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**Christ Church Bells--A Centennial Peal.**

The present time forms an interesting era in the history of the celebrated Chime of Bells which occupies the steeple of Christ Church. The bells were placed in the position they now fill in the latter part of 1754, and on the 31st of December, of that year, they were first rung to herald the approach of the new year. To-morrow will be exactly a century since this interesting event—and we learn that the ringers intend celebrating the centennial anniversary by a grand peal. Since the bells were first heard, they have announced the approach of each successive year. Generation after generation has heard their sounds, and men have grown up from childhood to age, and finally passed away, while the Old Bells still announce the birth of each year. Since the chime was first put in the belfry of the Church, the city has grown up around it and from a comparative village it has expanded to a great metropolis. But a small portion of the inhabitants of its widely extended area can now hear the ringing of the bells that were once within earshot of every townsman. A century has wrought great changes in Philadelphia and in its citizens, and the occurrence of such eras as that in the history of the Old Bells is apt to excite reflection—

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"A hundred years! a hundred years  
What towering hopes and faltering fears,  
What human power and human pride,  
Have sunk beneath their whelming tide!"

But the old bells still chime on and if they have not made their hearers think, their mission has not been in vain.

We have been placed in possession of a variety of facts relative to these celebrated bells and their history; they will be read with peculiar interest at this time.

The original Church structure was erected in the year 1695. It was enlarged in 1727; but it is not probable that much of the primitive building was left at that time. Dr. John Kearsley was the architect of Christ Church, and also of the State House. About the year 1752 a project was set on foot for erecting a "ring of bells." A lottery was started at the time for the purpose of assisting in procuring the necessary funds. It was called "The Philadelphia Steeple Lottery." Benjamin Franklin and other prominent citizens were active in the effort to raise money for the work. This plan of overcoming a financial difficulty would be considered of more than questionable propriety at the present day; but in 1753 it was deemed perfectly proper. The steeple was finished in November, 1754, at a cost of £2100. It was long one of the most famous structures in the city, and it has by no means sunk into insignificance, notwithstanding the magnificent specimens of architecture which have been reared in Philadelphia in more modern times.

The bells arrived in Philadelphia, November 13th, 1754, in the ship "New Myrtille," Capt. Budden. They were always rung afterword on the arrival of Capt. B. in port. They were first rung December 31st, 1754, and as we have already said, to-morrow night will be just one hundred years since they first pealed forth their joyous notes.

"So have they rung a hundred years,  
And on the ears that heard them first  
The chiming of the starry spheres  
With their enrapturing tones have burst."

The following, which is taken from an old Philadelphia newspaper, appears to be confirmed, so far as any mention is made of the bells, by the records of the vestry:

"The chime of bells now belonging to Christ Church in this city, was brought from England without charge for freight. Being the first peal of bells that had reached this country\* they attracted great attention, and when put into the steeple, were rung for some time for the gratification of the natives. In order to afford the country people an opportunity of hearing these wonderful sounds, it was agreed to have the bells chimed on the evenings preceding market days (Tuesdays and Fridays), and crowds of the 'country folk' would repair to the church in order to witness the operation of ringing; a curiosity which the ringers took care to turn to their own advantage, by claiming a fee. We have been told by an old and highly respectable citizen, that Capt. Budden became so important a personage, that the bells were universally rung, whenever his vessel arrived in port."

It is said that when the ringing of the bells was more of a novelty than at present, the inhabitants of Germantown frequently came in half way to the city to hear the merry peals.

The present ringer, Capt. Richard Dodd, has been a ringer there for 40 years.

Since the bells have been put up, there have been three men killed in ringing them.

The bells were sunk in the Delaware, at Trenton, at the time of the Revolution, to keep the British from getting possession of them. It was feared that if they fell into their hands they would be converted into cannon. When Independence was declared, the bells at Christ Church sounded the glad tidings and "proclaimed Liberty to all the land to all the inhabitants thereof."

The entire weight of the bells is between 11 and 12,000 pounds. They cost £560 sterling. A few years since the largest of the set was broken, and it was necessary to send it to London to be recast. Upon this bell is the following inscription:

"Christ Church, Philadelphia. This bell and the rest of the peal were cast by Lester and Pack, of the White Chapel Bell Foundry, London, 1754. Recast at the same Foundry, by Thomas Mears, 1835."

The inscription on the Tenor Bell is as follows:  
"Christ Church, Philadelphia, 1754. Thomas Lester and Thomas Pack made us all."

On the others is simply—  
Thomas Lester and Thomas Pack, fecit, 1754."

The following is copied from the Christian Journal:—

"It is said that the man who put them up (the bells) came over in the same vessel with them. Having assisted in making them in London, he refused any compensation for his trouble, on account of the particular attachment he felt for the work of his own hands. He merely requested that, at his death, they should be muffled and tolled without charge. This was accordingly done, not only in his own case, but also in that of his wife."

Below will be found a table of the weights of the bells, with their diameter across the mouth, and the diameter of the wheels:

1st, or treble, or smallest bell...	Weight, Cwt. Qr.	Diam. Mouth, Ft. In.	Diam. Wheel, Ft. In.	Note.
2d.....	6 0	2 5/8	5 5/8	G
3d.....	7 1	2 5/8	5 7/8	F (sharp)
4th.....	10 0	2 8	5 8 3/4	D
5th.....	12 0	2 10 1/2	5 9 3/4	C
6th.....	14 0	3 0 1/2	5 11 1/4	B
7th.....	16 0	3 2 1/2	6 1	A
8th, or tenor bell	18 3	3 9 1/2	6 3 1/2	G
			6 5 1/2	A

\* This is an error, there was a chime of bells at Boston at an earlier date, but Philadelphia had the honor of being the second city to procure chimes. There are now three full chimes of bells in this city—viz: Christ Church, St. Peter's and St. Stephen's.—*Evening Bulletin.*

**REPORT OF THE**

**Trial of Engines.**—Yesterday afternoon, Arch street, between Ninth and Eleventh, was crowded with spectators of the trial of the power between the steam fire engine, "Young America," and several of the hand engines, including the first class engine, Diligent, Assistance, and the Weccacoe, a second class engine. The steam engine got into service in eight minutes after the lighting of the fire in the furnace, and for fifty seven minutes continuous streams of water were thrown down Tenth street, out of one, two, three and four pipes. The greatest distance, by a single stream, was 173 feet. The stream was twice turned upon the steeple of the Arch street church, and the water reached a distance of 130 feet. So great was the quantity thrown above the roof, that the projections on the steeple and the eaves of the church rolled it off in deluges.

After the engine had been fully tested with one, two, three and four streams, to the entire satisfaction of the Committee, and a great majority of the spectators, the steam was let off and the "grate skwir" was taken from the ground, leaving behind it the opinion, that for a long pull, a steady pull, and a pull altogether, it exceeded any fire engine ever introduced to the public. Expectation was now on tiptoe to witness a trial of the power of the Diligent, the Assistance and the Weccacoe, and from the remarks of a number around, we presumed their hearts beat high in the expectation of seeing the "puffer," as some termed it, distanced altogether.

The firemen belonging to the Assistance commenced to get their machine in order, and a stream of water was sent a short distance down Tenth street, but we had scarcely caught a glimpse of the glittering spray before the flow of water ceased. After waiting some fifteen minutes for another effort, we were informed that an air chamber had burst, and the Assistance would be withdrawn. This was one of the accidents which could not be foreseen and provided against. Had it occurred to the steam engine, however, everybody would have jeered and pronounced the "grate skwir" an unmitigated humbug. The circumstance only proves how necessary it is to discriminate between a fact which affects, and one that does not, a principle, before condemning the principle entirely. Nobody would have concluded that the hand engine was a humbug because it burst its air chamber, yet such an accident to the steam fire engine would have ruined its reputation forever.

All eyes were now turned to the old Diligent, for there it was asserted no failure could ensue. The Diligent was fully manned, a fine stream of water shot with lightning speed from her pipe. The men worked with incredible spirit and strength, and after two efforts, succeeded in attaining a height of 133 feet. This drew loud acclamations from the crowd. But the effort was evanescent, scarcely beheld before it was lost to sight; bone and sinew could not stand the test of long continued effort against iron and steam, and so thought many who went upon the ground prejudiced against steam engines, but who came away fully convinced of its power and efficacy.

The distances of the horizontal streams, as measured by the committee appointed by the different parties—Charles A. Rubicon, H. H. Kelley and T. E. Baxter—were as follows, from a one-inch nozzle:

Steam engine,	173 feet.
Diligent engine,	155 "

Difference, 17 "

The perpendicular height reached, from a one-inch nozzle, was as follows:

Diligent engine,	133 feet.
Steam engine,	130 "

Difference, 3 "

The nozzle of the steam engine branch pipe was elevated 7 feet from the ground, and the nozzle of the Diligent gallery pipe 17 feet 3 inches—making a difference in elevation of 10 feet 8 inches, and the actual distance attained by the Diligent above the steam engine 2 feet 4 inches.

The Weccacoe, a second-class engine, threw a stream 110 feet high.

The steam engine showed steam in 3 minutes after the torch was applied to the fuel in the fire chamber, and in 6 minutes the register exhibited 5 pounds; in 8 minutes, 10 pounds; in 10, 60 pounds; in 15 minutes, 50 pounds; and in 22 minutes 115 pounds—the greatest quantity raised during the afternoon—and less by 15 pounds than was raised at the trial on Tuesday, in the Moyamensing Prison yard.

All doubt of the utility of steam in subduing fire must yield, on seeing the different results accomplished by the two different kinds of engines, both useful in their way, but their ways entirely different. The steam engine works steadily and untiringly, and throws out a deluge of water, without any visible abatement of its force. A fire once gained upon is soon entirely extinguished, for there is no chance of its gaining a fresh impetus, while the same steady force which broke its power is still directed against it. Every effort of the steam engine is a continuous advantage over the fire, which must result in its sure extinguishment. But how is it with the hand-engine? The labor is

so severe, that an engine fully manned cannot work for more than ten minutes at a time without stopping, which stoppages, by allowing the fire to recover its hold, gives the engine the work to do over again. How frequently do we see the fire apparently subdued, and, on the stopping of the working of the engine from the physical exhaustion of the men, see it start up again with renewed force, and spread in spite of every effort to kill it. For steady endurance, continuity of effort, and successful result, there is nothing like the steam engine. The use of this valuable improvement is only a question of time. Where real merit exists it never fails to conquer. However obstinate it may prove. The steam fire engine, it must be remembered, is a new invention; it is scarcely a year since it was first introduced to the public notice. Upon all new experiments improvements will be constantly suggested, as experience shows where they may be made. When it has been as long in use as the hand engines, what may we not expect in the way of improvement? The difference between the first locomotive, still in existence, and the splendid engines now on the railroads, or the difference between the first steamboat and one of the noble steamers which cross the Atlantic, may suggest to the mind of the sensible reader what will be the improvement upon the steam fire engine, after its general adoption and use. Philadelphia mechanics, who make the best locomotives in the world, have not yet tried their hands upon a steam fire engine.

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**THE WEATHER, &c.**

Comparative review of the first six months of the years 1853 and 1854 respectively:—

MONTHS.	YEARS.	Number of days on which Rain fell during some portion of the 24 hours.	Rain, the whole, or very near the total of the day.	Total number of days on which Rain fell.	Snow, including very slight falls.	Cloudy days, without storming, including those partially overcast.	Total number of Cloudy days.	Total number of Clear days, in the ordinary acceptation of the term. °C (Clear.)
First Mo. (Jan.)	1854	6	1	7	0	4	20	11
	1853	5	0	5	0	13	22	9
Second, (Feb.)	1854	4	0	4	0	5	17	11
	1853	3	0	3	0	5	20	8
Third, (March)	1854	8	1	9	0	8	22	9
	1853	10	1	11	0	4	20	10
Fourth, (April)	1854	10	1	11	0	4	19	11
	1853	8	1	9	0	4	20	11
Fifth, (May)	1854	13	1	14	0	3	19	12
	1853	14	2	16	0	0	18	12
Sixth, (June)	1854	9	1	10	0	8	18	12
	1853	8	0	8	0	9	17	13

Total number of Rainy days, for 1854, 1853  
the first six months of the year, - 61 60  
Do. Cloudy (including stormy) days do. 117 117  
Do. Clear days - do. 65 66

The uniformity in the above general totals, as well as in those of the respective monthly accounts, is remarkable and well worthy of notice.

**Temperature, Rain and Mortality.**

MONTHS.	Temperature.		Deaths in Philadelphia.	Deaths in N. York.
	Average at 9, 12 & 3 o'clock.	Mean of Rain Extr'mes (In)		
First Mo. (Jan.)	1854 33.40	32.35	2.33	760
	1853 34.60	33.13	1.54	768
Second, (Feb.)	1854 36.50	34.54	2.20	2008
	1853 39.30	37.35	4.44	774
Third, (March)	1854 45. -	43. -	1.61	171
	1853 47.60	43.06	2.46	730
Fourth, (April)	1854 54.50	51.25	7.75	985
	1853 55.60	52.54	3.83	967
Fifth, (May)	1854 65.50	64.89	6.93	697
	1853 68.60	63.45	5.17	597
Sixth, (June)	1854 75.95	71.86	5.29	733
	1853 78.60	73.77	1.10	68

Total Rain for the first six months of 1854... 25.21 inches.  
1853... 18.84  
Increase, more than 33 per cent.,.....6.37

\* NOTE.—To make a fair contrast with New York, about 230 deaths should be added to this month's statement for Philadelphia, being the proportion of deaths occurring there during the week ending on the First-day of 7th month; the comparison with the corresponding month of last year for Philadelphia, is, however, correct.

Average temperature at 9, 12 and 3 o'clock, for the first six months of 1854, 52.47 deg.

Average temperature at 9, 12 and 3 o'clock, for the first six months of 1853, 54.05 deg.

Average of mean of extremes, for same period of 1854, 49.65 deg.

Average of mean of extremes, for same period of 1853, 50.55 deg.

The "hot June" of last year exceeded that of the present, at the 9, 12 and 3 o'clock average, 2.65 deg., and the mean of extremes, only 1.91 deg.

Total number of deaths in Philadelphia the first six months of 1854, 4804

Total number of deaths in Philadelphia for same period in 1853, 4507

Increase, only 297

Total number of deaths for same period, in New York, 1854, 11,976

Total number of deaths for same period, in New York, 1853, 10,186

Increase, 1790  
We have the authority of the New York Tribune for the statement, that in proportion to the in-