

№ 4. 66

My dear Mr. 8th /
1838. 1842.

13/50

November 1853.

16, During all this time from the 11, has been
one continued pumping and as they could
not fire set to work to get the other little
Boiler to work as soon as possible
The whole shifters lost during this time

is 72 shifts ————— (gone)
18. The little boiler to work at the Great Engine
20. O gone very well all day —————

22. This morning I got the old Engine agoing at 2 o'clock
but she did not get fairly underway before dinner
time very terrible rainy weather all night and
all day to day. a Colouret for the Printing
Cotten's manufactory at Gottenburg, of the
name of Johnson who came here yesterday
from Copenhagen on his way to Gottenburg
with his wife and child slept here last night
and to night. — — — — —

25 This forenoon Sir Ch. Bagge Mr. Bagge &
the Governemr Saml. of Horselles & Mr.
Jonas Kjellberg all came here
all work very well the water sinks
fast in the old E. Pit in the wood.
Change the High Bucket in the
Great Engine Pit.

26 This morning changed the low Bucket & Clock.
Sir C. Bagge the Governemr and Corrupt went
to Helringborg —————

27 O This morning at 5 o'clock had to change
The High Bucket & Clock — ^{some snow to day.}

28 The wind cast round last night to East, S. E. &
East very cold weather and a good deal of
snow to day the Brigg Margaret of Hull
which was ready to sail to Copenhagen
to repair has not come out of the harbor
yet, that is to say she can't sail up,
wherefore remain there till the wind is
fair. she was valued at 200,000 by the
Diving Company —————

29 Severe weather all day & much snow & wind
at East all the shifters lost between this
at the 17th is 37 shifts all gone well to
day.

November 1483

30 Last night was most shocking weather with storm of snow at one o'clock in the morning the sinkers had to go up and ~~get~~ after that we had to change the low bucket the weather so shocking that it was with the utmost difficulty I got as many coals led as kept the engine going to night at 9 o'clock the hogges came out of the cistern & the low lett leaked but after all this when I now go to bed at 12 past 11 o'clock there is only 2 fath: water, and it sinks well as the engine is now going — just in a length of breath to night from 12 o'clock last night untill 6 this evening 6 shifts lost — now the weather is moderate but hard frost —

December 1st The weather was moderate all day to day the water was not down all last night or to day untill 12 past 3 o'clock — therefore the shifts lost is 17. To night 4 of the men came to inform me that N. Newmann had stolen ^{money} out of Quint ^{10 14 5 5} bergs pocket and had given him them again to day this he had stolen them on Sunday last 2 lost Holms & 2 men to bring him to me to morrow morning —

2^d Had Anders Newmann and examined him about Quintbergs money when he confessed and I ordered him to the Authorities man, but the weather was all day & last night terrible storm of snow with the greatest difficulty I got coals led which kept the engine going but owing to there being so mixed

December 1873

mixed with snow can't not get the
sinks into the bottom, when I stand
by the fires myself the water sinks but
the fireman cannot keep it down I
threatens to flog them publicly but it
has no effect indeed it is the most
desperate weather can be or we should
change the Buckets but nobody can
stand at the Crab. — The shifts last to
day are all the 8, Wind S. East.

3^d To day we had mild weather all day but could get no coals
to the engine before 12 o'clock as all the road was to cast
front snow. We changed the high bucket, but did not
get the low one changed at 6 o'clock stop the shifts
and take the plugs out of the boilers as they
want cleaning, now the weather is desperate again
and a heavy fall of snow.

The shifts last to day same as yesterday 8.

4, ① Cleaned the boilers to day but the weather is bad
we could load no coals as the way was blown
full of snow.

5. To day the road was shoveled but I did not
set the Great Engine to work until I
get a days coals beforehand, went up and
made a preparation to tighten the boiler
stop there and put it on the weather
very cold but fair. The boiler stop
lost so much steam that I made this
preparation of Boring from cast
iron pipe and Ethere i.e. wine
vinegar with some Clay —
withstanding the Great Engine has
stood this two days the water has sunk
in the old Elenora pit 6 inches since
yesterday morning but the water in
the sinking pit at the Glasshouse
rises the same as at the Great Engine
pit. — Send down the Pipe Clay to go
to M. Long to be grinded for the
Pots at the Glasshouse.

December 1873.

- 6 This afternoon at 4 o'clock the Great Engine got to work again. Hendrick Brelin came here from Helsingborg, but the water in the old Elenora Pit has neither ^{yesterday} rose or sink since the day before ^{when} I measured it —
-
- 7 So day Desperate weather all day again and nothing could be done I kept the Engine going but the Coals being ~~mixed~~ ^{mixed} with snow & ~~the~~ ^{the} leak in the High set did not get down the water at afternoon got green, down to wedge it but the water got up before he was done no Coals could either be lead, or wrought until night when I ~~had~~ got them to work at bank and drew a few Coals Mr Brelin was here all day — Shift Lost.
- 8 The weather was mild to day I was down the coalpit to look after the air &c. changed one Buckets and ~~of~~ the Clocks in the west side changed only the Bucket the water during the time the Engines has stood for the weather ~~the~~ ~~water~~ has neither risen or fallen in the old E. Pit —
-
- 6 the water not down at the Great Engine all day —
- 9 The High Clock was so bad I was forced to change it this forenoon or to night I found it bad again on the Air Tight or else the Clock does not tight but as they were down and said there was no air change the Clock again as the Engine goes well and don't give much water — it snowed all day but did not freeze until to night — have the Rinkers employed putting up the sliding doors. —
- To the Sinking pit beside the Glass House —

10 The weather was fine all day Clean frost and very little or no wind but did not get the water down. In the E. pit the water sunk 4 ~~four~~ inches yesterday and last night setting up the sliding spears with all the timbers.

11 This morning the water had sunk at the E. pit 5 inches since yesterday morning fine weather all day the wind at East but very little of it - change the High & Low Buckets and get the sinkers down at 11 o'clock at night. forced to Load Coals all day and as there was no Bottom Coals obliged to burn good Coals at the Great Engine

12 The Engine went very well all last night and to day, until 3 o'clock at afternoon when there was so much air in the High set that I was obliged to take up the Little (I mean) the 17 inch Bucket but found very little fault in it, the most being from the Higher feeders taking off so much that there is very little water goes into the High Cistern. This stop so that to night at 11 o'clock the water is only about 5 feet below the Cistern & as the firemen fired very badly I was obliged to give one of them a few raps with my stick. The water sank as before 5 inches in the E. pit. The Shifts lost since last night at 6 o'clock until 11, 2 shifts from three to six one shift in all B. Shifts fine frosty weather wind E. N. E. —

13 This morning at 6 o'clock the Offtake Wink in the 18 inch pump Broke, which we fished up there was only about 2 1/2 fath. water in the Bottom we fished that up with a ~~net~~ ^{Spent Catch} and got it repaired to night at 5 o'clock - One Shifts lost to day are all the Eight, Had the Timmermen, i.e. Wrights Employed some making the Axetree for the sliding spears, and the rest closing in the Little Boilers very fine weather all day wind E. & N. E. There came 3 Dragoons & one Hussars to day here to guard the Coast from any Strangers Landing who have been at Malaga or any where that the Mellow fever has been or anybody who shall have sick aboard

14 This morning when the water was down the Hopper Burst and at the same time a Galf came into the Injection valve by this not much taking proper care to keep the Deals in order at the Cistern now to this made the Engine strike so hard even that she broke down and one of the Cleats in the Springs and threw the Bucket at 11 o'clock out of the Barrel which we were forced to take E. & N. E. up before we could get it up again. The water is now 6 fathoms to night 4 fathoms under the Cistern the Low water sunk in the High i.e. E. pit 5 1/2 inches

Decem^r 1853

- 15 To day at 12 o'clock got the water down and the sinkers into the bottom there being so much of the day water taken off that now there is not as much as can keep the ship set solid in the pit & the Hogger being a little Leaky. The flange above the working Barrel broken open again and I had men down wedging but before that was completed the water came up, this was at 11 o'clock last night, however we got the sinkers down as said at 12 o'clock but at 1/2 past 3 I was forced to let them come up and set the rights to wedge the joint effectually which is now done except a bolt which wants to be ^{driven} ~~driven~~ at the Head & Nutt. The water will soon be down again but until this set them to try by cutting a ring to get more water into the Cistern - very Cold to day, wind at East, some snow.
- 16 The last night at 3 o'clock the sinkers got into the bottom, but at 6 the crew let the middle spanner go past the middle pin which went in which stops on horns, and at 12 o'clock they got down again, but at 3, the flange above the Druck working Barrel was untight again at this ^{6 shifts} ~~lost~~ they had wedged it as hard as they could and put a screw ring about it to keep them in. The water sunk at the E. pit as yesterday 6 inches Hard frost Wind S. E.
- 17 This morning Astron the blacksmith came to tell me there was a boiler plate stole last night or this morning we followed the track in the snow to Penninge of 2 people. Upon which I asked the Alderman if he would call three or four of the people and give us liberty to search for the stolen goods, to which they agreed; and accordingly we searched every house in Penninge, Westby & Hopwood garden. at three five different places, I found some pieces of our Iron, and ordered them down to me at the office on Monday forenoon if they would not I should immediately prosecute them for receiving stolen goods to which they agreed. Charged the High Drubret to day.
- Shifts lost all to day & last night. 4. Tho' the were cutting room to wedge the flange this being out of their Bargainwork they shall be paid as lost shifts.

Decem' 1803.

18 @ last night they were at work in the shaft but not on their bargains, work wherefore it is the same as 4 shifts lost - very cold weather all day to day, as well as yesterday to night blows very hard indeed wind N.E. or E.N.E.

19 At 9 o'clock last night the sinkers got down and they wrought pretty well all night untill this morning at 5. When the man had let the Piston go dry, and ~~was~~ a screw loosening in the Indus Tree set the water up, I gave one of the men a severe beating for his fire being out of order and the sinkers got down again at 12 past 10 A.M. which went all day untill 12 past 3 P.M. when the 78 inch Bucket went off and left the Hoop in the Pump - excessive cold to day wind at E.N.E. Had the Doors here to do with the Iron which I had bought after on Saturday Struckers wife said she had sold the Iron to Edils Anderson and another of them, the other two said they had bought it which they had of Hans Anderson of Höganäs, except at Hacks, which he says was bought of Bengt Rude of Höganäs. This man being from home in the Danish Service I could not do anything with but I sent after Hans Anderson who said he had been sick and obliged to keep his bed this three days - However I sent the men down to him who I had found the Iron with at dinner time but they are not returned yet.

This afternoon was down again at the Little Engine as they had lost the Bucket in one of the pumps on Saturday when both Saturday and Sunday every effort was used to recover it in vain I let them put down a Bucket stiff in the working Barrel with a Chuck Shank as it was impracticable to draw the pumps in so were a foot the ground ropes being only 4, and now to night she will be at work again during the 60 hours she has stood the water has risen only 1. inch in the old 3. feet shifts lost to day & last night 4

Decemr 1883

20 This morning there was a bag of Spungarn in the low bucket, and we had it to take up again altho' both the same bucket and clack was changed at 11 o'clock last night. However I got the sinkers into the bottom at 2 o'clock to day and they have done very well ever since went down to the little engine, and found that altho' they got the engine to work last night at 6 o'clock she had never gone well until this forenoon, however the water had sunk about an inch. Went down and saw Capt^r Edw^d Johnson Drigg the James & Thomas from London and gave necessary orders about her drawing upon the land. The water at least 3 feet lower than ever I saw it; desperate cold all day, wind at East, until to night when it ~~was~~ is got a little more southerly.

Shifts lost to day & last night - 6. —

21 The engine went well all night and the sinkers in the bottom until to day at 1 o'clock when the low bucket was to change from their not having the tight between the metal and the Hoop. now tonight there is $1\frac{1}{2}$ fath: tomorrow we must set on a pump as the flopper is bad again - very cold in the forenoon but the wind which is Easterly blows very little now to night. begin to take up the Drigg. The little engine has ^{not} gone right well last night so that the water has only sunk in the old pit about 3 inches — 2 shifts lost.

22 The sinkers were all here to day and a pump was set upon the low sett this was not ready before to night at 9 o'clock order the sinkers who have days wages for to day to attend on their shifts at 6 o'clock in the morning the last night having gone for shifts there will 4 lost for to day.

fine calm weather to day, all day, what wind there is at the East. The water sunk 4 inches in the old pit but the little engine had stood half of the night or else it would have sunk more.

December 1803.

- 23 To day at 12 o'clock the sinkers got into the bottom and as they were ordered at 6 this morning there is 2 shifts lost the rest being dry work yesterday setting on the pump. weather very cold wind at S.E. with some snow. the water sunk only 3 inches according to Huttonian but when I was there to day, I saw in the shaft by the Bunting hole it had sunk more the Regulator was wrong (as they call the Ballast of.)
- 24 This morning at 2 o'clock the firemen had neglected the fires so that the sinkers had to come up, but as they were expecting the water down every minute they did not awake me as I had been out late the night before as they said but when they changed at 6 o'clock before the fires were right in order there was a fathom of water however it was down at 8 or 1/2 past 8 o'clock and went very well until 6 to night when I ordered after the sinkers request they might stop up until morning night at 6 o'clock - as we must have coals wrought by morning - wind S.E. to night rain - Shifts lost 2, the water sunk in the High pit 3 inches
- 25 To day being Christmas day Clean the Boilers and fire flues in the Great Engine, at night walk down to the Little Engine and found by the Engine standing down at Bijd the water had risen in Old Elen! Pit & Lough One Inch since this morning fine weather no wind at afternoon but blew very hard a N.W. & West N.W. in the morning and all last night with much rain but now to night it rather freezes again, order the Calver to waken the pitmen in the morning and tell them that they should each ^{have} a Cornish of brandy tomorrow when they come up - - - - -
- 26 To day only eleven of the pitmen was down and I gave them each a Glass of brandy could not set the Engine agoing until we got more coals but let them begin to fire at 8 o'clock tonight there falls a deal of snow but now the wind at East
- 27 This morning at 2 o'clock the Great Engine got to work and the water down at 1/2 past 7 tonight Huttonian has just sent me report that the bucket which he had for a clock had got out the Cate Teral send him word that if he does not get it up tonight with a crook we shall drag the pump - The water had sunk in the old pit to day in wood 2 inches
- wind at S.E.

Decm^r 1853

28 The water has been up all day owing to there being too few coals wrought to keep the engine ~~the~~ going and to night at 11 o'clock changed both the buckets had the sinkers after their shifts was done to help at drawing the pumps at the old engine the water had risen at the old E. pit 2 inches yesterday and last night.

as only 2 shifts was wrought last night there is 6 ~~both~~ the reason we had not the water down today was want of coals.

29 The last night, ^{changed} both the buckets and had the water down very near this morning, but the coals was all burnt up again, since the most of the young men, do not work with any spirit, being the holidays, which they reckon in some degree to last untill old Christmas day - wherefore at 12 o'clock set the sinkers to help them to draw the pumps, at the little engine; & stop the Great one, untill Monday when I shall set her to work again, as we shall have got 3 days coals beforehand; set some of the sinkers to begin a new shaft to the dip of the coalpit by hired very near the Penthouse Mus. & agree with them for 38 Pds and 7 bind Dunksmen - 6 shifts lost to day -

30 To day it rained all day the same as yesterday wind N.W. got all the pumps down at the old engine pit except the 2 uppermost and begin to sink the little pit or the well beside it.

31 fine mild weather to day without rain begin to ~~build~~ the timber the new pit & got the engine ~~run~~ at the old pit yesterday & to day the water has risen at old High pit as well as in the Machine pit or rather windmill pump pit about 21 inches - very little wind, what is, at N.

January 1874.

Jan' 1. ① Remarkable fine weather frosty but not cold, the little engine at work but let the great one stand yet as I find there is not Coals and even if there was the People do not work ~~standing~~ as long as there Holidays last was at Graspruss to day ~~and~~ after invitation dining with the Baron von Koecken

2. This morning at 2 o'clock the water pump in the old engine put sunk 5 feet which shews the Pumps have both stood upon the scaffold and not on the bottom. The East pump is sunk also

get the cable rope upon the East pump and Heave her up a little but after every effort I could make I am unable to get it to go down as the West pump whether it stands upon some broken timber at the bottom or is ^{cramped or mired} ~~cramped~~ in between the wall & the West pump is uncertain, at all events I was forced to get the spears lengthened to the West pump and set both pumps to work at 4 o'clock this afternoon. To day we had only 14 Tunnies i.e. Barrels of good Coals and a few bad ones so find it will only be to burn Coals to let the great engine go to work untill old Christmas day be over, since before that neither the Sinkers or Pitmen which are many of them young men can be possibly ~~be~~ kept at work as they ought to be, give order to let her stand untill old Christmas day is over. Had the Meeting of the Sick Box.

not

January 1884.

- Jan 3 On day when I was up at the crew sinking I found that they had not wrought well all night for which I spoke very cross to them and told them that they should not deceive themselves for I would give them no more. There was agreed for but if they avoid 4 of them might go to work Coals until the Great Sinking pit came to work again on Monday or Sunday night as I did not see it was worth while before since I found there was neither pitman nor sinkers would work with any spirit before old Christmas day was over — got every thing ready to get up the Sheerlegs for Philipstad Engine at the Glaphouse — wind to day west S.W. or S.W. pretty —
- " " 4 This afternoon got the Sheerlegs raised to the Engine at the Glaphouse — got a hard layer of Iron Stone in the crew sinking beside Hooved — 12 inches thick — at night at seven o'clock set the Great Engine to work. finding the water had during this time the Great Engine has stood rises so much in the High pit and still continues to rise altho the Little Engine goes quite well the water in all has risen $3\frac{1}{2}$ feet fine weather all day —
- 5 The water neither rose or sunk to day at the old pit but here the water was very near down at 7 o'clock to night when all the Dotts had sprung off at the Bottom Rod since they have not seen after when they changed the Dribbet all the whole night has hung upon 2 or 3 Dotts get the Bitch *Speculated* onto a point with only 2 spears but they could not get hold of it, and indeed as it was a Holiday &c it was late at night before the People could be got together I got them to sink all night at the Little pit by Hooved and they promise to work tomorrow also —

January 1854

Jan, 9 yesterday returned from Helmingborg where I went to get a Coach for a Mr. Balk for who Mr. Engstrom had sent here to go to Gottenburg recommended by Sir Charles Bagge Just as I went away being Sunday afternoon the Great Engine was ready to go after repairing the offtake points it snowed so hard all day that we could hardly look out —

10 This morning as soon as I came up I saw one Briggs from Leith one Parker from Hull & a sloop of war the Orestes all close in with this shore the 2 former was a float but the Orestes Capt. Brown was on ground —

at afternoon the 2 former sailed after getting pilots on board but I went on board the latter with Mr. Berg for the Diving Company to see if he would take their assistance, upon which he said in the morning he would if he did not get off before —

11 This morning the Sloop of war got off the ground but did not get to sail tho; she worked out a good way the water has never been down yet in the Great Engine pit but at the old pit it began to sink yesterday & sunk 1 inch this is wholly the fault of the firemen —

12 To day I put the fires in order myself at 2 o'clock in the morning when we changed the 18 inch bucket & repaired another offtake point which was cracked and the water sunk very fast, but when I went

January 1854

when I went to bed at 6 o'clock in the morning and got up at 8, or near, I found the fires in the same state again and the Engine hardly keeping the feeders at 8 strokes per minute - I got the water ~~to~~ sink very fast by the fires being kept good, but again at 8 o'clock they set them down I sent out the overseen to them without effect and at 2 o'clock went out myself when after examining all the fires I took my sticks and beat two of them very sore but without hurting them, after which they kept the Engine going well until night when the Jackhead Bucket went off ⁱⁿ very bad time as we would had the water down in about 3 hours - I accordingly brought on with the night shift until 11 o'clock when I had set the fires in good order and 'tho' the Engine only went 10 strokes per minute the water sunk very fast water at the old pit sunk 3 1/2

13 This morning it is mild weather and much rain fallen last night went up to the old Engine pit and found the water had ~~sunk~~ at the pit in the wood ~~pressed~~ the water had sunk about 3 1/4 inches since yesterday the coals were very foul at the Coal pit sent down for one of the Stewers who had a Corfe laid out when I was there and was very angry with him & ordered them at Bank to look well after the coals and lay them out at the same time telling them if they did not keep their coals cleaner I wouldn't let any be drawn after dark -
Stopped the Great Engine to clean the Boilers & flues one of the firemen not at work to day he said he was bad of a pain in his shoulder I expect the Engine to work at 2 o'clock in the morning

much
rain to
day

January 1854

14

This morning at 4 o'clock, got the engine to work and she went well all day, till 12 o'clock when the 18 inch bucket was to change, & on taking it up found the same offtake joint which broke last was off again. This stopped us until this Sunday morning at 2 o'clock - as we made a new one. Mild weather all day & much grain brind in the old pit 3 inches.

15

This afternoon at 4 o'clock, got the low bucket & clock changed & after that to night between 11 & 12 o'clock the water sunk $3\frac{1}{2}$ fathoms the engine went 14 strokes per minute - Hard frost to day. The water sunk in old pit 4 inches.

16

Go day at 12 o'clock the sinkers were ordered there being only a foot water but at the same time the joint which was broke, and new flange laid on at H. Long ~~later~~ leaked so that we had to stop the engine to wedge it and at 12 o'clock to night had the water down again but the engine required to go $18\frac{1}{2}$ strokes per minute to keep it down - The sinkers could do nothing in the bottom to six o'clock lost 2 shifts

11 1/2 strokes a minute to keep the feeders at 3000.

17

Go day Had the Boors here and settled with them about their ground. The sinkers was down last night but did not do anything as the engine had so much to do to keep the water down and to day had to change the High bucket. When we found an offtake joint broke again which was repaired & now at 6 o'clock to night the water is 3 fathoms above the cut ^{can} froze hard this morning, but to night the weather seems rainy - Shift lost - 8

January 1874

Jan, 18 To day we changed the High Bucket which had gone so soon & through the negligence of the Blacksmith who had not made the bottom rod so long as he was ordered when that joint was broke so that the bucket came out of the barrel for which reason I had to nail upon the springs on the inside 2 inches —
water sunk in the old pit 6 inches gained all day wind South, & S. S. W. Shifts lost 8.

19 To day very foggy & heavy weather all day with some rain changed the High Bucket & put $1\frac{1}{2}$ inch more upon the springs but even now to night the same bucket is not good wherefore we must be obliged when we change the bucket again to put a new sheet in 12 inches longer — since I find the water is so hot from the time we stood order the sinkers to go to work toals tomorrow, and the shifts stop to night at 9 o'clock. — Shifts lost

water to day or rather yesterday sunk in the old pit, $3\frac{1}{2}$ inches according to the line but it seems as if mistake were in the line since both engines has gone well all night the Low Drowning Hole is seen to day about 6 inches from the top —

20 This morning the water was no farther down than it was last night sooner had rose a fathom — for the firemen could not keep the engine going so fast as was necessary & this morning the Lacthead block was to change which stoppt us untill the water was over the Cistern 3 fathoms — at afternoon the box which carrys the water from the ring was broke & before a new one was got in it stoppt us a good deal by the air in the High set — when I went to the old engine I found they had stoppt nearly all last night, the water had only sunk 2 inches at the old pit — much rain to day wind at S. E. & E. S. E. One shift lost

21 The last night I was up at 12 o'clock at night and had the engines going well but this morning at 6 o'clock it had risen a fathom tho' nothing was the matter I got some doors put up to help the draw of the furnaces — which has helped the fires — rain this afternoon wind at South.

January 1804.

- Jan, 22 ^o This morning the water was very near down but did not get it down all day. The upon the whole the engine went ~~greatly~~ well — at night the Low Clock was not right good — but we had not people enough to change it so must wait until tomorrow —
- 23 This afternoon we got the Coal in the new pit by fire and had the water down at the Great Engine pit at night at 6 o'clock but as the feeder was still very strong did not order the sinkers until the morning. Damp weather with some rain & snow fresh at S.W. & W.S.W. —
- 24 The Sinkers was down to day at 9 o'clock and the engine kept the water down with 10 strokes per minute. The wind blew pretty fresh all day with rain before ^{11th} but at 4 afternoon it was fair weather —
- 25 Last night at 6¹/₂ o'clock the water got up that the sinkers had to go up and at 11 the water was down again but only about ³/₄ of an hour so — till they had to go up again, & the High Bucket was to change — that made it 6 o'clock to night before they got down again so that the shifts lost are all the 8. but the Sinkers were not cloaked to go down, before the water had been down a half an hour wherefore Gulgreen, Lijegreen & Lundberg must be fined — This day being the name of His Excellency Count Brantz we had a subscription of all ~~belonging to~~ by

January 1877

by the ~~fire~~^{Clark's etc.} poles ~~belonging~~^{staked from the neighbourhood} to the
works which is no doubt the
first of that kind has been in this
Parish —

Jan:

26 This morning at 3 o'clock the fireman Per-
Olson, sat and slept & the sinkers had to ~~keep~~
go up and all day I attended the fires un-
till I went to dinner, but then it rose again
at 4 o'clock changed the Low Bucket, when
we found the Point broke in the Spears
got that up, and at the same time I
took up the High set of Spears to put a
longer spear on in place of the one
which the Blacksmiths had shortened
in the iron — got the Engine
to work again at 11 o'clock at night
but at 5, there was no coals for the
Pitmen had changed their Board
by lot — Ekland died this
morning of a fever tho' many other
disorders were joined — but as several
children are sick of fever, order
all the Rooms to be white washed
tomorrow i.e. to day — 5 shifts lost

27 Obligated to stop for coals until 5 o'clock
to night at one o'clock in the morning got
the Low set put on again — — got the Mill
all up in the new pit and they began to
lay the Scaffold and get the gin in order
as soon as possible — fine mild weather all
day — 8 shifts lost

28 Quired myself most of the forenoon when the
water sunk very well but when it was
very near down the Point in the Highett
leaked again, got that tightened, but at
night there was no coals at sink —
order the sinkers to coal work on morning
and that they should go home at 9 o'clock
that being the same time at night
that they began in the morning —
order the Coal pit to work to morrow —
This

January 1804

This morning Holm told me that he had heard the death of Eklund had been occasioned by the Doctors & Boy having given him too much pot powder water, as he termed it saying that Rönnow had told that, at the pit and it was whispered over all. — This made me give orders to Hultman that Eklund should not be buried to day, but on the contrary that he should order the ~~Doctors~~ People who lived in House where Eklund died, and about 20 of the workmen to me, at the Office, & Holm also, when I had the Doctors to be present I found this step needful for fear the people should from such a report lose their faith in the Doctors and fear to take any medicine at this time highly dangerous since there is a severe fever seemingly beginning, we have at present 2 men one Wife & one Girl about 16 years of age laying in it. — but on my telling the men why I had called them together and examined Holm & Rönnow the latter denying that ever he told the former Dr. Holm that the doctors had given him Eklund ^{much} ~~any~~ pot powder as the called it. — and found that after he had taken the medicines in question he lived many days, that they saw he had the same fever which the other had had before, the men desired I would without sending for a Doctor to examine Eklund (which I told them I was willing to do if there was any one of them had the least opinion or doubt about the occasion of his death.) I hurry Eklund to-morrow since they were all assured it was only dose landed. — The people who were at the pit with Rönnow all said they never heard him mention anything which sounded like ^{that} the Doctor was any way to blame which made those I had called very angry at Holm, but I told them that since they desired to go to the Court with it I had nothing to do with that, I only called them to speak their thoughts about Eklund, and the ~~Doctors~~ ^{can}

Dr. Holm might agree on they would
about the Doctor's in question.

January 1854

29 ^{Len} Had the Coitmen at work to day by the little pit, But we did not get many up, as it was Sunday. Got the gin ready at the new pit and order the sinkers there tomorrow to work Coals until we get as many as to keep the Engine right a going. Mild weather all day & the wind East & E. by N. The water neither rose or sunk to day yet the old pit. They carried Helms to Church but the Docters would not have him buried because he said Holm had given out what he had said of to much Mercury.

30 Got the gin a going at the new pit & order the sinkers to work Coals but 4 of them was at Mörarp at the Court. At night the man from Major Bustersköld came to lead to guide the Steam Engine.

31 We got some few Barrels of Coals out of the new Pit but not got in order yet, neither have we had so many Coals as would keep the Engine going.

Feb 1 The Joint in the Highsett Leaked to night and we had to get the same tightened by throwing Chopped Bekam & Horse-Dung into it as the water was too high up to wedge it. The Docters & his son are both sick to day of the fever, The Boy is very ill, Thure also is taken very ill and was with me last now saying he had been told I sent for him, I found the poor man was ~~unstable~~ delirious & ordered him home to bed with a man to follow him. The water sunk at the old pit one inch.

2 This morning the Docters sent me word that he had also begun to throw up from his stomach & obliged to lie in bed, but that he could order medicines to the sick if I would send somebody to carry them out. Still we have not got the Joint wedged.

- Feb: 3, Go Jay Islander died of the fever, and some more are sick. I was very poorly all last night & part the night without sleeping but to night very well thank God.
- " " 4, This morning hear that Hultman's wife is also ill of the fever. The Engine man Dahlberg has also begun Cough. Bongstroms maid also lies in the same disorder; likewise Sven Elman complains of his head being giddy and an inclination to throw up being the same way that all the others begun - some snow falling this afternoon gives hope a frost may come and end this sickness - wind at East.
5. ① This morning Holm came to tell me there was not so many people come to bury Islander as could carry him to the grave, upon which had to go out order them to go, as many as was wanted, but Bongstroms and get a glass of Brandy as was customary but that only two who smoked ~~tobacco~~ tobacco should go in and bring him out where the wife also lay in the same fever - in a kind of insensibility with 2 children. - the weather fine & sharp, blowing from the East a moderate breeze there has fallen a good deal of snow to night. Just as I was going to Church Lstrom came and said Struck would by all means, speak with me before he died, that they had sent for the Priest to administer the Sacrament to him but he would speak with me first, I did not like very well to pay this visit, but, as the people I knew would be very sorry as most of them looked on me more as a father than master, I went to him, but when I came in he could not speak to me, however just as I was gone he desired me again when I went back with the Doctor who is now got out again, but tells me he fears his boy will die, when I found the ^{principal} thing he wanted to speak to me about was, his wife who had taken the small pieces of iron mentioned the dated end of last year, who to satisfy in his death bed, I told on his acct I would forgive this time on the acct of his children. - Dahlberg by being let blood and a vomit being given which is the only thing the Doctor can do, has set him better. Sven Elman also let blood and is better.
- 6 The Doctor report to day 13, sick of the fever, Struck, the Propemaker, & Islander's wife seems without hopes, the Priest could not give Struck the Sacrament, yesterday as he was without senses - still frost wind N.E.

February 1854

Feb 7 To day we changed the Low bucket the water sunk in the old pit 2 inches, by the Doctors report the Epidemic seems to wear a more favorable aspect to day owing to the severe frost, which seem to have had that effect that instead that before they lay still without struggling once for life now they are in a raging delirium, 13 sick of the fever, & 5 of others sickness.

8 This morning let the sinkers at least 4 of them to cut some small ricks to get more water into the High Cistern - at night at 10 o'clock had the water down order men to let the shifts begin at 12 o'clock to night - sick report to day says 10, sick of the fever, & 7 of other sicknesses, still 4 of them are in great danger - the wind blows very hard at W. & N. ever since 4 o'clock mild weather.

9 The sinkers was ordered at 12 o'clock to night but the fire men let the water up again at that time so that they did not get down until 2 past 9 o'clock and by the boy hanging a weight upon the scapors the engine was stoped about a minute when all the three sinkers being down there was a terrible noise and one of them was obliged to climb up the Bump upon the Clack doot but as I was standing ready I got her going directly and they got down again at a little after 10 o'clock. The shifts last to day are until 6 to night 4, since they had to go up again at 4 o'clock to take off the sliding spears - The weather being frosty the sick are better to day but yesterday while it was mild weather they were all worse the quantity of sick the same as yesterday.

10 The water was not down until 5 o'clock this morning but from thence the sinkers has been down all day. 4 shifts last - Thomas died to day at 12 o'clock he was a very unwell man was - I still sick of the fever.

11 All night the sinkers were in the Cistern and until to day at 12 o'clock when on shifting the Pump the Hogger got wrong so we had to draw them up, 2 shifts last - I. sick of the fever very cold frost wind N. & E.

Feb. 1844

- Feb. 12 To day all day we did not get the water down but never had more than a fath: of at most 2: at night it rose ~~that~~ the engine went very well which together with the report of the sinkers that they could drive a wedge down as far as they would make me think they must be upon the sand above Grefvina ~~thunder~~ coal but is not sure yet. Shifts lost 4 — sharp frost ~~thunder~~ was buried and one man taken ill of the fever more. —
- 13 Still the water not down the engine gone pretty well all day, one boy taken ill of the fever, still severe frost. — 8 shifts lost. —
- 14 This morning change the High Duckett of the time I went down to see the air at the old pit being now a Passage under the bed, they set it fast in the working barrel so that they could neither get it up or down and it was 5 o'clock before I got it in order again — one man taken ill to day — 8 shifts lost.
- 15 Returned from Morarp where I had gunnicks on the 16th At being at night on the same day before I got him there & the rest of the people being gone home I had an express to send after them. on this indictment being read he pleaded guilty upon which on his companions giving security for his future behaviour I let him return to his former employ but without making him master but let Goble continue that so long the water has not been down in the great engine pit since I went away on the 15th but they have sunk a little at the new pit by the Glaphouse. — Shifts lost in this time 17
- 18 To night or at 4 o'clock stop the engine to clean the boilers still frost. The fever is milder but still 7 lay sick of the same — Shifts lost 8 as the pumps was to draw at the little pit.

Feb 1604

20

This forenoon had the Blacksmith here about
coals & Iron which lives at Obhungen —
He denied at first about the Iron but said
Directly that he had wrought with ~~own~~ coals
tho' not before last Saturday gave up
at the same time 3 Boors who had
let him work Warkets Iron. Last night
at 11 o'clock when the water was down
at the little sinking pit as they took
of the sliding spears they order some
part of them therefore was forced to
stand there to day also — all
the 4 shifts lost to day since they were
bidden at 6 o'clock this morning.

21

There is 4 people taken sick of the fever to day
& of other sicknesses in all with women
and children is 25 sick — give
every one a bag to set in their houses to
prevent infection — had the water so near
down that a man was down and took
out 4 plugs from the Mast Holes, but the
feeder is ~~very~~ so very strong that on
the fires getting the least down it rises
again, as to this that a gag got into the
Horse foot which stoped us 20 minutes so
that to night is 4 Ells of water at 10 o
Clock at the little pit The sinkers
came down at 9 o'clock to night so
that all the 8 shifts was lost, since 2 but
since I find the sinkers was not ordered
untill last night, there is no shifts to
be reckoned for yesterday wherefore to day
writes only 4 shifts lost which ^{with} these
4 yesterday, makes 8. In 4 days the water
at the old pit sunk 4 1/2 inches —

22

To day the sinking pit beside the Glaphonne wood
was together from its being badly timbered so obliged
to stop with that untill I get new cribs made
and to make the shaft wider — 8 shifts lost, to
day John went off to Lunn —

Feb 3 1877

24
 6
 In this month according to Madhums of 1000 in the
 up in 1703, 1770, 1780, 1790, 1800, 1810, 1820,
 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900,
 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980,
 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060,
 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140,
 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220,
 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300,
 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380,
 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460,
 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540,
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 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780,
 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860,
 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940,
 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020,
 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100,
 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180,
 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260,
 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340,
 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420,
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 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740,
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 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980,
 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060,
 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140,
 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220,
 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300,
 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380,
 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460,
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 7190, 7200, 7210, 7220, 7230, 7240, 7250, 7260,
 7270, 7280, 7290, 7300, 7310, 7320, 7330, 7340,
 7350, 7360, 7370, 7380, 7390, 7400, 7410, 7420,
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 7590, 7600, 7610, 7620, 7630, 7640, 7650, 7660,
 7670, 7680, 7690, 7700, 7710, 7720, 7730, 7740,
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 7910, 7920, 7930, 7940, 7950, 7960, 7970, 7980,
 7990, 800

March 1 -

yesterday laid in all day very Badly but to
day something better still every day the
People are recovering of the fever

Still the fever continues to rage 5, took sick yesterday
and 5 were written well except they must have
time to recover strength again ordered all
those who are in health to get ^{ministers} ~~ministers~~
Smoke their Houses with which order I had
to give very prompt before they could obey
but at last they went, but as the water
was down the offtake joint broke in the
High sett. The water has been twice down
during the time I have laid sick but
did not get down to the Coal I had
ordered them to bore and they had
done that 30 inches when they say
it altered in the bottom when they
got up some ~~plis~~ in the bore hole.
Still very weakly with my sickness.
but this 3 days has very little or no fever
on me

So day was up all day & except a little headache at afternoon much better than yesterday - They got the great Engine to work at afternoon very coarse weather with much snow last night 5 persons sickened in the fever to day - in the Report 35 in sick 21 of the fever besides the 5 newly sickened.

Today just as the water was down the projections
warve had hung itself by some means so
that they did not come down - today
37 Sick 26 of the fever - Sharp frost
Mullman Sick of the fever yesterday &
today -

to day —
Had the water down and bored 15 inches
but got very little up as the water comes
so hard up the Druehole but what pieces
they had was coal and flint — but the engine
goes so slow that she don't keep the water
down much more fallen to day 35 feet 23
in the feet.

March 1854

March 9

To day I drove down to the old pit and went about a good deal considering; got the water down to night so there is only 12 fathom altho' the engine did not get too work before 3 o'clock this morning. So long had they dithered in changing the High Clark. Last night the Clyde waiter or Byström as is called died in the fever & the man in the stable is taken very ill. There is 5 very severely ill. notwithstanding the weather is very cold and the air seems very clear wind at East. —

Dusky getting soon to timber the pit at the glass house area.
The water at the old pit sunk ^{an} 2 inches at the engine pit about 2 feet. —

10

This morning there was still 1 1/2 fathom of water and had during the night, been 3 fathom at the Great Engine pit notwithstanding last night at 10 o'clock was only 1 fathom. Send for the Engine men at 10 o'clock to day to examine the cause, when the relation was as follows. viz. That Bengt Swenson had stood for Byström, last night and had his boiler so low that the water ran out at the Bong Pipe. The Bengt Swenson says that the boiler was too low but it was owing to his not knowing to look if the Gage pipes was stoppt. that of them was stoppt, which occasioned the boilers being so low — says further that Byström, did ask him to stand last night in his room. but said, he told Byström that he could not, seeing he had no meat there. that Byström went home, and he supposed it was only to change his cloaths, but he did not come again.

Daniel Bergqvist says he was there that he did not see the Gage pipe was stoppt but as the lock being taken out there did not come so much steam thro' the Gage pipe as in general (from which it appears the pipe had been stoppt. Send down after Byström but he lays in bed and says that when he went home to change his cloaths he took sick — wherefore I must know what the Doctor says — order that Bengt Swenson be fined one Mark, & Byström for not coming to work, or giving timely notice one Rixdollar — The water not down yet. The fever as yesterday, very cold weather wind at East.

March 1874.

11 O This forenoon I was out a good while at the En-
-gine The water runs only very slow since
there is a good deal of ice in the High Jet. got
the Blacksmith set to work to make a large Bell
to the 14 inch Bell of pumps. to put down
Coal forward when George Gundelack, to answer
for a Quarrel he had ~~got~~ had with Goble about
the Pot House. — — — This is Goble's relation
viz that because he said he could not get
anybody to mind the Pothammer Gundel-
-ack was angry said what was he for
a foreman and I'll show or beat him
to which Wenzel was also help —

Hagstrom says that during the whole time
that they talked Germans which he did not
understand but frequently heard the word
Dotthammer & fore man —

Rosenquist say that they talked Germans
that he could not understand what
they said but saw that Gundelack
struck at Goble in the Breast.
that he was the first to strike that
Wenzel was also to strike at
Goble but Hagstrom came in
and separated them after
which they went all
home.

12 This afternoon we began to Pole a Skander out at the
end of the bridge, upon the ice. at 5 o'clock the High
-bucket went off 10 o'clock the Plugs out of the Boils
-ers to clean the Boilers the water is quite thick
and white as it was at Elvet Colling near Denmark,
in 1873. Skintoft's time —
fine weather none sickness of the fever to day
report and 2 being better there is only
16 sick in that disorder and 25 in other
sicknesses sum 41.

13 To day 16 sick of the fever. — at 5 o'clock this after-
noon got the engine to work, also began to move
the working barrels upon the Steam Machine
fine frosty weather. took up the Scaffold at
the new sinking pit in order to shift it down
to take out another length of timber. The
Boiler at the Bridge will not take the
Piles per piece for less than 32 ft. time only
put down ~~the~~ 17 piles to day.

5 15 5 10
50
35
9
45
60
90

12 = 4 - 8
 32 + 2 2/3
 24

8) 730
 91

March 1881

March 14

This afternoon at 3 o'clock got the sinkers into the bottom again - so obliged to leave off at the New sinking pit, but the sinkers came up at 9 1/2 to night and was up a while, but after ~~10 o'clock they did not get down~~ an hour got down again. fine weather -

15

This morning at 9 o'clock the sinkers got down again they had not the water down in the night longer then ~~4 o'clock~~ until 9 o'clock last night wherefore 4 shifts are lost, but as there is only 2 men in a shift it makes the same as 2 and 2/3 of a shift fine weather all day still peling at the Canal Bridge. Wind South

16

The Sinkers ~~but~~ came up at 11 o'clock again the water being up for want of fire, and when the water was down in the morning of the 17th the inspection was done. The shifts lost to day are 5; for 2 men the same as 3 1/2 shifts

17

Lost all the 6 shifts to day the water not down. - 8 shifts 2 men in a shift 5 1/3 - The men from Stockholm to assist me with the Engine that is, have command over the Engine men, came here to day

3 1/2
 2
 3
 6
 15

18

Had up the men found Ahrensblom & Oettersen seemed to suit best for Great Engine to which set Odjurkman the 3 man got a Paper wrote to tell the Engine men to lead their order forced to Clean the Boilers to day again

19

This morning the shifts began with the overmen at the Engine - but did not get the water down all day neither ordered the sinkers to be here - but got the sinking or grub ready to sink at the Gylaphouse pit. Weather severe cold weather to day wind N. E.

20

This morning was only about a fath. & a half of water upon which order the sinkers at 12 o'clock when there was only an Ell but the same ~~was~~ ^{was} until 10 to night when there was 1 fath. 2 shifts lost from 12 to 6. Wind very cold weather frost as severe as any day this winter

March 1804,

9m 23

all these 3 days, very severe frost employed in getting all in order to get the 7 inch Pumps down and to night have got down 6 of them and other six in 2 lengths ready put together — Shifts during this time are 14, but since there is 9 shifts with 2 men only which is the same as 3 shifts so there is only 18 shifts to be set, — yesterday Skipper or Master Abernethy, got his leg into the Hotwell, and scalded it. Wind pretty fresh from the South & Southeast.

24

To day being Holiday the Coal pit did not work but I had them setting the 7 inch Pumps until the middle of the day when the 18 inch in the the High end of the Low spear of the 18 inch set broke all the bolts got the ^{spear catch} ~~catch~~ and tried to catch hold of it but in vain until there was Springs made to the Catcher. — — — much snow to day wind at S. S. E.

25

To day we got the spear up and repaired by putting a new one in its place and got the Engine to work at 5 o'clock to night.

26

To night at 6 o'clock take the Pumps out of the Boilers to clean them & the flues. —

The weather Mild without rain, got the Pumps all down but the Last 2.

The water has sunk 2 an inch each day at the old E. Pit.

27

To night got down the Spears in the 7 inch pumps at 10 o'clock. The engine got to work after cleaning the Boilers and fire flues at about 4 o'clock at afternoon. All day it rained by turns the Mornings very low and dull. Hallman says the water has not sunk yesterday at the old pit. 13 Sick of the fever amongst which I am Thomas the Engineer's wife. who it seems was smitten or infected by the woman who was with Melbury sleeping there without my knowledge. before she went to Hillmans

March 18th.

Hilman from whence I removed her last Sunday she denied being sick since she did not want to be removed, but the people in the engine told me they often found her in bed - however now she is properly ill of the fever - At afternoon Had 4 men at the pit by the glasshouse, sinking the sub.

28

all day to day the water was not down since the Little Pump shaft came loose and broke in the clamps - but to night in 2 fathom of water the firemen cannot find that the engine goes more than 10 strokes & at most of her minute - all people take sick in the fever.

29

This forenoon at 11 o'clock the sinkers got down but only took those which were empty at the glasshouse pit, so the shift upon accord earrers to begin at 12 o'clock with 3 men per shift - but at 3 they set the fires down, so the men had to go up again, I had the engine weights down to examine the low Ducket & Clack which they say is good but from the air in the High sett it seems improbable, but dare not be wet to go down myself - shifts lost until 6 o'clock to night are 1. - fine weather but cold the wind very variable 4 taken the fever.

30

To day being good Friday, it was obliged to be kept a Holiday at the Coal pit, but yesterday I called the men together and charged them not to get drunk and neglect their work on Saturday telling them I would give them to be furnished if I found any who should be so. also that if there was not coals enough for the engine over Sunday & Monday we must work coals on Monday also altho' Holiday to which they all agreed - desiring I would let them know on Saturday night or Sunday - To day when we got up the low Ducket found the Bottom had broke found the Ducket falls off although they had said it was good but forced to repair the Bottom bed before we can change the Clack which is not good either change the Ducket or Clack in the 7 men pumps both being bad - to night at 9 o'clock or between 9 & 10 got the Bottom got mended but durst not set it down in the dark much snow fallen to day wind at S.E.

April 1854

- April 17 ^{at 5 o'clock} This morning the High Truck being broke again which we got up and and got the engine to work again, so day the wind strong at East an English Brig Passed here upward hoisted a flag at the maintopmast head, but I could not make her out. only 11 fath in the river to day —
- at upping the Dyke 3. men
- 18 This forenoon got two Boards put upon the High 18 then set Cistern in place of two which was broke at 6 o'clock to night one of the of the joints broke in the whole from where it was seen that the Board itself had been hollow when new. set the Smiths to work all night, and since I found that the fire flues were foul, set put out the Ovens in the Boilers to clean them. — it rained to day but not hard very cold with sleet & some hail wind at East. Not the least appearance of spring yet.
4. men at the Dyke or fence
- 19 To day it rained so hard in the forenoon wind at East that the men could not work at the timber yard, nor the masons, untill afternoon, when Lindquist & the labourers only were at work, got the engine to work at 2 o'clock this afternoon and at 9 at Night, got the sinkers down to cut in the Cistern —
- 20 This morning the men had continued at the Cistern all night the engine having gone well, & the water 5 fathoms below the Cistern. set some men to shift the windmill to draw the water at the old S. Pit in the road. got the three Slave pumps out of the Dam, and made ready the wooden Windlone to the same pump. The 2 boats still lay load with Coals to Helmingborg the wind blowing so hard at S. & S. E. that they can't sail. To day Capt. J. Maxwell came down from Copenhagen, with his vessel, to take in his Cargo which was left on his being ashore last autumn: but the current getting hold of him he got past the mouth of the Harbours. & left all the afternoon sometimes losing direction gaining to windward. — Agree with Dronning to Point the House on the outside for 25 Rd. 1/2 fath. 15 fath in the river to day.
4. men

April 1804

April 21

To day it rained & snowed a little fresh breeze from the Southward & S.E. Capt Maxwell with the brig Margaret of Hull come in to load his Cargo of Planks. The sinkers down at the cistern all day. got the windmill down, to shift and some part of it drove up to the Spit set in the Gavel at the end of the Canal which is now ready to be caulked. Still the Boats lay head with coals for Helmsborg. Time I found by paying the men on Friday evenings always those of them neglected their work on Saturday wherefore I altered the pay until that day. — O Bengt Swenson one The 15 that was in the fever yesterday was shifted home to his father's house a Swedish mile from here I had sent up for to remove him down to the sea side, but the cart had got there to remove him he was already the same morning taken away which they had done without squaring me, or it had not been permitted since there is no medical assistance to be had there, and amongst the Boats from the same neglect there is 2/3 of them die, who get it. There is 3 persons to be buried tomorrow in this neighbourhood many of our people are very sick but I trust they will all recover. Tho' 6 weeks go over before they acquire their strength again.

alter the pay from the bridge to the sinkers = days -

4 men at the Dike.

4 days 22 days altered from the Saturday to the Sunday for the 23rd season 4 English sinkers arrive.

This day being one of the prayer days removed to Sunday therefore as the sinkers say a double Holiday let them be from cutting on the Cistern from 16 in the morning until 6 o'clock at night. very coarse weather all day wind at S & S.E.

This afternoon 4 men came from Newcastle as sinkers according to permission given by the English Government. which seems to be all

April 1877

4 men
at the
Dike

all of them, 2 of them can be plug men & Sinkers - all of them says they are acquainted with every branch of sink-
ing. went and placed them at Linstedts where they were to lodge
so long.

24

4
men

This forenoon Clark & William Chipm was down the Engine pit but I did not let them to my work to day. They found, as I had often told them that there was much air in the Highset but from my Health I must not go down, this they intend to morrow and to tighten the pumps over all. - at 8 o'clock the Sinkers finished the Cistern Hole, -

25

4 men

Last night at 12 o'clock the offtake joint in the Highset broke again. which we did not get repaired before this afternoon at 4 o'clock set one the Engine wingnuts and James O'Colletts go down behind the Dratish to tighten the Highset now at 10 o'clock tonight.

26

4
men

To day got up the Dratish which was in the way for getting the Cistern down. begun at 6 o'clock to cut the Holes for the Cross Bunkers for the Cistern.

got the Black-seats Bored to day in the 18 inch windboxes, - it rained very hard this afternoon that some of masons at the New Houses could not work.

27

4
men

The Highset Cistern was put down to day & the Sinkers examined the shaft. had the Bordersmiths to begin to build the 12 foot Drailer and the others are at the Bucket & Black Shafts for the 18 inch sets. 19 Sicks in the fever to day. in all sicknesses together 28 being 2 left then yesterday.

28

This forenoon I had the 2 English Sinkers down the pit putting the the shaft in order, and then at 8 o'clock putting in order the Bucket and Black Doors. - Clean the Boilers to night. 18 in the fever three or 4 of them with Black blotches, over their body the weather being warm very

May 1854.

May

6. O yesterday was also very warm weather
Capt J Patterson from arbroth came to
see me, on his passage up to the
East with a gentleman who was a
passenger to Lebow.
at 2 o'clock took the Pugs out to clean
the Boilers & fire flues, the water
in the Boilers as thick and white
as milk Boiled with flour.
we did not get the water down
yest since the engine had stood
all yesterday and part of the night
repairing the Bottom rod in the 28
inch sett. This afternoon the
Boat arrived with Iron & Deals
from Gothenburg.

7 Mr Maxwell gave me up a Stone
discovered in the Harbour -
the Bearing from the Stone is
the windmill N. E. West
Church E. S. - got some Iron & Deals
ashore.

8 This forenoon the engine got the water
within 3 fathoms of the Bottom & the
men went down to set the pumps
in order which was left before from
the water rising. Holm came to tell
me that Werterberg was so ill in the
fever that there must be men to watch
him since he got up from the
women. got the spears into the 11
inch sett and all clear to get down the
Hogge pump, also got the Watt Boxes
ready from the Cisterns.

9 Notwithstanding all the hast we could make
did not get all things ready for the 15 inch
sett but got the Dry Spears hanging in
the shaft.

10 Today Holiday but I got the Black-
smiths & Wrights to work and had the

May 1884

The ^{new} Pumps set on and changed the 18 inch Bucket but still there wants a good deal done at the Brattins and Sliding deals in the pit — This afternoon we had a little rain wind southerly Captⁿ Maxwell of the Margaret sailed for Hull joining a convoy coming from Greenland.

Changed
the
18 inch
Clock.

11 This morning had them down at the Brattins and had the water almost down but find the Engine wants more inside weight —
12 Got the Brattins done as far as the Bucket door in the Law etc. Had to change the Low Clock in the 11 inch pumps at afternoon and put a Balance Box upon the inside and Balast into it to night there is 3 fath: of water. only 8 ticks in the five and one taken off.

13 O To day got the shaft frame ready, & cleaned the Boilers, at night got the Engine to work, ~~at night~~ — Had the Blacksmiths at work making the Bottom Rod for the Windmill.

14 This morning there was 2 fath: of water in the Bottom got the West Box put into the Highett Cistern, and at 6 o'clock the men into the Bottom 1 English and 2 Sweds. very cold wind all day at N. & N.W.

15 The men were in the Bottom all last night & to day until 8 o'clock to night when one of the Offtake joints ~~was~~ in the 18 inch sett. broke again the water rose so fast that the English man who was the 4th man in the Bottom had to climb up the pumps before the rope came down to him. tho' the line went in the gin as fast as he could get it. started the Windmill at the old Elenora pit.

May 1874.

May

16

This forenoon got the Spear Catcher ready and the same P.M. again by the Bucket using so fast in the pump twice repairing it again now to night. — — — got the communication pipe put upon the 3^d boiler and all ready to set the same to work as soon as we get the Spears up. began to pull down the pipe which leads between the flues and Chimney from the Little Boilers and make ready to clear the ground for Philipstons Cylinder Engine.

17

Wrought on all day to get up the Spears in vain the Spear Catcher slipping as soon as she got hold the water at the old pit by the Blacksmiths shop driven to ^{at 11} night 5 inches from this engine ^{at 11} standing. it seems a Hammer has been lost down the flat pump which likely fastens the Bucket —

Breckon with the Englishmen when I find the three Sickers have over-time for 2 Days and Clarke, for 3 Days this pay which is part, but not to be paid until further since they wish to have that at one time. Patterson, has taken up Clarke for 3½ Days but he has reckoned the Thursday night when him and J. W. E. changed the ship for over time which I don't interest wherefore 3 days overtime or Extra.

18

Still not got the Spears up since the Hammer fastens the Bucket in the pump at 7 o'clock. Let the people go home to get the Blacksmiths to work to alter the Spear Catcher the water in ~~old~~ pit at the Blacksmiths shop risen 11 inches —

19

To night we got up the Spears found Hammer has fastened so often in the pump that it was crushed, & the Churn went together that the engine at 11 o'clock to night.

over
time

May 1874.

May

21

This forenoon I got down the sinkers 'tis it was
Whitmonsonday and a Holiday, the water
kept well down all day. measured the
pit and found the sinkers had sunk
on their Dargain works 11 fathom 8 foot
which agree to pay them off since I want
a new Dargain with them along with
the Englishmen. —

fine weather and some rain in the forenoon
still & eight people are very ill of
the fever, besides other sicknesses — one
of the name of Ostrom very nice
man has been sick this 6 days and now
to night the blood comes out at his
nose, mouth & ears.

22

The Sinkers was down all day untill 6 o'clock
when during the changing there was a
cotter wanting in the main chain, and
a collar to shift, wherefore take out
the Plug and when the water was
almost down at 9 the low great
Bucket was to change — this stoppt
us untill 12 o'clock when on putting
it fast again one of the Clams was
stripped of its screw which stoppt untill
4 o'clock when the Injection valve
drooke, this stoppt us untill 12 to
day the 23 when the low black

23

went off and in changing it
they could not get it up, put the
Engine to it when the Dry Spear
drooke find the English sinkers very down
hearted about this pit, from having so
much water, they will Engage to sink
through the Coal at Odro's Dargain by
the end of September. —

24

To day at 12 o'clock got the great low set in order
but at the same time the low bucket & clock went
off at 6 o'clock all clear, about 8 o'clock there was
only about 12 fath. of water, order as you
as it

May 1884

may

Begun
to Sink
at Bros
Backs.

as soon as the sinkers Ljunggren & Holm come
from the new pit which I began on Bros Backs
close by No 23 they should go down and
Bore thro' the Graepina Smiths coal
10 fathoms; here, for 17 Hixdollers per fathom if no
sett, they make ground at 12 o'clock
when according the custom in England
I said one Hixdoller Dankes in it.

25 Had Holm & Ljunggren down during but they
only bored 2 3/4 inches, or 4 feet 6. which
they wrought on with 8 hours, it rained
very hard to day all the forenoon. The
water well down all day, the new
sinking pit goes very fast indeed.

26 Begun to day to Bore again and at 12
o'clock they got the coal but are not
sure about it since they can get no
Proof by so much water coming up the
Bore hole. - set them down at after-
noon to sink a dump for the pumps
in order to see how that will help to
get Proof when the Hole is dry at
the Top.

27 Cleaned the Boilers to day and finished
the Timber in the new pit which was
began last night and Bored through
the Coal but since they got no
Proof it is not certain how thick
it is but to the Coal is to be
one fathom & 13 inches
to night got the Lacks roll up at the
new pit and set in order that the
nine Swedish sinkers begin at 12
o'clock to night & the Englishmen
is to put the Nutt and supporters
under the main Drawings in the
great Engine pit to morrow or
sooner as the water is down so that
the shaft may be put in safety.

May 1804

May 28

This forenoon we began to take out one length of Brattish to come to the stage for the Cistern Buntines when the Englishmen came and told me, that the wall was giving way under ~~them~~ them, that they durst not go down ~~in~~ under it in the situation they were in upon which I went down to see them I was saying at the same time that they were no worse now than they had been from the first but that, that, piece of stone had been so before - I could not find that she was dangerous but on examination I found there was several partings in the stone so set the ^{English} ~~Swedes~~ to the new pit since I told them I would never have anybody to go where they were afraid, & I had ^{plenty of} men ~~enough~~ would venture themselves much longer than I durst trust them.

But Clarke that him and Iwen might get the new Crab rope ~~Double~~ Double over the Cistern Buntines & a safe Balke laid at Bonks to hang the whole in case of an accident untill they be properly supported. —

Working at the New pit goes well. Got a letter that we could get ~~provision~~ which Neptune went to Malmo for wherefore she had taken a freight to Gottenburg —

29

This forenoon got the new Crab rope bent to the Low Buntines - and set the New pit go on as before order to take the 6 inch rope and put down to the Back Bunting —

30

~~Last~~ Last night at 10 o'clock I had gone into Lundstett some time before having been bound at the old pit, when Clarke and W^m Chisholm came in, & were drunken, began to behave very badly when the Swede Iwen Herman who was with them had come into the room

May & June 1807

~~some~~ room was angry to see the
late Mr Chisholm throw a glass
Bottle away after saying to me
that they were not paid for
what they did. Struck at him,
which made much trouble as
there was much for me to do to
hinder them from fighting —
but got them home ~~this~~ not before
this morning tho' I told them if
they did not desert and keep good
discipline and order I would send
for people to put them into
arrest. at afternoon all
the 4 went down together
to Sundstedt, where I fearing
they were going to drink
sent orders they should not
get any which was obeyed at Bäl-
bergs byth at Sundstedt they let
them have what they wanted
tho' on their hearing the orders
they found best to go to work
except Mr Chisholm who I had
told I should send home to
England — — —

The reason Clarke had to complain
about did not seem unreasonable
since he had less wages than the
tho' and engine wright — This I
told him he should come to
me in a proper time & place
but not here.

May 31 This afternoon the 4 men Swedish sailed
went down to to cut in the Duntings
under the main Eastern Duntings to
support the 4 later ^{skins} I had from
Chisholm & Iwen, ^{the} the officers to
when I fired Chisholm for offer-
ing to fight in my presence
and Iwen for striking him
where I was. when all was
in good order again - it
may be observed that the
other Englishman James Pollock
made much noise on yesterday
hearing from me that such things
would not be suffered in my presence
but on being told I would learn
them their duty if they did not
know it. This morning he was
begging I would forgive will.
Lt. G. Lough never spoke during
all this. —

June 2 Settle with the Englishmen when
they have 3 shifts each over
time equal in pay to a quarter of
time his weeks wages each man reckoning
9 shifts for three weeks ^{work} ~~work~~. —

Clarke agreed instead of overtime
to have 40 ~~shillings~~ shillings sterling
per week. — But pay him for
the same as before the 10th per week
What will day paid in England 15^{/-}
added to his wages — 36
Paid here — 10^{/-}
so that each pay there cost 40 sh.
due to Clarke 17^{/-} sterling
5th.

June 1847.

over
time

The sinkers having 3 shifts per week overstone have 6 each Day or equal to 24 of sterling Each pay remains done to them above the money paid both here and at the office & in Crew Castle.

Synt W^m Chisholm that takes the whole charge of the Engine & sinking pit is during the time they do that to have 2s each per week extraordinary - since they work 12, 6 hours shifts per week their contract being 7 shifts for 36 ~~sterling~~ ^{sterling} ~~sterling~~ ^{sterling} with Linding and Olof Loggreen about Dredging and and helping to load stone for 4 sh. — ~~per load~~

3 To day get the shaft frame & the Gin all in order at the new sinking pit —

4 This morning the two outside Martingills of the great engine were discovered to be broke, when we were obliged to stop to repair them when I ordered the Blacksmith to make two new ones & keep there for the 45 inch cylinder in the mean time order the 4 sinkers to the new pit, to go 4 men in the bottom untill we get ready to put the Duntings in the great engine pit again.

5 This afternoon changed the 18 inch Pouchet & got to work again with the Duntings.

6 Put a pump on at the new pit and also a length of Pimble the greyweth stone being too loose to stand without cleading — very fine weather

7 This afternoon found the air so soft that the powder smoke won't come up the new pit without much trouble therefore stop and put in the Dratthick. Sir Charles Bage came here to day with his Lady

June 1854

Lady & Daughter of the Governor J. of Forseller.

June 10 ① got the great Engine to work after cleaning the Boilers, but at afternoon an offstage joint broke in the 18 inch sett wherefore take off that and put a new one in place of it.

11 This evening at 9 o'clock we got the Port, at the new Engine put on Boos Backen. --- the water is a little more than before so that we must set on another man to the Pump --- very fine weather all day.

12 This forenoon sent for the Landman and called forward Sven Nilson, Sundgreen, Jons Holm with several others, about the two former quarreling on Sunday night last, when on examination was found that the latter Sundgreen, had been very ill hurt in the head by either a knife or other sharp instrument, according to the Doctor's attest. when it also appeared that they followed him down to the sea shore where he stood and washed himself and began all upon him again but two strangers interposing prevented them. whereupon I found it needfull to send Sven Nilson the Orignier of the Quorum of Jons Holm into arrest untill the Court sit at Norrarp next week. order Solberg & Abram to be summoned to answer at Court also for Quanting this afternoon when the sinkers had very near got the Pumping holes cut but the connecting rod to the 11 inch high sett broke which occasioned a stop again at the great Engine pit. The water which we got in the top of the Grindstone still no more than we can keep with the 6 inch Hand pump --- got the Ground sill to the 45th in. Cylender Engine laid down to day.

14 To Day began to raise the beams or timber for the new Engine on Boos Backen. The 11 in the 11 at the great Engine was broke and not repaired before yet. the weather very fine all day.

June 1804

June 15

This morning Sir Charles Dagg & Company went all away towards Hstad in order to cross over to Pomeroy and Threland. The great engine got to work about 3 o'clock this morning. — The taking at the New pit goes on very well. The water continuing the same. The fever still does not wholly abate to day. Ota Holm Simons has taken it. He has taken his wife the same and Nylströms wife has taken it after him together with the maid ~~with~~ which lived with his father in law a door in ~~the~~ — very fine weather all day, got the 45 inch cylinder ^{rolled} down to the New pit, and the Crown trees & Long Sills for the regulating beam, to work upon. — — — — —

16

Pay the Englishmen, the same morning remaining due as last pay —

overtime

Starts 17th. The 3 Simons Threlms 12 S. Each. Besides the 2 S per week Extraordinary for the Charge of the Pit. — The Dargain being done for the first 10 fathom in the engine pit at Orrors Backen, agree with the men anew again through Grefvins Bunters Coal for 27 Sixdollers ^{per} fathom and I keep the waters on. — — — — —

17

Ⓢ This morning went over to Hsneen and took the 4 English sinkers along with me. Here I met with Capt. E. D. Roberts and also Capt. J. Waterson from Abreath. —

20

All this while the work has gone on as usual, at both pits. The East Country fleet sailed on the 18th early in the morning but for heavy winds at N. N. W. they returned ^{into}

June 18th

into the roads at Elsenæs yesterday. This morning put a pump on at Oor's Oueh, and also the Great Oueh with ~~2~~ two Horses in the Gir. Still blows very hard at W.N.W.

23 The 21st and 22. are all work as before to dry get done cutting the Cistern Bunting holes and the 2 Oacks Buntings in, wherefore get the fore Oueh down but there was not room for it so send down a timber again who shall cut a little more away, and order to clean the Boilers which are very foul.

24 The weather remarkable fine to day all day. After the sinking was done to night at 12 o'clock put in a length of Brattish at the new pit on Oor's Oueh.

25 This forenoon Captⁿ E. O. Roberts, Captⁿ Hurry, & Captⁿ Hunter, the 2 former from Shields and the latter from Hull, came here and spent the day, being with the Convoy at the Sound laying wind round. The weather remarkable fine wind at West and N.W. — all work as usual.

27 This morning the Spear Oueh in the 18 Inch sett but got it up by a man going down into the Oueh to make it fast and got it repaired again which stop't most of the day. The sinking at the new pit as usual. wind W.

28 The Engine wright's was down this morning at 4 o'clock at the Buntings, when the Buckets ~~and~~ Chanks in the 18 Inch sett Oueh just as we were changing the 17 Inch Oueh and Chack — this we have fished for all day and got up at 9 o'clock to night with much trouble. The water at the new pit the same as before at Oor's Oueh. The wind going round to the north & Eastward this night and to the East this morning. The fleet sailed from the Sound but they still lay becalmed in sight from this place. The Schooner Captⁿ Gröning came here to night with Timber & Deals from Carlskrona.

July 2 Return from Copenhagen & Elsenæs where I had been to see if I could get the 1500, or 1800 Barrels of Coals to Stockholm. Where I spoke with Mr. David Brown, and Anders and Jon found it would be very

July 1804

Every day but still thought it preferable to stopping the work at Home. Mr Brown said that he would deliver 90 last from his ware house alongside the ship for 34th J. C. but if a ship should come up in the time he would deliver them out of the one into the other for 27 sixpence J. C. ordered Mr Howden that if any vessel should come up to sell he might give him 22^½ per 1000 freight from England to Stockholm when we would pay the original Invoice from Newcastle or Scotland when the latter place would be preferred Only the Englishmen when their overtime is the same as last day —

- 12 Return from Gothenburg where I went to send the coals of to Stockholm engaged 1200 Barrels 700 from Mr Larvas and the remainder from Sir Charles Dazge. The former at 12th The latter being new Castle coals Mr Bjelberg did not know if Sir C. could sell them for less than 12th — The freight to be for the Scotch coals from Långö to be 29 sh: 8 from Gothenburg 18 for turn to Stockholm. I found I had gone by contrabanding in vain as His Excellency Count Benzel was not come there when I left the unit

Overtime

July 1874

July 2

17

This afternoon the excellent Court & Smith came, but the water was not down all day, time last night at 12 o'clock the water went further south than but for want of time been made new yet and by the engine striking it hard into the tanks one of the six from from the Eden & the which returned and the engine got to arrive at 1 o'clock to day, to night there was only a fathom and half of water but the high clock in the 11th street at the station & another the 1st station in now at 11 o'clock 3 1/2 fathoms in the bottom. Peterson has been down & reported his findings add then 3 day part

18

(10) Night return from Green where I had spent in the night before with his Excellency & Smith - I found that had made the Chatham Norway which was very lucky as that station had been lost also - Had much conversation about a new kind of engine and engine in service but was forced after receiving Lieutenant & Peterson to let that be until the meeting on coming home I found the gas had been cut off on evening

20

(11) Day at the part 3 The water was down and the water got into the engine. There was a gentleman from the coast who was for the coal works and by the furnace. Another very good idea of a steam engine -

21

(12) Day a craft returning fell down the dock from the pump and the water enough in the tanks which arrived in so as to drive them from working. Begun a new shaft on the left a little to the S.E. from No. 3, to work with instead of No. 2, which is a lot in as to make further expenditure, and agree to give the engine 5-12 feet high from top to bottom and 9 feet water on. much longer they were here to see the water to day - 12. There is a gentleman's Court & Smith & Smith & Smith. Very hot weather.

July 1807

July 2

22 Last night and to day Clean the Boilers at the Great Engine, and fire flues, now tonight at 10 o'clock 2 1/2 parts water in the Bottom.

24 Yesterday and to day the sinking has only gone very middling but now to night we are in good order again. Got the Similes into the New little jolly Clays - and to day Capt. Von Horn is loaded with both these days past - The weather very hot all

25 The Great Engine has gone well all day & the men in the Bottom got the one communication pipe put on at the new Engine at the Steam Chest The Injection Pipes and Steam Chest Sink pipe and Packhead pumps being ready except the pipe which goes to the Cistern which we got a muddle ready for to last them by this forenoon very much rain, and showers the rest of the day but the people wrought by the wind at South which occasioned the East Country fleets to bring up off here upwards & down.

28 Yesterday Sir C. Bagge and Lady arrived Mrs. Lane arrived the work the 3 last days as usual, sinking gone very well to day put on a pump on each Low set. Day the Englishmen Charles overtime same as before, but the Sinkers no overtime.

Day the overtime that remained due to Mr. Chisholm & James Pollock all that was due above the 11th sent order to draw in England which is reckoned in the Smeared part they should have with the Swedish Sinkers bargain at 800000 Daeha. The overtime due being 5th 16th 16th that supposed to be gained by the bargain being 6th 8th. They stand indebted 4th 16th. Settle also with Mr. Long

Ray

August 1874

Aug 5th

2

Last night Solberg came up with a few pieces of Coals and said he had the coal in the bottom, but the pump being so deep that he could not get any right knowledge, all these days past the work as usual. I have not got the pipes all made yet for the 45 inch Cylinders but will say they shall be ready this week. — The weather has been so excessive hot, this few days that I have hardly seen its like before.

6

These 4 days all the work has been as before, on yesterday being Sunday got the Pump put on to the 18 inch seth and the Hopper mended but did ~~not~~ get the water down until to night at 12 past 7 o'clock. Countess Smith, Countess ^{von} Drosens with several ladies and Gent. were here to day.

17

This afternoon I got the sinker James to bore to the Coal with a Drill but it was so thick that he only bored into the Dauls 9 inches which he reckons to be from the bottom where the Pump is 3 feet. Call the Officers together and ask them which of them should go away who had given warning at midsummer. — also proposed and entered a Contract with them to deliver one over head each man 6 Barrels of Coals per day. and I would give them \$12 for each Barrels of good Coals advanced and and a \$2 for the Bottom Coal. — — — — — This all agreed to and was well pleased.

8

^{Boachets} The blacksmith the 18 inch seth was to change to day and bored thro' the coal to which we have 3 feet the Dauls or Metal seems to be only 10 inches and the Coal about 15 or 16 — — to night at 10 o'clock begin to change the 18 inch Boachets, got the communication pipes put upon the new engine.

August 1874

- 9 To day His Excellency Count Brantst & Mr Jonas Hilberg, came here to the meeting — and we went round the work all being as usual —
- 10 This forenoon we began the meeting change some buckets which stuck as in the sinking but the water seems to be up.
- 11 This afternoon one of the sinkers drove a wedge down into the bank of for-
=lowing stone above the coal — & only seems to be 6 inches more to it — when at 4 o'clock the High off take joint broke in the 18 inch set which was immediately taken off and to the Blacksmiths — settle with the Englishmen Clarke over time as before —
- over
Time
- 12 To day we cleaned the Boilers at the great Engine and with much trouble got up the Broken Speet in the Engine for 18 inch pumps — The Blacksmiths wrought all day.
- 13 This morning when the water was very near down the low Bucket went off in the 17 inch set — This was changed, and the new one was made too little which occasioned us to change it again at 12 o'clock, at 3 o'clock observed a leak in the same pumps which was repaired and at 6 o'clock to night the sinkers got into the Bottom & now all goes well —
wind N. W.
- 14 To day or rather last night they got upon the coal in the Great Engine pit, but not got it oared. Mr apt. was at home to day to give orders about the ~~driving~~ ^{feeding} pipes for the 45 inch cylinder which we had made 3 1/4 inches instead of 4 3/4 inch diameters — at the same time they got them put up to dry and are now ready to fix the working gear. —

August 1874

Aug 16

16

The low ~~xx~~ Duckets in the 18. Inch sett was to change this morning but at 5 1/2 o'clock at afternoon they got into the Bottom again and now to night most of the stone is off the Top of the Spoke above the Coal. — got some of the working gears up at the new Engine or Brass Duckets.

18

To day the 45 Inch Cylinder Engine started on Brass Duckets, with only the 6 Inch sett to draw the water down with in order to let the 14 Inch Pump, but there was a hole in the 8 3/4 inch pipe which the Plumber had looked over so that we stoppt at 8 o'clock and I gave the men ~~said~~ Sinkers for getting ~~Carvett's~~ Gunther's Coal, & The engine men, Smith, & Wrights for the new engine 14 ~~rd~~ amongst them —

And all the Duckets except the Little Low sett changed and changed the High Clock in the 18 Inch sett. at night unplug the Boilers to clean the flues and Boilers —

not get same how thick the Coal is. — Day 18th Long's this overtime according to note with 32 ~~rd~~ 12 of which the Company is indebted me the other 20 ~~rd~~ I have had since the accord or agreement was done at Brass Duckets where there was due them according to the note 20 ~~rd~~ but in fact I kept that money for ~~two~~ ~~several~~ ~~seasons~~ —

men
the 45
In Cylinder
Engine
to work
to day

x the
sunders
were not
to know
agreement
I had with
the English
Sunders, or
there would
have been
a general
discontent.

111 19

To day it was terrible raining all day but I got the new Engine to work at night and the great one got to work at afternoon after cleaning the Boilers & fire flues.

20

All day to day the great Engine went pretty well but did not get the water down it appears as if we had more water there, tho' I can't be certain

August 1874

certain yet. At the New pit on Irons Backe
the water was down at afternoon, and the Engine
except it very early, got all ready to take down
the Pumps, the Blacksmiths put a Cross Bar
upon the Black door, where I feared the
Chucks was to work, owing to the founder having
let the Core shift, also had the founder having
the Ground Spars. ~~At the~~ the Blacksmiths, at
Irons Backe seems up now then when we stop
since without driving the Horses hard, and
the Engine standing the water only rose
~~one foot per hour~~ a foot per Hour.

24 All this while since the Tundry very little has
been done at the Great Engine just since there
has been a continual changing of Buckets & Chucks
but on the water being down on the 21st no more
water was found then before or very little, but
they had not the sets in good order. At Irons Backe
the Pumps were all got down except the Hopper
Pump which we got ~~out~~ out of the drain, to
get ready. — — — — The reason of all this time
going down, is owing to Wilde having made
made all the Pumps Spindles and facets that
they won't go together before we have cut them
all with a Cold Chisel.

5

25 Tonight at 11 o'clock got the Engine started on Irons
Backe with the 14 inch set. — — — Did the English
men wages when Clarke has as before —
Set a wager with the Sinkers that they are
not down at the Coal by in 12 weeks
from the day 4 Guineas against 4,
Bowls of Cornish — — —

29 Return from Irons & Fredrick's dock
in Denmark where I lay 2 Days
detained by Storm and with some
difficulty I landed to day at
Heligborg, but on my
return found they had sunk
on Irons Backe 4 feet.

September 15th

Septem, 1

The works this 3 days past has gone in the
usual manner after I came home, the
sinters & engine wrights I found were
a quarreling about their employments
I was very angry at the English
sinters and told them that if
they did not let alone their
quarrels I would contrive a
method to make them do it, &
send as I had several quarrels
before me at the office next
day, I believe they thought
it best to agree and since
that the works has gone
on at Orors Dacha very
pleasantly. Yesterday I was
through all the works at
the old pits and ordered at
Orors to begin to work the
broken - to day in the pit
Ort they are laying a scaffold
to put the timber in & cut
the ring where I was driven
and showed them above Guf-
-vira Shunt's coal seam.
This day in Orors Dacha is
found a remarkable hard &
large white stone lying in
the Port which shows the Port
or rather the Shore of the
Sea has been there former
ly.

Septem^r 1854

2 O returned from town where I found they had just on the Half Pump. & cleaned the Boilers but at 10 o'clock at night the engine got first to work again — except the people who were at work I did not hardly see any body who was not drunken —

3 This morning I found there had been much quarreling both the by the Englishmen a lone and the Swedes and Englishmen together at the Oil Heaps in the Engine at 12 o'clock at night — so that the work has gone very badly there order them to the office tomorrow morning at 7 o'clock.

4 The work all as usual the stove and stottus in the sinking a little but now it is all of —

5 To day it has been very fine weather all day at afternoon had several people at Johnsons Bridge when we got her up about 5 inches —

8 To Day His Excellency Count E. Munk with his Countess & family were here ~~to day~~ all the work going very well, His Excellency promised to the sailors a Gevænner for each day they get the down scum before the 4th November — settle with the Englishmen, and find that there 2 weeks they have overtime as standing only 12 hours 4 shifts per week each 16 £ per man Clarke the same as usual —

10 The work goes on very well the ground is laid to the owners new Brier House to day according to the agreement made with the mason Berg who shall build the same for 224 N. J. S. settle with the 3 English sinkers and pay them their time

Sept 8 1874

overtime for the last day with £ 5⁰⁰
 but as they were in debted the work
 2 English £ or 32¹/₂ ¹/₂ ¹/₂ they were
 paid with 30 34¹/₂ for ^{which} the colliery is
 now indebted — over
 and above the 12 Riadoles mentioned
 in the Payment of 500⁰ 10⁰ 10⁰ —

September 14

Yesterday morning we got Grevina Brimth Coal
 at 8 doors back, it was hard and good about
 6 or 7 inches with a band about 2 inches &
 wonder that 10 or 12 inches being not exact
 over all the shaft but something thicker to
 the dip then at the ~~side~~ side of the pit
 begun to sink the dump at the new pit No 4
 by Grevina where we got coal also yesterday —

" " 16

O. B. Being Sunday went to town to speak with
 His Excellency Count Brimth about the Human
 at Bräcke, which the Dept had agreed to
 to let us have being one, then His Maj. was
 pleased to give us the privilege of buying
 from the Crown but the Board ~~shall~~
 shall have their lifetime in it —
 He had promised on the 13th but now
 will not altho bid more then it is really
 worth as a life annuity. 3 of the Sinker's Drunk but
 replaced them to right by others.

" " 18

So Day settled with the Sinkers for their
 Oatgain work at the Great Sinker
 Pit by which means I got 16 75 40⁰
 P. S. for the English mens Park but
 which I credit the Colliery for. The sink-
 ing goes very well they put on the Hog-
 get pump to day they should by sight
 have had it on by Sunday but the ring
 cutting above the coal shaft is —
 This morning at one o'clock the optate-
 joint at Danks in the 18 inch set broke
 and drove the wet spear in the High
 11 inch set and dry spear in the 17 inch
 pump it is likely the man had neglected
 and let the strike a stroke after it
 was broke but there is no proof that.

Septem^r, 1854

That, however, to night about 8 o'clock
they are all replaced again. To
day set down a hand pump at the
new pit at Gored she is 10 fathoms 4 feet
deep to the bottom of the pump which
is one fathom.

19 The Great Engine did not get to work before
this morning at 4 o'clock notwithstanding gas
up all night until near 2 o'clock, one of the
timbers found was a little drunken at Brass
Backs but on my going down, I
soon set all to rights at about 11 o'clock
To day we had to change the clock
at Brass Backs, and when the new
one went down and the engine
got to work we had to do it again
since the metal had broken
agree with Messrs Blacksmith & Son
to build the boiler for the steam
machine for 350 Doll. & m. No 58-16

Record
for the
Boiler 20
to the
Steam
machine
at Brass

To day the wind was fresh at W. N. W. when being
all ready agreed with the people at Hogans to
go on board Johnsons Drigg the Sam^l. & Johnsons
for to leave 10 Doll. & m. if they should be on
board 24 hours doing this work to get
her off and if they succeeded I should on discretion
give them a Polic. they got off the ground at
2 past 6 o'clock, very easy but the wind
still increases — at the work. We have
been troubled with changing Buckets at
Brass Backs, and a Gage in the Injection
Cup at the Great Engine a Broken
off the Point in the 18 inch sett.

21 The wind still is Hard as ever, Had much
trouble to get meat out to the Drigg which
they had neglected to take with them. Still
the water not down at the Great Engine
they having the High 11. inch clock —
at night had much trouble, to get the people set
in order to save the people, as it seemed the
Drigg would drive ashore again.

Sept^r 1884Sept^r 22

The wind still as strong as ever the sea runs very high, got the Great Engine to work last night up to this morning at 3 o'clock. The lower end of the old offtake joints broke, at the Great Engine. Had to change the Buckets in the Great Engine at Drors Backen again.

Johnson Drigg Parted his cables at 2 o'clock this morning, and drove ashore. The wind still as strong as ever overtime for the Rinkens & Clarke as usual.

24

This forenoon His Excellency Count Le Nord came here to attend ^{be} at the meeting about the Boats by writing about the Crown Lands which the Colliery have stalt upon —

25

The Meeting was today & we agreed with Neumann of Dröcker to quit his share to us — the works same as usual the water not down at the Great Engine yet. A new Styrman or foreman to the engines came today who has been much abroad of the Swedish Navy — His Excellency will be home to day.

26

So day but a pump on at Drors Backen. The churning goes very well. Styrman Peterson went away —

27

Nothing particular has happened all things has gone very well today rode to Givstaf & Dröcker farms, & at night at 11 o'clock stop the Great Engine to put the Kingport upon the beam which has never been got done yet, we shall see over the chains ~~put~~ at the same time sinking at Drors Backen goes well.

October 1804

October 1

This forenoon when I went down to the Coal pit I found several of the Mewers Drunk and gave one them from a little correction who was in punishment. Last night Berghand had neglected his work was absent also a thief to day, thro' Drunkenness I went down to the Gårdsfærgård last night myself to get a knowledge if they were drinking there contrary to orders which are that all shall be at home at 9 o'clock at night. Just now Smith came to tell me Christopher would not let him go down because (he said) he was drunk which I must deny, but I could see he was not altogether sober.

2

To day got the Kingpost fast upon the great engine beam and the inside chains on the water, at Oorrs Dæken, is something more then before & at old High Engine, the water rises on that a little. The sinking goes very well.

3

To day Put on a pump at Oorrs Dæken and the Groundspears, got the great Engine to work again. This forenoon ~~Colonel~~ ^{Colonel} Malmshöld was here to see the battery but it rained very hard all the forenoon, the Transport on the Canal goes slow for want of more Homs which I have set men to make to day — got some of the Oorrs to agree to drive with 2 pair of Horses each day by pointing out each the day in the week they shall drive by which means I hope to be able to sell some horses when I get a Oorrs ready.

6

To day I was at Helsingborg to speak with His Excellency C. E. Smith before he set out to Malmöholm. Last night the beam Gudgeon broke in the great Engine but did no other damage settle with the English sinkers for their overtime this Month of 4 weeks for each 4 shifts per week at 4 S. Shift each man equal to 16 S. per week makes £ 3. 4. 8. with the 2 Shilling sterling for master money to two of them for putting in English

Over time

October 1804

Wratish &c. makes the whole sum for
them due £10-8 at No 6-32 =
~~£10-8~~ No 6-16

October

15

During this time from the 10th nothing particular
has occurred. I ascertained that the 45 inch cylinder
engine kept the water out at Orro's Backen
therefore altho the Great Engine after
the Beam Breaking was ready to start Thursday
the 18 yet I have not yet set her to work.
yet. On day at 5 o'clock they got the
gray metal in the sinking pit at Orro
Backen. — I returned to Orro
from Englethun where I had been
to see some fir timber which is want-
ing at the Colliery — found
the timber would answer also the
Price if I had, had it upon the
Place here but the Difficulty of
transporting it by land will be dear and
to take it sea way not much less expensive
the loading and delivering being the
same as if Orro's Calender —

16

This morning the Corvet Jonas Stromberg set anchor
after examination at the office. for maliciously and
wilfully breaking all the windows of Mr. Bobergs
new House, a person of the name of Rondenren was
with him who repudiated his being there, but said
he was no partaker therein. The sinking has gone
as usual, no more water than before — very badly
of for want of the ropes from Gottenburg, as well
as Iron for the Spear plates since the 11th which
was bespoke for the winter has not come from
Stockholm yet, and the wind is continually to the
southward which prevents the Neptunes from coming.

17

This morning at 2 o'clock they changed the Duck
at the Engine on Orro's Backen, after which, the
Engine wright Clarke, and the English Sinker, have
downed all day, so that each of them has lost a shift
to night at 6 o'clock. Tho' Lough I should have
been at work, but did not come. The West ground
Spear fall broke, again to day, upon which I took the
Palquist down to Hoguäs to borrow a rope of
the fishermen, for to replace it and promise them a
new one in its room but as they were not all at home
must wait until to night, for which Palquist is waiting.

Wratish

October 18th

Oct 18

18

This afternoon the wind got more to the west and northwest but no appearance of the elephants yet. - Put a pump on at Drott Backa the grey metal stone there seems to be mixed with very thin girder of freestone or else they are not finding it at yet, Go night at 10 o'clock. Chas. Lough says now it is quite done in the Bottom.

Begun to load the Coal pit for Steking - long with Coals the has delivered Bricks here.

19

To day all work as usual among the grey or rather Black metal much coal and full of girdles like a hard thill.

over 20
time

This morning we got a remarkable hard stone in the Bottom at first a kind of Iron stone but to night is something like Dark grey Whin. pay the English men their time the same as usual except at Glenew on the 17th they lost some shifts which are as follow.

Strikes out for 2 shifts repairing the pump		
at Landstedts	at Glenew	2 shifts
Strikes out for being 2 shifts in repairing the pump floor		2
at Landstedts	at Glenew	4
at Landstedts		2
Chas Lough at Glenew		4
at Landstedts		1
		2

21

Oct 21 Last night the sinkers fired 2 shots but did very little execution it being hard blue whin with Ironstone and in some of the joints clear Quartz - we cleaned the Drillers and put on 2 Grout spears - so that the water was not down untill 10 o'clock to night but at 6, none of the Swedish Sinkers were in. Liljegren & Nyström lost that shift, and Lindberg & Berglund, & Solberg lost their shifts -

October 1854

24 To night we got thro' the skin which proves to be 2 feet 11 inches thick, very full of spots and Quarries in some parts. Drapers or hard spots, in some of the Quarries is Metal Gravelles.

25 On day I was at Melboring, got this excellency to read the Articles I had set up for the pitmen, to live after which he did and approved of and signed the orders to Livestock as well as me the others we have let alone signing until he come here when I expect Sir Charles Dudge here also.

Handgreen is not got what run away on sunday night last for being along with Stromberg in Dredger Baiberg's ~~House~~ windows.

26 Still we have not got the Hardstone all off at Dredger Baiberg, but expect to have it off by Sunday morning. The Painter, got began to day to fix the Hangings on our new house. The Drapery arrived yesterday with Ashes & Broken Glass, for the Glasshouse which begin to deliver to day. There is a young man from Gottenburg, who has wrought as Milwright for Sir Charles Dudge, which is come here to work. The water has taken off in the old pit, by fixed, since the Driller was cleaned at the 28 inch Cylinder Engine, but during this time she stood for that purpose, the water had nearly got over hand of them, and although that Engine goes well the water is nearly ~~4~~ fathoms higher than when the Great Engine went here at 27th.

27 On day found the water left in the Coal pit at fixed on acct of the Engine going well since the Driller was cleaned. The wind lately to day very cold, set a pump on at Dredger Baiberg.

October 1804

- October 26th ^{at this time of year} To day this weather very cold the wind strong at East got the Standstone all off except a little behind the pumps, got also the Collering all in order the Engine wrights being down all day —
- 29th His Excellency came here this forenoon when we spoke of ~~and~~ different subjects in particular about the best method for making the Jetty at the Entrance of the Harbour —
- 31st To night put a pump on at Dorro's Daken all has gone very well yesterday & to day — Day & Doring the Cylinder for the Steam Machine, and Jones is putting the fly wheel together His Excellency went away yesterday afternoon still blow hard at East.
- November 1st all as usual the sinking as before —
- 3rd Over time Day the Englishmen as usual their over time now as before no shifts being lost for them — The wind still continues Easterly blowing in the day and nearly calm at night.
- 4th To day we took out the piston and widened the Injection Cap at Dorro's Daken and in cleaning the Cisterns &c. The water is not down yet When pumping the Backhead water the Bott Daken and the Dalk felt upon a Boy one of the firemen and I fear his Daken his thigh done —
- 5th The water was not down until to day at 10 o'clock. They had Dakened all night in cleaning the Piston Holes &c in the Backhead Cistern none of the sinkers was in to night but what was drunk — Fine Ice was ~~seen~~ thick upon the Canal this morning.

Novem^r 1874

Novem 8 Yesterday I returned from Morning where I
had been to see about the Carrier's mill.
He denied at first but after I spoke
with him a little he confessed the
whole affair. — The work
goes very well but we have a
little more water than before get
The Great Engine working gears all
in good order and ready to start,
in case wanted. This morning there
fell some snow —

" 10 This morning at 2 o'clock began to put the
pump on when a flange at the pump above
the Bucket tree was broke, but the water
was kept down with chafed rope &c until
a plate was made ready with a screw block
and put on but only 2 bolts got into it
when the Packhead Bucket was fast by
taking up somewhat of the rope &c. which
the great pump had drawn. —

" 12 This morning I had Wm. Quirkson up and ordered
him to take charge of the Engines until
Clarke got well again who had been much
hurt last night & by a scaffold breaking which
Sven Ekman had laid to complicate the
joint which was broken. It happened about
7 or 8 past 12 o'clock at night while I
stood by the shaft. 2 Riggers were down upon
the Cradle & Clarke got down the gin rope
having hung by the chain drop, after he came
up again being about 17 or 8 feet water.
but unfortunately after they were come
to the Cradle which hung on the grab rope
Sven lost his hold and fell down again, ~~but~~
and was drowned before we got him up. The
every effort was made to restore him to life
by rubbing with warm cloths, warm bottles
Grinnick's Blankets &c. blowing air into
his mouth, opening a vein on his arm,
&c.

~~London~~ 25th 4

Swen
Gorman
Killed
at B.
Railway

But indeed it seemed as if all had conspired to end his days here. I had often charged him to be more careful, the Dockman told him when he took down the runways for this scaffold that they were over weak, and now when it was seen how it had happened, it was found the Needle which went off was more than half broke before it had been put in.

The lights all went out in the shaft at the same moment he fell down which stopt about 3 minutes & while I was doing this the Engine stopt & blew the snifting out by which the water rose a little perhaps about 12, or 18 inches. 'tho' the air did not stand more than about 2 minutes in all, he might be underwater about 10 minutes but why should all these happen at once?

As said all was not to be so. —
This is a great loss to us since he has been learned this 6 years, and was a most remarkable industrious man —

To day we had a meeting about the ground for Drachten when after much conversation for it was resolved that the Indraft should be as soon as possible and for that purpose I chose the part of the fell St. Common which lay the nearest the works.

Sagman, Plink & Befallingman (Kidney) were what is called good men or arbitrators.

16 The work has gone very well all these days. Now the sinkers got into the Bottom at 10 o'clock at night on the 12th. — but this morning at 2 o'clock a feeder was got in the Bottom which very near keeps the Engine going constant.

17 Stop to day to clean the Boilers and flues & since the water was not down the Duckit wanting to be changed. pay the English men; (Overtime as usual since Chisholm has been in Clarke's place but must have full wages with the other sinkers —

over time

There was a shift lost for each Englishman to night

November 1884

November 18

① The Engine at Cross Dock had not yet
 to work before 6 o'clock this morning, since
 there was not people procured to pump
 the water into the Boilers when I came
 home from Helmsboro where Sir Charles
 Dargge & his lady were arrived on Friday
 night last. Calmblad was sick, and
 Ahreblom was running about —
 nor could Clarke be up for his long
 not being well — After I returned
 from Church (where I had followed
 Ben Herman, to his grave being a mark
 I wished to show him. for the people
 satisfaction) I found still 7 fathom of
 water, at 6 o'clock it was done
 and at 8 with much difficulty I got
 as many men as before as could do, and
 Ahreblom was drunk, Hulman about
 10 o'clock so — but at 9 o'clock ~~the~~
 one of the outside mastingills broke
 which stoppt the engine until 2 o'clock
 this morning the 19th so that at 6 this
 there was 8 fathom of water in the bottom
 set the sinkers who had orders to go
 home last night to get the stones cleared
 away for the pit ^{last} heap. Wm Chisholm
 was a shift ~~to~~ tonight putting on
 the mastingill. tonight at 6 o'clock the wa-
 ter was down but very hot upon the engine

20

② To night at 6 o'clock Hutton came up with the
 samples of the Dove hole in the shaft. The pump
 wants to go 8 feet 2 or 3 inches yet to the top
 the water which comes up in the Dove hole
 seems all to come from about 2 feet from the
 top of the Dove hole or nearly about the
 bottom of the dump. The first foot of coal
 seems very hard and clean the second foot with
 some flint or slate the 3 foot very sandy — the
 last 14 ~~inches~~ inches very clean coal again.

21

③ After the boring was done very little was
 sunk tonight they could not keep the
 water down, but this morning the piston
 being loose bottomed the pit and got to
 work

Shift last for Cross Dock & James Dock to Night

Novem 1874

work about 11 a.m. but tonight there is still about 4 feet of water.

" " 22 The water has been down all day by the sinkers in the bottom. but now to night ^{at 6 o'clock} when orders were given to ^{raise} ~~come~~ out the thread and dashing to wedge. The Hogges pump leaked which was to take off and the fires to clear which stop until 2 past 1 o'clock when the engine got to work again.

" " 23 Now to night they are almost ready to wedge but still they have not quite finished the rimming or widening to put ~~the~~ the timber in. The water was not down until 17 o'clock this morning. This morning at 10 o'clock Mr. Dickinson & shot dough was drilled.

24 After last night at 6 o'clock none of the Englishmen came to this work ~~either~~ neither ~~of them~~ have they said anything to me. This forenoon we could not get the water down at Dorrs Datchet - at 2 o'clock stop and change both the main and Jackhead bucket and widen the Injection hole in the Cap - - - His Excellency Comd Brutt with Sir Charles Dyer and his lady came here to dinner -

The three English Sinkers were ~~counting~~ about the Pit this afternoon as if ~~wanting~~ us to speak with them but we took no notice of them.

25 O This morning the water was not still down at Dorrs Datchet altho the engine had gone pretty well all day night. at about 12 o'clock to day we stop to ~~deat~~ the Piston, and to night at 10 o'clock there was 14 or 15 feet water in the bottom this morning the three English sinkers were up at Sir Charles Dyer to speak with him but were told that he could do nothing with them, but that they should write a note and leave that to me - - - which they did and ordered them to come here in the morning - The great engine stood a long while to day changing the 18 inch bucket, since the man had made it

November 1874

it is so large that it would not go into the
bowl and was to take up again.
This stopp from 9 a.m. until 2 1/2 P.m.
Since yesterday, they had lost a
screw in the East pump at the old
engine, I set Muttman to work to
find for it with an invention, I made.
At 10 o'clock to night hearing that
Sohlberg & one sinker more was
drunk and not come to their work
I proposed to go to Lundstedts and
see how it was there when Sir C.
Boazee went also. where we found
that notwithstanding the orders at
the Public House and nailed upon the
door for every one to be gone
here at 9 o'clock. The whole house
was almost full, where ~~the~~ Mr
Chusholm was Drunken likewise —
making a great noise but on my coming
in all was very quiet and every
one tried to get out as fast as they
could get amongst them. I observed
Daniel Quistberg, Hagterens & derberg,
Nyström, Sohlberg, Oberglund, Jonas
Jonasson, Olof, Olofström, stood upon
the stairs with three or 4 more
of our People as well as some Odors.

26 This morning we had the Englishmen here
(I mean the 3 sinkers when they said that
their time was out that therefore they had given
over working & wished to go home but
on showing them our Watson's letter they
found I would not let them away until
the pit was down, when after many words
they acknowledged they had done wrong
in leaving off work without leave
and promised to go on without further
trouble

Nov 2 1874

trouble untill the pit was down—
among other things, they said there
was no coal but only a few sacks—
is when I told them that that
was no concern of theirs that I
must tell them now as before
that at present they were
only paid for working that
when I wanted their service I
would pay them for that also.
At 5 o'clock tonight got the
gin set on with bars after I
had got new ropes laid on, the sinkers
began to work (I mean the English
at 10 o'clock to day when James
O'Clock began.)

28 This evening at 4 o'clock we got the water down at Bros
= Oakea and a good many of the ^{English} ~~bars~~ was got in when
at 12 just 12 o'clock at night the clocks went
off and the sinkers came out again—
this stop untill 7 o'clock in the morning with
on the 26. when they got the engine to work
again and to night at 17 there was very
little water but the flogged pump came
boose being to little water any in the
bottom which returned the engine very
hard.

29 This morning I was very indifferent. of a severe
cold and did not go out all day, but at
1 o'clock the sinkers got down and now to
night at 5 o'clock I have report that
all the pieces is in and they are now
beginning to wedge — — this 3 days
very severe frost wind at East.

30 To night at 11 o'clock the Reg was put into the
wedging when the water as I expected broke
out in the Loos gullet or rather parting above
which I ordered to be followed about, untill
the stone was strong enough or else all the
way around. — — very cold weather wind
S. East.

Decm, 1874

Decm³ 1

This morning I was down and marked how far the wedging crib should go along the Parting since the rotten stone would not turn or bore wedging - and now to night all the pieces are in and they are wedging again - settle with the English tinkers and suction for all their overtime for the 8 weeks past and deducted the shifts which they had lost.

over
time

3

To night at 10 o'clock the cribbing was finished, and the tinkers began to take up the scaffold etc. The frost has been very sharp all day.

4

This morning at 3 o'clock the tinkers came up as the surfel i.e. inflammable this was starting the cribs upon which they took out the plugs and let her run by which means the engine was set back until 9 o'clock when they went down and continued all day, when considering the water a good deal of stones was got up. Cleaned the boilers at the Great Engine, and got her to work a quarter before 6 P.M.

6

yesterday the sinking went very well, the contact was quite good and the engine had no difficulty to keep the water down but to day there has been more trouble to help them in the bottom. Busy running or working out the Parting where the water comes to wedge it off.

7

This forenoon at 11 o'clock stop at D. Ducker to change the contact, the engine got to work at once there was then 11 fathoms 4 feet water in the bottom.

Decem^r 1874

9th night at 4 o'clock all the pieces was put into the Parting cradle to wedge, When the Ducket was to Change, and in coming up the Cross Bar had got loose which gave much trouble upon which I ordered to Clean the ^{great} Boiler,

9 ① The backhead bucket had gone off this morning so that it was not possible to leave the water down before late at night when the Bit went leaked which occasioned the water being 3 feet at 11 o'clock to night.

12 This morning ^{by Brown's} at 9 o'clock the Spear was lowered when the boiler lost and the Ducket Dropped at 8 o'clock tonight got up the falls and put another Ducket in, in the mean while the engine has stood, put the King Post upon the Regulating beam. The water being wedged off at the Parting the engine has good command being only about 13 hours water.

13 Today it has rained all day wind easterly and at night blowing — the sinking gone well all day. Bussey driving to alter the steam machine at the ~~old~~ ^{new} Great engine with an air pump and ~~condenser~~ ^{condenser} commenced out of the Cylinder.

14 Today at 3 o'clock the engine stop at Dross Ditch to put on a pump but this took more time than common since the Hogger pump was to cut at the length for a Flare pump to be put on being no more Iron ones however at 1 o'clock the engine got to work again. This evening Mr C. Drage his lady & the Governor's lady Forselles arrived here.

11 11th 15th Day the English sinkers, over time all sub. The water was down at 1/2 feet 2 o'clock.

Over time

December 1884.

Collected this morning at Orors Dacha, the
sinking has gone very well ever since. ordered
the sinkers to work to morrow if all sleeps
right -- Got the piston turned for the Steam
-machine at Orors Dacha. ---

" " 16 O This morning had down a kind of good
Spring catch for to get up the Duck-
-et but being over long in the
Points I found it had rested upon
Clack. Shanks ring, wherefore ~~not~~
put in the Ducket again, there
which came up was without a
Hoops having stripped herself,
at 12 a/4 before 12 to night the water
was down --- very hard frost
all day

" " 17 To day the sinkers were out the ^{not} bottom except 4 sweets who
neglected. but the water was not down until this morning
very cold weather. ---

" " 18 The Clack failed this morning after we stoppt to
change the same but had the Ducket which
was stoppt to fish for which I tried long for
but could not catch with the instrument made
for that purpose ---

" " 20 We got up the Ducket and Clack to day
and the Engine started again, at night after
much trouble I was up all last night
with the same -- the weather was now
ever much warmer then before.

" " 21 The Water was down to day and the sink-
-ing gone very well. Talked much to
night of the best method for loading
coals at the bridge from the Canal
and resolve to send for the fishermen at
Högarö tomorrow ---

" " 22 This morning the Horsepot broke which was
repaired and the Engine to work again about
6 o'clock to night ---

Decem^r 1804.

" " 23 The water was down this morning at 4 o'clock and the sinkers were down but could work with any force the engine stood so long out of the House. at 9 o'clock the water was down again but not eight much done — at 2 o'clock the sinkers got into the Bottom and were down until 6 o'clock to night when the water got up again. I saw the Piston & examined every part of the Engine but found no fault except at the Horsefoot where we were not certain whether there was fault or not at 9 o'clock got the Engine to work again, 12 1/2 fathoms of water down, at 11 o'clock to night 5 1/2 fathoms —

" " 24 This morning the water was down at 7 o'clock but only could be kept ~~down~~ by turns. — so that very little could be done however the plug was broke thro' which could not be got out, the Engine will not go above 8 1/2 strokes per minute — — — To night we stopped to clean the Great Boilers, and exide the Injection Cops; also order the Bucket to be changed to morrow morning — — — The Sinkers were down all to night all that I saw both English & Swedish —

" " 29 These days past nothing but troubles have been seldom the water being down, and yesterday we got set to work again, after putting a lead pipe on the Steam pipe, to increase the steam way — — when the Engine went much better. this afternoon the water was down but the feeders are very hot from the Great Engine having stood almost the whole week — settle with the ^{engine} Sinkers for overtime — — — & Pay them in full. — — — Broke thro' the roof in C. Dachs ~~the~~

Overtime

December 1864

Dec. 31 The water was down this afternoon at
 1 o'clock when the sinkers got down
 and set in the plugs — at Colloz
 to night the first cove of coals came
 up, which are of as good a qual-
 ity as can be with about 2 1/2 inches
 of flat next the roof upon them.
 Accordingly the pumps went down 22
 inches when the bucket was lowered
 and, now to night at 12 past 11 o'clock
 there is 2 fathoms of water. —
 a storm of wind to day at S.W. —
 There was a great deal of fog among
 us all, and I believe none of us
 ever had a ~~long~~ few years gift we
 set more value on.

Handwritten signature or initials

286-35
24-12

262 17

41/262-12/6
246

16 5

~~1123~~ 3
1123 2

97 2

15 8

Handwritten note

125 3
112

67
 48
 67
 48
 32
 5-35
 4

67
 48
 32
 5-35
 4

Uma