

This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1871 Excerpt: ...time, having a strong desire to extend his knowledge, he determined to proceed south, going in the first place to Leeds, and subsequently to Manchester, where he got employment with Mr. Fairbairn, M. Inst. C.E., (now Sir William Fairbairn, Bart.). At this time, 1841, his leisure hours after work were occupied in making sketches of the various parts of engines, which he executed with remarkable neatness. He was noted for his industry, being most scrupulous to his employers interests, which brought him no small amount of ill-favour from other workmen; for, as chageman, he insisted that those under him should commence work at the proper time and not wait for the appearance of the foreman; indeed it was partly on accqjmt of this feeling that he left Manchester and returned to Glasgow, where he obtained with Mr. Paton, locomotive superintendent of the Edinburgh and Glasgow railway, the situation of draftsman. In 1844 he went to Messrs. Hawthorn, of Newcastle-on-Tyne, as manager of their works. He was much valued and esteemed by the firm, and he had, in such a position, the advantage of getting more prominently under the notice of others who were able to judge and appreciate his merits. In 1851 he married Miss Fleming, only daughter of Mr. John Fleming, solicitor, of Newcastle; and in 1853 he commenced business on his own account, at Ouseburn, as Robert Morrison and Co. The works at that time were comparatively small, but by his great mechanical skill, application and energy, he, in a few years, extended them so that they covered about 10,000 square yards of ground, and employed more than five hundred men, in the manufacture of marine and other classes of engines, as well as of an improved steam-hammer which he invented and patented. His hammers were extensivel...

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