dock street, in such quantities that the gutter-spouts were filled, and the water running in broad sheets over the gutter to the pavement.

There was then laid out an additional quantity of hose, to the distance of over 600 feet from the engine, and a nozzle of one inch attached; the water was discharged through this nozzle 65 feet.

The addition of the last hose was of small diameter, many feet not exceeding 7/8 in. circumference, causing great obstruction to the passage of the water by increased friction; and in addition, the leakage from holes and splits in the hose caused a great loss of water, which, if it had reached the end of the hose, would have given additional distance to the stream. In this trial, the large hose, which is 12 inches circumference, but before a trial was made perpendicularly on any of the surrounding buildings; neither had the maximum pressure been attained of which the engine is capable.

The hose was then again lengthened so as to make in the whole length 980 feet, and a nozzle of three-quarters of an inch attached. This stream was thrown horizontally for some time, and as the pressure of the engine increased it was thrown to the lower sills of the fourth story of a five-story house, and as the increased pressure of steam was given, the hose burst again.

A second attempt was made by taking out the ruptured section, but with no better success, so before the pressure of the engine got to where the stream of water would do effectual service on the surrounding buildings, the hose broke again; and the Chief Engineer gave it up, saying it was useless, as much of the hose was old, and not able to stand the pressure; and gave as evidence the leaky condition it was in, spitting more water along the line than would amount to the contents discharged from the nozzle, thereby not only losing the water, but taking from the pressure at the end of the distributor, and weakening the force.

The power of endurance in the engine was plainly seen when, by the detachments of the long line of hose, the 1 1/2 inch nozzle was again attached, and a greater distance attained than by the first experiment, the wind having abated some since the first trial.

The whole experiment was triumphantly successful, and there can be no doubt left on a candid, unprejudiced mind, witnessing it, that if the hose were of the 12 inch girth, or 3/4 diameter, and in good order, that the engine will force a stream of an inch diameter upon the highest house on Dock street at the end of a thousand feet from the engine—clearly showing that the hose may be carried up into a building if the fire is in the upper stories, and a constant discharge of water thrown upon the fire, or may be thrown across from the roof of one building upon a building on the opposite side of a street, as wide as Front, Second, &c., with good effect.

That an engine such as the Young America would be a good protection against fire, of at least two squares from the Delaware, for perhaps one third of the whole length of our great city, as well as a grand auxiliary for stopping a fire after it had got beyond the strength of our firemen from exhaustion of their strength by long continued exertion, is the candid opinion of one who would do justice to all and violence to none.

Trial of the Steam Fire Engine.—Yesterday afternoon, the steam fire engine "Young America" was again tested at the foot of Dock street, and performed in an admirable manner. On this occasion she supplied herself from the dock by means of suction hose, and threw water to a greater distance than ever before. The first stream was thrown from a pipe attached to a ten feet section of hose a distance of about 180 feet horizontally, and 136 1/2 feet perpendicular. She also threw a heavy stream through a 1 1/2 inch nozzle over Messrs. E. A. Souder & Co.'s four story warehouse at the northeast corner of Dock st. and Delaware avenue.

The second experiment was made through a pipe having a 1 1/2 inch nozzle, attached to the end of 50 feet of hose. This stream was thrown a distance of 170 feet horizontally, but a much further distance over the roof of the warehouse at the corner of Dock street—showing conclusively that she can throw a heavier stream of water to a much greater distance than the "Miles Greenwood," the other steam Engine which was tried a short time ago at the same place.

The third trial was made with a stream forced through 327 feet of hose, with a 1 1/2 inch nozzle. This was thrown from the centre of Dock street along Water street to Spruce street, a distance of 157 feet. This stream was thrown against the wind. Subsequently the stream was thrown down Dock street, with the wind, to a much greater distance.

The fourth trial was made with 685 feet of hose, with a one inch nozzle. At first she threw a stream a distance of 66 feet, but subsequently reached 74 feet 3 inches.

The last trial was made with 925 feet of hose, laid along Dock street, from the engine, on the extreme end of the wharf, up to Granite street. At this place, a three-quarter inch nozzle was used, and water was forced a distance of 66 feet. She then threw a stream above the fourth story of the Custom House stores, a feat that astonished all who witnessed it.

The trial was witnessed by the Committee of Trusts and Fire Companies, a number of the members of Councils, and a great crowd of spectators, all of whom appeared to take the greatest interest in the experiment.

The capabilities of this Engine to throw an immense amount of water and a steady stream, to a great distance, was satisfactorily shown, and acknowledged by every one present. We should judge that during the time she was in operation, she threw more water than could have been done by ten of our present Engines. For small fires in narrow streets, our hand engines are decidedly preferable; but in cases of large conflagrations, where a vast amount of water is indispensable, the "Young America" would be just the apparatus required.

The American Academy of Music.—At 12 o'clock yesterday the annual meeting of the Stockholders of the American Academy of Music was held in the Board of Trade Room at the Exchange.

Mr. Wm. S. Smith was called to the Chair, and Mr. M. Nesbit was appointed Secretary.

The minutes of the last meeting were read and adopted.

The report of the Board of Directors was also read. The report sets forth that the final condition of the corporation is now such as to justify the Board in entering into contracts for the erection of the Opera House. Only \$15,000 is now needed to make up the full amount of the subscriptions to the capital stock of \$250,000. This sum is so trifling in comparison to the importance of the work that it will certainly be promptly subscribed. The report says in conclusion:

"During the Fall of next year, we hope to see all accomplished, and a commencement made in realizing the anticipated advantage to our city, and its trade, from the merits of the enterprise."

The report was accepted. In reply to a question from a stockholder, a member of the Board of Directors stated that it was expected that ground would be broken for the commencement of the building in the course of a fortnight.

The meeting then adjourned, to go into an election for a Board of Directors. The following is the ticket elected—John B. Budd, Chas. Henry Fisher, George S. Pepper, Frederick Graf, Jas. C. Hand, Samuel Branson, John P. Steiner, Isaac S. Waterman, James Traquair, Lyon J. Levy, F. J. Dreer, Fairman Rogers.

Foreign Importations.—The foreign imports

Trial of Latta's New Steam Fire Engine.

The undersigned were present to-day at a trial of the Steam Fire Engine, built by Latta & Co., of Cincinnati, for the city of New Orleans, and can testify to the following results:

The time consumed in raising steam sufficient to work the doctor of the pump, was three and a half (3 1/2) minutes. The time of lighting the fire till a full stream of water was thrown through the hose, was nine (9) minutes. A stream of water was thrown through a nozzle of 1 1/2 inches in diameter, two hundred and sixty-three (263) feet, measuring from the point where the water fell in heavy drops, to the end of the pipe. Through a nozzle of 1 1/2 inches, a stream was thrown, measuring in the same way two hundred and forty (240) feet. With a nozzle 1 1/2 inches in diameter, a stream was forced over a flag-staff on the cupola of the Ohio Mechanics' Institute, measuring in perpendicular height about one hundred and sixty-five (165) feet, and the same distance was reached with a stream through a 1 1/2 inch nozzle.

It is but justice to the builders of the engine to state, that six (6) minutes is the usual time required to force water through the hose, and that the excess of time in this instance, is attributable to the packing of the pump being too tight. The whole performance of the engine, so far as the undersigned are competent to judge, was highly satisfactory.

Geo. GRAMM, R. M. W. TAYLOR, A. S. WINSLOW, JOHN H. GERARD. Cincinnati, June 23d, 1856. 39-6