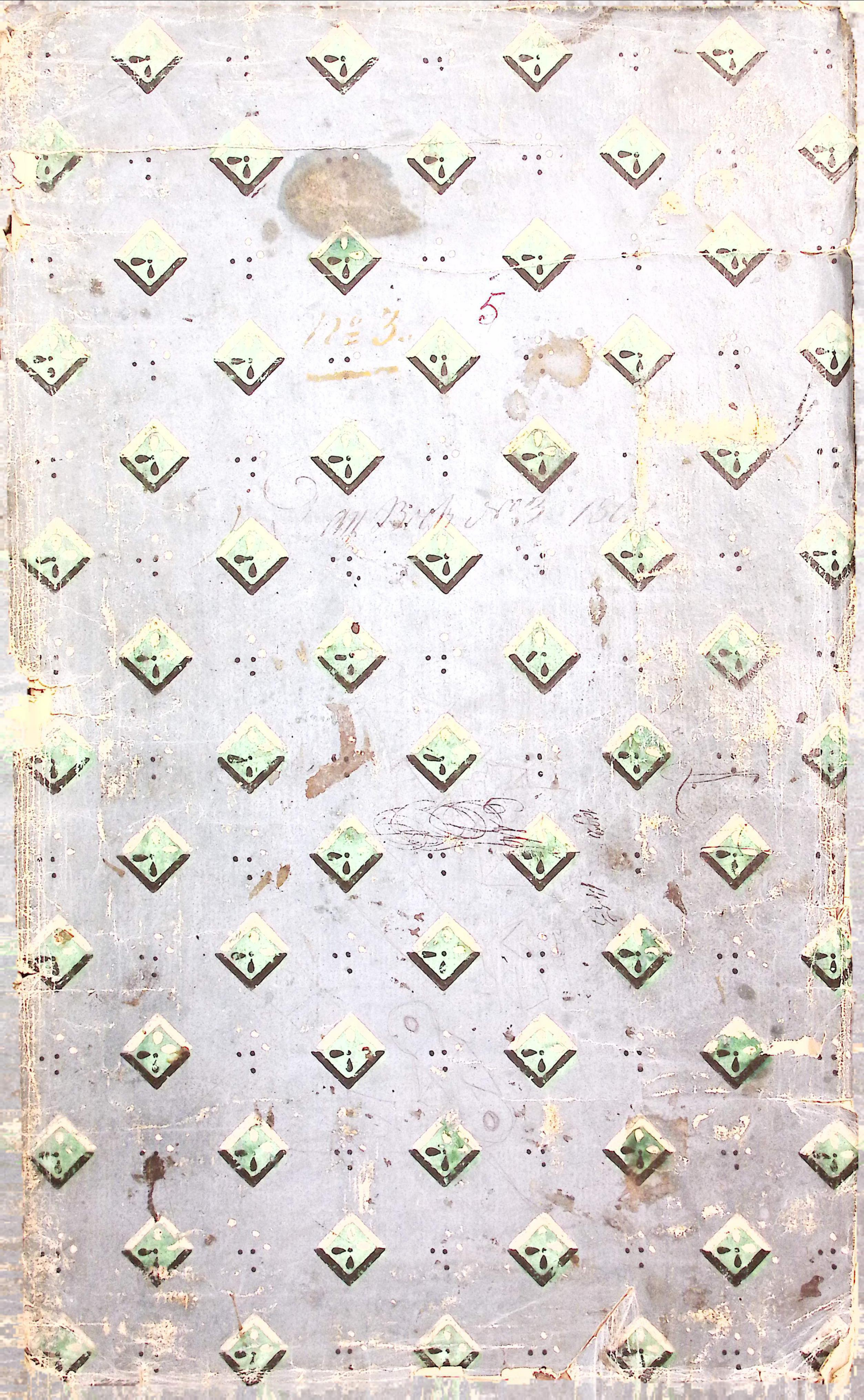




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M. B. A. 1863

Day Book no 3
1802

1803

January 1802.

4 All these 8 day severe frost and oftentimes Blowing weather much trouble with the Engines to keep them from freezing fast in the pumps & pipes yesterday I had much ado to get the Little Engine put to Cart ~~off~~ which I accomplished by getting some Board ~~in~~ and hanging before the Boars in the shaft until the air was consumed or rarified in the same by hanging 2 Lamps — after which I set them on the bottom — but to day they had let the fire go down in them so that she lost the upstart again & now to night I have tried the same method again but it blows very hard to night & seems something like as if it would blow to fresh weather again. which to us would be very unprofitable as the sinking at the Borehole ~~between~~ between Longrood and ~~the~~ ~~the~~ — goes very slow owing to the weather being so very cold.

5 The wind blown very hard at East all last night & to day and still continues fresh weather much snow is melted the men could not stand at the New Staple for the Borehole neither have I been able to get a stove up for the Glapmen yet to keep the stones for the furnace owing to the very cold weather. but order the mason to ~~begin~~ ^{begin} with it tomorrow —

6 To day being Holiday nothing was done except charging the 2 small Buckets at the Great Engine stand fast again.

7 Very cold all day look how many Planks I had to make have pumps on and how much iron to hoop them with when I found we had planks enough but very little iron.

8 Returned from Helmingborg where I went ~~to~~ yesterday and found that the reason Vis. ~~Decided~~ why he had not cast more pumps was, because they had not got the wind Bore out of the pit yet. he has one mould ready but it is not the Bracket door piece but the pump next to it but he assured me that he would to begin to make it and that it should be done in 3 weeks time. and I spoke to Mr.

2.
January 1802.

Mr Belknap who told me the reason he had not got out the windmill was he had no rope to the Crane that now he had got a new rope but had first to cast Sheaves to the Crane which however should be done as soon as possible —

10^C This Afternoon Stopt the great Engine as found most of the Steam went into the flues out of the new Boiler and cleaned the old Boiler also —

1^B Got the Engine to work again and Straked over the Boiler with ^{Shanks} ~~Hammer~~ ^{Hammer} ~~and~~ ^{and} Brown and White Lead mixed with Linseed oil in the Pans — The severest frost these three days ^{that} ever I saw, but having no thermometer can't say how cold it is. —

14 Still as cold as ever the Piston Broke at the little Engine and got that repaired but the Pumps froze both in the pit and in the House ~~much~~ —

15. The little Engine still standing being unable to get her ~~loosened~~ ^{loosened} from the pit, called the men altogether and asked them if ^{they} ~~they~~ were content to work for 4th per ^{cent} ~~hour~~ in the Broken, and 2¹/₂ % in the whole or take their liberty to go from the work which after much said on both sides I got ^{them} content to go in, I told them our greatest advantage was for them all to go home and I got the pit down at 12th ^{at}

do, or the water out of the great Engine
pit which could not be done before I got
the new pumps down

- 16 Set out a new Borehole and begin to sink after
the Stone Head to the S.E. from the other
Borehole which is sinking 290 fathoms & in
a line over Huttat-o or No 22 Borehole
and the new Borehole and the great En-
gine pit Since Huttat Lit. D. Weather so bad
at afternoon that the men must go home
from the Borehole No 23. Drew lots and
took out 5 men to each shift for
each Borehole which makes 20 men em-
ployed therewith. The wind to day is
N.W. blowing hard with some rain
Thursday The Thermometer stood at 23 degrees
Gold's Barometer's Scale at Helbingburg.

- 17 O To day the weather still continues mild with some
rain set the men to work at the new Borehole
shaft as they could see by the depth of the moor.
Both Engines gone very well ~~very~~ all
day — — — — —

- 18 This morning I found that where I had marked out the new
Borehole No 24 was hutchson only 3 feet from day and
very much water whereupon I shifted the same along the
same ~~same~~ line namely from the great Engine pit over
the Boreholes No 22 & 23. — 100 fathoms further off
and began to sink for the Stone Head and to night
agreed with the men to sink the first five fathoms
at 500 per fath' so far as there ~~is~~ is not more
water then they can't hold it down with Subs —

- 19 To day we got the Stone Head at the Staple for the
Borehole No 23. but continue sinking as
I mean to put a small pump to keep the water
down in order to get the greater length of Bore-
hole up when we come to Bore — To night set
up a Jack Role at the Staple for the Borehole No
24. and from my firing at the great Engine

January 1882
from 7 o'clock to 2 past 9, the water sunk from 14, to 16, fathoms down
the coals were half of the best half bottom coals. - promise the
Engine men 12 lbs Drinkmoney if they have the water so
low down when I get up in the morning. a good deal
of rain has fallen to day. - the water at the high pit
is about 40 inches upon Scaffold.

20 Last night it had froze a little and to night the wind
blows very cold at N.W. I got the Timber in-
to the Staple for the Bore hole No 23. and
the water so far out of the high pit that
we wrought with the Gin this afternoon.

21 To day changed all the 3 Buckets in the great Engine
pit at afternoon it was very severe weather
and much snow, but toward night the wind went
about to the South East.

22 This morning I found that there was so much water in
the Staple for Bore Hole No 24 that they could not keep,
down with one Tub wherefore I stopped the other
from sinking to begin to Bore, and sent the
Tub to them at the far Hole with 2 men while the
other set the pump in order to begin Boring which
Laxman has got instructions about tonight.
this afternoon it freezes very hard.

24 O Fine mild weather ^{but a little hazy} all day Cleaned the sump, and also the
boilers at the Little Engine, yesterday the new Staple run
so much together that I was obliged to let her stand, and make
cribs in all that as I could not get the timber out of
the old Engine pit by the blacksmiths shop, as I expected
owing to the coals being so fast froze to the ground
that I could not get them up without breaking them
in pieces.

25 Still making the Cribbs for the Bore hole No 24 -
To night Shultman was very drunk and quarrelled with Holms,
but I have not got the cause enquired into fully yet.

26 To day when they come to put the timber into the Staple
it was sunk 8 inches too small which occasioned them to
have to begin to widen her again,
To night it freezes a little again.

February 1872.

27. This morning as the sinkers was widening the Staple to get the tub into ~~at~~ it at the new Borehole. There was a loose stone fell down and hit one of the men very much ^{nailed} & hurt him. Who had the charge of one of the shifts, but to say as they had got 8 feet widened to the size I set them to put down one length of timber - got the knives put into the Boring Block and all things ready to begin to bore the working barrel tomorrow, also make a model for the Glasmens to dress the stones for the arch of the glass furnace - and shewed the Blacksmiths to make them tools to dress them with. Today fresh weather and Hazy.

28 To day I began to Bore the working barrel but it is very hard at the end tho' seems good metal further in. Changed the East Bucket and the middle one in the great engine pit, at work getting the tub down at the new Staple.

29 This forenoon Bored ^{at} the working barrel but it was so cold at afternoon that I could not handle the knives all things else as usual.

30 To day molerians came here for to help me with the Boring, last night at 12 o'clock got Coal in the Borehole at 23 at 16 fathoms 2 feet 7 inches deep. This Coal was 12 1/2 inches thick with Grindstone roof rather soft and very hard & hard under white but so extremely hard that all this afternoon they only Bored 4 1/2 inches. Tho' above this for 5 inches next the Coal it was not so very hard.

31 Changed the West Bucket in the great engine pit.

Feb 1st To day when Boring the working barrel there was several cold shots in the shield which where the iron was quite pointed and these pieces came out but not to any injury of the pump as it is down on that flange - last night one of the pit Galloways died. mild weather, & some rain.

February 1882.

2. To day it rained all the forenoon, and at afternoon it ~~blow~~ Blew a desperate storm at the S. W. Dored however all day at the working barrel, from eight o'clock in the morning as I could not get out sooner having been so bad of my eyes all night, which I suppose was owing to my standing so long in the wind yesterday and the Borings flying about from the pump, — but to night ~~the~~ very bad are much better — sent to Town to Golheimer to borrow a piece of English Steel for knives as there steel we have is so soft that it will not stand — Put a sharp iron rod down the staple for the Borehole 22 1/4 and found the loose sand and clay continues for 5 feet further down yet. — — —
3. To day made some knives of the steel which I got from Town but there was no English to be had and this is very little better than that that we had before — — The Borehole staple is still as loose as ever, order tomorrow to take out a length of timber from the Borehole 22 at Staltabo and put that into the bottom within the other timbers which is there — — —
4. This morning there was no knives which would stand and with ~~bothering~~ we twisted the Boring Bars so that I was obliged to have it to the shop which drew out untill dinner time but at afternoon we got Dored very near as far as the dumps of iron was on the inside which had run into the Core in Casting — The ~~bars~~ will not sink anymore in the staple so let the wrights to work to make three cribs to make another tub to go within it — fine mild weather all day —
5. As there had been some boats ~~stolen~~ Stolen from the crew just there 2 nights past without taking any

5

no 26/11



1

So day when Doring the working barrel there was several
Cold Shuts in the Spindrick where the iron was quite frost-
-ed and these pieces came out fast not to any injury
of the pump as it is sound on that flange - Last
night one of the pit Galloways died. —————
mild weather, & some care.

6
February 1882.

2. To day it rained all the forenoon, and at afternoon it ~~drained~~ Blew a desperate storm at the S. W. Bored however all day at the working barrel, from eight o'clock in the morning as I could not get out sooner having been so bad of my eyes all night, which I suppose was owing to my standing so long in the wind yesterday and the borings flying about from the pump, — but to night ~~the~~ very bad are much better — sent to Town to Golheimer to borrow a piece of English Steel for knives as there steel we have is so soft that it will not stand — Put a sharp iron rod down the staple for the Borehole No 24 and found the loose sand and clay continues for 5 feet further down yet. — — —
3. To day made some knives of the steel which I got from Town but there was no English to be had and this is very little better than that that we had before — — The Borehole staple is still as loose as ever, order tomorrow to take out a length of timber from the Borehole 22 at Stillato and put that into the bottom within the other timbers which is there — — —
4. This morning there was no knives which would stand and with ~~bothering~~ we twisted the Boring Bar so that I was obliged to have it to the shop which drew out untill dinner time but at afternoon we got Bored very near as far as the dumps of Iron was on the inside which had run into the Core in Casting — The ~~tools~~ will not sink anymore in the staple so let the wrights to work to make three cribs to make another tub to go within it — fine mild weather all day —
5. As there had been some boats ~~stolen~~ Stolen from the crew put there 2 nights past without taking any

any notice. I sent two men to watch them and at
Eight o'clock they came with one who they
had taken with a large Coal under his arm
whom I have set under Civil arrest until
the morning — So day the maff must
in the Boring rod so that I only bored 6 inches
in the working Barrel. — — — — —

11. So day we got Coal in the Borehole No 23
4 feet 3 inches Clean Coal and at the
Depth of 29 fathoms. Still employed
Boring the Working Barrel
and making the Stave pumps ready

12 So day make preparation to set off
for Gottenburg to consult with Mr.
Boege about the winning of the
new Colliery lower. Set out another
Borehole in a ~~settlement~~ ~~Sectional~~
Triangle with 23 and 24 on the
East side of them.

25 Return from Gottenburg after very cold weather
both on my journey up and down. There was
many consultations about the best plan of
conducting the work but at last resolved for
me to ~~go~~ go to Stockholm to have a further
consultation with His Excellency C. Printz
which on my return here I found
he was desirous for me to do

26 The weather to day very cold indeed wind
about S.W. got however very near the
working Barrel finished and would have
had it quite done but I found on
arriving

February 1802.

it out to the Bottom End a Hole quite
through owing to the flange being drawn
from ^{the} not digging out them as soon as cast but
leaving them to cool in the pit. This made
me obliged to change the pump end for
end, so as to get the strongest end for
the Air Joint to unite the working
Barrel & Windway.

28th finished The Blackseat To day and
regain to draw the west pumps.
in the Great Engine pit.

March 1. To day the west pump and the other
got fast together so that I was obliged
to stop the engine and draw both
setts up at once.

" 7. ^o This forenoon got the Engine to work
again and some of the Bountings
in which were every one Broken
by taking up the Pumps.

8. The Buckets & Clack were of such
hard cast iron that the edges which
it was unprofitable to get filed smooth
cut the falls through in both which
we were obliged to change.

9. This morning the pumps croaked themselves
in the shaft which has occasioned a leak
but with casting in some shopped rope
and Horse manly &c. They are pretty
tight again the leak being under
water. The water is just now

14 1/2 fathoms down.

13 from the 9 to this been very much perplexed to keep the pumps tight as the joint at the top of the metal pump is given itself and either the black door or air joint is untight so that I have had the black up three — last night we bored through Greifina Thunth's seam in a 25. at 38 fathoms deep — so day make ready a new black fixed into a piece of a pump to put down into the black seat — as the leak should be worse — — Make all ready to set out for Stockholm —

14 O Today at 12 o'clock came from home and reached this place ~~from~~ Hagerhult at 3 this morning the 15th very strong frost.

~~Derivada~~ ^{night}

16 ^{Derivada} ~~Gies~~ last night reached this place at 11 o'clock and found it very uncomfortable place ^{Wernamo} I could get nothing but a little ale whey, and when I went to bed I drunk a glass of warm frog which with breakfast this morning I must pay 2 Rds for — the road from Wernamo to Fontroping is very bad but seems in summer to be pleasant — This town from its situation at the foot or south end of the Weter Lake makes a very romantic appearance — There is 2 Gothic Churches, and the few shops which I saw did not make any bad appearance — here is a Market place very open and a Canal with wooden Bridges comes up at south side of it. —

March 1802

17 Mölby my journey from Jönköping
 here a distance of about 60 English miles
 has been very pleasant The sun was just
 a little way up when I came along the
 Banks of the Lake and the shadow of
 the Town of Jönköping gilded with his
 Rays together reflected on the surface
 of ^{the} water where it was free from ice
 together with the High land on the
 other side made really a most beautiful
 picture - But there seemed almost
 of Houses on the Banks to take
 away the melancholly reflection
 that there is not half people
 enough to cultivate this extensive
 country for as soon as the town
 was out of sight there was not
 anything but these solitary Bays
 to look at -

Grimm is a very little shabby place and only
 one miserable street composed of poor wooden
 houses The idea of Borgomaster Alderman
 put me fresh in mind of the Comic Op-
 era Mayor of Garret.

20 Arrived at Stockholm the weather being very
 fine all these three days On the 18th slept
 at Jönköping where there is good Waterfall
 runs Right through the middle of the Town
 over which there is 2 Bridges and a number
 of Mills and Draps and other works of that
 kind are also done by the same water at
 the

The low end is a Bay where ships of large
Burdens can lay but the navigation be-
comes here and the Main Sea is very
difficult which is the reason so very few
vessels trade here the Country between
this and Lindköping is pretty even and
in a middling state of Cultivation but
from its local situation seem capable
of producing much grain as well as cattle.
But on the North East side toward a Sjököping
the land is much more sterile and particularly
about 20 English miles is very mountainous
and covered only with grass there would
be nothing more to hide the nakedness
of the land more here than in
the neighbourhood of Marstrand and
Gottenburg.

öderfelga which lays between Nyköping
& Stockholm 3 1/2 Swedish miles from
The latter is a poor place which tho'
privileged as a Town is only a ^{very} small
House & builded together without any
kind of order what was

✓ 26 Late last night I arrived from Åkers Brook where I went to
see if I could make a 72 inch Cylinder and the other
parts belonging to the same where I found I could with
making a new pit, and getting a wheel, & Brass
frame, and the water wheel which drives the Ginn
with the Cart and Brake above the same, together
with the Working Beams &c

38 I returned from Ålön Iron mines belonging to two
brothers or Major the one & the other a Outmaster
or Capt. of Horse of the name of Pleterstult.
with whom I made and a Contract for to put up
a Steam Machine for to draw the water out of

April 1842. 11th

the mine and afterwards to draw up the Ore there
is a very rich mine ~~the~~ has the convenience of
a Harbour in the Sound from whence the Ore
is shipped to Great Surfaces in different
parts of the Country, this ore needs 5000
Cwt and is sold for 24 Sh. Bank money per
Ship pound about 2 Shillings striking
for 3 1/2 Cwt. — The opening of these
mines looks really awful when one stands
and looks down ~~the~~ ^{them} the place is almost ^{one of them is} 86 fath. deep and at least 50 fathoms
wide here the workmen are employed on different
ledges ~~relating~~ The Ore is where it is drawn
up by Hoops in four square boxes, — — —
after which it is transported down the Sea where it is
shipped — The weather was so cold yesterday
that the water which washed into the boat
froze immediately so that our coats were ^{one} pin
of ice — — — — —

11th Return from Stockholm by way of Eskilstuna, Skerwinge,
Ehusio and waxie - Eskilstuna stands on the
river which joins the Mjelmare Lake with the
Mälare Lake only about 14 English miles south
from Forskälle. — here is a steel manufactory
and knives & scissors are made here also
Bar Iron here is a good water fall, there
is a Church standing on one side of the water
the town which is only a small miserable
place is joined by a wooden bridge —
The face of the Country looks very well,
but their grinding & polishing mills are
miserable — — — Skerwinge is a very
small place The only signs I saw as I passed
there was a few thatonakers but what struck
me most was to see that there was not
a street door I really believe over 15 feet
high.

Shesio is also a very small town but both
them and St. Elizabethine is very comfort-
able Inns when put in comparison with
those generally to be met with on this
road —

13 Stopped the Engine to clear the Boilers
& at night got her going again —

16 Got Coal to day in the Drave hole No 25
and Drove 40 fathoms in it found it as
good as in the Drave hole No 23. — laid in
the Drave hole 24 as the same run
together the Day was so good —

17 found the Coal exactly the same here as in the
drave hole No 23, viz 4 feet 3 inches —

180. The water in the Great Engine pit has
been down this 2 days ^{18 or} except about 24
fathoms — but as the Black door is unlifted
we have not been able to get it down.

19 Lett out a New Engine pit about 24
fathoms to the Dip of the Drave hole
No 25, as this seems to be as proper a
place as any can be for winning the
Coal and agree with the Sinkers for 24 fms
to sink to the stone head if not more than
11 fms nor more water than 10 fms
per hour. —

20 This Afternoon the water was down in the Great Engine
pit — — —

25. To day change the Bucket and Black in the Great Engine
pit so that now to night the water is about 3 fathoms
up from the Scaffold —

April 1852.

27

Go day was obliged to change the Bucket & Clack again to day as the Clackdoor was so leaky that the water could not sink and put a Bucket fast to the Clack which comes into the working barrel and now all is good - on Saturday the regulator was unright so that I was obliged to take it up, but being called ^{away} they had set it down again without making it any better so that yesterday I was obliged to have it up again when I found the stuffing was burnt out about it - yesterday I agreed with the sinkers at the Idew wearing to sink the first 10 fathoms for 12 sh: per day and 10 sh: for the next 5 fathoms & 14 for the remaining five so far as the water does not go above 50 Fms per hour.

Go day a good deal better in my health having been very poorly ever since Thursday last the 22^d on Friday was confined to Bed -

Go day also sent Bjornbuck to Landscron to see and procure 2 Masons i.e. Stone cutters to dress the firestone for the glass furnace.

28 went to day out to see what way the freestone laid at the sea side in hopes to get some for to build the new engine but found it would be too expensive to get it up & transporter - wrote Excellency Gouper Smith allow the young Count the Clack in the great engine pit is not quite good as the Bucket goes through the water a little.

29 This morning 4 of the workmen from the Elenor pit came to tell me they could not work for the price I gave them per cove since the Barkmors laid out so many - I desired I would talk with others

them either at the pit or Convoir, —
So this I answered that they knew before
that I would not give them any more
per box and that they also knew ^{that}
their Coals would not be laid out if they
kept them Clean. — The result of
this was that they all went Home.

30 This morning I had the Landsmann
here to take up the singliders of
the Styck, but when I gave notes to
4 to go about their Business from
the place the 5th Daniel Embury should
have gone into arrest to be tried
after the Law but they ^{wished to understand}
him from the Officer notwithstanding
ing they were told that to do
so would be considered a Riot —

May-4 The men were all at work to day except three, & there were
many men yesterday who came to me & asked me if I
should think or furnish them for foremen when I
told them that ^{it would not be} tho' they had all done wrong they
might easily see that ^{he who} returned to his duty
first.

6. To day there was a feeder of water broke out in the new
sinking pit which mattered the Pumps & accordingly
I set down the seven inch Pump to work by
hand which was able enough to keep the wa-
ter under, —

7. To day I bored and found there was only
4 feet to the Stone Head whereupon I ordered
to sink and made drills ready to cut of the
water —

11 Return from Helmsingborg where I went to look at
Freestone To build the Engine but found it to loose
yesterday to day desperate storm wind S.W. & N.W.

May 1852

- 14 This morning I was obliged to lay off the staple which was sinking for the Borehole No 26 as the timbering had got upon large stones on the west side which set it go down on the other side so much that laid almost across the shaft and so much water mixed with the gravel that the men could do no more than keep the water down. I therefore set them to get as much of the timber out as they could with safety and marked out a hole in the little wood a little way (about 50 or 60 fathoms to the South East, to night we have 2 lengths of timber as rather sinking in the new sinking pit so that tomorrow there is only about 4 feet more but it does not require to be wedged together being far above the water.

This 6 Days the weather has been very cold and last night there was thick ice upon the water which stood in the tub at Banks — Yesterday began to work the Broken in the Glenora pit when I lined her workings to the westward —

- 16 Last night got the timber in at the sinking pit but the stone is so full of joints that the water runs through it so that it rises very little in the tide —

- 17 This morning I went down the sinking pit and was down nearly all the forenoon but could not tighten the stone under the tub it is so jointy that now there is water in the bottom which I hope we can lay a Wedging upon. Desperate cold weather and storm from the N.E.W. all the leaves on the trees are withered again so that they look like October —

19 This morning a Scotch Brig ~~from~~ ^{belonging to} Peters Head
drove a shore load with Balke from Dan-
=mark to Island and is now full of water. At
at 10 o'clock they came to tell me that
the Sank had fallen upon a man, calling ^{him}
Ojerkland and hurt him very
much but when I came to the
just the doctors had got him down
home and the Master Seiver was
gone down to see how it had
happened. I went to the man to
see how it was with him. Where I
found him very bad but no wounds to
see the much blood had come out
of his nose, mouth & ears. —
gave orders to a woman to wait & report
him or his wife was from home at
Gottenburg

20 At 10 o'clock this morning Ojerkland died
which gave me much uneasiness. Tho'
I may thank God he is the first
tho' unacquainted with the work every
one when I first began here
and this was ~~solely~~ owing to his
having fallen away the pillar
which was left in the Broke in
and carrying all the weight of
2 Pillars without taking down
the Sank which was under the
load which fell upon his head &
occasioned his death

June 1802.

5 yesterday there was so much water came in the bottom of the Porchole Staple that 8 men with a 7 inch Bore could not keep it down so obliged to lay it in and remove again where I found stone with the Bore rods at only 5 feet down this Hole or 26 is E.N.E. from the crew sinking pit distance 358 fathoms being about 50 fathom from Hallings House.

The weather still as cold as ever and today a strong storm wind

S.P.E. Lane 3 in which the ground is in great want of

7 To day His Excellency Count Munthe came here the M. at the great Engine Pomme lost it her to work again at 12 o'clock at night the 2 Wrights came from Landierone and we reckoned the water in the sinking pit and found it had decreased 10 fms per hour - Capt. Peterson came ashore to see us staid part of the afternoon and then sailed with a good wind down Cattegat - very fine weather.

10 To day after much consultation about the work His Excellency Count Munthe went away to H.berg & I went with him that we might

might have the more opportunity to
speak further about the work.

14 Return from Town where we had
agreed that a canal would be the
earliest and best method for trans-
porting the coals with such Boats
as I found most usefully employed
through a Canal as wide as the same
which was agreed to be 15 feet

16 To day a Mason from Sordberg and 5
Journeyman came here when I went
about to get them placed at lodgings
which as he (the Master) had his wife
and daughter with him I found best
to let them have a house down at
the ~~land~~ Strand where he could
keep them all in Victuals &c.
Got finished marking out the
Canal — — — — — Following weather —
with Showers of Rain —

17 This morning I had the Cart which
I made in the English ~~furrow~~ fashion
to work and led sand with it but
found it difficult to drive on such
an uneven way but find it will
suit me better to lead Lime with
wege off the water at the
Great Engine pit to day —
so that she has only about 8 hours
out of 24 —

June 16th 1812.

18 This Afternoon His Excellency Count Pustk
Came here together with the young Count
and saw the place where I had marked
out the Canal which He said was
the most suitable place —

19 Bergshausman Landstrom and a
Notarius ~~Bergshaus~~ with him to
value the Ground where
the New Work is and to be.

20 O His Excellency & young Count Pustk
went away when it was determi-
ned the latter should go to Landrova
to see if we could get any more
iron there to cut the Canal —
after we had gone round the work
and seen every thing needful
to be considered —

21 To Day the Bergmaster and I went
begin to value the damages done to the
work in ground by the New winning when the
the Boors and I had a good deal of controversy
Engine about them but don't think there will
not be any difficulty of coming to a good agreement

22 The Bergmaster went away, and the damages
agreed upon were 5th per Condann for
the best 3th for the working &

2 for the worst grass ground. - very
Cold weather find the men have not
taken up any Coals in the great
Engine pit but what they have
mixed with the Lark in order
to try to get greater price
our Corp for hewing but told
them they would not get more
than Oak for Corp ~~and~~ and only
that until it was dried when
there would be drawn something
off

23 This afternoon most of the men gave up as they
call it namely gave warning that they would
go away at Michaelmas - amongst others
all the Engine men. Tho' I am very sure
it is not their intention to go away however
I will see if I can't prevent this from being
a growing evil by getting two of them who
begged so much to come to the Engine, to-
morrow to look at the Newwaring where
it is so very Wet - - - - -

24 Midsummerday no work done ----- gave the men a Drink
and ordered them all to the Office in the morning to
be bound for the coming year - - - - -

25. All the men but 15 were bound to day, out of which is
4 that that I will not have and one Boy - - - - -
went to see if I could get the neighbouring Boors to
cut the Canal when 3 Villagers promised me &
the others promised to let me know on Sunday -
This afternoon this excellent fellow came out & going
before Brewth. - The men had been fighting at
Green Plains when the Beerman was drunk
for which they were all concerned ordered
to meet me at the office tomorrow.

June 1842.

- 27 So day began to cut the Canal agreeing with the workmen for 24th for fathom for to cut and build up the sides with the Loam or Grout which they take off but none of the doors could.
- 29 So day His Excellency & Count Benzel went to Helsingborg from where on Thursday they set off for Malmö.
- 31 This morning I found the Boreers had got through the Grindstone which I expected greisener Benzel Loam and Bored into Clayey metal I found a good deal of Coals in the Bucket where they had pumped the sand into, so that after a deal of trouble I got a few washed from amongst the sand which they had pumped out of the 4 feet which they said they had bored I examined them separately but only found that from Inattention they had Bored through without observing the Coal which Shuttman and all of us think surely from the Boof Grindstone which lay over it must be greisener Benzel Loam and Bored ordered to stop of wages for Soderberg & Lundahl for neglect.

July 1 So day and yesterday the feeder broke out again at the Great Engine pit so that I was forced to take good Coals to the Engine again.

August 24 This afternoon we cast the Cylinders but owing to the man not getting out the stoping in the one of the Blast fur-
=ances it was not full much over the snugs and carriage flange - however will begin tomorrow to make the High part with a flange to join the carriage flange which flange must be Bored through for Bolts to screw them together - and between them must be stopped with white Lead

=Lead and paper with a small copper flange to
~~cover~~ canth it tight after which it must
be bored - In order to have iron enough I
built a cupola furnace where I had about
4 cwt. of iron in but they did not get
the stopping out of this either in time.

Sept^r 24 yesterday returned from Rhes Brook after getting
the Cylinder begun to bore Piston lost & the
17 inch working Barrel Windborn Bucket Tree
and 2 common pipes also the working barrel
to the 18 inch set and one common pipe
to that set but not able to bore them
as it would cost too much to put that
in order.

25 The Owner came to day and we began
the meeting.

27 The meeting ended.

28 Began to draw the Coals up at the Split
as there is so much water in the Little
Engine^E pit we can't put them since
the 16 inch pumps had gone wrong
the time we were at Rhes and now
there is only ~~any~~ the 9 inch pump
there at work.

October 1 Nothing particular has happened this
3 days yesterday I sent to Helmingborg to
see if I could borrow 2 blocks of the Diving
Company but did not get any however
I ordered them to be cast at the foundry
to make 2 triple blocks* - the day
before yesterday a Harborth Dray called the
Beres came ashore here.

October 1862

2 Still very stormy weather all last night and to day wind S.W. A Dutch Galliot came out before this from Ramsgate to Rotterdam with deals - she has lost away both her masts and bowsprit lost part of her keel & rudder - ⁱⁿ this morning drew the little pumps at the Great Engine, & broke some of the Brimstones which fasten the Great set -
 60 Sails an hour at the new winning

12ⁱⁿ Until this day from the 2^d has been but one continued storm of wind - yesterday we got underway with the Boiler shifting but got no further than Huttahol as it was afternoon before we began -
 Sinking now goes pretty well loss grey metal or rather a little bluish in the Bottom - *

13 To day very rainy weather all day. gave the Sinkers their ac^t for the last 5 fathoms according to their agreement Sinkers 14 and Watermen or Drovers 15⁰⁰ per fath. and now agree for 21⁰⁰ per fath. for Drovers and 18⁰⁰ for Sinkers being 8 of the latter and 12 of the former - Therefore instead of 12 sh. per day they shall have 8 sh. but 12 sh. per day if employed at Bank if it is not through their own neglect -

After ^{much} ~~more~~ consultation agree to give them ^{the sinking} 16 fms if they sink one fathom in a day or 14 days, as long as the tubs last go, and if they sink 12 fathoms in that time they shall have 19 fms per fathom. The water blowers to have also the same ~~additional~~ additional namely 17 fms if over 1 fathom and 20 fms if over 1 1/2 that will say if they sink 3 fathoms per ex. m. they will have 5 fms per fathom more for the whole way &c.*

18 Yesterday night they got a little more water than they had before in the sinking pit so that all night and all to day we could not do anything but draw water, and when we drew 75 loads this forenoon the water still rose higher so that at 3 o'clock the men came out of the bottom the water went over the tubs & thereupon I thought best to stop & turn all force upon everything the little engine shifted, accordingly to night got the new iron & clock which I made fixed for the same purpose* — — — — —

19 To day we got up 2 pumps and the 3^d a good deal above water notwithstanding the first was along way under water, but I put 3 Sheave tackle upon the fall of A B Sheave tackle before they would give way, send out to day also to buy a piece of oak for a crown tree to the sheave legs and 3 men to dress the sheave legs very fine weather

October 1872

20 To night got up the Ducktree so that now there is only the working barrel and wind cone hanging in the shaft and of the working barrel above water we have hove of the Dmthings all the way up a great many of which as well as the Dorathick is come up to the top of the water - Morberg is still at Helsingborg so that all these three days there has only been 3 men at the crew engine. — — — Set 3 masons to the chimney for the 28 inch cylinder engine — — — fine weather —

26 To day got the gears raised at the new winning for the 28th cylinder I got all the pumps up on the 25th * To day the was an auction of the engine. Bring Ceres of Wermouth, and Galliot from Amsterdam when I bought the former namely the Ceres for 1105 Dallers silver. or 184-8 where she now stands with both her lower masts shrouds bowsprit pumps &c. &c. together with the Oars which remain in her —

28 This morning got Coal in the Borehole Coal No 26. which is only 13 inches thick until the Bank of this begins into which we have bored to day 12 inches and shall now try if we can drive the other two small coals which lay under the Bank. this Coal lays at the depth of 52 fathoms 9 inches according to Mr. — — but I have not measured the Borehole yet — However it seems we must be on the Northside of the Dyke which throws the Coal up between No 22 & No 23 —

October 1872

20 To night got up the Quilt Tree so that now there is only the working barrel and wind cone hanging in the shaft half of the working barrel above water we have hove of the Duntlings all the way up again many of which as well as the Dorathick is come up to the top of the water - Dorberg is still at Helvington so that all these three days there has only been 3 horses at the crew engine. — — — Set 3 masons to the chimney for the 28 inch cylinder engine — — — fine weather —

26 To day got the gears raised at the new winning for the 28th cylinder I got all the pumps up on the 25th * To day there was an auction of the English bring Ceres of Wymouth and Galliot from Amsterdam when I bought the former namely the Ceres for 1105 Dalters silver or 184-8 where she now stands with both her lower masts shrouds bowsprit pumps &c. &c. together with the Oats which remain in her —

28 This morning got Coal in the Borehole Coal No 26. which is only 13 inches thick until the Bank of Flis begins into which we have bored to day 12 inches and shall now try if we can find the other two small coals which lay under the Bank. This coal lays at the depth of 52 fathoms 9 inches according to Mr. — — — but I have not measured the Borehole yet — However it seems we must be on the Northside of the Dyke which throws the Coal up between No 22 & No 23. —

- 29 To day Dored 13 inches into the Danks but had
the middle Coal row which appeared
to be about 3 or 4 inches thick - - -
weather fair but Blows much wind a East.
30 To day Bored 6 inches into the Bottom Coal
which is hard and clean lokes very hard
together but the ashes rather whitish
coloured - - - - -

~~31st~~ 31st O Got up the Cylinders & likewise
the Beam at the new running -
fine weather

Evening 2 This forenoon returned from H. Long
where I had been to see about
the Cast Iron work both for the
28 Inch Cylinders & the Great Engine
& found nothing was done with
the later owing as Mr. Brechin
told me to the Moulds being
negligent and giving only about
Drinking Brandy. However I am
promised the Injection pipes to the
Little Engine on Thursday first. I
got the Cap done and left the
Lid to the regulator to cast of
Brass. very blowing weather
all day with some drops of rain wind
at East forced to pull down the
Chimney at the Old Engine for want
of bricks.

November 1802.

of this morning there was much snow
fallen and sharp frost but got the
most of the masons to work about
8 o'clock in the morning began to
set the ^{new regime pit.} ~~new regime~~ pumps.

16th Agree with the Sinkers 15th per fathom and 12th per day
if they sink 2 fathoms in a day or 14 days they shall
have 2nd more or 18th per fath. If they sink more
than 2nd fathom in a day they shall have 2nd
1st per fathom - The Engine men and Banksmen
being 4 of each shall have 2nd for each day if they
sink 2 fathoms in the day, but without that nothing
Engine weights onest of they sink the above, and
2nd if they sink above 2nd fathoms.

21st O So night was the first the Sinkers came fairly at work
as the Black Gottrell had gone off which expensed
as to drag the pumps again last week.

22nd The Sinkers have sunk the pump a boat 3 feet 20
day and last night * Head the winter has set
in up at Stockholm already as the 15th
so that the Mälare Lake is covered with
ice nearly, and that in the Country they drive on
Sledges.

23rd - So day the uppermost flange of the Bucket Tree broke but
got it a little secured by dapping with flannel and screw fast
as both - but not safe.

24th This forenoon I found the Boreers had got an appearance
of the Dyke in the Cast which I was making from
the South East to the Northwest for that purpose
this is only a few yards south west from the Bore
hole No 26. he call the metals stand on edge
dipping to the S.E.W. ~~away~~ away about 40 degrees
set therefore out a Bore hole upon the hill to
the S. East from here close by Perling above
the place where his Excellency's mouth was with
me when I marked out a Bore hole last spring
weather remarkable fine here all this week.

December

December 1802

29. had

3th This morning when I came to the pit I found the water was not down, and that the reason was the pump was so leaky at the broken flange, as this could not be remedied but by drawing the pump set to it immediately and got up 6 of them, but when they were nearly up the string broke and they ran to the bottom again.*

4th This morning got the ground post salt which had been drawn up last night when the pumps ran down and altered the scoggon of the ~~the~~ and several other small things about the working gears which they had by having in the fire altered from the fashion which they had at first. got all the pumps up at 10 o'clock to night.

5th O To day when we had examined the pumps better found the Bottom flange of the working Barrel was also broke wherefore I was obliged to take the new working Barrel and set in the place of it, I got also a lead flange made to put the air joint together with.* The weather keeps pretty mild tho' both yesterday & to day it has been some snow.*

6th All last night it blew very hard and has continued the same all day at N.W. & N.E. W. sharp frost it was so cold this morning that none of the masons could work at the new engine but at after noon I was at work, but Nordberg himself was not there neither was he more than 1 day all last week: continue to night setting the pumps down again the reason of their being so long up is owing to there being a deal of trouble in passing the new working Barrel to the wind bone.

7th To night the engine came a going and goes very well the weather mild the masons at work again.

8th The sinkers got down this forenoon and now all goes on very well except they had to avoid the water which runs very much on back of the Portland set of on the wall which I made them draw down.

November 1872

3^d All last night and to day it rained most shocking wind at East south E. so that the masons could not work but the little coal pit wrought all day & we got the working barrel bored to the 9 inch sett which was so soaked that no Duck ~~it~~ would go in to fill the Barrel

5 To night got through the Dark Thill in the same hole or 26 - which proved to be 5 feet 11 inches thick the same as in all places where it has been bored through before being always 6 feet an inch more or less

6 This morning it was pretty cold got the Bores set to cast a Ditch up to the rise from the side of the marsh to the southward from the Dove hole in order to see if I can meet the dyke See on the other side (28)

December

8 again. and at every time the water should not be ^{down} so that they could be in the Bottom order them to cut a Ring and put on the East side of the shaft.

9 This afternoon set off to Helmingbury to see about the Cart iron work doing there.

10 Return from town where I found nothing is cast yet neither do they promise anything will be done before Christmas thus they have been 12 weeks in bothering with moulding a Boiler for 6 feet diameter and which is not ready to cast yet and getting 3 Communication pipes upon the Spindles

11 To day all as usual weather mild got the four pillars and Chimney of the ground Engine

Dec 1882
Engine up to Hair Flight.

12 O Last night they had let a chip of wood come in - to the Injection pipes which fastening in the Valve occasioned the engine to strike so hard that she broke the Injection Cap this however was repaired and the engine is at work to night. & I put a ^{pin} over the Injection pipe in the center the same as at the engine before but they had in place of that put on a Box with Holes bored with an inch Auger — —

13 To day there has fallen a good deal of snow but now at night it rains a little wind S.W. obliged to let the Sinkers hang upon the cradle to night the shaft which they had set off 22 inches from the perpendicular.

14 To day the weather fine and mild remove up to the new winning - all at work as usual but still they are not down to the bottom with the Sance they had set off in the shaft — — — — —

15 This morning none of the Blacksmiths were here in time wherefore draws 1 1/2 hours from Walgren 2 hours from Jons Nilson, 1 1/2 an hours from Apleberg, an hour from Wittander fogelstrom and all the other masons labourers excepting Livak and Odrat — very fine weather all day in the afternoon we got the Jack head Bester up a little way from the ground the plank where the Black was fast to gave way were fore let stand until tomorrow —

16 To day got the Eastern up, and the Sinkers got down the Carch which they had set off, and sunk a shaft in the bottom Jons Nilson & Walgren an hour short to day again for coming to work

22 The Engine has gone well all day, to day I was
obliged to set 6 pair of Boar horns to fill the
way between here & the old pit which is 22 ft or less
weather fine & mild ————— Wind at
W. & N. W. —————

23 The last night changed the Duclut at 1 o'clock
but as the Coal is not ready yet it was 3
before they were ready again and when I came
into the Engine when she started I found
the man had set the middle pit to be hold
of the ~~Box~~ which had been in the ~~duct~~ tree
which stoppt us untill 5 o'clock before
we came agoing The sinkers was stoped
untill 11 o'clock before the water was down
for which they shall have for 4 shifts -

24 The Sinking Hood to day I gave orders to leave off
at 3 o'clock at afternoon & begin again on Monday
at 12 o'clock it freezes but calm fine weather
had a man of the name of Letter at the office
for taking home planks ends to turn up, one of
which was 4 feet long - This man had trouble
at the man's wife, for getting who lives in the
same house with him for endeavouring to
hinder him, for putting it up, for which he
was fined 1 shilling to ~~the~~ ^{her} 24 sh for the
~~plank~~ ^{plank} & 24 sh after the fine
in the 10 articles of the Sack Box Rules.
He likewise gave orders to draw off Bine
= Lady widow, at her next quarter pay 10
2 for setting her maid to steal good
Coals from the engine last night who
I took myself in the fact

27 To day at 1 o'clock the Linbers came in the bottom again having been obliged to give them Holiday from Sat. Or Friday at 3 o'clock at afternoon untill now the frost has been so hard ever since Friday the 24th that to day the masons could not work but the engine wherewith I set the 2 which was here to Build Stoves & repair the Hovges — The Neptunis came Back again to day not being able to reach

December, 1872

34

reach Windsor as I dare not yet
to Gotthenburg for fear the river be frozen ^{her} ^{there}
resolve to lay her up here & gave orders
to unrig her & move her head & stern
as far in as she can lay with safety

26 This morning still hard frost but the Masons at least 2
of them are at work setting up stoves and repairing
the Houses at the Old works. —
Saw after that the Septimur was safe moored Head
of Stern put to lay up for the winter. — I also
got the old Doreak which came from Gottenburg
last year, ~~which~~ has been suffered to lay in. The
Magazine ever since looked at and ordered
it to be sorted that the Spoiled might be
given to the Horses and the good kept for
the Boys. —

29 To day the auction was upon the Batts which Capt Seller left here when I brought part of them for the use of the Colliers — — — measured the shaft and found that ~~that~~ there has been a mistake in the depth of the shaft where the Contract was made with the sinkers as they had called it there 19 fathoms 4 feet whereas it was only 18 fathoms 4 feet to night it is 19 fathoms & a foot — — —

Set a pump on this afternoon which kept the sinkers out of the Bottoms from 3 o'clock at afternoon until 2 past 10 at night — — —

weather a little frosty but not hard the mass brought to day at the Steam Engine — — —

30 To Day all in good order at the sinking pit, nothing
particular happened except that at 11 o'clock to night when
I came to the pit Longstrom had come up and said he
was at the bottom but did nothing whereupon
I sent after the sinkers discharged Longstrom &
gave them a severe reprimand telling them that
I would send to the Herradschovins tomorrow
if I found they did not do their duty, better
as I would not keep the engine going for
nothing

Decent 1802

3^d To day changed. The Bucket by by the man
making it too large I was obliged to
work the engine by hand myself but
there was only 2 shifts lost during
which I got them to put in some Sacks
I wantings — Just now Plattman
has taken Burkland's windows maid
cutting a new deal taken from the
Grand well to burn up — leave
off making at 6 o'clock. To night & give
orders to begin again at 6 o'clock
on Sunday night again —

~~1803~~

January 1. 1803. To day it freezes pretty hard —

P. 2, 0 Still frost —

Sinkers in the Bottom to night at 6 o'clock

3^d To day all went well untill 4 o'clock when a wedge of
a good deal of Ice. got into the sink pipe & the
clock being very bad I thought best to change it
at the same time, this stoped us untill 10 o'clock
before I got the engine to work and untill 5 in the morn-
ing before the sinkers came in the Bottom —
whereby 4 shifts lost —

4th This morning I went to Town the weather very sharp wind
East and E. S. E. —

5th Return from Helvingborg heard from the
Cassier at the foundry that Grönings had passed
Öfstad — upon this I sent
According to a Communication we recd from Helming
one of his excellency's shipper to Öfstad to be
sure if this was true & that if he could hear for
a certainty that he was over at the Danish
side, he should go over to him & either take
Boats and tow him down, or hire a vessel
to take him in tow, the wind at East to
day frost very severe —

January 1883

6. To day being Holiday Left off from work at 8 o'clock. This morning but to night two ships from 12 o'clock until 6 was lost owing to the Injection and freezing fast in the pipe frost & desperate cold all day.
7. After every attempt to keep the Engine going found it impossible I turned all the warm water into the Jacketed Cistern & put into the over Cistern a large pot filled with fire to keep the water warm but to night all froze fast again for me, the Injection and froze fast when the Engine went as well as she could do — whereupon order the sailors to work coals, and engine to let stand until the weather be more moderate.
8. To day it is as cold as ever — nothing could possibly be done at the sinking — I rapped all the Injection pipes with straw — & order the Wrights to make a Proof over the Jacketed Cistern to try if the steam would keep the pipes thawed.
9. To day as cold as before until about 7 o'clock when I found it something colder whereupon send after the Engine, men & got the fire on but not withstanding the ~~fire~~ was open & the Jacketed Valve shut, the Injection pipes was so full of ice that I wrought ~~for~~ till 6 o'clock before I got them open.
10. To day had the Boys down to their new lodging & ordered how they should be fed lodged &c. To night at 11 o'clock ~~about~~ I found Lindall & J. G. Gerolle doing nothing at the bottom but crying about the Engine — altho the water was down, they stood in this manner almost an hour without working a bit.

11, Last night it froze very desperate again wind
at N.E. but by means of the Box I put to convey
the steam to the top of the Injection pipes
they did not freeze. Last night at 12 o'clock
the three sinkers did not come whirley a
shift was lost there was likewise a
shift lost on our side from 6 o'clock until
10 at night.

Send orders to Sharp Shew all the C. horses
which shall go to Helsingborg tomorrow
for the Cast Iron Boilers Coft.

12 All gone very well They are not arrived
with the Boilers top. Mr C. Bagge
came here at 9 o'clock got down upon
the Grey metal this afternoon.

13 This morning Mr C. Bagge read me a
letter from the excellent G. Smith telling
me that the Schooner after keep-
ing the sea 18 days he reached
Westerweek where he was frozen
up and must remain until open
water.

14 So day Mr. Bagge was sick has kept his bed all day
and still very poorly, speaks with asthma about the
Blacksmiths work agree with him to take it
altogether I give him 30 Rds per month for
holding all in repair, Shacing Horses &c. both
what belongs to Coalworks & sinking. Except the
Engine which he shall be paid for every month
at 16 Rds per Rds for Ironwork finished of every
kind.

Just on the Hall pump which owing to the engineers not
trimming the Jackhead pump until the water was out
of the Eastern stopped the Sinkers 2 shifts viz from
3 o'clock until 9 3/4 past 9 at night.

15 This morning at 3 o'clock the Jackhead Duckshot Shank
broke which stopped an hour and just as the water
was down at 9 was obliged to change the
Duckshot and it was 12 o'clock before we got
down again the Sinkers employed at the
wing. Still frost but calm.

January 1873.

38.

160 This morning at 1 o'clock the Bucket fastened in the pump which stopped us for an hour whereupon I found it best to order the next shift to be at home and cleaned the Jackhead & stern one shift to pay &c.

17 Last night there was only 2 men down 3 shifts changed the Bucket in the pit which kept the Sinkers up from 11th part 2 until 24th part 6 at night — — — Spöberg has not come to the Engine to night it is probable he is sick.

18 This morning the Bucket ^{spinning} work for the Jackhead pump at 1 o'clock which kept the Sinkers until 4th part 8 at 9 they came up again owing to a log getting into the Injection Cask which kept them out of the Bottom until 12 part 18 2 shifts in all — — — very severe frost — — —

19 Return from Helsingborg where Mr. Baage went from this morning at 6 o'clock for Gottenburg, all the work has gone well but still severe frost — — —

20 To day we did not get the Sinkers down before 3 o'clock at afternoon at 12 o'clock at night the off take joint broke which occasioned the two above shifts to be lost — — —

At this moment I had a man here from Orkney Spruce called Anders Jonson, ~~with~~ seeking orders for timber who has agreed to deliver to a shade for the Boilers

6 Down Spars 3 inches by 4 at 10th each — 4 Wallplates 32 feet long 7th in Deep and 4 inch thick for 7th & 8th Sacks — 14 Spars for Hand riders 14 feet long at 8th each —

The same man will deliver for the Shade 9 want for the ^{Boilers} Jacks 25 joints of 4 inches thick and 4 thick for 32th each 25 pairs of

couples at 16 sh each 4/20⁰⁰ of
Deals at 24 sh per doz to cover the
Boys and make the Beds gavel etc.

order from him to be here 14
days from this with the timber
to cover the Boilers & then he
shall have power about the other

- 23 This morning had Lars Lundahl 22 years old and Wilhelm
Stenck, aged 15 years brought up to answer for
laying' pines to the Sick Box they had laid
5 sticks one day and six sticks another
out was ~~done~~ taken in the last when
they confessed the former - from all
that we could learn they were equally guilty
but as Stenck is not at age they can't
be punished a like - therefore
Lundahl 3 Rd & 6th ^{double value of the goods} and to sit a half an hour
on the wooden Horse Wilhelm Stenck fined
Lilwinn 3 Rd & 6th which pines shall go to
the Sick Box * this was the opinion of
~~all~~ all the ~~foremen~~ Gröfvedgens
joined to mine
* and have punishment by stripes from his
father at the Pit heap -

- 24 This afternoon at Bollock I set Lars Skoman & Per Olson
down in the place of Oystrom & Westerberg promising
24 sh to each but on looking over the Bond (I
~~found my~~ ^{fine}) I must take that off every one who
~~neglects~~ neglects to say in time when he does
not come to work which 24th ^{shall be} paid him
who steps in their place - Desperate
cold weather to day wind at East the
Chimney could not work at the Boilers

January 1872

25.

To Day it is still so cold that nothing can be done at the Boilers the Sinkers lost one shift ~~at~~ last night (and two to day) changing the Duckets and lengths. Agreeing the Spears — Agree further with Astron with about the Blacksmith work which he shall take on trial the next month on the following Astron Conditions viz:

To keep all in repair as well with Sinkers as Coalwork he shall have \$30 per month reckoning calendar months — for this he shall shoe the Horses and repair waggons but should any new work be to do for waggons that shall be paid with 20¢ per day the same for all new work to the Steam Engines we find Iron, Steel & work tools but shall only pay for making the work tools which is at present wanting to complete a proper needfull set.

26 To ^{day} in good order all day but successive cold the Blacksmiths at the Boiler again as it did not blow so hard, a good deal of fire timber for cribs came from Pinalagonnerstoft to day —

27 To day all things in order all day still transporting the Dalles from the waterside which I bought at the auction at Högarna's frost as severe as ever, wind still at East head from Helsingborg that the sound is froze over with a cross —

28 This morning I heard that somebody had stole away some of the timber out of the Canal which I made a search after but discovered no traces of it — still severe frost wind as yesterday —

29 Last night change the Duckets which stop one shift and to day set a half pump on which stop the Sinkers one more. have frost as ever in Örgenstoft

went away to day to Halsensad the
weather as cold as ever wind at N.
North —

30 O This morning take out plug & clean the
Boiler together with all the freshhead
head bottoms so order the sinkers to
be home untill monday morning —
Still cold as ever wind as before N.
N. East

31 This morning one shift was lost
before the water was down, & at
3 o'clock was obliged to change the
main bucket which kept them
out of the Bottom until 2 past,
1/2 shift more — still
very cold wind at N. N. West.

February 1 This morning the wind, blowing at the S.W. with snow
and the frost seemed as if it would give way but
at afternoon the wind got round to the North
again to night it is nearly calm. It does
not freeze so severe as before tho' no appears
— any of a thaw — Last night Holar was
not down in his shift which he shall be
fined for —

2, The frost as hard as ever again went at the weights in order
with getting the gin at the old engine pit, contrived
to draw Coals out of the little pit. Win 12:20.

3, This morning there fell a little snow but the air soon
got so cold as to prevent its falling. The people drive
over between Helsingborg & Vamure daily and walk
over in large flocks upon the ice. Changed the
Bucket this morning at 8 o'clock which kept
the sinkers out of the bottom untill 11 o'clock one shift.

4, To day I was at the Borehole 27. in which it appears that we
are upon the grindstone. They had bored through a
strand of coal to day but only about 16 inches thick —
severe cold wind at North

42.

6.0 This morning the Marston ^{brother} but did no damage in the Oglander, last night the requisites had broke & just as they were ready to go the Tuckhead pump was full of water sand. So I was obliged to order the sinkers to go home — — — — —

17 This morning the water was not down which was owing to the Packet being Bad. All this had been occasioned by my being confined to my Bed all the 3rd & yesterday, I durst not go out whereby I could not tell if the Packet was Bad or not however we had not the water down before 6th night whereby the Sunkers have been ~~kept~~ from 12 o'clock last night 6th night —

6 ~~Get right~~ This morning at 5 o'clock the Pumps
Burst; one of ^{the} staves pumps had been chaffed
with the spear so that 2 staves are broke
quite off for which reckoned 2 shifts lost -
all day was spent in getting a new Prob rope
up, and got up 2 pumps. The others have
been the Bottom about 2 or near 3 fath-
oms up, when night coming on, and
frost so severe, we must hang them on the
Ground Ropes -

9 This morning frost desperate as soon
as we hove the pumps up about three
feet the New Rope broke in passing
round the Crab. I got that Spliced
but in order and forced to let the
people ~~go~~ all home, till we see if
the frost will give a little as it is
impossible to handle the ropes, then we
so hope. — the most of the sinkers
were set to work coals, yesterday, &
they draw them with the Old Engine
N't Gun.

10 This morning I was forced to let all the people home again
it froze so hard that I durst not begin to Heave
up the pumps but now to night it is much
milder

11 To day got all the Pumps up after thawing
the Grabs rope with the fire lamp found
2 pumps were damaged in place of which
take new ones one of which is fit upon
the Iron pump to night

12 To night got all the pumps down but could not
start the Engine as I must have day light be-
fore we can put in the Dampings

13 This morning when I should set the Engine
agoing found the Injection pipe between the
Cylinder Bottom and Valve ^{box} but after a little
time got that done when we set going
we found the Ice had burst the ~~box~~
breach pipe in the inside of the
Cylinder which I was obliged to take
out and send to the Copper Smith
who was not at home so that we
have not yet begun to repair it
yet but I have sent ~~it~~ after another
one who I hope is at home so that
I may have it tomorrow morning

14 This morning we got the Engine agoing and at
2 o'clock we got in 6 Collars on the
Pumps but at the same time the Cottrell
broke in the Bucket shaft so that we
were obliged to take up the spears
but were so fortunate as to fix up
the Bucket and at 6 o'clock at night
we got the Engine to work again
it has blown very hard all day
at S. E. with much snow & still
continuous severe frost

- 15 This forenoon we had the water drawn but always as soon as the Linkers came in to the Bottoms the Cylinders got full of water, and at last we were obliged to take up the Clock which when we found the Hoop which fastens on the Bucket flange which stops us until 10 o'clock at night when we got going again — This morning we had much snow but the weather pretty mild but at night ~~some~~ some drops of rain but presently after much snow.
- 16 This afternoon at three o'clock they got fairly to work in the Bottoms ^{again} after I had much trouble with the engine after they had been stopped 10 shifts — This afternoon much snow sometimes it froze pretty hard, and sometimes moderate; to night a strong or stormy wind W.S.W.
- 17 Last night there was a gage in the Horsefoot which stops the Linkers 2 hours wherefore one shift Mr. Polheimer came to night to draw a Plan of the Harbour — all ^{work} as usual it does not freeze to night.
- 18 All ^{the} same, as before ^{the} sinking has not been stopped to day the least.
- 19 All well weather fine but freezes a little one of the wrecks has come from Sandstone which was here last summer but the others have not come yet as they complain it is so cold.
- 20 O frightened the Oratish in the shaft.
- 21 This morning at 10 o'clock set them to cut a Ring to make the shaft dry & carry the water into the Cistern for the high set as soon as ready.
- 22 To day had four Boats to bring filling upon the Road between the New & old winning and 3 men to load, fine weather all day.

Feb 1858.

26 All this week we have been getting the Ring & the cut ready and still it is not quite done this afternoon Out 4 o'clock let the Boy W. Straddle be flogged by his father at the Pithead for stealing the pins along with sundry according to my orders at this time it was discovered Sundraft should have rode the wooden horse but an hour but he has run away — Got Coal in the Borehole No 27 at 22 fathoms 4 feet & 6 inches down & down & 6 inches into them

27 ^{Day} A heavy storm of wind at N.E. & N.W. at night it froze very hard this morning the ring was finished at 12 o'clock. Cleared the bottom this morning the Bucket went off at 4 o'clock which I got up and got changed but it was such a desperate storm that we were almost 2 hours in getting ready it was so dark & no lights could be kept in for the wind — so that the sinkers were stopped 3 shifts as they did not get down until 12 o'clock — This morning through the Violence of the sea the sea broke up to the westward of the bridge, and drove upon it with such force and so fast more water than ever we have known here, it carried away at least one half of it and shattered very much the half of that which remains so that one may say 3/4 of it is ruined

March 1. The last night by some means getting into the Borefoot the sinkers was stopped in shift still the doors leading out upon the outside blown very hard all day with N.W.

2 This afternoon we set a new pump on at 3 o'clock which went very well and at 6 o'clock the water was very near down when a pine head was found in the three foot pipe which stoped an hour before we got them out so that it was 12 o'clock before the sinkers came in the bottom — 3 shifts.

March 1853.

9 To day a desperate storm and much snow, wind at North East at 8 o'clock the snifting fastened by the stone which had fastened upon it, which kept the engine a half an hour, & when we got her a going again found after she had gone an hour that the timmer had stowed the water cart To day had blown so full of snow that the water mill for pumping water at the coal pit came first to 30. found it filled for at least 20 fathoms all in like which kept us employed until 2 o'clock without any effect, & at last we got the water downed as at the shaft ^{when} it forced its way but at 5 o'clock the water was down very near the Injection rod froze so much ice upon it that it frozen ^{and} broke which stopt the engine once more 1 1/2 hours - This ~~was~~ ^{was} night the worst weather ever I saw and has continued without a moments respite, since yesterday at noon.

11 To day at 12 o'clock found to let the sinkers go home as it is impracticable to get any coals to the engine and very few could be got there yesterday for the weather - The sinkers have been stopt 5 shifts from 8 at night until 12 o'clock to day.

15 To day being holiday got out the pitman and cast the road open between here and the coalpit and at afternoon set the engine to work in order that we may get in a length of brattish in time for the sinkers to get down at 6 o'clock tomorrow night. fair weather but severe frost all day.

16 To day still as hard frost as ever, got the sinkers down at 6 o'clock and now all is in good order. The windmill for pumping water had not wind enough to day wherefore we were obliged to pump by hand. The Moulder from the foundry at Gottenburg came to take instructions respecting the 18 inch set of pulleys to be made there.

17 Still weather as cold as ever. 2 shifts the sinkers were stopt to day - one in the morning and one at afternoon. The morning was from 5 until 9 and the other from 12 to 20 minutes past 11. Wind at N. E.

18 This morning at one o'clock I had to change the Ratchet and just as the water was down at 8 the ^{water} ~~water~~ broke which brought the sinkers out of the bottom until 12 past 1. 4 shifts & excessive hard frost.

March 1873.

9. So far returned from Helsingborg where I have been to show the founder from Gothenburg all things necessary about the pumps — find there is two holes in the Cylinder bottom for the steam Machine but think it may be repaired by smelting brass into it.
The frosts very hard. All has gone well to day.
10. This afternoon we put on the half pump ~~stop~~ the Engine at 3 o'clock at afternoon and it was 3 1/2 this morning the 15th before they got into the bottom 4 shifts.
11. To day went very well all day untill 6 o'clock at night when a gage got into the injection valve — which stops in till the water has risen about 2 inches which we got down at 11 o'clock 2 shifts much snow to night wind north west.
12. This morning Change the Piston & repair the Collar above the Mastengil which was broke and stoped us 2 shifts from 10, to 3 o'clock. Court B. E. Smith and M. Berlin came to day who told me the Prisoner of Gloucester went aboard to Elsinore this morning at 8 o'clock weather very cold severe frost North wind.
13. Today we had the wrights down the shaft all day making the Collarings in order, at afternoon Court Smith went away a desperate storm of snow wind Southwest, at night at 10 o'clock it began to rain and continued still to follow as hard as ever.
14. Still a Shaw much snow has gone away all the work gone very well — only 3 wrights here at afternoon the masons at work at the Steam Machine and finished the Chimney all but Crookstriking or filling the seams with lime.
15. Still mild weather all gone well with the sinking the Masons at work and the wrights with the regulating Beam and Cestern together with the suposters to the Jackhead Beam and 2 men at the Cart making.

March 1883

16 Last night the Tackhead Bucket was to change which stopped the sinkers 4 hours and 5 minutes one shift and to day we changed the main Bucket which stoppt 3 hours also a shift; much snow had fallen last night and severe frost all day, wind at N.W. blowing a storm which still continues.

17 Last night there was something namely a Plug flew out of the pump, which threw off one of the Piston weights and kept the sinkers out of the Bottoms one hour & 48 minutes but this being their own blame no shift reckoned but to day we repaired the Injection valve & changed the Bucket by L.T. on a pump which stoppt us first, from 6 o'clock until 12. 2 shifts and from Feb. 2 until 11. 3 shift in all 5 shifts to day. The weather mild as per report tells me the depths was above with the best anchors yesterday and the day before very near the ground about 20 or 25 fathoms to night very fine weather rather frosty wind S. S. W.

18 Last night after I went to bed the gashed bottom had got so much dirt in it about the valve that the sinkers were stoppt 2 hours one shift.

mild weather but ^{raw} cold wind S. W.

19 To day we were stoppt by the Tackhead getting full of dirt or rather small metal from the sinking this was so packed in that the bucket parted and lifted the pumps quite out of their place which before ^{we} got in order again and the water down detained the sinkers from 10 o'clock until 7 at night 3 shifts.

20 @ This afternoon we got up a large water can to be in use for the Lighthouse Cistern, by which we also receive the water from the pumps to try to keep the water clean which plunges very sore. This stopped the sinkers a shift or 2 hours all but 10 min. but as sometimes they have been over the specified time in the Contract gave them one shift. To day the Harbours matter was to look at the Cotes Dring and found the Storm had unshipped the main Mast and some basal has shaken the Main Mast harbour full of ice wind (S.W.)

21 This afternoon at 3 o'clock changed the thin sheet which kept us under till night when the sinkers got down again 7 1/2 hours or a quarter. One shift fine weather both at night and mornings.

22 This afternoon at 3 o'clock set on the half pump which kept the sinkers out of the bottom until 20 minutes after 12, only one shift being one hour & 20 minutes. got the Frame of Steam Machine up to day.

23 The sinkers has gone very well over since last night until to night at 12 o'clock when the pumps leaked so that we could not keep the water down neither could we get to stop the leak because they neglected the Collarings so that pump was crushed into the wall wherefore forced to hold the engine agoing until daylight.

24 To day communicated the resolutions to the Deers Paul Swenson, & McMillon about their estates falling to the College at their decease. got the Crabrope up on the ground spears and also the large Gable to lift the pumps to get right the Crook which was in them but the Crabrope sprung twice but as they were lifted by wheel means the water rose about 12 fathoms up, but at last I made the engine fast also when I got them up a good piece and flung them to night at 8 o'clock got in 10 Bonnetings

March 1873

25 The day being Holiday no work done except
2 of the Blacksmiths making Iron Boats
The pumps are so leaking that now at 4
o'clock there is 8 fathoms water in the shaft
and the leak being under water we have
no other way but to ~~start~~ down George
dunz to try to get down to it —
Had Soderberg here who was turned
off for being unwill to follow Hultman
and the Man Anders Persson for laying
out Coals. He had this mess with him
Bjornen & Nyström to ask for lions
wherefore send for Nils Ojsson to
hear what happened at Givred when
they were altogether — where
he says the following men ~~who~~
were there and that one of them
said that Hultman might say to
Anders Persson that he shoud have
Enough —

Lundahl, Bengtström, Anders Arvidson —
Helsjöfors, Almqvist, Soderberg, Solberg,
Nygren, & —

On the same day agree with Sven Ojsson to put
the Dridge in that order that we may
be able to load Coals to Helsingborg with
Covers and Frames from the old Dridge
and to the Stone Chute and set in order
the Gears which the Ice has left standing
This shall cost 28 Rixdollars.

26 All day or rather this ^{3 hours} forenoon was spent in
changing Pinet & Clack and mend-
ing the Aftabre Wints which were
all Bad but at night I had not the
water so low down as yesterday night
but now by George dunz I have
them pretty tight with iron —

27 After being up all last night myself I found this morning that the Boiler was so full of dirt that it was best to stop and clean it together with the flues which was done and the Engine going again at 5 o'clock this afternoon.

28 This afternoon at 3 o'clock the Sinker came fairly in the Bottom they came down at 12 but as there was so much water flooding cast down they shift went out in cleaning up that getting after the Phosphoric. And at 3 1/2 minutes after 3 o'clock the Freshhead Bucket got so full of dirt that it fastened which stoppt us to clean the Bottom so long that the Sinker did not get down untill 6 o'clock, during this time ^{viz} since Wednesday night at 12 past 9 till untill today at 6 o'clock 3 shifts have been lost — namely to 12 past 9 on Thursday night —
viz

from Thursday to Friday — 8

Do do to Saturday — 8

Do To 6 o'clock on Sunday morning 3

from 6 o'clock Sunday night to Monday at 6 o'clock 9
35

29 The last night at 10 o'clock the Spear (Drops) as one of the men was running up the side under the Brackets which threw him out of the Coff and he fell down 5 fathoms but the water in the Bottom saved him so that except a little cut in his head he received no other Damage — This kept us untill this afternoon before we got a Sifters made when I got up the Spear and the Engine got to work again. I had been ready to go to Bed all night so poorly that I was obliged to go to Bed all night and they did not make it to make a Bed.

March 1813.

30 To day the engine went all day but the water is not down yet.

31 Last night at 3 o'clock the water got down and the sinkers in the Bottom all day the Sinkers kept 10 shifts, at 6 o'clock to night there was a flood of water came in the Bottom which mortared the engine.

April 1st The engine has gone all night but the water has only rose and sunk a little alternately without getting it down or without it rising above 4 or five feet To day at 2 o'clock set the sinkers home for which they have 6 shifts.

2^d This morning I found the engine had stood only about five minutes toward the morning so that there was only about 2 fathoms of water which kept us until to night at 11 o'clock before it was down set home the sinkers having had one days work and tightened the orrator - very fine weather I gave the little cylinder & putting on the boiler stop for the steam machine.

30 To night at 6 o'clock the sinkers got into the Bottom we had the water down several times this afternoon - very fine weather all day.

4. This morning ^{at 6 o'clock} we took off the flat pump and set on a whole one changing the bucket at the same time which had a gag in it this kept us 3 hours & on 1/4 before the engine got to work again and notwithstanding the engine has gone well all day there is still 7 fathom of water it has only sunk about 2 1/2 fathoms. Ever since the engine got to work and now it is 2 o'clock in the morning by this I found the waiting money would be too high and we are only burning coals to very little this was

April 1853.

purpose because although the Engine can keep the water down when it is down very well yet if we only have a Bucket to change we are stoppt a whole day or a day and a half therefore ordered the sinkers home and stoppt the Engine untill the Steam Machine can be ready which I trust can be in about three weeks. — They have 7 shifts left.

5 This morning I set 7 of the Sinkers to work Coals and the remaining 8 to sink a Bay Pit only a few yards South of the glass house. I wanted to agree with them to sink to the stone head and did them 18 Picedollers for the first 4 fathoms but they would not go into that therefore they are on days wages — fine weather got the long Sills up to the gallery of the Great Engine & the Reserve Jack head Eastern got the Northside Boiler on to her seat and all the Rods into the Boiler Top of the Steam Machine.

6 Was at Morarp to day about the road which shall be laid on toward Helmingborg.

7 Return by way of Helmingborg and found they had cart the Windborne and White promised to give us 3 jumps every week.

8 To day being Good Friday no work done — — agreed with Sinkers that they should have 20 Pds for the first 4 fms. in the new sinking pit.

12 Nothing particular happened this 4 days past fine weather. many ships passed up try once more if I could agree with the people about the old Dutch wreck but they would not sell it for less than 400 Dollars S.m. and as it would cost so much to put it in order I found I could not give more than 400 Dollars S.m.

13th April 1873.
To day when I came to see nearer about
putting down the 4 inch pumps I found so many
obstacles which will detain us in the Great Engine
when the sliding, spears etc. comes before the shaft
that I find it will be best to set the fettle
machine in full order for drawing coals so that
as the 28 inch Cylinder can keep the water
down when it is down we may always run
on the Subs when we want the water down
after the Great. That is after the 28 inch Cylinders
= the Engine has stood as I do not suppose
we can sink much more before we get the
Great Engine ready but only get the Cis-
tern fixed in the pit for ~~the~~ pumps to stand
in besides if the water only keeps the same
we can sink very well when we have the
Subs to help to get it down always as said.

22 All this while Bufoied in getting the machine
forward but we have had very coarse weather
this week which has stoppt us much—
* After reckoning the walling to the Engine
Hordberg find Hordberg cannot build it for less
Then 9 sh. per Ell—which I agreed to
give him.

May 8 It was not before to day notwithstanding every effort
that I got the machine agoing but now she goes
very well — — — — Except rather stiff in
the gears the weather has during this been
fine spring weather enough but the rain has
made it very troublesome to work out of doors—
I found to day that the Spouts were not
laid tight from the shaft which I was
obliged to set Mr. Burnet etc. to see them
laid over again —

May 11 This morning the Schooner arrived with the
Great Cylinder etc. very stormy weather —

- May,
12 It blew so much to day that we could not deliver
the schooner. The upon the whole very fine
weather to night we had only 10 feet of water
in the shaft when the Boiler Burst which
stopped us again to night at 12 o'clock.
- 13 To day it still blows to land to get out
the Cyclender wind N.W. N.W. got the
Boilers repaired and the Engine to work
at 6 o'clock to night.
- 14 To night I had the water low down again but
the Rod in the Injection Broke where the smiths
had welded it false.
- 15 The Brecklepipe Burst so that it was not
before 6 o'clock to night that it was ready
again, when we got going, but the
water had sought itself away into the
pit again under the Boxes. This
I wrought on with for several hours.
- 16 This morning I found the Injection
valve was so leaking that I had to take
it out and turn it tight again.
This stop 4 hours but to night the
water is down 18 fathoms.
- 17 Still such blowing weather that we
can't do anything in delivering the
Cyclender.
- 19 To day being Holiday returned from Helmingborg and
found they had got coal from Waggas Ham in the fore
-hole No 27. and bored 23 inches into it.
- 20 Bored through the Coal in 27 found it 53 1/2
inches or 4 feet 3 1/2 inches. 50 fathoms 2 feet
8 inches from day to the roof of the Coal.
The Pumps are so leaking that I never
got the water out and to night there
is a hole in the Boiler of the Engine.
- 23 Both yesterday and to day getting up the Cyclender from the
sea - have the water down to night all but 2 fathoms
tells the Boreers to deliver O. Anderson who is loaded
with grain for the Colliery at 5.

May 24th 1873

24 This afternoon we had the water down and I ordered the sinkers accordingly but when we drove the tubs with the machine they took under the Dorrish wherefore forced to stop again—

25 Got a Dorrish made to bring look at the Bottom which kept the tubs clear but to night that broke give orders now at 12 o'clock to the sinkers to come to morrow and we will set the small pumps

27 To day setting the 14 inch pumps they let the ground rope slip around the ground Post, which threw the men from the Crab on and unfortunately broke the right bore of the glass man S. Wenzel and cut his head in several places but hope he may be well again— got all the Pumps down—

June 5th This whole time from the 27 has been one scene of trouble for as soon as the sinkers got down ^{and} the little pump sunk as low down as the other, they let the little pump lose her water below the bucket, and when heaving up the spears they let them fall upon the clack which broke both that, and the bucket, this happened in the morning of the 2^d ~~at~~ at 4 o'clock after I had gone to bed, being up all night, and kept the sinkers in ^{the} Bottom, this kept us until this morning when I got the men down again and got up a great deal of stone, but now to night at 9 o'clock found the water had increased so much that both engines going as hard as they can cannot keep her upon his. so that it was very dangerous for the men, and to risk their lives when so little good could be done thereby, induced me to let stand until the great engine can be got ready—

C. Agree with the sinkers to put in the Balls and Lett in the Cistern in the Pit for the 18 inch seth. with all belonging to it for
24 May

June, 1803.

9. Return from Helmingborg where I went to in order to wait on his Excellency Count Brantth—who arrived there yesterday afternoon—
10. The sinkers are down, at the Bearing Balbs for the Cistern. a Drigg came here to day to take in the Deals for Rotterdam which was left last year by the Dutch Galliot being stranded—
11. Stormy weather all day & last night wind at W & N W. the men still at work with the Bearing Balbs for the Cistern.
12. O. His Excellency Count Brantth came to day at dinner and at night Sir Charles Bagge— still blowing weather same as yesterday but the storm abated much—
13. Had Capt. Calheim out sounding the Harbour, and we resolved on the least expensive to build the bridge at the new Canal on Piles—which Sir C. Bagge shall send timbers from Gottenburg for—
15. To night at 9 o'clock the 100 men Soldiers came and was in Quarters in the Paragon I had built for that purpose—
16. This afternoon Sir C. Bagge set off for Gottenburg.
18. His Excellency went off to Helmingborg to day.
19. O. To night 2 of the sinkers did not come in so that one shift was lost this was Solberg & Oerglund Nyström was also home and broke down alone.
- 23 To day we had very fine weather set Sipperry and 6 men to take the snaths &c. out of the Ceres and got 5 of the Brantlings into beam the Cistern in the pit—
The Borers had lost 4 Borerods in the Bone hole no, 28. And after many attempts to get it out I was obliged to get a new Bone hole in the same place begun this was so much the more disagreeable as we had bored 2 fathoms into the greenstone— consequently very near Grefvins Brantth's Coal.

June 1843.

25 Agree with Wolf & Lundquist to Build the walls of
The House which Corporal Engstrom had begun and
nearly laid the ground for 6 sh: each wall
and 16 sh: for 4 sh: for Hewing the Corner
stones for each superficial sq. ft. —

30 Return from Helmingborg where I had been to
speak with his Excellency Count Brunnth and
found the Cistern was ready wherefore stop
the Engines — fine weather ever since the
25th — Yesterday began a little shaft by Andersson
andersons at Orow agreed for to sink her 35 fathoms

July 1, 44 day nothing particular very fine
weather.

6, To day it rained very hard all day but it will do
much good to the Country since the ground was
so very dry by the excessive heat we have had
this several days —

7, To day His Excellency Count Brunnth, Count
Nylas, a Baron Brunge, & Comp^{ny} who all
sailed up the Canal for the first time
The Orow was used —

10 I returned from Helmingborg where I
had been to speak with His Excellency
C. Brunnth.

12 This afternoon or rather evening His Excellency C. Brunnth
came here agreed to day with 16 men to
cut 36 fathoms of the Canal for 251 Salld. m.
but have not got any other work by
bargain yet —

13 To day His Excellency went away &
I afterwards agreed to give the Oxen
which are Mudding up the Canal
2 sh: fathoms for a certain piece of
a little more than 10 fathoms —
got coal in No 28 & bored 1 foot into them where

now is July 1803
now is a something like sandstone but
not here yet as the rods has not
been up

16 To day I had to shift 2 families up from the sea
side to Ridge to get a Hospital for the soldiers
who were sick.

20 Return to day from Engletoft where I had been to
see if I could get any Opt. lenses for Two Pouches
to carry stones into the harbour or ratheretty.

21 This afternoon as we were setting down the
18 inch pumps they had set them fast in the
shaft which occasioned them to Heave so hard
that the stay gave way but the Crab
drawn to the wall stoppt it again so that
no damage was done except some pieces
of skin ruffled off some of the sides in
the Crab but the men in the shaft
received no hurt.

25 To day Nordberg came here whom I talked very
hard to for his going away, but as I found
perhaps he would be usefull at the Glass
House agreed with him to let him
Build the new Office for which he shall
have 6 Sh. per Week but during the
time shall only have 24 Sh. per day for
himself untill it be done.

28 This morning Peter Anderson came with a Duck
Doo Piece for the 18 inch seth but I have
not got it up yet here to the Pitt, but
shall have it early in the morning -
till the most desperate worm weather ever
I experienced

Aug 1st
2 Just to day I had Thoretra Boy again about the
lead stole from the fly wheel at the High Sings
on the mouth of Augt last year, he denied all at
first but after threatening him that the
Devil should take him direct if he lied
he told the truth and as the man who bought
it did not ask his father fine him the value
of the 11th of lead - order the Boy to be flogged.

Augth 1883

of This afternoon at 5 o'clock got the Great Engine set going when she made a very good start. His Excellency Count Brunnth and Count R. Prooy was present together with Major Adhrendorf. They went off as soon as we had dined which was not before after 6 o'clock, ~~but~~ we sat down to table after 6, Not the engine to put all in order

9 To day put the injection rods right which was put together yesterday without proper joints, and also set 30 soldiers to cut the water cast larger and wider same time gave the blacksmiths & others the thirty six dollars which His Excellency C. Brunnth ordered them for the owners acct, which disposed of as follows. Together with Genl Rds more, as there could not be enough to them and even Herman since all the rest is paid for their over time while he has only his months wages, —

To Lindberg —————	70	40
To Elquist, Samuel, — — — — —	2-	
To Seifert Christian — — — — —	2-	
To Nils — — — — —	1-24	
To Lars Isaacson — — — — —	1-24	
To 3 Boys in The Shop — — — — —	1-24	
To Green Person, or Herman called — — —	12-	
To Daniel Bergquist — — — — —	4-	
To Struckman ^{and} and ^{and} and — — — — —	24	
To P. Stehman ^{Stellman} — — — — —	24	
To Astrons wife In stead of Astron — — —	1-24	
To Drink amongst all the thirty two men employed at The engine — — — — —	9-	

Of Krafse died this evening of a fever, 40-
 This evening at 8 o'clock gave Struckman this floggs for stealing the lead from the Little steam engine or examined on the 2nd of this —

Augst 12th To day we got coal in the Bonehole
28 about it is only 19 inches thick at
the depth of 40 fath: 5 feet 7 inches - ^{1/4}
but the Bottom coal is not Bone ~~through~~
yet to set the Engine to work to night.

140 To day return from H. Long with
Landshöfding Forselles and sent out
the Injection Valve, which does ~~not~~ ^{goes} make
the Engine was a going and ~~goes~~ well
the water down so stop the Engine
untill tomorrow

15th Got up all the wood pumps but one and
had the men Poling before dinner time but
it blew fresh at afternoon so that they
could not work longer at that however
the Major is come with fir timber to
the Hammer Banded
very fine weather

17th This afternoon while I sat with Landshöfding
of Forselles they came to tell me that the
Engine wright had taken a shit in the
shaft at fallen down but they could not
find ~~the~~ him. However by the time
I got home they had him on the way up
upon the Crabrope and having got
the Doctor in a short while he was
brought about again by rubbing
with cloths &c. A warning Obriels
to his feet letting Blood &c.
This prevented us from getting up
the 4 remaining pumps and the
Bottom set of Stages in order. This
Desperate Hot weather all this 4 days
past

20th This morning Landshöfding Forselles went away
to Helmingborg to go from there to Gottorby

Aug^r 1803.

20 The man Sven Persson is much better to day
but we had to take up the Landing Box from
the low set and lengthen it to get the water
into the Cistern. This stopp us until to night.

21 I got up the ground spread late to night.
and the water down in the Bottom seven
-at times. —

22 To day got up the Pumps and a little
done to the Draught and something
The Inn was let by auction to day
to the Highest bidder which was
Lundsted for 265 Rd 6 Sh: —

23 To day got the King made ready on the one side of the
shaft but still the water does not go all into the
Cistern which they are still at work with it
Blow too hard to Oble to day —

24 To day the Hareedhopping was here, and I spoke with him about
the lack of at afternoon I had report that the mason
Lundgreen had got an order of Brandy to retail when
I told the Landman to call them to the court. —

25 This morning I had the masons wife complaining that that
man had been there last night Drunken and made
much noise when I told her the reason it was my order
that none should sell Brandy at the work. — after this
I got the following peoples names —

Magnus Lundgreen mason

Elias Bernd Sinker —

Lewenhöjst, Blacksmith.

Christian Johanson —

Johan Stromberg Carver —

Johs Persson —

Gunner Gadend & Gunner Anderson. Door. Lona Anderson Do

Witnesses

Paul. Swenson & Anders Swenson —
sons Hanson Grover —

Lisper, Wahlgreen, O. Holm, Boman, Lindahl, Nyström

Muttin, Stenberg, Witlander, Lillgreen, Westerberg,

Hans Persson; Anders Persson his O'light ?

35 So day we got fairly into the Bottom & began to send up the rubbish in the bottom.

September 5 There was nothing done to day except sending up the loose rubbish which had been cut of the walls in making the rings, &c weather fine but blowing to night at 10 o'clock. Chaired the 18 inch Bucket, & when it should go into the working Barrel the Cross Bar was found so long that the Bucket would not go into the Barrel but when they should draw it up at 11 o'clock was so poorly I was obliged to go to Bed & let Mr. Durbuck be up to see it finished.

2^d This morning when I came up I found it was not before 4 o'clock this morning the Engine came a going when I saw the under Bucket & Clock with both off. There I got changed and when the Engine came to work I found the Bucket fastened by the Enginewright not learning well to see if the Bucket was in the Barrel — however I had to take it up again, and now to night all is in good order. The sinkers in the Bottom again. Landroving Silver — Shurt was here to day & saw the work.

3 So day I was at Moray about stopping the Boors from selling Brandy and fining them therefore at Court — the Engine kept the sinkers while I was from home 8 hours changing the 18 inch Lett &c. 3 Shifts —

4. ④ So night at 6 o'clock 5 Shift the water not being down owing to the offtake joint breaking — the same morning 1 shift when it broke. Broke. Change the High Bucket ^{fast} 3 Shifts lost — got more water

September 1885.

7 The High Clock & Low Bucket both went off last night
at 12 past 5 o'clock, ^{last night} and the Jackhead pump fastened
so that we were stoppt untill 4 o'clock this morning
4 shifts, and after that the High Clock was to change
again; and the Low Bucket so that it was 10 o'clock
to night before they got down again — from
5 o'clock this morning — 6 shifts lost —

8 This morning at 5 o'clock the sinkers came out of the Bottom
again the low clock being gone off, after that was changed
and the water down there came a back shaft into it
so we were obliged to take it up again, and this was
no sooner done then ^{the} Jackhead Bucket was worn
out, and while I was in eating supper they
set that part in the Barrel which after breaking
the Ring stoppt till 12 o'clock before we got to work.
but this morning the 9th we got into the Bottom
again, ^{at 6 o'clock 1/8 shifts} reckoned the water today since we got the
new feeder and found it rises in the shaft 30 feet
per hour or 6 inches per minute; so the Quanti-
-ty of water per hour (the shaft being 18 feet

diameter) is $18 \times 11 = 121 \times 7854 = 952334 \times 30 =$
 $= 2857,002$ $\square$ feet $\times 3 = 8571 \div 20 = 428$ $\square$ ft³ water
per hour — The water at the old

Engine pit has sunk 6 inches since we got the
above feeder and the water tastes rotten. —
^{to night} ^{the plug tree fell of which last 2 shifts from 12 past 6,}
10, ^{untill 12 past 12 o'clock} this morning the sinkers has brought very well of nothing
= ing and happened all the remaining part of the
night to night the Boy let the Pin get fast on
the Pulley which broke the Jackhead Rod —
lost one shift from 12 past 2, to six —

11 Change the High Bucket & Clock also the
Jackhead Bucket. This lost us from 12 past 9,
o'clock last night untill 6 this morning
3 shifts and to night before the water
was down again till 8 o'clock 2 shifts
in all 5 shifts — Blowing weather
a fishing Boat from Wickers upset
and 2 men out of 5 was lost —

12 To Day all has gone well all day and the weather very coarse; and stormy with much hail. Had a long exampation on a Quarrel between Mr Obergstrom & Mr Obergstrom. Which is not yett ended.

13 This morning change the Low Bucket and Clock, and get the water out again at the sinkers in the Bottom after 12 o'clock 2 shifts lost.

14 Last night at 6 o'clock the Engine stood from their first changing the Jackhead Buckets and after wards hoping the Jackhead water this stopt us until this morning at 9 o'clock since which all has gone well — 5 Shifts — Lost

15 To day night or rather this morning at one o'clock the Offtake Point in the 18 Inch sett broke again and the Engine struck very hard in, but did no other damage ~~and~~ when this as well as 3 Points more should repair thought best to clean the Boilers & flues also shift the Jackhead pump taking down the 4 feet and setting up the 9 Inch do — as I was forced to use that until I got the 9 Inch pump out of the shaft the sinkers must be reckoned from 1 this morning until 6, 2 shifts after which they have days wages until we get to work again. fine weather begun to smild The Bottom at the Glaphouse indeed the ground was laid yesterday.

27 Return from Gottenburg where I had been to speak with Mr C. Dazge about shifting the 28 Inch Cylander Engine, which will cost about 500 Rixdollars & if this can take the water out of the Old Engine pit ~~but~~ the intention is to take up Coal there and get free from working grefvina Brumtho Coal in the great Engine pit at Syd.

September 1853.

28. This morning I got the sinkers into the Bottom and last night we began to sink in the pit by the glasshouse when I agreed to give the sinkers to take part in both pits for 3 men per day that will say one sixdoller per day, and their pay at the great Engine shaft as usual.

This I did to save men and also to hinder the sinkers from being down hearted as the Grindstone shears of the Buckets so fast — Looked how I could apply the windmill to pump ~~down~~ until the Engine be shifted and order tomorrow to get the legs ready to set down the 7th set of Pumps.

October 5th Return from Helmingborg where I had been all night in order to get the Edymill to work for the glasshouse act. This day & yesterday it blew very hard wind at East S.E. but we got some Poles down for a fence at the Bridge.

20 Return from Helmingborg again where I was obliged to go again to day, as they had made all the Pumps one inch too small for the 18 inch Setts. — To day it rained the whole day wind N.E.

3, From the 15th September until this morning at 6 o'clock the Sinkers have been stop't 50 shifts besides 2 days work during the time I was at Gottenburg, but the one shift lost this morning it being 8 o'clock when they came into the Bottom is not reckoned here. This stop to night was occasioned by their changing the 18 inch Buckets & Cloaks yesterday afternoon gone very well all day.

6-90

6, every day now we have been employed, only with changing the Buckets & Cloaks since 6 o'clock in yesterday morning — until tonight at 7 o'clock,

When I got them down, in the Bottom again during this time is lost 20 Shifts —

7 The last night the firemen Slept from the fire and stopped them out of the Bottom, from 10 o'clock until 2. Consequently 1 Shift Lost — The Engine has not lost a stroke all day, the Ring is very near ready — but to night at 6 o'clock must stop the Pistons and at 8 the under Blocks went off or rather got a gag in them which we now take it up for, which is very bad & being dark —

8 The men did not get down after changing the Bucket & Blocks until to day at 11 o'clock which makes 5 Shifts Lost —

9 This morning by 2 o'clock the Sinkers was up again owing the water being up lost 1 Shift set on a pump to day but owing to the Hopper being so bad has not yet to work yet order to change the Bucket in the High Set as soon as the down set is ready —

10 Return from Lund where I have been leave John at the Academy under the Care of a Mr. Ahbery soon after I went away the Refuge Point in the High Set broke which had stopped them until a Patch was made so that with one stop and another I found that the Sinkers had not been in the Bottom since I went away, and now to night the shaft is full of water the Sinkers has wrought 2 days works at Dark since I went away — The rest is Shifts, ~~and being~~

11 This morning at 5 o'clock got the Sinkers down and gone well all day one Shift Lost since Sunday beside 2 days works are in all 28 tonight all in good order —

Oct^r 1853

15 Last night all went very well but this morning at 9 o'clock we began to change the Low Bucket & Clock & as soon as we had the water down the Backhead & Clock went off at night after that they lost the Backhead water when they had to pump at 18 o'clock at night change the Backhead Bucket & through the Carle'sneep & the fire men they had the water up this morning at 7 o'clock on the —

16 O When I had to change the High Bucket & Clock and at 3 o'clock having fixed myself got the water down below the Cistern again when I had to go down to the other works, to see about the Coal pit, the Engine, which is shifting, & the Cartway to give necessary orders for tomorrow on my return at 5 o'clock just as I came to the Great Engine the Hoag-ger Burst which we had to take up to repair, this is owing to the leather being rotten & altho' I have had above ^{3 weeks} knowledge of this & being told I have not been able to get leather to replace it the Carner at Helmingborg promised me at the Fair, at the above place, and disappointed me & now can't tell when I can get it, the shifts lost from 9 o'clock on Saturday until 6 this morning 7 shift had rainy & stormy weather every day —

17 The men did not get down until to night at about 7 o'clock as we had the Low Bucket & Clock to change the Sabbath having broken in the Falls just as we had the water down which stop us as above 25 hours or 8 shifts —

18 This morning at 2 o'clock the Sinkers was up again
owing to the firemen's neglect as they set the fire
down, that was the blame at least I was, set to it
but I found this morning that they had got the
water down and the Sinkers in the Bottom at
7 o'clock the Low Clock was very bad and
therefore stop it to change it at 12 o'clock.
This stop us until 5 o'clock when the Sinkers came
down again which makes 2 shifts to day and 2 shifts
last night, 4 in all, this morning at 4 o'clock
in a desperate storm wind at W.N.W. a Brig,
belonging to Hull drove ashore loaded with
deals a little to the North of our House Glove in
to the Land at Long On.

19 To day I had the sinkers down all day and
all last night until 6 o'clock this evening
when they came up again on acct of the
Hogger but tonight I have the Shoemakers
all at work ~~working~~ making a new one
of leather which I got from Helsingborg.

20 This morning or rather last night at 12 o'clock we ordered the
sinkers on days work but between 5 o'clock and 12
lost 2 shifts. The English Corvet ^{Mr.} Greenwich
came here to day to see about the Brig Mark
get from Hull.

21 This morning at 8 o'clock the Sinkers got down again
and continued down until 5 to night when they
stopped the Piston which let the water rise 2 ft.
3 ins and when I came up from the sea at 10
o'clock finding the water did not sink I stopped
the High Clock and found it was changed
that and put down another which the
ring was made new for and when it came
down found the Blacksmith had made
the ring so large that it did not admit
of the clock going this was therefore on
this morning ~~the~~ the 22. Taken up
again and changed a new there was only
1 shift lost yesterday as they were on
days work until 6 o'clock in the morning
but all last night shifts will be to reckon
to night. To day is ^{Holiday} Prayers Day.

22 All last night the Sinkers was not down & to day we had the
High Clock to change again the Rabbit always broke
by what means or how is hard to say if it is not bad from
order the Sinkers on days work both Saturday night &
to night as we still have the saw & wheel & Clock to
change to night.

October 1803.

24 To Day The Sinkers Came n. The Bottom at 2 o'clock. at afternoon and was down ^{until} half past 4. Therefore 13 Shifts lost as only one was wrought.

26 Untill this morning at 9 o'clock the sinkers did not get down again owing to their not having the water down longer than 2 hours after I went to Helmsborg - Therefore during this time 13 Shifts were lost when at 12 o'clock the Hopper burst which stop us until 12 to night 4 Shifts.

27 untill to night at 8 o'clock when they had to change the Packhead Bucket - fine weather but a little Hazy.

28 Altho I had set the Engine going last night when I went to Bed yet the firemen had the water the same night this morning as when I left them. This made ^{me} call them together to examine the cause when the wood lay the Volume upon the coals being small but however I got the water out at about 11 o'clock 5 Shifts lost. The Engine has gone very well all day since untill now to night at 7 o'clock they had neglected casting in Coals a little too long so that the Sinkers were about an hour at Bank.

29 This morning at 3 o'clock the Night Bucket went off so I gave orders to stop the Engine & clean the Boilers and let the Shifts go untill 9 o'clock to Day when all had Holiday except those employed at the Engines all the men were Bound again, and were very merry some of them indeed most all of them begged for Jöberg to get permission to work here again - but behaved with the greatest respect and I told them that as soon as I found Jöberg deserved it I had not said I would never forgive him but it depended on himself if I did not help him yet.

30 As I put a Communication pipe upon the worth Boilers in order to use the little Engine Boilers where it stands, I did not get the Engine to work before four o'clock this afternoon the flues & everything was cleaned.

October

71.

31 This morning I had both Duckets & Clacks to change but now the water is down again at 9 o'clock to night & as the Sinkers were not ordered untill 6 o'clock this morning 5 shifts are lost.

Novem-
ber 1,
Monday All this week past I have been so busy that I had not time to write but the shifts which are lost together with 5 lost on Monday were 31 wherefore from last Monday night untill this ~~the~~ ~~shifts~~ ~~are~~ morning ~~on~~ ~~rather~~ ~~last~~ ~~night~~ at 6 o'clock is 26 and since they were only down 2 shifts last night ~~to~~ ~~day~~ 6 shifts lost in all 32 shifts

4 All day to day was spent in changing Duckets and Clacks and at afternoon when we were ready to set the Engine to work found the Boiler so low that the steam came up through the Bore Pipe wherefore I was obliged to stop ~~the~~ ~~fire~~ off the Manhole door and fill the Boiler from the reservoir - got a going at 7 o'clock and the water runs very well untill one o'clock in the morning when the Hogges Drove, and this morning I had to change the Low Duckets & Clacks and mend the Hogges & now to night at 2 o'clock the water was down, but as soon as she had struck down there was a gag came into the Low Duckets so they had to change that again.

11 Both yesterday and to day the Engine has gone all day but yesterday at 12 o'clock when I had stood by the fires all day I got the water down and just as the Sinkers came into the Bottoms both the hoppers broke in the Low Clacks so we were obliged to stop them and change that again last night the firemen set the fires down so that all day to day the water was not down, & now at 7 o'clock to night must begin to change the High Clacks again, I begin setting the pumps in the Old Engine

October	Brought forward	295
14		8 Ds
18		4 Ds
21		2 Ds
21		1 Ds
22		
23		2 3
24		13
26	Same night	4
27		5
29		2
31		5
November 7	See this date	32
	Transport to No. 4.	376

Index of Past Shifts & Gifts
 Brought forward ——— 68.

march		5 Do
4 th		2 do
7		4 do
8		4 do
10		2 do
11		2 do
16		5 do
17		1 do
18		3 do
19		1 do
20		1 do
21		1 do
22		1 do
28	See this date in the Journal	35 do
30	do	10 do
31	April	6 do
3 Septem ^r		3 do
4		2
5		2
6		4
7		6
8, 8, 9 th		8
10		4
11	This morning 3 shifts and this night 2 do	5
13		2
14		5
15		2
October 3	to this morning at 16 o'clock from the 15 th is lost	50
" 4	between this and the 1 st in the morning	20
7	Owing to the firemen lost	1
8		5
14		21
15		7
		295

Out Shifts of the Linkers for which they shall
1802 have Credit in their Contract

Decemr 2 Shifts of 3 men each

23 - 4 Do - from 1 in the morning to 11 on the day

29 - 2 Do - from 3 untill 12 past 10

31 - 2 Do

January 1803.

3^d 4 Des from 6 at night untill 5^a in the morning

6 - 3 Do

11 - 1 Do from 6 o'clock untill 10 at night but
The same day one shift by Westersberg & his
partners was lost on their side 'tho' I had
sent three orders the evening before

14 - 2 Do setting on a pump which stoppt from 3 o'clock
untill 3^h past 9 at Night

15 - 3 from 3 o'clock in the morning untill 12 on the day

16 - 1 from 1 o'clock to 3

17 - 1 from 2¹/₂ 'til 6^h

18 - 2 Do

21 - 5 Do from 12 at night till 3 this afternoon

23 - 1 Do from 6 at night till 9 o'clock

25 - 3 Do 1 at night & 2 in the day

29 - 2 Do one last night & one to day

31 - 2 Do

Febury

3 - 1 Do

6 - 1 Do on Saturday night

7 - 6 Do

8 - 2 Do

16 - 10 Do

17 - 1 Do

28 - 3 Do

March 2 - 3 Do

68 Carried forward

$$\begin{array}{r} 8/15-2 \\ 6/18-6 \\ \hline 3 \end{array}$$

$$\begin{array}{r} 2000 \\ 371 \\ \hline 2371 \\ 26-6 \\ \hline 2344-42 \end{array}$$

$$\begin{array}{r} 371 \\ 2000 \\ \hline 2371 \\ 25 \\ \hline 2346 \end{array}$$

$$24-6$$

$$95/86$$

$$\begin{array}{r} 4/2 \\ 45/860/17 \\ 45 \\ \hline 410 \\ 405 \\ \hline 5 \end{array}$$

$$8/24/88$$

