

and female statues, in the attitude of prayer. One of the best preserved male figures is apparently clad in chain mail, with a low conical helmet; and wears either a jupon or cyclas, with a triangular or heater shaped shield, and a sword girt upon the thigh: this costume corresponds with the date to which I have assigned the erection of the steeple. There are also two canopied niches, containing good figures of saints, upon the western end.

The general effect of the spire is very imposing, its lofty altitude gaining additional elevation from its beautiful proportions and fine outline; which, together with the absence of all meretricious detail, and resulting simplicity of design, would, in my opinion, render it an admirable model for modern imitation.

I am, Sir, your obedient servant,
J. C. ROBINSON.

Nottingham, February 20, 1844.

MESSRS. BOULTON & WATT, ON THE STEAM ENGINE.

Through the intervention of a Correspondent we are enabled to lay before our readers a document of some importance—being not less than a copy of the instructions furnished by Messrs. Boulton & Watt to five, we are informed, of their principal agents, and superintendents, who were deputed by them to attend, in different parts of the kingdom, to the erection of the steam engines made by the firm, under the first conditions of the patent-rights granted to them.

In the history of the invention of the steam-engine, some authors have shown much laborious research, and have deemed it right to adduce as elementary discoverers, the names of Hero, Branca, and other individuals; and have terminated this branch of their histories, with the inventions of Sir Samuel Morland, and the Marquis of Worcester. But we, ourselves, are of opinion that, in the history of the invention of the steam-engine, there are only three important elementary periods; viz., those of Savery, Newcomen, and Watt; and all of them took place within a century.

In taking a retrospect of the inventions of those eminently distinguished individuals, and of the times in which they respectively lived and brought them forward, we scarcely know to whom the greatest meed of praise is due—whether to Savery, for the invention of the steam-engine, and its first application to the arts of life; or to Newcomen, for the introduction of the cylinder, piston, beam, and pump-work generally, which still remain, as essential features of the invention; or to Watt, first for effecting the condensation of the steam in a vessel separate from the cylinder; and secondly, for his admirable contrivance of the parallel motion. For it was by this last that he was enabled to work the steam on both sides of the piston, and to reduce the action of the engine to that extraordinary precision of time and power, for which it is now universally celebrated, and by which it is adapted to the performance of the most delicate and rapid processes, even to the weaving of lace.

To James Watt, notwithstanding the profundity of his intellect and great inventive powers, much additional praise is due for his sound commercial talent; so ably aided and seconded, as it is well-known to have been, by his princely-minded partner, Mr. Boulton. And, perhaps, it was owing to this last mentioned circumstance, that the names of Messrs. Boulton & Watt spread so rapidly over the surface of the civilized world, as pre-eminently skilful mechanics.

A document emanating from such a firm, even as a matter of history, is of some importance; but when the low state of the mechanical arts at that period is considered, and a knowledge of it is placed in juxtaposition with the soundness of judgment, prudence, and foresight, displayed in the document, we cannot withhold our admiration of that commercial sagacity, by which they ensured practical success. There cannot be a question, that much of that success, and its consequence, the realization of great wealth, was produced by deep investigation of, and attention to, minute details, as thus exhibited; and it ought to convey to many of those who have embarked, or are about to embark, in the same arduous and honourable profession, a memorable lesson.

In giving the document to our readers, we shall not presume to disturb the meaning of the text, or attempt to enrich it by notes and annotations. But, at the conclusion, we shall take a retrospect of the whole, and bring the practical illustration of the steam-engine down to the present time.

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