

most skillful manufacturer in Great Britain, and had in his employ a body of the best trained workmen, probably, in the world. He was, too, a man of inventive genius, and yet a business man of great ability, and possessed very considerable means. He became acquainted with James Watt and his invention after the patent was taken out, but Watt was under a contract with the first party and could not make a satisfactory arrangement.

“Watt, after the lapse of six years, became free to negotiate with Bolton. Mr. Bolton then entered into a new examination of the invention. He was enthusiastic. He foresaw with the prophet's eye what there was in store for England in that invention. But six years of the patent had elapsed, and as a business man he decided not to touch it, he was convinced that it would be impossible to get a return of the money requisite to bring the invention to perfection and introduce it into use in the eight years which then remained of the patent. Mr. Watt was therefore compelled to go to Parliament and surrender that patent and ask for a new one for twenty-four years. His petition was granted. Upon the grant of the new patent, Mr. Bolton embarked his capital and energies in it. It may well be said that the Parliament of Great Britain never passed a law which had so great an influence upon the destinies of England and the world, as that law giving James Watt an extension of his patent for twenty-four years. All that Mr. Bolton anticipated took place. The difficulties of introducing the invention were enormous. The trouble of finding trained workmen skillful enough to build engines and take charge of them was great. A large capital was required and infringers seemed to compete with them. It was not until nearly the expiration of the twenty-four years that they began to receive a return for the money and labour which had been expended.”

It would be useless, I think, and tiresome, to further occupy time by giving additional facts and figures to prove my last proposition, when it is so fully substantiated by the foregoing sketch of the early history of the steam engine, especially since it so clearly sets forth the operation of a patent law, not only on the inventor and the capitalist, but also upon the public, and further shows how largely the love of gain determines the successful introduction of an invention.