



**This PDF is part of the
Philadelphia Water Department Historical Collection
Accession 2004.071.0001
Frederic Graff Jr. Scrapbook, 1854-1857**

**It was downloaded from
www.phillyh2o.org**



The Leviathan Afloat.

[From the London Post, Feb. 1.]

The Leviathan is at length afloat. Yesterday, as if to give the lie as far as possible to the carping and quibbling of amateur engineers, the great ship rose substantially from her cradles, buoyant on the bosom of the rising tide, and, majestically slow, moved from her birthplace, amidst forges and foundries, to take her place on the opposite side of the river—no longer a mere iron boiler of ship-shape, but an actual living vessel. It was a proud thing as the vessel moved from her ways, completely under command, to see the chairman, Mr. H. T. Hope, who has loyally upheld the vast undertaking amidst so many discouragements, shaking hands on the vessel's deck with Mr. Brunel, and heartily congratulating him on the final achievement of their long anticipated success. Mr. Brunel himself took what he seemed to consider rather a result than a success as coolly as he has borne the ignorant abuse which has beset him, and the lying prophecies of failure so rife for some time past. Not so the multitudinous assemblage around and about the vessel, along the shores on either side, and crowded upon the river in craft of every size and description. These, as soon as the motion of the vessel was perceptible, greeted her advent upon the waters with vigorous shouts of welcome, every one present seeming to rejoice in the prosperous consummation of an enterprise which in daring has never been equalled, and in skill will hardly be surpassed.

It was generally expected that the ship would have floated and been secured at her moorings on Saturday. Hitherto it had been the obstinacy and caprice of the Leviathan, of which the public in general and Mr. Brunel in particular, had to complain: but on Saturday it was the prudence and forethought of the captain of the ship which alone kept her in her position. The ship would have floated on Friday—she would have made "the world of waters" her home on Saturday if she had been permitted to do so. So lively had she been for some days past, that it had been necessary to pump some fifteen hundred or two thousand tons of water into her hold to prevent her moving off with the tide. At three o'clock on Saturday morning gangs of workmen were employed in pumping out the water in the ship, and lightening it of its watery burden. Mr. Brunel and Captain Harrison, and other engineers and officers of the ship, had taken up their quarters for the night in the yard, and lay down to rest under the full persuasion that a few more hours would see the end of their labors and anxieties. There was, however, one among the party who had scanned the signs of the weather on the previous night, and who had predicted a heavy gale and an unfavorable wind, from certain meteorological phenomena which engineers had disregarded. Captain Harrison was by no means sanguine that the launch would be effected, and intimated as much to Mr. Brunel, the secretary, and some other persons. Although set down as a "croaker," he nevertheless adhered to the opinions which long nautical experience told him were correct, and at daylight on Saturday morning, just as he had predicted, there was a strong gale blowing W.S.W. right on the broadside of the ship. At ten o'clock it was computed that the pressure of the wind on the surface of the ship would exercise a force of considerable more than 100 tons. Captain Harrison was the man on whom the responsibility of the safety of the vessel when afloat would rest, and he protested against any attempt to complete the launch while such a gale was blowing from such a quarter. There was a long consultation. Mr. Hope, the chairman of the company, and others, were anxious to see the work finished; but the captain, not less anxious, was firm in his resolve. At length the practical seaman carried his point over engineers and anxious directors, and the order was given for the floating steam engine and the gangs of men to set to work, and pump in 3,000 tons of water to keep the ship from being floated by the returning tide.

The heavy rain which fell on Saturday night had a beneficial effect in changing the direction of the wind, and yesterday morning the weather broke fair, and the wind was everything that could be desired. Early in the morning the auxiliary steam engine on board got up her steam and set to work pumping the water out of the compartments, the monster spouting it out of her sides and through her paddle wheels, like some huge stranded whale blowing out its columns of water. The hydraulic presses were set to work, and the great bulk, without much difficulty, was pushed down some eight or ten feet to the end of her ways; and at a quarter to 2 o'clock, as the tide was running up, Mr. Brunel announced the welcome news that she was afloat. Up went the Admiralty flag at the foremost funnel, the Union Jack at the stern, and for the first time the Leviathan had the right to be called "a ship." Then rang forth a cheer from gangs of workmen, from assembled thousands on each side of the river, which one would have thought must have been heartily welcome to Mr. Brunel. Not so, however; repeatedly the imperturbable engineer bawled out through his speaking tubes for the crowds to "hold their noise," but they were as difficult to manage as the big ship had been, and it was only when they had grown somewhat hoarse, and that their voices subsided into silence. In point of fact, the cheering of the spectators and of the workmen interfered with the transmission of orders, which at this critical moment it was most important should be rapidly and distinctly understood.

For upwards of an hour after the ship was afloat the attention of Captain Harrison was directed to removing the fetters and chains which had so long been worn by the Leviathan, and clearing away the cradles in which she had slumbered. The front part of the cradles on the river side came away *en masse*, and was towed to a distance by one of the fleet of tug steamers in attendance on the ship. On the land side the timbers of these cradles parted from each other. The breaking up of the cradles presented one of the most striking features of the proceedings of the day. As soon as the weight of the ship was fairly off the timbers, the heads of which were kept down below the water by the pressure, each massive bulk floated by its own buoyancy, and rose in some cases thirty or thirty-five feet, and then toppled over with a tremendous splash. Sometimes the massive timbers shot up in groups of twos and threes, which sported awhile amid the wreck around them, as though they were rejoiced to be rid of the iron monster which had so long weighed them down, while others rose up timidly, as it were, peered curiously around, and then floated away.

Standing on the deck of the huge ship, towering high above the dwarfed looking craft in the river, and overlooking half of the metropolis, the river dotted with hundreds of wherry boats, and the tug steamers swarming around the ship, throwing up their clouds of dark black smoke, a scene of extraordinary excitement was presented to the observer. Then far and wide, borne on the air, came the sound of chimes and bells of churches and chapels, and then the falling and clank of ponderous chains, which one by one were loosed and fell away from giddy heights around the ship; there was the noise of orders conveyed by the stentorian lungs of Captain Harrison, magnified a hundred-fold through the speaking trumpets; then Mr. Frowse, the chief officer, echoed in a voice of thunder some unintelligible words of command, and a hundred men rushed instinctively to fulfill it, some gliding down chains and ropes with a contempt for neck and limb which made the blood run cold, some armed with sledges and hammers such as Vulcan might have wielded. A barge, which had some of the hauling apparatus on board, got entangled in the starboard paddle-wheel of the ship almost immediately after she was afloat, and rather interfered with her progress, until a mechanic, nobly daring, armed himself with an axe, and jumping aboard, hewed a hole in the side of the barge, let in the water and scuttled her. "Go ahead," now shouts the captain; the steam tugs strain, the hawsers grow rigid as iron bars, the ship once more moves, the

old familiar yard which was her birth place recedes imperceptibly, and with the slowest possible progress—only seen by watching intently the spires and tall chimneys on shore, or the motionless masts of the shipping afloat, the centre of the river is gained. From this point one hundred men work the tremendous capstans at the fore, and haul the ship to her moorings; steamers, low down to the water's edge with their freight of passengers, cheer lustily; the people on deck give a returning shout; Brunel is complimented again and again; Captain Harrison is congratulated; Mr. Yate, the secretary, looks

The Opera in the Great Cities—Interesting Statistics. 113-4

The principal operatic cities in the world are Paris, London, New York, Milan, Vienna and Berlin, and in relation to these we have collated the following statistics. In Paris there are three regular opera houses. The Grand Opera (French) gives 182 to 185 performances per annum. The annual receipts are about \$200,000; the twelve masked balls bring in about \$40,000. The government contribution is about \$14,000. The house holds about 1,800. It belongs to the government and is given to the entrepreneur free of rent. The highest nightly receipts amount to about \$2,300. The daily expenses are about \$180. The whole company, including artists, officers and workmen, numbers 600. There are 20 male and female singers, 60 chorus singers, sometimes aided by 20 or 30 pupils; 80 male and female figurantes, and an equal number of pupils; an orchestra of 65, of whom 70 assist at each performance. The prices range from \$2 25 down to 80 cents. The Opera Comique prices are about twenty per cent less, and the house is open throughout the year. During the past fifty years the sum of 39,419,911 90 francs, (about eight millions of dollars,) was for the public for admission, and in addition to this the government pays an annual sum towards its support. The largest receipt was in 1856, when 1,687,149 15 francs were received. During nine years that M. Perrin was at its head, over a million of francs were paid to authors. Of the artists now engaged there, M. Fauce receives 25,000f.; Jourdan, 21,000f.; Maria Cabel, 40,000f.; Caroline Dupre, 30,000f.; Lefebvre, 25,000f., and their services are secured for a series of years. The Italian Opera is open from October till May, giving four performances per week. Its expenses are not less than \$2,000 per night. The manager receives \$25,000 each season from the government. The house is of about the same capacity as the Grand Opera, and the prices nearly the same. A box at the Italiens for the season costs \$1,500. Grist, Alboni, St. Urban and De Wilhorst are the *prime donne* this year, and Mario the principal tenor. The singers are better at the Italian than at the Grand Opera, but the latter is unsurpassed in the *mise en scene* and the perfection of the ballet.

In London the principal, indeed the only Italian Opera House, now (Covent Garden not having been finished) is Her Majesty's Theatre, under the direction of Mr. Lumley, the king of *impresariis*. Mr. Lumley engages his artists for long terms—three or five years—and graciously gives those for whom he has no use to other directors. His season commences in early spring and ends at mid-summer. He gives many extra performances, concerts, &c., making altogether about one hundred, which costs him nearly \$200,000, or \$2,000 for each. The subscription averages about \$50,000. A box on the grand tier costs \$1,500. A pit stall costs \$5, and other prices in proportion. The orchestra has 60 performers, chorus 50, ballet 40, principal artists about 20. The highest receipts were with Piccolomini, in the "Traviata," \$5,000. With the same artist, without Guigliani, the new tenor, the receipts averaged \$4,800; with the tenor, \$4,000.

The *personnel* of the Academy of Music, New York, under the direction of Mr. Ullman, includes:—People connected with orchestra, 52; chorus, 40; carpenters and attendance on stage, 20; office and ticket delivery, 12; house attendance, doorkeepers, ushers, 14; tailors, 10; dressers, 6; supernumeraries, average of 26; prima donnas and contraltos 6; tenors, 4; baritones, 4; basses, 2; second parts, 6; conductors, 2; chorus master, 1; prompter, 1; stage manager, 1; occasional artists, 8; extra orchestra band, 20; ballet, 14—Total, 243.

The house holds 4,800 people. The largest attendance this season was for the *debut* of Herr Formes, in "Robert le Diable," when \$3,278 were taken. The next greatest for the Thalberg festival, \$3,748. The surplus of money for the Thalberg festival was caused by the fact that more tickets to the dearer seats were sold than for the "Robert" night. The expenses are \$22,000 per month, and the receipts vary from \$5,000 to \$7,000 per week. There are 184 free stockholders' seats, and the yearly rent is \$24,000, which is reduced by letting the house for concerts, balls, &c., to about \$10,000. There is no regular sea-

son. The present one commenced in September and has been temporarily suspended after about 50 performance will have been given, embracing musical entertainments in almost every known language, and in three languages. New York is the only city in the Union where the Opera ever pays. In Philadelphia Maretzek once made a few thousands, but returning, lost it all, and retreated to Havana with a heavy debt to work out. In Boston it never paid the manager but once—the Grist and Masjo campaign,

La Scala, at Milan, is the largest Opera house in the world. It has eighty in the orchestra, (thirty pupils from the music school;) chorus one hundred, of whom forty are pupils in the schools; forty in the regular ballet, and sixty pupils from the ballet school; twenty to one hundred supernumeraries, and about twenty-five principal artists. The season lasts eight months—autumn thirteen weeks, carnival season twelve weeks, and spring season six weeks. The expenses amount to \$100,000, and the manager has from the government \$50,000. La Scala has become latterly the last step that young vocalists take before they try the London or Paris audience.

The Imperial Opera in Vienna has a German and Italian company. The receipts of the German companies, during its session of nine months, amount to \$210,500. This company also receives assistance from the government to the amount of \$61,500. The Italian company receives an annual compensation of \$50,000. The total receipts of both companies amount to \$278,000 per annum. Three hundred and forty performances are given during the year. The corps consists of five hundred and fifteen persons, exclusive of thirty-two members of the Italian company. There are fourteen male and ten female singers, one hundred and twelve members of the orchestra, eighty-two chorus singers, twenty-six chorus pupils, five male and six female solo dancers, five pantomimists, forty-eight figurantes, and thirty pupils in dancing. The house holds 1,800, and the highest nightly receipts when the season tickets are suspended is \$750.

The Royal Opera House at Berlin holds 2,000. The nightly receipts are:—At low prices, \$730; at medium prices about \$1,000, and in the highest prices about \$1,125. The daily expenses amount to \$300. The building cost \$375,000. The *personnel* of the opera and ballet consists of twelve male and seven female singers, fifty-eight chorus singers, a supplementary chorus of forty or fifty, eight male and six female solo dancers, fifty-two figurantes. The orchestra has one hundred and seventy members, of whom eighty-six are present at each performance.

RECAPITULATION.

Cities.	Capacity.	Highest receipts.	Expenses.	Subscriptions.	Employes.
Paris, Grand Opera	1,800	\$1,300	\$2,000	\$14,000	600
London	2,500	2,500	2,000	60,000	240
New York	4,800	3,749	1,300	—	230
Milan	5,000	2,000	1,000	60,000	400
Vienna	1,800	750	—	111,500	515
Berlin	2,000	1,125	300	—	365

*Subscriptions.
†Estimated.

According to promise, we publish the reasons of Mr. MILLER for voting against the payment of the interest on the debt assumed by the city in the purchase of Sedgley Park. This we do out of courtesy to him; differing, however, from most of his statements and conclusions.

We perceive that Councils have just settled this controversy by a most decisive vote. Select Council being unanimous, and Common Council being forty-five in favor, and only three against it. The vote in Councils last year was about the same.

The matter may, therefore, be regarded as settled, and we think any further opposition may as well cease. The time will come when even those who have opposed this measure will regard with satisfaction the acquisition of this park for the people.

Reasons of Andrew Miller, for voting, in Common Council, against the passage of the Ordinance to pay interest due to Justice Cox, Trustee.

The undersigned submits, and enters upon the journal of Common Council, the following reasons for voting against the final passage of the "Ordinance to pay interest due to Justice Cox, Trustee":

1. The mortgage, the interest of which it is proposed by this ordinance to pay, is not binding or obligatory upon the city of Philadelphia. It is the mortgage of Ferdinand J. Dreer to Andrew M. Eastwick, bearing date the 9th day of March, A. D. 1853, recorded in the office for recording deeds, &c., in Mortgage Book T. H., No. 25, p. 82. The amount originally secured by it was fifteen thousand dollars, on account of which the sum of four thousand dollars has been paid, reducing it to eleven thousand dollars; and it has been assigned by Mr. Eastwick to Justice Cox, trustee, the present holder.

2. The city is under no moral or legal obligation to pay either the principal or interest of this mortgage. It is not upon Fairmount Park, as stated in the ordinance, but upon a tract of land called Sedgley. All that the city accepted by the resolutions of April 23, 1857 (ordinances 1857, p. 175) was "the generous gift of some of her citizens of Sedgley Park Estate." (I quote the precise language of the law.) There is not a word in the whole of the three resolutions about incurring a debt or assuming an obligation, and the city has no more right to assume or pay the interest or principal of the mortgage of Ferdinand J. Dreer than they have to pay the private debts of members of the Common Council.

3. This scheme for the purchase of the Sedgley property, has been concocted by a band of speculators who seek to foist it upon the city, with incumbrances amounting to more than double its value, and at an aggregate price of more than four times its value; and the aim and purpose in procuring the passage of the ordinance in question, is to inveigle the city into some act whereby the as-